

Commission Interviews
5:15 pm - 6:45 pm



AGENDA
CHASKA CITY COUNCIL
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Monday, January 9, 2023
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
 - 5.A. Oath of Office
6. Approve Previous Meeting Minutes
 - 6.A. City Council Meeting Minutes 12-19-2022
7. CLOSED SESSION - 7:05 PM - 7:45 PM
 - 7.A. Discussion on City of Chaska Lawsuite Against Willaim Schallow
8. OPEN SESSION
9. Consent Items
 - 9.A. Appointment of Acting Mayor (Mayor Pro Tem)
 - 9.B. Adopt Resolution No. 2023-1 Approving a Safe Routes to School (SRTS) Planning Assistance Application
 - 9.C. 2023 Pay Classification Plan
 - 9.D. Appointment of Official Newspaper
 - 9.E. Appointment of City Attorney
 - 9.F. Adopt Resolution No. 2023-2 Approving the TH41/CSAH61 Signal Maintenance Agreement with MnDot

- 9.G. Accept Tracy Kamen Resignation as Commissioner on the Human Rights Commission
- 9.H. Approval of Off-Sale Intoxicating Liquor License for Dolce Vita Wine Shop
- 9.I. Appointment of City Trustees to the Chaska Fire Department Relief Association Board for 2023
- 9.J. Designate City Depositories and Investment Institutions for 2023
- 9.K. Adopt Resolution 2023-5 Authorizing Account Signers and Electronic Funds Transfer
- 9.L. Policies and Procedures for Federal Awards Administration
- 9.M. Resolution 2023-6 approving the final Alternate Urban Areawide Review (AUAR) for the Kelzer Property
- 10. Action Items
 - 10.A. Adopt Resolution 2023-3 Approving a Development Agreement with Lariat Companies, Inc. for the Chaska Building Center Redevelopment Project
 - 10.B. Council Committee Assignments
- 11. Bills
 - 11.A. ACCOUNTS PAYABLE CLAIMS ROSTER 1-9-2023
- 12. Other Business
 - 12.A. City Administrator's Report
 - 12.A.i. Biweekly 1-9-23
 - 12.B. Hawks Pride Recap
- 13. Adjourn

**- MINUTES -
CHASKA CITY COUNCIL
DECEMBER 19, 2022**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7 p.m.

2. Pledge of Allegiance

3. Roll Call

Roll call was taken. Present: Mayor Windschitl and Councilmembers Grau, Hatfield, Hubbard, and Huang.

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Noel Graczyk, Administrative Services Director; Kevin Wright, Communication Director; Elise Durbin, Assistant Administrator; Marshall Grange, Parks and Recreation Director; Nate Kabat, Community Development Director; Liz Hanson, City Planner; Jake Saufley, City Attorney; Matt Haefner, Water and Sewer Director; and Matt Clark, City Engineer.

4. Adopt the Agenda

Motion by Councilmember Hubbard, second by Councilmember Hatfield to adopt the agenda as presented.

Motion carried.

5. Visitor Presentation

5.A. Stephanie Poppler – Daughter of Bill Schalow

Stephanie Poppler stated the family was not informed of the meeting, so they could not be in attendance. She noted she was unhappy with the settlement offer and has done plenty of research on the easement. The road should have been built. She asked where the money is for the project as the road is in each and every drawing.

Ms. Poppler pointed out the Council was insinuating their family is cowardly and has poor character. The Council should have gone with the cheapest route earlier on as it will be more costly for the Council now.

Councilmember Grau stated he is another resident of the City that happens to be able to make decisions. He can never make everyone happy. It is inappropriate for members of the Council to be personally attacked.

City Attorney Jake Saufley recommended no one on the Council speak as the matter is under litigation. City Administrator Matt Podhradsky added any communication has to go through their attorney. He suggested a closed session be held if the Council would like more information.

Councilmember Grau stated he would like to be more informed on the matter.

6. Approve Previous Meeting Minutes

6.A. Approve the November 17, 2022, November 21, 2022, and December 5, 2022 City Council Meeting Minutes

Motion by Councilmember Grau, second by Councilmember Hubbard to approve the minutes of the November 17, 2022, November 21, 2022, and December 5, 2022 City Council meetings.
Motion carried.

7. Consent Agenda

Motion by Councilmember Hatfield, second by Councilmember Hubbard to approve the Consent Agenda Items A through G:

A. License Agreement between the City of Chaska and Metro Fibernet LLC.

Motion to approve the attached pole attachment license agreement between the City of Chaska and Metro Fibernet LLC.

B. Municipal Tort Liability Limits

Motion to direct the City Administrator to inform the League of Minnesota Cities Insurance Trust that the City of Chaska elects not to waive the monetary limits on municipal tort liability established by Minnesota Statute.

C. Adopt Resolution No. 2022-143 MnDOT Agency Agreement for Federal Projects

Motion to Adopt a Resolution 2022-143 Authorizing MnDOT to Accept Federal Funds on Behalf of the City of Chaska.

D. Lease agreement with the Chaska Historical Society

Motion to approve the lease agreement with the Chaska Historical Society and authorize the Mayor and City Administrator to execute such agreement.

E. Adopt Resolution No. 2022-145 Interfund Loan Financing of Capital Equipment Replacement and Capital Improvement Projects

Motion to adopt Resolution 2022-145 Approving Interfund Loan Financing of Capital Equipment Replacement and Capital Improvement Projects.

F. Letter of Support: City of Chaska Quick-Build / Demonstration Project Technical Assistance Application

Motion authorizing the Mayor to sign the attached letter in support of the City's application to the MNDOT Quick-Build / Demonstration Project Technical Assistance Grant.

G. Adopt Resolution 2022-148, Establish 2022 Interfund Tax Increment Financing

Motion to adopt Resolution 2022-148, establishing terms and conditions of interfund loans.

Motion carried.

8. Action Items

8.A. Public Hearing: Adopt Resolution No. 2022-144 Approving the Right of Way Easement Vacation with Downtown Block 16/City of Chaska/PC #2022-60

City Administrator Podhradsky introduced the item to the Council and Community Development Director Nate Kabat provided a presentation on it.

Mayor Windschitl opened the public hearing at 7:28 p.m.

Paul May, 503 Beach Street, noted he has no objection to abandoning the easement. However, there are pine trees on the alley way. There are four trees the City has the responsibility of removing. Two were recently removed as they were dead, and there is another dead tree that needs to be removed as it endangers his storage shed and garage.

Mr. Kabat stated it is the plan to remove additional trees, but he will ensure the dead trees are addressed.

Mayor Windschitl closed the public hearing at 7:32 p.m.

Motion by Councilmember Hatfield, second by Councilmember Huang to adopt Resolution No. 2022-144 to approve Vacating the Right-of-Way Easement and Reserving Drainage and Utility Easements Within a Public Way Located upon Block 16 of the Plat to the TOWNSITE (NOW CITY) OF CHASKA Recorded in Carver County as Plat No. 30050 (PC #2022-60).
Motion carried.

8.B. Adopt Resolution 2022-147 – 2023 Tax Levy and General/Enterprise Fund Budgets

City Administrator Podhradsky introduced the item to the Council provided a presentation on it.

Mayor Windschitl noted there have been a number of presentations, discussions, and work sessions regarding the budget. Additionally, the community has been engaged throughout its development. He listed a number of ongoing projects in the City.

Councilmember Hatfield agreed the process is not easy, but Staff was very creative with the budget.

Councilmember Hubbard pointed out some aspects are difficult to quantify related to lack of recruitment due to the state of the buildings but do have an impact on the ability to offer services.

Councilmember Huang stated he always has a difficulty raising taxes. He explained the current Council is adding onto the work of its predecessors.

Councilmember Grau added the Council relied on the feedback of community surveys in the decision-making. The surveys showed support of improving City facilities.

Mayor Windschitl noted the pandemic impacted the ability to build the building for public safety sooner. The local economy is still strong, which makes the budgetary decisions easier.

Motion by Councilmember Huang, second by Councilmember Grau to adopt Resolution 2022-147 setting the 2023 property tax levy and establishing the 2022 budget for the General and Enterprise Fund Budgets.
Motion carried.

City Administrator Podhradsky noted the City will try to prepare the facilities as soon as possible since the money has been allotted to the facility improvements.

8.C. Establish 2023 Utility Rates

8.C.i. Adopt Ord. No. 2022-1028 Electric Rates for 2023 and RES No. 2022-149 Summary Publication

City Administrator Podhradsky introduced the item to the Council and provided a presentation on it.

Mayor Windschitl noted the City doesn't have much control over the sewer rates.

Motion by Councilmember Huang, second by Councilmember Hatfield to adopt Ordinance No. 2022-1028 establishing 2023 Electric Utility Rates.

Motion carried.

Motion by Councilmember Hubbard, second by Councilmember Grau to adopt Resolution 2022-149 Approving Summary Publication of Ordinance 2022-1028.

Motion carried.

8.C.ii. Adopt Ord. No. 2022-1027 Water & Sewer Rates for 2023 and RES No. 2022-150 Summary Publication

Motion by Councilmember Grau, second by Councilmember Huang to adopt Ordinance No. 2022-1027 establishing 2023 Water and Sewer Utility Rates.

Motion carried.

Motion by Councilmember Hubbard, second by Councilmember Hatfield to adopt Resolution 2022-150 Approving Summary Publication of Ordinance 2022-1027.

Motion carried.

8.C.iii. Adopt RES No. 2022-151 Stormwater Utility Residential Equivalency Factor

Motion by Councilmember Hatfield, second by Councilmember Grau to adopt Resolution 2022-151 establishing 2023 Storm Water Utility Rates.

Motion carried.

9. Bills

9.A. Accounts Payable Claims Roster 19-December-2022

The Council requested further information about bills on pages 5, 7, and 26.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Hubbard to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, Grau and Mayor Windschitl. Voting nay: None

Motion carried.

10. Other Business

10.A. City Administrator's Report

10.A.i. Bi-Weekly Report 19-December-2022

Councilmember Hubbard:

- Noted a Community Center Task Force meeting was held where potential options were reviewed.
- Thanked the organizations and people that contributed to the Heroes and Helpers program.
- Stated she took her son to open skate and met several people who rejoined the Community Center for the skating rink and birthday party hosting options.
- Pointed out a number of seats in the Commissions are open and need applications, particularly the Planning Commission.
- Thanked the Public Works Department for their plowing and other maintenance of streets.
- Wished everyone happy holidays.

Councilmember Huang:

- Agreed the Heroes and Helpers event was phenomenal.
- Noted Chaska has a Santa Tracker on the City website.
- Pointed out SW Transit is still looking for a new CEO. Also, he will no longer be the Chair, and it would be taken over by Chanhassen with Eden Prairie as the Vice Chair. He added there is a peak of ridership on Tuesdays and Thursdays. There are new records set every month showing the need for the transportation.
- Wished everyone happy holidays and noted the dates for Hannukah and Kwanzaa.

Councilmember Grau:

- Stated the local sports associations have hosted impactful events included younger kids in the community lately.

Mayor Windschitl:

- Explained the Santa Parade will be held December 21 at 5:00 p.m.
- Noted the next meetings are January 9, 2023 and January 23, 2023.

City Administrator Podhradsky:

- Pointed out there will be an ice hockey event in the new year the weekend before the ice fishing contest.

11. Adjourn

Motion by Councilmember Grau, second by Councilmember Hatfield to adjourn the meeting at 9:04 p.m.

Motion carried.

REQUEST FOR ACTION CHASKA CITY COUNCIL 1/9/2023

Subject: Appointment of Acting Mayor

Prepared By: Denise Beebe, Senior Clerk

According to MN State Statute, all statutory cities must, at the first Council meeting each year, appoint an Acting Mayor (also known as Mayor Pro Tem) who will serve in the absence of the Mayor. The responsibilities include acting as the chairperson at Council meetings in the Mayor's absence or filling a vacancy in the position of Mayor until such time that the position is filled by election or appointment.

Council members were elected to serve on the City Council as follows: Jon Grau and McKayla Hatfield were just both re-elected in the General Election, November 8, 2022, and take office tonight, January 9, 2023. Taylor Hubbard and Mike Huang were both re-elected in the General Election on November 3, 2020 and took office on January 4, 2021.

Council Member Huang served as Mayor Pro Tem in 2019, Council Member Grau in 2020, Council Member Hatfield in 2021, leaving Council Member Hubbard whose Ward Seat had the longest tenure of not being in the position of Mayor Pro Tem for the position in 2022.

Based on the rotation policy used for appointing the Acting Mayor, Council Member Huang would be in line to serve as Mayor Pro Tem for 2023.

At tonight's meeting, Council needs to take formal action to fill the Acting Mayor position. Attached to this Request for Action is the policy that was enacted to help guide filling the Acting Mayor post.

CITY COUNCIL ACTION REQUESTED

Motion to appoint Council Member Mike Huang as Acting Mayor for the City of Chaska for calendar year 2023.

CITY OF CHASKA
CITY COUNCIL POLICY
REGARDING THE APPOINTMENT OF THE MAYOR PRO TEM

Requirements and Purpose

At its first meeting of the year, the City Council is required by State law to appoint a Mayor Pro Tem who shall perform the duties of the Mayor in the event of disability or the absence of the Mayor. The Mayor Pro Tem will also serve in the role of the Mayor if there is a vacancy in the position, until a successor is appointed or elected.

The purpose of this policy is to establish guidelines for the appointment of the Mayor Pro Tem. It is the intent of the Chaska City Council to establish a rotation for the Mayor Pro Tem position to allow all Council members to serve in this role.

General Guidelines

1. Council members being considered for Mayor Pro Tem should have at least two years of experience on the Chaska City Council.
2. The Mayor Pro Tem shall be appointed by the City Council at the first Council meeting in January as required by State law.
3. Council members can rotate the position of Mayor Pro Tem on an annual basis if so desired.
4. The order of the rotation shall generally begin with the Council member who has the longest tenure (total years) on the City Council, followed by the Council member with the second longest tenure, etc. In the event that two Council members have served the same amount of time on the Council, the Council member whose Ward Seat has had the longest tenure of not being in the position of Mayor Pro Tem shall serve as Mayor Pro Tem.
5. In the event that both the Mayor and Mayor Pro Tem are both unavailable to perform the duties of Mayor, the Council member next in line in years of service as defined in #4 above shall take over the duties of the Mayor.
6. This policy shall, in general, establish the guidelines for the appointment of the Mayor Pro Tem, but the City Council shall reserve the right to deviate from this policy as they see fit for differing circumstances.

REQUEST FOR ACTION

CHASKA CITY COUNCIL

January 9, 2023

Subject: Resolution 2023-1 approving the Safe Routes to School (SRTS) Planning Assistance Application

Prepared By: Nate Kabat

Background

MNDOT is actively seeking applications for its Safe Routes to School planning grant. This grant can be used to support planning processes that identify actions that can be taken to enhance safety around school buildings for pedestrians, bicycles, and vehicles. Plans include an analysis of existing conditions, public outreach and identification of potential infrastructure and non-infrastructure solutions to help more children walk and bicycle safely to school.

Over the past few years, city staff have been in conversation with the Principal of Clover Ridge Elementary School and the Jonathan Neighborhood Association about actions that could be taken to improve safe access to and from the school. As the Clover Ridge neighborhood is now reaching full development with the two apartment projects and the Oak Creek neighborhood addition, proceeding with this planning effort is even more timely.

A resolution of support from the City Council is an important component of the grant application. The resolution of support is attached to this memo.

CITY COUNCIL ACTION REQUESTED

Motion to adopt resolution 2023-1 approving the Safe Routes to School (SRTS) Planning Assistance Application.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE_____ **1/9/2023** _____ **RESOLUTION NO.** _____ **2023-01** _____

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

Resolution 2023-1 approving the Safe Routes to School (SRTS) Planning Assistance Application

WHEREAS, the MnDOT Safe Routes to School (SRTS) Program provides grants to schools and communities to develop comprehensive SRTS plans; and

WHEREAS, plans will include an analysis of existing conditions, public outreach and identification of potential infrastructure and non-infrastructure solutions to help more children walk and bicycle safely to school; and

WHEREAS, the SRTS planning assistance solicitation will utilize up to \$400,000 of federal and state SRTS funds to provide planning assistance to awarded communities; and

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Chaska hereby approves staff's request for and involvement in a SRTS Planning Assistance effort to provide solutions for addressing pedestrian system gaps surrounding Clover Ridge Elementary School; and

THEREFORE, BE IT FURTHER RESOLVED, the City Council of the City of Chaska recognizes that MnDOT enters into a grant agreement directly with the Regional Development Organizations, MPO's, and a statewide planning consultant to provide planning services and the City does not receive funding directly from MnDOT; and

THEREFORE, BE IT FURTHER RESOLVED, the City Council of Chaska can demonstrate the ability and commitment to implementing the plan once it is complete based on our strong history in delivering several transportation projects with both state and federal funding assistance.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 9th day of January, 2023.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

CITY OF CHASKA 2023 FT PAY STRUCTURE

Grade	Job Title	HOURLY						
		Zone C		Zone B			Zone A	
		Minimum			Midpoint			Maximum
5	Administrative Assistant I	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Greenskeeper I	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
6	Facility Specialist I	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Customer Service Representative	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
7	Administration Clerk I	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
7	Facility Specialist II	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
8	Administrative Assistant II	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Building Maintenance I	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Permit Technician	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Public Works Maintenance I	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Records Clerk	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Utility Account Clerk	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Water & Sewer Maintenance I	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
9	Accounting Clerk	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Accounts Payable Clerk	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Administration Clerk II	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Cable Communications Coordinator	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Guest Services Coordinator	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
10	Facility Specialist III	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
10	Facility Maintenance Coordinator	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
10	Municipal Services Inventory/Accounting Clerk	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
10	Senior Accounting Clerk	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
11	Administrative Assistant-Firefighter	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Assistant to the Director	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Building Inspector I/ Sump Pump Inspector	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Building Maintenance II	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Curling & Event Center Coordinator	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Fitness & Operations Coordinator	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	IT Technician	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Public Works Maintenance II	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Recreation Coordinator	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Utility Billing Clerk	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Water & Sewer Maintenance II	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
12	Aquatics & Operations Coordinator	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Assistant Golf Professional	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Building Inspector I	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Community Service Officer	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Firefighter-Inspector	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Greenskeeper III	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Ice Arena and Operations Coordinator	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Mechanic	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Public Works Maintenance III	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Resource & Event Services Supervisor	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
12	Water & Sewer Maintenance III	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
13	Accountant I	\$30.41	\$34.21	\$34.22	\$38.01	\$41.81	\$41.82	\$45.61
13	Assistant Utility Billing Coordinator	\$30.41	\$34.21	\$34.22	\$38.01	\$41.81	\$41.82	\$45.61
13	Building Maintenance III	\$30.41	\$34.21	\$34.22	\$38.01	\$41.81	\$41.82	\$45.61
13	Event Center Supervisor	\$30.41	\$34.21	\$34.22	\$38.01	\$41.81	\$41.82	\$45.61
13	Payroll Coordinator	\$30.41	\$34.21	\$34.22	\$38.01	\$41.81	\$41.82	\$45.61
14	Accountant II	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Apprentice Line Worker	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Building Inspector II	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	City Planner	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Desktop Support Analyst	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Facility Maintenance Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Fitness Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Guest Services Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Head Ice Maker/Facility Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Human Resources Generalist	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Ice Arena Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Municipal Services Office Manager	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Office Manager - Police	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Park Lead	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Recreation Supervisor-AOA	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Recreation Supervisor-Athletics	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Recreation Supervisor-Community Events & Teens	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Recreation Supervisor-Youth	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Software System Supervisor	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
14	Street Lead	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80
15	Community Partnership Specialist	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Community Service Manager	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Journeyman Line Worker	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Network Systems Administrator	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Patrol Officer	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Police Detective	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	School Resource Officer	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22

CITY OF CHASKA 2023 FT PAY STRUCTURE

Grade	Job Title	HOURLY						
		Zone C		Zone B			Zone A	
		Minimum			Midpoint			Maximum
15	Senior Accountant	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Senior Engineering Technician	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Utility Billing Coordinator	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
15	Water and Sewer Lead	\$34.81	\$39.16	\$39.17	\$43.51	\$47.87	\$47.88	\$52.22
16	Aquatics Supervisor	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Assistant Building Official	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Assistant Fire Chief of Training	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Customer Relations Supervisor	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Golf Course Superintendent	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Park Foreman	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Street Foreman	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
16	Water Resources Coordinator	\$37.25	\$41.90	\$41.91	\$46.56	\$51.22	\$51.23	\$55.87
17	Accounting Supervisor	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Assistant City Engineer	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Assistant Public Works Director	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Building Maintenance Foreman	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Community Center Manager	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Curling & Event Center Manager	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Detective Sergeant	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Lead Line Worker	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Patrol Sergeant	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Recreation Program Manager	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Senior Administration Clerk	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
17	Water and Sewer Foreman	\$39.76	\$44.73	\$44.74	\$49.70	\$54.67	\$54.68	\$59.64
18	Building Official	\$42.45	\$47.75	\$47.76	\$53.06	\$58.36	\$58.37	\$63.67
18	Communications Manager	\$42.45	\$47.75	\$47.76	\$53.06	\$58.36	\$58.37	\$63.67
18	Fire Marshal	\$42.45	\$47.75	\$47.76	\$53.06	\$58.36	\$58.37	\$63.67
18	Lieutenant	\$42.45	\$47.75	\$47.76	\$53.06	\$58.36	\$58.37	\$63.67
18	Mechanic Foreman	\$42.45	\$47.75	\$47.76	\$53.06	\$58.36	\$58.37	\$63.67
19	Controller	\$45.31	\$50.98	\$50.99	\$56.64	\$62.30	\$62.31	\$67.97
19	Line Worker Foreman	\$45.31	\$50.98	\$50.99	\$56.64	\$62.30	\$62.31	\$67.97
20	Assistant Electric Director	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Deputy Fire Chief	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Deputy Police Chief	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Finance Manager	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Head Golf Professional	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Human Resources Manager	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Information Technology Manager	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
20	Line Superintendent	\$48.37	\$54.42	\$54.43	\$60.46	\$66.51	\$66.52	\$72.56
21	Assistant City Administrator	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
21	Community Development Director	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
21	Director of Parks & Recreation	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
21	Fire Chief	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
21	Public Works Director	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
21	Water and Sewer Director	\$51.27	\$57.68	\$57.69	\$64.09	\$70.50	\$70.51	\$76.91
22	Chief of Police	\$54.35	\$61.14	\$61.15	\$67.94	\$74.73	\$74.74	\$81.52
22	City Engineer	\$54.35	\$61.14	\$61.15	\$67.94	\$74.73	\$74.74	\$81.52
22	Electric Director	\$54.35	\$61.14	\$61.15	\$67.94	\$74.73	\$74.74	\$81.52
23	Administrative Services Director	\$57.61	\$64.81	\$64.82	\$72.01	\$79.21	\$79.22	\$86.41
26	City Administrator	\$68.61	\$77.19	\$77.20	\$85.77	\$94.34	\$94.35	\$102.92

CITY OF CHASKA 2023 PAY STRUCTURE - PART TIME JOBS

Grade	Job Title	HOURLY						
		Zone C		Zone B			Zone A	
		Minimum			Midpoint			Maximum
2	Indoor Rink Attendant	\$12.92	\$14.54	\$14.55	\$16.15	\$17.77	\$17.78	\$19.39
2	Outdoor Rink Attendant	\$12.92	\$14.54	\$14.55	\$16.15	\$17.77	\$17.78	\$19.39
2	Special Events Assistant	\$12.92	\$14.54	\$14.55	\$16.15	\$17.77	\$17.78	\$19.39
3	Concession Stand Attendant	\$14.09	\$15.85	\$15.86	\$17.61	\$19.37	\$19.38	\$21.13
3	Custodian - Town Course	\$14.09	\$15.85	\$15.86	\$17.61	\$19.37	\$19.38	\$21.13
3	Office Support - Curling Center	\$14.09	\$15.85	\$15.86	\$17.61	\$19.37	\$19.38	\$21.13
4	Adventure Camp Counselor	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Concession Stand Lead	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Day Care Assistant	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Extreme Kids Summer Staff	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Facility Attendant	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Golf Cart Attendant	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Guest Services Representative	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Lifeguard - Beach/Pool	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Preschool Sports Instructor	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	PT Custodial Maintenance - Curling Center	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Recreation Assistant	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Seasonal Electric Worker	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Seasonal Golf Course Laborer I	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Seasonal Public Works I	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Starter/ Ranger	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Swim Instructor Aide/ WSI-A	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Treks & Trails Preschool Aide	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
4	Vending Staff	\$15.35	\$17.27	\$17.28	\$19.19	\$21.11	\$21.12	\$23.03
5	Adaptive Activity Assistant	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Art Instructor	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Assistant Ice Maker	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Curling Instructor Assistant	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Event Center Monitor	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Golf Shop Attendant	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Gymnastics Coach	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Daytime Lifeguard	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Head Lifeguard Beach/Pool	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Seasonal Golf Course Laborer II	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Seasonal Public Works II	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Tot Time Lead	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
5	Treks & Trails Preschool Assistant	\$16.74	\$18.83	\$18.84	\$20.92	\$23.01	\$23.02	\$25.11
6	American Red Cross Instructor	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Aquatics Lead	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Beach Lead	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Curling Instructor	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Customer Service Representative	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Extreme Kids Activity Leader	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Junior Curling Instructor	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Lead Golf Cart Attendant	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Lifeguard Instructor	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Seasonal Equipment Operator	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Seasonal Public Works III	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Swim Instructor	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Treks & Trails Music Teacher	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Treks & Trails Spanish Teacher	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
6	Video Production Assistant	\$18.24	\$20.52	\$20.53	\$22.80	\$25.08	\$25.09	\$27.36
7	Firefighter (Paid On-Call/Volunteer)	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
7	Gymnastics Coordinator	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
7	Lead Ice Assistant - Curling	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
7	Preschool Sports Coordinator	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
7	Recreation Assistant - AOA	\$19.70	\$22.17	\$22.18	\$24.63	\$27.09	\$27.10	\$29.55
8	CSO Intern	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Evidence Clerk	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Facility Attendant Lead	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Firefighter - FAO	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Groundman (1,000 hours)	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Group Fitness Instructor	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Guest Services Lead - Community Center	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Guest Services Lead - Curling & Events	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Records Clerk	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92

Grade	Job Title	HOURLY						
		Zone C		Zone B			Zone A	
		Minimum			Midpoint			Maximum
8	Recreation Lead - Adaptive Programs	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
8	Water Fitness Instructor	\$21.28	\$23.94	\$23.95	\$26.60	\$29.26	\$29.27	\$31.92
9	Day Care Coordinator	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Firefighter - FAO - Right Front Seat	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Specialty Group Fitness Instructor	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
9	Treks & Trails Lead Teacher	\$22.98	\$25.85	\$25.86	\$28.73	\$31.60	\$31.61	\$34.47
10	Health & Wellness Coach	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
10	Personal Trainer	\$24.70	\$27.79	\$27.80	\$30.88	\$33.97	\$33.98	\$37.06
11	Fire Captain (Paid On-Call/Volunteer)	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Personal Training Coordinator	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
11	Sports Official-Ice Hockey	\$26.56	\$29.88	\$29.89	\$33.20	\$36.52	\$36.53	\$39.84
12	Treks & Trails Coordinator	\$28.42	\$31.97	\$31.98	\$35.52	\$39.07	\$39.08	\$42.62
14	Assistant Fire Chief of Operations	\$32.53	\$36.60	\$36.61	\$40.67	\$44.73	\$44.74	\$48.80



CITY OF CHASKA

2023 SALARY ADJUSTMENT GUIDE

SUMMARY EVALUATION OF OVERALL PERFORMANCE	SALARY REVIEW ADJUSTMENTS*		
	ZONE C**	ZONE B	ZONE A
Not Meeting Expectations. Quality of performance or service is not adequate. Little or no improvement has been demonstrated after discussions about poor performance.***	0%	0%	0%
Building Satisfactory Performance. Generally meets most requirements but struggles to fully meet them all. Inconsistent performance. May be working towards building a higher level of performance after not meeting expectations.	2.5%	3.0%	0%
Meets Expectations. Considered to be a qualified, solid performer. Contributes to department's goals. While minor deviations may occur, the overall performance meets expectations and position requirements.	3.0%	3.5%	3.5%
Exceeds Expectations. Accomplishments are regularly above expected level's performance requirements. Demonstrates a high level of effort and effectiveness.	4.0%	4.5%	4.0%
Exceptional Performance. Consistently at a level beyond expectations in all areas of performance. Extraordinary work that stands out. Sets a new standard of service and effort.	4.5%	5.0%	4.5%

*Employees shall never be compensated beyond the maximum amount in their pay range.

**Individuals in Zone C are eligible for performance reviews every six months, and the salary adjustment percentages under the Zone C category reflect the range of adjustments at the six-month intervals. Zones B and A are eligible for performance reviews every twelve months.

***Before assigning this rating, speak to Human Resources.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/09/2023**

Subject: Consider 2023 Employee Pay Classification, Salary Adjustment Rate Chart

Prepared By: Sarah Donovan, HR Manager

Background

Since 1980, the city has had a Performance Pay Plan for its non-union employees. Under this plan, employees are compensated based on their individual performance within an established salary range for their positions. Implementation of the Plan requires an annual review and update of the compensation ranges for the non-union positions.

One of two elements of the Performance Pay Plan is the Pay Classification Plan, which was adopted in 2017 primarily to comply with State-mandated comparable worth.

The adopted Pay Classification Plan is based on the following elements:

- A. All positions are classified based on an internal comparison study. Based on this study, compensation ranges were established.
- B. The compensation ranges for each position were compared to the average pay rate of each position in other metropolitan communities of similar size to Chaska. The City policy is that individual position rates would not be twenty percent (20%) higher or twenty percent (20%) lower than the average of the comparison cities.
- C. An inflation factor adjusts compensation ranges annually to reflect the cost of living and other market adjustments.
- D. Compensation ranges are adjusted to ensure compliance with pay equity standards set by MN Statute 471.991-999 and MN Rules Chapter 3920.

Non-Union Salaries

Pay Classification COLA Information (Non-Union)

Every year, staff adjusts the Pay Classification Plan with the inflation factor and then compares the plan with other metro cities of similar size. To adjust for market changes from 2022 to 2023, staff recommends a 3.0% cost of living increase in the compensation ranges, consistent with the proposed 2022-2023 union contracts.

Salary Adjustment Rate Chart

Implementation of the non-union Pay Classification Plan also requires the Council to adopt the attached Salary Adjustment Rate Chart. This chart aims to identify salary adjustments for individual employees based on their relative location within the salary ranges and annual performance. This Salary Adjustment Rate Chart defines the potential range of salary increases through the Performance Pay Plan. The highest performing employees are incentivized by earning higher pay increases, while those performing at lower levels earn lower pay increases. Notably, this plan makes salary adjustments throughout the year on anniversary dates based on performance evaluations. They are not made across the board on January 1 of the calendar year.

The proposed 2023 Salary Adjustment Rate is identical to previous years, with potential performance-based increases ranging from 0% to 5.0%. Except for employees already at the maximum pay level according to their pay grade. The range reflected in the recommended plan will allow employees exceeding expectations to move forward in the Pay Classification Plan, similar to unionized employees who receive step/longevity increases in addition to the cost of living. Conversely, employees who are not performing at satisfactory levels will not progress as quickly through the pay range within the pay grade.

Recommendation

Staff recommends adopting the 2023 Pay Classification Plan and the attached 2023 Salary Adjustment Rate Chart.

CITY COUNCIL ACTION REQUESTED

Motion to approve the 2023 Pay Classification Plan and 2023 Salary Adjustment Chart.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
01/9/2023**

Subject: Appointment of Official Newspaper

Prepared By: Denise Beebe, Senior Clerk

Annually, the City needs to act on appointing the official newspaper for the upcoming year. In the past, Chaska's official newspaper has been the "Chaska Herald." Attached is a letter from the Herald indicating their interest in serving as the official newspaper for 2023. They have indicated that their rates will increase 4.5% to \$7.68 per-inch, which reflects the increased costs for paper, labor and two postal increases. Notices will continue to be posted on the Chaska Herald website and Minnesota Newspaper Associations public website free of charge.

Being appointed as the official newspaper means that the City will place all its legal notices in the Herald to comply with statutory requirements.

Staff is recommending that we continue to utilize the "Chaska Herald" as our official newspaper.

CITY COUNCIL ACTION REQUESTED

Motion to appoint the "Chaska Herald" as the official newspaper of the City of Chaska for 2023.

CHASKA HERALD

December 9, 2022

Mr. Matt Podhradsky
City Administrator
City of Chaska
#1 City Hall Drive
Chaska, Minnesota 55318

Dear Mr. Podhradsky,

Please consider our request for appointment of the Chaska Herald as the official newspaper for the City of Chaska in 2023.

We feel very strongly that the publishing of legal notices in the newspaper is of vital importance to local residents who wish to stay informed about the decisions being made by your elected body. The rate submitted by the Chaska Herald for 2023 is \$7.68 per column inch, which reflects a 4.5-percent increase from that charged in 2022 and needed to cover the increasing costs for paper and labor, in addition to two postal increases initiated by the U.S. Postal Service in the past year.

Notices submitted by the City of Chaska will continue to be posted on our newspaper website, www.chaska Herald.com and the Minnesota Newspaper Association's statewide public notice website, mnp publicnotice.com, free of charge.

Our legal notice deadline is at noon on Thursday, preceding the following week's publication date; during holiday weeks the deadline may be advanced.

Thank you for the opportunity to be of service to you in the past. We hope that relationship can be continued in the coming year.

Respectfully,

Laurie A. Hartmann
General Manager
Chaska Herald

REQUEST FOR ACTION CHASKA CITY COUNCIL 1/9/2023

Subject: Appointment of City Attorney

Prepared By: Denise Beebe, Senior Clerk

Reviewed By: Matt Podhradsky, City Administrator

Annually, the City needs to take action on appointing the City Attorney. Under City code, all employees, except the City Attorney, are appointed by the City Administrator. The Code specifies that the City Attorney will be appointed annually by the City Council. As in the past, it is recommended that the City Council reappoint the firm of Melchert Hubert Sjodin Law as the City Attorney. Since the firm has served as the City's legal counsel for a number of years the firm brings a great deal of knowledge of past actions the City has taken. Besides this, the firm is able to provide the City with a number of different specialties, which does allow us to have most aspects of our general legal needs represented by one firm.

429 Projects - \$219
Other Matters - \$209
Litigation Rate - \$264
Meeting Rate - \$77

Please note that the above rates represent only a 5% cost of living increase. Based on this, Staff does feel that this is a fair proposal.

CITY COUNCIL ACTION REQUESTED

Motion to appoint the law firm Melchert, Hubert, Sjodin, as the Chaska City Attorney for 2023.

J. Michael Melchert, Esq.

Direct Dial:
(952) 442-7788
Email Address:
mmelchert@mhslaw.com



121 W Main Street, Suite 200
Waconia, Minnesota 55387
Telephone: (952) 442-7700

510 Chestnut Street N, Suite 100
Chaska, Minnesota 55318
Telephone: (952) 442-7700

www.mhslaw.com

December 20, 2022

Matt Podhradsky
City Administrator
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: City Attorney Position

Dear Mr. Podhradsky:

The firm of Melchert Hubert Sjodin, PLLP, respectfully requests that the City of Chaska appoint our firm as City attorneys for 2023.

Our rates for 2023 will be:

429 Projects or Projects Funded through Federal, State or Other Grants:	\$219.00
Other Matters (excluding 429, etc.):	\$209.00
Litigation and Complex Development:	\$264.00
Regular Council and Regular Planning Commission Meetings:	\$ 77.00

The above rates represent a 5% cost of living increase.

If you have any questions, please do not hesitate to contact me.

Very truly yours,



J. Michael Melchert

JMM/clw

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/9/2023**

Subject: Downtown Chaska TH 41/CSAH 61 – Signal Maintenance Agreement for the new traffic signal at Chestnut Street (TH 41) and Chaska Boulevard (CSAH 61)

Prepared By: Matt Clark, City Engineer

The Downtown Chaska TH 41/CSAH 61 project will be replacing the signal at the Chestnut Street (TH 41) and Chaska Boulevard (CSAH 61) intersection. The Council has scene multiple agreements for this project but none that defined ownership and maintenance responsibilities with the new signal at TH 41/CSAH 61. The agreement is attached for reference that requires City, Carver County, and MnDOT's approval for the project.

CITY COUNCIL ACTION REQUESTED

Motion to Adopt Resolution No. 2023-2, approving the Traffic Control Signal Maintenance Agreement with the State of Minnesota Department of Transportation, and Carver County for the Downtown Chaska TH 41/CSAH 61 Improvement Project.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 1/9/2022 **RESOLUTION NO.** 2023-2

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

Resolution Approving Maintenance Control Signal with MnDon on TH41/CSAH 61

IT IS RESOLVED that the City of Chaska enter into MnDOT Agreement No. 1051295 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for maintenance by the City of the Traffic Control Signal construction on Trunk Highway No. 41 at CSAH 61 within the corporate City limits under State Project No. 1008-87 (TH 41=260).

IT IS FURTHER RESOLVED that the _____ City Administrator
(Title)

and the _____ City Engineer
(Title)

are authorized to execute the Agreement and any amendments to the Agreement.

CERTIFICATION

I certify that the above Resolution is an accurate copy of the Resolution adopted by the Council of the City of Chaska at an authorized meeting held on the 9th day of January, 2023, as shown by the minutes of the meeting in my possession.

Subscribed and sworn to me this _____ day of _____, 2023

Notary Public

My Commission Expires

(Signature)

(Type or Print Name)

(Title)

**STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
AND
CITY OF CHASKA
AND
CARVER COUNTY
TRAFFIC CONTROL SIGNAL
MAINTENANCE AGREEMENT**

State Project Number (SP):	<u>1008-87</u>
Trunk Highway Number (TH):	<u>41=260</u>
State Aid Project Number (SAP):	<u>196-010-017</u>
State Aid Project Number (SAP):	<u>196-010-018</u>
State Aid Project Number (SAP):	<u>196-020-014</u>
State Aid Project Number (SAP):	<u>010-661-008</u>
Signal System "C" ID No.:	<u>1735775</u>

This Agreement is between the State of Minnesota, acting through its Commissioner of Transportation ("State"), the City of Chaska acting through its City Council ("City"), and Carver County acting through its Board of Commissioners ("County").

Recitals

1. The City will remove the existing Traffic Control Signal System and install a new Traffic Control Signal System ("Signal System"), on Trunk Highway No. 41 at County State Aid Highway No. (CSAH) 61 in the City of Chaska, Carver County, Minnesota, according to City-prepared Plans, specifications, and special provisions designated by the City and the State as State Project No. 1008-87 (TH 41=260) ("Project"); and
2. The City, County, and State wish to define their respective operation and maintenance responsibilities for the Signal System with signal pole mounted luminaires, Accessible Pedestrian Signals ("APS"), and signing, and Emergency Vehicle Pre-emption System ("EVP System"); and
3. Agreement 1050525 between the State and City will address all other cost share and maintenance responsibilities for SP 1008-87; and
4. Minnesota Statutes § 161.20, subdivision 2 authorizes the Commissioner of Transportation to make arrangements with and cooperate with any governmental authority for the purposes of constructing, maintaining, and improving the trunk highway system.

Agreement

1. Term of Agreement; Survival of Terms

- 1.1. **Effective Date.** This Agreement will be effective on the date the State obtains all signatures required by Minnesota Statutes § 16C.05, subdivision 2.
- 1.2. **Expiration Date.** This Agreement will expire when all obligations have been satisfactorily fulfilled.
- 1.3. **Survival of Terms.** All clauses which impose obligations continuing in their nature and which must survive in order to give effect to their meaning will survive the expiration or termination of this Agreement, including, without limitation, the following clauses: 5. Liability; Worker Compensation Claims; Insurance; 8. State Audits; 9. Government Data Practices; 10. Governing Law; Jurisdiction; Venue; and 12. Force

-1-

Majeure. The terms and conditions set forth in Article 2. Signal System and EVP System Operation and Maintenance may be terminated by another Agreement between the parties.

- 1.4. Plans, Specifications, and Special Provisions.** Plans, specifications, and special provisions designated by the City and the State as State Project No. No. 1008-87 (TH 41=260) are on file in the office of the Commissioner of Transportation at St. Paul, Minnesota, and incorporated into this Agreement by reference ("Project Plans").

2. Signal System and EVP System Operation and Maintenance

Operation and maintenance responsibilities will be as follows for the Signal System and EVP System on TH 41 at CSAH 61 (Signal System "C").

2.1. City Responsibilities.

- A. Power.** The City will be responsible for the hook-up cost and application to secure an adequate power supply to the service pad(s) or pole(s) and will pay all monthly electrical service expenses necessary to operate the Signal System and EVP System.
- B. Minor Signal System Maintenance.** The City will provide for the following, without cost to the State.
 - i. Maintain the signal pole mounted Light Emitting Diode ("LED") luminaires, including replacing the luminaires when necessary. The LED luminaire must be replaced when it fails or when light levels drop below recommended American Association of State Highway and Transportation Officials ("AASHTO") levels for the installation.
 - ii. Clean the Signal System controller cabinet and service cabinet exteriors.
 - iii. Clean and paint the Signal System and luminaire mast arm extensions. Painting will be in accordance with MnDOT Standard Specification 2565.3U, unless approved by the State's District Traffic Engineer.

2.2. County Responsibilities.

- A. Minor Signal System Maintenance.** The County will provide for the following, without cost to the State.
 - i. Replace the Signal System LED indications. Replacing LED indications consists of replacing each LED indication when it reaches end of life per the MnDOT Traffic Engineering Manual or fails or no longer meets Institute of Traffic Engineers (ITE) standards for light output.
 - ii. Paint and maintain the cross street (CSAH 61) pedestrian crosswalk markings.

2.3. State Responsibilities.

- A. EVP System Operation.** The EVP System will be installed, operated, maintained, and removed according to the following conditions and requirements:
 - i. All maintenance of the EVP System will be done by State forces.
 - ii. Emitter units may be installed only on authorized emergency vehicles, as defined in Minnesota Statutes § 169.011, Subdivision 3. Authorized emergency vehicles may use emitter units only when responding to an emergency. The City and County will provide the State's District Engineer or their designated representative a list of all vehicles with emitter units, if requested by the State.
 - iii. Malfunction of the EVP System must be reported to the State immediately.
 - iv. In the event the EVP System or its components are, in the opinion of the State, being misused or the conditions set forth in Paragraph ii. above are violated, and such misuse or violation continues

after the City or County receives written notice from the State, the State may remove the EVP System. Upon removal of the EVP System pursuant to this Paragraph, all of its parts and components become the property of the State.

v. All timing of the EVP System will be determined by the State.

B. Interconnect; Timing; Other Maintenance. The State will maintain the Interconnect and signing, and perform all other Signal System, APS, and signal pole luminaire circuit maintenance. All Signal System timing will be determined by the State.

2.4. Right-of-Way Access. Each party authorizes the other party to enter upon their respective public right-of-way to perform the maintenance activities described in this Agreement.

2.5. Related Agreements. This Agreement will supersede and terminate the operation and maintenance terms of Agreement No. 80592, dated November 28, 2000, between the parties, and Agreement No. 75146, dated September 17, 1996, between the City and State, for the intersection of TH 41 at CSAH 61 (previously TH 212).

3. Authorized Representatives

Each party's Authorized Representative is responsible for administering this Agreement and is authorized to give and receive any notice or demand required or permitted by this Agreement.

3.1. The State's Authorized Representative will be:

Name, Title: Malaki Ruranika, Cooperative Agreements Engineer (or successor)
 Address: 395 John Ireland Boulevard, Mailstop 682, St. Paul, MN 55155
 Telephone: (651) 366-4634
 E-Mail: malaki.ruranika@state.mn.us

3.2. The City's Authorized Representative will be:

Name, Title: Matt Clark, City Engineer (or successor)
 Address: One City Hall Plaza, Chaska, MN 55318
 Telephone: (952) 227-7522
 E-Mail: mclark@chaskamn.com

3.3. The County's Authorized Representative will be:

Name, Title: Lyndon Robjant, Public Works Director (or successor)
 Address: 11360 Hwy 212, Suite 1, Cologne, MN 55322
 Telephone: (952) 466-5200
 E-Mail: lrobjant@co.carver.mn.us

4. Assignment; Amendments; Waiver; Contract Complete

4.1. Assignment. None of the parties may assign or transfer any rights or obligations under this Agreement without the prior consent of the other party and a written assignment agreement, executed and approved by the same parties who executed and approved this Agreement, or their successors in office.

4.2. Amendments. Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Agreement, or their successors in office.

4.3. Waiver. If a party fails to enforce any provision of this Agreement, that failure does not waive the provision or the party's right to subsequently enforce it.

4.4. *Contract Complete.* This Agreement contains all prior negotiations and agreements between the State, City and County. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

5. Liability; Worker Compensation Claims; Insurance

- 5.1.** Each party is responsible for its own acts, omissions, and the results thereof to the extent authorized by law and will not be responsible for the acts, omissions of others, and the results thereof. Minnesota Statutes § 3.736 and other applicable law govern liability of the State. Minnesota Statutes Chapter 466 and other applicable law govern liability of the City and County.
- 5.2.** Each party is responsible for its own employees for any claims arising under the Workers Compensation Act.

6. Nondiscrimination

Provisions of Minnesota Statutes § 181.59 and of any applicable law relating to civil rights and discrimination are considered part of this Agreement.

7. Title VI/Non-discrimination Assurances

The City and County agree to comply with all applicable US DOT Standard Title VI/Non-Discrimination Assurances contained in DOT Order No. 1050.2A, and in particular Appendices A and E, which can be found at: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=11149035. The City and County will ensure the appendices and solicitation language within the assurances are inserted into contracts as required. The State may conduct a review of the City's and County's compliance with this provision. The City and County must cooperate with the State throughout the review process by supplying all requested information and documentation to the State, making City and County staff and officials available for meetings as requested, and correcting any areas of non-compliance as determined by the State.

8. State Audits

Under Minnesota Statutes § 16C.05, subdivision 5, the City and County's books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by the State and the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the end of this Agreement.

9. Government Data Practices

The City, County, and State must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by the State under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the City and County under this Agreement. The civil remedies of Minnesota Statutes §13.08 apply to the release of the data referred to in this clause by either the City, County or State.

10. Governing Law; Jurisdiction; Venue

Minnesota law governs the validity, interpretation and enforcement of this Agreement. Venue for all legal proceedings arising out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

11. Termination; Suspension

- 11.1. *By Mutual Agreement.*** This Agreement may be terminated by mutual agreement of the parties.
- 11.2. *Termination for Insufficient Funding.*** The State may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued

at a level sufficient to allow for the payment of the services covered here. Termination must be by written or fax notice to the City and County.

11.3. *Suspension.* In the event of a total or partial government shutdown, the State may suspend this Agreement and all work, activities, performance, and payments authorized through this Agreement.

12. Force Majeure

No party will be responsible to the other for a failure to perform under this Agreement (or a delay in performance), if such failure or delay is due to a force majeure event. A force majeure event is an event beyond a party's reasonable control, including but not limited to, unusually severe weather, fire, floods, other acts of God, labor disputes, acts of war or terrorism, or public health emergencies.

[The remainder of this page has been intentionally left blank]

CITY OF CHASKA

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

CARVER COUNTY

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: Gayle Degler
Gayle Degler (Oct 19, 2022 23:57 CDT)

Title: County Board Chair

Date: 10/19/22

By: Dave Hemze
Dave Hemze (Oct 19, 2022 16:07 CDT)

Title: County Administrator

Date: 10/19/22

**DEPARTMENT OF TRANSPORTATION**

Approved:

By: _____
(District Engineer)

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____
(With Delegated Authority)

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

BOARD OF COUNTY COMMISSIONERS CARVER COUNTY, MINNESOTA

Date: October 18, 2022

Resolution No: 78-22

Motion by Commissioner: Lynch

Seconded by Commissioner: Workman

TRAFFIC CONTROL SIGNAL MAINTENANCE AGMT 1051295 (TH 41 and CSAH 61) WITH THE STATE OF MINNESOTA

IT IS RESOLVED that Carver County enter into MnDOT Agreement No. 1051295 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for maintenance by the County of the Traffic Control Signal construction on Trunk Highway No. 41 at CSAH 61 within the corporate limits of the City of Chaska under State Project No. 1008-87 (TH 41=260).

IT IS FURTHER RESOLVED that the County Board Chair and the County Administrator are authorized to execute the Agreement and any amendments to the Agreement.

Yes	No	Absent
Degler		
Fahey		
Lynch		
Udermann		
Workman		

STATE OF MINNESOTA COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 18th day of October, 2022, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 18th day of October, 2022.


Dave Hemze (Oct 19, 2022 12:55 CDT)

Dave Hemze County Administrator

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/9/2023**

Subject: **Accept Tracy Kamen Resignation as Commissioner on the Human Rights Commission**

Prepared By: Elise Durbin, Assistant City Administrator

On Thursday, December 29, 2022, Human Rights Commissioner Tracy Kamen formally requested to resign from her appointment effective immediately.

Ms. Kamen served on the Commission starting February 7, 2022. She was a part of the Commission's Empathetic Response Committee.

CITY COUNCIL ACTION REQUESTED

Motion to accept the resignation of Tracy Kamen from the Chaska Human Rights Commission and open the seat to applications.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
1/9/2023**

Subject: Approval of Off-Sale Intoxicating Liquor License for Dolce Vita Wine Shop

Prepared By: Denise Beebe, Senior Clerk

Sean Hayden, sole owner/operator of Hayden Investment Group, submitted an application for an off-sale intoxicating liquor license to the City Clerk for Dolce Vita Wine Shop, located at 311 Chaska Blvd. Chaska MN. Hayden has a 5-year lease agreement with property owner Dan Keyport that was submitted and on file with the application. The background investigation was completed by the Chaska Police Department on 12-21-22 and provided to City Council members.

Analysis

This license will be up for renewal on July 1, 2023, along with all other liquor licenses in the City. The fee is prorated from January 9th through June 30th at a cost of \$75.68.

The investigation fee of \$100.00 was paid prior to the background investigation. The prorated fee has not been paid as to date and license is contingent on payment. The buyer's card fee is \$20.00, which is paid directly to the State of Minnesota, is also due and is paid upon approval of the license by City Council.

CITY COUNCIL ACTION REQUESTED

Motion to approve an Off-Sale Intoxicating Liquor License for Sean Hayden of Hayden Investment Group, DBA Dolce Vita Wine Shop, located at 311 Chaska Blvd., Chaska contingent of payment for prorated fee.

REQUEST FOR ACTION CHASKA CITY COUNCIL January 9, 2023

Subject: **Appointment of City Trustees to the Chaska Fire Department Relief Association Board for 2023**

Prepared By: Noel Graczyk

Background

Membership of the Chaska Fire Department Relief Association (CFDRA) and the City Council of the City of Chaska both approved restated and amended By Laws for the CFDRA as of October 30, 2013. In accordance with both State Statutes and the By Laws of the CFDRA, the Board of Trustees for the CFDRA shall consist of nine members with three members drawn from officials of the sponsoring City. One of the three members as appointed by the City must be an elected official and one must be either an elected or appointed official. Both City members must be designated annually by the City Council. The third City member must be the Fire Chief.

Update

In 2022, Council Member Taylor Hubbard was appointed as the required elected official on the CFDRA Board and the Administrative Services Director / Treasurer Noel Graczyk was appointed as the second City official.

Recommendation

Staff recommends that both Tyler Hubbard and Noel Graczyk continue in 2023 as the appointed elected official and second City official to the CFDRA Board.

CITY COUNCIL ACTION REQUESTED

Motion to appoint Taylor Hubbard as a required elected-official Trustee and Noel Graczyk as a City Trustee to the Chaska Fire Department Relief Association Board for 2023.

REQUEST FOR ACTION CHASKA CITY COUNCIL January 9, 2023

Subject: Designate City Depositories and Investment Institutions for 2023

Prepared By: Noel Graczyk

Background

As required by State Statute, any bank with City funds on deposit must annually be designated by the City Council as an official depository. The City's Cash Management Program also states that the City Council shall annually designate financial institutions for placement of investments. Historically, the City Council has designated each bank that operates a local office within the City as a designated depository. USBank is used by the City to process lockbox transactions for utility billing and is thus included as a designated depository. USBank is also the bank selected by the League of Minnesota City to support their 4M Fund in which the City participates.

It is recommended that all current designated depositories and financial institutions be designated for 2023. The following two lists include currently designated depositories and financial institutions as well as additions and deletions for 2023:

Depositories (Eight for 2023)

- Bank Vista
- Center National Bank
- Nicolet National Bank (f/k/a/ Charter Bank)
- Old National Bank
- Security Bank
- USBank
- Wells Fargo Bank
- Wings Financial Credit Union

Financial Institutions (Eight for 2023)

- Computershare Corporate Trust
- League of Minnesota Cities and PMA Financial Network (4M Fund)
- Northland Securities, Inc.
- Oppenheimer & Co, Inc.
- Pipe Sandler Companies
- Public Financial Management (PFM)
- RBC Capital Markets, Inc.

- USBank Investment Services, Inc.

(* New for 2023)

(** Removed for 2023)

Update

No updates.

Recommendation

Staff recommends approval of depositories and investment institutions as listed in the motion under City Council Action Requested.

CITY COUNCIL ACTION REQUESTED

Motion to designate the following depositories and financial institutions.

Depositories:

Bank Vista; Center National Bank; Nicolet National Bank; Old National Bank; Security Bank; USBank; Wells Fargo Bank; Wings Financial Credit Union

Financial Institutions:

Computershare Corporate Trust; League of Minnesota Cities and PMA Financial Network (4M Fund); Northland Securities, Inc; Oppenheimer & Co, Inc; Pipe Sandler Companies; Public Financial Management (PFM); RBC Capital Markets, Inc; USBank Investment Services, Inc.

REQUEST FOR ACTION CHASKA CITY COUNCIL January 9, 2023

Subject: **Adopt Resolution 2023-5 Authorizing Account Signers and Electronic Funds Transfer**

Prepared By: Noel Graczyk

Background

The City's independent auditor recommends that account signers on bank accounts in the name of the City and City officials authorized to act on an electronic funds transfer be designated annually by a resolution adopted by the City Council. Current account signers at depositories as used by the City include the Mayor, City Administrator, and Administrative Services Director / Treasurer. Signatures from all three account signers are included on checks as issued by the City.

In accordance with Minnesota Statute 471.38 the City Council must also designate City officials that are authorized to act on behalf of the City when an electronic funds transfer payment is issued. Current policy and practices delegate authority to make an electronic funds transfer payment to the Administrative Services Director / Treasurer and Controller, or their designee. These authorizations and supporting internal controls are consistent with required workflow approvals currently in place for submission and approval of an electronic funds transfer.

Update

In 2022 Mark Windschitl, Mayor, Matt Podhradsky, City Administrator, and Noel Graczyk, Administrative Services Director / Treasurer were designated as account signers. As of the end of 2022, an electronic funds transfer on behalf of the City may be authorized by Noel Graczyk, Administrative Services Director, and Lisa Nelson, Controller.

Recommendation

Staff recommends approval of the proposed resolution designating authorized account signers and authorizing electronic funds transfer.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2023-54 authorizing account signers and electronic funds transfer.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE	<u>1/9/2023</u>	RESOLUTION NO.	<u>2023 - 5</u>
MOTION BY COUNCILMEMBER	<u></u>	SECOND BY COUNCILMEMBER	<u></u>

Adopt Resolution 2023-5 Authorizing Account Signers and Electronic Funds Transfer

WHEREAS, in accordance with Minnesota Statutes 471.38, the City Council shall annually delegate authority to make electronic funds transfers and the disbursing bank of electronic funds transfers shall keep on file a certified copy of the delegation of authority.

WHEREAS, Minnesota Statutes Section 471.38 allows the use of electronic funds transfer provided certain policy controls are in place for payment of the following:

1. for a claim for a payment from an impressed payroll bank account or investment of excess money;
2. for payment of tax or aid anticipation certificates;
3. for payment of contributions to a pension or retirement fund;
4. for vendor payments; and,
5. for payment of bond principal, bond interest, and a fiscal agent service charge.

WHEREAS, each electronic funds transfer shall be processed through the accounts payable procedures.

WHEREAS, each electronic funds transfer shall be documented and comply with policy controls that include:

1. the initiator of the electronic transfer shall be identified;
2. the initiator shall document the request and obtain approval from the designated Administrative Services Director / Treasurer, the Controller or their designee before initiating the transfer as required by internal control policies;
3. a written confirmation of the transaction shall be made no later than one business day after the transaction and shall be used in lieu of a check, order check or warrant required to support the transaction;
4. a list of transactions made by electronic funds transfer shall be submitted to the City Council at its next regular meeting after the transaction.

NOW THEREFORE, BE IT RESOLVED, all electronic by the City Council of the City of Chaska,

Minnesota, that checks, drafts, or other withdrawal orders issued against the funds of the City of Chaska on deposit with a bank shall be signed by the following City Officials:

Mark Windschitl, Mayor
Matt Podhradsky, City Administrator
Noel Graczyk, Administrative Services Director / Treasurer

BE IT FURTHER RESOLVED, that the City of Chaska City Council delegates authority to make electronic funds transfers to the following designated positions and individuals or their designee subject to policy controls and authorization in accordance with Minnesota Statute 471.38:

Noel Graczyk, Administrative Services Director / Treasurer
Lisa Nelson, Controller

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 9th day of January 2023.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

REQUEST FOR ACTION CHASKA CITY COUNCIL 1/9/2023

Subject: Policies and Procedures for Federal Awards Administration

Reviewed By: Noel Graczyk, Administrative Services Director

Prepared By: Erin Barnum, Accounting Supervisor &
Lisa Nelson, Controller

On occasion the City receives federal funds for various purposes. One of the conditions of receiving such funds is to have in place certain policies and procedures. The Council adopted policies and procedures for federal awards administration on October 19, 2020, to comply with federal awards administration required after passage of the CARES Act.

With the passage of the American Rescue Plan Act (ARPA) in 2021 the City was required to again update its policies and procedures for federal awards administration. The attached Policies and Procedures for Federal Awards Administration is based on a model policy provided by MMKR, the City's auditors, and was adopted by City Council on 12/20/2021. The City is required to reestablish its micro-purchase limit each calendar year. Per the City's Policies and Procedures for Federal Awards Administration, the micro-purchases limit is set at \$25,000.

Additional auditing procedures (Single Audit) are required in years when total federal dollars expended exceed \$750,000. Single Audit refers to the centralization of financial reporting on federal projects to one federal agency, not to each agency awarding the grants. A Single Audit was required for fiscal year 2020, when the City's expenditures of federal dollars from CARES Act funds exceeded \$750,000.

The City will also require a Single Audit each year that federal dollars expended from the ARPA exceed \$750,000. The City received ARPA funds in 2021 and had expenditures from these funds in 2022 that were in excess of \$750,000. Therefore, the City will be required to have a Single Audit for fiscal year 2022.

CITY COUNCIL ACTION REQUESTED

Motion to reestablish the micro-purchase limit of \$25,000 for Federal Awards Administration.

City of Chaska, Minnesota

Policies and Procedures for Federal Awards Administration

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Policies and Procedures – Federal Awards

Administration Overview

Purpose – This manual has been prepared to document the policies and procedures for the administration of federal awards of City of Chaska (the “City”). The Office of Management and Budget (OMB) Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (Uniform Guidance) require all recipients and sub-recipients of federal funds to establish and maintain internal controls designed to reasonably ensure compliance with Federal laws, regulations, and program compliance requirements. Written policies and procedures are part of the necessary internal controls and are required as a precondition to receiving federal funds. These policies and procedures are intended to be sufficiently comprehensive to adequately meet such requirements. However, in no case are these policies and procedures intended to supersede or limit federal or state laws or regulations, or the provisions of individual grant agreements.

Hierarchy of Authority – In the event that conflicting guidance on the administration of Federal awards is available, the City has deemed Federal guidance to be most authoritative, followed by other State or local agencies.

Revisions – Guidance provided by the Federal government through the OMB UG - Uniform Grant Guidance Compliance Supplement are expected to be updated each year. Such updates are considered by the City as they become available and policies and procedures will be revised accordingly.

The City Administrator, Administrative Services Director, Finance Manager, and designees are authorized and required to establish and document policies and procedures to ensure compliance with the provisions of federal and state regulations and the provisions of grant agreements. Such policies and procedures are documented herein, and will be reviewed and updated as necessary, but not less than once every three years.

Training – City finance personnel and its program administrators of Federal awards will be provided the necessary training through various mechanisms, such as:

- Reviewing monthly State Aid Financial Status Report Updates, accompanying State aid payments
- Consulting with the City’s auditors as needed for clarification
- Participating in various training opportunities, such as those offered by appropriate professional organizations
- Reviewing legislative updates from multiple sources
- Membership and participation in meetings of the Government Finance Officers Association (GFOA)
- Certification of respective positions by the GFOA, i.e.: Finance Manager

- Coordination and collaboration with individuals performing similar job functions at similar municipalities.

Compliance Failures – Compliance failures, whether noted internally by management or through the external audit process, will be addressed immediately by reviewing the reason for the failure with responsible personnel and devising an improved process to improve compliance in the future.

General Accounting and Financial Management

It is the policy of the City to comply with all statutory, regulatory, and contractual requirements in the conduct of, and accounting for, its financial operations. The official books of record for the City will be maintained subject to the following provisions:

1. The City will account for its operations in accordance with the Generally Accepted Accounting Principles (GAAP) applicable to local units of government.
 - a. The City will comply with the Super Circular issued by the OMB, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200).
2. The City will comply with all contractual requirements detailed in its duly executed grant agreements with awarding agencies.
3. The City will contract annually with an independent CPA firm for the purposes of conducting the City's external financial audit. To the extent that the City has expended federal awards in excess of the applicable single audit limit (currently \$750,000), the City will have a single audit performed in accordance with OMB UG.
4. To ensure continuing compliance with all applicable accounting requirements, the City may, at its discretion, contract with a CPA firm to provide internal auditing and/or consulting services.
5. The Finance Manager shall be responsible for the maintenance of all accounting and financial records (including journals, timesheets, bank statements, audit reports, and similar documents). Such records shall be retained as required by contractual or regulatory requirements. The City has adopted the state's records retention schedule as its official guide for records storage, filing, and destruction.
6. The City and employees are required to comply with the City's conflict of interest policy and report any potential conflicts of interest to their managers. No employee, officer or agent may

participate in the selection, award or administration of a contract supported by a Federal award if he or she has a real or apparent conflict of interest.

Such violations may result in appropriate discipline. See also the City policies on conflict of interest located in the City's Personnel Policies and Procedures.

7. The City will request prior approval from federal agencies for program or budget changes.
8. The City has implemented the new federal purchasing procedures which follow:
 - Acquisitions for micro-purchases (below \$25,000 or below \$2,000 for construction subject to the Davis Bacon Act) may be awarded without soliciting bids if the City considers the price to be reasonable.
 - Procurements for Small Purchases (less than \$175,000 - Minn. Stat. § 471.345), in which case quotations must be obtained from an adequate number of sources.
 - Procurements made by sealed bid should be made to the lowest responsible (not necessarily the lowest) bidder.
 - Procurements made by competitive proposal must have standards to evaluate the selected recipient.
 - Procurement made by non-competitive proposals (to one vendor) may be used only if one of the following applies
 - the item is available only from a single source,
 - an emergency exists,
 - the federal agency expressly authorizes non-competitive proposals, or
 - competition is seen as inadequate after solicitation to vendors.
9. Other procurement procedures include:
 - Contractors who develop or draft specifications for bids are precluded from bidding on them.
 - The City must maintain oversight so that contractors perform work as bid.
 - Multiple provisions must be included in contracts (see Appendix II of grant procurement guidelines of super circular procedures).
 - If a contract is \$25,000 or more the City must verify on <http://www.sam.gov/> that the contractor is not on the suspended and debarred list for federal grants.
10. Procedures for inventory of federal capital purchases will be maintained by the Finance Department, with the help of the other departments if needed, and all items will be tracked annually. The Equipment and Real Property Management section of this document contains additional procedures.
11. The Finance Manager (or designee) or the City Administrator are required to certify expenditures.

Purchasing and Procurement

It is the policy of the City to ensure that all disbursements of City funds are properly reviewed and authorized, and consistent with sound financial management principles, and made in compliance with all applicable federal, state, and local laws. In order to meet these objectives, all disbursements of City funds shall be subject to the following provisions, to the extent that they do not conflict or contradict with any specific federal, state, or local law or Council policies (the most specific or restrictive law, policy or procedure will be followed):

1. Substantial state and federal requirements exist pertaining to standards of conduct and conflict of interest. It is the intent of the City for all employees, officers, or agents to conduct all activities associated with procurements in compliance with the highest ethical standards, including the avoidance of any real or perceived conflict of interest. It is also the intent of the City to impose appropriate sanctions or disciplinary actions, including but not limited to termination and/or prosecution, for any employees or officers who violate any of these requirements.
2. The City avoids the acquisition of unnecessary or duplicative items. Additionally, the City considers consolidating or breaking out procurements to obtain a more economical purchase. And, where appropriate, the City makes an analysis of leases versus purchase alternatives, and other appropriate analyses to determine the most economical approach.
3. To foster greater economy and efficiency, the City enters into state and local intergovernmental agreements where appropriate for procurement or use of common or shared goods and services. This includes cooperative purchasing agreements where practical and beneficial. Depending on the purchase requested, the City may purchase it from a cooperative or inter-local agreement if the price is competitive and the goods or service are needed in a timely manner. The Finance Manager and the City Administrator will make this determination.
4. The City awards contracts only to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement. The City considers such matters as contractor integrity and business ethics, compliance with public policy, ability to complete the project on time and in accordance with specifications, record of past performance, and the contractor's financial and technical resources.
5. The City will award a contract to a contractor who has the appropriate experience, expertise, qualifications, and any required certifications, necessary to perform the work. Contractors should also have the financial resources to sustain the project while the initial work is being completed and during each service period until he or she submits invoices for payment to the City as work is

completed. Contractors should have the proper equipment or the capability to subcontract for the proper equipment necessary to complete the contracted work.

6. Debarment and Suspension: The City will not subcontract with or award subgrants to any person or company who is debarred or suspended from receiving federal funds. The Finance Manager, or designee thereof, is required to check for excluded parties at the System for Award Management (SAM) website before any procurement transaction paid with federal funds. This list is located at: <http://www.sam.gov/>.
7. All procurement transactions paid with federal funds are conducted in a manner providing full and open competition. In an environment of full and open competition, no proposer or bidder has a competitive advantage over another. All potential proposers and bidders must be provided the same information and have the same opportunity to submit a bid or proposal. Providing a competitive advantage to one or more potential proposers or bidders over another can open the potential for disputes and lawsuits that can be costly and can significantly delay the completion of projects.
8. To ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specifications, requirements, statements of work, or invitations for bids or requests for proposals (RFP) are excluded from competing for such procurements. The City does not engage in the following situations that may restrict full and open competition, including but not limited to:
 - Placing unreasonable requirements on firms in order for them to qualify to do business
 - Requiring unnecessary experience and excessive bonding
 - Noncompetitive pricing practices between firms or between affiliated companies
 - Noncompetitive contracts to consultants that are on retainer contracts
 - Organizational conflicts of interest
 - Specifying only a "brand name" product instead of allowing "an equal" product to be offered and describing the performance or other relevant requirements of the procurement
 - Any arbitrary action in the procurement process
 - The City conducts federal procurements in a manner that prohibits the use of statutorily or administratively imposed state or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable federal statutes expressly mandate or encourage geographic preference.
9. All solicitations will incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description will not, in competitive procurements, contain features which unduly restrict competition. The description will include a

statement of the qualitative nature of the material, product or service to be procured and, when necessary, will set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications will be avoided if possible.

10. The City will make independent estimates of the goods or services being procured before receiving bids or proposals to get an estimate of how much the goods and services are valued in the current market. To accomplish this, after bids and proposals are received, but before awarding a contract, the City conducts either a price analysis or a cost analysis, depending on the type of contract, in connection with every procurement with federal funds in excess of \$175,000.
11. The City takes all necessary affirmative steps to assure that minority businesses and women's business enterprises, and labor surplus area firms are used when possible. To accomplish this, the City uses the following required affirmative steps:
 - Placing qualified small and minority businesses and women's business enterprises on solicitation lists.
 - Assuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources.
 - Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses, and women's business enterprises.
 - Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses, and women's business enterprises.
 - Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
 - Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed above.
12. Federal methods provide for procurement by micro-purchase. Micro-purchase is a purchase of supplies or services using simplified acquisition procedures, the aggregate amount of which does not exceed \$25,000. The micro-purchase method is used to expedite the completion of its lowest-dollar small purchase transactions and minimize the associated administrative burden and cost.
13. Small purchase procedures may be used in those relatively simple and informal procurement methods for securing nonprofessional services, supplies, or other property that do not cost more than \$175,000.
14. Sealed bids (\$175,000, formal advertising, price is a major factor). Requirements for sealed bids:

- The invitation for bids will be publicly advertised and bids must be selected from an adequate number of known suppliers, providing them sufficient response time prior to the date set for opening the bids.
 - The invitation for bids, which will include any specifications and pertinent attachments, must define the items or services for the bidder to properly respond.
 - All bids will be publicly opened at the time and place prescribed in the invitation for bid.
 - A firm fixed price contract award will be made in writing to the lowest responsive and responsible bidder.
 - Any or all bids may be rejected if there is a sound documented reason.
15. Competitive proposal (> \$175,000, fixed price or cost reimbursement, RFP with evaluation methods). Requirement for competitive proposal procedures:
- RFPs must be publicized requests and identify all evaluation factors and their relative importance.
 - Proposals must be solicited from an adequate number of qualified sources.
 - The organization must have a written method for conducting technical evaluations of the proposals received and for selecting recipients.
 - Contracts must be awarded to the responsible firm whose proposal is most advantageous to the program.
 - The organization may only use qualification-based methods, whereby competitors' qualifications are evaluated, and the most qualified competitor is selected, in the procurement of architectural/engineering professional services.
16. Procurement by noncompetitive proposals is procurement through solicitation of a proposal from only one source and may be used when using federal funds only when one or more of the following circumstances apply:
- The item is available only from a single source. This must be documented.
 - The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation.
 - Any federal awarding agency expressly authorizes noncompetitive proposals in response to a written request from the City.
 - After solicitation of a number of sources, competition is determined inadequate.
17. Time and materials type contract means a contract whose cost to the City is the sum of the actual costs of materials, and direct labor hours charged at fixed hourly rates that reflect wages, general and administrative expenses, and profit. The City may use a time and materials type contract paid with federal funds in accordance with the above only
- After a determination that no other contract is suitable; and
 - If the contract includes a ceiling price that the contractor exceeds at its own risk.

18. The City ensures that all prequalified lists of persons, firms, or products which are used in acquiring goods and services are current and include enough qualified sources to ensure maximum open and free competition. The City accomplishes this by conducting internet searches, including using vendor searches, and by using other less technologically advanced tools to locate and identify potential contractors. Federal guidelines are followed regarding the number of bids required.
19. If bids are required, the City requires that construction or facility improvement contracts, or subcontracts exceeding \$175,000, include a bid guarantee equivalent to 5% of the bid price from each bidder (such as bid bond or certified check), a performance bond on the part of the contractor for 100 percent of the contract price, and a payment bond on the part of the contractor for 100 percent of the contract price.

Note: The City's purchasing policy does not apply to procurement by contractors or subcontractors on projects, federally supported or otherwise.

Payroll and Timekeeping

The following provisions apply to the payment of employees and recording of time and effort (as required) in accordance with OMB UG:

1. The payroll records must be supported by a system of internal control which provides reasonable assurance that the charges are accurate, allowable, and properly allocated. Hourly employees record time on an electronic timekeeping system each day, with the following information:
 - a. The total number of hours actually worked each day
 - b. The use of any holiday, personal, vacation, sick, or other approved time off with pay
 - c. The total number of hours to be paid
 - d. An allocation of those hours to each program or department for which work was performed, when necessary
 - e. The dated signature of the employee and his/her supervisor for each payroll period

The allocation of hours between programs or departments should be based on the actual hours worked, and not be based on available budgets, or predetermined allocation schedules.

2. It is the responsibility of the employee being charged to a federal award(s) to clarify documentation requirements with the City Administrator or Finance Manager and provide appropriate documentation to the Payroll Coordinator as it becomes available. The employee should retain a copy of the documentation for his/her personal records. In the event that an after-the-fact correction is necessary to an employee's timesheet due to errors in the allocation of time worked, such corrections must be submitted to the Controller, and approved in writing by both the employee and his/her supervisor. Salaried employees charged to a federal grant will document time and effort as follows: the employee may document time and effort using a

timesheet as described above. Timesheets must account for the total activity for which the employee is compensated and be signed by the employee. It will not be acceptable for timesheets to include the hours worked on Federal grants only.

- a. It is the responsibility of the employee being charged to a Federal award(s) to clarify documentation requirements with the Administrative Services Director, Finance Manager, or designee and provide appropriate documentation to the Payroll Coordinator as it becomes available. The employee should retain a copy of the documentation for his/her personal records.

Certifications should never be signed prior to the end date of the payroll period being certified. Each certification should be provided to the Finance Department when available.

Grant Administration

The following policies and procedures will also be applied, to the extent that they do not conflict with or contradict any existing Council policies:

1. Grant Development, Application, and Approval –
 - a. Legislative Approval – The point at which legislative approval is required is determined by the requirements of the grant program. If the grant must be submitted by “an individual authorized by the *legislative body*”, then City Council approval is required prior to submitting the application. If such legislative approval is not specifically required by the written terms of the grant, then the City Administrator or designee may, at his or her discretion, approve grant applications.
 - b. Matching Funds – Grants that require cash local matches must be coordinated through the Finance Department. At a minimum, funds must be identified within the existing budget to provide the match, or a budget amendment will be required. Depending on the nature of the grant, there may also be some policy implications that will bear discussion. (For example, will the grant establish a level of service that cannot be sustained once the grant funds are depleted?)

In all cases involving matching funds, the grant applicant should contact the Finance Department to determine the strategy for securing matching funds.

Refer to the section within this manual titled “Matching, Level of Effort, and Earmarking” for additional information on compliance with the provisions of the OMB UG.

- c. Grant Budgets – Most grants require the submission of an expenditure budget. The Finance Manager will review this portion of the grant request prior to submission. A technical review may reveal inconsistencies in the calculations, cost centers that might have been

overlooked, or identify reimbursable expenses of which program staff may not be aware—particularly for indirect costs.

2. Grant Program Implementation –

- a. Notification and Acceptance of an Award – Official notification of a grant award is typically sent by a funding agency to the official (City Grant Official) designated in the original grant proposal. However, the authorization to actually spend grant funds is derived from the City Council through the approval of a grant budget. Such notification should also be directed to the Finance Department.

