AGENDA
CHANHASSEN CITY COUNCIL
MONDAY, NOVEMBER 10, 2025
CITY COUNCIL CHAMBERS, 7700 MARKET BOULEVARD

A. 5:30 P.M. - WORK SESSION

Note: Unless otherwise noted, work sessions are held in the Training Room in the lower level of City Hall and are open to the public. If the City Council does not complete the work session items in the time allotted, the remaining items will be considered after the regular agenda. **Public comment is not allowed at the work session.**

A.1 2026 Utility Fund Budgets, 2026 Utility Rates, and 2026-2030 Utility Fund CIP

A.2 Pleasant View Road Improvement Project

A.3 Future Work Session Schedule

B. 7:00 P.M. - CALL TO ORDER (Pledge of Allegiance)

C. PUBLIC ANNOUNCEMENTS

D. CONSENT AGENDA

All items listed under the Consent Agenda are considered to be routine by the city council and will be considered as one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and considered separately. City council action is based on the staff recommendation for each item. Refer to the council packet for each staff report.

D.1 Approve City Council Meeting Minutes dated October 27, 2025

D.2 Approve City Council Work Session Minutes dated October 27, 2025.

D.3 Receive Park and Recreation Commission Minutes dated August 26, 2025

D.4 Receive Commission on Aging Minutes dated August 15, 2025

D.5 Receive Commission on Aging Minutes dated September 19, 2025

D.6 Approve Claims Paid dated November 10, 2025

D.7 2025 Well Rehabilitation Project

D.8 Approve Permanent Stormwater Ownership and Maintenance Agreement for Avienda Apartments

D.9 Dogwood Right-of-Way Vacation

D.10 Partial Release of Planned Unit Development Agreement (951 W 78th Street)

D.11 Approve SCALE Hardware and Software Purchase with Computer Integrated Technologies (CIT)

D.12 Resolution 2025-XX: Cooperative Agreement with Hennepin County for the Mill Street Trail Improvement Project

D.13 Resolution 2025-XX: Call Public Improvement Hearing for the 2026 City Pavement Rehabilitation Project No. 26-01

E. VISITOR PRESENTATIONS

Visitor Presentations requesting a response or action from the City Council must complete and submit the Citizen Action Request Form (see VISITOR GUIDELINES at the end of this agenda).

F. FIRE DEPARTMENT/LAW ENFORCEMENT UPDATE

G. PUBLIC HEARINGS

G.1 Resolution 2025-XX: Accept Feasibility Study, Conduct Public Improvement Hearing, and Authorize Preparation of Plans and Specifications for the 2026 Great Plains Blvd/Lake Dr East Rehabilitation Project No. 26-02

G.2 Lake Minnewashta Slow No Wake Public Hearing

H. COUNCIL PRESENTATIONS

I. ADMINISTRATIVE PRESENTATIONS

J. CORRESPONDENCE DISCUSSION

J.1 Third Quarter 2025 Economic Development Activity Report

J.2 Third Quarter 2025 Communications Update

K. CLOSED SESSION

K.1 Discuss Acquisition of PID 25.8680100, a tax-forfeited parcel

L. GENERAL BUSINESS

L.1 Discuss Acquisition of PID 25.8680100, a tax-forfeited parcel

M. ADJOURNMENT

GUIDELINES FOR VISITOR PRESENTATIONS

Welcome to the Chanhassen City Council Meeting. In the interest of open communications, the Chanhassen City Council wishes to provide an opportunity for the public to address the City Council. That opportunity is provided at every regular City Council meeting during Visitor Presentations.

- Anyone seeking a response or action from the City Council following their presentation is required to complete and submit a Citizen Action Request Form. An online form is available at https://www.chanhassenmn.gov/action or paper forms are available in the city council chambers prior to the meeting.

- A total of thirty minutes is alloted for Visitor Presentations. Priority is given to Chanhassen residents. An additional thirty minutes may be provided after General Business items are complete at the discretion of the City Council.

- Anyone indicating a desire to speak during Visitor Presentations will be acknowledged by the Mayor. When called upon to speak, state your name, address, and topic. All remarks shall be addressed to the City Council as a whole, not to any specific member(s) or to any person who is not a member of the City Council.

- If there are a number of individuals present to speak on the same topic, please designate a spokesperson that can summarize the issue.

- Limit your comments to five minutes. Additional time may be granted at the discretion of the Mayor. If you have written comments, provide a copy to the Council. Comments may also be emailed to the City Council at council@chanhassenmn.gov.

- During Visitor Presentations, the Council and staff listen to comments and will not engage in discussion. Council members or the City Manager may ask questions of you in order to gain a thorough understanding of your concern, suggestion or request.

- Please be aware that disrespectful comments or comments of a personal nature, directed at an individual either by name or inference, will not be allowed. Personnel concerns should be directed to the City Manager.

Members of the City Council and some staff members may gather at Tequila Butcher, 590 West 79th Street in Chanhassen immediately after the meeting for a purely social event. All members of the public are welcome.

City Council Item

November 10, 2025

Item	2026 Utility Fund Budgets, 2026 Utility Rates, and 2026-2030 Utility Fund CIP	
File No.		**Item No:** A.1
Agenda Section	**5:30 P.M. - WORK SESSION**	
Prepared By	Kelly Grinnell, Finance Director	
Reviewed By		

SUGGESTED ACTION N/A	
Motion Type	N/A
Strategic Priority	Financial Sustainability

SUMMARY

Staff will review the 2026 Water, Sewer, and Storm Water Fund budgets, proposed utility fund rates for 2026, and the 2026-2030 Utility Fund Capital Improvement Plan.

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

City Council Item

November 10, 2025

Item	Pleasant View Road Improvement Project	
File No.	ENG 26-03	**Item No:** A.2
Agenda Section	**5:30 P.M. - WORK SESSION**	
Prepared By	Charlie Howley, Director of Public Works/City Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION N/A - Discussion only	
Motion Type	N/A
Strategic Priority	Asset Management

SUMMARY

Staff will give an update on the status of the Pleasant View Road Improvement Project

BACKGROUND

Pleasant View Road is currently being shown in our 5-yr CIP as a multi-year project starting in 2027.

The exact scope of the rehabilitation is not currently identified, understanding that the corridor offers challenges as far as street width, available right of way, steep slopes, and proximity of natural assets such as trees and Lotus Lake.

There are two main goals at this time:
- Pavement rehabilitation
- Safety improvements

DISCUSSION

There is a public open house scheduled for Tuesday, November 18th at City Hall to explore a host of topics with the public, and to get a sense of how big of a project should be planned.

BUDGET

There is currently no budget defined for the project due to the limited definition of scope.

RECOMMENDATION

N/A

ATTACHMENTS

Pleasant View Rd Improvement Project Presentation

Pleasant View Road Improvement Project

City Council Work Session
November 10, 2025

Last Time We Discussed

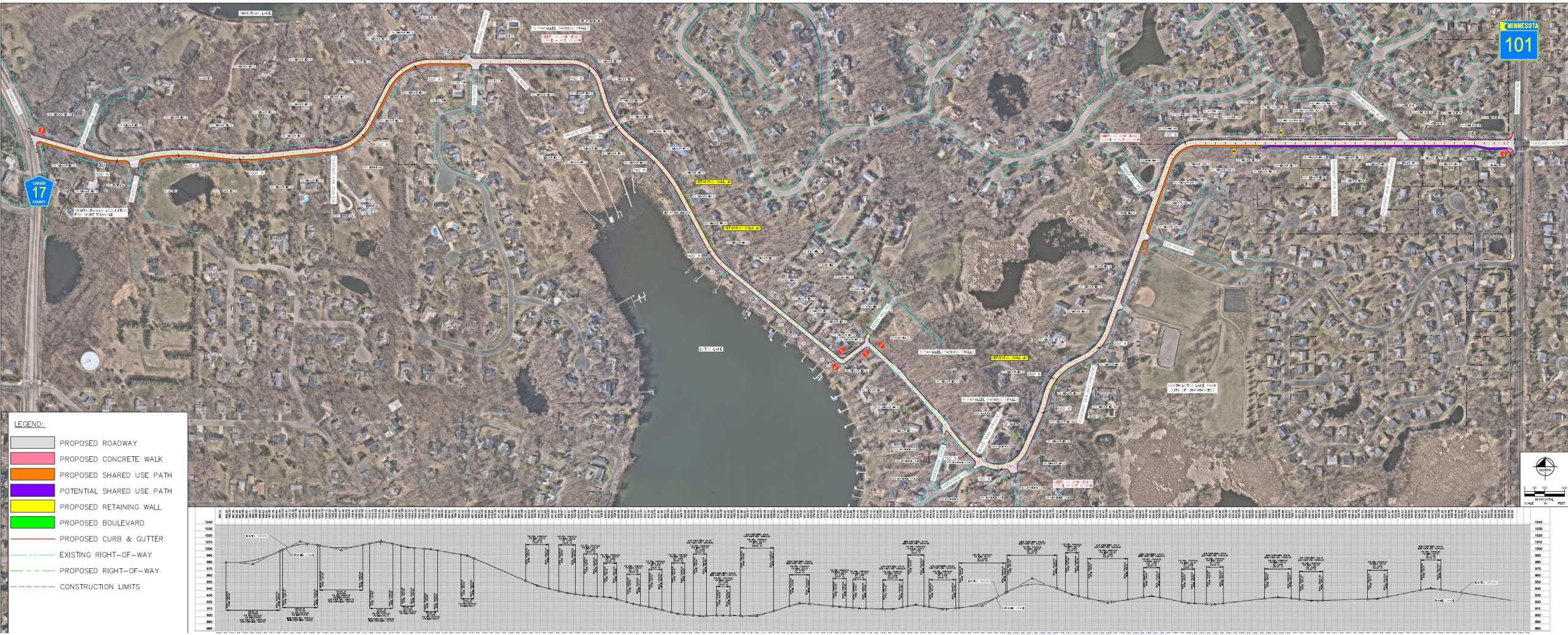
January 13, 2025

- Project was preparing for a federal RAISE Grant application
- A multi-use trail was shown the entire corridor
- Full reconstruction (water and sewer replacement not determined)
- ~$16M construction cost but trending north of $20M
  - ❖ 40% of the cost on retaining walls
- City Council directed staff to pause and reconsider the scope
  - ❖ Goal to make the corridor safer, but limit private property impacts

What have we done since then

- Hired a consultant for Preliminary Design Services
- Updated the project page
- Survey work completed
- Soil boring work completed
- Wetland delineations completed
- Developed conceptual typical street sections with a goal to “right fit” the improvements, limiting retaining walls and impacts to private property
- Prepared a conceptual layout and cost estimate
- Scheduled a public open house for November 18, 2025 (to be held at City Hall)
- Placed project notification signs along the corridor

Concept Layout



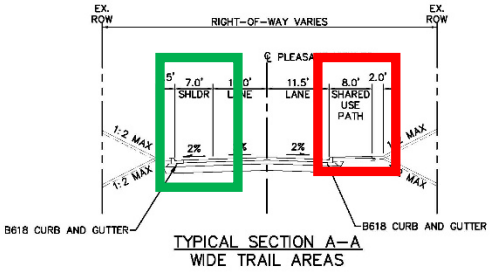
Concept Typical Sections



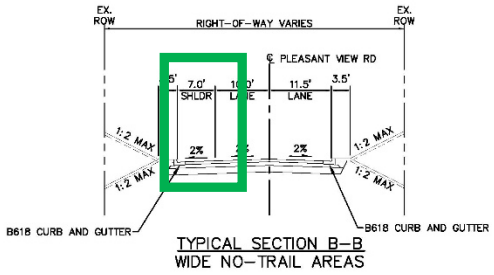




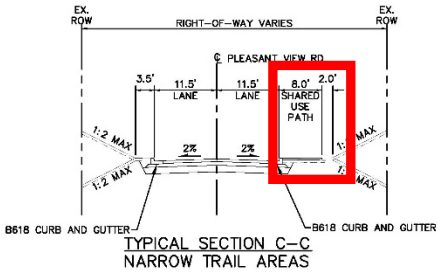




TYPICAL SECTION A–A
WIDE TRAIL AREAS

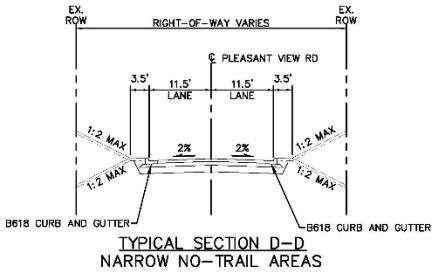


TYPICAL SECTION B–B
WIDE NO–TRAIL AREAS

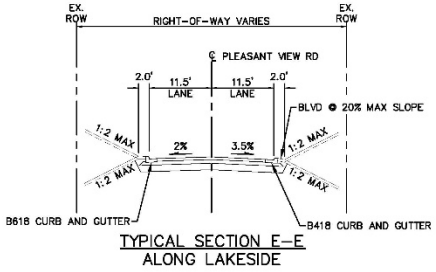


TYPICAL SECTION C–C
NARROW TRAIL AREAS

*Dedicated trail from Powers to Fox Path, and from N Lotus Lake Park to Hwy 101
*Intermittently scattered parking areas



TYPICAL SECTION D–D
NARROW NO–TRAIL AREAS



TYPICAL SECTION E–E
ALONG LAKESIDE

*On street use for bike/peds from Fox Path to N Lotus Lake Park

ERIA:
D: 30 MPH (POSTED 25MPH)
NTAL CURVE 230 FT
RVES:
LUE: 37
VALUE: 19
SPEED: 15MPH (EXCEPT AT INTERSECTIONS)
2,000 (2024)

Current Project Status

- ~$8.8M Construction cost estimate based on current concept
  - ❖ 6% of the cost on retaining walls (3 walls identified)
  - ❖ Full reconstruction scope (34.5 average OCI, 30 is typical threshold for Recon vs. FDR)

- Funding from PMP and Utility Enterprise funds
  - PMP revenue consists of Municipal State Aid (MSA) and Assessments
  - Not currently chasing grant applications
  - City receives ~$1.6M annually in MSA funding

- Project is scheduled in CIP as a 2-year project starting in 2027
  - ~$4.5M in MSA revenue shown as the need (~3 yrs of revenue)

- We have a project page on our website
  - Pleasant View Road Improvement Project | Chanhassen, MN
  - Currently 422 subscribers

Requested City Council Input

1. Preferred implementation schedule (2027)?

2. Reconcile with MSA funding or chase grant opportunities?

3. Construction over multiple years or attempt a single year?
   - Need to verify schedule feasibility based on ultimate scope chosen

City Council Item

November 10, 2025

Item	Future Work Session Schedule	
File No.		**Item No:** A.3
Agenda Section	**5:30 P.M. - WORK SESSION**	
Prepared By	Laurie Hokkanen, City Manager	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION N/A	
Motion Type	N/A
Strategic Priority	N/A

SUMMARY

The City Council is tentatively scheduled to hold the following work sessions:

November 24, 2025
- Final Review of Proposed 2025 Levy, Budgets, and CIP for all funds
- 2050 Comp Plan process overview
- Lake Ann Park Preserve update

December 15, 2025
- City Council Roundtable

BACKGROUND

Staff or the City Council may suggest topics for work sessions. Dates are tentative until the meeting agenda is published. Work sessions are typically held at 5:30 p.m. in conjunction with the regular City Council meeting, but may be scheduled for other times as needed.

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

City Council Item

November 10, 2025

Item	Approve City Council Meeting Minutes dated October 27, 2025	
File No.		**Item No:** D.1
Agenda Section	**CONSENT AGENDA**	
Prepared By	Jenny Potter, City Clerk	
Reviewed By		

SUGGESTED ACTION "The Chanhassen City Council approves the City Council Meeting minutes dated October 27, 2025."	
Motion Type	Simple Majority Vote of members present
Strategic Priority	N/A

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

Staff recommends that the Chanhassen City Council approve the City Council Meeting minutes dated October 27, 2025.

ATTACHMENTS

City Council Meeting minutes dated October 27, 2025

CHANHASSEN CITY COUNCIL
REGULAR MEETING
MINUTES
OCTOBER 27, 2025

Mayor Ryan called the meeting to order at 7:00 p.m. The meeting was opened with the Pledge of Allegiance.

COUNCIL MEMBERS PRESENT: Mayor Ryan, Councilmember McDonald, Councilmember Schubert, Councilmember von Oven, and Councilmember Kimber.

COUNCIL MEMBERS ABSENT: None.

STAFF PRESENT: Laurie Hokkanen, City Manager; Eric Maass, Community Development Director; Charlie Howley, Public Works Director/City Engineer; Kelly Grinnell, Finance Director; and Jenny Potter, City Clerk.

PUBLIC PRESENT: None.

PUBLIC ANNOUNCEMENTS:

1. Invitation to City Hall Open House on November 1

2. Old National Bank Recognition from the City of Chanhassen

Mayor Ryan recognized Old National Bank for their support during the City Hall construction.

Councilmember McDonald stated that Old National Bank served as a valuable partner to help build the City Hall.

3. Southern Valley Alliance: Domestic Violence Awareness Month

A representative from Southern Valley Alliance shared updated information related to Southern Valley Alliance and Domestic Violence Awareness Month.

Councilmember McDonald stated that Southern Valley Alliance was a great organization and provided a great service while people are working through domestic issues.

CONSENT AGENDA: Councilmember McDonald moved, Councilmember von Oven seconded that the City Council approve the following consent agenda items 1 through 11 pursuant to the City Manager's recommendations:

1. Approve City Council Minutes dated October 13, 2025

2. Approve City Council Work Session Minutes dated October 13, 2025

3. Approve Special City Council Meeting Minutes dated October 20, 2025

4. Receive Environmental Commission Minutes dated September 10, 2025

5. Receive Economic Development Commission Minutes

6. Approve Claims Paid dated October 27, 2025

7. Award 2026-2028 4th of July Fireworks Contract

8. Approve an Encroachment Agreement between the City of Chanhassen and the property owner at 824 Lone Eagle Drive

9. Approve a Site Plan Agreement for Eden Springs Assisted Living and Memory Care located at 1620 Arboretum Boulevard

10. Resolution 2025-71: Call for Public Hearing to Order the Great Plains Boulevard/Lake Drive East Improvement Project

11. Resolution 2025-72: Approve Vacant Land Purchase from Carver County

All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

VISITOR PRESENTATIONS. None.

FIRE DEPARTMENT/LAW ENFORCEMENT UPDATES. None.

PUBLIC HEARINGS.

1. Resolution 2025-73: Certification of Delinquent Utility Accounts and Code Enforcement Charges to the County Auditor

Kelly Grinnell, Finance Director, reviewed the process for delinquent utility accounts.

Mayor Ryan opened the public hearing. There were no public comments.

Mayor Ryan closed the public hearing.

Councilmember Schubert moved, Councilmember Kimber seconded that the Chanhassen City Council adopt a resolution certifying delinquent utility accounts and code enforcement charges to the County Auditor. All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

2. Resolution 2025-74: Accept Feasibility Study, Conduct Public Improvement Hearing, and Authorize Preparation of Plans and Specifications for the Market Boulevard Improvement Project

Charlie Howley, Director of Public Works/City Engineer, reviewed the project scope for the Market Boulevard Improvement Project. He summarized the regional downtown water reuse system, which supports permitting of multiple City projects. He provided an overview of the public engagement efforts

for the project and noted that they received one comment about the entry monument sign. He explained the project funding summary and stated that the project was 43 percent City-funded and 57 percent funded by outside sources. He reviewed the preliminary assessment map for the project and stated that the assessment amounts were determined based on a front footage methodology. He summarized the schedule and next steps for the project.

Mayor Ryan opened the public hearing. There were no public comments.

Mayor Ryan closed the public hearing.

Councilmember McDonald moved, Councilmember von Oven seconded that the Chanhassen City Council adopt a Resolution Accepting the feasibility study, ordering the improvements, and authorizing preparation of plans and specifications for the Market Boulevard Reconstruction Project. All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

GENERAL BUSINESS.

1. Adopt Ordinance 752: Amending Chapter 20 Zoning Regulations for Accessory Structures

Eric Maass, Community Development Director, reviewed the two requests for citizen action forms that requested the city consider changes to the accessory structures ordinance. He summarized three alternatives for an agricultural exemption for accessory structures.

Councilmember Kimber asked if there was part of the ordinance that restricts the accessory structure to having less square footage than the primary structure. Mr. Maass answered that the current ordinance alternatives did not place a cap on total square footage for an accessory structure based on the principle structure. He stated that it was based on the zoning designation or the lot area, but they could add a reference. He commented that they would want to note if it included the habitable place and the garage space.

Councilmember Kimber said he did not want to define a cap but stated that the accessory structure could not be larger than the primary structure. Mr. Maass answered that it could be added, but he did not think an accessory structure would be larger than a primary structure.

Councilmember Kimber suggested that they add a cap.

Mayor Ryan asked if this was from when they were redoing the ordinance about adding onto an existing structure, or if this was separate.

Councilmember Kimber said that he thought this was separate, as there are larger lots in town with smaller homes. He asked if they would want to restrict the size of an accessory structure to be smaller than the primary structure.

Councilmember von Oven said they had a lengthy discussion about additions to buildings, but did not remember a conversation about an accessory structure.

Councilmember McDonald stated he did not want to limit the accessory structure size but wanted it to be on a case-by-case basis. He stated that there were not many larger lots, so he did not think it would be an issue.

Councilmember Kimber expressed an interest in Alternative A, as he thought it was clearer.

Councilmember Kimber moved, Councilmember Schubert seconded that the Chanhassen City Council approves amending Chapter 20 Zoning Regulations for Accessory Structures as outlined by Alternate A Ordinance. All voted in favor, and the motion carried unanimously with a vote of 5 to 0.

COUNCIL PRESENTATIONS. None.

ADMINISTRATIVE PRESENTATIONS. None.

CORRESPONDENCE DISCUSSION.

1. 7331 Hazeltine Blvd Short Term Rental License

Councilmember Schubert moved, Councilmember McDonald seconded to adjourn the meeting. All voted in favor, and the motion carried unanimously with a vote of 5 to 0. The City Council meeting was adjourned at 7:44 p.m.

Submitted by Laurie Hokkanen
City Manager

Prepared by Jenny Potter
City Clerk

City Council Item

November 10, 2025

Item	Approve City Council Work Session Minutes dated October 27, 2025.	
File No.		**Item No:** D.2
Agenda Section	**CONSENT AGENDA**	
Prepared By	Jenny Potter, City Clerk	
Reviewed By		

SUGGESTED ACTION

"The Chanhassen City Council approves the City Council Work Session Minutes dated October 27, 2025."

Motion Type	Simple Majority Vote of members present
Strategic Priority	N/A

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

Staff recommends that the Chanhassen City Council approve the City Council Work Session minutes dated October 27, 2025.

ATTACHMENTS

City Council Work Session minutes dated October 27, 2025

CHANHASSEN CITY COUNCIL
WORK SESSION
MINUTES
October 27, 2025

Mayor Ryan called the work session to order at 5:30 p.m.

COUNCIL MEMBERS PRESENT: Mayor Ryan, Councilmember McDonald, Councilmember von Oven, Councilmember Kimber, Councilmember Schubert

COUNCIL MEMBERS ABSENT:

STAFF PRESENT: Charlie Howley, Public Works Director/City Engineer; Eric Maas, Planning Director; Patrick Gavin, Communications Manager; Jenny Potter, City Clerk; Kelly Grinnell, Finance Director

PUBLIC PRESENT:

Presentation of Capital Fund Budgets and 2026–2030 Capital Improvement Plan (CIP)

Kelly Grinnell, Finance Director, presented details on vehicle and equipment replacements, facility maintenance, transportation infrastructure, pavement management and park improvements. This included a projected $1.4 million fund balance for the Vehicle and Equipment Fund in 2026, a $4.8 million budget for annual street reconstruction, and plans for a $350,000 levy by 2030 to support future park renovations. Discussion also covered upcoming playground replacements at Lake Ann Park and Bandimere Community Park, completing the Lake Ann Park Preserve project and continued reliance on grants and park dedication fees for park development. Discussion centered on how best to balance ongoing neighborhood park updates with upcoming major playground projects at Lake Ann and Bandimere Parks.

Highway 7 and Highway 41 Update

Charlie Howley, Public Works Director/City Engineer, discussed the Highway 5 reconstruction project beginning in 2026, a planned restriping effort by MnDOT to add dedicated turn lanes at Longacres and Lake Lucy intersections, and the temporary traffic signal at MMSW. Mr. Howley also outlined future roundabout projects near the middle school (programmed for 2028) and at Lake Lucy, which could be constructed together if funding aligns. On Highway 7, the update clarified the roles of three parallel efforts, a safety coalition, a new transportation management organization, and MnDOT's corridor study. All focused on improving safety and traffic flow through coordinated planning and the upcoming 2029 MnDOT rehabilitation project. Communications for the Highway 5 project is expected to begin once bids are awarded later this fall

Mayor Ryan adjourned the work session at 6:50 P.M.

Submitted by Laurie Hokkanen
City Manager

Prepared by Jenny Potter
City Clerk



City Council Item

November 10, 2025

Item	Receive Park and Recreation Commission Minutes dated August 26, 2025	
File No.		**Item No:** D.3
Agenda Section	**CONSENT AGENDA**	
Prepared By	Kate Vogt,	
Reviewed By		

SUGGESTED ACTION

"The Chanhassen City Council receives the Park and Recreation Commission minutes dated August 26, 2025."

Motion Type	Simple Majority Vote of members present
Strategic Priority	N/A

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

CHANHASSEN PARK AND
RECREATION COMMISSION
REGULAR MEETING
MINUTES
AUGUST 26, 2025

Chair Leisen called the meeting to order at 6:08 p.m.

MEMBERS PRESENT: Rob Swanson; Kristin Fulkerson; Michael Leisen; Sean Morgan; Emily Nagel; Kurt Scheppmann; Nora Nashawaty; and Clara Christenson, youth.

MEMBERS ABSENT: None.

STAFF PRESENT: Jerry Ruegemer, Park and Recreation Director; and Priya Wall, Recreation Manager.

PUBLIC PRESENT: None.

APPROVAL OF AGENDA: Commissioner Swanson moved, Commissioner Fulkerson seconded to approve the agenda as presented. All voted in favor and the motion carried unanimously with a vote of 8 to 0.

PUBLIC ANNOUNCEMENTS: None.

VISITOR PRESENTATIONS: None.

APPROVAL OF MINUTES:

1. Approve Park & Recreation Minutes dated July 22, 2025

Commissioner Fulkerson moved, Commissioner Nashawaty seconded to approve the minutes of the Park and Recreation Commission meeting dated July 22, 2025 as presented. All voted in favor and the motion carried unanimously with a vote of 8 to 0.

GENERAL BUSINESS:

1. Park Renovation Fund & Chanhassen Estates Mini Park Discussion

Jerry Ruegemer, Park and Recreation Director, summarized the different park facilities and staff throughout Chanhassen. He reviewed the background of the Park Renovation Fund, which is supported by a dedicated property tax levy and is utilized to replace or repair major park equipment and infrastructure. He explained that previously, the city used surplus funds at the end of the year for park renovation.

Chair Leisen asked if there was a budget surplus, if it could still be used for park renovation, or if the $100,000 is the cap of the funds. Mr. Ruegemer responded that it would be a possibility, but the city also needs to save for long-term purchases, such as a firetruck.

Commissioner Fulkerson asked if the levy would continue beyond 2029. Mr. Ruegemer answered that it would likely continue in the future, but he could not guarantee it.

Commissioner Swanson asked about the price increase between 2028 and 2029. Mr. Ruegemer answered that it was a stepped or tiered percentage, so that the rate would be higher in 2029.

Commissioner Scheppmann asked if the $100,000 and subsequent years were allocated solely for park renovation, excluding maintenance and capital expenditures. Mr. Ruegemer confirmed this information.

Commissioner Scheppmann asked if the $180,000 had historically been allocated solely for park renovation. Mr. Ruegemer answered that the $180,000 was for park renovation.

Mr. Ruegemer reviewed previous park improvements funded by the budget surplus.

Commissioner Morgan asked if the funds were set in stone since they were voted on by the City Council. Mr. Ruegemer answered that the numbers were projected, but they could change either way. He said that there was an aging park system that needed attention. He discussed utilizing the operating budget for smaller projects.

Commissioner Nashawaty asked if they discussed the parks at the truth and taxation meeting. Mr. Ruegemer said that they had postponed different playground replacements because of other priorities. He said that there were a number of playgrounds that would need to be replaced over the next four to five years.

Mr. Ruegemer summarized the improvements planned for the Carver Beach Playground.

Chair Lesisen asked if there was a fence around the baseball diamond. Mr. Ruegemer answered that there was not, but they do not schedule the baseball field.

Youth Commissioner Christenson asked about parking. Mr. Ruegemer answered that there was minimal parking at the location.

Mr. Ruegemer discussed the pickleball courts that had cracks and the alternative solution to repair the courts.

Commissioner Nashawaty asked about the plan to maintain the pickleball courts. Mr. Ruegemer answered that the city plans to keep the outdoor facilities under city ownership, so they plan to maintain them.

Mr. Ruegemer reviewed the planned expenses for the park improvements and noted that they were just under the budget threshold. He discussed the Chanhassen Estates Mini Park to better understand who utilized the park. He commented that he wanted the Park and Recreation Commission to look at the existing playground and park to get a better picture of different considerations.

Chair Leisen thanked him for the well-documented information. He would be curious about low-cost alternatives for this park.

Commissioner Fulkerson asked if there would be interest in having a community garden there.

Commissioner Morgan asked what the cost would be to put in a modest parking lot. Mr. Ruegemer responded that it would be more expensive than you would think.

Commissioner Nashawaty asked about easements near the properties to build a sidewalk and then utilize the street parking.

Chair Leisen said that most neighborhood parks had small parking lots. Mr. Ruegemer answered that they would not like to seek a model that utilized street parking.

Commissioner Swanson asked if there was an ideal proximity between parks. Mr. Ruegemer answered about a half-mile.

Commissioner Nagel said if they decommission Chanhassen Estates Mini Park, they should invest in Rice Marsh Park.

Commissioner Swanson said he had friends in that neighborhood who did not go to Chanhassen Estates.

Youth Commissioner Christenson said that the park was only appealing to smaller children.

Commissioner Nagel emphasized the importance of pollinator gardens. She asked about the cost to remove the existing infrastructure. Mr. Ruegemer answered that they would remove the playground in-house.

Commissioner Fulkerson asked if it would be possible to get a dedicated crosswalk. Mr. Ruegemer answered that it would be a heavy lift with the Engineering Department because they do not like mid-block crosswalks.

Commissioner Nashawaty asked about the ash trees. Mr. Ruegemer answered that it could certainly be a part of the discussion if they are diagnosed as diseased trees.

2. Civic Campus Programming Discussion

Priya Wall, Recreation Manager, reviewed phase two of the Civic Campus Project scheduled for completion during the summer of 2026.

Chair Leisen asked if there would still be a skating rink. Mr. Ruegemer confirmed this information, but there would not be formalized hockey rinks.

Ms. Wall reviewed the previous request to focus on three strategic objectives. She noted that the infrastructure policies were well-set, but they could focus on programming to make downtown a magnet for community building. She stated that there was not a set budget for programming in this space, but they could bring the desires into the budget discussion for 2026.

Chair Leisen noted that there were large events on the calendar that they would need to work around. He asked for a refresher on these events. Ms. Wall reviewed the different community events from January to December. She discussed additional programming, such as fitness activities and game groups.

Ms. Wall said that they were larger style events, but not as many smaller events.

Commissioner Morgan expressed thanks for the approach to brainstorming. He asked if budgets were flat, if there were events that would be better. Mr. Ruegemer answered that they did not have a lot of money wrapped up in the programming. He thought a new space might attract title sponsorships for events. He noted that they wanted to engage their business community and get them involved to keep their costs lower.

Commissioner Nashawaty asked when they were expecting to have the outdoor space done. Mr. Ruegemer answered that the goal was to have the space done by July 1st, but that is not a guarantee, so they might need to have an alternative plan for July 4th.

Chair Leisen noted that the movie in the park attracted teenagers, so he asked if a regular movie night would be beneficial.

Commissioner Fulkerson discussed the Café that occurs at the high school. She suggested a similar activity.

Ms. Wall said that Supernova, a band made up of Chanhassen high schoolers, was the best-attended event.

Commissioner Nashawaty asked if one of the August Music Nights could be part of the kick-off week for the new space. Ms. Wall answered that they hoped to do a kick-off event, and the concert series would be at Lake Ann Park until that point.

Commissioner Swanson discussed the potential of doing a community day similar to the event at the Chanhassen Recreation Center.

Youth Commissioner Christenson asked if they could do something with National Night Out, such as providing free ice cream.

Commissioner Nashawaty asked about using National Night Out to advertise the kick-off week.

Commissioner Morgan said he saw poetry readings at the farmers' market.

Commissioner Swanson asked about partnering with the Renaissance fest. Ms. Wall answered that they reached out in the past about booth space, so they might be interested.

Commissioner Fulkerson asked about partnering with Carlson's Llamas.

Commissioner Nashwaty asked about a skating event or pickleball.

Youth Commissioner Christenson asked about collaborating with the library for an event as well.

Commissioner Nagel asked if there was an opportunity to do community art at the space. Ms. Wall answered that they could explore a small version of community art.

Youth Commissioner Christenson said that graduating seniors can get a tile and paint on it, and each senior class puts their tiles together. She asked if they could do something similar.

Commissioner Nashawaty asked if they could hang it in the building, or if they could have a brick that would be donated to help with the costs of items. Mr. Ruegemer said that they had bricks near the train depot, but it was not an active program.

Commissioner Nashawaty suggested a thumbprint as a leaf on a tree to incorporate a lot of residents without a lot of footprint.

Commissioner Morgan asked if there were pop-up fitness events that could generate excitement and be a continuous series. Ms. Wall said that Lifetime partners with Crispin' Green. She said Fit for Life might want to do an event.

Commissioner Nashawaty said there was a yoga studio called One Life Yoga that might be interested in the event.

Chair Leisen suggested smaller events throughout the summer.

Ms. Wall summarized the discussion about the potential for a kick-off week, including a community art project, a summer movie night, and partnerships with other organizations to provide smaller events throughout the week.

Commissioner Nashawaty suggested that they could create a subcommittee to plan events.

REPORTS:

Mr. Ruegemer provided an update about the Chanhassen Bluffs Recreation Center. He said they were reducing the square footage and changing the exterior of the building and the roof design to help reduce the costs. He said that they would be purchasing an extra three acres for future considerations. He discussed that the goal was to have it open for Chanhassen High School Graduation in Spring 2028. He stated that they were looking at ways to better orient the building to help reduce the grading costs.

Commissioner Fulkerson advocated for a skate school.

Commissioner Morgan said that the restaurant space has evolved. Mr. Ruegemer said that the restaurant spaces struggle. He said a catering kitchen would be appealing to host events, so they did not feel like it was negative to lose the restaurant component.

Commissioner Nashawaty said she thought the event space would be popular.

Mr. Ruegemer provided an update on Lake Ann Park Preserve. He said he submitted the report with the recommendations to the State Historic Preservation Office, and they have a 30-day review. He said that the plan set was at 80 to 90 percent, so they did not want to redesign, and they wanted to minimize impact. He discussed various challenges related to the project.

COMMISSION MEMBER COMMITTEE REPORTS: None.

COMMISSION MEMBER PRESENTATIONS: None.

ADMINISTRATIVE PRESENTATIONS: None.

ADJOURNMENT:

Commissioner Swanson moved, Commissioner Fulkerson seconded to adjourn the meeting. All voted in favor and the motion carried unanimously with a vote of 8 to 0. The Park and Recreation Commission meeting was adjourned at 7:37 p.m.

Submitted by Jerry Ruegemer
Park and Recreation Director

City Council Item

November 10, 2025

Item	Receive Commission on Aging Minutes dated August 15, 2025	
File No.		**Item No:** D.4
Agenda Section	**CONSENT AGENDA**	
Prepared By	Kate Vogt,	
Reviewed By		

SUGGESTED ACTION "The Chanhassen City Council receives the Commission on Aging Minutes dated August 15, 2025."	
Motion Type	Simple Majority Vote of members present
Strategic Priority	N/A

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

August 15, 2025 Commission on Aging Minutes

Chanhassen Commission on Aging, August 15, 2025
The meeting was called to order at 10:00 a.m. by Commissioner Camarata.

MEMBERS PRESENT:
Jim Camarata, Gwen Block, Jane Bender, Janet Dean, Phyllis Mobley, Barbara Solum, Bill Monn

MEMBERS ABSENT: Beth Mason

GUESTS PRESENT: Linnea Fonnest, Chanhassen Library. Kara Cassidy, Carver County Health and Human Services, Office of Aging; Linda Kerber, City of Carver resident.

CALL TO ORDER: Jim Camarata, Chair

APPROVAL OF AGENDA:
The agenda was reviewed as submitted. Commissioner Block made a motion to approve the agenda. Commissioner Mobley seconded. All members voted in favor; the motion was carried.

APPROVAL OF MINUTES:
June 20, 2025, minutes were reviewed. Commissioner Mobley made a motion to approve the minutes. Commissioner Solum seconded. All members voted in favor; the motion was carried.

GENERAL BUSINESS:
4th of July Recap 4th of July Bingo was a success! Over 600 people participated in the free Bingo event sponsored by the Commission and hosted by hosted by KDWB's Dave Ryan. Thirty prize packages were created from the generous gift cards and givc-aways provided by local businesses and organizations. This year's fundraising efforts went to Senior Community Services Tech Assistance Program and raised $1000 in donations.

Fall 55+ Health and Wellness Expo the Fall 55+ Health and Wellness Expo will be held Wednesday, October 8th at the Chanhassen Recreation Center. This event highlights local nonprofit programs and organizations and connects seniors with important resources.

Commissioner Check-In on Areas of Interest/Focus Projects –Commissioner Bender is interested in working on marketing our resources for seniors better to the community, Patrick Gavin will attend a meeting in September to discuss how City staff can help in that area. Commissioner Mobley is interested in mental health and wellness; she will work with Mary on future programs to offer on this topic. Commissioner Dean is interested in working with Honoring Choices, related to health care directives and how to support seniors in creating them. Commissioner Monn is interested better educating and connecting people to transportation options in our community. Commissioners Block and Solum continue to assist as needed with Senior Center programs and events.

Commission Sub-Committee Reports Commissioners Camarata and Mason continue to work on resource guides and communications with local newspapers and magazines, with Camarata posting regular articles related to housing issues.

VISITOR PRESENTATIONS:

Chanhassen Senior Center Upcoming Programs Mary shared with the commission that the Fall Connection is now out, it has all the upcoming programing that is being offered. She touched on some of that programming, inviting the commissioners to join in. The move in date for the new Senior Center is to be determined but Mary is prepared to stay at the Recreation Center through October, or until the new space is available.

Kara Cassidy, Carver County Health and Human Services, Office of Aging Commissioner Camarata presented on behalf of Kara Cassidy. The annual meeting of Carver County Commission on Aging will be held on September 5th, from 10 am until 1 pm at the Arboretum.

Chanhassen Library Linnea Fonnest presented on upcoming programming happening at the Chanhassen Library this fall.

DISCUSSION

Guest Linda Kerber shared that she is gathering information on the possibility of creating a Commission on Aging in the City of Carver. Commissioners shared resource and contact information with her for moving forward. Linnea Fonnest discussed the issue of food insecurities in the senior population. Carver County is working on creating Resource Navigators to help people find resource information.

ADJOURNMENT

Commissioner Mobley made a motion to approve adjournment. Commissioner Dean seconded. All members voted in favor; the motion was carried. Meeting adjourned at 11:19 am.

Submitted by Mary Blazanin, Senior Center Coordinator

City Council Item

November 10, 2025

Item	Receive Commission on Aging Minutes dated September 19, 2025	
File No.		**Item No:** D.5
Agenda Section	**CONSENT AGENDA**	
Prepared By	Kate Vogt,	
Reviewed By		

SUGGESTED ACTION "The Chanhassen City Council receives the Commission on Aging Minutes dated September 19, 2025."	
Motion Type	Simple Majority Vote of members present
Strategic Priority	N/A

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

Chanhassen Commission on Aging, September 19, 2025
The meeting was called to order at 10:00 a.m. by Commissioner Camarata.

MEMBERS' PRESENT:
Jim Camarata, Gwen Block, Jane Bender, Phyllis Mobley, Barbara Solum, Bill Monn, Beth Mason

MEMBERS ABSENT: Janet Dean,

GUESTS PRESENT: Patrick Gavin, Chanhassen Communications Manager. Linnea Fonnest, Chanhassen Library. Kara Cassidy, Carver County Health and Human Services, Office of Aging.

CALL TO ORDER: Jim Camarata, Chair

APPROVAL OF AGENDA:
The agenda was reviewed, one correction was made related to guest attendance. Commissioner Mobley made a motion to approve the agenda. Commissioner Mason seconded. All members voted in favor; the motion was carried.

APPROVAL OF MINUTES:
August 15, 2025, minutes were reviewed. It was noted that Senior Community Service staff were unable to attend. Commissioner Block made a motion to approve the minutes. Commissioner Mobley seconded. All members voted in favor; the motion was carried.

GENERAL BUSINESS:
Commissioner Check-In on Areas of Interest/Focus Projects. Commissioner Bender has been working with Patrick Gavin to create a way to push communication on senior programming, working on an inclusive way to share the resources with all seniors, but possibly focusing on 40–50-year-olds with parents in the community. Patrick shared the current avenues being used by the City of Chanhassen and was able to share a few suggestions for starting points in reaching that age group. Patrick will assist in developing a plan with Mary and Commissioner Bender.
Commissioner Mobley reported that her initiative to promote wellness programming will begin in partnership with the Senior Center after the first of the year, 2026. She is reaching out to resources to provide presentations and trainings on various issues.
Commissioner Monn discussed his initiative to gather information on the City's transportation options for seniors. He will be meeting with one of our council members as well as SW Transit staff to learn more and will share that information with the Commissioners.
Commissioner Camarata further discussed the idea of putting out a survey to seniors in Chanhassen.

Fall 55+ Health and Wellness. The Fall 55+ Health and Wellness Expo will be held on Wednesday, October 8th, from 9:00 a.m. until 12:00 p.m. at the Chanhassen Recreation Center.

This event highlights local nonprofit programs and organizations and connects seniors with important resources. Commissioners volunteered their time to attend and assist that day.

Mayor's Luncheon. Mary shared details on the Mayor's Luncheon happening on Tuesday, October 7, 2025, starting at 11:00 a.m. and ending at 1:00 p.m. Registration is required.

VISITOR PRESENTATIONS:

Kara Cassidy, Carver County Health and Human Services, Office of Aging. Kara thanked the commission for attending her County wide Senior Commssion event at the Arboretum and shared that it went well. She also brought along some information on vaccinations, emergency preparedness initiatives, and shared State and County resource ideas with the commissioners.

Chanhassen Senior Center Upcoming Programs. Mary shared with the commission some of the upcoming Senior Center programs. There is a lot on the agenda for this fall season, mostly trips as we transition to the new building, and she sees that it is reaching a very large range of age groups.

Chanhassen Library. Linnea Fonnest summarized fall programming for the Chanhassen Library. More information on this can be found in the library brochure.

DISCUSSION

ADJOURNMENT

Commissioner Mobley made a motion to approve adjournment. Commissioner Solum seconded. All members voted in favor; the motion was carried. Meeting adjourned at 11:33 am.

Submitted by Mary Blazanin, Senior Center Coordinator

City Council Item

November 10, 2025

Item	Approve Claims Paid dated November 10, 2025	
File No.		**Item No:** D.6
Agenda Section	**CONSENT AGENDA**	
Prepared By	Danielle Washburn, Assistant Finance Director	
Reviewed By	Kelly Grinnell	

SUGGESTED ACTION "The Chanhassen City Council Approves Claims Paid dated November 10, 2025."	
Motion Type	Simple Majority Vote of members present
Strategic Priority	Financial Sustainability

SUMMARY

BACKGROUND

DISCUSSION

The following claims are submitted for review and approval on November 10, 2025:

Total Claims $4,227,277.53

BUDGET

RECOMMENDATION

ATTACHMENTS

Payment Summary

Payment Detail

Accounts Payable

Checks by Date - Summary

Vendor Name	Check Date	Void Checks	Check Amount
A Better Society	10/22/2025	0.00	750.00
ABM Equipment, LLC	10/22/2025	0.00	2,472.62
Across The Street Productions	10/22/2025	0.00	4,709.25
Ador LLC	10/22/2025	0.00	5,100.00
ALBERT WONG	10/22/2025	0.00	30.70
Alexis Siegel-Carlson	10/22/2025	0.00	8,910.00
ALL AMERICAN TITLE	10/22/2025	0.00	107.18
ALL AMERICAN TITLE	10/22/2025	0.00	128.96
American Pressure Inc	10/22/2025	0.00	254.39
AMERICAN TIRE DISTRIBUTORS INC	10/22/2025	0.00	84.54
AMY & ADAM WAKEFIELD	10/22/2025	0.00	112.52
ANA & ANTHONY TROWBRIDGE	10/22/2025	0.00	33.12
ARAMARK Refreshment Services, LLC	10/22/2025	0.00	80.98
Badger State Inspection LLC	10/22/2025	0.00	14,500.00
BENEFIT EXTRAS INC	10/22/2025	0.00	313.75
BOLTON & MENK INC	10/22/2025	0.00	299,696.26
BRAUN INTERTEC CORPORATION	10/22/2025	0.00	87,525.54
BROADCAST MUSIC INC	10/22/2025	0.00	428.64
BURNET TITLE	10/22/2025	0.00	52.45
BURNET TITLE	10/22/2025	0.00	124.41
BURNET TITLE	10/22/2025	0.00	54.51
BURNET TITLE	10/22/2025	0.00	65.82
BURNET TITLE	10/22/2025	0.00	23.81
CAMPBELL KNUTSON	10/22/2025	0.00	20,408.23
Capital Siding Windows & Roofing	10/22/2025	0.00	120.00
CDW GOVERNMENT LLC	10/22/2025	0.00	11,464.40
CENTERPOINT ENERGY MINNEGASCO	10/22/2025	0.00	1,051.66
CenturyLink	10/22/2025	0.00	128.96
Chan Three Development Inc	10/22/2025	0.00	4,509.89
City of Bloomington	10/22/2025	0.00	464.00
CONRAD A. WINKEL	10/22/2025	0.00	71.99
DALCO ENTERPRISES, INC.	10/22/2025	0.00	1,737.72
DANIEL S. SHREVE	10/22/2025	0.00	110.64
Dingman Custom Homes	10/22/2025	0.00	2,920.00
EDINA REALTY TITLE	10/22/2025	0.00	62.52
ESS BROTHERS & SONS INC	10/22/2025	0.00	1,244.00
FIDELITY NATIONAL TITLE INSURANCE	10/22/2025	0.00	212.10
GRETCHEN & JOSEPH MEIER	10/22/2025	0.00	47.40
HAWKINS CHEMICAL	10/22/2025	0.00	4,044.52
HealthPartners, Inc.	10/22/2025	0.00	88,446.97
HOISINGTON KOEGLER GROUP	10/22/2025	0.00	4,600.00
Houston Engineering Inc	10/22/2025	0.00	7,404.93
I & S Group, Inc	10/22/2025	0.00	38,122.12
Innovative Office Solutions LLC	10/22/2025	0.00	113.87
JACK BLY	10/22/2025	0.00	46.23

Vendor Name	Check Date	Void Checks	Check Amount
JASON & ELIZABETH HERNANDEZ	10/22/2025	0.00	101.48
JASON & LI LEPAGE	10/22/2025	0.00	75.39
Juli Al-Hilwani	10/22/2025	0.00	412.50
KARLEY GIL VILLEGAS & TOMI SAWWER	10/22/2025	0.00	24.30
KELLY & ALEXANDER FETSCH	10/22/2025	0.00	1,496.20
KENNEDY & GRAVEN, CHARTERED	10/22/2025	0.00	46.00
KIMLEY HORN AND ASSOCIATES INC	10/22/2025	0.00	16,084.20
KonectaUSA LLC	10/22/2025	0.00	91,475.20
Lockridge Grindal Nauen P.L.L.P	10/22/2025	0.00	3,333.33
Macqueen Emergency Group	10/22/2025	0.00	1,917.28
Marco Inc	10/22/2025	0.00	735.00
Marcy Bean	10/22/2025	0.00	1,000.00
MATTHEW SPILANE	10/22/2025	0.00	20.09
MERLINS ACE HARDWARE	10/22/2025	0.00	621.78
Mesenbrink Construction and Engineering Inc	10/22/2025	0.00	1,957.28
Minnesota Valley Landscape Inc	10/22/2025	0.00	660.20
MN VALLEY ELECTRIC COOP	10/22/2025	0.00	382.42
MTI DISTRIBUTING INC	10/22/2025	0.00	139.43
NAPA AUTO & TRUCK PARTS	10/22/2025	0.00	36.99
Noah Benscher	10/22/2025	0.00	5,300.00
NORTHWEST ASPHALT INC	10/22/2025	0.00	625,462.95
OJARS PAPEDIS; TRUSTEE OF THE OJARS	10/22/2025	0.00	82.85
Pinnacle Pest Control	10/22/2025	0.00	730.00
PRESTIGE POOLS	10/22/2025	0.00	1,000.00
Pro-Tree Outdoor Services	10/22/2025	0.00	1,320.00
Rahamthunnisa Shaik	10/22/2025	0.00	165.00
Reem Danial	10/22/2025	0.00	302.40
RESULTS TITLE	10/22/2025	0.00	19.87
ROADKILL ANIMAL CONTROL	10/22/2025	0.00	129.00
SAM CHARCHIAN	10/22/2025	0.00	130.41
Silva Screenprinting & Dist, LLC	10/22/2025	0.00	98.11
SRF CONSULTING GROUP INC	10/22/2025	0.00	254.56
Stericycle, Inc	10/22/2025	0.00	229.00
STEWART TITLE COMPANY	10/22/2025	0.00	68.56
STONE ARCH TITLE LLC	10/22/2025	0.00	48.44
StreetLight Data, Inc	10/22/2025	0.00	6,751.00
THE TITLE GROUP INC	10/22/2025	0.00	101.84
TITLE SPECIALISTS INC	10/22/2025	0.00	28.83
TITLE SPECIALISTS INC	10/22/2025	0.00	77.66
TRADEMARK TITLE SERVICES	10/22/2025	0.00	26.36
TY & CLAIRE MCDEVITT	10/22/2025	0.00	73.89
TYLER PAULSON	10/22/2025	0.00	77.85
VALLEY-RICH CO INC	10/22/2025	0.00	1,960.00
WATERMARK TITLE AGENCY	10/22/2025	0.00	19.69
WEST TITLE LLC	10/22/2025	0.00	8.38
XCEL ENERGY INC	10/22/2025	0.00	15,090.62
Across The Street Productions	10/29/2025	0.00	125.00
Advanced Engineering & Environmental Services, LLC	10/29/2025	0.00	1,571.25
ARAMARK Refreshment Services, LLC	10/29/2025	0.00	942.22
Badger State Inspection LLC	10/29/2025	0.00	1,702.50
Bildeaux Services	10/29/2025	0.00	2,100.00
Bohlmann, Inc.	10/29/2025	0.00	123.50
BROADWAY AWARDS	10/29/2025	0.00	33.17

Vendor Name	Check Date	Void Checks	Check Amount
Cathy Larson	10/29/2025	0.00	100.00
CCP NI MASTER TENANT 4 LLC	10/29/2025	0.00	22,872.45
CENTURYLINK	10/29/2025	0.00	592.99
Colonial Life & Accident Insurance Co	10/29/2025	0.00	91.26
DALCO ENTERPRISES, INC.	10/29/2025	0.00	232.84
Daniel Rademacher	10/29/2025	0.00	190.00
DENALI CUSTOM HOMES INC	10/29/2025	0.00	750.00
Ditch Witch of Minnesota & Iowa	10/29/2025	0.00	95.84
Dorsey and Whitney, LLP	10/29/2025	0.00	12,727.00
ECM PUBLISHERS INC	10/29/2025	0.00	604.35
Edina Heating & Cooling Inc	10/29/2025	0.00	8,044.00
Environmental Plant Services, Inc	10/29/2025	0.00	9,500.00
Eric Johnson	10/29/2025	0.00	50.00
Federal Signal Corporation	10/29/2025	0.00	7,345.00
Field Environmental Consulting Inc	10/29/2025	0.00	500.00
HAWKINS CHEMICAL	10/29/2025	0.00	11,597.91
Houston Engineering Inc	10/29/2025	0.00	9,571.25
Infosend, Inc	10/29/2025	0.00	4,001.89
Innovative Office Solutions LLC	10/29/2025	0.00	97.84
JI Tile LLC	10/29/2025	0.00	500.00
Karen Sazdoff	10/29/2025	0.00	50.00
Lawson Products, Inc.	10/29/2025	0.00	786.96
LEAGUE OF MINNESOTA CITIES	10/29/2025	0.00	50.00
Mark Hornung	10/29/2025	0.00	100.00
Metro Garage Door Company	10/29/2025	0.00	3,637.97
Michael Ewasiuk	10/29/2025	0.00	100.00
Michael LoScalzo	10/29/2025	0.00	50.00
Mike Hilgers	10/29/2025	0.00	1,009.00
MINNESOTA DEPARTMENT OF COMMERCE	10/29/2025	0.00	1,302.27
MN VALLEY ELECTRIC COOP	10/29/2025	0.00	195.23
NAPA AUTO & TRUCK PARTS	10/29/2025	0.00	223.68
Nathan Burkett	10/29/2025	0.00	100.00
North American Safety, Inc.	10/29/2025	0.00	593.88
Panera LLC	10/29/2025	0.00	7,100.00
Patrick Gavin	10/29/2025	0.00	837.61
POMP'S TIRE SERVICE INC	10/29/2025	0.00	684.20
Rachel Arsenault	10/29/2025	0.00	31.64
Ross Reeves	10/29/2025	0.00	100.00
Ryan Contracting Company	10/29/2025	0.00	1,661,667.79
SEH	10/29/2025	0.00	1,744.57
SM HENTGES & SONS	10/29/2025	0.00	928,827.68
SNAP-ON INDUSTRIAL	10/29/2025	0.00	16.62
Southwest Rental & Sales	10/29/2025	0.00	119.35
SUMMIT FIRE PROTECTION	10/29/2025	0.00	623.00
Thomas Olson	10/29/2025	0.00	32,000.00
Timothy Remington	10/29/2025	0.00	541.50
Twin Cities Transport & Recovery, Inc	10/29/2025	0.00	150.00
VERIZON WIRELESS	10/29/2025	0.00	190.16
WSB & ASSOCIATES INC	10/29/2025	0.00	41,376.68
XCEL ENERGY INC	10/29/2025	0.00	34,875.54
Zillmer Tree Management LLC	10/29/2025	0.00	19,162.00
	Report Total:	0.00	4,227,277.53

AP
Check Detail

User: dwashburn@chanhassenmn.gov
Printed: 10/31/2025 9:53:03 AM

Last Name	Acct 1	Amount	Check Date	Description
Bildeaux Services	700-0000-4370	350.00	10/29/2025	chainsaw safety training
Bildeaux Services	101-1550-4370	700.00	10/29/2025	chainsaw safety training
Bildeaux Services	101-1320-4370	700.00	10/29/2025	chainsaw safety training
Bildeaux Services	701-0000-4370	350.00	10/29/2025	chainsaw safety training
		2,100.00	10/29/2025	
Bildeaux Services		2,100.00		
A Better Society	101-1425-4300	750.00	10/22/2025	Mobile Bike Repair Clinic
		750.00	10/22/2025	
A Better Society		750.00		
ABM Equipment, LLC	101-1550-4530	2,472.62	10/22/2025	garbage truck repair
		2,472.62	10/22/2025	
ABM Equipment, LLC		2,472.62		
Across The Street Productions	101-1220-4370	4,709.25	10/22/2025	Annual Blue Card Subscription for Fire Dept
		4,709.25	10/22/2025	
Across The Street Productions	101-1220-4360	125.00	10/29/2025	Young Blue Card Subscription
		125.00	10/29/2025	

Last Name	Acct 1	Amount	Check Date	Description
Across The Street Productions		4,834.25		
Ador LLC	101-0000-2073	5,100.00	10/22/2025	Erosion escrow 6681 Galpin Blvd #581794
		5,100.00	10/22/2025	
Ador LLC		5,100.00		
Advanced Engineering & Environmental Services, LLC	700-0000-4300	785.62	10/29/2025	pw/city hall generator. troubleshooting ls 23
Advanced Engineering & Environmental Services, LLC	701-0000-4300	785.63	10/29/2025	pw/city hall generator. troubleshooting ls 23
		1,571.25	10/29/2025	
Advanced Engineering & Environmental Services, LLC		1,571.25		
Al-Hilwani Juli	101-1530-4347	412.50	10/22/2025	Personal Training
		412.50	10/22/2025	
Al-Hilwani Juli		412.50		
ALL AMERICAN TITLE	700-0000-2020	1.69	10/22/2025	Refund Check 011432-000, 6636 BRENDEN COURT
ALL AMERICAN TITLE	700-0000-2020	30.21	10/22/2025	Refund Check 011432-000, 6636 BRENDEN COURT
ALL AMERICAN TITLE	720-0000-2020	23.88	10/22/2025	Refund Check 011432-000, 6636 BRENDEN COURT
ALL AMERICAN TITLE	701-0000-2020	51.40	10/22/2025	Refund Check 011432-000, 6636 BRENDEN COURT
ALL AMERICAN TITLE	700-0000-2020	35.01	10/22/2025	Refund Check 008294-000, 2227 STONE CREEK LANE EAST
ALL AMERICAN TITLE	720-0000-2020	17.91	10/22/2025	Refund Check 008294-000, 2227 STONE CREEK LANE EAST
ALL AMERICAN TITLE	700-0000-2020	1.27	10/22/2025	Refund Check 008294-000, 2227 STONE CREEK LANE EAST
ALL AMERICAN TITLE	701-0000-2020	74.77	10/22/2025	Refund Check 008294-000, 2227 STONE CREEK LANE EAST
		236.14	10/22/2025	
ALL AMERICAN TITLE		236.14		
American Pressure Inc	101-1370-4530	375.72	10/22/2025	pressure washer parts
American Pressure Inc	101-1370-4530	-121.33	10/22/2025	pressure washer parts

Last Name	Acct 1	Amount	Check Date	Description
		254.39	10/22/2025	
American Pressure Inc		254.39		
AMERICAN TIRE DISTRIBUTORS INC	101-1550-4120	84.54	10/22/2025	tire
		84.54	10/22/2025	
AMERICAN TIRE DISTRIBUTORS INC		84.54		
ARAMARK Refreshment Services, LLC	101-1120-4112	80.98	10/22/2025	Water Filter (received invoice late)
		80.98	10/22/2025	
ARAMARK Refreshment Services, LLC	101-1120-4112	289.33	10/29/2025	Coffee for City Hall
ARAMARK Refreshment Services, LLC	101-1120-4112	335.38	10/29/2025	PW Coffee Order
ARAMARK Refreshment Services, LLC	101-1120-4112	317.51	10/29/2025	Fire Coffee Order
		942.22	10/29/2025	
ARAMARK Refreshment Services, LLC		1,023.20		
Arsenault Rachel	101-1420-4381	31.64	10/29/2025	Mileage to/from Campbell Knutson
		31.64	10/29/2025	
Arsenault Rachel		31.64		
Badger State Inspection LLC	700-7019-4550	14,500.00	10/22/2025	Exterior Power Wash -1879 Lake Lucy
		14,500.00	10/22/2025	
Badger State Inspection LLC	101-1310-4359	202.50	10/29/2025	LC Per MN Statute 471.425
Badger State Inspection LLC	700-0000-4303	1,500.00	10/29/2025	Additional Trips for Landscaping Review
		1,702.50	10/29/2025	

Last Name	Acct 1	Amount	Check Date	Description
Badger State Inspection LLC		16,202.50		
Bean Marcy	720-0000-4905	1,000.00	10/22/2025	Reimburse for RainGarden @1600 Koehnen Cir E
		1,000.00	10/22/2025	
Bean Marcy		1,000.00		
BENEFIT EXTRAS INC	101-0000-2012	123.75	10/22/2025	Cobra admin/retiree billing
BENEFIT EXTRAS INC	101-1120-4351	70.00	10/22/2025	Cobra qualifying event letters
BENEFIT EXTRAS INC	101-1120-4351	120.00	10/22/2025	Tax Advantage Plan-Oct Nov & Dec
		313.75	10/22/2025	
BENEFIT EXTRAS INC		313.75		
Benscher Noah	414-4010-4703	5,300.00	10/22/2025	Office Chairs
		5,300.00	10/22/2025	
Benscher Noah		5,300.00		
BLY JACK	700-0000-2020	7.59	10/22/2025	Refund Check 103420-000, 6515 GRAY FOX CURVE
BLY JACK	700-0000-2020	1.30	10/22/2025	Refund Check 103420-000, 6515 GRAY FOX CURVE
BLY JACK	701-0000-2020	18.95	10/22/2025	Refund Check 103420-000, 6515 GRAY FOX CURVE
BLY JACK	720-0000-2020	18.39	10/22/2025	Refund Check 103420-000, 6515 GRAY FOX CURVE
		46.23	10/22/2025	
BLY JACK		46.23		
Bohlmann, Inc.	101-1550-4300	123.50	10/29/2025	Memorial plaque
		123.50	10/29/2025	
Bohlmann, Inc.		123.50		

Last Name	Acct 1	Amount	Check Date	Description
BOLTON & MENK INC	101-1310-4359	84.40	10/22/2025	LC Per MN Statute 471.425
BOLTON & MENK INC	700-6048-4300	365.72	10/22/2025	Water @ 13%
BOLTON & MENK INC	601-6048-4300	1,884.88	10/22/2025	PMP @ 67%
BOLTON & MENK INC	601-6053-4303	56,142.00	10/22/2025	PMP @ 60%
BOLTON & MENK INC	720-6048-4300	196.93	10/22/2025	Storm @ 7%
BOLTON & MENK INC	720-6053-4303	20,585.40	10/22/2025	Storm @ 22%
BOLTON & MENK INC	701-6048-4300	3,227.70	10/22/2025	Sanitary @ 13%
BOLTON & MENK INC	601-6053-4303	44,475.90	10/22/2025	PMP @ 60%
BOLTON & MENK INC	701-6053-4303	5,930.12	10/22/2025	Sanitary @ 8%
BOLTON & MENK INC	601-6048-4300	16,635.10	10/22/2025	PMP @ 67%
BOLTON & MENK INC	601-6053-4303	52,610.70	10/22/2025	PMP @ 60%
BOLTON & MENK INC	700-6053-4303	8,768.45	10/22/2025	Water @ 10%
BOLTON & MENK INC	700-6048-4300	3,227.70	10/22/2025	Water @ 13%
BOLTON & MENK INC	720-6048-4300	1,738.00	10/22/2025	Storm @ 7%
BOLTON & MENK INC	720-6053-4303	16,307.83	10/22/2025	Storm @ 22%
BOLTON & MENK INC	700-6053-4303	7,412.65	10/22/2025	Water @ 10%
BOLTON & MENK INC	101-1310-4359	1,315.27	10/22/2025	LC Per MN Statute 471.425
BOLTON & MENK INC	701-6048-4300	1,596.72	10/22/2025	Sanitary @ 13%
BOLTON & MENK INC	720-6048-4300	859.78	10/22/2025	Storm @ 7%
BOLTON & MENK INC	101-1310-4359	184.24	10/22/2025	LC Per MN Statute 471.425
BOLTON & MENK INC	700-6048-4300	1,596.72	10/22/2025	Water @ 13%
BOLTON & MENK INC	601-6048-4300	8,229.28	10/22/2025	PMP @ 67%
BOLTON & MENK INC	101-1310-4359	2,807.10	10/22/2025	LC Per MN Statute 471.425
BOLTON & MENK INC	701-6048-4300	365.72	10/22/2025	Sewer @ 13%
BOLTON & MENK INC	701-6053-4303	7,485.60	10/22/2025	Sanitary @ 8%
BOLTON & MENK INC	700-6053-4303	9,357.00	10/22/2025	Water @ 10%
BOLTON & MENK INC	701-6053-4303	7,014.76	10/22/2025	Sanitary @ 8%
BOLTON & MENK INC	720-6053-4303	19,290.59	10/22/2025	Storm @ 22%
		299,696.26	10/22/2025	
BOLTON & MENK INC		299,696.26		
BRAUN INTERTEC CORPORATION	601-6040-4300	2,978.50	10/22/2025	City @ 25%
BRAUN INTERTEC CORPORATION	101-1310-4359	357.42	10/22/2025	LC Per MN Statute 471.425
BRAUN INTERTEC CORPORATION	601-6140-4300	8,935.50	10/22/2025	County @ 75%
BRAUN INTERTEC CORPORATION	101-1310-4359	567.02	10/22/2025	LC Per MN Statute 471.425
BRAUN INTERTEC CORPORATION	601-6060-4300	12,600.50	10/22/2025	Construction Materials Testing #24-01
BRAUN INTERTEC CORPORATION	101-1310-4359	447.05	10/22/2025	LC Per MN Statute 471.425
BRAUN INTERTEC CORPORATION	700-6053-4303	2,032.30	10/22/2025	Water @ 10%
BRAUN INTERTEC CORPORATION	601-6053-4303	12,193.80	10/22/2025	PMP @ 60%
BRAUN INTERTEC CORPORATION	701-6053-4303	1,625.84	10/22/2025	Sanitary @ 8%

Last Name	Acct 1	Amount	Check Date	Description
BRAUN INTERTEC CORPORATION	720-6053-4303	4,471.06	10/22/2025	Storm @ 22%
BRAUN INTERTEC CORPORATION	601-6048-4303	8,720.00	10/22/2025	Crimson Bay Rd -CMT
BRAUN INTERTEC CORPORATION	414-4010-4303	4,517.00	10/22/2025	Civic Campus -CMT
BRAUN INTERTEC CORPORATION	601-6040-4300	3,725.37	10/22/2025	City @ 25%
BRAUN INTERTEC CORPORATION	601-6140-4300	11,176.13	10/22/2025	County @ 75%
BRAUN INTERTEC CORPORATION	601-6053-4303	3,316.00	10/22/2025	25-01 Construction Materials Testing
BRAUN INTERTEC CORPORATION	101-1310-4359	99.48	10/22/2025	LC Per MN Statute 471.425
BRAUN INTERTEC CORPORATION	601-6064-4303	9,618.30	10/22/2025	#26-01 - Vasserman Ridge & Fox Hollow
BRAUN INTERTEC CORPORATION	101-1310-4359	144.27	10/22/2025	LC Per MN Statute 471.425
		87,525.54	10/22/2025	
BRAUN INTERTEC CORPORATION		87,525.54		
BROADCAST MUSIC INC	101-1530-4125	428.64	10/22/2025	1yr Music Rights Fee includes timely pay discount
		428.64	10/22/2025	
BROADCAST MUSIC INC		428.64		
BROADWAY AWARDS	101-1120-4110	33.17	10/29/2025	Sam D and Joe S Nametags
		33.17	10/29/2025	
BROADWAY AWARDS		33.17		
Burkett Nathan	700-7204-4901	100.00	10/29/2025	Water Wise Rebate- Dishwasher
		100.00	10/29/2025	
Burkett Nathan		100.00		
BURNET TITLE	720-0000-2020	15.60	10/22/2025	Refund Check 013941-000, 1890 PARTRIDGE CIRCLE
BURNET TITLE	700-0000-2020	1.11	10/22/2025	Refund Check 013941-000, 1890 PARTRIDGE CIRCLE
BURNET TITLE	701-0000-2020	23.86	10/22/2025	Refund Check 013941-000, 1890 PARTRIDGE CIRCLE
BURNET TITLE	700-0000-2020	25.25	10/22/2025	Refund Check 013941-000, 1890 PARTRIDGE CIRCLE
BURNET TITLE	720-0000-2020	55.19	10/22/2025	Refund Check 018705-000, 7000 CHAPARRAL LANE
BURNET TITLE	701-0000-2020	66.34	10/22/2025	Refund Check 018705-000, 7000 CHAPARRAL LANE
BURNET TITLE	700-0000-2020	2.88	10/22/2025	Refund Check 018705-000, 7000 CHAPARRAL LANE

Last Name	Acct 1	Amount	Check Date	Description
BURNET TITLE	701-0000-2020	14.41	10/22/2025	Refund Check 100744-000, 553 MISSION HILLS DRIVE
BURNET TITLE	700-0000-2020	1.06	10/22/2025	Refund Check 100744-000, 553 MISSION HILLS DRIVE
BURNET TITLE	700-0000-2020	5.76	10/22/2025	Refund Check 100744-000, 553 MISSION HILLS DRIVE
BURNET TITLE	720-0000-2020	2.58	10/22/2025	Refund Check 100744-000, 553 MISSION HILLS DRIVE
BURNET TITLE	701-0000-2020	11.78	10/22/2025	Refund Check 103812-000, 9195 EAGLE RIDGE ROAD
BURNET TITLE	700-0000-2020	0.92	10/22/2025	Refund Check 103812-000, 9195 EAGLE RIDGE ROAD
BURNET TITLE	700-0000-2020	28.80	10/22/2025	Refund Check 103812-000, 9195 EAGLE RIDGE ROAD
BURNET TITLE	720-0000-2020	13.01	10/22/2025	Refund Check 103812-000, 9195 EAGLE RIDGE ROAD
BURNET TITLE	720-0000-2020	16.52	10/22/2025	Refund Check 097057-000, 8795 NORTH BAY DRIVE
BURNET TITLE	700-0000-2020	1.17	10/22/2025	Refund Check 097057-000, 8795 NORTH BAY DRIVE
BURNET TITLE	701-0000-2020	22.06	10/22/2025	Refund Check 097057-000, 8795 NORTH BAY DRIVE
BURNET TITLE	700-0000-2020	12.70	10/22/2025	Refund Check 097057-000, 8795 NORTH BAY DRIVE
		321.00	10/22/2025	
BURNET TITLE		321.00		
CAMPBELL KNUTSON	101-0000-2076	600.00	10/22/2025	Pioneer Ridge Development Escrow
CAMPBELL KNUTSON	101-1140-4302	18,319.09	10/22/2025	Legal Fees-September 2025
CAMPBELL KNUTSON	601-6040-4701	79.66	10/22/2025	Galpin Blvd 25% City
CAMPBELL KNUTSON	101-0000-2076	1,080.00	10/22/2025	Avienda Apartments Escrow
CAMPBELL KNUTSON	601-6140-4701	238.98	10/22/2025	Galpin Blvd 75% County
CAMPBELL KNUTSON	601-6058-4701	90.50	10/22/2025	MMSW Condemnation
		20,408.23	10/22/2025	
CAMPBELL KNUTSON		20,408.23		
Capital Siding Windows & Roofing	101-1250-3301	120.00	10/22/2025	Permit cancelled - 4137 Red Oak Ln
		120.00	10/22/2025	
Capital Siding Windows & Roofing		120.00		
CCP NI MASTER TENANT 4 LLC	101-1120-1193	69.91	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-7019-4320	1,051.52	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1540-4320	207.71	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1550-4320	227.93	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1600-4320	17.02	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-0000-4320	75.57	10/29/2025	Electric Charges

Last Name	Acct 1	Amount	Check Date	Description
CCP NI MASTER TENANT 4 LLC	701-0000-4320	1,301.46	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1540-4320	357.51	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1350-4320	2,970.86	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1350-4320	1,793.92	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-7019-4320	1,774.34	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1120-1193	73.55	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-7019-4320	1,124.85	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-0000-4320	75.25	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	701-0000-4320	776.10	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1550-4320	381.08	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1600-4320	29.18	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-0000-4320	112.80	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1120-1193	121.61	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1550-4320	236.72	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1600-4320	17.81	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1540-4320	217.19	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-7019-4320	617.75	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1550-4320	123.59	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	701-0000-4320	402.56	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-0000-4320	90.01	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1350-4320	2,085.04	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1600-4320	20.78	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-7019-4320	1,311.40	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1350-4320	1,014.55	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1120-1193	41.24	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	700-0000-4320	30.79	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1540-4320	119.09	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1540-4320	253.29	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	701-0000-4320	765.07	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1350-4320	1,700.77	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	701-0000-4320	909.95	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1600-4320	9.74	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1550-4320	277.37	10/29/2025	Electric Charges
CCP NI MASTER TENANT 4 LLC	101-1120-1193	85.57	10/29/2025	Electric Charges
		22,872.45	10/29/2025	
CCP NI MASTER TENANT 4 LLC		22,872.45		
CDW GOVERNMENT LLC	101-1160-4205	11,464.40	10/22/2025	Cybereason EDR/MDR Annual Renewal

Last Name	Acct 1	Amount	Check Date	Description
		11,464.40	10/22/2025	
CDW GOVERNMENT LLC		11,464.40		
CENTERPOINT ENERGY MINNEGASCO	101-1190-4321	120.77	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1220-4321	104.96	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1530-4321	68.33	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1170-4321	411.02	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-7019-4321	37.90	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1312-4321	85.12	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-0000-4321	32.64	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	701-0000-4321	46.07	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1600-4321	22.00	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	101-1550-4321	37.00	10/22/2025	Gas Charges
CENTERPOINT ENERGY MINNEGASCO	700-7043-4321	85.85	10/22/2025	Gas Charges
		1,051.66	10/22/2025	
CENTERPOINT ENERGY MINNEGASCO		1,051.66		
CenturyLink	701-0000-4310	32.00	10/22/2025	Telephone & Communication Charges
CenturyLink	700-0000-4310	32.00	10/22/2025	Telephone & Communication Charges
CenturyLink	700-7043-4310	64.96	10/22/2025	Telephone & Communication Charges
		128.96	10/22/2025	
CENTURYLINK	700-0000-4310	15.62	10/29/2025	Telephone & Communication Charges
CENTURYLINK	101-1350-4310	30.85	10/29/2025	Telephone & Communication Charges
CENTURYLINK	701-0000-4310	15.62	10/29/2025	Telephone & Communication Charges
CENTURYLINK	701-0000-4310	6.17	10/29/2025	Telephone & Communication Charges
CENTURYLINK	700-0000-4310	6.17	10/29/2025	Telephone & Communication Charges
CENTURYLINK	101-1540-4310	62.06	10/29/2025	Telephone & Communication Charges
CENTURYLINK	101-1550-4310	30.85	10/29/2025	Telephone & Communication Charges
CENTURYLINK	700-7019-4310	217.21	10/29/2025	Telephone & Communication Charges
CENTURYLINK	101-1312-4310	49.36	10/29/2025	Telephone & Communication Charges
CENTURYLINK	101-1170-4310	159.08	10/29/2025	Telephone & Communication Charges
		592.99	10/29/2025	

Last Name	Acct 1	Amount	Check Date	Description
CENTURYLINK		721.95		
Chan Three Development Inc	601-6040-4300	1,110.81	10/22/2025	City @ 25%
Chan Three Development Inc	601-6140-4300	3,332.43	10/22/2025	County @ 75%
Chan Three Development Inc	101-1310-4359	66.65	10/22/2025	LC Per MN Statute 471.425
		4,509.89	10/22/2025	
Chan Three Development Inc		4,509.89		
CHARCHIAN SAM	720-0000-2020	7.72	10/22/2025	Refund Check 095464-000, 8795 BELLEVUE COURT
CHARCHIAN SAM	700-0000-2020	0.55	10/22/2025	Refund Check 095464-000, 8795 BELLEVUE COURT
CHARCHIAN SAM	701-0000-2020	21.96	10/22/2025	Refund Check 095464-000, 8795 BELLEVUE COURT
CHARCHIAN SAM	700-0000-2020	100.18	10/22/2025	Refund Check 095464-000, 8795 BELLEVUE COURT
		130.41	10/22/2025	
CHARCHIAN SAM		130.41		
City of Bloomington	720-0000-4323	464.00	10/22/2025	Beach Monitoring
		464.00	10/22/2025	
City of Bloomington		464.00		
Colonial Life & Accident Insurance Co	701-0000-2008	15.30	10/29/2025	October premium
Colonial Life & Accident Insurance Co	700-0000-2008	75.96	10/29/2025	October premium
		91.26	10/29/2025	
Colonial Life & Accident Insurance Co		91.26		
DALCO ENTERPRISES, INC.	101-1120-4110	1,737.72	10/22/2025	Cleaning Supplies
		1,737.72	10/22/2025	
DALCO ENTERPRISES, INC.	101-1120-4110	232.84	10/29/2025	Cleaning Supplies

Last Name	Acct 1	Amount	Check Date	Description
		232.84	10/29/2025	
DALCO ENTERPRISES, INC.		1,970.56		
Danial Reem	101-1539-4343	302.40	10/22/2025	Zumba Instructor
		302.40	10/22/2025	
Danial Reem		302.40		
DENALI CUSTOM HOMES INC	101-0000-2075	750.00	10/29/2025	Landscape Escrow-7450 Chanhassen Rd.
		750.00	10/29/2025	
DENALI CUSTOM HOMES INC		750.00		
Dingman Custom Homes	101-0000-2073	2,920.00	10/22/2025	Erosion escrow 3870 Glendale Dr #528097
		2,920.00	10/22/2025	
Dingman Custom Homes		2,920.00		
Ditch Witch of Minnesota & Iowa	101-1320-4120	95.84	10/29/2025	fuel filter
		95.84	10/29/2025	
Ditch Witch of Minnesota & Iowa		95.84		
Dorsey and Whitney, LLP	416-0000-4302	12,727.00	10/29/2025	Comm Center Land Acquisition
		12,727.00	10/29/2025	
Dorsey and Whitney, LLP		12,727.00		
ECM PUBLISHERS INC	101-1250-4300	28.21	10/29/2025	PH Notice - Delinquent Code Violations
ECM PUBLISHERS INC	700-0000-4336	145.08	10/29/2025	PH Notice - Delinquent Utilities

Last Name	Acct 1	Amount	Check Date	Description
ECM PUBLISHERS INC	101-1310-4336	285.98	10/29/2025	PH Dogwood Vacation 10.13.25
ECM PUBLISHERS INC	701-0000-4336	145.08	10/29/2025	PH Notice - Delinquent Utilities
		604.35	10/29/2025	
ECM PUBLISHERS INC		604.35		
Edina Heating & Cooling Inc	700-0000-4510	7,785.00	10/29/2025	R&R mini split well#2
Edina Heating & Cooling Inc	101-1550-4510	259.00	10/29/2025	Furnace Repair 7700 Lake Ann Park Dr
		8,044.00	10/29/2025	
Edina Heating & Cooling Inc		8,044.00		
EDINA REALTY TITLE	700-0000-2020	13.95	10/22/2025	Refund Check 014171-000, 1110 DOVE COURT
EDINA REALTY TITLE	720-0000-2020	15.84	10/22/2025	Refund Check 014171-000, 1110 DOVE COURT
EDINA REALTY TITLE	701-0000-2020	31.61	10/22/2025	Refund Check 014171-000, 1110 DOVE COURT
EDINA REALTY TITLE	700-0000-2020	1.12	10/22/2025	Refund Check 014171-000, 1110 DOVE COURT
		62.52	10/22/2025	
EDINA REALTY TITLE		62.52		
Environmental Plant Services, Inc	414-4010-4702	9,500.00	10/29/2025	Hazmat removals - City Hall
		9,500.00	10/29/2025	
Environmental Plant Services, Inc		9,500.00		
ESS BROTHERS & SONS INC	720-7207-4150	1,244.00	10/22/2025	stormwater ring
		1,244.00	10/22/2025	
ESS BROTHERS & SONS INC		1,244.00		
Ewasiuk Michael	700-7204-4901	100.00	10/29/2025	Water Wise Rebate- Clothes Washer

Last Name	Acct 1	Amount	Check Date	Description
		100.00	10/29/2025	
Ewasiuk Michael		100.00		
Federal Signal Corporation	402-4020-4530	7,345.00	10/29/2025	Emergency Siren #9 Control Box replacement
		7,345.00	10/29/2025	
Federal Signal Corporation		7,345.00		
FETSCH KELLY & ALEXANDER	700-0000-2020	755.66	10/22/2025	Refund Check 097947-000, 8572 ALISA COURT
FETSCH KELLY & ALEXANDER	720-0000-2020	243.60	10/22/2025	Refund Check 097947-000, 8572 ALISA COURT
FETSCH KELLY & ALEXANDER	700-0000-2020	17.26	10/22/2025	Refund Check 097947-000, 8572 ALISA COURT
FETSCH KELLY & ALEXANDER	701-0000-2020	479.68	10/22/2025	Refund Check 097947-000, 8572 ALISA COURT
		1,496.20	10/22/2025	
FETSCH KELLY & ALEXANDER		1,496.20		
FIDELITY NATIONAL TITLE INSURANCE	700-0000-2020	1.06	10/22/2025	Refund Check 102324-000, 6381 OXBOW BEND
FIDELITY NATIONAL TITLE INSURANCE	700-0000-2020	165.10	10/22/2025	Refund Check 102324-000, 6381 OXBOW BEND
FIDELITY NATIONAL TITLE INSURANCE	720-0000-2020	14.97	10/22/2025	Refund Check 102324-000, 6381 OXBOW BEND
FIDELITY NATIONAL TITLE INSURANCE	701-0000-2020	30.97	10/22/2025	Refund Check 102324-000, 6381 OXBOW BEND
		212.10	10/22/2025	
FIDELITY NATIONAL TITLE INSURANCE		212.10		
Field Environmental Consulting Inc	414-4010-4702	500.00	10/29/2025	Civic Campus Asbestos Abatement
		500.00	10/29/2025	
Field Environmental Consulting Inc		500.00		
Gavin Patrick	101-1125-4381	837.61	10/29/2025	LV Conference

Last Name	Acct 1	Amount	Check Date	Description
		837.61	10/29/2025	
Gavin Patrick		837.61		
GIL VILLEGAS & TOMI SAWWER KARLEY	701-0000-2020	13.74	10/22/2025	Refund Check 104388-000, 7051 CHAPARRAL LANE
GIL VILLEGAS & TOMI SAWWER KARLEY	700-0000-2020	3.21	10/22/2025	Refund Check 104388-000, 7051 CHAPARRAL LANE
GIL VILLEGAS & TOMI SAWWER KARLEY	720-0000-2020	6.86	10/22/2025	Refund Check 104388-000, 7051 CHAPARRAL LANE
GIL VILLEGAS & TOMI SAWWER KARLEY	700-0000-2020	0.49	10/22/2025	Refund Check 104388-000, 7051 CHAPARRAL LANE
		24.30	10/22/2025	
GIL VILLEGAS & TOMI SAWWER KARLEY		24.30		
HAWKINS CHEMICAL	700-7043-4160	4,044.52	10/22/2025	chemicals west treatment plant
		4,044.52	10/22/2025	
HAWKINS CHEMICAL	700-7043-4160	3,833.53	10/29/2025	chemicals
HAWKINS CHEMICAL	700-7019-4160	7,764.38	10/29/2025	chemicals supplies
		11,597.91	10/29/2025	
HAWKINS CHEMICAL		15,642.43		
HealthPartners, Inc.	101-0000-2012	70,755.69	10/22/2025	Health premium-November
HealthPartners, Inc.	701-0000-2012	3,655.86	10/22/2025	Health premium-November
HealthPartners, Inc.	101-0000-2013	4,228.48	10/22/2025	Dental premium-November
HealthPartners, Inc.	101-0000-2012	2,251.26	10/22/2025	Health premium-November
HealthPartners, Inc.	700-0000-2012	5,537.31	10/22/2025	Health premium-November
HealthPartners, Inc.	720-0000-2012	1,297.56	10/22/2025	Health premium-November
HealthPartners, Inc.	700-0000-2013	336.38	10/22/2025	Dental premium-November
HealthPartners, Inc.	701-0000-2013	288.35	10/22/2025	Dental premium-November
HealthPartners, Inc.	720-0000-2013	96.08	10/22/2025	Dental premium-November
		88,446.97	10/22/2025	
HealthPartners, Inc.		88,446.97		

Last Name	Acct 1	Amount	Check Date	Description
HERNANDEZ JASON & ELIZABETH	700-0000-2020	1.32	10/22/2025	Refund Check 101087-000, 1710 VALLEY RIDGE TR S
HERNANDEZ JASON & ELIZABETH	701-0000-2020	49.73	10/22/2025	Refund Check 101087-000, 1710 VALLEY RIDGE TR S
HERNANDEZ JASON & ELIZABETH	720-0000-2020	18.63	10/22/2025	Refund Check 101087-000, 1710 VALLEY RIDGE TR S
HERNANDEZ JASON & ELIZABETH	700-0000-2020	31.80	10/22/2025	Refund Check 101087-000, 1710 VALLEY RIDGE TR S
		101.48	10/22/2025	
HERNANDEZ JASON & ELIZABETH		101.48		
Hilgers Mike	601-6053-4751	1,009.00	10/29/2025	Driveway Reimbursement
		1,009.00	10/29/2025	
Hilgers Mike		1,009.00		
HOISINGTON KOEGLER GROUP	414-4010-4300	4,600.00	10/22/2025	Civic Campus Planning & LA
		4,600.00	10/22/2025	
HOISINGTON KOEGLER GROUP		4,600.00		
Hornung Mark	700-7204-4901	100.00	10/29/2025	Water Wise Rebate-Clothes Washer
		100.00	10/29/2025	
Hornung Mark		100.00		
Houston Engineering Inc	101-1310-4359	109.43	10/22/2025	LC Per MN Statute 471.425
Houston Engineering Inc	601-6054-4303	7,295.50	10/22/2025	26-01
		7,404.93	10/22/2025	
Houston Engineering Inc	400-0000-1155	1,403.00	10/29/2025	Audubon Business Park
Houston Engineering Inc	400-0000-1155	61.00	10/29/2025	Xcel Service Center
Houston Engineering Inc	701-7025-4300	8,107.25	10/29/2025	Lift Station #5
		9,571.25	10/29/2025	

Last Name	Acct 1	Amount	Check Date	Description
Houston Engineering Inc		16,976.18		
I & S Group, Inc	601-6064-4303	19,617.50	10/22/2025	2026 Lake Dr E Project
I & S Group, Inc	101-1310-4359	588.53	10/22/2025	LC Per MN Statute 471.425
I & S Group, Inc	601-6064-4303	5,572.50	10/22/2025	professional services
I & S Group, Inc	101-1310-4359	83.59	10/22/2025	LC Per MN Statute 471.425
I & S Group, Inc	601-6064-4303	12,260.00	10/22/2025	2026 Lake Dr E Project
		38,122.12	10/22/2025	
I & S Group, Inc		38,122.12		
Infosend, Inc	720-1130-4111	294.25	10/29/2025	September Statements
Infosend, Inc	700-1130-4111	294.26	10/29/2025	September Statements
Infosend, Inc	701-1130-4330	1,039.71	10/29/2025	September Postage
Infosend, Inc	701-1130-4111	294.26	10/29/2025	September Statements
Infosend, Inc	720-1130-4330	1,039.70	10/29/2025	September Postage
Infosend, Inc	700-1130-4330	1,039.71	10/29/2025	September Postage
		4,001.89	10/29/2025	
Infosend, Inc		4,001.89		
Innovative Office Solutions LLC	101-1120-4110	113.87	10/22/2025	Printer Paper Postit Notes Pens
		113.87	10/22/2025	
Innovative Office Solutions LLC	101-1120-4110	97.84	10/29/2025	Address labels
		97.84	10/29/2025	
Innovative Office Solutions LLC		211.71		
JI Tile LLC	101-0000-2073	500.00	10/29/2025	Erosion escrow 2125 Longacres Dr #695559
		500.00	10/29/2025	

Last Name	Acct 1	Amount	Check Date	Description
JI Tile LLC		500.00		
Johnson Eric	700-7204-4901	50.00	10/29/2025	Water Wise Rebate- Irrigation Controller
		50.00	10/29/2025	
Johnson Eric		50.00		
KENNEDY & GRAVEN, CHARTERED	101-1140-4302	46.00	10/22/2025	Labor/Employment Matters
		46.00	10/22/2025	
KENNEDY & GRAVEN, CHARTERED		46.00		
KIMLEY HORN AND ASSOCIATES INC	601-6059-4300	16,084.20	10/22/2025	Pleasant View Rd
		16,084.20	10/22/2025	
KIMLEY HORN AND ASSOCIATES INC		16,084.20		
KonectaUSA LLC	414-4010-4702	91,475.20	10/22/2025	Civic Campus First Responder Radio Repeater
		91,475.20	10/22/2025	
KonectaUSA LLC		91,475.20		
Larson Cathy	700-7204-4901	100.00	10/29/2025	Water Wise Rebate- Clothes Washer
		100.00	10/29/2025	
Larson Cathy		100.00		
Lawson Products, Inc.	700-0000-4120	262.32	10/29/2025	Pins/Bolts
Lawson Products, Inc.	101-1550-4120	262.32	10/29/2025	Pins/Bolts
Lawson Products, Inc.	101-1320-4120	262.32	10/29/2025	Pins/Bolts

Last Name	Acct 1	Amount	Check Date	Description
		786.96	10/29/2025	
Lawson Products, Inc.		786.96		
LEAGUE OF MINNESOTA CITIES	101-1120-4370	50.00	10/29/2025	APMP Conference - M Unmacht
		50.00	10/29/2025	
LEAGUE OF MINNESOTA CITIES		50.00		
LEPAGE JASON & LI	700-0000-2020	1.39	10/22/2025	Refund Check 099420-000, 1610 WEST 63RD STREET
LEPAGE JASON & LI	701-0000-2020	31.21	10/22/2025	Refund Check 099420-000, 1610 WEST 63RD STREET
LEPAGE JASON & LI	700-0000-2020	23.13	10/22/2025	Refund Check 099420-000, 1610 WEST 63RD STREET
LEPAGE JASON & LI	720-0000-2020	19.66	10/22/2025	Refund Check 099420-000, 1610 WEST 63RD STREET
		75.39	10/22/2025	
LEPAGE JASON & LI		75.39		
Lockridge Grindal Nauen P.L.L.P	101-1110-4312	3,333.33	10/22/2025	Lobbying expenses-October 2025
		3,333.33	10/22/2025	
Lockridge Grindal Nauen P.L.L.P		3,333.33		
LoScalzo Michael	700-7204-4901	50.00	10/29/2025	Water Wise Rebate-Irrigation Controller
		50.00	10/29/2025	
LoScalzo Michael		50.00		
Macqueen Emergency Group	201-0000-4705	1,917.28	10/22/2025	2 ice rescue suits
		1,917.28	10/22/2025	

Last Name	Acct 1	Amount	Check Date	Description
Macqueen Emergency Group		1,917.28		
Marco Inc	101-1160-4411	735.00	10/22/2025	Copier Lease
		735.00	10/22/2025	
Marco Inc		735.00		
MCDEVITT TY & CLAIRE	700-0000-2020	73.89	10/22/2025	Refund Check 102349-000, 8525 MISSION HILLS LANE
		73.89	10/22/2025	
MCDEVITT TY & CLAIRE		73.89		
MEIER GRETCHEN & JOSEPH	720-0000-2020	2.64	10/22/2025	Refund Check 102595-000, 8945 SOUTHWEST VILLAGE LOOP
MEIER GRETCHEN & JOSEPH	700-0000-2020	15.81	10/22/2025	Refund Check 102595-000, 8945 SOUTHWEST VILLAGE LOOP
MEIER GRETCHEN & JOSEPH	701-0000-2020	27.98	10/22/2025	Refund Check 102595-000, 8945 SOUTHWEST VILLAGE LOOP
MEIER GRETCHEN & JOSEPH	700-0000-2020	0.97	10/22/2025	Refund Check 102595-000, 8945 SOUTHWEST VILLAGE LOOP
		47.40	10/22/2025	
MEIER GRETCHEN & JOSEPH		47.40		
MERLINS ACE HARDWARE	101-1550-4260	74.96	10/22/2025	Blades Dusting Brush Car Nozzel
MERLINS ACE HARDWARE	101-1550-4510	18.98	10/22/2025	Rib Anc Blu Lexel Clear Caulk
MERLINS ACE HARDWARE	700-7019-4120	24.27	10/22/2025	Adapter Tube Braid
MERLINS ACE HARDWARE	700-7043-4120	5.18	10/22/2025	Tarp Strap Rubber 19""
MERLINS ACE HARDWARE	101-1550-4120	46.55	10/22/2025	Roller wht Dove Wire Cup Coarse Tote
MERLINS ACE HARDWARE	101-1550-4150	78.96	10/22/2025	Stain & Sealter Paint Care Gallon Fee Adhs
MERLINS ACE HARDWARE	101-1550-4151	7.59	10/22/2025	Primer PVC
MERLINS ACE HARDWARE	101-1320-4240	251.98	10/22/2025	Apron Chaps Wrap Chaps
MERLINS ACE HARDWARE	101-1220-4144	39.75	10/22/2025	Grade Stake
MERLINS ACE HARDWARE	700-0000-4150	73.56	10/22/2025	Tube Poly Maibox Roughneck Blk Bee & Wasp Killer
		621.78	10/22/2025	
MERLINS ACE HARDWARE		621.78		

Last Name	Acct 1	Amount	Check Date	Description
Mesenbrink Construction and Engineering Inc	101-0000-2021	-125.76	10/22/2025	Sales Tax
Mesenbrink Construction and Engineering Inc	101-0000-2076	3,500.00	10/22/2025	Meter Deposit Refund
Mesenbrink Construction and Engineering Inc	700-0000-3666	-1,416.96	10/22/2025	Bulk Water
		1,957.28	10/22/2025	
Mesenbrink Construction and Engineering Inc		1,957.28		
Metro Garage Door Company	101-1220-4510	605.00	10/29/2025	over head door repairs
Metro Garage Door Company	101-1220-4510	3,032.97	10/29/2025	remove & replace door opener
		3,637.97	10/29/2025	
Metro Garage Door Company		3,637.97		
MINNESOTA DEPARTMENT OF COMMERCE	700-0000-2036	131.14	10/29/2025	2025 Unclaimed Property
MINNESOTA DEPARTMENT OF COMMERCE	701-0000-2036	127.25	10/29/2025	2025 Unclaimed Property
MINNESOTA DEPARTMENT OF COMMERCE	101-0000-2036	1,009.86	10/29/2025	2025 Unclaimed Property
MINNESOTA DEPARTMENT OF COMMERCE	720-0000-2036	34.02	10/29/2025	2025 Unclaimed Property
		1,302.27	10/29/2025	
MINNESOTA DEPARTMENT OF COMMERCE		1,302.27		
Minnesota Valley Landscape Inc	601-6051-4300	650.20	10/22/2025	Replace Apple Tree from Trail
Minnesota Valley Landscape Inc	101-1310-4359	10.00	10/22/2025	LC Per MN Statute 471.425
		660.20	10/22/2025	
Minnesota Valley Landscape Inc		660.20		
MN VALLEY ELECTRIC COOP	101-1350-4320	260.45	10/22/2025	Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320	121.97	10/22/2025	Electric Charges
		382.42	10/22/2025	
MN VALLEY ELECTRIC COOP	101-1350-4320	47.65	10/29/2025	Electric Charges
MN VALLEY ELECTRIC COOP	101-1350-4320	147.58	10/29/2025	Electric Charges

Last Name	Acct 1	Amount	Check Date	Description
		195.23	10/29/2025	
MN VALLEY ELECTRIC COOP		577.65		
MTI DISTRIBUTING INC	101-1550-4120	23.88	10/22/2025	mower parts
MTI DISTRIBUTING INC	101-1550-4120	20.21	10/22/2025	thermostat / ball joint
MTI DISTRIBUTING INC	101-1550-4120	95.34	10/22/2025	mower part
		139.43	10/22/2025	
MTI DISTRIBUTING INC		139.43		
NAPA AUTO & TRUCK PARTS	101-1250-4140	36.99	10/22/2025	transmission filter
		36.99	10/22/2025	
NAPA AUTO & TRUCK PARTS	101-1320-4120	33.98	10/29/2025	brake fitting
NAPA AUTO & TRUCK PARTS	101-1320-4120	65.00	10/29/2025	filters / bulbs
NAPA AUTO & TRUCK PARTS	101-1320-4120	-20.41	10/29/2025	filters
NAPA AUTO & TRUCK PARTS	101-1550-4120	35.17	10/29/2025	bearing
NAPA AUTO & TRUCK PARTS	101-1550-4120	109.94	10/29/2025	bearing / flange
		223.68	10/29/2025	
NAPA AUTO & TRUCK PARTS		260.67		
North American Safety, Inc.	700-0000-4240	296.94	10/29/2025	safety vest
North American Safety, Inc.	701-0000-4240	296.94	10/29/2025	safety vest
		593.88	10/29/2025	
North American Safety, Inc.		593.88		
NORTHWEST ASPHALT INC	601-6048-4751	540,986.10	10/22/2025	PMP
NORTHWEST ASPHALT INC	701-6048-4751	54,720.48	10/22/2025	Sanitary
NORTHWEST ASPHALT INC	700-6048-4751	8,708.79	10/22/2025	Water
NORTHWEST ASPHALT INC	720-6048-4751	21,047.58	10/22/2025	Storm

Last Name	Acct 1	Amount	Check Date	Description
		625,462.95	10/22/2025	
NORTHWEST ASPHALT INC		625,462.95		
Olson Thomas	402-1316-4702	32,000.00	10/29/2025	replacement salt dome cover
		32,000.00	10/29/2025	
Olson Thomas		32,000.00		
Panera LLC	101-0000-2076	7,100.00	10/29/2025	Security Escrow- 531 West 79th Street - #376666
		7,100.00	10/29/2025	
Panera LLC		7,100.00		
PAPEDIS; TRUSTEE OF THE OJARS OJARS	701-0000-2020	1.10	10/22/2025	Refund Check 018535-000, 2101 PINEHURST DRIVE
PAPEDIS; TRUSTEE OF THE OJARS OJARS	720-0000-2020	13.67	10/22/2025	Refund Check 018535-000, 2101 PINEHURST DRIVE
PAPEDIS; TRUSTEE OF THE OJARS OJARS	700-0000-2020	0.97	10/22/2025	Refund Check 018535-000, 2101 PINEHURST DRIVE
PAPEDIS; TRUSTEE OF THE OJARS OJARS	700-0000-2020	67.11	10/22/2025	Refund Check 018535-000, 2101 PINEHURST DRIVE
		82.85	10/22/2025	
PAPEDIS; TRUSTEE OF THE OJARS OJARS		82.85		
PAULSON TYLER	700-0000-2020	18.86	10/22/2025	Refund Check 103636-000, 95 OLYMPIC CIRCLE
PAULSON TYLER	700-0000-2020	1.74	10/22/2025	Refund Check 103636-000, 95 OLYMPIC CIRCLE
PAULSON TYLER	701-0000-2020	32.73	10/22/2025	Refund Check 103636-000, 95 OLYMPIC CIRCLE
PAULSON TYLER	720-0000-2020	24.52	10/22/2025	Refund Check 103636-000, 95 OLYMPIC CIRCLE
		77.85	10/22/2025	
PAULSON TYLER		77.85		
Pinnacle Pest Control	700-0000-4510	290.00	10/22/2025	pest control
Pinnacle Pest Control	101-1550-4510	160.00	10/22/2025	pest control
Pinnacle Pest Control	101-1530-4510	80.00	10/22/2025	pest control

Last Name	Acct 1	Amount	Check Date	Description
Pinnacle Pest Control	101-1170-4510	200.00	10/22/2025	pest control
		730.00	10/22/2025	
Pinnacle Pest Control		730.00		
POMP'S TIRE SERVICE INC	700-0000-4140	684.20	10/29/2025	tires
		684.20	10/29/2025	
POMP'S TIRE SERVICE INC		684.20		
PRESTIGE POOLS	101-0000-2073	1,000.00	10/22/2025	Erosion escrow 6681 Galpin Blvd #620048
		1,000.00	10/22/2025	
PRESTIGE POOLS		1,000.00		
Pro-Tree Outdoor Services	101-1425-4572	1,320.00	10/22/2025	Tree Removal ROW hazard trees
		1,320.00	10/22/2025	
Pro-Tree Outdoor Services		1,320.00		
Rademacher Daniel	720-7207-4150	190.00	10/29/2025	removal of beaver in pond
		190.00	10/29/2025	
Rademacher Daniel		190.00		
Reeves Ross	700-7204-4901	100.00	10/29/2025	Water WIse Rebate- Clothes Washer
		100.00	10/29/2025	
Reeves Ross		100.00		
Remington Timothy	601-6053-4751	541.50	10/29/2025	Driveway Reimbursement

Last Name	Acct 1	Amount	Check Date	Description
		541.50	10/29/2025	
Remington Timothy		541.50		
RESULTS TITLE	700-0000-2020	5.79	10/22/2025	Refund Check 008724-000, 7474 MOCCASIN TRAIL
RESULTS TITLE	700-0000-2020	0.61	10/22/2025	Refund Check 008724-000, 7474 MOCCASIN TRAIL
RESULTS TITLE	701-0000-2020	4.87	10/22/2025	Refund Check 008724-000, 7474 MOCCASIN TRAIL
RESULTS TITLE	720-0000-2020	8.60	10/22/2025	Refund Check 008724-000, 7474 MOCCASIN TRAIL
		19.87	10/22/2025	
RESULTS TITLE		19.87		
ROADKILL ANIMAL CONTROL	101-1320-4300	129.00	10/22/2025	roadkill animal
		129.00	10/22/2025	
ROADKILL ANIMAL CONTROL		129.00		
Ryan Contracting Company	700-6053-4751	362,118.77	10/29/2025	Water-2025 Pavement Rehab
Ryan Contracting Company	601-6053-4751	865,602.95	10/29/2025	PMP-2025 Pavement Rehab
Ryan Contracting Company	720-6053-4751	276,992.92	10/29/2025	Storm-2025 Pavement Rehab
Ryan Contracting Company	701-6053-4751	156,953.15	10/29/2025	Sanitary-2025 Pavement Rehab
		1,661,667.79	10/29/2025	
Ryan Contracting Company		1,661,667.79		
Sazdoff Karen	700-7204-4901	50.00	10/29/2025	Water Wise Rebate- Toilet
		50.00	10/29/2025	
Sazdoff Karen		50.00		
SEH	410-4410-4300	1,744.57	10/29/2025	Lake Ann Park Preserve

Last Name	Acct 1	Amount	Check Date	Description
		1,744.57	10/29/2025	
SEH		1,744.57		
Shaik Rahamthunnisa	101-1110-4375	165.00	10/22/2025	Nov. 1 open house balloon artist
		165.00	10/22/2025	
Shaik Rahamthunnisa		165.00		
SHREVE DANIEL S.	700-0000-2020	3.51	10/22/2025	Refund Check 017782-000, 7595 WALNUT CURVE
SHREVE DANIEL S.	701-0000-2020	37.54	10/22/2025	Refund Check 017782-000, 7595 WALNUT CURVE
SHREVE DANIEL S.	720-0000-2020	49.53	10/22/2025	Refund Check 017782-000, 7595 WALNUT CURVE
SHREVE DANIEL S.	700-0000-2020	20.06	10/22/2025	Refund Check 017782-000, 7595 WALNUT CURVE
		110.64	10/22/2025	
SHREVE DANIEL S.		110.64		
Siegel-Carlson Alexis	701-7060-4901	8,910.00	10/22/2025	PPII Grant Program Reimburse for 411 Highland Dr
		8,910.00	10/22/2025	
Siegel-Carlson Alexis		8,910.00		
Silva Screenprinting & Dist, LLC	101-1520-4130	98.11	10/22/2025	City Council sweatshirts
		98.11	10/22/2025	
Silva Screenprinting & Dist, LLC		98.11		
SM HENTGES & SONS	700-6040-4751	15,314.58	10/29/2025	Water- City @100%
SM HENTGES & SONS	601-6140-4751	684,279.82	10/29/2025	County @ 75%
SM HENTGES & SONS	701-6040-4751	1,140.01	10/29/2025	Sanitary- City @ 100%
SM HENTGES & SONS	601-6040-4751	228,093.27	10/29/2025	City @ 25%

Last Name	Acct 1	Amount	Check Date	Description
		928,827.68	10/29/2025	
SM HENTGES & SONS		928,827.68		
SNAP-ON INDUSTRIAL	101-1370-4260	16.62	10/29/2025	screw driver
		16.62	10/29/2025	
SNAP-ON INDUSTRIAL		16.62		
Southwest Rental & Sales	101-1320-4410	119.35	10/29/2025	skid loader auger and auger attachment
		119.35	10/29/2025	
Southwest Rental & Sales		119.35		
SPILANE MATTHEW	700-0000-2020	3.44	10/22/2025	Refund Check 099525-000, 509 DEL RIO DRIVE
SPILANE MATTHEW	701-0000-2020	6.75	10/22/2025	Refund Check 099525-000, 509 DEL RIO DRIVE
SPILANE MATTHEW	700-0000-2020	0.65	10/22/2025	Refund Check 099525-000, 509 DEL RIO DRIVE
SPILANE MATTHEW	720-0000-2020	9.25	10/22/2025	Refund Check 099525-000, 509 DEL RIO DRIVE
		20.09	10/22/2025	
SPILANE MATTHEW		20.09		
SRF CONSULTING GROUP INC	601-6058-4303	254.56	10/22/2025	TH41/MMSW
		254.56	10/22/2025	
SRF CONSULTING GROUP INC		254.56		
Stericycle, Inc	101-1120-4300	229.00	10/22/2025	Shredding Bin Swap
		229.00	10/22/2025	

Last Name	Acct 1	Amount	Check Date	Description
Stericycle, Inc		229.00		
STEWART TITLE COMPANY	700-0000-2020	0.99	10/22/2025	Refund Check 102104-000, 721 CONESTOGA TRAIL
STEWART TITLE COMPANY	700-0000-2020	19.15	10/22/2025	Refund Check 102104-000, 721 CONESTOGA TRAIL
STEWART TITLE COMPANY	701-0000-2020	34.48	10/22/2025	Refund Check 102104-000, 721 CONESTOGA TRAIL
STEWART TITLE COMPANY	720-0000-2020	13.94	10/22/2025	Refund Check 102104-000, 721 CONESTOGA TRAIL
		68.56	10/22/2025	
STEWART TITLE COMPANY		68.56		
STONE ARCH TITLE LLC	720-0000-2020	13.78	10/22/2025	Refund Check 103305-000, 7154 ALPHABET STREET
STONE ARCH TITLE LLC	700-0000-2020	0.97	10/22/2025	Refund Check 103305-000, 7154 ALPHABET STREET
STONE ARCH TITLE LLC	701-0000-2020	10.31	10/22/2025	Refund Check 103305-000, 7154 ALPHABET STREET
STONE ARCH TITLE LLC	700-0000-2020	23.38	10/22/2025	Refund Check 103305-000, 7154 ALPHABET STREET
		48.44	10/22/2025	
STONE ARCH TITLE LLC		48.44		
StreetLight Data, Inc	101-1310-4229	6,751.00	10/22/2025	StreetLight Insight Subscription
		6,751.00	10/22/2025	
StreetLight Data, Inc		6,751.00		
SUMMIT FIRE PROTECTION	101-1220-4510	623.00	10/29/2025	fire alarm monitoring 2025-26
		623.00	10/29/2025	
SUMMIT FIRE PROTECTION		623.00		
THE TITLE GROUP INC	720-0000-2020	32.90	10/22/2025	Refund Check 096966-000, 1748 VALLEY RIDGE PL
THE TITLE GROUP INC	701-0000-2020	37.83	10/22/2025	Refund Check 096966-000, 1748 VALLEY RIDGE PL
THE TITLE GROUP INC	700-0000-2020	28.78	10/22/2025	Refund Check 096966-000, 1748 VALLEY RIDGE PL
THE TITLE GROUP INC	700-0000-2020	2.33	10/22/2025	Refund Check 096966-000, 1748 VALLEY RIDGE PL

Last Name	Acct 1	Amount	Check Date	Description
		101.84	10/22/2025	
THE TITLE GROUP INC		101.84		
TITLE SPECIALISTS INC	720-0000-2020	16.58	10/22/2025	Refund Check 104046-000, 910 PENAMINT COURT
TITLE SPECIALISTS INC	700-0000-2020	20.20	10/22/2025	Refund Check 104046-000, 910 PENAMINT COURT
TITLE SPECIALISTS INC	700-0000-2020	1.18	10/22/2025	Refund Check 104046-000, 910 PENAMINT COURT
TITLE SPECIALISTS INC	701-0000-2020	39.70	10/22/2025	Refund Check 104046-000, 910 PENAMINT COURT
TITLE SPECIALISTS INC	701-0000-2020	15.37	10/22/2025	Refund Check 098332-000, 2771 CENTURY CIRCLE
TITLE SPECIALISTS INC	700-0000-2020	1.11	10/22/2025	Refund Check 098332-000, 2771 CENTURY CIRCLE
TITLE SPECIALISTS INC	700-0000-2020	10.31	10/22/2025	Refund Check 098332-000, 2771 CENTURY CIRCLE
TITLE SPECIALISTS INC	720-0000-2020	2.04	10/22/2025	Refund Check 098332-000, 2771 CENTURY CIRCLE
		106.49	10/22/2025	
TITLE SPECIALISTS INC		106.49		
TRADEMARK TITLE SERVICES	700-0000-2020	0.51	10/22/2025	Refund Check 095662-000, 512 WEST 76TH STREET
TRADEMARK TITLE SERVICES	701-0000-2020	10.07	10/22/2025	Refund Check 095662-000, 512 WEST 76TH STREET
TRADEMARK TITLE SERVICES	700-0000-2020	8.57	10/22/2025	Refund Check 095662-000, 512 WEST 76TH STREET
TRADEMARK TITLE SERVICES	720-0000-2020	7.21	10/22/2025	Refund Check 095662-000, 512 WEST 76TH STREET
		26.36	10/22/2025	
TRADEMARK TITLE SERVICES		26.36		
TROWBRIDGE ANA & ANTHONY	700-0000-2020	1.15	10/22/2025	Refund Check 098305-000, 6976 PIMA LANE
TROWBRIDGE ANA & ANTHONY	700-0000-2020	8.19	10/22/2025	Refund Check 098305-000, 6976 PIMA LANE
TROWBRIDGE ANA & ANTHONY	701-0000-2020	16.07	10/22/2025	Refund Check 098305-000, 6976 PIMA LANE
TROWBRIDGE ANA & ANTHONY	720-0000-2020	7.71	10/22/2025	Refund Check 098305-000, 6976 PIMA LANE
		33.12	10/22/2025	
TROWBRIDGE ANA & ANTHONY		33.12		
Twin Cities Transport & Recovery, Inc	101-1220-4370	150.00	10/29/2025	car for fire training

Last Name	Acct 1	Amount	Check Date	Description
		150.00	10/29/2025	
Twin Cities Transport & Recovery, Inc		150.00		
VALLEY-RICH CO INC	700-0000-4550	1,140.00	10/22/2025	repair operating nut
VALLEY-RICH CO INC	700-0000-4550	820.00	10/22/2025	repair operating nut
		1,960.00	10/22/2025	
VALLEY-RICH CO INC		1,960.00		
VERIZON WIRELESS	700-0000-4310	95.08	10/29/2025	Telephone & Communication Charges
VERIZON WIRELESS	701-0000-4310	95.08	10/29/2025	Telephone & Communication Charges
		190.16	10/29/2025	
VERIZON WIRELESS		190.16		
WAKEFIELD AMY & ADAM	720-0000-2020	4.26	10/22/2025	Refund Check 018722-000, 6451 DEVONSHIRE DRIVE
WAKEFIELD AMY & ADAM	700-0000-2020	0.30	10/22/2025	Refund Check 018722-000, 6451 DEVONSHIRE DRIVE
WAKEFIELD AMY & ADAM	701-0000-2020	75.66	10/22/2025	Refund Check 018722-000, 6451 DEVONSHIRE DRIVE
WAKEFIELD AMY & ADAM	700-0000-2020	32.30	10/22/2025	Refund Check 018722-000, 6451 DEVONSHIRE DRIVE
		112.52	10/22/2025	
WAKEFIELD AMY & ADAM		112.52		
WATERMARK TITLE AGENCY	700-0000-2020	4.31	10/22/2025	Refund Check 005692-000, 861 LAKE SUSAN DRIVE
WATERMARK TITLE AGENCY	700-0000-2020	0.51	10/22/2025	Refund Check 005692-000, 861 LAKE SUSAN DRIVE
WATERMARK TITLE AGENCY	701-0000-2020	7.63	10/22/2025	Refund Check 005692-000, 861 LAKE SUSAN DRIVE
WATERMARK TITLE AGENCY	720-0000-2020	7.24	10/22/2025	Refund Check 005692-000, 861 LAKE SUSAN DRIVE
		19.69	10/22/2025	
WATERMARK TITLE AGENCY		19.69		
WEST TITLE LLC	700-0000-2020	0.71	10/22/2025	Refund Check 101371-000, 8716 NORTH BAY DRIVE

Last Name	Acct 1	Amount	Check Date	Description
WEST TITLE LLC	700-0000-2020	3.15	10/22/2025	Refund Check 101371-000, 8716 NORTH BAY DRIVE
WEST TITLE LLC	701-0000-2020	0.66	10/22/2025	Refund Check 101371-000, 8716 NORTH BAY DRIVE
WEST TITLE LLC	720-0000-2020	3.86	10/22/2025	Refund Check 101371-000, 8716 NORTH BAY DRIVE
		8.38	10/22/2025	
WEST TITLE LLC		8.38		
WINKEL CONRAD A.	700-0000-2020	21.19	10/22/2025	Refund Check 007134-000, 505 HIGHLAND DRIVE
WINKEL CONRAD A.	720-0000-2020	21.11	10/22/2025	Refund Check 007134-000, 505 HIGHLAND DRIVE
WINKEL CONRAD A.	700-0000-2020	1.50	10/22/2025	Refund Check 007134-000, 505 HIGHLAND DRIVE
WINKEL CONRAD A.	701-0000-2020	28.19	10/22/2025	Refund Check 007134-000, 505 HIGHLAND DRIVE
		71.99	10/22/2025	
WINKEL CONRAD A.		71.99		
WONG ALBERT	700-0000-2020	6.76	10/22/2025	Refund Check 103476-000, 2177 PAISLEY PATH
WONG ALBERT	701-0000-2020	10.34	10/22/2025	Refund Check 103476-000, 2177 PAISLEY PATH
WONG ALBERT	700-0000-2020	0.90	10/22/2025	Refund Check 103476-000, 2177 PAISLEY PATH
WONG ALBERT	720-0000-2020	12.70	10/22/2025	Refund Check 103476-000, 2177 PAISLEY PATH
		30.70	10/22/2025	
WONG ALBERT		30.70		
WSB & ASSOCIATES INC	601-6140-4300	31,032.51	10/29/2025	County @ 75%
WSB & ASSOCIATES INC	601-6040-4300	10,344.17	10/29/2025	City @ 25%
		41,376.68	10/29/2025	
WSB & ASSOCIATES INC		41,376.68		
XCEL ENERGY INC	700-0000-4320	2,967.09	10/22/2025	Electric Charges
XCEL ENERGY INC	700-7043-4320	2,649.77	10/22/2025	Electric Charges
XCEL ENERGY INC	700-0000-4320	9,352.13	10/22/2025	Electric Charges
XCEL ENERGY INC	101-1600-4320	21.58	10/22/2025	Electric Charges
XCEL ENERGY INC	700-0000-4320	100.05	10/22/2025	Electric Charges

Last Name	Acct 1	Amount	Check Date	Description
		15,090.62	10/22/2025	
XCEL ENERGY INC	101-1600-4320	431.70	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1220-4320	1,020.92	10/29/2025	Electric Charges
XCEL ENERGY INC	700-0000-4320	99.84	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1170-4320	6,762.24	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1312-4320	798.75	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1540-4320	840.09	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1350-4320	24,523.89	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1550-4320	-274.53	10/29/2025	Electric Charges
XCEL ENERGY INC	701-0000-4320	99.84	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1120-1193	64.60	10/29/2025	Electric Charges
XCEL ENERGY INC	101-1190-4320	508.20	10/29/2025	Electric Charges
		34,875.54	10/29/2025	
XCEL ENERGY INC		49,966.16		
Zillmer Tree Management LLC	601-6040-4300	4,165.50	10/29/2025	City @ 25%
Zillmer Tree Management LLC	601-6060-4300	1,475.00	10/29/2025	PMP @ 59%
Zillmer Tree Management LLC	701-6060-4300	200.00	10/29/2025	Sanitary @ 8%
Zillmer Tree Management LLC	720-6060-4300	550.00	10/29/2025	Storm @ 22%
Zillmer Tree Management LLC	700-6060-4300	275.00	10/29/2025	Water @ 11%
Zillmer Tree Management LLC	601-6140-4300	12,496.50	10/29/2025	County @ 75%
		19,162.00	10/29/2025	
Zillmer Tree Management LLC		19,162.00		
		4,227,277.53		

City Council Item

November 10, 2025

Item	2025 Well Rehabilitation Project	
File No.	ENG 25-11	**Item No:** D.7
Agenda Section	**CONSENT AGENDA**	
Prepared By	Charlie Howley, Director of Public Works/City Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

"The Chanhassen City Council approves a contract with Keys Well Drilling Company for the 2025 Well Rehabilitation project."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Asset Management

SUMMARY

The city typically rehabilitates one or more of its 12 public water supply wells annually.

This project includes rehabilitation of Well Numbers 8 & 12.

BACKGROUND

Routine maintenance of a well is recommended every 8-10 years to keep it reliable and to reach its useful service life.

Well #8 was constructed in 1999 and last rehabilitated in 2017.

Well #11 was constructed in 2006 but has never been rehabilitated because it went dry in 2009. It was never formally abandoned. It is a fairly shallow well, comparatively speaking, and it was thought to have been drilled into an isolated and hydraulically unconnected portion of the aquifer. After

completing an aquifer recharge study, it was determined that it in fact, is connected to the larger aquifer system and just has very limited pumping capacity. The well has been used in recent years with good success, albeit being used sparingly. It makes sense to keep the well active, and therefore a rehabilitation effort makes sense at this time.

DISCUSSION

The City's standard construction contract is being utilized as the basis of the contract.

BUDGET

The consultant sent the project to four reputable well drillers, and three of them returned quotes as summarized below:

	Keys	Bergerson	Traut
Well 8	$ 68,370.00	$ 81,690.00	$ 124,355.00
Well 11	$ 56,020.00	$ 66,031.00	$ 114,705.00
TOTAL	$ 124,390.00	$ 147,721.00	$ 239,060.00

Annual well rehabilitation projects are included in the 5-yr Capital Improvement Plan (CIP) as project W-032. The budget for 2025 is $140,000.

RECOMMENDATION

Staff and the consultant recommend approving the well rehabilitation contract to Keys Well Drilling Company.

ATTACHMENTS

Award recommendation letter Wells 8 & 11
CIP W-032
Water Supply Overview Map
Contractor Verification

November 3, 2025

Charles Howley
City of Chanhassen
Public Works Director/City Engineer
7700 Market Boulevard
Chanhassen, MN 55317

Re: City of Chanhassen Rehabilitation of Wells #8 and #11

Dear Mr. Howley:

The purpose of this letter is to recommend award of the contract for the City of Chanhassen Well Rehabilitation Projects for Wells #8 and #11, City Project No. 25-11. The work performed under this contract will be standard maintenance and rehabilitation of City Wells #8 and #11.

A request for quotes was sent to four contractors on October 15th, 2025: Traut Companies, Keys Well Drilling Company, Bergeson-Caswell Inc. and EH Renner & Sons Inc. Three quotes were received by the October 30th, 2025 deadline, including quotes from: Traut Companies, Bergeson-Caswell Inc., and Keys Well Drilling Company. A summary of the quotes is provided in the table below.

Wells 8 & 11 Rehabilitation Quote Comparison

	Keys Well Drilling Company	Bergeson-Caswell Inc.	Traut Companies
Well 8 Base bid	**$ 68,370.00**	$ 81,690.00	$ 124,355.00
Well 11 Base bid	**$ 56,020.00**	$ 66,031.00	$ 114,705.00
Total Base Bids	**$ 124,390.00**	$ 147,721.00	$ 239,060.00

Barr Engineering recommends the Well Rehabilitation Project Wells #8 and #11 be awarded to Keys Well Drilling Company for a total contract of $124,390. Keys has performed well rehabilitation services for the city in the past and have performed satisfactorily.

If you have any questions, please do not hesitate to reach out.

Sincerely,

Brian LeMon, P.E.

Water - Annual Well Rehabilitation

Overview

Request Owner	Charlie Howley, PW Director/City Engineer
Department	Water General Operations
Form Type	Capital Improvement
Request Type	Water, Sewer, and Surface Water Improvements
Project Number	W-032

Description

This program annually inspects and performs regular maintenance of the City's wells. Wells are recommended to be serviced every 8 years. The schedule of rehabilitation is:

2025 - Wells #8 & #11

2026 - Wells #7 & #13

2027 - Well #14

2028 - Well #9

2029 - Well #3

2030 - Well #4

2031 - Well #2 & #15

2032 - Well #10

2033 - Well #12

2034 - Wells #8 & #11

Performing regular maintenance will extend the life of well components, reduce emergency calls, and have a more reliable water supply system.

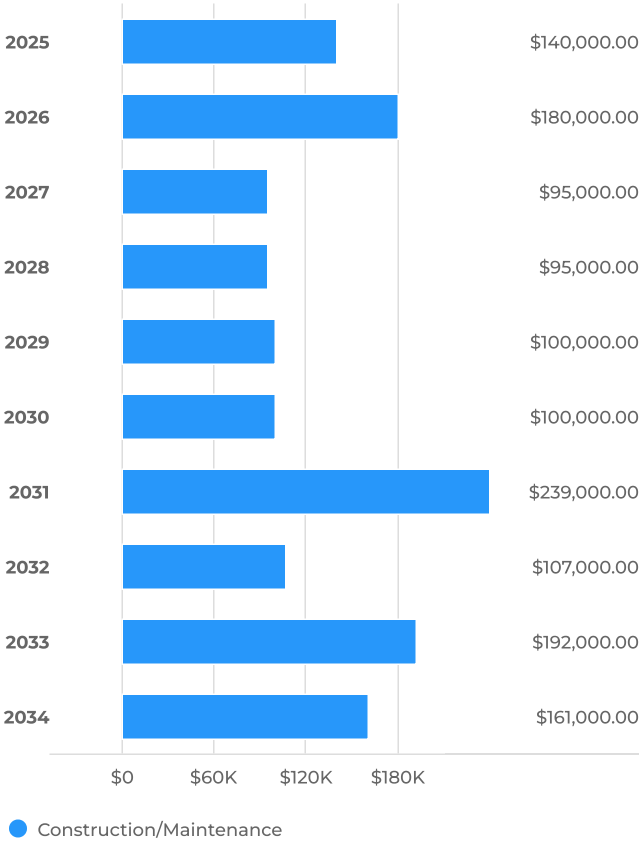
Details

Type of Project	Improvement

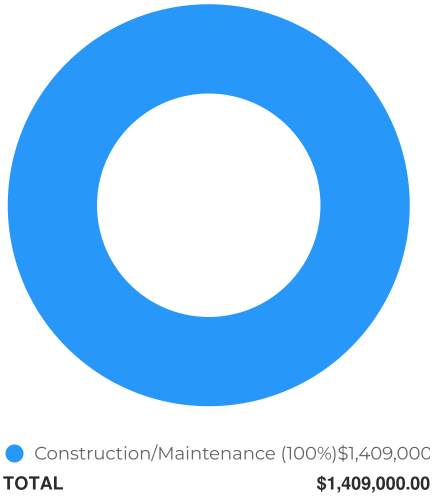
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
$140,000	$1.409M	$1.409M

Capital Cost by Year



Capital Cost for Budgeted Years



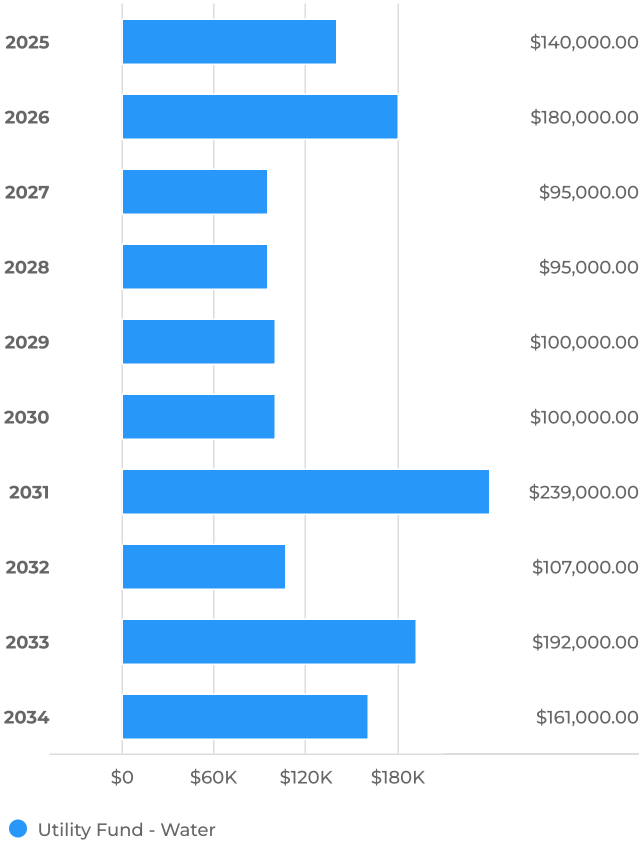
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
Construction/Maintenance	$140,000	$180,000	$95,000	$95,000	$100,000	$100,000	$239,000	$107,000
Total	**$140,000**	**$180,000**	**$95,000**	**$95,000**	**$100,000**	**$100,000**	**$239,000**	**$107,000**

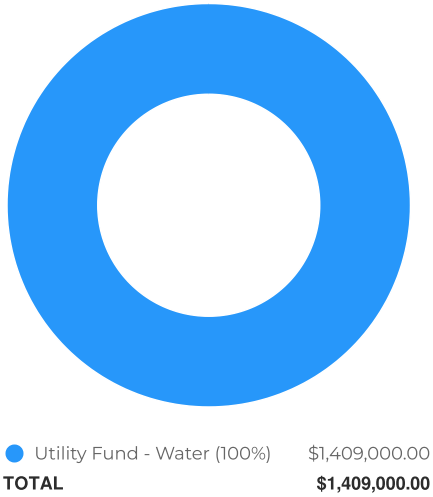
Funding Sources

FY2025 Budget	Total Budget (all years)	Project Total
$140,000	$1.409M	$1.409M

Funding Sources by Year



Funding Sources for Budgeted Years

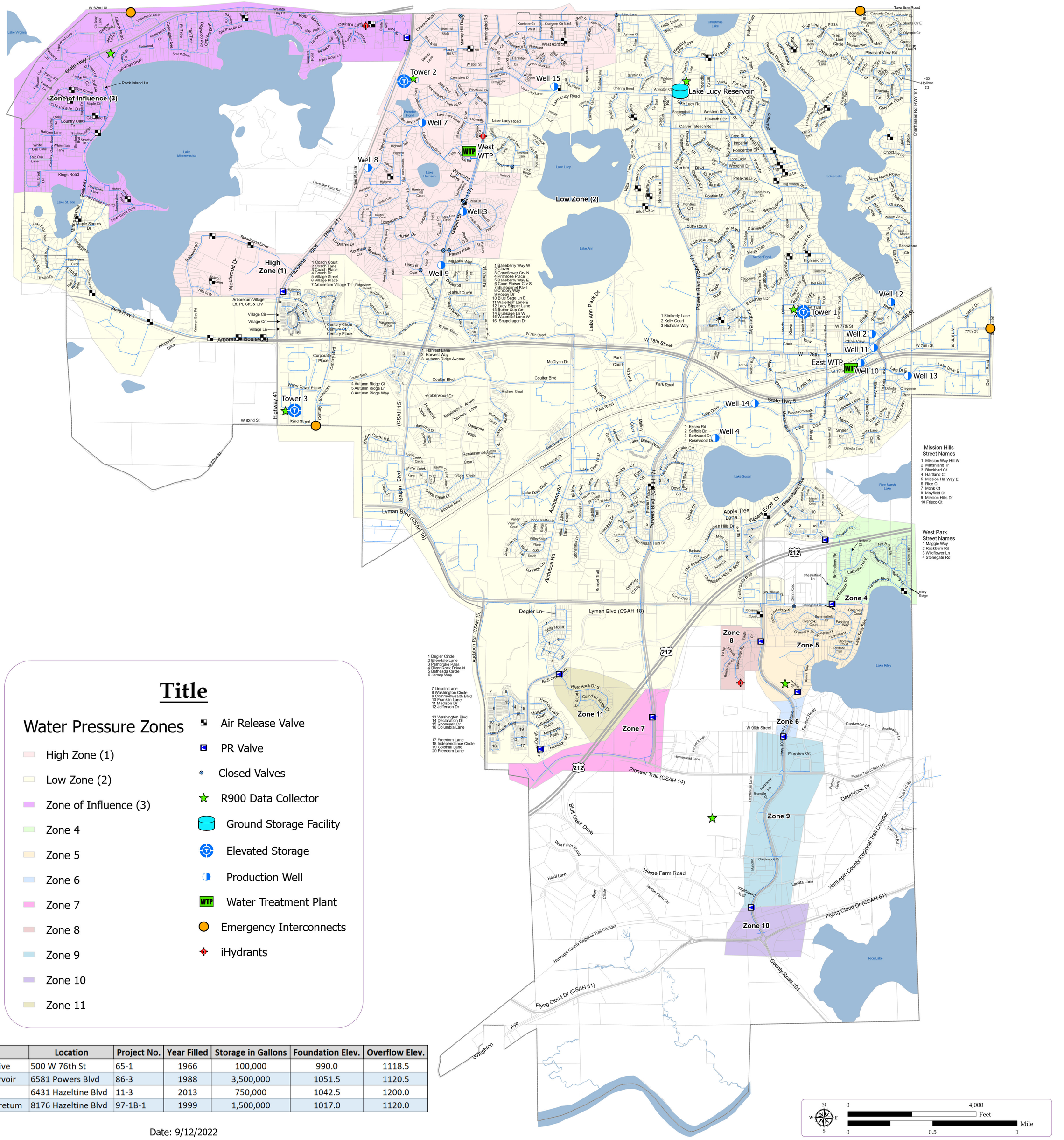


Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY20
Utility Fund - Water	$140,000	$180,000	$95,000	$95,000	$100,000	$100,000	$239,000	$107,000	$192,000	$161,(
Total	**$140,000**	**$180,000**	**$95,000**	**$95,000**	**$100,000**	**$100,000**	**$239,000**	**$107,000**	**$192,000**	**$161,**

City of Chanhassen

Water Supply



Tower	Location	Project No.	Year Filled	Storage in Gallons	Foundation Elev.	Overflow Elev.
Tower 1 - Inactive	500 W 76th St	65-1	1966	100,000	990.0	1118.5
Lake Lucy Reservoir	6581 Powers Blvd	86-3	1988	3,500,000	1051.5	1120.5
Tower 2	6431 Hazeltine Blvd	11-3	2013	750,000	1042.5	1200.0
Tower 3 - Arboretum	8176 Hazeltine Blvd	97-1B-1	1999	1,500,000	1017.0	1120.0

Date: 9/12/2022

Path: K:\Departments\Engineering\Water\Structures\Water Structures.aprx - 9/12/2022

CONTRACTOR VERIFICATION OF COMPLIANCE

The undersigned, being first duly sworn, as a responding contractor on the Project, represents and swears as follows:

Now, and at all times during the duration of the Project, the undersigned complies with each of the minimum criteria in Minn. Stat. § 16C.285, subd. 3, the Responsible Contractor statute.

The undersigned understands that a failure to meet or verify compliance with the minimum criteria established for a "responsible contractor" as defined in Minn. Stat. § 16C.285, subd. 3, renders a bidder ineligible to be awarded a construction contract for the Project or to perform work on the Project.

Upon request, the undersigned will submit copies of the signed verifications of compliance from all subcontractors.

The undersigned understands that a false statement under oath verifying compliance with any of the minimum criteria shall make the undersigned, or its subcontractor that makes the false statement, ineligible to be awarded a construction project and may result in termination of a contract awarded to the undersigned or its subcontractor that submits a false statement.

CONTRACTOR:

Keys Well Drilling Co.

By: [signature] (Trevor Keys)

Its: Vice President

City Council Item

November 10, 2025

Item	Approve Permanent Stormwater Ownership and Maintenance Agreement for Avienda Apartments	
File No.		**Item No:** D.8
Agenda Section	**CONSENT AGENDA**	
Prepared By	Eric Maass, Community Development Director	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

"The Chanhassen City Council approves the attached Permanent Stormwater Ownership and Maintenance Agreement for Avienda Apartments with minor modifications as may be approved by the City Attorney."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Development & Redevelopment

SUMMARY

The attached stormwater agreement establishes ownership and maintenance responsibilities related to permanent stormwater facilities proposed to be constructed on Lot 1 Block 1 Avienda Apartments, which is the property where the apartment project will be constructed. This agreement does not pertain to the future Avienda regional stormwater pond. This is a standard agreement required of the city for long-term ownership and maintenance of private stormwater infrastructure. Final exhibits will be attached to this agreement prior to it being recorded against the property.

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

Stormwater Maintenance Agreements Avienda Apartments

STORMWATER MAINTENANCE AGREEMENT/
BEST MANAGEMENT PRACTICE FACILITIES

THIS AGREEMENT is made and entered into as of the _____ day of _____, 2025, by and between **AVIENDA APARTMENTS OWNER, LLC,** a Delaware limited liability company (the "Owner") and the **CITY OF CHANHASSEN,** a Minnesota municipal corporation (the "City").

RECITALS

A. The Owner is the owner of certain real property located in Carver County, Minnesota legally described as Lot 1, Block 1, Avienda Apartments, Carver County, Minnesota ("Property"); and

B. The Owner is proceeding to develop the Property; and

C. The final plans for the Avienda Apartments final plat, ("Plans"), which are expressly made a part hereof, as approved or to be approved by the City, provides for detention/retention of stormwater within the confines of the Property; and

D. The City and the Owner agree that the health, safety, and welfare of the residents of the City of Chanhassen, Minnesota, require that on-site stormwater management/BMP facilities be constructed and maintained on the Property; and

E. The City requires that on-site stormwater management/BMP facilities ("Stormwater Facilities") as shown on the Plans be constructed and adequately maintained by the Owner as a condition of final plat approval; and

F. The Owner is required to enter into this Agreement as a condition of the Site Plan Agreement and grant to the City a license to enter the Property to inspect and, if necessary, complete work required under the terms of this Agreement.

G. The parties acknowledge that the Owner intends to assign this Agreement to a homeowner's association that will be formed to acquire the common elements, including but not limited to the Stormwater Facilities, and manage the common interest community.

NOW, THEREFORE, in consideration of mutual covenants of the parties set forth herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Construction of Stormwater Improvements. Owner shall construct the Stormwater Facilities in accordance with the plans and specifications identified in the Plans or pursuant to any modification of the Plans approved by the City during construction of the Stormwater Facilities as provided in **Exhibit A.** The Owner shall submit to the City any updates with "as built" for the Stormwater Facilities within 1 year of installation. If Plan modification substantially changes the size, location, or operations and maintenance of the stormwater facility the owner shall provide updated Exhibits to the City.

2. Maintenance of Stormwater Improvements.

A. The owner of the Stormwater Facilities from time-to-time, including but not limited to, Owner and its successors and assigns (collectively, but each only during their period of ownership, the "Responsible Party") shall adequately maintain the Stormwater Facilities in accordance with the Stormwater Maintenance Plan and the City engineering standards for stormwater treatment facilities attached hereto as **Exhibit B**. This includes all pipes, channels, and other conveyances built to convey stormwater to the facility, as well as all structures, improvements, and vegetation provided to control the quantity and quality of the stormwater. Adequate maintenance is herein defined as good working condition so that these facilities are performing their design functions.

B. The Owner will perform the work necessary to keep these Stormwater Facilities in good working order as appropriate. In the event a maintenance schedule for the Stormwater Facilities (including sediment removal) is outlined **in Exhibit B**, schedule will be followed and comply with all federal, state, and local regulations relating to the disposal of material.

3. Inspection and Reporting. The Responsible Party shall cause the Stormwater Facilities to be inspected and submit an inspection report annually and shall be responsible for the payment of any associated costs. The purpose of the inspection is to assure safe and proper functioning of the facilities. The inspection shall cover the entire facilities, berms, outlet structure, pond areas, access roads, buffers, etc. Deficiencies shall be noted in the inspection report. A storage treatment basin will be considered inadequate if it is not compliant with all requirements of the approved Plan and City engineering standards set forth in **Exhibit B**.

4. Operator as Responsible Party. Notwithstanding anything in this Agreement to the contrary, the City acknowledges and agrees that the Owner's maintenance, inspection, and reporting obligations with respect to the Stormwater Facilities may be delegated to the "Operator" under that certain Avienda Declaration of Reciprocal Easements and Operating Agreement dated as of December 29, 2022, and recorded in the Office of the County Recorder in and for Carver County, Minnesota on December 29, 2022 as Document No. A756037, as amended by that certain First Amendment to Avienda Declaration of Reciprocal Easements and Operating Agreement dated May 21, 2025, and recorded in the Office of the County Recorder in and for Carver County, Minnesota on May 22, 2025 as Document No. A786585, as further amended by that certain Second Amendment to Avienda Declaration of Reciprocal Easements and Operating Agreement dated September 4, 2025, and recorded in the Office of the County Recorder in and for Carver County, Minnesota on September 5, 2025 as Document No. A790584, and as further amended by that certain Third Amendment to Avienda Declaration of Reciprocal Easements and Operating Agreement dated October 24, 2025 and recorded in the Office of the County Recorder in and for Carver County, Minnesota on October 27, 2025 as Document No. A792655 (collectively, the "Declaration"), and that the Operator's maintenance, inspection, and reporting of the Stormwater Facilities pursuant to the terms and conditions of the Declaration shall be deemed to discharge the Responsible Party's maintenance, inspection, and reporting obligations with respect to the Stormwater Facilities hereunder provided that such maintenance, inspecting, and reporting by the Operator satisfies the maintenance, inspection, and reporting standards and requirements set forth herein.

5. City Access and Maintenance Rights.

A. The Owner hereby grants permission to the City, its authorized agents and employees, to enter upon the Property and to inspect the stormwater management/BMP facilities whenever the City deems necessary. The City shall provide the Responsible Party, its successors and assigns, copies of the inspection findings and a directive to commence with the repairs if necessary ("Inspection Report").

B. In the event the Responsible Party, its successors and assigns, fails to maintain the Stormwater Facilities in good working condition acceptable to the City, and such failure continues for 60 days after the City gives the Responsible Party written notice of such failure, the City may enter upon the Property and take whatever steps necessary, including excavation and the storage of materials and equipment, to correct deficiencies identified in the Inspection Report. The City's notice shall specifically state which maintenance tasks are to be performed. The City may charge the costs, including assessing the City's costs to the Responsible Party's property taxes, to the Responsible Party. This provision shall not be construed to allow the City to erect any structure of permanent nature outside of the area of the Stormwater Facilities. It is expressly understood and agreed that the City is under no obligation to routinely maintain or repair said Stormwater Facilities, and in no event shall this Agreement be construed to impose any such obligation on the City. In addition, Responsible Party agrees that it is, and will be, solely responsible to address complaints and legal claims brought by any third party with regard to the maintenance and operation and the consequences there from the Stormwater Facilities. The Responsible Party shall defend and hold the City harmless from any such third-party claim, except to the extent of the City's or its agents', contractors' or employees' negligence or willful misconduct.

6. Reimbursement of Costs. The Responsible Party shall reimburse the City for all costs incurred by the City in the enforcement of this Agreement, or any portion thereof, including court costs and reasonable attorneys' fees.

7. Indemnification. This Agreement imposes no liability of any kind whatsoever on the City. The Responsible Party shall indemnify and hold harmless the City and its officials, employees, agents, contractors, and volunteers against any and all claims, demands, losses, damages, and expenses (including reasonable attorneys' fees) arising out of or resulting from the Responsible Party or the Responsible Party's agents' or employee's negligent or intentional acts, or any violation of any safety law, regulation or code in the performance of this Agreement, without regard to any inspection or review made or not made by the City, its officials, employees, agents, contractors, or volunteers, or failure by the City, its officials, employees, agents contractors, or volunteers to take any other prudent precautions. In the event the City, upon the failure of the Responsible Party to comply with any conditions of this Agreement, performs said conditions pursuant to its authority in this Agreement, the Responsible Party shall indemnify and hold harmless the City, its employees, agents and representatives from any cost, damage or harm, except to the extent resulting from its or their own negligent acts in the performance of the Responsible Party's required work under this Agreement. Failure to perform any of the Responsible Party's required work shall not be considered negligence by the City, its employees, agents or representatives.

8. Notice. All notices required under this Agreement shall either be personally delivered or be sent by certified or registered mail and addressed as follows:

To the Owner: Avienda Apartments Owner, LLC
7803 Glenroy Road, Suite 200
Bloomington, MN 55439
Attn: Legal Department

To the City: City of Chanhassen
7700 Market Boulevard
P.O. Box 147
Chanhassen, Minnesota 55317
Attn: City Manager

All notices given hereunder shall be deemed given when personally delivered or two business days after being placed in the mail properly addressed as provided herein.

9. Successors/Covenants Run with Property. All duties and obligations of Owner under this Agreement shall also be duties and obligations of Owner's successors and assigns. The terms and conditions of this Agreement shall run with the Property.

[Remainder of page intentionally left blank]
[Signature pages (2) follow]

PROPERTY OWNER:
AVIENDA APARTMENTS OWNER, LLC
a Delaware limited liability company

By: Avienda Apartments Venture, LLC
a Delaware limited liability company
Its: Sole Member

By: IDP Avienda, LLC
a Minnesota limited liability company
Its: Managing Member

By: _____
Print Name: Anne Behrendt
Its: Authorized Signer

STATE OF MINNESOTA)
)ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of November, 2025, by Anne Behrendt, as Authorized Signer of IDP Avienda, LLC, a Minnesota limited liability company, as Managing Member of Avienda Apartments Venture, LLC, a Delaware limited liability company, as Sole Member of **AVIENDA APARTMENTS OWNER, LLC**, a Delaware limited liability company, on behalf of the entity.