Adoption of the grant budget as a component of the City-wide operating budget is deemed to be sufficient approval.

- b. Establishment of Accounts – The department that obtained the grant will provide the Finance Manager with information needed to establish revenue and expense accounts for the project, as well as other codes needed for tracking purposes. Ordinarily, this information will include a copy of a summary of the project and detail of the full project budget.
- c. Purchasing Guidelines – All other City purchasing guidelines apply to the expenditure of grant funds. The use of grant funds does not exempt any purchase from normal purchasing requirements. All typical paperwork and bidding requirements as well as normal staff approvals apply. When in doubt, the City Grant Official should contact the Finance Manager for further assistance.

3. Financial and Budgetary Compliance –

- a. Monitoring Grant Funds – Departments may use some internal mechanism (such as a spreadsheet) to monitor grant revenues, expenditures, and budgetary compliance, at the grant level. The Finance Manager maintains this information in financial software system as well; this is the City's "official" accounting system. City Grant Officials are strongly encouraged to use financial software reports provided by the Finance Department for their grant tracking.

If any "off-system" accounting records are maintained, it is the responsibility of the City Grant Official to ensure that the program's internal records agree to the City's accounting system.

- b. Fiscal Years – Occasionally, the fiscal year for the granting agency will not coincide with the City's fiscal year. This may require adjustments to the City's internal budget accounts and interim financial reports as well as special handling during fiscal year-end close. It is the responsibility of the City Grant Official to bring such discrepancies to the attention of the Finance Department at the time the grant accounts are established.

- c. Grant Budgets – The terms of each specific grant will dictate whether any budget transfers between budgeted line items will be permitted. In no case will the City Grant Official be authorized to exceed the total budget authority provided by the grant.

If grant funds have not been totally expended by fiscal year-end, it is the responsibility of the City Grant Official to notify the Finance Manager that budget funds need to be carried forward to the new fiscal year, and to confirm the amounts of such carryforwards. Carryforwards of grant funds will be subjected to maximum allowable amounts/percentages based on the grant award agreement and/or the OMB UG.

Capital Assets – The City is responsible for maintaining an inventory of assets purchased with grant funds. The City is accountable for them and must make them physically available for inspection during any audit. The City Council must approve of any sale of these assets. Customarily, the proceeds of the sale can only be used on the grant program that purchased them. (Refer to the specific regulations governing the original grant).

The Finance Manager will coordinate this grant requirement. All transactions that involve the acquisition or disposal of grant funded capital assets must be immediately brought to the attention of the Finance Manager. Refer to the City's separate Capital Assets policy and the section of this manual titled Equipment and Real Property Management for additional information. Record Keeping –

- d. Audit Work-papers – The City's external auditors audit all grants at the end of each fiscal year. Finance Department staff will prepare the required audit work- papers. City Grant Officials may be asked to assist in this process, if necessary.
 - e. Record Keeping Requirements – Grant record keeping requirements may vary substantially from one granting agency to another. Consequently, a clear understanding of these grant requirements at the beginning of the grant process is vital. The Finance Department will maintain copies of all grant draw requests and approved grant agreements (including budgets). The City Grant Official should maintain all other records.
4. Other Guidelines – Specific information on policies and procedures related to compliance with the provisions of the OMB UG are addressed in this manual and should be considered along with the information in this section.

Year-end Closing and Reporting

The following provisions govern the year-end close-out process of the City for purposes of external financial reporting:

2. To the extent that the City is required to have a single audit completed in accordance with OMB UG, the City will accumulate the information necessary to prepare a Schedule of Expenditures of Federal Awards (SEFA) in accordance with Federal and State requirements. This schedule will be characterized as follows:
 - a. The schedule will include all federal financial assistance, including grants, contracts, property, loans, loan guarantees, interest subsidies, cooperative agreements, insurance, or direct appropriations. Amounts will be reported whether received directly from the Federal government or through a pass-through agency (if the City is determined to be a sub-recipient and not a vendor).
 - b. The schedule will be prepared on the same basis of accounting as the related financial statements.
 - c. Federal programs will be listed by Federal Agency. For program clusters, the schedule will provide the cluster name, individual federal programs in each cluster, and the name of the federal agency. Totals will be provided for each cluster.
 - d. Total Federal awards expended for each federal program will be listed along with the Assistance Listing Number, pass-through entity name (if applicable) and pass-through entity number (if applicable). Such information will agree to the award documentation.
 - e. If the Assistance Listing Number of a Federal award cannot be reasonably determined, it shall be reported in the schedule using the two-digit prefix for the related Federal agency, followed by "UNKNOWN".
 - f. In addition to current year expenditures, the schedule will list approved award/grant amount, accrued/deferred revenue at the beginning of the year, current year cash received, current year actual expenditures, and accrued/deferred revenue at the end of the year. If expenditures were incurred relative to this award in prior year(s), this amount should be disclosed as memorandum-only.
 - g. Any adjustments to prior year awards, expenditures, and balances (including transfers between grants) will be disclosed in the footnotes to the schedule.
 - h. Accrued/deferred revenue in the schedule shall agree to the amounts recorded as receivables/deferrals in the related financial statements.
 - i. To the extent that a separate line item is included in the financial statements for federal revenue, this amount shall agree to expenditures in the schedule. Any reconciling items will be disclosed in the footnotes to the schedule.

- j. To the extent that amounts are passed through to sub-recipients, the schedule will provide the total amount for each federal program that was provided to subrecipients.
- k. The notes to the schedule will include significant accounting policies used to prepare the schedule, balances of any loans and loan guarantees that are outstanding at the end of the audit period, and whether or not the auditee has elected to use the 10% de minimis cost rate.

Additional Federal Awards Compliance Requirements

Some of the Federal awards received by the City are passed-through the State of Minnesota. Management will consider both the OMB UG and any applicable compliance requirements as set forth by the State of Minnesota.

General Information

Source of Information – Each year the OMB issues a comprehensive document on the compliance requirements each grant recipient is obligated to follow in general terms, along with program-specific guidance on various grant awards. There are 12 compliance requirements identified, each of which is considered individually in this manual.

The following pages document the policies and procedures of the City related to compliance with such procedures, as applicable. In each year that the City is subject to a single audit, applicable compliance requirements are expected to be tested in detail by the City's independent auditors.

Objectives – The objectives of most compliance requirements are generic in nature. While the criteria for each program may vary, the main objective of the compliance requirement is relatively consistent across all programs. As such, the policies and procedures of the City have been based on the generic sense of the compliance requirement. For selected compliance requirements, this manual addresses the specific regulations applicable to individual grants. This is not intended to imply that a program is not subject to such policies if it is not specifically mentioned here. It is the intent of the City that all Federal awards are subject to the following policies and procedures.

Controls over Compliance – In addition to creating policies and procedures over compliance with provisions of Federal awards, the City has implemented internal controls over such compliance, generally in the form of administrative oversight and/or independent review and approval. To document these control activities, all independent reviews must be signed/initialed and dated.

Documentation – The City will maintain adequate documentation to support both the compliance with applicable requirements as well as internal controls over such compliance. This documentation will be provided to the City’s independent auditors and/or pass-through grantor agencies, as requested, during the single audit and program audits.

Activities Allowed/Unallowed and Allowable Costs/Cost Principles

Source of Governing Requirements – The requirements for activities allowed or unallowed are contained in program legislation, Federal awarding agency regulations, and the terms and conditions of the award. The requirements for allowable costs/cost principles are contained in 2 CFR 200 Subpart E, program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. All grant expenditures will be in compliance with OMB Circular 2 CFR 200, Subpart E, State law, City policy, and the provisions of the grant award agreement, which will also be considered in determining allowability. Grant funds will only be used for expenditures that are considered reasonable and necessary for the administration of the program.
2. Grant expenditures will be approved by department heads/City Grant Officials initially through the purchasing process and again when the bill or invoice is received. This will be evidenced by signature or initials and date on the invoice or by an approval documented via email. Accounts payable disbursements will not be processed for payment by the Finance Department until necessary approval has been obtained.
3. Payroll costs will be documented in accordance with 2 CFR 200 Subpart E as described in the section of this manual titled “Payroll and Timekeeping”.
4. An indirect cost rate will only be charged to the grant to the extent that it was specifically approved through the grant budget/agreement. When allowable, indirect costs will be charged based on the *Cost Allocation Plan* of the City.

Cash Management

Source of Governing Requirements – The requirements for cash management are contained in OMB UG 2 CFR 200.302 & 305, program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. Many of the City's grants are awarded on a reimbursement basis. As such, program costs will be expended and disbursed prior to requesting reimbursement from the grantor agency.
2. Cash draws will be initiated by the Controller who will determine the appropriate draw amount. Documentation of how this amount was determined will be retained and signed/dated.
3. For state grants, the physical draw of cash will be processed through SWIFT (Minnesota's State-wide Integrated Financial Tools payment system) or through the means prescribed in the grant agreement.
4. Supporting documentation from SWIFT or a copy of the cash draw paperwork will be filed along with the approved paperwork described above and retained for audit purposes.
5. When cash is received in advance or drawn, the City will work to minimize time lapse between transfer of funds and disbursement by the City.

Eligibility

Source of Governing Requirements – The requirements for eligibility are contained in program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

Federal grants will only benefit those individuals and/or groups of participants that are deemed to be eligible.

Equipment and Real Property Management

Source of Governing Requirements – The requirements for equipment are contained in OMB UG 2 CFR 200.310-316, program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

The following policies and procedures will also be applied, to the extent that they do not conflict with or contradict any existing Council policies:

1. All equipment will be used in the program for which it was acquired or, when appropriate and allowable, other Federal programs.
2. When required, purchases of equipment will be pre-approved by the grantor or pass-through agency. The Finance Manager, or designee will be responsible for ensuring that equipment purchases have been previously approved, if required, and will retain evidence of this approval.

3. Equipment records will be maintained, and an appropriate system shall be used to safeguard equipment, as described in the City's separate Capital Asset policy. Equipment should be assigned to a program and physical location on the inventory. If such equipment is moved, it will be noted and adjusted in the City's capital assets records.
4. When equipment is no longer needed for a Federal program, it may be retained or sold with the Federal agency having a right to a proportionate amount of the current fair market value. Proper sales procedures shall be used that provide for competition to the extent practicable and result in the highest possible return.

The City will keep, sell, or otherwise dispose of the equipment with no further obligation unless disposal requirements are specifically detailed in the grant. A record of the date, reason, and method of disposal or sale will be maintained with the equipment inventory.

5. Equipment purchased will be identified and kept in the City's capital asset records. The records shall include the following:
 - a. Asset number and description of the equipment
 - b. Location of the equipment
 - c. Depreciation method & years of expected life
 - d. Acquisition date
 - e. Cost of the equipment
 - f. Equipment classification (land, building, equipment, etc.)
 - g. Make, Model, & Serial number or other identification number
 - h. Vendor and invoice number to purchase equipment
 - i. Disposition data including date and sale price of the equipment

A physical inventory of the property will be conducted periodically, and the results will be reconciled with the capital asset listing. A control system will be developed to ensure adequate safeguards to prevent loss, damage, or theft of the property. Any loss, damage, or theft will be investigated.

Maintenance procedures are in place to keep the equipment in good condition.

Matching, Level of Effort and Earmarking

Source of Governing Requirements – The requirements for matching are contained in OMB UG 2 CFR 200.306, program legislation, Federal awarding agency regulations, and the terms and conditions of the award. The requirements for level of effort and earmarking are contained in program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

The City defines "matching", "level of effort", and "earmarking" consistent with the definitions of the OMB UG:

Matching or cost sharing includes requirements to provide contributions (usually non-Federal) or a specified amount or percentage of match Federal awards. Matching may be in the form of allowable costs incurred or in-kind contributions (including third-party in-kind contributions).

Level of effort includes requirements for (a) a specified level of service to be provided from period to period, (b) a specified level of expenditures from non-Federal or Federal sources for specified activities to be maintained from period to period, and (c) Federal funds to supplement and not supplant non-Federal funding of services.

Earmarking includes requirements that specify the minimum and/or maximum amount of percentage of the program's funding that must/may be used for specified activities, including funds provided to sub-recipients. Earmarking may also be specified in relation to the types of participants covered.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. Compliance with matching, level of effort, and earmarking requirements will be the responsibility of the Finance Manager.
2. Adequate documentation will be maintained to support compliance with matching, level of effort, and earmarking requirements. Such information will be made available to City administration, auditors, and pass-through or grantor agencies, as requested.
3. Maintenance of effort for grants through the State Minnesota will be determined at the State level.

Period of Performance

Source of Governing Requirements – The requirements for period of performance of Federal funds are contained in OMB UB 2 CFR 200.038-309 & 344, program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. Costs will be charged to an award only if the obligation was incurred during the funding period (unless pre-approved by the Federal awarding agency or pass-through grantor agency).
2. All obligations will be liquidated not later than 120 days after the end of the funding period (or as specified by program legislation).

3. Compliance with period of performance requirements will initially be assigned to the individual approving the allowability of the expense/payment. This will be subject to review and approval by the Finance Department as part of the payment processing.

Procurement, Suspension and Debarment

Source of Governing Requirements – The requirements for procurement are contained in OMB UG 2 CFR 180, program legislation, Federal awarding agency regulations, and the terms and conditions of the award. The requirements for suspension and debarment are contained OMB UG 2 CFR 180, program legislation, Federal awarding agency regulations; and the terms and conditions of the award.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. Purchasing and procurement related to Federal grants will be subject to the general policies and procedures of the City (described in the section of this manual titled “Purchasing and Procurement”).
2. Contract files will document the significant history of the procurement, including the rationale for the method of procurement, selection of the contract type, contractor selection or rejection, and the basis of contract price.
3. The Finance Manager will be responsible for determining whether the City is entering into a transaction that may be subject to suspension or debarment procedures and executing appropriate oversight and control activities at that time. The Finance Manager, or designee thereof, is required to check for excluded parties at the System for Award Management (SAM) website: <http://www.sam.gov/>.

Program Income

Source of Governing Requirements – The requirements for program income are found in OMB UG 2 CFR 200.307, program legislation, Federal awarding agency regulations, and the terms and conditions of the award.

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. Program income will include (but will not be limited to): income from fees for services performed, the use or rental of real or personal property acquired with grant funds, the sale of commodities or items fabricated under a grant agreement, and payments of principal and interest on loans made with grant funds. It will not include interest on grant funds unless otherwise provided in the Federal awarding agency regulations or terms and conditions of the award.

2. The City will allow program income to be used in one of three methods:
 - a. Deducted from outlays
 - b. Added to the project budget
 - c. Used to meet matching requirements

In the absence of specific guidance in the Federal awarding agency regulations or the terms and conditions of the award, program income shall be deducted from program outlays.

3. Program income, when applicable, will be accounted for as a revenue source in the same project code as the Federal grant.

Sub-recipient Monitoring

The City will ensure that every subaward is clearly identified to the subrecipient as a subaward and includes the following information at the time of the subaward and, if any of these data elements change, include the changes in subsequent subaward modification. Required information includes:

1. Federal Award Identification.
 - a. Subrecipient name (which must match the name associated with its unique entity identifier)
 - b. Subrecipient's unique entity identifier
 - c. Federal Award Identification Number (FAIN)
 - d. Federal Award Date (see §200.39 Federal award date) to the recipient by the Federal agency
 - e. Subaward Period of Performance Start and End Date
 - f. Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient
 - g. Total Amount of Federal Funds Obligated to the subrecipient by the pass-through entity including the current obligation
 - h. Total Amount of the Federal Award committed to the subrecipient by the pass-through entity
 - i. Federal award project description, as required to be responsive to the Federal Funding Accountability and Transparency Act (FFATA)
 - j. Name of Federal awarding agency, pass-through entity, and contact information for awarding official of the Pass-through entity
 - k. Assistance Listing Number and Name; the pass-through entity must identify the dollar amount made available under each Federal award and the Assistance Listing number at time of disbursement
 - l. Identification of whether the award is R&D
 - m. Indirect cost rate for the Federal award (including if the de minimis rate is charged per §200.414 Indirect (F&A) costs)

The City will perform a written risk assessment of each subrecipient, evaluating their risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the

subaward for purposes of determining the appropriate subrecipient monitoring described in 2 CFR 200.332. This evaluation of risk may include consideration of such factors as the following:

- a. The subrecipient's prior experience with the same or similar subawards
- b. The results of previous audits including whether or not the subrecipient receives single audit in accordance with 2 CFR Part 200, Subpart F, and the extent to which the same or similar subaward has been audited as a major program
- c. Where the subrecipient has new personnel or new or substantially changed systems
- d. The extent and results of federal award agency monitoring (e.g., if the subrecipient also receives federal awards directly from a federal awarding agency)

The City will monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved.

The City will verify that every subrecipient is audited as required by OMB UG 2 CFR 200 Subpart F when it is expected that the subrecipient's Federal awards expended during the respective fiscal year equaled or exceeded the threshold.

Special Tests and Provisions

To ensure compliance with these requirements, the City has implemented the following policies and procedures:

1. The Finance Manager will be assigned the responsibility for identifying financial-related compliance requirements for special tests and provisions, determining approved methods for compliance, and retaining any necessary documentation. Program-related compliance requirements will be the responsibility of the department administering the grant.

Acronyms

CFR – Code of Federal Regulations

FFATA – Federal Funding Accountability and Transparency Act

GAAP – Generally Accepted Accounting Principles

GFOA – Government Finance Officers Association

OMB – Office of Management and Budget

RFP – Request for Proposal

SAM – System for Award Management

SEFA – Schedule of Expenditures of Federal Awards

Adoption/Revision History

Original Policies and Procedures Adopted	October 19, 2020
Revised Policies and Procedures Adopted	December 20, 2021
Revised Policies and Procedures Adopted	January 09, 2023

REQUEST FOR ACTION CHASKA CITY COUNCIL 01/09/2023

Subject: Resolution 2023-6 approving the final Alternate Urban Areawide Review (AUAR) for the Kelzer Property

Applicant: City of Chaska

Location: Kelzer Property – 2007 Schoolmaster Drive (~72 acres)

Case No.: 2022-52

Synopsis: A Resolution approving the final Alternate Urban Areawide Review (AUAR) for the Kelzer Property

Prepared By: Nate Kabat

Staff Recommendation: Motion to adopt Resolution 2023-6

As the Responsible Governmental Unit (RGU), the City of Chaska has determined that an Alternative Urban Areawide Review (AUAR) is required for the proposed development of the site northwest of the intersection Highway 212 and Engler Blvd in Chaska (also known as the 72-acre Kelzer site at 2007 Schoolmaster Drive). The project is proposed by CloudHQ.

The concept plan submitted by CloudHQ and approved by the City Council on August 15, 2022 proposes a building of approximately 1,400,000 square feet. Therefore, pursuant to Minnesota Rule 4410.4400, subpart 11A, a Mandatory Environmental Impact Statement (EIS) is required as the industrial project is greater than 450,000 square feet in size.

Minnesota Rule 4410.3600 allows for “alternative reviews” of Environmental Assessment Worksheets (EAW’s) and Environmental Impact Statements (EIS’s). The regular environmental review process is best suited for distinct projects with environmental impacts that do not overlap. The Alternative Urban Areawide Review (AUAR) process substitutes for any EAW or EIS required for specific qualifying projects, provided they comply with the review assumptions and mitigation measures. AUARs allow projects to be reviewed in multiple scenarios (or alternatives) in the event that a project/site may have different outcomes.

A hybrid of the EAW and EIS review processes, the AUAR uses a standard list of questions adapted from the EAW, providing a level of analysis for typical urban area impacts comparable to an EIS. In accordance with the state mandated process, draft and final documents have been prepared and distributed for review and comment in a manner like an EIS to ensure adequate review. Applicable local and state agencies and the Metropolitan Council have completed their review and comments have been submitted and addressed through the process.

The notice of availability of the Draft AUAR Order and Scoping Document was published in the

Minnesota Environmental Quality Board's EQB Monitor on June 7, 2022 and close on July 7, 2022 as described in Minnesota Rules, part 4410.3610, subpart 5a.

On August 15, 2022, Chaska City Council approved resolution 2022-106 approving the AUAR order and scoping document.

The availability of the Draft AUAR was officially noticed on August 23, 2022, in the EQB Monitor and the City posted the contents of the Draft AUAR on the City's website. Comments on the AUAR were received through September 22, 2022.

All comments received during the public comment period are summarized in Appendix E, have been reviewed, and are incorporated into the final AUAR as appropriate.

As required by state statute, staff requests the City Council to approve the Final Alternative Urban Areawide Review for the Kelzer Property dated December 2022.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2023-6, approving the final Alternative Urban Areawide Review (AUAR) for the Kelzer Property (PC #2022-52).

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 01/09/2023 **RESOLUTION NO.** 2023-6

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**Resolution approving the final Alternative Urban Areawide Review (AUAR) for the
Kelzer property/PC #2022-52**

WHEREAS, the City of Chaska is the Responsible Governmental Unit for the environmental review of the Kelzer Property pursuant to Minnesota Rules Part 4410.3610 Subp. 1; and

WHEREAS, Minnesota Rules Chapter 4410.3610 provides for a substitute form of environmental review known as an Alternative Urban Areawide Review (AUAR) process; and

WHEREAS, the City undertook an environmental review process to determine if future redevelopment of the Kelzer Property has the potential for significant environmental effects and prepared an AUAR pursuant to state requirements; and

WHEREAS, the availability of the Draft AUAR was officially noticed on August 23, 2022, in the EQB Monitor; and

WHEREAS, the City posted the contents of the Draft AUAR on the City's website; and

WHEREAS, comments on the AUAR were received through September 22, 2022; and

WHEREAS, staff has reviewed all comments received during the comment period and incorporated applicable changes into the Final AUAR.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the December 2022 Final Alternative Urban Areawide Review for the Kelzer Property.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 9th day of January, 2023.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

Kelzer Property AUAR

FINAL ALTERNATIVE URBAN AREAWIDE REVIEW



DECEMBER 2022

PREPARED FOR:



PREPARED BY:

Kimley»Horn

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- Appendix E: Agency Comment Responses
- Appendix F: Agency Comments



Final Alternative Urban Areawide Review

This Alternative Urban Areawide Review (AUAR) follows the format of an Environmental Assessment Worksheet (EAW) (July 2013 version). Where the AUAR guidance provided by the Minnesota Environmental Quality Board (EQB) indicates that an AUAR response should differ notably from what is required for an EAW, the guidance is noted in *italics*.

1. PROJECT TITLE

Kelzer Property AUAR

2. PROPOSER

Proposer: CloudHQ

Contact Person: Brett Burnette

Title: Development Manager

Address: 1212 New York Avenue NW, Suite 1000

City, State, ZIP: Washington D.C. 20005

Phone: 571-447-7255

Email: Bburnette@cloudhq.com

3. RGU

RGU: City of Chaska

Contact Person: Elizabeth Hanson, AICP; Nate Kabat

Title: City Planner

Address: 1 City Hall Plaza

City, State, ZIP: Chaska, MN 55318

Phone: 952-448-9200

Email: EHanson@chaskamn.com; nkabat@chaskamn.com



4. REASON FOR PREPARATION

AUAR Guidance: Not applicable to an AUAR.

5. PROJECT LOCATION

County: Carver

City/Township: Chaska

PLS Location (¼, ¼, Section, Township, Range): ¼ NW, ¼ SW, Section 31, Township 116N, Range 23W; ¼ NE, ¼ SW, Section 31, Township 116N, Range 23W; ¼ SW, ¼ NW, Section 31, Township 116N, Range 23W

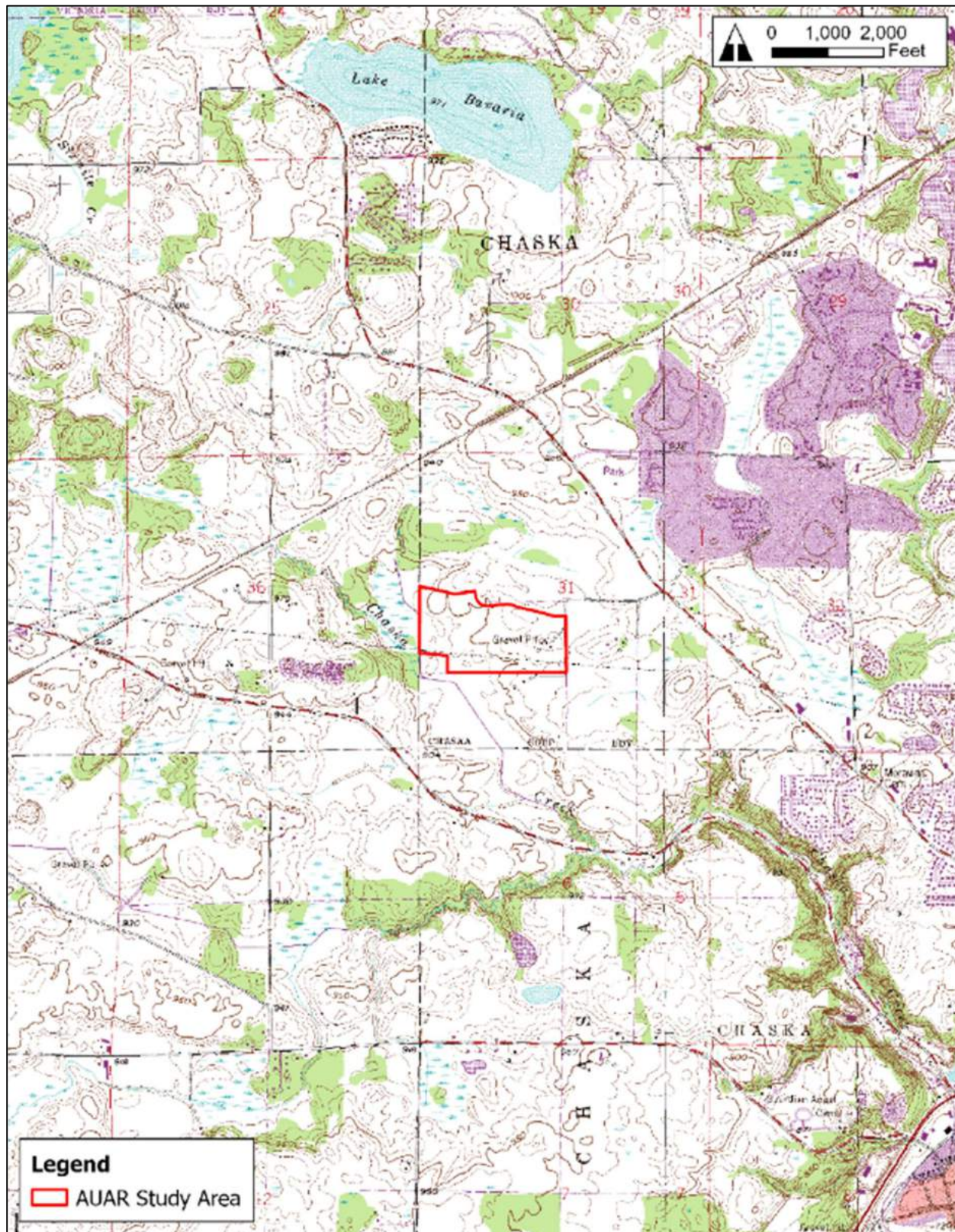
Watershed (81 major watershed scale): Lower Minnesota River

Tax Parcel Number: 300311090 and 300311010

At a minimum, attach each of the following to the AUAR:

- **US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries** (see Figure 1)
- **Map depicting the boundaries of the AUAR and any subdistricts used in the AUAR analysis** (see Figure 2 through Figure 4)
- **Cover type map as required for Item 7** (see Figure 5)
- **Land use and planning and zoning maps as required in conjunction with Item 9** (see Figure 6 and Figure 7)

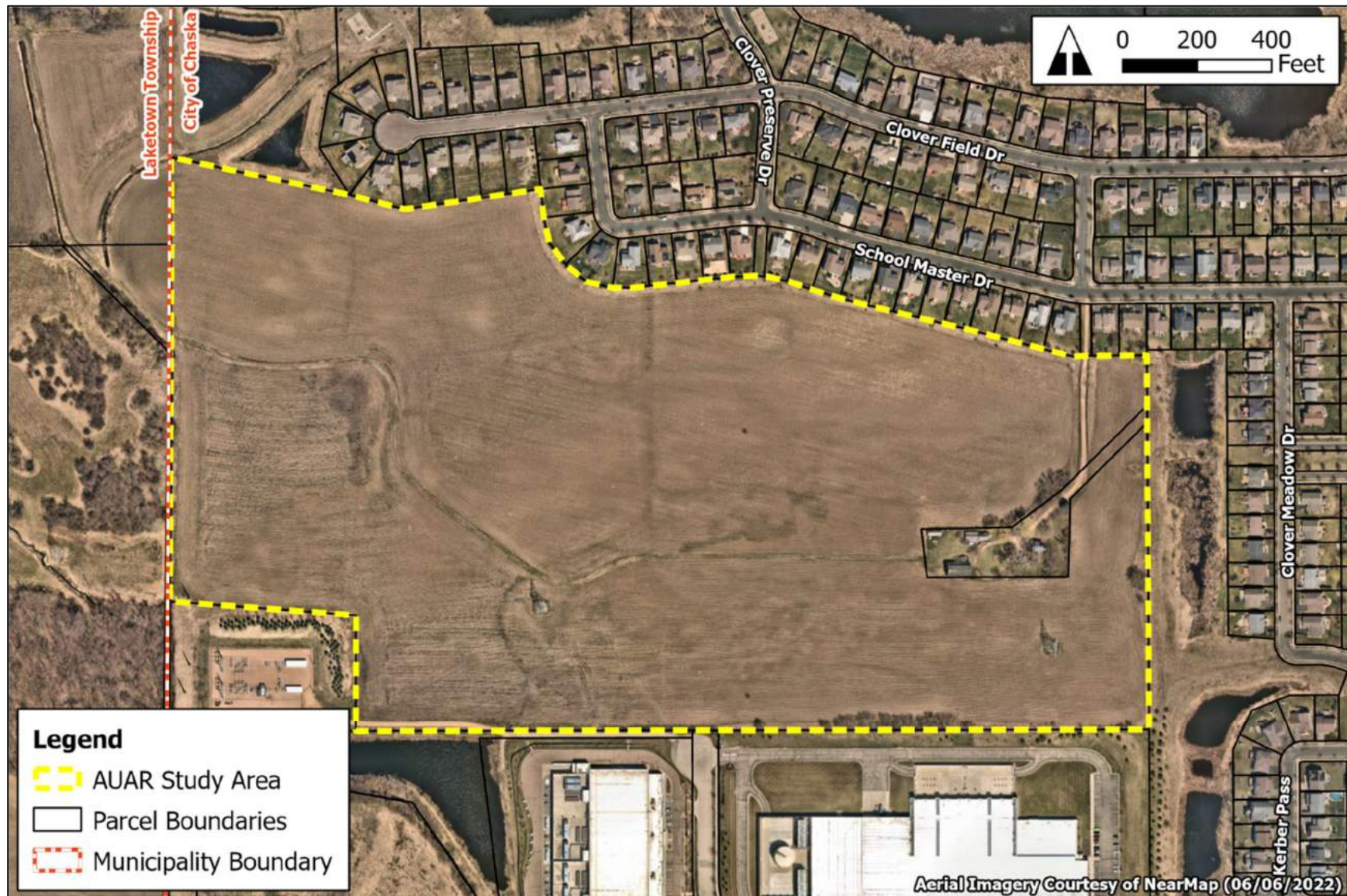
Figure 1: USGS Map



Kelzer Property AUAR



Figure 2: AUAR Study Area





6. PROJECT DESCRIPTION

AUAR Guidance: Instead of the information called for on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

- *Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area.*
- *Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More “arterial” types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary.*
- *Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

The AUAR study area encompasses an area totaling approximately 72.3 acres on two parcels in the City of Chaska, Carver County, Minnesota (shown on Figure 2). The site is bounded by W Creek Lane to the south, Clover Meadow Drive to the east, Schoolmaster Drive to the north, and the Chaska city municipal boundary to the west. An existing substation is located southwest of the study area and one residence and associated outbuildings are located within the study area. CloudHQ is proposing to redevelop the study area from existing agriculture to industrial uses.

Development Scenarios

The intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts.

Two scenarios are evaluated in the AUAR as outlined in below and both include light industrial land uses.

- **Scenario 1:** Scenario 1 includes multiple buildings for a total of 500,000 square feet of proposed industrial development (see Figure 3).
- **Scenario 2:** Scenario 2 represents the density proposed by the developer and includes up to 1,800,000 million square feet of proposed light industrial development (see Figure 4).
- **Scenario 3:** Scenario 3 represents the density proposed by the developer and includes up to 1,800,000 million square feet of proposed traditional industrial development. Scenario 3 is only being evaluated for traffic analysis purposes.

Scenario 1 and 2

For both scenarios, the proposed development within the AUAR study area is anticipated to start in 2023 and will be constructed over multiple phases over the next several years, depending on the market. Access to the development would be provided via the existing CSAH 10 & West Creek Lane

Kelzer Property AUAR



intersection. Redevelopment of the study area would include new infrastructure, including water service, sewer, stormwater, streets, and utilities, and most of the new services would be extensions to existing infrastructure or upgrading existing systems to support the new land uses.

Figure 3: Development Scenario 1





Figure 4: Development Scenario 2



7. COVER TYPES

AUAR Guidance: The following information should be provided:

- *A cover type map, at least at the scale of a USGS topographic map, depicting:*
 - *Wetlands (identified by Circular 39 type)*
 - *Watercourses (rivers, streams, creeks, ditches)*
 - *Lakes (identify public waters status and shoreland management classification)*
 - *Woodlands (break down by classes where possible)*
 - *Grassland (identify native and old field)*
 - *Cropland*
 - *Current development*
- *An overlay map showing anticipated development in relation to the cover types. This map should also depict any “protection areas,” existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should be generally provided.*

The AUAR study area is approximately 72.3 acres of residential and rural land. Currently, the study area is largely being used for agricultural purposes. There are four existing residential buildings and structures within the study area. Existing cover types within the site are shown on Figure 5 and were determined by reviewing 2021 aerial photography.

Figure 5: Cover Types



8. PERMITS AND APPROVALS REQUIRED

AUAR Guidance: A listing of major approvals (including any comprehensive plan amendments and zoning amendments) and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given for each major development scenario. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

Table 1: Anticipated Permits and Approvals

Unit of Government	Type of Application	Status
Federal		
US Army Corps of Engineers	Section 404 Permit	To be applied for, if applicable
State		
Minnesota Pollution Control Agency	Section 401 Water Quality Certification	To be applied for, if applicable
	National Pollutant Discharge Elimination System Stormwater Permit for Construction Activities	To be applied for, if applicable
	Sanitary Sewer Extension Permit	To be applied for, if applicable
	Construction Contingency Plan and Response Action Plan approval	To be applied for, if applicable
	Notice of Intent of Demolition	To be applied for
Minnesota Department of Natural Resources	Temporary Groundwater Appropriation Permit for Construction Dewatering	To be applied for, if applicable
Minnesota Department of Health	Water Main Installation Permit	To be applied for, if applicable
Regional		
Metropolitan Council	Sewer Connection/Extension Permit	To be applied for, if applicable
	Transportation Analysis Zone Allocation Adjustment	To be applied for, if applicable
County		
Carver County	Building Permit	To be applied for, if applicable
	Application for Water Management Rules Conformance and Approval	To be applied for, if applicable
City		
City of Chaska	Preliminary/Final Plat	To be applied for, if applicable
	Rezoning Application	To be applied for, if applicable
	Land Use/Development Application	To be applied for, if applicable
	Building Permit	To be applied for, if applicable
	Demolition Permit	To be applied for, if applicable
	AUAR Approval	In process

9. LAND USE

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, and prime or unique farmlands.

The AUAR study area consists of two existing parcels. The larger parcel comprises the majority of the study area and is approximately 70.7 acres consisting of agricultural land and an unpaved roadway. The smaller parcel is approximately 1.6 acres and consists of a residence and associated outbuildings, located in the east-central portion of the study area (see Figure 6).

The study area is generally bounded by W Creek Lane to the south, Clover Meadow Drive to the east, Schoolmaster Drive to the north, and the Chaska city municipal boundary to the west. Residential land surrounds the property on the northern and eastern sides, with an industrial development to the south, and agricultural land and wooded areas to the west.

There are no existing parks or trails within or adjacent the study area. According to the Natural Resources Conservation Service (NRCS), 95.3 percent of the study area is considered prime farmland or prime farmland if drained (see Table 3).

ii. Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.

Chaska 2040 Comprehensive Plan

The study area is identified as business park, open space, and residential 2040 future land use with anticipated phasing in 2021-2030¹. The business park land use is “guided for the integration of office and light industrial uses in order to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. Office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging are typical business uses appropriate for this land use category”.²

Carver County 2040 Comprehensive Plan

The Carver County 2040 Comprehensive Plan³ is used to guide the County’s housing, transportation, county facilities, parks, and land use planning over the next 20 years. Chaska is classified as a suburban edge community in this plan, which includes areas

¹ Source: City of Chaska 2040 Comprehensive Plan. Available at: <https://chaskamn.com/DocumentCenter/View/2624/Appendix-A-Anticipated-Development-Phasing-2018-to-2040-PDF>

² Source: City of Chaska 2040 Comprehensive Plan. Available at: <https://www.chaskamn.gov/DocumentCenter/View/2618/Ch-4-Land-Use-PDF>

³ Source: Carver County 2040 Comprehensive Plan. Available at: <https://www.co.carver.mn.us/home/showpublisheddocument/19425/637194393883230000>

that are anticipated to have significant amounts of land for future development. Primary concerns in suburban edge communities include protecting water supplies and preserving open space.

iii. **Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.**

AUAR Guidance: Water-related land use management districts should be delineated on appropriate maps, and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Existing Zoning

The two parcels are currently zoned PID 07, Planned Industrial Development (see Figure 7). According to Chaska's city code⁴, Planned Industrial Development districts are primarily intended for industrial and related uses of a generally "clean and quiet" nature can be developed and operated in a high-quality physical environment. Permitted uses include manufacturing, fabrication, and packaging of goods, wholesaling, research, office and administrative facilities, and retail commercial facilities.

The northern and western part of the site include a contiguous area currently guided for a future land use of open space/agricultural. Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the current City's Comprehensive Plan.

Shoreland Overlay District

The City's shoreland overlay district⁵ covers the Chaska Creek, which is located within 200 feet of the study area (see Figure 10). This overlay zoning district was established to preserve and enhance the quality of surface waters and the economic values of shoreland areas within the city and to comply with the requirements of state law regarding the management of shoreland areas. See Table 2 for the overlay zoning district requirements for development near Chaska Creek.

Table 2: Shoreland Overlay District Development Requirements

Requirement	
Lot area	20,000 square feet
Water frontage and lot width at building line	100 feet
Structure setback from Ordinary High Water Mark	75 feet

⁴ Source: City of Chaska Zoning Code. Available at:
[https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R - Rural](https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R_-_Rural)

⁵ Source: City of Chaska Zoning Code. Available at:
[https://chaska.municipalcodeonline.com/book?type=zoning#name=15.24 Shoreland Management](https://chaska.municipalcodeonline.com/book?type=zoning#name=15.24_Shoreland_Management)

Requirement	
Structure setback from roads and highways	30 feet for municipal/private 50 feet for federal/state/county
Maximum lot area covered by impervious surface	30%
Sewage system setback from Ordinary High Water Mark	50 feet

FEMA National Flood Hazard

According to the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (panel numbers 27019C0217D and 27019C0209D, effective 12/21/2018), the AUAR study area is located in an area of minimal flood hazard and not located within a FEMA 100-year floodplain.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

AUAR Guidance: The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

If development of the AUAR will interfere or change the use of any existing designated parks, recreation areas, or trails, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas, or trails to be developed in conjunction with development of the AUAR area.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1. The AUAR document should discuss the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 11, 18, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of any other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studied, with emphasis on any incompatible elements.

Existing Zoning

Scenario 1 and Scenario 2

The proposed use is consistent with the intentions of the City of Chaska's PID 07, Planned Industrial Development zoning district. This zoning district is intended for industrial uses, consistent to what is proposed by both scenarios.



Existing Land Use

Scenario 1 and Scenario 2

Agricultural land is expected to transition to different land uses as the city develops. Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the Comprehensive Plan.

Chaska 2040 Comprehensive Plan

Scenario 1 and Scenario 2

Both scenarios propose land uses that are consistent with the Chaska 2040 Comprehensive Plan for business park. The area designated as open space on the parcel is proposed to remain open space as a landscaping buffer or similar use. The City of Chaska has certified that the Comprehensive Plan complies with the requirements set forth in Minnesota Rules, part 4410.3610, subpart 1.

- c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.**

Existing Zoning

Scenario 1 and Scenario 2

Zoning ordinance amendment required to ensure development standards are consistent.

Figure 6: Existing Land Use

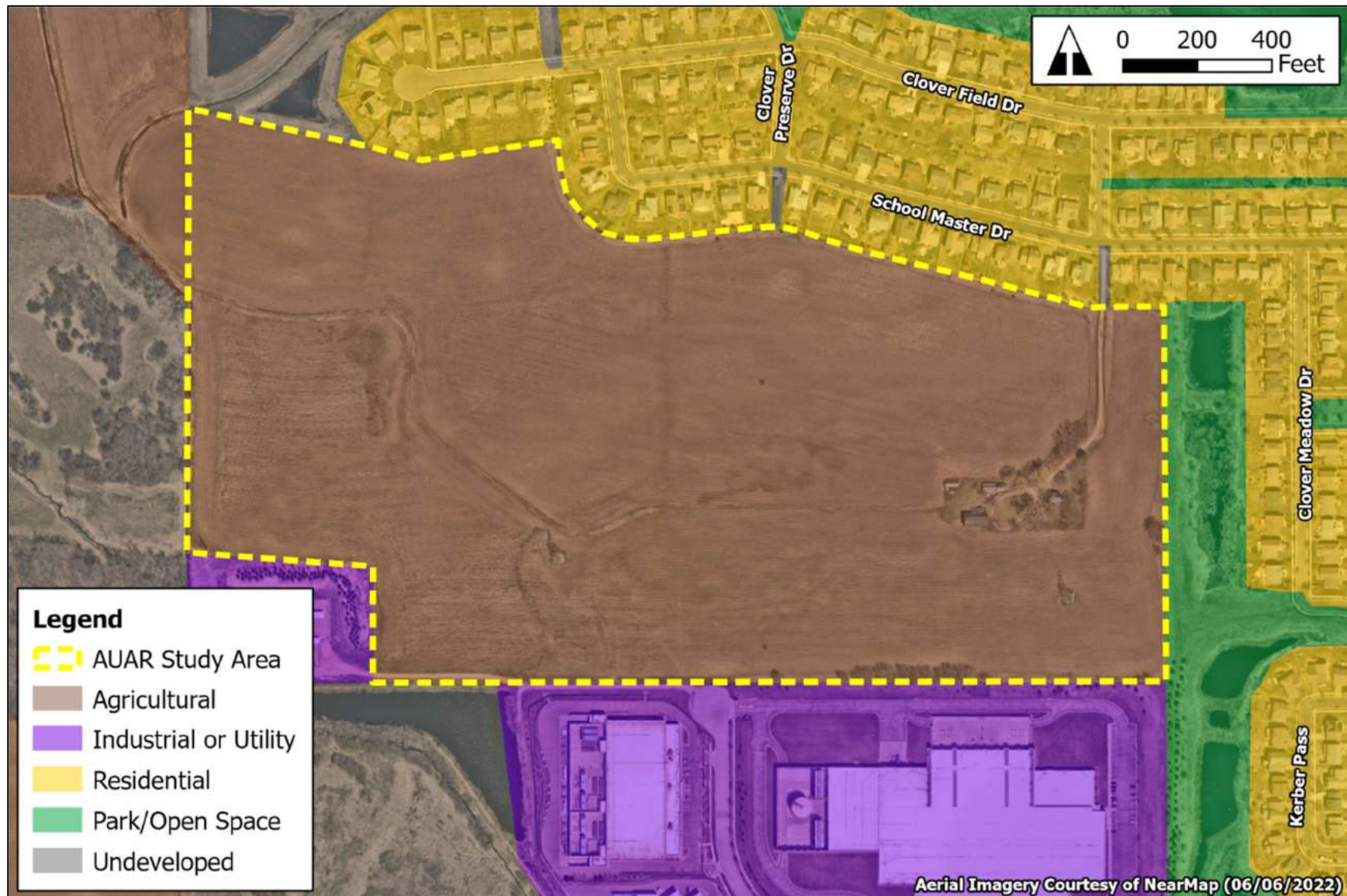


Figure 7: Existing Zoning Map

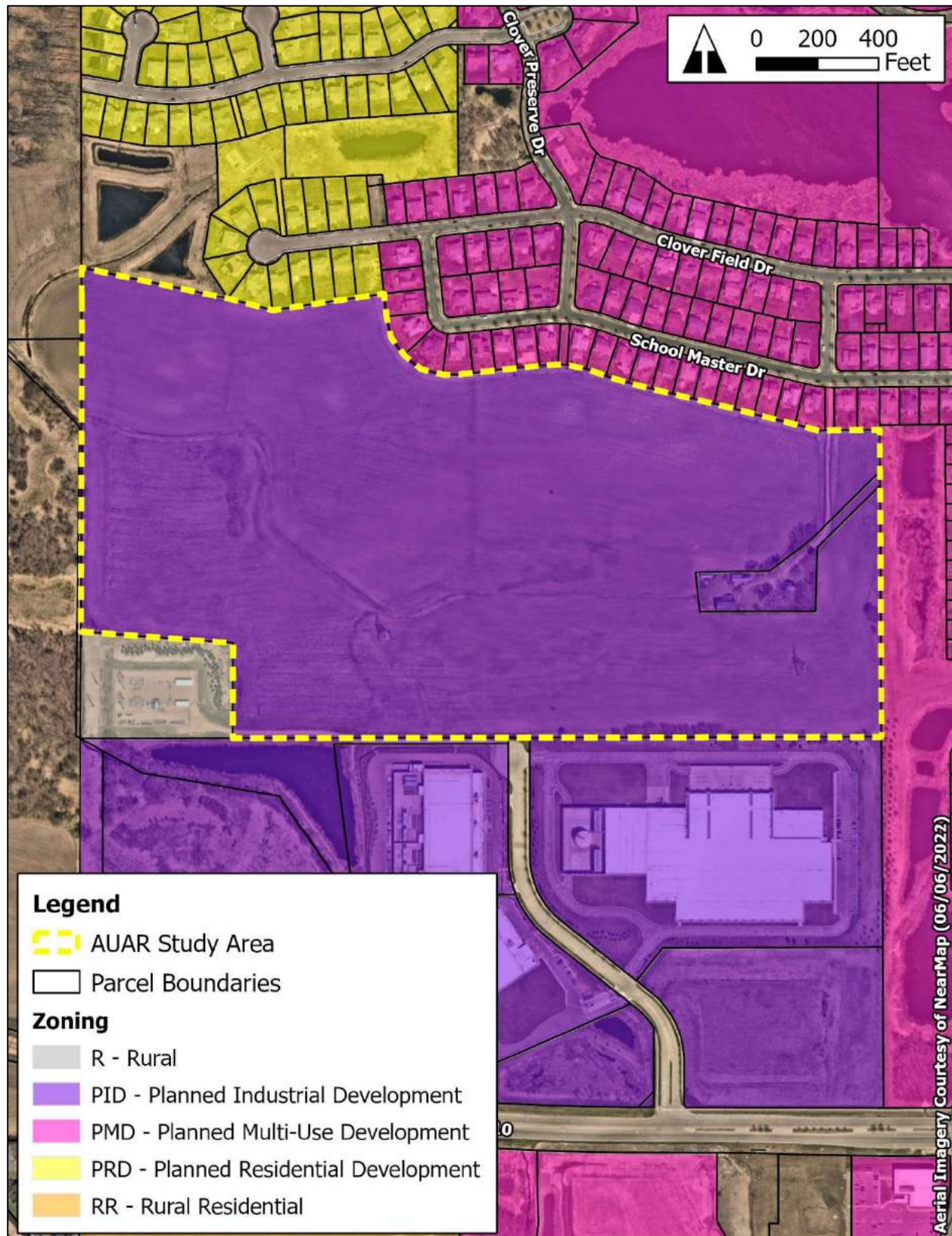
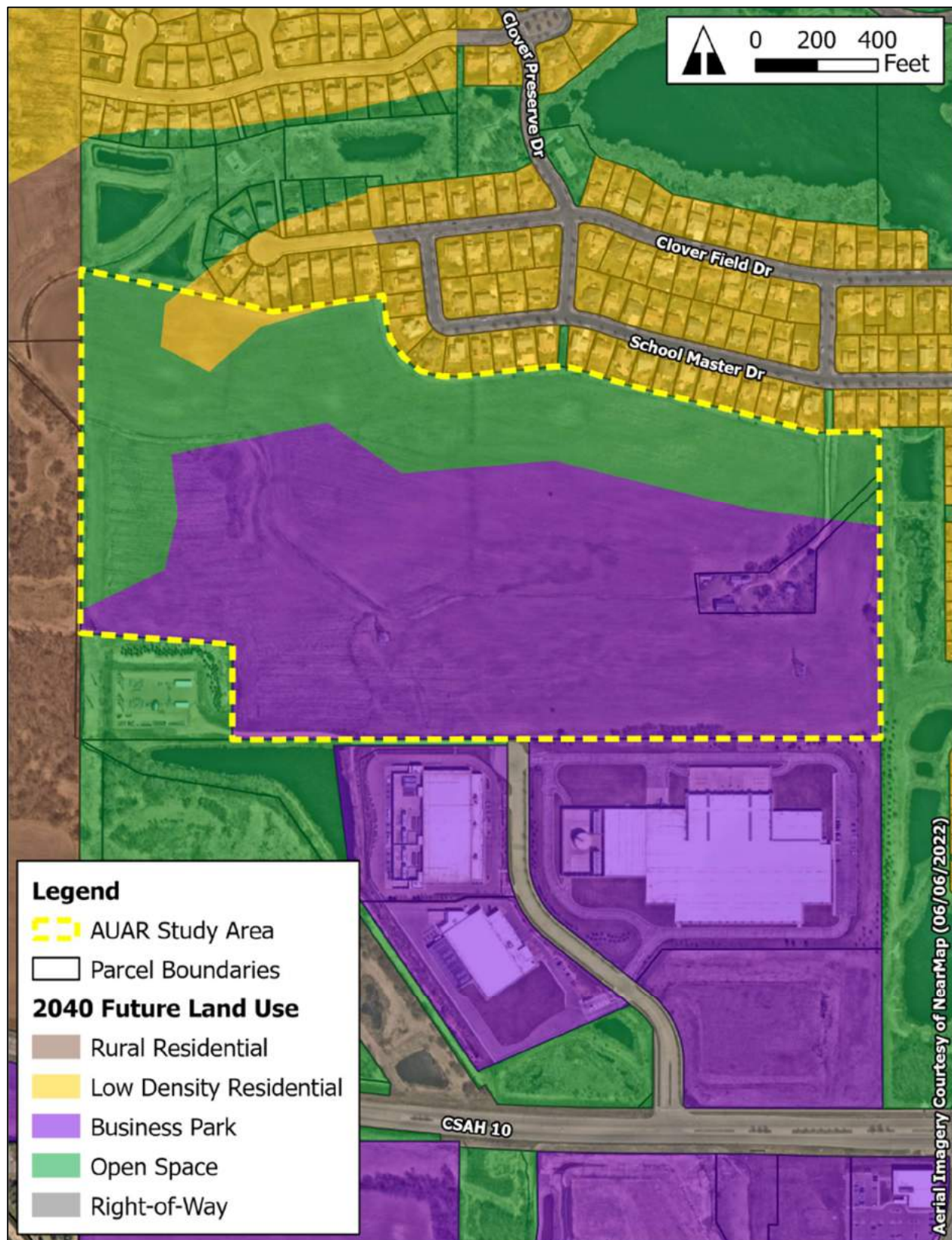


Figure 8: Future Land Use Map



10. GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

- a. Geology – Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.**

AUAR Guidance: A map should be included to show any groundwater hazards identified.

Based on a geotechnical report completed in January 2022, the AUAR study area lies above Paleozoic bedrock. The bedrock formation generally lies within the lower Ordovician system, which consists of dolostone, sandy to silty dolostone, and sandstone, include the Shakopee formation, and Oneota dolomite of the Prairie du Chien Group. The depth to bedrock in the study area vicinity ranges from 100 to 200 feet below the existing grade.

Groundwater is present at approximately 4 to 12 feet below the existing grade. Based on the geotechnical report, the AUAR study area may be underlain by two types of groundwater: perched and a water table aquifer. Additional testing including the installation of temporary groundwater monitoring wells at the study area is recommended. Test pit excavations should also be considered particularly in areas requiring over-excavation that will extend below observed groundwater levels. Test pits should also be considered in areas where the borings encountered sandy soils and higher groundwater elevations.

There are no known sinkholes, unconfined/shallow aquifers, or karst conditions located within the AUAR study area.⁶

- b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.**

AUAR Guidance: The number of acres to be graded and number of cubic yards of soil to be moved need not be given; instead, a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any

⁶ The following additional sources were consulted for this section: Carver County Geologic Atlas (geologic atlas), Minnesota Well Index, and the Carver County Soil Survey.

special measures that would be added for AUAR purposes should be included. A standard soils map for the area should be included.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, the area is comprised of 12 different soil types. Soil information is shown in Table 3 and Figure 9.

Topography within the AUAR study area varies from 884 feet in elevation in the west and south portions of the site to 924 feet in elevation in the southeast portion of the site. The site generally drains from the north and northeast to the southwest, towards Chaska Creek.

Table 3: Soil Types

Map Unit Symbol	Soil Type	Farmland Classification	Acres within Study Area	Percent of Site
CW	Cordova-Webster complex	Prime farmland if drained	12.8	17.7%
EB	Estherville sandy loam, 2 to 6 percent slopes	Farmland of statewide importance	1.0	1.4%
EB2	Estherville sandy loam, 2 to 6 percent slopes, eroded	Farmland of statewide importance	15.4	21.3%
HC2	Estherville-Hawick sandy loams, 6 to 12 percent slopes, eroded	Not prime farmland	3.4	4.7%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	All areas are prime farmland	5.1	7.0%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	All areas are prime farmland	17.4	24.1%
KC2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	Farmland of statewide importance	0.9	1.2%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	Farmland of statewide importance	4.4	6.1%
PM	Klossner muck, 0 to 1 percent slopes	Farmland of statewide importance	7.3	10.1%
TB	Terril loam, 2 to 6 percent slopes	All areas are prime farmland	<0.1	<0.1%
WA	Wadena loam, 0 to 2 percent slopes	All areas are prime farmland	3.4	4.7%
WB	Wadena loam, 2 to 6 percent slopes	All areas are prime farmland	1.2	1.7%
Total			72.3	100%

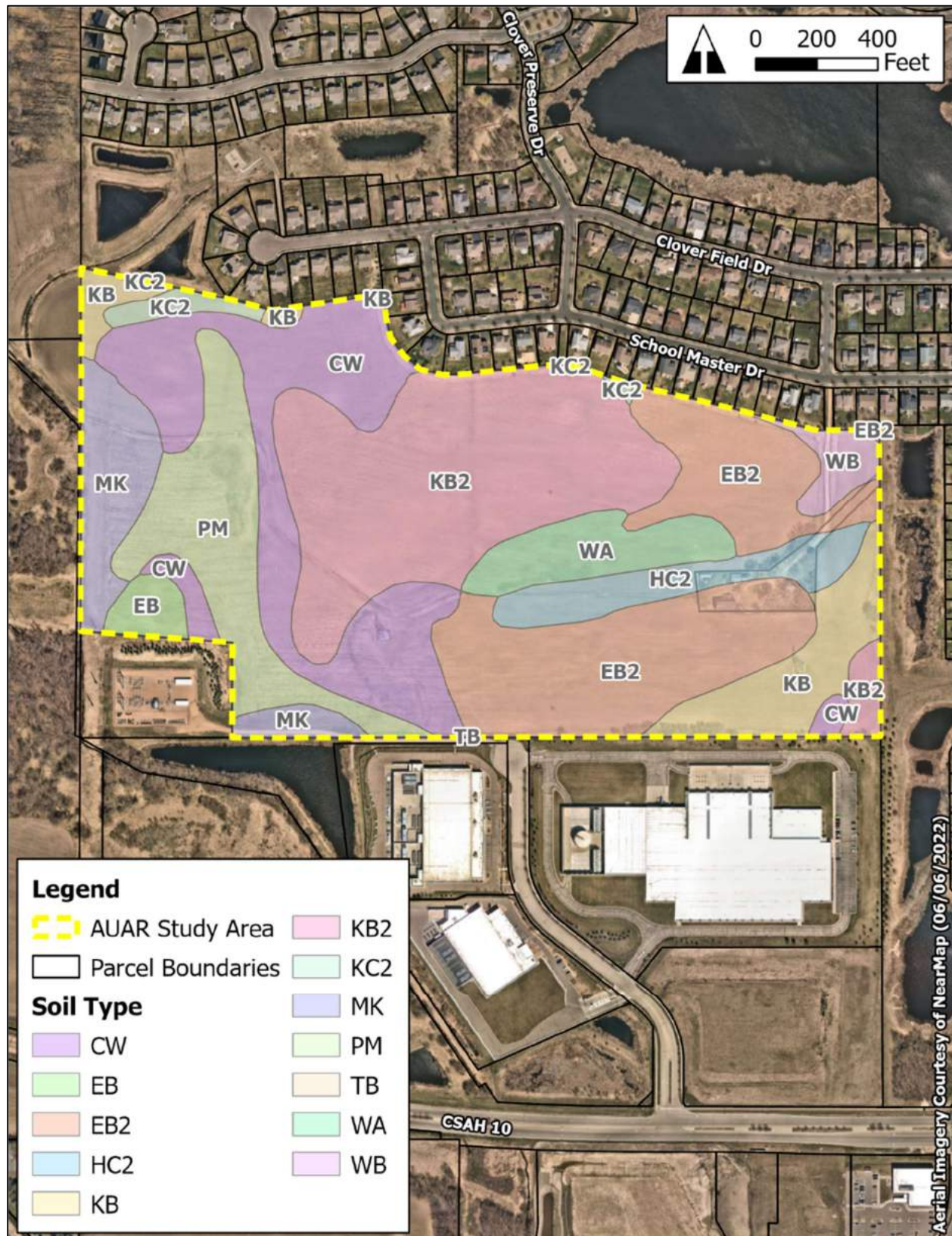


Scenario 1 and Scenario 2

Earthwork on-site is anticipated to generally balance and be kept on-site. The proposed development would require approximately 1,000,000 total cubic yards of excavation over 72.3 acres, beginning in spring 2023. Where appropriate, slope stabilization will be provided by means of vegetation establishment, erosion control blankets, or other standard methods of erosion and sediment control. The proposed development within the AUAR study area will require compliance with the City of Chaska's erosion and sediment control standards.

A National Pollutant Discharge Elimination System (NPDES) and Stormwater Pollution Prevention Program Construction Stormwater Permit (SWPPP) will be obtained prior to any earthwork or grading activities within the AUAR study area.

Figure 9: Soil Types



11. WATER RESOURCES

AUAR Guidance: The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a “worst case scenario” or else prevent impacts through the provisions of the mitigation plan.

a. Describe surface water and groundwater features on or near the site below.

- i. Surface Water – lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.**

In 2017, Kimley-Horn delineated aquatic resources within the AUAR study area using a routine Level 2 delineation method (see Appendix A for report). In total, six wetlands of approximately 2.5 acres exist within the site. The western edge of the site is bordered by a USACE jurisdictional stream channel within one of the delineated wetlands. Overland drainage across the site generally flows from northwest to southeast. Water is generally carried through either a large swale or overland through wetlands that convey drainage into the stream channel located west of the AUAR study area. The stream channel is one of several linking drainage ways that serves a broad reach of the surface flow entering into the Chaska Creek which discharges into the Minnesota River.

There are six DNR Public Water Basins within one mile of the AUAR study area (see Figure 10). Chaska Creek extends approximately northwest-southeast and is located to the west and south of the study area. At the nearest point, Chaska Creek is located within 200 feet of the study area. Chaska Creek is identified within the Minnesota Pollution Control Agency’s (MPCA) Part 303d impaired waters list with fish bioassessments and benthic macroinvertebrate bioassessments impairments (see Figure 10).

The project site is located within the Carver County Watershed Management District.

Drainage from the project area flows south-southwest towards Chaska Creek, which is located to the south and west of the study area.

There are no designated trout streams within a mile of the study area.

Figure 10: Water Resources within One Mile

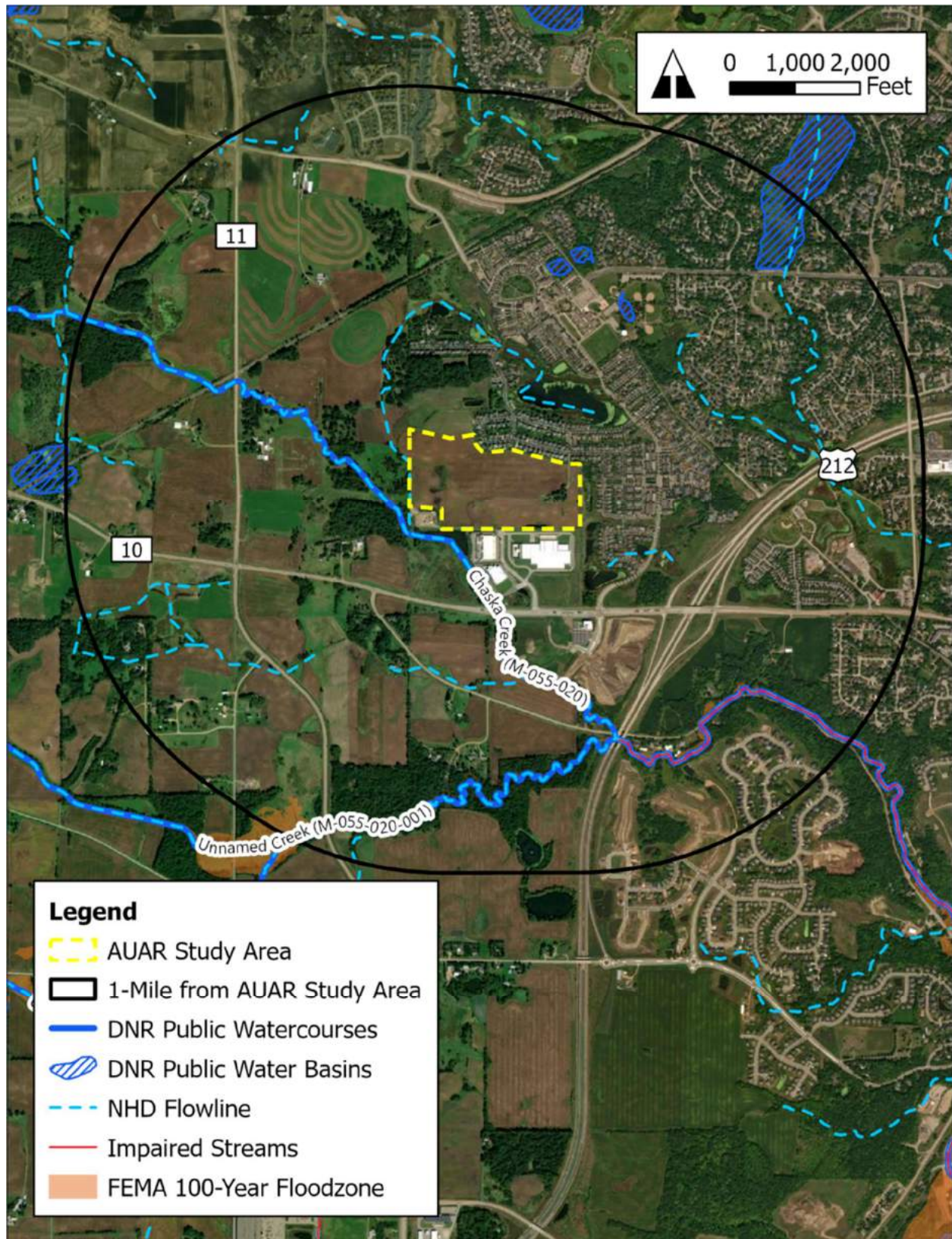


Figure 11: Water Resources within AUAR Study Area





- ii. **Groundwater – aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.**

According to the Minnesota Department of Natural Resource (DNR) Minnesota Hydrology Atlas, the depth to groundwater within the AUAR study area is 0 to 20 feet below the surface.

Based on the Minnesota Department of Health's (MDH) Minnesota Well Index, there is one domestic well located within the AUAR study area:

- Use: Domestic, Minnesota Unique Well Number: 191327, Static Water Level: 120 feet, Depth: 260 feet, Date Completed: August 1983.

If any unknown wells are encountered within the study area, they will be sealed in accordance with MDH regulations.

The AUAR study area is located within the Chaska South drinking water supply management area and majority of the study area is located within a wellhead protection area.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.

- i. **Wastewater – For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.**

AUAR Guidance: Observe the following points of guidance in an AUAR:

- *Only domestic wastewater should be considered in an AUAR—industrial wastewater would be coming from industrial uses that are excluded from review through an AUAR process*
- *Wastewater flows should be estimated by land use subareas of the AUAR area; the basis of flow estimates should be explained*
- *The major sewer system features should be shown on a map and the expected flows should be identified*
- *If not explained under Item 6, the expected staging of the sewer system construction should be described*
- *The relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed. For non-metro area AUARs, the AUAR must discuss the capacity of the RGU's wastewater treatment*

system compared to the flows from the AUAR area; any necessary improvements should be described.

- *If on-site systems will serve part of the AUAR, the guidance in the February 2000 edition of the EAW Guidelines on page 16 regarding item 18b under Residential development should be followed.*

- 1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.**

Scenario 1 and Scenario 2

The AUAR study area is located within the Metropolitan Urban Service Area. It is assumed that sanitary sewer service for the AUAR study area will be provided by existing City sanitary sewer connections in the area. No land uses that would generate wastewater requiring pretreatment are anticipated in the AUAR study area.

Wastewater is proposed to be collected by an on-site conveyance system that will route wastewater towards the existing public conveyance system within West Creek Lane, south of the property. This wastewater ultimately ends up at the Blue Lake Wastewater Treatment Plant in Shakopee.

In Scenario 1 and Scenario 2, the estimated daily flow is approximately 41,100 gallons per day. Per the Metropolitan Council, the Blue Lake Wastewater Treatment Plant currently treats approximately 27 million gallons per day and has a capacity of 32 million gallons per day. The additional flow from the proposed development has already been planned for within the City of Chaska sewer system during development of the subdivision and modifications to the existing sanitary sewer system are not anticipated. Per the City of Chaska city engineer, the use over the site is consistent with the City's comprehensive plan with capacity in the system to serve what's proposed.

- 2) If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.**

No subsurface sewage treatment systems (SSTS) are anticipated within the AUAR study area for either development scenario.

- 3) If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

No wastewater discharge to surface waters is anticipated for either development scenario.

- ii. **Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.**

AUAR Guidance: For an AUAR the following additional guidance should be followed in addition to that in EAW Guidelines:

- *It is expected that an AUAR will have a detailed analysis of stormwater issues*
- *A map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *The description of the stormwater systems would identify on-site and “regional” detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *If present in or adjoining the AUAR area, the following types of water bodies must be given special analyses:*
 - *Lakes: Within the Twin Cities metro area, a nutrient budget analysis must be prepared for any “priority lake” identified by the Metropolitan Council. Outside of the metro area, lakes needing a nutrient budget analysis must be determined by consultation with the MPCA and DNR staffs.*
 - *Trout streams: If stormwater discharges will enter or affect a trout stream, an evaluation of the impacts on the chemical composition and temperature regime of the stream and the consequent impacts on the trout population (and other species of concern) must be included.*

There is currently less than an acre of impervious surface area within the AUAR study area. The proposed impervious surface area after development will cover most of the parcels, excluding the industrial buffer area and ponding.

Environmental Effects

Stormwater runoff can cause a number of environmental problems. When untreated stormwater drains from manmade locations such as agricultural fields, impervious



surfaces, and construction sites, it can carry chloride or other pollutants and sediments that can harm aquatic ecosystems and wildlife. Currently, stormwater generally runs off the site to the south and southwest to Chaska Creek and is located to the west and south of the site at a rate consistent with the agricultural use. Chaska Creek outlets to the Minnesota River, approximately 3 miles downstream. The stormwater runoff carries sediment and organic agricultural particles from the site as it drains off-site.

During Construction

During construction, erosion and sediment control best management practices (BMPs) will be implemented to prevent impacts to aquatic ecosystems. The following design and construction standards will be adhered to during construction:

- Grading of infiltration basins will be accomplished using low-impact, earthmoving equipment to prevent compaction of the underlying soils.
- Infiltration basin excavation will be held 1 foot above the bottom of the excavation until the contributing drainage areas with exposed soils have been fully stabilized.
- Divert upland drainage areas to prevent runoff from entering the excavated basins or into the work areas.
- Care must be taken to avoid contamination of engineered soils with sediment, in-situ, or topsoil during and after installation. Materials will be segregated.
- Installation with dry soil conditions is critical to prevent smearing and compaction. Schedule work for periods of dry weather.
- Do not leave infiltration areas and/or perimeter slope exposed overnight. Secure the area from risk of precipitation and damages at the end of every work day. In the event of rain, take action to divert stormwater away from work area and temporarily cover all exposed soils with filter fabric or impermeable sheeting.
- In the event that the sediment is introduced into the BMP during or immediately following excavation, remove sediment prior to initiating the next step in the infiltration basin construction process.
- Excavate sediment built up during construction after stabilization of upstream areas and before placement of hydraulic soil stabilizer type special.
- Stockpiling of materials will not be allowed in proposed infiltration areas before or after they are constructed. Only specified equipment will be allowed inside of the orange construction fence for the sole purpose of constructing the infiltration basins.
- All infiltration basin construction activities will be completed during dry soil conditions.
- All infiltration areas will be protected during construction operations.

Scenario 1 and Scenario 2

In both the proposed scenarios runoff will still generally drain south-southwest from the study area, towards Chaska Creek.

In both scenarios, stormwater runoff from the newly constructed impervious areas of the development will be directed to on-site stormwater management BMPs to mitigate the impacts of the development on Chaska Creek and the downstream conveyance system. The proposed stormwater management BMPs will provide volume reduction and pollutant removals in accordance with the published guidelines of the City of Chaska, Carver County Water Management Organization, and MPCA requirements. The jurisdictional stream located at the western boundary is not anticipated to be impacted.

The existing impervious surface area within the study area totals approximately 0.4 acres. The total amount of impervious surface under the development scenarios will increase. Additional impervious surfaces coverage would increase the runoff rate; therefore, the proposed stormwater management BMPs on-site will be designed to detain runoff from the entire developed area of the site and discharge it at a rate less than the existing condition using outlet control devices. The design will also meet the City of Chaska rate control standard of 0.2 CFS/acre.

Additionally, to mitigate additional winter salt use associated with the planned increase impervious surfaces, the project proposer will implement a chloride management plan for the proposed development.

- iii. **Water Appropriation – Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.**

AUAR Guidance: If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Scenario 1 and Scenario 2

Construction dewatering may be required for the development of the AUAR study area. No permanent dewatering is anticipated as no underground structures will be constructed adjacent to a waterbody. Construction activities associated with dewatering will include discharging into temporary sedimentation basins to reduce the rate of water

discharged from the site, as well as discharging to temporary stormwater best management practices. Any temporary dewatering will require a DNR Temporary Water Appropriations General Permit 1997-0005 if less than 50 million gallons per year and less than one year in duration. It is anticipated that the temporary dewatering would only occur during utility installation and potential construction of building footings.

The water supply for the study area will be obtained from the City of Chaska. Six ground water wells are the source of drinking water for the city. As the city grows, additional capacity for supply, treatment, and storage on the distribution system will be necessary to meet projected water demands through 2040.

iv. Surface Waters

- 1) **Wetlands – Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.**

The AUAR study area is within a partially developed semirural area. Based on a review of the 2022 National Wetlands Inventory, wetlands were located within the AUAR study area. Due to the presence of wetlands within the AUAR study area, a wetland delineation report was prepared for all wetland boundaries within the AUAR study area.

In 2017, Kimley-Horn prepared a wetland delineation report which identified approximately 2.42 acres of wetland within AUAR study area, see Table 4 and Figure 11.

As a grading plan is created and development of the site begins, wetland impacts will be avoided and minimized to the extent practicable. The project would be required to comply with all federal, state, and local wetland requirements including wetland mitigation requirements. Impacts to some of these wetlands are anticipated, and the removal of these wetlands will require the purchase of wetland banking credits.

Table 4: Wetland Delineation

Wetland Type	Wetland Description	Wetland Size
Wetland A	Type 1 – Seasonally Flooded Basin	0.95 Acres
Wetland B	Type 1 – Seasonally Flooded Basin	0.19 Acres
Wetland C	Type 1 – Seasonally Flooded Basin	1.04 Acres



Wetland D	Type 1 – Seasonally Flooded Basin	0.11 Acres
Wetland E	Type 1 – Seasonally Flooded Basin	0.11 Acres
Channel	N/A	N/A
Drainage Swale	N/A	340 Feet*
Total		2.4 Acres

*Linear distance not included in total acreage

- 2) **Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.**

AUAR Guidance: Water surface use need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Based on a review of aerial imagery, no other surface waters have been identified within the AUAR study area.

12. CONTAMINATION/HAZARDOUS MATERIALS/WASTES

- a. **Pre-project Site Conditions – Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.**

A Subsurface Environmental Investigation was completed for the AUAR study area in March 2022 which included collection of four soil four soil samples and one soil/gas sample for chemical analysis. Exceedances of applicable exposure pathways were not identified within the soil and soil/gas samples collected from the AUAR study area.

- b. **Project Related Generation/Storage of Solid Wastes – Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify**



measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

AUAR Guidance: Generally, only the estimated total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included.

According to Carver County Ordinances Chapter 50, Carver County will ensure compliance with applicable laws, rules, and ordinances related to the management of solid and hazardous waste as required by Minnesota Statutes, Chapter 473.

Construction Generated Solid Waste

Scenario 1 and Scenario 2

Construction of the proposed development would generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would either be recycled or disposed of in the proper facilities in accordance with state regulations and guidelines.

Redevelopment of portions of the site may generate earth materials and debris during demolition activities. Demolition debris is inert material such as concrete, brick, bituminous, and rock. The solid wastes generated during demolition would be recycled or disposed of at a state-permitted landfill. For solid waste generated from the completed project, a source recycling/separation plan would be implemented, and wastes that cannot be recycled would be managed in accordance with state regulations and guidelines.

Operation Generated Solid Waste

Scenario 1 and Scenario 2

The proposed development would generate new demands on solid waste management and sanitation services provided in the project area. Based on the proposed area of 500,000 square feet to 1,800,000 square feet industrial space, it is estimated that the non-residential (commercial/industrial) waste stream will be between 7,500 and 27,000 tons per year.