_____
Notary Public

CITY OF CHANHASSEN

By:_____
Elise Ryan, Mayor

(SEAL)

And:_____
Laurie Hokkanen, City Manager

STATE OF MINNESOTA)
)ss.
COUNTY OF CARVER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by **Elise Ryan** and by **Lauire Hokkanen**, respectively the Mayor and City Manager of the **City of Chanhassen,** a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

_____
Notary Public

THIS INSTRUMENT WAS DRAFTED BY:
CAMPBELL KNUTSON
Professional Association
Grand Oak Office Center I
860 Blue Gentian Road, Suite 290
Eagan, Minnesota 55121
Telephone: (651) 452-5000
AMP/amt

EXHIBIT A
TO
STORMWATER MAINTENANCE AGREEMENT

STORMWATER BMP EXHIBIT

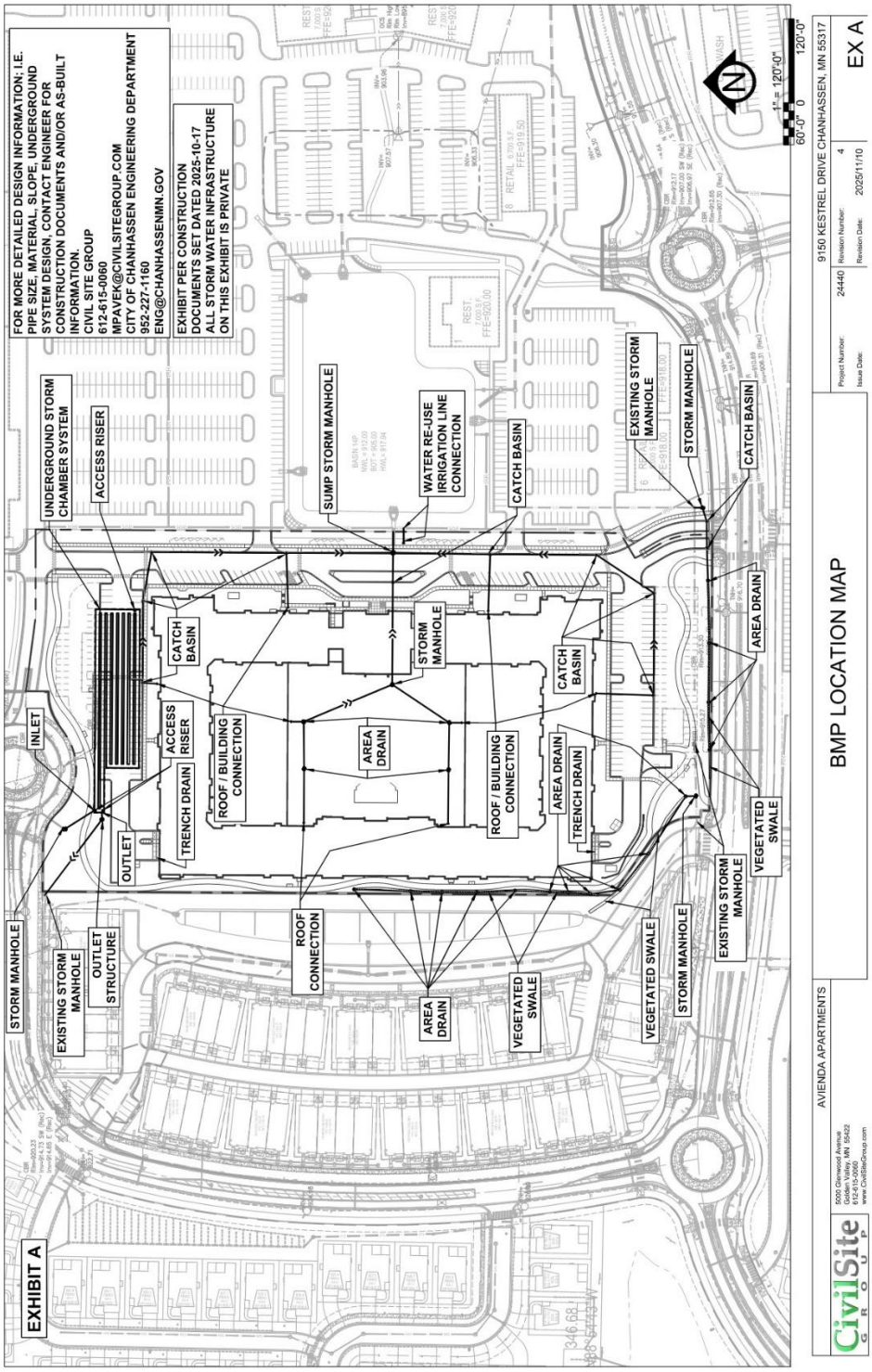


EXHIBIT B
TO
STORMWATER MAINTENANCE AGREEMENT

Stormwater Facility Operation and Maintenance Plan and Inspection Checklist

The Owner, shall be vested with and shall be responsible for conducting an annual inspection of the stormwater facility as depicted in Exhibit B and attached hereto, utilizing the stormwater facility maintenance inspection checklist, attached hereto, and shall make any repairs to the stormwater facility necessary for its intended design and function, as determined by the City's Water Resources Engineer for the remaining life of the Stormwater Facility.

2. Inspection & Maintenance Activities- Underground Storm Chamber System & Storm Water Conveyance system

These inspections should be completed every 3-6 months and after a significant rainfall event unless otherwise noted.

Site ID:		BMP Type/Number: Underground Storm Chamber System		
Inspection Date:		Inspector:		
Inspection Activity	**Observations**	**Maintenance Procedure/Frequency**	**Maintenance Required (Y/N)**	**Actions Completed**
1. 1. Visual inspection of contributing drainage area i. e. parking lots and open space, for trash and debris and erosion.		Remove trash and debris from structure as outlined by manufacturer's recommendation		Completed by: Date:
2. Measure and record depth of sediment at sump manholes, access risers, and/or observation ports of underground system. If the average depth of sediment is at or above, 3 inch depth clean as indicated.		Remove any floatables, accumulated trash or debris. Clean out system using a JetVac A) A fixed culvert cleaning nozzle with rear facing nozzle spread of 45 inches or more is preferable B) Apply multiple passes of JetVac until backflush water is clean C) Vacuum manhole sump as required		Completed by: Date:
3. Oil accumulation in device(s)		Remove oil from water surface using method outlined by manufacturer's recommendation		Completed by: Date:
4. Visual inspection of internal components of device		Dependent on type of damage; Repair structure per manufacturer's recommendations		Completed by: Date:
5. Inspect storm water conveyance system components (inlets, outlets, catch basins, manholes, vegetated swale(s) & outlet control structure) to ensure good condition and no evidence of erosion or sediment deposits.		Repair impacted BMP component per original plans		Completed by: Date:
6. Inspect surface above system for cracks, settling or loose soils.		Repair/replace system per original plans		Completed by: Date:

These are general inspection/maintenance items that should be completed with every Storm Chamber System. Visit Manufacturer's website for a copy of the most current and in-depth system specific inspection/maintenance list.

MORTGAGE HOLDER CONSENT
TO
STORMWATER MAINTENANCE AGREEMENT

FIRST INTERNATIONAL BANK & TRUST, a North Dakota banking corporation, which holds a mortgage executed by AVIENDA APARTMENTS OWNER, LLC, a Delaware limited liability company, mortgagee, in favor of FIRST INTERNATIONAL BANK & TRUST, a North Dakota banking corporation, in the original principal amount of $85,000,000.00, dated October 24, 2025, filed October 27, 2025 with the Office of the County Recorder, Carver County, Minnesota, as Document No. **A792665**, on the subject property, the development of which is governed by the foregoing Stormwater Maintenance Agreement, agrees that the Stormwater Maintenance Agreement shall remain in full force and effect even if it forecloses on its mortgage.

Dated this _____ day of _____, 2025.

FIRST INTERNATIONAL BANK & TRUST

By: _____

_____ [print name]

Its: _____ [title]

STATE OF _____)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by _____ the _____ of **FIRST INTERNATIONAL BANK & TRUST**, a North Dakota banking corporation, on behalf of said entity.

_____
NOTARY PUBLIC

DRAFTED BY:
CAMPBELL KNUTSON
Professional Association
Grand Oak Office Center I
860 Blue Gentian Road, Suite 290
Eagan, Minnesota 55121
651-452-5000
AMP/amt

City Council Item

November 10, 2025

Item	Dogwood Right-of-Way Vacation	
File No.	Vacation 25-01	**Item No:** D.9
Agenda Section	**CONSENT AGENDA**	
Prepared By	Charlie Howley, Director of Public Works/City Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

"The Chanhassen City Council approves tabling the Dogwood Road public Right-of-Way vacation item originally presented at the October 13, 2025 City Council meeting to an unspecified future City Council meeting once the applicable agreements between the property owners are completed."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Development & Redevelopment

SUMMARY

At the October 13, 2025 City Council meeting, the council tabled the item to November 10, 2025, but there are a number of additional surveying, easement, and property transfer steps still needed to align with the overall vacation process. The ask is to table indefinitely as the timing of completion is not determined and somewhat out of the city's control. Once all of the documents and agreements are in place, staff will bring the vacation request back to a future City Council meeting.

BACKGROUND

N/A

DISCUSSION

N/A

BUDGET

The property owner requesting the vacation is providing a cash escrow to the city to cover the survey and legal expenses incurred by the city for the vacation.

RECOMMENDATION

Staff recommends tabling the item.

ATTACHMENTS

City Council Item

November 10, 2025

Item	Partial Release of Planned Unit Development Agreement (951 W 78th Street)	
File No.		**Item No:** D.10
Agenda Section	**CONSENT AGENDA**	
Prepared By	Eric Maass, Community Development Director	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

"The Chanhassen City Council approves the partial release of the Planned Unit Development Agreement for property located at 951 W 78th Street."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Development & Redevelopment

SUMMARY

At the time of the development of the Target store in downtown Chanhassen, a Planned Unit Development Agreement was established over those properties and the adjacent commercial sites including the property located at 951 W 78th Street. Since that time, the property has had a new PUD Zoning Ordinance adopted, so the resulting PUD Agreement functions solely to what we would today refer to as a "Development Contract." Since all requirements of the development have been completed, staff is recommending that the City Council authorize the partial release of the Planned Unit Development Agreement for the property at 951 W 78th Street.

The property at 951 W 78th Street is the former location of the Chanhassen Brewery, and that property has since been listed for sale. This action is an effort towards cleaning up the title work associated with this property.

The release of development agreements or development contracts following completion and acceptance of improvements by the city is considered typical; however, this is only completed upon request by a

private property owner.

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

Staff recommends approval of the partial release of the planned unit development agreement as presented.

ATTACHMENTS

DOCS-#237673-v1-Partial Release of PUD

(reserved for recording information)

PARTIAL RELEASE OF PLANNED UNIT DEVELOPMENT AGREEMENT

PARTIAL RELEASE OF PLANNED UNIT DEVELOPMENT AGREEMENT granted this _____ day of _____, 2025, by the **CITY OF CHANHASSEN,** a Minnesota municipal corporation ("City").

WHEREAS, the City and Dayton Hudson Corporation a Minnesota corporation, and B.C. "Jim" Burdick and Brigitte Burdick, husband and wife, entered into a Planned Unit Development Agreement, dated October 26, 1992 and recorded November 17, 1992 with the Office of the County Recorder, Carver County, Minnesota as Document No. **142323** ("PUD"); and

WHEREAS, the City has been requested to release and discharge the property legally described on Exhibit A ("Property") from the PUD;

WHEREAS, all requirements of the PUD have been met as to the Property and there is no longer a need to have the PUD recorded against the Property.

NOW THEREFORE, be it resolved by the City of Chanhassen, Minnesota:

The Property is released and discharged from the PUD.

ADOPTED this _____ day of _____, 2025.

[*Remainder of the page is intentionally left blank.*
Signature page is to follow.]

CITY OF CHANHASSEN

(Seal)

By _____
Elise Ryan, Mayor

By _____
Laurie Hokkanen, City Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF CARVER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by **Elise Ryan** and **Laurie Hokkanen**, respectively the Mayor and the City Manager of the **City of Chanhassen**, a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

_____
Notary Public

DRAFTED BY:
CAMPBELL KNUTSON,
Professional Association
Grand Oak Office Center I
860 Blue Gentian Road, Suite 290
Eagan, Minnesota 55121
Telephone: (651) 452-5000
AMP/amt

EXHIBIT A

Lot 1, Block 1, Chanhassen Retail Third Addition, according to the recorded plat thereof, Carver County, Minnesota.

City Council Item

November 10, 2025

Item	Approve SCALE Hardware and Software Purchase with Computer Integrated Technologies (CIT)	
File No.		**Item No:** D.11
Agenda Section	**CONSENT AGENDA**	
Prepared By	Rick Rice, IT Manager	
Reviewed By		

SUGGESTED ACTION

"The Chanhassen City Council approves the purchase of SCALE hardware and software from Computer Integrated Technologies."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Asset Management

SUMMARY

The proposed SCALE hardware and software solution consists of three physical network servers to be located at City Hall and a single physical network server to be located at Public Works for disaster recovery. These servers will host the SCALE Professional Essentials virtual hosting software. All hardware and software are warranted for five years. This is a hyper-converge solution whereby all storage is contained within the network servers, eliminating the need for an external storage array. The proposal includes professional services from CIT for hardware and software installation, including the migration of all existing virtual servers from the VMware to SCALE. Warranty support for both hardware and software is provided directly from SCALE or through CIT who is a SCALE partner.

BACKGROUND

The city switched from utilizing individual physical network servers to the VMWare virtual server

environment in 2007. This allowed for a more cost-effective and efficient method of hosting the city's file servers and system software applications. This system was expanded to include a disaster recovery system which is located at the Public Works facility. There are currently 25 active virtual servers running on the three VMware physical host servers. Physical storage for the VMware environment is hosted on a 40-terabyte storage area network server. Our VMware software and support licenses have been renewed annually. Physical servers and storage for the VMware environment are replaced every 5 years. The physical hardware had been planned for replacement this year.

DISCUSSION

Broadcom / VMware License Changes

VMware was purchased by Broadcom in November 2023. Broadcom changed its software licensing models in 2024 and eliminated the vSphere Enterprise software version, which the city had been using for our production servers. This required upgrading to their Foundation license, which represented a 66% cost increase from $4,319.00 to $7,149.44. Broadcom brought back the vSphere Enterprise license model in 2025, but did not allow license downgrades. The renewal for the Foundation license in 2025 increased by another 75%, from $7,149.44 to $12,544. The city disaster recovery server located at Public Works runs VMware Standard perpetual license. Broadcom eliminated this version as an offering in July of this year. This license is up for renewal this month. We are currently waiting for our Broadcom reseller to see what options we have and the associated costs.

Broadcom / VMware Support Changes

Broadcom has also made changes to VMware software support. Direct software support is now only available for their Cloud Foundation customers. All other customers are required to go through Partner distributers which was reduced in number from 18,000 to 300. Our primary network support vendor is no longer on the partner list.

BUDGET

The city budgeted $9,568 for VMWare in 2025 and set aside $165,000 in fund balance at the end of 2024 for new City Hall hardware and software in connection with the move. This quote includes equipment plus a five-year license and software agreement. The total for the five-year license and software is $37,850 and this will be allocated over the five-year term of the agreement.

RECOMMENDATION

Staff recommends that the City Council approve the purchase of the five-year SCALE Hardware, Software, and Implementation contract at a cost of $144,086.01.

ATTACHMENTS

SCALE Quote - CIT.pdf
SCALE Quote - Scale Computing.pdf

SCALE Production Cluster and DR Node

Date: 9/25/2025

Prepared For:

City Of Chanhassen Commercial
Attn Finance Dept
Chanhassen, MN 55317
rrice@chanhassenmn.gov
952.227.1111

Prepared By:

CIT
N/A
N/A
N/A
N/A
https://www.citsolutions.net

Executive Summary

Virtualization Infrastructure Migration to Scale Computing
The City of Chanhassen is undertaking a strategic migration from its existing virtualization infrastructure to the Scale Computing HyperCore platform. This transition marks a significant step toward modernizing IT operations, enhancing system resilience, and simplifying management.

Project Overview

The current virtualization environment, based on VMware and/or Hyper-V, has served the city well but presents increasing challenges in terms of cost, complexity, and scalability. To address these concerns, the city has selected Scale Computing, a hyperconverged infrastructure (HCI) solution that integrates compute, storage, and virtualization into a single, easy-to-manage platform.

Key Benefits of Scale Computing

- Simplicity and Ease of Management
  Scale's all-in-one architecture eliminates the need for separate storage networks and complex configurations. IT staff can manage the entire environment through a single, intuitive interface, reducing administrative overhead.
- Cost Efficiency
  Unlike traditional virtualization platforms that often require separate licensing for hypervisors, management tools, and support, Scale Computing offers a consolidated pricing model with no additional hypervisor licensing fees.
- High Availability and Resilience
  Built-in redundancy and automated failover ensure continuous availability of critical services. The system is designed to self-heal and recover from hardware failures with minimal intervention.
- Scalability
  The platform allows for seamless scaling by simply adding nodes, with no disruption to existing workloads. This flexibility supports future growth without the need for major infrastructure overhauls.
- Edge and Remote Site Optimization
  Scale Computing is particularly well-suited for distributed environments, offering robust performance in remote or branch locations with limited IT resources.
- Improved Performance and Reliability
  With direct integration between the hypervisor and storage layers, Scale reduces latency and improves overall system responsiveness.

Conclusion

Migrating to Scale Computing positions the City of Chanhassen for long-term success by reducing complexity, lowering costs, and improving the reliability of its IT infrastructure. This move supports the city's commitment to delivering efficient, uninterrupted services to its residents and departments.

Statement of Work

- Kickoff/Meeting Call
- Configure Scale Cluster (3 Nodes)
  - Unbox and assemble hardware.
  - Configure OOBM networking and licensing for each node.
  - Configure switching VLANs and ports for LAN and BACKPLANE networks.
  - Install hardware into rack and connect to power and networking.
  - Establish node connectivity and configure BACKPLANE networking.
  - Install latest Scale hardware and firmware updates on all nodes.
  - Enable SNMP monitoring on nodes.
  - Complete initial cluster setup and configuration.
- Configure DR Node
  - Unbox and assemble hardware.
  - Configure OOBM networking and licensing for each node.
  - Configure switching VLANs and ports for LAN and BACKPLANE networks.
  - Install hardware into rack and connect to power and networking.
  - Establish node connectivity and configure BACKPLANE networking.
  - Install latest Scale hardware and firmware updates on all nodes.
  - Enable SNMP monitoring on nodes.
  - Complete initial cluster setup and configuration.
  - Configure replication between Scale clusters.
  - Enable Fleet Manager on all clusters.
- Customer Considerations
  - Vendor support-ability and compatibility with all applications should be verified with Scale Computing hypervisor before proceeding with application migrations.
  - Sufficient power, networking and switch capacity will be required for new cluster to be online at same time as current server environment to allow for successful migration of all workloads.
- Server Migration (Veeam)
  - Configure Veeam Application for backups/replication.
  - Install Scale Appliance module on Scale cluster.
  - Install Hyper-V/ESXi module on legacy hardware (If required).
  - Create Conversion to VM plan for migration to Scale.
  - Allow VMs to properly backup to prepare for final migration.
  - Per VM Cutover Process (VM downtime required - after hours recommended):
    - Shutdown legacy VM.
    - Complete final backup.
    - Run convert to Scale VM process.
    - Power on Scale VM and install Scale Tools (VM reboot required).
    - Configure proper networking on VM.
    - Confirm VM functionality and connectivity.
    - Disable VM from temporary backup plans.
  - Verify all virtual machines have been migrated to Scale and are functioning correctly.
- Virtual Machine Migration List:
  - CAZAD

    - CFD1
    - CFS4
    - CFS5
    - ChanDC1
    - CHLSERV
    - CIS1
    - COMMSERV
    - CPS2
    - CPS4
    - CSEC2
    - CUS1
    - CUS4
    - CUS7
    - CVS2
    - LF-DMZ
    - SDHISTORIAN
    - SDSCADA
    - SDWIN911
    - SQL1
    - Veeam Proxy1
    - Veeam Proxy3
    - CHANDC2
    - CPW2
- Server Replication
    - Enable DR replication for following servers:
        - CHANDC1
        - CAZAD
        - CFS5
        - CIS1
        - SQL1
        - CSEC2
        - SDHISTORIAN
        - SDSCADA
        - SDWIN911
        - LF-DMZ
- Decommission Legacy Hardware
    - Verify all necessary services, functionality and data has been migrated from legacy hardware.
    - Verify any legacy servers or VMs have been removed from backups.
    - Shutdown legacy devices and disconnect from networking and power.
    - Remove from network rack and stage for customer to recycle hardware.
- Post project QA checklist

Project Management

- CIT will assign a dedicated resource to serve as the Project Manager (“Project Manager”). The Project Manager will be responsible for overseeing the project, coordinating CIT resources, and serving as the primary point of contact for the Customer. Responsibilities will include.
  - Managing project scope, including facilitating and documenting formal change requests.
  - Developing and maintaining the project schedule.
  - Leading regular status meetings with stakeholders, in accordance with the frequency agreed in the Project Plan.
  - Maintaining live project status updates within the Customer Portal, where the Customer may view reports at any time.
  - Performing additional project management activities as defined in this Statement of Work
  - Facilitate a formal project closure, which may include a Project Closure meeting.

CIT Change Orders

- CIT establishes change management procedures to initiate changes to the services identified in the SOW. A change typically occurs when either party encounters any of the following situations during service delivery:
  - Either party identifies new requirements not included in the original service’s scope
  - Either party changes the direction and intent of this Service, which requires CIT to rework the services.
- Small Changes
  - Changes less than 20% of the original scope will be managed informally with email verification by the PM.
- Large Changes
  - Changes greater than 20% of the original scope will be managed with a formal approval process.

Scale Production Cluster Build:

HC3450DF



Item	Per Node Resources				Total Cluster Resources (nodes):	3
CPU	2 x Gold 5515+ 8C/16T 3.6GHz				3.6 GHz * Total Physical Cores =	172.8 GHz
	(16 Physical Cores | 32 Threads)				48 Physical	96 Logical
RAM	256	GB RAM	Slot Config = 16x 16GB*		768 GB RAM	
Storage	Spinning (TB)	NVMe	RAW (TB)	Usable (TB)	Total RAW	Total Usable
Drive Size (TB) 10 x NVMe	N/A	3.84	38.4	19.2	115.2 TB	57.6 TBu
Networking	1 x 10GBase-T 4-port OCP Network Card (Intel X710-T4L)				12 x 10GBase-T Ports	
	1 x 10GBase-T 4-port OCP Network Card (Intel X710-T4L)				6 LAN	6 Backplane
Power	2 x 1100W Hot Swappable Power Supply Unit (C13 to NEMA 5-15P)				6 x 1100W Hot Swappable Power Supply Unit	
Form Factor	1U Rack Mounted (1.7inches)				3 U Rack Mounted	5.1 inches

*Preferred RAM configuration
**Network cables not included

Lenovo

Scale DR Node Build:

HC3450F



Item	Per Node Resources				Total Cluster Resources (nodes):	1
CPU	1 x Gold 5515+ 8C/16T 3.6GHz				3.6 GHz * Total Physical Cores =	28.8 GHz
	(8 Physical Cores | 16 Threads)				8 Physical	16 Logical
RAM	128	GB RAM	Slot Config = 8x 16GB*		128 GB RAM	
Storage	Spinning (TB)	NVMe	RAW (TB)	Usable (TB)	Total RAW	Total Usable
Drive Size (TB) 4 x NVMe	N/A	7.68	30.72	15.36	30.72 TB	15.36 TBu
Networking	1 x 10GBase-T 4-port OCP Network Card (Intel X710-T4L)				4 x 10GBase-T Ports	
	1 x 10GBase-T 4-port OCP Network Card (Intel X710-T4L)				2 LAN	2 Backplane
Power	2 x 1100W Hot Swappable Power Supply Unit (C13 to NEMA 5-15P)				2 x 1100W Hot Swappable Power Supply Unit	
Form Factor	1U Rack Mounted (1.7inches)				1 U Rack Mounted	1.7 inches

*Preferred RAM configuration
**Network cables not included

Quote information:
Quote #3529585-1-A
Prepared on: 9/25/2025
Expires: 10/25/2025
Account Executive: N/A | N/A | N/A https://www.citsolutions.net

Proposal Summary

SCALE Production Cluster and DR Node

Prepared for:
City Of Chanhassen Commercial
Attn Finance Dept PO Box 147 Chanhassen MN 55317

Ship to:
City Of Chanhassen Commercial
Attn Finance Dept PO Box 147
Chanhassen, MN 55317

One-time costs

Optional	Description	Qty	Unit Price	Price Including Tax
	SCALE Production Cluster with Support			**$102,395.87**
N	HC3450DF CHASSISXEON SP CPU 10X NVME 1U	3	$24,115.00	$72,345.00
N	Scale Computing Intel Xeon Gold (5th Gen) 5515+ Octa-core (8 Core) 3.20 GHz Processor Upgrade - 22.50 MB L3 Cache - 64-bit Processing - 4.10 GHz Overclocking Speed - Socket LGA-4677 - 165 W - 16 Threads	6	$0.01	$0.06
N	Scale Computing RAM Module - For Server - 16 GB - DDR5-5600/PC5-44800 DDR5 SDRAM - 5600 MHz - Registered - 288-pin - DIMM	48	$0.01	$0.48
N	NVME SSD 3.84TB 2.5 U.3	30	$0.01	$0.30
N	INTEL X710-T4L4-PORT 10GBASE-T	3	$0.01	$0.03
N	SC HYPERCORE 60 MONTH PROFESSIO ESSENTIALS SOFTWARE AND SUPPORT	1	$20,200.00	$20,200.00
N	5 YRSHW WARRANTY	1	$7,300.00	$7,300.00
N	Scale Computing ScaleCare - Premium Install - Service - Technical - Electronic	1	$2,550.00	$2,550.00
	DR Node			**$28,010.14**
N	HC3450F CHASSISXEON SP CPU 4X NVME 1U	1	$17,310.00	$17,310.00
N	Scale Computing Intel Xeon Gold (5th Gen) 5515+ Octa-core (8 Core) 3.20 GHz Processor Upgrade - 22.50 MB L3 Cache - 64-bit Processing - 4.10 GHz Overclocking Speed - Socket LGA-4677 - 165 W - 16 Threads	1	$0.01	$0.01
N	Scale Computing RAM Module - For Server - 16 GB - DDR5-5600/PC5-44800 DDR5 SDRAM - 5600 MHz - Registered - 288-pin - DIMM	8	$0.01	$0.08
N	Scale Computing 7.68 TB Solid State Drive - 2.5" Internal - U.3	4	$0.01	$0.04

N	INTEL X710-T4L4-PORT 10GBASE-T	1	$0.01	$0.01
N	SC//HYPERCORE - 8C-PS 5 YEAR LICENSE AND SOFTWARE	1	$8,600.00	$8,600.00
N	5 YRSHW WARRANTY	1	$1,750.00	$1,750.00
N	Scale Computing Node Installation Remote Support - Service - Technical - Electronic	1	$350.00	$350.00
	CIT Services			**$13,680.00**
N	CIT Project Management	7	$128.00	$896.00
N	CIT Services Engineer	32	$188.00	$6,016.00
N	CIT Services Engineer (After Hours)	24	$282.00	$6,768.00
	Scale Promotional Items			**$0.00**
N	SC//HYPERCORE ADVANCED TRAINING	1	$0.00	$0.00
N	WINDOWS/LINUX SERVERS ONLYPROMO SCALE COMPUTING MOVE	1	$0.00	$0.00
N	MARKETNG DISC SOFTWARE SERVICES ADVANCED TRAINING QHAT	1	$0.00	$0.00
N	PLATFORM 2026 REGISTRATION SC//PLATFORM ADVANCED TRAINING	1	$0.00	$0.00

Subtotal:	$144,086.01
Tax:	$0.00
Total:	**$144,086.01**

Notes:

Please note: Items marked with "Y" (Yes) in the optional column are not included in the subtotal, tax, or total calculations.

Acceptance and Incorporation by Reference

This Proposal, together with the terms and conditions set forth in the Master Services Agreement, Service Attachments and all other agreements identified on Exhibit A (the agreements identified on Exhibit A are hereafter collectively referred to as the "Ancillary Agreements") is between Computer Integration Technologies, a Minnesota corporation (sometimes referred to as "we," "us," "our," or "Provider"), and the customer identified on the signature block at the end of this Proposal (sometimes referred to as "You," Your," or "Client"). Client and Provider expressly agree that the terms and conditions set forth in the Ancillary Agreements are hereby incorporated into this Proposal by reference as if fully set forth herein, regardless of whether Client separately executed any of the Ancillary Agreements. Notwithstanding that certain provisions of the Ancillary Agreements may not facially appear applicable to every transaction or circumstance governed by this Proposal, each such provision shall be interpreted broadly and in context, and shall apply and control to the extent such provision can reasonably be construed to apply to the rights, obligations, or subject matter hereof.

This Proposal shall be effective and shall automatically become a legally binding agreement as of the first date upon which both Provider and Client have signed below (the "Effective Date"). Provider and Client are sometimes referred to separately as a "Party", or collectively as the "Parties." Any capitalized terms in this Proposal not defined herein shall have the meaning provided in any Ancillary Agreement(s) defining such capitalized term. If there is a direct conflict between this Proposal and any term or condition set forth in any of the Ancillary Agreements, the conflicting term or condition in this Proposal shall control. By signing or accepting this Proposal, Client acknowledges, represents, and warrants to Provider that Client has read and agrees to all terms and conditions set forth in the Ancillary Agreements on the Effective Date. The Parties agree that electronic signatures on this Proposal shall be relied upon and shall bind the Parties to the terms and conditions stated or incorporated by reference herein. Each Party hereby warrants and represents that such Party is authorized to execute this Proposal and perform the undertakings set forth or incorporated herein. This Proposal supersedes all prior negotiations, proposals, orders, agreements and communications between the Parties regarding all matters expressly addressed or within the reasonable scope of this Proposal or the Ancillary Agreements.

Client acknowledges and agrees that Provider may, from time to time, revise the terms and conditions of the Ancillary Agreements, provided that any such revision shall be effective only in accordance with applicable law, including prevailing legal standards for enforceable "clickwrap" or equivalent electronic consent mechanisms. Revised terms or conditions shall become binding and effective upon the earlier of: (a) Client's continued use of the applicable products or services following reasonably conspicuous notice and opportunity for Client to review the revised term(s) or condition(s); or (b) Client's affirmative acceptance of the revised term(s) via a click-through or similar method reasonably designed to confirm assent. Provider shall make revised terms reasonably available for Client review which shall indicate the date of last revision. If Client does not agree to any revised term(s), Client must discontinue use of the affected products or services and may terminate this Proposal only in accordance with termination provisions set forth in the Ancillary Agreements. Any revision(s) to the terms or conditions of the Ancillary Agreements by Provider shall apply only prospectively, unless otherwise required by applicable law or expressly stated in the revised terms.

Client further agrees that the terms of the Ancillary Agreements shall apply not only to the specific transaction described in this Proposal, but also to all other current and future transactions between Client and Provider unless and until such terms are superseded by a subsequently executed Proposal or Ancillary Agreement.

Both of the Parties, acting through their respectively authorized officers, agents, or representatives hereby execute this Proposal with the intention of being bound hereby.

Exhibit A

Click the buttons below to view the linked documents.

Master Services Agreement | Services Attachment for Managed Services | Service Attachment for Access Control Services | Service Attachment for Managed Video Surveillance | Schedule of Services | Data Processing Agreement | Schedule of Third-Party Services

IN WITNESS WHEREOF, this Order Form is agreed to by the parties below and entered into as of the Order Effective Date.

City Of Chanhassen Commercial

Signature:

Name:

Date:

Quotation

Scale Computing
525 S Meridian St
Indianapolis, IN 46225
USA
Phone: (877) 722-5359
Email: sales@scalecomputing.com

Quote #:	**Q-94511-1**
Date:	**9/23/2025 4:49 PM**
Expires On:	**12/31/2025**
Scale ID:	**SC-2507-9373**

End User
City of Chanhassen
7700 Market Boulevard P.O. Box 147
Chanhassen, MN 55317
United States

matt Kerr
9524069004
mkerr@chanhassenmn.gov

Registered Partner:
Scale Computing
Distributor:
Scale Computing

Scale Computing Representative	Phone	Email
Jacob Springer	812-682-7412	jspringer@scalecomputing.com

Production

PART #	PRODUCT	START	END	QTY	MSRP/UNIT	PRICE/UNIT	TOTAL PRICE
CHA-3-1F	HC3450DF Chassis			3	$24,291.00	$24,291.00	$72,873.00
HCOS-5-PE	SC//HyperCore 60 month Essential Kit Software and Support License Tier: Professional	8/7/2025	8/6/2030	1	$22,000.00	$22,000.00	$22,000.00
CPU-3-23	Intel Xeon Gold 5515+			6	$0.00	$0.00	$0.00
RAM-3-16	16GB DDR5 RDIMM			48	$0.00	$0.00	$0.00
NVM-3-1D	3.84TB 2.5" U.3 NVMe SSD			30	$0.00	$0.00	$0.00
NIC-3-11	4-ports 25Gb SFP28 OCP			3	$0.00	$0.00	$0.00

PART #	PRODUCT	START	END	QTY	MSRP/UNIT	PRICE/UNIT	TOTAL PRICE
HW-5	5 Year HW Support for Scale Computing HCI Appliance	8/7/2025	8/6/2030	1	$7,287.30	$7,287.30	$7,287.30
QADVON	ScaleCare Quickstart Onsite Installation Services			1	$6,000.00	$6,000.00	$6,000.00
						Production Total Price:	$108,160.30

Group2

PART #	PRODUCT	START	END	QTY	MSRP/UNIT	PRICE/UNIT	TOTAL PRICE
MPVRR	VMware Rip & Replace Partner Promo			1	$0.00	$0.00	$0.00
ADTM-PROMO-20	PROMO Scale Computing Move powered by Carbonite Migrate			1	$0.00	$0.00	$0.00
QHAT	SC//HyperCore Advanced Training			1	$0.00	$0.00	$0.00
PLTFRM-REG/ QHAT-2026	Admission to Scale Computing Platform 2026 Summit with SC//Platform Advanced Training Service Included			1	$0.00	$0.00	$0.00
QMIG-10	Migration Service 10 Pack			4	$4,750.00	$4,750.00	$19,000.00
						Group2 Total Price:	$19,000.00

DR

PART #	PRODUCT	START	END	QTY	MSRP/UNIT	PRICE/UNIT	TOTAL PRICE
CHA-3-1E	HC3450F Chassis			1	$17,310.00	$17,310.00	$17,310.00
CPU-3-23	Intel Xeon Gold 5515+			1	$0.00	$0.00	$0.00
RAM-3-16	16GB DDR5 RDIMM			8	$0.00	$0.00	$0.00
NVM-3-1E	7.68TB 2.5" U.3 NVMe SSD			4	$0.00	$0.00	$0.00
NIC-3-11	4-ports 25Gb SFP28 OCP			1	$0.00	$0.00	$0.00
HCOS-S-5-8C-PS	SC//HyperCore - 8 core 60 Month license and support software License Tier: Professional Support Level: ScaleCare	1/30/2026	1/29/2031	1	$9,563.00	$9,563.00	$9,563.00

PART #	PRODUCT	START	END	QTY	MSRP/UNIT	PRICE/UNIT	TOTAL PRICE
HW-5	5 Year HW Support for Scale Computing HCI Appliance	1/30/2026	1/29/2031	1	$1,731.00	$1,731.00	$1,731.00
QADVON	ScaleCare Quickstart Onsite Installation Services			1	$6,000.00	$6,000.00	$6,000.00
						DR Total Price:	$34,604.00

Customer Total: USD 161,764.30

Order Lead Time Notice
Although our standard lead time on build-to-order systems is 4 weeks, please be aware that lead times may be extended due to the availability of components at the time of your order. Once an order is placed, an anticipated ship date based on current knowledge of said availability will be issued. Further communication regarding order timeframes will be issued and ASD from that point forwards, if necessary. Order status can be tracked both through e-mail notifications and by accessing order details in the partner and customer portals.

Terms & Conditions
Order: End User shall submit written/electronic purchase orders (as specified by SCALE) to approved Reseller or Distributor for SCALE Products. By placing an order for SCALE software/hardware, End User agrees to be bound by the End User Software License Agreement and the ScaleCare Terms and Conditions – available at https://www.scalecomputing.com/eula and https://www.scalecomputing.com/terms-of-support-and-maintenance.

Shipping: SCALE will ship SCALE Products to the address specified on the purchase order. All SCALE Products shall be shipped F.O.B. Origin (SCALE's shipping point). End User shall be responsible for shipping costs, shipping insurance costs, shipping taxes and shipping surcharges, if applicable. $60 per 1U node / $150 per 2U node will be invoiced for ground shipping in the US. Contact your SCALE Sales Manager for International shipping rates.

Price: End User's price for each unit will be determined based on SCALE's list price at the time of order. End User is responsible for paying any and all applicable sales and/or use tax to their appropriate revenue agency unless taxes are billed directly by SCALE.

Title: Title to hardware will pass to End User upon shipment of the SCALE Products in accordance with order terms above.

Returns: All orders are considered final. No returns of sold SCALE Products will be accepted.

Discounts offered by Scale Computing are one-time discounts, based on products and services offered in this quote. Discounts are only valid until the expiration date on this quote and will not be carried forward for future orders.

Signature: _____ **Effective Date:** _____/_____/_____

Name (Print): _____ **Title:** _____

Please sign and email to po@scalecomputing.com.

THANK YOU FOR YOUR BUSINESS!

City Council Item

November 10, 2025

Item	Resolution 2025-XX: Cooperative Agreement with Hennepin County for the Mill Street Trail Improvement Project	
File No.	ENG 24-04	**Item No:** D.12
Agenda Section	**CONSENT AGENDA**	
Prepared By	Charlie Howley, Director of Public Works/City Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

"The Chanhassen City Council approves a cooperative agreement with Hennepin County for the CSAH 82 (Mill Street) Trail Improvement Project."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Operational Excellence

SUMMARY

Hennepin County is planning to construct a new multi-use trail from Holly Lane in Chanhassen to downtown Excelsior in 2026. Since a portion of the project is located in Chanhassen, a cooperative agreement is required between the city and the county. Hennepin County is the lead agency for the project, even though the portion in Chanhassen is in Carver County.

BACKGROUND

The project page is available from Hennepin County: https://www.hennepin.us/millstreet. Residents can also subscribe to recieve email updates about the project from Hennepin County.

DISCUSSION

Upon completion of the project, the city will be responsible for future maintenance of the trail, which is

typical.

BUDGET

The city's cost share for the project is currently estimated at $52,819.56. The final amount will be determined after bidding and construction of the project. The project is currently at the 95% design level and is in final review. The funding will come from the Transportation Infrastructure Management (TIM) fund, which is where our annual trail maintenance work is funded from. This project has been planned as part of our 2026 Trail CIP.

RECOMMENDATION

Staff recommends approving the cooperative agreement with Hennepin County.

ATTACHMENTS

Resolution-JPA with Hennepin County-Mill St Trail
Cooperative Agreement-Draft

CITY OF CHANHASSEN
CARVER COUNTY, MINNESOTA

DATE: November 10, 2025 **RESOLUTION NO: 2025-XX**

MOTION BY: _____ **SECONDED BY:** _____

A RESOLUTION AUTHORIZING ENTERING INTO A CONSTRUCTION COOPERATIVE AGREEMENT WITH HENNEPIN COUNTY FOR THE HENNEPIN COUNTY STATE AID HIGHWAY 82 (MILL STREET) IMPROVEMENT PROJECT

WHEREAS, Hennepin County and Chanhassen each has the authority to construct, maintain, repair, and improve public streets within their respective jurisdictions; and

WHEREAS, Hennepin County State Aid Highway 82 (CSAH 82), also known as Mill Street, and Carver County State Aid Highway 17 (CSAH 17), also known as Powers Boulevard, are duly dedicated public streets, partially located within the corporate limits of Chanhassen; and

WHEREAS, the Parties desire to undertake a joint project involving safety improvements, grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, multi-use trail, storm sewer, and other incidentals; and

WHEREAS, Hennepin County is the lead agency for the project, including the areas located within Carver County; and

WHEREAS, Hennepin County is responsible for all costs associated with the project design and construction except any additional items that may be requested specifically by the City that the County does not deem necessary to carry out the scope of the Project; and

WHEREAS, the authority of the Parties to enter into a Construction Cooperative Agreement is provided by Minnesota Statutes, Section 471.59.

NOW THEREFORE, BE IT RESOLVED THAT THE CHANHASSEN CITY COUNCIL authorizes the Mayor and City Manager to enter into a Construction Cooperative Agreement with Hennepin County for the purposes of completing the improvements to Hennepin County CSAH 82 and Carver County CSAH 17.

PASSED AND ADOPTED by the Chanhassen City Council this 10th day of November 2025.

ATTEST:

_____ _____

Jenny Potter, City Clerk Elise Ryan, Mayor

YES	NO	ABSENT

Agreement No. PW 23-55-25
County Project No. 2182300
County State Aid Highway 82
City of Chanhassen
County of Hennepin

CONSTRUCTION COOPERATIVE AGREEMENT

This Agreement is made between the **County of Hennepin**, a body politic and corporate under the laws of the State of Minnesota, hereinafter referred to as the "County", and the **City of Chanhassen**, a body politic and corporate, under the laws of the State of Minnesota, hereinafter referred to as the "City." The County and the City collectively are referred to as the "Parties."

Recitals

The following Recitals are incorporated into this Agreement.

1. The County is leading a multimodal safety improvement project along County State Aid Highway State Aid Highway (CSAH) 82, a/k/a Mill St., from 2nd Street in Excelsior, Hennepin County, to approximately 400 feet south of the Hennepin and Carver County boundary line, along CSAH 17, a/k/a Powers Blvd., in Chanhassen, Carver County. Improvements include construction of a shared use path, ADA upgrades, and various other safety improvements as shown in County Project (CP) 2182300 and as further illustrated in the attached Exhibit B (Project Plan Title Sheet), all of which shall hereinafter be referred to as the "Project".

2. The Parties have agreed to enter into this Agreement to memorialize the partnership and to outline each party's ownership and financial responsibilities, maintenance responsibilities, and associated costs for the Project.

3. The Couty has been negotiating to enter into separate agreements with the Cities of Shorewood (PW 24-46-25) and Excelsior (PW 21-27-25) for cost and maintenance responsibilities as part of the Project.

4. The County has entered into a separate Joint Powers Agreement (PW 17-76-25) with Carver County to outline each Party's ownership, maintenance responsibilities, and authority to acquire real property interests needed for the Project.

5. The County shall be the lead agency in Project designs, engineering, and construction administration, and be responsible for acquiring all necessary right of way and/or other governmental agencies-required permits needed for the Project.

6. The County Engineer has prepared an Engineer's Estimate of quantities and unit prices for the above described Project, and a copy of the Engineer's Estimate and an estimated Division of

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Cost Summary, marked Exhibit A, is attached hereto.

7. The Project will be carried out by the Parties under the provisions of Minnesota Statutes, Section 162.17, Subdivision 1, and Section 471.59.

Agreement

NOW, THEREFORE, the Parties agree as follows:

1. Term of Agreement, Survival of Terms, and Exhibits.

1.1. Effective Date. This Agreement is effective as of the date of the final signature.

1.2. Expiration Date. This Agreement will expire after the date in which all obligations have been satisfactorily fulfilled.

1.3. Survival of Terms. Provisions that by their nature are intended to survive the term, cancellation or termination of this Agreement do survive such term, cancellation or termination. Such provisions include but are not limited to: Maintenance Responsibilities, Records/Audits, Indemnification, Insurance, Worker Compensation Claims, Cancellation, Termination, and Minnesota Laws Govern.

1.4. Exhibits. All exhibits are attached and incorporated into this Agreement.

1.4.1 Exhibit A (Division of Cost Summary)

1.4.2 Exhibit B (Project Plan Title Sheet)

2. Project Construction.

2.1. Contract Award and Administration. The County or its agents shall prepare the necessary plans, specifications, and proposal; obtain approval of the plans and specifications from the Minnesota Department of Transportation (MnDOT) and the City; advertise for bids for the work and construction; receive and open bids pursuant to the advertisement; enter into a contract with the successful bidder at the unit prices specified in the bid of such bidder; administer the contract; and perform the required engineering and inspection; all in accordance with the plans and specifications set forth below.

2.2. Plans and Specifications.

2.2.1 Design Work. All design work performed by the County and its agents that is to be incorporated into the bidding documents for the Project shall be prepared

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and certified by a Professional Engineer licensed in the State of Minnesota. All designs which affect County facilities shall conform to MnDOT Design Standards applicable to County State Aid Highways and to the requirements of the Americans with Disabilities Act (ADA) standards, and be approved by the County Engineer. All designs which affect City facilities shall conform to the City's Standard Specifications and Detail Plates.

2.2.2 Plan Numbers (S.A.P.#/S.P.# and S.G.#). The plans and specifications are referenced and identified as S.A.P #027-682-003 and SG-25-M-AT-07 and shall be approved by MnDOT and the Metropolitan Council before Project construction. The City's project number is 24-04.

2.2.3 Request for Copies of Plans. At the request of the City, the County or its agents shall furnish the City with any working copies of any plans, designs or reports at any time during the Project design process.

2.3. Construction Supervision and Inspection. The County or its agents will administer the construction contract, and perform all necessary engineering, inspection and testing of all the contract work. All work for the Project shall be completed in compliance with the MnDOT and City approved plans and specifications. The City Engineer or a designated representative shall have the right, as the work progresses, to enter upon the job site to make any inspections deemed necessary and shall cooperate with the County Engineer and staff at their request to the extent necessary but will have no responsibility for the supervision of the work.

2.4. Plan Changes and Additional Construction.

2.4.1 Plan Changes. The City agrees that the County may make changes in the plans or in the character of the contract construction that are reasonably necessary to cause the construction to be in all things performed and completed in a satisfactory manner. It is further agreed by the City that the County may enter into any change orders or supplemental agreements with the County's contractor for the performance of any additional construction or construction occasioned by any necessary, advantageous or desirable changes in plans, within the original scope of the Project.

2.4.2 Review Proposed Changes. The City shall have the right to review any proposed changes to the plans and specifications as they relate to the City's cost participation prior to the work being performed, except in emergencies, and in those instances where the proposed changes necessitate a re-engineering of the design and/or specifications, the County shall submit the re-engineered design and/or specifications to the City. The City Engineer or designated representative shall respond to the County's request for approval to authorize the issuance of any negotiated change orders or supplemental agreements prepared by the County that affect the City's share of the construction cost within a reasonable time frame.

2.5. Right of Way/Permit.

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2.5.1 Right of Way Acquisition. The County or its agents shall acquire all additional right of way, permits and/or easements required for the construction of the Project.

2.5.2 Access Rights and Permits. To the extent permitted by law, the City shall transfer, convey, permit, or otherwise allow the use of property rights controlled or maintained by the City, including but not limited to easements or access rights, that may be required by the County for the Project. The Parties understand that any such access rights shall be subject to the City Council approval and will be granted at no cost to the County. Any and all permits required by the City for the Project shall be granted at no cost or expense to the County or its contractors. These permits include but are not limited to the following: obstruction permits, after hours work permits, and permits related to City water and sanitary infrastructure. The County shall also obtain, and comply with, any and all permits and approvals required from other governmental or regulatory agencies to accomplish the Project.

2.5.3 Right of Way Cost. The City shall participate in the right of way cost for the Project as provided herein. The Parties understand and agree that the City's share of the Project right of way cost is fifty percent (50%) of the total Project right of way cost ("City's Right of Way Cost"). As further described in Exhibit A, the City's Right of Way Cost is currently estimated to be $30,845.00 which shall be paid to the County as a part of the City's total cost participation in the Project.

2.6. Asbestos. The Project may include the removal of asbestos containing electrical conduit. Only firms licensed to conduct asbestos abatement shall be used for the safe removal of asbestos containing electrical conduit with proper shipping manifest prepared and submitted to appropriate agency. The lead agency in the Project construction shall be responsible for the oversight of the removal of asbestos containing electrical conduit and compliance with the abovementioned specifications.

2.7. Detours. The Project may require limited detouring of traffic onto the City's streets. The Parties agree that there will be no compensation to the City for detours onto its streets required to construct the Project.

3. Cost Participation. In addition to the City's Right of Way Cost for the Project as stated in Subsection 2.5.3, the City shall participate in the Project contract construction costs ("Contract Construction Costs"), associated design engineering fees ("Design Engineering Costs"), and Project construction administration fees ("Construction Engineering Costs"), collectively ("City's Cost Participation") as provided herein.

3.1. Contract Construction Costs and Exhibit A Unit Prices. The City's Cost Participation shall include the Contract Construction Costs for the Project as set forth in the estimated Division of Cost Summary shown in Exhibit A. It is recognized by the parties that $1,000,000.00 in Active Transportation funds have been awarded for the project by the Metropolitan Council's Transportation Advisory Board. It is

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understood by the parties that the $1,000,000.00 in Active Transportation funds will be allocated in such a manner to first reduce the City's share of the Contract Construction Costs. In the event that Active Transportation Funds are not fully allocated, the remainder of Active Transportation funds are allowed to reduce the County's share of the Contract Construction Costs. For informational purposes only, the City's share in Contract Construction Costs is currently estimated to be $**68,671.00**. The respective proportionate shares of the pro-rata pay items included in Exhibit A shall remain unchanged throughout the life of this Agreement. The Parties each understand and agree that the amount shown in Exhibit A is an estimate of the Contract Construction Costs on the Project and the unit prices set forth in the contract with the successful bidder and the final quantities as measured by the County Engineer's designated representatives shall govern in computing and apportioning the Parties' total final Contract Construction Costs for the Project. The final quantities as measured by the County Engineer's designated representatives for contract pay items in which the City is participating shall be subject to review and approval by the City Engineer.

3.2. Design Engineering and Construction Engineering Costs. The City's Cost Participation shall also include reimbursement to the County for the City's proportionate share of the Design Engineering Costs and Construction Engineering Costs for the Project. The City's share of the Design Engineering Costs shall be equal to twelve percent (12%) of the total final amount of the City's share of the Contract Construction Costs for the Project. For informational purposes only, the City's share in Design Engineering Costs is currently estimated to be $8,241.00. The City's share of the Construction Engineering Costs shall be equal to ten percent (10%) of the total final amount of the City's share of the Contract Construction Costs for the Project as specified in Subsection 3.1 above. For informational purposes only, the City's share in Construction Engineering Costs is currently estimated to be $6,867.00. The Parties understand and agree that the City's proportionate shares of the Design Engineering and Construction Engineering Costs as listed in Exhibit A are estimated, and the City's actual proportionate shares will be computed using the total final amount of the City's share of the Contract Construction Costs for the Project.

4. Payment.

4.1. Amount Due. The City agrees to pay the City's Cost Participation amount as described herein.

4.2. When to Invoice. After an award by the County to the successful bidder on the Project, the County shall invoice the City for ninety five percent (95%) of the City's Cost Participation for the Project. The City's Cost Participation shall be based on actual contract unit prices applied to the estimated quantities shown in the plans.

4.3. Pay to the Order of. Payments shall be made to the County, in the name of the Hennepin County Treasurer, by the City for the full amount due stated on the invoices within forty five (45) days of the invoice date.

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4.4. Where to Send Payment. The payment should include the date, the name of the County's project manager (Mr. Jay Hill, P.E.), project name and county project number (C.P. 2182300). Payment and supporting documentation should be mailed to the following address:

Hennepin County Accounts Receivable
Mail Code 131
300 South 6th St
Minneapolis, MN 55487

4.5. Supplemental Agreement or Change Order. In the event the County Engineer or the County's staff determines the need to amend the construction contract with a supplemental agreement or change order which results in an increase in the contract amount for the Project, the City hereby agrees to remit within forty five (45) days of notification by the County of the change an amount equal to ninety five percent (95%) of the estimated City's shares as documented in the supplemental agreement or change order.

4.6. Final Amount Due. The remainder of the City's shares in the engineering and contract construction costs of the Project, including additional costs resulting from supplemental agreements and change orders, will be due the County upon acceptance by the County's construction engineer of all the construction work performed by the County's construction contractor and submittal of the County Engineer's final estimate for the Project to the City.

4.7. Remaining Balance. Upon final payment to the Project contractor by the County, any amount remaining as a balance in the deposit account will be returned to the City, within 45 days, on a proportionate basis based on the City's initial deposit amount and the City's final proportionate share of the Project costs. Likewise, any amount due the County from the City upon final payment by the County shall be paid by the City as its final payment for the construction and engineering costs of the Project within forty five (45) days of receipt of an invoice from the County.

5. The City's Maintenance Responsibilities. Upon completion of the Project, the City shall provide year-round maintenance at its sole cost as outlined below.

5.1. Roadways. The City will not be responsible for roadway maintenance of CSAH 17 (Powers Blvd).

5.2. Sidewalks, Pedestrian Ramps, and Off-street Shared-use Paths/Trails. The City shall own and maintain sidewalks, pedestrian ramps, and off-street shared-use paths/trails located within Chanhassen's municipal boundary constructed as part of the Project according to City practices at no cost to the County. Maintenance includes but is not limited to repairing faulted or broken panels or surfaces, vegetation control, and snow and ice removal.

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5.3. Storm Sewers. Storm sewers shall not be maintained by the City. See Carver County Agreement (PW 17-76-25) for storm sewer maintenance.

6. The County's Maintenance Responsibilities. Hennepin County will not be responsible for any maintenance activities within Carver County/Chanhassen.

7. Authorized Representatives. In order to coordinate the services of the County with the activities of the City and vice versa so as to accomplish the purposes of this Agreement, the Hennepin County Highway Engineer or designated representative and the City Engineer or designated representatives shall manage this Agreement on behalf of the County and the City.

County of Hennepin:
Carla Stueve
County Highway Engineer
Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
Office: 612-596-0356
Carla.Stueve@hennepin.us

City of Chanhassen:
Charles Howley
Public Works Director/City Engineer
7700 Market Boulevard, Chanhassen, MN 55317
Office: 952-227-1169
Email: chowley@chanhassenmn.gov

8. Assignment, Amendments, Default, Waiver, Agreement Complete, Cancellation or Termination.

8.1. Assignment. The City shall not assign, subcontract, transfer or pledge this Agreement and/or the services to be performed hereunder, whether in whole or in part, without the prior written consent of the County.

8.2. Amendments. Any alterations, variations, modifications or waivers of provisions of this Agreement shall only be valid when they have been reduced to writing as an amendment to this Agreement and signed by the Parties hereto.

8.3. Default. If the City fails to perform any of the provisions of this Agreement or so fails to administer the work as to endanger the performance of the Agreement, this shall constitute a default. Unless the City's default is excused by the County, the County may upon written notice immediately cancel this Agreement in its entirety.

8.4. Waiver. The County's failure to insist upon strict performance of any provision or to

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exercise any right under this Agreement shall not be deemed a relinquishment or waiver of the same, unless consented to in writing. Such consent shall not constitute a general waiver or relinquishment throughout the entire term of the Agreement.

8.5. Agreement Complete. The entire Agreement between the Parties is contained herein and that this Agreement supersedes all oral agreements and negotiations between the Parties relating to the subject matter hereof. All items referred to in this Agreement are incorporated or attached and are deemed to be part of this Agreement.

8.6. Cancellation or Termination. This Agreement may be terminated or cancelled by each party by mutual agreement with or without cause by either party upon thirty (30) day written notice. This Agreement shall be terminated or cancelled by any party upon a material breach by the other party. In the event of a termination or cancellation, the Parties will remain responsible for cost participation as provided in this Agreement for obligations incurred up through the effective date of the termination or cancellation, subject to any equitable adjustment that may be required to account for the effects of a breach.

9. Indemnification.

9.1. The City Indemnifies the County. The City agrees to defend, indemnify and hold harmless the County, its officials, officers, agents, volunteers, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorneys' fees, resulting directly or indirectly from any act or omission of the City or the City's consultant or sub consultant, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the services required by this Agreement, and against all loss by reason of the failure of the City to perform fully, in any respect, all obligations under this Agreement. The City's liability shall be governed by the provisions of Minnesota Statutes, Chapter 466 or other applicable law.

9.2. The County Indemnifies the City. The County agrees to defend, indemnify and hold harmless the City, its officials, officers, agents, volunteers, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorneys' fees, resulting directly or indirectly from any act or omission of the County or the County's consultant or sub consultant, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the services required by this Agreement, and against all loss by reason of the failure of the County to perform fully, in any respect, all obligations under this Agreement. The County's liability shall be governed by the provisions of Minnesota Statutes, Chapter 466 or other applicable law.

10. Insurance. Each party warrants that it has a purchased insurance or a self-insurance program sufficient to meet its liability obligations and, at a minimum, to meet the maximum liability limits of Minnesota Statutes Chapter 466. This provision shall not be construed as a waiver of any immunity from liability under Chapter 466 or any other applicable law.

11. Worker Compensation Claims.

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11.1. City's Employees. Any and all employees of the City and all other persons engaged by the City in the performance of any work or services required or provided for herein to be performed by the City shall not be considered employees of the County, and any and all claims that may or might arise under the Workers' Compensation Act or the Unemployment Compensation Act of the State of Minnesota on behalf of the employees while so engaged and any and all claims made by any third parties as a consequence of any act or omission on the part of the employees while so engaged on any of the work or services provided to be rendered herein shall in no way be the obligation or responsibility of the County.

11.2. County's Employees. Any and all employees of the County and all other persons engaged by the County in the performance of any work or services required or provided for herein to be performed by the County shall not be considered employees of the City, and any and all claims that may or might arise under the Workers' Compensation Act or the Unemployment Compensation Act of the State of Minnesota on behalf of the employees while so engaged and any and all claims made by any third parties as a consequence of any act or omission on the part of the employees while so engaged on any of the work or services provided to be rendered herein shall in no way be the obligation or responsibility of the City.

12. Records/Audits. The City agrees that the County, the State Auditor or any of their duly authorized representatives at any time during normal business hours, and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt and transcribe any books, documents, papers, records, etc., which are pertinent to the Project and the accounting practices and procedures of the City which involve transactions relating to this Agreement.

13. Nondiscrimination. The provisions of Minnesota Statute Section 181.59 and of any applicable local ordinance relating to civil rights and discrimination and the Affirmative Action Policy statement of Hennepin County shall be considered a part of this Agreement as though fully set forth herein.

14. Counterparts/Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which will be deemed to be an original copy of this Agreement and all of which, when taken together, will be deemed to constitute one and the same agreement. The facsimile, email or other electronically delivered signatures of the Parties shall be deemed to constitute original signatures, and facsimile or electronic copies hereof shall be deemed to constitute duplicate originals.

15. Minnesota Laws Govern. The laws of the State of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the Parties and their performance. The appropriate venue and jurisdiction for any litigation will be those courts located within the County of Hennepin, State of Minnesota. Litigation, however, in the federal courts involving the Parties will be in the appropriate federal court within the State of Minnesota.

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IN TESTIMONY WHEREOF, the Parties hereto have caused this Agreement to be executed by their respective duly authorized officers and agree to be bound by the provisions herein set forth.

CITY OF CHANHASSEN

By:_____
Mayor

Date:_____

And: _____
City Manager

Date:_____

COUNTY OF HENNEPIN

ATTEST:

By:_____
Deputy/Clerk of the County Board
Date:_____

By: _____
Chair of its County Board
Date: _____

And: _____
County Administrator
Date: _____

REVIEWED BY
THE COUNTY ATTORNEY'S OFFICE:

By:_____
Assistant County Attorney
Date:_____

And:_____
Assistant County Administrator, Public Works
Date:_____

RECOMMENDED FOR APPROVAL

By:_____
County Highway Engineer
Date:_____

REVIEWED:
By:_____
County Administrative Clerk
Date:_____

RECOMMENDED FOR APPROVAL

By:_____
Department Director, Transportation Operations
Date:_____

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EXHIBIT A
Engineer's Estimate and Division of Cost Summary

CONSTRUCTION COST SUMMARY BASED ON 7-9-2025 90% ENGINEER'S ESTIMATE
CSAH 82: HENNEPIN COUNTY PROJ. NO. 2182300 - MILL ST. PATHWAY
S.A.P. 027-682-003, ACTIVE TRANSPORTATION SG-25M-AT-07
EXHIBIT "A" SUMMARY | ACTIVE TRANSPORTATION FUNDING DISTRIBUTION

	TOTAL	Metropolitan Council Active Transportation	Hennepin County State Aid Regular	Hennepin County State Aid Municipal	City of Excelsior	City of Shorewood	City of Chanhassen
CONTRACT CONSTRUCTION (1)							
Without Active Transportation Funding							
Roadway	$ 2,387,963.54	$ -	$ 1,142,615.00	$ 1,019,108.04	$ 104,333.00	$ 115,337.00	$ 6,570.50
Storm Sewer	$ 754,820.00	$ -	$ 315,547.50	$ 123,725.00		$ 253,447.50	$ 62,100.00
Non-Participating (4)	$ 730,000.00		$ -		$ -	$ 730,000.00	
SUBTOTAL	**$ 3,872,783.54**	$ -	$ 1,458,162.50	$ 1,142,833.04	$ 104,333.00	$ 1,098,784.50	$ 68,670.50
With Active Transportation Funding							
Roadway	$ 2,387,963.54	$ 684,452.50	$ 684,403.00	$ 1,019,108.04	$ -	$ -	$ -
Storm Sewer	$ 754,820.00	$ 315,547.50	$ 315,547.50	$ 123,725.00	$ -	$ -	$ -
Non-Participating (4)	$ 730,000.00		$ -		$ -	$ 730,000.00	$ -
SUBTOTAL	**$ 3,872,783.54**	$ 1,000,000.00	$ 999,950.50	$ 1,142,833.04	$ -	$ 730,000.00	$ -
RIGHT OF WAY (2)	**$ 1,554,235.00**		$ 1,304,857.00		$ -	$ 218,533.00	$ 30,845.00
CONSULTANT SERVICES	**$ 320,941.00**		**$ 320,941.00**		$ -	$ -	$ -
DESIGN ENGINEERING (12%)	**$ 65,014.56**		$ -		$ 12,519.96	$ 44,254.14	$ 8,240.46
CONSTRUCTION ENGINEERING (10%)	**$ 127,178.80**		$ -		$ 10,433.30	$ 109,878.45	$ 6,867.05
CONSTRUCTION CONTINGENCY (3)	**$ 387,278.35**		$ 145,816.25	$ 114,283.30	$ 10,433.30	$ 109,878.45	$ 6,867.05
PROJECT TOTAL	**$ 6,327,431.25**	**$ 1,000,000.00**	**$ 2,771,564.75**	**$ 1,257,116.34**	**$ 33,386.56**	**$ 1,212,544.04**	**$ 52,819.56**

NOTES:

(1) Tree clearing to be a separate construction contract

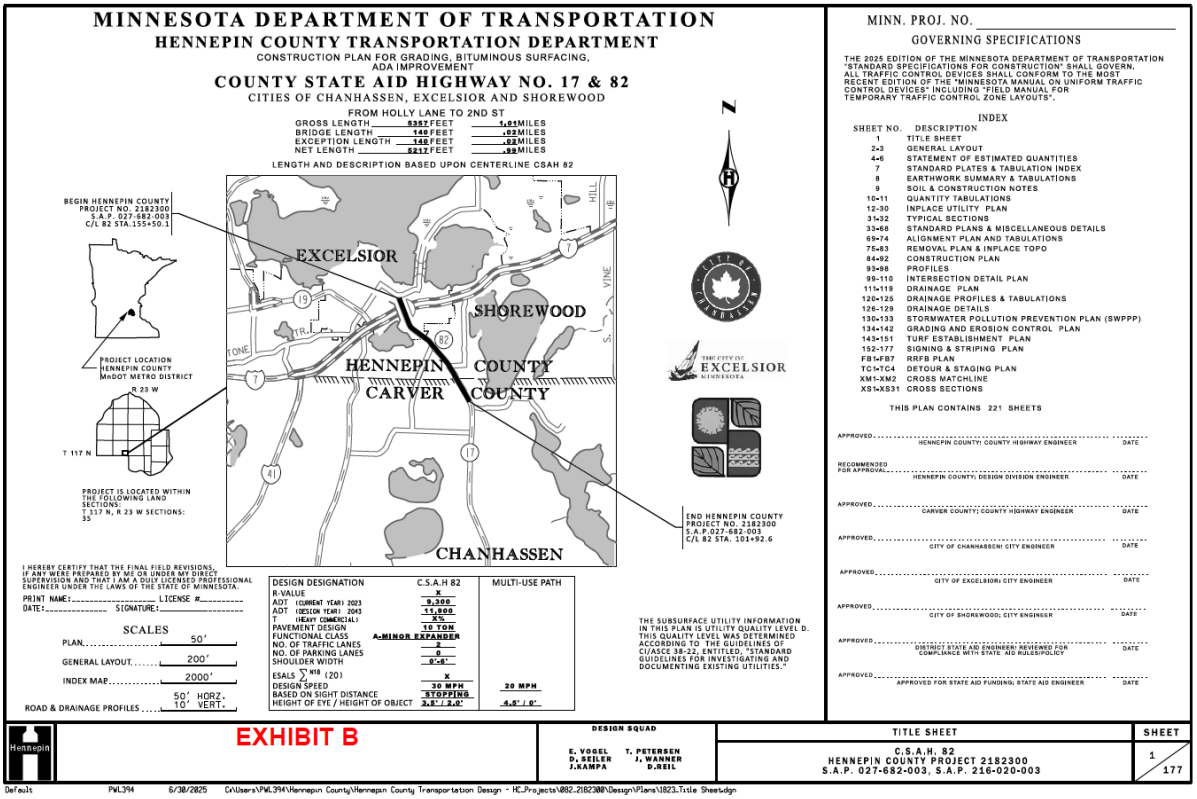
(2) Based on appraisal estimates

(3) Contingency set at 10% of estimated construction cost

(4) Watermain preliminary estimate. 12% design fee will not apply to watermain.

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EXHIBIT B
Project Plan Title Sheet



MINNESOTA DEPARTMENT OF TRANSPORTATION
HENNEPIN COUNTY TRANSPORTATION DEPARTMENT
CONSTRUCTION PLAN FOR GRADING, BITUMINOUS SURFACING, ADA IMPROVEMENT
COUNTY STATE AID HIGHWAY NO. 17 & 82
CITIES OF CHANHASSEN, EXCELSIOR AND SHOREWOOD
FROM HOLLY LANE TO 2ND ST

GROSS LENGTH	5357 FEET	1.01 MILES
BRIDGE LENGTH	140 FEET	.02 MILES
EXCEPTION LENGTH	140 FEET	.02 MILES
NET LENGTH	5217 FEET	.98 MILES

LENGTH AND DESCRIPTION BASED UPON CENTERLINE CSAH 82

BEGIN HENNEPIN COUNTY PROJECT NO. 2182300 S.A.P. 027-682-003 C/L 82 STA.155+50.1

PROJECT LOCATION HENNEPIN COUNTY MnDOT METRO DISTRICT

R 23 W
T 117 N

PROJECT IS LOCATED WITHIN THE FOLLOWING LAND SECTIONS: T 117 N, R 23 W SECTIONS: 33

EXCELSIOR
SHOREWOOD
HENNEPIN COUNTY
CARVER COUNTY
CHANHASSEN

END HENNEPIN COUNTY PROJECT NO. 2182300 S.A.P.027-682-003 C/L 82 STA. 101+92.6

I HEREBY CERTIFY THAT THE FINAL FIELD REVISIONS, IF ANY WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME:..... LICENSE #.....
DATE:..... SIGNATURE:.....

SCALES

PLAN	50'
GENERAL LAYOUT	200'
INDEX MAP	2000'
ROAD & DRAINAGE PROFILES	50' HORZ. 10' VERT.

DESIGN DESIGNATION	C.S.A.H 82	MULTI-USE PATH
R-VALUE	X	
ADT (CURRENT YEAR) 2023	9,300	
ADT (DESIGN YEAR) 2043	11,000	
T (HEAVY COMMERCIAL)	X%	
PAVEMENT DESIGN	10 TON	
FUNCTIONAL CLASS	A-MINOR EXPANDER	
NO. OF TRAFFIC LANES	2	
NO. OF PARKING LANES	0	
SHOULDER WIDTH	0'-6'	
ESALS $\sum^{N=0}_{N=20}$	X	
DESIGN SPEED	30 MPH	20 MPH
BASED ON SIGHT DISTANCE	STOPPING	
HEIGHT OF EYE / HEIGHT OF OBJECT	3.5' / 2.0'	4.5' / 0'

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED, "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."

MINN. PROJ. NO. _____

GOVERNING SPECIFICATIONS

THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT EDITION OF THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" INCLUDING "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	GENERAL LAYOUT
4-6	STATEMENT OF ESTIMATED QUANTITIES
7	STANDARD PLATES & TABULATION INDEX
8	EARTHWORK SUMMARY & TABULATIONS
9	SOIL & CONSTRUCTION NOTES
10-11	QUANTITY TABULATIONS
12-30	INPLACE UTILITY PLAN
31-32	TYPICAL SECTIONS
33-68	STANDARD PLANS & MISCELLANEOUS DETAILS
69-74	ALIGNMENT PLAN AND TABULATIONS
75-83	REMOVAL PLAN & INPLACE TOPO
84-92	CONSTRUCTION PLAN
93-98	PROFILES
99-110	INTERSECTION DETAIL PLAN
111-119	DRAINAGE PLAN
120-125	DRAINAGE PROFILES & TABULATIONS
126-129	DRAINAGE DETAILS
130-133	STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
134-142	GRADING AND EROSION CONTROL PLAN
143-151	TURF ESTABLISHMENT PLAN
152-177	SIGNING & STRIPING PLAN
FB1-FB7	RRFB PLAN
TC1-TC4	DETOUR & STAGING PLAN
XM1-XM2	CROSS MATCHLINE
XS1-XS31	CROSS SECTIONS

THIS PLAN CONTAINS 221 SHEETS

APPROVED..... HENNEPIN COUNTY; COUNTY HIGHWAY ENGINEER DATE

RECOMMENDED FOR APPROVAL..... HENNEPIN COUNTY; DESIGN DIVISION ENGINEER DATE

APPROVED..... CARVER COUNTY; COUNTY HIGHWAY ENGINEER DATE

APPROVED..... CITY OF CHANHASSEN; CITY ENGINEER DATE

APPROVED..... CITY OF EXCELSIOR; CITY ENGINEER DATE

APPROVED..... CITY OF SHOREWOOD; CITY ENGINEER DATE

APPROVED..... DISTRICT STATE AID ENGINEER; REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY DATE

APPROVED..... APPROVED FOR STATE AID FUNDING; STATE AID ENGINEER DATE

EXHIBIT B

DESIGN SQUAD
E. VOGEL, D. SEILER, J.KAMPA, T. PETERSEN, J. WANNER, D.REIL

TITLE SHEET
C.S.A.H. 82
HENNEPIN COUNTY PROJECT 2182300
S.A.P. 027-682-003, S.A.P. 216-020-003

SHEET 1 / 177

Default PWL394 6/30/2025 C:\Users\PWL394\Hennepin County\Hennepin County Transportation Design - HC_Projects\082.2182300\Design\Plans\1823_Title Sheet.dgn

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City Council Item

November 10, 2025

Item	Resolution 2025-XX: Call Public Improvement Hearing for the 2026 City Pavement Rehabilitation Project No. 26-01	
File No.	ENG Project No. 26-01 CIP No. ST-012	**Item No:** D.13
Agenda Section	**CONSENT AGENDA**	
Prepared By	George Bender, Assistant City Engineer	
Reviewed By	Charlie Howley	

SUGGESTED ACTION

"The Chanhassen City Council adopts a resolution calling for a Public Hearing regarding the improvements for the 2026 City Pavement Rehabilitation Project No. 26-01 to be held on November 24, 2025."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Asset Management

SUMMARY

Consider calling for a Public Hearing regarding the feasibility of the proposed improvements to be held at the City Council meeting on November 24, 2025.

BACKGROUND

As part of the overall Pavement Management Program (PMP), the city annually plans to rehabilitate a section or sections of public streets across the city. The five-year Capital Improvement Plan (CIP) identifies the near-term streets to be rehabilitated. The 2026 project includes approximately 2.2 miles of streets for rehabilitation via mill and overlay, full-depth reclamation, and/or total reconstruction.

Key dates and items relative to the project:

On June 13, 2025, the Engineering Department released a Request for Proposals (RFP) for design and construction services for the 26-01 project.

On June 20, 2025, the Engineering Department released a Request for Proposals (RFP) for geotechnical services for the 26-01 project.

On July 14, 2025, the City Council approved a Professional Services Agreement with Houston Engineering, Inc. for design and construction services for the project.

On July 14, 2025, the City Council approved a Professional Services Agreement with Braun Intertec for geotechnical exploration and engineering services in association with the 26-01 design contract.

On November 19, 2025, the Engineering Department will host an Open House meeting with the impacted properties to discuss the project and respond to questions.

The project webpage is:
https://www.chanhassenmn.gov/government/projects/street-projects/2026-city-pavement-rehabilitation-project

DISCUSSION

Staff utilized the City's Pavement Management Program and site investigations to determine the project limits as shown in the attached 5-year CIP map representing the years 2025 through 2029. The Vasserman neighborhood (mill & overlay) and the Fox Hollow (full reconstruction) were on the CIP. Both neighborhoods have not received major rehabilitation since the original street construction. Only minor maintenance activities such as pothole patching, crack sealing, and sealcoating have been performed in these areas.

Schedule

Task	Date
Public Open House/Neighborhood Meeting #1	November 19, 2025
Accept Feasibility Study, Conduct Public (Improvement) Hearing, and Order Project	November 24, 2025
Approve Plans and Specifications. Authorize Advertisement for Bids	January 12, 2026
Bid Opening	February 10, 2026
Call for Public (Assessment) Hearing	February 23, 2026
Public Open House/Neighborhood Meeting #2	February 25, 2026
Conduct Public (Assessment) Hearing, Accept Bids, Adopt Assessment Roll, and Award Construction Contract	March 9, 2026
Begin Construction	May 2026
Substantial Completion	Early November 2026
Final Completion	June 2027

BUDGET

RECOMMENDATION

Staff recommends the City Council call for a Public Hearing regarding the improvements for City Project Number 26-01 to be held during the Council meeting on November 24, 2025, to facilitate receiving public input regarding the feasibility of the project.

ATTACHMENTS

Resolution - Call Improvement PH for 26-01
5-Year Street Rehabilitation CIP Map 2025-2029

CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE: November 10, 2025 **RESOLUTION NO: 2025-XX**

MOTION BY: _____ **SECONDED BY:** _____

A RESOLUTION CALLING FOR A PUBLIC HEARING FOR THE 2026 CITY PAVEMENT REHABILITATION PROJECT NO. 26-01

WHEREAS, pursuant to resolution of the Council adopted July 14, 2025, a feasibility report is currently being prepared by Houston Engineering, Inc. with reference to the above-referenced project, and this report will be received by the Council on November 24, 2025, and

WHEREAS, the feasibility report will provide information regarding whether the proposed project is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW THEREFORE, BE IT RESOLVED by the Chanhassen City Council:

1. The Council will receive and accept the feasibility study on November 10, 2025, and consider the improvements of such project in accordance with the report and the assessment of abutting properties for a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429.

2. A public hearing for the proposed improvements within the 2026 City Pavement Rehabilitation Project No. 26-01 shall be held on November 24, 2025, in the Council Chambers of City Hall at 7:00 PM.

PASSED AND ADOPTED by the Chanhassen City Council this 10th day of November 2025.

ATTEST:

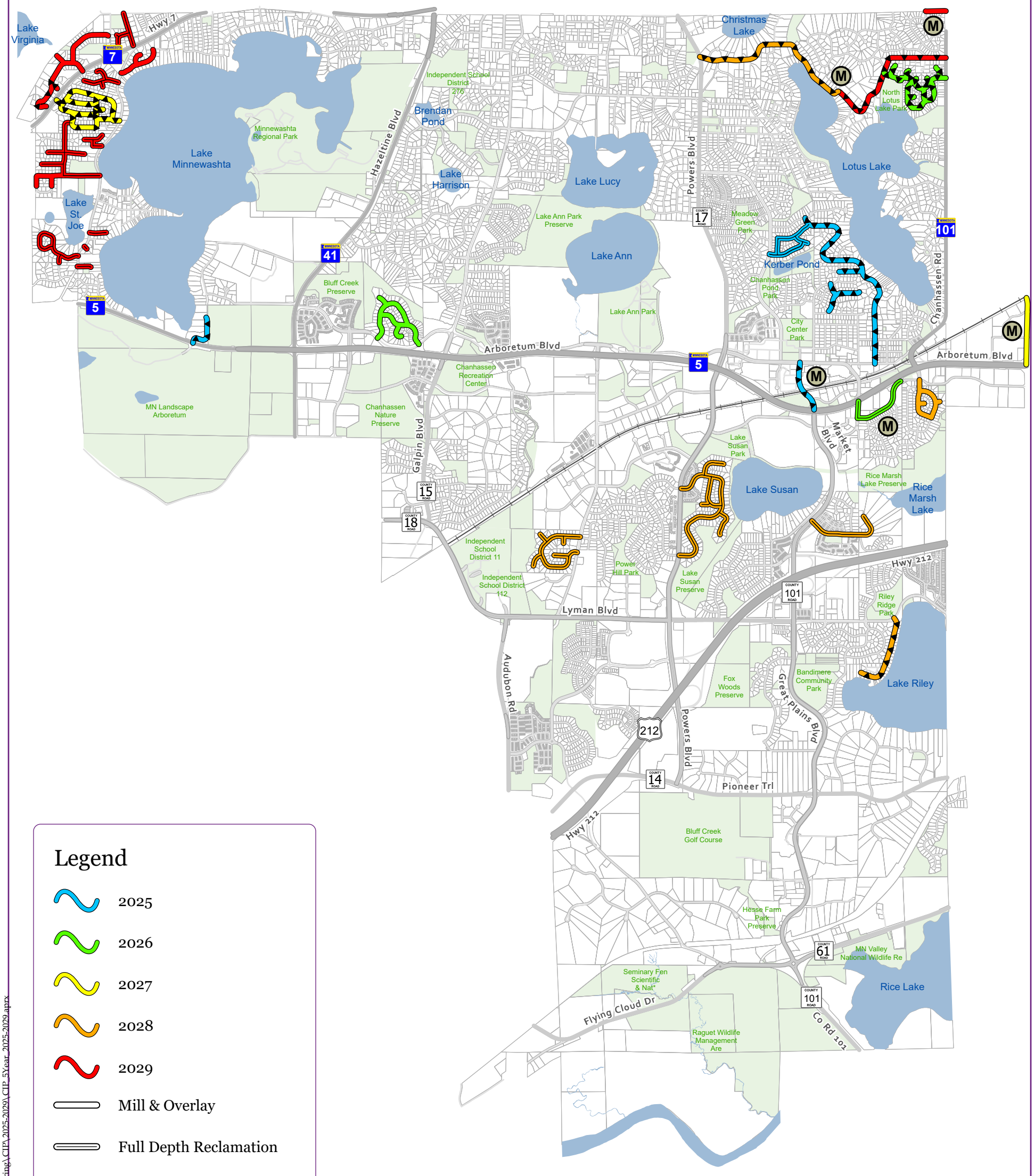
_____ _____

Jenny Potter, City Clerk Elise Ryan, Mayor

YES NO ABSENT

City of Chanhassen

5-Year CIP Pavement Management Plan (PMP) - Streets (2025-2029)



Legend

- 2025
- 2026
- 2027
- 2028
- 2029
- Mill & Overlay
- Full Depth Reclamation
- Reconstruction
- (M) Municipal State Aid

Created By: City of Chanhassen - Engineering Department
Date Created: 10/23/2024

N W E S

0 3,000 Feet

0 0.5 Mile

Document Path: K:\Departments\Engineering\CIP\2025-2029\CIP_5Year_2025-2029.aprx

City Council Item

November 10, 2025

Item	Resolution 2025-XX: Accept Feasibility Study, Conduct Public Improvement Hearing, and Authorize Preparation of Plans and Specifications for the 2026 Great Plains Blvd/Lake Dr East Rehabilitation Project No. 26-02	
File No.	ENG Project No. 26-02 CIP No. ST-012	**Item No:** G.1
Agenda Section	**PUBLIC HEARINGS**	
Prepared By	George Bender, Assistant City Engineer	
Reviewed By	Charlie Howley	

SUGGESTED ACTION

"The Chanhassen City Council adopts a resolution accepting the feasibility study, ordering the improvements, and authorizing preparation of plans and specifications for the 2026 Great Plains Blvd/Lake Dr East Rehabilitation Project No. 26-02."

Motion Type	4/5 Vote
Strategic Priority	Asset Management

SUMMARY

Accept the feasibility study and host the first public hearing for the project, known as the 'Improvement Hearing,' associated with the M.S. 429 special assessment process in order to review the findings of the feasibility study and discuss specific aspects of the project. Follow up the public hearing portion of the agenda item with a decision regarding ordering production of plans and specifications for the project.

BACKGROUND

As part of the overall Pavement Management Program (PMP), the city annually plans to rehabilitate a section or sections of public streets across the city. The Five-year Capital Improvement Plan (CIP) identifies the near-term streets to be rehabilitated. This 2026 project includes approximately 0.5 mile of

city state-aid streets for rehabilitation.

Key dates and items relative to the project:

On May 16, 2025, the Engineering Department released a Request for Proposals (RFP) for design and construction services for the 26-02 project.

On June 20, 2025, the Engineering Department released a Request for Proposals (RFP) for geotechnical services for the 26-02 project.

On June 23, 2025, the City Council approved a Professional Services Agreement with I&S Group, Inc. (ISG) for design and construction services for the project.

On July 14, 2025, the City Council approved a Professional Services Agreement with Braun Intertec for geotechnical exploration and engineering services in association with the 25-01 design contract.

On October 27, 2025, the City Council called for a Public Hearing to be held regarding the proposed improvements on November 10, 2025.

On October 30, 2025, the Engineering Department hosted a public Open House meeting at City Hall to discuss the project and respond to questions with the impacted properties.

Project information is available on the city's website at:
https://www.chanhassenmn.gov/government/projects/street-projects/great-plains-lake-drive-east-rehabilitation-project

To subscribe to the city's distribution list in order to receive routine project updates - interested residents and property owners should visit the following link to sign up:
https://www.chanhassenmn.gov/i-want-to/subscribe.
(There are 462 subscribers as of November 4, 2025.)

DISCUSSION

Staff utilized the City's Pavement Management Program and site investigations to determine the project limits as shown in the attached 5-year Capital Improvement Plan (CIP) map representing the years 2025 through 2029.

This section of Lake Dr E was originally constructed between 1983 and 1987. It was last seal-coated in 2012. Portions of the concrete curbing and sidewalk along the Lake Dr E corridor has not held up well and is in poor condition. A higher percentage of concrete related repairs are warranted in comparison to other full depth reclamation (FDR) projects the city has recently completed. Great Plains Blvd was originally constructed in 1973, last reconstructed in 1991, and last rehabilitated in 2001. It was seal-coated in 2013.

ISG was provided the city's asset management and geotechnical information relative to this project to factor into the feasibility analysis to incorporate with the subsequent design. Based on the existing maintenance and rating history, on-site street observations, and the feasibility analysis; Lake Dr E is expected to be rehabilitated via FDR but Great Plains can be rehabilitated via mill & overlay (M&O).

A major component of this project is to evaluate the intersection of Great Plains Blvd and Lake Dr E.

This intersection currently is a two-way stop controlled intersection with the Great Plains legs being uncontrolled. ISG performed an intersection control evaluation and recommends one of two alternatives to improve the intersection from an operations perspective. The first, and less costly, alternative is to switch the intersection to a four-way stop controlled intersection. The second is to install a mini-roundabout. The mini-roundabout would provide the best overall level of service but at an estimated additional cost of $380,000.

As with any street project area which includes rehabilitation there will be spot repair of curb and gutter. This project in particular will include long segments of curb replacement along Lake Dr E. Sidewalk scoping will include diamond grinding misaligned joints that have heaved primarily due to freeze-thaw and replacement of significantly damaged sidewalk panels. Existing pedestrian ramps impacted by the project will be brought into ADA compliance in accordance with the city's ADA transition plan. Pedestrian crosswalk areas will also be checked for conformance with the City's Crosswalk Policy.

City public works staff performed a condition assessment on the existing utilities within the project areas. There weren't any significant improvements scoped in relation to the sanitary sewer and watermain networks. The sanitary and storm sewer pipe networks were televised, and the existing structures were evaluated to assess the need for improvements.

An "Open House" style meeting was hosted on Thursday, October 30, at City Hall. A summary of the discussions held and feedback received will be incorporated into the presentation at the City Council meeting on November 10. Twenty-seven residents interested in the project attended the open house. Generally the common theme from the meeting was the residents believe there is a need for the project and they were supportive of the project. The vast majority of the residents were from the Marsh Dr/Hidden Ct neighborhoods to the south. Their main concerns was related to assessments and they were happy to learn they would not be assessed with this project. The Great Plains/Lake Dr E intersection was the second most discussed topic. After a detailed discussion took place relative to this intersection the majority of these participants indicated a preference towards installation of a mini-roundabout. The other primary discussion topic was related to pedestrian safety. Only a couple resident surveys have been received to date but they are also generally supportive of the project.

Schedule

Task	Date
Approve Plans and Specifications. Authorize Advertisement for Bids	January 12, 2026
Bid Opening	February 4, 2026
Call for Public (Assessment) Hearing	February 9, 2026
Public Open House/Neighborhood Meeting #2	February 11, 2026
Conduct Public (Assessment) Hearing, Accept Bids, Adopt Assessment Roll, and Award Construction Contract	February 23, 2026
Begin Construction	May 2026
Substantial Completion	October 2026
Final Completion	June 2027

BUDGET

This project is included in the 5-year CIP. Funding for the project is proposed to come from the Pavement Management Program (PMP) fund, which includes special assessments to benefiting properties as part of the revenue source. The special assessments will be managed per the City's Assessment Policy. The Utility Enterprise funds will be utilized to cover the rehabilitation needs specific to each utility.

The overall 26-02 project budget approved with the 2025-29 CIP was $950,000 but has been updated in the 2026-30 CIP to $1,400,000.

The feasibility study prepared by ISG estimates the cost of the proposed improvements. The table below indicates the estimated cost in comparison to the project budget.

Fund	Project Budget	Estimate (All-Way Stop)	Estimate (Mini-Roundabout)
PMP (Street)	$1,380,000	$1,210,000	$1,592,000
Surface Water (Storm Sewer)	$10,000	$57,000	$57,000
Sanitary Sewer	$5,000	$17,000	$17,000
Watermain	$5,000	$23,000	$23,000
Total	**$1,400,000**	**$1,307,000**	**$1,689,000**

The estimated costs include a 10% contingency along with soft (non-construction) costs such as engineering, geotechnical, and testing.

The project with the roundabout intersection would be over budget.

The preliminary special assessment amounts distributed to the commercial properties along the corridor are indicated in the attached feasibility study. There are not any single-family properties within the project area which will be assessed. Hence, the flat fee portion of the Assessment Policy is not applicable to this project.

RECOMMENDATION

From an engineering and financing perspective this project is necessary, feasible and cost effective. Staff recommends the City Council adopt a resolution accepting the feasibility study, ordering the improvements, and authorizing production of plans and specifications for the City Project Number 26-02.

ATTACHMENTS

Resolution - Accept Feasibility Study - Conduct PH - Order P&S for 26-02
26-02 Pavement Rehab Feasibility Report
CIP Sheet 2026
Streets 5-Year CIP Map - 2025-2029

CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE: November 10, 2025 RESOLUTION NO: 2025-XX

MOTION BY: _____ SECONDED BY: _____

A RESOLUTION FOR ACCEPTING THE FEASIBILITY STUDY, CONDUCTING A PUBLIC HEARING, AND AUTHORIZING PREPARATION OF PLANS AND SPECIFICATIONS FOR THE 2026 LAKE DRIVE EAST REHABILITATION PROJECT NO. 26-02

WHEREAS, pursuant to resolution of the Council adopted June 23, 2025, a feasibility report has been prepared by ISG with reference to the above-referenced project, and this report is being received by the Council on November 10, 2025, and

WHEREAS, the feasibility report provides information regarding whether the proposed project is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

WHEREAS, on October 27, 2025, the City Council called for the public hearing to be held on November 10, 2025, for the 2026 Lake Drive East Rehabilitation Project No. 26-02. The project includes street, drainage, and utility system improvements along Great Plains Blvd from TH 5 to Grandview Rd in addition to Lake Dr East from Great Plains to 550' west of the intersection with Dakota Avenue, included in the 2026 Lake Drive East Rehabilitation Project No. 26-02, and

WHEREAS, a minimum of ten (10) days' mailed noticed and two (2) weeks' published notice of the Public Hearing was given; and

WHEREAS, the public hearing was held thereon the 10th day of November, 2025, in the Council Chambers at Chanhassen City Hall, 7700 Market Boulevard, at which all persons desiring to be heard were given an opportunity to be heard thereon,

NOW THEREFORE, BE IT RESOLVED by the Chanhassen City Council:

1. The Council will receive and accept the feasibility study on November 10, 2025, and consider the improvements of such project in accordance with the report and the assessment of abutting properties for a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429.

2. Such improvement is necessary, cost-effective, and feasible as detailed in the project's Feasibility Study.

3. Such improvement is hereby ordered as proposed in the Council resolution adopted June 23, 2025.

4. The Council authorizes preparation of plans and specifications for the 2026 Lake Drive East Rehabilitation Project No. 26-02.

5. The Council declares its official intent to reimburse itself for the costs of the improvement from the proceeds of tax exempt bonds.

PASSED AND ADOPTED by the Chanhassen City Council this 10th day of November, 2025.

ATTEST:

Jenny Potter, City Clerk

Elise Ryan, Mayor

YES	NO	ABSENT

Feasibility Report

2026 Lake Dr E Rehabilitation Project

City Project No. 26-02

November 3, 2025

ISG Project No. 25-33064

For:

City of Chanhassen
7700 Market Blvd
Chanhassen, MN 55317

Architecture
Engineering
Environmental
Planning

ISGInc.com

From:

Jake Guzik, PE
Civil Engineer

ISG
7900 International Dr, Suite 550
Bloomington, MN 55425

612.353.7042
Jake.Guzik@ISGInc.com

SIGNATURE SHEET

I hereby certify that this report was prepared by me or under my direct supervision and that i am a duly licensed professional engineer under the laws of the state of Minnesota.

Jacob D. Guzik, PE
Civil Engineer

Reg. No. 55422

ISG
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Bloomington, MN 55425

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Jake.Guzik@ISGInc.com

2026 Lake Dr E Rehabilitation Project (City Project No. 26-02)
Chanhassen, MN

Engineer's Project Number: 25-33064

Dated this 3 day of November, 2025

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EXECUTIVE SUMMARY

The City of Chanhassen has identified Lake Drive East and Great Plains Boulevard as priority corridors for pavement rehabilitation under the City's 2026 Pavement Management Program. The existing pavement conditions—measured by Pavement Condition Index (PCI) values—range from the low 40s along Lake Drive East to the low-to-mid 60s along Great Plains Boulevard. These ratings indicate that while the Lake Drive East pavement has reached the end of its serviceable life, the Great Plains Boulevard pavement remains in moderately good condition with a sound base structure.

To address these varying conditions, the proposed City Project No. 26-02 includes a combination of full-depth reclamation (FDR) and mill and overlay improvements:

- Lake Drive East will undergo full-depth reclamation to re-stabilize the pavement structure, improve drainage, and provide a uniform base while maintaining existing curb and gutter.
- Great Plains Boulevard, from the intersection of Great Plains Boulevard and Lake Drive East northward, will receive a 2.0-inch mill and overlay. This treatment will restore ride quality and surface drainage without full base reconstruction, offering the most cost-effective solution for this corridor.

Additional project improvements include replacement of non-compliant pedestrian ramps, spot sidewalk reconstruction, select curb and gutter replacement, and installation of new signage and pavement markings in accordance with MUTCD standards. These upgrades will enhance accessibility, safety, and consistency with City design standards.

An Intersection Control Evaluation (ICE) was completed in September 2025 for the intersection of Lake Drive East and Great Plains Boulevard. Alternatives considered included maintaining two-way stop control, conversion to all-way stop control, and construction of a mini or single-lane roundabout. The evaluation identified the All-Way Stop Control (AWSC) and Mini-Roundabout as the top two performing options. Both alternatives provide substantial safety improvements (up to 70 percent crash reduction potential) with minimal construction impacts and no right-of-way acquisition required.

The Mini-Roundabout offers slightly improved operational performance and pedestrian safety compared to the all-way stop control, while the All-Way Stop achieves comparable safety benefits at significantly lower cost. Either alternative would meet the City's operational and safety objectives for this intersection, and both are considered viable improvement options for implementation as part of Project 26-02.

The estimated total project cost is $1,306,800 for the All-Way Stop alternative and $1,688,500 for the mini roundabout alternative, which includes construction, contingency, engineering, and administrative expenses. Funding is proposed through a combination of City Pavement Management Program (PMP) funds, municipal state aid, and special assessments to benefiting properties in accordance with the City's adopted assessment policy, which allocates 40 percent of street improvement costs to the adjacent parcels. No right-of-way acquisition is anticipated.

Based on the findings contained in this report, the Lake Drive East and Great Plains Boulevard Rehabilitation Project is feasible, necessary, and cost-effective from an engineering standpoint. The improvements will restore structural condition, enhance pedestrian accessibility, and align with the City's strategic priorities of asset management and financial sustainability. Construction is anticipated to begin in Summer of 2026, following design authorization and bid award.

PROJECT NEED AND PURPOSE

The City of Chanhassen's Pavement Management Program (PMP) provides a data-driven framework to maintain and extend the life of the City's street network through timely rehabilitation, reconstruction, and preservation projects. Each year, the City evaluates pavement condition, maintenance history, and coordination opportunities with other infrastructure to prioritize improvements that preserve roadway function and minimize life-cycle cost.

Based on the most recent pavement condition inventory and field inspections, Lake Drive East and Great Plains Boulevard were identified as priority corridors for rehabilitation in the 2026 construction program. Together, these streets serve a mix of commercial, institutional, and local access traffic, providing key connectivity between Hidden Valley neighborhood, Highway 5, and the surrounding business park area.

Pavement condition ratings reveal a clear difference in structural health between the two corridors:

- Lake Drive East exhibits Pavement Condition Index (PCI) values in the low 40s, with widespread fatigue cracking, joint deterioration, and localized base failures. These conditions signify that the pavement has reached the end of its service life and requires full-depth reclamation (FDR) to restore structural integrity.
- Great Plains Boulevard exhibits PCI values in the low-to-mid 60s, showing surface oxidation and moderate cracking but a stable base. A 2.0-inch mill and overlay will address surface aging while preserving the existing pavement structure.

In addition to pavement rehabilitation, several related improvements are needed to meet current City and ADA standards:

- Pedestrian Accessibility and Sidewalk Condition: Numerous sidewalk panels throughout the project area show cracking, spalling, or settlement. These panels will be replaced to restore continuity and compliance with ADA cross-slope and surface requirements.
- Commercial Driveways: Many existing commercial driveways do not fully meet current City geometric or ADA accessibility standards. These will be reconstructed or regraded to meet City standard driveway apron design and accessible sidewalk transitions.
- Curb and Gutter / Drainage: Spot curb and gutter replacement is warranted where settlement or cracking impedes surface drainage or creates ponding.
- Storm Sewer Structures: Several catch basins and manholes include aging or non-standard castings that no longer meet the City's preferred inlet and maintenance standards. These will be replaced or adjusted to grade to ensure uniformity, improved hydraulic performance, and safer maintenance access.
- Gate Valve Boxes: Existing gate valve boxes will be adjusted to final surface grade during construction to maintain accessibility and alignment with the finished pavement surface.
- Intersection Safety: The intersection of Lake Drive East and Great Plains Boulevard exhibits operational and driver-expectation issues common to two-way stop-controlled intersections. An Intersection Control Evaluation (ICE), see Appendix identified All-Way Stop Control (AWSC) and a Mini-Roundabout as the most effective safety and operational alternatives.

In summary, the Lake Drive East and Great Plains Boulevard Rehabilitation Project will restore pavement condition, improve accessibility, update drainage and utility appurtenances, and enhance intersection safety. The improvements are necessary, cost-effective, and feasible, consistent with Minnesota Statutes Chapter 429 and the City's long-term asset management objectives.

PROPOSED IMPROVEMENTS

The proposed improvements for City Project No. 26-02 – Lake Drive East and Great Plains Boulevard Rehabilitation include pavement rehabilitation, storm sewer structure upgrades, utility adjustments, and intersection safety improvements. The project has been designed to align with the City's Pavement Management Program (PMP), accessibility goals, and infrastructure standards.

Streets

Lake Drive East – Full-Depth Reclamation (FDR)

Lake Drive East will be rehabilitated using a full-depth reclamation (FDR) process. Field observations and pavement cores indicate severe cracking, base failures, and structural degradation.

Under FDR, the existing bituminous pavement and a portion of the underlying aggregate base will be pulverized, blended, and re-compacted in place to create a uniform stabilized base. The reclaimed base will then be paved with two new bituminous layers 2" Bituminous Non-Wear Course (SPNWB330C) and 2" Bituminous Wear Course (SPWEA340C). Key benefits of FDR include improved cross-slope, uniform structure, and reduced cost compared to full reconstruction. Curb and gutter will remain in place except where replacement is required due to settlement, cracking, or drainage deficiencies.

A field review of the concrete curb and gutter identified a significant number of sections with damaged lip edges, surface spalling, or deterioration at the joint. While the extent of deterioration warrants numerous spot replacements, the overall curb condition remains serviceable, with the majority of segments structurally sound and properly aligned.

To confirm the most cost-effective approach, we analyzed historical unit bid prices from previous pavement rehabilitation projects for both spot curb replacement and complete curb removal and replacement. This review found that full curb replacement becomes more cost-effective only when spot replacement quantities reach approximately 55 percent or more of the total curb length. The current project anticipates replacing roughly 28 percent of the total curb, making spot replacement the more economical and practical option.

Great Plains Boulevard – 2.0-Inch Mill and Overlay

From Lake Drive East northward to the project limits, Great Plains Boulevard remains structurally sound but shows surface oxidation and transverse cracking. A 2.0-inch mill and overlay will remove the oxidized surface and replace it with new bituminous pavement, restoring ride quality and extending service life by 10–15 years.

Spot curb replacement will be performed at drainage low points or where settlement exists. Pavement markings and traffic control devices will be reinstalled in accordance with MUTCD standards following paving.

Sidewalks and ADA Improvements

Numerous sidewalk panels within the project area are cracked, spalled, or settled. These panels will be removed and replaced to eliminate tripping hazards and meet ADA cross-slope requirements. All pedestrian curb ramps will be reconstructed to comply with ADA/PROWAG standards, including proper ramp slopes, detectable warning panels, and landing areas.

Commercial Driveways

Several commercial driveways along both corridors do not meet current City or ADA standards for grades or sidewalk transitions. These will be reconstructed or regraded to meet the City's standard driveway apron geometry and provide accessible pedestrian crossings across driveway aprons.

Intersection Control Evaluation (ICE)

An Intersection Control Evaluation (ICE) was completed at the Lake Drive East and Great Plains Boulevard intersection to assess safety and operational performance, see summary table 1. The ICE found that both All-Way Stop Control (AWSC) and a Mini-Roundabout provide substantial crash-reduction potential (up to 70%) with no right-of-way impacts. The mini-roundabout offers slightly better pedestrian safety and operational efficiency, while the AWSC is significantly more cost-effective.

Both alternatives are considered feasible for construction, and the preferred option will be determined during final design in coordination with City Council.

Table 1. MnDOT Intersection Control Evaluation Summary – Lake Drive E & Great Plains Blvd

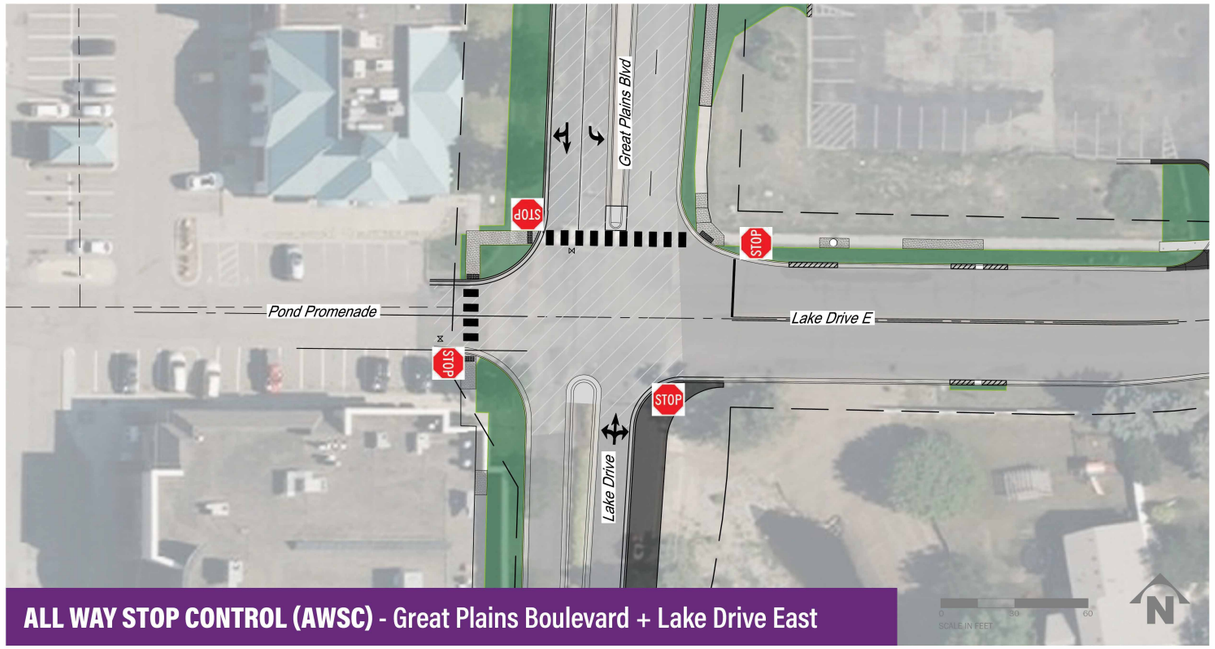
Evaluation Criteria	Existing Two-Way Stop Control (TWSC)	All-Way Stop Control (AWSC)	Mini-Roundabout	Single-Lane Roundabout
Safety Performance	Existing crash rate ≈ 0.30 crashes/MEV (≈ 1.5 crashes/yr); baseline for comparison.	Up to 70% Reduction	Up to 70% Reduction	Up to 40% Reduction
Operations (LOS/Delay)	LOS B overall; side-street delay > 20 s at peak.	LOS A–B overall; balanced control.	LOS A overall; minimal queuing.	LOS A overall; optimal flow.
Traffic Volume Suitability	Adequate for current volumes (~7,500 ADT).	Within MnDOT AWSC limits (≤ 9,000 ADT).	Within mini-roundabout capacity (≤ 10,000 ADT).	Within roundabout capacity (≤ 15,000 ADT).
Pedestrian / Bicycle Safety	Limited gaps; poor visibility.	Improved pedestrian yielding; reduced approach speed.	Good pedestrian safety; short crossing distances.	Excellent; lowest pedestrian exposure.
Right-of-Way Impacts	None.	None.	None.	Moderate (≈ 20–30 ft widening per corner).
Construction Cost (Est.)	Minimal (< $5 k).	≈ $15 k (signing + marking).	≈ $350k	≈ $700k–$800k
Maintenance / Lifecycle Cost	Low.	Low.	Moderate (curb & plow complexity).	Moderate-High (landscaping & snow removal).
Implementation Complexity	None – existing layout.	Removal of traffic lanes, simple signing & marking.	Moderate – curb mods & drainage adjustments, reduces impervious surface.	High – full reconstruction & stormwater treatment and permitting (increase in impervious)
Safety Benefit / Cost Ratio	— (baseline)	≈ 5 : 1 (high benefit / low cost)	≈ 2.5 : 1	≈ 0.6 : 1

PROPOSED IMPROVEMENTS - GREAT PLAINS BOULEVARD

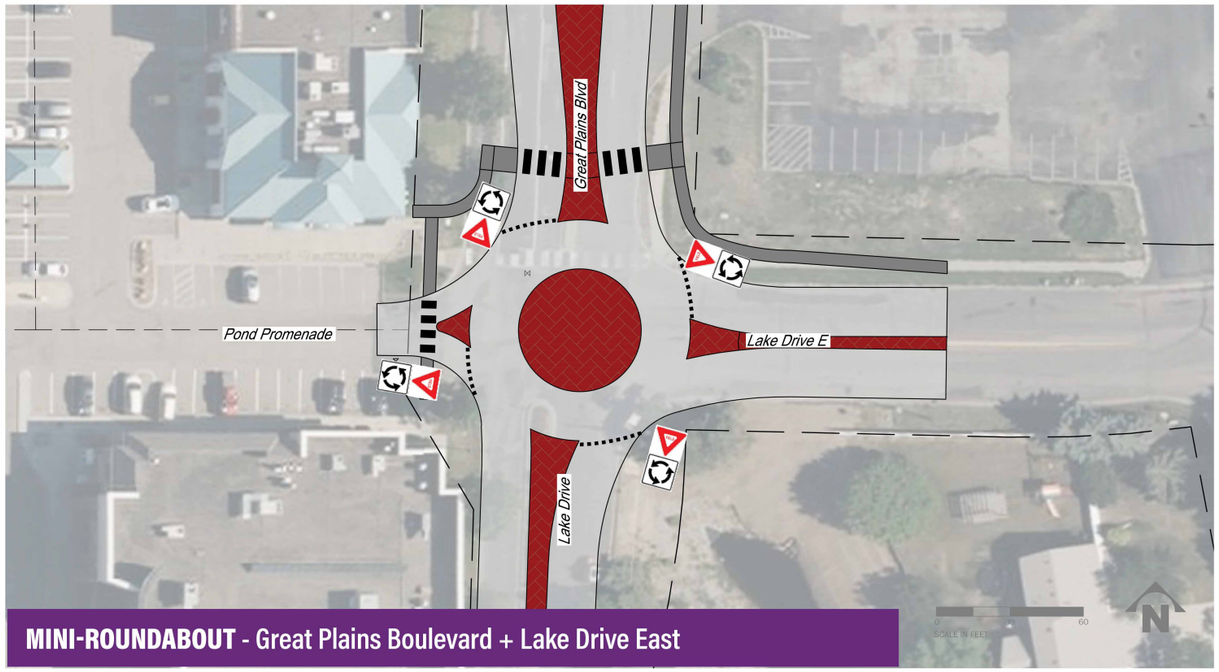
2026 Lake Drive East Rehabilitation Project



EXISTING - Great Plains Boulevard + Lake Drive East



ALL WAY STOP CONTROL (AWSC) - Great Plains Boulevard + Lake Drive East



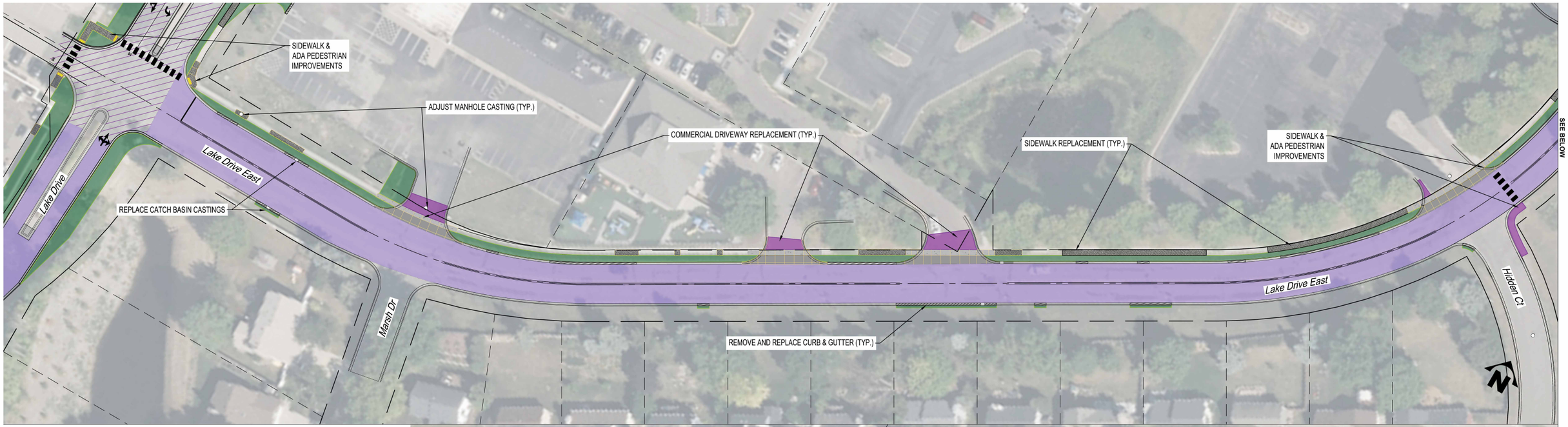
MINI-ROUNDABOUT - Great Plains Boulevard + Lake Drive East

Table 1. MnDOT Intersection Control Evaluation Summary - Lake Drive East + Great Plains Boulevard

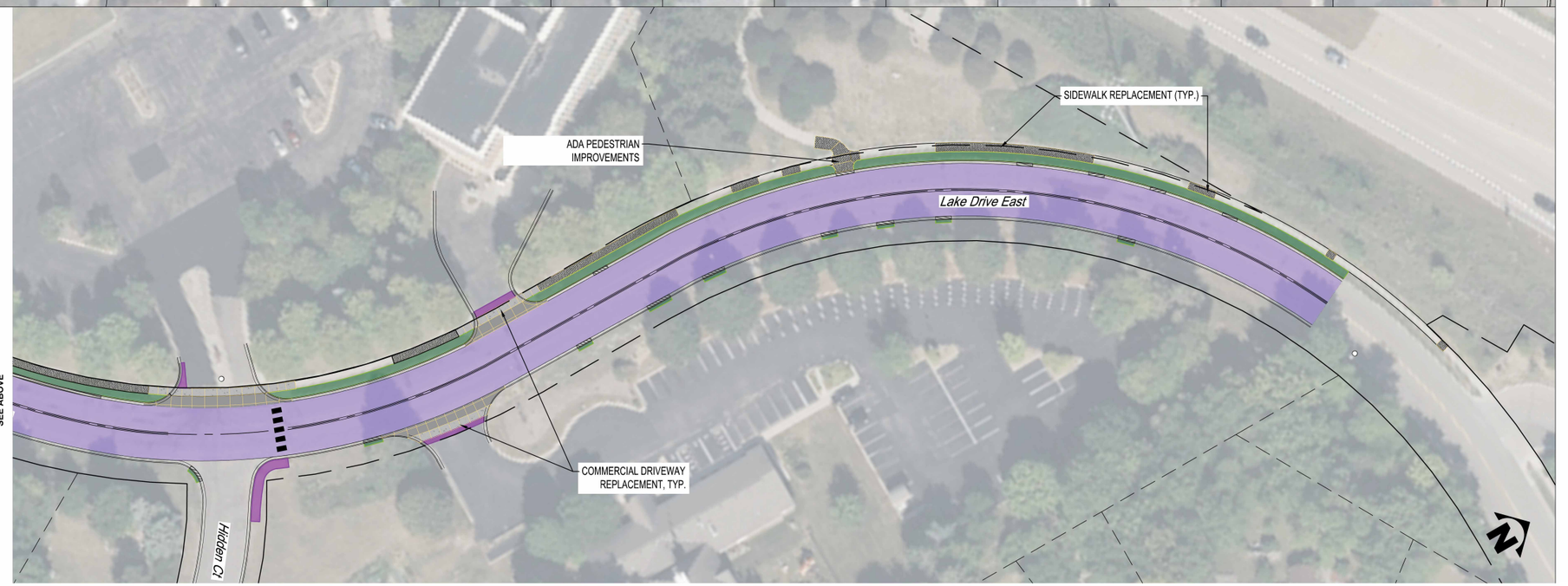
Evaluation Criteria	Existing Two-Way Stop Control (TWSC)	All-Way Stop Control (AWSC)	Mini-Roundabout
Safety Performance	Existing crash rate ≈ 0.30 crashes/MEV (≈ 1.5 crashes/yr); baseline for comparison	Up to 70% Reduction	Up to 70% Reduction
Operations (LOS/Delay)	LOS B overall; side-street delay > 20 s at peak	LOS A–B overall; balanced control	LOS A overall; minimal queuing
Traffic Volume Suitability	Adequate for current volumes (~7,500 ADT)	Within MnDOT AWSC limits (≤ 9,000 ADT)	Within mini-roundabout capacity (≤ 10,000 ADT)
Pedestrian/Bicycle Safety	Limited gaps; poor visibility	Improved pedestrian yielding; reduced approach speed	Good pedestrian safety; short crossing distances
Right-of-Way Impacts	None	None	None
Construction Cost (Est.)	Minimal (< $5k)	≈ $15k (signing and marking)	≈ $350k
Maintenance/Lifecycle Cost	Low	Low	Moderate (curb and plow complexity)
Implementation Complexity	None — existing layout	Removal of traffic lanes, simple signing and marking	Moderate — curb mods and drainage adjustments, reduces impervious surface
Safety Benefit/Cost Ratio	— (baseline)	≈ 5 : 1 (high benefit/low cost)	≈ 2.5 : 1

PROPOSED IMPROVEMENTS - LAKE DRIVE EAST

2026 Lake Drive East Rehabilitation Project

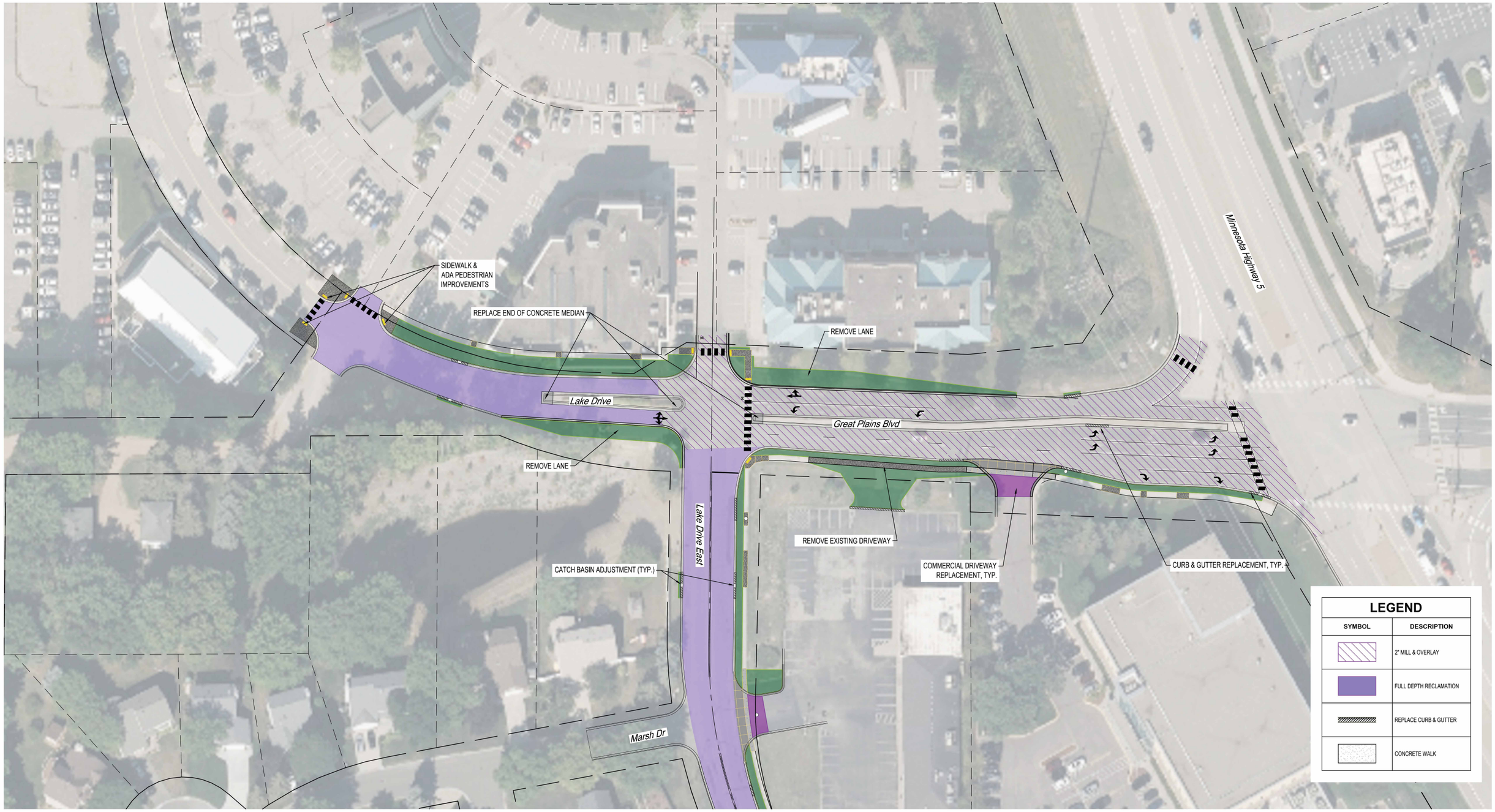


LEGEND	
SYMBOL	DESCRIPTION
	2" MILL & OVERLAY
	FULL DEPTH RECLAMATION
	REPLACE CURB & GUTTER
	CONCRETE WALK



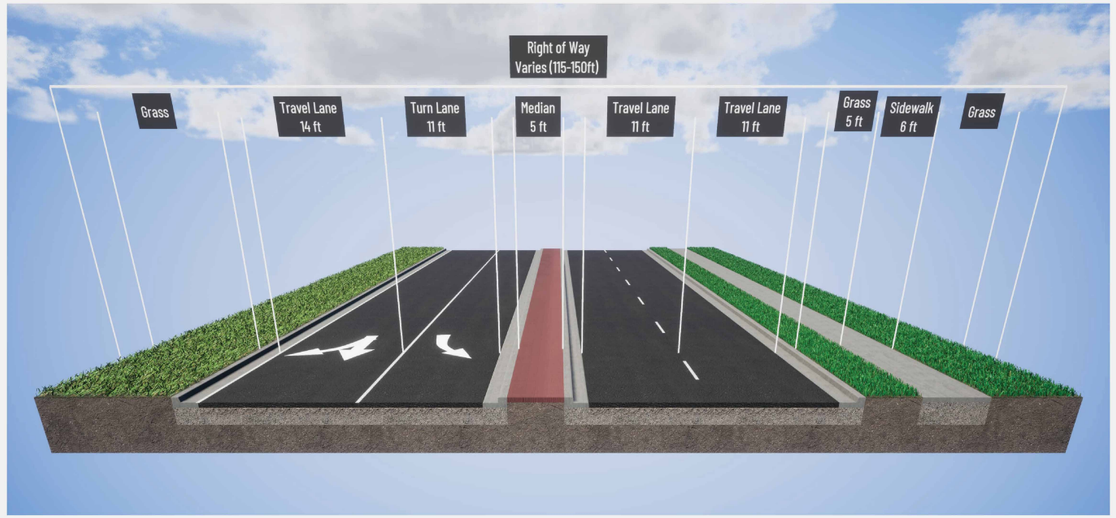
PROPOSED IMPROVEMENTS - GREAT PLAINS BOULEVARD

2026 Lake Drive East Rehabilitation Project



PROPOSED IMPROVEMENTS - TYPICAL SECTIONS

2026 Lake Drive East Rehabilitation Project



GREAT PLAINS BOULEVARD - Typical Section





LAKE DRIVE EAST- Typical Section



Pavement Markings and Signage

All pavement markings and signage will be replaced to conform to current City and MUTCD standards. Existing regulatory and warning signs will be updated to meet reflectivity and mounting requirements. New all-way stop signage and “ALL WAY” plaques will be installed if that intersection alternative is selected.

Storm Sewer

The existing storm sewer system is generally in good condition; however, several structures and castings are outdated or non-standard. Improvements include:

- Replacement of aging catch basin and manhole castings with City-standard frames and lids.
- Adjustment of storm structures to match new finished surface elevations following pavement reclamation and overlay.

Sanitary Sewer

No sanitary sewer improvements are proposed as part of this project. Existing sanitary sewer manholes are located outside the pavement rehabilitation area, and field inspection confirmed that there are no operational issues or deficiencies with the underlying sanitary sewer main crossing the project corridor. The existing system will remain in place and functional during and after construction.

Water Main

No new water main construction is anticipated. Existing watermain infrastructure will remain in place and be protected during construction. Minor appurtenance work will include:

- Adjustment of existing gate valve boxes to match new pavement elevations.
- Replacement of non-standard valve box lids with City-standard components as needed.
- Coordination with City staff to confirm valve accessibility and protection during pavement reclamation and overlay operations.

Private Utilities

Private utilities within the corridor include gas, electric, communications, and fiber optic infrastructure. No relocations are anticipated; however, coordination will occur with each private utility prior to construction to identify potential conflicts and protect existing infrastructure. Coordination typically includes adjusting structures to grade, installing protective sleeves over shallow conduits, and verifying clearances during reclamation and milling operations.

Street Lighting:

The existing roadway lighting system along Lake Drive East and Great Plains Boulevard is owned and maintained by the City of Chanhassen. The lighting infrastructure has exceeded its useful life and consists of direct-bury wire and non-standard fixtures. The City, under a separate contract and in coordination with Xcel Energy, will replace the street lighting infrastructure with a new conduit-fed system and upgraded fixtures to meet current efficiency, maintenance, and illumination standards. This lighting replacement will be designed to complement the pavement rehabilitation project and minimize disruption during construction.

Construction Limits and Traffic Control

The construction will remain within the existing curb lines and public right-of-way, except for localized sidewalk and ramp reconstruction areas.

Temporary lane closures and staging will be required to maintain business access, and detailed traffic control plans will be developed during final design in coordination with affected property owners.

OPINION OF PROBABLE COST

The following summarizes the engineer's opinion of probable construction cost for the proposed improvements associated with City Project No. 26-02 – Lake Drive East and Great Plains Boulevard Rehabilitation.

Costs are based on preliminary quantities and recent bid pricing from comparable City and regional projects. A 10-percent contingency has been added to reflect the design development stage of the project, and non-construction costs such as engineering design, construction administration, materials testing, and administrative expenses are included as a separate line item.

Construction Cost Summary

Table 2: Construction Cost Summary – All Way Stop Control Option

Improvement Category	Estimated Construction Cost
Streets	$913,500
Storm Sewer	$15,700
Sanitary Sewer	$0
Water Main	$5,000
Estimated Construction Subtotal	$929,200
Contingency (10%)	$92,900
Subtotal – Construction and Contingency	$1,022,100
Engineering, Administration, and Testing	$284,700
Total Estimated Project Cost	≈ $1,306,800

Table 3: Construction Cost Summary – Mini Roundabout Option

Improvement Category	Estimated Construction Cost
Streets	$1,255,500
Storm Sewer	$15,700
Sanitary Sewer	$0
Water Main	$5,000
Estimated Construction Subtotal	$1,276,200
Contingency (10%)	$127,600
Subtotal – Construction and Contingency	$1,404,000
Engineering, Administration, and Testing	$284,700
Total Estimated Project Cost	≈ $1,688,500

Discussion

The total estimated project cost of approximately $1.69 million represents the combined investment required to complete the proposed street, storm sewer, and utility adjustments.

Key cost components include:

- Full-Depth Reclamation (Lake Drive East): The largest single cost item, driven primarily by the inclusion of a full 4-inch bituminous pavement section consisting of a 2-inch non-wear course (SPNWB330C) and a 2-inch wear course (SPWEA340C). This treatment fully restores the pavement structure through in-place recycling of existing materials and placement of new bituminous layers, resulting in a long-term structural improvement.
- Mill and Overlay (Great Plains Boulevard): Cost-effective preservation treatment addressing surface wear while maintaining the existing base.
- Sidewalk and ADA Upgrades: Replacement of deteriorated panels and non-compliant ramps to meet City and federal accessibility standards.

- Storm Sewer and Casting Replacement: Replacement of aging castings and adjustments to grade, providing uniform City-standard components.
- Intersection Improvements: Implementation of either All-Way Stop Control (AWSC) or Mini-Roundabout at Lake Drive East and Great Plains Boulevard. Both are feasible within the existing right-of-way; the cost estimate reflects the AWSC configuration.

All costs are expressed in anticipated 2026 dollars and include labor, materials, equipment, mobilization, traffic control, turf restoration, and erosion control. Actual construction costs will depend on final design, bidding climate, and material pricing at the time of award.

FINANCING AND ASSESSMENTS

Financing Overview

The estimated total project cost of approximately $1,306,800 will be funded through a combination of the City's Pavement Management Program Fund (PMP), Municipal State Aid funds, special assessments, and utility enterprise funds for minor water and storm sewer work.

Funding Sources and Allocation

Funding for City Project 26-02 is proposed to be divided among the following sources:

Funding Source	Estimated Amount
Municipal State Aid	$992,420
Special Assessments	$675,380
Sanitary	-
Water	$5,000
Surface Water	$15,700
Total Estimated Project Cost	$1,688,500

Per the City's assessment practice, 40 percent (40%) of the eligible street improvement costs are proposed to be assessed to benefiting properties, with the remaining costs funded by the City through the PMP and applicable utility enterprise funds. The City's assessment policy, last updated May 5, 2025, did not materially alter commercial assessment procedures but reaffirmed that each project may require case-by-case review to ensure fairness and proportional benefit among commercial parcels.

Assessment Process and Application

Overview

The City of Chanhassen prepared a special assessment roll for the 2026 Lake Drive East Rehabilitation Project (City Project No. 26-02) in accordance with the City's Assessment Policy (May 2025) and Minnesota Statutes § 429.051–.061. Assessments recover a portion of project costs from properties that receive a direct and special benefit from the roadway improvements. The project rehabilitates Lake Drive East between Highway 5 and Great Plains Boulevard, serving an entirely commercial and institutional corridor. All parcels are non-Type 1 (i.e., not single-family residential), so the City evaluated three potential assessment methodologies to ensure fairness and consistency with past practice:

1. Frontage-Based Assessment
2. Trip-Based Assessment
3. Area-Based Assessment (Past City Practice)

Each method is permitted under Minnesota law, but their applicability and equity vary depending on parcel configuration, land use intensity, and access characteristics.

Policy Basis

Under the City's policy we calculated assessment under the following assumptions:

- All benefiting parcels—including commercial, institutional, and publicly owned sites—may be assessed if they gain measurable benefit in access, functionality, or market value.
- Forty percent (40%) of the eligible street construction cost is designated assessable.
- Utility rehabilitation is funded from utility or general funds and are not assessable.
- For Type 2 parcels, benefit may be allocated using one of two approved methods:
    - Trip-Based Method – Assessments proportional to estimated daily vehicle trips derived from the ITE Trip Generation Manual, 12th Edition, adjusted for corridor usage based on the project's Intersection Control Evaluation (ICE).
    - Area-Based Method (Historic Practice) – Assessments proportional to parcel area (square footage or acres) within the defined benefit zone, reflecting long-term accessibility and development potential.

The final method will be selected by City Council following review of project conditions and equity among benefiting parcels.

Frontage-Based Assessment

A front-foot method allocates assessments proportionally to each parcel's linear frontage along the improved roadway. While common for residential neighborhoods, it is less appropriate for this corridor due to:

- Irregular and Unequal Frontages: Several parcels have extensive frontage (multi-building or corner sites), while others gain full access through shared driveways or cross-access easements but technically have no direct frontage.
- Disconnection Between Frontage and Benefit: Some large parcels with limited access points would be over-assessed, while smaller, high-traffic sites would be under-assessed.
- Functional Nature of Benefit: The project's improvements provide corridor-wide operational and safety benefits, not parcel-specific frontage enhancements.

For these reasons, a frontage-based allocation would not proportionally reflect special benefit and is not recommended.

Area Based Assessment (Past City Practice)

Historically, the City of Chanhassen has assessed commercial and institutional corridors based on land area (square footage or acres) within the defined benefit zone. Under this method, benefit is presumed to relate to the parcel's overall development potential, size, and long-term accessibility to the improved corridor.

Advantages of the area-based approach include:

- Consistency with Past City Practice: Provides continuity with prior assessment rolls for similar commercial corridors.
- Predictable and Transparent Allocation: Larger parcels with greater development potential contribute proportionally more, while smaller parcels pay less.
- Reduced Reliance on Traffic Data: Suitable where land use intensities are stable and trip data is limited.

Considerations include:

- Variable Land Use Intensity: Some large parcels generate fewer trips than smaller, high-turnover sites, which may reduce the direct link between use and benefit.
- Future Redevelopment: Parcel area may reflect long-term potential rather than current use, which can be viewed as either an advantage or a drawback depending on Council intent.

The area-based method remains a defensible and practical option, consistent with past City assessments, and may provide a balanced outcome where frontage and access vary widely.

Trip-Based Assessment

The trip-generation method allocates benefit according to each parcel's estimated traffic generation, using data from the ITE Trip Generation Manual (12th Edition) and adjusted for the percentage of trips using Lake Drive East and Great Plains Boulevard. Trip generation estimates were developed using available land use information, ITE reference data, and local engineering judgment. Specific traffic counts were not

collected for individual parcels. Instead, corridor-level traffic volumes were estimated from recent traffic counts at the Lake Drive East and Great Plains Boulevard intersection and historical traffic data from nearby Lake Drive East and Great Plains Boulevard segments. These estimates are intended to represent a reasonable and proportional distribution of use among benefiting parcels for assessment purposes.

Calculation:

Daily vehicle trips are converted into Residential Equivalent Units (REUs) where one REU = 10 daily trips:

$$REUs = \frac{(\text{Daily Trips} \times \% \text{ of Trips Using Corridor})}{10}$$

The total assessable cost is divided by total REUs to determine the assessment rate ($/REU).

Assessment Rate and Application

The total REUs for all benefiting parcels were summed, and the assessment rate ($ / REU) was established by dividing the total assessable cost by the total REUs.

Each parcel's assessment equals:

Assessment ($) = Parcel REUs × Rate ($ / REU)

For example, a total assessable cost of $675,380 divided by 1,539 REUs yields an assessment rate of $438.99 per REU. A parcel generating 1,000 daily trips (100 REUs) would be assessed approximately $43,899.00. Parcels with shared access or internal driveways would have REUs distributed proportionally based on each parcel's estimated traffic contribution.

Assessment Summary Table

Method	Basis of Allocation	Advantages	Considerations/Limitations
Frontage-Based	Linear Frontage	Simple to apply	Not equitable for parcels with shared access or no direct frontage
Trip-Based	Estimated daily vehicle trips	Reflects roadway usage and intensity	Requires assumptions and engineering judgement
Area-Based	Parcel Area	Consistent with past City practices; simple and transparent	May not fully represent traffic intensity

Assessment Conclusion

Both the Trip-Based and Area-Based allocation methods provide reasonable and legally defensible means of distributing the assessable cost of $675,380 among the benefiting commercial and institutional parcels. Each method has strengths and limitations depending on how closely its underlying metric (traffic generation or land area) aligns with measurable benefit.

The Trip-Based method assigns costs according to estimated daily vehicle trips derived from ITE data, adjusted for corridor use. While this method reflects roadway utilization, it introduces variability due to the reliance on generalized trip generation rates and assumptions regarding internal traffic patterns. As shown in the preliminary assessment roll, several parcels with low daily trip generation—such as churches or municipal uses—would receive relatively low assessments, while larger retail parcels with higher traffic volumes would bear a significantly higher share of the project cost.

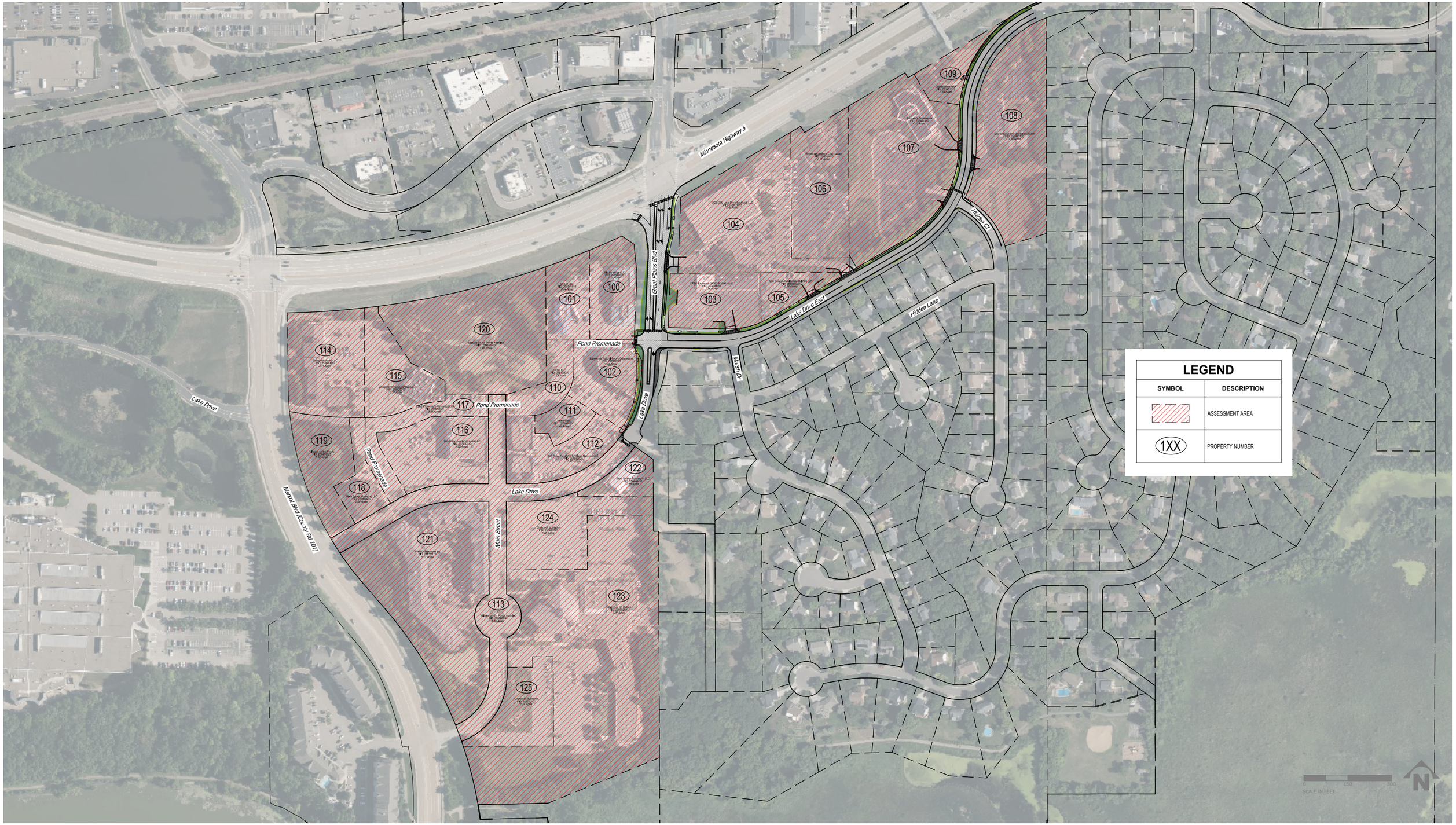
The Area-Based method, which has been the City's historic practice for similar commercial corridors, distributes costs in proportion to parcel size. This approach results in a more consistent and predictable allocation across properties and generally reflects long-term accessibility and development potential. The comparison of methods indicates that the Area-Based assessment yields fewer extreme variations between parcels, particularly for institutional or shared-access sites where frontage or traffic data may not accurately represent benefit.

Based on the analysis, both methods meet the statutory requirement that assessments be commensurate with special benefit. However, considering:

- The corridor's mixed commercial and institutional character;
- The presence of shared and indirect access arrangements; and
- The City's historic reliance on area-based assessments for similar projects;

it may be appropriate to apply an Area-Based assessment methodology for the final assessment roll.

This method provides continuity with past City practice, aligns with the character of the benefiting properties, and results in a more balanced distribution of cost while maintaining defensibility under Minnesota Statutes § 429.051. The final assessment methodology will be determined through coordination with City staff and City Council during the assessment hearing process. Adjustments may be made as part of the final roll to ensure equitable treatment among all benefiting parcels.



Assessment Exhibit

2026 Lake Dr E Rehabilitation Project - Preliminary Assessment Roll

Trip Based

Assessable Street Cost:	$ 675,380.00
Baseline: 10 trips = 1 REU	
Rate per REU	$ 284.55

Property Number	P.I.D.	Taxpayer	Taxpayer Address	Property Address	Land Use Code (ITE)	Assessable Trips	REUs	Assessment
100	258560020	Silo Buildings LLC	3561 44th St W Minneapolis, MN 55410	420 440 Pond Promenade	Multi-tenant Retail	1750	175	$ 49,796.25
101	258560010	CHCR LLC	PO Box 1038 Mason City, IA 50402	450 Pond Promenade	Fast Food w/Drive Thru	1250	125	$ 35,568.75
102	257690010	Lakewinds Natural Foods Cooperative	6321 Bury Dr Ste 21 Ste 100 Eden Prairie, MN 55346	435 Pond Promenade	Retail Supermarket	2550	255	$ 72,560.25
103	253460010	CPEC Exchange 39560 & 39561 LLC	12 Blue Jay Ln N North Oaks, MN 55127	320 380 Lake Dr E	Multi-tenant Retail	2150	215	$ 61,178.25
104	255900010	Doc-300 Lake Drive East Mob LLC	309 N Water St Ste 500 Milwaukee, WI 53202	300 Lake Dr E	Medical Office	1500	150	$ 42,682.50
105	253460020	New Horizon Real Estate Dvlmt 6 LLP	3405 Annapolis Ln N #100 Minneapolis, MN 55447	310 Lake Dr E	Day Care Center	650	65	$ 18,495.75
106	255900020	American Legion - Chanhassen	290 Lake Dr E Chanhassen, MN 55317	290 Lake Dr E	Assembly/Restaurant	900	90	$ 25,609.50
107	253451110	Bongards' Creameries	250 Lake Dr Chanhassen, MN 55317	250 Lake Dr E	Industrial Office	1625	162.5	$ 46,239.38
108	253451120	Discovery United Methodist Church	275 Lake Dr E Chanhassen, MN 55317	275 Lake Dr E	Church	760	76	$ 21,625.80
109	253451111	Chanhassen HRA	PO Box 147 Chanhassen, MN 55317		Public Access	150	15	$ 4,268.25
110	258330030	VOP I LLC	PO Box 404 Chanhassen, MN 55317		Shared Parking Lot	400	40	$ 11,382.00
111	257650010	Charter Bank	1010 W Clairemont Ave Eau Claire, WI 54701	455 Pond Promenade	Bank	700	70	$ 19,918.50
112	257650020	CH Retail Fund/MPLS Village Shoppes LLC	3819 Maple Ave Dallas, TX 75219	460 464 Lake Dr	Shopping Center	1000	100	$ 28,455.00
113	258680030	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		Private Road	2000	200	$ 56,910.00
114	258680010	Suraj Hospitality LLC	570 Pond Promenade Chanhassen, MN 55317	570 Pond Promenade	Hotel	600	60	$ 17,073.00
115	258620010	Wheatstone Restaurant Group	600 Market St Ste 230, Chanhassen, MN 55317	530 Pond Promenade	Restaurant	550	55	$ 15,650.25
116	257830010	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402	510 Lake Dr	Free Standing Store	850	85	$ 24,186.75
117	257830020	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402		Private Road/Parking Lot	150	15	$ 4,268.25
118	258460010	Mara Sports Marketing LLC	3728 Woodland Cove Pkwy Minnetrista, MN 55331	550 Lake Dr	Day Care Center	650	65	$ 18,495.75
119	258460020	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		Private Drive/Storm Detention	50	5	$ 1,422.75
120	258680040	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		Storm Detention Pond	0	0	$ -
121	258380010	PHM/Chanhassen Inc	2845 Hamline Ave N, Roseville, MN 55113	501 Lake Dr	Continuing Care Retirement Community	500	50	$ 14,227.50
122	258440010	Store Master Funding VI LLC	10050 Crosstown Cir Ste 650 Eden Prairie, MN 55344	421 Lake Dr	Commercial Rec Indoor	350	35	$ 9,959.25
123	258680020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317	8201 Main St	Church/School	2000	200	$ 56,910.00
124	258440020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317		Parking Lot	350	35	$ 9,959.25
125	258680130	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317		Parking Lot	300	30	$ 8,536.50
						23735		**$ 675,380.00**

2026 Lake Dr E Rehabilitation Project - Preliminary Assessment Roll

Area-Based

Assessable Street Cost:	$ 675,380.00
Rate per Ac	$ 13,347.43

Property Number	P.I.D.	Taxpayer	Taxpayer Address	Property Address	Assessable Area	Assessment	Notes
100	258560020	Silo Buildings LLC	3561 44th St W Minneapolis, MN 55410	420 440 Pond Promenade	1.19	$ 15,883.44	
101	258560010	CHCR LLC	PO Box 1038 Mason City, IA 50402	450 Pond Promenade	0.94	$ 12,546.58	
102	257690010	Lakewinds Natural Foods Cooperative	6321 Bury Dr Ste 21 Ste 100 Eden Prairie, MN 55346	435 Pond Promenade	1.34	$ 17,885.56	
103	253460010	CPEC Exchange 39560 & 39561 LLC	12 Blue Jay Ln N North Oaks, MN 55127	320 380 Lake Dr E	1.34	$ 17,885.56	
104	255900010	Doc-300 Lake Drive East Mob LLC	309 N Water St Ste 500 Milwaukee, WI 53202	300 Lake Dr E	3.46	$ 46,182.11	
105	253460020	New Horizon Real Estate Dvlmt 6 LLP	3405 Annapolis Ln N #100 Minneapolis, MN 55447	310 Lake Dr E	0.58	$ 7,741.51	
106	255900020	American Legion - Chanhassen	290 Lake Dr E Chanhassen, MN 55317	290 Lake Dr E	2.11	$ 28,163.08	
107	253451110	Bongards' Creameries	250 Lake Dr Chanhassen, MN 55317	250 Lake Dr E	4.20	$ 56,059.21	
108	253451120	Discovery United Methodist Church	275 Lake Dr E Chanhassen, MN 55317	275 Lake Dr E	3.56	$ 47,516.85	
109	253451111	Chanhassen HRA	PO Box 147 Chanhassen, MN 55317		0.64	$ 8,542.36	
110	258330030	VOP I LLC	PO Box 404 Chanhassen, MN 55317		0.75	$ 10,010.57	
111	257650010	Charter Bank	1010 W Clairemont Ave Eau Claire, WI 54701	455 Pond Promenade	0.46	$ 6,139.82	
112	257650020	CH Retail Fund/MPLS Village Shoppes LLC	3819 Maple Ave Dallas, TX 75219	460 464 Lake Dr	1.40	$ 18,686.40	
113	258680030	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		3.35	$ 44,713.89	
114	258680010	Suraj Hospitality LLC	570 Pond Promenade Chanhassen, MN 55317	570 Pond Promenade	2.14	$ 28,563.50	
115	258620010	Wheatstone Restaurant Group	600 Market St Ste 230, Chanhassen, MN 55317	530 Pond Promenade	1.37	$ 18,285.98	
116	257830010	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402	510 Lake Dr	1.78	$ 23,758.43	
117	257830020	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402		0.93	$ 12,413.11	
118	258460010	Mara Sports Marketing LLC	3728 Woodland Cove Pkwy Minnetrista, MN 55331	550 Lake Dr	0.66	$ 8,809.30	
119	258460020	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		0.26	$ 3,470.33	Private drive & storm pond
120	258680040	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317		0.00	$ -	Detention Pond Not Included in Assessment
121	258380010	PHM/Chanhassen Inc	2845 Hamline Ave N, Roseville, MN 55113	501 Lake Dr	5.11	$ 68,205.37	
122	258440010	Store Master Funding VI LLC	10050 Crosstown Cir Ste 650 Eden Prairie, MN 55344	421 Lake Dr	0.56	$ 7,474.56	
123	258680020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317	8201 Main St	9.28	$ 123,864.15	
124	258440020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317		1.88	$ 25,093.17	
125	258680130	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317		1.31	$ 17,485.13	
					50.6	**$ 675,380.00**	

2026 Lake Dr E Rehabilitation Project - Preliminary Assessment Roll

Trip-Base vs. Area-Based

Assessable Street Cost:	$ 675,380.00

Property Number	P.I.D.	Taxpayer	Taxpayer Address	Property Address	Trips Based	Area Based	Change (Trip vs. Area)
100	258560020	Silo Buildings LLC	3561 44th St W Minneapolis, MN 55410	420 440 Pond Promenade	$ 49,796.25	$ 15,883.44	$ 33,912.81
101	258560010	CHCR LLC	PO Box 1038 Mason City, IA 50402	450 Pond Promenade	$ 35,568.75	$ 12,546.58	$ 23,022.17
102	257690010	Lakewinds Natural Foods Cooperative	6321 Bury Dr Ste 21 Ste 100 Eden Prairie, MN 55346	435 Pond Promenade	$ 72,560.25	$ 17,885.56	$ 54,674.69
103	253460010	CPEC Exchange 39560 & 39561 LLC	12 Blue Jay Ln N North Oaks, MN 55127	320 380 Lake Dr E	$ 61,178.25	$ 17,885.56	$ 43,292.69
104	255900010	Doc-300 Lake Drive East Mob LLC	309 N Water St Ste 500 Milwaukee, WI 53202	300 Lake Dr E	$ 42,682.50	$ 46,182.11	$ (3,499.61)
105	253460020	New Horizon Real Estate Dvlmt 6 LLP	3405 Annapolis Ln N #100 Minneapolis, MN 55447	310 Lake Dr E	$ 18,495.75	$ 7,741.51	$ 10,754.24
106	255900020	American Legion - Chanhassen	290 Lake Dr E Chanhassen, MN 55317	290 Lake Dr E	$ 25,609.50	$ 28,163.08	$ (2,553.58)
107	253451110	Bongards' Creameries	250 Lake Dr Chanhassen, MN 55317	250 Lake Dr E	$ 46,239.38	$ 56,059.21	$ (9,819.83)
108	253451120	Discovery United Methodist Church	275 Lake Dr E Chanhassen, MN 55317	275 Lake Dr E	$ 21,625.80	$ 47,516.85	$ (25,891.05)
109	253451111	Chanhassen HRA	PO Box 147 Chanhassen, MN 55317	0	$ 4,268.25	$ 8,542.36	$ (4,274.11)
110	258330030	VOP I LLC	PO Box 404 Chanhassen, MN 55317	0	$ 11,382.00	$ 10,010.57	$ 1,371.43
111	257650010	Charter Bank	1010 W Clairemont Ave Eau Claire, WI 54701	455 Pond Promenade	$ 19,918.50	$ 6,139.82	$ 13,778.68
112	257650020	CH Retail Fund/MPLS Village Shoppes LLC	3819 Maple Ave Dallas, TX 75219	460 464 Lake Dr	$ 28,455.00	$ 18,686.40	$ 9,768.60
113	258680030	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317	0	$ 56,910.00	$ 44,713.89	$ 12,196.11
114	258680010	Suraj Hospitality LLC	570 Pond Promenade Chanhassen, MN 55317	570 Pond Promenade	$ 17,073.00	$ 28,563.50	$ (11,490.50)
115	258620010	Wheatstone Restaurant Group	600 Market St Ste 230, Chanhassen, MN 55317	530 Pond Promenade	$ 15,650.25	$ 18,285.98	$ (2,635.73)
116	257830010	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402	510 Lake Dr	$ 24,186.75	$ 23,758.43	$ 428.32
117	257830020	Pond Promenade Ventures LLC	705 Marquette Ave S Ste 900, Minneapolis, MN 55402	0	$ 4,268.25	$ 12,413.11	$ (8,144.86)
118	258460010	Mara Sports Marketing LLC	3728 Woodland Cove Pkwy Minnetrista, MN 55331	550 Lake Dr	$ 18,495.75	$ 8,809.30	$ 9,686.45
119	258460020	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317	0	$ 1,422.75	$ 3,470.33	$ (2,047.58)
120	258680040	Villages on the Ponds Assn Inc.	PO Box 404 Chanhassen, MN 55317	0	$ -	$ -	$ -
121	258380010	PHM/Chanhassen Inc	2845 Hamline Ave N, Roseville, MN 55113	501 Lake Dr	$ 14,227.50	$ 68,205.37	$ (53,977.87)
122	258440010	Store Master Funding VI LLC	10050 Crosstown Cir Ste 650 Eden Prairie, MN 55344	421 Lake Dr	$ 9,959.25	$ 7,474.56	$ 2,484.69
123	258680020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317	8201 Main St	$ 56,910.00	$ 123,864.15	$ (66,954.15)
124	258440020	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317	0	$ 9,959.25	$ 25,093.17	$ (15,133.92)
125	258680130	Church of St. Hubert	8201 Main St, Chanhassen, MN 55317	0	$ 8,536.50	$ 17,485.13	$ (8,948.63)
					$ 675,380.00	**$ 675,380.00**	

SCHEDULE

Milestone	Date
Accept Feasibility Report; Call Public Hearing	October 27, 2025
Neighboorhood Project Open House	October 30, 2025
Feasiblity Hearing & Order Project	November 10, 2025
City Council Approves Plan & Authorizes Ad for Bid	January 12, 2026
Bid Opening	February 4, 2026
Call Assessment Hearing	February 9, 2026
Neighborhood Meeting	February 11, 2026
Assessment Hearing; Award Contract	February 23, 2026
Start Construction	May 11, 2026
Substantial Completion	October 2, 2026
Final Completion	June 11, 2027

PUBLIC ENGAGEMENT

A. Overview

Public engagement for the Lake Drive East and Great Plains Boulevard Rehabilitation Project (City Project No. 26-02) included both online and in-person opportunities for residents, business owners, and corridor users to review the proposed improvements and provide feedback. An online survey was posted on the City's website in advance of the feasibility study to collect initial impressions about roadway condition, intersection operations, pedestrian accessibility, and business access.