- c. Project Related Use/Storage of Hazardous Materials – Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.**

AUAR Guidance: Not required for an AUAR. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (e.g., gasoline tanks at service stations).

Not required for an AUAR.



- d. **Project Related Generation/Storage of Hazardous Wastes – Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.**

AUAR Guidance: Not required for an AUAR.

Not required for an AUAR.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURES)

- a. **Describe fish and wildlife resources as well as habitats and vegetation on or near the site.**

AUAR Guidance: The description of fish and wildlife resources should be related to the habitat types depicted on the cover types map. Any differences in impacts between development scenarios should be highlighted in the discussion.

The majority of the land within the AUAR study area has been previously disturbed through farming and provides limited and low-quality habitat. Minimal wildlife habitat is located within the AUAR study area due to the prior extent of continued ground disturbance and minimal natural vegetation. Wildlife that can be found within the study area include birds and small mammals that have adapted to the highly disturbed environment. No native plant communities or areas of biodiversity significance have been identified within a mile of the AUAR study area; however, a calcareous fen, which is considered ecologically significant, was documented in the vicinity of the study area.

- b. **Describe rare features such as state-listed (endangered, threatened, or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number (ERDB) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe results.**

AUAR Guidance: For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

State-Listed Species

Kimley-Horn conducted a review of the DNR Natural Heritage Information System (NHIS) in April 2022 per license agreement LA-1074 for the site and the surrounding area within a one-mile

radius (see Appendix B). This review of state-listed threatened, endangered, and special concern species identified no species of concern within the vicinity of the project.

Federally Listed Species

A review of U.S. Fish and Wildlife Service (USFWS) federally listed threatened, endangered, and special concern species identified two federally listed species and one candidate species within this area: Rusty Patched Bumble Bee, Northern Long-eared Bat, and Monarch Butterfly. The results of the NHIS data were provided to the DNR and a correspondence letter has been requested.

Rusty Patched Bumble Bee

The Rusty Patched Bumble Bee (*Bombus affinis*) is listed as a federally endangered species by USFWS. According to the DNR, the AUAR study area is located in a Rusty Patched Bumble Bee High Potential Zone. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The Rusty Patched Bumble Bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. Given that the study area has been disturbed for agricultural use and may utilize various agricultural pesticides, the potential for the Rusty Patched Bumble Bee to have habitat within the study area is considered low.

Northern Long-Eared Bat

The Northern Long-Eared Bat (NLEB) (*Myotis septentrionalis*) was designated as a federally threatened species by the U.S. Fish and Wildlife Service (USFWS) in April 2015 and is documented within Carver County. According to the DNR, in the southern part of the state NLEB may use attics, bridges, and buildings for hibernating. In summer, the species is often found within forested habitats, especially around wetlands. Summer roosts may include under loose tree bark, in buildings, behind signs or shutters, caves, mines, and quarry tunnels. The spread of white-nose syndrome across the eastern portion of the United States has become the major threat to the NLEB, with some sites documenting up to 100% mortality. According to the DNR's *Townships Containing Documented NLEB Maternity Roost Trees and/or Hibernacula Entrances in Minnesota* list, there are no known hibernacula or roost trees within or adjacent to the AUAR study area. Additionally, given that the study area has been disturbed for agricultural use and does not contain caves or large expanses of forested habitat, the potential for the NLEB to utilize the study area is considered low.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is designated as a candidate species for official listing by the USFWS. According to the USFWS, there are many potential reasons for the butterfly's decline, including habitat loss at breeding and overwintering sites, disease, pesticides, logging at

overwintering sites, and climate change. The study area has been disturbed for agricultural use and does not contain natural prairie vegetation; therefore, impacts to the monarch butterfly are not anticipated.

- c. **Discuss how the identified fish, wildlife, plant communities, rare features, and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.**

Scenario 1 and Scenario 2

The project would involve significant grading and ground disturbance within the project limits. The current site provides several acres of non-native wildlife habitat. It is possible one or more species utilizing the existing site may be relocated as a result of development. The following discusses how the scenarios may affect species or habitats identified above.

State-Listed Species

According to a 2022 NHIS review, no state-listed species have been identified within one mile of the site. Therefore, no adverse impacts are anticipated to any state-listed species.

Federally Listed Species

Rusty Patched Bumble Bee

The study area has been disturbed for agricultural use and does not contain natural prairie habitat; therefore, impacts to the RPBB are not anticipated. Additionally, the use of native species in seed mixes may be used to promote pollinator friendly habitat within the study area. This will be applied to as many features as possible including stormwater features and landscaping.

Northern Long-Eared Bat

The proposed development may require the removal of a limited number of trees. According to the USFWS, the NLEB uses forested areas for roosting and foresting during the spring, summer, and fall. Tree removal during these times of the year can create impacts to the NLEB.

Monarch Butterfly

The study area has been disturbed for agricultural use and does not contain natural prairie habitat; therefore, impacts to the monarch butterfly are not anticipated. Additionally, the use of native species in seed mixes may be used to promote pollinator friendly habitat within the study area.

Invasive Species

Invasive species are a major cause of biodiversity loss and are considered biological pollutants by the DNR. Invasive species can be moved on construction equipment, landscaping equipment, and other debris.

Stormwater

Stormwater run-off can cause a number of environmental problems. When stormwater drains off a site, it can carry pollutants and sediments that harm lakes, rivers, streams, and wetlands which in turn may harm wildlife.

- d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.**

Scenario 1 and Scenario 2

Federally Listed Species

Northern Long-Eared Bat

Limiting tree clearing and trimming to specific times of the year can avoid potential impacts to the NLEB, tree clearing for the proposed development will be conducted during the winter months (between October 1st and March 31st).

Invasive Species

State requirements necessitate the control and spread of state listed noxious weeds and/or invasive weeds if encountered prior to construction. Disturbed areas would be reestablished using appropriate native and stabilization seed mixes. Methods to avoid spreading noxious weeds and/or invasive species will be incorporated into project specifications and/or SWPPP when developed. According to the DNR, some methods that can prevent the spread of invasive species during construction include:

- Inspecting construction equipment and removing any visible plant, seeds, mud, dirt clods, and animals when arriving and leaving a site.
- Using certified weed-free products such as weed-free seed or hay whenever possible.
- Using mulch, soil, gravel, etc., that is free of invasive species whenever possible.
- Inspecting soil and plant material during planting for signs of invasive species and removing or destroying the invasive species or the plant and associated soil if the invasive species cannot be separated out.

Stormwater

The proposed development scenarios include stormwater management and treatment of all stormwater run-off within the AUAR study area which will improve water quality and mitigate thermal impacts to the existing stream on the northern portion of the site through filtration/infiltration. In addition to improving water quality, these areas will allow for stormwater to support pollinators and other wildlife. See Item 11, Part ii. Stormwater.

14. HISTORIC PROPERTIES

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the Minnesota State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction

and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

AUAR Guidance: For an AUAR, contact with the State Historic Preservation Office and State Archeologist is required to determine whether there are areas of potential impacts to these resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified.

Scenario 1 and Scenario 2

A search of the Minnesota State Historic Preservation Office's Statewide Inventory Database was requested in April 2022 to identify known historic properties and archaeological sites in the project vicinity (see Appendix C). Within Sections 31, Township 116, Range 23, three archaeological records and three historic property records were identified.

No changes are proposed to these resources as part of the AUAR development scenarios. No adverse impacts to historic properties are anticipated.

In coordination with the Minnesota State Historic Preservation Office, a Phase I archaeological survey was recommended to be completed for the site due to the nature and location of the proposed development.

15. VISUAL

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

AUAR Guidance: Any impacts on scenic views and vistas present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity. EAW Guidelines contains a list of possible scenic resources.

If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

Scenario 1 and Scenario 2

There are no scenic views or vistas on or near the AUAR study area. Any development of agricultural land will have an impact on the visual look of a property.

Figure 3 and Figure 4 show the buffer area that must be included to adhere to the City of Chaska zoning code 15.12.200 that states: "In the event the C2, I, or I2 Districts are located adjacent to a residential district, a "buffer strip" shall be provided between structures in these districts and the adjacent residence district boundary lines. Additionally, such "buffer strips" shall measure ... 50 feet for I Districts. Such "buffer strips" shall be landscaped in an appropriate manner and shall contain additional man-made or natural screening."

Future development would conform with the city ordinances for building height, building form, landscape screening, and lighting. No significant visual impacts are anticipated.

16. AIR

- a. Stationary Source Emissions – Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory criteria. Include a discussion of any methods used to assess the project’s effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.**

AUAR Guidance: This item is not applicable to an AUAR. Any stationary air emissions source large enough to merit environmental review requires individual review.

No boilers or exhaust stacks are not proposed for either scenario.

- b. Vehicle Emissions – Describe the effect of the project’s traffic generation on air emissions. Discuss the project’s vehicle-related emissions effect on air quality. Identify measures (e.g., traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.**

AUAR Guidance: Although the MPCA no longer issues Indirect Source Permits, traffic-related air quality may still be an issue if the analysis in Item 18 indicates that development would cause or worsen traffic congestion. The general guidance from the EAW form should still be followed. Questions about the details of air quality analysis should be directed to MPCA staff.

Scenario 1 and Scenario 2

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a carbon monoxide (CO) impact above state standards. MnDOT has demonstrated that even the 10 highest traffic volume intersections in the Twin Cities do not experience CO impacts. Therefore, intersections with traffic volumes lower than these 10 highest intersections will not cause a CO impact above state standards. MnDOT’s screening method demonstrates that intersections with total daily approaching traffic volumes below 82,300 vehicles per day will not have the potential for causing CO air pollution problems. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

- c. Dust and Odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.**

AUAR Guidance: Dust and odors need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control ordinances in effect.

Scenario 1 and Scenario 2

The proposed development may generate temporary fugitive dust emissions during construction. Dust emissions can be controlled by sweeping, watering, or sprinkling as appropriate or as prevailing weather and soil conditions dictate. Dust emissions are not anticipated during operations as all ground surfaces will either be impervious or vegetated. If water is needed for dust control and is taken from public water sources and exceeds more than 10,000 gallons in a single day or 1 million gallons in a year then a DNR Water Appropriation permit will be required.

17. NOISE

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area; 2) nearby sensitive receptors; 3) conformance to state noise standards; and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

AUAR Guidance: Construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any construction noise ordinances in effect.

If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 18.

Existing Noise

The AUAR study area is currently agricultural land. The existing noise sources at the site consist mainly of the surrounding roadways and development.

Scenario 1 and Scenario 2

Traffic Generated Noise

A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting sound level will increase by about 10 dBA and be heard as twice as loud.

Traffic volumes in the project area are either on roadways that do not have receivers that are sensitive to noise, or the traffic levels attributable to the project are well below the amount that would generate a sound increase that could be noticeable.

The change in traffic noise levels is not anticipated to be readily perceptible.

Operational Noise

The MPCA regulates mechanical noise associated with building operation. All future development will be required to comply with these requirements. A noise study will be completed for the building operation.

Construction Noise

As stated in the AUAR guidelines, construction noise need not be addressed unless there is some unusual reason to do so. No unusual circumstances have been identified that would necessitate a detailed construction noise analysis. The City of Chaska municipal code regulates the hours of operation for construction equipment. Construction of the proposed project would comply with these requirements.

18. TRANSPORTATION

- a. Describe traffic-related aspects of project construction and operation. Include 1) existing and proposed additional parking spaces; 2) estimated total average daily traffic generated; 3) estimated maximum peak hour traffic generated and time of occurrence; 4) source of trip generation rates used in the estimates; and 5) availability of transit and/or other alternative transportation modes.**

Traffic Generation

It is estimated that Scenario 1 will generate 170 trips during the weekday a.m. peak hour, 170 trips during the weekday p.m. peak hour, and 1,685 daily trips. Scenario 2 is estimated to generate 200 trips during the weekday a.m. peak hour, 165 trips during the weekday p.m. peak hour, and 1,780 daily trips. Scenario 3 is estimated to generate 610 trips during the weekday a.m. peak hour, 610 trips during the weekday p.m. peak hour, and 6,065 daily trips. Trip generation estimates were based on land use codes 130 (Industrial Park) and 160 (Data Center) in the ITE Trip Generation Manual, 11th Edition. The trip generation for all scenarios is shown in Table 5. The full traffic study conducted for the AUAR can be found in Appendix D.

In order to identify worst case potential traffic impacts a third scenario, Scenario 3, was included in this traffic study. Scenario 3 represents the maximum density of industrial development allowed within the AUAR study area.

Table 5: Trip Generation Forecasts

Scenario	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	
Scenario 1	170	140	30	170	35	135	1,685
Scenario 2	200	110	90	165	50	115	1,780
Scenario 3	610	495	115	610	135	475	6,065

Transit

Currently, there are no convenient alternative transportation routes serving the AUAR study area. It is not anticipated that there will be significant change in transit usage.



Bike and Pedestrian Infrastructure

There is currently a multiuse trail on the north side of Engler Boulevard that begins at West Creek Lane and continues to the east. In addition, there sidewalks on both sides of West Creek Lane that the site could connect to.

Parking

There are no parking spaces in the existing conditions. After redevelopment all parking spaces for the development will be new spaces. Scenario 1 proposes 180 parking spaces and Scenario 2 proposes 226 parking spaces. Minimum off-street parking requirements listed in Chapter 15 of the City of Chaska's Code of Ordinances, which requires one space per 2,000 feet of gross floor area, which would require 900 spaces. The number of spaces will be finalized as site plans progress.

- b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance.**

AUAR Guidance: For AUAR reviews, a detailed traffic analysis will be needed, conforming to the MnDOT guidance as listed on the EAW form. The results of the traffic analysis must be used in the response to Items 16 and 17.

Scenarios 1, 2, & 3

A traffic impact study was completed in June 2022 based on the projected trip generation of the three proposed scenarios, the Kelzer Property Traffic Analysis. The results of this study can be found in Appendix D. Based on the detailed findings of this study; the area's transportation network is expected to support development within the AUAR study area with mitigation. The traffic impact study identified improvements that could be constructed to mitigate possible future traffic impacts associated with development within the AUAR study area. Metrics for traffic analysis include intersection delay as measured by Level of Service (LOS) and 95th percentile queue lengths.

The traffic impact study includes intersection capacity analyses for intersections adjacent to the AUAR study area along Engler Boulevard (CSAH 10), Trunk Highway (TH) 212, Clover Ridge Drive / Chaska Creek Way, and West Creek Lane (see locations identified on Figure 12). Access to the development would be provided via the existing CSAH 10 & West Creek Lane intersection.



Table 6 shows the LOS for the study area intersections in each analysis scenario. Short term mitigated conditions under No Build, Scenario 1, and Scenario 2 were not analyzed because 2025 conditions provided acceptable LOS without mitigation. Additionally, 2040 conditions under Scenario 1, Scenario 2, and Scenario 3 were not analyzed without mitigation because 2040 conditions required mitigation regardless under a no build condition and the two scenarios generate even more traffic. Figure 12 depicts the intersections included for the intersection capacity analysis in the traffic impact study.

It should be noted that in Horizon Year (2040) conditions, eastbound through movements along CSAH 10 are near capacity and therefore experience significant queues. Conditions along CSAH 10 should be monitored, if volumes exceed Horizon Year (2040) traffic projections significant roadway improvements may be needed to accommodate traffic demand. The majority of the growth through the horizon year is anticipated to be background growth, operational deficiencies along CSAH 10 would likely happen with or without the proposed development.

Table 6: Intersection LOS

Intersection	2022	2025				2025 Mitigated	2040	2040 Mitigated			
	Existing	No Build	Scenario 1	Scenario 2	Scenario 3	Scenario 3	No Build	No Build	Scenario 1	Scenario 2	Scenario 3
A.M. Peak Hour Intersection LOS											
CSAH 10 & TH 212 NB Ramps	B	B	B	B	B	B	B	B	B	C	C
CSAH 10 & TH 212 SB Ramps	A	A	B	B	B	B	C	C	C	C	C
CSAH 10 & Clover Ridge Drive	B	B	B	B	B	B	D	D	D	D	D
CSAH 10 & West Creek Lane*	B	C	C	E	F	A	F	B	B	C	D
P.M. Peak Hour Intersection LOS											
CSAH 10 & TH 212 NB Ramps	B	B	B	B	B	B	B	B	B	B	C
CSAH 10 & TH 212 SB Ramps	B	B	B	B	B	B	C	C	C	C	C
CSAH 10 & Clover Ridge Drive	A	A	A	A	A	A	B	B	B	B	B
CSAH 10 & West Creek Lane*	C	C	D	D	F	B	D	A	A	A	B

* Worst individual movement LOS reported as overall intersection delay for side street stop control intersections

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

The following provides a summary of mitigation improvements that were identified as part of the traffic analysis for the Kelzer Property Development.

No Build

Existing Year (2022) Conditions

- No Mitigation Necessary

Opening Year (2025) No-Build Conditions

- No Mitigation Necessary

Horizon Year (2040) No Build Conditions

- No Mitigation Necessary

Scenario 1

Opening Year (2025) Build Scenario 1 Conditions



- No Mitigation Necessary

Horizon Year (2040) Build Scenario 1 Conditions

- No Mitigation Necessary

Scenario 2

Opening Year (2025) Build Scenario 2 Conditions

- No Mitigation Necessary

Horizon Year (2040) Build Scenario 2 Conditions

- No Mitigation Necessary

Scenario 3

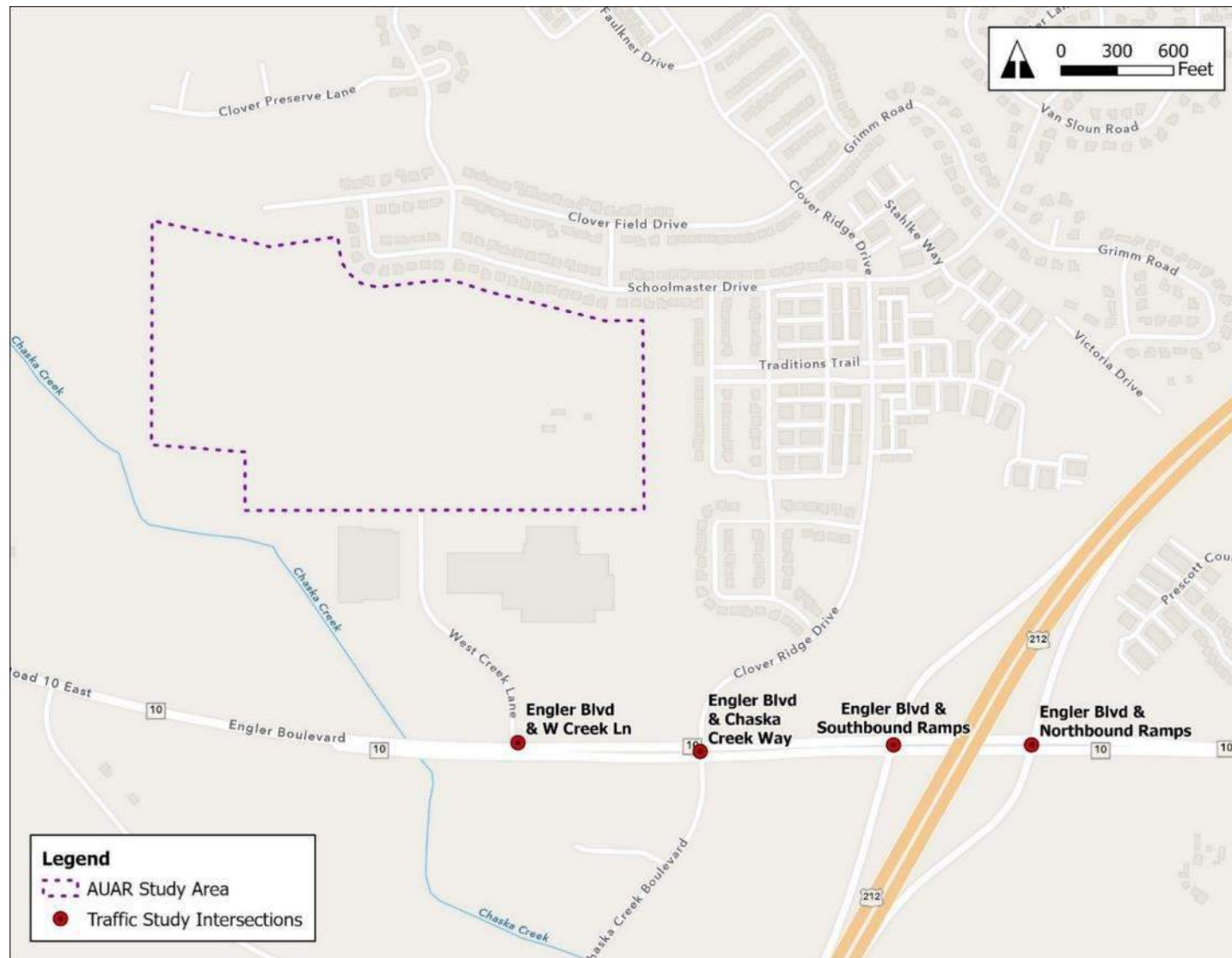
Opening Year (2025) Build Scenario 3 Conditions

- Installation of a traffic signal at the intersection of CSAH 10 & West Creek Lane may be needed if warranted. While this mitigation measure is currently not outlined in the Carver County Corridor Plan, it may be necessary to facilitate Scenario 3 levels of development if it were to occur. Per the Carver County Access Spacing Guidelines, CSAH 10 adjacent to the site is at the change point between a rural regional corridor (3A) and rural minor arterial (5A). Rural regional corridors allow signals every mile and full access every half mile while rural minor arterials allow signals every half mile and full access at ¼ mile spacing. Based upon these metrics, CSAH 10 & West Creek Lane will not meet the outlined Carver County signal spacing. Alternate mitigation measures should be reviewed if development intensity in line with Scenario 3 is pursued.

Horizon Year (2040) Build Scenario 1 Conditions

- No Mitigation Necessary

Figure 12. Traffic Intersections



19. CUMULATIVE POTENTIAL EFFECTS

AUAR Guidance: Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.

However, the total impact on the environment with respect to any of the items on the EAW form may also be influenced by past, present, and reasonably foreseeable future projects outside of the AUAR area. The cumulative potential effect descriptions may be provided as part of the responses to other appropriate EAW items, or in response to this item.

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Cumulative effects are defined as the “effect on the environment that results from the incremental effects of a project in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources, including future projects actually planned or for which a basis of expectation has been laid, regardless of what person undertakes the other projects or what jurisdictions have authority over the projects.”⁷ The geographic areas considered for cumulative effects are those areas adjacent to the AUAR study area, and the timeframe considered includes projects that would be constructed in the reasonably foreseeable future.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The following reasonably foreseeable future project may interact with environmental effects of the proposed development:

- Chaska Power and Minnesota Municipal Power Agency (MMPA) Substation Expansion- an existing substation is located southwest of the AUAR study area and provides power at 13,800 volts with approximately 17 megawatts of remaining capacity. The redevelopment of the Kelzer property would require 220 megawatts of capacity at 34,500 volts. Both the redevelopment of the site and the limited remaining capacity result in the need for a new substation. The new substation would make use of the 230,000-volt transmission line that runs through property. The additional substation may require a separate environment review through the Minnesota Public Utilities Commission. Additionally, Chaska Power and MMPA will obtain any necessary permits or approvals for the expansion.

⁷ Minnesota Rules, part 4410.0200, subpart 11a

- c. **Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.**

The expansion of the substation will positively impact any future development as it will provide additional electrical infrastructure to the area. Future private development projects may result in impacts to transportation and utilities. These impacts will be addressed via the regulatory permitting and approval processes and will be individually mitigated to ensure minimal cumulative impacts occur.

20. OTHER POTENTIAL ENVIRONMENTAL EFFECTS

AUAR Guidance: If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

Additional Environmental Effects

There are no other potential environmental effects that have not been addressed in preceding sections.

MITIGATION PLAN

The Mitigation Plan is submitted as part of the AUAR to provide reviewers and regulators with an understanding of the actions that are advisable, recommended, or necessary to protect the environment and minimize potential impacts by the proposed development scenarios.

This Mitigation Plan is intended to satisfy the AUAR rules that require the preparation of a mitigation plan that specifies measures or procedures that will be used to avoid, minimize, or mitigate the potential impacts of development within the AUAR study area. Although mitigation strategies are discussed throughout the AUAR document, this plan will be formally adopted by the RGU as their action plan to prevent potentially significant environmental impacts.

The primary mechanism for mitigation of environmental impacts is the effective use of ordinances, rules, and regulations. The plan does not modify the regulatory agencies' responsibilities for implementing their respective regulatory programs nor create additional regulatory requirements. The plan specifies the legal and institutional arrangements that will assure that the adopted mitigation measures are implemented.

In addition to the anticipated permits and approvals listed in Table 1, the mitigation measures developed in the AUAR process are outlined in Table 7. There were no impacts or mitigation strategies identified in Item 9, Item 14, and Item 15; therefore, these areas are not included in the Mitigation Plan. The remaining AUAR items have identified regulatory requirements and/or mitigation measures that reduce the level of potential impact of development within the AUAR study area. The following mitigation summary applies to Scenario 1 and 2 unless otherwise specified.

Table 7: Mitigation Plan

Resource Area		Mitigation
Land Use		<u>Scenario 1 and 2:</u> A zoning ordinance amendment may be required to ensure development standards are consistent.
Geology, Soils, and Topography		<u>Scenario 1 and 2:</u> Where required, slope stabilization will be provided by means of vegetation establishment, erosion control blankets, or other standard methods of erosion and sediment control. The proposed development within the AUAR study area will require compliance with the City of Chaska's erosion and sediment control standards.
		<u>Scenario 1 and 2:</u> A NPDES and SWPPP will be obtained prior to any earthwork or grading activities within the AUAR study area.
Water Resources	Wetlands	<u>Scenario 1 and 2:</u> As a grading plan is created and development of the site begins, wetland impacts will be avoided and minimized to the extent practicable.
		<u>Scenario 1 and 2:</u> If any wetland impacts are proposed as part of development within the AUAR study area the applicable WCA and/or U.S. Army Corps of Engineers approvals will be obtained. If required, mitigation will be provided at a 2:1 ratio, via purchase of credits from an approved wetland bank.
	Groundwater	<u>Scenario 1 and 2:</u> If any unknown wells are found within the AUAR study area, the wells will be sealed in accordance with the regulations of the MDH.
	Wastewater	<u>Scenario 1 and 2:</u> Obtain a permit from the Metropolitan Council and MPCA for a sewer extension and permit to connect.
	Stormwater	<u>Scenario 1 and 2:</u> To mitigate the impacts of the development on Chaska Creek and the downstream conveyance system, stormwater BMPs will be constructed in accordance with local requirements as the study area is developed.
		<u>Scenario 1 and 2:</u> During construction, erosion and sediment control BMPs will be implemented to prevent impacts to aquatic ecosystems.
		<u>Scenario 1 and Scenario 2:</u> Maintenance and monitoring of the stormwater management areas will be performed to ensure long term effectiveness of the facilities.
		<u>Scenario 1 and Scenario 2:</u> The project proposer will implement a chloride management plan for the proposed development.

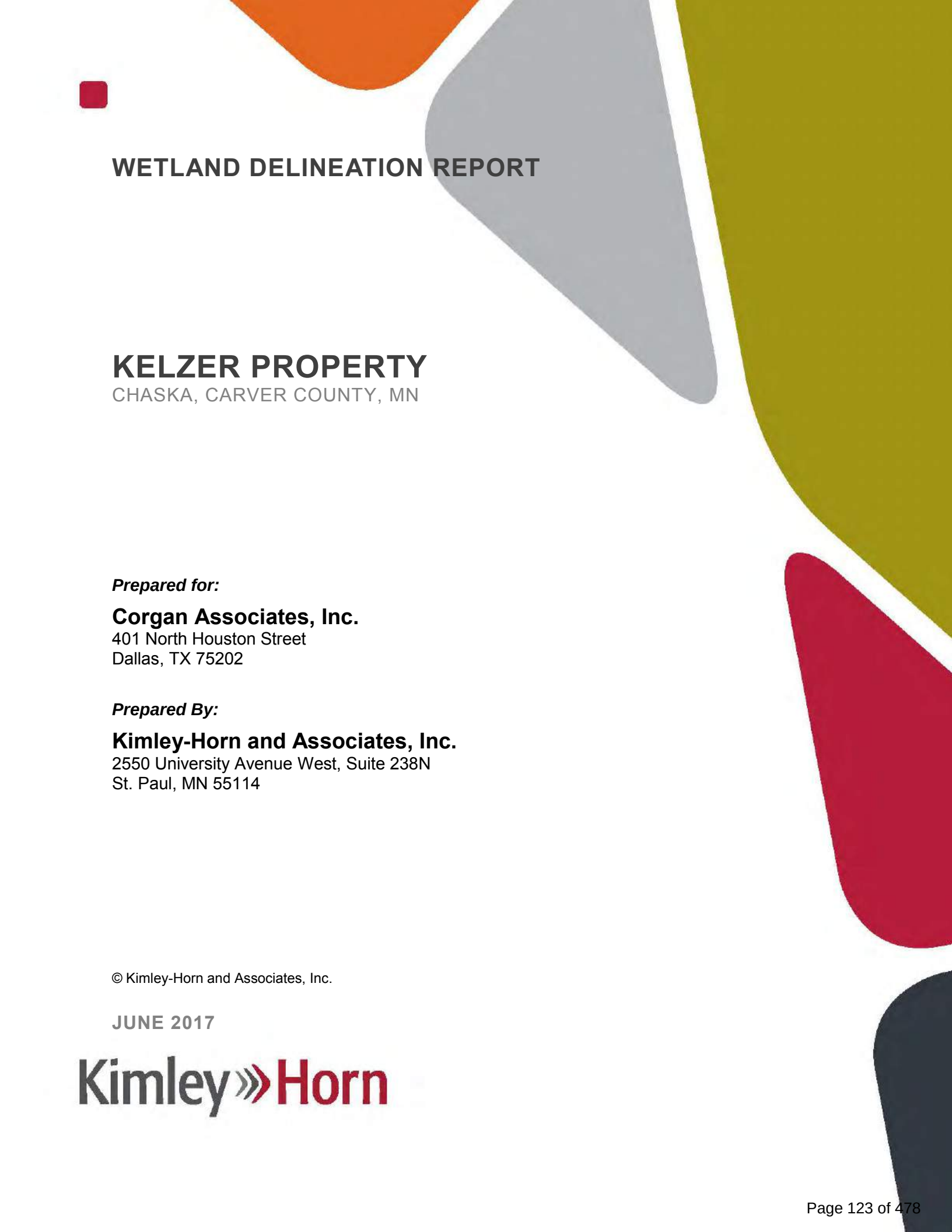
Resource Area		Mitigation
	Water Appropriation	<u>Scenario 1 and 2:</u> A DNR temporary water appropriation permit will be obtained for any dewatering that will be needed for construction.
Contamination/ Hazardous Waste		<u>Scenario 1 and 2:</u> Development will generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would be either recycled or disposed in the proper facilities in accordance with state regulations and guidelines.
		<u>Scenario 1 and 2:</u> For solid waste generated from the completed project, a source recycling/separation plan would be implemented, and wastes that cannot be recycled would be managed in accordance with state regulations and guidelines.
Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources		<u>Scenario 1 and 2:</u> State requirements necessitate the control and spread of state listed noxious weeds and/or invasive weeds if encountered prior to construction. Methods to avoid spreading noxious weeds and/or invasive species will be incorporated into project specifications and/or SWPPP when developed. Disturbed areas would be reestablished using appropriate native and stabilization seed mixes
		<u>Scenario 1 and 2:</u> Invasive species will be controlled during site construction. Additionally, appropriate measures will be taken to control the spread of invasive species will be controlled during construction and landscaping: • Inspecting construction equipment and removing any visible plant, seeds, mud, dirt clods, and animals when arriving and leaving a site. • Using certified weed-free products such as weed-free seed or hay whenever possible. • Using mulch, soil, gravel, etc., that is free of invasive species whenever possible. • Inspecting soil and plant material during planting for signs of invasive species and removing or destroying the invasive species or the plant and associated soil if the invasive species cannot be separated out.
		<u>Scenario 1 and 2:</u> Tree removal will be conducted during the winter months to avoid impacts to the NLEB.
Historic Properties		<u>Scenario 1 and 2:</u> A Phase I archaeological survey is recommended to be completed for the site.
Air		<u>Scenario 1 and 2:</u> Construction will generate temporary fugitive dust emissions during construction. These emissions will be controlled by sweeping, watering, sprinkling, as appropriate or as prevailing weather and soil conditions dictate.
Noise		<u>Scenario 1 and 2:</u> The MPCA regulates mechanical noise associated with building operation. All future development will be required to comply with these requirements.
		<u>Scenario 1 and 2:</u> Construction activities may result in temporarily elevated noise levels. The City of Chaska municipal code regulates the hours of operation for construction equipment. Construction of the proposed project would comply with these requirements.



Resource Area	Mitigation
	<u>Scenario 1 and 2</u> : A noise study will be completed for noise associated with building operation.
Transportation	<u>Scenario 1 and 2</u> : No mitigation proposed. <u>Scenario 3</u> : CSAH 10 & West Creek Lane will not meet the outlined Carver County signal spacing. Alternate mitigation measures should be reviewed if development intensity in line with Scenario 3 is pursued.

APPENDIX A

Wetland Delineation Report



WETLAND DELINEATION REPORT

KELZER PROPERTY

CHASKA, CARVER COUNTY, MN

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JUNE 2017

Kimley»Horn

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- Figure 2. USGS 7.5 Minute Topographical Map
- Figure 4. Delineated Wetland Boundaries

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- Appendix A. National Wetlands Inventory
- Appendix B. Hydric Soils Information
- Appendix C. Precipitation Data
- Appendix D. MN DNR Public Waters Inventory
- Appendix E. Historic Aerials
- Appendix F. Field Data Sheets
- Appendix G. Site Photos

1.0 EXECUTIVE SUMMARY

Wetland Scientist Ashley Payne, CWD (#1259) with Kimley-Horn and Associates, Inc. (K-H) conducted a wetland investigation and field delineation for Kelzer Property located in Chaska, Carver County, Minnesota. A site investigation occurred on November 3, 2016 in which nine potential areas were identified that required further investigation during the growing season. The wetland investigation and delineation occurred on June 8, 2017. During the June 8, 2017 investigation, five wetlands, one channel, and one drainage swale were delineated.

FIELD INVESTIGATION AND DELINEATION RESULTS

The aquatic resources identified on site are described below:

- *Wetland A* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a depressional area that collects surface water run-off from the adjacent landscape. Wetland A is connected to a drainage swale (Drainage Swale 1) that extends north to a field access drive. Wetland A is approximately 0.96 acres.
- *Wetland B* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a depressional area that collects surface water run-off from the adjacent landscape. Wetland B is approximately 1.04 acres.
- *Wetland C* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area in proximity to Channel 1. Wetland C is approximately 0.11 acres.
- *Wetland D* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area located in proximity to Channel 1 and just south of Wetland C. Wetland D is approximately 0.11 acres.
- *Wetland E* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area that collects surface water run-off from the adjacent landscape including the adjacent slopes of the electric substation. Wetland E is approximately 0.20 acres.
- *Channel 1* is channel that flows from north to south along the western edge of the project site. This channel did not meet wetland criteria; however, would be considered a waterway. Channel 1 was approximately 4 feet deep and 6 feet wide in some locations.
- *Drainage Swale 1*– The drainage swale identified during the delineation. This area conveys surface water run-off from northern sections of the property to Wetland A. The drainage swale varies from 12 to 18 inches in width and approximately 2 to 6 inches in depth. Drainage Swale 1 is approximately 220 feet in length.
- *Areas 1-4*: Four areas were investigated during the June 8th field review and none met criteria to be considered wetland; therefore, these areas were not formally delineated.

2.0 SITE LOCATION

The Kelzer Property is located at the terminus of West Creek Land off Engler Blvd (Highway 10) in Chaska, Carver County, Minnesota (**Figure 1**).

3.0 PROJECT DESCRIPTION

Corgan Associates, Inc. is proposing to develop the property. The project site is approximately 64 acres and is shown in **Figure 2**.

4.0 PURPOSE OF THE DELINEATION

The purpose of this delineation was to identify the extent of wetlands within the project site. This information will be used to facilitate project design and to determine if wetland impacts are avoidable and/or if minimization of impacts can result from design modifications.

5.0 SITE DESCRIPTION

The site is currently agricultural land with a farmstead located along the eastern side of the property. A transmission line dissects the property. The surrounding land uses include an electric substation, data centers, residential and some active farmland.

6.0 PRELIMINARY INVESTIGATION

Prior to field reconnaissance, potential wetland areas within the project sites were identified through a desktop review of NWI mapping, aerial photography (2016), Minnesota DNR PWI, site topography, the soil survey for Carver County, and a site review that occurred in November of 2016.

NWI mapping, updated by the Minnesota DNR, did not identified any wetlands within the project site (**Appendix A**).

According to the Natural Resources Conservation Service's (NRCS) *Web Soil Survey*, about 1/3 of the site has been mapped as having soil with a 100% hydric soil rating (Cordova-Webster Complex, Muskego and Houghton soils, and Klossner Muck). Other areas of the site were mapped with soils with a hydric rating from 1-8% respectively (Estherville sandy loam, Terril loam, and Wadena loam). Maps and information obtained from the NRCS online web survey are included in **Appendix B**.

The Carver County, Minnesota 7.5-minute topographic map (U.S. Geological Survey) did not identify any wetlands within the project site (**Figure 2**). The site is located in Section 31, Township 115N, Range 23W.

Precipitation data for the project site was obtained from an online data retrieval system, created and maintained by the Climatology Working Group at the University of Minnesota (available at <http://climate.umn.edu/doc/historical.htm>). This information was used to determine if the climatic/hydrologic conditions are typical for this time of year. Rainfall levels for the three months leading up to the June 8th field review were compared to historical data. The data shows wetter than normal precipitation conditions. The week prior to the field review had 0 inches of precipitation. This information is included in **Appendix C**.

The Minnesota DNR PWI was reviewed and no DNR public waters were identified within the project site. The inventory is included in **Appendix D**.

A site review was completed in November of 2016 to review the site for potential wetland areas. Nine areas were identified during the November site review that required additional investigation during the growing season.

Considering the farmed status of the area, a historic aerial review was also completed to assist in determining potential wetland areas that required additional review during the growing season. The historic aerial review is included in **Appendix E**.

7.0 FIELD INVESTIGATION

Wetland scientist Ashley Payne, CWD (#1259 with Kimley-Horn and Associates, Inc. conducted the routine level 2 wetland delineation, as outlined in the 1987 Corps of Engineers Wetlands Delineation Manual (USACE, 1987) along with the Midwest Regional Supplement Version 2.0 (USACE, 2010), for the project site on June 8th, 2017.

During the onsite delineation, vegetation, soils, and current hydrologic characteristics were evaluated at each potential wetland area within the project site. A transect, including at least one upland and one wetland sample point, was completed and documented for most of the areas identified to meet wetland criteria. A representative upland point was used for some of the wetland areas as the upland was similar throughout the site. Wetland boundaries were flagged with wetland delineation flags where one or more of the three criteria were no longer present. The sample point locations and wetland boundaries were surveyed with a Trimble GPS and are shown in **Figure 3**. The field data sheets are included in **Appendix F**. Site photos can be found in **Appendix G**.

8.0 WETLAND CHARACTERISTICS

A summary of the field investigation is below.

8.1 WETLAND A

Wetland A is Type 1 – Seasonally Flooded Basin wetland located along the southern edge of the site. This area was not identified on the NWI; however, was identified on the County soil survey as having hydric soil. Wetland A was identified as a potential wetland area during the November 2016 site review and on historic aerials as potential wetland.

The wetland boundary for Wetland A was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the adjacent slope and surrounding landscape. No drain tile inlets were identified during the field review. Wetland A is 0.96 acres in size.

Wetland A was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland A had soil saturation within 12 inches of the soil surface and surface soil cracks.

The sample point locations (SP-3, SP-4, SP-5, SP-6) along with the delineated boundary are depicted in **Figure 3**.

8.2 WETLAND B

Wetland B is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site. Wetland B was not identified on NWI; however, it was identified as having hydric soil on the County

soil survey. Wetland B was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland B was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the adjacent slope and surrounding landscape. No drain tile inlets were identified during the field review. Portions of Wetland B were reseeded with field corn prior to the June 8th field review. Wetland B is 1.04 acres in size.

Wetland B was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland B had surface soil cracks, and other secondary hydrology indicators.

No recorded sample points were completed for this area as this wetland had similar characteristics to Wetland A. Representative sample points for Wetland B are SP-3, SP-4, SP-5, and SP-6. The delineated boundaries are shown in **Figure 3**.

8.3 WETLAND C

Wetland C is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site. Wetland C is adjacent to Channel 1. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland C was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland C was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland C was reseeded prior to the June 8th field review. Wetland C is 0.11 acres in size.

Wetland C was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland C had surface soil cracks, and other secondary hydrology indicators.

Sample Point 7 (SP-7) was completed for the wetland area. The sample point location and delineated boundary is shown in **Figure 3**.

8.4 WETLAND D

Wetland D is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site just south of Wetland C. Wetland D is also adjacent to Channel 1. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland D was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland D was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland D was reseeded prior to the June 8th field review. Wetland D is 0.11 acres in size.

Wetland D was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland D had soil saturation, surface soil cracks, and other secondary hydrology indicators.

One sample point (SP-8) was completed for this wetland area. The sample point locations and delineated boundaries are shown **Figure 3**.

8.5 WETLAND E

Wetland E is a Type 1 – Seasonally Flooded Basin wetland located near the western edge of the property. This wetland area is north of the electric substation which is located just south of the project site. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland E was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland E was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland E is 0.20 acres in size.

Wetland D was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland D had surface soil cracks, and other secondary hydrology indicators.

Sample Point 9 (SP-9) was completed for the wetland area. The sample point location and delineated boundary is shown in **Figure 3**.

8.5 CHANNEL 1

Channel 1 was located along the western property boundary. Channel 1 had a varied width and depth. In some locations, the channel was approximately 6 feet wide and 4 feet deep. The channel did not meet wetland criteria; however, it appeared to have intermittent flow and an established bed and bank. The delineated channel is shown in **Figure 3**.

8.5 DRAINAGE SWALE 1

Drainage Swale 1 was connected to Wetland A and extended north to the field access drive. It appears the drainage swale conveys water from north to south on the site. This area did not meet wetland criteria; however, did have visible drainage patterns. This swale had a varied width and depth. On average the drainage swale was 15 inches wide with a depth of 0-6 inches and was approximately 220 feet in length.

The delineated drainage swale is shown in **Figure 3**.

8.5 ADDITIONAL AREAS REVIEWED

Three additional areas were reviewed during the field investigation on June 8th. These areas were identified during the November 2016 site review as areas requiring an additional site review during the growing season.

Area 1:

Area 1 was identified as an area to be reviewed during the growing season. During the field review on June 8th, no stressed or stunted vegetation was identified in this location; therefore, no further analysis was completed. Photos of the area are included in **Appendix G**. Area 1 is shown in **Figure 3**.

Area 2:

Area 2 was identified as an area to be reviewed during the growing season. During the field review on June 8th, no stressed or stunted vegetation was identified in this location; therefore, no further analysis was completed. Photos of the area are included in **Appendix G**. Area 2 is shown in **Figure 3**.

Area 3:

Area 3 was identified as an area to be reviewed during the growing season. During the field review on June 8th, some stressed vegetation was visible during the site review. Two sample points (SP-10 and SP-11) were completed in this area. Neither sample point met wetland criteria; therefore, this area was not delineated as wetland. Photos of the area are included in **Appendix G**. Area 3 is shown in **Figure 3**.

Area 4:

Area 4 was identified as an area to be reviewed during the growing season. During the field review on June 8th, some stressed vegetation was visible during the site review. Two sample points (SP-1 and SP-2) were completed in this area. Neither sample point met wetland criteria; therefore, this area was not delineated as wetland. Photos of the area are included in **Appendix G**. Area 4 is shown in **Figure 3**.

9.0 REGULATORY REQUIREMENTS

The following provides a general summary of the permit requirements that may pertain to the project. Any activity planned within areas identified as wetland must be coordinated with and approved by the appropriate agencies prior to commencement of such activities.

Agencies representing two levels of government in Minnesota regulate certain activities that affect lakes, rivers, streams, and wetlands are listed below:

- **Federal** – U.S. Army Corps of Engineers (USACE): Section 404 of the Clean Water Act.
- **Local** – Local Government Units (LGU) (including cities, counties, watershed management organizations, soil and water conservation districts, and townships): Wetland Conservation Act (WCA) Replacement Plan. The City of Chaska is the LGU in the project area.

The regulatory authority of the USACE generally covers Waters of the United States, including those that are subject to WCA. Generally, the USACE reviews delineations to determine concurrence with the delineated boundaries.

In Minnesota, a joint application process has been developed for projects with anticipated wetland impacts. Applications are coordinated between the USACE and the LGU.

10.0 REPORT PREPARATION

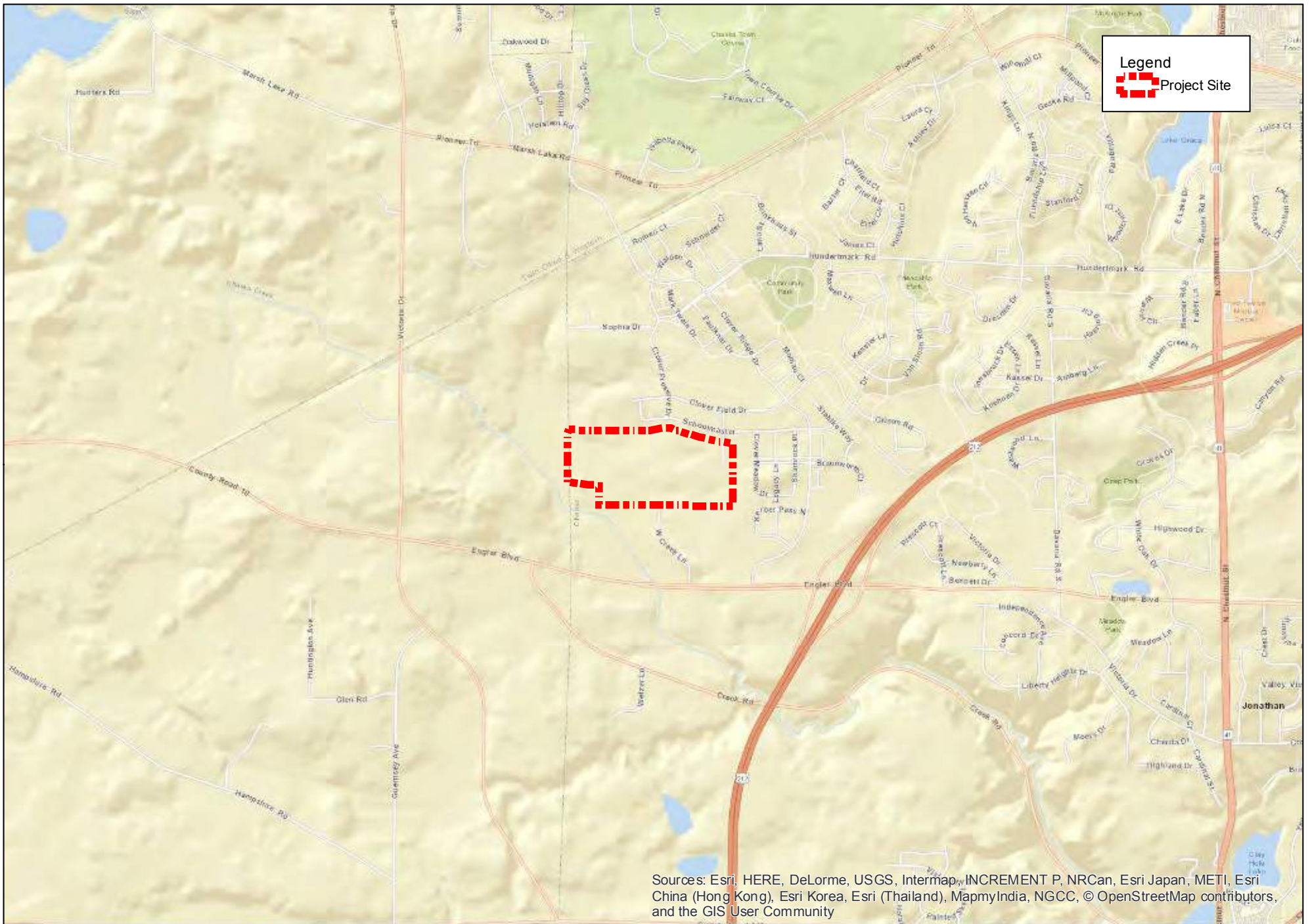
The procedures followed for this wetland delineation are in accordance with the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and the *Midwest Regional Supplement* (Version 2.0) (USACE 2010).

This report describes site conditions for a specific date-in-time, and is generally valid for a period of five years from the date of the final field investigation and delineation – June 8, 2017.

11.0 REFERENCES

- Climatology Working Group, University of Minnesota. *Historical Climate Data Retrieval: Daily or Monthly Temperature, Precipitation, Snow Data by Target Location*. Available at <http://climate.umn.edu/doc/historical.htm>, accessed June 2017.
- Minnesota Climatology Working Group. *Historical Climate Data Retrieval: Wetland Delineation Monthly Precipitation Data Retrieval from Gridded Database*. Available at <http://climate.umn.edu/doc/historical.htm>, accessed June 2017.
- Minnesota Board of Water and Soil Resources. Information regarding Minnesota wetland regulations (includes links to other regulatory websites). Available at <http://www.bwsr.state.mn.us/wetlands/index.html>, accessed October 2016.
- Minnesota Department of Natural Resources. *NWI Update for Southern Minnesota*. Available at <https://gisdata.mn.gov/dataset/water-nat-wetlands-inv-2009-2014> . downloaded March 2017.
- Minnesota Department of Natural Resources. *Public Waters Inventory Shapefiles*. Available at <https://gisdata.mn.gov/dataset/water-mn-public-waters>. Downloaded July 2016.
- Natural Resources Conservation Service, U.S. Department of Agriculture. *Web Soil Survey*. Available at <http://websoilsurvey.nrcs.usda.gov>. Accessed June 2017.
- U.S. Army Corps of Engineers. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. January 1987.
- U.S. Army Corps of Engineers. *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Regional Supplement (Version 2.0)*. August 2010.

Figures



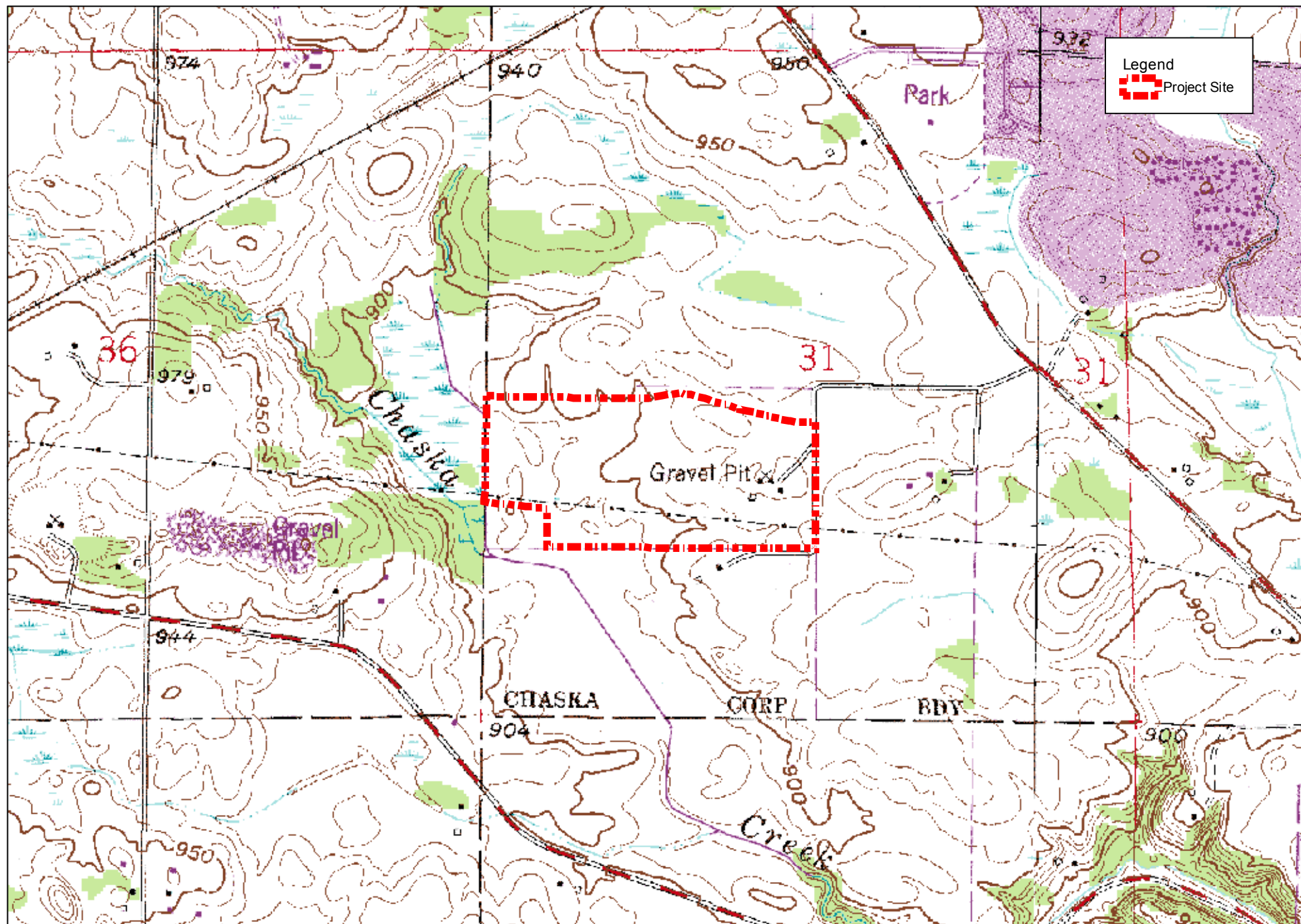
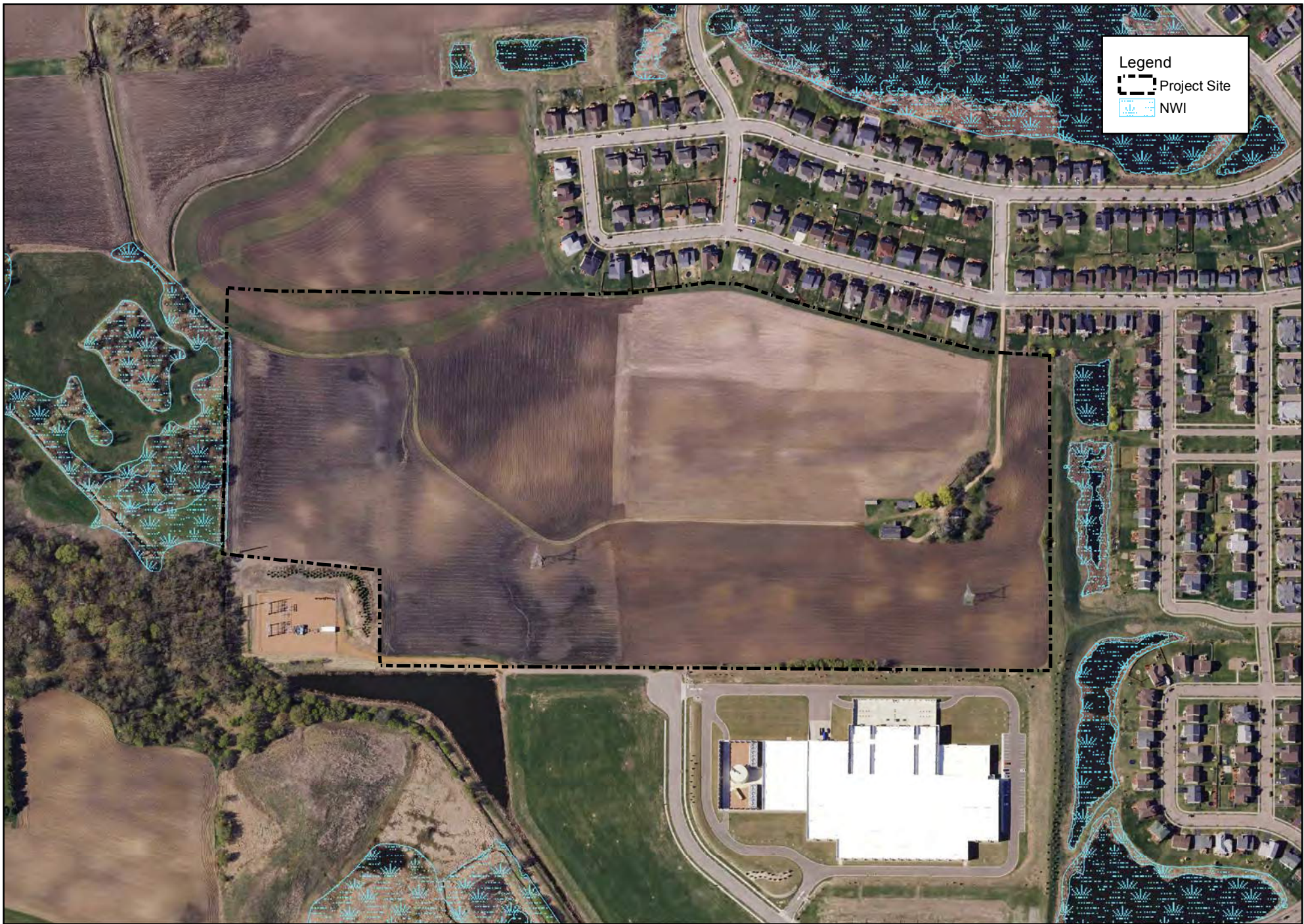


Figure 2. USGS Topographical Map



APPENDIX A

National Wetland Inventory



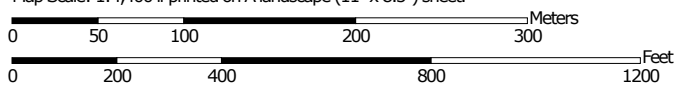
APPENDIX B

Hydric Soils Information

Hydric Rating by Map Unit—Carver County, Minnesota (project_site)



Map Scale: 1:4,400 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 15N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Lines

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Points

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Carver County, Minnesota
Survey Area Data: Version 13, Sep 19, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 16, 2012—Apr 6, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Hydric Rating by Map Unit— Summary by Map Unit — Carver County, Minnesota (MN019)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CW	Cordova-Webster complex	100	8.6	13.1%
EB	Estherville sandy loam, 2 to 6 percent slopes	1	1.1	1.6%
EB2	Estherville sandy loam, 2 to 6 percent slopes, eroded	5	15.3	23.4%
HC2	Estherville-Hawick sandy loams, 6 to 12 percent slopes, eroded	0	3.4	5.1%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	0	4.1	6.2%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	0	17.3	26.4%
KC2	Lester-Kilkenny loams, 6 to 12 percent slopes, eroded	0	0.1	0.1%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	100	4.3	6.5%
PM	Klossner muck, 0 to 1 percent slopes	100	6.9	10.5%
TB	Terril loam, 2 to 6 percent slopes	8	0.0	0.0%
WA	Wadena loam, 0 to 2 percent slopes	1	3.4	5.1%
WB	Wadena loam, 2 to 6 percent slopes	0	1.2	1.8%
Totals for Area of Interest			65.6	100.0%

APPENDIX C

Precipitation Data

Minnesota Climatology Working Group

State Climatology Office - DNR Division of Ecological and Water Resources

University of Minnesota

[home](#) | [current conditions](#) | [journal](#) | [past data](#) | [summaries](#) | [agriculture](#) | [other sites](#) | [about us](#) | [search](#) | 

Nearest Station Precipitation Data Retrieval

Minnesota's [precipitation data archive](#) is searched for data closest to a selected target location for each month. Values from the site closest to the target location are returned below after clicking the **retrieve monthly data** or **retrieve daily data** buttons. The precipitation data are made up of measured rainfall and the measured liquid content of snowfall.

Temperature, snowfall, and snow depth data from National Weather Service reporting stations are no longer retrieved from this application. To obtain those data, see our newest [data retrieval tool](#) (May 2014). National Weather Service precipitation data continue to be available from this application.

[Obtaining data for legal purposes](#)
[Guide for column headers in the data table](#)

target location: Scott-Jackson-Chaska 115N 23W S5 (latitude: 44.79834 longitude: 93.61205)

years: to

number of **missing days** allowed per month:

results:

Target: T115 R23 S5											
mon	year	cc	tttN	rrW	ss	nnnn	oooooooo	pre (inches)		dis	
Jan	2017	10	116N	23W	32	SWCD		.78		1 mi.	
Feb	2017	10	116N	23W	32	SWCD		.81		1 mi.	
Mar	2017	10	116N	23W	32	SWCD		.57		1 mi.	
Apr	2017	10	116N	23W	32	SWCD		4.69		1 mi.	
May	2017	10	116N	23W	32	SWCD		5.32		1 mi.	
Jun	2017	10	116N	23W	32	SWCD		3.63		1 mi.	
Jul	2017								999	mi.	
Aug	2017								999	mi.	
Sep	2017								999	mi.	
Oct	2017								999	mi.	
Nov	2017								999	mi.	
Dec	2017								999	mi.	

Where indicated: Missing values are shown as 'm'. Days on which precip accumulated in the gage are shown as '-'. 'TTTT RR SS' is the 'public land survey(PLS)' or 'legal' location of the observed data. Section values greater 36 are SECTIC 'TIC' locations plus 100. 'NWS ID' the National Weather Service Cooperative station number. Note that the 'PLS' will always be correct for precipitation data while the 'NWS ID' will always be correct for the temperature data. If no PLS info is supplied the the 'NWS ID' number applies to all shown data.

State Climatology Office - MnDNR - Ecological and Water Resources

May 8, 2017	.01				
May 9, 2017	.02				
May 10, 2017	.02				
May 11, 2017	0				
May 12, 2017	0				
May 13, 2017	0				
May 14, 2017	0				
May 15, 2017	.67				
May 16, 2017	.47				
May 17, 2017	2.30				
May 18, 2017	.01				
May 19, 2017	0				
May 20, 2017	1.50				
May 21, 2017	.02				
May 22, 2017	0				
May 23, 2017	.04				
May 24, 2017	0				
May 25, 2017	.02				
May 26, 2017	0				
May 27, 2017	0				
May 28, 2017	0				
May 29, 2017	0				
May 30, 2017	0				
May 31, 2017	0				
Jun 1, 2017	0	10 116N 23W 32 SWCD	3.63		1 mi.
Jun 2, 2017	0				
Jun 3, 2017	0				
Jun 4, 2017	0				
Jun 5, 2017	0				
Jun 6, 2017	0				
Jun 7, 2017	0				
Jun 8, 2017	0				
Jun 9, 2017	0				
Jun 10, 2017	0				
Jun 11, 2017	1.20				
Jun 12, 2017	.35				
Jun 13, 2017	.26				
Jun 14, 2017	0				
Jun 15, 2017	0				
Jun 16, 2017	0				
Jun 17, 2017	.15				
Jun 18, 2017	T				
Jun 19, 2017	.02				
Jun 20, 2017	.08				
Jun 21, 2017	0				
Jun 22, 2017	.38				
Jun 23, 2017	0				
Jun 24, 2017	.05				
Jun 25, 2017	.01				
Jun 26, 2017	0				
Jun 27, 2017	1.13				
Jun 28, 2017	m				
Jun 29, 2017	m				
Jun 30, 2017	m				
Jul 1, 2017	m	m			999 mi.
Jul 2, 2017	m				
Jul 3, 2017	m				
Jul 4, 2017	m				
Jul 5, 2017	m				
Jul 6, 2017	m				
Jul 7, 2017	m				
Jul 8, 2017	m				
Jul 9, 2017	m				
Jul 10, 2017	m				
Jul 11, 2017	m				
Jul 12, 2017	m				
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Jul 18, 2017	m				
Jul 19, 2017	m				
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Jul 21, 2017	m				
Jul 22, 2017	m				
Jul 23, 2017	m				
Jul 24, 2017	m				
Jul 25, 2017	m				
Jul 26, 2017	m				
Jul 27, 2017	m				
Jul 28, 2017	m				

APPENDIX D

MN DNR Public Waters Inventory



APPENDIX E

Historic Aerials



Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



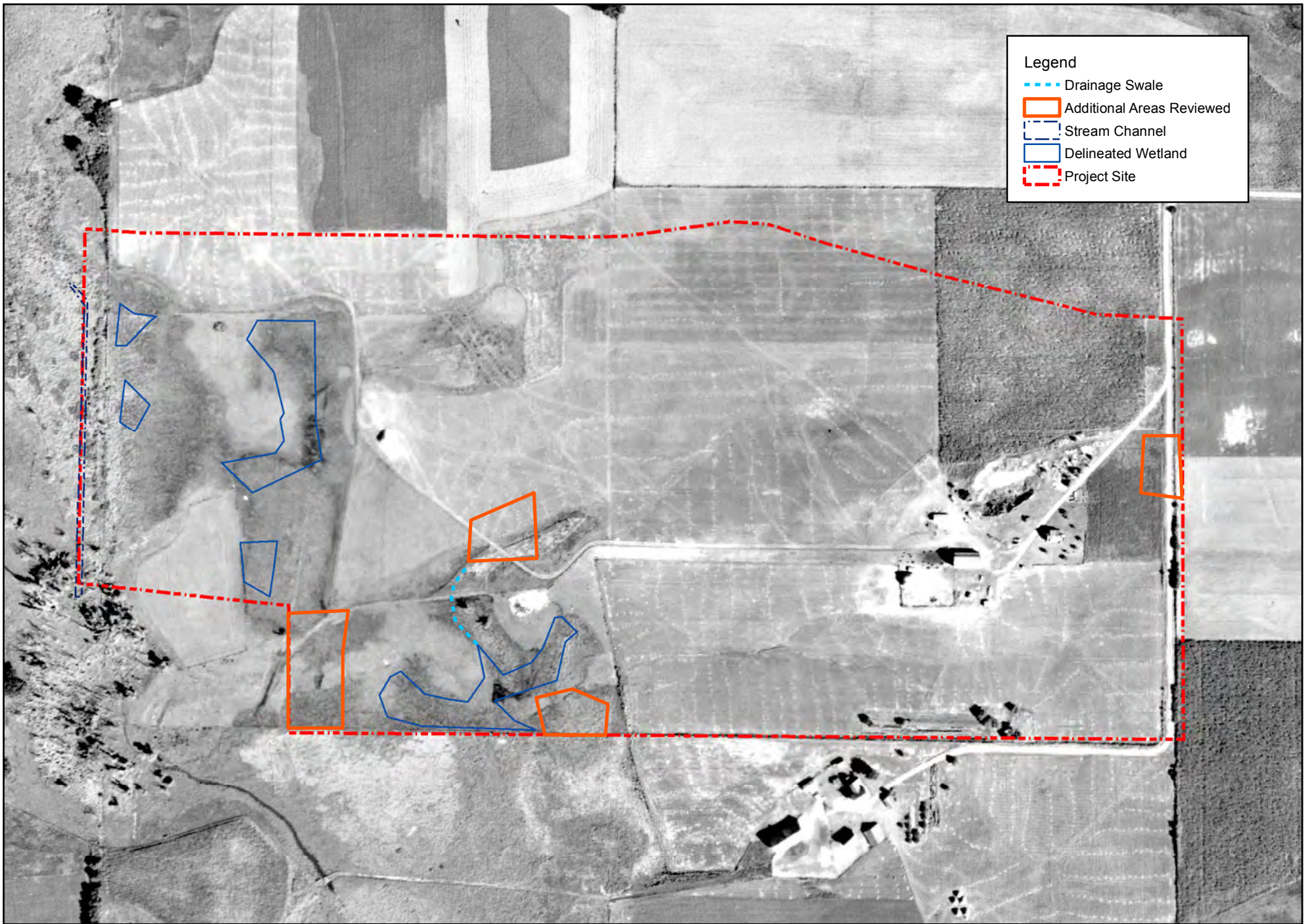
Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



Legend

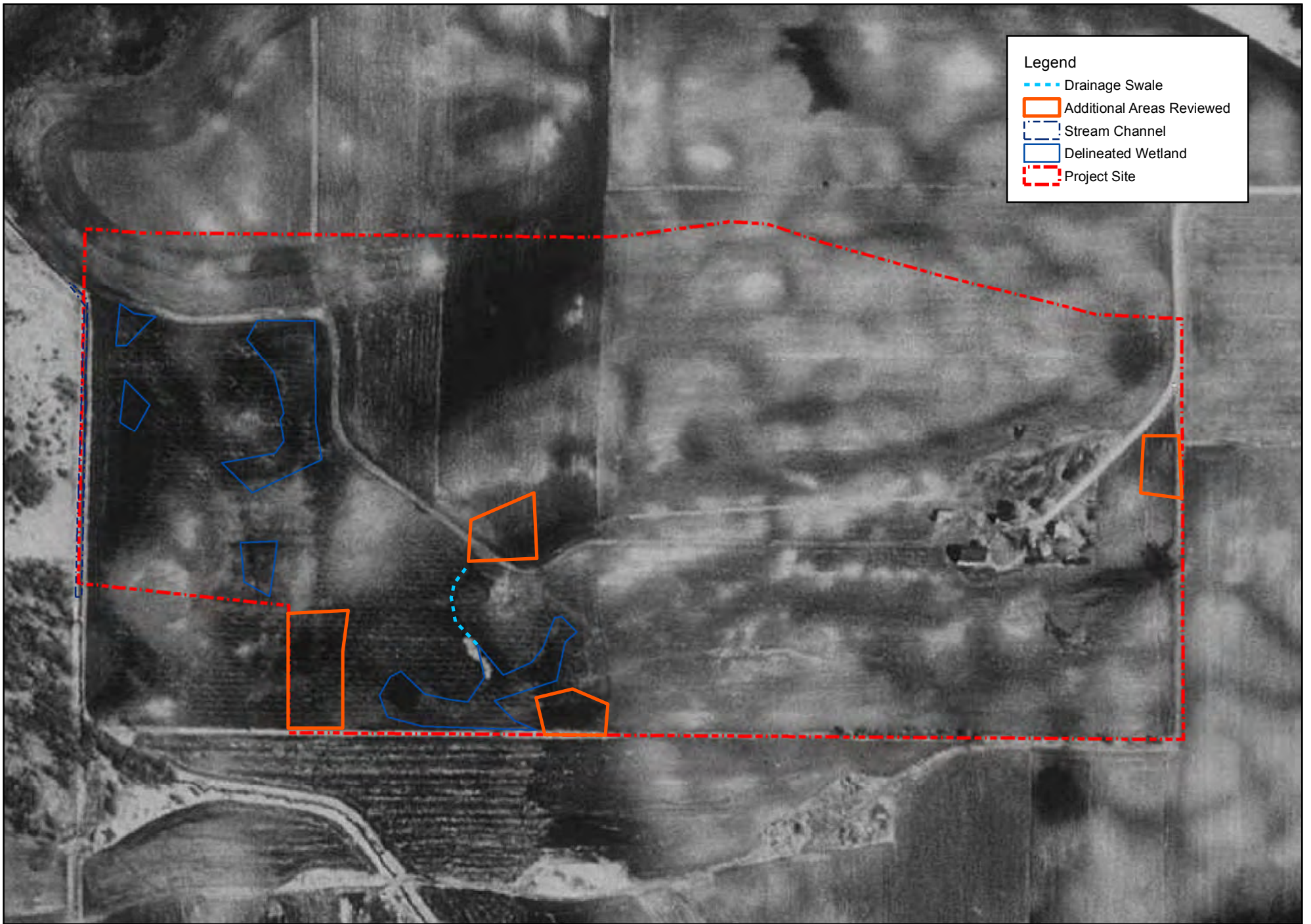
- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- - - Project Site





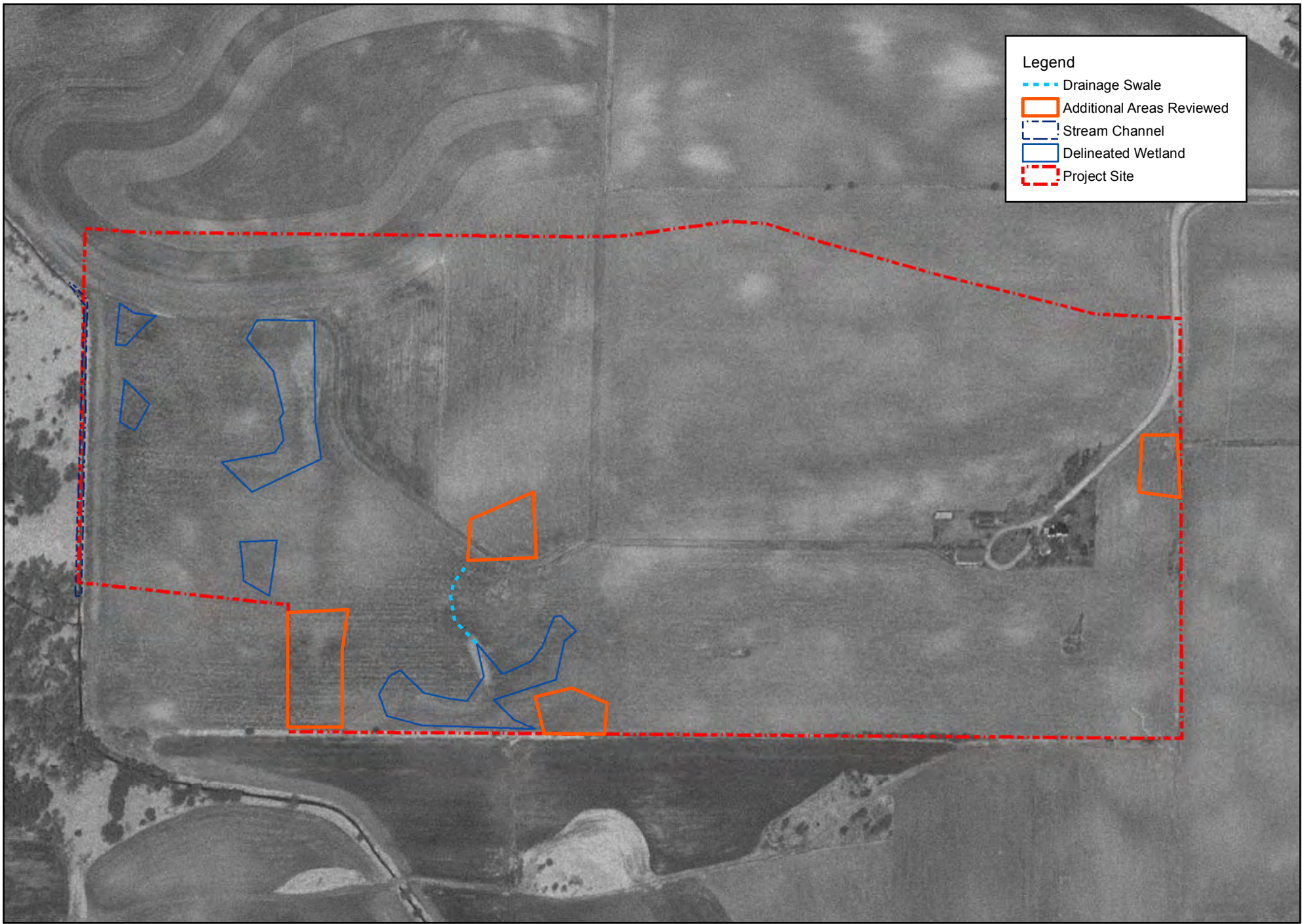
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- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