A public open house was held on October 30, 2025, at the Chanhassen City Hall. More than 25 attendees participated, including adjacent property owners, business representatives, and community members who regularly travel the corridor. City staff and the engineering consultant team presented the preliminary design concepts, discussed the intersection control options identified in the Intersection Control Evaluation (ICE), and gathered public input on priorities and concerns.

B. Summary of Feedback

Comments from the open house and online survey were generally constructive and supportive of the pavement rehabilitation and ADA improvements. Key themes included:

Intersection Safety and Traffic Operations

Many respondents expressed concern about the Lake Drive East and Great Plains Boulevard intersection, citing difficulty making left turns, limited visibility, and driver confusion regarding right-of-way.

- Several supported an All-Way Stop or Mini-Roundabout to slow traffic and improve safety for both drivers and pedestrians.
- One respondent noted that "the intersection is difficult even in a vehicle," while another said, "a roundabout would slow traffic and enable turns easier."
- A few commenters also mentioned safety at nearby intersections such as Lake Drive East and Marsh Drive, requesting improved crossings or warning flashers.

Pedestrian and Bicycle Connectivity

Strong support was expressed for improving sidewalks and crossings, particularly near the pedestrian bridge and between Mission Hills, Lakewinds, and Park Nicollet Clinic.

- Residents frequently noted gaps in sidewalk continuity, especially along Great Plains Boulevard's east side and between Grandview Road and Lake Drive East.
- One respondent wrote, "It would be nice to have a continuous sidewalk on the east side of Great Plains. Right now, you have to cross twice."

- Another mentioned that "quick access to nature parks" and better trail linkages would encourage more walking and biking.

Drainage and Maintenance Concerns

Several participants reported localized drainage issues, including icy conditions and ponding near storm inlets—particularly on the south side of Lake Drive East near Great Plains Boulevard and the east side of the Lakewinds building. Respondents asked that these issues be reviewed and corrected during design.

Speed and Access

Speed and turning movements along both corridors were mentioned multiple times.

- A few residents described visibility challenges when turning from Lake Drive East onto Great Plains Boulevard, and requested intersection lighting or clearer lane markings.
- Some residents along Marsh Drive noted concerns about vehicle speeds and pedestrian safety, suggesting that lower speed limits or enhanced crossings be considered near Lake Drive East.

Assessments and Communication

A few respondents inquired about project funding and assessment methods, expressing interest in how costs would be distributed among benefiting parcels. The City provided information during the open house and noted that final assessments will be determined in accordance with City policy and Minnesota Statutes Chapter 429.

General Support for the Project

Overall sentiment was positive, with multiple participants thanking the City and ISG for hosting the open house and for including the public early in the design process.

Comments such as "Thanks for all your thoughtful work" and "Please complete the project in an efficient and cost-effective manner" reflected general appreciation for the planned improvements.

FINDINGS AND RECOMMENDATIONS

This feasibility report has been prepared in accordance with Minnesota Statutes Chapter 429 to advise the City Council on the need, feasibility, and cost of improvements to Lake Drive East and Great Plains Boulevard.

Findings

Necessity:

Pavement on Lake Drive East (PCI ≈ 40) and Great Plains Boulevard (PCI ≈ 60) has deteriorated beyond routine maintenance. Rehabilitation is needed to restore pavement structure, ride quality, and drainage.

Cost-Effectiveness:

Full-depth reclamation on Lake Drive East and a 2-inch mill and overlay on Great Plains Boulevard provide the most economical solution for the existing conditions while preserving curb and base materials.

The Intersection Control Evaluation (ICE) further demonstrated that both the All-Way Stop Control (AWSC) and Mini-Roundabout alternatives would significantly improve intersection safety, with potential crash reductions of up to 70 percent. However, the AWSC provides nearly equivalent safety benefits at substantially lower cost—approximately $15,000 compared to $350,000 for a Mini-Roundabout—resulting in a higher safety benefit-to-cost ratio (≈ 5:1 vs. 2.5:1).

The Mini-Roundabout and All-Way Stop Control each meet the project's operational and safety objectives. The Mini-Roundabout may improve flow and pedestrian visibility, while the All-Way Stop represents a lower-cost alternative with simpler maintenance requirements. Final selection will be determined through coordination with City staff and Council during design development.

Are we wanting to make more of a case for a mini vs the AWS? The way this report reads, it seems to be nearly pointless for the RTB. Should not the serviceability of the intersection is higher for the RTB.

Feasibility:

The work can be completed within existing right-of-way with minimal utility conflicts. Storm and water improvements are limited to casting and valve adjustments; no sanitary sewer work is required.

Standards and Coordination:

All improvements will meet current City design and ADA standards. Street-lighting replacement will occur under a separate City contract coordinated with Xcel Energy.

Funding Equity:

Project costs will be shared between benefiting property owners and the public in accordance with City policy—approximately 40 % assessed and 60% funded through the City's Pavement Management Program and utility enterprise funds.

Recommendation

The proposed Lake Drive East and Great Plains Boulevard Rehabilitation (Project No. 26-02) is necessary, cost-effective, and feasible. It is recommended that the City Council:

- Accept this Feasibility Report.
- Call for a Public Improvement Hearing under Minn. Stat. § 429.031.

APPENDIX A: OPINION OF PROBABLE COSTS

Cost Estimate

ISG

Client Name: CITY OF CHANHASSEN
Location: CHANHASSEN, MN
ISG Project Number: 33064
Date: 10/21/2025

Engineer's Opinion of Probable Cost - Mini-Roundabout + FDR

Item No.	MnDOT No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	2021.501	MOBILIZATION	LS	1	$ 75,000.00	$ 75,000.00
2	2104.502	REMOVE CASTING	EA	6	$ 150.00	$ 900.00
3	2104.502	REMOVE DRAINAGE STRUCTURE	EA	1	$ 500.00	$ 500.00
4	2104.502	REMOVE CONCRETE MEDIAN	LF	350	$ 30.00	$ 10,500.00
5	2104.503	REMOVE CURB & GUTTER	LF	2390	$ 8.00	$ 19,120.00
6	2104.503	REMOVE CONCRETE MEDIAN NOSE	SY	40	$ 25.00	$ 1,000.00
7	2104.504	REMOVE SIDEWALK	SY	4775	$ 15.00	$ 71,625.00
8	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SY	450	$ 20.00	$ 9,000.00
9	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SY	770	$ 10.00	$ 7,700.00
10	2104.518	REMOVE BITUMINOUS WALK	SF	275	$ 10.00	$ 2,750.00
11	2106.507	EXCAVATION - COMMON	CY	2740	$ 25.00	$ 68,500.00
12	2211.509	AGGREGATE BASE, CLASS 5	TN	320	$ 20.00	$ 6,400.00
13	2215.504	FULL DEPTH RECLAMATION (P)	SY	12775	$ 5.00	$ 63,875.00
14	2231.509	TYPE SP 9.5 WEARING COURSE MIX (3,C) - DRIV	TON	30	$ 200.00	$ 6,000.00
15	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	3680	$ 100.00	$ 368,000.00
16	2504.602	ADJUST VALVE BOX - WATER	EA	6	$ 800.00	$ 4,800.00
17	2505.602	ADJUST VALVE BOX - GAS	EA	1	$ 800.00	$ 800.00
18	2506.502	ADJUST FRAME & RING CASTING	EA	4	$ 500.00	$ 2,000.00
19	2506.502	CASTING ASSEMBLY-STORM	EA	6	$ 1,500.00	$ 9,000.00
20	2506.603	CONSTRUCT DRAINAGE STRUCTURE SPECIAL	EA	1	$ 3,500.00	$ 3,500.00
21	2521.518	6" CONCRETE WALK	SF	5805	$ 10.00	$ 58,050.00
22	2521.518	8" CONCRETE WALK	SF	2400	$ 15.00	$ 36,000.00
23	2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SY	670	$ 135.00	$ 90,450.00
24	2531.504	CONCRETE MEDIAN	SY	700	$ 100.00	$ 70,000.00
25	2531.602	CONCRETE MEDIAN NOSE-SPECIAL	EA	3	$ 3,500.00	$ 10,500.00
26	2531.603	CONCRETE CURB & GUTTER	LF	3459	$ 40.00	$ 138,360.00
27	2531.618	TRUNCATED DOMES	SF	140	$ 70.00	$ 9,800.00
28	2563.601	TRAFFIC CONTROL	LS	1	$ 40,000.00	$ 40,000.00
29	2564.518	SIGN PANEL	SF	168	$ 65.00	$ 10,920.00
30	2564.602	SIGN PANEL POST	EA	28	$ 250.00	$ 7,000.00
31	2565.602	RIGID PVC LOOP DETECTOR	EA	11	$ 1,200.00	$ 13,200.00
32	2574.507	COMMON TOPSOIL BORROW	CY	120	$ 75.00	$ 9,000.00
33	2575.605	TURF ESTABLISHMENT	ACRE	0.5	$ 34,000.00	$ 17,000.00
34	2582.503	4" SOLID LINE MULTI COMP GR IN	LF	1135	$ 4.50	$ 5,107.50
35	2582.503	4" DBLE SOLID LINE MULTI COMP GR IN	LF	1635	$ 7.00	$ 11,445.00
36	2582.518	PAVT MSSG MULTI COMP GR IN	SF	120	$ 30.00	$ 3,600.00
37	2582.518	CROSSWALK MULTI COMP GR IN	SF	738	$ 20.00	$ 14,760.00
					Construction Costs	**$1,276,162.50**
					10% Contingency	$127,616.25
					Total Construction Cost	$1,403,778.75
					Non-Construction Cost	$284,670.00
					TOTAL PROJECT COST	$1,688,448.75

Cost Estimate

Client Name: CITY OF CHANHASSEN
Location: CHANHASSEN, MN
ISG Project Number: 33064
Date: 10/20/2025

Engineer's Opinion of Probable Cost - AWSC & FDR

Item No.	MnDOT No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	2021.501	MOBILIZATION	LS	1	$60,000.00	$60,000.00
2	2104.502	REMOVE CASTING	EA	6	$150.00	$900.00
3	2104.502	REMOVE DRAINAGE STRUCTURE	EA	1	$500.00	$500.00
4	2104.503	REMOVE CURB & GUTTER	LF	1860	$8.00	$14,880.00
5	2104.503	REMOVE CONCRETE MEDIAN NOSE	SY	40	$25.00	$1,000.00
6	2104.504	REMOVE SIDEWALK	SY	4775	$15.00	$71,625.00
7	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SY	450	$20.00	$9,000.00
8	2104.504	REMOVE BITUMINOUS PAVEMENT	SY	480	$8.00	$3,840.00
9	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SY	770	$10.00	$7,700.00
10	2104.518	REMOVE BITUMINOUS WALK	SF	275	$10.00	$2,750.00
11	2106.507	EXCAVATION - COMMON	CY	1030	$25.00	$25,750.00
12	2211.509	AGGREGATE BASE, CLASS 5	TN	320	$20.00	$6,400.00
13	2215.504	FULL DEPTH RECLAMATION (P)	SY	8825	$7.00	$61,775.00
14	2232.504	MILL BITUMINOUS SURFACE (2")	SY	3700	$4.00	$14,800.00
15	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C) - DRIVEWAY	TON	30	$200.00	$6,000.00
16	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	1460	$100.00	$146,000.00
17	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)	TON	1110	$100.00	$111,000.00
18	2504.602	ADJUST VALVE BOX - WATER	EA	6	$800.00	$4,800.00
19	2505.602	ADJUST VALVE BOX - GAS	EA	1	$800.00	$800.00
20	2506.502	ADJUST FRAME & RING CASTING	EA	4	$500.00	$2,000.00
21	2506.502	CASTING ASSEMBLY-STORM	EA	6	$1,500.00	$9,000.00
22	2506.603	CONSTRUCT DRAINAGE STRUCTURE SPECIAL	EA	1	$3,500.00	$3,500.00
23	2521.518	6" CONCRETE WALK	SF	5805	$10.00	$58,050.00
24	2521.518	8" CONCRETE WALK	SF	2400	$15.00	$36,000.00
25	2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SY	420	$135.00	$56,700.00
26	2531.602	CONCRETE MEDIAN NOSE-SPECIAL	EA	3	$3,500.00	$10,500.00
27	2531.603	CONCRETE CURB & GUTTER	LF	1675	$40.00	$67,000.00
28	2531.618	TRUNCATED DOMES	SF	140	$70.00	$9,800.00
29	2563.601	TRAFFIC CONTROL	LS	1	$30,000.00	$30,000.00
30	2564.518	SIGN PANEL	SF	168	$65.00	$10,920.00
31	2564.602	SIGN PANEL POST	EA	28	$250.00	$7,000.00
32	2565.602	RIGID PVC LOOP DETECTOR	EA	11	$1,200.00	$13,200.00
33	2574.507	COMMON TOPSOIL BORROW	CY	120	$75.00	$9,000.00
34	2575.605	TURF ESTABLISHMENT	ACRE	0.65	$34,000.00	$22,100.00
35	2582.503	4" SOLID LINE MULTI COMP GR IN	LF	1135	$4.50	$5,107.50
36	2582.503	4" DBLE SOLID LINE MULTI COMP GR IN	LF	1635	$7.00	$11,445.00
37	2582.518	PAVT MSSG MULTI COMP GR IN	SF	120	$30.00	$3,600.00
38	2582.518	CROSSWALK MULTI COMP GR IN	SF	738	$20.00	$14,760.00
					Construction Costs	**$929,202.50**
					10% Contingency	$92,920.25
					Total Construction Cost	$1,022,122.75
					Non-Construction Cost	$284,670.00
					TOTAL PROJECT COST	$1,306,792.75

APPENDIX B: INTERSECTION CONTROL EVALUATION

INTERSECTION CONTROL EVALUATION

for

Great Plains Blvd and Lake Dr E
Chanhassen, MN

09/17/2025

Funding: Local Funds, Municipal State Aid (Chanhassen, MN)
Work Identification: Road Rehabilitation

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

	59049	10/31/2025
Corona Woychik, PE, PTOE ISG	Lic. No.	Date

Reviewed:

City of Chanhassen	Date

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Purpose and Need

The City of Chanhassen is undertaking a roadway improvement project to rehabilitate a portion of Lake Drive East and a portion of Great Plains Boulevard totaling approximately 0.5 miles. This corridor lies within a predominantly commercial area, while also serving as a key access route to nearby residential neighborhoods.

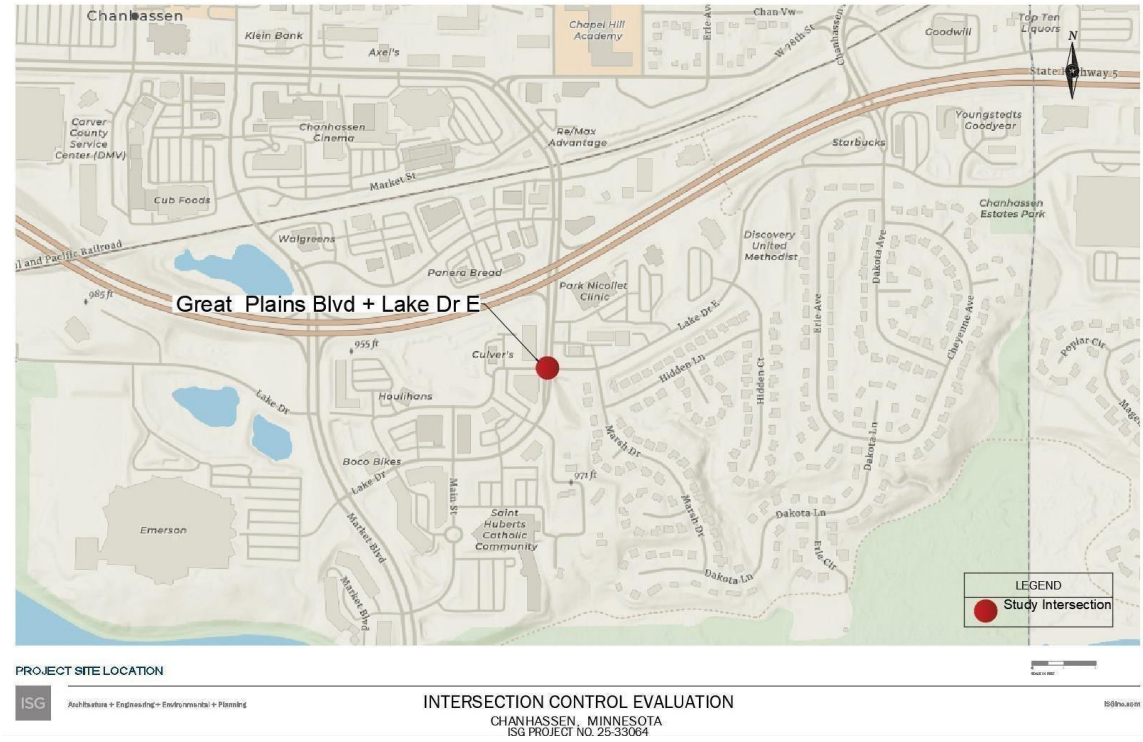
The project area includes two Municipal State Aid (MSA) streets, both of which are designated as collector roadways.

- Lake Drive East between Great Plains Boulevard and Dakota Avenue, and
- Great Plains Boulevard between Trunk Highway (TH) 5 and Lake Drive East.

The existing roadway infrastructure was originally constructed in the early 1990s. Since then, it has only received routine surface maintenance, including seal coating, and is now showing signs of aging and deterioration. Given the age and condition of the pavement, a pavement rehabilitation project is necessary to restore structural integrity, enhance safety, and support current and future traffic demands.

This project also includes an Intersection Control Evaluation (ICE) as part of the preliminary design to assess and improve intersection operations and safety within the corridor. The proposed improvements will address both pavement needs and operational efficiencies to ensure the corridor continues to serve its mixed-use environment effectively.

Figure 1: Intersection Location Map



Existing Roadway Characteristics

Lake Drive East runs for approximately 0.5 miles between Great Plains Boulevard and Dakota Avenue in Chanhassen, serving as a key connector for both residential and commercial areas. Classified by MnDOT as a Major Collector, the roadway features two travel lanes, supporting two-way traffic. Curb and gutter are present on both sides, along with a 5-foot concrete sidewalk on one side. The posted speed limit is 30 mph, and several access points line the corridor, providing direct entry to adjacent properties. Lake Drive East also intersects Marsh Drive and Hidden Court at two-way stop-controlled intersections, with stops signs at both Marsh Drive and Hidden Court.

Figure 2: Great Plains Blvd and Lake Dr E Intersection Geometrics



According to MnDOT's Traffic Mapping Application, this segment of Lake Drive East carries a 2024 Annual Average Daily Traffic (AADT) of 3,295 vehicles.

At Lake Drive East's intersection with Great Plains Boulevard, traffic on Lake Drive East is stop-controlled, while Great Plains Boulevard traffic flows without interruption. A marked pedestrian crosswalk across Great Plains Boulevard accommodates pedestrian demand in this mixed-use area.

The segment of Great Plains Boulevard between Minnesota Trunk Highway (TH) 5 and Lake Drive East is classified as a Major Collector and carries heavier traffic volumes. This portion provides critical connectivity to TH 5 and features a more complex roadway configuration, including three 12-foot through lanes, a 12-foot right-turn lane, and an 11-foot left-turn lane. An 8-foot wide raised median is present through part of the intersection area. As of 2024, the AADT on this segment is 7,234 vehicles. Two commercial driveways intersect this stretch; however, one is proposed to be removed as part of the proposed project.

TRAFFIC DATA

The Average Daily Traffic (ADT) and Turning Movement Count (TMC) data were collected on 1st, 2nd and 12th of July 2025 to evaluate the intersection control at Great Plains Boulevard and Lake Drive East. All corresponding traffic count reports are provided in **Appendix A**.

These reports include peak-hour volumes, flow rates, total vehicle volumes, and hourly traffic counts for Weekday AM, Weekday PM, and Saturday peak periods. To ensure the analysis represents typical travel patterns, data was collected on weekdays and a weekend day, avoiding holidays. Tuesday and Wednesday were chosen to reflect regular commuting traffic conditions, while a three-hour count on Saturday was conducted to capture turning movements and weekend recreational or non-work travel demand, supporting the operational analysis.

Table 1: Traffic Data from 2025 Traffic Counts

	Average Daily Traffic	AM Peak Volume	PM Peak Volume
Great Plains Blvd North of Lake Dr E	4,526	329	413
Lake Dr E East of Great Plains Blvd	2,859	227	261
Great Plains Blvd South of Lake Dr E	6,687	522	383
Business Access West of Great Plains Blvd	4,449	348	583

A 48-hour traffic count revealed distinct peak periods at 8:00 AM, 11:00 AM, 12:00 PM, 4:00 PM, and 6:00 PM, corresponding to commuter and midday travel patterns. Great Plains Boulevard functions as the primary north-south corridor, with traffic volumes south of Lake Drive East exceeding those to the north by more than 1.5 times, despite the southern segment being narrower. Notable traffic also originates from the Business Access west of Great Plains Boulevard and from Lake Drive East, and nearby land uses contribute to increased intersection demand, with PM peak volumes slightly higher than AM peaks across all approaches. With schools in session, St. Hubert Catholic School, located south of Great Plains Boulevard and east of Market Boulevard, will further contribute to this demand.

Consistent with seasonal factors that contribute to traffic variations throughout the year, the recorded ADT volumes were approximately 33% lower than the AADT counts documented in the MnDOT Traffic Mapping Application for Great Plains Boulevard.

Table 2: Existing Turning Movements from July 2025 Traffic Counts

	NB			SB			EB			WB		
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
AM PEAK HOUR (8:00 AM – 9:00 AM)	7	81	102	94	48	47	30	4	9	64	13	70
PM PEAK HOUR (4:30 PM – 5:30 PM)	6	125	82	94	111	129	93	11	16	95	27	68
SAT PEAK HOUR (11:30 AM -12:30 PM)	6	120	39	61	67	110	72	19	16	47	24	49

Table 2 summarizes the peak-hour volumes for each approach and illustrates the movements of vehicles at each leg of the intersection. High volumes were observed in the NB through movement, EB left turn, and WB right turn, indicating strong traffic flow towards TH 5 and Great Plains Boulevard. Additionally, a notable number of vehicles approaching from TH 5 make SB right turns, likely serving trips to nearby commercial destinations, including restaurants and retail establishments. Overall, traffic is relatively balanced between the several movements.

CRASH DATA

Crash data for the intersection of Great Plains Boulevard and Lake Drive East was collected for the past five years, spanning 2021 through January 2025. During this period, a total of six crashes were reported, involving twelve vehicles. Among these incidents, three were angle-type crashes, two occurred during left-turn maneuvers, and the most recent recorded in June 2025 involved a side swipe collision and illustrations are provided in the **Appendix B**.

The primary causes of crashes at the intersection appear to be failure to yield the right of way, driver distraction, and limited visibility due to sun glare or windshield obstruction. In all the reviewed cases, drivers frequently reported that they "didn't see the other vehicle," indicating a common issue of inadequate visual detection.

Drivers reactions are as follows, in Case 1, both drivers failed to notice oncoming traffic: in Case 2, the driver turning left did not see the through vehicle; in Case 3, the northbound driver did not see a vehicle already turning left; in Case 4, the southbound driver on Great Plains Boulevard lost control of the vehicle and collided with another; and in Case 5, a distracted driver using an electronic device who failed to yield to northbound traffic on Great Plains Boulevard. These responses suggest that a combination of inattention, or misjudgment, careless operations and environmental conditions like sun glare contributed to the incidents.

The crash data analysis indicates that incidents were distributed across various days of the week and occurred at different times of day, showing no consistent pattern related to time or weekday. The crashes were recorded in July (2), December (2), and the remaining two in October and November, suggesting no strong seasonal trend. Of the six crashes, five resulted in property damage only, while one involved a minor injury. Most crashes (five) occurred during clear weather conditions, with only one happening during snowfall. In terms of lighting, four crashes occurred during daylight and two during sunset. The highest proportion of the drivers involved were aged 65–74, followed by those in the 35–54 age group, and most were reported to be in normal physical condition at the time of the incidents. These findings indicate that intersection geometry or design is unlikely to be a major contributing factor.

Future Roadway Characteristics

In order to establish valid capacity analysis results, it is important to consider any known planned roadway improvements that may occur in the future on the surrounding roadway network. Great Plains Boulevard between Lake Drive E and TH 5 is anticipated to be rehabilitated in 2026.
Improvements are not anticipated to increase roadway capacity. Similarly, the roadway improvements included in the Lake Drive E roadway rehabilitation project are also not anticipated to increase roadway capacity. No other roadway projects in the area are planned.

To analyze future roadway conditions and project traffic volumes, growth factors were determined based on historical trends and local assumptions. Traffic volumes on Great Plains Boulevard and Lake Drive East in Chanhassen have shown fluctuations over the past two decades rather than grown steadily, and with the area's low potential for significant redevelopment or residential density changes, future traffic growth is expected to remain minimal.

Table 3: Historical Average Daily Traffic

Year	AADT Lake Dr E	Annual Average Growth Rate (%) Lake Dr E	AADT Great Plains Blvd	Annual Average Growth Rate (%) Great Plains Blvd
2005	5000		6500	
2007	5400	4	6600	1
2009	5600	2	4900	-14
2011	4350	-12	5100	2
2013	3700	-8	10800	46
2015	3850	2	9600	-6
2017	4300	6	6700	-16
2019	4400	1	8400	12
2021	3173	-15	7111	-8
2024	3295	1	7234	0.5

Between 2005 and 2024, Lake Drive East experienced a steady decline in AADT, decreasing from 5,000 vehicles in 2005 to 3,295 in 2024, reflecting a consistent downward trend over nearly two decades. This suggests reduced traffic demand on this corridor. Meanwhile, Great Plains Boulevard showed more variability, with AADT increasing from 6,500 in 2005 to a peak of 10,800 in 2013, followed by a gradual decrease and stabilization around 7,234 vehicles by 2024. These contrasting trends indicate a sustained reduction in traffic volumes on Lake Drive East, while Great Plains Boulevard has experienced fluctuating but more stable traffic levels in recent years as shown in the **Table 3.**

Figure 3: Historical Traffic Data

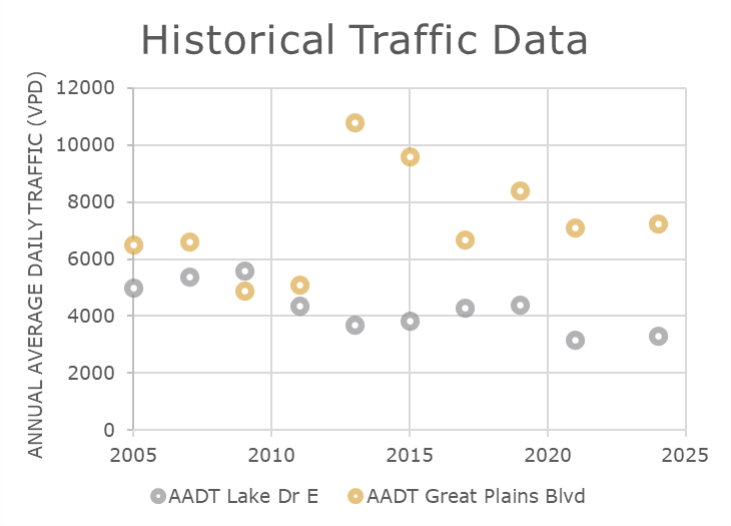


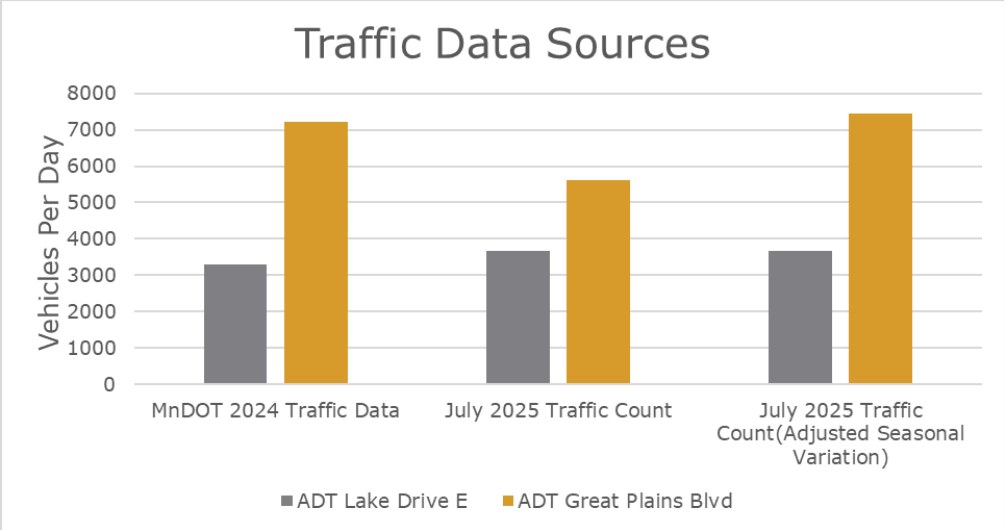
Table 4 presents the traffic counts collected in July 2025 with a seasonal adjustment factor applied to Great Plains Boulevard. The field survey recorded 5,606 vehicles on Great Plains Boulevard and 3,654 vehicles on Lake Drive East and the Business Access approach. When compared to MnDOT's Traffic Mapping Application data, counts for Great Plains Boulevard were approximately 33% lower than the mapped values. This variation can be attributed to factors such as seasonal traffic fluctuations, day-of-week and time-of-day effects, and local conditions like construction activity or changes in travel demand.

Table 4: 2025 Traffic Volume at Great Plains Blvd + Lake Dr E (Adjusted Seasonal Variation)

	NB			SB			EB			WB		
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
AM PEAK HOUR (8:00 AM – 9:00 AM)	9	108	136	125	64	62	30	4	9	64	13	70
PM PEAK HOUR (4:30 PM – 5:30 PM)	8	166	109	125	148	172	93	11	16	95	27	68
SATPEAKHOUR (11:30 AM -12:30 PM)	8	160	52	81	89	146	72	19	16	47	24	49

To normalize these differences and better represent annual average daily traffic (AADT), adjustment factor of 1.33 was applied to Great Plains Boulevard approach traffic. These adjustments align short- term count data with annualized volumes reported by MnDOT, striving for consistency and accuracy for subsequent traffic analysis and design considerations. **Figure 4** illustrates this comparison between MnDOT's 2024 data, field traffic counts and adjusted traffic counts.

Figure 4: Traffic Data Sources



Although Chanhassen continues to experience steady development, recent traffic trends suggest stabilization rather than significant growth in vehicular demand. For Lake Drive East, long-term patterns indicate a decline in traffic volumes over the past decade, signaling minimal future increases.

However, likely redevelopment on the northeast quadrant of the intersection could introduce additional traffic to the area. While the scale of the increase depends on the nature of future land uses, these potential trips should be considered in future traffic evaluations and intersection planning.

The proposed closure of the existing driveway is expected to redirect existing site traffic to the Lake Drive driveway with minimal impact on overall traffic volumes. A conservative annual growth rate of 0.5% has been applied to both Lake Drive East and Great Plains Boulevard. For Lake Drive East, this accounts for redevelopment on the northeast quadrant of the intersection while reflecting overall traffic stabilization along the corridor. Applying the same rate to Great Plains Boulevard reflects modest anticipated growth while maintaining consistency in the city's planning approach. This approach aligns with the city's emphasis on maintaining a balanced, multimodal transportation network and ensures that future traffic projections remain realistic and sustainable. The design horizon considers a 20-year period, targeting the year 2045 as shown in **Table 5**.

Table 5: 2045 Future Traffic Volumes at Great Plains Blvd + Lake Dr E (0.5% Growth Rate)

	NB			SB			EB			WB		
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
AM PEAK HOUR (8:00 AM – 9:00 AM)	10	119	150	138	71	69	30	4	9	71	14	77
PM PEAK HOUR (4:30 PM – 5:30 PM)	9	183	120	138	163	190	93	11	16	105	30	75
SAT PEAK HOUR (11:30 AM -12:30 PM)	9	177	57	89	98	161	72	19	16	52	27	54

Analysis of Alternatives

The alternatives evaluated for the intersection of Great Plains Boulevard and Lake Drive E are:

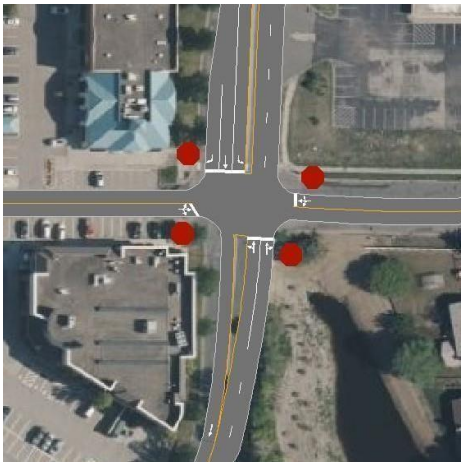
1. Two-Way Stop Control, the existing intersection control
2. All-Way Stop Control
3. Traffic Signal Control
4. Roundabout

Crash, warrant, and capacity analyses are provided for the intersection and the respective intersection control alternative when applicable.

1. Two-Way Stop



2. All-Way Stop



3. Traffic Signal



4. Roundabout



CRASH ANALYSIS

The intersection experiences an average daily traffic of about 11,382 entering vehicles, translating to roughly 4.1 million entering vehicles (MEV) per year based on collected data. Crash analysis results, including intersection crash rates by control type from MnDOT's Traffic Safety Fundamentals Handbook (2015), are shown in **Table 6**. These rates were applied to the adjusted total entering traffic at the Great Plains Boulevard and Lake Drive East intersection, with the outcomes summarized in the same table.

Table 6: Crash Analysis Summary

Intersection Control Alternative	Intersection Control Type	MnDOT Average Crash Rate (Crashes/MEV) *	# of Anticipated Crashes at Studied Intersection per Year
Existing	Two-Way Stop Control	MnDOT Average, 0.18 Current Rate at Intersection, 0.3	MnDOT Average, 0.7 Current Rate at Intersection, 1.5
2	All-Way Stop Control	0.35	1.4
3	Traffic Signal Control	0.54	2.2
4	Roundabout	0.3	1.2
*Average Crash Rates are obtained from 2015 MnDOT Traffic Safety Fundamentals Handbook			

The intersection of Great Plains Boulevard and Lake Drive East has experienced a crash rate of 1.5 crashes per year, or 0.3 crashes per MEV, which is about 50% greater than the MnDOT average crash rate of 0.18 for intersections with similar traffic control.

This higher than average crash rate suggests safety concerns, possibly related to operational or geometric factors such as limited sight distance, gap acceptance issues, or increased traffic demand. Modifying the intersection type to either all-way stop control or roundabout control can address these concerns. Although crash rates are typically lowest at two-way stop controlled intersections, the crashes that do occur are often angle-type crashes occurring at higher speeds, which can result in higher severity crashes such as major injury and fatal crashes. According to the Highway Safety Manual, introducing stop signs to convert a two-way stop control intersection to all-way stop control can reduce total number of crashes by 70%, with angle-type crashes experiencing the largest reduction, 75%. Converting to a roundabout type intersection would have a similar impact as converting to all-way stop control. According to the Highway Safety Manual, converting from a two-way stop control to a roundabout can reduce the intersection crash rate by about 40%, with injury related crashes experiencing the largest reduction, 80%.

WARRANT ANALYSIS

A warrant analysis was performed for traffic signal control at the intersection in accordance with the 2024 MnMUTCD. Additionally, a warrant analysis was performed for all-way stop control at the intersection. The traffic data collected in the July 2025 traffic count was adjusted for the effects of seasonality, a growth rate of 0.5% on both Lake Drive East and Great Plains Boulevard and was used to conduct the warrant analyses.

Two-Way Stop Control

Delay analysis of a two-way stop controlled intersection is required for the multi-way stop control warrant analysis. Generally, two-way stop control is considered the "base" alternative. If a traffic signal, all-way stop, or roundabout are not warranted or justified, then two-way stop control would be justified.

Warrant analyses were conducted to determine the need for left- and right-turn bays at a two-way stop controlled intersection. Using peak hour volumes for the existing and future traffic conditions, the analysis concluded that under Two-Way Stop Control (TWSC), left-turn lanes are warranted to accommodate turning vehicles and minimize delays for through traffic. Turn warrants are provided in **Appendix C.**

However, the potential for long delays in the future highlights the limitations of the existing two-way stop control at this intersection. Given the anticipated future traffic volumes and ongoing restricted sight distance issues, two-way stop control may not be adequate to ensure safe and efficient traffic operations. Therefore, it is necessary to conduct an All-Way Stop Control warrant analysis.

All-Way Stop Control

A multi-way stop control warrant analysis was conducted for the studied intersection, and it was met based on the forecasted traffic conditions. Although Conditions A and B were not satisfied, the intersection meets the volume and delay criteria, which requires major street traffic volumes of 300 or more vehicles and minor street volumes of 200 or more vehicles during any 8-hour period on an average day. Additionally, the minor street traffic would need to experience delays of 30 seconds or more per vehicle. In this case, the roadways meet the volume thresholds for both the existing and future conditions. Although the delay threshold is not met in the existing condition, it is met in the future condition, warranting the implementation of all-way stop control.

In the future PM scenario, where vehicles might experience greater than a 30-second delay during peak hours, only eastbound and westbound drivers would be affected. For these drivers, however, installing a multi-way stop control would enhance their experience by reducing average delay.

The multi-way stop warrant analysis details are provided in **Appendix C** for reference.

Traffic Signal

A traffic signal warrant analysis was conducted for the intersection, utilizing forecasting traffic volumes that were first adjusted to account for seasonal variations and projected growth to the design year of 2045. For Great Plains Boulevard, a minimum of two approach lanes were incorporated in the analysis to accurately reflect the intersection's operational characteristics. For Lake Drive East and the Business Access, one approach lane was assumed.

The evaluation encompassed all nine traffic signal warrants as outlined in the MnMUTCD. Each warrant was systematically assessed to determine its applicability to the intersection's traffic conditions.

Table 7 presents a detailed summary of the warrants, indicating whether each criterion was met, along with pertinent observations and considerations. The complete traffic signal warrant analysis including detailed calculations, assumptions, and data sources are provided in **Appendix C**.

The traffic signal warrant analysis for the intersection of Great Plains Boulevard and Lake Drive East, projected for 2025, indicates that none of the MUTCD volume-based warrants are satisfied.

- The intersection does not meet the minimum thresholds for eight-hour, or four-hour volumes.
- Pedestrian volumes were 10 in the AM peak hour and 5 in the PM peak hour, based on the collected turning movements.
- Warrants related to coordinated signal systems, crash experience, and roadway network, were not met.

Based on the results, installation of a traffic signal is neither warranted nor justified under current or projected conditions. Alternative traffic control strategies should be evaluated to enhance safety and operational efficiency at this intersection.

Table 7: Signal Warrant Summary

WARRANT DESCRIPTION	MET/NOT MET (EXISTING)	MET/NOT MET (FUTURE)	DESCRIPTION
Warrant 1 A - Minimum Vehicular Volume	NOT MET	NOT MET	Traffic volumes below MUTCD thresholds
Warrant 1 B - Interruption Continuous Traffic	NOT MET	NOT MET	Major street flow not significantly interrupted
Warrant 2 - Four Hour Volumes	NOT MET	NOT MET	Combined approach volumes do not meet criteria
Warrant 3 - Peak Hour	N/A	N/A	Area not impacted by generators with significant shift change or special traffic
Warrant 4 - Pedestrian Volume	NOT MET	NOT MET	Pedestrian activity is minimal
Warrant 5 - School Crossing	N/A	N/A	No school crossing near or at the intersection
Warrant 6 - Coordinated Signal System	NOT MET	NOT MET	Nearby signal provides for satisfactory platooning
Warrant 7 - Crash Experience	NOT MET	NOT MET	Crash history is below the warrant thresholds
Warrant 8 - Roadway Network	NOT MET	NOT MET	Not a critical intersection
Warrant 9 – Intersection Near a Grade Crossing	N/A	N/A	No grade crossing within proximity

Roundabout

There are no current warrants for the installation of roundabouts, and none were analyzed with this study; however, MnDOT currently recommends using either the multi-way stop warrant or traffic signal control warrant criteria for considering roundabouts. Since all-way stop control is warranted at the studied intersection for the future condition, a roundabout is also warranted in the future condition.

CAPACITY ANALYSIS

Capacity analysis was conducted for all four alternatives under both existing and future conditions. For the existing condition, each alternative was assessed using PM peak hour traffic based on the collected data. For the future condition, each alternative was analyzed using PM peak hour traffic volumes adjusted for seasonal variation and projected to the design year, applying a 0.5% annual growth rate for both the approaches.

Synchro version 11 and Highway Capacity Software (HCS) 2025 were used to evaluate the alternatives for the intersection. Intersections are evaluated for Level of Service (LOS) and control delays. There are six LOS ratings, ranging from A to F. LOS A is the highest rating and represents an average vehicular delay of 10 seconds or less. LOS F is the lowest rating and represents average vehicle delays of greater than 80 seconds for signalized intersections and greater than 50 seconds for unsignalized intersections. Delays are represented as seconds per vehicle which are shown in the **Tables 8** and **9**.

Table 8: TWSC, AWSC, and Roundabout Level of Service

Control Delay Per Vehicle (s)	LOS
≤10	A
10 to 15	B
15 to 25	C
25 to 35	D
35 to 50	E
>50	F

Table 9: Signalized Intersection Level of Service

Control Delay Per Vehicle (s)	LOS
≤10	A
10 to 20	B
20 to 35	C
35 to 55	D
55 to 80	E
>80	F

Along with evaluating the Level of Service (LOS), maximum queue lengths were analyzed for all four intersection control alternatives, with particular attention to the southbound lanes of Great Plains Boulevard; including the left-turn, thru, and right-turn movements and the eastbound lanes of Lake Dr East. This assessment aimed to ensure that projected vehicle volumes could be accommodated without obstructing traffic flow on TH 5 or the intersecting approaches, and without interfering with access to the adjacent driveway and parking areas along the eastbound leg. Summaries of vehicular queues are provided in **Table 10**, and detail reports are provided in **Appendix D.**

Tables 10 and **11** summarize the results of the capacity analysis conducted for both existing and future (2045) traffic conditions across four types of traffic control: Traffic Signal, All-Way Stop, Two- Way Stop, and Roundabout. Detailed analysis is provided in **Appendix D**.

Table 10: Existing (2025) Capacity Analysis Summary

PM PEAK HOUR		Overall	EB	WB	NB	SB
Traffic Signal	LOS	A	B	B	A	A
	Approach Delay	8.6	19.9	17.5	3.5	2.7
	Queue		80	125	60	66
All-Way Stop	LOS	B	B	B	B	A
	Approach Delay	11	11.7	12.6	10.9	10
	Queue		48	57	56	56
Two-Way Stop	LOS	N/A	C	C	N/A	N/A
	Approach Delay	N/A	15.9	19.1	N/A	N/A
	Queue		57	77	N/A	38
Roundabout	LOS	A	A	A	A	A
	Approach Delay	5.3	4.8	5.0	5.2	5.7
	Queue		50	51	62	37

*The Traffic Signal alternative was analyzed using Synchro 11 modeling software, Percentile Delay methodology. All-Way Stop and Two-Way Stop were analyzed using Synchro 11 modeling software, HCM 6th Edition delay method. The Roundabout alternative was analyzed using HCS 2025's Roundabout module.

For the existing conditions, all control types demonstrate levels of service (LOS) of C or better. This indicates efficient traffic flow during the PM peak hour for most controls.

Table 11: Future Year (2045) Capacity Analysis Summary

PM PEAK HOUR		Overall	EB	WB	NB	SB
Traffic Signal	LOS	A	B	B	A	A
	Approach Delay	8	18.5	18	3.8	3.7
	Queue		76	158	84	81
All-Way Stop	LOS	B	B	C	B	B
	Approach Delay	13.5	13.5	15.8	14.2	12.1
	Queue		41	70	68	61
Two-Way Stop	LOS	N/A	C	E	N/A	N/A
	Approach Delay	N/A	24.6	47.3	N/A	N/A
	Queue		59	97	22	53
Roundabout	LOS	A	A	A	A	A
	Approach Delay	6.8	5.5	5.7	6.7	7.7
	Queue		49	55	87	82

*The Traffic Signal alternative was analyzed using Synchro 11 modeling software, Percentile Delay methodology. All-Way Stop and Two-Way Stop were analyzed using Synchro 11 modeling software, HCM 6th Edition delay method. The Roundabout alternative was analyzed using HCS 2025's Roundabout module.

Looking ahead to the future traffic conditions, the LOS varies more significantly, ranging from A to E depending on the control type. Both the Roundabout and Traffic Signal controls continue to perform well, as modeled, maintaining low delays and LOS A and B ratings, which reflects their capability to handle increased traffic volumes efficiently. A note: traffic operations is dependent on selected traffic signal phasing and timings for traffic signal control and selected roundabout diameter for roundabout control. With very small roundabout diameters, roundabouts operate more similarly to all-way stop control.

Conversely, the Two-Way Stop control performs the poorest under future traffic demand, with LOS ratings dropping to C and E on side road approaches, indicating more pronounced delays and reduced operational effectiveness. This highlights that Two-Way Stop control may not be suitable long term and would likely lead to congestion, increased delays and crashes if retained.

Although the southbound lanes offer a storage length that exceeds the maximum queue length to accommodate peak queues under the future conditions, installing a traffic signal at this intersection is not an ideal solution due to the relatively low expected traffic volumes. Additionally, the proximity of the city boundary and the amount of developed land in this area limits any significant future growth that could lead to traffic demand levels warranting signal control.

Given these conditions, the intersection control options under consideration for future conditions are either a roundabout or all-way stop control.

A roundabout would require careful design to ensure adequate operations. NCHRP 1043 recommends that private/commercial access points such as driveway on the eastbound should not tie directly into the roundabout, and alternatives should be considered before allowing direct access. However, the traffic volumes using the Business Access are sufficiently high that the approach operates similar to private or public street.

If a roundabout is implemented at this location, the center should be placed so that vehicles backing out of parking spaces would not conflict with circulating roundabout traffic. Additionally, space for one to two vehicles should be incorporated so that vehicles attempting to exit the roundabout do not obstruct roundabout traffic while waiting for vehicle to reverse out of a parking space.

RIGHT-OF-WAY ACQUISITION

Because the existing intersection is already controlled by Two-Way Stop signs, maintaining the current control or converting to All-Way Stop Control would not require acquiring additional right of way.

Additionally, per GIS mapping of parcel data for Carver County, it appears there is enough space for traffic signal control equipment if the intersection were to be converted to traffic signal control.

A mini-roundabout with a 90-foot inscribed circle diameter can also be accommodated within the existing intersection. If additional right-of-way on the east side to be acquired, a more traditionally-sized single-lane roundabout could also be considered. Showing conceptual layouts of a mini and traditional roundabout Exhibits are attached in the **Appendix E**.

SIGHT DISTANCE

Most of the crashes at this intersection are attributed to vision being obscured, followed by failure to yield the right-of-way. This indicates that visibility issues are impacting safety and overall operational performance. Sketches are provided in the **Appendix F**.

At the two-way stop-controlled (TWSC) intersection, a building and trees along the west side of Great Plains Boulevard south of the intersection create visibility constraints for certain turning movements. Otherwise, sightlines are generally adequate. While current traffic volumes are low and impacts are minimal, future conditions with higher traffic could result in additional safety and operational concerns.

At an all-way stop-controlled (AWSC) intersection, all vehicles would be required to stop before entering the intersection which can improve overall visibility and safety. Since all approaches are controlled, drivers can observe each approach clearly without significant obstructions in the sight triangles. This reduces uncertainty, and allows drivers to proceed in an orderly manner, leading to smoother operations at the intersection compared to a two-way stop-controlled scenario.

For the roundabout alternative, vehicle speeds would be significantly reduced to approximately 15 MPH as drivers approach and navigate through the intersection. This lower operating speed enhances safety by minimizing crash severity and making sight distance requirements less critical compared to a two-way stop control. While a roundabout improves overall visibility and reduces conflict points, it does present some challenges at this location. The adjacent commercial driveway, which currently has perpendicular parking, would require partial removal of private parking to accommodate the roundabout design. Additionally, managing traffic flow from the driveway could be complex, particularly if vehicles attempt to merge into circulating traffic without sufficient gaps. This could lead to potential traffic accumulation or operational issues at peak times. Despite these considerations, the roundabout remains a feasible option for improving safety, provided that access management and parking adjustments are carefully addressed.

COST

Costs for roundabout construction can vary significantly. For planning purposes, to implement a full-sized roundabout at this intersection the estimated cost would be between $1 to $1.2 million. A substantial portion of this cost comes from tying the north leg into the existing pavement. The existing median will need to be reconstructed due to widening; the pavement along the proposed median alignment could be sawcut, followed by a mill-and-fill on the existing pavement to refresh the surface and match the designed roadway grade. For a mini roundabout, similar work would be required on the north leg, and the estimated cost savings compared to a full-sized roundabout could be approximately $250,000.

To implement the All-Way Stop Control, two additional stop signs would need to be installed, as two are already present at the intersection. The estimated cost for adding these two new sign posts is approximately $1000, which is relatively low compared to other intersection control alternatives. Removal of pavement to reduce lanes and provide clarity to drivers navigating the intersection would be an added cost.

To right-size the intersection, several lanes would need to be removed. The southbound approach would need to be converted from a three-lane approach to a two-lane approach: a southbound left- turn only lane and a shared through-right lane. Additionally, the northbound approach would be converted from two approach lanes to a single left-through-right shared approach lane. Infrastructure changes for this geometric reconfiguration would require curb and gutter reconstruction, pavement removal, pedestrian cross walk painting and restoration of the boulevard area.

Furthermore, the maintenance cost for an All-Way Stop Control is minimal, typically limited to periodic inspections, sign cleaning, and occasional replacement due to damage or wear. These maintenance activities are part of routine traffic control device upkeep and do not represent a significant ongoing expense for the agency. Lane reduction would reduce the amount of pavement requiring snow removal in the winter months; however, depending on the boulevard materials, increased vegetated surfaces in the boulevard may increase maintenance effort.

PEDESTRIAN AND BICYCLIST ACCOMMODATIONS

Bicycle and pedestrian volumes at the study intersection are generally low but consistent throughout the day, with peak bicycle activity occurring westbound during midday and peak pedestrian activity mainly on the north and west legs. The crosswalk across the north leg and the sidewalk along the east leg effectively support these movement patterns. Both modes were observed at multiple times beyond peak periods, indicating regular non-motorized use. Overall non-motorized volumes were 3 to 4 pedestrians and 1 to 2 bicyclists per hour based on the collected turning movements.

Also, it was observed that westbound bicyclists traveling from the east often use the sidewalk and proceed through the intersection, while bicyclists on the other three legs ride on the roadway alongside motor vehicles, highlighting the value of dedicated on-street bicycle accommodations along Lake Drive East to encourage roadway use by bicyclists.

MnDOT's Bicycle Facility Design Manual recommends dedicated bike lanes or protected bike lanes where right-of-way allows, especially on busier or higher-speed roadways. For constrained spaces, shared lane markings can be used. On-street bicycle lanes would be an appropriate treatment for Lake Drive East, and a separated bike path would be appropriate for Great Plains Boulevard. All alternatives should include continuous pedestrian sidewalks to support safe and accessible travel. Although bike lanes are not required for rehabilitation type Minnesota State Aid projects and the decision for inclusion of bike lanes lie with the local jurisdiction. Incorporating dedicated bicycle facilities, particularly westbound, and pedestrian sidewalks in all design alternatives would align with best practices to accommodate all road users in urban environments.

CRITERIA FOR TRAFFIC CONTROL MODIFICATION

A threshold evaluation was conducted to determine the appropriate year for transitioning the intersection from Two-Way Stop Control (TWSC) to All-Way Stop Control (AWSC), based on the projected traffic volume growth, anticipated delay, and MUTCD volume- and delay-based warrants.

Based on available traffic data, MnMUTCD AWSC warrant volume criteria is satisfied for both the existing and the future conditions. By modeling the existing and proposed traffic conditions assuming TWSC, MnMUTCD AWSC delay criteria would be satisfied around 2033.

Summary

From the traffic analysis presented in this report, the following table summarizes the findings.

Table 12: Alternative Intersection Control Analysis Summary

		Existing Traffic		Future Traffic			
Alternative	Crash Analysis	Warrant Analysis	Capacity Analysis	Warrant Analysis	Capacity Analysis	Sight Distance	Cost
Two-Way Stop	1 crash per year	N/A	Acceptable	N/A	Unacceptable	Obstructed	$
All-Way Stop	1 crash per year	Not Warranted	Acceptable	Warranted	Acceptable	Unobstructed	$$
Traffic Signal	2 crashes per year	Not Warranted	Acceptable	Not Warranted	Acceptable	N/A	$$$$
Roundabout	1 crash per year	Not Warranted	Acceptable	Warranted	Acceptable	Unobstructed	$$$, Mini Roundabout $$$$, Traditional Roundabout

Traffic Signal

Installing signalized control at this intersection would improve operations during peak hours; however, the existing and future traffic volumes do not justify the need for a signal. A traffic signal is not warranted and would incur excess initial construction and ongoing maintenance costs. During off-peak hours, when traffic is minimal, vehicles on the minor approach would still be required to stop or wait unnecessarily, resulting in increased delay and reduced efficiency.

Roundabout

A roundabout generally performs well at this intersection. Although a traditionally sized roundabout would require right-of-way acquisition, an appropriately designed roundabout, with space to provide a buffer between the roundabout's circulating lane and parked vehicles, is a warranted and feasible solution. Alternatively, a mini-roundabout would likely not require right-of-way acquisition and can be much less costly than a traditionally-sized single lane roundabout. Thoughtful design would still be required for a mini-roundabout to prevent conflicts with the Business Access's parking area.

Stop Control

An all-way stop control is a suitable option as it offers levels of service B or better, maximized sight distance, and low maintenance. However, the current roadway configuration would need adjustment. The southbound approach presently includes three lanes: right-turn, through, and left-turn movements. If the configuration remains unchanged, all three vehicles in these lanes would need to stop and determine the order of movement, which can lead to confusion and inefficiency. For this reason, it is generally not ideal to maintain three lanes on one or more approaches at an all-way stop- controlled intersection.

Based on the study findings, the intersection can operate efficiently under any control type for the next 8 years. Therefore, there is no immediate need to implement major changes; however, changes may be implemented as part of the upcoming rehabilitation project, if desired. Considering the low anticipated annual traffic growth rate of 0.5%, the existing configuration will be able to accommodate future traffic demand for at least the next 8 years, as determined in threshold criteria, which analyzed the threshold point for capacity improvements.

All-way stop control is recommended at the intersection of Great Plains Boulevard and Lake Drive East to balance operational efficiency, sight distance needs, safety, right-of-way impacts, and cost. Additionally, all-way stop control is warranted in approximately 8 years.

For all-way stop control, reducing the southbound approach to two southbound lanes, a left-turn only lane and a shared through-right lane is recommended. Additionally, reducing the northbound approach to one northbound lane, a single shared left-through-right lane, is recommended. These changes were modeled, and results are summarized in **Table 13** and detailed analysis reports are provided in **Appendix G.**

Table 13: Recommendations (2045) Analysis Summary

PM PEAK HOUR		Overall	EB	WB	NB	SB
All-Way Stop	LOS	C	B	B	C	C
	Approach Delay	15.3	12.2	13.8	15.9	18.1
	Queue		46	69	88	59

If desired, these changes may be piloted during the spring or early summer for a short period, such as 1-2 months. To pilot these geometric changes prior to permanent implementation, movable concrete barrier or similar barricades may be installed in the existing southbound right-turn lane to close the lane. The northbound approach may be restriped to clearly indicate that the right-lane is not to be used for vehicular travel. A barricade may also be installed if non- compliance is apparent. These pilot measures can be implemented to help convince the travelling public that impacts to adjacent intersections are not anticipated; however, if for any reason the City of Chanhassen chooses to abandon modification to all-way stop control, the temporary measures may be removed.

Appendix A: Traffic Counts

A-1 TURNING MOVEMENT COUNTS

A-2 AVERAGE DAILY TRAFFIC REPORTS

Type of peak hour beingreported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Great Plains Blvd -- Lake Dr E

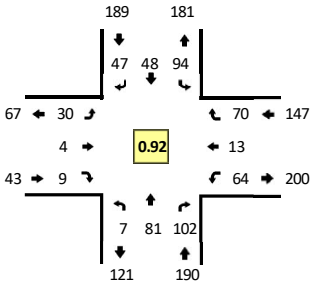
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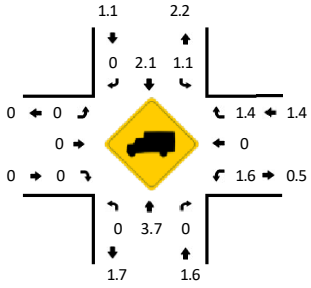
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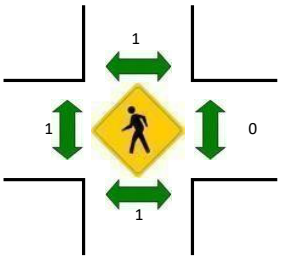
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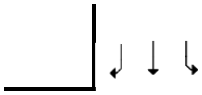
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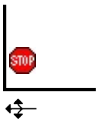


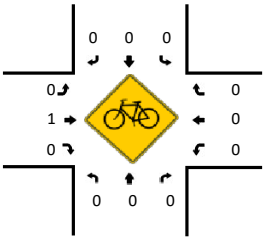
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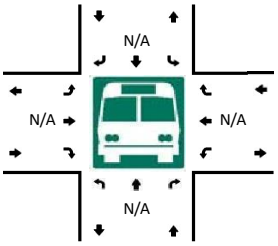


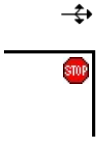


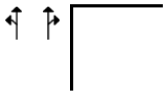


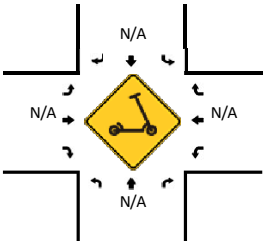












15-MinCount Period Beginning At	Great Plains Blvd (Northbound)				Great Plains Blvd (Southbound)				Lake Dr E (Eastbound)				Lake Dr E (Westbound)				Total	Hourl Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	2	8	0	8	4	0	0	6	1	1	0	3	0	2	0	37	
6:45 AM	0	2	8	0	17	6	4	0	1	1	2	0	6	0	9	0	56	
7:00 AM	2	2	8	0	11	9	6	0	0	0	0	0	11	6	4	0	59	
7:15 AM	1	5	20	0	22	18	5	0	3	5	0	0	18	3	7	0	107	259
7:30 AM	2	10	14	0	22	4	5	0	2	0	0	0	14	0	11	0	84	306
7:45 AM	1	10	33	0	28	13	9	0	1	0	0	0	20	2	7	0	124	374
8:00 AM	5	31	30	0	19	10	10	0	7	2	6	0	13	3	18	0	154	469
8:15 AM	1	12	24	0	24	11	14	0	8	1	1	0	16	2	25	0	139	501
8:30 AM	0	17	22	0	27	8	9	0	8	1	1	0	16	1	18	0	128	545
8:45 AM	1	21	26	0	24	19	14	0	7	0	1	0	19	7	9	0	148	569
9:00 AM	2	13	19	0	21	13	23	0	14	3	1	0	21	4	20	0	154	569
9:15 AM	0	16	10	0	17	15	14	0	11	2	0	0	17	1	10	0	113	543

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	124	120	0	76	40	40	0	28	8	24	0	52	12	72	0	616
HeavyTrucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/16/2025 12:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

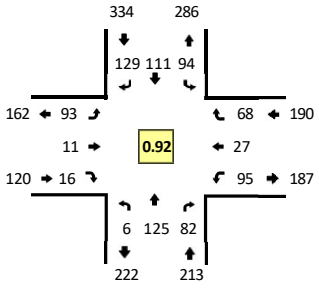
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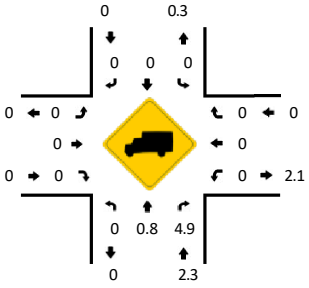
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CITY/STATE: Chanhassen, MN | **DATE:** Tue, Jul 1 2025

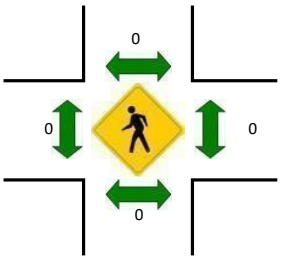
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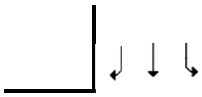
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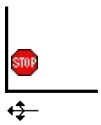


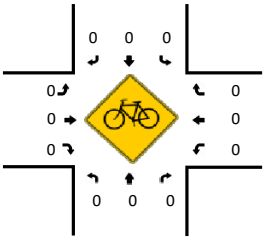


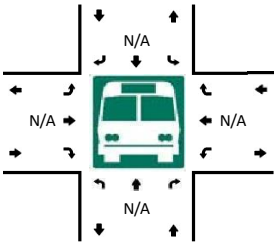
TRUE DATA TO IMPROVE MOBILITY

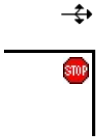


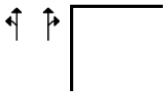


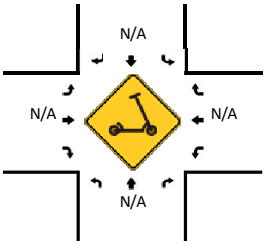












15-MinCount Period Beginning At	Great Plains Blvd (Northbound)				Great Plains Blvd (Southbound)				Lake Dr E (Eastbound)				Lake Dr E (Westbound)				Total	Hourl Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	24	19	0	21	24	33	0	13	6	4	0	26	8	20	0	199	
3:45 PM	3	24	21	0	27	17	14	0	19	4	6	0	20	3	15	0	173	
4:00 PM	1	28	13	0	18	24	23	1	24	3	3	0	28	7	25	0	198	
4:15 PM	5	26	20	0	17	32	32	0	17	7	3	0	28	9	14	0	210	780
4:30 PM	2	21	17	0	25	32	39	0	17	2	4	0	13	4	15	0	191	772
4:45 PM	2	42	23	0	15	20	30	0	21	3	1	0	29	6	20	0	212	811
5:00 PM	1	32	21	0	35	30	29	0	24	4	3	0	26	9	18	0	232	845
5:15 PM	1	30	21	0	19	29	31	0	31	2	8	0	27	8	15	0	222	857
5:30 PM	0	30	7	0	18	28	30	0	14	3	2	0	20	2	16	0	170	836
5:45 PM	2	23	19	0	16	24	32	0	13	4	2	0	14	3	12	0	164	788
6:00 PM	3	27	13	0	16	25	28	0	17	3	6	0	17	8	13	0	176	732
6:15 PM	2	18	13	0	18	19	29	1	33	4	5	0	10	3	16	0	171	681

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	128	84	0	140	120	116	0	96	16	12	0	104	36	72	0	928
HeavyTrucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/16/2025 12:49 PM

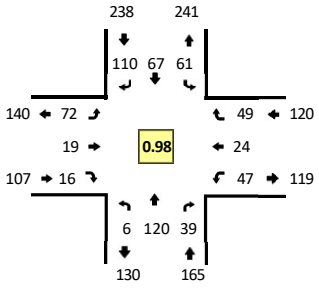
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: Great Plains Blvd -- Lake Dr E
CITY/STATE: Chanhassen, MN

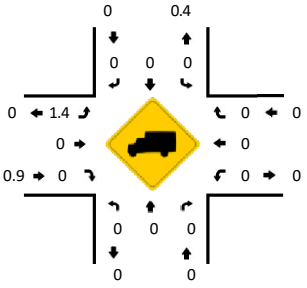
QC JOB #: 17140003
DATE: Sat, Jul 12 2025

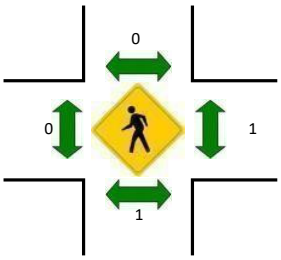
Peak-Hour: 11:30 AM -- 12:30 PM

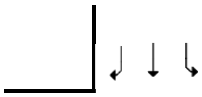
Peak 15-Min: 11:45 AM -- 12:00 PM

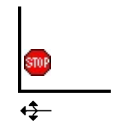


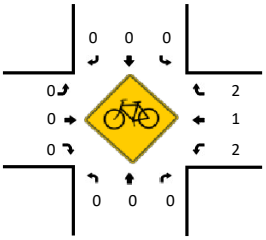
TRUE DATA TO IMPROVE MOBILITY

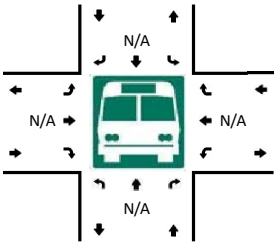


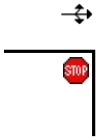


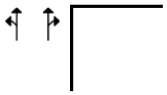


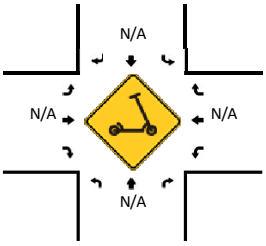












15-MinCount Period Beginning At	Great Plains Blvd (Northbound)				Great Plains Blvd (Southbound)				Lake Dr E (Eastbound)				Lake Dr E (Westbound)				Total	Hourl Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	18	12	0	14	22	17	1	10	2	2	0	16	8	10	0	132	
11:15 AM	3	27	16	0	10	21	37	0	6	1	0	0	8	4	15	0	148	
11:30 AM	2	31	9	0	13	17	29	0	21	4	3	0	11	5	9	0	154	
11:45 AM	1	22	8	0	16	21	33	0	14	7	2	0	14	9	13	0	160	594
12:00 PM	1	40	15	0	19	10	23	0	17	4	10	0	6	4	11	0	160	622
12:15 PM	2	27	7	0	13	19	25	0	20	4	1	0	16	6	16	0	156	630
12:30 PM	2	24	13	0	10	11	20	1	18	7	2	0	10	4	17	0	139	615
12:45 PM	2	17	11	0	16	13	28	0	22	2	3	0	9	4	8	0	135	590
1:00 PM	0	14	11	0	32	17	36	0	15	7	4	0	9	8	13	0	166	596
1:15 PM	0	21	10	0	7	14	34	0	13	2	0	0	9	5	12	0	127	567
1:30 PM	0	15	8	0	17	24	27	0	23	5	1	0	8	6	8	0	142	570
1:45 PM	0	13	6	0	11	12	23	0	26	4	2	0	10	2	11	0	120	555

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	88	32	0	64	84	132	0	56	28	8	0	56	36	52	0	640
HeavyTrucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	8		12
Scooters																	

Comments:

Type of report: Midblock Count - Volume Data

LOCATION: Great Plains Blvd north of Lake Dr E
QC JOB #: 17140004
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6	7			7			7	
01:00 AM		2	4			3			3	
02:00 AM		2	2			2			2	
03:00 AM		1	1			1			1	
04:00 AM		8	9			9			9	
05:00 AM		12	12			12			12	
06:00 AM		45	59			52			52	
07:00 AM		107	89			98			98	
08:00 AM		124	126			125			125	
09:00 AM		127	123			125			125	
10:00 AM		128	137			133			133	
11:00 AM		**145**	**155**			**150**			**150**	
12:00 PM		181	158			170			170	
01:00 PM		130	128			129			129	
02:00 PM		147	148			148			148	
03:00 PM		195	184			190			190	
04:00 PM		**216**	**197**			**207**			**207**	
05:00 PM		213	197			205			205	
06:00 PM		153	148			151			151	
07:00 PM		97	99			98			98	
08:00 PM		54	64			59			59	
09:00 PM		50	41			46			46	
10:00 PM		12	11			12			12	
11:00 PM		9	9			9			9	
Day Total		2164	2108			2141			2141	
%Weekday Average		101.1%	98.5%							
%Week Average		101.1%	98.5%			100%				
AMPeak Volume		11:00 AM 145	11:00 AM 155			11:00 AM 150			11:00 AM 150	
PMPeak Volume		4:00 PM 216	4:00 PM 197			4:00 PM 207			4:00 PM 207	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Great Plains Blvd north of Lake Dr E
QC JOB #: 17140004
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9	10			10			10	
01:00 AM		5	7			6			6	
02:00 AM		2	4			3			3	
03:00 AM		4	2			3			3	
04:00 AM		12	12			12			12	
05:00 AM		32	27			30			30	
06:00 AM		76	115			96			96	
07:00 AM		214	232			223			223	
08:00 AM		314	275			295			295	
09:00 AM		261	263			262			262	
10:00 AM		284	293			289			289	
11:00 AM		**318**	**340**			**329**			**329**	
12:00 PM		371	374			373			373	
01:00 PM		297	275			286			286	
02:00 PM		318	324			321			321	
03:00 PM		376	368			372			372	
04:00 PM		**416**	**409**			**413**			**413**	
05:00 PM		400	404			402			402	
06:00 PM		304	317			311			311	
07:00 PM		234	222			228			228	
08:00 PM		124	154			139			139	
09:00 PM		87	83			85			85	
10:00 PM		24	22			23			23	
11:00 PM		18	11			15			15	
Day Total		4500	4543			4526			4526	
% Weekday Average		99.4%	100.4%							
% Week Average		99.4%	100.4%			100%				
AMPeak Volume		11:00 AM 318	11:00 AM 340			11:00 AM 329			11:00 AM 329	
PMPeak Volume		4:00 PM 416	4:00 PM 409			4:00 PM 413			4:00 PM 413	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Great Plains Blvd north of Lake Dr E
QC JOB #: 17140004
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	3			3			3	
01:00 AM		3	3			3			3	
02:00 AM		0	2			1			1	
03:00 AM		3	1			2			2	
04:00 AM		4	3			4			4	
05:00 AM		20	15			18			18	
06:00 AM		31	56			44			44	
07:00 AM		107	143			125			125	
08:00 AM		**190**	149			170			170	
09:00 AM		134	140			137			137	
10:00 AM		156	156			156			156	
11:00 AM		173	**185**			**179**			**179**	
12:00 PM		190	**216**			203			203	
01:00 PM		167	147			157			157	
02:00 PM		171	176			174			174	
03:00 PM		181	184			183			183	
04:00 PM		**200**	212			**206**			**206**	
05:00 PM		187	207			197			197	
06:00 PM		151	169			160			160	
07:00 PM		137	123			130			130	
08:00 PM		70	90			80			80	
09:00 PM		37	42			40			40	
10:00 PM		12	11			12			12	
11:00 PM		9	2			6			6	
Day Total		2336	2435			2390			2390	
% Weekday Average		97.7%	101.9%							
% Week Average		97.7%	101.9%			100%				
AMPeak Volume		8:00 AM 190	11:00 AM 185			11:00 AM 179			11:00 AM 179	
PMPeak Volume		4:00 PM 200	12:00 PM 216			4:00 PM 206			4:00 PM 206	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E east of Great Plains Blvd/Lake Dr E
QC JOB #: 17140005
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0			0			0	
01:00 AM		0	1			1			1	
02:00 AM		0	0			0			0	
03:00 AM		2	0			1			1	
04:00 AM		3	2			3			3	
05:00 AM		17	14			16			16	
06:00 AM		17	31			24			24	
07:00 AM		41	37			39			39	
08:00 AM		66	46			56			56	
09:00 AM		85	74			80			80	
10:00 AM		88	87			88			88	
11:00 AM		**138**	**150**			**144**			**144**	
12:00 PM		**167**	**153**			**160**			**160**	
01:00 PM		129	113			121			121	
02:00 PM		144	114			129			129	
03:00 PM		115	131			123			123	
04:00 PM		161	131			146			146	
05:00 PM		149	145			147			147	
06:00 PM		140	134			137			137	
07:00 PM		93	103			98			98	
08:00 PM		57	57			57			57	
09:00 PM		46	46			46			46	
10:00 PM		26	8			17			17	
11:00 PM		3	2			3			3	
Day Total		1687	1579			1636			1636	
% Weekday Average		103.1%	96.5%							
% Week Average		103.1%	96.5%			100%				
AM Peak Volume		11:00 AM 138	11:00 AM 150			11:00 AM 144			11:00 AM 144	
PM Peak Volume		12:00 PM 167	12:00 PM 153			12:00 PM 160			12:00 PM 160	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E east of Great Plains Blvd/Lake Dr E
QC JOB #: 17140005
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	1			2			2	
01:00 AM		1	2			2			2	
02:00 AM		0	2			1			1	
03:00 AM		2	0			1			1	
04:00 AM		3	3			3			3	
05:00 AM		17	14			16			16	
06:00 AM		29	42			36			36	
07:00 AM		52	58			55			55	
08:00 AM		110	89			100			100	
09:00 AM		135	124			130			130	
10:00 AM		165	149			157			157	
11:00 AM		**218**	**236**			**227**			**227**	
12:00 PM		**274**	**247**			**261**			**261**	
01:00 PM		237	208			223			223	
02:00 PM		246	192			219			219	
03:00 PM		218	217			218			218	
04:00 PM		265	230			248			248	
05:00 PM		260	237			249			249	
06:00 PM		253	242			248			248	
07:00 PM		179	194			187			187	
08:00 PM		112	139			126			126	
09:00 PM		97	99			98			98	
10:00 PM		56	27			42			42	
11:00 PM		12	8			10			10	
Day Total		2944	2760			2859			2859	
% Weekday Average		103%	96.5%							
% Week Average		103%	96.5%			100%				
AMPeak Volume		11:00 AM 218	11:00 AM 236			11:00 AM 227			11:00 AM 227	
PMPeak Volume		12:00 PM 274	12:00 PM 247			12:00 PM 261			12:00 PM 261	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E east of Great Plains Blvd/Lake Dr E
QC JOB #: 17140005
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	1			2			2	
01:00 AM		1	1			1			1	
02:00 AM		0	2			1			1	
03:00 AM		0	0			0			0	
04:00 AM		0	1			1			1	
05:00 AM		0	0			0			0	
06:00 AM		12	11			12			12	
07:00 AM		11	21			16			16	
08:00 AM		44	43			44			44	
09:00 AM		50	50			50			50	
10:00 AM		77	62			70			70	
11:00 AM		**80**	**86**			**83**			**83**	
12:00 PM		107	94			101			101	
01:00 PM		108	95			102			102	
02:00 PM		102	78			90			90	
03:00 PM		103	86			95			95	
04:00 PM		104	99			102			102	
05:00 PM		111	92			102			102	
06:00 PM		**113**	**108**			**111**			**111**	
07:00 PM		86	91			89			89	
08:00 PM		55	82			69			69	
09:00 PM		51	53			52			52	
10:00 PM		30	19			25			25	
11:00 PM		9	6			8			8	
Day Total		1257	1181			1226			1226	
% Weekday Average		102.5%	96.3%							
% Week Average		102.5%	96.3%			100%				
AMPeak Volume		11:00 AM 80	11:00 AM 86			11:00 AM 83			11:00 AM 83	
PMPeak Volume		6:00 PM 113	6:00 PM 108			6:00 PM 111			6:00 PM 111	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Business Access west of Great Plains Blvd/Lake Dr E
QC JOB #: 17140006
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7	7			7			7	
01:00 AM		1	1			1			1	
02:00 AM		2	3			3			3	
03:00 AM		0	0			0			0	
04:00 AM		4	3			4			4	
05:00 AM		11	10			11			11	
06:00 AM		40	52			46			46	
07:00 AM		102	95			99			99	
08:00 AM		149	158			154			154	
09:00 AM		135	117			126			126	
10:00 AM		126	145			136			136	
11:00 AM		**167**	**186**			**177**			**177**	
12:00 PM		184	168			176			176	
01:00 PM		150	131			141			141	
02:00 PM		128	151			140			140	
03:00 PM		183	160			172			172	
04:00 PM		**197**	**196**			**197**			**197**	
05:00 PM		169	161			165			165	
06:00 PM		131	128			130			130	
07:00 PM		82	85			84			84	
08:00 PM		68	57			63			63	
09:00 PM		55	41			48			48	
10:00 PM		21	13			17			17	
11:00 PM		15	10			13			13	
Day Total		2127	2078			2110			2110	
% Weekday Average		100.8%	98.5%							
% Week Average		100.8%	98.5%			100%				
AMPeak Volume		11:00 AM 167	11:00 AM 186			11:00 AM 177			11:00 AM 177	
PMPeak Volume		4:00 PM 197	4:00 PM 196			4:00 PM 197			4:00 PM 197	

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Midblock Count - Volume Data

LOCATION: Business Access west of Great Plains Blvd/Lake Dr E
QC JOB #: 17140006
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		12	13			13			13	
01:00 AM		2	3			3			3	
02:00 AM		2	5			4			4	
03:00 AM		2	1			2			2	
04:00 AM		13	8			11			11	
05:00 AM		33	24			29			29	
06:00 AM		96	129			113			113	
07:00 AM		265	264			265			265	
08:00 AM		**349**	347			**348**			**348**	
09:00 AM		271	273			272			272	
10:00 AM		266	295			281			281	
11:00 AM		321	**367**			344			344	
12:00 PM		**398**	**368**			**383**			**383**	
01:00 PM		306	295			301			301	
02:00 PM		285	300			293			293	
03:00 PM		354	340			347			347	
04:00 PM		359	362			361			361	
05:00 PM		339	336			338			338	
06:00 PM		264	271			268			268	
07:00 PM		201	173			187			187	
08:00 PM		120	135			128			128	
09:00 PM		101	92			97			97	
10:00 PM		42	36			39			39	
11:00 PM		26	17			22			22	
Day Total		4427	4454			4449			4449	
%Weekday Average		99.5%	100.1%							
% Week Average		99.5%	100.1%			100%				
AMPeak Volume		8:00 AM 349	11:00 AM 367			8:00 AM 348			8:00 AM 348	
PMPeak Volume		12:00 PM 398	12:00 PM 368			12:00 PM 383			12:00 PM 383	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Business Access west of Great Plains Blvd/Lake Dr E
QC JOB #: 17140006
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5	6			6			6	
01:00 AM		1	2			2			2	
02:00 AM		0	2			1			1	
03:00 AM		2	1			2			2	
04:00 AM		9	5			7			7	
05:00 AM		22	14			18			18	
06:00 AM		56	77			67			67	
07:00 AM		163	169			166			166	
08:00 AM		**200**	**189**			**195**			**195**	
09:00 AM		136	156			146			146	
10:00 AM		140	150			145			145	
11:00 AM		154	181			168			168	
12:00 PM		**214**	**200**			**207**			**207**	
01:00 PM		156	164			160			160	
02:00 PM		157	149			153			153	
03:00 PM		171	180			176			176	
04:00 PM		162	166			164			164	
05:00 PM		170	175			173			173	
06:00 PM		133	143			138			138	
07:00 PM		119	88			104			104	
08:00 PM		52	78			65			65	
09:00 PM		46	51			49			49	
10:00 PM		21	23			22			22	
11:00 PM		11	7			9			9	
Day Total		2300	2376			2343			2343	
%Weekday Average		98.2%	101.4%							
% Week Average		98.2%	101.4%			100%				
AMPeak Volume		8:00 AM 200	8:00 AM 189			8:00 AM 195			8:00 AM 195	
PMPeak Volume		12:00 PM 214	12:00 PM 200			12:00 PM 207			12:00 PM 207	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E south of Business Acc/Lake Dr E
QC JOB #: 17140007
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	5			4			4	
01:00 AM		1	3			2			2	
02:00 AM		1	0			1			1	
03:00 AM		3	1			2			2	
04:00 AM		12	11			12			12	
05:00 AM		27	20			24			24	
06:00 AM		66	74			70			70	
07:00 AM		152	130			141			141	
08:00 AM		189	184			187			187	
09:00 AM		204	210			207			207	
10:00 AM		209	221			215			215	
11:00 AM		**260**	**285**			**273**			**273**	
12:00 PM		**334**	306			**320**			**320**	
01:00 PM		255	255			255			255	
02:00 PM		288	242			265			265	
03:00 PM		274	312			293			293	
04:00 PM		307	279			293			293	
05:00 PM		321	**313**			317			317	
06:00 PM		264	243			254			254	
07:00 PM		186	181			184			184	
08:00 PM		98	120			109			109	
09:00 PM		81	79			80			80	
10:00 PM		38	18			28			28	
11:00 PM		5	10			8			8	
Day Total		3578	3502			3544			3544	
% Weekday Average		101%	98.8%							
% Week Average		101%	98.8%			100%				
AMPeak Volume		11:00 AM 260	11:00 AM 285			11:00 AM 273			11:00 AM 273	
PMPeak Volume		12:00 PM 334	5:00 PM 313			12:00 PM 320			12:00 PM 320	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E south of Business Acc/Lake Dr E
QC JOB #: 17140007
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8	8			8			8	
01:00 AM		4	4			4			4	
02:00 AM		2	3			3			3	
03:00 AM		4	1			3			3	
04:00 AM		12	13			13			13	
05:00 AM		34	25			30			30	
06:00 AM		97	100			99			99	
07:00 AM		213	224			219			219	
08:00 AM		371	357			364			364	
09:00 AM		379	374			377			377	
10:00 AM		421	431			426			426	
11:00 AM		**503**	**541**			**522**			**522**	
12:00 PM		**587**	**579**			**583**			**583**	
01:00 PM		520	478			499			499	
02:00 PM		529	478			504			504	
03:00 PM		534	559			547			547	
04:00 PM		576	571			574			574	
05:00 PM		577	569			573			573	
06:00 PM		497	466			482			482	
07:00 PM		368	371			370			370	
08:00 PM		226	270			248			248	
09:00 PM		163	156			160			160	
10:00 PM		80	37			59			59	
11:00 PM		20	20			20			20	
Day Total		6725	6635			6687			6687	
% Weekday Average		100.6%	99.2%							
% Week Average		100.6%	99.2%			100%				
AM Peak Volume		11:00 AM 503	11:00 AM 541			11:00 AM 522			11:00 AM 522	
PM Peak Volume		12:00 PM 587	12:00 PM 579			12:00 PM 583			12:00 PM 583	

Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Lake Dr E south of Business Acc/Lake Dr E
QC JOB #: 17140007
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Chanhassen, MN
DATE: Jul 1 2025 - Jul 2 2025

Start Time	Mon	Tue 1 Jul 25	Wed 2 Jul 25	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5	3			4			4	
01:00 AM		3	1			2			2	
02:00 AM		1	3			2			2	
03:00 AM		1	0			1			1	
04:00 AM		0	2			1			1	
05:00 AM		7	5			6			6	
06:00 AM		31	26			29			29	
07:00 AM		61	94			78			78	
08:00 AM		182	173			178			178	
09:00 AM		175	164			170			170	
10:00 AM		212	210			211			211	
11:00 AM		**243**	**256**			**250**			**250**	
12:00 PM		253	273			263			263	
01:00 PM		265	223			244			244	
02:00 PM		241	236			239			239	
03:00 PM		260	247			254			254	
04:00 PM		**269**	**292**			**281**			**281**	
05:00 PM		256	256			256			256	
06:00 PM		233	223			228			228	
07:00 PM		182	190			186			186	
08:00 PM		128	150			139			139	
09:00 PM		82	77			80			80	
10:00 PM		42	19			31			31	
11:00 PM		15	10			13			13	
Day Total		3147	3133			3146			3146	
% Weekday Average		100%	99.6%							
% Week Average		100%	99.6%			100%				
AMPeak Volume		11:00 AM 243	11:00 AM 256			11:00 AM 250			11:00 AM 250	
PMPeak Volume		4:00 PM 269	4:00 PM 292			4:00 PM 281			4:00 PM 281	

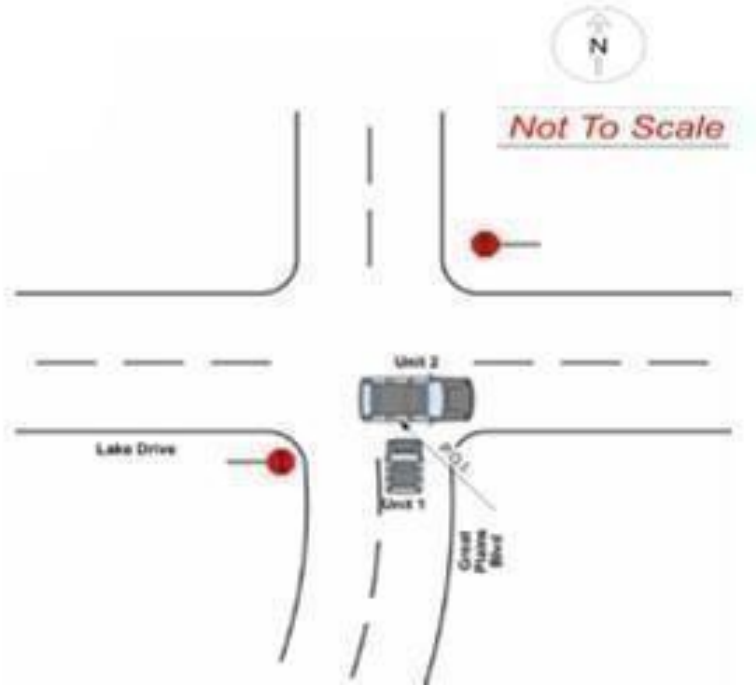
Comments:

Report generated on 7/9/2025 8:32 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

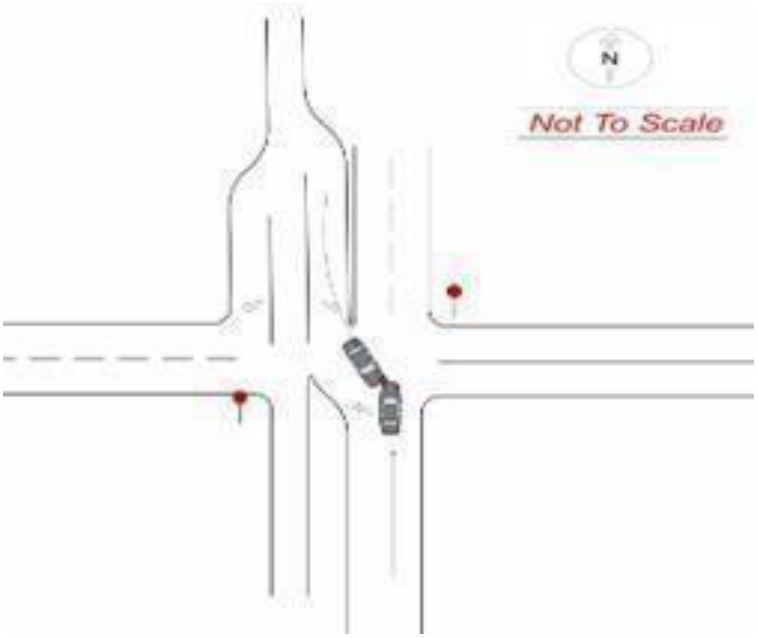
Appendix B: Illustrations of Crashes



Unit 1 was traveling northbound on Great Plains Boulevard with the right of way, approaching the intersection at Lake Drive East. Unit 2 stopped eastbound on Lake Drive East at the stop sign. The driver of Unit 2 did not see Unit 1 and proceeded into the intersection, resulting in a collision. Unit 1 struck Unit 2 within the intersection due to Unit 2 failing to yield the right of way.



Unit 1 was exiting a commercial area on the west side of the intersection and initially came to a stop. The driver then proceeded into the intersection and struck the rear driver side of Unit 2, which was traveling northbound on Great Plains Boulevard. The impact caused Unit 2 to spin and collide with the rear wheel and partial fender of Unit 3, which was stopped at the stop sign westbound on Lake Drive East at Great Plains Boulevard. The driver of Unit 1 admitted to being on the phone at the time of the crash.



The driver of Unit 1 was traveling southbound on Great Plains Boulevard and attempted to make a left turn onto Lake Drive East to proceed eastbound. Unit 2 was traveling northbound on Great Plains Boulevard. As Unit 1 turned left, a collision occurred with Unit 2. The driver of Unit 1 stated that Unit 2 was not seen prior to initiating the turn.



Unit 1 stopped at the stop sign at Great Plains Boulevard and Lake Drive East, intending to turn left (southbound) onto Great Plains Boulevard. Unit 2 was stopped at the stop sign at Pond Promenade and Great Plains Boulevard, intending to travel straight across the intersection onto Lake Drive East. Unit 2 proceeded into the intersection, and Unit 1 entered the intersection at the same time resulted in a collision. According to the statement from the driver of Unit 1, Unit 2 was not seen prior to entering the intersection.



Unit 1 was attempting to cross Great Plains Boulevard from Lake Drive East into a private business lot. Unit 1 did not see Unit 2 traveling southbound on Great Plains Boulevard. Unit 2 was unable to stop and struck Unit 1 on the rear passenger-side quarter panel.

Appendix C: Warrant Analysis

C-1 EXISTING TRAFFIC CONDITIONS

C-2 FUTURE TRAFFIC CONDITIONS

C-1 EXISTING TRAFFIC CONDITIONS

Two-Way Left Turn Warrant

Two-Way Right Turn Warrant

Multi-Way Stop Warrant

Traffic Signal Warrant

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

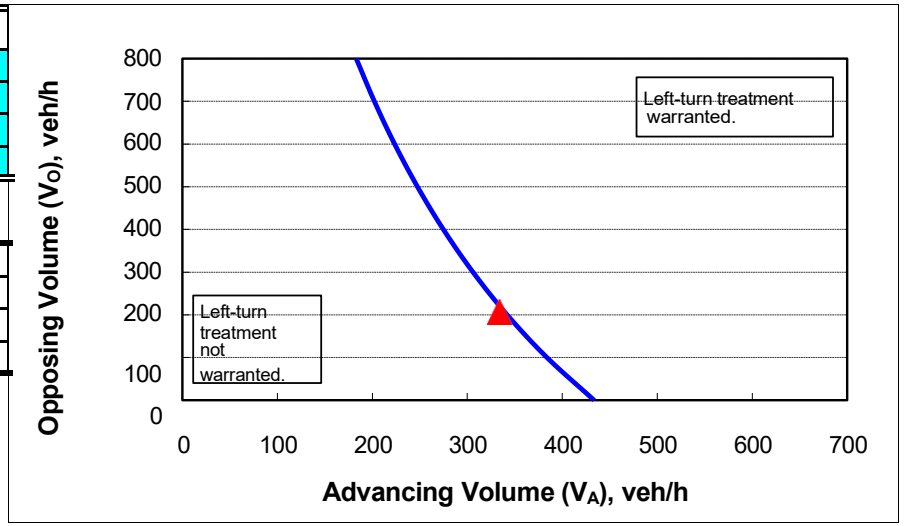
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	28%
Advancing volume (V_A), veh/h:	334
Opposing volume (V_O), veh/h:	207

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	339
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

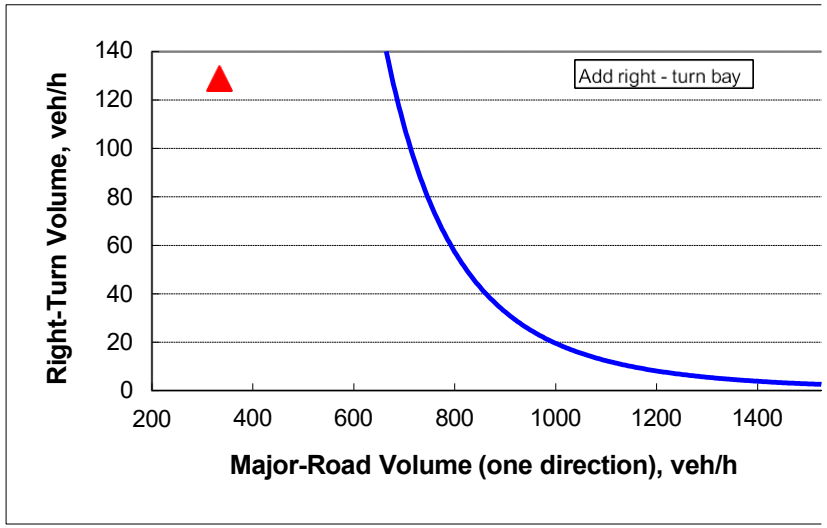
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	334
Right-turn volume, veh/h:	129

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3855
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2025

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5987 vehicles	Total Approach Volume	3384 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	9 hours & 17.5 sec. average delay/veh
Criteria - Major Street (veh/hr)	300 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	200 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	12 hours, less than 4 crashes, & 17.5 sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Traffic Signal Warrant Analysis

Project Name	**Intersection Control Evaluation**
Project/File #	**25-33064**
Scenario	**Projected 2025**

Intersection Information	
Major Street Name	Great Plains Boulevard
North/South or East/West	N/S
Speed Limit	35 mph or less
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Minor Street Name	Lake Dr East
# of Approach Lanes	1
% of Right Turn Traffic to Include	100%
Isolated Community < 10,000 pop	No

What Additional Warrants to Consider?	
Warrant 3, Peak Hour (A - Vol. and Delay)	No
Warrant 4, Pedestrian Volume	Yes
Warrant 5, School Crossing	No
Warrant 6, Coordinated Signal System	Yes
Warrant 7, Crash Experience	Yes
Warrant 8, Roadway Network	Yes
Warrant 9, Intersection Near a Grade Crossing	No
All-Way Stop Warrant	Yes

Traffic Signal Warrant Analysis

Great Plains Boulevard (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	0	1	2	
1 - 2 AM	0	0	1	
2 - 3 AM	0	0	1	
3 - 4 AM	0	1	2	
4 - 5 AM	1	4	7	
5 - 6 AM	1	10	16	
6 - 7 AM	3	24	39	
7 - 8 AM	6	27	75	
8 - 9 AM	**7**	**81**	**102**	
9 - 10 AM	9	74	121	
10 - 11 AM	9	76	124	
11 - 12 PM	11	94	154	
12 - 1 PM	12	200	122	
1 - 2 PM	9	153	93	
2 - 3 PM	10	173	105	
3 - 4 PM	10	164	100	
4 - 5 PM	10	117	73	
5 - 6 PM	4	115	68	
6 - 7 PM	10	158	96	
7 - 8 PM	7	112	68	
8 - 9 PM	4	59	36	
9 - 10 PM	3	49	30	
10 - 11 PM	1	23	14	
11 - 12 AM	0	3	2	
Total Vehicles (unadjusted)			**3,294**	

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	2	1	1	
1 - 2 AM	2	1	1	
2 - 3 AM	1	1	0	
3 - 4 AM	1	0	0	
4 - 5 AM	2	1	1	
5 - 6 AM	8	4	3	
6 - 7 AM	29	15	12	
7 - 8 AM	83	44	25	4
8 - 9 AM	**94**	**48**	**47**	
9 - 10 AM	73	38	30	
10 - 11 AM	81	42	33	
11 - 12 PM	96	50	39	
12 - 1 PM	56	75	85	
1 - 2 PM	38	51	58	
2 - 3 PM	46	61	69	
3 - 4 PM	48	64	72	
4 - 5 PM	75	108	124	
5 - 6 PM	88	111	122	
6 - 7 PM	44	59	66	
7 - 8 PM	32	43	48	
8 - 9 PM	23	31	35	
9 - 10 PM	11	15	16	
10 - 11 PM	3	4	4	
11 - 12 AM	1	1	1	
Total Vehicles (unadjusted)			**2,693**	

Lake Dr East (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	5	1	1	
1 - 2 AM	1	0	0	
2 - 3 AM	1	0	0	
3 - 4 AM	0	0	0	
4 - 5 AM	3	1	1	
5 - 6 AM	7	2	2	
6 - 7 AM	27	7	7	
7 - 8 AM	6	5	0	4
8 - 9 AM	**30**	**4**	**9**	
9 - 10 AM	90	23	23	
10 - 11 AM	84	21	21	
11 - 12 PM	111	28	28	
12 - 1 PM	138	24	22	
1 - 2 PM	112	20	18	
2 - 3 PM	96	17	15	
3 - 4 PM	137	24	22	
4 - 5 PM	79	15	11	
5 - 6 PM	82	13	15	
6 - 7 PM	98	17	16	
7 - 8 PM	61	11	10	
8 - 9 PM	51	9	8	
9 - 10 PM	41	7	7	
10 - 11 PM	16	3	3	
11 - 12 AM	11	2	2	
Total Vehicles (unadjusted)			**1,779**	

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	2	0	1	
1 - 2 AM	1	0	0	
2 - 3 AM	0	0	0	
3 - 4 AM	0	0	0	
4 - 5 AM	0	0	0	
5 - 6 AM	0	0	0	
6 - 7 AM	6	1	5	
7 - 8 AM	63	11	29	
8 - 9 AM	**64**	**13**	**70**	
9 - 10 AM	25	5	20	
10 - 11 AM	39	7	30	
11 - 12 PM	41	8	32	
12 - 1 PM	54	14	39	
1 - 2 PM	54	14	40	
2 - 3 PM	51	13	37	
3 - 4 PM	52	13	38	
4 - 5 PM	98	26	74	
5 - 6 PM	87	22	61	
6 - 7 PM	57	15	41	
7 - 8 PM	43	11	32	
8 - 9 PM	28	7	20	
9 - 10 PM	26	7	19	
10 - 11 PM	15	4	11	
11 - 12 AM	5	1	3	
Total Vehicles (unadjusted)			**1,605**	

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2025

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5987 vehicles	Total Approach Volume	3384 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

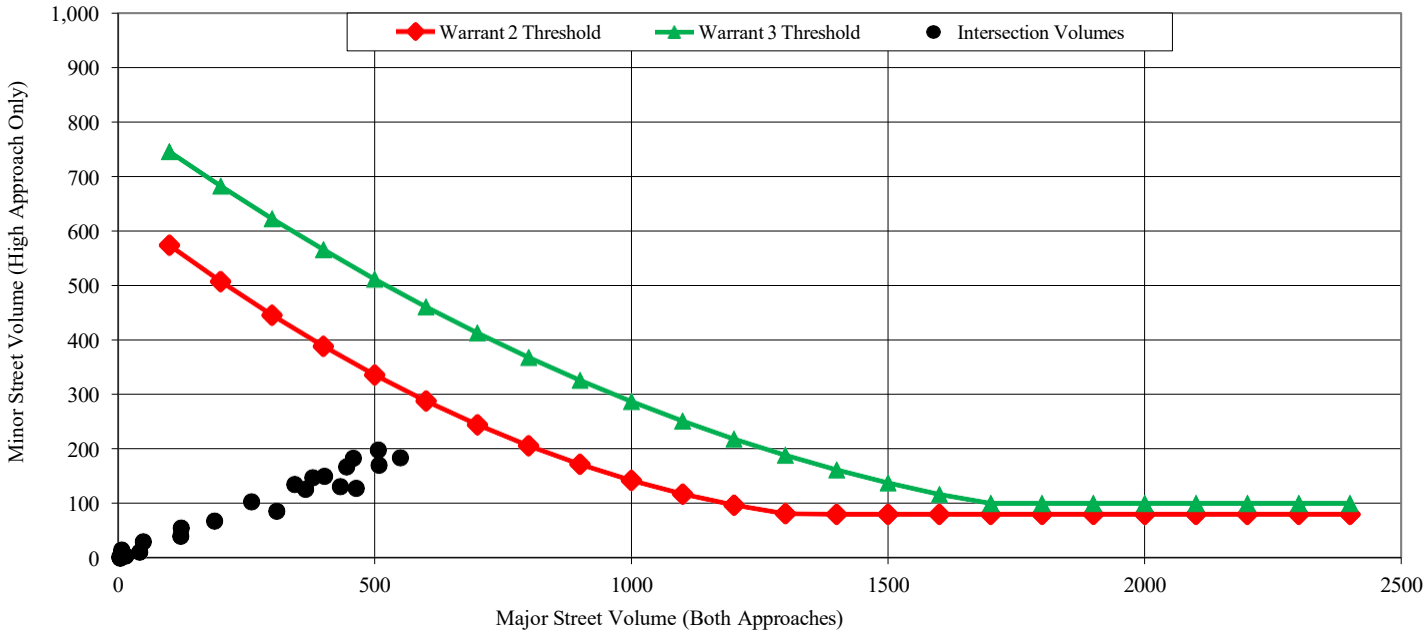
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours	3 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	600	900	480 (Cond. A) & 720 (Cond. B)
Criteria - Minor Street (veh/hr)	150	75	120 (Cond. A) & 60 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Examined**	**Not Satisfied**
Required values reached for		0 hours
Criteria - Total Approach Volume (veh in one hour)		See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)		
Criteria - Minor Street High Side Delay (veh-hrs)		

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)



Pedestrian Crossing Volume

Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

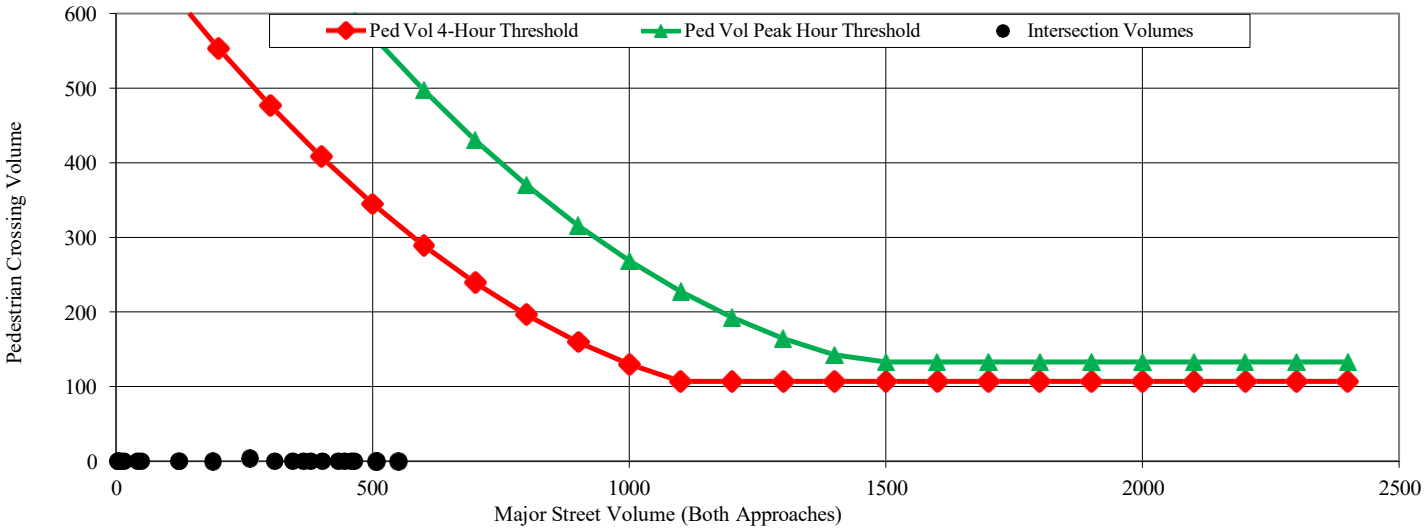
Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2025

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5987 vehicles	Total Approach Volume	3384 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Pedestrian Warrant thresholds.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	**Condition B - Peak Hour Vol.**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours
Criteria - Min. Distance to Nearest Controlled Crossing	300 feet, unless progressive movement not impacted	
Criteria - Major Street Volume and Crossing Volume	See Figure Below	

Figure 4C-5 & Figure 4C-7 (Warrant 4 Four Hour & Peak Hour)



Warrant 5, School Crossing	
Condition Satisfied?	**Not Examined**
Criteria - School Crossing Data	

Warrant 6, Coordinated Signal System	
Condition Satisfied?	**Not Satisfied**
Criteria - Coordinated Signal System	- If one-way, the adjacent traffic control signals are too far apart to provide the necessary degree of vehicular platooning.

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2025

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5987 vehicles	Total Approach Volume	3384 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

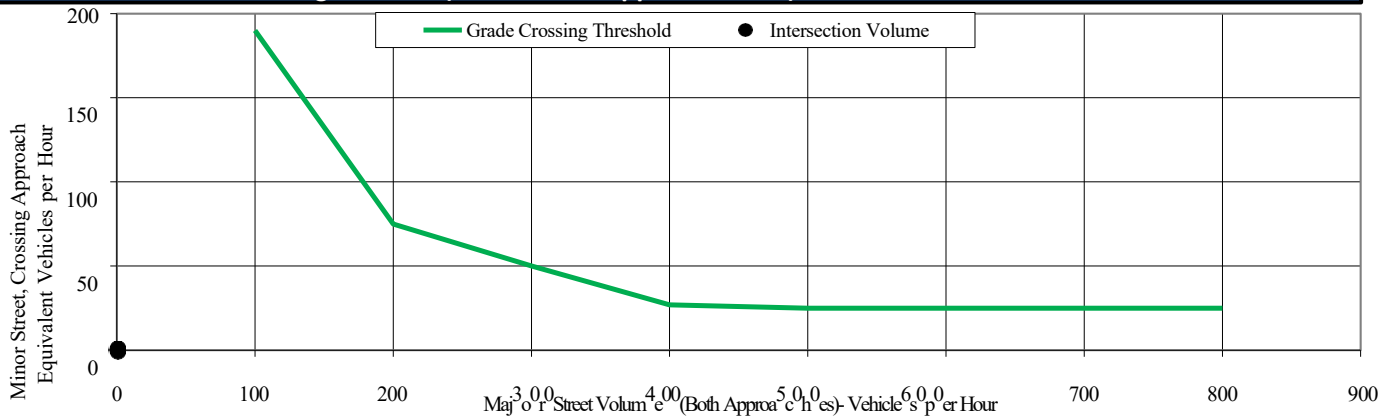
Reduction applied to Crash and Roadway Network Warrant thresholds due to high speed on Great Plains Boulevard.

Warrant 7, Crash Experience	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Alternatives tried, 4 or less correctable crashes, 3 hours (Veh. Vol.), 0 hours (Ped 4-Hour), and 0 hours (Ped Peak Hour)
Criteria - Alternatives	Adequate trial has failed to reduce the crash frequency
Criteria - Reported Crashes (within 12-month period)	5 or more crashes susceptible to correction by a traffic control signal
Criteria - Major Street (veh/hr) - Minor Street (veh/hr)	From Warrant 1: 480 (Cond. A), 720 (Cond. B) From Warrant 1: 120 (Cond. A), 60 (Cond. B)
(Alternative Volume Requirement) Criteria - Pedestrian Volume	80 percent of the Pedestrian Volume Warrant requirements

Warrant 8, Roadway Network	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Not an intersection of 2 major routes and satisfies volume/warrant requirements
Criteria - Common Intersection of Two Major Routes	- Part of the street or highway system, or - Includes rural or suburban highways outside, entering, or traversing a city, or - Appears as or major route on an official plan.
Criteria - Existing or Immediately Projected Entering Volume	1,000 or more vehicles per typical peak hour
Criteria - Warrants	Satisfies Warrants 1, 2, or 3 with 5-year projected volumes
(Alternative Requirement) Criteria - Non-normal Business Day	1,000 or more vehicles per hour for any 5 hours

Warrant 9, Intersection Near a Grade Crossing	
Condition Satisfied?	**Not Examined**
Required values reached for	
Criteria - Alternatives	
Criteria - Max. Distance to Nearest Controlled Crossing	
Criteria - Major Street Volume and Crossing Volume	

Figure 4C-10 (Two or More Approach Lanes): Distance D = 70 feet



C-2 FUTURE TRAFFIC CONDITIONS

Two-Way Left Turn Warrant

Two-Way Right Turn Warrant

Multi-Way Stop Warrant

Traffic Signal Warrant

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

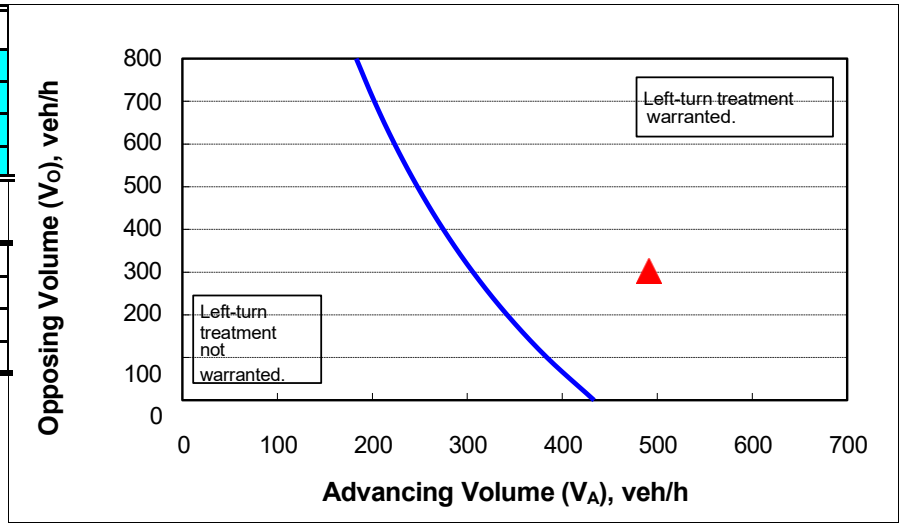
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	28%
Advancing volume (V_A), veh/h:	491
Opposing volume (V_O), veh/h:	303

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	305
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

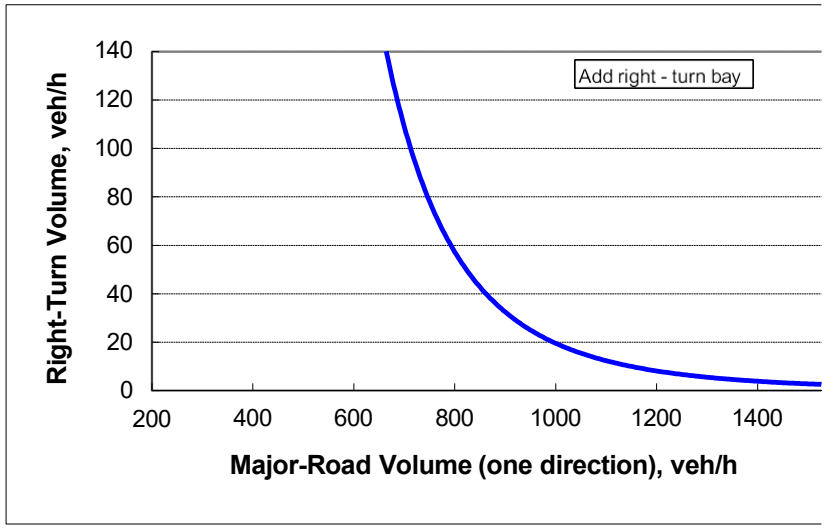
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	491
Right-turn volume, veh/h:	190

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	602
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2045

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	8808.39167281362 vehicles	Total Approach Volume	3551.5319346833 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Satisfied**
Required values reached for	10 hours & 32 sec. average delay/veh
Criteria - Major Street (veh/hr)	300 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	200 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	12 hours, less than 4 crashes, & 32 sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Traffic Signal Warrant Analysis

Project Name	**Intersection Control Evaluation**
Project/File #	**25-33064**
Scenario	**Projected 2045**

Intersection Information	
Major Street Name	Great Plains Boulevard
North/South or East/West	N/S
Speed Limit	35 mph or less
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Minor Street Name	Lake Dr East
# of Approach Lanes	1
% of Right Turn Traffic to Include	100%
Isolated Community < 10,000 pop	No

What Additional Warrants to Consider?	
Warrant 3, Peak Hour (A - Vol. and Delay)	No
Warrant 4, Pedestrian Volume	Yes
Warrant 5, School Crossing	No
Warrant 6, Coordinated Signal System	Yes
Warrant 7, Crash Experience	Yes
Warrant 8, Roadway Network	Yes
Warrant 9, Intersection Near a Grade Crossing	No
All-Way Stop Warrant	Yes

Traffic Signal Warrant Analysis

Great Plains Boulevard (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	0	2	3	
1 - 2 AM	0	1	1	
2 - 3 AM	0	1	1	
3 - 4 AM	0	2	3	
4 - 5 AM	1	6	10	
5 - 6 AM	2	14	24	
6 - 7 AM	4	35	58	
7 - 8 AM	9	40	110	
8 - 9 AM	10	119	150	
9 - 10 AM	13	109	178	
10 - 11 AM	13	111	182	
11 - 12 PM	17	139	227	
12 - 1 PM	18	289	184	
1 - 2 PM	14	221	140	
2 - 3 PM	15	249	159	
3 - 4 PM	15	237	151	
4 - 5 PM	15	172	107	
5 - 6 PM	6	169	110	
6 - 7 PM	14	228	145	
7 - 8 PM	10	161	102	
8 - 9 PM	5	85	54	
9 - 10 PM	4	70	45	
10 - 11 PM	2	33	21	
11 - 12 AM	0	4	3	
Total Vehicles (unadjusted)			4,851	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	2	1	1	
1 - 2 AM	2	1	1	
2 - 3 AM	2	1	1	
3 - 4 AM	1	0	0	
4 - 5 AM	2	1	1	
5 - 6 AM	11	6	5	
6 - 7 AM	43	22	17	
7 - 8 AM	122	65	37	
8 - 9 AM	138	71	69	4
9 - 10 AM	107	56	43	
10 - 11 AM	119	62	48	
11 - 12 PM	141	74	57	
12 - 1 PM	82	111	124	
1 - 2 PM	56	75	85	
2 - 3 PM	67	90	101	
3 - 4 PM	70	94	106	
4 - 5 PM	110	159	182	
5 - 6 PM	129	163	179	
6 - 7 PM	64	87	97	
7 - 8 PM	47	63	71	
8 - 9 PM	34	46	52	
9 - 10 PM	16	22	24	
10 - 11 PM	4	6	6	
11 - 12 AM	1	1	1	
Total Vehicles (unadjusted)			3,957	4

Lake Dr East (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	5	1	1	
1 - 2 AM	1	0	0	
2 - 3 AM	1	0	0	
3 - 4 AM	0	0	0	
4 - 5 AM	3	1	1	
5 - 6 AM	7	2	2	
6 - 7 AM	27	7	7	
7 - 8 AM	6	5	0	4
8 - 9 AM	**30**	**4**	**9**	
9 - 10 AM	90	23	23	
10 - 11 AM	84	21	21	
11 - 12 PM	111	28	28	
12 - 1 PM	123	31	31	
1 - 2 PM	100	25	25	
2 - 3 PM	85	21	21	
3 - 4 PM	122	31	31	
4 - 5 PM	79	15	11	
5 - 6 PM	82	13	15	
6 - 7 PM	98	17	16	
7 - 8 PM	61	11	10	
8 - 9 PM	51	9	8	
9 - 10 PM	41	7	7	
10 - 11 PM	16	3	3	
11 - 12 AM	11	2	2	
Total Vehicles (unadjusted)			1,779	4

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM	2	0	1	
1 - 2 AM	1	0	0	
2 - 3 AM	0	0	0	
3 - 4 AM	0	0	0	
4 - 5 AM	0	0	0	
5 - 6 AM	0	0	0	
6 - 7 AM	7	1	5	
7 - 8 AM	70	12	32	
8 - 9 AM	**71**	**14**	**77**	
9 - 10 AM	28	5	22	
10 - 11 AM	43	8	34	
11 - 12 PM	45	8	35	
12 - 1 PM	60	11	47	
1 - 2 PM	61	11	47	
2 - 3 PM	58	11	45	
3 - 4 PM	58	11	45	
4 - 5 PM	108	29	82	
5 - 6 PM	96	24	67	
6 - 7 PM	63	16	46	
7 - 8 PM	48	12	35	
8 - 9 PM	31	8	22	
9 - 10 PM	28	7	21	
10 - 11 PM	17	4	12	
11 - 12 AM	5	1	4	
Total Vehicles (unadjusted)			1,773	0

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2045

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	8808.39167281362 vehicles	Total Approach Volume	3551.5319346833 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

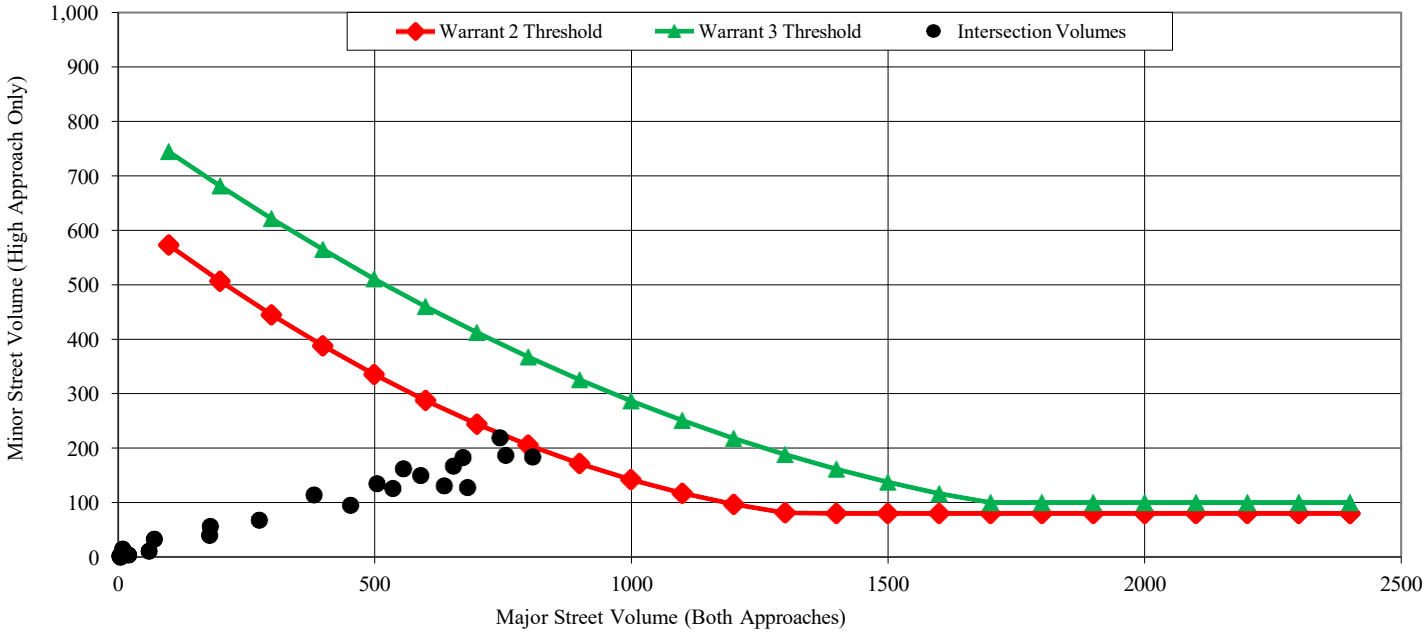
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	5 hours	0 hours	11 (Cond. A) & 3 (Cond. B)
Criteria - Major Street (veh/hr)	600	900	480 (Cond. A) & 720 (Cond. B)
Criteria - Minor Street (veh/hr)	150	75	120 (Cond. A) & 60 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Examined**	**Not Satisfied**
Required values reached for		0 hours
Criteria - Total Approach Volume (veh in one hour)		See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)		
Criteria - Minor Street High Side Delay (veh-hrs)		

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)



Pedestrian Crossing Volume

Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

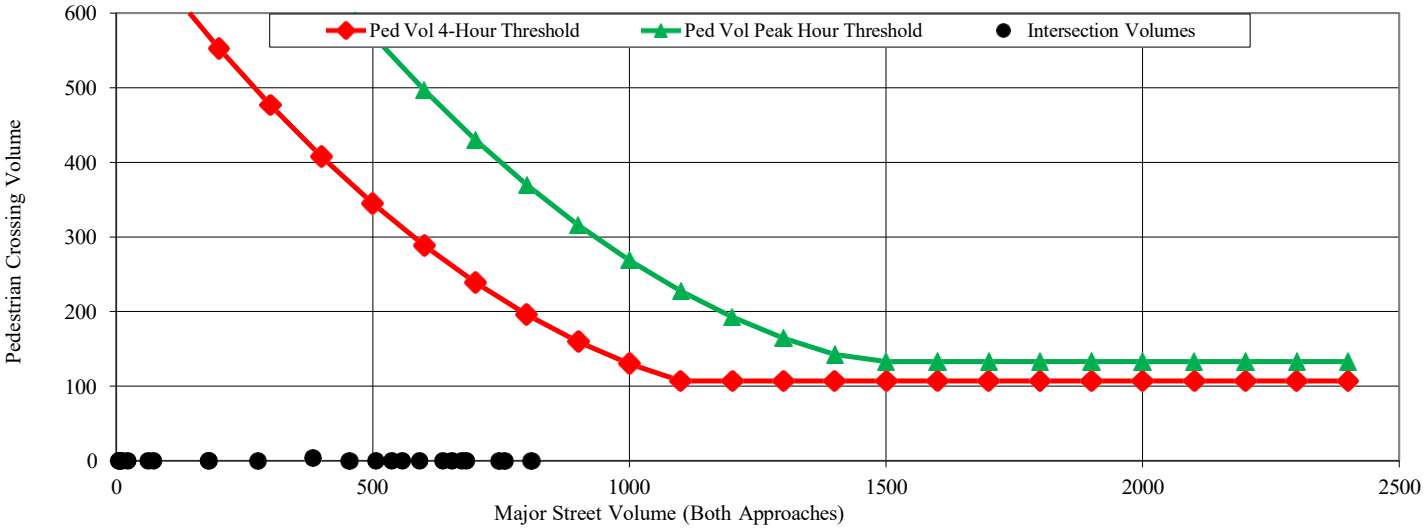
Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2045

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	8808.39167281362 vehicles	Total Approach Volume	3551.5319346833 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Pedestrian Warrant thresholds.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	**Condition B - Peak Hour Vol.**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours
Criteria - Min. Distance to Nearest Controlled Crossing	300 feet, unless progressive movement not impacted	
Criteria - Major Street Volume and Crossing Volume	See Figure Below	

Figure 4C-5 & Figure 4C-7 (Warrant 4 Four Hour & Peak Hour)



Warrant 5, School Crossing	
Condition Satisfied?	**Not Examined**
Criteria - School Crossing Data	

Warrant 6, Coordinated Signal System	
Condition Satisfied?	**Not Satisfied**
Criteria - Coordinated Signal System	- If one-way, the adjacent traffic control signals are too far apart to provide the necessary degree of vehicular platooning.

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	Intersection Control Evaluation
Project/File #	25-33064
Scenario	Projected 2045

Intersection Information			
Major Street (N/S Road)	Great Plains Boulevard	Minor Street (E/W Road)	Lake Dr East
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	8808.39167281362 vehicles	Total Approach Volume	3551.5319346833 vehicles
Total Ped/Bike Volume	4 crossings	Total Ped/Bike Volume	4 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

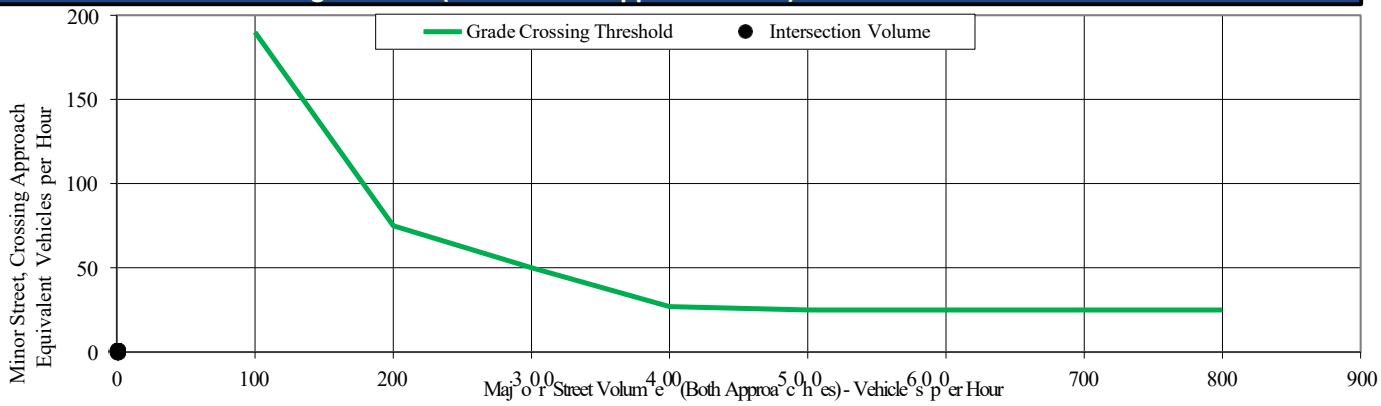
Reduction applied to Crash and Roadway Network Warrant thresholds due to high speed on Great Plains Boulevard.

Warrant 7, Crash Experience	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Alternatives not tried, 4 or less correctable crashes, 11 hours (Veh. Vol.), 0 hours (Ped 4-Hour), and 0 hours (Ped Peak Hour)
Criteria - Alternatives	Adequate trial has failed to reduce the crash frequency
Criteria - Reported Crashes (within 12-month period)	5 or more crashes susceptible to correction by a traffic control signal
Criteria - Major Street (veh/hr) - Minor Street (veh/hr)	From Warrant 1: 480 (Cond. A), 720 (Cond. B) From Warrant 1: 120 (Cond. A), 60 (Cond. B)
(Alternative Volume Requirement) Criteria - Pedestrian Volume	80 percent of the Pedestrian Volume Warrant requirements

Warrant 8, Roadway Network	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Not an intersection of 2 major routes, but does not satisfy volume/warrant or alternative volume requirements
Criteria - Common Intersection of Two Major Routes	- Part of the street or highway system, or - Includes rural or suburban highways outside, entering, or traversing a city, or - Appears as or major route on an official plan.
Criteria - Existing or Immediately Projected Entering Volume	1,000 or more vehicles per typical peak hour
Criteria - Warrants	Satisfies Warrants 1, 2, or 3 with 5-year projected volumes
(Alternative Requirement) Criteria - Non-normal Business Day	1,000 or more vehicles per hour for any 5 hours

Warrant 9, Intersection Near a Grade Crossing	
Condition Satisfied?	**Not Examined**
Required values reached for	
Criteria - Alternatives	
Criteria - Max. Distance to Nearest Controlled Crossing	
Criteria - Major Street Volume and Crossing Volume	

Figure 4C-10 (Two or More Approach Lanes): Distance D = 70 feet



Appendix D: Synchro Capacity Analysis

D-1 EXISTING TRAFFIC CONDITIONS

D-2 FUTURE TRAFFIC CONDITIONS

D-1 EXISTING TRAFFIC CONDITIONS

Two-Way Stop Control (TWSC)

All-Way Stop Control (AWSC)

Traffic Signal

Roundabout

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	11	16	95	27	68	6	125	82	94	111	129
Future Vol, veh/h	93	11	16	95	27	68	6	125	82	94	111	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-		-	-	-	-	-	-	160	-	80
Veh in Median Storage, #	-	0		-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	5	0	0	0
Mvmt Flow	101	12	17	103	29	74	7	136	89	102	121	140

Major/Minor	Mi		inor1			M			ajor2			
Conflicting Flow All			121	605	660	113	261	0	0	225	0	0
Stage 1			-	195	195	-	-	-	-	-	-	-
Stage 2			-	410	465	-	-	-	-	-	-	-
Critical Hdwy			6.2	7.3	6.5	6.9	4.1	-			-	-
Critical Hdwy Stg 1			-	6.5	5.5	-	-	-			-	-
Critical Hdwy Stg 2			-	6.1	5.5	-	-	-			-	-
Follow-up Hdwy			3.3	3.5	4	3.3	2.2	-			-	-
Pot Cap-1 Maneuver			936	399	386	925	1315	-			-	-
Stage 1			-	794	743	-	-	-	-	-	-	-
Stage 2			-	623	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver			936	359	355	925	1315	-			-	-
Mov Cap-2 Maneuver			-	359	355	-	-	-			-	-
Stage 1			-	789	739	-	-	-			-	-
Stage 2			-	554	524	-	-	-			-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	19.1	0.2	2.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1315	-	-	461	459	1356	-	-
HCM Lane V/C Ratio	0.005	-	-	0.283	0.45	0.075	-	-
HCM Control Delay (s)	7.8	0	-	15.9	19.1	7.9	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	2.3	0.2	-	-

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	51	68	25
Average Queue (ft)	30	51	13
95th Queue (ft)	57	77	38
Link Distance (ft)	264	710	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			160
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

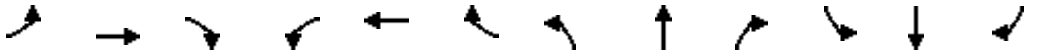
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	11	16	95	27	68	6	125	82	94	111	129
Future Vol, veh/h	93	11	16	95	27	68	6	125	82	94	111	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	5	0	0	0
Mvmt Flow	101	12	17	103	29	74	7	136	89	102	121	140
Number of Lanes	0	1	0	0	1	0	0	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay	11.7	12.6	10.9	10
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	9%	0%	78%	50%	100%	0%	0%
Vol Thru, %	91%	43%	9%	14%	0%	100%	0%
Vol Right, %	0%	57%	13%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	145	120	190	94	111	129
LT Vol	6	0	93	95	94	0	0
Through Vol	63	63	11	27	0	111	0
RT Vol	0	82	16	68	0	0	129
Lane Flow Rate	74	157	130	207	102	121	140
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.137	0.27	0.244	0.362	0.184	0.201	0.205
Departure Headway (Hd)	6.621	6.188	6.74	6.309	6.493	5.985	5.274
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	578	532	570	552	598	679
Service Time	4.38	3.947	4.497	4.059	4.243	3.734	3.023
HCM Lane V/C Ratio	0.137	0.272	0.244	0.363	0.185	0.202	0.206
HCM Control Delay	10.4	11.2	11.7	12.6	10.7	10.2	9.4
HCM Lane LOS	B	B	B	B	B	B	A
HCM 95th-tile Q	0.5	1.1	1	1.6	0.7	0.7	0.8

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	LT	TR	L	T	R
Maximum Queue (ft)	44	50	34	52	35	49	45
Average Queue (ft)	27	39	28	36	32	36	34
95th Queue (ft)	48	57	48	56	39	56	49
Link Distance (ft)	264	710	188	188		467	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					160		80
Storage Blk Time (%)							
Queuing Penalty (veh)							

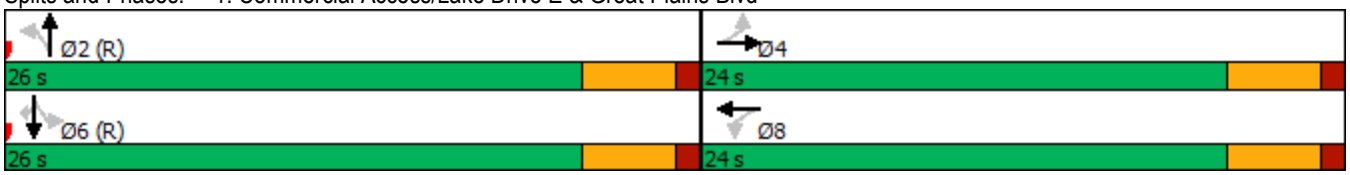


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	11	16	95	27	68	6	125	82	94	111	129
Future Volume (vph)	93	11	16	95	27	68	6	125	82	94	111	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		150	150		150	160		8
Storage Lanes	0		0	0		0	0		0	1		
Taper Length (ft)	25			25			25			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.982			0.952			0.942				0.850
Flt Protected		0.963			0.976			0.998		0.950		
Satd. Flow (prot)	0	1797	0	0	1765	0	0	3311	0	1805	1900	1615
Flt Permitted		0.670			0.823			0.950		0.607		
Satd. Flow (perm)	0	1250	0	0	1489	0	0	3152	0	1153	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			66			89				14
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		315			759			248			576	
Travel Time (s)		7.2			17.3			5.6			13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
Adj. Flow (vph)	101	12	17	103	29	74	7	136	89	102	121	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	206	0	0	232	0	102	121	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	2
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	2
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+E
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	26.0
Total Split (%)	48.0%	48.0%		48.0%	48.0%		52.0%	52.0%		52.0%	52.0%	52.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		21.5	21.5		21.5	21.5	21.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.5			10.5			33.4		33.4	33.4	33.4
Actuated g/C Ratio		0.21			0.21			0.67		0.67	0.67	0.67
v/c Ratio		0.47			0.57			0.11		0.13	0.10	0.12
Control Delay		19.9			17.5			3.5		4.2	3.6	0.8
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		19.9			17.5			3.5		4.2	3.6	0.8
LOS		B			B			A		A	A	
Approach Delay		19.9			17.5			3.5			2.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 31 (62%), Referenc ed to phase 2:NBTL an d 6:SB TL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Commercial Access/Lake Drive E & Great Plains Blvd



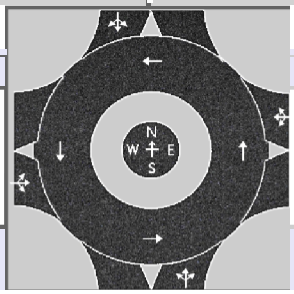
Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	LT	TR	L	T	R
Maximum Queue (ft)	64	112	38	52	56	56	40
Average Queue (ft)	43	72	16	28	32	29	20
95th Queue (ft)	80	125	43	60	66	66	50
Link Distance (ft)	264	710	188	188		467	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					160		80
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

HCS Roundabouts Report

General Information

Analyst	Corona Woychik
Agency or Co.	ISG
Date Performed	7/21/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Project Description	Intersection Control Evaluation



Site Information

Intersection	1
E/W Street Name	Lake Dr E/Commercial Access
N/S Street Name	Great Plains Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	City of Chanhassen

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U		T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0		1	0
													0			
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	93	11	16	0	95	27	68	0	6	125	82	0	94	111	129
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
Flow Rate (v_{PCE}), pc/h	0	99	12	17	0	101	29	72	0	6	134	92	0	10	118	137
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		128			202			232			355	
Entry Volume, veh/h		128			202			226			355	
Circulating Flow (v_c), pc/h		319			239			211			136	
Exiting Flow (v_{ex}), pc/h		204			172			305			236	
Capacity (c_{pce}), pc/h		997			1081			1113			1201	
Capacity (c), veh/h		997			1081			1085			1201	
v/c Ratio (x)		0.13			0.19			0.21			0.30	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.8			5.0			5.2			5.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.4			0.7			0.8			1.2	
95% Queue Length, Q_{95} (ft)		10.0			17.5			20.4			30.0	
Approach Delay, s/veh | LOS	4.8		A	5.0		A	5.2		A	5.7		A
Intersection Delay, s/veh | LOS	5.3						A					

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	45	54	31
Average Queue (ft)	16	19	22	12
95th Queue (ft)	50	51	62	37
Link Distance (ft)	261	705	168	444
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

D-2 FUTURE TRAFFIC CONDITIONS

Two-Way Stop Control (TWSC)

All-Way Stop Control (AWSC)

Traffic Signal

Roundabout

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Future Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	160	-	80
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	5	0	0	0
Mvmt Flow	101	12	17	114	33	82	10	199	130	150	177	207

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	826	177	879	968	165	384	0	0	329	0	0
Stage 1	477	477	-	284	284	-	-	-	-	-	-	-
Stage 2	136	349	-	595	684	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	394	310	871	257	256	857	1186	-	-	1242	-	-
Stage 1	573	559	-	705	680	-	-	-	-	-	-	-
Stage 2	859	637	-	494	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	269	871	219	222	857	1186	-	-	1242	-	-
Mov Cap-2 Maneuver	286	269	-	219	222	-	-	-	-	-	-	-
Stage 1	567	491	-	697	673	-	-	-	-	-	-	-
Stage 2	731	630	-	415	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.6	47.3	0.2	2.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1186	-	-	312	299	1242	-	-
HCM Lane V/C Ratio	0.008	-	-	0.418	0.763	0.121	-	-
HCM Control Delay (s)	8.1	0	-	24.6	47.3	8.3	-	-
HCM Lane LOS	A	A	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2	5.8	0.4	-	-

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	L	R
Maximum Queue (ft)	56	91	10	9	44	9
Average Queue (ft)	34	60	3	2	30	2
95th Queue (ft)	59	97	22	11	53	12
Link Distance (ft)	264	710	188	188		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					160	80
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

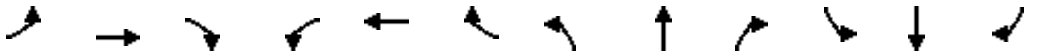
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Future Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	5	0	0	0
Mvmt Flow	101	12	17	114	33	82	10	199	130	150	177	207
Number of Lanes	0	1	0	0	1	0	0	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay	13.5	15.8	14.2	12.1
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	9%	0%	78%	50%	100%	0%	0%
Vol Thru, %	91%	43%	9%	14%	0%	100%	0%
Vol Right, %	0%	57%	13%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	212	120	210	138	163	190
LT Vol	9	0	93	105	138	0	0
Through Vol	92	92	11	30	0	163	0
RT Vol	0	120	16	75	0	0	190
Lane Flow Rate	109	230	130	228	150	177	207
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.223	0.442	0.28	0.455	0.294	0.322	0.335
Departure Headway (Hd)	7.35	6.914	7.719	7.169	7.06	6.549	5.834
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	520	466	502	512	553	620
Service Time	5.098	4.662	5.468	4.912	4.76	4.249	3.534
HCM Lane V/C Ratio	0.223	0.442	0.279	0.454	0.293	0.32	0.334
HCM Control Delay	12.2	15.1	13.5	15.8	12.7	12.3	11.4
HCM Lane LOS	B	C	B	C	B	B	B
HCM 95th-tile Q	0.8	2.2	1.1	2.3	1.2	1.4	1.5

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	LT	TR	L	T	R
Maximum Queue (ft)	38	63	50	63	49	57	53
Average Queue (ft)	24	48	40	41	36	41	38
95th Queue (ft)	41	70	59	68	51	61	56
Link Distance (ft)	264	710	188	188		467	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					160		80
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

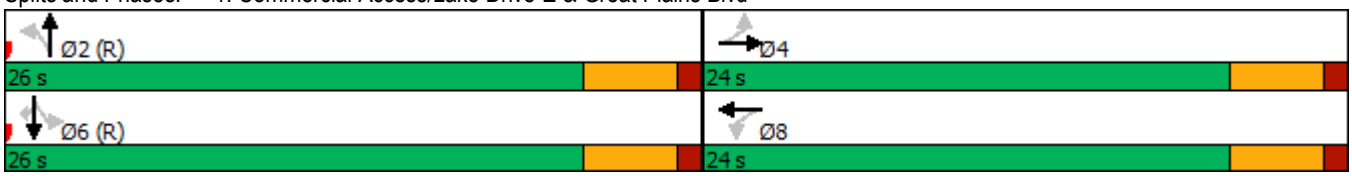


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	11	16	105	30	75	9	183	120	138	163	190
Future Volume (vph)	93	11	16	105	30	75	9	183	120	138	163	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		150	150		150	160		80
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.982			0.952			0.942				0.850
Flt Protected		0.963			0.976			0.999		0.950		
Satd. Flow (prot)	0	1797	0	0	1765	0	0	3314	0	1805	1900	1615
Flt Permitted		0.653			0.815			0.949		0.548		
Satd. Flow (perm)	0	1218	0	0	1474	0	0	3148	0	1041	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			66			130				207
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		315			759			248			576	
Travel Time (s)		7.2			17.3			5.6			13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
Adj. Flow (vph)	101	12	17	114	33	82	10	199	130	150	177	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	229	0	0	339	0	150	177	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	26.0
Total Split (%)	48.0%	48.0%		48.0%	48.0%		52.0%	52.0%		52.0%	52.0%	52.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		21.5	21.5		21.5	21.5	21.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		11.2			11.2			29.8		29.8	29.8	29.8
Actuated g/C Ratio		0.22			0.22			0.60		0.60	0.60	0.60
v/c Ratio		0.45			0.60			0.18		0.24	0.16	0.20
Control Delay		18.5			18.0			3.8		6.1	4.8	1.0
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		18.5			18.0			3.8		6.1	4.8	1.0
LOS		B			B			A		A	A	A
Approach Delay		18.5			18.0			3.8			3.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 31 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Commercial Access/Lake Drive E & Great Plains Blvd