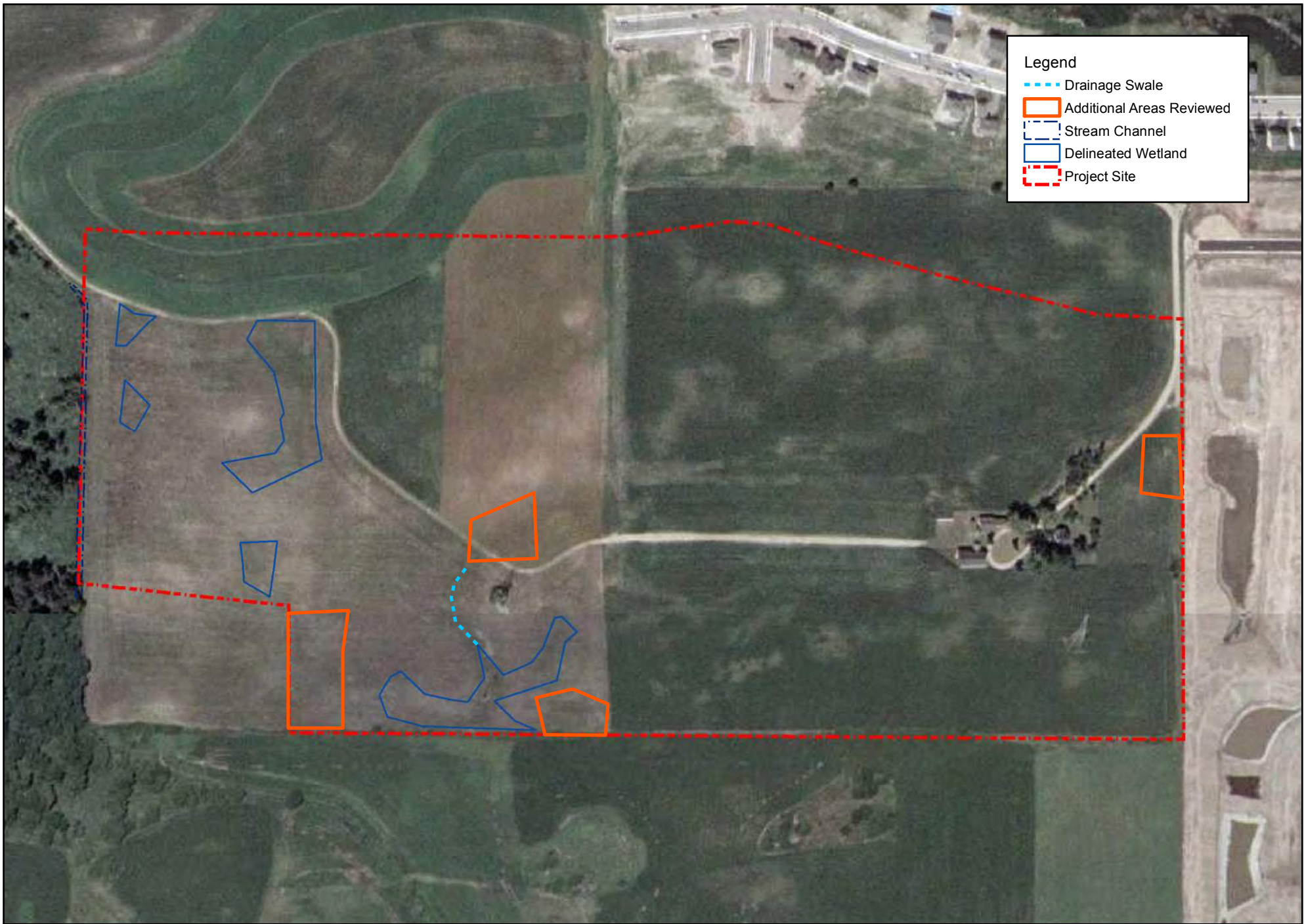
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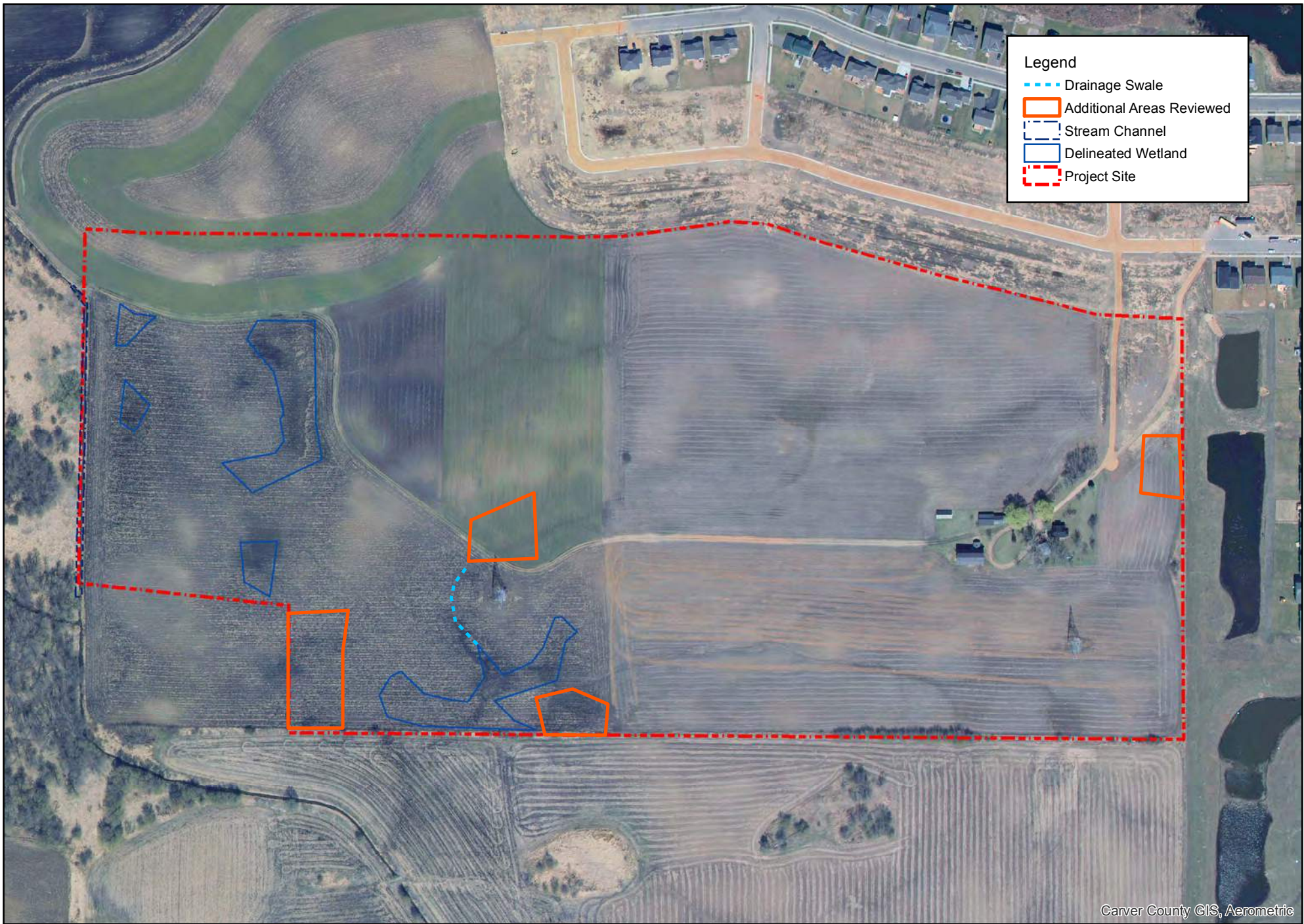
- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site

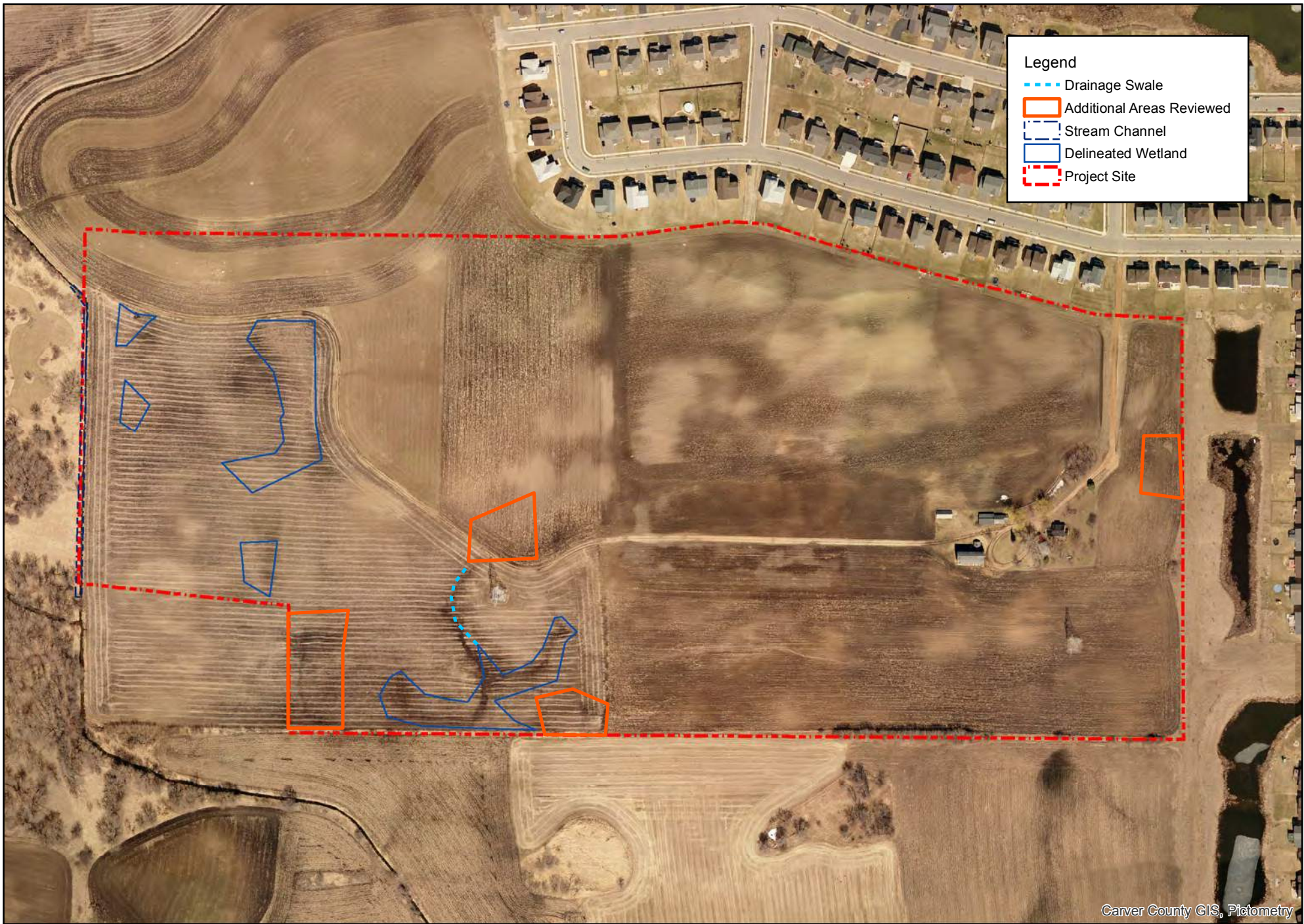


Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



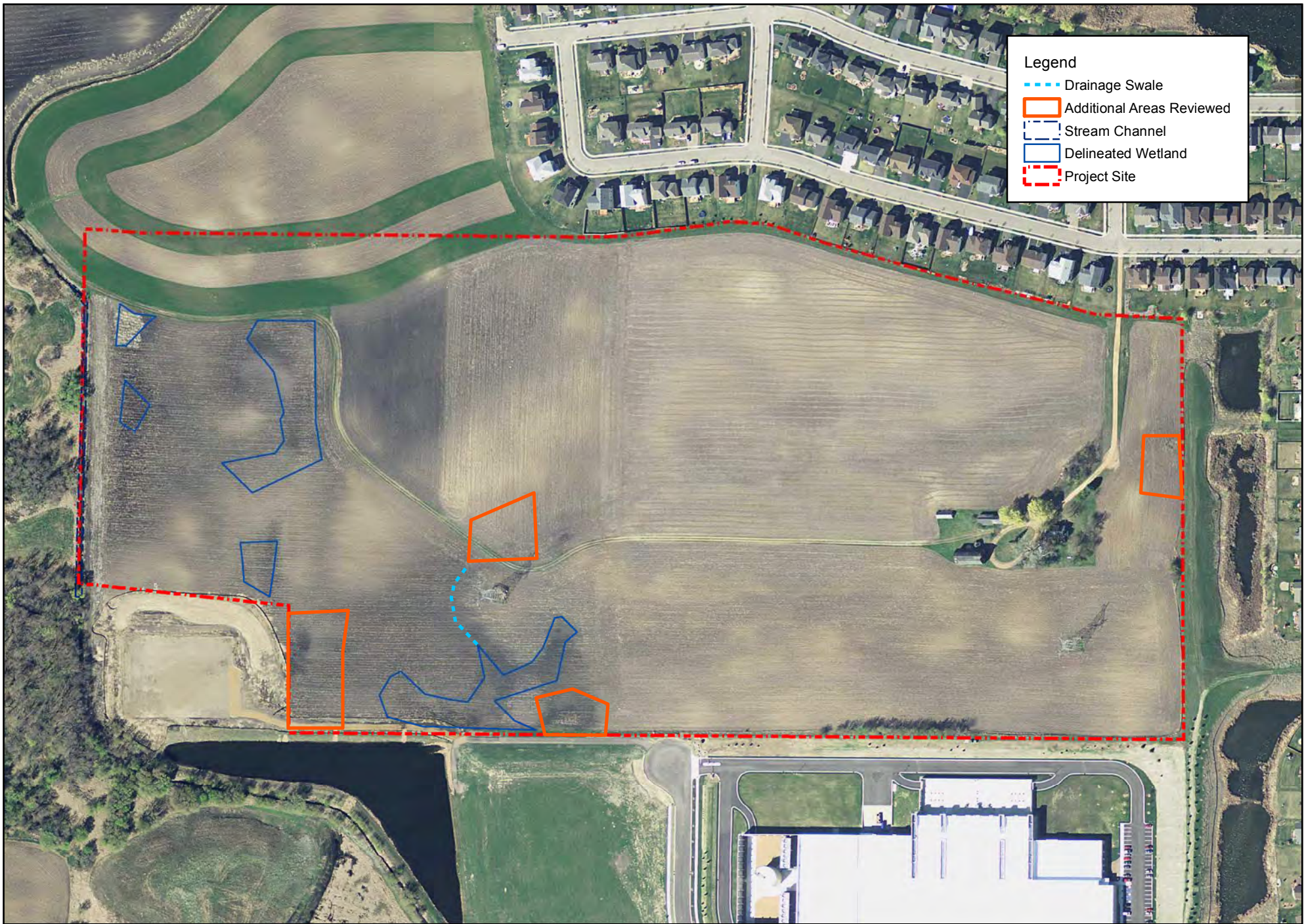


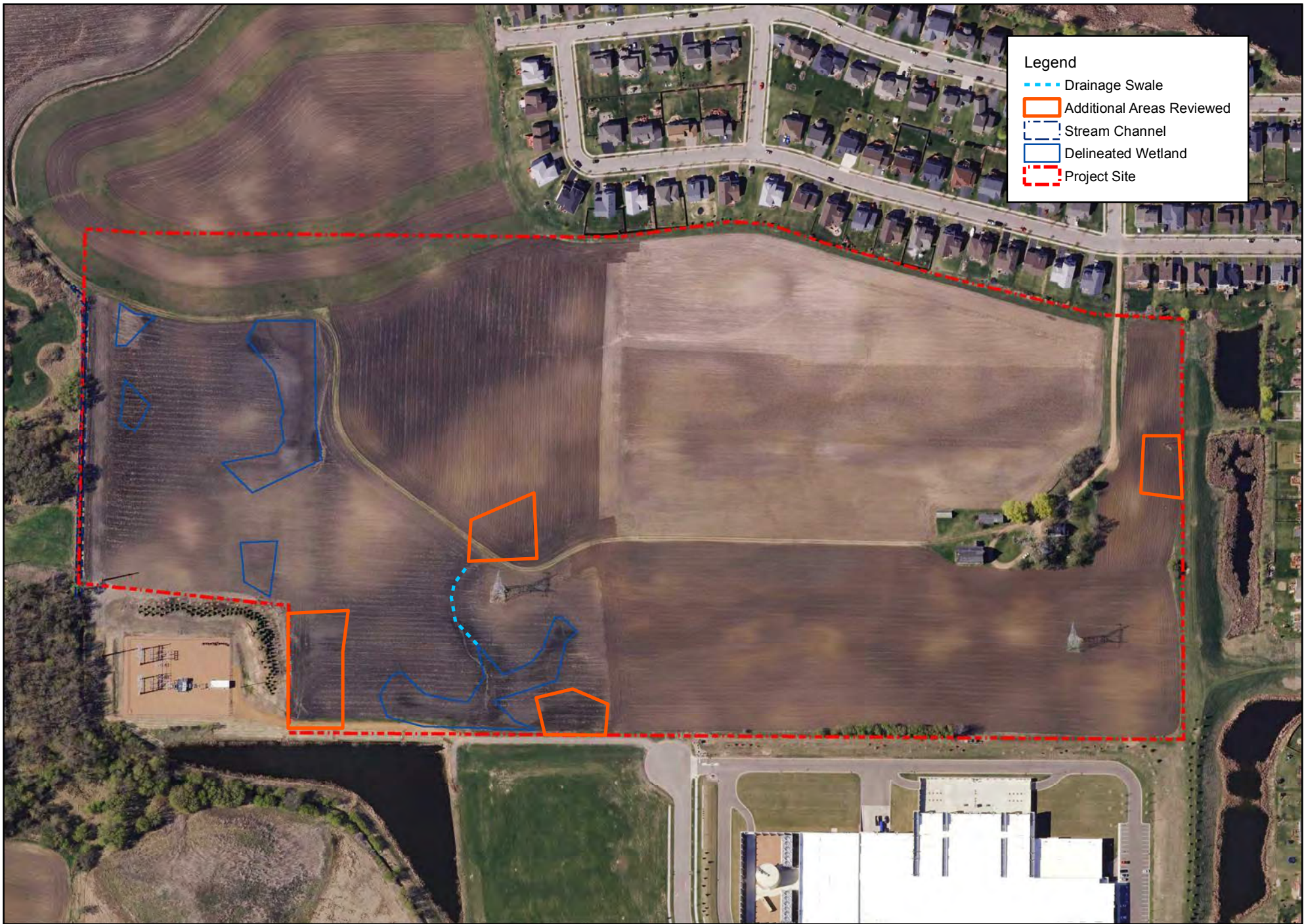


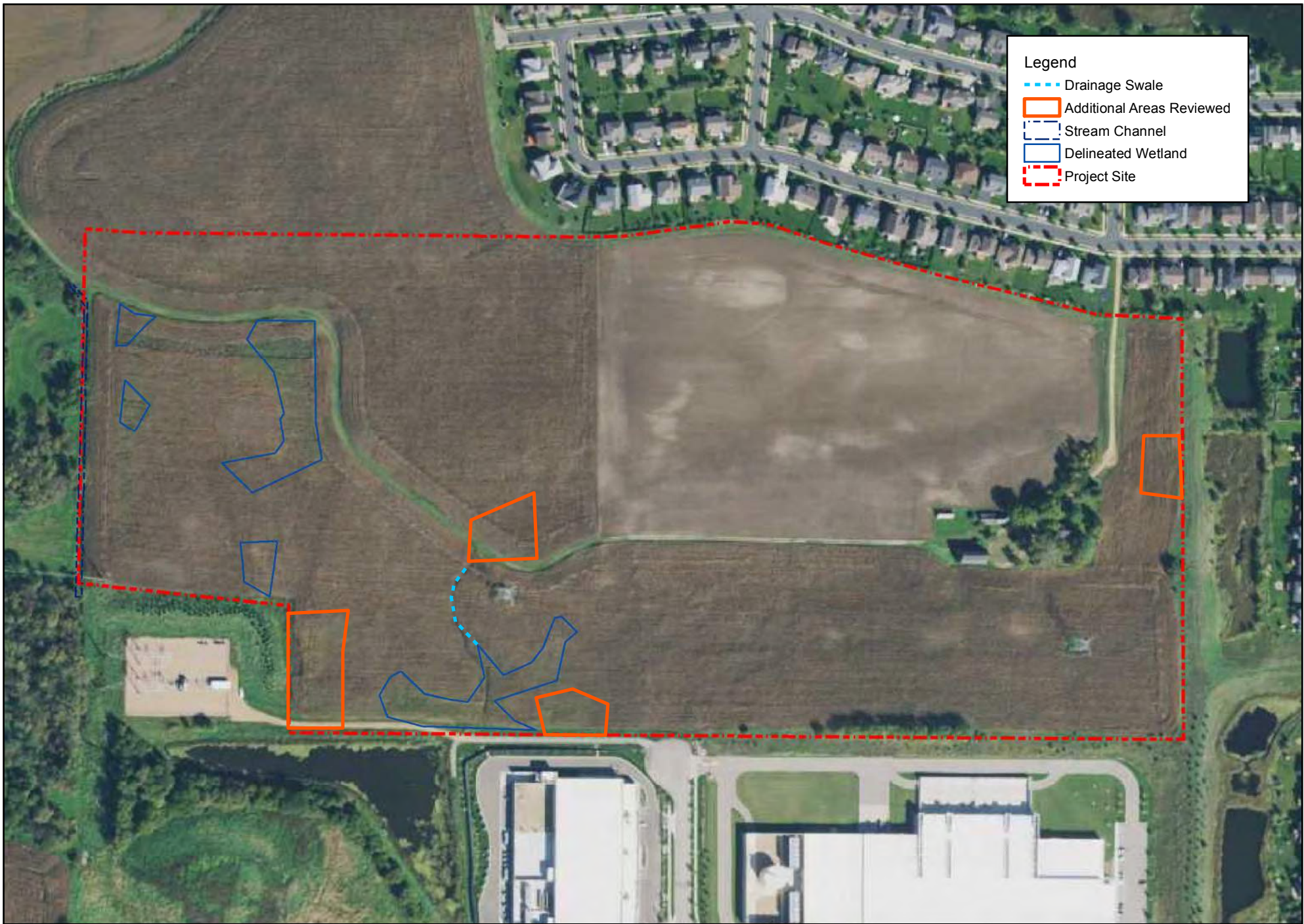
Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site











Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



APPENDIX F

Field Data Sheets

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-1
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>3</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>30</u> x 5 = <u>150</u> Column totals <u>50</u> (A) <u>230</u> (B) Prevalence Index = B/A = <u>4.60</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>30</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Chenopodium album</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
4					
5					
6					
7					
8					
9					
10					
		<u>50</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>N</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 50% unvegetated. Little plant stress visible.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 2/1	100					si cl	
8-16	10YR 2/1	98	5YR 3/4	2			si cl	
16-20	10YR 2/1	95	5YR 3/4	5			si cl	high organic content

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

dry soil. No major surface soil cracks or stunted vegetation.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-2
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): Lat: Long: Datum:
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil , or hydrology significantly disturbed? Are "normal circumstances"
 Are vegetation , soil , or hydrology naturally problematic? present? No
 (If needed, explain any answers in remarks.)

SUMMARY OF FINDINGS

Hydrophytic vegetation present?	<u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: <u> </u>
Hydric soil present?	<u>Y</u>	
Indicators of wetland hydrology present?	<u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>3</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>33.33%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>35</u> x 4 = <u>140</u> UPL species <u>20</u> x 5 = <u>100</u> Column totals <u>75</u> (A) <u>280</u> (B) Prevalence Index = B/A = <u>3.73</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: <u> </u> Rapid test for hydrophytic vegetation <u> </u> Dominance test is >50% <u> </u> Prevalence index is ≤3.0* <u> </u> Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic hydrophytic vegetation* (explain) <u> </u> *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>20</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Carya illinoensis</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
3	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
4	<u>Abutilon theophrasti</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
5	<u>Chenopodium album</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
6					
7					
8					
9					
10					
		<u>75</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>N</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 25% unvegetated. Some crop stress visible.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-4	10YR 2/1	100					si lo	
4-10	10YR 2/1	98	5YR 3/4	2				
10-20	N 2/0	100					peat	dry organic soil
20-22	10YR 2/1	100					clay	with some organic material
22-26	10YR 4/1	98	5YR 3/4				sa cl	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

dry soil. Some surface soil cracks but no major stunted vegetation or soil saturation.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-3
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>50.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>35</u> x 4 = <u>140</u> UPL species <u>5</u> x 5 = <u>25</u> Column totals <u>60</u> (A) <u>205</u> (B) Prevalence Index = B/A = <u>3.42</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Abutilon theophrasti</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Carex sp.</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
3	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
4	<u>Chenopodium album</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
5	<u>Zea mays</u>	<u>5</u>	<u>N</u>	<u>UPL</u>	
6					
7					
8					
9					
10					
		<u>60</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 40% unvegetated. Crop stress present

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-10	10YR 2/1	100					si lo	
10-16	10YR 2/1	98	5YR 3/4	2			si lo	
16-30	N/20	95	5YR 3/4	5			Peat/organic	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-4
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances" present? No
 Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>4</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>20</u> (A) <u>80</u> (B) Prevalence Index = B/A = <u>4.00</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Cirsium arvense</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Abutilon theophrasti</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Amaranthus retroflexus</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
4	<u>Chenopodium album</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
5					
6					
7					
8					
9					
10					
		<u>20</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no corn present at sample point location - vegetation is assumed.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 4/1	100					si lo	
8-18	10YR 4/1	95	10YR 5/8	5			si lo	
18-24	10YR 4/1	65	10YR 5/8				si lo	high organic content
	10YR 2/1							

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|--|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☒ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators. Snail shells present at 18 inches.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-5
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>50.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>30</u> (A) <u>80</u> (B) Prevalence Index = B/A = <u>2.67</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% <u>X</u> Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Carex sp.</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
2	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
3					
4					
5					
6					
7					
8					
9					
10					
		<u>30</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no corn present at sample point location

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-18	10YR 2/1	100					si clo lo	
18-24	5YR 5/2	100					sa cl	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☒ Coast Prairie Redox (A16) (LRR K, L, R)
- ☐ Dark Surface (S7) (LRR K, L)
- ☐ Iron-Manganese Masses (F12) (LRR K, L, R)
- ☐ Very Shallow Dark Surface (TF12)
- ☒ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

soils are assumed based on lack of vegetation and soil saturation and water table present at this location.

HYDROLOGY**Wetland Hydrology Indicators:****Primary Indicators (minimum of one is required; check all that apply)**

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☒ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐ No ☒	Depth (inches): _____
Water table present?	Yes ☒ No ☐	Depth (inches): <u>18</u>
Saturation present? (includes capillary fringe)	Yes ☒ No ☐	Depth (inches): <u>0</u>

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators. Snail shells present at 18 inches.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-6
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Estherville sandy loam NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances" present? No
 Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>50</u> x 5 = <u>250</u> Column totals <u>70</u> (A) <u>330</u> (B) Prevalence Index = B/A = <u>4.71</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>50</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Chenopodium album</u>	<u>5</u>			
4					
5					
6					
7					
8					
9					
10					
		<u>75</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>N</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no crop stress visible at this sample point

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-14	10YR 2/1	100					sa cl	gravel/rock present

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: 14

Depth (inches): rock/gravel

Hydric soil present? N

Remarks:

could not go deeper due to rock/gravel. Soils are not assumed hydric based on non-hydric map unit and lack of crop stress and hydrology indicators.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): <u> </u>
Water table present?	Yes ☐	No ☒	Depth (inches): <u> </u>
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): <u> </u>

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-7
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Muskego and Houghton soils NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>5</u> x 5 = <u>25</u> Column totals <u>25</u> (A) <u>105</u> (B) Prevalence Index = B/A = <u>4.20</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Zea mays</u>	<u>5</u>	<u>Y</u>	<u>UPL</u>	
3					
4					
5					
6					
7					
8					
9					
10					
		<u>25</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - recently replanted area. Minimal vegetation present. Vegetation is assumed hydrophytic

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-24	10YR 2/1	95	7.5YR 5/6	5			si cl lo	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☒ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☒	No ☐	Depth (inches): <u>18</u>
Saturation present?	Yes ☒	No ☐	Depth (inches): <u>16</u>

(includes capillary fringe)

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-8
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Muskego and Houghton soils NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>0</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>0</u> (A) <u>0</u> (B) Prevalence Index = B/A = _____
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
		<u>0</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

same amount of vegetation as SP-7. Crop Stress present with minimal field corn.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-4	10YR 3/1	100					mucky mineral soil	with organics
4-20	10YR 3/2	100					peat/organics	
20-24	10YR 2/1	100					si lo	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|--|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☒ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (LRR K, L, R)
- ☐ Dark Surface (S7) (LRR K, L)
- ☐ Iron-Manganese Masses (F12) (LRR K, L, R)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☒ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☐	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☒	No ☐	Depth (inches): <u>10</u>

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-9
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances" present? No
 Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>1</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>10</u> (A) <u>40</u> (B) Prevalence Index = B/A = <u>4.00</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
2					
3					
4					
5					
6					
7					
8					
9					
10					Hydrophytic vegetation present? <u>Y</u>
		<u>10</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)
 lack of field corn. Vegetation is assumed hydrophytic

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 2/1	98	10YR 4/6	2			cl lo	
8-16	10YR 2/1	68	10YR 4/6	2			cl lo	
	10YR 3/2	40					peat	
16-24	10YR 3/2	100					peat	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☒	No ☐	Depth (inches): <u>18</u>

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-10
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances" present? No
 Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>0</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>0</u> (A) <u>0</u> (B) Prevalence Index = B/A = _____
0 = Total Cover					
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
0 = Total Cover					Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____
Herb stratum	(Plot size: <u>10</u>)				
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
0 = Total Cover					Hydrophytic vegetation present? <u>Y</u> _____
Woody vine stratum	(Plot size: <u>30</u>)				
1					
2					
0 = Total Cover					

Remarks: (Include photo numbers here or on a separate sheet)
 lack of vegetation - some field corn but minimal cover.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-24	10YR 2/1	100					cl lo	
24-28	10 YR 2/1	100					cl lo	gravel present

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? N

Remarks:

no color change compared to other sample points taken in the field. Texture of soil did change, clay become compact after 24 inches.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-11
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>1</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>10</u> x 5 = <u>50</u> Column totals <u>10</u> (A) <u>50</u> (B) Prevalence Index = B/A = <u>5.00</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>10</u>	<u>Y</u>	<u>UPL</u>	
2					
3					
4					
5					
6					
7					
8					
9					
		<u>10</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

lack of vegetation - some field corn but minimal cover.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-15	10YR 2/1	100					cl lo	
15-20	10YR 2/1	90	10YR 6/3	10			sa cl lo	gravel present
20-24	10YR 6/3	90	Gley 1 7/5	5			sa cl lo	gravel present
	10YR 2/1	5						

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? N

Remarks:

soil is not a depleted matrix; therefore not considered hydric soil.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

APPENDIX G

Site Photos



Area 1 (photo facing south)



Area 2 (photo facing east)



Area 4 (photo facing east)



Wetland A (photo facing east)



Wetland A (photo facing west)



Wetland A (photo facing south)



Drianage Swal 1 (photo facing south)



Wetland B (photo facing south west)



Wetland B (photo facing west)



Wetland C and Representative Photo for Wetland D (photo facing north)



Channel 1 (photo facing north)

APPENDIX B

DNR Correspondence



Formal Natural Heritage Review - Cover Page

See next page for results of review. A draft watermark means the project details have not been finalized and the results are not official.

Project Name: Cloud HQ

Project Proposer: Cloud HQ

Project Type: Development, Commercial/Institutional/Industrial

Project Type Activities: Tree Removal

TRS: T116 R23 S31

County(s): Carver

DNR Admin Region(s): Central

Reason Requested: State EAW

Project Description: Redevelopment of 2 parcels on approximately 73 acres.

Existing Land Uses: Agricultural and residential

Landcover / Habitat Impacted: Isolated trees, unmaintained crosses, and agricultural row crops

Waterbodies Affected: None

Groundwater Resources Affected: No permanent effects, temporary dewatering may be required

Previous Natural Heritage Review: No

Previous Habitat Assessments / Surveys: No

SUMMARY OF AUTOMATED RESULTS

Category	Results	Response By Category
Project Details	No Comments	No Further Review Required
Ecologically Significant Area	Comments	Protected Wetlands: Calcareous Fens
State-Listed Endangered or Threatened Species	No Comments	No Further Review Required
State-Listed Species of Special Concern	No Comments	No Further Review Required
Federally Listed Species	Comments	RPBB High Potential Zone



Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

April 28, 2022

Natural Heritage Review #: 2022-00289

Cassie Baumgartner
Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100
St. Paul, MN 55114

RE: Automated Natural Heritage Review of the proposed Cloud HQ
See Cover Page for location and project details.

Dear Cassie Baumgartner,

As requested, the above project has been reviewed for potential effects to rare features. Based on this review, the following rare features may be adversely affected by the proposed project:

Project Type and/or Project Type Activity Comments

- The Natural Heritage Information System (NHIS) tracks bat roost trees and hibernacula plus some acoustic data, but this information is not exhaustive. Even if there are no bat records listed below, all seven of Minnesota's bats, including the federally threatened northern long-eared bat ([Myotis septentrionalis](#)), can be found throughout Minnesota. Tree removal can negatively impact bats by destroying roosting habitat, especially during the pup rearing season when females are forming maternity roosting colonies and the pups cannot yet fly. To minimize these impacts, the DNR recommends that tree removal be avoided during the months of June and July.

Ecologically Significant Area

- One or more calcareous fens have been documented in the vicinity of the proposed project. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. Calcareous fens are fragile and may be impacted by stormwater runoff, any activity within the fen, or any activity that affects groundwater hydrology including groundwater pumping, contamination, or discharge). For more information regarding calcareous fens, please see the [Calcareous Fen Fact Sheet](#). To minimize stormwater impacts, please refer to the Minnesota Pollution Control Agency's [General Principles for Erosion Prevention and Sediment Control](#) in the Minnesota Stormwater Manual. Please note that calcareous fens are "Special Waters" and a [buffer zone](#) may be required.

Depending on the distance to the calcareous fen(s), additional guidance may be provided below if

you indicated that potential project activities include wetland impacts or groundwater impacts. If you did not correctly identify wetland or groundwater impacts as part of your project, this impact analysis may be incorrect.

State-Listed Endangered or Threatened Species

No state-listed endangered or threatened species have been documented in the vicinity of the project.

State-Listed Species of Special Concern

No state-listed species of special concern have been documented in the vicinity of the project.

Federally Listed Species

- The area of interest overlaps with a Rusty Patched Bumble Bee High Potential Zone. The rusty patched bumble bee (*Bombus affinis*) is federally listed as endangered and is likely to be present in suitable habitat within High Potential Zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. The [USFWS RPBB guidance](#) provides guidance on avoiding impacts to rusty patched bumble bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix. If applicable, the DNR also recommends reseeding disturbed soils with native species of grasses and forbs using [BWSR Seed Mixes](#) or [MnDOT Seed Mixes](#). Please visit the [USFWS Rusty Patched Bumble Bee Map](#) for the most current locations of High Potential Zones. To ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online [Information for Planning and Consultation \(IPaC\) tool](#).

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and the project description provided on the cover page. If project details change or construction has not occurred within one year, please resubmit the project for review.

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. For information on the environmental review process or other natural resource concerns, you may contact your [DNR Regional Environmental Assessment Ecologist](#).

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

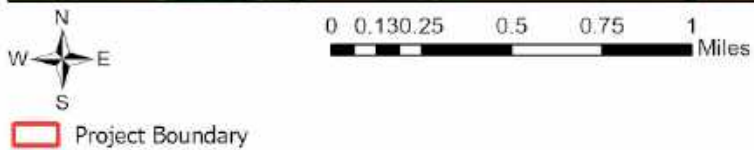
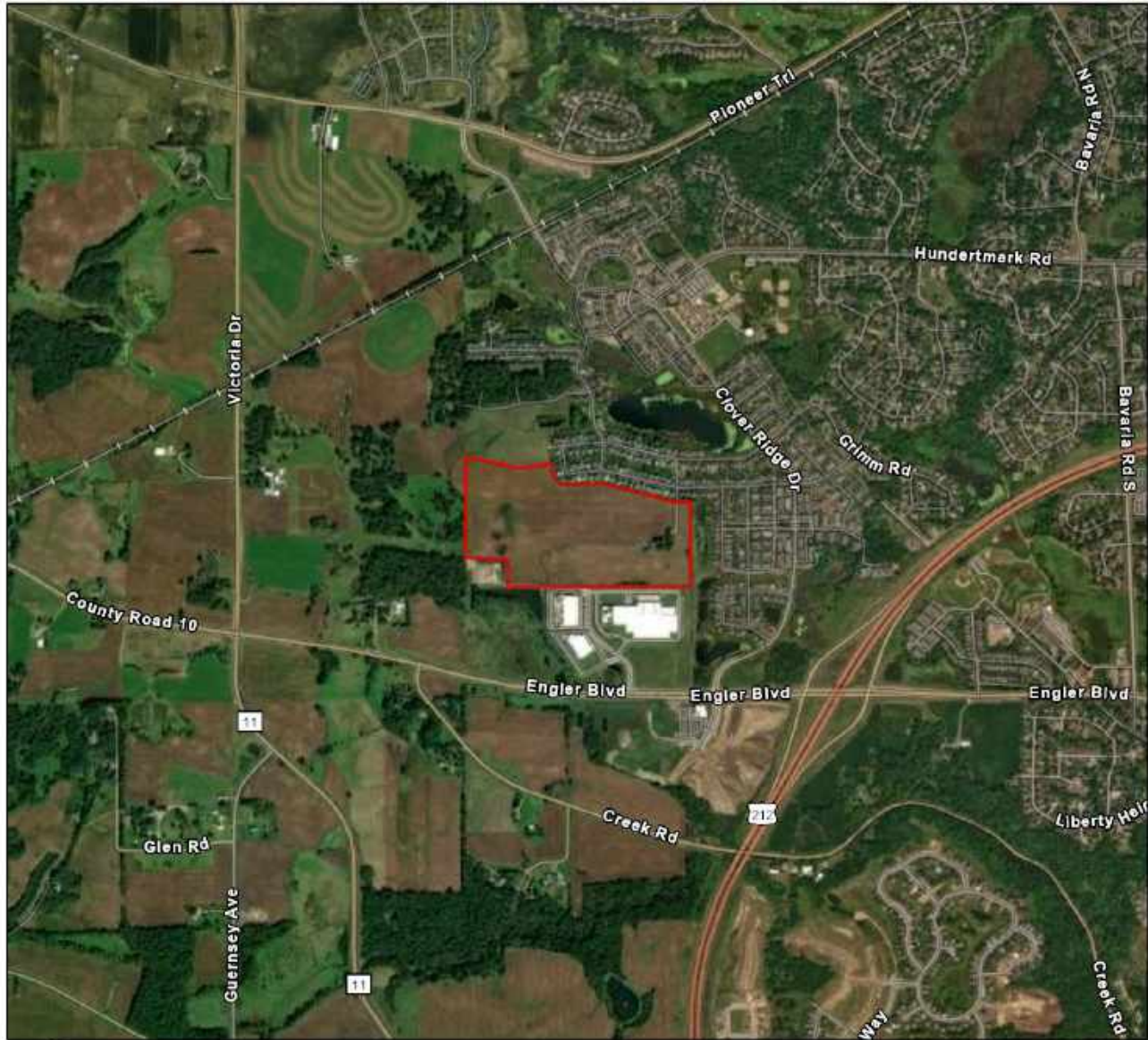
A handwritten signature in black ink that reads "Samantha Bump". The signature is written in a cursive, flowing style.

Samantha Bump
Natural Heritage Review Specialist
Samantha.Bump@state.mn.us

Links: USFWS Information for Planning and Consultation (IPaC) tool
[Information for Planning and Consultation \(IPaC\) tool](#)
DNR Regional Environmental Assessment Ecologist Contact Info
https://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html

Cloud HQ

Aerial Imagery With Locator Map



Project Type: Development, Commercial/Institutional/Industrial

Project Size (acres): 72.31

County(s): Carver

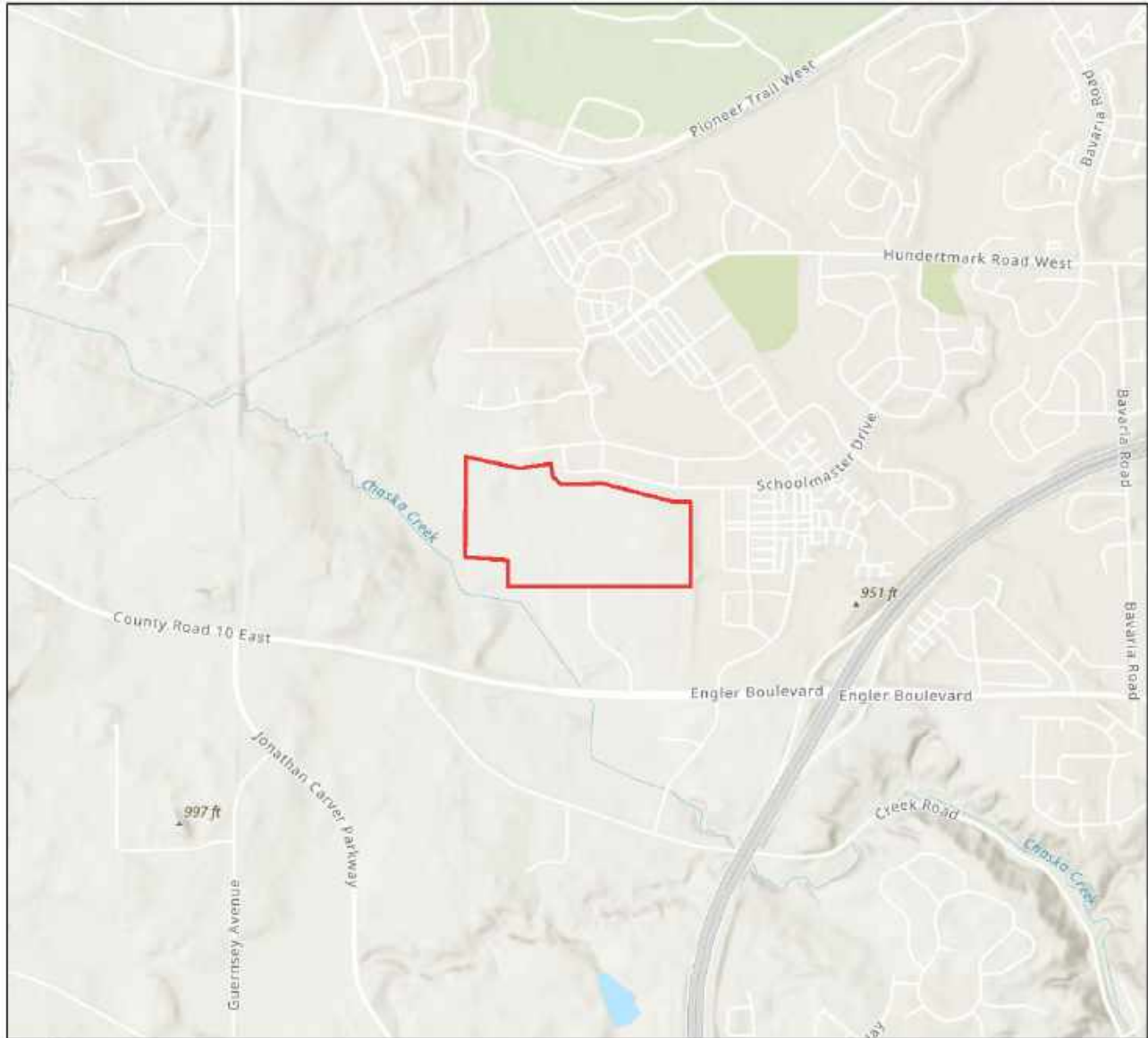
TRS: T118 R23 S31

Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, IIPS, US Census Bureau, USDA



Cloud HQ

USA Topo Basemap With Locator Map



0 0.130.25 0.5 0.75 1 Miles

 Project Boundary

Project Type: Development, Commercial/Institutional/Industrial

Project Size (acres): 72.31

County(s): Carver

TRS: T118 R23 S31

Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



APPENDIX C

Historic Properties Supporting Information

COUNTY	CITYTWP	PROPNAME	ADDRESS	TOWN	RANGE	SEC	QUARTER	USGS	REPORTNUM	NRH	CE	DOI	INVENTNUM
Carver	Chaska Twp.	barn	off Co. Hwy. 11	116	23	31	SE-SE-NE	Shakopee					CR-CKT-001
Hennepin	Eden Prairie	Pioneer Trail Corridor	Pioneer Trail	116	23	31		Eden Prairie	HE-94-04H				HE-EPC-084
Multiple	Baxter Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Benton Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Bird Island	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Buffalo Lake	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
Multiple	Camp Lake Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Chanhassen	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Chaska	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Collins Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Cologne	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Dahlgren Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Darabe	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Dawson	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
Multiple	Eden Prairie	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Edina	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Emmet Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Garfield Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Glencoe	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Glencoe Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Granite Falls	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Granite Falls Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
Multiple	Hamlin Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Hawk Creek Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Hector	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Helen Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Mohr Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Montevideo	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Norwood Young America	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Olivia	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
Multiple	Plato	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Preston Lake Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Renville	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Sacred Heart	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Sacred Heart Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Saratoga Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Sparta Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Stewart	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
Multiple	Stony Run Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Sunier Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039
	Young America Twp.	Trunk Highway 212		116	23	31	SE-SE		XX-2020-1H				XX-ROD-039

APPENDIX D

Traffic Study



Appendix C

Traffic Impact Analysis

Kelzer Property

AUAR

CHASKA, MINNESOTA

DECEMBER 2022

Prepared For:

Prepared By:

Kimley»Horn

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1.0 INTRODUCTION

Cloud HQ is proposing to develop an approximately 72-acre site located approximately ¼ of a mile north of CSAH 10 (Engler Boulevard) & West Creek Lane, in Chaska, MN. The existing site is currently undeveloped. **Exhibit 1 in Appendix A** shows the project location and study intersections.

The purpose of this study is to address traffic and transportation impacts of the proposed development on surrounding streets and intersections.

2.0 EXISTING CONDITIONS

2.1 PHYSICAL CHARACTERISTICS

Following provides a description of the public roadways within the study area:

Engler Boulevard (CSAH 10) is an east-west roadway that runs south of the proposed site. CSAH 10 is a 4-lane divided roadway with turn lanes provided at all intersections in the study area. Approximately 800 feet west of West Creek Lane, CSAH 10 tapers to a two-lane undivided roadway. CSAH 10 is classified a Minor Arterial in the Carver County Functional Classification Map with a posted speed limit of 55 miles per hour (mph) in the study area. According to the MnDOT Traffic Mapping Application, the existing Annual Average Daily Traffic (AADT) along CSAH 10 is approximately 12,200 vehicles per day (vpd) (2017) west of TH 212.

Clover Ridge Drive/Chaska Creek Way is a north-south roadway that runs east of the proposed site. Clover Ridge Drive is a two-lane undivided roadway north of CSAH 10 and Chaska Creek Way is a four-lane divided roadway south of CSAH 10. Turn lanes are provided at the intersection with CSAH 10. Clover Ridge Drive/Chaska Creek Way is classified as a Minor collector, north of CSAH 10 and a Future Major Collector south of CSAH 10 in the Chaska 2040 Comprehensive Plan. Chaska Creek Way is under construction to extend to Creek Road to the south. According to the MnDOT Traffic Mapping Application, the AADT along Clover Ridge Drive is approximately 4,650 vpd (2018) north of CSAH 10. There is no posted speed limit on Clover Ridge Drive, it was assumed to operate at 30 mph.

West Creek Lane generally runs north south and provides access to the proposed site. West Creek Lane is a two-lane undivided roadway with approximately 38-foot-wide cross section to accommodate truck traffic. West Creek Lane is classified as a local road in the Chaska 2040 Comprehensive Plan. There is no AADT or posted speed limit for West Creek Lane, the speed limit was assumed to be 30 mph.

Highway 212 (TH 212) is a highway that runs north south in the study area, east of the of the proposed development. It is expected that many site trips will utilize TH 212 to connect the site with the regional roadway network. TH 212 is a four-lane divided highway with grade separated interchanges at intersections with major roadways. TH 212 is classified as a Principal Arterial in the Functional Classification System Twin Cities Metropolitan Area Map provided by MnDOT. The AADT along TH 212 is 28,000 vpd (2019) north of CSAH 10 and 20,600 vpd (2019) south of CSAH 10. The posted speed limit on TH 212 is 65 mph.

The following is a list of the study intersections analyzed in this report and the intersection control type at each intersection:

- CSAH 10 & TH 212 Northbound Ramps – Signalized
- CSAH 10 & TH 212 Southbound Ramps – Signalized
- CSAH 10 & Clover Ridge Drive – Signalized
- CSAH 10 & West Creek Lane – Side Street Stop Control

Exhibit 2 provides the existing geometry and intersection control for the study intersections. The City of Chaska is in the construction process to extend Chaska Creek Way to Creek Road, this will not impact the geometry at the study intersections.

Weekday AM and PM peak period turning movement counts were collected Thursday June 2nd, 2022 at all study intersections in the study area. The turning movement counts are provided in **Appendix B. Exhibit 3** provides the existing volumes used in the analysis.

2.2 STUDY AREA

The land uses adjacent to the proposed development are single family residential to the north and east. Industrial to the south, and undeveloped to the west.

The study intersections include CSAH 10 & TH 212 Northbound Ramps, CSAH 10 & TH 212 Southbound Ramps, CSAH 10 & Clover Ridge Drive, and CSAH 10 & West Creek Lane.

3.0 FUTURE CONDITIONS

It is assumed that the 72-acre industrial development will be fully built out by the Opening Year (2025). Therefore, intersection turning movement volumes were projected for the Opening Year (2025) and Horizon Year (2040) based on the data collected in June 2022. The future volume forecast accounted for background growth in regional traffic volumes.

3.1 FUTURE ROADWAY AND INTERSECTION IMPROVEMENTS

The City of Chaska is currently extending Chaska Creek Way south to tie into Creek Road, approximately 1,800 feet south of CSAH 10. While this roadway improvement will not impact the geometry at any study intersection, this new roadway connection is anticipated to impact the traffic patterns at the intersection of CSAH 10 & Clover Ridge Drive. The Chaska Creek Way Extension is anticipated to be complete in 2022.

No modifications were made to traffic volumes at the study intersections as a result of the planned extension of Chaska Creek Way.

3.2 FUTURE TRAFFIC FORECASTING

Background growth was based on a review of historic AADT volumes and projected 2040 AADT volumes provided in the Chaska 2040 Comprehensive Plan. The 2040 Projections are generally consistent with projections from the Carver County 2040 Comprehensive Plan. Historic (2018) and projected (2040) AADT volumes for existing roadways within the study area are summarized in **Table 1**. Based on the data, this study assumed an average annual growth rate of 2.5 percent for the entire study network.

TABLE 1: AADT PROJECTION AND RESPECTIVE GROWTH RATE

Count Location	Chaska 2040 Comprehensive Plan		2040 Forecast Growth Rate
	2018 AADT	2040 AADT	
CSAH 10 – West of TH 212	11,600	19,400	2.4%
CSAH 10 – East of TH 212	8,000	14,600	2.8%
TH 212 – North of CSAH 10	25,500	41,000	2.2%
TH 212 – South of CSAH 10	19,400	25,100	1.2%

An annual growth rate of 2.5% was applied to all existing volumes to grow them to Opening Year (2025) and Horizon Year (2040) Conditions. The count location on CSAH 10, west of TH 212 is most indicative of the study area due to the location, so the annual growth rate reflects this.

Exhibit 4 shows the Opening Year (2025) No-Build peak hour traffic volumes based on the turning movement counts and the assumed growth rate. **Exhibit 5** shows the Horizon Year (2040) No-Build peak hour traffic volumes.

4.0 PROPOSED DEVELOPMENT

4.1 SITE LOCATION

The proposed development is in Chaska, Minnesota, and is adjacent to single family developments to the north and east, with industrial developments to the south and undeveloped to the west. The development is located approximately ¼ of a mile north of the intersection of CSAH 10 & West Creek Lane. The proposed site is currently undeveloped and zoned as Planned Industrial Development (PID) according to the City of Chaska Zoning Map. The project location is shown in **Exhibit 1**.

4.2 SITE CIRCULATION

Access to the development is proposed to be provided at one full access connection, via West Creek Lane. West Creek Lane is proposed to be extended and tie into the site to the north. All vehicles will access the site from the CSAH 10 & West Creek Lane intersection. The proposed site plans for development scenario 1 and 2 are attached in **Appendix C**. Scenario 3 would be the same total square footage as Scenario 2 except the land use would be industrial instead of data center.

4.3 FUTURE LAND USE

There are three potential development plans, Scenario 1 consists of 500,000 square feet of industrial park. Scenario 2 consists of 1,800,000 square feet of data center. Scenario 3 is the highest trip generator with 1,800,000 square feet of industrial park. The density of Scenario 3 is unlikely; however, it is being evaluated as a worst-case trip generation scenario. All three scenarios will have the same access from the intersection of CSAH 10 & West Creek Lane.

4.4 TRIP GENERATION

Proposed development traffic was based on the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The manual provides peak hour trips rates/equations, inbound-outbound percentages, and truck percentages which were used to estimate the number of daily, peak hour, and truck trips that can be attributed to the proposed site. Based on a review of industrial land uses provided in the manual, Land Use Code (LUC) 130 (Industrial Park) and LUC 160 (Data Center) were determined to be the most appropriate fit for the two proposed development scenarios.

Table 2 provides a summary of trip generation for development Scenarios 1, 2, and 3. Based on the trip generation calculation, Scenario 1 development is anticipated to generate 170 total trips during the AM Peak Hour (140 entering and 30 exiting), 170 total trips during the PM Peak Hour (35 entering, 135 exiting), and 1,685 total daily trips. Scenario 2 is anticipated to generate 200 total trips during the AM Peak Hour (110 entering and 90 exiting), 165 total trips during the PM Peak Hour (50 entering, 115 exiting), and 1,780 total daily trips. Scenario 3 is anticipated to generate 610 total trips during the AM Peak Hour (495 entering and 115 exiting), 610 total trips during the PM Peak Hour (135 entering, 475 exiting), and 6,085 total daily trips.

TABLE 2: BUILD PHASE 1 TRIP GENERATION SUMMARY

Land Use Description	ITE Land Use Code (LUC)	Intensity/ Units	Vehicle Type	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Scenario 1										
Industrial Park	130	500,000 Square Feet	Passenger Vehicles	1,400	130	20	150	25	125	150
			Trucks	285	10	10	20	10	10	20
Total Rounded Trips				1,685	140	30	170	35	135	170
Scenario 2										
Data Center	160	1,800,000 Square Feet	Passenger Vehicles	1,780	110	90	200	50	115	165
Total Rounded Trips				1,780	110	90	200	50	115	165
Scenario 3										
Industrial Park	130	1,800,000 Square Feet	Passenger Vehicles	5,040	465	75	540	110	430	540
			Trucks	1,025	30	40	70	25	45	70
Total Rounded Trips				6,065	495	115	610	135	475	610

4.5 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Based on regional traffic patterns, development locations, and population hubs, the following global distribution was assumed for passenger vehicles utilizing the proposed development in Scenarios 1, 2, and 3:

- 75% to/from the north via TH 212
- 15% to/from the south via TH 212
- 10% to/from the west via CSAH 10

Exhibit 6 provides the passenger vehicle distribution.

The following global distribution was assumed for Scenario 1 and 3 truck trips:

- 80% to/from the north via TH 212
- 20% to/from the south via TH 212

Exhibit 7 provides the truck distribution for Scenario 1 and 3. Scenario 2 is not anticipated to generate a significant amount of truck trips, so a separate truck distribution was not applied.

Project trips were assigned to the roadway network based on the trip distribution and the likely travel patterns to and from the site. For the purposes of this analysis, there will be only one site access on West Creek Lane in all three scenarios.

The following lists the trip assignment for various development scenarios:

- **Exhibit 8** – Build Scenario 1 total trip assignment

- **Exhibit 9** – Build Scenarios 1 truck trip assignment
- **Exhibit 10** – Build Scenario 2 total trip assignment
- **Exhibit 11** – Build Scenario 3 total trip assignment
- **Exhibit 12** – Build Scenarios 3 truck trip assignment

4.6 TOTAL TRAFFIC FORECAST

Total traffic volumes were developed from a combination of existing turning movement counts, background growth, and the forecasted site traffic. The following provides the build volumes for Opening Year (2025) and Horizon Year (2040) under various build scenarios.

- **Exhibit 13** – Opening Year (2025) Build Scenario 1
- **Exhibit 14** – Opening Year (2025) Build Scenario 2
- **Exhibit 15** – Opening Year (2025) Build Scenario 3
- **Exhibit 16** – Horizon Year (2040) Build Scenario 1
- **Exhibit 17** – Horizon Year (2040) Build Scenario 2
- **Exhibit 18** – Horizon Year (2040) Build Scenario 3

5.0 INTERSECTION CAPACITY ANALYSIS

5.1 ANALYSIS SCENARIOS

An intersection capacity analysis was performed at the study intersections to quantify the delay and level of service at the study intersections during the AM and PM peak hours. The capacity analysis was performed using Synchro/SimTraffic traffic models and delays and level of service were evaluated for each of the following scenarios:

- Existing Year (2022)
- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3
- Horizon Year (2040) No-Build
- Horizon Year (2040) Build Scenario 1
- Horizon Year (2040) Build Scenario 2
- Horizon Year (2040) Build Scenario 3

5.2 LEVEL OF SERVICE OVERVIEW

Synchro/SimTraffic were used for the analysis. Level of Service (LOS) is a quantitative measure used by traffic engineers to describe the operations of an intersection. It ranges from A to F, with A being the best and F being the worst level of operation. LOS A conditions are characterized by minimal vehicle delay and free-flow conditions, while LOS F is characterized by long vehicle delay – usually when demand exceeds available roadway capacity. Although LOS E is defined as at-capacity, LOS D is generally the minimum acceptable level of operation at an intersection. **Table 3** provides the LOS grading criteria for unsignalized and signalized intersections.

TABLE 3: LEVEL OF SERVICE GRADING CRITERIA

Level of Service	Description	Average Control Delay (seconds/vehicle)	
		Unsignalized	Signalized
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.	0 – 10	0 – 10
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.	> 10 – 15	> 10 – 20
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.	> 15 – 25	> 20 – 35
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.	> 25 – 35	> 35 – 55
E	High control delay; average travel speed no more than 33 percent of free flow speed.	> 35 – 50	> 55 – 80
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.	> 50	> 80

For the purposes of this study, the worst individual movement delay was reported as the overall intersection delay at side street stop control intersections.

5.3 EXISTING YEAR (2022) INTERSECTION ANALYSIS

The Existing Year (2022) Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area. The traffic volumes shown in **Exhibit 3** were used in the Existing Year (2022) analysis. As previously discussed, these volumes were developed based on turning movement counts recorded in June 2022.

Table 4 provides a summary of the average delay (seconds per vehicle) and LOS under Existing Year (2022) conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix D**.

TABLE 4: EXISTING YEAR (2022) LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	13.1	B	2.4	A	-	-	11.8	B
		WB	-	-	22.2	C	10.0	A		
		NB	42.3	D	-	-	6.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	8.2	A	2.5	A	9.1	A
		WB	58.4	E	5.7	A	-	-		
		NB	-	-	-	-	-	-		
		SB	48.0	D	-	-	6.6	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	10.8	B	10.7	B	1.5	A	13.1	B
		WB	41.8	D	5.2	A	2.4	A		
		NB	52.7	D	-	-	8.5	A		
		SB	35.2	D	28.7	C	5.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	3.4	A	1.8	A	-	-	10.1	B
		WB	-	-	1.5	A	1.2	A		
		NB	-	-	-	-	-	-		
		SB	10.1	B	-	-	3.6	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	34.8	C	4.2	A	-	-	14.2	B
		WB	-	-	10.5	B	4.1	A		
		NB	38.6	D	-	-	7.3	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	14.0	B	4.4	A	12.5	B
		WB	48.9	D	6.9	A	-	-		
		NB	-	-	-	-	-	-		
		SB	25.9	C	-	-	9.6	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	41.4	D	5.1	A	1.5	A	9.1	A
		WB	40.8	D	8.3	A	3.9	A		
		NB	33.8	C	-	-	7.3	A		
		SB	32.5	C	-	-	8.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	0.8	A	-	-	15.9	C
		WB	-	-	2.3	A	1.7	A		
		NB	-	-	-	-	-	-		
		SB	15.9	C	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS C or better during the AM & PM peak hours. Under Existing Year (2022) Conditions, all intersection movements are anticipated to operate at LOS D or better, except for the westbound left turn movement at CSAH 10 & TH 212 Southbound Ramps which operates at LOS in the AM peak hour.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues are anticipated to be accommodated within their respective storage bays.

5.4 OPENING YEAR (2025) NO-BUILD INTERSECTION ANALYSIS

The Opening Year (2025) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area without the addition of the development traffic. The traffic volumes shown in **Exhibit 4** were used in the Opening Year (2025) No-Build analysis. As previously discussed, these volumes were developed based on turning movement counts collected in June 2022 and traffic projections from the Chaska 2040 Comprehensive Plan. Signal timings were not changed from Existing Year (2022) conditions.

Table 5 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) No-Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix E**.

TABLE 5: OPENING YEAR (2025) NO-BUILD LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.4	B	2.6	A	-	-	12.5	B
		WB	-	-	22.4	C	11.0	B		
		NB	43.9	D	-	-	7.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	8.8	A	2.3	A	9.7	A
		WB	62.1	E	5.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	62.1	E	-	-	6.9	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	11.7	B	10.3	B	1.6	A	13.0	B
		WB	45.0	D	5.5	A	2.3	A		
		NB	35.0	C	-	-	9.8	A		
		SB	38.0	D	28.8	C	7.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	2.7	A	1.9	A	-	-	15.3	C
		WB	-	-	1.6	A	1.8	A		
		NB	-	-	-	-	-	-		
		SB	15.3	C	-	-	3.7	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	38.8	D	4.4	A	-	-	16.0	B
		WB	-	-	11.9	B	5.0	A		
		NB	43.9	D	-	-	7.5	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	16.3	B	4.5	A	13.7	B
		WB	49.6	D	7.3	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.8	C	-	-	10.4	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	40.8	D	5.4	A	0.7	A	9.8	A
		WB	45.5	D	9.3	A	4.3	A		
		NB	30.4	C	-	-	8.4	A		
		SB	31.3	C	-	-	8.5	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	0.8	A	-	-	20.6	C
		WB	-	-	2.5	A	1.6	A		
		NB	-	-	-	-	-	-		
		SB	20.6	C	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS C or better during the AM & PM peak hours. Under Opening Year (2025) No-Build Conditions, all intersection movements are anticipated to operate at LOS D or better, except for the westbound left and southbound left turn movements at the intersection of CSAH 10 & TH 212 Southbound Ramps in the AM peak hour which operate at LOS E.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays.

5.5 OPENING YEAR (2025) BUILD SCENARIO 1 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 1 analysis was completed to develop an understanding of the impact of scenario 1 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 13** were used in the Opening Year (2025) Build Scenario 1 analysis. These volumes were calculated by adding the Scenario 1 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from existing year (2022) conditions.

Table 6 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 1 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix F**.

TABLE 6: OPENING YEAR (2025) BUILD SCENARIO 1 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.7	B	2.9	A	-	-	13.6	B
		WB	-	-	25.4	C	12.1	B		
		NB	41.9	D	-	-	7.9	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	11.7	B	3.2	A	11.2	B
		WB	54.5	D	6.3	A	-	-		
		NB	-	-	-	-	-	-		
		SB	43.3	D	-	-	7.3	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	13.5	B	10.6	B	2.4	A	12.7	B
		WB	46.2	D	6.1	A	2.9	A		
		NB	31.2	C	-	-	10.8	B		
		SB	35.8	D	26.6	C	5.8	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	4.0	A	2.1	A	-	-	22.1	C
		WB	-	-	1.9	A	1.6	A		
		NB	-	-	-	-	-	-		
		SB	22.1	C	-	-	3.8	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	40.0	D	4.4	A	-	-	18.2	B
		WB	-	-	13.1	B	5.3	A		
		NB	38.1	D	-	-	7.4	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	19.1	B	4.5	A	15.1	B
		WB	53.7	D	7.5	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.3	C	-	-	11.3	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.3	D	5.7	A	1.3	A	9.5	A
		WB	47.5	D	9.2	A	4.6	A		
		NB	35.4	D	-	-	8.3	A		
		SB	32.7	C	-	-	8.7	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	5.3	A	1.2	A	-	-	34.1	D
		WB	-	-	2.7	A	2.7	A		
		NB	-	-	-	-	-	-		
		SB	34.1	D	-	-	9.2	A		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours. Under Opening Year (2025) Build Scenario 1, all intersection movements are anticipated to operate at LOS D or better. It should be noted that the westbound left and southbound left turning movements went from LOS E under Opening Year (2025) No-Build conditions to LOS D under Opening Year (2025) Build Scenario 1 conditions because the movements are low volume left turns which have variable delay in synchro. It is not anticipated that a signal will be required at CSAH 10 & West Creek Lane (the site access), due to the anticipated trip generation and because all movements at site access 1 are expected to operate acceptably.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays.

5.6 OPENING YEAR (2025) BUILD SCENARIO 2 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 2 analysis was completed to develop an understanding of the impact of scenario 2 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 14** were used in the Opening Year (2025) Build Scenario 2 analysis. These volumes were calculated by adding the Scenario 2 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from Existing Year (2022) conditions.

Table 7 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 2 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix G**.

TABLE 7: OPENING YEAR (2025) BUILD SCENARIO 2 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.3	B	2.9	A	-	-	13.2	B
		WB	-	-	25.0	C	11.6	B		
		NB	42.0	D	-	-	8.3	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	11.3	B	3.0	A	11.0	B
		WB	51.7	D	6.1	A	-	-		
		NB	-	-	-	-	-	-		
		SB	47.9	D	-	-	7.2	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	10.8	B	11.8	B	1.5	A	12.9	B
		WB	46.5	D	5.5	A	2.8	A		
		NB	29.4	C	-	-	9.9	A		
		SB	33.7	C	22.8	C	6.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	2.8	A	2.4	A	-	-	43.4	E
		WB	-	-	1.9	A	1.5	A		
		NB	-	-	-	-	-	-		
		SB	43.4	E	-	-	5.1	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	32.2	C	4.8	A	-	-	16.4	B
		WB	-	-	14.3	B	5.2	A		
		NB	39.3	D	-	-	7.5	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	18.8	B	4.9	A	14.9	B
		WB	54.9	D	7.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.6	C	-	-	10.8	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	48.5	D	5.8	A	1.6	A	9.2	A
		WB	44.5	D	8.6	A	4.3	A		
		NB	36.8	D	-	-	7.9	A		
		SB	29.3	C	-	-	8.6	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	6.6	A	1.1	A	-	-	32.6	D
		WB	-	-	2.5	A	2.6	A		
		NB	-	-	-	-	-	-		
		SB	32.6	D	-	-	7.4	A		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS E due to a minor street left turn movement. Under Opening Year (2025) Build Scenario 2, all intersection movements are anticipated to operate at LOS D or better with the exception of the previously mentioned southbound left turn at CSAH 10 & West Creek Lane in the AM peak hour. It is not anticipated that a signal will be required at CSAH 10 & West Creek Lane (the site access), due to the anticipated trip generation and because no movements at the intersection of CSAH 10 & West Creek Lane are expected to operate with excessive delays.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. The 95th percentile

queue for the southbound left turn movement at the intersection of CSAH 10 & West Creek Lane is approximately 120 feet in the AM peak hour and approximately 110 feet in the PM peak hour.

5.7 OPENING YEAR (2025) BUILD SCENARIO 3 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 3 analysis was completed to develop an understanding of the impact of scenario 3 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 15** were used in the Opening Year (2025) Build Scenario 2 analysis. These volumes were calculated by adding the Scenario 3 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from Existing Year (2022) conditions.

Table 8 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 3 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix H**.

TABLE 8: OPENING YEAR (2025) BUILD SCENARIO 3 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	17.0	B	3.7	A	-	-	16.0	B
		WB	-	-	28.4	C	14.7	B		
		NB	35.4	D	-	-	8.2	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	18.2	B	3.8	A	15.4	B
		WB	48.6	D	7.4	A	-	-		
		NB	-	-	-	-	-	-		
		SB	45.7	D	-	-	11.4	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	16.0	B	12.6	B	1.7	A	13.5	B
		WB	57.5	E	9.1	A	3.8	A		
		NB	39.7	D	-	-	9.8	A		
		SB	32.1	C	34.5	C	9.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	9.8	A	2.6	A	-	-	57.2	F
		WB	-	-	2.9	A	4.8	A		
		NB	-	-	-	-	-	-		
		SB	57.2	F	-	-	5.0	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.9	C	4.8	A	-	-	18.9	B
		WB	-	-	15.1	B	6.9	A		
		NB	35.8	D	-	-	6.7	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	24.9	C	5.0	A	17.0	B
		WB	56.2	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	25.2	C	-	-	11.1	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.6	D	5.6	A	0.8	A	8.9	A
		WB	45.8	D	8.6	A	4.3	A		
		NB	38.7	D	-	-	8.0	A		
		SB	32.6	C	-	-	9.9	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	7.5	A	1.6	A	-	-	100+	F
		WB	-	-	2.6	A	2.9	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the minor street left turn movement. If development occurs at the density of Scenario 3, a traffic signal would be needed at CSAH 10 & West Creek Lake. The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays, except for the previously mentioned southbound approach at CSAH 10 & West Creek Lane which has an 800 foot 95th percentile queue.

Table 9 provides the Opening Year (2025) Build Scenario 3 Mitigated analysis results.

TABLE 9: OPENING YEAR (2025) BUILD SCENARIO 3 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	11.2	B	7.2	A	-	-	7.8	A
		WB	-	-	4.6	A	5.3	A		
		NB	-	-	-	-	-	-		
		SB	33.5	C	-	-	5.7	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	14.6	B	10.2	B	-	-	15.8	B
		WB	-	-	13.7	B	6.2	A		
		NB	-	-	-	-	-	-		
		SB	32.3	C	-	-	11.1	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane.

5.8 HORIZON YEAR (2040) NO-BUILD INTERSECTION ANALYSIS

The Horizon Year (2040) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area in the Horizon Year without the addition of the development traffic. The traffic volumes shown in **Exhibit 5** were used in the Horizon Year (2040) No-Build analysis. As previously discussed, these volumes were developed based on turning movement count collected in June 2022 and traffic projections from the Chaska 2040 Comprehensive Plan. Signal timing was optimized at the study intersections.

Table 10 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) No-Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix I**.

TABLE 10: HORIZON YEAR (2040) NO-BUILD LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	24.6	C	4.5	A	-	-	18.8	B
		WB	-	-	28.6	C	15.3	B		
		NB	37.3	D	-	-	11.2	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	28.6	C	5.6	A	23.6	C
		WB	59.6	E	7.4	A	-	-		
		NB	-	-	-	-	-	-		
		SB	47.9	D	-	-	8.0	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	50.8	D	51.8	D	13.5	B	35.2	D
		WB	44.5	D	9.1	A	3.8	A		
		NB	35.0	C	-	-	16.5	B		
		SB	27.1	C	28.6	C	6.0	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	12.7	B	15.0	B	-	-	100+	F
		WB	-	-	2.3	A	2.0	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	4.5	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.5	C	8.3	A	-	-	18.4	B
		WB	-	-	19.5	B	8.0	A		
		NB	34.2	C	-	-	9.1	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	28.3	C	7.3	A	22.0	C
		WB	69.0	E	8.5	A	-	-		
		NB	-	-	-	-	-	-		
		SB	27.1	C	-	-	18.8	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	41.5	D	7.9	A	1.9	A	13.4	B
		WB	45.4	D	14.9	B	7.2	A		
		NB	33.7	C	-	-	10.8	B		
		SB	29.4	C	-	-	15.3	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	1.2	A	-	-	31.6	D
		WB	-	-	4.3	A	4.0	A		
		NB	-	-	-	-	-	-		
		SB	31.6	D	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F in the AM peak hour due to a minor street left turn movement. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Conditions along CSAH 10 should be monitored, and if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 11** provides the Horizon Year (2040) No-Build Mitigated analysis results.

TABLE 11: HORIZON YEAR (2040) NO-BUILD MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	8.9	A	13.2	B	-	-	10.6	B
		WB	-	-	4.6	A	2.4	A		
		NB	-	-	-	-	-	-		
		SB	16.4	B	-	-	5.8	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	-	-	2.6	A	-	-	5.0	A
		WB	-	-	6.2	A	4.8	A		
		NB	-	-	-	-	-	-		
		SB	50.7	D	-	-	-	-		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane. While signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan, it could be a mitigation measure if 2040 traffic volumes are realized.

5.9 HORIZON YEAR (2040) BUILD SCENARIO 1 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 1 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 16** were used in the Horizon Year (2040) Build Scenario 1 analysis. As previously discussed, these volumes were calculated by adding the Scenario 1 trips generated by the site to the Horizon Year (2040) No-Build volumes. The same geometry, intersection control, and signal timings were used as in the Horizon Year (2040) No-Build model.

Table 12 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 1 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix J**.