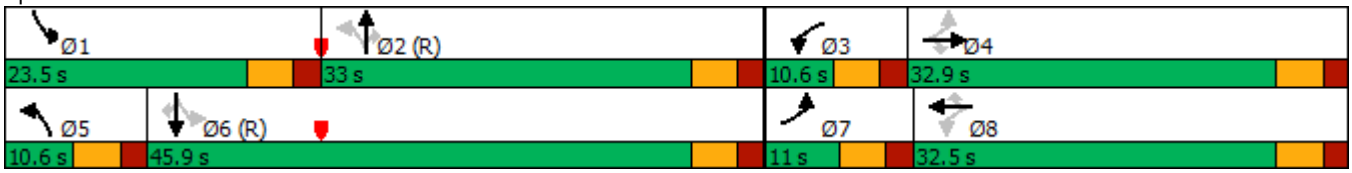


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	800	125	125	800	250	200	20	70	230	100	230
Future Volume (vph)	250	800	125	125	800	250	200	20	70	230	100	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	640		0	520		0	140		100	0		60
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	120			180			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1863	1583	1770	1863	1583
Flt Permitted	0.146			0.148			0.687			0.634		
Satd. Flow (perm)	272	3539	1583	276	3539	1583	2483	1863	1583	1181	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207			272			207			208
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		886			714			576			253	
Travel Time (s)		20.1			16.2			13.1			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	870	136	136	870	272	217	22	76	250	109	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	870	136	136	870	272	217	22	76	250	109	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	32.5	32.5	10.5	32.5	32.5	10.5	32.5	32.5	23.5	32.5	32.5
Total Split (s)	11.0	32.9	32.9	10.6	32.5	32.5	10.6	33.0	33.0	23.5	45.9	45.9
Total Split (%)	11.0%	32.9%	32.9%	10.6%	32.5%	32.5%	10.6%	33.0%	33.0%	23.5%	45.9%	45.9%
Maximum Green (s)	5.5	27.4	27.4	5.1	27.0	27.0	5.1	27.5	27.5	18.0	40.4	40.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	32.9	27.4	27.4	32.1	27.0	27.0	37.0	31.9	31.9	50.7	40.4	40.4
Actuated g/C Ratio	0.33	0.27	0.27	0.32	0.27	0.27	0.37	0.32	0.32	0.51	0.40	0.40
v/c Ratio	1.59	0.90	0.23	0.83	0.91	0.44	0.22	0.04	0.12	0.37	0.14	0.33
Control Delay	315.4	48.4	1.7	62.8	50.3	6.0	13.8	24.2	0.9	15.8	19.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	315.4	48.4	1.7	62.8	50.3	6.0	13.8	24.2	0.9	15.8	19.6	5.8
LOS	F	D	A	E	D	A	B	C	A	B	B	A
Approach Delay		100.2			42.2			11.4			12.4	
Approach LOS		F			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 24 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.59			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Great Plains Blvd & Arboretum Blvd



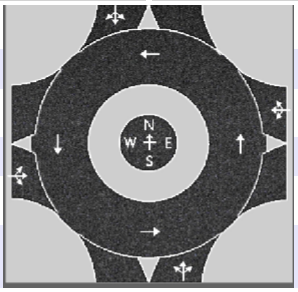
Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	LT	TR	L	T	R
Maximum Queue (ft)	68	152	59	71	69	61	55
Average Queue (ft)	42	88	27	37	46	31	29
95th Queue (ft)	76	158	66	84	81	75	65
Link Distance (ft)	264	710	188	188		467	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					160		80
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						1	0

HCS Roundabouts Report

General Information

Analyst	Corona Woychik
Agency or Co.	ISG
Date Performed	7/21/2025
Analysis Year	2045
Time Analyzed	PM Peak Hour
Project Description	Intersection Control Evaluation



Site Information

Intersection	1
E/W Street Name	Lake Dr E/Commercial Access
N/S Street Name	Great Plains Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	City of Chanhassen

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	93	11	16	0	105	30	75	0	9	183	120	0	138	163	190
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
Flow Rate (v_{PCE}), pc/h	0	99	12	17	0	112	32	80	0	10	197	134	0	147	173	202
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		128			224			341			522	
Entry Volume, veh/h		128			224			333			522	
Circulating Flow (v_c), pc/h		432			306			258			154	
Exiting Flow (v_{ex}), pc/h		293			244			376			302	
Capacity (c_{pce}), pc/h		888			1010			1061			1179	
Capacity (c), veh/h		888			1010			1035			1179	
v/c Ratio (x)		0.14			0.22			0.32			0.44	

Delay and Level of Service

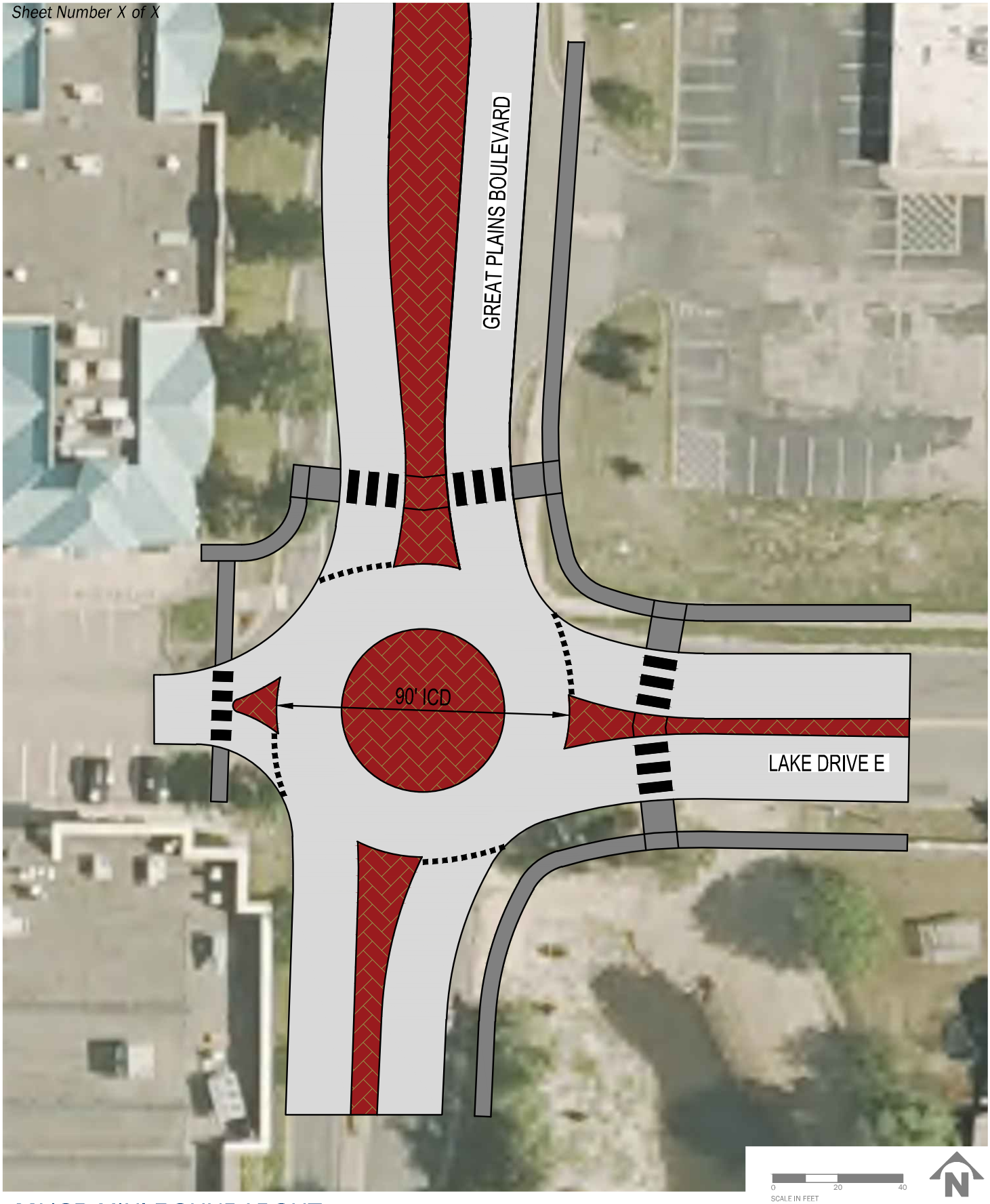
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.5			5.7			6.7			7.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.5			0.8			1.4			2.3	
95% Queue Length, Q_{95} (ft)		12.5			20.0			35.7			57.5	
Approach Delay, s/veh | LOS	5.5	A		5.7	A		6.7	A		7.7	A	
Intersection Delay, s/veh | LOS	6.8						A					

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

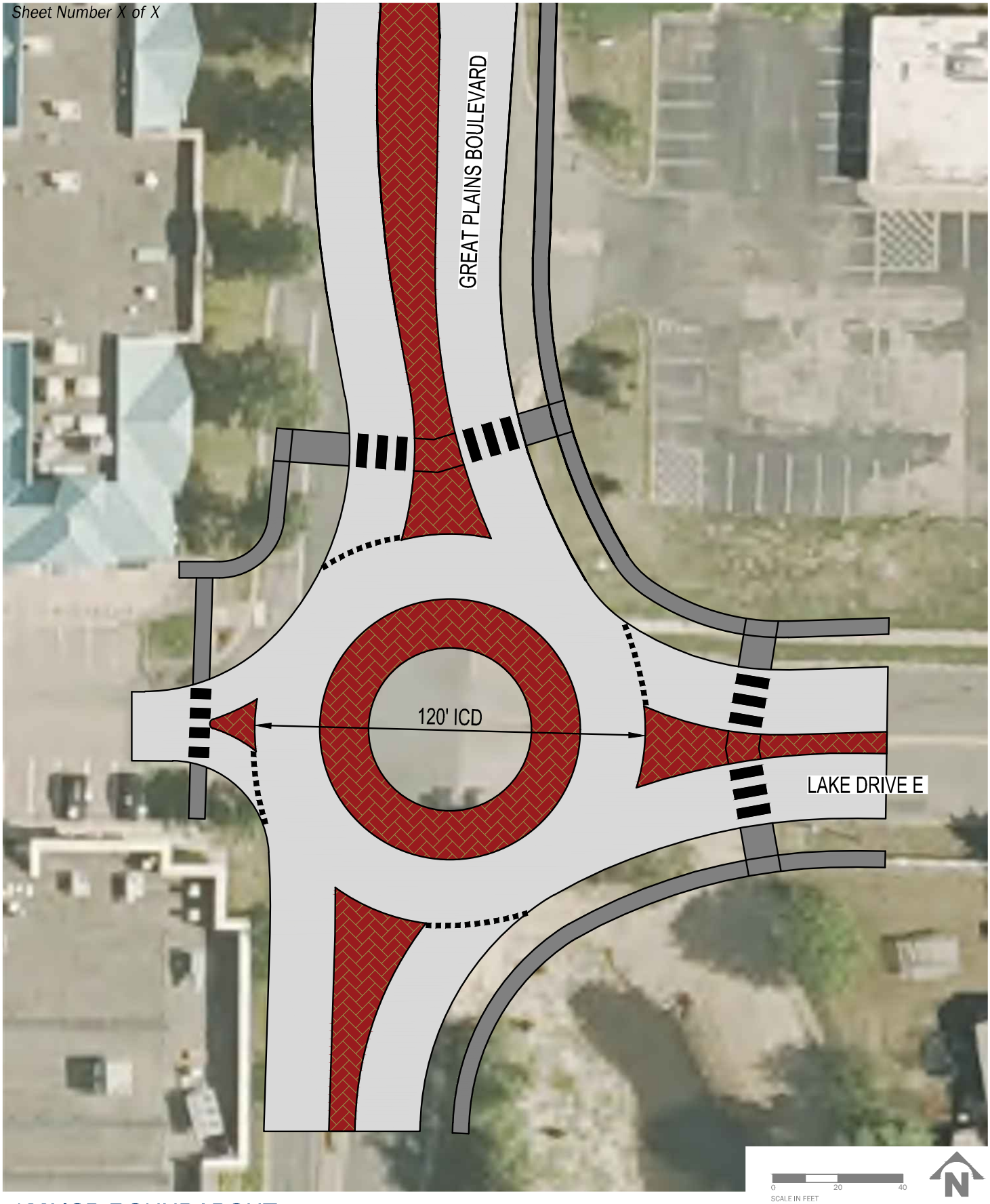
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	49	77	68
Average Queue (ft)	19	18	39	34
95th Queue (ft)	49	55	87	82
Link Distance (ft)	261	705	168	444
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Appendix E: Layouts of Roundabout Exhibits

EXHIBIT: 90-FOOT INSCRIBED CIRCLE DIAMETER (MINI ROUNDABOUT)
EXHIBIT: 120-FOOT INSCRIBED CIRCLE DIAMETER (STANDARD ROUNDABOUT)



90' ICD MINI ROUNDABOUT

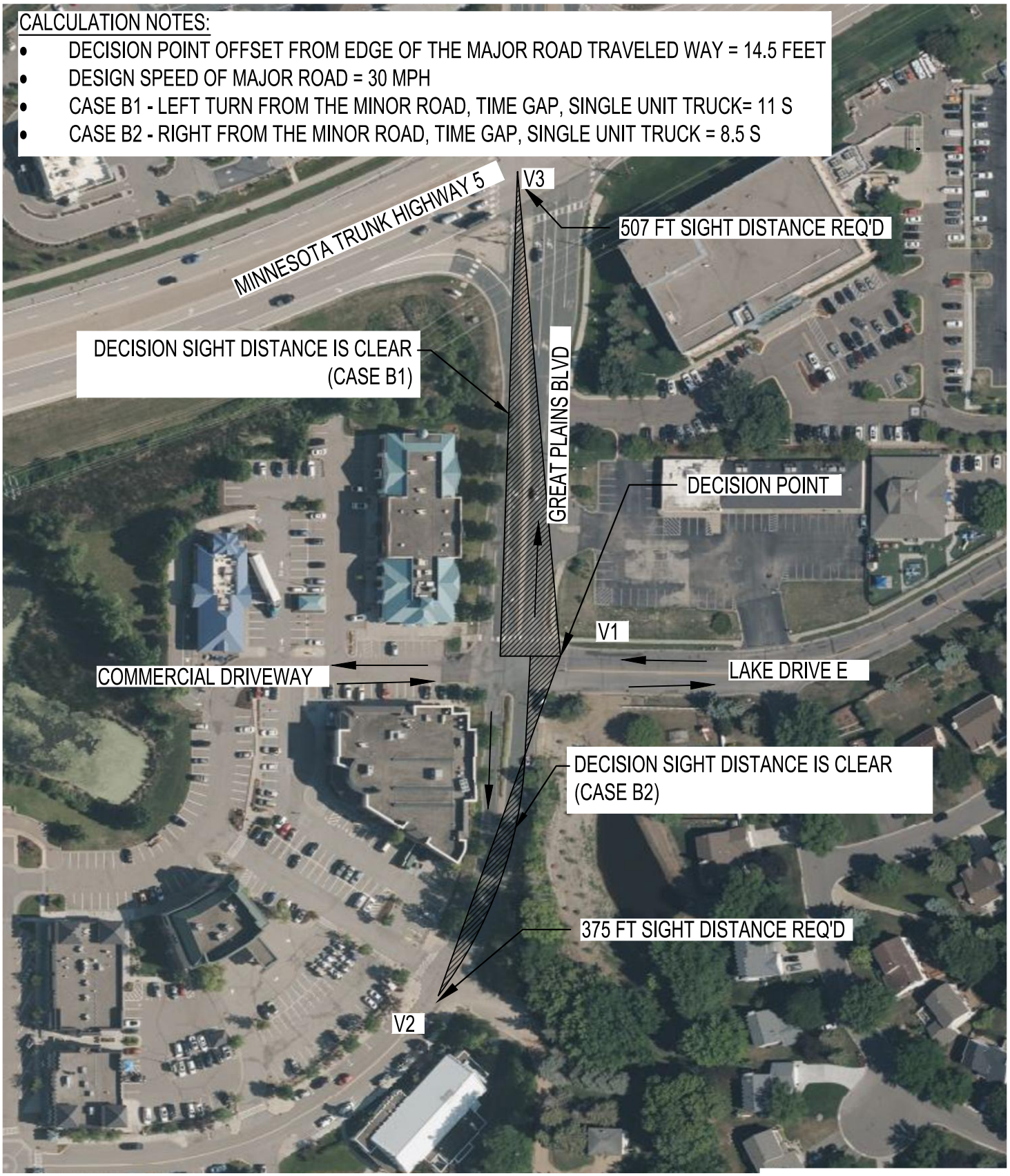


120' ICD ROUNDABOUT

Appendix F: Intersection Sight Distance

F-1 TWO-WAY STOP CONTROL SIGHT DISTANCE
Sight Triangles at Two-Way Stop Control Intersection- Lake Dr E
Sight Triangles at Two-Way Stop Control Intersection- Commercial Driveway

F-2 ALL-WAY STOP CONTROL SIGHT DISTANCE
Sight Triangle at All-Way Stop Control Intersection



0 69 139
SCALE IN FEET

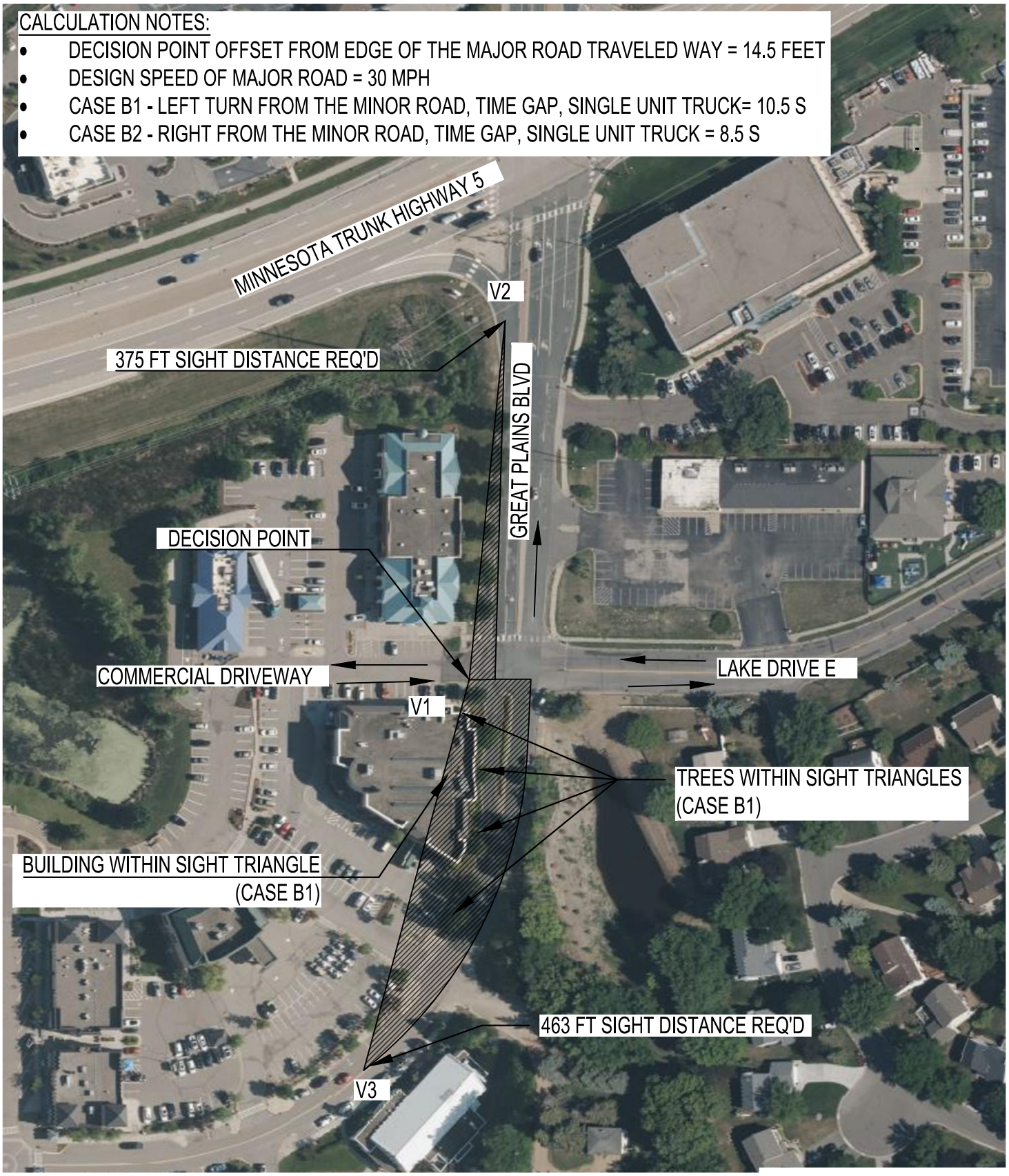
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INTERSECTION SIGHT DISTANCE

ISG

Architecture + Engineering + Environmental + Planning
ISGInc.com

GREAT PLAINS BLVD AND LAKE DR E
CHANHASSEN, MINNESOTA - –/–/--
ISG PROJECT NO. 25-33064



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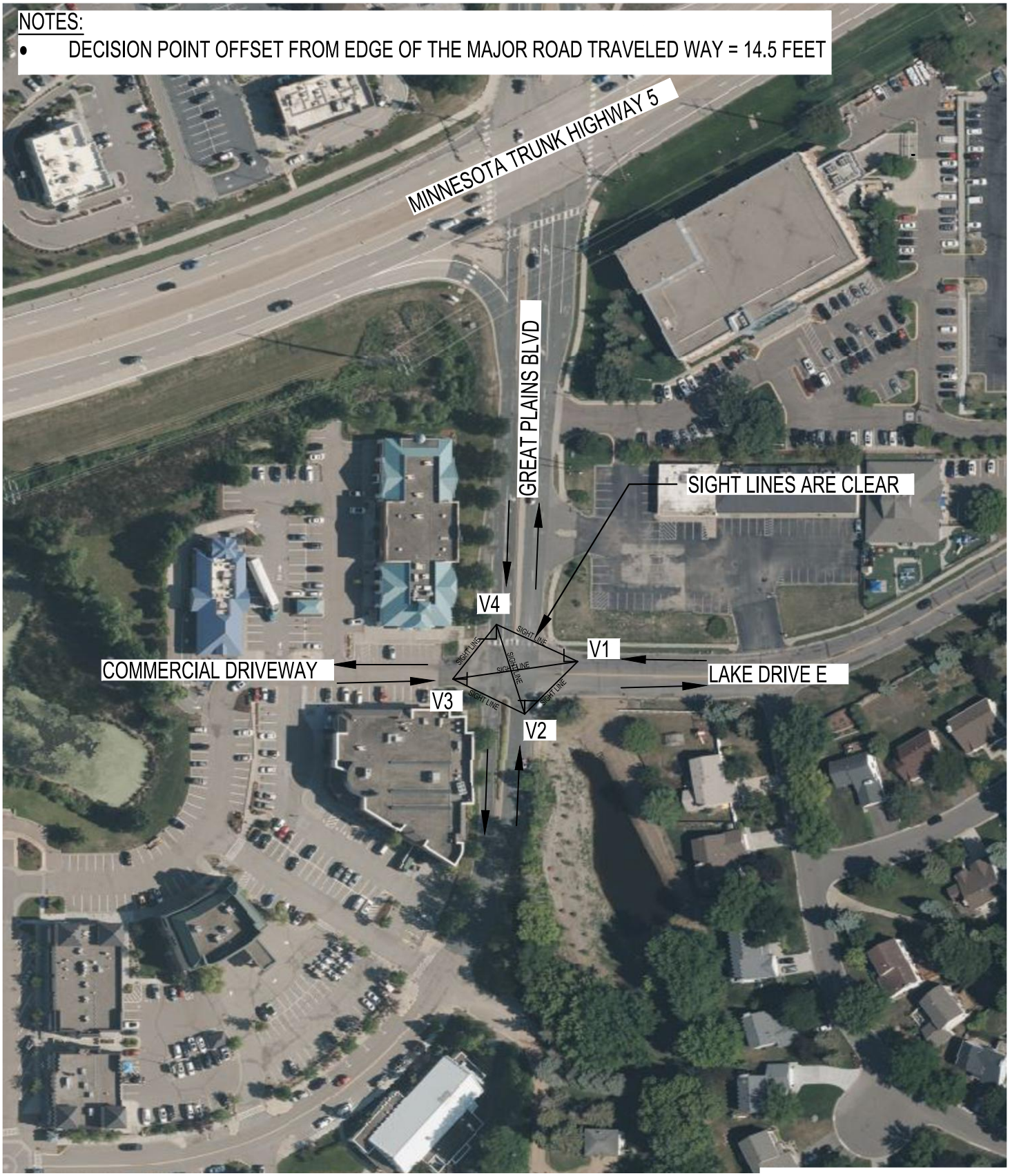
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GREAT PLAINS BLVD AND LAKE DR E

CHANHASSEN, MINNESOTA - –/–/--

ISG PROJECT NO. 25-33064

Appendix G: Future Approach Lane Queue & LOS

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Future Vol, veh/h	93	11	16	105	30	75	9	183	120	138	163	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	5	0	0	0
Mvmt Flow	101	12	17	114	33	82	10	199	130	150	177	207
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	12.2	13.8	15.9	16.4
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	3%	78%	50%	100%	0%
Vol Thru, %	59%	9%	14%	0%	46%
Vol Right, %	38%	13%	36%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	120	210	138	353
LT Vol	9	93	105	138	0
Through Vol	183	11	30	0	163
RT Vol	120	16	75	0	190
Lane Flow Rate	339	130	228	150	384
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.553	0.249	0.407	0.283	0.629
Departure Headway (Hd)	5.875	6.886	6.417	6.794	5.902
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	617	520	562	531	614
Service Time	3.886	4.939	4.46	4.506	3.613
HCM Lane V/C Ratio	0.549	0.25	0.406	0.282	0.625
HCM Control Delay	15.9	12.2	13.8	12.2	18.1
HCM Lane LOS	C	B	B	B	C
HCM 95th-tile Q	3.4	1	2	1.2	4.4

Intersection: 1: Commercial Access/Lake Drive E & Great Plains Blvd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	43	60	73	58	78
Average Queue (ft)	33	47	60	39	61
95th Queue (ft)	46	69	88	59	84
Link Distance (ft)	278	708	189		467
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Streets - Lake Drive East/Great Plains Improvements

Overview

Request Owner	Charlie Howley, PW Director/City Engineer
Department	Annual Pvmnt Mgmt Contracted
Form Type	Capital Improvement
Request Type	Street Construction/Reconstruction
Project Number	ST-049

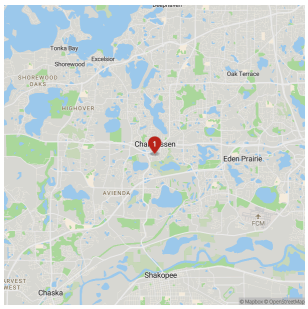
Description

Project includes the rehabilitation of Lake Drive East from Great Plains Blvd to where the 2018 project began.

Details

Type of Project	Reconstruction

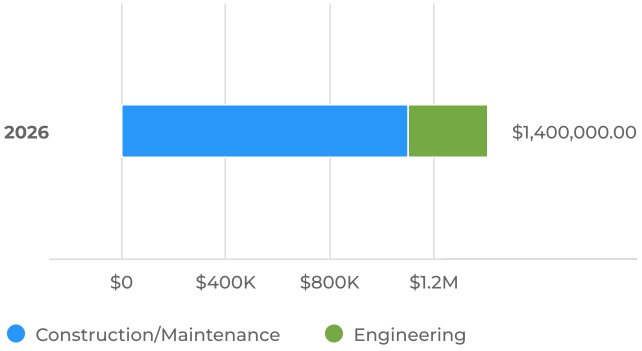
Location



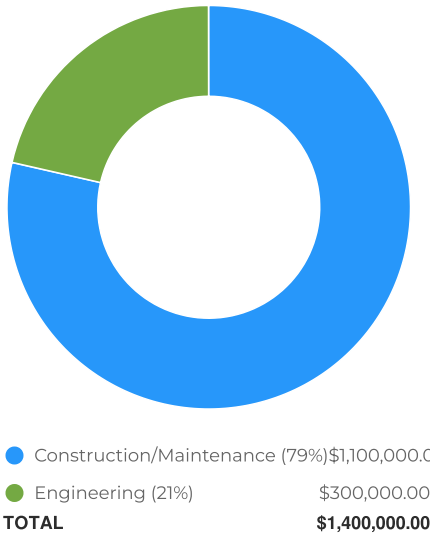
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$1,400,000	$1.4M	$1.4M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2026	Total
Engineering	$300,000	$300,000
Construction/Maintenance	$1,100,000	$1,100,000
Total	**$1,400,000**	**$1,400,000**

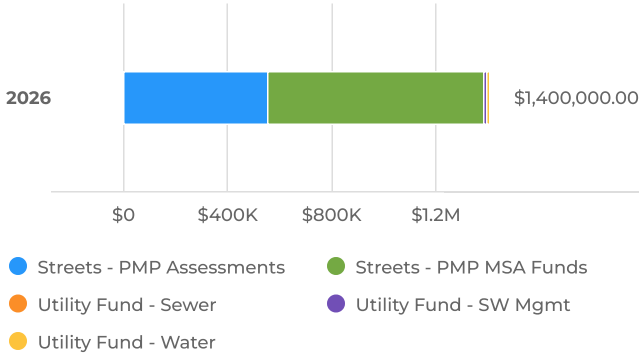
Funding Sources

FY2026 Budget
$1,400,000

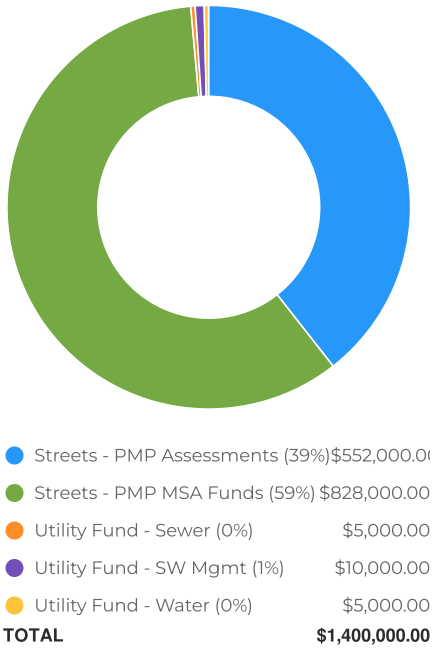
Total Budget (all years)
$1.4M

Project Total
$1.4M

Funding Sources by Year



Funding Sources for Budgeted Years

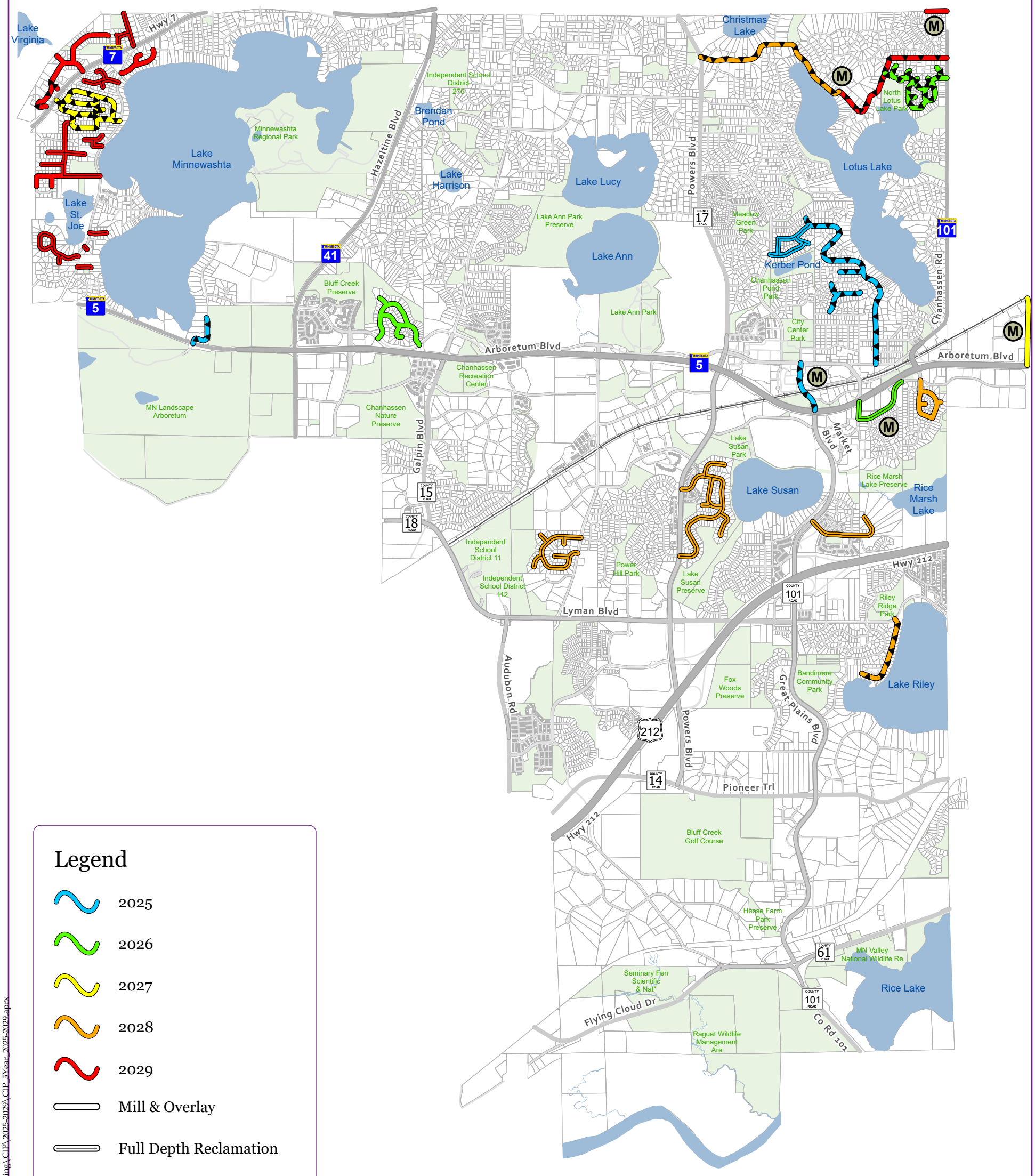


Funding Sources Breakdown

Funding Sources	FY2026	Total
Streets - PMP Assessments	$552,000	$552,000
Utility Fund - Water	$5,000	$5,000
Utility Fund - Sewer	$5,000	$5,000
Utility Fund - SW Mgmt	$10,000	$10,000
Streets - PMP MSA Funds	$828,000	$828,000
Total	**$1,400,000**	**$1,400,000**

City of Chanhassen

5-Year CIP Pavement Management Plan (PMP) - Streets (2025-2029)



Legend

- 2025
- 2026
- 2027
- 2028
- 2029
- Mill & Overlay
- Full Depth Reclamation
- Reconstruction
- (M) Municipal State Aid

Created By: City of Chanhassen - Engineering Department
Date Created: 10/23/2024

N W E S
0 3,000 Feet
0 0.5 Mile

Document Path: K:\Departments\Engineering\CIP\2025-2029\CIP_5Year_2025-2029.aprx

CITY OF CHANHASSEN
ASSESSMENT POLICY

Date of Last City Council Adoption: May 5, 2025

The City of Chanhassen's Assessment Policy is intended to provide general direction to City Staff and their consultants in preparation of assessment rolls to establish fair and consistent treatment of all properties within the City that are subject to an assessment. This document can also be used to educate and explain to property owners about the Policy. All assessments shall follow the process outlined in Minnesota State Statutes, Chapter 429, which gives the City the legal authority to assess benefiting property for public improvements.

The strict interpretation of this Policy may not apply in all circumstances, it is intended to be a guide for a systematic process. The City Council may direct staff to use special consideration and discretion for the assessment methodology on projects.

WHICH PROPERTIES ARE TO BE ASSESED

Determination about which properties are to be included in the assessment role generally fall into two (2) property types:

1. Type 1: Land use that generates a low level of vehicular traffic, such as low-density residential properties.
    - These properties shall be included in the assessment role for public street improvements that have their primary driveway access, or that it can be reasonably determined will have a future driveway access, to the street being rehabilitated. This includes property with a shared driveway or private street access to the public street, except where said private street meets applicable criteria to allow for a reduced or no assessment. The policy acknowledges that private streets are not maintained by the City and therefore all costs associated with the maintenance of them are borne by the property legally required to maintain them. Applicable criteria of private streets includes whether the street meets City Code requirements with respect to width, pavement section, and appropriate fire apparatus turn-around.
2. Other land use property types that generate increased levels of vehicular traffic, such as commercial, multi-family, or schools.
    - These properties shall be included in the assessment role for all adjacent public street improvement projects, regardless of which street their primary driveway takes access from, or the number of driveway access points; unless it can be reasonably determined that the use of the property does not have any traffic impact on the adjacent public street receiving the improvements.

ASSESSMENT METHODOLOGY

There are various ways to calculate assessments. The typical methodology is based on the number of parcels, an area, or linear foot calculation. Chanhassen has also developed a policy that utilizes a flat rate, meaning all parcels to be assessed receive the same assessment regardless of any particular property characteristic.

- For property type 1 listed above, the properties to be assessed will receive an assessment amount equal to the flat rate for which rehabilitation type the project is utilizing (mill and overlay, full depth reclamation, or reconstruction). The flat rate is established on the City's Fee Schedule, which is updated and approved by the City Council annually. The flat rate utilized for a project will be the rate that is in effect on the date the assessment role is adopted.
- For property type 2 listed above, the City shall use the calculation method that creates a reasonable distribution of assessments across the entire roll.

- Where reasonable to do so, when more than one "neighborhood" is contained within the same project, the assessment roll may be calculated per each neighborhood, rather than the total project. This would not apply to property type 1 as they would all receive a flat rate assessment.
- Unless otherwise exempt, public property, government land, private associations, schools, churches, and non-profit property uses shall be included in the assessment roll.
- Commercial property, and Medium and High-Density Residential property shall be assessed based on a reasonable determination of vehicular traffic generated.
- A duplex that is located on a single parcel, shall be considered two units. Generally, when traffic volumes are used as the assessment methodology, a Residential Equivalent Unit (REU) or similar other unit assessment relationship shall be used.

NEW CONSTRUCTION: 100% assessed to all benefitting properties.

New construction is typically paid for by the development itself and therefore not formally assessed. In some instances, the City will undertake proactive installation of public utilities to unserved areas and then assess the benefiting properties, or establish an improvement district/area with deferred access charges to cover the cost for the added service. In other instances, properties may petition the City directly for the installation of the public improvements in which case 100% of the costs are paid for by the benefiting properties.

Assessable Costs Include:
- Construction of a new public street, trail and/or sidewalk.
- Installation of public water main, storm sewer and/or sanitary sewer system, including appurtenances (structures, valves, hydrants, lift stations, etc.), where it did not previously exist.
- Indirect costs (design, legal, and administration fees).

Notes:
- Oversizing of streets and utilities beyond the city's standard details, or what is needed for the development itself, are paid for by the city and are typically not assessed.

RECONSTRUCTION/REHABILITATION: 40% assessed to all benefitting properties, unless a flat rate methodology is utilized.

When determining the rehabilitation method to be used, the following decision matrix shall be used for planning purposes:

Question	If Yes	If No
Does the street need to change its intended use; change to meet our current standard (width, thickness, C&G, drainage, etc.); and/or has it met its useful service life (~50 yrs)?	Plan for Reconstruction	Move to next question
Is the pavement condition OCI between 0 and 29?	Plan for Reconstruction	Move to next question
Is the pavement condition OCI between 30 and 59?	Plan for FDR	Move to next question
Is the pavement condition OCI greater than 60?	Plan for M&O	n/a

Notes:
- Once a project is under design, an engineering analysis will be undertaken to determine the appropriate rehabilitation method.

- Two inches (2”) shall be the standard depth for a mill and overlay unless particular circumstances exist. Under such circumstances, the flat rate will not be adjusted.

Assessable Costs Include:

- Pavement associated with public streets, trails and/or sidewalks. This includes draintile, geotechnical (soil corrections, etc.), and other improvements needed to support the function of the pavement structure.
    - In situations where there is no existing trail or sidewalk infrastructure, but such improvements are being added by the project, the costs associated with the addition shall not be assessed unless particular circumstances exist such as when the benefit of the new infrastructure is of primary benefit to the assessable properties only.
- Curb and gutter, including curb impacted solely by utility improvements.
- Driveway pavement and aprons directly affected by the project work.
- Storm Sewer and appurtenances associated with street drainage.
- Multi-Modal improvements such as ADA ramps and actuated pedestrian crossings such as Rectangular Rapid-Flashing Beacons (RRFB’s).
- Signing and striping.
- Retaining walls required within the Right-of-Way.
- Tree removal and/or landscaping improvements directly affected by the project work.
- Applicable percentage of indirect costs (design, legal, and admin fees).

Notes:

- If a residential property has access from a collector or otherwise oversized street, the assessment amount shall be based on an equitable formula compared to a typical local roadway, including normalizing to a city standard width, typical street pavement section, typical lot width, and other applicable factors. This normalization does not apply to a flat rate assessment.
- Pavement projects on streets that provide direct access to Chanhassen property(s) that are being implemented by an adjacent municipality shall not be assessed to the Chanhassen property(s) unless the adjacent municipality is assessing the benefiting property in their jurisdiction as part of the project.
- Replacement, maintenance, or repair of existing public water main, sanitary sewer, and indirect stormwater management infrastructure shall not be assessed. The City will pay 100% of these improvement costs out of the associated enterprise fund.

REGULAR MAINTENANCE: Benefiting properties are not assessed.

- Activities Include: Pavement patching, pothole filling, crack sealing, chip sealing, sealcoating, sign maintenance, lighting, and pavement markings.

PAYMENT OPTIONS

- Assessments can be paid in full up-front with no finance charge, otherwise the assessment will be certified to the County and added to annual property taxes with interest.
- If elected to add to annual property taxes, the balance can be paid off at any time during the term if requested by the property owner.
- Interest will be charged to property owners who choose to not pay their assessments in full by November 15th in the year the special assessment is levied. The interest rate will be equal to the yield on the 7-year Treasury Note on the date the special assessment roll is adopted, plus 1.0%.

- Unless approved otherwise by the City Council, the maximum financing term for assessments shall be as follows:
    - $0-$500 1 year
    - $501-$2,500 5 years
    - $2,501-$5,000 8 years
    - $5,001-$15,000 10 years
    - $15,001 and above 15 years

HARDSHIP ASSESSMENT DEFERAL FOR SENIORS, DISABLED, OR MILITARY PERSONS

Minnesota Statute §435.193 allows a statutory city to establish standards and guidelines to defer special assessments. A deferment of a special assessment for a homesteaded property may be granted if:

(1) The property is owned by a person 65 years of age or older or retired by virtue of a permanent and total disability* for whom it would be a hardship to make the payments; or
(2) The property is owned by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Minnesota Statutes § 190.05, subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make the payments.

The deferment is not an elimination of the assessment, but rather a temporary pause of paying the assessment until the hardship no longer exists. Interest on deferred assessments shall be subject to and charged at the interest rate set by the City Council on its resolution adopting the special assessment, and such interest shall accrue on said principal until the special assessment is paid in full.

The option of the property owner to defer the payment of special assessments shall terminate and all amounts accumulated plus accrued interest (compounded annually) shall become due and payable within sixty (60) days upon the occurrence of any of the following events:

(1) The sale, transfer, or subdivision of the property or any part thereof, or the property is in any way conveyed to another person; or
(2) The subject property loses its homestead status for any reason; or
(3) The death of the owner qualified for deferral status unless a surviving spouse is eligible for benefits hereunder; or
(4) If for any reason the City Council determines that there would be no hardship in requiring an immediate or partial payment of the deferred special assessment.

To request deferral of a special assessment, the property owner must request a deferment on the form prescribed by the City Clerk within thirty (30) days after the adoption of the improvement assessment by the City Council.

The applicant must submit a copy of the federal income tax return from the year prior to the assessment to verify that all sources of income do not exceed the very low-income limits for the Carver County area as established by the Department of Housing and Urban Development.

The property must be the applicant's principal residence and classified on the real estate tax rolls as the applicant's homestead.

City staff will review the application and if the applicant meets the standards and guidelines above, the deferment will be granted.

The City Council has the discretion to make the determination that a hardship exists based on exceptional and unusual circumstances not covered by the standards and guidelines where the determination is made in a

nondiscriminatory manner and does not give the applicant an unreasonable preference or advantage over other applicants.

**Permanent and total disability shall have the same definition for purposes of assessment deferral as is used for social security.*

FREQUENTLY ASKED QUESTIONS

A Frequently Asked Questions (FAQ) document addressing the most common questions concerning assessments is attached to this policy and can also be found on the City's website.

City Council Item

November 10, 2025

Item	Lake Minnewashta Slow No Wake Public Hearing	
File No.	N/A	**Item No:** G.2
Agenda Section	**PUBLIC HEARINGS**	
Prepared By	Joe Seidl, Water Resources Engineer	
Reviewed By	Laurie Hokkanen	

SUGGESTED ACTION

The Chanhassen City Council should hold a public hearing to consider modifying the Slow-No-Wake Elevation of Lake Minnewashta and associated City Ordinance modification language to be submitted to the Minnesota Department of Natural Resources for review.

Motion Type	Simple Majority Vote of members present
Strategic Priority	Operational Excellence

SUMMARY

A Citizen Action Request was received by the City on July 14, 2025 requesting a change to the existing Slow-No Wake Elevation (SNW) for Lake Minnewashta. The request is to raise the SNW elevation from the current elevation of 945.0 to the FEMA 100-yr flood elevation of 945.9.

The topic was discussed at the City Council work session held on October 13, 2025. The direction from council at that work session was to evaluate raising the SNW elevation to 945.3, and to reduce the waiting time of lifting the no wake restriction down from 3 days to 1 day. Staff has prepared a report giving an overview of the request.

A draft ordinance modifying City Code is also attached.

A change to the City Code regulating the SNW elevation will need to be submitted to the Minnesota Department of Natural Resources (DNR) for review and approval. If the City Council chooses to move

forward with a request to change the code, staff will forward the necessary documents to the DNR for review. If approved by the DNR, the City Council would consider adopting the ordinance at a future city council meeting, ahead of next summer's boating season.

BACKGROUND

See Report

DISCUSSION

See Report

BUDGET

N/A

RECOMMENDATION

N/A

ATTACHMENTS

City Code Language
Lake Minnewashta Overview
Overview: Slow No Wake Minnewashta Ordinance Update
Water Level Data Lake Minnewashta
County slow-no wake data
Slow No-Wake Restrictions 10.23 LakeOwners Survey

Sec 6-49 Slow-No Wake Areas

a. No person shall operate a watercraft in any marked slow-no wake areas in excess of slow-no wake speed. Slow-no wake areas shall be marked in accordance with the applicable regulations of the state department of natural resources. The location and boundaries of each slow-no wake area established are shown on that certain map entitled Water Surface Use Zoning Map of Chanhassen, dated July 11, 1983, on file in the City Hall. The map and all notations, references and data thereon are hereby incorporated by reference into this article and shall have the same force and effect as if fully set forth and described herein.

b. *Slow-no wake restrictions*.

1. Notwithstanding any other provision of this section, no person shall operate a watercraft at greater than slow-no wake speed on the following lakes at any time when the water level exceeds the following elevation:

Lake	Water Level at Which Slow-No Wake Restrictions Apply
Lotus Lake (10000600)	Ordinary High Water Level of 896.3'
Lake Lucy (10000700)	FEMA 100-Yr. Flood Elevation (2018) 957.24'
Lake Minnewashta (10000900)	Level of 945.30'
Lake Susan (10001300)	Level of 882.5'

2. The slow-no wake restrictions in paragraph (b)(1) shawill be put in place by the Ppublic Wworks Ddirector when the water level at which slow-no wake restrictions apply is met. Such restrictions shall be removed by the Ppublic Wworks Ddirector after the water level has remained below the water level at which slow-no wake restrictions apply for ~~three consecutive days~~24 hours.
3. It shall be the responsibility of the city to provide ~~adequate~~ public notification of ~~the public of~~ a slow-no wake restriction per paragraph (c)., ~~which will include placement of a sign at each public watercraft access, notice on the City of Chanhassen web page and notice to the Carver County Sherriff's Department.~~
4. Restrictions shall not apply to a seaplane during take-off or landing, or watercraft utilized for emergency response.

c. Upon the placement of a slow-no wake restriction, notice will be given:

1. On a sign posted at the public access.
2. On the City of Chanhassen web page and other communication channels.

~~3. On the City of Chanhassen surface water hotline.~~

~~4. On the community cable access channel.~~

~~5.~~3. In an e-mail to a representative of the applicable lake association if known.
~~6.~~4. To the Carver County Sherriff's Department.
~~7. In the case of Lake Riley, in a communication to the public works director for the City of Eden Prairie.~~
~~8.~~5. ~~To the public b~~By other means as may be deemed appropriate by the city~~council~~.

d. Watercraft utilized by resource management, emergency and enforcement personnel, when acting in the performance of their assigned duties, shall be exempt from the provisions of this section.

e. Part (c) shall not apply to float planes during takeoff or landing but shall apply while taxiing.

f. *Enforcement.* The enforcement of this section shall be the primary responsibility of the Carver County Sheriff's Office. Other licensed peace officers, including conservation officers of the Minnesota Department of Natural Resources are also authorized to enforce the provisions of this section.

(Ord. No. 73, § 5.06, 7-11-83; Ord. No. 356, § 7, 12-8-03; Ord. No. 418, § 1, 5-8-06; Ord. No. 419, § 1, 5-22-06; Ord. No. 642, § 1, 6-10-19; Ord. No. 655, § 1, 5-26-20)

HISTORY
Amended by Ord. 655 on 5/26/2020

City of Chanhassen

Lake Minnewashta Overview Map



Legend

- Storm Manholes
- Storm Inlets
- Storm Discharge Points
- 945' (Slow - No Wake Elevation)*
- 945.9' (100 Year Floodplain Contour)*
- Storm Culverts
- Storm Gravity Mains
- Storm Detention Areas
- Lake Minnewashta Lakeshed

* Approximate Location Based on LIDAR Data

Slow-No-Wake Restriction on Lake Minnewashta

I. Introduction

This report reviews the history, purpose, and current conditions of Lake Minnewashta's slow-no wake (SNW) elevation and provides considerations for potential adjustments. Slow-no wake regulations temporarily restrict watercraft speeds when water levels are elevated, requiring boats to operate at the slowest speed necessary (approximately 5 MPH) to maintain steerage and minimize wake. The primary objectives are to protect public safety, reduce shoreline erosion, safeguard docks and private property, and preserve water quality.

Lake Minnewashta's SNW elevation is currently set at 945.0 feet which is 0.5 feet higher than the Ordinary High-Water Level (OHWL) of 944.5 determined by the Minnesota Department of Natural Resources (DNR). The SNW elevation was set in 2019 and is based on a 10-year water level analysis, shoreline and erosion review, and public engagement. This benchmark reflects relatively uncommon high-water marks from prolonged wet weather and/or large storm events, and provides a standard that attempts to balance recreation, property protection, and environmental stewardship.

During the past two years (2024 and 2025) rainfall events caused the SNW restriction to be placed on area lakes during the 4th of July Holiday. As a result of the untimely nature, City Council and Staf received feedback from residents concerned with the SNW ordinance and triggering elevation. A Citizen Action Request with a proposal to raise the SNW elevation on Lake Minnewashta to the FEMA 100-year Floodplain elevation of 945.9 was submitted on July 14, 2025.

II. Lake Minnewashta Overview

Lake Minnewashta spans approximately 700 acres with an average depth of 15 feet and a maximum depth near 70 feet. Its shoreline stretches roughly 8.9 miles. The lake supports aquatic plants, fish habitat, and recreational activities. Water quality is generally good, though invasive species such as Eurasian watermilfoil and zebra mussels are present. Localized shoreline erosion has been observed. Shoreline erosion and watershed nutrient loading occasionally afect water clarity. An overview map of the Lake Minnewashta area is included in the appendix for reference.

The shoreline features a mix of developed residential areas and natural sections. Lawns, docks, and riprap dominate private property, while public parkland and undeveloped areas retain native vegetation bufers.

Recreational use is diverse, centered on Lake Minnewashta Regional Park, which ofers swimming, boating, fishing, trails, and seasonal activities including ice fishing and winter trail use. Boating is popular both from adjacent property owners, but also visitors using the public boat launch. Pleasure boating and other high-wake activities have increased in popularity recently, highlighting the need to balance recreational demand with environmental protection.

Lake Minnewashta tends to have longer SNW enforcement periods despite a higher elevation threshold compared to Lotus Lake, which uses the OHWL as a benchmark. This is due to the watershed characteristics. Lake Minnewashta has a larger watershed with less impervious surface and more upland storage compared to Lotus Lake which results in a slower draining system.

III. Historical Review

The first slow-no wake ordinance in Chanhassen was adopted on July 11, 1983 (Ordinance No. 73), establishing speed restrictions on marked slow-no wake areas. Subsequent amendments addressed evolving community needs, environmental concerns, and regulatory standards.

- **2003, Ordinance No. 356:** Updated provisions and state law integration.
- **2006, Ordinances No. 418 & 419:** Refinements for specific lakes including Lotus Lake and Lake Susan.
- **2019, Ordinance No. 642:** Trigger thresholds updated on Chanhassen Lakes, including Lake Minnewashta set to 945.0
- **2020, Ordinance No. 655:** Further alignment with hydrologic benchmarks and DNR approvals.

Current slow-no wake elevations for nearby lakes:

Lake	SNW Elevation
Lotus Lake	896.30’
Lake Lucy	957.24’
Lake Minnewashta	945.00’
Lake Susan	882.50’

Changes to SNW thresholds can be made anytime via a formal process, including public hearings, ordinance publishing, and a 120-day review by the Minnesota Department of Natural Resources (DNR).

IV. Slow-No Wake Elevation Determination

Slow–No Wake elevations are established to protect shorelines, property, and water quality during periods of high water by temporarily restricting boat speeds to minimize wave action. The elevation is determined through analysis of site-specific conditions for each lake or water body, including shoreline characteristics, adjacent land use, vegetation, water level history, and the relationship to nearby infrastructure. Because every lake responds diferently to high-water events, SNW elevations are evaluated individually rather than using a uniform standard across all water bodies.

Public input plays a key role in this process. Before a SNW restriction can be adopted or modified, DNR rules require that a public hearing be held to gather feedback from afected property owners, recreational users, and other stakeholders. This input helps local governments and the DNR better understand community perspectives, lake use patterns, and potential impacts before finalizing an ordinance or rule change.

Typically, the established SNW elevation falls above the Ordinary High Water Level (OHWL) - the typical upper limit of natural lake levels - but below the FEMA 1% annual chance flood elevation (commonly referred to as the 100-year floodplain). Setting the restriction within this range ensures that boating limitations are triggered before flooding occurs, providing a balance between recreational access and the protection of shorelines, habitat, and adjacent properties.

The 100-year floodplain elevation is established through detailed hydrologic and hydraulic modeling using synthetic storm events based on historical precipitation data. In

Chanhassen, a 100-year storm equates to approximately 7.5 inches of rainfall within 24 hours. These events are rare and often result in emergency conditions, including property damage and street flooding. In contrast, SNW elevations are typically set closer to the OHWL - the point along a waterbody where riparian vegetation transitions from aquatic to terrestrial species. Aquatic plants near the OHWL are naturally adapted to withstand periodic submersion and wave action, helping maintain shoreline stability.

SNW elevations from nearby lakes were reviewed for comparison. Within nearby Counties, 22 lakes were identified with published SNW, OHWL, and 100-year FEMA Floodplain elevations. The vast majority of these lakes (19 out of 22) have SNW elevations set below the FEMA Floodplain elevation. Most (11 of 22) have SNW elevations established between the OHWL and the 100-year floodplain, while the remaining 8 have SNW elevations at or below the OHWL. Detailed SNW elevation data for area lakes is provided in the appendix.

The intent of a SNW restriction is not to prevent flooding, but to reduce wave-related erosion and property damage during temporary periods of elevated water levels while maintaining a fair balance between environmental protection and lake recreation.

V. Data Collection and Trends

Water levels are continuously monitored by the City and the watershed district using real-time sensors. When data suggests that SNW thresholds may be exceeded, City staf confirm the readings through manual measurements taken from established benchmarks. It is important to note that water level data carries an estimated margin of error of approximately 0.05 feet. This variation can result from instrument or GPS calibration errors, as well as physical and human factors such as wave action and measurement technique.

According to the ordinance, the SNW restriction is enacted when the water level exceeds elevation 945.0 feet. In practice, City staf must observe a level of at least 945.05 feet (rounded to 945.1) to confirm this threshold. This margin of error and the use of significant digits were considered in the water level analysis presented in this report.

Water level data and SNW restriction frequency of Lake Minnewashta was compared to Lotus Lake, which is the most similar Lake in Chanhassen with respect to recreational use. Graphical depictions of the data are included in the appendix.

Analysis of the past 10 years shows:

Lake	SNW Enforcement	Water Level Exceeded Threshold	% of Boating Season Restricted
Lake Minnewashta	2 times (since 2019)	5 times	10%
Lotus Lake	3 times (since 2019)	6 times	5%

Analysis of the past 20 years shows:

Lake	SNW Enforcement	Water Level Exceeded Threshold	% of Boating Season Restricted
Lake Minnewashta	2 times (since 2019)	11 times	12%
Lotus Lake	3 times (since 2019)	12 times	4%

An analysis of Lake Minnewashta's SNW elevations over the past 20 years was conducted to estimate how often the restriction would be triggered and what percentage of the boating season it would remain in efect. This analysis assumes that the waiting period to lift the restriction is reduced from three days to 24 hours. As shown in the table below, even small adjustments in the SNW elevation can result in substantial diferences in the frequency and duration of restrictions.

Proposed SNW Elevation (ft)	Number of SNW Events	Number of SNW Days	% of Boating Season
945.0	11	322	10%
945.1	10	154	5%
945.2	5	87	3%
945.3	1	61	2%
945.9	1	5	<1%

VI. Impacts of Raising the SNW Elevation

Raising the SNW elevation could have ecological consequences. These impacts reflect what could happen under certain conditions, but a modest and well-managed rise in lake level would not automatically cause them.

1. **Shoreline Erosion Risks**
    - Higher water levels can destabilize shorelines and riparian habitats.
    - Vegetation critical for sediment stabilization may be submerged, increasing erosion and sedimentation.
2. **Habitat and Water Quality Efects**
    - Riparian vegetation subjected to wave action may die, disrupting wildlife habitats along the lake shore.
    - Loss of riparian vegetation decreases natural filtration, potentially degrading water quality.
3. **Sediment and Phosphorus Loading**
    - Disturbance of shoreline sediments can release phosphorus, fueling algal blooms and eutrophication.
    - Water clarity may decrease, and nutrient cycling may shift, afecting overall lake ecology.

Property Owner Impacts

Timely SNW enforcement protects docks, riprap, and shorelines, preventing erosion and sediment/nutrient runof that can degrade water quality. Delayed activation or higher thresholds increase the risk of property damage and potential repairs. Conservative SNW thresholds help preserve both environmental and community assets.

While raising the SNW elevation would extend recreational opportunities, it can introduce more long-term risks to shoreline stability and aquatic ecosystem health. Alternative measures like shoreline restoration, riparian bufers, and stormwater management may mitigate impacts while maintaining recreational flexibility.

VII. Recreational Impacts

SNW restrictions afect boating activities like wakeboarding, tubing, and water skiing. Targeted restrictions preserve partial recreational use while minimizing erosion and

property damage. Adaptive management approaches—seasonal or temporary adjustments—can balance recreational access with environmental protection.

VIII. Resident Outreach

City staf conducted an outreach campaign to gather input on the existing SNW elevation for Lake Minnewashta. Engagement eforts included hosting a public open house on October 9th, 2025, to share background information and collect feedback, as well as distributing an online survey targeted to lakeshore property owners to better understand resident perspectives and experiences. To ensure broad community awareness, staf implemented a communications campaign through the City's website, social media platforms, and mailed notices to afected residents. The information collected through these eforts will help inform City Council's consideration of whether adjustments to the current SNW elevation are warranted.

Analysis of the feedback revealed difering opinions among residents. Some supported raising the triggering elevation or removing the SNW restriction entirely, while others felt the current elevation is appropriate or even too high. Of the 102 surveys and letters received, 70 respondents (69%) favored raising the SNW elevation, while 32 respondents (31%) preferred keeping it the same or lowering it. Among Lake Minnewashta lakeshore property owners specifically, 52 respondents (75%) supported raising the elevation, compared to 17 respondents (25%) who did not.

Residents who supported a higher SNW elevation expressed that the current level is too conservative and unnecessarily restricts lake use during Minnesota's short boating season. They also noted that shoreline impacts from boating activity are minimal compared to natural occurrences such as ice heaves.

Conversely, residents who favored maintaining the current elevation emphasized the importance of balancing recreation with environmental protection. Some, particularly those in low-lying areas, reported experiencing shoreline erosion and property damage from wave action during periods of high water.

Respondents from the City's survey expressed broad support for reducing the duration the lake must remain below the SNW elevation before the restriction can be lifted.

IX. Regulatory and Legal Framework

Minnesota's SNW ordinance process ensures transparency and compliance:

1. Prepare a Water Surface Use Management (WSUM) worksheet and map.
2. Draft a necessity statement explaining reasons for changes.
3. Draft ordinance language specifying boundaries, triggers, enforcement, and penalties.
4. Conduct a public hearing for community input.
5. Submit materials to the DNR for a 120-day review.

Approval from the DNR is required before formal adoption. This structured process balances local interests, statewide standards, and environmental protection.

X. Options for Council Consideration

- **Maintain current SNW elevation**: Status quo; frequency and duration of restrictions expected to remain similar to what was observed in the past
- **Lower the elevation**: More frequent restrictions, stronger shoreline protection.
- **Raise the elevation**: Fewer restrictions, greater recreational access, increased environmental risk.
- **Adaptive management**:
    - Reduce the number of consecutive days a lake is lower than the threshold from 3 days to 1 day.
    - Temporary or seasonal adjustments with periodic review.
    - Targeted permanent SNW areas in critical areas

XI. City Council Work Session

The Chanhassen City Council discussed the SNW topic during its work session on October 13, 2025. At that meeting, staf presented information from the draft report and reviewed preliminary survey results. Following the discussion, the City Council expressed that the current SNW elevation for Lake Minnewashta may be overly restrictive and directed staf to prepare a draft ordinance amendment to raise the SNW elevation to 945.3 feet and reduce the waiting period to lift the restriction from 3-days to 24 hours.

XII. Discussion

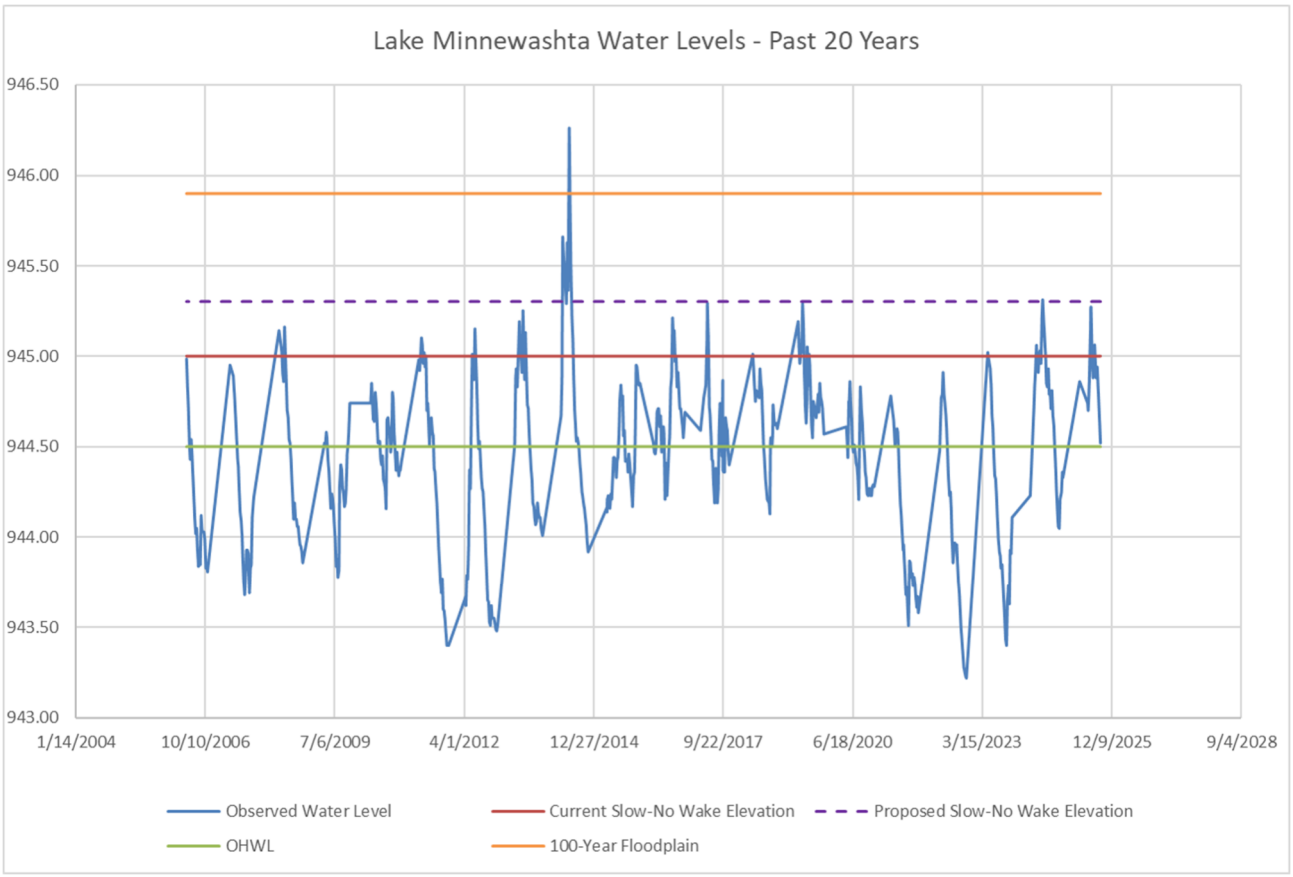
The analysis of Lake Minnewashta demonstrates that there is a relatively narrow range of elevations at which a SNW restriction is appropriate. The current (945.0) and proposed (945.3) SNW elevations are near the lower and upper limits of this range respectively, reflecting the need to balance shoreline and property protection with recreational access. There is no exact formula for determining SNW elevations; instead, they are established through site-specific evaluation of factors and public input. Each lake responds diferently to high-water events, requiring an individual assessment rather than a uniform standard.

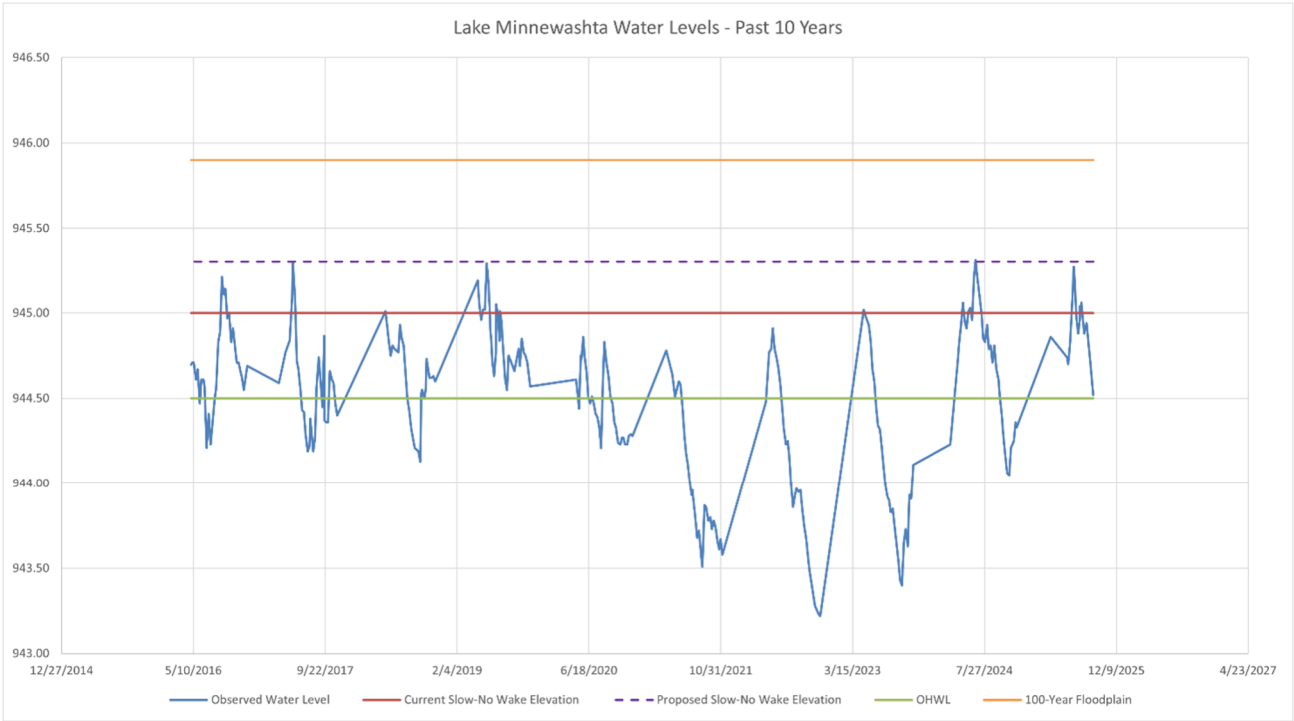
Precision in defining the SNW elevation is critical. Establishing the restriction to the tenth (945.X) decimal place helps account for measurement error, variations in water level readings, and natural fluctuations, ensuring that the restriction is triggered appropriately without being overly conservative or lenient.

A proposed elevation of 945.3 feet would rarely be reached (only observed 1 time during the last 20 years) during the historic flooding observed in 2014, making the restriction infrequent and inconsistent with observed patterns on comparable lakes such as Lotus Lake. In contrast, maintaining the current SNW elevation of 945.0 would preserve the status quo which resulted in approximately 12 % of the boating season being restricted when analyzing the last 10 years of data. A small increase to 945.1 feet would reduce the number of restriction days by approximately half which demonstrates how minor adjustments can have a significant efect on restriction duration. Observed damage on Lake Minnewashta during periods of high water underscores the importance of maintaining SNW restrictions at an elevation that protects the shoreline without unnecessarily limiting recreational boating.