TABLE 12: HORIZON YEAR (2040) BUILD SCENARIO 1 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	25.6	C	4.5	A	-	-	19.3	B
		WB	-	-	28.6	C	15.2	B		
		NB	37.3	D	-	-	10.9	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	35.2	D	5.0	A	27.3	C
		WB	57.3	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	46.5	D	-	-	8.9	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	53.9	D	59.0	E	13.1	B	38.5	D
		WB	44.8	D	10.4	B	4.3	A		
		NB	30.0	C	-	-	15.2	B		
		SB	27.3	C	29.0	C	8.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	24.1	C	27.2	D	-	-	100+	F
		WB	-	-	2.8	A	2.8	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.6	C	8.2	A	-	-	19.4	B
		WB	-	-	20.0	B	7.5	A		
		NB	33.9	C	-	-	9.6	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	31.3	C	7.6	A	23.2	C
		WB	69.9	E	8.7	A	-	-		
		NB	-	-	-	-	-	-		
		SB	26.4	C	-	-	19.2	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.4	D	8.1	A	2.1	A	13.7	B
		WB	42.0	D	15.7	B	7.6	A		
		NB	31.9	C	-	-	13.0	B		
		SB	28.8	C	-	-	15.2	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	9.0	A	1.6	A	-	-	100+	F
		WB	-	-	4.5	A	4.6	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	84.2	F		

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours. Additionally, the eastbound through movement operates at LOS E at CSAH 10 & Clover Ridge Drive which is a result of the high eastbound volumes along CSAH 10, due to high anticipated growth rate along the study corridor.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection

of CSAH 10 and TH 212 Southbound Ramps. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 13** provides the Horizon Year (2040) Build Scenario 1 analysis results.

TABLE 13: HORIZON YEAR (2040) BUILD SCENARIO 1 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	13.9	B	26.3	C	-	-	19.4	B
		WB	-	-	6.0	A	3.8	A		
		NB	-	-	-	-	-	-		
		SB	32.6	C	-	-	5.1	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	11.3	B	4.7	A	-	-	9.2	A
		WB	-	-	9.1	A	5.9	A		
		NB	-	-	-	-	-	-		
		SB	43.7	D	-	-	13.3	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane. As previously mentioned, signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan, but it could be a mitigation measure if 2040 traffic volumes are realized. These delays are a result of the background growth in the area and not necessarily the development traffic.

5.10 HORIZON YEAR (2040) BUILD SCENARIO 2 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 2 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 17** were used in the Horizon Year (2040) Build Scenario 2 analysis. As previously discussed, these volumes were calculated by adding the Scenario 2 trips generated by the site to the Horizon Year (2040) No-Build volumes. The same geometry, intersection control, and signal timings were used as in the Horizon Year (2040) No-Build model.

Table 14 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 2 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix K**.

TABLE 14: HORIZON YEAR (2040) BUILD SCENARIO 2 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	26.4	C	4.3	A	-	-	20.3	C
		WB	-	-	30.3	C	16.9	B		
		NB	37.7	D	-	-	10.7	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	33.9	C	5.4	A	26.5	C
		WB	60.5	E	7.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	50.0	D	-	-	9.3	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	50.7	D	56.2	E	13.9	B	37.3	D
		WB	38.9	D	9.7	A	4.3	A		
		NB	30.6	C	-	-	21.1	C		
		SB	30.2	C	22.8	C	6.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	18.4	C	29.1	D	-	-	100+	F
		WB	-	-	2.8	A	2.5	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	34.6	C	8.8	A	-	-	19.7	B
		WB	-	-	19.9	B	8.4	A		
		NB	33.0	C	-	-	8.6	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	34.2	C	8.3	A	24.5	C
		WB	73.3	E	8.9	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.8	C	-	-	19.3	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.4	D	8.8	A	2.3	A	13.8	B
		WB	45.2	D	15.5	B	7.9	A		
		NB	33.0	C	-	-	11.7	B		
		SB	28.4	C	-	-	15.3	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	10.6	B	1.6	A	-	-	100+	F
		WB	-	-	4.5	A	4.4	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours. Additionally, the eastbound through movement operates at LOS E at CSAH 10 & Clover Ridge Drive which is a result of the high eastbound volumes along CSAH 10, due to high anticipated growth rate along the study corridor. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 920 feet and 610 feet in the AM and PM peak hour, respectively.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 15** provides the Horizon Year (2040) Build Scenario 2 analysis results.

TABLE 15: HORIZON YEAR (2040) BUILD SCENARIO 2 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	17.8	B	31.8	C	-	-	23.9	C
		WB	-	-	6.6	A	3.5	A		
		NB	-	-	-	-	-	-		
		SB	42.0	D	-	-	5.9	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	17.6	B	4.4	A	-	-	9.3	A
		WB	-	-	9.4	A	6.3	A		
		NB	-	-	-	-	-	-		
		SB	47.3	D	-	-	18.8	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS C or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane. As previously mentioned, signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan, but it could be a mitigation measure if 2040 traffic volumes are realized. These delays are a result of the background growth in the area and not necessarily the development traffic.

5.11 HORIZON YEAR (2040) BUILD SCENARIO 3 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 3 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 18** were used in the Horizon Year (2040) Build Scenario 3 analysis. As previously discussed, these volumes were calculated by adding the Scenario 3 trips generated by the site to the Horizon Year (2040) No-Build volumes. Signal timings were optimized and the intersection of CSAH 10 West Creek Lane was assumed to be signalized because it was needed with Opening Year (2025) Build Scenario 3 volumes.

Table 16 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 3 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix L**.

TABLE 16: HORIZON YEAR (2040) BUILD SCENARIO 3 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	25.2	C	4.7	A	-	-	20.4	C
		WB	-	-	30.5	C	17.8	B		
		NB	38.7	D	-	-	10.7	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	42.6	D	5.3	A	30.5	C
		WB	56.6	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	44.4	D	-	-	15.2	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	63.4	E	68.2	E	18.7	B	39.8	D
		WB	43.2	D	11.9	B	4.7	A		
		NB	47.5	D	-	-	19.4	B		
		SB	28.7	C	23.5	C	12.2	B		
CSAH 10 & West Creek Lane	Signal	EB	65.5	E	62.2	E	-	-	37.9	D
		WB	-	-	5.3	A	7.1	A		
		NB	-	-	-	-	-	-		
		SB	38.4	D	-	-	5.2	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	32.7	C	7.3	A	-	-	21.9	C
		WB	-	-	25.3	C	9.6	A		
		NB	36.6	D	-	-	8.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	37.1	D	10.6	B	31.9	C
		WB	59.7	E	14.0	B	-	-		
		NB	-	-	-	-	-	-		
		SB	38.7	D	-	-	34.9	C		
CSAH 10 & Clover Ridge Drive	Signal	EB	45.2	D	14.2	B	5.4	A	17.6	B
		WB	42.3	D	19.9	B	9.5	A		
		NB	40.7	D	-	-	15.3	B		
		SB	28.6	C	-	-	16.1	B		
CSAH 10 & West Creek Lane	Signal	EB	16.8	B	7.5	A	-	-	14.4	B
		WB	-	-	13.8	B	8.1	A		
		NB	-	-	-	-	-	-		
		SB	32.3	C	-	-	16.5	B		

All study intersections are expected to operate at LOS D or better during the AM and PM peak hours. All individual movements are anticipated to operate at LOS E or better. As in previous Horizon Year (2040) analysis there are substantial eastbound through delays on CSAH 10 due to anticipated background growth on the roadway. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Additionally, the southbound approach at CSAH 10 & TH 212 Southbound Ramps has a 95th percentiles queue of approximately 610 feet in the PM peak. This queue

is still about 1,100 feet from impacting operations along TH 212. This queue should be monitored as volumes grow.

5.12 SIGNAL WARRANT ANALYSIS

Guidelines from the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) and the MnDOT Metro Traffic Signal Justification Methodology were referenced for the signal warrant analyses completed at the CSAH 10 & West Creek Lane intersection. All minor right-turn volumes were excluded from the minor street approaches. The analysis was completed for the following scenarios:

- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3

The site traffic volumes for the development were added to the hourly intersection volumes at the CSAH 10 & West Creek Lane intersection based on the ITE Handbook daily traffic time of day distribution for general light industrial. General light industrial (ITE LUC 110) was used because industrial park and data centers do not have time of day distributions and it is anticipated that light industrial will have similar distribution to the two site uses. To determine whether traffic signals are warranted at the study intersections, the following warrants were considered relevant based on the site characteristics and were included in the analysis: Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour).

Table 17 shows the Opening & Horizon year No-Build, 2025 Build Scenario 1, 2025 Build Scenario 2, and 2025 Build Scenario 3 and which warrants are met for each volume scenario.

TABLE 17: SIGNAL WARRANT ANALYSIS SUMMARY

Scenario	Warrant 1A Hours Met	Warrant 1B Hours Met	Warrant 2 Hours Met	Warrant 3 Hours Met	Signal Warranted?
Opening Year (2025) No-Build	0	0	0	0	No
Horizon Year (2040) No-Build	0	0	0	0	No
Opening Year (2025) Build Scenario 1	1	9	5	3	Yes
Opening Year (2025) Build Scenario 2	1	9	6	3	Yes
Opening Year (2025) Build Scenario 3	10	12	12	10	Yes

As shown above, a traffic signal is not warranted in the No-Build volume alternatives due to the low volumes on West Creek Lane. In all three build scenarios, a traffic signal is warranted at the intersection. However, only under Build Scenario 3 are the delays high enough on the side street to consider a signal. For Build Scenarios 1 and 2 the intersection is anticipated to operate acceptably in the Opening Year and therefore a signal is not recommended. Signal Warrant Justification sheets are included in **Appendix M**.

6.0 CONCLUSIONS AND RECOMMENDATIONS

A traffic analysis was performed to quantify the impacts of the proposed development on the adjacent roadway network and study intersections. The proposed site is located approximately $\frac{1}{4}$ of a mile north of the intersection of CSAH 10 and West Creek Lane, in Chaska, MN. No-Build, Build Scenario 1, Build Scenario 2, and Build Scenario 3 were analyzed in the Opening Year (2025) and Horizon Year (2040). An Existing Year (2022) analysis was also conducted.

6.1 PROJECT TRAFFIC DEVELOPMENT & STUDY AREA

Three development buildout scenarios were considered; Scenario 1 is anticipated to have 500,000 square feet of industrial development. Scenario 2 is anticipated to be an 1,800,000 square foot Data Center development. Scenario 3 is anticipated to be 1,800,000 square feet of industrial development. All three scenarios are expected to be fully built out by the Opening Year (2025). The same level of development was assumed for Opening Year (2025) and Horizon Year (2040).

Scenario 1 is anticipated to generate 170 trips during the AM peak hour and 170 trips during the PM peak hour, with 20 AM peak hour truck trips and 20 PM peak hour truck trips. Scenario 2 is anticipated to generate 200 trips during the AM peak hour and 165 trips during the PM peak hour. Scenario 3 is anticipated to generate 610 trips during the AM peak hour and 610 trips during the PM peak hour.

The study area intersections include CSAH 10 & TH 212 Northbound Ramps, CSAH 10 & TH 212 Southbound Ramps, CSAH 10 & Clover Ridge Drive, and CSAH 10 & West Creek Lane. A capacity analysis was performed for each of the following conditions to quantify background operations in the study area, as well as operating conditions with Scenario 1, Scenario 2, and Scenario 3 development:

- Existing Year (2022)
- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3
- Horizon Year (2040) No-Build
- Horizon Year (2040) Build Scenario 1
- Horizon Year (2040) Build Scenario 2
- Horizon Year (2040) Build Scenario 3

6.2 EXISTING YEAR (2022) LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Existing Year (2022) traffic conditions at the study intersections to determine baseline existing conditions. No improvements were incorporated into the traffic model. Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections.

6.3 OPENING YEAR (2025) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) No-Build traffic conditions at the study intersections to determine baseline conditions for the 2025 analysis year. No modifications were made to the traffic model geometry or signal timings.

Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections.

6.4 OPENING YEAR (2025) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) Build Scenario 1 at the study intersections to determine the impacts of scenario 1 development for the 2025 analysis year. The geometry and signal timings are the same as Opening Year (2025) No-Build conditions. Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections. It is not anticipated that a signal will be required at the intersection of CSAH 10 & West Creek Lane due to the anticipated trip generation and because all movements at CSAH 10 & West Creek Lane are expected to operate acceptably with side street stop control.

6.5 OPENING YEAR (2025) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) Build Scenario 2 at the study intersections to determine the impacts of scenario 2 development for the 2025 analysis year. The geometry and signal timings are the same as Opening Year (2025) No-Build conditions. Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS E due to a minor street left turn movement. There are no queuing issues at the study intersections. It is not anticipated that a signal will be necessary at the intersection of CSAH 10 & West Creek Lane due to the anticipated trip generation and because the delays are generally minor.

6.6 OPENING YEAR (2025) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Opening Year (2025) Build Scenario 3 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.7 HORIZON YEAR (2040) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

Horizon Year (2040) No-Build traffic conditions were studied with and without mitigation at the study intersections to determine baseline mitigation needed to maintain acceptable LOS as the background traffic volumes grow. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Based on the unmitigated analysis, the intersection of CSAH 10 & West Creek Lane southbound approach is anticipated to have excessive delay for the southbound left movement because the anticipated background growth along CSAH 10 not allowing adequate gaps for minor street movements.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps.

In the mitigated analysis, the CSAH 10 & West Creek Lane intersection and movements operate at LOS D or better.

6.8 HORIZON YEAR (2040) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 1 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.9 HORIZON YEAR (2040) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 2 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 920 feet and 610 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.10 HORIZON YEAR (2040) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 3 at the study intersections to determine the impact of site traffic. The analysis assumed the base geometry (with optimized signal timings) except for the signalization of CSAH 10 & West Creek Lane.

Consistent with Mitigated Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 610 feet in the PM peak hour. This queue is still about 1,100 feet from the gore point but should be monitored as volumes grow.

6.11 MITIGATION PLAN

The following provides a summary of mitigation improvements that were identified as part of the traffic analysis for the proposed development.

Existing (2022) Conditions

- No Mitigation Necessary

Opening Year (2025) No-Build Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 1 Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 2 Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 3 Conditions

- Mitigation would be necessary at CSAH 10 & West Creek Lane. Signalization would improve operations to an acceptable LOS. Although signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan.

Horizon Year (2040) No-Build Conditions

- Signal timing modifications at the following intersections:
 - CSAH 10 & TH 212 Northbound Ramps
 - CSAH 10 & TH 212 Southbound Ramps
 - CSAH 10 & Clover Ridge Drive
- Volumes should be monitored. If projected, Horizon Year (2040) traffic volumes are realized it may be necessary to expand CSAH 10 to accommodate high mainline volumes

Horizon Year (2040) Build Scenario 1 Conditions

- All modifications from Horizon Year (2040) No-Build Conditions
- Mitigation may be necessary at CSAH 10 & West Creek Lane. Signalization would improve operations to an acceptable LOS. Although signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan.

Horizon Year (2040) Build Scenario 2 Conditions

- All modifications from Horizon Year (2040) No-Build Conditions
- Mitigation may be necessary at CSAH 10 & West Creek Lane. Signalization would improve operations to an acceptable LOS. Although signalizing CSAH 10 & West Creek Lane is not part of the Carver County Transportation Plan.

Horizon Year (2040) Build Scenario 3 Conditions

- All modifications from Opening Year (2025) Build Conditions and Horizon Year (2040) No-Build Conditions

APPENDICES

APPENDIX A: EXHIBITS

APPENDIX B: TURNING MOVEMENT COUNTS

APPENDIX C: SITE PLAN

APPENDIX D: EXISTING YEAR (2022) SIMTRAFFIC REPORT

APPENDIX E: OPENING YEAR (2025) NO-BUILD SIMTRAFFIC REPORT

APPENDIX F: OPENING YEAR (2025) BUILD SCENARIO 1 SIMTRAFFIC REPORT

APPENDIX G: OPENING YEAR (2025) BUILD SCENARIO 2 SIMTRAFFIC REPORT

APPENDIX H: OPENING YEAR (2025) BUILD SCENARIO 3 SIMTRAFFIC REPORT

APPENDIX I: HORIZON YEAR (2040) NO-BUILD SIMTRAFFIC REPORT

APPENDIX J: HORIZON YEAR (2040) BUILD SCENARIO 1 SIMTRAFFIC REPORT

APPENDIX K: HORIZON YEAR (2040) BUILD SCENARIO 2 SIMTRAFFIC REPORT

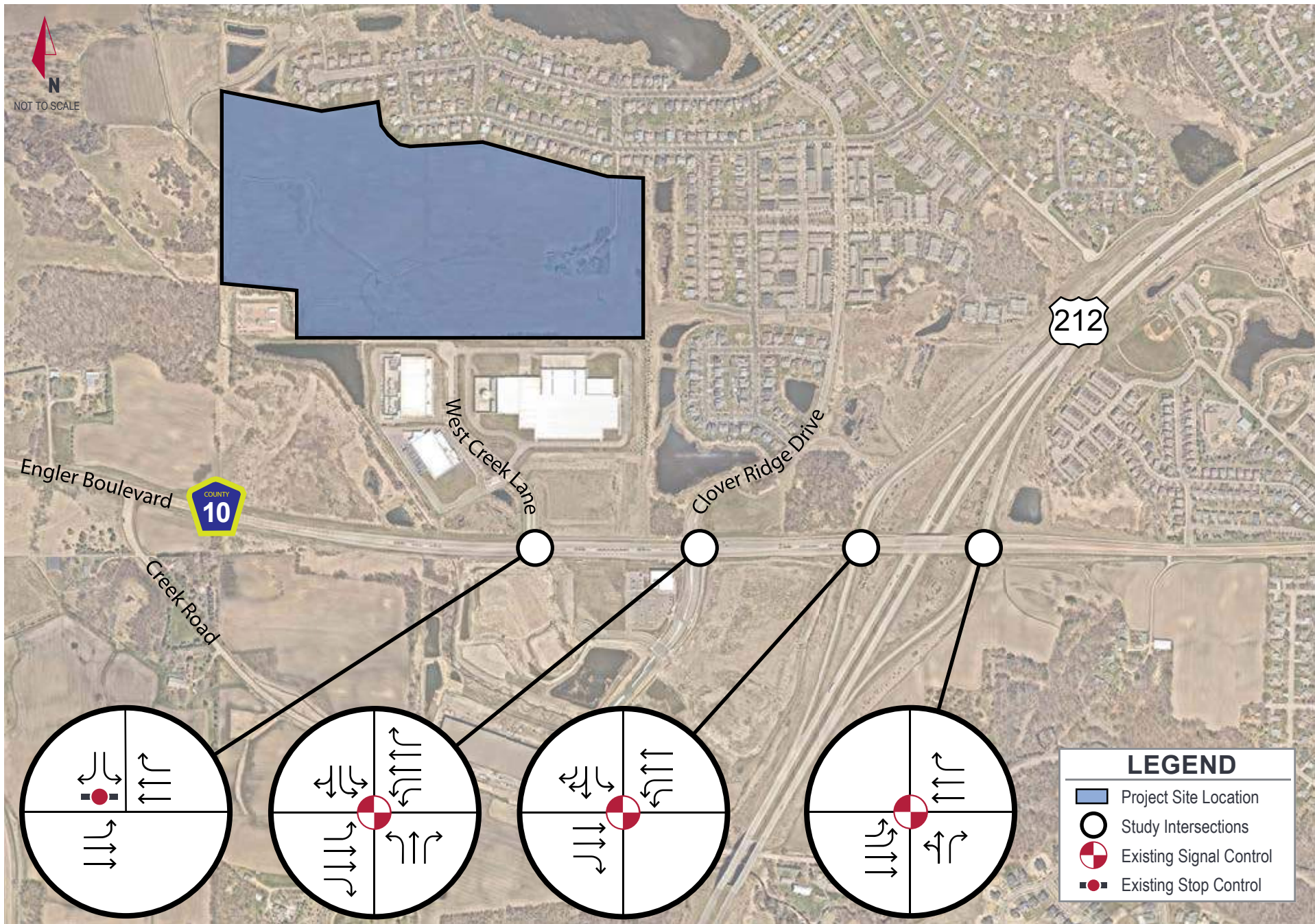
APPENDIX L: HORIZON YEAR (2040) BUILD SCENARIO 3 SIMTRAFFIC REPORT

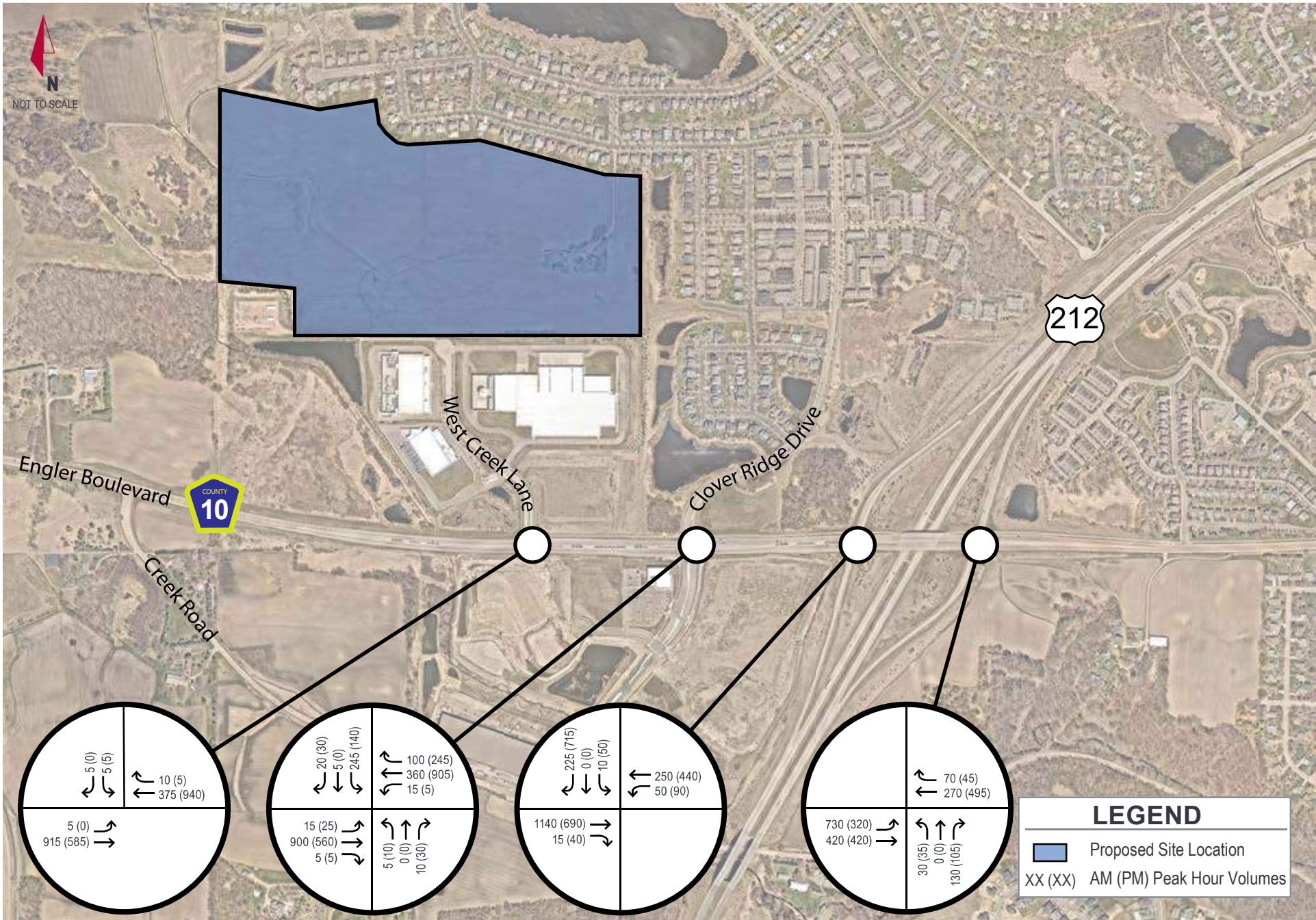
APPENDIX M: SIGNAL WARRANT ANALYSIS

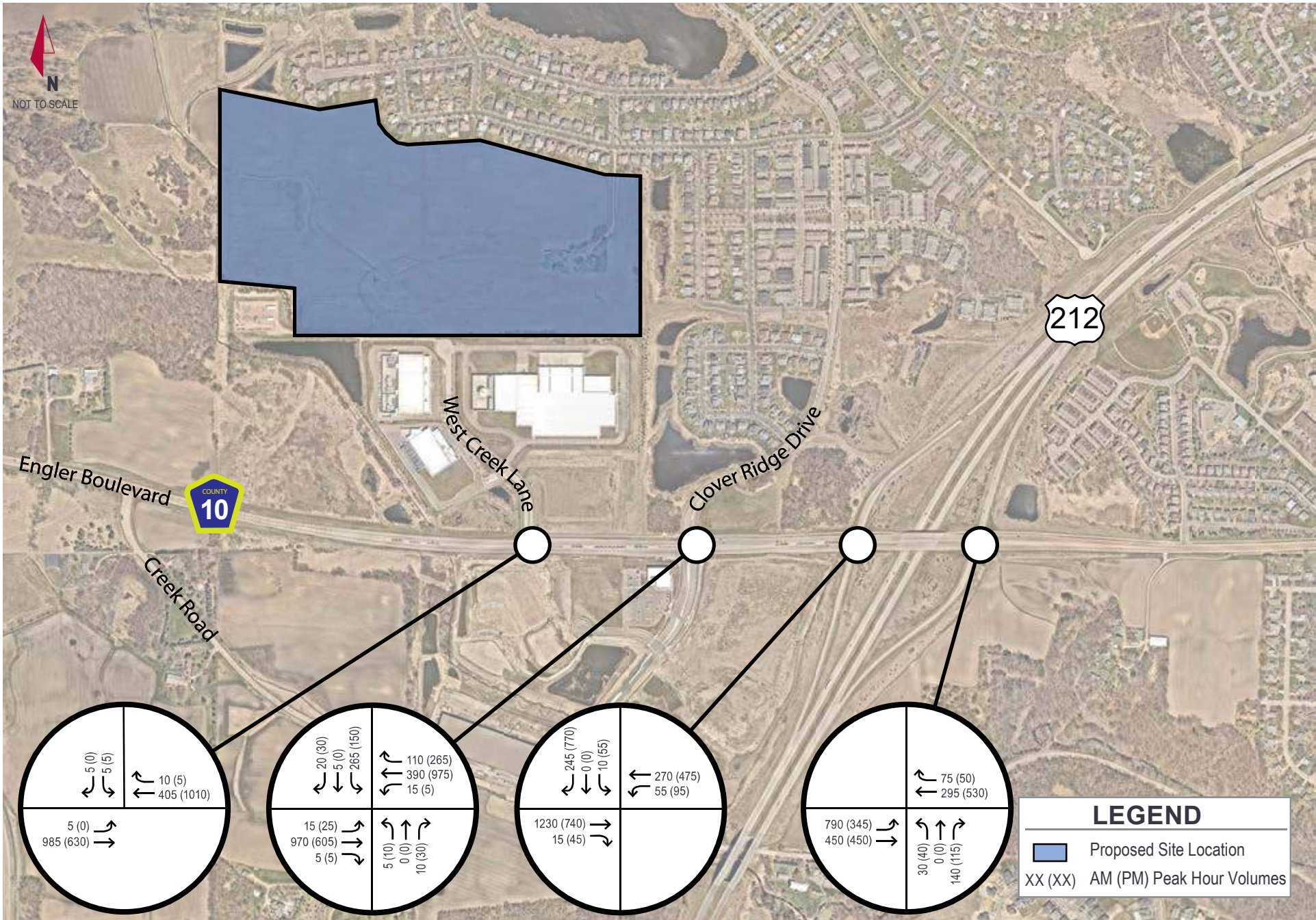
Appendix A:

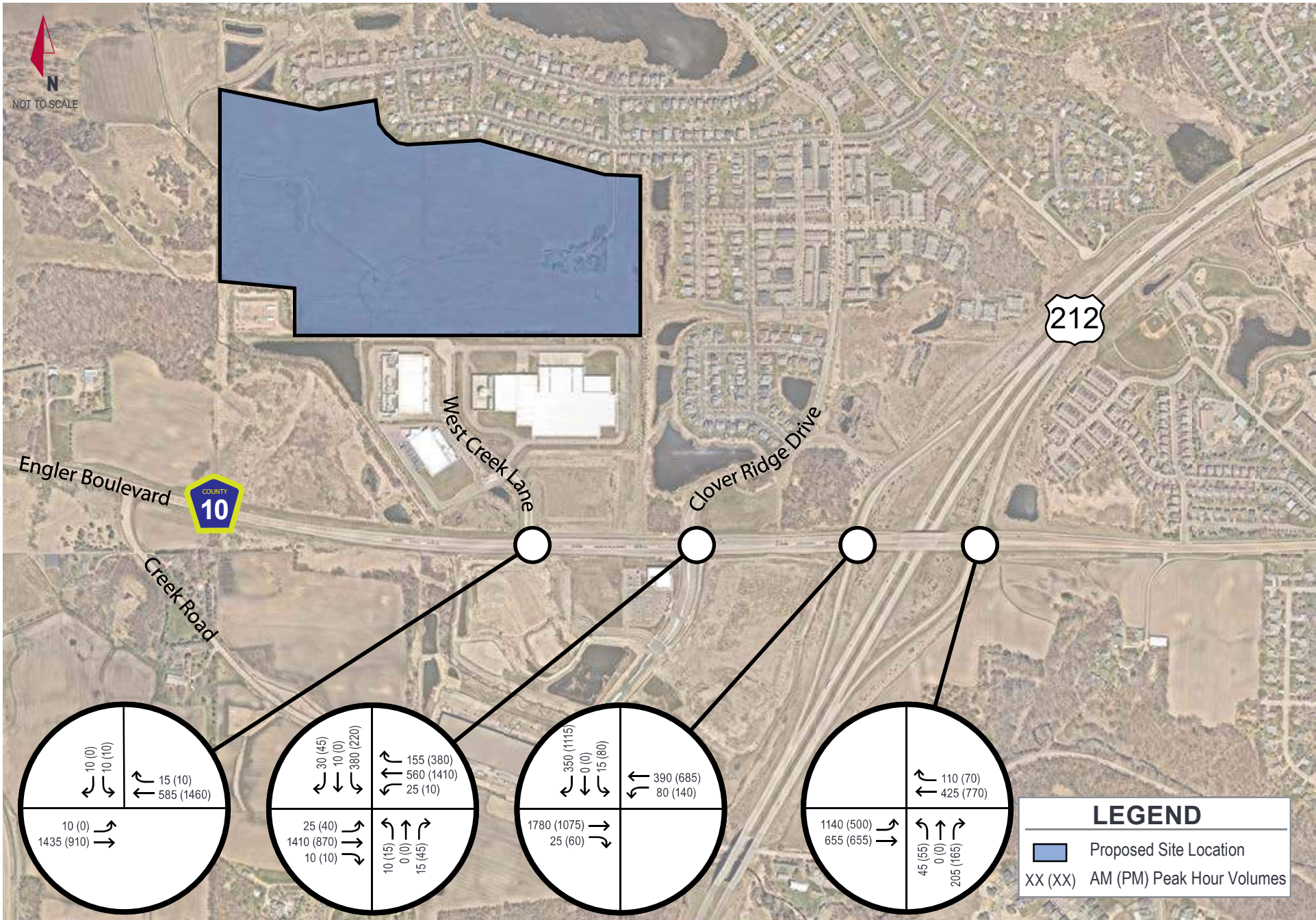
Exhibits

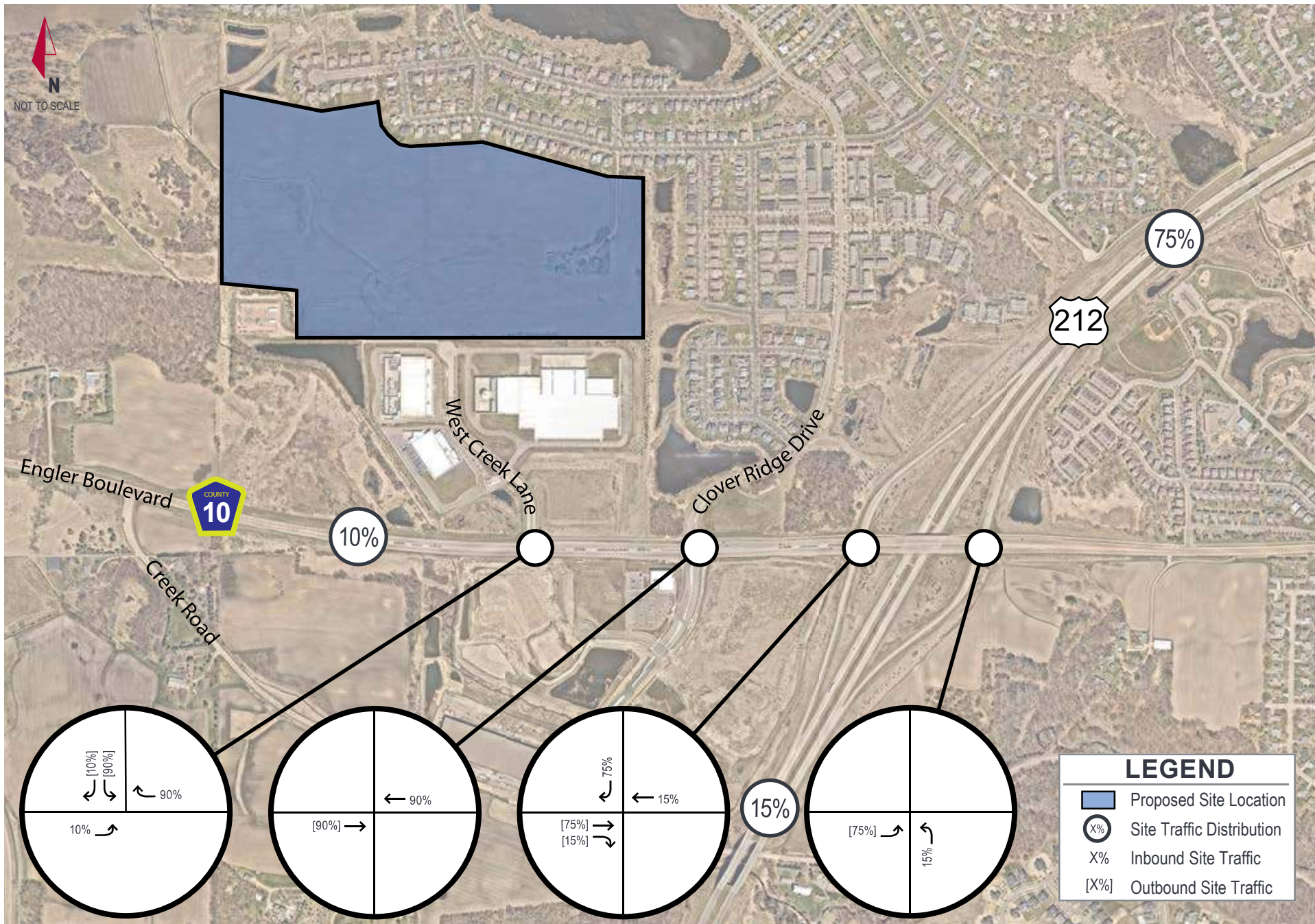


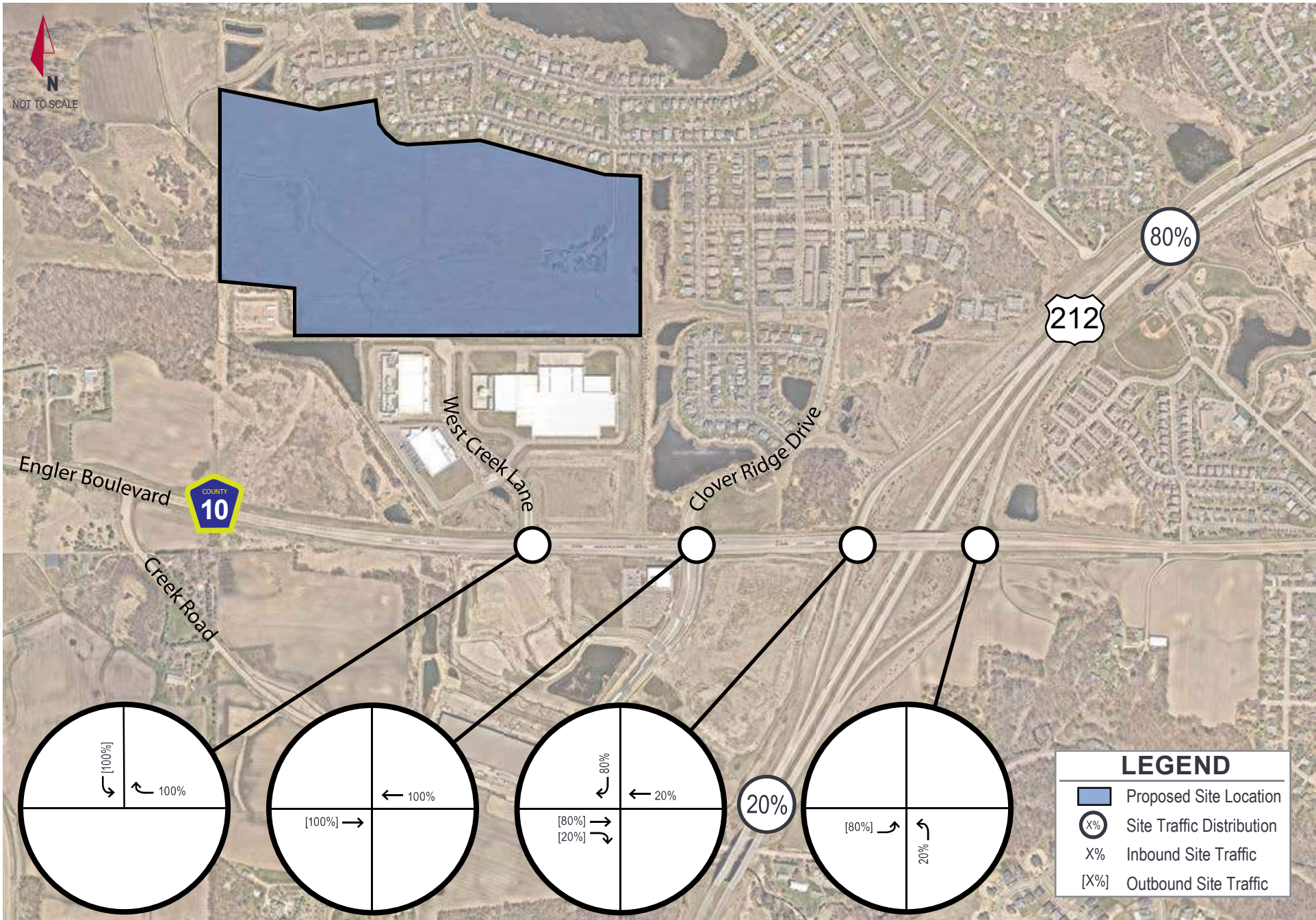


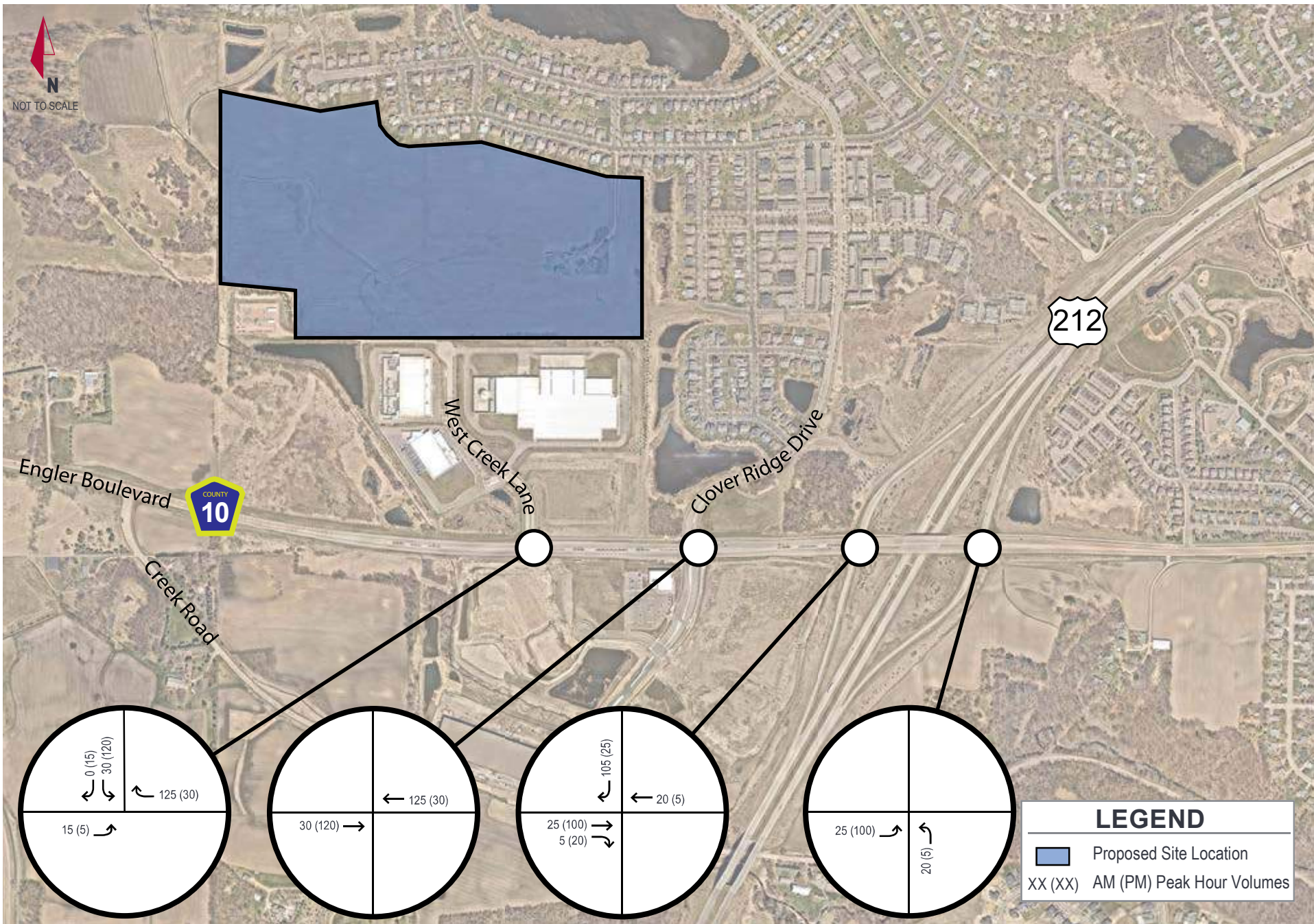


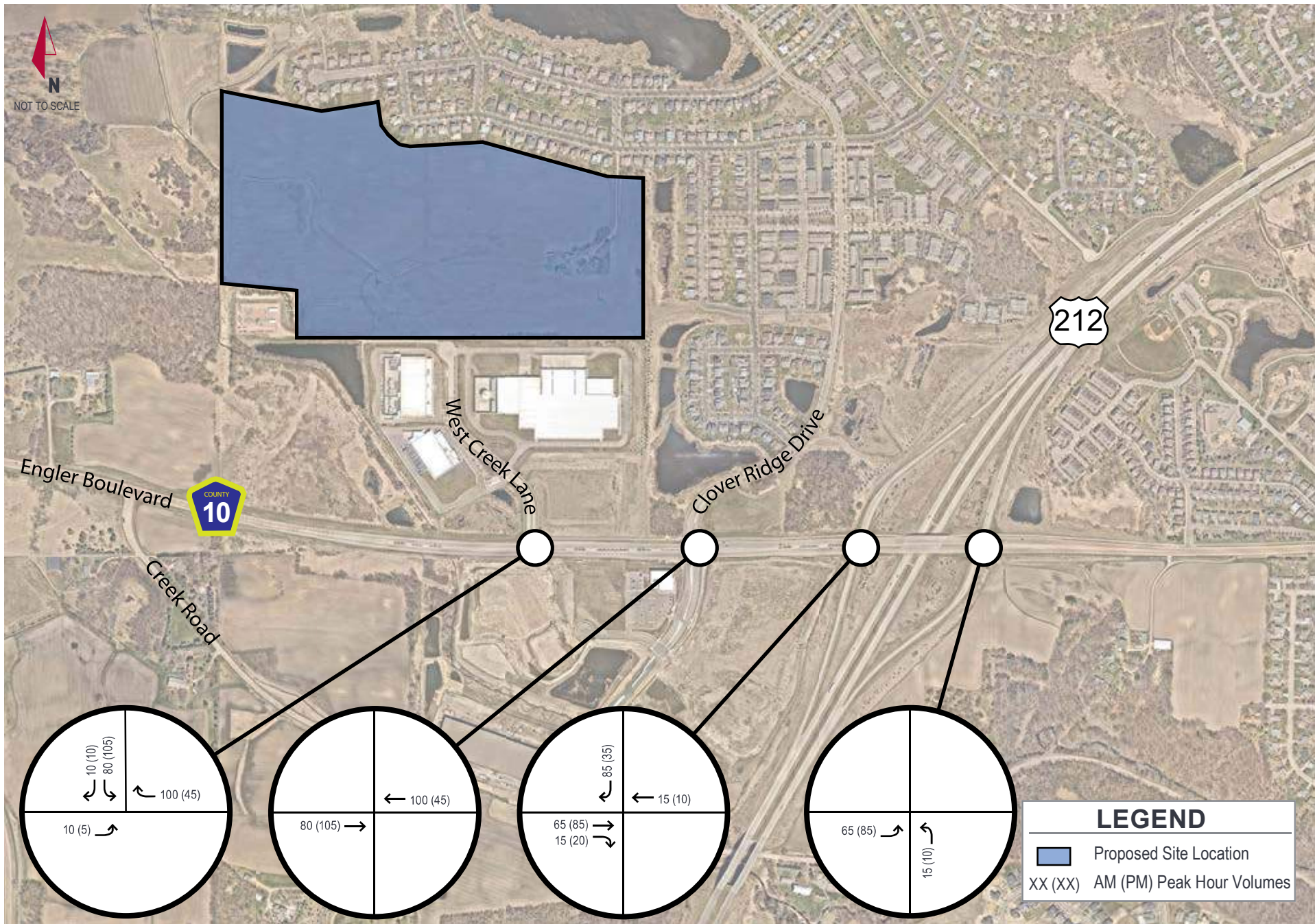


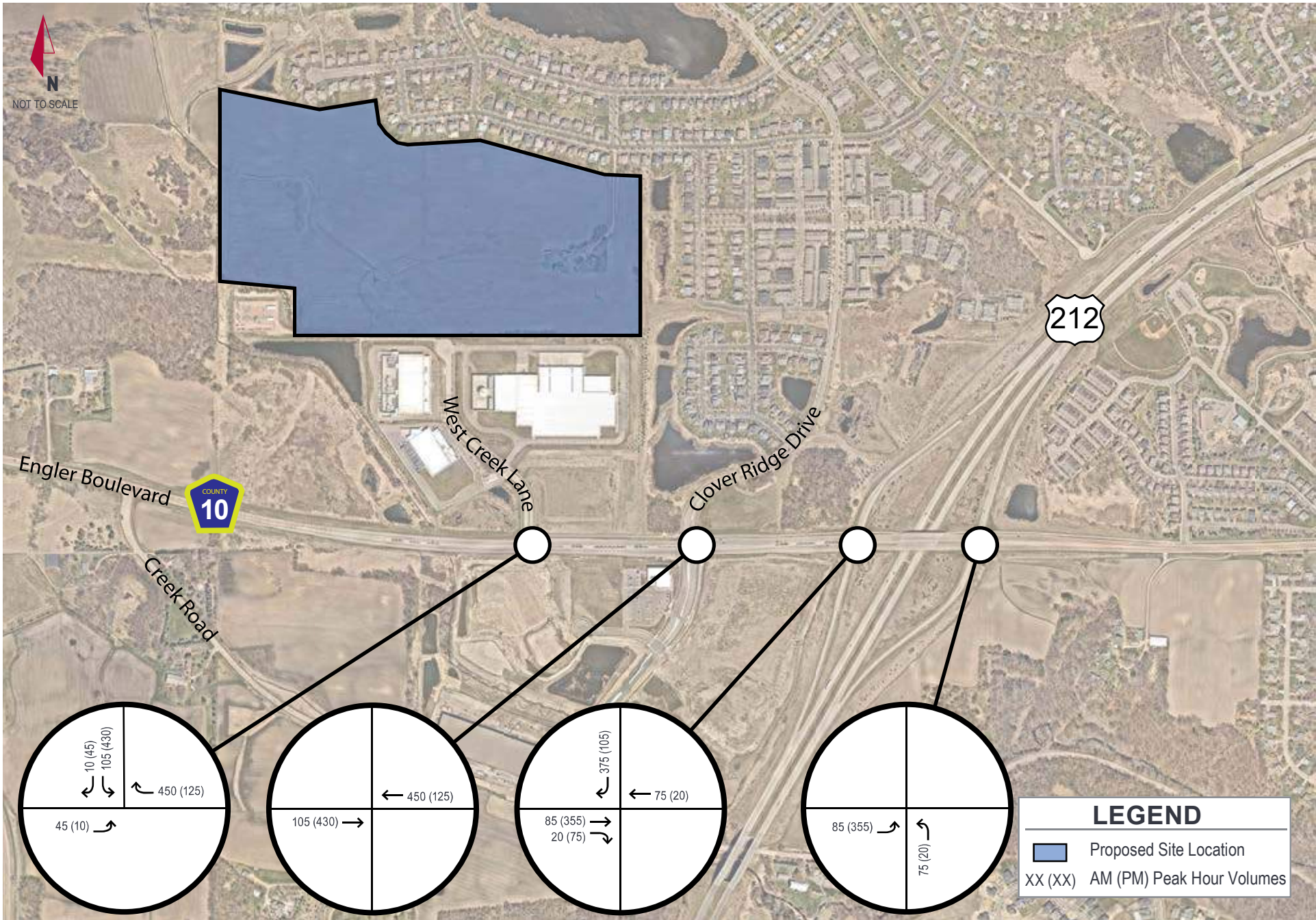


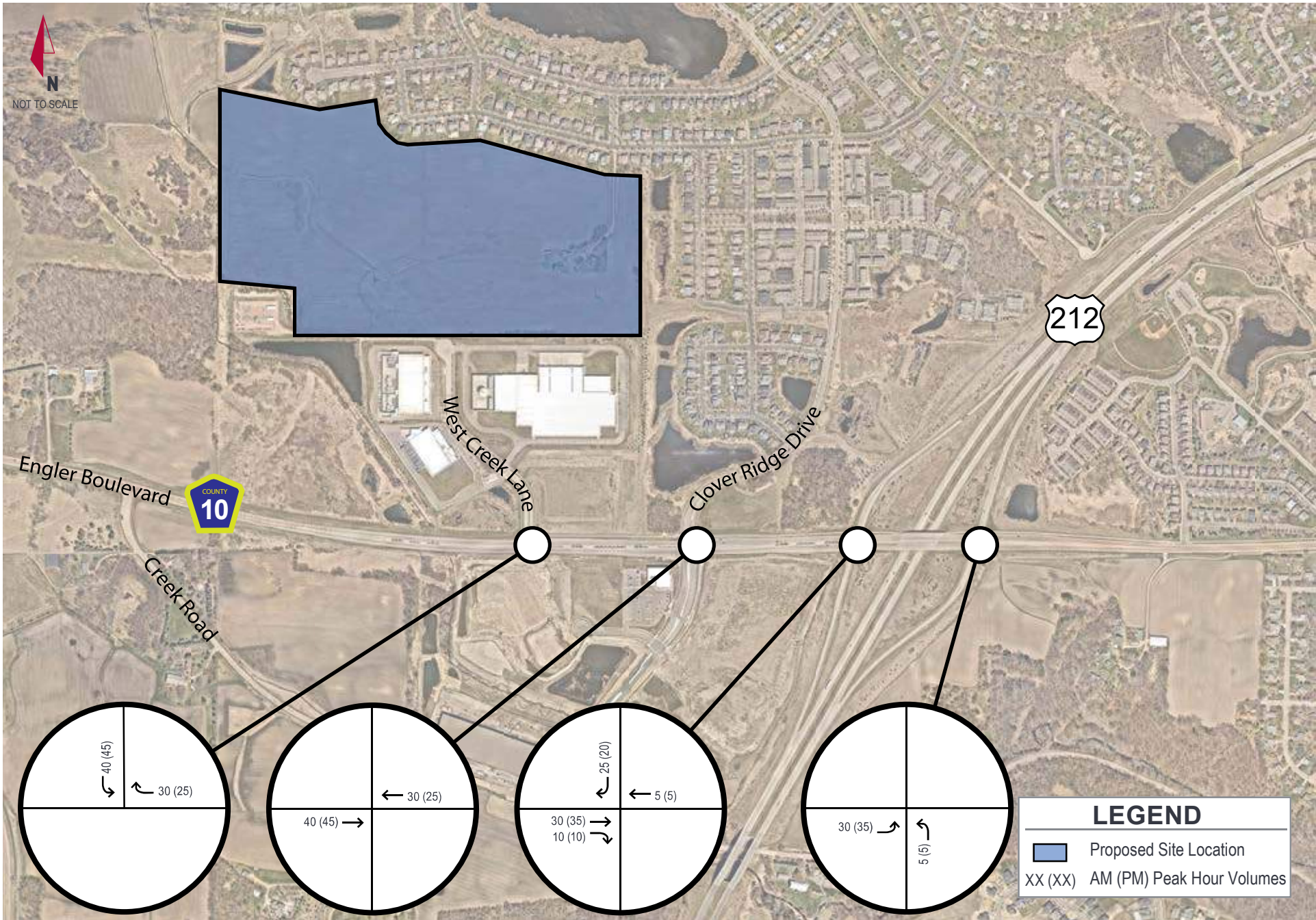


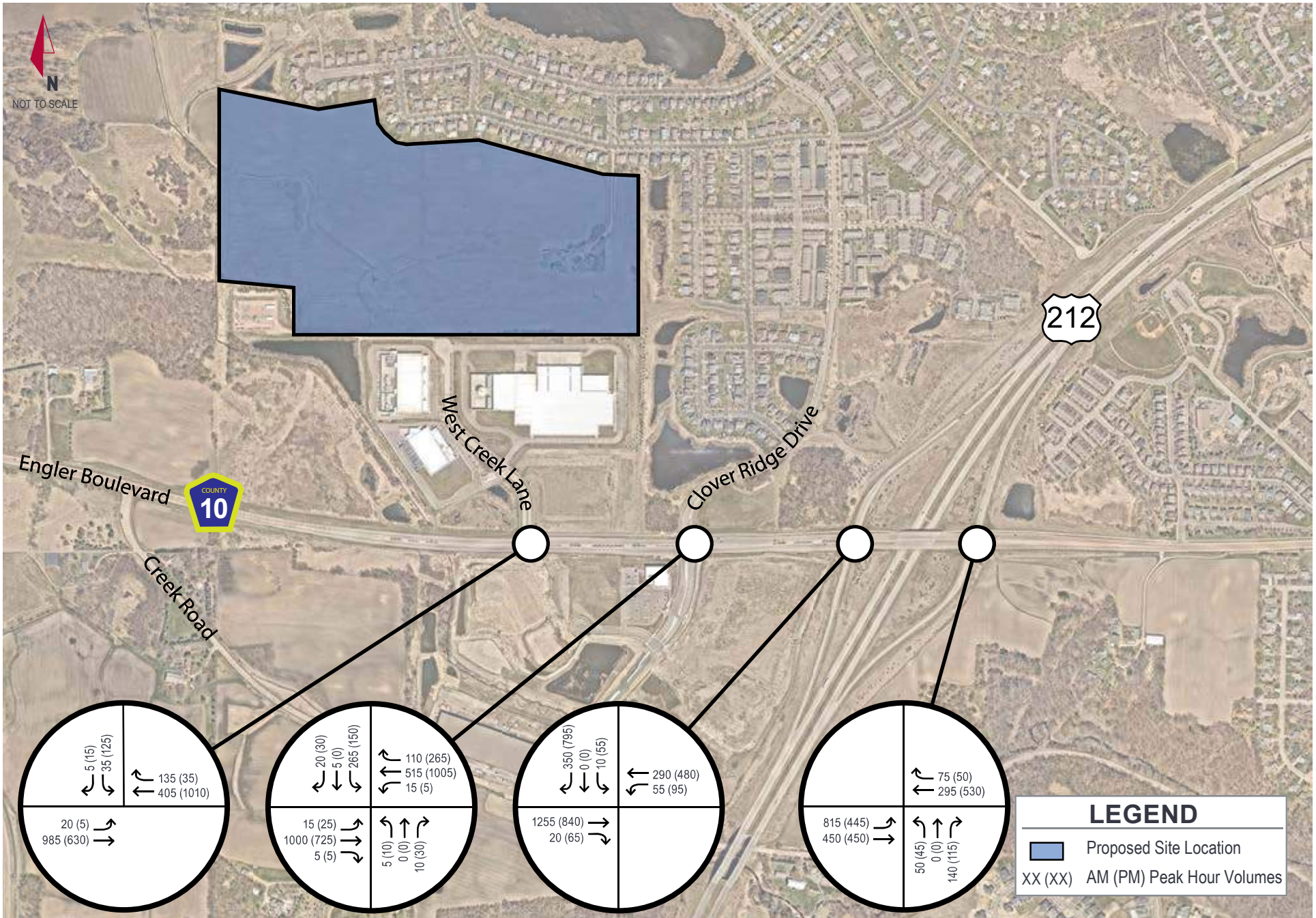


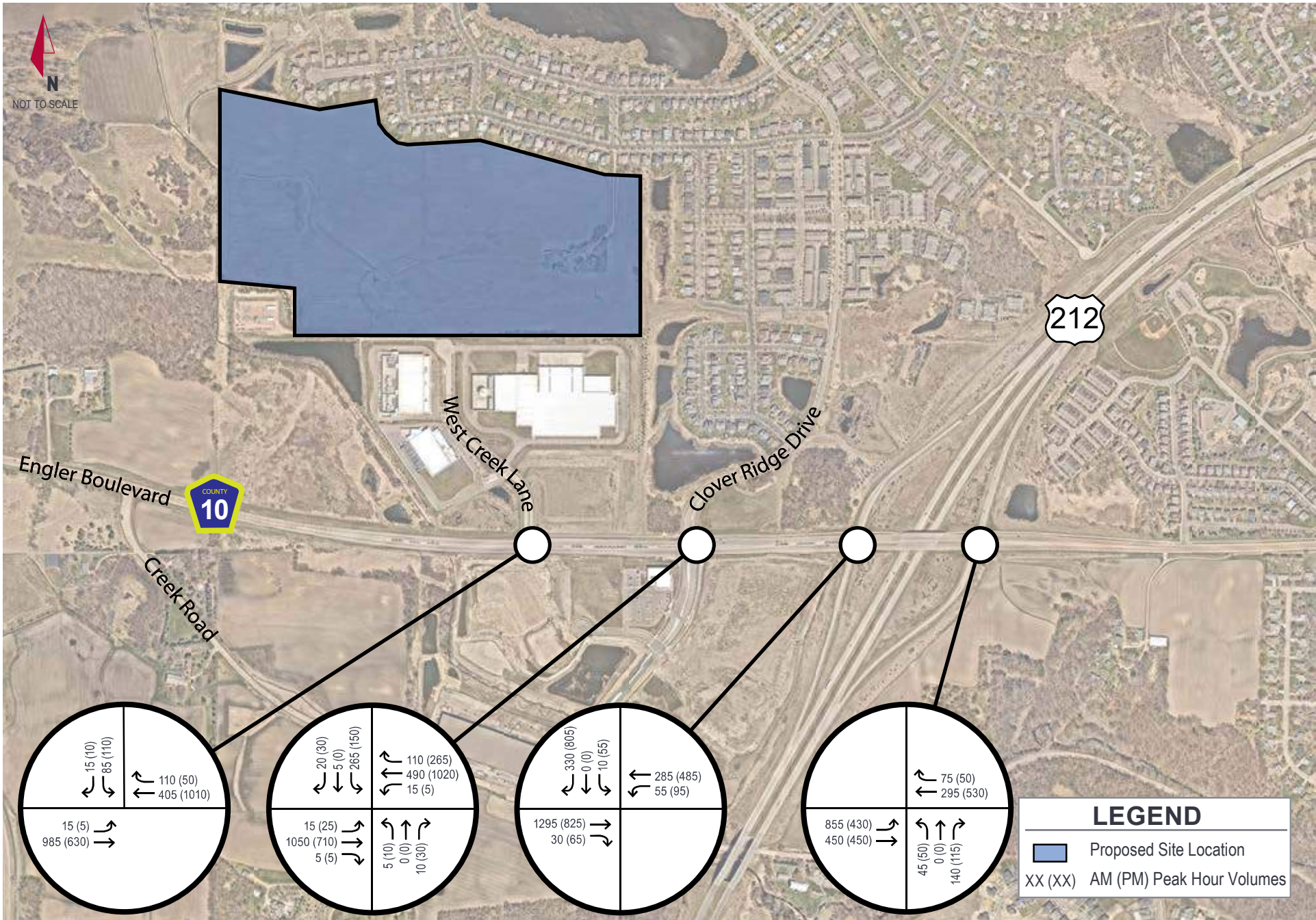


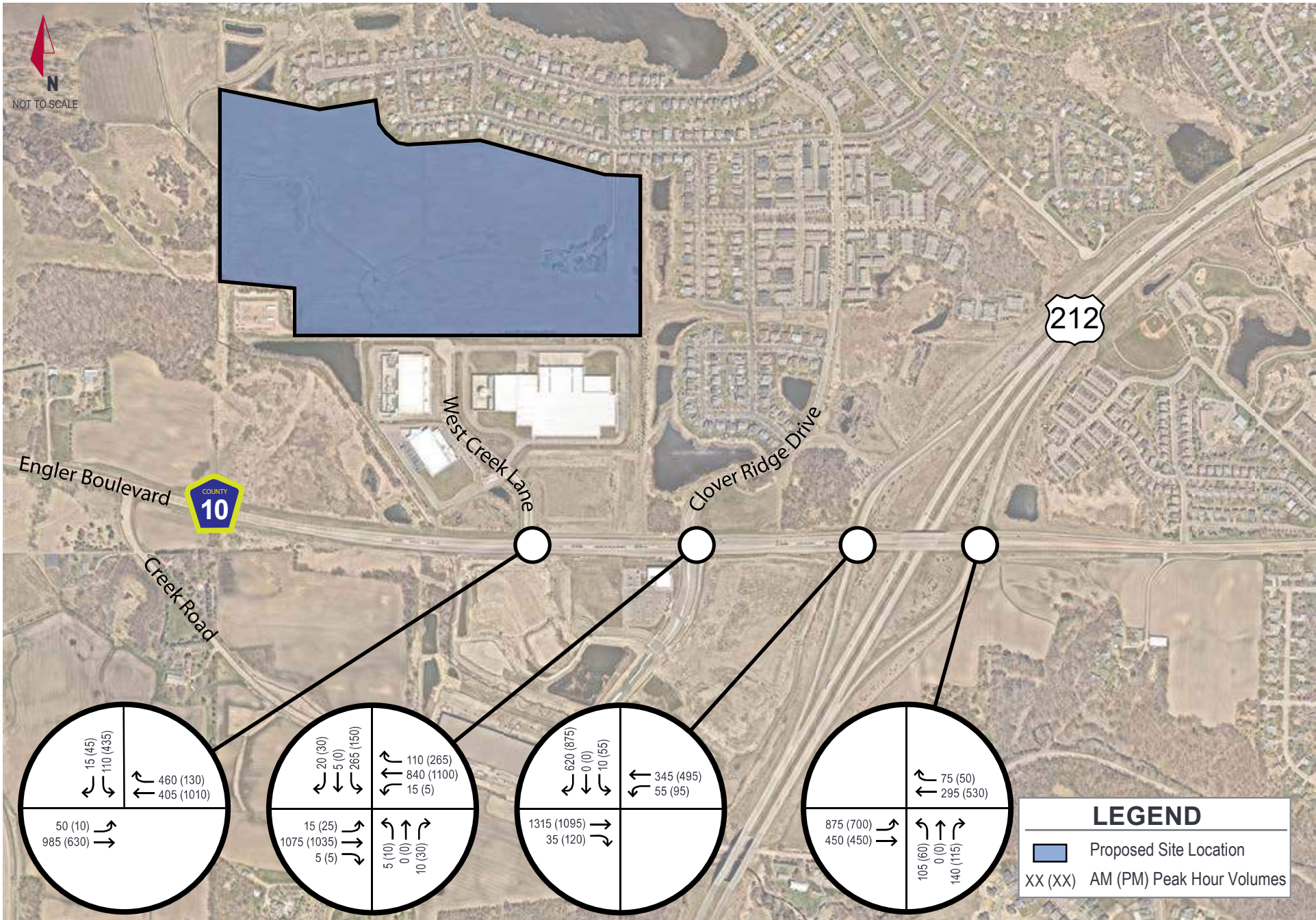


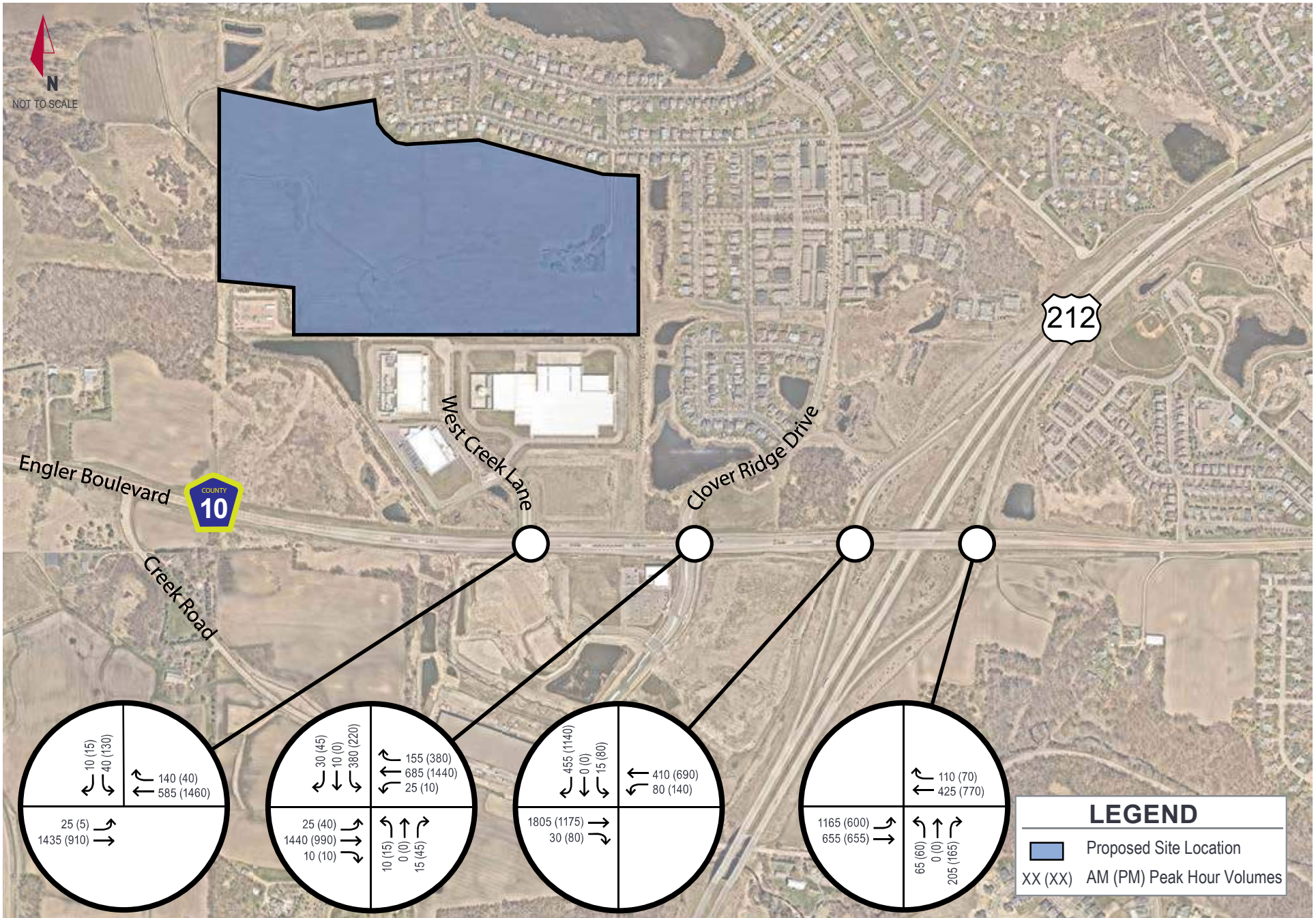


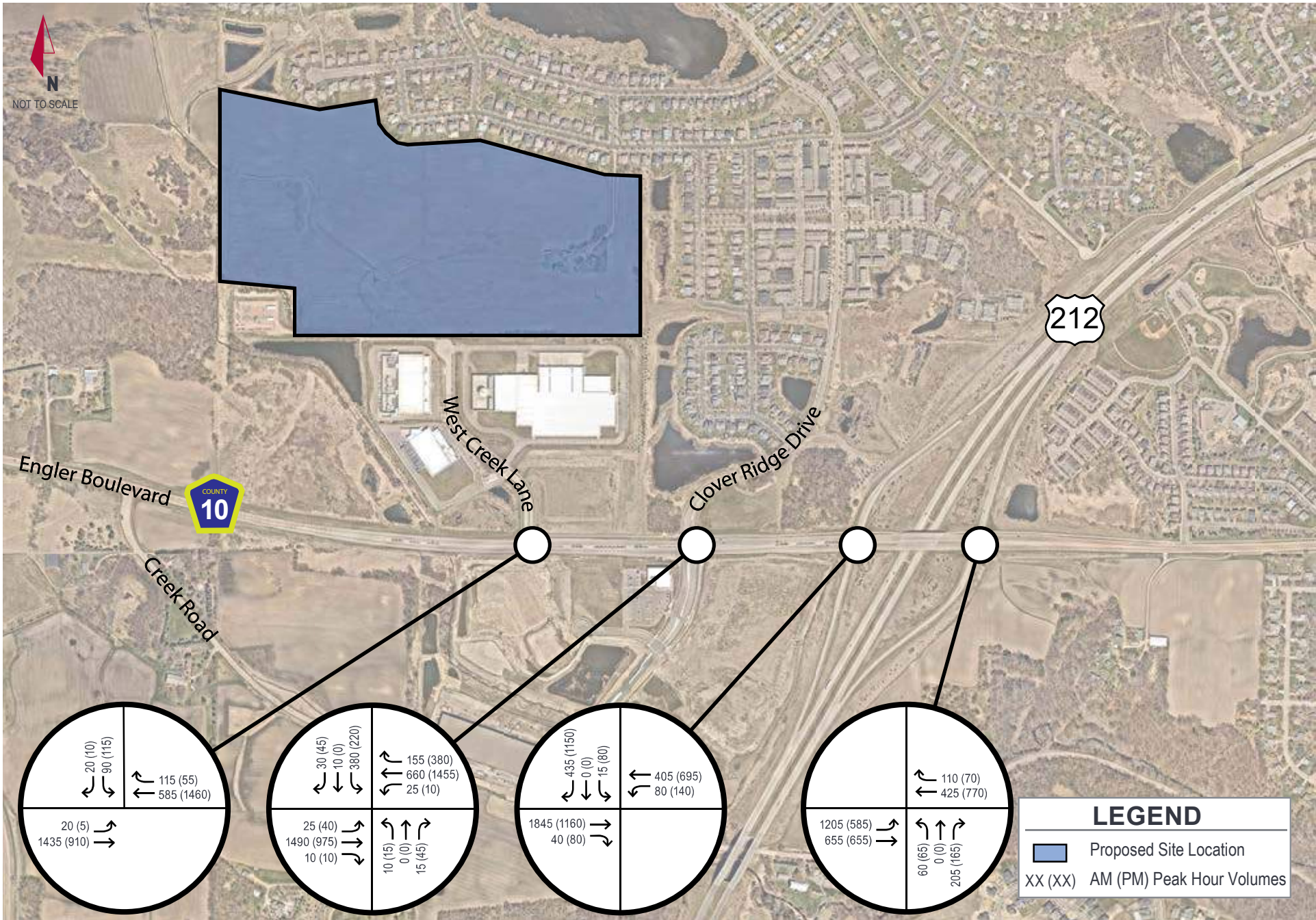


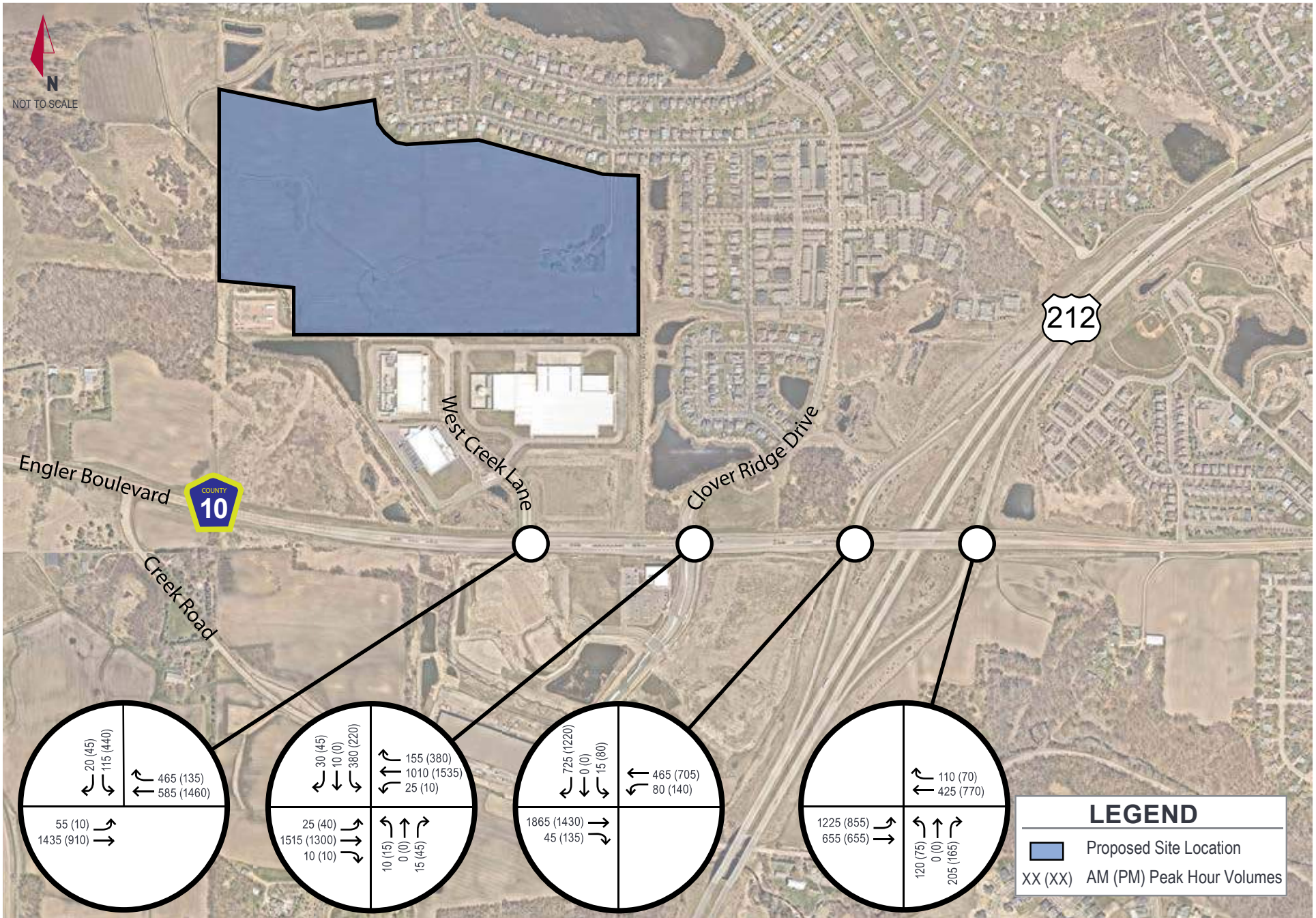












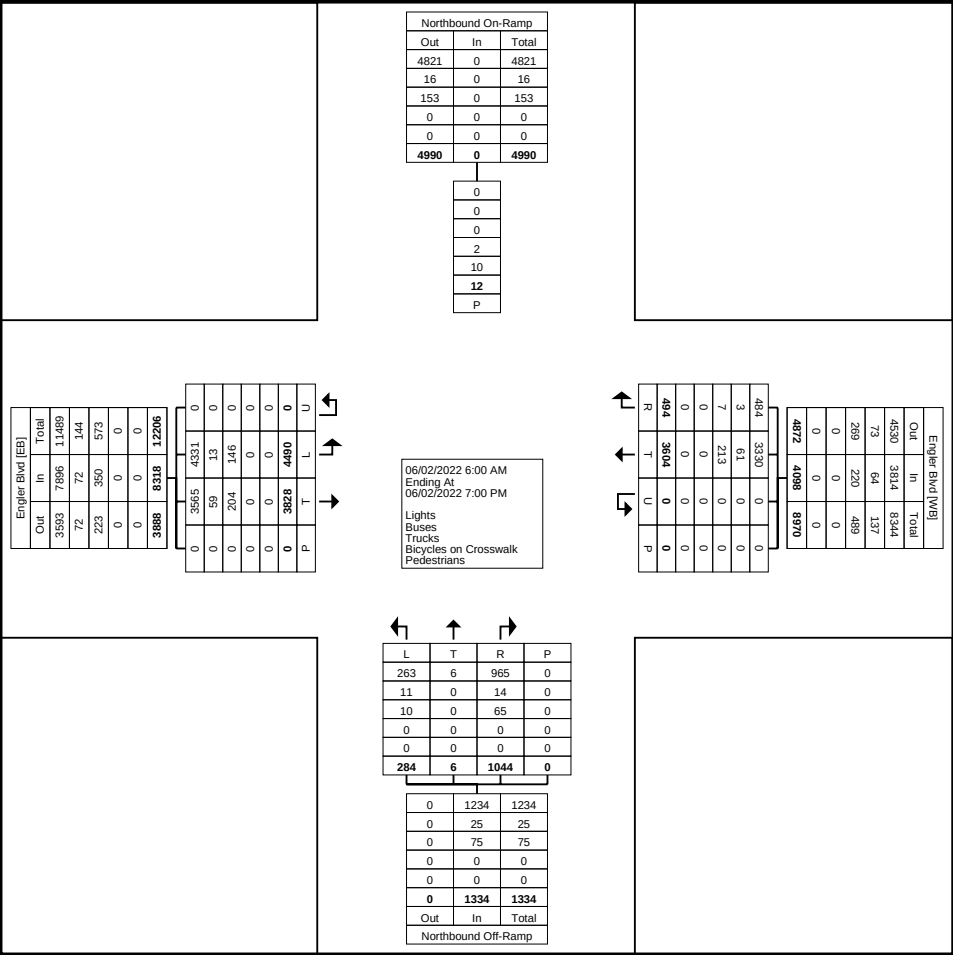
Appendix B:

Turning Movement Counts

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Northbound Off-Ramp Highway 212 Northbound					Northbound On-Ramp Highway 212 Southbound		Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
6:00 AM	87	43	0	0	130	18	11	0	0	29	0	0	11	0	11	1	0	170
6:15 AM	120	50	0	0	170	29	10	0	0	39	0	0	18	0	18	0	0	227
6:30 AM	123	57	0	0	180	48	28	0	0	76	2	0	25	0	27	0	0	283
6:45 AM	132	66	0	0	198	41	10	0	0	51	7	0	30	0	37	0	0	286
Hourly Total	462	216	0	0	678	136	59	0	0	195	9	0	84	0	93	1	0	966
7:00 AM	148	84	0	0	232	62	22	0	0	84	4	0	23	0	27	0	0	343
7:15 AM	174	83	0	0	257	74	21	0	0	95	6	0	27	0	33	0	0	385
7:30 AM	221	109	0	0	330	76	20	0	0	96	12	0	36	0	48	0	0	474
7:45 AM	175	117	0	0	292	58	15	0	0	73	4	0	31	0	35	0	0	400
Hourly Total	718	393	0	0	1111	270	78	0	0	348	26	0	117	0	143	0	0	1602
8:00 AM	145	110	0	0	255	58	14	0	0	72	5	0	36	0	41	0	0	368
8:15 AM	131	109	0	0	240	78	12	0	0	90	10	0	23	0	33	0	0	363
8:30 AM	140	60	0	0	200	76	14	0	0	90	5	1	21	0	27	0	0	317
8:45 AM	99	75	0	0	174	51	10	0	0	61	8	0	14	0	22	2	0	257
Hourly Total	515	354	0	0	869	263	50	0	0	313	28	1	94	0	123	2	0	1305
9:00 AM	85	55	0	0	140	46	10	0	0	56	2	0	35	0	37	0	0	233
9:15 AM	80	84	0	0	164	51	7	0	0	58	5	0	17	0	22	0	0	244
9:30 AM	75	54	0	0	129	52	12	0	0	64	3	0	18	0	21	0	0	214
9:45 AM	80	61	0	0	141	60	11	0	0	71	2	0	14	0	16	0	0	228
Hourly Total	320	254	0	0	574	209	40	0	0	249	12	0	84	0	96	0	0	919
10:00 AM	77	43	0	0	120	39	1	0	0	40	3	0	11	0	14	0	0	174
10:15 AM	74	50	0	0	124	44	7	0	0	51	3	0	9	0	12	0	0	187
10:30 AM	85	53	0	0	138	43	12	0	0	55	5	0	14	0	19	0	0	212
10:45 AM	55	64	0	0	119	49	4	0	0	53	9	0	16	0	25	0	0	197
Hourly Total	291	210	0	0	501	175	24	0	0	199	20	0	50	0	70	0	0	770
11:00 AM	56	40	0	0	96	57	5	0	0	62	2	0	8	0	10	0	0	168
11:15 AM	70	53	0	0	123	47	2	0	0	49	4	0	22	0	26	0	0	198
11:30 AM	75	58	0	0	133	49	6	0	0	55	4	0	23	0	27	1	0	215
11:45 AM	68	50	0	0	118	62	8	0	0	70	4	0	4	0	8	2	0	196
Hourly Total	269	201	0	0	470	215	21	0	0	236	14	0	57	0	71	3	0	777
12:00 PM	70	59	0	0	129	53	7	0	0	60	5	0	14	0	19	0	0	208
12:15 PM	61	60	0	0	121	56	12	0	0	68	3	1	15	0	19	0	0	208
12:30 PM	71	56	0	0	127	68	9	0	0	77	3	0	14	0	17	0	0	221
12:45 PM	72	67	0	0	139	66	11	0	0	77	2	0	13	0	15	1	0	231
Hourly Total	274	242	0	0	516	243	39	0	0	282	13	1	56	0	70	1	0	868
1:00 PM	54	39	0	0	93	56	14	0	0	70	3	2	9	0	14	0	0	177
1:15 PM	61	55	0	0	116	48	6	0	0	54	1	0	15	0	16	0	0	186
1:30 PM	63	55	0	0	118	61	7	0	0	68	3	0	11	0	14	0	0	200
1:45 PM	66	54	0	0	120	47	5	0	0	52	10	1	12	0	23	0	0	195

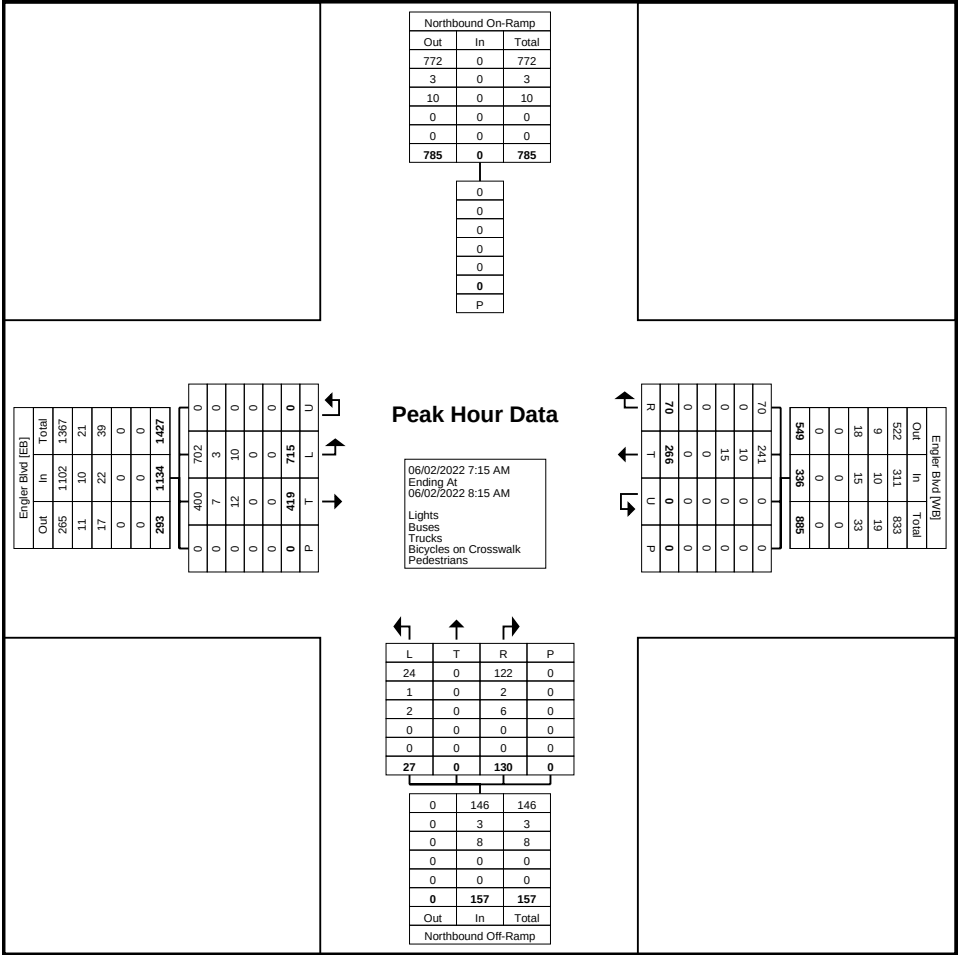
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2:00 PM	60	59	0	0	119	70	4	0	0	74	5	0	11	0	16	0	0	209
2:15 PM	61	76	0	0	137	69	8	0	0	77	4	0	14	0	18	0	0	232
2:30 PM	56	74	0	0	130	73	5	0	0	78	2	0	21	0	23	0	0	231
2:45 PM	60	78	0	0	138	76	5	0	0	81	8	1	14	0	23	1	0	242
Hourly Total	237	287	0	0	524	288	22	0	0	310	19	1	60	0	80	1	0	914
3:00 PM	69	76	0	0	145	99	5	0	0	104	8	0	32	0	40	0	0	289
3:15 PM	67	101	0	0	168	86	12	0	0	98	4	0	26	0	30	0	0	296
3:30 PM	91	86	0	0	177	132	5	0	0	137	5	0	16	0	21	0	0	335
3:45 PM	69	105	0	0	174	92	5	0	0	97	5	0	25	0	30	0	0	301
Hourly Total	296	368	0	0	664	409	27	0	0	436	22	0	99	0	121	0	0	1221
4:00 PM	87	86	0	0	173	112	11	0	0	123	9	0	19	0	28	0	0	324
4:15 PM	87	107	0	0	194	107	8	0	0	115	5	0	24	0	29	1	0	338
4:30 PM	96	111	0	0	207	105	7	0	0	112	9	0	22	0	31	0	0	350
4:45 PM	74	121	0	0	195	142	11	0	0	153	7	0	35	0	42	0	0	390
Hourly Total	344	425	0	0	769	466	37	0	0	503	30	0	100	0	130	1	0	1402
5:00 PM	82	96	0	0	178	127	15	0	0	142	7	0	23	0	30	0	0	350
5:15 PM	79	100	0	0	179	122	11	0	0	133	13	0	27	0	40	0	0	352
5:30 PM	80	89	0	0	169	99	9	0	0	108	14	0	40	0	54	0	0	331
5:45 PM	63	112	0	0	175	82	3	0	0	85	8	0	32	0	40	0	0	300
Hourly Total	304	397	0	0	701	430	38	0	0	468	42	0	122	0	164	0	0	1333
6:00 PM	58	88	0	0	146	90	6	0	0	96	3	0	18	0	21	3	0	263
6:15 PM	53	82	0	0	135	60	4	0	0	64	4	0	16	0	20	0	0	219
6:30 PM	54	58	0	0	112	65	7	0	0	72	9	0	20	0	29	0	0	213
6:45 PM	51	50	0	0	101	73	10	0	0	83	16	0	20	0	36	0	0	220
Hourly Total	216	278	0	0	494	288	27	0	0	315	32	0	74	0	106	3	0	915
Grand Total	4490	3828	0	0	8318	3604	494	0	0	4098	284	6	1044	0	1334	12	0	13750
Approach %	54.0	46.0	0.0	-	-	87.9	12.1	0.0	-	-	21.3	0.4	78.3	-	-	-	-	-
Total %	32.7	27.8	0.0	-	60.5	26.2	3.6	0.0	-	29.8	2.1	0.0	7.6	-	9.7	-	0.0	-
Lights	4331	3565	0	-	7896	3330	484	0	-	3814	263	6	965	-	1234	-	0	12944
% Lights	96.5	93.1	-	-	94.9	92.4	98.0	-	-	93.1	92.6	100.0	92.4	-	92.5	-	-	94.1
Buses	13	59	0	-	72	61	3	0	-	64	11	0	14	-	25	-	0	161
% Buses	0.3	1.5	-	-	0.9	1.7	0.6	-	-	1.6	3.9	0.0	1.3	-	1.9	-	-	1.2
Trucks	146	204	0	-	350	213	7	0	-	220	10	0	65	-	75	-	0	645
% Trucks	3.3	5.3	-	-	4.2	5.9	1.4	-	-	5.4	3.5	0.0	6.2	-	5.6	-	-	4.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

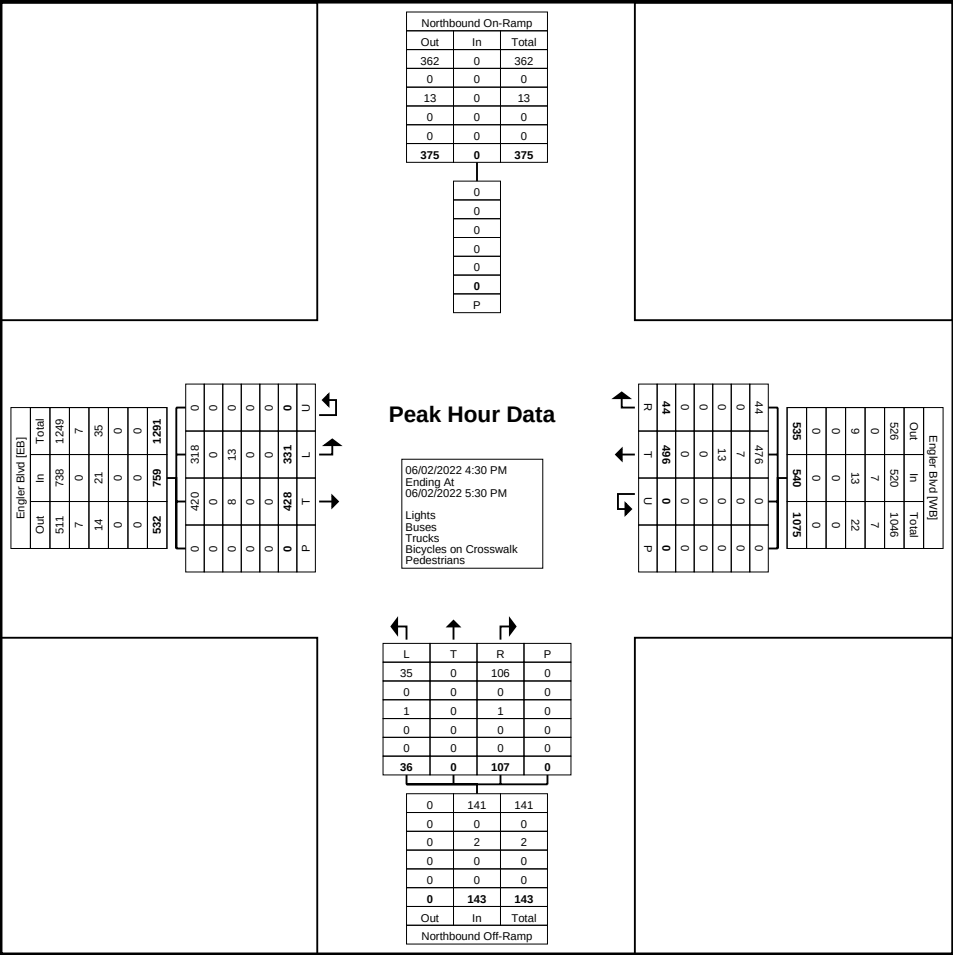
Start Time	Engler Blvd					Engler Blvd					Northbound Off-Ramp Highway 212					Northbound On-Ramp Highway 212		Int. Total
	Eastbound					Westbound					Northbound					Southbound		
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
7:15 AM	174	83	0	0	257	74	21	0	0	95	6	0	27	0	33	0	0	385
7:30 AM	221	109	0	0	330	76	20	0	0	96	12	0	36	0	48	0	0	474
7:45 AM	175	117	0	0	292	58	15	0	0	73	4	0	31	0	35	0	0	400
8:00 AM	145	110	0	0	255	58	14	0	0	72	5	0	36	0	41	0	0	368
Total	715	419	0	0	1134	266	70	0	0	336	27	0	130	0	157	0	0	1627
Approach %	63.1	36.9	0.0	-	-	79.2	20.8	0.0	-	-	17.2	0.0	82.8	-	-	-	-	-
Total %	43.9	25.8	0.0	-	69.7	16.3	4.3	0.0	-	20.7	1.7	0.0	8.0	-	9.6	-	0.0	-
PHF	0.809	0.895	0.000	-	0.859	0.875	0.833	0.000	-	0.875	0.563	0.000	0.903	-	0.818	-	0.000	0.858
Lights	702	400	0	-	1102	241	70	0	-	311	24	0	122	-	146	-	0	1559
% Lights	98.2	95.5	-	-	97.2	90.6	100.0	-	-	92.6	88.9	-	93.8	-	93.0	-	-	95.8
Buses	3	7	0	-	10	10	0	0	-	10	1	0	2	-	3	-	0	23
% Buses	0.4	1.7	-	-	0.9	3.8	0.0	-	-	3.0	3.7	-	1.5	-	1.9	-	-	1.4
Trucks	10	12	0	-	22	15	0	0	-	15	2	0	6	-	8	-	0	45
% Trucks	1.4	2.9	-	-	1.9	5.6	0.0	-	-	4.5	7.4	-	4.6	-	5.1	-	-	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd					Engler Blvd					Northbound Off-Ramp Highway 212					Northbound On-Ramp Highway 212		Int. Total
	Eastbound					Westbound					Northbound					Southbound		
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
4:30 PM	96	111	0	0	207	105	7	0	0	112	9	0	22	0	31	0	0	350
4:45 PM	74	121	0	0	195	142	11	0	0	153	7	0	35	0	42	0	0	390
5:00 PM	82	96	0	0	178	127	15	0	0	142	7	0	23	0	30	0	0	350
5:15 PM	79	100	0	0	179	122	11	0	0	133	13	0	27	0	40	0	0	352
Total	331	428	0	0	759	496	44	0	0	540	36	0	107	0	143	0	0	1442
Approach %	43.6	56.4	0.0	-	-	91.9	8.1	0.0	-	-	25.2	0.0	74.8	-	-	-	-	-
Total %	23.0	29.7	0.0	-	52.6	34.4	3.1	0.0	-	37.4	2.5	0.0	7.4	-	9.9	-	0.0	-
PHF	0.862	0.884	0.000	-	0.917	0.873	0.733	0.000	-	0.882	0.692	0.000	0.764	-	0.851	-	0.000	0.924
Lights	318	420	0	-	738	476	44	0	-	520	35	0	106	-	141	-	0	1399
% Lights	96.1	98.1	-	-	97.2	96.0	100.0	-	-	96.3	97.2	-	99.1	-	98.6	-	-	97.0
Buses	0	0	0	-	0	7	0	0	-	7	0	0	0	-	0	-	0	7
% Buses	0.0	0.0	-	-	0.0	1.4	0.0	-	-	1.3	0.0	-	0.0	-	0.0	-	-	0.5
Trucks	13	8	0	-	21	13	0	0	-	13	1	0	1	-	2	-	0	36
% Trucks	3.9	1.9	-	-	2.8	2.6	0.0	-	-	2.4	2.8	-	0.9	-	1.4	-	-	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

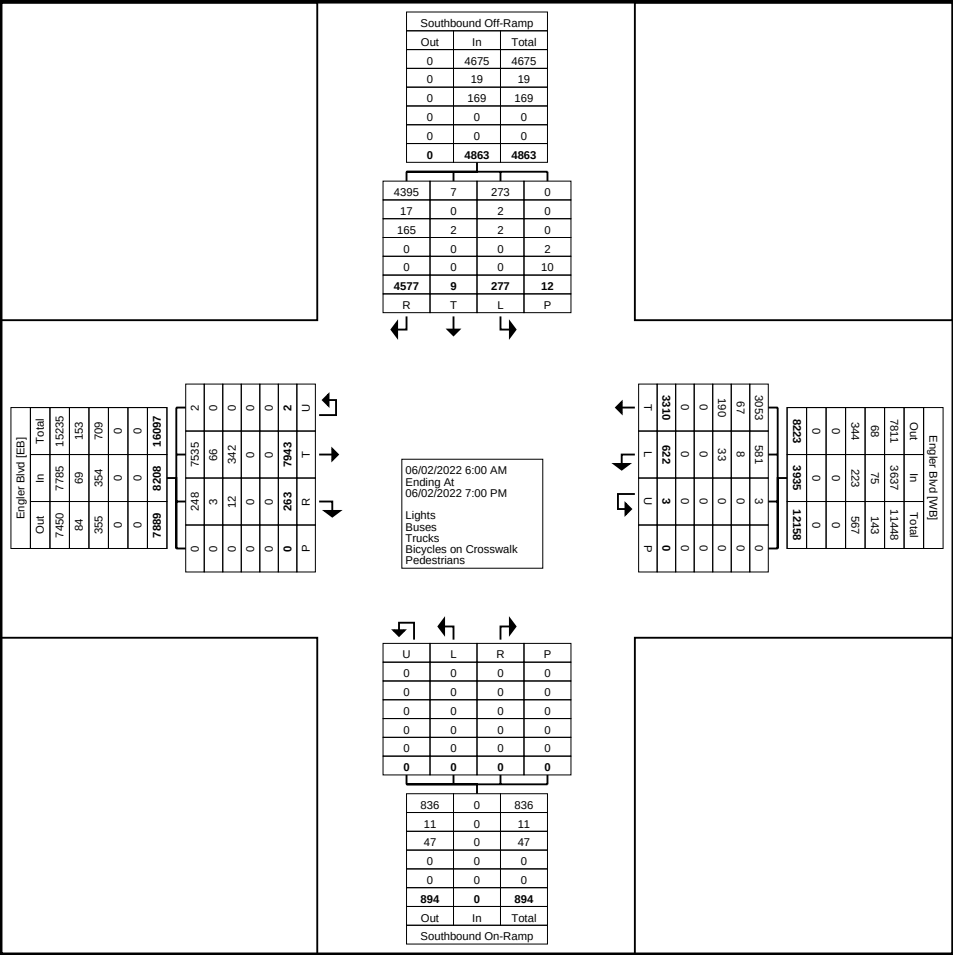


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:00 AM	132	2	0	0	134	1	18	0	0	19	0	0	0	0	0	0	0	33	1	33	186
6:15 AM	176	5	0	0	181	6	23	0	0	29	0	0	0	0	0	1	0	47	0	48	258
6:30 AM	181	9	0	0	190	7	42	0	0	49	0	0	0	0	0	0	0	57	0	57	296
6:45 AM	195	6	0	0	201	4	44	0	0	48	0	0	0	0	0	1	0	65	0	66	315
Hourly Total	684	22	0	0	706	18	127	0	0	145	0	0	0	0	0	2	0	202	1	204	1055
7:00 AM	241	4	0	0	245	13	56	0	0	69	0	0	0	0	0	1	0	60	0	61	375
7:15 AM	247	1	0	0	248	15	69	0	0	84	0	0	0	0	0	2	0	49	0	51	383
7:30 AM	321	4	0	0	325	13	73	0	0	86	0	0	0	0	0	4	0	58	0	62	473
7:45 AM	281	3	0	0	284	12	55	0	0	67	0	0	0	0	0	2	0	72	0	74	425
Hourly Total	1090	12	0	0	1102	53	253	0	0	306	0	0	0	0	0	9	0	239	0	248	1656
8:00 AM	259	0	0	0	259	7	56	0	0	63	0	0	0	0	0	2	0	44	0	46	368
8:15 AM	225	3	0	0	228	17	71	0	0	88	0	0	0	0	0	1	0	66	0	67	383
8:30 AM	191	0	0	0	191	13	69	0	0	82	0	0	0	0	0	1	1	65	0	67	340
8:45 AM	170	1	0	0	171	9	50	0	0	59	0	0	0	0	0	3	0	55	0	58	288
Hourly Total	845	4	0	0	849	46	246	0	0	292	0	0	0	0	0	7	1	230	0	238	1379
9:00 AM	143	0	0	0	143	8	41	0	0	49	0	0	0	0	0	3	0	44	2	47	239
9:15 AM	154	3	0	0	157	11	44	0	0	55	0	0	0	0	0	3	0	44	0	47	259
9:30 AM	126	1	0	0	127	11	43	0	0	54	0	0	0	0	0	2	2	66	0	70	251
9:45 AM	136	2	0	0	138	8	54	0	0	62	0	0	0	0	0	2	0	38	0	40	240
Hourly Total	559	6	0	0	565	38	182	0	0	220	0	0	0	0	0	10	2	192	2	204	989
10:00 AM	114	1	0	0	115	5	38	0	0	43	0	0	0	0	0	2	0	54	0	56	214
10:15 AM	117	5	0	0	122	6	40	0	0	46	0	0	0	0	0	4	0	48	0	52	220
10:30 AM	133	1	0	0	134	6	43	0	0	49	0	0	0	0	0	4	0	58	0	62	245
10:45 AM	112	3	0	0	115	10	47	0	0	57	0	0	0	0	0	5	0	45	0	50	222
Hourly Total	476	10	0	0	486	27	168	0	0	195	0	0	0	0	0	15	0	205	0	220	901
11:00 AM	92	5	0	0	97	10	51	0	0	61	0	0	0	0	0	2	0	56	0	58	216
11:15 AM	113	4	0	0	117	9	43	0	0	52	0	0	0	0	0	6	0	63	0	69	238
11:30 AM	132	4	0	0	136	12	45	0	0	57	0	0	0	0	0	4	0	60	1	64	257
11:45 AM	112	4	0	0	116	14	52	0	0	66	0	0	0	0	0	2	0	68	2	70	252
Hourly Total	449	17	0	0	466	45	191	0	0	236	0	0	0	0	0	14	0	247	3	261	963
12:00 PM	121	5	0	0	126	9	47	0	0	56	0	0	0	0	0	3	0	62	0	65	247
12:15 PM	116	2	0	0	118	9	50	1	0	60	0	0	0	0	0	6	0	65	0	71	249
12:30 PM	127	5	0	0	132	3	68	0	0	71	0	0	0	0	0	2	0	69	0	71	274
12:45 PM	129	1	0	0	130	9	62	0	0	71	0	0	0	0	0	8	0	70	1	78	279
Hourly Total	493	13	0	0	506	30	227	1	0	258	0	0	0	0	0	19	0	266	1	285	1049
1:00 PM	89	5	0	0	94	12	49	0	0	61	0	0	0	0	0	5	0	68	0	73	228
1:15 PM	108	0	1	0	109	6	46	0	0	52	0	0	0	0	0	8	0	73	0	81	242
1:30 PM	118	4	0	0	122	7	58	0	0	65	0	0	0	0	0	3	0	80	0	83	270
1:45 PM	119	6	0	0	125	8	49	0	0	57	0	0	0	0	0	3	0	93	0	96	278

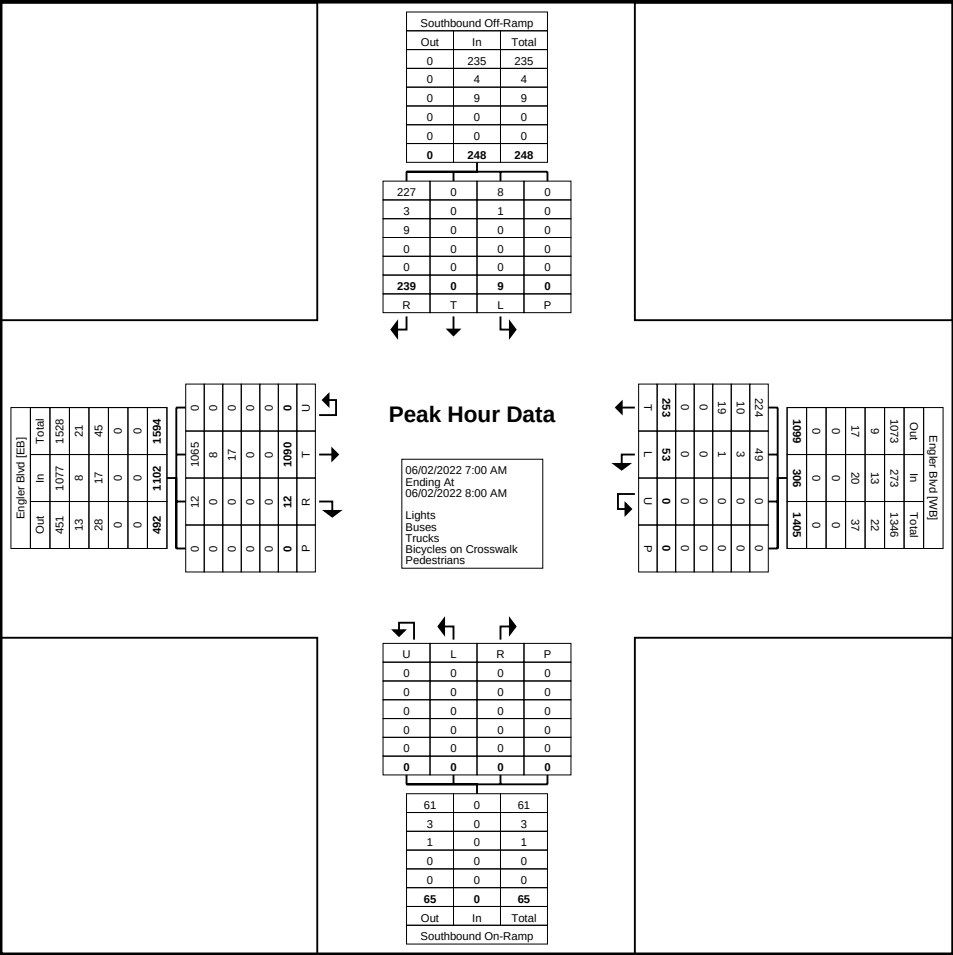
Hourly Total	434	15	1	0	450	33	202	0	0	235	0	0	0	0	0	19	0	314	0	333	1018
2:00 PM	112	4	0	0	116	11	65	0	0	76	0	0	0	0	0	6	0	94	0	100	292
2:15 PM	133	5	0	0	138	11	65	0	0	76	0	0	0	0	0	4	0	85	0	89	303
2:30 PM	115	11	0	0	126	11	64	0	0	75	0	0	0	0	0	7	0	106	1	113	314
2:45 PM	134	5	0	0	139	15	68	0	0	83	0	0	0	0	0	3	1	95	0	99	321
Hourly Total	494	25	0	0	519	48	262	0	0	310	0	0	0	0	0	20	1	380	1	401	1230
3:00 PM	141	12	0	0	153	22	90	0	0	112	0	0	0	0	0	8	1	114	0	123	388
3:15 PM	160	7	0	0	167	15	76	0	0	91	0	0	0	0	0	11	1	114	0	126	384
3:30 PM	160	8	0	0	168	26	113	0	0	139	0	0	0	0	0	6	0	115	0	121	428
3:45 PM	163	6	0	0	169	21	85	0	0	106	0	0	0	0	0	10	0	140	0	150	425
Hourly Total	624	33	0	0	657	84	364	0	0	448	0	0	0	0	0	35	2	483	0	520	1625
4:00 PM	163	8	0	0	171	14	106	0	0	120	0	0	0	0	0	6	0	138	0	144	435
4:15 PM	176	8	0	0	184	22	90	0	0	112	0	0	0	0	0	16	0	190	1	206	502
4:30 PM	179	9	0	0	188	22	98	1	0	121	0	0	0	0	0	15	0	181	0	196	505
4:45 PM	182	9	0	0	191	25	122	0	0	147	0	0	0	0	0	13	0	184	0	197	535
Hourly Total	700	34	0	0	734	83	416	1	0	500	0	0	0	0	0	50	0	693	1	743	1977
5:00 PM	161	12	0	0	173	24	109	0	0	133	0	0	0	0	0	8	0	178	0	186	492
5:15 PM	169	11	0	0	180	17	120	0	0	137	0	0	0	0	0	14	0	174	0	188	505
5:30 PM	158	12	0	0	170	24	88	0	0	112	0	0	0	0	0	13	1	167	0	181	463
5:45 PM	159	12	0	0	171	10	80	0	0	90	0	0	0	0	0	15	0	167	0	182	443
Hourly Total	647	47	0	0	694	75	397	0	0	472	0	0	0	0	0	50	1	686	0	737	1903
6:00 PM	130	3	0	0	133	9	82	0	0	91	0	0	0	0	0	8	1	132	3	141	365
6:15 PM	119	5	0	0	124	10	56	0	0	66	0	0	0	0	0	10	0	133	0	143	333
6:30 PM	106	10	0	0	116	13	60	1	0	74	0	0	0	0	0	6	1	101	0	108	298
6:45 PM	93	7	1	0	101	10	77	0	0	87	0	0	0	0	0	3	0	74	0	77	265
Hourly Total	448	25	1	0	474	42	275	1	0	318	0	0	0	0	0	27	2	440	3	469	1261
Grand Total	7943	263	2	0	8208	622	3310	3	0	3935	0	0	0	0	0	277	9	4577	12	4863	17006
Approach %	96.8	3.2	0.0	-	-	15.8	84.1	0.1	-	-	0.0	0.0	0.0	-	-	5.7	0.2	94.1	-	-	-
Total %	46.7	1.5	0.0	-	48.3	3.7	19.5	0.0	-	23.1	0.0	0.0	0.0	-	0.0	1.6	0.1	26.9	-	28.6	-
Lights	7535	248	2	-	7785	581	3053	3	-	3637	0	0	0	-	0	273	7	4395	-	4675	16097
% Lights	94.9	94.3	100.0	-	94.8	93.4	92.2	100.0	-	92.4	-	-	-	-	-	98.6	77.8	96.0	-	96.1	94.7
Buses	66	3	0	-	69	8	67	0	-	75	0	0	0	-	0	2	0	17	-	19	163
% Buses	0.8	1.1	0.0	-	0.8	1.3	2.0	0.0	-	1.9	-	-	-	-	-	0.7	0.0	0.4	-	0.4	1.0
Trucks	342	12	0	-	354	33	190	0	-	223	0	0	0	-	0	2	2	165	-	169	746
% Trucks	4.3	4.6	0.0	-	4.3	5.3	5.7	0.0	-	5.7	-	-	-	-	-	0.7	22.2	3.6	-	3.5	4.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3	-	-



Turning Movement Data Plot

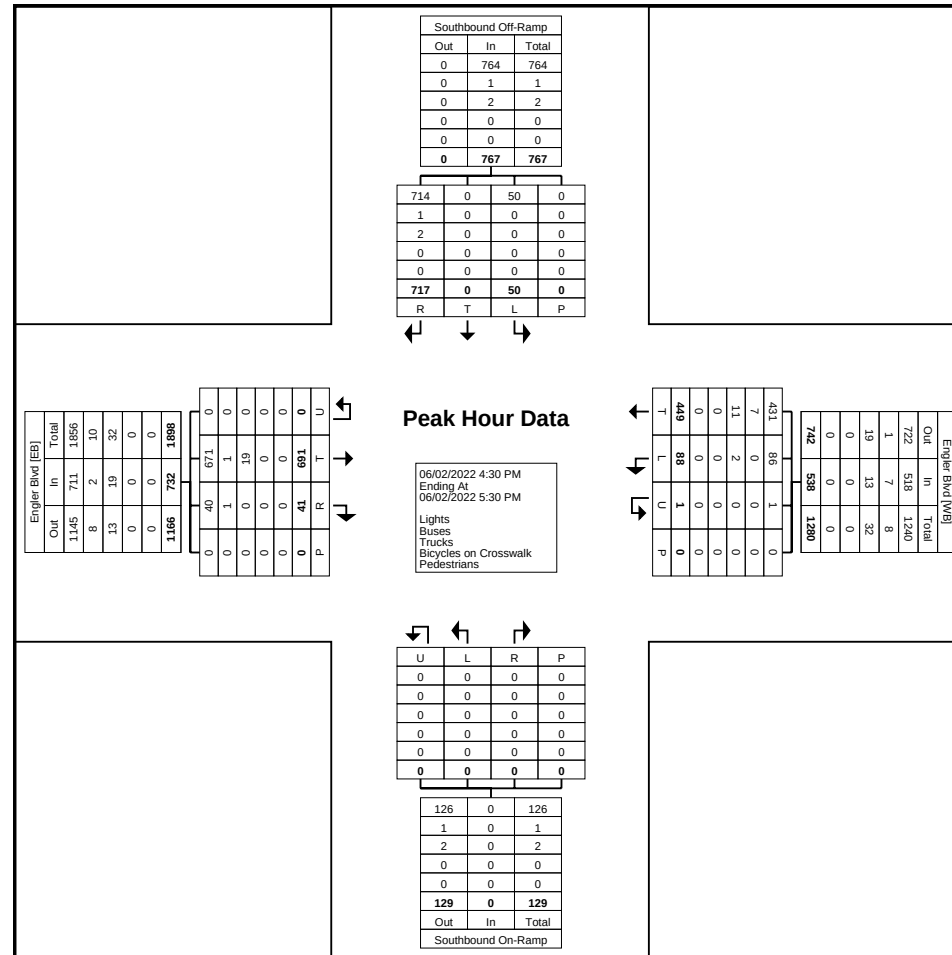
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	241	4	0	0	245	13	56	0	0	69	0	0	0	0	0	1	0	60	0	61	375
7:15 AM	247	1	0	0	248	15	69	0	0	84	0	0	0	0	0	2	0	49	0	51	383
7:30 AM	321	4	0	0	325	13	73	0	0	86	0	0	0	0	0	4	0	58	0	62	473
7:45 AM	281	3	0	0	284	12	55	0	0	67	0	0	0	0	0	2	0	72	0	74	425
Total	1090	12	0	0	1102	53	253	0	0	306	0	0	0	0	0	9	0	239	0	248	1656
Approach %	98.9	1.1	0.0	-	-	17.3	82.7	0.0	-	-	0.0	0.0	0.0	-	-	3.6	0.0	96.4	-	-	-
Total %	65.8	0.7	0.0	-	66.5	3.2	15.3	0.0	-	18.5	0.0	0.0	0.0	-	0.0	0.5	0.0	14.4	-	15.0	-
PHF	0.849	0.750	0.000	-	0.848	0.883	0.866	0.000	-	0.890	0.000	0.000	0.000	-	0.000	0.563	0.000	0.830	-	0.838	0.875
Lights	1065	12	0	-	1077	49	224	0	-	273	0	0	0	-	0	8	0	227	-	235	1585
% Lights	97.7	100.0	-	-	97.7	92.5	88.5	-	-	89.2	-	-	-	-	-	88.9	-	95.0	-	94.8	95.7
Buses	8	0	0	-	8	3	10	0	-	13	0	0	0	-	0	1	0	3	-	4	25
% Buses	0.7	0.0	-	-	0.7	5.7	4.0	-	-	4.2	-	-	-	-	-	11.1	-	1.3	-	1.6	1.5
Trucks	17	0	0	-	17	1	19	0	-	20	0	0	0	-	0	0	0	9	-	9	46
% Trucks	1.6	0.0	-	-	1.5	1.9	7.5	-	-	6.5	-	-	-	-	-	0.0	-	3.8	-	3.6	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:30 PM	179	9	0	0	188	22	98	1	0	121	0	0	0	0	0	15	0	181	0	196	505
4:45 PM	182	9	0	0	191	25	122	0	0	147	0	0	0	0	0	13	0	184	0	197	535
5:00 PM	161	12	0	0	173	24	109	0	0	133	0	0	0	0	0	8	0	178	0	186	492
5:15 PM	169	11	0	0	180	17	120	0	0	137	0	0	0	0	0	14	0	174	0	188	505
Total	691	41	0	0	732	88	449	1	0	538	0	0	0	0	0	50	0	717	0	767	2037
Approach %	94.4	5.6	0.0	-	-	16.4	83.5	0.2	-	-	0.0	0.0	0.0	-	-	6.5	0.0	93.5	-	-	-
Total %	33.9	2.0	0.0	-	35.9	4.3	22.0	0.0	-	26.4	0.0	0.0	0.0	-	0.0	2.5	0.0	35.2	-	37.7	-
PHF	0.949	0.854	0.000	-	0.958	0.880	0.920	0.250	-	0.915	0.000	0.000	0.000	-	0.000	0.833	0.000	0.974	-	0.973	0.952
Lights	671	40	0	-	711	86	431	1	-	518	0	0	0	-	0	50	0	714	-	764	1993
% Lights	97.1	97.6	-	-	97.1	97.7	96.0	100.0	-	96.3	-	-	-	-	-	100.0	-	99.6	-	99.6	97.8
Buses	1	1	0	-	2	0	7	0	-	7	0	0	0	-	0	0	0	1	-	1	10
% Buses	0.1	2.4	-	-	0.3	0.0	1.6	0.0	-	1.3	-	-	-	-	-	0.0	-	0.1	-	0.1	0.5
Trucks	19	0	0	-	19	2	11	0	-	13	0	0	0	-	0	0	0	2	-	2	34
% Trucks	2.7	0.0	-	-	2.6	2.3	2.4	0.0	-	2.4	-	-	-	-	-	0.0	-	0.3	-	0.3	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



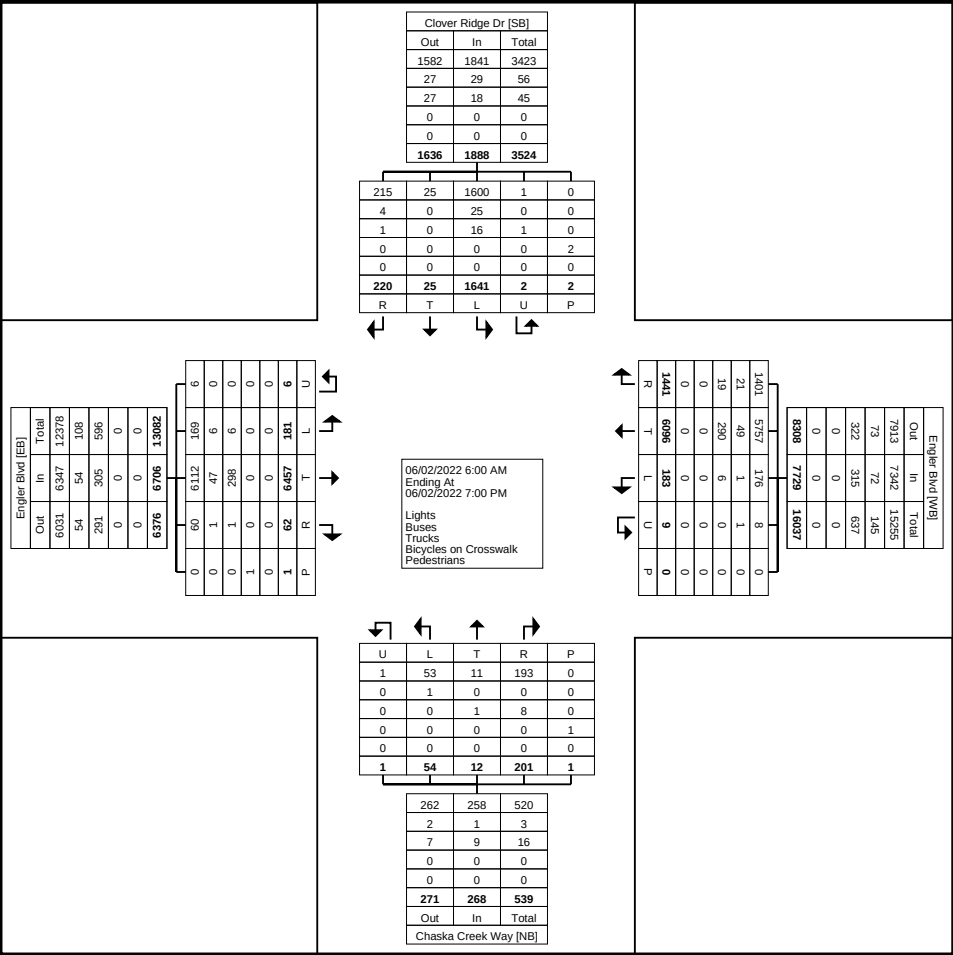
Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	116	0	0	0	116	2	44	4	0	0	50	0	0	1	0	0	1	21	0	3	0	0	24	191
6:15 AM	1	150	0	0	0	151	1	56	7	0	0	64	0	0	2	0	0	2	31	0	2	0	0	33	250
6:30 AM	2	160	0	0	0	162	3	89	6	0	0	98	0	0	0	1	0	1	33	0	6	0	0	39	300
6:45 AM	3	160	2	0	0	165	5	89	13	0	0	107	0	0	0	0	0	0	41	0	5	0	0	46	318
Hourly Total	6	586	2	0	0	594	11	278	30	0	0	319	0	0	3	1	0	4	126	0	16	0	0	142	1059
7:00 AM	5	201	0	0	0	206	3	90	22	0	0	115	0	1	0	0	0	1	52	0	3	0	0	55	377
7:15 AM	6	194	1	0	0	201	3	82	28	0	0	113	1	0	2	0	0	3	62	1	6	0	0	69	386
7:30 AM	5	247	0	1	0	253	1	96	30	1	0	128	0	0	0	0	0	0	82	0	6	1	0	89	470
7:45 AM	2	241	1	0	0	244	6	99	14	0	0	119	0	0	1	0	0	1	50	0	4	0	0	54	418
Hourly Total	18	883	2	1	0	904	13	367	94	1	0	475	1	1	3	0	0	5	246	1	19	1	0	267	1651
8:00 AM	2	215	1	1	0	219	4	79	17	0	0	100	1	0	3	0	0	4	51	2	2	0	1	55	378
8:15 AM	0	168	3	0	0	171	8	97	19	0	0	124	1	0	3	0	0	4	49	2	2	0	0	53	352
8:30 AM	1	154	3	0	0	158	7	102	24	0	0	133	0	0	4	0	0	4	36	1	3	0	0	40	335
8:45 AM	2	133	5	0	0	140	3	91	17	0	0	111	0	0	4	0	0	4	37	0	0	0	0	37	292
Hourly Total	5	670	12	1	0	688	22	369	77	0	0	468	2	0	14	0	0	16	173	5	7	0	1	185	1357
9:00 AM	2	133	0	0	0	135	3	77	12	0	0	92	1	0	4	0	0	5	20	0	4	0	0	24	256
9:15 AM	4	130	1	0	0	135	8	70	11	0	0	89	1	1	2	0	0	4	30	1	2	0	0	33	261
9:30 AM	1	113	1	0	0	115	2	94	11	0	0	107	0	0	4	0	0	4	16	0	8	0	0	24	250
9:45 AM	4	117	0	0	0	121	4	75	12	0	0	91	0	0	3	0	0	3	22	2	3	0	0	27	242
Hourly Total	11	493	2	0	0	506	17	316	46	0	0	379	2	1	13	0	0	16	88	3	17	0	0	108	1009
10:00 AM	1	99	1	0	0	101	7	75	7	0	0	89	4	0	5	0	0	9	13	2	1	0	0	16	215
10:15 AM	1	105	4	0	0	110	3	69	13	0	0	85	0	0	5	0	0	5	17	0	4	0	0	21	221
10:30 AM	2	108	1	0	0	111	3	80	20	0	0	103	1	1	4	0	0	6	19	0	2	0	0	21	241
10:45 AM	2	92	1	0	0	95	6	70	15	0	0	91	3	0	2	0	0	5	19	1	4	0	0	24	215
Hourly Total	6	404	7	0	0	417	19	294	55	0	0	368	8	1	16	0	0	25	68	3	11	0	0	82	892
11:00 AM	5	75	2	0	0	82	5	95	12	0	0	112	5	0	4	0	0	9	19	1	6	0	0	26	229
11:15 AM	3	91	1	0	0	95	1	79	20	0	0	100	1	1	4	0	0	6	22	1	3	1	0	27	228
11:30 AM	1	105	0	1	0	107	3	78	15	0	0	96	1	0	7	0	0	8	26	1	0	0	0	27	238
11:45 AM	2	82	0	0	0	84	6	84	30	0	0	120	2	0	7	0	0	9	23	1	4	0	0	28	241
Hourly Total	11	353	3	1	0	368	15	336	77	0	0	428	9	1	22	0	0	32	90	4	13	1	0	108	936
12:00 PM	3	98	2	0	0	103	7	80	22	0	0	109	1	0	7	0	0	8	21	0	1	0	0	22	242
12:15 PM	3	85	1	1	0	90	2	86	25	0	0	113	1	2	2	0	0	5	30	0	1	0	0	31	239
12:30 PM	3	95	3	1	0	102	2	109	20	0	0	131	3	0	7	0	0	10	31	0	4	0	0	35	278
12:45 PM	1	101	4	0	0	106	2	102	29	1	0	134	0	0	9	0	0	9	18	0	7	0	1	25	274
Hourly Total	10	379	10	2	0	401	13	377	96	1	0	487	5	2	25	0	0	32	100	0	13	0	1	113	1033
1:00 PM	1	80	3	0	0	84	5	86	22	0	0	113	0	0	4	0	0	4	18	0	2	0	0	20	221
1:15 PM	1	85	1	0	0	87	7	93	19	0	0	119	1	1	2	0	0	4	19	1	2	0	0	22	232
1:30 PM	3	82	1	0	0	86	8	104	21	0	0	133	1	0	6	0	0	7	32	0	4	0	0	36	262
1:45 PM	5	103	0	0	0	108	2	117	27	0	0	146	2	0	5	0	0	7	18	0	2	0	0	20	281

Hourly Total	10	350	5	0	0	365	22	400	89	0	0	511	4	1	17	0	0	22	87	1	10	0	0	98	996
2:00 PM	8	93	2	0	0	103	7	111	31	0	0	149	0	1	3	0	0	4	17	0	2	0	0	19	275
2:15 PM	9	117	0	0	1	126	5	125	23	0	0	153	1	0	5	0	1	6	27	0	4	0	0	31	316
2:30 PM	2	89	0	0	0	91	5	133	28	0	0	166	1	0	1	0	0	2	30	1	4	0	0	35	294
2:45 PM	6	101	2	0	0	109	4	125	33	0	0	162	3	1	6	0	0	10	27	1	4	0	0	32	313
Hourly Total	25	400	4	0	1	429	21	494	115	0	0	630	5	2	15	0	1	22	101	2	14	0	0	117	1198
3:00 PM	6	105	3	0	0	114	3	152	36	0	0	191	0	0	5	0	0	5	41	2	8	0	0	51	361
3:15 PM	3	130	0	0	0	133	4	162	29	0	0	195	1	0	6	0	0	7	31	0	4	0	0	35	370
3:30 PM	6	125	1	1	0	133	3	180	33	1	0	217	3	0	9	0	0	12	37	0	6	0	0	43	405
3:45 PM	7	131	0	0	0	138	3	178	42	0	0	223	2	0	7	0	0	9	33	1	10	0	0	44	414
Hourly Total	22	491	4	1	0	518	13	672	140	1	0	826	6	0	27	0	0	33	142	3	28	0	0	173	1550
4:00 PM	6	145	1	0	0	152	5	193	41	0	0	239	0	1	2	0	0	3	26	0	4	0	0	30	424
4:15 PM	2	143	0	0	0	145	3	212	46	0	0	261	2	1	4	0	0	7	36	0	5	0	0	41	454
4:30 PM	3	139	0	0	0	142	2	226	46	0	0	274	4	0	15	0	0	19	38	0	9	0	0	47	482
4:45 PM	3	154	1	0	0	158	1	227	41	0	0	269	2	0	7	0	0	9	39	0	4	0	0	43	479
Hourly Total	14	581	2	0	0	597	11	858	174	0	0	1043	8	2	28	0	0	38	139	0	22	0	0	161	1839
5:00 PM	7	128	1	0	0	136	1	209	80	2	0	292	2	1	7	0	0	10	34	0	8	0	0	42	480
5:15 PM	10	148	2	0	0	160	2	221	79	2	0	304	0	0	2	0	0	2	31	0	7	0	0	38	504
5:30 PM	6	121	0	0	0	127	1	192	50	1	0	244	1	0	3	0	0	4	47	0	9	0	0	56	431
5:45 PM	4	125	2	0	0	131	1	190	57	0	0	248	1	0	3	0	0	4	41	1	6	0	0	48	431
Hourly Total	27	522	5	0	0	554	5	812	266	5	0	1088	4	1	15	0	0	20	153	1	30	0	0	184	1846
6:00 PM	2	92	2	0	0	96	0	156	60	1	0	217	0	0	2	0	0	2	42	1	0	0	0	43	358
6:15 PM	2	91	2	0	0	95	0	151	33	0	0	184	0	0	1	0	0	1	26	0	5	0	0	31	311
6:30 PM	6	92	0	0	0	98	0	122	40	0	0	162	0	0	0	0	0	0	29	0	5	0	0	34	294
6:45 PM	6	70	0	0	0	76	1	94	49	0	0	144	0	0	0	0	0	0	31	1	10	0	0	42	262
Hourly Total	16	345	4	0	0	365	1	523	182	1	0	707	0	0	3	0	0	3	128	2	20	0	0	150	1225
Grand Total	181	6457	62	6	1	6706	183	6096	1441	9	0	7729	54	12	201	1	1	268	1641	25	220	2	2	1888	16591
Approach %	2.7	96.3	0.9	0.1	-	-	2.4	78.9	18.6	0.1	-	-	20.1	4.5	75.0	0.4	-	-	86.9	1.3	11.7	0.1	-	-	-
Total %	1.1	38.9	0.4	0.0	-	40.4	1.1	36.7	8.7	0.1	-	46.6	0.3	0.1	1.2	0.0	-	1.6	9.9	0.2	1.3	0.0	-	11.4	-
Lights	169	6112	60	6	-	6347	176	5757	1401	8	-	7342	53	11	193	1	-	258	1600	25	215	1	-	1841	15788
% Lights	93.4	94.7	96.8	100.0	-	94.6	96.2	94.4	97.2	88.9	-	95.0	98.1	91.7	96.0	100.0	-	96.3	97.5	100.0	97.7	50.0	-	97.5	95.2
Buses	6	47	1	0	-	54	1	49	21	1	-	72	1	0	0	0	-	1	25	0	4	0	-	29	156
% Buses	3.3	0.7	1.6	0.0	-	0.8	0.5	0.8	1.5	11.1	-	0.9	1.9	0.0	0.0	0.0	-	0.4	1.5	0.0	1.8	0.0	-	1.5	0.9
Trucks	6	298	1	0	-	305	6	290	19	0	-	315	0	1	8	0	-	9	16	0	1	1	-	18	647
% Trucks	3.3	4.6	1.6	0.0	-	4.5	3.3	4.8	1.3	0.0	-	4.1	0.0	8.3	4.0	0.0	-	3.4	1.0	0.0	0.5	50.0	-	1.0	3.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-

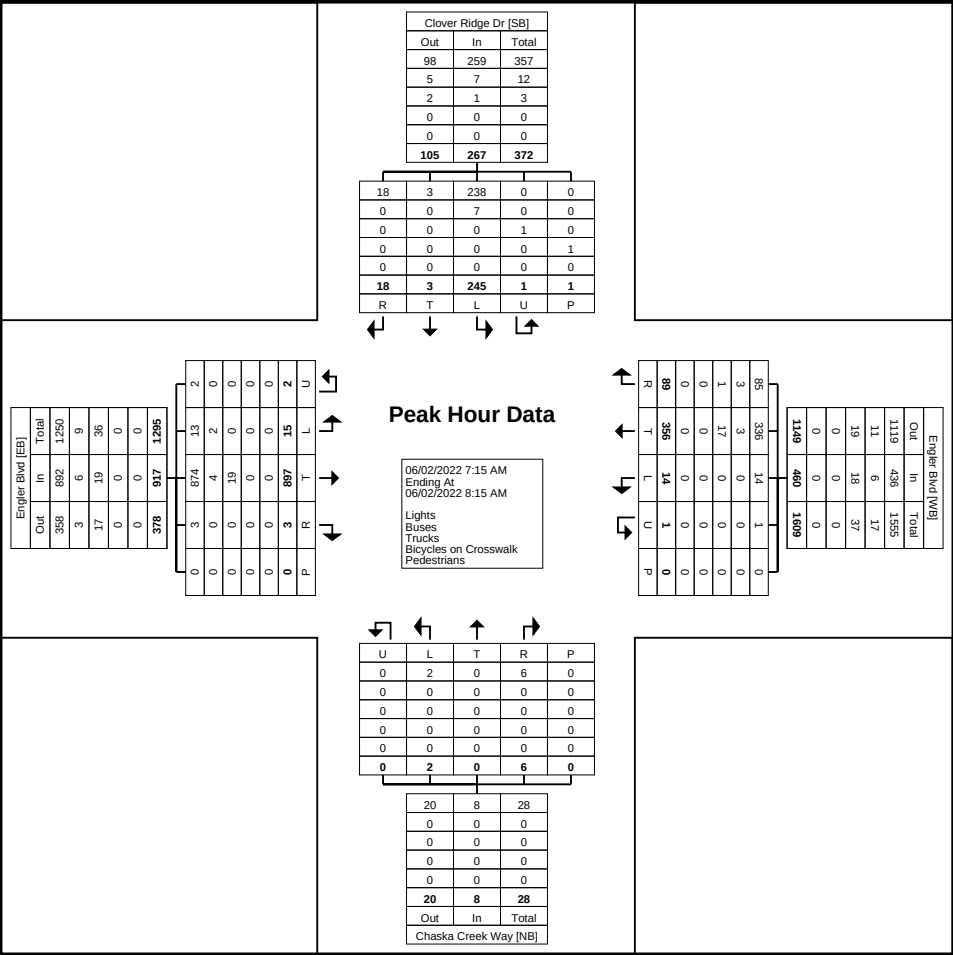
Count Name: Engler Boulevard & Clover Ridge
Drive/Chaska Creek Way
Site Code:
Start Date: 06/02/2022
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

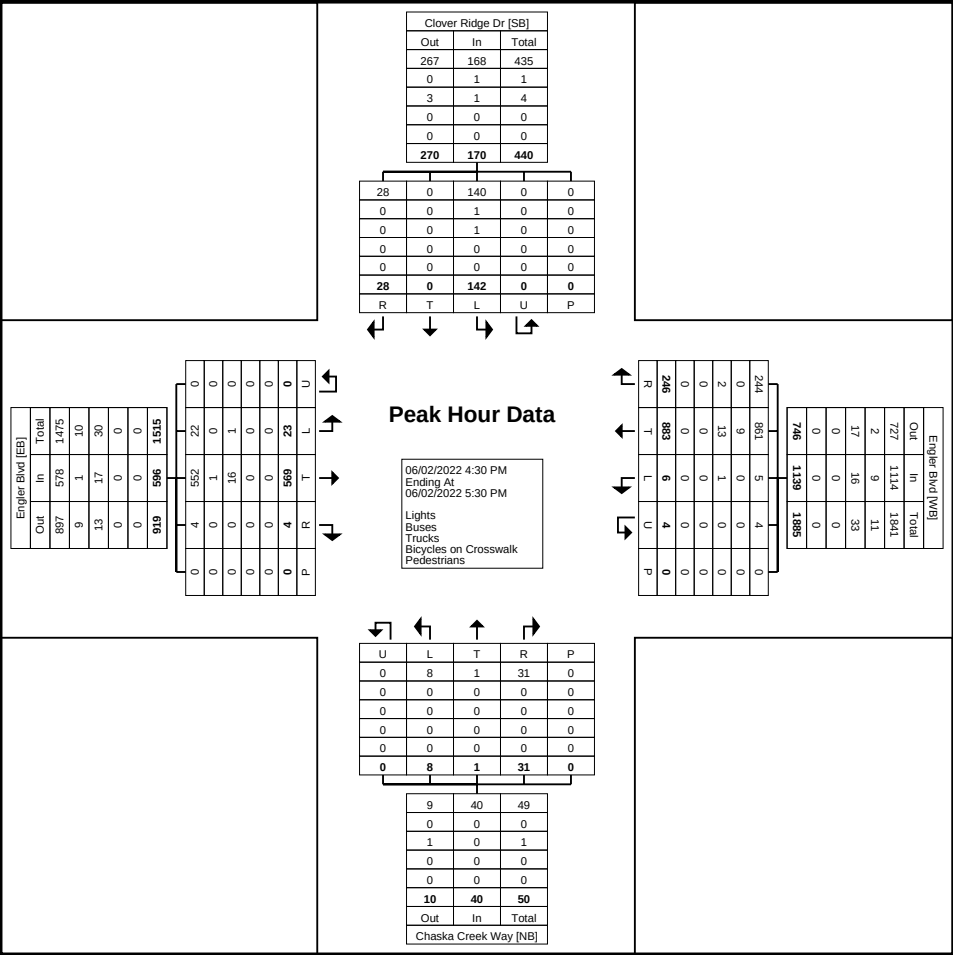
Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	6	194	1	0	0	201	3	82	28	0	0	113	1	0	2	0	0	3	62	1	6	0	0	69	386
7:30 AM	5	247	0	1	0	253	1	96	30	1	0	128	0	0	0	0	0	0	82	0	6	1	0	89	470
7:45 AM	2	241	1	0	0	244	6	99	14	0	0	119	0	0	1	0	0	1	50	0	4	0	0	54	418
8:00 AM	2	215	1	1	0	219	4	79	17	0	0	100	1	0	3	0	0	4	51	2	2	0	1	55	378
Total	15	897	3	2	0	917	14	356	89	1	0	460	2	0	6	0	0	8	245	3	18	1	1	267	1652
Approach %	1.6	97.8	0.3	0.2	-	-	3.0	77.4	19.3	0.2	-	-	25.0	0.0	75.0	0.0	-	-	91.8	1.1	6.7	0.4	-	-	-
Total %	0.9	54.3	0.2	0.1	-	55.5	0.8	21.5	5.4	0.1	-	27.8	0.1	0.0	0.4	0.0	-	0.5	14.8	0.2	1.1	0.1	-	16.2	-
PHF	0.625	0.908	0.750	0.500	-	0.906	0.583	0.899	0.742	0.250	-	0.898	0.500	0.000	0.500	0.000	-	0.500	0.747	0.375	0.750	0.250	-	0.750	0.879
Lights	13	874	3	2	-	892	14	336	85	1	-	436	2	0	6	0	-	8	238	3	18	0	-	259	1595
% Lights	86.7	97.4	100.0	100.0	-	97.3	100.0	94.4	95.5	100.0	-	94.8	100.0	-	100.0	-	-	100.0	97.1	100.0	100.0	0.0	-	97.0	96.5
Buses	2	4	0	0	-	6	0	3	3	0	-	6	0	0	0	0	-	0	7	0	0	0	-	7	19
% Buses	13.3	0.4	0.0	0.0	-	0.7	0.0	0.8	3.4	0.0	-	1.3	0.0	-	0.0	-	-	0.0	2.9	0.0	0.0	0.0	-	2.6	1.2
Trucks	0	19	0	0	-	19	0	17	1	0	-	18	0	0	0	0	-	0	0	0	0	1	-	1	38
% Trucks	0.0	2.1	0.0	0.0	-	2.1	0.0	4.8	1.1	0.0	-	3.9	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	100.0	-	0.4	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	3	139	0	0	0	142	2	226	46	0	0	274	4	0	15	0	0	19	38	0	9	0	0	47	482
4:45 PM	3	154	1	0	0	158	1	227	41	0	0	269	2	0	7	0	0	9	39	0	4	0	0	43	479
5:00 PM	7	128	1	0	0	136	1	209	80	2	0	292	2	1	7	0	0	10	34	0	8	0	0	42	480
5:15 PM	10	148	2	0	0	160	2	221	79	2	0	304	0	0	2	0	0	2	31	0	7	0	0	38	504
Total	23	569	4	0	0	596	6	883	246	4	0	1139	8	1	31	0	0	40	142	0	28	0	0	170	1945
Approach %	3.9	95.5	0.7	0.0	-	-	0.5	77.5	21.6	0.4	-	-	20.0	2.5	77.5	0.0	-	-	83.5	0.0	16.5	0.0	-	-	-
Total %	1.2	29.3	0.2	0.0	-	30.6	0.3	45.4	12.6	0.2	-	58.6	0.4	0.1	1.6	0.0	-	2.1	7.3	0.0	1.4	0.0	-	8.7	-
PHF	0.575	0.924	0.500	0.000	-	0.931	0.750	0.972	0.769	0.500	-	0.937	0.500	0.250	0.517	0.000	-	0.526	0.910	0.000	0.778	0.000	-	0.904	0.965
Lights	22	552	4	0	-	578	5	861	244	4	-	1114	8	1	31	0	-	40	140	0	28	0	-	168	1900
% Lights	95.7	97.0	100.0	-	-	97.0	83.3	97.5	99.2	100.0	-	97.8	100.0	100.0	100.0	-	-	100.0	98.6	-	100.0	-	-	98.8	97.7
Buses	0	1	0	0	-	1	0	9	0	0	-	9	0	0	0	0	-	0	1	0	0	0	-	1	11
% Buses	0.0	0.2	0.0	-	-	0.2	0.0	1.0	0.0	0.0	-	0.8	0.0	0.0	0.0	-	-	0.0	0.7	-	0.0	-	-	0.6	0.6
Trucks	1	16	0	0	-	17	1	13	2	0	-	16	0	0	0	0	-	0	1	0	0	0	-	1	34
% Trucks	4.3	2.8	0.0	-	-	2.9	16.7	1.5	0.8	0.0	-	1.4	0.0	0.0	0.0	-	-	0.0	0.7	-	0.0	-	-	0.6	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

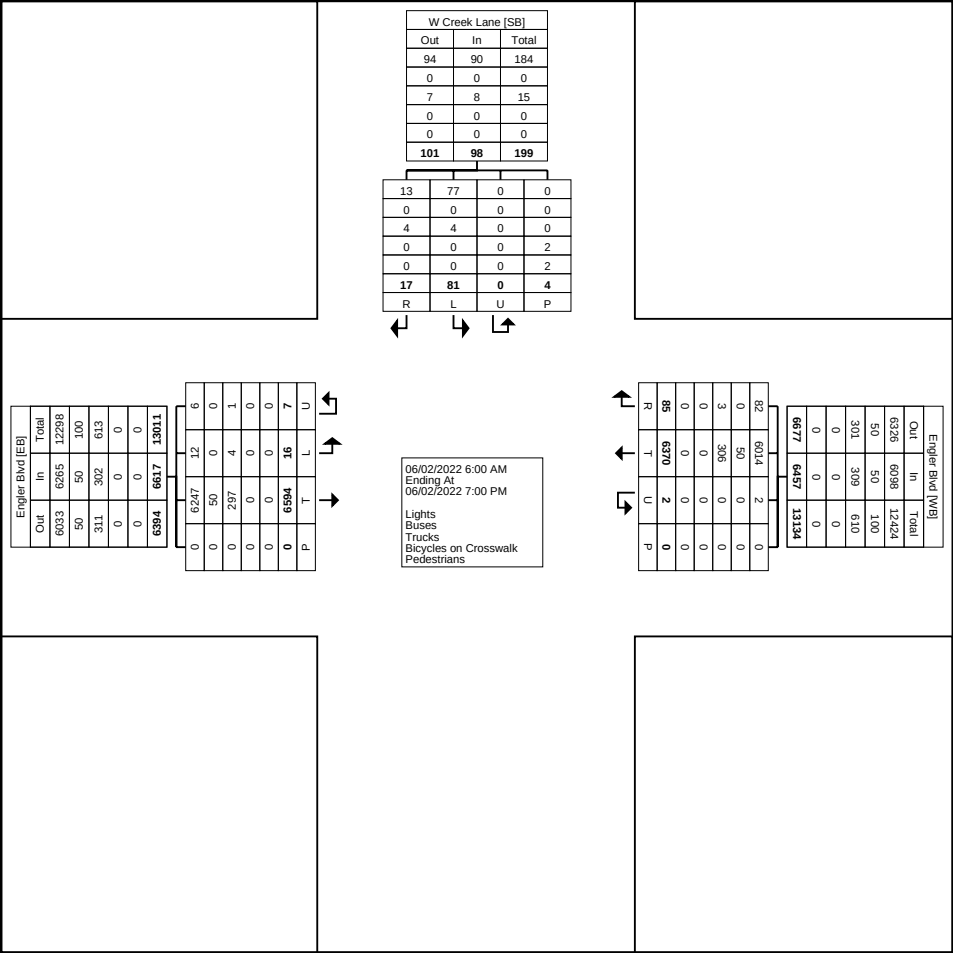


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	1	112	0	0	113	44	5	0	0	49	7	1	0	0	8	170
6:15 AM	0	157	0	0	157	58	0	0	0	58	0	0	0	0	0	215
6:30 AM	0	154	0	0	154	97	1	0	0	98	0	0	0	0	0	252
6:45 AM	0	164	0	0	164	89	4	0	0	93	1	0	0	0	1	258
Hourly Total	1	587	0	0	588	288	10	0	0	298	8	1	0	0	9	895
7:00 AM	0	204	0	0	204	94	1	0	0	95	3	0	0	0	3	302
7:15 AM	1	193	0	0	194	85	2	0	0	87	0	0	0	0	0	281
7:30 AM	2	257	0	0	259	101	3	0	0	104	1	0	0	0	1	364
7:45 AM	0	244	0	0	244	102	3	0	0	105	0	1	0	0	1	350
Hourly Total	3	898	0	0	901	382	9	0	0	391	4	1	0	0	5	1297
8:00 AM	1	220	0	0	221	84	1	0	0	85	2	0	0	1	2	308
8:15 AM	0	165	1	0	166	95	5	0	0	100	1	0	0	0	1	267
8:30 AM	0	164	0	0	164	106	1	0	0	107	0	0	0	0	0	271
8:45 AM	1	134	0	0	135	89	1	0	0	90	2	0	0	0	2	227
Hourly Total	2	683	1	0	686	374	8	0	0	382	5	0	0	1	5	1073
9:00 AM	0	134	0	0	134	77	4	0	0	81	1	0	0	0	1	216
9:15 AM	2	133	0	0	135	69	2	0	0	71	0	0	0	2	0	206
9:30 AM	0	119	0	0	119	101	1	0	0	102	0	1	0	0	1	222
9:45 AM	0	122	0	0	122	76	0	0	0	76	0	0	0	0	0	198
Hourly Total	2	508	0	0	510	323	7	0	0	330	1	1	0	2	2	842
10:00 AM	1	97	0	0	98	79	1	0	0	80	3	2	0	0	5	183
10:15 AM	0	108	0	0	108	75	1	0	0	76	1	0	0	0	1	185
10:30 AM	1	111	0	0	112	78	2	0	0	80	0	1	0	0	1	193
10:45 AM	0	96	0	0	96	75	5	0	0	80	4	0	0	0	4	180
Hourly Total	2	412	0	0	414	307	9	0	0	316	8	3	0	0	11	741
11:00 AM	1	79	0	0	80	104	5	0	0	109	6	0	0	0	6	195
11:15 AM	0	92	1	0	93	82	2	0	0	84	1	0	0	0	1	178
11:30 AM	0	109	1	0	110	82	3	0	0	85	0	0	0	0	0	195
11:45 AM	1	83	0	0	84	89	0	0	0	89	2	0	0	0	2	175
Hourly Total	2	363	2	0	367	357	10	0	0	367	9	0	0	0	9	743
12:00 PM	0	98	1	0	99	84	1	0	0	85	2	0	0	0	2	186
12:15 PM	0	95	0	0	95	87	1	0	0	88	1	0	0	0	1	184
12:30 PM	0	101	0	0	101	114	1	0	0	115	1	1	0	0	2	218
12:45 PM	0	94	0	0	94	108	1	0	0	109	0	0	0	1	0	203
Hourly Total	0	388	1	0	389	393	4	0	0	397	4	1	0	1	5	791
1:00 PM	0	88	0	0	88	88	0	0	0	88	0	0	0	0	0	176
1:15 PM	0	80	0	0	80	96	4	0	0	100	2	2	0	0	4	184
1:30 PM	0	85	0	0	85	106	4	0	0	110	1	0	0	0	1	196
1:45 PM	1	102	0	0	103	117	4	0	0	121	3	0	0	0	3	227
Hourly Total	1	355	0	0	356	407	12	0	0	419	6	2	0	0	8	783