XIII. Appendices

- Historical lake level data
- Lake Minnewashta Overview Map
- Comparison of SNW thresholds on nearby lakes
- Sample ordinance language


Lake Minnewashta Water Levels - Past 20 Years
946.50
946.00
945.50
945.00
944.50
944.00
943.50
943.00
1/14/2004
10/10/2006
7/6/2009
4/1/2012
12/27/2014
9/22/2017
6/18/2020
3/15/2023
12/9/2025
9/4/2028
Observed Water Level
Current Slow-No Wake Elevation
Proposed Slow-No Wake Elevation
OHWL
100-Year Floodplain


Lake Minnewashta Water Levels - Past 10 Years
946.50
946.00
945.50
945.00
944.50
944.00
943.50
943.00
12/27/2014
5/10/2016
9/22/2017
2/4/2019
6/18/2020
10/31/2021
3/15/2023
7/27/2024
12/9/2025
4/23/2027
Observed Water Level
Current Slow-No Wake Elevation
Proposed Slow-No Wake Elevation
OHWL
100-Year Floodplain

Lake	SNW	OHWL	FEMA	SNW-OHW	FEMA-SNW
Crooked	861.6	862.1	863.4	-0.5	1.8
Waconia	963.1	963.1	963.54	0	0.44
Lotus	896.3	896.3	897.84	0	1.54
Susan	882.5	881.8	885	0.7	2.5
Minnewashta	945	944.5	945.9	0.5	0.9
Lucy	957.24	956.1	957.24	1.14	0
Byllesby	858.2	856.6	860	1.6	1.8
Crystal	934	934.5	934.8	-0.5	0.8
Marion	983.6	983.1	985	0.5	1.4
Bryant Lake	852.6	851.38	853	1.22	0.4
Sarah	981.1	979.9	981	1.2	-0.1
Independence	958.2	957.5	960	0.7	1.8
Medicine	889.4	889.1	890	0.3	0.6
Upper Prior	903.9	903.9	907	0	3.1
Lower Prior	903.9	903.9	907	0	3.1
Spring	912.8	912.8	914	0	1.2
Gervais	860	859.64	863	0.36	3
Long	866.22	864.93	869	1.29	2.78
Island	947	946.76	946	0.24	-1
Minnetonka	929.8	929.41	931.1	0.39	1.3
Cross	935	933.74	940	1.26	5
Elk	962.2	962.2	969	0	6.8

Submission Date	Lives on Lake Minnewashta	How do you use the lake (boating, fishing, kayaking, waterskiing, wake-boating, etc.)?	How would you describe the water quality of Lake Minnewashta?	What do you think about the current slow-no-wake elevation, do you feel it is at the right level?	What are your thoughts about slow-no-wake restrictions in general?	Any other comments?
10/13/2025 13:33	yes	boating, fishing, kayaking, swimming, view	Declining this year due to runoff from spring and early summer rains. Minnewashta is a C+ lake as rated by the DNR and it should be higher. Future generations are at risk	No wake level doesn't matter without out reasonable boating regulations.	No wake level doesn't matter without out reasonable boating regulations.	City engineering and Council must engage with LMPA, the true stewards of the lake. The lake is as healthy as it is thanks to LMPA.
10/13/2025 4:55			I have lived across from the lake for 29 years has always been considered, and continues to be one of the cleanest Lake Waters in the entire greater metro area. I mean, it still		In general, I think no wake restrictions would help preserve Shoreline and shallow lake beds.	what's frustrating is that white boat owners think that they have a right to do what they want.
10/15/2025 7:07		Fishing, paddle boarding, canoeing, beach use, swimming	Average	No. Feels it's too high and is causing shoreline damage.	In favor, it needs to be balanced. But not allowing one use of the lake to usurp other activities or the ecosystem as a whole.	
10/14/2025 18:21	yes	Pontoon boat, ski boat (not wake surf boat), kayak, paddle board, swimming/floating. We live on the lake.	Good, but we have more weed clean-up than we used to. I suspect the large increase in wake surf boats means more, deeper props chopping more vegetation and stirring	It should not be set higher. I disagree with comments that it should be changed because it's "arbitrary." There's a logical narrow range. Setting it at flood zone level would be absurd.	Sometimes necessary. It appears that no one likes being restricted from anything, ever, but data-based analyses and common sense must prevail for lake quality and the preservation of lakeshore.	It's important to maintain no wake restrictions. The currently established level is appropriate. Reducing the 3 days to 1 day is probably misguided due to risk of on-off-on-off, etc. Maybe 2 days.
10/14/2025 14:11	yes	We have a pontoon and a small ski boat. We ski, occasionally tow a tube, cruise in the pontoon. We also kayak on either a sit atop or our Hobie pedal kayak, and paddle board.	Great water quality for an urban lake, although it seems to be weedier that it used to be. There's so much more wake surfing now, its a lot more work to maintain the beach because of chopped up weeds	When no-wake was declared both in 2024 and 2025, our level lot was already slightly flooded and wakes lapped up over the riprap and onto our yard. If it's raised, we'll be under water.	They're not fun, but are necessary to protect both shorelines and water quality. We respect the science/engineering and don't want to trade short term fun for long-term lake health & property values.	
10/13/2025 19:24	yes	Boating, kayaking, swimming	Very good	Yes	very Important	Enforcement of no-wake in recent years has been lacking
10/13/2025 14:00		Boating, fishing	The water quality is really good. Clear water and the fish species seem to be healthy.	Yes I feel like it is at the right level and do not recommend any changes. If I were in charge I would limit wake surfing to certain hours and areas of the lake.	My perception is that people who want the restriction less strict are reacting to the last couple of rainy summers where the elevation for no wake is met. Feels like recency bias.	
10/12/2025 13:23	yes	Boating, fishing, paddle boarding, swimming, water skiing,	Good	Yes	Helps protect shoreline erosion & protect homeowners property	
10/11/2025 15:43	yes	Sailing	Quite turbid. I have lived on the lake since 1997 and this year was one of the worst for water quality	I am no fan of Wake boats. They are completely inharmonious with nature. I would make the level more restrictive than it currently is. Not all boaters follow rules and it only takes a	They are imperative.	If people want to surf, go to the ocean. These boats are incredibly destructive: They erode shoreline, stir the bottom, guzzle gas and transfer invasive species in their ballast tanks.
10/11/2025 9:22	yes	My wife and I are both water sports enthusiasts and use the lake very frequently for pontooning, skiing, tubing, swimming, kayaking and just cooling off.	For a metro area lake, it is above average but this year, water clarity has degraded from years past perhaps due to high water levels and an increase in the number of surf boats. Both are damaging	I believe it is at the right level. At 945.0', the water is above the OHWL and affecting my shore vegetation. Wave action from boats undercuts and erodes my shore. I have lost feet over the years	I wish we didn't need them but they are necessary to protect the water quality and property of land owners. Going to a one day waiting period will reduce the recreational impact.	We have spent thousands of dollars planting a shoreline buffer. If we raise the trigger, we will need to spend thousands more to further harden our shoreline. The wave damage is real.
10/8/2025 22:11	yes	Pontoon, waterski, swim	Good	No	Not strict enough and not enforced.	
10/7/2025 19:06		Fishing, boating	Poor compared to when I moved to the address shown in	Yes	It is useful for controlling shoreline erosion thus lake water	
10/7/2025 13:50		We use our association beach lot in Minnewashta Heights	Fair	Yes, slow-no-wake protects the shorelines and the lake water	They are good as long as based on sound science	
10/6/2025 9:27		Kayaking, paddle boarding	Clear but sadly because of zebra muscles	I definitely appreciate the no wake restrictions as the wake surf boats create immense waves that affect the shoreline even when the boat itself is hundreds of feet away.	Slow and no wake restrictions are probably unfair but I think it's absolutely necessary to restrict wake surfing. This sport is doing so much damage to the lake .	Wake surfing is so damaging to the lake and so disruptive to those who like kayaking, paddle boarding that I find it unbelievable that we don't put the restrictions on them!
10/5/2025 8:39	yes	Boating, fishing, kayaking, wakeboarding		About right	It is a good ordinance and protects shorelines and damage to boats tied to docks	Rules are only good if enforced which does not happen. The is no enforcement on Lake Minnewashta. There should be an ordinance for
10/4/2025 15:14		Mostly fishing, kayaking	Acceptable for fishing, kayaking	The elevation is good for most uses, but not protective of the lake for wake boats.	Think they're an important tool to help protect the shorelines. While they can be inconvenient, it's much worse when all the natural	
10/4/2025 15:01		Kayaking and pontooning	Weedy	I think the current level is fine and should stay the same	I think it's important to protect lake property from erosion and there should be more patrols when a slow no wake is required.	I think there should be more restrictions on how many of the large wake producing boats that are allowed on the lake and more distance from
10/4/2025 14:51	yes	Boating, lakeshore beach	Excellent	Yes, current elevation feels appropriate	Good to have to protect shoreline. No wake near shore makes sense.	Ability to have a few very specific event exceptions (ie annual waterski
10/3/2025 10:11	yes	boating, kayaking, waterskiing, tubing, swimming	The water is very clear unquiet days. The water is very dirty on days of south winds and/or heavy boat usage, especially on weekends and holidays. for example the	Yes, they are at the right level.	Please do not change the slow-no-wake restrictions.	The current slow-no-wake restrictions only impact wake surf boats for about two weeks. But during the higher water levels the shore line is impacted the most with the waves they produce.
10/1/2025 20:52	yes	We have lakefront property with a beach. We kayak, canoe, swim, and use our pontoon boat on the lake.	It is okay but has had a lot more weeds the past few years and does not seem as clear as it was just 5 years ago.	I think it is currently at the right level.	I think they are important and necessary to preserve shorelines and maintain a healthy habitat for wildlife. I would support an allowance	I think it is vital to protect our shorelines from erosion. Distance from shore by wake boats is crucial to help protect shorelines. Preserving
10/1/2025 20:03		Boating, swimming, fishing	Average	It feels correct. If any change is needed, the lake level elevation could be lowered (not raised) to better protect lake health and reduce shoreline erosion	Great! Protects shoreline, aquatic life, and water quality &is safer for non-motorized use. A recent study by the U of M shows large waves hurt overall lake health (long lasting impacts)	It seems irresponsible to loosen the requirements for slow no-wake. The level is set to protect the lake. Lake & boats still fun now, just big waves at responsible water levels. Increase enforcement
10/1/2025 19:33		fishing, swimming	good	good	I think there appropriate	
10/1/2025 18:31		Kayak, fishing g, paddleboard	Average, could be a lot better. To much run off from yards full of chemicals. And road run off. Needs more natural	I dont think it should be any lower. The no wake level is important. I have seen a lot of shoreline erosion over the years	They are good and need to be enforced.	
10/1/2025 17:40	yes	I own a home on the lake, we actively use the lake for boating (pontoon), canoeing, kayaking, paddle boarding, and	Usually very good. Seemed like it was not quite as clean this year as it's been in the past. Going down hill the last	I feel it is the right level.	I feel they are very important to enforce. There's been a great deal of debate regarding wake boats. There's no question that these types	I'm not against wake boats, everyone deserves to enjoy the lake. But with this type of boat becoming more common, I feel it's even more
10/1/2025 17:20	yes	Boating, kayaking	B minus	At right level	I support them for protection of water quality and lakeshore	
10/1/2025 17:09		Paddle boarding and swimming	Clear and interesting mix of emergent vegetation	About right	Support them. The lake is much calmer when in place and more	
10/1/2025 15:48		paddling/fishing	acceptable	No. As a resident whose main lake recreation is paddling, I find these smaller community lakes that allow wake boats are too dangerous and exclude my use.	As Chanhassen and the surrounding area grows in population, small lakes should stay inclusive to all. Without slow-no-wake rules, wake boats monopolize them and exclude paddlers and anglers.	Do Lotus Lake next! I have association dock access for this lake and it is CONSTANTLY disruptive to paddlers with just a few wake boats - can't get away from them & don't feel safe
10/1/2025 15:30		fishing	generally acceptable	generally acceptable	I am in favor of restrictions to ensure the health of our lakes and shorelines. More restrictive restrictions will also ensure the diversity	As wake boating increases in popularity, opportunities for other boaters decrease because of the large and dangerous disturbances these
10/1/2025 15:15		boating, Kayaking	Average	yes	Protect the shoreline is a priority	

10/9/2025	yes	Fishing, boating, tubing, water skiing, kayak, paddle boat, jetski	We have owned property for decades and the water quality has significantly decreased. Still a pretty clean lake but weeds have continued to impact areas more each year.	Yes, I (we) agree with the current level and with current 3 day wait.	Restrictions are in place to protect the lake and properties on the lake and are necessary.	Would like to make sure wake boat restrictions are at 500ft and 20ft depth. Also enforcement for going too close to other recreational types (kayaks, fishing, etc)
10/9/2025	yes	Boating, kayaking -live on the lake 870' shoreline	Good but not great B Grade, weeds have increased, clarity fluctuates	I agree to the 945' activation level, a higher level would begin to go over my shoreline into the yard@ the point. Damage from wakes would definitely increase.	They meet the objective of protecting shoreline. I wouldn't recommend lowering it either since it would trigger more distracting from lake use.	I think the focus needs to remain on protecting shoreline and not increasing level to reduce events.
10/9/2025	yes	all of the above! We pontoon, surf, paddleboard & kayak & fish & swim. We have 3 boys and love lake life!	2025 was a poorer water quality than previous years.	I think it should remain at current levels--we've had unfortunate timing of slow-no wake the last two summers, but we have to balance the desire to keep beaches/shoreline in	It is necessary to balance. I think exceptions could be made for July 4th water ski show & when water falls below the limit- no need to wait 3 day to resume normal lake activities.	
10/5/2025 16:35	yes	boating, fishing, kayaking, waterski, wake board	ok	mo	should be raised to 945.9	
10/13/2025 15:43	yes	fishing, skiing, paddle boarding, sea doo	medium	not at right level. too conservative. The larger concern isnt the level. Rather the impact of erosion from wake setter boats. Watch you tube (DNR) videos as to the destruction of	raise restriction. Remove Wake Setter Boats at public boat launches. Reduce hours wake setters (homeowners on lake) can be used. they are destroying the wildlife in the lake.	I hope Chan is progressive in conservation efforts and putting energies where it is most impactful. We live on lake and cannot enjoy the same activities due to the large wakes created
10/13/2025 15:08	yes	Everything but surf boarding	good	The highest point in 2025 spring/summer was the peek not needed. Any higher it is needed. So anytime higher than	good when needed. NOt that im an expert but I may have one of the the lowest back yard on the lake	only wake problem causers at levels 6 inches higher than 2025 peak levels are surfing boards with boats. Their goal is ocean waves. 6
10/13/2025 14:13	yes	paddle board, swimming, boating, fishing, kayaking, waterskiing, tubing, wake surfing	Good, but the zebra muscles are annoying	No. I feel it is too low. I would like to see it raised to 945.9	Our kids love to water ski and tube and the no wake has disrupted their activities on the water the last two summers.	Thank you for your consideration!
10/12/2025 20:00	yes	Surfing, Stand Up Paddle Boarding, Kayaking, floating	Sometimes good - sometimes murky - depends on the time of the season	As a homeowner/property - we believe it is acceptable and do not believe it should be raised higher.	We are fine with the current slow-no-wake for residents, but that visitors need better awareness.	
10/12/2025 15:07	yes	All the above	Great	No. It is way to low	I think that if the limit is set to a reasonable level it is a good thing.	
10/11/2025 9:31		All of the above	Excellent	It's too low. The limit should be 945.9.	It's essentially a summer fun ban on Lake Minnewashta. Please raise the limit to 945.9!	It's important to work closely with the Carver County Sheriff regarding any regulations to ensure that they are enforceable.
10/10/2025 10:42	yes	Boating, fishing, waterskiing	One of the best in the seven county metro area	No, please put it back to 945.9. If we become known as non-recreational lake this may affect property values which in turn can decrease tax revenue for the city	They were put in place without transparency, without homeowner or other user input. It was put forward by people who have been anti-wake and anti-recreational use of lake	One of the primary drivers of wake restriction purchased a home which was known to be under the 250 year flood plain,, broad policy is being made to accommodate the concerns of few
10/9/2025 16:40	yes	Kayak, paddle boarding, boating	Ok	No, it is too low	No wake should only be in effect once over flood stage - level	We have lived on Lake Minnewashta for over 20 years and find that most boats are respectful of the shoreline and keep distance
10/9/2025 9:16	yes	boating, kayaking, waterskiing, wake boarding, wake surfing	excellent	NO. Raise the level back to 945.9. Not sure why it was changed!	Lakes go up and down based on weather. If you live on a lake you take the risk of low and high-water levels. NO restrictions is my vote.	Somebody is having swimming events on the lake without a permit. Also, anybody that lives on the lake and is on the city council should not
10/7/2025 10:48	yes	Boating, kayaking, waterskiing, wake-boating	Good	No- it is not being enforced at the correct level. With known periods of high rain fall it needs to be adjusted for when it's	I am not opposed to restrictions, however it is not set at the right threshold. If waves are flowing into peoples yards that is a problem	The threshold needs to be set at a backed up level not an average of 5 years… we've never had so many no wakes before and it's a very active
10/6/2025 19:38	yes	Kayaking, wake-boating, pontoon cruising, swimming	Good	No - the current no-wake level will cancel 75% of our 4th of July weeks. The June rains will always have water level peak June 30 based on the normal June rain cycle. They it always	Raise it to a reasonable level. There was no sign of shore erosion at the current no-wake level. We should be proud of our amazing lake property not micro manage it. Many family reunions are July 4.	There are normal cycles to the ice in winter and the rain in summer. The ice shift this year caused more damage than any high water years. It is the cost of owning a home on the lake to manage.
10/6/2025 16:43		Boating, wake surfing, paddle boarding	Very good	I feel it is two low	I think they are an important aspect of lake protection.	I believe the methodology should be consistent across Chanhassen lakes and set at the 100 year FEMA level, for Lake Minnewashta that is
10/6/2025 9:56	yes	Fishing, wakesurfing, wakeboarding	Great	It is too low, and too restrictive. The prime periods of the season are disrupted every year now, for Minnewashta and	They make sense in moderation and should be aligned with other lakes as well as with our new normal. Under the new normal, the	We have a lot of shoreline. We understand the challenges. That said, we live here to be able to use the lake, and currently we are not able to as
10/6/2025 9:39	yes	boating, fishing, kayaking	good	seems a bit low	There has been lots of days with slow no wake	July 4th weekend is timeframe that it is most upsetting
10/6/2025 9:33	yes	boating, fishing, kayaking, and wake-boating	Good, clear but weeds are a problem	The limit should be raised to 945.9 feet. There is no negative effect on lake shore property owners (I am one). It's overly restrictive and limits use during peek season	No necessary.	The change to the lake level threshold a few years ago has lead to this lake being unused during the height of summer. The usage of this lake is very limited for 3/4 of the year.
10/6/2025 8:40		baoting, SUP, canoe	Fair	No I support raising the elevation to 945.9	I do not feel they are necessary. I live on lake Minnewashta. It feels very much like a solution looking for a problem.	
10/6/2025 7:36	yes	Boating, fishing, kayaking, wake surfing	Good	No- it is too restrictive	When appropriate, they are a positive. However, current restrictions are unreasonable and have significantly impacted summer	
10/6/2025 5:42	yes	Everything lake related	Great in the Spring and degrades with wake setter damage during the summer (churning up bottom) and with warmer waters, as well as lawn fertilizer use around the lake	Too low and has resulted in unnecessary restrictions during key lake use and important family traditions/holidays.	Not a fan of them, except within Little Minni where the boat launch is located.	Minnewashta regional park had an initial restriction on size of motors and number of boats … not sure how that requirement changed and I'd like to see those restrictions come back.
10/6/2025 5:41	yes	I gosh, jetski, Waterski and pontoon.	Great	No, it is not at the right level.	Raise the level and keep the slow no wake if it hits a higher level.	Kick wake boats off the lake. Ski boats and pontoons are not the problem. Minnewashta is too small to have 25-30 wake boats going.
10/5/2025 21:27		Fishing, Kayaking, Waterskiing, Wake-boating, Swimming.	The water quality of Lake Minnewashta is great, there are no issues with the quality.	They are unneccesarily too low. It is not at the right level and needs to be raised at least 6 inches to accommodate reasonable use throughout the summer months.	The past few years they have made an unnecessary impact on the community from general enjoyment of the lake to the loss of the waterski show on the 4th of July. The restrictions need to be	
10/5/2025 20:31	yes	boating, fishing, kayaking, waterskiing, swimming	Good, too many weeds	No, it is too low. Too many restrictions for little reasons	Necessary when avoiding serious property damage	
10/5/2025 20:07		Boating surfing, jet skiing, paddle boarding	Excellent	Too low. It should be at the 945.9 ft level	They are too restrictive the last couple of years.	No
10/5/2025 19:34	yes	boating, skiing, fishing, SUPing, waterskiing, wake surfing	good	no, it is too low	the depth needs to be increased. two years in a row we haven't been	
10/5/2025 19:00	yes	Waterskiing	Great!	No, would like it increased. I have lived on the lake since 1970 and it is clear to me that the water level abs and flows and we must consider new levels.	With climate change and weather patterns changing, as a Lakeshore owner and water Skier I think we need to raise the levels so we can all enjoy the lake!!	In the past when we''ve had no wake zone, I see so many drop in voters ignoring the restriction. As a taxpayer and Lakeshore owner, this is very frustrating, so we need to set a new level.
10/5/2025 18:30		Boating, kayaking, paddle boarding	Nice, clean	No. It should be raised.	They are too restrictive. They close down the lake during peak	
10/5/2025 18:24		Boating waterskiing fishing	Good	No. It needs to be raised	too restrictive	
10/5/2025 17:49	yes	boating, fishing, kayaking, waterskiing, wake-boating	decent	slow/no-wake threshold should be raised to 945.9 feet	restrictions should be be limited to flood levels. excessive regulations limit usefulness of resources and ultimately property	

10/5/2025 17:41	yes	Boating, tubing, wake boating	Wonderfully clean water	no, it's too low. Threshold should be higher similar to other lakes in the area.	They are necessary one at an inappropriate level to preserve Shoreline	Please consider raising the limit so residence can enjoy for recreational use similar to other lakes well so preserving the shoreline
10/5/2025 17:29	yes	Boat, jet ski, kayak, canoe, paddle board, water ski, tubing, swimming, fishing	Medium. Lots of weeds. Zebra mussel proliferation.	I would like to see it slightly higher, so there is less no-wake mid summer.	I appreciate having a water level based no wake. I do NOT want a boat-type based restriction, such as distance from shore for wake	I appreciate having a water level based no wake. I do NOT want a boat-type based restriction, such as distance from shore for wake boats.
10/5/2025 17:14		Boating	Excellent	No, threshold is too restrictive	Lake Minnewashta doesn't seem busy enough to warrant no wake	
10/5/2025 16:55	yes	Boating, kayaking, SUP, wake surf & wake board	Good	It needs to be raised. I want the slow/no-wake threshold raised to 945.9 feet (Lake Minnewashta's base flood level)	They are FAR too restrictive.	Please raise the level and allow residents to enjoy their lake access again.
10/5/2025 16:36	yes	boating,	average	No, the past two years we have had a lot of rain in the spring and being of summer, And other years the lake has been low beginning of the summer. I feel it should be lower than 945.0	it seems the people that have cut their shorelines down are the ones that are complaining.	99% of the people that use the lake are considerate and wakeboarders and surfers are out in the middle of the lake and it make minimal in pack on the shoreline.
10/5/2025 15:55		Boating surfing fishing wakeboarding jet skiing	Good	We need to raise the limit	We need to raise the limit	We chose to live on this lake for the ability to serve. No wake zone is causing people to not want to live around this lake.
10/5/2025 15:37	yes	Waterskiing	Good	Current restrictions are too strict		
10/5/2025 14:22	yes	boating, fishing, wake boating, paddle boarding, tubing	We do not have any complaints regarding the quality of the water.	The no wake elevation is set too high and I would suggest to raise the threshold to 945.9 feet - Lake Minnewashta's base	The no-wake restriction has made the lake unusable for recreation, taking away the core family activities—boating, tubing,	
10/5/2025 14:01	yes	Fishing, boating, skiing, surfing	Good	It is too low, it seems we have an extended period of no wake	They are unnecessary until very extreme circumstances	Please raise the no wake level threshold
10/5/2025 13:57	yes	Boating, fishing, kayaking, wake-surfing, wakeboarding, swimming, paddleboarding	Good	No. It is too low and has often inhibited recreation. I am extremely frustrated with it.	I disagree with them unless scenarios are extreme (which I have never seen).	Please raise Minnewashta's slow-no-wake limit. The 945.9 feet limit (Lake Minnewashta's base flood level) is sufficient.
10/5/2025 13:44		Boating fishing kayaking paddleboarding beach swimming ice fishing	Very good (minus the zebra mussels)	No. There needs to be a scientific standard set which should dictate policy.	They are needed to help preserve shoreline in historically high water level events.	
10/5/2025 13:31	yes	Paddle boarding, kayaking, fishing, boating, swimming	Average.	Too low. Should be raised to 945.9 feet which is Male Minnewashta's base flood level.	People are focused on their own agenda rather that the community amenity. If your shoreline is eroding, you shouldn't have cut back the	Neighbors are arguing over their personal opinions. The lake is a community amenity- not personal property.
10/5/2025 13:31	yes	Kayak, surfing, swimming, boat	Decent	Need to be higher	Do not agree with it	Raise the limit so we don't need restrictions
10/5/2025 13:29	yes	Boating, wake boarding, wake surfing	Good	The level is too low. We have been repeatedly impacted by this - friends/family come from out of town and we end up having to go to another lake. Ridiculous.	There is a balance between allowing recreation and protecting property. We own 1400 feet of frontage; we know living here means we have to expend time and money to protect our shoreline. So be it.	The rights of the few should not be allowed to so unreasonably trump the rights of the many.
10/5/2025 13:26	yes	Waterskiing. Paddleboarding	Excellent	No! We've lived on the lake for 20 years. It was changed in 2020 with no warning/discussion with any homeowners. We've owned three different properties on the lake the only s-	They've been implemented by a few select people recently who do not represent the majority of homeowners, this will lower our property value as people buy on this lake for recreation	Please put it back to where it's been at 945.9
10/5/2025 13:15	yes	Boating, fishing, kayaking, water sports	Great	The level is to low, needs to be raised	They are appropriate for high levels in general but the threshold now	
10/5/2025 13:06		Boating, water sports, swimming	Appears clean and healthy	It is set at an unreasonable level.	It's unreasonable to have no wake zone the way it's been enforced the last handful of years. Go away with the restriction	Can any lakeshore owner show any lakeshore damage from recent years lake level being what they were and boat traffic?
10/5/2025 12:53	yes	Boating, fishing, wake surfing	Good	No. Too low.	Should be raised to 945.9 feet.	
10/5/2025 12:51		Pontooning, fishing, waterskiing, swimming, SUP/kayak.	Above average	They are overly restrictive in threshold and 3 days clearance without scientific or accurate historical data, more restrictive than surrounding lakes,, have led to frequent and significant	They have a role when accurate.	The current restrictions impact nearly everyone's use and enjoyment of the lake, for which they pay a premium, with activity at very specific levels necessary but at current levels impacting a few.
10/5/2025 12:38	yes	We use the lake for fishing, swimming, paddle boarding, kayaking, boating, tubing and surfing	Very good	I don't think it's at the appropriate level, since we moved into the lake there has been more days of slow no wake compared to other similar lakes in the area.	The restrictions for slow no wake do need to exist to proctect the lake shore/environment in appropriate situations	
10/5/2025 12:17	yes	Fishing, swimming, wake boating, kayaking, jet ski, paddle boatd	Very good	The current slow-no-wake level is too low. We've lived on the lake for a decade and we have winds blowing at us regularly that create more waves on our beach than boats do.	When used at appropriate levels they are beneficial to the lake and people who enjoy using the lake.	The level set at 945.9 would be appropriate. It's a 100 year FEMA approved level that would protect the shoreline during actual flood conditions.
10/5/2025 12:02	yes	Boating, fishing, kayak, jet ski, water ski, surf, swim	Good	It's too low	They're fine - use respect and courtesy of peoples shoreline, docks,	
10/5/2025 12:00	yes	Boating, water skiing, wake boating, kayaking, paddle boarding,	Good	No, it should be raised to 945.9	Fine if the water is too high but needs to be a realistic level (ours was	No other lake's stayed closed as long as ours and lake Minnetonka
10/4/2025 14:31		Kayaking	I think it's degraded	I think the restriction should increase	I support them	
10/4/2025 13:31		Boating	Decent except for the weeks and zebra muscles	I would like it to be raised	I would like the whole lake level to be raised. There are time when I have to pull my boat because of low lake levels.	I would like to hear other people's comments as mine are from my perspective only.
10/3/2025 17:44	yes	Boating, Fishing, Paddle boarding, swimming, wake surfing, jet ski, tubing	Excellent. Which is why we bought a property on the lake.	It is set too low, we have had over 6 times the amount vs surrounding lakes in Chanhassen in the last 2 years	They are an important part of environmental stewardship	Set the level at the 100 year FEMA LEVEL OF 945.9 feet so the shoreline is protected during flooding conditions and lake users are not limited in
10/1/2025 21:40		boating, swimming, kayaking	Fair. The weeds can be bad.	No, it is not the right level. It should be higher. The past few years we have had no wake restrictions, while the water level	We need them, but they need to be relaxed. When there is a problem, it also seems too long to lift the restriction.	Restricting skiing and surfing areas might be helpful to save the shorelines.
10/1/2025 19:07		Boating, water-skiing, tubing, wake boarding, but we do not have a wake surf boat	Great	It should be tiered based on type of wake. Wake surf boats using ballast should have a lower slow-no-wake restriction. The elevation level should be raised for most but lowered for	Valid to protect property and shoreline	It's very hard to find out if the lake has a restriction. We packed up all our boating stuff drove all the way to the lake, only to have the DNR guy tell us. The info isn't posted anywhere.
10/1/2025 17:32	yes	Boating fishing surfing paddle boarding	Fair could have better weed control	No I feel it should be higher	It limits a lotboat users it's a public lake and people should be able	
10/1/2025 17:17	yes	Pontooning. fishing, kayaking, jetskiing	OK.	Level needs to be higher. Appears to be no scientific evidence behind 945.0.	Restrictions should be no wake after 3 consecutive days above level & continue until 1 day below level.	Need push notification to notify about no wake when on & off. Also need a link on City website where we can view the daily levels being
10/1/2025 14:18	yes	Wake surfing, pontoon boating, paddle boarding, swimming, kayaking	Good, but too many weeds	I think it needs to be raised. It's too restrictive. I believe there is a proposal to raise to 945.9. I would support that number.	I think all boaters should exercise polite and safe boating activities. I would prefer that there were no restrictions at all, but I understand	I support the 100 year FEMA level at 945.9. To protect shoreline and allow for reasonable enjoyment for boaters.
10/1/2025 13:21	yes	Kayaking, paddle boarding, waterskiing, wake surfing, sunset cruising, swimming, fishing, etc.	Very good	It is set too low. We are running into restrictions every year yet the weather pattern is the same. Meaning it is the norm not	They are important.	We have reviewed the data and believe the level is set too low. The level should be set to the 100 year FEMA flood level to protect the lake during
10/1/2025 13:08		Recreational watersports, fishing, kayaking, waterski show	Water clarity is good and phosphorus is low	No, the level is set too low. It should match Lake Minnewashta's base flood elevation of 945.9.	No-wake restrictions are essentially recreational watersports bans when set below flood levels.	Raise the limit to 945.9. If you want to improve water quality, there are far more effective approaches than banning recreational watersports.
10/1/2025 13:02		All except wake boating.	Good	No. The level is to low as we have had more no wake restrictions than other lakes around us.	They are fine if managed appropriately	Raise the limit to the fema documented limit

10/1/2025 12:58	yes	Boating, fishing, swimming, kayaking, skiing, winter activities, wakeboarding	Very good	No. Should be raised to 945.9. The science behind the current limit is minimal.	Restrictions on distance from shore should not be in place. Restrictions on water level should be in place but should be raised ln	
10/1/2025 10:38	yes	Boating, wake boating, waterskiing, fishing	Good, would appreciate more weed control	No, it should be higher or be removed	This year has shown a dramatic improvement in large boater behavior, with users consistantly using the center of the lake and avoiding high waves on shore. Post a sign at the boat launch to	Boaters want to do the right thing, they just need to be informed.
10/1/2025 9:57	yes	Boating, fishing, paddle boarding, swimming, waterskiing, wake surfing, tubing, boating	Excellent	It is set too low. We have too many slow/no wake days compared to other Chanhassen lakes	They are an important element of environmental stewardship	Set the level at the 100 year FEMA level of 945.9 feet so the shoreline is protected during flood conditions, and lake users are not limited in their
10/1/2025 9:49	yes	Boating, kayaking, waterskiing, wake-boating, sup	excellent	no. It's too low.	It's okay when there is risk of actual flooding. That does not occur at the 945 level. We have kived on the lake for over 50 years and 945 is	Boaters on Lake Minnewashta are extremely well behaved. Additional restrictions are not needed and no wake trigger levels should be raised
10/9/2025	yes	Boating, fishing, kayaking, waterskiing & paddle boarding	generally good/clean, weedy problem areas, zebra mussels, worry about erosion on point only	Would like to see it raised to 945.9	Necessary in places to preserve lakeshore	Would be interested in seeing if there are any outflow opportunities in the north bay
10/9/2025	yes	Kayaking, paddle board, swim, surf	ok	would like to see fewer restriction days. Remove 3 days. Raise by an inch or two	Sadly take a lot of great family boat days	
10/9/2025	yes			Remove restriction or at least raise to 945.9		Read full Letter sent
10/9/2025	yes	Swimming, canoeing, kayaking,paddleboarding, boating, tubing & waterskiing-hiking & icefishing in winter	our greater family concern for lake health lies in weed overgrowth and continued spread of invasive zebra	revisit and medestly increase the current no-wake water level threshold		Read full Letter sent

City Council Item

November 10, 2025

Item	Third Quarter 2025 Economic Development Activity Report	
File No.		**Item No:** J.1
Agenda Section	**CORRESPONDENCE DISCUSSION**	
Prepared By	Sam DiMaggio, Economic Development Manager	
Reviewed By		

SUGGESTED ACTION

N/A

Motion Type	N/A
Strategic Priority	Development & Redevelopment

SUMMARY

Staff has compiled the Third Quarter Report, providing a summary of the Economic Development Department's activities and business-related insights.

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

Third Quarter Report

2025 Economic Development Activity

3rd Quarter

SUMMARY OF FORMAL AND INFORMAL BUSINESS VISITS	
Q1	Staff has been working with local property owners and developers on the potential growth and expansion of their properties within the City of Chanhassen, helping them maximize the use of their land and buildings. In addition, a growing number of developers have reached out to staff seeking available properties or assistance with sites they already own locally. Recently, staff sent introductory letters to 29 Chanhassen businesses and their corresponding property owners—those with either Chaska or Excelsior mailing addresses—to inform them of the new Local Option Sales Tax that took effect on April 1, 2025. Since this may have been the first point of contact with the city for some recipients, the letters also introduced key departments and resources available to support them. Additionally, staff supported the Engineering Department with business outreach to 50 local businesses in connection with the Market Boulevard project and the outreach meeting held on February 14, 2025.
Q2	The businesses visited this quarter consistently expressed a desire to strengthen their visibility and reputation within the community. Many are interested in marketing themselves both to residents and to other businesses, aiming to demonstrate their value as contributors to the local economy and as engaged community partners. They want to be known not only for the products or services they provide, but also for their role in supporting a thriving and connected community. Employers also emphasized the importance of being recognized as "employers of choice." They want to attract and retain a talented workforce by creating positive work environments, offering competitive opportunities, and maintaining a strong presence in the marketplace. A common theme that emerged was the need for affordable housing options for employees. Business leaders recognize that accessible housing is directly tied to workforce stability, recruitment, and retention, and they see it as a critical factor in sustaining both their businesses and the overall economic vitality of Chanhassen.
Q3	Staff engaged with several developers who are actively exploring ways to maximize the use of their parcels in alignment with existing Planned Unit Development (PUD) or zoning regulations, while also contributing to the vitality of the city's commercial districts. We also met with apartment developers to review proposed projects, ensuring compliance with zoning, building, and fire codes, responsiveness to current market conditions, and financial feasibility within their budgets. During these conversations, staff shared potential funding opportunities that could support project implementation. Additionally, developers with Industrial Office Park (IOP) designated parcels expressed concerns about the ongoing lack of demand for light industrial or office space end users. Others with surplus land are considering expansions or repurposing strategies, and many have requested greater flexibility in permitted uses as they evaluate alternative development options.

2025 Economic Development Activity

3rd Quarter

NEW CHANHASSEN BUSINESSES	
Cheesecake Funk (2419 MN-7)	Drive Coffee Roasters (2915 Water Tower Pl)
Hope Breakfast Bar (464 Lake Drive, Suite 100)	Jump Start Adventure Park (18812 Lake Dr E)
Lean Kitchen CO. (7860 Century Blvd)	OG Coffee & Wine Bar (600 Market Street, Suite 110)
Pro Nail & Lounge (464 Lake Drive, Suite 110)	Xfinity Store by Comcast (464 Lake Drive, Suite 130)

BUSINESS VISITS	
Q1	Dandy Lion Coffee, Hansen Hometech, Kraus Anderson, and Phillips Edison & Company.
Q2	Holiday Inn Express & Suites Chanhassen by IHG, Hope House, and IWCO.
Q3	Buhl Investors, Jump Start Adventure Park, Xcel Energy, and Xfinity/Comcast.

Business Featured in the Local Video Series	
Q1	The OG Coffee and Wine Bar (Julie Jost)
Q2	Federal Package (Melissa Niebes), Na's Thia Café (Na Monthisane & Christina Kirksey), and Golf Zone (Brian Colvin).
Q3	Lakewinds (Renee Winslet), and Campfire MN (Kori Redepenning)

SAC PROGRAM BUSINESS UTILIZATION					
	Business	**Type of Business**	**Total Assessed**	**City Credits**	**Value of Waiver**
Q1	Driven Coffee Roasters (2915 Water Tower Pl)	Light Manufacturing	1	1	$12,080
Q2	Lil Metros Daycare (7580 Quattro Drive)	Employee Daycare	1	1	$12,080
Q3	Liora Nails & Spa (500 W. 79th Street, Suite 100)	Nail Salon	1	1	$12,080

2025 Economic Development Activity

3rd Quarter

REQUESTED ASSISTANCE (via email or in-person meeting)	Q1	Q2	Q3	Q4	TOTAL YTD
Business Planning	0	2	0		2
eCommerce	1	0	0		1
Funding (Grants, TIF, etc.)	0	4	0		4
Human Resources	0	2	0		2
Marketing and Sales	3	13	7		23
Market Research	1	0	3		4
Mentoring	1	0	3		4
Non-Profit Issues	0	4	0		4
Property Development	43	65	21		129
Regulatory Compliance	0	4	0		4
Site Location	24	21	9		54
Start-up Assistance	7	3	7		17
Strategic Planning	0	6	0		6
Tax Planning	0	0	1		1
TOTAL	**89**	**124**	**48**		**261**

MEETING TYPE	Q1	Q2	Q3	Q4	TOTAL YTD
Businesses	2	3	5		10
Non-Profits & Government	1	1	3		5
Entrepreneurs	1	2	2		5
Brokers/Developers	5	6	3		14
TOTAL INDIVIDUAL MEETINGS	**9**	**12**	**13**		**34**

City Council Item

November 10, 2025

Item	Third Quarter 2025 Communications Update	
File No.		**Item No:** J.2
Agenda Section	**CORRESPONDENCE DISCUSSION**	
Prepared By	Patrick Gavin, Communications Manager	
Reviewed By		

SUGGESTED ACTION

N/A

Motion Type	N/A
Strategic Priority	Communications

SUMMARY

BACKGROUND

DISCUSSION

BUDGET

RECOMMENDATION

ATTACHMENTS

Communications Third Quarter Update

Chanhassen Communications:

Impact Insights

Q3 2025

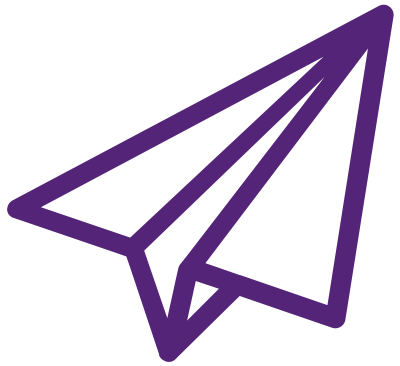
Email Newsletters

-Total Subscribers: 16,523 (+2.7% from this month, previous year)

-Most popular email lists:

- "Message from the Mayor" (11,848 subscribers, -3.1% from this month previous year)
- "Park and Recreation Programs" (7,015 subscribers, –8% from this month previous year)
- Chan-Happenings (6,350 subscribers, +4.2% from this month previous year)

-Number of newsletters sent during the quarter: 119 (unchanged from previous quarter).



Email Newsletters

-Top Five Open Rates (% of emails opened):

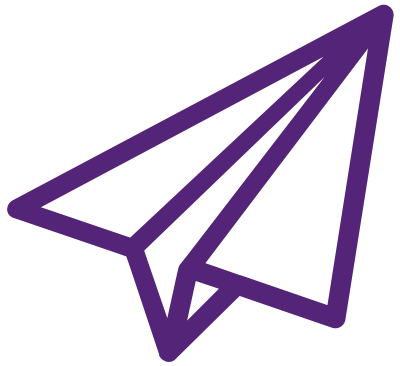
“Proposed Development Projects” (61%) (August 18)

"Proposed Development Projects (60%) (September 16)

“Proposed Development Projects” (60%) (August 7)

"Proposed Development Projects" (56%) (July 24)

"Proposed Developments" (54%) (August 18)



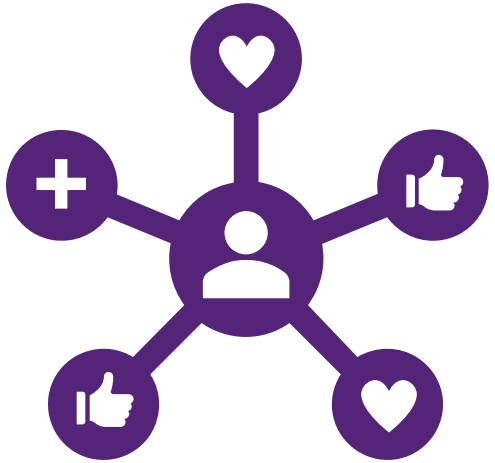
Social Media

Q3 2025:

Average post engag...	New followers	Post reach	Post video views
4.48% engagement rate	**801** new followers	**447,897** people	**67,174** views

Q3 2024:

Average post engag...	New followers	Post reach	Post video views
3.34% engagement rate	**385** new followers	**255,310** people	**15,867** views



Social Media

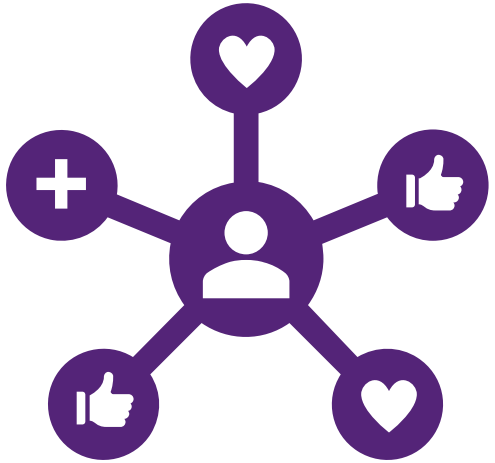
Subscriber Change (compared to previous qtr):

Facebook: +279 new followers

Instagram: +291new followers

Twitter/X: +6 new followers

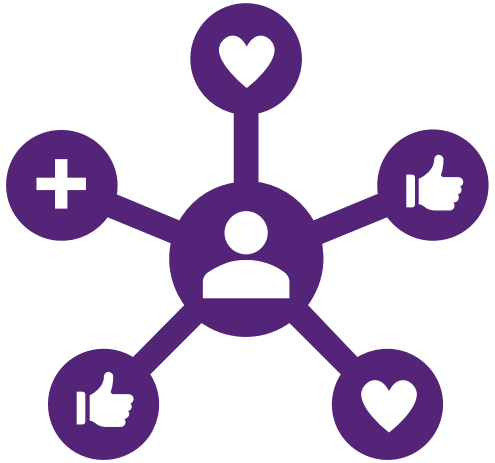
LinkedIn: +43 new followers



Social Media

Top Facebook Performers:





Social Media

Top Facebook Reels Performers:



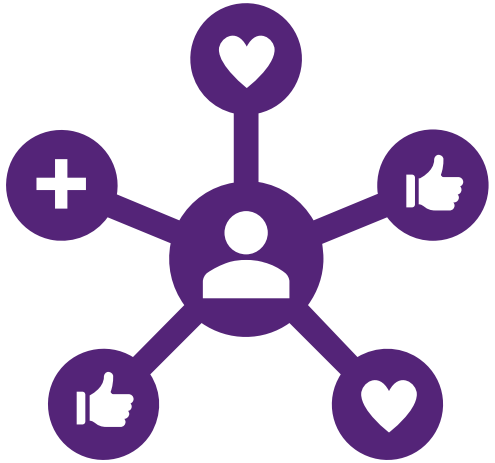
Fire Department Open House Promotional Video: 20,503 views, 170 interactions



E-Bike Educational Video: 11,128 views, 91 interactions

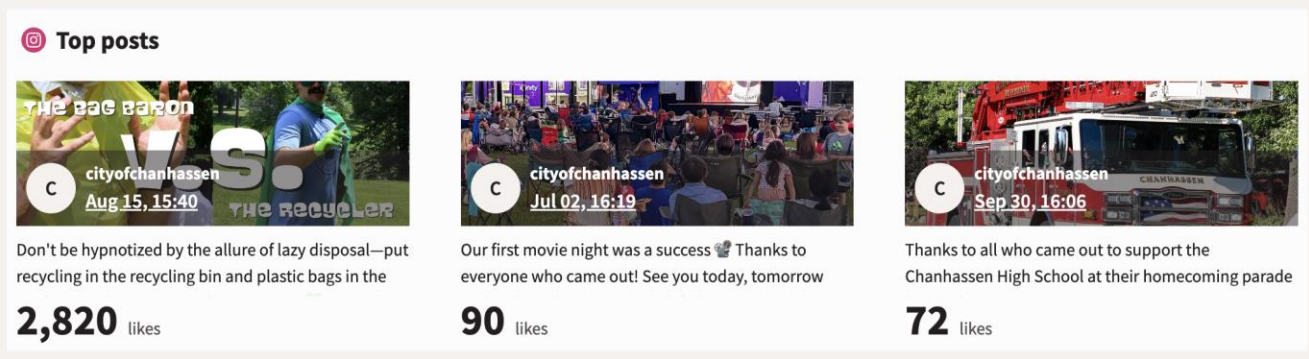


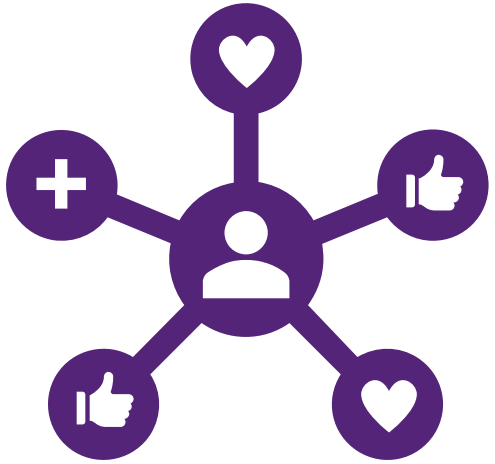
Market Blvd reopen to traffic. 8988 views, 66 interactions



Social Media

Top Instagram Performers:

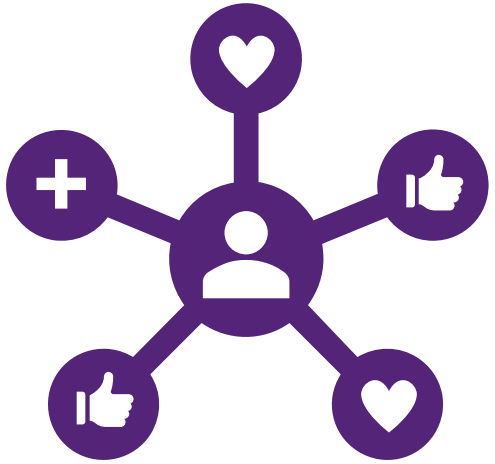




Social Media

Top Twitter/X Performers:





311

Social Media

Top YouTube Performers:

Top posts



Our Fire team is getting pumped for the upcoming Fire Department open house! September 29 from 5:30 - 8

1,853 video views



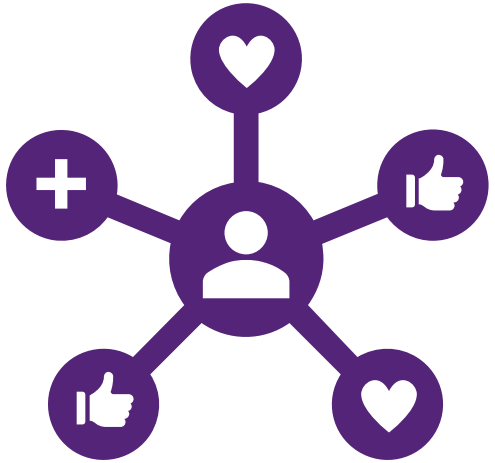
Keep those plastic bags out of the recycling bins! Plastic bags are NOT recyclable and belong in the

1,280 video views



We've heard a lot of residents clamoring for places to bring their plastic bags for recycling. The Recycler has

788 video views

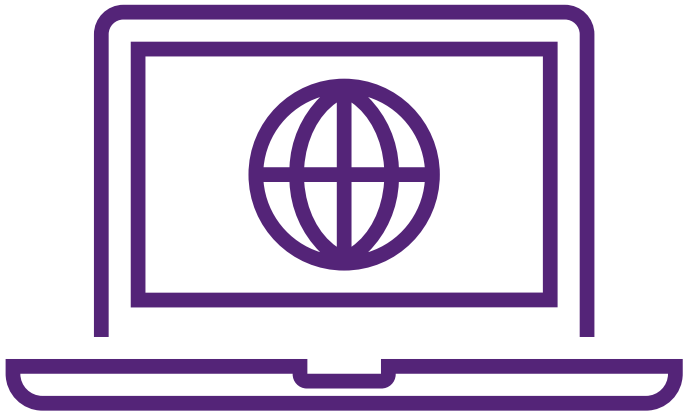


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Total Active Visitors: 52,460 (-27.16% from Q3 2024)

Total Views: 172,397(-16.88 from Q3 2024)

Total Sessions: 101,329 (-15.75 from Q3 2024)

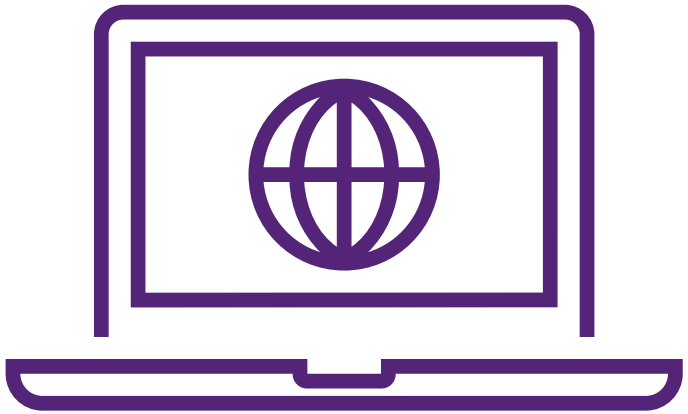


"Active Visitors": The total number of people who visited our website. Each person is counted once, no matter how many times they visit.
"Sessions": The total visits to our website. Each time someone comes to the site, it starts a new session, even if they're a returning visitor.
"Page Views": The total number of pages viewed. Every time a page loads, it counts as one view, including repeat views of the same page.

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Top 10 Most Visited Pages

	Page title and screen class	↓ Views	Active users	Views per active user	Average engagement time per active user	Event count All events
	Total	40,496 100% of total	12,973 100% of total	3.12 Avg 0%	1m 10s Avg 0%	162,250 100% of total
1	Chanhassen, MN | Home	5,020 (12.4%)	2,347 (18.09%)	2.14	45s	58,989 (36.36%)
2	Recreation Center | Chanhassen, MN	1,594 (3.94%)	718 (5.53%)	2.22	36s	4,517 (2.78%)
3	Chanhassen Bluffs Community Center | Chanhassen, MN	1,592 (3.93%)	1,230 (9.48%)	1.29	55s	5,060 (3.12%)
4	Fiber Optic Buildout | Chanhassen, MN	1,472 (3.63%)	671 (5.17%)	2.19	56s	3,881 (2.39%)
5	City Staff | Chanhassen, MN	1,297 (3.2%)	470 (3.62%)	2.76	1m 07s	3,459 (2.13%)
6	Search | Chanhassen, MN	1,269 (3.13%)	682 (5.26%)	1.86	43s	3,391 (2.09%)
7	Agendas, Minutes, and Videos | Chanhassen, MN	891 (2.2%)	341 (2.63%)	2.61	25s	2,234 (1.38%)
8	Senior Center | Chanhassen, MN	856 (2.11%)	472 (3.64%)	1.81	1m 23s	2,471 (1.52%)
9	Utility Billing | Chanhassen, MN	756 (1.87%)	535 (4.12%)	1.41	19s	2,316 (1.43%)
10	Barnyard Boogie | Chanhassen, MN	674 (1.66%)	386 (2.98%)	1.75	20s	1,953 (1.2%)



City Council Item

November 10, 2025

Item	Discuss Acquisition of PID 25.8680100, a tax-forfeited parcel	
File No.	N/A	**Item No:** K.1
Agenda Section	CLOSED SESSION	
Prepared By	Laurie Hokkanen, City Manager	
Reviewed By		

SUGGESTED ACTION

Item #1

Motion to enter a closed session that will involve discussion of bid strategy related to tax-forfeited parcel PID 25.8680100, for which the City is eligible to submit a sealed bid.

Item #2

Authorize staff to submit a sealed bid to Carver County for the purchase of tax-forfeited property (PID 25.8680100) adjacent to City-owned land, and approve use of Sewer Utility Fund dollars for the bid and associated closing costs.

Motion Type	Simple Majority Vote of members present
Strategic Priority	Asset Management

SUMMARY

Carver County notified the City that tax-forfeited parcel PID 25.8680100 is being offered for sale through a private sealed-bid process restricted to adjoining landowners. This approach is required under recent changes to state tax-forfeiture statutes, which no longer allow counties to designate forfeited parcels for conveyance directly to governmental entities prior to public sale.

Per the County's notice:

- Local governments are no longer automatically eligible to acquire forfeited parcels prior to attempted sale.
- Counties must attempt sale of qualifying tax-forfeited parcels annually through 2029.
- The current sale format is a private sealed bid limited to adjoining property owners.
- Bids are due to Carver County by 9:00 a.m. on November 17, 2025.

Because the City owns land directly adjacent to PID 25.8680100, we qualify as an eligible bidder this year. Future eligibility may depend on statutory cycles and ownership status at the time of future offerings.

Pursuant to Minn. Stat. §13D.05, subd. 3(c), the City Council may meet in closed session to develop or consider offers or counteroffers for the purchase of real property when public discussion would harm the City's bargaining position.

BACKGROUND

Parcel 25.8680100 contains multiple existing public improvements, including:

- City owned sanitary sewer lines and manholes
- City owned paved multi-use trail
- MCES sewer interceptor and manhole

These facilities represent essential public infrastructure already serving the community. Acquisition of the property would:

- Protect and secure existing sewer assets and trail facilities
- Ensure continued access for inspection and maintenance
- Avoid future conflicts if a third party acquires the parcel
- Provide flexibility for long-term utility and trail planning

DISCUSSION

N/A

BUDGET

The bid amount will be submitted through the private sealed process. Final cost will depend on bid competitiveness. Staff anticipates the cost will be consistent with similar tax-forfeited land valuations.

Funding is recommended from the Sewer Utility Fund given the presence of sanitary infrastructure.

RECOMMENDATION

ATTACHMENTS

Resolution
Parcel Location - 258680100
Parcel Location - 258680100 no aerial

CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE:___November 10, 2025_____ RESOLUTION NO:___2025-XX_____

MOTION BY:_____ SECONDED BY:_____

A RESOLUTION AUTHORIZING SUBMISSION OF A SEALED BID FOR TAX-FORFEITED PROPERTY (PID 25.8680100) AND APPROVING BID AUTHORITY

WHEREAS, Carver County has notified the City of Chanhassen that tax-forfeited parcel PID 25.8680100 is being offered for sale through a private sealed-bid process limited to adjoining landowners pursuant to applicable state statute; and

WHEREAS, recent changes to Minnesota statutes require counties to attempt annual sale of eligible tax-forfeited property through 2029, and no longer permit direct conveyance of certain forfeited parcels to governmental agencies prior to attempted sale; and

WHEREAS, the City of Chanhassen is an adjoining landowner to parcel PID 25.8680100 and therefore eligible to submit a sealed bid during the 2025 offering; and

WHEREAS, the subject parcel contains existing City sanitary sewer infrastructure, an established public trail corridor, and the Metropolitan Council Environmental Services (MCES) interceptor line, making the parcel critical for continued utility access, maintenance, and public use; and

WHEREAS, acquisition of the parcel will protect existing public infrastructure, secure long-term trail access, and preserve future operational and planning flexibility; and

WHEREAS, the City Council held a closed session pursuant to Minn. Stat. § 13D.05, subd. 3(c), to develop and review confidential bidding strategy for acquisition of the property, and such strategy requires confidentiality to protect the public interest and the City's negotiating position; and

WHEREAS, the sealed bid must be submitted to Carver County by **9:00 a.m. on November 17, 2025**, and authorization is required to allow staff to timely act.

NOW, THEREFORE, BE IT RESOLVED by the Chanhassen City Council that staff are hereby authorized and directed to submit a sealed bid to Carver County for acquisition of parcel PID 25.8680100; and

BE IT FURTHER RESOLVED, the City Council authorizes a maximum bid amount as discussed in closed session, and authorizes the City Manager or designee to execute and submit necessary forms and payment instruments consistent with that direction; and

BE IT FINALLY RESOLVED, funding for the acquisition is approved from the Sewer Utility Fund, with the option for Parks and Recreation Fund cost-share to reflect trail interests, and the City Manager is authorized to complete all necessary steps to effectuate the purchase if the City is the successful bidder.

PASSED AND ADOPTED by the Chanhassen City Council this 10th day of November, 2025.

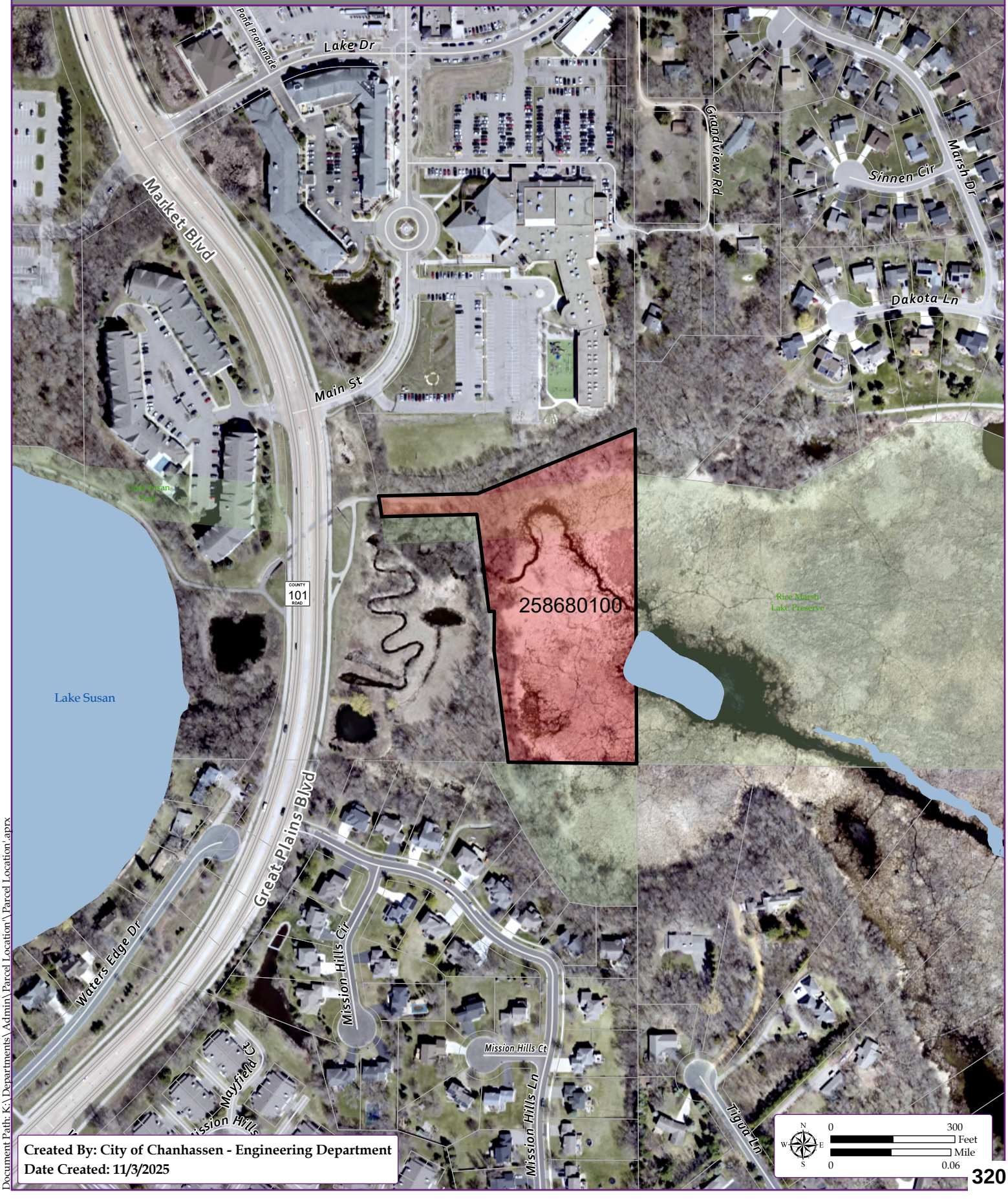
ATTEST:

_____	_____
Jenny Potter, City Clerk	Elise Ryan, Mayor

YES	**NO**	**ABSENT**

City of Chanhassen

PID 258680100

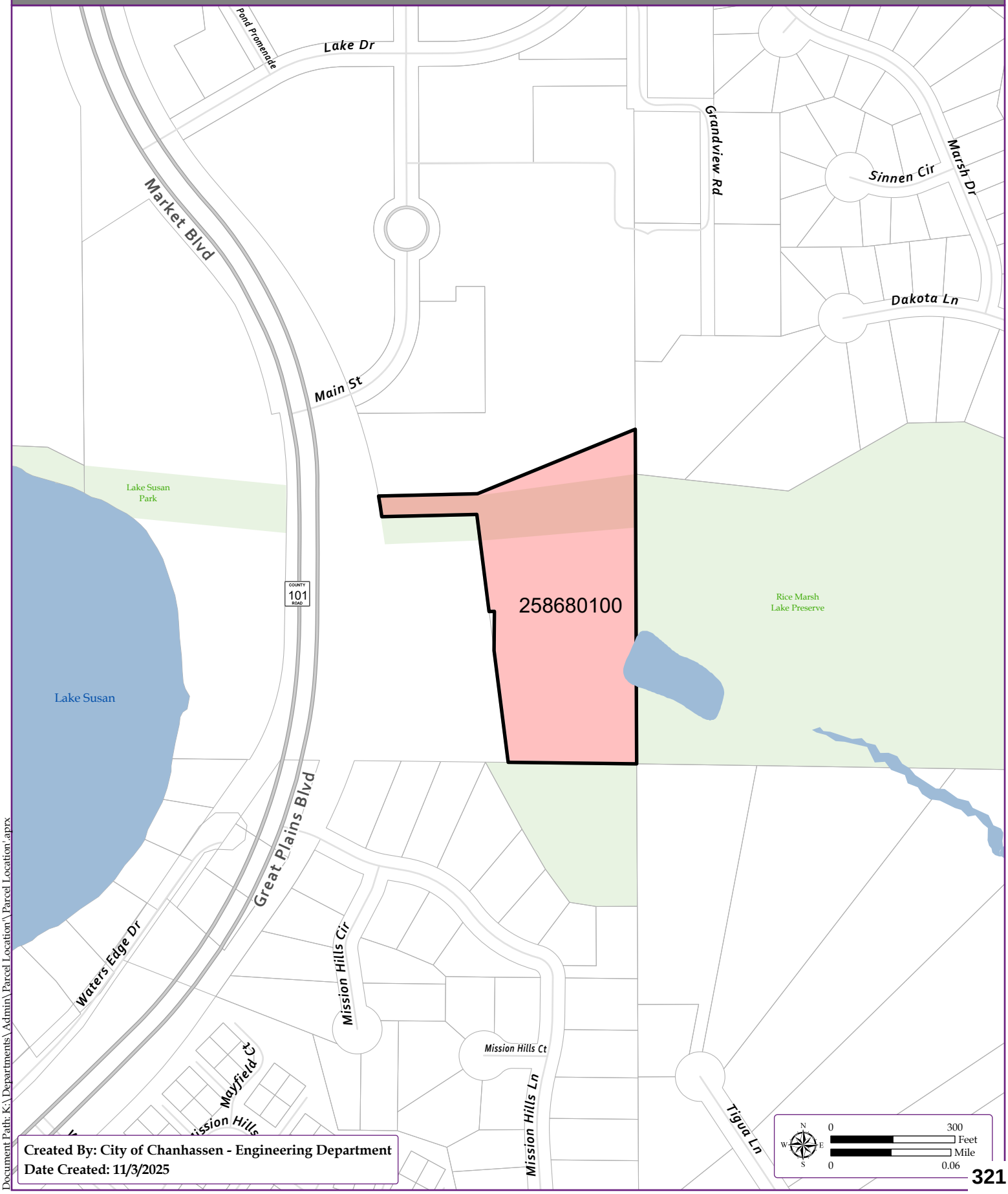


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Date Created: 11/3/2025

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City of Chanhassen

PID 258680100



Created By: City of Chanhassen - Engineering Department
Date Created: 11/3/2025

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City Council Item

November 10, 2025

Item	Discuss Acquisition of PID 25.8680100, a tax-forfeited parcel	
File No.	N/A	**Item No:** L.1
Agenda Section	**GENERAL BUSINESS**	
Prepared By	Laurie Hokkanen, City Manager	
Reviewed By		

SUGGESTED ACTION

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RECOMMENDATION

ATTACHMENTS

Resolution
Parcel Location - 258680100
Parcel Location - 258680100 no aerial

CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA

DATE: November 10, 2025 RESOLUTION NO: 2025-XX

MOTION BY: SECONDED BY:

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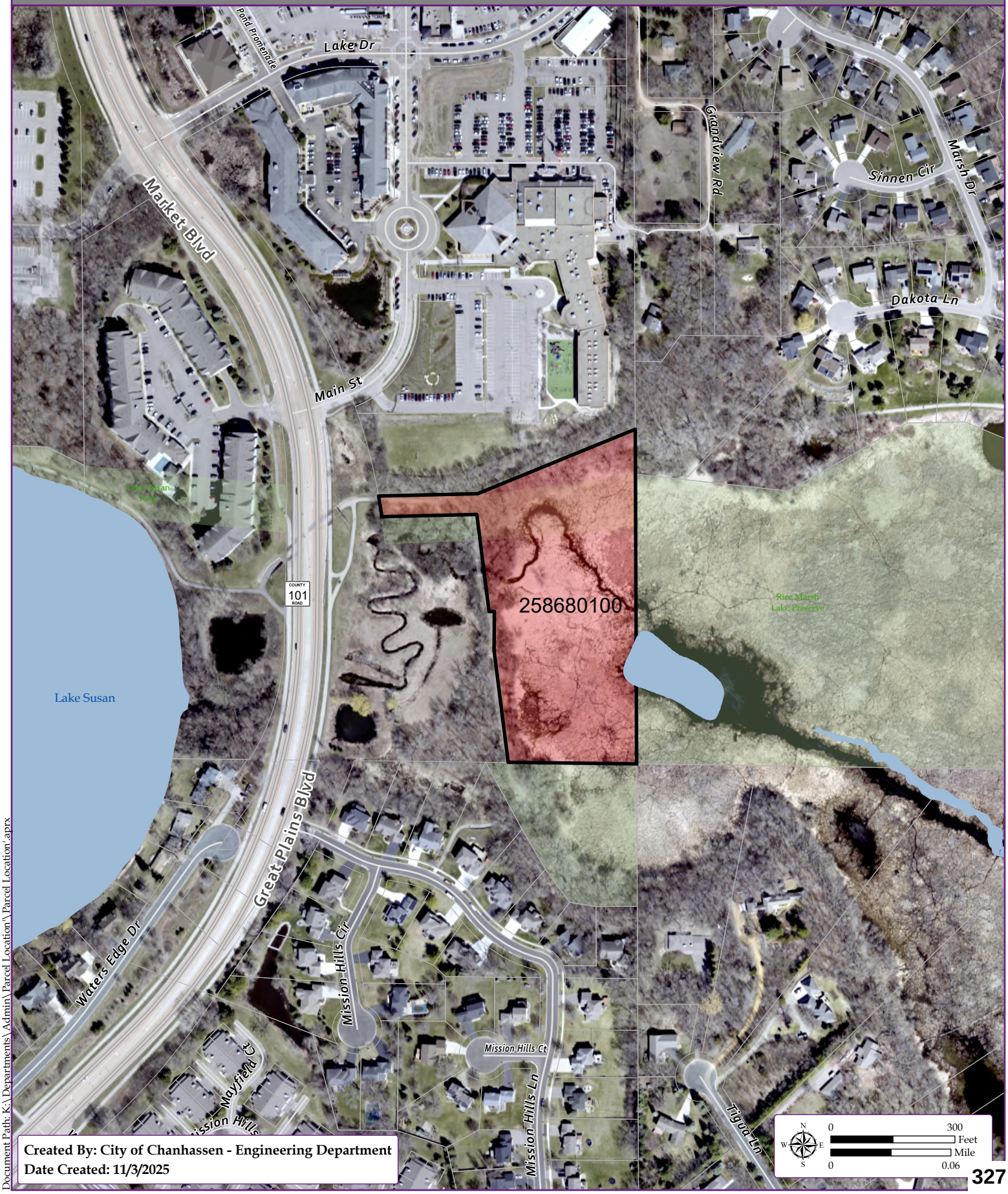
ATTEST:

_____	_____
Jenny Potter, City Clerk	Elise Ryan, Mayor

YES	**NO**	**ABSENT**

City of Chanhassen

PID 258680100

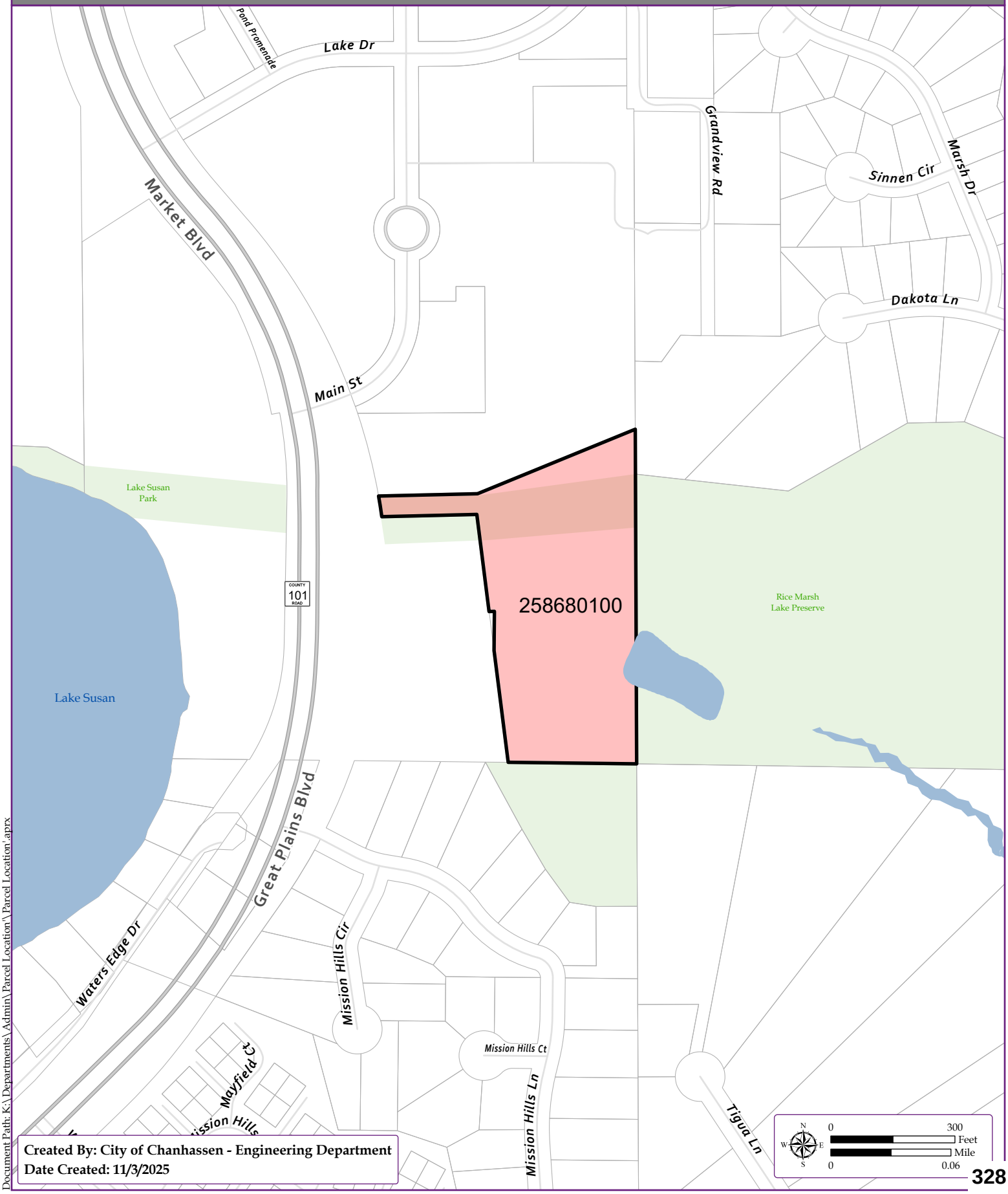


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City of Chanhassen

PID 258680100



Created By: City of Chanhassen - Engineering Department
Date Created: 11/3/2025

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