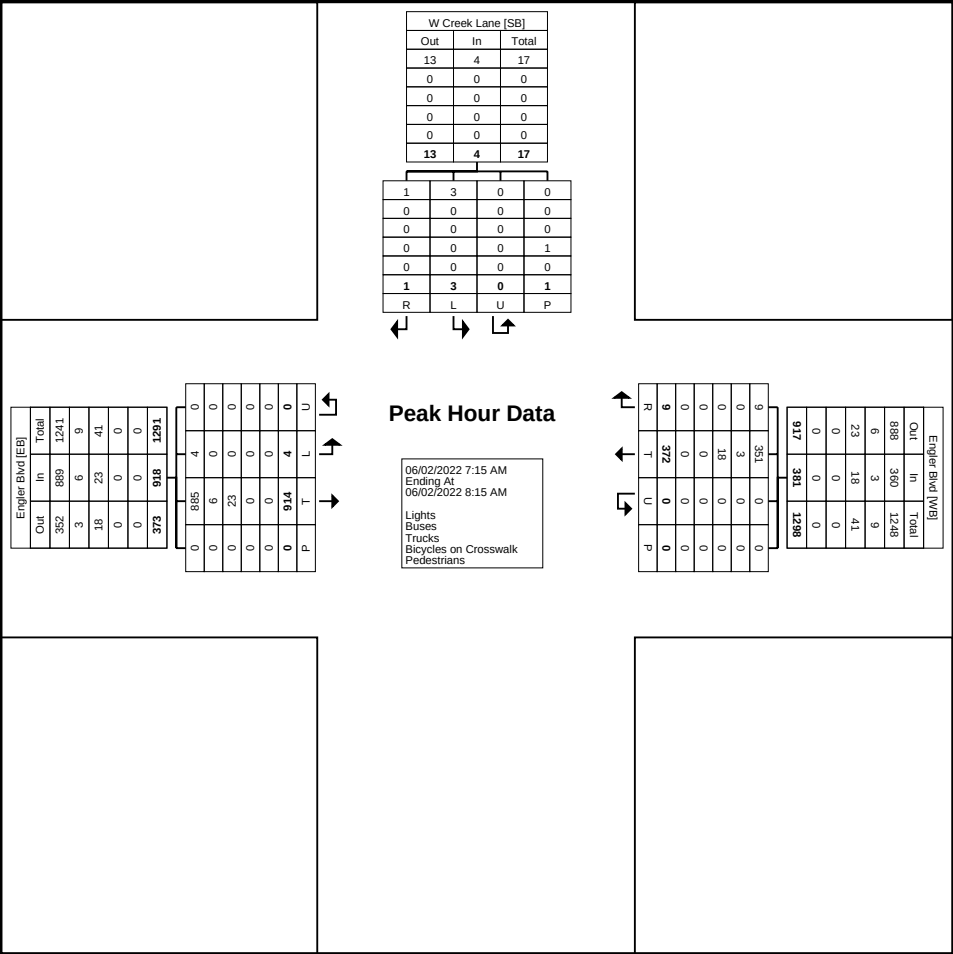
2:00 PM	0	109	0	0	109	115	0	1	0	116	3	2	0	0	5	230
2:15 PM	0	115	0	0	115	124	0	0	0	124	1	0	0	0	1	240
2:30 PM	0	94	0	0	94	145	1	0	0	146	1	0	0	0	1	241
2:45 PM	0	103	0	0	103	131	0	0	0	131	0	0	0	0	0	234
Hourly Total	0	421	0	0	421	515	1	1	0	517	5	2	0	0	7	945
3:00 PM	0	108	0	0	108	155	0	1	0	156	4	0	0	0	4	268
3:15 PM	0	136	0	0	136	175	1	0	0	176	0	0	0	0	0	312
3:30 PM	0	128	2	0	130	188	0	0	0	188	2	1	0	0	3	321
3:45 PM	1	130	0	0	131	194	1	0	0	195	5	1	0	0	6	332
Hourly Total	1	502	2	0	505	712	2	1	0	715	11	2	0	0	13	1233
4:00 PM	0	144	0	0	144	195	2	0	0	197	4	1	0	0	5	346
4:15 PM	0	152	0	0	152	230	1	0	0	231	2	3	0	0	5	388
4:30 PM	0	130	0	0	130	245	1	0	0	246	1	0	0	0	1	377
4:45 PM	0	156	0	0	156	241	1	0	0	242	0	0	0	0	0	398
Hourly Total	0	582	0	0	582	911	5	0	0	916	7	4	0	0	11	1509
5:00 PM	0	133	1	0	134	228	0	0	0	228	3	0	0	0	3	365
5:15 PM	1	156	0	0	157	227	1	0	0	228	1	0	0	0	1	386
5:30 PM	1	128	0	0	129	203	0	0	0	203	0	0	0	0	0	332
5:45 PM	0	123	0	0	123	201	1	0	0	202	1	0	0	0	1	326
Hourly Total	2	540	1	0	543	859	2	0	0	861	5	0	0	0	5	1409
6:00 PM	0	93	0	0	93	151	3	0	0	154	2	0	0	0	2	249
6:15 PM	0	91	0	0	91	156	1	0	0	157	3	0	0	0	3	251
6:30 PM	0	95	0	0	95	136	0	0	0	136	3	0	0	0	3	234
6:45 PM	0	76	0	0	76	99	2	0	0	101	0	0	0	0	0	177
Hourly Total	0	355	0	0	355	542	6	0	0	548	8	0	0	0	8	911
Grand Total	16	6594	7	0	6617	6370	85	2	0	6457	81	17	0	4	98	13172
Approach %	0.2	99.7	0.1	-	-	98.7	1.3	0.0	-	-	82.7	17.3	0.0	-	-	-
Total %	0.1	50.1	0.1	-	50.2	48.4	0.6	0.0	-	49.0	0.6	0.1	0.0	-	0.7	-
Lights	12	6247	6	-	6265	6014	82	2	-	6098	77	13	0	-	90	12453
% Lights	75.0	94.7	85.7	-	94.7	94.4	96.5	100.0	-	94.4	95.1	76.5	-	-	91.8	94.5
Buses	0	50	0	-	50	50	0	0	-	50	0	0	0	-	0	100
% Buses	0.0	0.8	0.0	-	0.8	0.8	0.0	0.0	-	0.8	0.0	0.0	-	-	0.0	0.8
Trucks	4	297	1	-	302	306	3	0	-	309	4	4	0	-	8	619
% Trucks	25.0	4.5	14.3	-	4.6	4.8	3.5	0.0	-	4.8	4.9	23.5	-	-	8.2	4.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

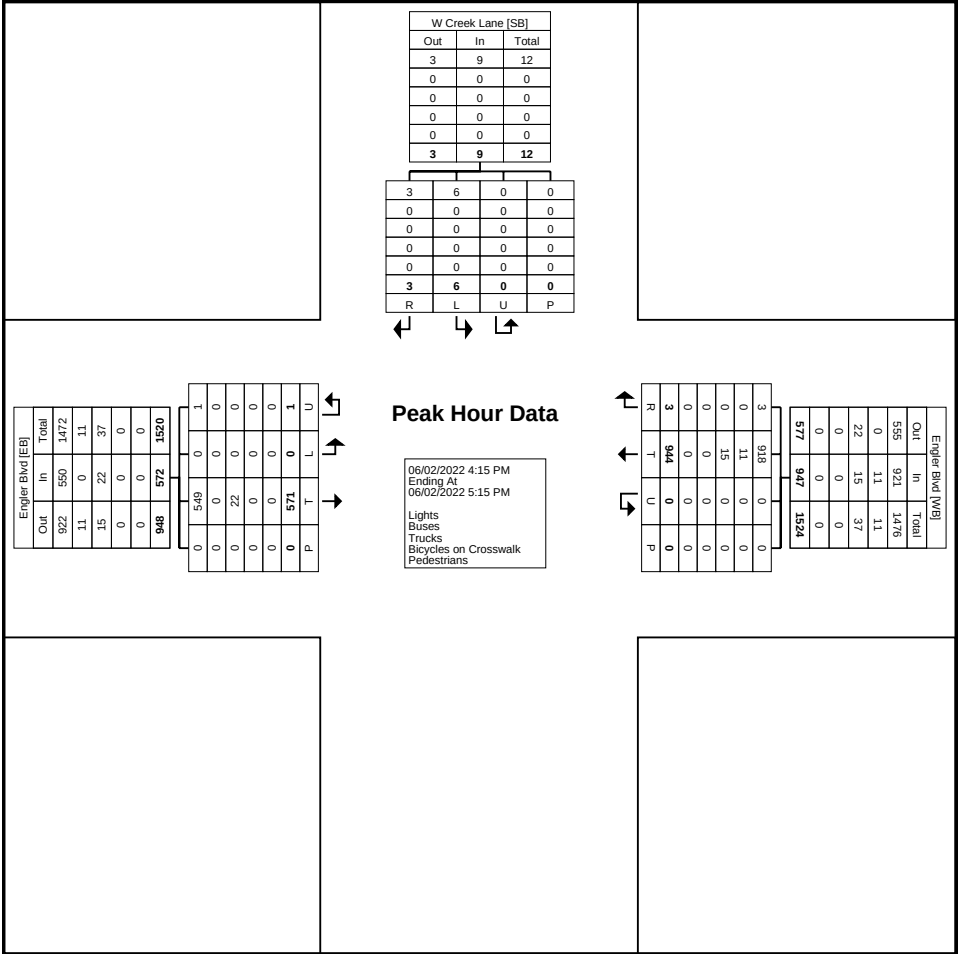
Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:15 AM	1	193	0	0	194	85	2	0	0	87	0	0	0	0	0	281
7:30 AM	2	257	0	0	259	101	3	0	0	104	1	0	0	0	1	364
7:45 AM	0	244	0	0	244	102	3	0	0	105	0	1	0	0	1	350
8:00 AM	1	220	0	0	221	84	1	0	0	85	2	0	0	1	2	308
Total	4	914	0	0	918	372	9	0	0	381	3	1	0	1	4	1303
Approach %	0.4	99.6	0.0	-	-	97.6	2.4	0.0	-	-	75.0	25.0	0.0	-	-	-
Total %	0.3	70.1	0.0	-	70.5	28.5	0.7	0.0	-	29.2	0.2	0.1	0.0	-	0.3	-
PHF	0.500	0.889	0.000	-	0.886	0.912	0.750	0.000	-	0.907	0.375	0.250	0.000	-	0.500	0.895
Lights	4	885	0	-	889	351	9	0	-	360	3	1	0	-	4	1253
% Lights	100.0	96.8	-	-	96.8	94.4	100.0	-	-	94.5	100.0	100.0	-	-	100.0	96.2
Buses	0	6	0	-	6	3	0	0	-	3	0	0	0	-	0	9
% Buses	0.0	0.7	-	-	0.7	0.8	0.0	-	-	0.8	0.0	0.0	-	-	0.0	0.7
Trucks	0	23	0	-	23	18	0	0	-	18	0	0	0	-	0	41
% Trucks	0.0	2.5	-	-	2.5	4.8	0.0	-	-	4.7	0.0	0.0	-	-	0.0	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
4:15 PM	0	152	0	0	152	230	1	0	0	231	2	3	0	0	5	388
4:30 PM	0	130	0	0	130	245	1	0	0	246	1	0	0	0	1	377
4:45 PM	0	156	0	0	156	241	1	0	0	242	0	0	0	0	0	398
5:00 PM	0	133	1	0	134	228	0	0	0	228	3	0	0	0	3	365
Total	0	571	1	0	572	944	3	0	0	947	6	3	0	0	9	1528
Approach %	0.0	99.8	0.2	-	-	99.7	0.3	0.0	-	-	66.7	33.3	0.0	-	-	-
Total %	0.0	37.4	0.1	-	37.4	61.8	0.2	0.0	-	62.0	0.4	0.2	0.0	-	0.6	-
PHF	0.000	0.915	0.250	-	0.917	0.963	0.750	0.000	-	0.962	0.500	0.250	0.000	-	0.450	0.960
Lights	0	549	1	-	550	918	3	0	-	921	6	3	0	-	9	1480
% Lights	-	96.1	100.0	-	96.2	97.2	100.0	-	-	97.3	100.0	100.0	-	-	100.0	96.9
Buses	0	0	0	-	0	11	0	0	-	11	0	0	0	-	0	11
% Buses	-	0.0	0.0	-	0.0	1.2	0.0	-	-	1.2	0.0	0.0	-	-	0.0	0.7
Trucks	0	22	0	-	22	15	0	0	-	15	0	0	0	-	0	37
% Trucks	-	3.9	0.0	-	3.8	1.6	0.0	-	-	1.6	0.0	0.0	-	-	0.0	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:15 PM)

Appendix C:

Site Plan



Figure 3: Development Scenario 1





Figure 4: Development Scenario 2



Appendix D:

Existing Year (2022) SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.5	2.3	0.4
Total Del/Veh (s)	13.1	2.4	22.2	10.0	42.3	6.8	11.8

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	1.1	0.2
Total Del/Veh (s)	8.2	2.5	58.4	5.7	48.0	6.6	9.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.2	0.1	2.7	0.6	0.5	0.4
Total Del/Veh (s)	10.8	10.7	1.5	41.8	5.2	2.4	52.7	8.5	35.2	28.7	5.4	13.1

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.8	0.3	0.0	0.0	0.1	4.4	0.2
Total Del/Veh (s)	3.4	1.8	1.5	1.2	10.1	3.6	1.8

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				30.5			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	141	160	43	36	161	128	103	94	96
Average Queue (ft)	77	96	4	4	74	42	28	28	42
95th Queue (ft)	135	158	24	22	138	100	65	71	73
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	214	121	25	122	45	67	50	67	78
Average Queue (ft)	64	32	2	43	3	6	10	39	36
95th Queue (ft)	170	92	11	101	21	33	35	62	66
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	46	236	167	16	15	45	87	78	52	42	32	193
Average Queue (ft)	8	123	62	1	1	12	23	20	10	8	7	93
95th Queue (ft)	32	210	132	10	7	33	58	60	33	30	27	165
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	143	42
Average Queue (ft)	59	10
95th Queue (ft)	117	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	20	22	17
Average Queue (ft)	1	4	2
95th Queue (ft)	11	17	12
Link Distance (ft)		774	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.6	0.4
Total Del/Veh (s)	34.8	4.2	10.5	4.1	38.6	7.3	14.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.7	1.5	0.6
Total Del/Veh (s)	14.0	4.4	48.9	6.9	25.9	9.6	12.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.4	0.2
Total Del/Veh (s)	41.4	5.1	1.5	40.8	8.3	3.9	33.8	7.3	32.5	8.2	9.1

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	2.3	1.7	15.9	1.7

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.0	
Total Del/Veh (s)				29.7	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	236	253	47	60	166	138	45	73	75
Average Queue (ft)	75	97	13	9	63	38	12	28	35
95th Queue (ft)	175	191	41	39	138	91	34	63	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	182	198	47	115	85	105	82	158	134
Average Queue (ft)	80	88	12	54	17	26	29	79	65
95th Queue (ft)	152	163	38	101	58	74	68	127	109
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	79	95	122	21	44	158	174	62	37	50	80	92
Average Queue (ft)	20	38	44	2	6	61	73	24	7	15	36	42
95th Queue (ft)	56	81	95	12	28	122	142	49	25	35	67	79
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	74
Average Queue (ft)	16
95th Queue (ft)	44
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	22
Average Queue (ft)	4
95th Queue (ft)	17
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix E:

Opening Year (2025) No-Build SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.4	0.4	2.5	0.4
Total Del/Veh (s)	14.4	2.6	22.4	11.0	43.9	7.8	12.5

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.7	1.2	0.2
Total Del/Veh (s)	8.8	2.3	62.1	5.6	62.1	6.9	9.7

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	3.9	0.1	2.7	0.7	0.6	0.4
Total Del/Veh (s)	11.7	10.3	1.6	45.0	5.5	2.3	35.0	9.8	38.0	28.8	7.2	13.0

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.6	0.3	0.0	0.1	0.1	3.9	0.2
Total Del/Veh (s)	2.7	1.9	1.6	1.8	15.3	3.7	1.9

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				31.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	189	209	36	46	163	111	89	107	97
Average Queue (ft)	87	109	4	6	77	37	34	30	47
95th Queue (ft)	161	181	20	26	138	88	71	76	80
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	264	158	25	142	22	56	54	83	72
Average Queue (ft)	72	32	2	49	2	5	11	40	39
95th Queue (ft)	198	102	11	109	13	29	38	65	66
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	48	295	206	28	10	40	93	82	52	37	33	238
Average Queue (ft)	8	119	68	2	0	9	24	24	10	6	7	93
95th Queue (ft)	29	238	156	13	6	29	58	65	30	26	26	175
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	185	47
Average Queue (ft)	66	12
95th Queue (ft)	135	33
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	20	22	17
Average Queue (ft)	1	3	3
95th Queue (ft)	8	14	13
Link Distance (ft)		774	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.8	0.4
Total Del/Veh (s)	38.8	4.4	11.9	5.0	43.9	7.5	16.0

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	2.7	1.5	0.6
Total Del/Veh (s)	16.3	4.5	49.6	7.3	24.8	10.4	13.7

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.3	0.2
Total Del/Veh (s)	40.8	5.4	0.7	45.5	9.3	4.3	30.4	8.4	31.3	8.5	9.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	2.5	1.6	20.6	1.9

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.0	
Total Del/Veh (s)				32.4	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	256	277	64	73	157	135	54	76	87
Average Queue (ft)	88	110	15	9	79	48	13	34	39
95th Queue (ft)	199	215	45	41	150	115	39	69	68
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	213	224	52	127	84	110	111	167	159
Average Queue (ft)	93	100	14	62	17	27	34	84	72
95th Queue (ft)	177	191	40	117	58	74	76	143	129
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	66	120	120	15	35	169	196	56	38	45	98	116
Average Queue (ft)	23	41	43	1	6	73	84	26	9	16	39	48
95th Queue (ft)	55	94	96	6	23	135	152	50	30	41	80	94
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	59
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	21
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix F:

Opening Year (2025) Build Scenario 1 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.4	2.5	0.4
Total Del/Veh (s)	14.7	2.9	25.4	12.1	41.9	7.9	13.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.5	1.5	0.3
Total Del/Veh (s)	11.7	3.2	54.5	6.3	43.3	7.3	11.2

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.9	0.1	2.7	0.5	0.6	0.4
Total Del/Veh (s)	13.5	10.6	2.4	46.2	6.1	2.9	31.2	10.8	35.8	26.6	5.8	12.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.3	0.0	0.0	0.2	4.1	0.2
Total Del/Veh (s)	4.0	2.1	1.9	1.6	22.1	3.8	2.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				33.5			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	221	228	24	36	167	132	81	90	96
Average Queue (ft)	86	105	3	5	76	53	28	45	45
95th Queue (ft)	173	191	18	25	141	113	63	84	77
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0								
Queuing Penalty (veh)	0								

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	394	169	20	121	44	64	58	82	108
Average Queue (ft)	116	50	3	44	4	12	13	48	49
95th Queue (ft)	281	130	15	94	23	45	41	76	85
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	57	288	239	23	15	41	80	119	46	38	41	226
Average Queue (ft)	11	126	65	2	1	9	27	34	12	4	7	102
95th Queue (ft)	39	234	159	15	7	29	65	83	33	22	30	179
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	197	38
Average Queue (ft)	64	10
95th Queue (ft)	140	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	32	9	61	18
Average Queue (ft)	6	0	20	3
95th Queue (ft)	24	5	51	14
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.4	2.8	0.4
Total Del/Veh (s)	40.0	4.4	13.1	5.3	38.1	7.4	18.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.6	1.6	0.6
Total Del/Veh (s)	19.1	4.5	53.7	7.5	24.3	11.3	15.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.7	0.3	0.2
Total Del/Veh (s)	42.3	5.7	1.3	47.5	9.2	4.6	35.4	8.3	32.7	8.7	9.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.1	0.0	0.1	0.2	4.0	0.1
Total Del/Veh (s)	5.3	1.2	2.7	2.7	34.1	9.2	4.2

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				36.5			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	337	55	61	178	146	58	97	69
Average Queue (ft)	115	133	15	10	81	55	14	39	37
95th Queue (ft)	249	273	44	39	155	121	40	78	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	1							
Queuing Penalty (veh)	1	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	272	245	38	142	82	112	96	178	178
Average Queue (ft)	132	113	16	63	18	32	32	91	83
95th Queue (ft)	236	210	38	119	57	83	73	149	141
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	70	132	132	20	31	163	176	81	42	47	94	108
Average Queue (ft)	20	51	52	1	4	75	81	28	9	16	42	44
95th Queue (ft)	53	109	106	9	20	139	154	58	33	37	79	87
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	47
Average Queue (ft)	14
95th Queue (ft)	36
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	150	25
Average Queue (ft)	2	61	8
95th Queue (ft)	12	120	22
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 2

Appendix G:

Opening Year (2025) Build Scenario 2 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.4	2.5	0.4
Total Del/Veh (s)	14.3	2.9	25.0	11.6	42.0	8.3	13.2

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.3	1.4	0.2
Total Del/Veh (s)	11.3	3.0	51.7	6.1	47.9	7.2	11.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.1	4.2	0.1	2.7	0.9	0.5	0.4
Total Del/Veh (s)	10.8	11.8	1.5	46.5	5.5	2.8	29.4	9.9	33.7	22.8	6.2	12.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.3	0.3	0.0	0.0	0.2	4.0	0.3
Total Del/Veh (s)	2.8	2.4	1.9	1.5	43.4	5.1	4.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				34.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	183	200	48	50	155	138	67	111	109
Average Queue (ft)	84	99	4	7	78	53	29	39	45
95th Queue (ft)	163	182	22	28	140	107	60	86	81
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	340	238	42	135	37	65	58	85	94
Average Queue (ft)	108	48	4	49	3	9	11	47	45
95th Queue (ft)	254	152	23	110	20	39	39	73	78
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	50	306	289	26	18	40	80	116	53	29	36	206
Average Queue (ft)	8	144	86	2	1	10	23	32	12	4	8	94
95th Queue (ft)	32	259	192	13	7	30	58	85	33	20	29	158
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	164	30
Average Queue (ft)	57	10
95th Queue (ft)	122	27
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	26	4	160	22
Average Queue (ft)	5	0	54	6
95th Queue (ft)	21	3	118	21
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			2	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.4	2.9	0.4
Total Del/Veh (s)	32.2	4.8	14.3	5.2	39.3	7.5	16.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.4	1.6	0.6
Total Del/Veh (s)	18.8	4.9	54.9	7.6	24.6	10.8	14.9

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.3	0.2
Total Del/Veh (s)	48.5	5.8	1.6	44.5	8.6	4.3	36.8	7.9	29.3	8.6	9.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.4	0.1	0.0	0.0	0.2	3.8	0.1
Total Del/Veh (s)	6.6	1.1	2.5	2.6	32.6	7.4	3.8

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				34.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	290	301	67	76	175	142	43	97	83
Average Queue (ft)	94	114	18	12	84	59	14	39	38
95th Queue (ft)	209	231	49	45	154	118	37	82	66
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	276	292	56	142	94	114	96	161	168
Average Queue (ft)	120	119	17	64	20	33	37	83	79
95th Queue (ft)	233	230	42	119	65	86	75	130	132
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	67	140	141	20	24	170	195	66	38	64	99	101
Average Queue (ft)	16	53	52	1	4	69	80	28	9	16	39	48
95th Queue (ft)	46	113	109	10	18	135	153	55	29	41	77	90
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	45
Average Queue (ft)	14
95th Queue (ft)	35
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	145	17
Average Queue (ft)	2	53	4
95th Queue (ft)	14	112	16
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 1

Appendix H:

Opening Year (2025) Build Scenario 3 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.4	0.3	2.4	0.4
Total Del/Veh (s)	17.0	3.7	28.4	14.7	35.4	8.2	16.0

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8	2.1	0.6
Total Del/Veh (s)	18.2	3.8	48.6	7.4	45.7	11.4	15.4

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	3.9	0.1	2.7	0.5	0.6	0.3
Total Del/Veh (s)	16.0	12.6	1.7	57.5	9.1	3.8	39.7	9.8	32.1	34.5	9.2	13.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.2	0.3	0.0	0.1	0.2	3.9	0.3
Total Del/Veh (s)	9.8	2.6	2.9	4.8	57.2	5.0	6.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.2			
Total Del/Veh (s)				41.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	257	264	30	63	157	158	72	153	107
Average Queue (ft)	88	100	3	9	68	71	30	78	49
95th Queue (ft)	180	203	18	36	133	133	62	140	85
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	634	200	35	101	41	93	109	132	201
Average Queue (ft)	199	68	8	43	9	31	19	66	86
95th Queue (ft)	452	157	28	86	35	78	72	105	145
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	58	326	271	16	14	46	177	206	56	34	28	195
Average Queue (ft)	12	144	87	1	1	10	49	97	13	5	7	96
95th Queue (ft)	41	261	193	7	6	31	119	177	37	23	27	162
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		1	0					0				
Queuing Penalty (veh)		0	0					0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	134	30
Average Queue (ft)	57	10
95th Queue (ft)	106	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	65	33	213	22
Average Queue (ft)	20	5	75	8
95th Queue (ft)	51	22	149	22
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			4	
Queuing Penalty (veh)			1	

Network Summary

Network wide Queuing Penalty: 1

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.0	0.3	2.6	0.4
Total Del/Veh (s)	33.9	4.8	15.1	6.9	35.8	6.7	18.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	2.5	1.8	0.7
Total Del/Veh (s)	24.9	5.0	56.2	7.8	25.2	11.1	17.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	4.1	0.1	2.9	0.4	0.2
Total Del/Veh (s)	42.6	5.6	0.8	45.8	8.6	4.3	38.7	8.0	32.6	9.9	8.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.6	0.1	0.0	0.0	1045.7	1055.6	234.5
Total Del/Veh (s)	7.5	1.6	2.6	2.9	455.1	308.1	60.4

Total Network Performance

Denied Del/Veh (s)				175.0			
Total Del/Veh (s)				76.8			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	323	347	75	82	172	159	62	108	87
Average Queue (ft)	117	133	18	13	88	64	18	44	37
95th Queue (ft)	245	263	51	50	160	128	45	85	66
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	330	324	50	133	85	112	93	158	187
Average Queue (ft)	170	136	23	59	19	35	32	89	88
95th Queue (ft)	297	262	47	112	60	91	73	142	155
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	53	144	117	5	38	190	208	67	38	50	97	96
Average Queue (ft)	12	59	53	0	5	77	91	25	7	17	44	41
95th Queue (ft)	37	117	105	4	23	146	165	53	27	40	87	77
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	34
Average Queue (ft)	11
95th Queue (ft)	30
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	35	4	819	250
Average Queue (ft)	6	0	793	145
95th Queue (ft)	24	3	810	348
Link Distance (ft)			773	
Upstream Blk Time (%)			100	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			100	
Queuing Penalty (veh)			45	

Network Summary

Network wide Queuing Penalty: 47

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.5	0.4	2.5	0.4
Total Del/Veh (s)	18.3	3.5	29.1	13.9	36.3	8.2	16.5

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.6	2.0	0.5
Total Del/Veh (s)	18.7	3.5	50.0	7.6	41.5	11.3	15.6

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	4.6	0.1	2.8	0.6	0.5	0.3
Total Del/Veh (s)	19.5	15.6	2.4	50.0	8.2	3.8	49.3	11.0	36.3	32.7	7.9	15.0

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.4	0.0	0.1	0.2	4.1	0.3
Total Del/Veh (s)	11.2	7.2	4.6	5.3	33.5	5.7	7.8

Total Network Performance

Denied Del/Veh (s)												1.2
Total Del/Veh (s)												44.2

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	250	269	41	54	162	161	88	182	126
Average Queue (ft)	102	118	3	10	68	68	31	74	48
95th Queue (ft)	199	223	21	35	131	130	69	132	90
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	672	240	43	106	52	80	109	125	199
Average Queue (ft)	216	67	6	40	12	29	15	64	89
95th Queue (ft)	529	164	25	90	42	72	61	99	151
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	58	480	378	20	28	53	122	192	62	29	28	224
Average Queue (ft)	11	173	99	1	1	10	45	81	15	5	7	102
95th Queue (ft)	38	361	252	9	11	33	100	155	41	21	27	177
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		3	1									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	144	38
Average Queue (ft)	56	11
95th Queue (ft)	111	30
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	63	174	154	92	77	126	152	18
Average Queue (ft)	22	80	38	19	15	35	68	6
95th Queue (ft)	51	160	110	62	53	84	128	19
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Network Summary

Network wide Queuing Penalty: 1

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.7	0.3
Total Del/Veh (s)	33.9	5.0	16.2	7.1	35.1	7.3	19.8

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.5	1.9	0.7
Total Del/Veh (s)	53.7	11.1	58.0	7.0	24.8	12.4	29.8

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	3.9	0.1	2.7	0.4	0.2
Total Del/Veh (s)	43.7	9.3	3.7	47.6	9.4	4.8	30.0	13.4	33.0	10.3	10.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.5	0.1	0.0	0.1	0.6	3.3	0.2
Total Del/Veh (s)	14.6	10.2	13.7	6.2	32.3	11.1	15.8

Total Network Performance

Denied Del/Veh (s)				1.1			
Total Del/Veh (s)				60.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	327	75	79	192	168	59	110	79
Average Queue (ft)	136	146	17	14	96	67	16	43	37
95th Queue (ft)	249	265	50	51	167	133	43	91	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	717	699	325	146	77	97	102	194	189
Average Queue (ft)	365	323	85	65	13	30	35	101	102
95th Queue (ft)	719	702	345	122	48	78	76	165	167
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	2	2							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		10							
Queuing Penalty (veh)		12							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	72	234	190	17	4	28	196	220	84	43	54	110
Average Queue (ft)	19	85	73	1	0	4	78	95	28	9	19	49
95th Queue (ft)	54	184	156	9	2	19	153	179	58	32	43	95
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	100	50
Average Queue (ft)	39	14
95th Queue (ft)	78	38
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	37	157	138	258	273	71	417	247
Average Queue (ft)	7	77	69	112	125	25	217	27
95th Queue (ft)	27	138	130	221	242	56	346	113
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		22	
Queuing Penalty (veh)					0		10	

Network Summary

Network wide Queuing Penalty: 28

Appendix I:

Horizon Year (2040) No-Build SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.5	2.5	0.4
Total Del/Veh (s)	24.6	4.5	28.6	15.3	37.3	11.2	18.8

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	1.7	1.1	0.4
Total Del/Veh (s)	28.6	5.6	59.6	7.4	47.9	8.0	23.6

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.1	0.0	0.1	4.3	0.1	2.7	1.0	0.8	0.6
Total Del/Veh (s)	50.8	51.8	13.5	44.5	9.1	3.8	35.0	16.5	27.1	28.6	6.0	35.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.9	0.4	0.0	0.0	0.1	4.3	0.3
Total Del/Veh (s)	12.7	15.0	2.3	2.0	187.8	4.5	12.0

Total Network Performance

Denied Del/Veh (s)												1.4
Total Del/Veh (s)												73.8

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	261	282	92	84	234	185	110	128	190
Average Queue (ft)	152	167	21	21	120	80	42	38	63
95th Queue (ft)	230	258	65	63	204	161	82	91	117
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							0
Queuing Penalty (veh)		0							0

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	953	493	28	177	49	94	56	87	98
Average Queue (ft)	409	100	4	77	12	27	14	47	49
95th Queue (ft)	871	315	20	144	43	75	44	76	82
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	4	0							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	937	962	105	20	53	114	134	54	50	41	201
Average Queue (ft)	73	505	447	5	2	15	44	47	17	11	13	113
95th Queue (ft)	302	989	985	63	11	38	91	102	40	37	37	185
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		8	3									
Queuing Penalty (veh)		56	22									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		30	10									
Queuing Penalty (veh)		8	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	142	50
Average Queue (ft)	71	16
95th Queue (ft)	119	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	SB	SB
Directions Served	L	T	T	L	R
Maximum Queue (ft)	138	503	467	51	18
Average Queue (ft)	15	91	77	13	4
95th Queue (ft)	153	420	385	45	15
Link Distance (ft)		1986	1986	774	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	360			150	
Storage Blk Time (%)		7			
Queuing Penalty (veh)		1			

Network Summary

Network wide Queuing Penalty: 91

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.9	0.4	2.8	0.4
Total Del/Veh (s)	33.5	8.3	19.5	8.0	34.2	9.1	18.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	3.2	2.4	0.9
Total Del/Veh (s)	28.3	7.3	69.0	8.5	27.1	18.8	22.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	41.5	7.9	1.9	45.4	14.9	7.2	33.7	10.8	29.4	15.3	13.4

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.2	4.3	4.0	31.6	3.2

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.3	
Total Del/Veh (s)				45.4	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	242	276	105	120	226	216	65	128	120
Average Queue (ft)	84	89	46	45	131	106	22	39	52
95th Queue (ft)	170	184	93	100	209	188	54	84	94
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	392	398	53	197	103	138	159	253	259
Average Queue (ft)	191	201	18	95	19	42	46	155	155
95th Queue (ft)	351	350	44	168	66	94	100	231	233
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		1		0				0	0
Queuing Penalty (veh)		1		0				0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	103	153	166	28	30	56	302	315	138	60	59	120
Average Queue (ft)	31	71	71	3	1	8	127	141	47	12	22	52
95th Queue (ft)	75	134	139	15	15	32	244	257	115	39	47	101
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)							0	1				
Queuing Penalty (veh)							0	4				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	122	51
Average Queue (ft)	63	17
95th Queue (ft)	108	42
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	35
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 7

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	3.2	0.5	2.4	0.4
Total Del/Veh (s)	24.8	4.6	28.8	15.0	36.7	11.5	19.0

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	1.8	1.2	0.3
Total Del/Veh (s)	28.5	4.5	55.7	7.4	50.2	8.2	23.3

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.1	0.0	0.0	4.1	0.1	2.6	0.8	0.9	0.6
Total Del/Veh (s)	34.2	46.0	14.8	41.3	8.2	3.8	32.1	19.2	28.2	32.0	7.6	31.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.4	0.0	0.0	0.1	4.2	0.3
Total Del/Veh (s)	8.9	13.2	4.6	2.4	16.4	5.8	10.6

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.4			
Total Del/Veh (s)				69.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	350	103	77	229	181	100	102	150
Average Queue (ft)	155	168	22	19	109	80	45	40	68
95th Queue (ft)	269	290	71	57	183	152	86	87	120
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	2							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	924	711	29	151	65	87	64	79	98
Average Queue (ft)	385	116	3	64	11	23	18	48	51
95th Queue (ft)	844	405	17	119	43	65	51	74	86
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	2								
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	848	817	182	26	61	97	114	66	47	37	222
Average Queue (ft)	53	458	389	9	2	17	40	44	20	9	11	115
95th Queue (ft)	243	895	862	90	12	45	84	99	48	34	35	191
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		5	2									
Queuing Penalty (veh)		36	11									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		26	10									
Queuing Penalty (veh)		7	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	132	53
Average Queue (ft)	69	16
95th Queue (ft)	119	43
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	27	377	350	119	125	23	27	18
Average Queue (ft)	5	104	75	23	23	1	7	5
95th Queue (ft)	21	351	304	77	85	9	24	17
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		5						
Queuing Penalty (veh)		1						

Network Summary

Network wide Queuing Penalty: 60

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.4	2.8	0.4
Total Del/Veh (s)	33.6	7.9	18.6	6.9	31.4	9.2	17.8

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	2.3	0.9
Total Del/Veh (s)	25.7	6.9	69.3	9.1	25.8	19.0	21.4

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	40.4	9.6	3.2	48.9	15.9	8.1	31.2	10.4	28.3	16.3	14.3

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.6	6.2	4.8	50.7	5.0

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.3	
Total Del/Veh (s)				46.6	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	196	216	103	107	249	212	68	102	123
Average Queue (ft)	86	94	47	44	133	104	21	37	53
95th Queue (ft)	152	166	96	95	215	191	49	80	91
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	377	355	41	220	114	136	110	272	256
Average Queue (ft)	173	183	13	97	25	51	47	153	153
95th Queue (ft)	300	294	36	172	78	108	90	234	235
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0		1				0	0
Queuing Penalty (veh)		0		2				1	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	108	190	193	29	50	300	306	146	42	47	106	101
Average Queue (ft)	33	74	81	2	10	136	146	48	12	22	53	56
95th Queue (ft)	77	148	159	12	34	244	252	104	35	42	96	96
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)						0	1					
Queuing Penalty (veh)						0	5					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	50
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	R	L
Maximum Queue (ft)	131	114	210	239	23	47
Average Queue (ft)	21	21	34	37	2	7
95th Queue (ft)	81	77	138	153	12	28
Link Distance (ft)	1986	1986	922	922		773
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					260	
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Network Summary

Network wide Queuing Penalty: 7

Appendix J:

Horizon Year (2040) Build Scenario 1 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.4	2.4	0.4
Total Del/Veh (s)	25.6	4.5	28.6	15.2	37.3	10.9	19.3

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.7	0.2	0.0	0.0	1.7	1.5	0.7
Total Del/Veh (s)	35.2	5.0	57.3	7.8	46.5	8.9	27.3

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.9	0.1	0.0	0.1	0.0	0.1	4.2	0.1	2.6	0.8	0.7	0.4
Total Del/Veh (s)	53.9	59.0	13.1	44.8	10.4	4.3	30.0	15.2	27.3	29.0	8.4	38.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.5	0.0	0.0	0.2	4.2	0.3
Total Del/Veh (s)	24.1	27.2	2.8	2.8	495.3	119.9	29.1

Total Network Performance

Denied Del/Veh (s)												1.5
Total Del/Veh (s)												90.1

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	373	356	95	90	198	179	97	122	128
Average Queue (ft)	159	169	21	25	108	80	40	45	61
95th Queue (ft)	272	280	69	68	182	155	82	90	105
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	3							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	963	921	36	145	64	102	65	115	119
Average Queue (ft)	532	127	5	63	14	30	17	57	58
95th Queue (ft)	1014	454	23	124	46	78	50	91	97
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	6	0							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	942	954	336	20	54	134	166	68	46	37	229
Average Queue (ft)	82	562	495	22	2	15	52	68	21	12	11	121
95th Queue (ft)	322	1065	1047	157	13	42	107	138	50	37	34	194
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		12	4									
Queuing Penalty (veh)		88	31									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	12					0				
Queuing Penalty (veh)		9	1					0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	172	75
Average Queue (ft)	70	18
95th Queue (ft)	134	50
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	250	730	721	5	407	157
Average Queue (ft)	44	189	178	0	156	17
95th Queue (ft)	276	777	748	5	422	106
Link Distance (ft)		1986	1986		774	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	360			260		150
Storage Blk Time (%)		16			39	
Queuing Penalty (veh)		4			4	

Network Summary

Network wide Queuing Penalty: 148

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.8	0.4	2.8	0.4
Total Del/Veh (s)	33.6	8.2	20.0	7.5	33.9	9.6	19.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.1	2.5	0.9
Total Del/Veh (s)	31.3	7.6	69.9	8.7	26.4	19.2	23.2

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	4.1	0.1	2.8	0.6	0.2
Total Del/Veh (s)	42.4	8.1	2.1	42.0	15.7	7.6	31.9	13.0	28.8	15.2	13.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.7	0.2	0.0	0.1	0.3	4.0	0.1
Total Del/Veh (s)	9.0	1.6	4.5	4.6	266.4	84.2	18.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				57.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	172	182	123	104	246	216	59	136	125
Average Queue (ft)	102	104	47	46	135	108	20	44	51
95th Queue (ft)	151	162	95	93	214	193	47	94	92
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	379	401	147	180	101	122	112	264	256
Average Queue (ft)	215	210	25	90	19	45	43	157	159
95th Queue (ft)	347	350	98	162	65	95	88	230	239
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0						0	0
Queuing Penalty (veh)		0						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	74	178	178	17	5	55	325	371	244	46	61	133
Average Queue (ft)	29	74	78	2	0	9	143	152	49	13	22	56
95th Queue (ft)	64	146	151	12	5	35	263	276	139	37	48	102
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)							0	1				
Queuing Penalty (veh)							0	4				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	118	64
Average Queue (ft)	61	22
95th Queue (ft)	106	47
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	565	250
Average Queue (ft)	3	293	53
95th Queue (ft)	15	577	212
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		66	
Queuing Penalty (veh)		10	

Network Summary

Network wide Queuing Penalty: 15

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.5	2.4	0.4
Total Del/Veh (s)	25.1	4.7	30.5	16.5	36.3	11.3	19.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.1	0.0	1.7	1.5	0.5
Total Del/Veh (s)	34.4	5.4	53.2	7.8	45.4	9.0	26.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	1.9	0.0	0.2	0.0	0.1	4.0	0.1	2.6	0.9	0.8	1.4
Total Del/Veh (s)	57.3	56.9	21.5	41.4	10.6	4.3	32.3	18.8	27.6	30.2	8.2	37.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.5	0.0	0.0	0.1	3.9	0.3
Total Del/Veh (s)	13.9	26.3	6.0	3.8	32.6	5.1	19.4

Total Network Performance

Denied Del/Veh (s)												2.1
Total Del/Veh (s)												82.3

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	339	328	86	76	214	201	108	122	154
Average Queue (ft)	153	164	24	23	112	84	42	48	66
95th Queue (ft)	253	268	69	61	182	159	83	98	115
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							
Queuing Penalty (veh)		1							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	958	792	37	130	58	68	76	106	110
Average Queue (ft)	520	144	6	67	13	25	16	53	60
95th Queue (ft)	1010	508	26	119	42	62	50	84	94
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	8	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	924	941	181	15	49	140	162	52	34	45	246
Average Queue (ft)	87	540	472	8	1	14	56	71	21	11	13	119
95th Queue (ft)	331	1016	1000	89	8	37	108	136	43	33	37	196
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		8	3									
Queuing Penalty (veh)		61	23									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	11									
Queuing Penalty (veh)		9	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	182	51
Average Queue (ft)	73	17
95th Queue (ft)	137	42
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	259	661	653	137	149	62	84	22
Average Queue (ft)	30	202	159	30	33	14	22	4
95th Queue (ft)	206	641	610	93	100	46	55	16
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		12						
Queuing Penalty (veh)		3						

Network Summary

Network wide Queuing Penalty: 108

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.4	2.7	0.4
Total Del/Veh (s)	35.5	8.2	19.9	8.1	36.8	8.9	19.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.1	2.6	1.0
Total Del/Veh (s)	38.3	8.5	71.0	9.1	27.2	19.7	26.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	39.5	10.3	3.7	44.4	14.9	7.3	32.3	11.1	28.9	14.9	13.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.6	0.2	0.0	0.0	0.2	3.9	0.1
Total Del/Veh (s)	11.3	4.7	9.1	5.9	43.7	13.3	9.2

Total Network Performance

Denied Del/Veh (s)											1.3
Total Del/Veh (s)											54.8

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	206	216	115	128	240	229	72	97	98
Average Queue (ft)	102	108	43	44	131	106	24	44	48
95th Queue (ft)	167	177	93	97	213	195	55	86	80
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	502	506	140	194	135	128	140	264	261
Average Queue (ft)	261	256	29	96	25	48	50	161	162
95th Queue (ft)	451	451	127	167	84	98	104	239	238
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		2						0	0
Queuing Penalty (veh)		1						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	77	229	227	29	11	43	274	272	89	30	68	111
Average Queue (ft)	30	90	92	3	1	7	136	139	41	9	23	55
95th Queue (ft)	67	181	183	16	7	30	237	237	74	30	51	100
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0					0	0				
Queuing Penalty (veh)		0					0	2				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	116	55
Average Queue (ft)	53	18
95th Queue (ft)	98	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	26	154	171	268	283	31	176	29
Average Queue (ft)	3	48	47	78	88	6	78	6
95th Queue (ft)	18	109	118	211	225	24	143	20
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		2	
Queuing Penalty (veh)					0		0	

Network Summary

Network wide Queuing Penalty: 4

Appendix K:

Horizon Year (2040) Build Scenario 2 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.5	2.4	0.4
Total Del/Veh (s)	26.4	4.3	30.3	16.9	37.7	10.7	20.3

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	1.3	1.4	0.3
Total Del/Veh (s)	33.9	5.4	60.5	7.6	50.0	9.3	26.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.1	4.1	0.1	2.6	1.1	0.7	0.5
Total Del/Veh (s)	50.7	56.2	13.9	38.9	9.7	4.3	30.6	21.1	30.2	22.8	6.4	37.3

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.4	0.0	0.0	185.7	154.6	8.9
Total Del/Veh (s)	18.4	29.1	2.8	2.5	1016.2	582.2	60.6

Total Network Performance

Denied Del/Veh (s)												7.1
Total Del/Veh (s)												109.9

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	376	384	85	97	215	215	104	120	134
Average Queue (ft)	164	180	18	18	114	87	43	51	62
95th Queue (ft)	282	309	59	57	192	178	82	104	107
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	2	3							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	969	792	35	132	51	91	71	108	141
Average Queue (ft)	519	119	4	68	12	25	16	55	60
95th Queue (ft)	1026	445	20	125	40	68	49	88	101
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	5	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	938	955	106	20	53	147	174	78	42	37	250
Average Queue (ft)	66	556	494	6	2	14	53	65	21	11	10	124
95th Queue (ft)	279	1049	1035	64	13	41	112	136	54	35	33	201
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		9	4									
Queuing Penalty (veh)		69	33									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	12									
Queuing Penalty (veh)		9	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	159	58
Average Queue (ft)	75	15
95th Queue (ft)	133	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	254	661	608	23	788	250
Average Queue (ft)	37	172	153	1	594	56
95th Queue (ft)	243	796	757	10	921	226
Link Distance (ft)		1986	1986		774	
Upstream Blk Time (%)					34	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	360			260		150
Storage Blk Time (%)		13			97	
Queuing Penalty (veh)		3			19	

Network Summary

Network wide Queuing Penalty: 145

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.9	0.4	2.9	0.4
Total Del/Veh (s)	34.6	8.8	19.9	8.4	33.0	8.6	19.7

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.9	2.5	0.9
Total Del/Veh (s)	34.2	8.3	73.3	8.9	24.8	19.3	24.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	4.2	0.1	2.7	0.6	0.2
Total Del/Veh (s)	42.4	8.8	2.3	45.2	15.5	7.9	33.0	11.7	28.4	15.3	13.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.3	0.2	0.0	0.1	0.2	3.9	0.1
Total Del/Veh (s)	10.6	1.6	4.5	4.4	286.8	102.2	17.7

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				58.4			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	188	204	112	102	247	228	65	111	91
Average Queue (ft)	101	104	49	49	133	113	24	44	47
95th Queue (ft)	160	170	98	99	211	196	52	91	77
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	465	438	144	189	100	131	162	262	262
Average Queue (ft)	226	228	26	102	19	51	47	161	159
95th Queue (ft)	386	381	99	177	65	108	108	240	240
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		1		0				0	0
Queuing Penalty (veh)		1		0				0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	83	193	199	23	5	49	279	318	244	46	59	121
Average Queue (ft)	28	81	85	1	0	8	141	150	52	12	20	58
95th Queue (ft)	68	152	162	11	4	33	251	261	132	35	44	102
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								1				
Queuing Penalty (veh)								5				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	130	71
Average Queue (ft)	63	21
95th Queue (ft)	112	53
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	482	203
Average Queue (ft)	3	272	36
95th Queue (ft)	16	609	172
Link Distance (ft)		773	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		57	
Queuing Penalty (veh)		6	

Network Summary

Network wide Queuing Penalty: 12

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.6	2.4	0.4
Total Del/Veh (s)	26.0	4.5	28.3	15.5	35.0	11.2	19.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	1.8	1.4	0.3
Total Del/Veh (s)	31.3	5.5	57.6	7.4	47.8	9.0	24.8

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.5	0.0	0.2	0.0	0.1	4.0	0.1	2.7	0.8	0.8	0.7
Total Del/Veh (s)	67.2	66.2	16.1	44.5	9.7	4.0	31.7	24.5	27.0	23.9	8.1	42.6

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.5	0.0	0.0	0.2	3.9	0.3
Total Del/Veh (s)	17.8	31.8	6.6	3.5	42.0	5.9	23.9

Total Network Performance

Denied Del/Veh (s)												1.4
Total Del/Veh (s)												88.0

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	317	335	87	80	238	180	114	124	126
Average Queue (ft)	165	182	21	19	110	78	44	45	67
95th Queue (ft)	271	298	64	60	187	151	82	96	114
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	2							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	979	652	35	142	76	78	75	102	121
Average Queue (ft)	465	130	5	63	14	24	15	54	57
95th Queue (ft)	956	471	24	118	54	65	50	86	97
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	4	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	946	966	105	29	49	134	148	63	46	50	212
Average Queue (ft)	69	658	570	7	3	17	54	60	21	10	14	120
95th Queue (ft)	293	1119	1093	65	16	42	108	123	48	36	41	189
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		10	3									
Queuing Penalty (veh)		72	24									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		43	14									
Queuing Penalty (veh)		11	2									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	175	48
Average Queue (ft)	71	16
95th Queue (ft)	131	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	360	785	730	161	192	43	146	18
Average Queue (ft)	31	255	205	28	35	11	54	7
95th Queue (ft)	206	650	599	97	119	36	108	21
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		18			0		2	
Queuing Penalty (veh)		3			0		0	

Network Summary

Network wide Queuing Penalty: 119

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	2.8	0.4	2.7	0.4
Total Del/Veh (s)	33.2	8.1	20.5	7.0	32.6	8.5	19.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	2.4	0.9
Total Del/Veh (s)	30.9	8.0	67.5	8.8	27.3	19.3	23.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.1	2.7	0.6	0.2
Total Del/Veh (s)	44.4	10.5	4.2	49.4	16.6	7.9	35.2	11.7	28.2	15.9	14.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.1	0.2	0.0	0.0	0.2	3.9	0.1
Total Del/Veh (s)	17.6	4.4	9.4	6.3	47.3	18.8	9.3

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				52.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	165	192	98	105	249	227	51	93	98
Average Queue (ft)	94	106	44	44	136	106	19	47	48
95th Queue (ft)	146	167	89	94	215	191	45	84	81
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	428	394	52	177	87	123	122	253	263
Average Queue (ft)	218	211	22	96	19	53	49	159	161
95th Queue (ft)	360	356	46	156	58	103	98	238	244
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0						0	0
Queuing Penalty (veh)		0						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	86	206	195	34	5	44	299	297	196	43	65	122
Average Queue (ft)	33	87	93	3	0	7	149	160	48	11	23	57
95th Queue (ft)	71	156	166	19	4	27	275	284	129	34	50	101
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								2				
Queuing Penalty (veh)								9				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	115	57
Average Queue (ft)	57	19
95th Queue (ft)	100	43
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	26	114	120	254	286	35	178	25
Average Queue (ft)	3	47	45	76	87	6	76	4
95th Queue (ft)	17	100	99	208	229	27	149	17
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		2	
Queuing Penalty (veh)					0		0	

Network Summary

Network wide Queuing Penalty: 10

Appendix L:

Horizon Year (2040) Build Scenario 3 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	3.3	0.6	2.4	0.4
Total Del/Veh (s)	25.2	4.7	30.5	17.8	38.7	10.7	20.4

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	1.8	2.1	0.8
Total Del/Veh (s)	42.6	5.3	56.6	7.8	44.4	15.2	30.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	3.8	0.0	0.1	0.0	0.1	4.0	0.1	2.7	0.8	0.9	2.1
Total Del/Veh (s)	63.4	68.2	18.7	43.2	11.9	4.7	47.5	19.4	28.7	23.5	12.2	39.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	4.4	3.1	0.0	0.1	2.4	3.9	1.8
Total Del/Veh (s)	65.5	62.2	5.3	7.1	38.4	5.2	37.9

Total Network Performance

Denied Del/Veh (s)												4.0
Total Del/Veh (s)												99.2

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	224	249	71	72	215	195	103	196	143
Average Queue (ft)	137	158	20	22	107	100	44	84	62
95th Queue (ft)	198	226	58	57	186	173	88	152	110
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	898	828	38	161	43	77	147	162	219
Average Queue (ft)	667	221	9	69	10	28	33	87	112
95th Queue (ft)	1142	726	31	133	36	59	104	141	178
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	2	0							
Queuing Penalty (veh)	16	3							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	937	965	182	20	46	168	248	62	38	41	210
Average Queue (ft)	55	639	558	9	1	16	75	117	18	10	14	115
95th Queue (ft)	251	1119	1105	90	8	41	143	210	41	32	38	188
Link Distance (ft)		913	913				948	948			881	
Upstream Blk Time (%)		12	5									
Queuing Penalty (veh)		94	40									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		45	16					0				
Queuing Penalty (veh)		11	2					1				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	143	73
Average Queue (ft)	68	18
95th Queue (ft)	118	48
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	483	1345	1326	91	89	124	118	113	25
Average Queue (ft)	99	425	379	17	17	48	43	32	6
95th Queue (ft)	405	1343	1305	60	63	100	91	77	20
Link Distance (ft)		1983	1983	913	913			774	
Upstream Blk Time (%)		4	2						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	360					260	200		150
Storage Blk Time (%)		27							
Queuing Penalty (veh)		15							

Network Summary

Network wide Queuing Penalty: 181

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.5	2.7	0.3
Total Del/Veh (s)	32.7	7.3	25.3	9.6	36.6	8.8	21.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	3.6	3.3	1.2
Total Del/Veh (s)	37.1	10.6	59.7	14.0	38.7	34.9	31.9

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	3.9	0.1	2.8	0.5	0.2
Total Del/Veh (s)	45.2	14.2	5.4	42.3	19.9	9.5	40.7	15.3	28.6	16.1	17.6

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.2	0.0	0.1	1.3	3.2	0.3
Total Del/Veh (s)	16.8	7.5	13.8	8.1	32.3	16.5	14.4

Total Network Performance

Denied Del/Veh (s)				1.6			
Total Del/Veh (s)				68.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	315	323	98	116	255	242	72	125	106
Average Queue (ft)	166	181	34	37	155	134	25	51	47
95th Queue (ft)	283	299	87	97	232	215	54	102	80
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	581	592	346	199	193	244	282	660	360
Average Queue (ft)	320	296	55	102	59	78	87	253	216
95th Queue (ft)	553	528	230	179	162	199	223	609	361
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		4		0	0		0	8	9
Queuing Penalty (veh)		5		1	0		1	53	64

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	96	273	282	28	48	368	414	299	56	77	114	117
Average Queue (ft)	33	137	133	3	9	184	196	61	15	21	61	56
95th Queue (ft)	75	246	246	16	33	313	329	171	44	51	102	99
Link Distance (ft)		919	919			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)		0	0			0	4					
Queuing Penalty (veh)		0	0			0	14					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	79
Average Queue (ft)	22
95th Queue (ft)	55
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

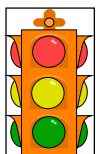
Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	27	161	152	318	338	134	199	232	97
Average Queue (ft)	6	75	67	127	139	26	107	130	16
95th Queue (ft)	24	136	130	274	286	88	173	199	58
Link Distance (ft)		1983	1983	919	919			773	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	360					260	200		150
Storage Blk Time (%)					1		0	5	
Queuing Penalty (veh)					2		0	13	

Network Summary

Network wide Queuing Penalty: 153

Appendix M:

Signal Warrant Analysis



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) No-Build Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	633	321	954	X	X	9							
7:00 - 8:00	970	421	1391	X	X	4							
8:00 - 9:00	738	412	1150	X	X	5							
9:00 - 10:00	549	356	905	X	X	1							
10:00 - 11:00	446	341	787	X	X	9							
11:00 - 12:00	393	395	788	X	X	10							
12:00 - 13:00	418	427	845	X	X	4							
13:00 - 14:00	383	451	834	X	X	6							
14:00 - 15:00	453	556	1009	X	X	5							
15:00 - 16:00	542	769	1311	X	X	12							
16:00 - 17:00	627	986	1613	X	X	8							
17:00 - 18:00	584	927	1511	X	X	5							
18:00 - 19:00	382	590	972	X	X	9							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	0	8	Not satisfied
Warrant 1b	0	8	Not satisfied
Warrant 2	0	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

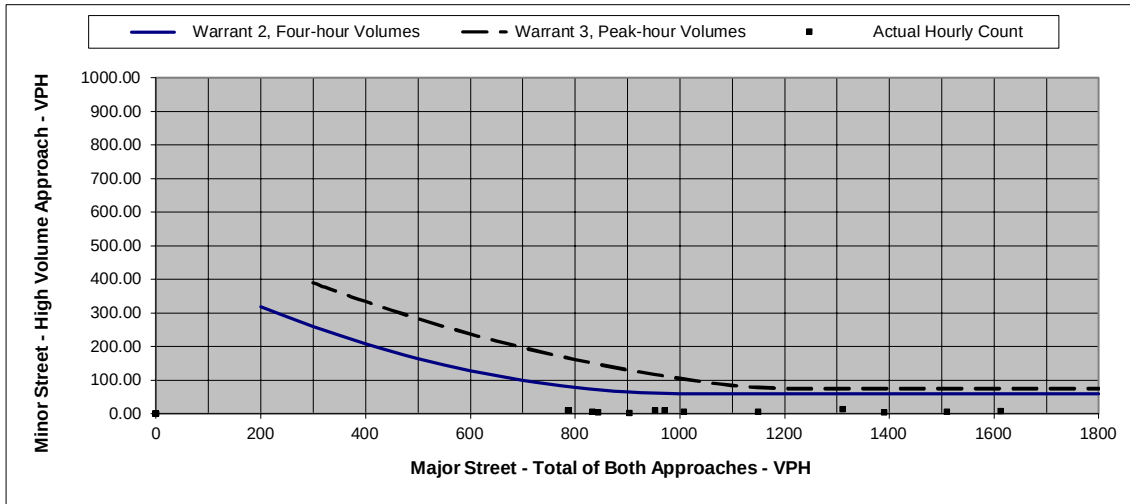
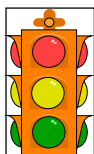


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 3 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:			420	630	105	53	140	70				
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B
0:00 - 1:00		0										
1:00 - 2:00		0										
2:00 - 3:00		0										
3:00 - 4:00		0										
4:00 - 5:00		0										
5:00 - 6:00		0										
6:00 - 7:00	918	465	1383	X	X	12						
7:00 - 8:00	1406	610	2016	X	X	6						
8:00 - 9:00	1068	595	1663	X	X	8						
9:00 - 10:00	795	515	1310	X	X	2						
10:00 - 11:00	646	493	1139	X	X	12						
11:00 - 12:00	569	573	1142	X	X	14						
12:00 - 13:00	605	619	1224	X	X	6						
13:00 - 14:00	556	654	1210	X	X	9						
14:00 - 15:00	657	805	1462	X	X	8						
15:00 - 16:00	785	1113	1898	X	X	17						
16:00 - 17:00	908	1429	2337	X	X	11						
17:00 - 18:00	845	1343	2188	X	X	8						
18:00 - 19:00	554	854	1408	X	X	12						
19:00 - 20:00		0										
20:00 - 21:00		0										
21:00 - 22:00		0										
22:00 - 23:00		0										
23:00 - 24:00		0										

	Met (Hr)	Required (Hr)	
Warrant 1a	0	8	Not satisfied
Warrant 1b	0	8	Not satisfied
Warrant 2	0	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

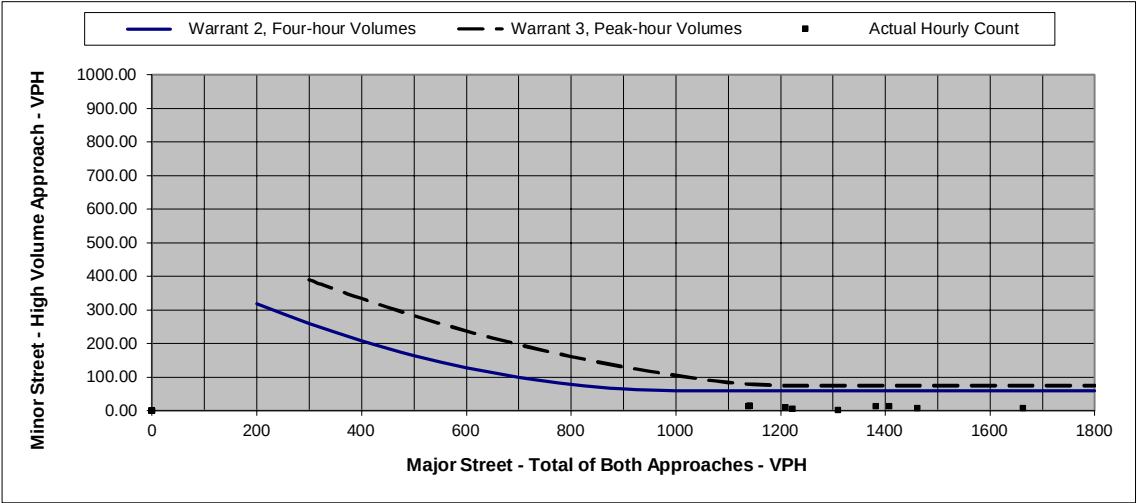
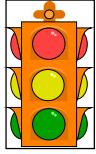


Figure 1. Four Hour and Peak Hour Warrant Analysis
 Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 1 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	639	376	1015	X	X	14							
7:00 - 8:00	976	558	1534	X	X	21							
8:00 - 9:00	744	494	1238	X	X	40							
9:00 - 10:00	555	412	967	X	X	56		X					X
10:00 - 11:00	452	400	852	X	X	68		X					X
11:00 - 12:00	399	445	844	X	X	74		X					X
12:00 - 13:00	424	495	919	X	X	86		X					X
13:00 - 14:00	389	516	905	X	X	61		X					X
14:00 - 15:00	459	612	1071	X	X	73		X					X
15:00 - 16:00	548	815	1363	X	X	98		X					X
16:00 - 17:00	633	1018	1651	X	X	90		X					X
17:00 - 18:00	590	936	1526	X	X	132	X	X			X	X	X
18:00 - 19:00	388	591	979	X	X	27							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	1	8	Not satisfied
Warrant 1b	9	8	Satisfied
Warrant 2	5	4	Satisfied
Warrant 3	3	1	Satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

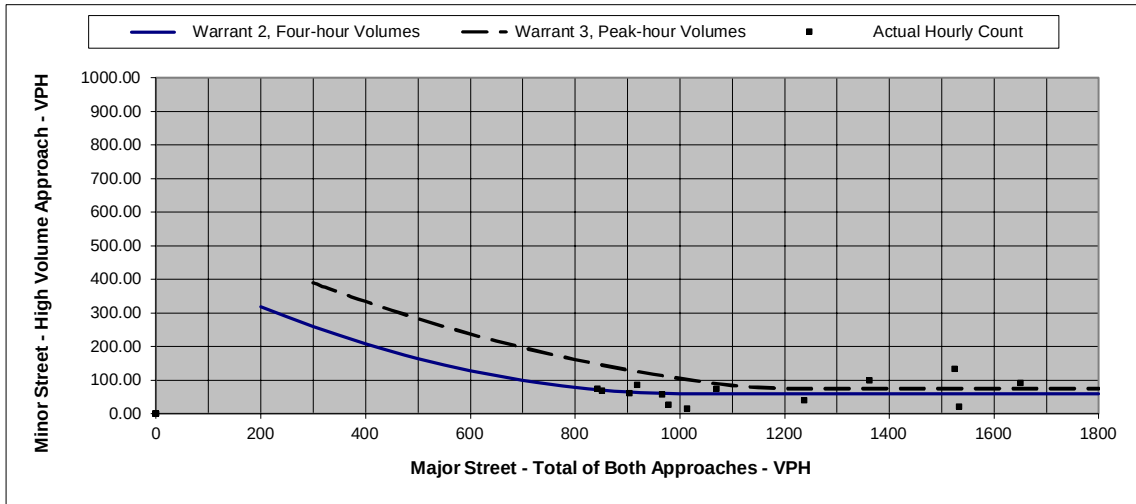
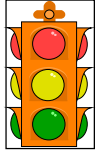


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 2 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B
0:00 - 1:00			0										
1:00 - 2:00			0										
2:00 - 3:00			0										
3:00 - 4:00			0										
4:00 - 5:00			0										
5:00 - 6:00			0										
6:00 - 7:00	639	379	1018	X	X	14							
7:00 - 8:00	976	566	1542	X	X	22							
8:00 - 9:00	744	498	1242	X	X	42							
9:00 - 10:00	555	415	970	X	X	60		X					X
10:00 - 11:00	452	403	855	X	X	71		X					X
11:00 - 12:00	399	447	846	X	X	78		X					X
12:00 - 13:00	424	499	923	X	X	91		X					X
13:00 - 14:00	389	519	908	X	X	65		X					X
14:00 - 15:00	459	615	1074	X	X	76		X					X
15:00 - 16:00	548	818	1366	X	X	103		X					X
16:00 - 17:00	633	1019	1652	X	X	95		X					X
17:00 - 18:00	590	937	1527	X	X	139	X	X				X	X
18:00 - 19:00	388	591	979	X	X	28							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	1	8	Not satisfied
Warrant 1b	9	8	Satisfied
Warrant 2	6	4	Satisfied
Warrant 3	3	1	Satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

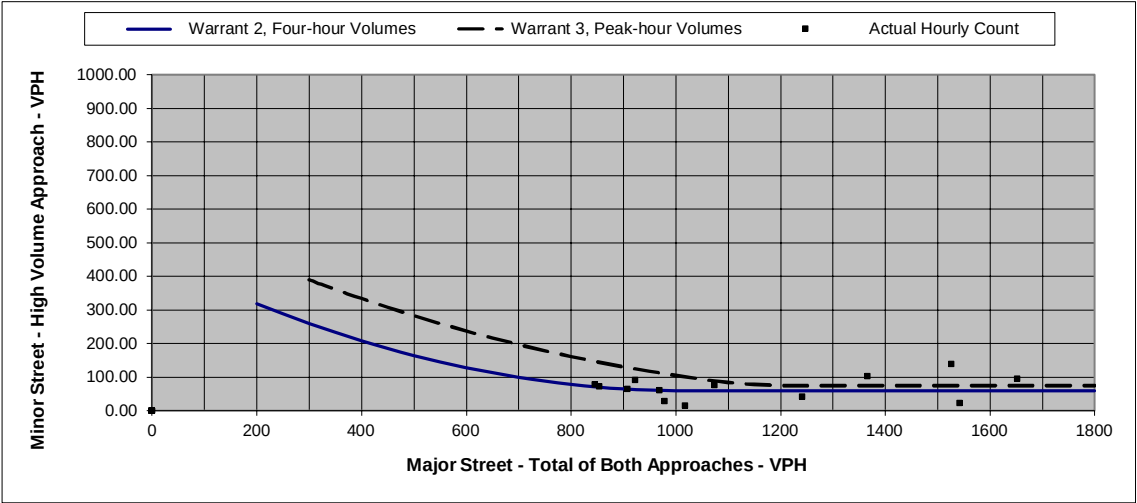
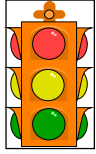


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 3 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	655	518	1173	X	X	28							
7:00 - 8:00	992	913	1905	X	X	66		X					X
8:00 - 9:00	760	707	1467	X	X	130	X	X			X	X	
9:00 - 10:00	571	556	1127	X	X	199	X	X			X	X	
10:00 - 11:00	468	552	1020	X	X	221	X	X			X	X	
11:00 - 12:00	415	573	988	X	X	241	X	X			X	X	
12:00 - 13:00	440	674	1114	X	X	300	X	X			X	X	
13:00 - 14:00	405	683	1088	X	X	204	X	X			X	X	
14:00 - 15:00	475	756	1231	X	X	247	X	X			X	X	
15:00 - 16:00	564	933	1497	X	X	322	X	X			X	X	
16:00 - 17:00	649	1099	1748	X	X	304	X	X			X	X	
17:00 - 18:00	606	959	1565	X	X	461	X	X			X	X	
18:00 - 19:00	404	593	997	X	X	74		X					X
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

Met (Hr) Required (Hr)

Warrant 1a 10 8 Satisfied
Warrant 1b 12 8 Satisfied
Warrant 2 12 4 Satisfied
Warrant 3 10 1 Satisfied
Warrant 7 0 8 Not satisfied

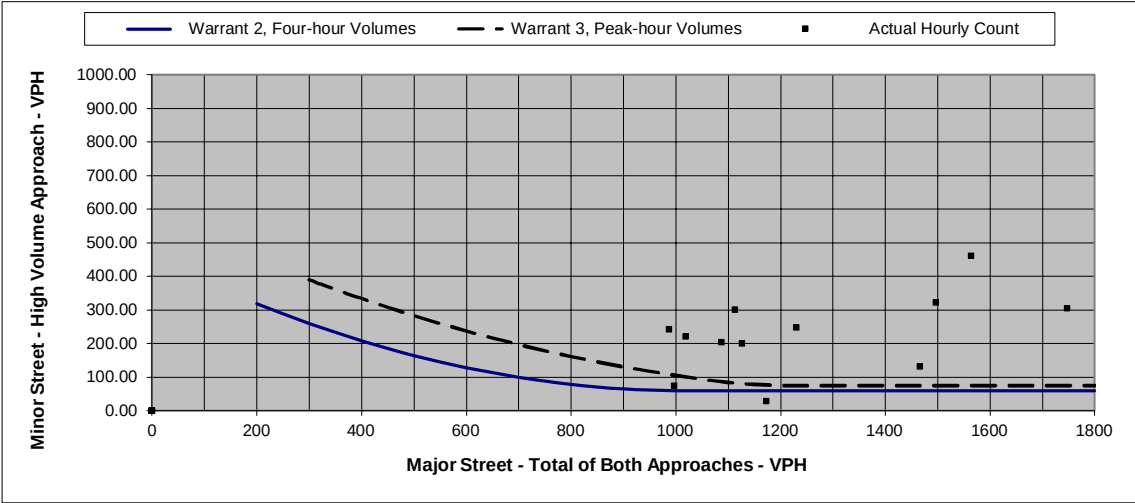
LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no



APPENDIX E

Responses to Agency and Public Comments

1. Introduction

Pursuant to Minnesota Rules, part 4410.3610, subpart 5c, the Responsible Governmental Unit (RGU) shall revise the environmental analysis document based on comments received during the comment period. The RGU shall include in the document a section specifically responding to each timely, substantive comment received that indicates in what way the comment has been addressed.

The 30-day Alternative Urban Areawide Review (AUAR) comment period began August 23, 2022, and comments were accepted through September 22, 2022. Two comment letters were received from government agencies. Responses to those comments are included in the following sections, and copies of the comment letters are included in Appendix F.

2. Metropolitan Council

Comment	Response
<i>Land Use (Item 9)</i>	
Chaska's communitywide forecast continues to offer capacity for industrial land uses and employment. However, the allocation of the forecast to subcity zones should be revised if Scenario 2 is pursued, since Scenario 2 would generate employment beyond planned expectations in the immediate neighborhood. The site is a small part of Transportation Analysis Zone (TAZ) #366. The City's 2040 Plan expects the Chaska portion of TAZ #366 to gain +1,164 jobs during 2020-2040. Should Scenario 2 proceed, such development could generate approximately 1,500 jobs. City staff can request a TAZ allocation adjustment by contacting the Metropolitan Council Research staff.	Comment noted. Based on the light industrial use proposed in Scenario 2, the City anticipates fewer than 1,500 jobs to be generated. The City will coordinate with the Metropolitan Council to increase the TAZ allocations, if needed.
The Draft AUAR states that the land use of this site is Business Park, consistent with both the scenarios to be addressed in the AUAR. However, as the Chaska 2040 Planned Land Use map shows (Figure 4.2 of the 2040 Plan), the northern and western part of the site include a contiguous area currently guided for a future land use of Agricultural. In order to accommodate either of the scenarios, the future land use of the site needs to be reguided to Business Park. A comprehensive plan amendment is required.	Comment noted. The area noted in the comment is designed as Open Space in the City's 2040 Land Use map and proposed development on the parcel will comply with preserving that space as open space with a landscape buffer or similar use.

Comment	Response
Water Resources (Item 11)	
The City should identify whether current water supply infrastructure and appropriation permits can meet the expected increase in demand and ensure that the proposed changes align with the City's current local water supply plan and 2040 Comprehensive Plan. There may be limitations on the expansion of groundwater pumping in the area due to potential negative impacts on nearby calcareous fens. Similarly, the additional impervious surface added to the site may impact local groundwater recharge and nearby surface waters that rely on shallow groundwater inputs. Long-term natural resource impacts may be considered as potential cumulative impact. Any additional well infrastructure needed by the City will require permitting by the Minnesota Department of Health (MDH) and Minnesota Department of Natural Resources (DNR) for water appropriation.	Comment noted.
Using treated groundwater from the City's municipal water supply for industrial processing may be more inefficient and costly than the site's commercial entities applying for their own permit to access groundwater for processing. Doing so may lower the burden on the City's water supply and lessen the need for and cost of municipal infrastructure expansion.	Comment noted.
If either development scenario proceeds, water reuse options should be explored to extend the life of water used on the site and lessen the negative impacts on the local groundwater system.	Comment noted. The developer will evaluate and implement water reuse options as redevelopment occurs with the AUAR study area as appropriate.

Comment	Response
The development lies within the drinking water supply management area for Chaska's municipal water supply. Water and contaminants entering the ground within the study area reach the City's municipal wells within 10 years. This indicates that any land use conversions and future activities at this locale can have an impact on the groundwater resources that the City relies on for its water supply. Limiting pollutants from entering the ground during construction and after development will be crucial for protecting the City's source water. This conversion will lower groundwater recharge within this property. Local surface and groundwater quality may be improved if proper salt and contaminant management strategies are implemented. Aligning the site development with the City's wellhead protection plan and source water protection strategies could help to mitigate negative impacts to groundwater resources.	Comment noted. The developer will evaluate and implement the City's wellhead protection plan as appropriate.
The domestic well identified on site will need to be sealed. The MDH provides guidance and resources for sealing wells. Any other wells identified during construction should be sealed following MDH guidance.	Comment noted. MDH guidance will be followed during development.
A dewatering permit will likely be needed given the shallow groundwater measurements identified in the draft document.	Comment noted. A dewatering permit will be obtained if required.
Potential climate impacts are not identified in this draft document. However, Council staff encourage the City and the developer to explore the potential impacts this development may have on greenhouse gas emissions, and identify potential mitigation and climate resiliency measures for the site. This site may be a good opportunity to use solar power and/or green roof infrastructure. Landscaped areas could be planted as native prairie to lessen the site's water demands and increase pollinator habitat and carbon storage.	Comment noted. The developer will evaluate and implement potential mitigation and climate resiliency measures with the AUAR study area as appropriate.
The Draft AUAR notes that impacts to wetlands will be minimized to the best extent possible. If wetlands must be impacted, the developer should work with the City as the Wetland Conservation Act (WCA) authority and apply for wetland banking credits. Council staff encourage the developer to look within the same watershed/subwatershed for wetland banking replacement.	Comment noted. The developer will work with the City and WCA if wetlands are to be impacted.

Comment	Response
<i>Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Item 13)</i>	
Council staff recommend that the developer select vegetation for landscaping that is native, edible, draught-tolerant, chloride-tolerant or chloride-friendly, and/or provides habitat to known endangered and sensitive wildlife and habitat species in the area, as well as wildlife and habitat historically native to the project area.	Comment noted. If appropriate, the developer will consider such landscaping with the AUAR study area.
<i>Transportation (Item 18)</i>	
Council staff encourage the developer to consider constructing sidewalks adjacent to existing and proposed streets to ensure connectivity to the sidewalk network.	Comment noted.

3. Minnesota State Historic Preservation Office

Comment	Response
<i>Historic Resources (Item 14)</i>	
Due to the nature and location of the proposed development, we recommend that a Phase I archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website preservationdirectory.mnhs.org, and select "Archaeologists" in the "Search by Specialties" box. We will reconsider the need for survey if the project area can be documented as previously surveyed or disturbed. Any previous survey work must meet contemporary standards. Note: plowed areas and right-of-way are not automatically considered disturbed. Archaeological sites can remain intact beneath the plow zone and in undisturbed portions of the right-of-way. Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.	Comment noted. A Phase I archaeological survey may be completed as appropriate.

APPENDIX F

Agency and Public Comment Letters



September 22, 2022

Elizabeth Hanson, City Planner
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

RE: City of Chaska – Final Alternative Urban Areawide Review (AUAR) Order and Draft AUAR – Kelzer Property
Metropolitan Council Review File No. 22773-2
Metropolitan Council District No. 4

Dear Elizabeth Hanson:

The Metropolitan Council received the Final AUAR Order and Draft AUAR for the Kelzer Property in the City of Chaska on August 19, 2022. The Draft AUAR Study Area includes approximately 72.3 acres on two parcels located northwest of the intersection of Highway 212 and Engler Boulevard.

The Draft AUAR evaluates two Scenarios. Scenario 1 includes multiple buildings for a total of 500,000 square feet of industrial area, and Scenario 2 includes up to 1.8 million square feet of industrial development. The Council provided comments on the Scoping AUAR on July 7, 2022. Metropolitan Council staff completed its review of the Kelzer Property Draft AUAR to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the Draft AUAR is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. However, staff offers the following comments for your consideration:

Item 9. Land Use (*Todd Graham, 651-602-1322*)

Chaska's communitywide forecast continues to offer capacity for industrial land uses and employment. However, the allocation of the forecast to subcity zones should be revised if Scenario 2 is pursued, since Scenario 2 would generate employment beyond planned expectations in the immediate neighborhood. The site is a small part of Transportation Analysis Zone (TAZ) #366. The City's 2040 Plan expects the Chaska portion of TAZ #366 to gain +1,164 jobs during 2020-2040. Should Scenario 2 proceed, such development could generate approximately 1,500 jobs. City staff can request a TAZ allocation adjustment by contacting the Metropolitan Council Research staff.

Item 9. Land Use (*Raya Esmaeili, 651-602-1616*)

The Draft AUAR states that the land use of this site is Business Park, consistent with both the scenarios to be addressed in the AUAR. However, as the Chaska 2040 Planned Land Use map shows (Figure 4.2 of the 2040 Plan), the northern and western part of the site include a contiguous area currently guided for a future land use of Agricultural. In order to accommodate either of the scenarios, the future land use of the site needs to be reguided to Business Park. A comprehensive plan amendment is required.

Item 11. Water Resources – Water Supply (*John Clark, 651-602-1452*)

- The City should identify whether current water supply infrastructure and appropriation permits can meet the expected increase in demand and ensure that the proposed changes align with the City's current local water supply plan and 2040 Comprehensive Plan. There may be limitations on the expansion of groundwater pumping in the area due to potential negative impacts on nearby calcareous fens. Similarly, the additional impervious surface added to the site may impact local groundwater recharge and nearby surface waters that rely on shallow groundwater inputs. Long-term natural resource impacts may be considered as potential cumulative impact. Any additional well infrastructure needed by the City will require permitting by the Minnesota Department of Health (MDH) and Minnesota Department of Natural Resources (DNR) for water appropriation.
- Using treated groundwater from the City's municipal water supply for industrial processing may be more inefficient and costly than the site's commercial entities applying for their own permit to access groundwater for processing. Doing so may lower the burden on the City's water supply and lessen the need for and cost of municipal infrastructure expansion.
- If either development scenario proceeds, water reuse options should be explored to extend the life of water used on the site and lessen the negative impacts on the local groundwater system.
- The development lies within the drinking water supply management area for Chaska's municipal water supply. Water and contaminants entering the ground within the study area reach the City's municipal wells within 10 years. This indicates that any land use conversions and future activities at this locale can have an impact on the groundwater resources that the City relies on for its water supply. Limiting pollutants from entering the ground during construction and after development will be crucial for protecting the City's source water. This conversion will lower groundwater recharge within this property. Local surface and groundwater quality may be improved if proper salt and contaminant management strategies are implemented. Aligning the site development with the City's wellhead protection plan and source water protection strategies could help to mitigate negative impacts to groundwater resources.
- The domestic well identified on site will need to be sealed. The MDH provides guidance and resources for sealing wells. Any other wells identified during construction should be sealed following MDH guidance.
- A dewatering permit will likely be needed given the shallow groundwater measurements identified in the draft document.
- Potential climate impacts are not identified in this draft document. However, Council staff encourage the City and the developer to explore the potential impacts this development may have on greenhouse gas emissions, and identify potential mitigation and climate resiliency measures for the site. This site may be a good opportunity to use solar power and/or green roof infrastructure. Landscaped areas could be planted as native prairie to lessen the site's water demands and increase pollinator habitat and carbon storage.

Item 11. Water Resources – Surface Waters (*Maureen Hoffman, 651-602-1279*)

The Draft AUAR notes that impacts to wetlands will be minimized to the best extent possible. If wetlands must be impacted, the developer should work with the City as the Wetland Conservation Act (WCA) authority and apply for wetland banking credits. Council staff encourage the developer to look within the same watershed/subwatershed for wetland banking replacement.

Item 13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (*Maureen Hoffman, 651-602-1279*)

Council staff recommend that the developer select vegetation for landscaping that is native, edible, draught-tolerant, chloride-tolerant or chloride-friendly, and/or provides habitat to known endangered and sensitive wildlife and habitat species in the area, as well as wildlife and habitat historically native to the project area.

Item 18. Transportation (Bethany Brandt-Sargent, 651-602-1725)

Council staff encourage the developer to consider constructing sidewalks adjacent to existing and proposed streets to ensure connectivity to the sidewalk network.

The Council will not take formal action on the Draft AUAR. If you have any questions or need further information, please contact Raya Esmaeili, Principal Reviewer, at 651-602-1616 or via email at Raya.Esmaeili@metc.state.mn.us.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
 Deb Barber, Metropolitan Council District No. 4
 Judy Sventek, Water Resources Manager
 Raya Esmaeili, Sector Representative/ Principal Reviewer
 Reviews Coordinator

N:\shared\CommDev\LPA\Communities\Chaska\Letters\Chaska 2022 Kelzer Property Final AUAR Order and Draft AUAR 22773-2.docx

September 21, 2022

Elizabeth Hanson
City Planner
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

RE: Kelzer Property Draft AUAR
T116 R23 S31, Chaska, Carver County
SHPO Number: 2022-2463

Dear Elizabeth Hanson:

Thank you for providing this office with a copy of Draft Alternative Urban Areawide Review (AUAR) for the Kelzer Property.

Due to the nature and location of the proposed development, we recommend that a Phase I archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website preservationdirectory.mnhs.org, and select "Archaeologists" in the "Search by Specialties" box.

We will reconsider the need for survey if the project area can be documented as previously surveyed or disturbed. Any previous survey work must meet contemporary standards. **Note:** plowed areas and right-of-way are not automatically considered disturbed. Archaeological sites can remain intact beneath the plow zone and in undisturbed portions of the right-of-way.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

If you have any questions regarding our review of this project, please contact Kelly Gragg-Johnson, Environmental Review Program Specialist, at 651-201-3285 or kelly.graggjohnson@state.mn.us.

Sincerely,



Sarah J. Beimers
Environmental Review Program Manager

REQUEST FOR ACTION CHASKA CITY COUNCIL 1/9/2023

Subject: **Adopt Resolution 2023-3 Approving a Development Agreement with Lariat Companies, Inc. for the Chaska Building Center Redevelopment Project**

Prepared By: Elise Durbin, Assistant City Administrator

Background

For many years, the EDA has been working to redevelop the site that was once occupied by the Chaska Building Center. The site, located on Chaska Boulevard (CSAH 61) between East Creek and Fire Lane, has been partially developed with the DDK Construction offices and Formacoat. The EDA owns this remaining 3.72-acre vacant site through a Contract for Deed with Bremer Bank. Additionally, there is an existing Tax Increment Financing District across the entire site, including this parcel, that was established to facilitate the redevelopment.

In September 2021, the EDA entered into a Letter of Intent with Lariat Companies, Inc. to acquire the property and build a multi-tenant light industrial/manufacturing/office building. Since that time, the developer has been working on plan details and with staff on both a purchase agreement and development agreement for the site.

In October 2022, the project received Final Site and Building Plan approval to build a 41,000 square foot building for office, warehouse, and quasi-retail uses. The building will accommodate 25 tenants with spaces ranging in size from 1,320 to 2,460 square feet. The tenants are anticipated to be small businesses that could be working out of their homes currently or are in need of larger spaces, such as contractors, on-line retailers, dance studios, and other similar uses.

Development Agreement and Purchase Agreement

Both a Development Agreement and Purchase Agreement have been drafted with Lariat Companies, Inc., the city and the EDA for the transfer of this property and the redevelopment of the site. Generally, the terms in the documents are as follows:

- Lariat Companies, Inc. will pay to the EDA \$243,065 for the site, which reflects the \$1.50 per square foot price the property has been marketed at.
- To support the TIF, Lariat Companies, Inc. agrees that as of January 2, 2024, the minimum market value to be assessed for the property shall be \$5,800,000.
- Chaska EDA agrees to pay Bremer Bank, with whom the EDA has a Contract for Deed with for the site, \$495,065.
- The city will:
 - Waive the following development fees: water area, sanitary sewer area, storm water area, parkland dedication and trails.

- Repave Fire Lane within six months after project completion (weather permitting) and not assess the property.
- Closing is to happen no later than June 15, 2023 and construction is to begin no later than June 30, 2023.

Below is the revenue and expenditures related to the project:

Expenditures

Release of Land from Mortgage	\$495,065
Site Cleanup and Area Charges	\$350,000
Total	\$845,065

Revenue

TIF	\$602,000
Sale of Land	\$243,065
Total	\$845,065

Staff Recommendation

This site is the last piece in a many-year effort to redevelop the former Chaska Building Center site. The project works to accomplish the City Council's Vision of "In 2025 Chaska has a vibrant downtown" by redeveloping an underutilized site, adding jobs to the downtown area, and bringing a new type of facility to the community. Because of this, staff recommends that the City Council approve the action requested below.

The EDA will also be asked to take action on items related to this project as well.

CITY COUNCIL ACTION REQUESTED

Adopt Resolution 2023-3 approving a Development Agreement with Lariat Companies, Inc. and the Chaska EDA for the Chaska Building Center redevelopment project.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 1/9/2023 **RESOLUTION NO.** 2023-3

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**RESOLUTION GRANTING APPROVAL OF A DEVELOPMENT AGREEMENT BY AND
AMONG THE CITY OF CHASKA, MINNESOTA (THE "CITY"), THE ECONOMIC
DEVELOPMENT AUTHORITY OF THE CITY OF CHASKA, MINNESOTA (THE "EDA"),
AND LARIAT COMPANIES, INC., A MINNESOTA CORPORATION ("LARIAT")**

BE IT RESOLVED by the City as follows:

Section 1. Recitals.

1.01. Pursuant to Minnesota Statute Sections 469.001 through 469.047 and 469.090 through 469.1082, as amended (the "Act"), the EDA has created Redevelopment Project Area No. 4 (the "Project Area").

1.02. The EDA, pursuant to the Act, is authorized to sell and convey its interest in property within the City or an economic development district, upon the satisfaction of certain conditions.

1.03. The EDA proposes to sell and convey its interest in the following property within the Project Area located at 2950 Chaska Boulevard (the "Property") to Lariat pursuant to a purchase agreement (the "Purchase Agreement") in form and substance approved by the EDA:

Lot 2, Block 1, Formacoat Addition, Carver County, Minnesota.

1.04. The EDA, pursuant to the Act, is authorized to enter into a Development Agreement (the "Development Agreement") with City and Lariat, under which (i) Lariat will construct an approximately 40,000 square-foot multi-tenant industrial facility for the development of a small bay industrial space for small businesses on the Property and (ii) the EDA and the City will provide certain financial accommodations to Lariat in connection with the same.

Section 2. City Approval of Development Documents.

2.01. The City hereby approves the Development Agreement, together with any related documents necessary in connection therewith (collectively, the "Development Documents") substantially in the form presented to the City Council. The City hereby authorizes its Mayor or City Administrator, each individually or together, in their discretion and at such time, if any, as they may deem appropriate, to execute the same on behalf of the City, and to carry out, on behalf of the City, the City's obligations thereunder.

2.02. The approval hereby given to the Development Documents includes approval of such additional details therein as may be necessary and appropriate and such modifications thereof, deletions therefrom and additions thereto as may be necessary and appropriate and approved by legal counsel to the City and by the officers authorized herein to execute said documents prior to their execution; and said officers are hereby authorized to approve said changes on behalf of the City. The officers authorized herein to execute said documents are further authorized to take all steps and execute and deliver such documents, instruments or agreements on behalf of the City, as any such person shall deem necessary, desirable or appropriate to otherwise carry out the purposes of the matters authorized by this resolution or as contemplated by any of the agreements or documents authorized by this resolution. The execution of any instrument by the appropriate officers of the City herein authorized shall be conclusive evidence of the approval of such document in accordance with the terms hereof.

2.03. All actions of any City officer taken prior to the date hereof on behalf of the City in connection with the Development Documents are hereby approved, adopted and ratified in all respects.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 9th day of January, 2023.

CITY OF CHASKA, MINNESOTA

By: _____
Mark Windschitl, Mayor

ATTEST:

Chaska Deputy Clerk

DEVELOPMENT AGREEMENT

By and Among

ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF CHASKA, MINNESOTA,

AND

CITY OF CHASKA, MINNESOTA

AND

LARIAT COMPANIES, INC.

This document drafted by:
DORSEY & WHITNEY LLP (ACS)
50 South Sixth Street, Suite 1500
Minneapolis, MN 55402

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DEVELOPMENT AGREEMENT

THIS AGREEMENT (the “Agreement”), made as of the 9th day of January, 2023, by and between the ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF CHASKA, MINNESOTA, a body corporate and politic organized and existing under the laws of the State of Minnesota (the “EDA”); the City of Chaska, Minnesota (the “City”), a municipal corporation under the Constitution and laws of the State of Minnesota; and LARIAT COMPANIES, INC., a Minnesota corporation (the “Developer”),

Recitals:

A. Pursuant to Sections 469.001 through 469.047 and 469.090 through 469.1082, as amended (together, the “Development Act”), the EDA has created Redevelopment Project Area No. 4 (the “Project Area”) and has adopted or proposes to adopt a Redevelopment Plan therefor (the “Redevelopment Plan”).

B. Pursuant to the provisions of Minnesota Statutes, Section 469.174 through 469.1794, as amended, (the “TIF Act”), on January 23, 2012, the EDA adopted a resolution creating, within the Project Area, Tax Increment Financing (Redevelopment) District No. 18 (Chaska Building Center Project) as a redevelopment tax increment financing district (the “TIF District”), the legal description of which is attached hereto as Exhibit A and adopted a tax increment financing plan therefor (the “TIF Plan”) which provides for the use of tax increment financing in connection with certain development within the Project Area and the TIF District.

C. Developer proposes to construct an approximately 40,000 square foot multi-tenant industrial facility for use as small bay industrial space for small businesses on the approximately 3.72 acres of real property that is legally described on Exhibit B attached hereto (the “Development Property”) (the “Project”) and has requested that the EDA use tax increment financing to assist Developer with certain costs thereof in order to fill the gap between the Total Development Costs (as hereinafter defined) and the funds available to pay such costs.

D. The City and EDA have determined that, in order to accomplish the purposes specified in and to carry out the Redevelopment Plan and the TIF Plan, it is necessary and desirable for the City and the EDA to provide certain assistance to Developer to finance the Project through certain tax increment financing pursuant to the TIF Act and this Agreement.

E. The City and EDA believe that the development activities associated with the Project pursuant to this Agreement are in the best interests of the City and benefit the health, safety, morals and welfare of its residents, and comply with the applicable state and local laws and requirements under which the Project has been undertaken and is being assisted.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

ARTICLE I RECITALS; EXHIBITS, DEFINITIONS

Section 1.1. Recitals. The Recitals are true and correct statements of fact and are incorporated into this Agreement by this reference, including the definitions set forth therein.

Section 1.2. Exhibits. All Exhibits referred to in and attached to this Agreement upon execution are incorporated in and form a part of this Agreement as if fully set forth herein.

Section 1.3. Definitions. Unless the context otherwise specifies or requires, the following terms have the following definitions. Certain other capitalized terms are defined elsewhere in this Agreement. All defined terms may be used in the singular or the plural, as the context requires.

“Agreement” means this Development Agreement, as the same may be from time to time modified, amended or supplemented.

“Affiliate” means a corporation, partnership, joint venture, association, business trust or similar entity organized under the laws of the United States of America or a state thereof which is directly controlled by or under common control with Developer or any other Affiliate. For purposes of this definition, control means the power to direct management and policies through the ownership of at least a majority of its voting securities or interests, or the right to designate or elect at least a majority of the members of its governing body by contract or otherwise.

“Assessment Agreement” means the agreement, in substantially the form of the agreement contained in **Exhibit F** attached hereto and made a part of this Agreement, between Developer and the EDA and including the attached certification by the assessor for the County, entered into pursuant to Article III of this Agreement.

“Assessor’s Minimum Market Value” means the agreed minimum market value of the Project for calculation of real property taxes as determined by the assessor for the County as of **January 2, 2024** and as further set forth in the Assessment Agreement.

“Available Tax Increments” means **90%** of the Tax Increments received by the EDA less the amount of Tax Increments, if any, which the EDA must pay to the school district, the County and the State pursuant to Minnesota Statutes, Sections 469.177, Subds. 3, 9, 10, and 11; 469.176, Subd. 4h; and 469.175, Subd. 1a, as the same may be amended from time to time.

“Board” means the Board of Commissioners of the EDA.

“Business Day” means any day except a Saturday, Sunday or a legal holiday or a day on which banking institutions in the City are authorized by law or executive order to close.

“City” means the City of Chaska, Minnesota and its authorized successors and assigns.

“City Council” means the City Council of the City.

“Closing Date” or “Closing” means the date on which the EDA conveys the Development Property to Developer, which date shall be the date determined in accordance with the Purchase Agreement.

“Completion Date” means the date on which the Certificate of Completion with respect to the Project is executed by the EDA and the City pursuant to Section 3.7.

“Construction Costs” means the capital costs of the construction of the Project, including the costs of labor and materials; construction management and supervision expenses; insurance and payment or performance bond premiums; architectural and engineering fees and expenses; property taxes; usual and customary fees or costs payable to the EDA or the City, or any other public body with regulatory authority over construction of the Project (e.g. building permits and inspection fees); developer fee; and all other costs chargeable to the capital account of the Project under generally accepted accounting principles.

“Construction Documents” shall mean the following documents, all of which shall be in form and substance acceptable to Developer, the EDA and the City: (a) evidence satisfactory to EDA and the City showing that the Project conforms to applicable zoning, subdivision and building code laws and ordinances, including a copy of the building permit for the Project; (b) a copy of the executed standard form of agreement between owner and architect for architectural services for the Project, if any, and (c) a copy of the executed general contractor’s contract for the Project, if any.

“Construction Plans” means the plans, specifications, drawings and related documents for the construction of the Project which shall be as detailed as the plans, specifications, drawings and related documents which are submitted to the building inspector of the City.

“County” means Carver County, Minnesota.

“Deed” means the Quit Claim Deed in the form attached to the Purchase Agreement, to be executed by the EDA conveying the Development Property to Developer.

“Developer” means **Lariat Companies, Inc.**, a Minnesota corporation, and its authorized successors and assigns.

“Development Property” means the real property legally described in **Exhibit B** attached to this Agreement under the heading “Development Property”, which property is within the Project Area.

“EDA” means the Economic Development Authority of the City of Chaska, Minnesota and its authorized successors and assigns.

“Event of Default” means any of the events described in Section 5.1 hereof.

“Interfund Loan” means the interfund loan of non-federal funds from the City’s Electric Fund or other fund of the City which was used to finance certain costs of the Project, in the aggregate amount of **\$495,065.00**, with interest thereon at the rate of **4.00%** per annum, all as set forth in a resolution adopted by the EDA.

“Interfund Payment Date” has the meaning as set forth in Section 3.2.

“Project” means the construction of an approximately 40,000 square foot multi-tenant industrial facility to be located on the Development Property in the City for use as small bay industrial space for small businesses.

“Purchase Agreement” means the Purchase Agreement dated as of an even date herewith between the EDA and Developer related to the sale of the Development Property to Developer.

“State” means the State of Minnesota.

“Tax Increments” means the tax increments (i) only from the applicable pooling percent share for the District available to be expended on activities outside of the District under Minnesota Statutes, Sections 469.1763, Subd. 2, less applicable administrative expenses and (ii) which are derived from the Development Property and the improvements thereon which have been received and retained by the EDA in accordance with Minnesota law, as amended from time to time, including without limitation the provisions of Minnesota Statutes, Section 469.177. For purposes of this definition, “generated by the Development Property and any improvements thereon” means the portion of Tax Increments actually received by the EDA from the TIF District determined by the EDA, in its sole determination, to have been

derived from the Project based on the ratio that the captured tax capacity of the Development Property bears to the total captured tax capacity of the TIF District, taking into account tax delinquencies and petitions.

“TIF Act” means Minnesota Statutes, Sections 469.174 through 469.1794, as amended.

“TIF District” means the Tax Increment Financing (Redevelopment) District No. 18 (Chaska Building Center Project) consisting of the property legally described in **Exhibit A** attached hereto, which the EDA has established as a redevelopment district under the TIF Act.

“TIF Plan” means the tax increment financing plan approved for the TIF District.

“Termination Date” means the earlier of (i) **February 1, 2040**; or (ii) any earlier date this Agreement is cancelled in accordance with the terms hereof or deemed paid in full; or (iii) the final Interfund Payment Date following the final collection of Tax Increments prior to the decertification of the TIF District in accordance with the law.

“Total Development Costs” means the costs as set forth on **Exhibit D**.

“Unavoidable Delays” means delays, outside the control of the party claiming their occurrence, which are the direct result of strikes, other labor troubles, unusually severe or prolonged bad weather, acts of God, acts of war or terrorism, fire or other casualty to the Project, litigation commenced by third parties which, by injunction or other similar judicial action or by the exercise of reasonable discretion, directly results in delays, or acts of any federal, state or local governmental unit (other than the City or the EDA) which directly result in delays, acts of the public enemy or acts of terrorism and discovery of unknown hazardous materials or other concealed site conditions or delays of contractors due to such discovery.

ARTICLE II REPRESENTATIONS AND WARRANTIES

Section 2.1. Representations and Warranties of the EDA. The EDA makes the following representations and warranties:

(1) The EDA is a body corporate and politic organized and existing under the laws of the State and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) No member of the Board of Commissioners of the EDA, or officer of the EDA, has either a direct or indirect financial interest in this Agreement.

Section 2.2. Representations and Warranties of the City. The City makes the following representations and warranties:

(1) The City is a municipal corporation organized and existing under the laws of the State and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) No Councilmember of the City, or officer of the City, benefit financially from this Agreement within the meaning of Minnesota Statutes, Sections 412.311 and 471.87.

Section 2.3. Representations and Warranties of Developer. Developer makes the following representations and warranties:

(1) Developer is a Minnesota corporation duly and validly organized and existing in good standing under the laws of the State, and has power and authority to enter into this Agreement and to perform its obligations hereunder and is not in violation of any provision of the laws of the State.

(2) Developer has or will acquire, fee title to the Development Property, and will cause the Project to be constructed in accordance with the terms of this Agreement, the Redevelopment Plan, and all local, state and federal laws and regulations including, but not limited to, environmental, zoning, energy conservation, building code and public health laws and regulations.

(3) As set forth on **Exhibit D** attached hereto, the Total Development Costs of the Project are estimated to be approximately **\$6,000,000.00**, and the sources of revenue to pay such costs are approximately **\$5,504,935.00**, excluding the EDA's reimbursement of a portion of the costs of site acquisition and certain extraordinary site costs contemplated herein, and Developer has been unable to obtain additional private financing or investment for the total estimated Total Development Costs at rates or returns that allow the Project to be economically feasible within the reasonably foreseeable future.

(4) The Project would not be undertaken by Developer, and in the opinion of Developer would not be economically feasible within the reasonably foreseeable future, without the assistance and benefit to Developer provided for in this Agreement.

(5) Developer will obtain, or cause to be obtained, in a timely manner, all required permits, licenses and approvals, and will meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met for the construction and operation of the Project.

(6) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prevented, limited by or conflicts with or results in a breach of, the terms, conditions or provision of any contractual restriction, evidence of indebtedness, agreement or instrument of whatever nature to which Developer is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(7) Developer understands that the EDA and the City may subsidize or encourage the development of other developments in the City, including properties that compete with the Development Property and the Project, and that such subsidies may be more favorable than the terms of this Agreement, and that neither the EDA nor the City has represented that development of the Development Property will be favored over the development of other properties.

(8) As of **January 2, 2024**, the estimated market value of the Development Property is expected to be at least **\$5,800,000**.

ARTICLE III UNDERTAKINGS BY DEVELOPER, EDA AND CITY

Section 3.1. Total Development Costs and Public Costs. Based on Developer's representation that the Total Development Costs are approximately **\$6,000,000.00**, that the sources of revenue available to pay such costs, excluding the EDA's reimbursement of a portion of the costs of site acquisition and certain extraordinary site costs contemplated herein, is **\$5,504,935.00**, and that Developer is unable to obtain additional private financing or investment for the total estimated Total Development Costs at rates or returns that allow the Project to be economically feasible within the reasonably foreseeable future, the EDA has agreed to provide tax increment financing assistance as hereinafter set forth. Developer agrees that it will construct the Project on the Development Property if the estimated Total Development Costs are equal to or less than **\$6,000,000.00** on the Closing Date. If the estimate of Total Development Costs increase

to more than **\$6,000,000.00** prior the Closing Date and Developer exercises its right to terminate the Purchase Agreement under Section 5.1.5 thereof, then this Agreement shall automatically terminate and be of no further force and effect without the necessity of further action or instrument and thereafter Developer shall be released from its obligation to construct the Project.

Section 3.2. Agreement to Pay Tax Increment Shortfall. In order to assist with the costs of site acquisition and certain extraordinary site costs described in the Purchase Agreement, subject to the satisfaction of all conditions set forth in the Purchase Agreement and satisfaction of all other conditions required by law to implement the terms of this Agreement, the EDA agrees to convey the Development Property to Developer in accordance with the terms of the Purchase Agreement and to reimburse Developer from proceeds of the Interfund Loan in an amount equal to **\$495,065.00** as further set forth in this Agreement.

Commencing **August 1, 2025**, on each February 1 and August 1 thereafter to and including the Termination Date, or, if the first day of either February 1 or August 1 should not be a Business Day, the next succeeding Business Day (the “Interfund Payment Dates”) the EDA will credit against the principal amount of the Interfund Loan, an amount equal to all Available Tax Increments received by the EDA in the six (6) month period preceding such Interfund Payment Date. If, on any Interfund Payment Date, the Available Tax Increments received by the EDA in the six (6) month period preceding such Interfund Payment Date are less than the amount shown in the schedule below, Developer shall pay, by check or draft mailed to the EDA, an amount equal to the deficiency. Developer’s obligation to make such payments is evidenced by the Purchase Price Note in the form attached hereto as **Exhibit C** delivered in accordance with the Purchase Agreement and this Agreement.

<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>
08/01/25	49,164.50	08/01/29	49,164.50	08/01/33	49,164.50	08/01/37	49,164.50
02/01/26	49,164.50	02/01/30	49,164.50	02/01/34	49,164.50	02/01/38	49,164.50
08/01/26	49,164.50	08/01/30	49,164.50	08/01/34	49,164.50	08/01/38	49,164.50
02/01/27	49,164.50	02/01/31	49,164.50	02/01/35	49,164.50	02/01/39	49,164.50
08/01/27	49,164.50	08/01/31	49,164.50	08/01/35	49,164.50	08/01/38	49,164.50
02/01/28	49,164.50	02/01/32	49,164.50	02/01/36	49,164.50	02/01/39	49,164.50
08/01/28	49,164.50	08/01/32	49,164.50	08/01/36	49,164.50	08/01/39	49,164.50
02/01/29	49,164.50	02/01/33	49,164.50	02/01/37	49,164.50	02/01/40	49,164.50

If, as of the termination date of the TIF District, the EDA has received Available Tax Increments in excess of an amount sufficient to repay the principal amount of the Interfund Loan, with interest thereon at the rate set forth herein, the EDA will, on or before **December 31, 2040**, apply such excess to reimburse Developer for any amounts paid to the EDA pursuant to this Section 3.2 or the Purchase Price Note in an amount equal to such excess.

If, as of the termination date of the TIF District, the EDA has received Available Tax Increments in an amount less than an amount sufficient to repay the principal amount of the Interfund Loan, the EDA

will, if the Available Tax Increments have been received by the EDA in an amount at least equal to the amounts set forth above or Developer has paid all deficiency amounts in accordance with this Section 3.2 and the Purchase Price Note, forgive the remaining principal amount of the Purchase Price Note.

Section 3.3. EDA and City Fees and Expenses; Waiver of Area Fees. Except as expressly set forth in this Section 3.3, in accordance with the City's ordinances, policies and fee schedules, Developer will pay the EDA's and City's fees and expenses in connection with the Project, including but not limited to certain engineering fees, environmental advisor fees, land use fees, zoning fees, subdivision fees and other costs related to the development of the Development Property. In consideration of Developer's fulfillment of its obligations under this Agreement, the City hereby agrees to waive the following City development fees: (a) water area, (b) sanitary sewer area, (c) storm water area, (d) parkland dedication and (e) trails. The foregoing waiver does not include and Developer shall be responsible, for (i) all other standard charges and fees due with respect to real estate developments and allocable to the Development Property under City ordinances and the City code, including, but not limited to, building permit fees, plat fees, and inspection fees, and (ii) any and all water and/or sewer availability charges required by the City and/or the Metropolitan Council in connection with the Project. If Developer fails to achieve completion of the Project in accordance with this Agreement or if this Agreement is terminated due to an Event of Default by Developer, then Developer shall be responsible for paying to the City any such fees waived by the City under this Section, which such obligation shall survive termination of this Agreement.

Section 3.4. Compliance with Environmental Requirements.

(1) Developer shall comply with all applicable local, state, and federal environmental laws and regulations, and will obtain, and maintain compliance under, any and all necessary environmental permits, licenses, approvals or reviews.

(2) The EDA and the City make no warranties or representations regarding, nor does it indemnify Developer with respect to, the existence or nonexistence on or in the vicinity of the Development Property or anywhere within the TIF District of any toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, or any hazardous substance as defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), 42 U.S.C. §§ 961-9657, as amended) (collectively, the "Hazardous Substances").

(3) Developer agrees to take all necessary action to remove or remediate any Hazardous Substances located on the Development Property to the extent required by and in accordance with all applicable local, state and federal environmental laws and regulations.

(4) Developer waives any claims against the EDA or the City, for indemnification, contribution, reimbursement or other payments arising under federal and state law and the common law or relating to the environmental condition of the land comprising the Development Property.

Section 3.5. Construction Plans.

(1) Prior to the commencement of construction of the Project, Developer will deliver to the EDA and the City the Construction Plans and a sworn Construction Costs statement certified by Developer and the general contractor (the "Sworn Construction Cost Statement"). The EDA and the City shall promptly review any Construction Plans upon submission and deliver to Developer a written statement approving the Construction Plans or a written statement rejecting the Construction Plans and specifying the deficiencies in the Construction Plans. The EDA and the City shall approve the Construction Plans if: (i) the

Construction Plans substantially conform to the terms and conditions of this Agreement; (ii) the Construction Plans are consistent with the goals and objectives of the Redevelopment Plan; (iii) the Construction Plans comply with the site plan, including without limitation using consistent construction materials and architectural style; and (iv) the Construction Plans do not violate any applicable federal, State or local laws, ordinances, rules or regulations. If the Construction Plans are not approved by the EDA and the City, then Developer shall make such changes as the EDA and the City may reasonably require and resubmit the Construction Plans to the EDA or the City for approval. If the EDA and the City have not rejected the Construction Plans in writing within 15 calendar days of submission, such Construction Plans shall automatically be deemed approved by the EDA and the City.

(2) The approval of the Construction Plans, or any proposed amendment to the Construction Plans, by the EDA or the City does not constitute a representation or warranty by the EDA or the City that the Construction Plans or the Project comply with any applicable building code, health or safety regulation, zoning regulation, environmental law or other law or regulation, or that the Project will meet the qualifications for issuance of a certificate of occupancy, or that the Project will meet the requirements of Developer or any other users of the Project. Approval of the Construction Plans, or any proposed amendment to the Construction Plans, by the EDA or the City will not constitute a waiver of an Event of Default. Nothing in this Agreement shall be construed to relieve Developer of its obligations to receive any required approval of the Construction Plans from any City department.

Section 3.6. Commencement and Completion of Construction. Subject to the terms and conditions of this Agreement and to Unavoidable Delays, Developer will commence construction of the Project by **June 30, 2023**, and shall substantially complete the Project by **November 30, 2024**. Notwithstanding the foregoing, failure of Developer to substantially complete the Project shall not be an Event of Default unless the Project is not substantially completed by **June 30, 2025**. The Project will be constructed by Developer on the Development Property in conformity with this Agreement and the Construction Plans approved by the EDA and the City. No changes shall be made to the Construction Plans for the Project without the EDA's and the City's prior written approval, unless the aggregate of such changes do not increase or decrease the Total Development Costs by more than 10%. No changes which materially alter (a) the Project's site plan, (b) exterior appearance, (c) quality, (d) exterior materials, or (e) number of parking spaces shall be made without the EDA's and the City's prior written consent, which will not be unreasonably withheld, unreasonably conditioned or unreasonably delayed. Prior to completion, upon the request of the EDA or the City, and subject to applicable safety rules, Developer will provide the EDA or the City reasonable access to the Development Property. "Reasonable access" means at least one site inspection per week during regular business hours. During construction, marketing and rentals of the Project, Developer will deliver progress reports to the EDA and the City from time to time as mutually agreed upon by the EDA, the City and Developer.

Section 3.7. Certificate of Completion. Developer shall notify the EDA and the City when construction of the Project has been substantially completed. At no cost to Developer, the EDA and the City shall promptly inspect the Project in order to determine whether the Project has been constructed in substantial conformity with this Agreement, the approved Construction Plan. If the EDA and the City determine that the Project has not been constructed in substantial conformity with this Agreement, the approved Construction Plans, the EDA and the City shall deliver a written statement to Developer indicating in adequate detail the specific respects in which the Project has not been constructed in substantial conformity with the approved Construction Plans and Developer shall promptly remedy such deficiencies. Promptly upon determining that the Project has been constructed in substantial conformity with this Agreement, the approved Construction Plans, the EDA and the City will furnish to Developer a Certificate of Completion in the form attached hereto as **Exhibit E** certifying the completion of the Project. The Certificate of Completion issued for the Project shall conclusively satisfy and terminate the agreements and covenants of Developer in this Agreement to construct the Project. Developer may cause the Certificate of

Completion to be recorded in the proper office for recordation of deeds and other instruments pertaining to the Development Property. Regardless of whether a Certificate of Completion is issued by the City, the construction of the Project shall be deemed to be complete upon issuance of a certificate of occupancy for the Project by the City.

Section 3.8. Additional Responsibilities of Developer.

(1) Developer will construct, operate and maintain, or cause to be operated and maintained, the Project in substantial accordance with the terms of this Agreement, the Redevelopment Plan and all local, State, and federal laws and regulations including, but not limited to zoning, building code, public health laws and regulations, except for approved variances necessary to construct the Project contemplated in the Construction Plans approved by the EDA and the City.

(2) Developer will obtain, in a timely manner, all required permits, licenses, and approvals, and will meet, in a timely manner, all requirements of all applicable local, State, and federal laws and regulations which must be obtained or met before the Project may be lawfully constructed.

(3) Developer will not construct any building or other structures on, over, or within the boundary lines of any public utility easement unless such construction is provided for in such easement or has been approved by the utility involved.

(4) Developer, at its own expense, will replace any public facilities and public utilities damaged during the construction of the Project, in accordance with the technical specifications, standards and practices of the owner thereof.

(5) Developer will provide and maintain or cause to be maintained at all times and, from time to time at the request of the EDA or the City, furnish the EDA or the City with proof of payment of premiums on insurance of amounts and coverages normally held by owners of property similar to the Project.

Section 3.9. Business Subsidy Act. The EDA, the City and Developer have determined that a business subsidy agreement within the meaning of the Minnesota Business Subsidy Act, Minnesota Statutes, Sections 116J.993 through 116J.995 is not required in accordance with the exception contained in the Minnesota Business Subsidy Act, Minnesota Statutes, Section 116J.993, subd. 3(17), because Developer's investment in the purchase of the Development Property and site preparation thereon is 70% or more of the assessor's current year's estimated market value for the Development Property.

Section 3.10. Execution of Assessment Agreement.

(1) On the Closing Date, Developer and the EDA shall execute the Assessment Agreement relating to the Project pursuant to the provisions of Minnesota Statutes, Section 469.177, Subdivision 8, specifying the Assessor's Minimum Market Value for calculation of real property taxes. Specifically, Developer shall agree to a market value in the amount of **\$5,800,000** as of **January 2, 2024**. Nothing in the Assessment Agreement or this Agreement limits the discretion of the assessor for the County to assign a market value to the property in excess of such Assessor's Minimum Market Value nor prohibits Developer from seeking, through the exercise of legal or administrative remedies, a reduction in such market value for property tax purposes, provided however, Developer shall not seek a reduction of such market value below the Assessor's Minimum Market Value for any year so long as the Assessment Agreement remains in effect for that year.

(2) The Assessment Agreement shall remain in effect until the earlier of (i) **December 31, 2039** (for assessment date January 2, 2038 for taxes payable 2039), or (ii) the date on which the TIF District expires or is otherwise terminated. Minnesota Statutes, Section 469.177, Subdivision 8, upon a finding by the assessor of the County that the Assessor's Minimum Market Value represents a reasonable estimate based upon the plans and specifications for the Project to be constructed on the Development Property. Pursuant to Minnesota Statutes, Section 469.177, Subdivision 8, the Assessment Agreement shall be filed for record in the office of the county recorder or registrar of titles of the County prior to any lien on the Development Property, including any mortgage, and such filing shall constitute notice to any subsequent encumbrancer or purchaser of the Development Property, whether voluntary or involuntary, and such Assessment Agreement shall be binding and enforceable in its entirety against any such subsequent purchaser or encumbrancer, including the holder of any mortgage.

(3) Developer agrees to pay the cost of filing such Assessment Agreement with the Carver County Recorder and Registrar of Titles.

(4) Developer agrees that prior to the Termination Date it will not cause a reduction in the real property taxes paid with respect to the Project through willful destruction of the Project or any part of the Development Property; or willful refusal to reconstruct damaged or destroyed property. Developer also agrees that it will not, prior to the Termination Date, apply for a deferral of property tax on the Development Property and the improvements thereon pursuant to any law, or transfer or permit transfer of the Development Property to any entity whose ownership or operation of the property would result in the Development Property being exempt from real estate taxes under State law.

(5) Developer shall notify the City and the EDA within 10 days of filing any petition to seek reduction in market value or property taxes on any portion of the Development Property under any State law (referred to as a "Tax Appeal"). If as of any Interfund Payment Date, any Tax Appeal is then pending, the EDA will withhold payments of Available Tax Increments attributable to the disputed tax payment that is the subject of the Tax Appeal to determine any shortfall pursuant to Section 3.2. The EDA will apply any withheld amount to the extent not reduced as a result of the Tax Appeal promptly after the Tax Appeal is fully resolved and the amount of Available Tax Increment attributable to the disputed tax payments is finalized.

Section 3.11 Repaving of Fire Lane. As a material inducement to the Developer to enter into this Agreement, the City has agreed after the Project has been completed to ground down and repave Fire Lane from Chaska Boulevard to the north end of Fire Lane and to not assess the Development Property to recover any costs that the City so incurs. The City agrees to complete this repaving of Fire Lane not later than six (6) months after the Project has been completed, weather permitting.

ARTICLE IV CONVEYANCE OF DEVELOPMENT PROPERTY

Section 4.1. Purchase and Sale of Development Property; Purchase Price. Subject to satisfaction of all conditions set forth in the Purchase Agreement and satisfaction of all other conditions required by law to implement the terms of this Agreement, including but not limited to the delivery of the Purchase Price Note and other funds of Developer on the Closing Date in accordance with the Purchase Agreement, the EDA will convey the Development Property to Developer as provided in the Purchase Agreement.

Section 4.2. Conveyance Subject to Right of Re-entry. The EDA's conveyance of the Development Property to Developer pursuant to the Purchase Agreement will be made subject to a right of re-entry for breach of a condition subsequent in favor of the EDA. The condition subsequent is that, barring

any Unavoidable Delays, Buyer shall commence construction of the Project by **June 30, 2023**. For purposes of this Section, the term “commence” means the making of visible improvements, including without limitation subsurface excavation but excluding mere surface grading. If Developer breaches such condition subsequent, the EDA shall give notice to Developer thereof and Developer shall have 30 days from receipt of said notice to comply with the condition. If Developer fails to comply within said 30 days, Developer shall re-convey the Development Property back to the EDA. If Developer fails to re-convey the Development Property to the EDA, the EDA may elect to exercise its right of reentry by commencing an action in Carver County District Court to establish the breach of the condition subsequent. If the EDA establishes a breach of the condition subsequent, title to and the right to possession of the Development Property and title to all improvements located thereon reverts to the EDA, and Developer is not entitled to any compensation from the EDA for the value of any improvements Developer has made to the Development Property.

ARTICLE V EVENTS OF DEFAULT

Section 5.1. Events of Default Defined. The following shall be “Events of Default” under this Agreement and the term “Event of Default” shall mean whenever it is used in this Agreement any one or more of the following events:

(1) Failure by Developer to timely pay any ad valorem real property taxes assessed with respect to the Development Property.

(2) Subject to Unavoidable Delays, failure by Developer to proceed with due diligence to substantially complete the construction of the Project pursuant to the terms, conditions and limitations of this Agreement by **June 30, 2025**.

(3) Failure of Developer to observe or perform any other material covenant, condition, obligation or agreement on its part to be observed or performed under this Agreement.

(4) Failure by Developer to make a payment within 10 days after such payment is due under the Purchase Price Note or pursuant to Section 3.2.

(5) If, prior to the Completion Date, Developer shall

(i) file any petition in bankruptcy or for any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief under the United States Bankruptcy Act of 1978, as amended or under any similar federal or state law; or

(ii) be adjudicated a bankrupt or insolvent; or if a petition or answer proposing the adjudication of Developer, as a bankrupt or its reorganization under any present or future federal bankruptcy act or any similar federal or state law shall be filed in any court and such petition or answer shall not be discharged or denied within 60 days after the filing thereof; or a receiver, trustee or liquidator of Developer, or of the Project, or part thereof, shall be appointed in any proceeding brought against Developer, and shall not be discharged within 60 days after such appointment, or if Developer, shall consent to or acquiesce in such appointment.

Section 5.2. Remedies on Default. Whenever any Event of Default referred to in Section 5.1 occurs and is continuing, either the EDA or the City, as specified below, may take any one or more of the following actions after the giving of 90 days’ written notice to Developer, but only if the Event of Default has not been cured within said 90 days; provided that if such Event of Default cannot be reasonably cured

within the 90 day period, and Developer has provided reasonable assurances to EDA and the City that it is proceeding with due diligence to cure such default, such 90-day cure period shall be extended for an additional period deemed reasonably necessary by the EDA and the City to effect the cure, but in any event not to exceed an additional 180 days:

(1) The EDA or the City may suspend its performance under this Agreement until it receives assurances from Developer, deemed reasonably adequate by the EDA and the City, that Developer will cure its default and continue its performance under this Agreement.

(2) The EDA or the City may terminate this Agreement.

(3) The EDA may accelerate the payments of the Purchase Price Note and the obligations of Developer under Section 3.2.

(4) If the Event of Default constitutes a breach of the condition subsequent set forth in the right of re-entry in Section 4.2 and in the Deed, the EDA may exercise its right of re-entry as set forth in the Deed and Section 4.2 hereof

(5) The EDA may seek specific performance of the obligations of Developer pursuant to this Agreement and the Purchase Price Note or damages to the extent otherwise set forth herein as to any obligation, agreement, or covenant of Developer under this Agreement or the Purchase Price Note.

(6) The EDA or the City may take any action, including legal or administrative action, in law or equity, which may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of Developer under this Agreement.

Section 5.3. No Remedy Exclusive. No remedy herein conferred upon or reserved to the EDA or the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient.

Section 5.4. No Implied Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by any other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 5.5. Indemnification of EDA and the City.

(1) Developer releases from and covenants and agrees that the EDA and the City, and their governing bodies' members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees thereof (hereinafter, for purposes of this Section, collectively the "Indemnified Parties") shall not be liable for and agrees to indemnify and hold harmless the Indemnified Parties against any loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Project, except to the extent caused by any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties.

(2) Except for any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties, Developer agrees to protect and defend the Indemnified Parties, now and forever, and

further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from the actions or inactions of Developer (or if other persons acting on its behalf or under its direction or control) under this Agreement, or the transactions contemplated hereby or the acquisition, construction, installation, ownership, and operation of the Project; provided, that this indemnification shall not apply to the warranties made or obligations undertaken by the EDA or the City in this Agreement.

(3) All covenants, stipulations, promises, agreements and obligations of the EDA or the City, respectively, contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the EDA or the City, respectively, and not of any governing body member, officer, agent, servant or employee of the EDA or the City, respectively.

Section 5.6. Attorneys' Fees. If either party hereto initiates litigation to enforce or interpret any of the provisions of this Agreement against the other party, the prevailing party in such litigation shall be entitled to reimbursement from the non-prevailing party of all reasonable and documented costs and expenses, including reasonable attorneys' fees, paid or incurred by the prevailing party in connection with such litigation. For purposes of this Section, the term "prevailing party" shall be defined to mean the party whose position in such litigation is substantially upheld.

Section 5.7. Developer Remedies on Default. Whenever any Event of Default occurs by the EDA or the City, Developer may, after 30 days' prior written notice to the City and the EDA, suspend its performance under this Agreement and/or take whatever action at law or in equity may appear necessary or desirable to Developer to enforce performance and observance of any obligation, agreement, or covenant of the EDA or the City under this Agreement. Nothing in this Agreement shall entitle Developer to make any claim against the EDA or the City for any damages whatsoever and Developer's remedies are strictly limited to the foregoing.

ARTICLE VI ADDITIONAL PROVISIONS

Section 6.1. Restrictions on Use. Developer agrees for itself, its successors and assigns and every successor in interest to the Development Property, or any part thereof, that, throughout the term of this Agreement, Developer and such successors and assigns shall operate, or cause to be operated, the Project as a multi-tenant industrial facility in accordance with City zoning, which does not qualify for an exemption from property taxes. The conversion of any portion of the Project to any other use shall result in the termination of the use of the Tax Increments and require immediate payment in full of the outstanding balance of the Purchase Price Note and the Interfund Loan, unless the City first approves said change in use.

Section 6.2. Reports. Developer shall provide the EDA and the City reports in a timely manner with such information about the Project as the EDA or the City may reasonably request for purposes of satisfying any reporting requirements imposed by law on the EDA and the City.

Section 6.3. Limitations on Transfer and Assignment Prior to the issuance of the Certificate of Completion.

(1) Except as provided in Section 6.3(4), Developer will not sell, assign, convey, lease or transfer in any other mode or manner (collectively, "Transfer") this Agreement or the Development Property or the Project, or any interest therein, prior to the issuance of the Certificate of Completion, without the express written approval of the EDA and the City, which consent will not be unreasonably withheld, conditioned or delayed;

(2) The EDA and the City shall be entitled to require, as conditions to any approval of any Transfer of this Agreement, the Development Property, the Project, or applicable portion thereof prior to the issuance of the Certificate of Completion, that:

(i) Any proposed transferee shall have the qualifications and financial responsibility, as reasonably determined by the EDA and the City, necessary and adequate to fulfill the obligations undertaken in this Agreement and the Purchase Price Note by Developer;

(ii) Any proposed transferee, by instrument in writing satisfactory to the EDA and the City shall, for itself and its successors and assigns, and expressly for the benefit of the EDA and the City have expressly assumed any of the remaining obligations of Developer under this Agreement and the Purchase Price Note and agreed to be subject to all the conditions and restrictions to which Developer is subject.

(iii) There shall be submitted to the EDA and the City for review all instruments and other legal documents involved in effecting transfer, and if approved by EDA and the City, their approval shall be promptly indicated to Developer in writing;

(iv) Developer and its transferees shall comply with such other conditions as the EDA may reasonably require in order to achieve and safeguard the purposes of the Act, the TIF Act, this Agreement, and the Purchase Price Note; and

(v) In the absence of a specific written agreement by the EDA and the City to the contrary, no such transfer or approval by the EDA and the City thereof shall be deemed to relieve Developer or any other party bound in any way by this Agreement or otherwise with respect to the construction of the Project, from any of its obligations with respect thereto.

(3) Developer agrees to pay all reasonable legal fees and expenses of the EDA and the City, including fees of the city attorney and outside counsel retained by the EDA or the City to review the documents submitted to the EDA in connection with any Transfer.

(4) Nothing contained in this Section shall prohibit Developer from (i) entering into leases with tenants in the ordinary course of business, (ii) entering into easement or other agreements necessary for the operation of the Project, (iii) granting of a mortgage or other security interests in the Development Property as provided in Section 6.4 hereof; or (iv) transferring this Agreement or the Development Property or the Project to an Affiliate so long as the proposed transferee expressly assumes in writing provided to the City and the EDA the obligations of Developer hereunder; provided, however, in the absence of specific written agreement by the City and the EDA to the contrary, no any assignment or transfer, whether or not permitted hereunder, shall be deemed to relieve Developer, or any other party bound in any way by this Agreement or otherwise with respect to any of its obligations hereunder or any other document, agreement, or instrument executed in connection herewith.

Section 6.4. Mortgage on the Development Property.

(1) Until the Certificate of Completion is issued, Developer shall not engage in any financing or any other transaction creating any mortgage or other security interest in or lien upon the, or portion thereof, whether by express agreement or operation of law (a “Mortgage”), or suffer any Mortgage to be made on or attach to the Development Property except for the purpose of obtaining funds necessary for acquiring and constructing the Development Property and paying the costs set forth in **Exhibit D**.

(2) This Agreement shall have priority over any Mortgage on the Development Property, and the Memorandum and the Assessment Agreement shall be recorded in the Carver County land records before any Mortgage; provided, however, the City and the EDA will, upon the request of the holder of a Mortgage, execute and record a subordination agreement pursuant to which the City and the EDA agree that, upon a default by Developer under a Mortgage, the holder of the Mortgage may elect, in an instrument to be recorded in the Carver County land records and delivered to the City and the EDA before the commencement of proceedings to foreclose the Mortgage, to either (1) treat this Agreement as being subordinate to the lien of the Mortgage such that the foreclosure of the Mortgage and the failure to redeem from such foreclosure will extinguish and terminate this Agreement; or (2) to treat this Agreement as having priority over the Mortgage in which case this Agreement will survive the foreclosure of the Mortgage and this Agreement will be binding upon the holder of the Sheriff's Certificate issued in conjunction with the foreclosure of the Mortgage. If the holder of the Mortgage fails to notify the City and the EDA of its election under this Section on or before the commencement of foreclosure proceedings, the holder of the Mortgage shall be deemed to have elected to treat this Agreement as being subordinate to the lien of the Mortgage such that the foreclosure of the Mortgage and the failure to redeem from such foreclosure will extinguish and terminate this Agreement will automatically terminate. The City and the EDA each further agree that if the holder of a Mortgage elects to treat this Agreement as having priority over the Mortgage, the City and the EDA, upon the completion of the foreclosure without redemption, agree that the time for the completion of the Project is extended to a date 12 months following the expiration of all applicable redemption periods.

Section 6.5. Insurance.

(a) Developer shall obtain and continuously maintain insurance on the Project and, from time to time at the request of the City or the EDA, furnish proof to the City and the EDA that the premiums for such insurance have been paid and the insurance is in effect. The insurance coverage described below is the minimum insurance coverage that Developer must obtain and continuously maintain, provided that Developer shall obtain the insurance described in clause (i) below with respect to the Project prior to the commencement of construction thereof and is only obligated to maintain the insurance described in clause (i) until Developer receives a Certificate of Completion:

(i) Builder's risk insurance, written on the so-called "Builder's Risk-Completed Value Basis," in an amount equal to 100% of the insurable value of the Project at the date of Completion, and with coverage available in non-reporting form on the so-called "all risk" form of policy.

(ii) Fire, extended coverage perils, vandalism and malicious mischief, boiler explosion (but only if steam boilers are present), collapse on a replacement cost basis in an amount equivalent to the full insurable value thereof. ("Full insurable value" shall include the actual replacement cost of the Project, exclusive of foundations and footings, without deduction for architectural, engineering, legal or administrative fees or for depreciation.)

(iii) Comprehensive general liability insurance (including operations, contingent liability, operations of subcontractors, completed operations and contractual liability insurance) together with an Owner's/Contractor's Policy naming the City and the EDA, as an additional insured, with limits against bodily injury and property damage of not less than \$5,000,000 for each occurrence (to accomplish the above-required limits, an umbrella excess liability policy may be used), written on an occurrence basis.

(iv) Workers compensation insurance, for employees of Developer if and to the extent required by Law.

(b) All insurance required in this Section shall be obtained and continuously maintained by responsible insurance companies selected by Developer which are authorized under the laws of the State to assume the risks covered by such policies. If available on commercially reasonable terms, each policy must contain a provision that the insurer will not cancel nor modify the policy in a manner that would adversely impact coverage without giving written notice to the insured at least 30 days before the cancellation or modification becomes effective. Not less than 15 days prior to the expiration of any policy, Developer must renew the existing policy or replace the policy with another policy conforming to the provisions of this Section. In lieu of separate policies, Developer may maintain a single policy, blanket or umbrella policies, or a combination thereof, having the coverage required herein. The policies required by this Section shall be subject to a no coinsurance clause or contain an agreed amount clause, and may contain a deductibility provision not exceeding \$25,000.

Section 6.6. Conflicts of Interest. No member of the governing body or other official of the EDA or the City shall have any financial interest, direct or indirect, in this Agreement, the Development Property or the Project, or any contract, agreement or other transaction contemplated to occur or be undertaken thereunder or with respect thereto, nor shall any such member of the governing body or other official participate in any decision relating to this Agreement which affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is directly or indirectly interested. No member, official or employee of the EDA or the City shall be personally liable to the EDA or the City in the event of any default or breach by Developer or successor or on any obligations under the terms of this Agreement.

Section 6.7. Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand or other communication under this Agreement by any party to any other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, and

(i) in the case of Developer is addressed to or delivered personally to:

Lariat Companies, Inc.
8345 Crystal View Road, Suite 200
Eden Prairie, MN 55344
Attn: Ed Flaherty

with a copy to:

Edwin Chanin
Chanin Law Firm, P.A.
18171 82nd Place North
Maple Grove, Minnesota 55311

(ii) in the case of the EDA is addressed to or delivered personally to the EDA at:

Chaska Economic Development Authority
Chaska City Hall
One City Hall Plaza

Chaska, MN 55318
Attn: Executive Director

with a copy to:

Dorsey & Whitney LLP
50 South Sixth Street, Suite 1500
Minneapolis, MN 55402
Attn: Alex Sellke

- (iii) in the case of the City is addressed to or delivered personally to the City at:

City of Chaska
Chaska City Hall
One City Hall Plaza
Chaska, MN 55318
Attn: City Administrator

with a copy to:

Dorsey & Whitney LLP
50 South Sixth Street, Suite 1500
Minneapolis, MN 55402
Attn: Alex Sellke

or at such other address with respect to any such party as that party may, from time to time, designate in writing and forward to the other, as provided in this Section.

Section 6.8. No Additional Waiver Implied by One Waiver. If any agreement contained in this Agreement should be breached by either party and thereafter waived by the other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 6.9. Term; Termination. This Agreement shall terminate on the Termination Date. In addition, Developer may elect to terminate this Agreement and the Assessment Agreement at any time by prepaying the outstanding principal balance of and accrued interest on the Purchase Price Note as of the date of such prepayment and termination. After the Termination Date, if requested by Developer, the EDA and the City will provide a termination certificate as to Developer's obligations hereunder.

Section 6.10. Provisions Surviving Termination. The following section will survive any termination, rescission, or expiration of this Agreement with respect to or arising out of any event, occurrence, or circumstance existing prior to the date thereof: Section 3.4(4) [waiver of environmental claims]; Section 4.2 [Conveyance Subject to Right of Re-entry]; Section 5.2 [Remedies on Default] to the extent of any Event of Default arising prior to such termination or expiration; Section 5.3 [No Remedy Exclusive]; Section 5.5 [Indemnification]; Section 5.6 [Reimbursement of Attorneys' Fees]; Section 5.7 [Developer Remedies on Defaults]; Section 6.5 [Insurance]; Section 6.7 [Notices and Demands]; Section 6.11 [Governing Law, Jurisdiction, Venue and Waiver of Trial by Jury]; and Section 6.18 [No Waiver of Governmental Immunity and Limitations on Liability].

Section 6.11. Governing Law, Jurisdiction, Venue and Waiver of Trial by Jury. All matters, whether sounding in tort or in contract, relating to the validity, construction, performance, or enforcement

of this Agreement shall be controlled by, interpreted and determined in accordance with the laws of the state of Minnesota without regard to its conflict and choice of law provisions. Any litigation arising out of this Agreement shall be venued exclusively in Carver County District Court, state of Minnesota and shall not be removed therefrom to any other federal or state court. Developer, the City, and the EDA hereby consent to personal jurisdiction and venue in the foregoing court. Developer, the City, and the EDA hereby waive trial by jury for any litigation arising out of this Agreement.

Section 6.12. Merger. None of the provisions of this Agreement are intended to or shall be merged by reason of any deed transferring any interest in the Development Property and any such deed shall not be deemed to affect or impair the provisions and covenants of this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any party unless in writing and signed by all parties. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement.

Section 6.13. Binding Effect. This Agreement shall inure to the benefit of and shall be binding upon the City, the EDA, and Developer and their respective successors and assigns.

Section 6.14. Severability. In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

Section 6.15. Amendments, Changes and Modifications. This Agreement may be amended or any of its terms modified only by written amendment authorized and executed by the City, the EDA, and Developer.

Section 6.16. Further Assurances and Corrective Instruments. The City, the EDA, and Developer agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for correcting any inadequate or incorrect description of the Development Property or the Project or for carrying out the expressed intention of this Agreement.

Section 6.17. City/EDA Approval. Unless the City Council or Board, as applicable, determines otherwise in its discretion, whenever this Agreement provides for the consent or approval by the City or the EDA, such approval shall be given by, respectively, the City Administrator or the Executive Director of the EDA (or in either case his/her designee), unless (a) this Agreement explicitly provides for approval by the City Council or the Board, (b) approval by the City Council or Board is required by law or (c) the approval, in the opinion of the City Administrator or the Executive Director, would result in a material change in the terms of this Agreement.

Section 6.18. No Waiver of Governmental Immunity and Limitations on Liability. Nothing in this Agreement shall in any way affect or impair the City's or the EDA's immunity or the immunity of the City's and the EDA's employees, consultants and contractors, whether on account of official immunity, legislative immunity, statutory immunity, discretionary immunity or otherwise. Nothing in this Agreement shall in any way affect or impair the limitations on the City's or the EDA's liability or the liability of the City's and the EDA's employees, consultants and independent contractors. By entering into this Agreement, neither the City nor the EDA waives any rights, protections, or limitations as provided under law and equity for the EDA, the City, or of their respective employees, consultants and contractors.

Section 6.19. Memorandum of Agreement. Neither party shall cause this Agreement to be recorded or filed in the real estate records of the County. However, at Closing, the parties shall execute,

and Developer shall cause to be recorded on the title to the Development Property, a memorandum of this Agreement in a form reasonably required by the EDA and the City (the “Memorandum”).

Section 6.20. Superseding Effect. This Agreement and the Purchase Agreement reflect the entire agreement of the parties with respect to the development of the Development Property, and supersede in all respects all prior agreements of the parties, whether written or otherwise, with respect to the development of the Development Property.

Section 6.21. Data Practices Act. Developer acknowledges that all of the data created, collected, received, stored, used, maintained, or disseminated by Developer with regard to the performance of its duties under this Agreement are subject to the requirements of Chapter 13, Minnesota Statutes.

Section 6.22. City and EDA Regulatory Authority. Nothing in this Agreement shall be construed to limit or modify the City’s or the EDA’s regulatory authority.

Section 6.23. Time is of the Essence. Time is of the essence of this Agreement and each and every term and condition hereof; provided, however, that if any date herein set forth for the performance of any obligations by Developer, the City, or the EDA or for the delivery of any instrument or notice as herein provided should not be on a business day, the compliance with such obligations or delivery shall be deemed acceptable on the next following business day.

Section 6.24. Relationship of Parties. Nothing in this Agreement is intended, or shall be construed, to create a partnership or joint venture among or between the parties hereto, and the rights and remedies of the parties hereto shall be strictly as set forth in this Agreement. All covenants, stipulations, promises, agreements and obligations of the EDA or the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the EDA and the City and not of any governing body member, officer, agent, servant or employee of the EDA or the City.

Section 6.25. Titles of Articles and Sections. Any titles of the several parts, articles and sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 6.26. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

[Remainder of page intentionally left blank; signature(s) on following page(s)]

IN WITNESS WHEREOF, the EDA has caused this Agreement to be duly executed in its name and on its behalf, the City has caused this Agreement to be duly executed in its name and on its behalf, and Developer has caused this Agreement to be duly executed in its name and on its behalf, on or as of the date first above written.

ECONOMIC DEVELOPMENT AUTHORITY
OF THE CITY OF CHASKA, MINNESOTA

By: _____
Mark Windschitl
Its: President

By: _____
Matt Podhradsky
Its: Executive Director

CITY OF CHASKA, MINNESOTA

By: _____
Mark Windschitl
Its: Mayor

By: _____
Matt Podhradsky
Its: City Administrator

LARIAT COMPANIES, INC.

By: _____
Name: _____
Its: _____

EXHIBIT A

DESCRIPTION OF TIF DISTRICT

The property located in the City of Chaska, Carver County, Minnesota legally described as:

Lot 1, Block 1, Formacoat Addition

Lot 2, Block 1, Formacoat Addition

EXHIBIT B

LEGAL DESCRIPTION OF DEVELOPMENT PROPERTY

The property located in the City of Chaska, Carver County, Minnesota legally described as:

Lot 2, Block 1, Formacoat Addition

EXHIBIT C

PURCHASE PRICE NOTE

LARIAT COMPANIES, INC., a Minnesota corporation (the “Developer”), hereby acknowledges itself to be indebted and, for value received, hereby promises to pay to the ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF CHASKA, MINNESOTA, a body corporate and politic organized and existing under the laws of the State of Minnesota (the “EDA”) or its registered assigns (the registered owner of this Note is referred to herein as the “Registered Owner”), the principal sum of **\$495,065.00**, with interest thereon at the rate of **4.00%** per annum.

The principal amount of this Note shall equal, from time to time, the principal amount stated above, as reduced to the extent that such principal shall have been paid in whole or in part pursuant to the terms hereof. This Note is issued pursuant to that certain Development Agreement, dated as of January 2, 2024, as the same may be amended from time to time (the “Development Agreement”), by and between the EDA and Developer.

The amounts due under this Note shall be payable in 40 semi-annual installments, commencing **August 1, 2025**, and on each February 1 and August 1 thereafter to and including **February 1, 2040**, or, if the first day of either February 1 or August 1 should not be a Business Day (as defined in the Development Agreement), the next succeeding Business Day (the “Payment Dates”) in the amounts shown in the schedule below (each a “Payment Installment”). On each Payment Date the EDA will credit against the Payment Installment then due, an amount equal to all Available Tax Increments (as defined in the Development Agreement) received by the EDA in the 6-month period preceding such Payment Date. If, on any Payment Date, the Available Tax Increments received by the EDA in the 6-month period preceding such Payment Date is less than the amount shown in the schedule below, Developer shall pay, by check or draft mailed to the EDA, an amount equal to the deficiency.

<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>	<u>Date</u>	<u>Amount</u>
08/01/25	49,164.50	08/01/29	49,164.50	08/01/33	49,164.50	08/01/37	49,164.50
02/01/26	49,164.50	02/01/30	49,164.50	02/01/34	49,164.50	02/01/38	49,164.50
08/01/26	49,164.50	08/01/30	49,164.50	08/01/34	49,164.50	08/01/38	49,164.50
02/01/27	49,164.50	02/01/31	49,164.50	02/01/35	49,164.50	02/01/39	49,164.50
08/01/27	49,164.50	08/01/31	49,164.50	08/01/35	49,164.50	08/01/38	49,164.50
02/01/28	49,164.50	02/01/32	49,164.50	02/01/36	49,164.50	02/01/39	49,164.50
08/01/28	49,164.50	08/01/32	49,164.50	08/01/36	49,164.50	08/01/39	49,164.50
02/01/29	49,164.50	02/01/33	49,164.50	02/01/37	49,164.50	02/01/40	49,164.50

This Note is prepayable at any time without penalty.

If, as of the termination date of the TIF District (as defined in the Development Agreement), the EDA has received Available Tax Increments in excess of an amount sufficient to repay the principal amount

of **\$495,065.00**, with interest thereon at the rate of **4.00%** per annum, the EDA will, on or before **December 31, 2040**, apply such excess to reimburse Developer for any amounts paid to the EDA pursuant to Section 3.2 of the Development Agreement and this Note in an amount equal to such excess.

If, as of the termination date of the TIF District, the EDA has received Available Tax Increments in an amount less than **\$495,065.00**, with interest thereon at the rate of **4.00%** per annum, the EDA will, if the Available Tax Increments have been received by the EDA in an amount at least equal to the amounts set forth above or Developer has paid all deficiency amounts in accordance with Section 3.2 of the Development Agreement and this Note, forgive the remaining principal amount of this Note.

[Remainder of page intentionally left blank; signature on following page]

IN WITNESS WHEREOF, Lariat Companies, Inc. has caused this Note to be executed and delivered as of _____, 2023.

LARIAT COMPANIES, INC.

By: _____

Name: _____

Its: _____

EXHIBIT D

TOTAL DEVELOPMENT COSTS AND SOURCES AND USES

Development Costs:

To be re-bid and determined in Spring 2023, estimated to be \$6,000,000

Sources:

Developer equity and proceeds of the Interfund Loan as provided herein

EXHIBIT E

CERTIFICATE OF COMPLETION OF PROJECT

THIS CERTIFICATE, made this _____ day of _____, 202__ from the ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF CHASKA, MINNESOTA, a body corporate and politic organized and existing under the laws of the State of Minnesota (the “EDA”) and the CITY OF CHASKA, MINNESOTA, a municipal corporation existing under the Constitution and laws of the State of Minnesota (the “City”), for the benefit LARIAT COMPANIES, INC., a Minnesota corporation (the “Developer”).

WHEREAS, the EDA and the City entered into a Development Agreement (the “Agreement”), dated January 9, 2023, with Developer which requires Developer to construct an approximately 40,000 square foot multi-tenant industrial facility to be located on the Development Property in the City for use as small bay industrial space for small businesses (the “Project”) on the property situated in the City of Chaska, County of Carver, State of Minnesota legally described as follows (the “Development Property”):

Lot 2, Block 1, Formacoat Addition;

WHEREAS, Developer has constructed the Project in a manner deemed sufficient by the EDA and the City to permit the execution of this certification;

NOW THEREFORE, the EDA and the City do hereby certify that Developer has satisfactorily completed the Project and terms and conditions as recited in the Agreement. Developer is released and forever discharged from its obligations with respect to construction of the Project under Article III of the Agreement. Any remaining obligations under the Agreement shall be solely contractual obligations of Developer and parties to whom Developer expressly assigns, and who expressly assume, Developer’s obligations under the Agreement. The remaining covenants of Developer under the Agreement are not intended to run with title to the Development Property or bind successors in title to the Development Property.

The EDA has, as of the date and year first above written, set its hand hereon.

ECONOMIC DEVELOPMENT AUTHORITY
OF THE CITY OF CHASKA, MINNESOTA

By _____
Its Executive Director

STATE OF MINNESOTA)
) ss
COUNTY OF CARVER)

On this _____ day of _____, 202__, before me a Notary Public within and for said County, personally appeared _____, to me personally known, who, being by me duly sworn, did say that she/he is the Executive Director of the Economic Development Authority of the City of Chaska, Minnesota, the corporation named in the foregoing instrument, and said instrument was signed in behalf of said political subdivision by authority of its Board of Commissioners, and said _____ acknowledged said instrument to be the free act and deed of said corporation.

Notary Public

The City has, as of the date and year first above written, set its hand hereon.

CITY OF CHASKA, MINNESOTA

By: _____
Its: City Administrator

STATE OF MINNESOTA)
) ss
COUNTY OF CARVER)

On this _____ day of _____, 202____, before me a Notary Public within and for said County, personally appeared _____, to me personally known, who, being by me duly sworn, did say that she/he is the City Administrator of the City of Chaska, Minnesota, the municipal corporation named in the foregoing instrument, and said instrument was signed in behalf of said municipal corporation by authority of its City Council, and said _____ acknowledged said instrument to be the free act and deed of said municipal corporation.

Notary Public

THIS INSTRUMENT WAS DRAFTED BY:
DORSEY & WHITNEY LLP
50 South Sixth Street, Suite 1500
Minneapolis, MN 55402

EXHIBIT F

ASSESSMENT AGREEMENT

THIS AGREEMENT, dated as of this ____ day of _____, 2023, is between Economic Development Authority of the City of Chaska, Minnesota (the “EDA”), and Lariat Companies, Inc. (the “Developer”).

WITNESSETH

WHEREAS, on or before the date hereof the EDA and Developer have entered into a Development Agreement dated as of January 9, 2023 (the “Development Agreement”) regarding certain real property located in the EDA including the property legally described in **Exhibit A** (the “Developer Property”).

WHEREAS, it is contemplated that pursuant to said Development Agreement, Developer will construct of an approximately 40,000 square foot multi-tenant industrial facility to be located on the Development Property in the City of Chaska, Minnesota for use as small bay industrial space for small businesses (the “Project”) on Developer Property in accordance with construction plans approved by the EDA.

WHEREAS, the EDA and Developer desire to establish a minimum market value for Developer Property and the improvements constructed or to be constructed thereon, pursuant to Minnesota Statutes, Section 469.177.

WHEREAS, Developer has acquired the land included in Developer Property legally described in **Exhibit A** attached hereto.

WHEREAS, the EDA and the Assessor have reviewed Construction Plans for the Project.

NOW, THEREFORE, the parties to this Agreement, in consideration of the promises, covenants and agreements made by each to the other, do hereby agree as follows:

1. As of **January 1, 2024**, the minimum market value, which shall be assessed for Developer Property, shall be **\$5,800,000**.

2. The minimum market values herein established shall be of no further force and effect after assessment as of **January 2, 2038** for taxes payable in 2039 and this Agreement shall terminate automatically on **December 31, 2039**; provided, however, this Agreement shall terminate on such earlier date as the TIF District (as defined in the Development Agreement) is decertified, defeased or terminated in accordance with its terms (the “Termination Date”). If the Termination Date is earlier than **January 2, 2038** for taxes payable in 2039, the EDA shall duly execute and record a release of this Agreement upon the written request and sole expense of the then holder of fee title to Developer Property.

3. This Agreement shall be recorded by the EDA with the County Recorder of Carver County, Minnesota. Developer shall pay all costs of recording.

4. Neither the preambles nor provisions of this Agreement are intended to, or shall they be construed as, modifying the terms of the Development Agreement among the EDA and Developer.

5. This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties.

IN WITNESS WHEREOF, the EDA and Developer have caused this Agreement to be executed in their names and on their behalf all as of the date set forth above.

ECONOMIC DEVELOPMENT AUTHORITY
OF THE CITY OF CHASKA, MINNESOTA

By _____
Its President

By _____
Its Executive Director

STATE OF MINNESOTA)
): ss
COUNTY OF CARVER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by _____, the President of the Economic Development Authority of the City of Chaska, Minnesota on behalf of said Authority.

Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF CARVER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by _____, the Executive Director of the Economic Development Authority of the City of Chaska, Minnesota, on behalf of said Authority.

Notary Public

LARIAT COMPANIES, INC., a Minnesota corporation

By _____
Name: _____
Its: _____

STATE OF MINNESOTA)
): ss
COUNTY OF)

The foregoing instrument was acknowledged before me this ____ day of _____, 2023, by _____, the _____ of Lariat Companies, Inc., a Minnesota corporation, on behalf of said corporation.

Notary Public

This instrument was drafted by:
DORSEY & WHITNEY LLP (ACS)
50 South Sixth Street, Suite 1500
Minneapolis, MN 55402

CERTIFICATION BY COUNTY ASSESSOR

The undersigned, having reviewed the Assessment Agreement dated as of _____, 2023 by and between Economic Development Authority of the City of Chaska, Minnesota and Lariat Companies, Inc., the plans and specifications for the Project, as defined in the foregoing Assessment Agreement, and the minimum market value currently assigned to land upon which the improvements are to be constructed and being of the opinion that the minimum market value contained in the Assessment Agreement appears reasonable, hereby certifies as follows:

The undersigned Assessor, being legally responsible for the assessment of the above described property, hereby certifies that the minimum market value as of **January 1, 2024** of **\$5,800,000** assigned to such land and improvements is reasonable.

County Assessor for Carver County

STATE OF MINNESOTA)
) ss.
COUNTY OF CARVER)

This instrument was acknowledged before me on _____, 2023, by _____, the County Assessor of Carver County.

Notary Public

EXHIBIT A TO MINIMUM ASSESSMENT AGREEMENT

Legal Description of Developer Property

The real property situated in the City of Chaska, County of Carver, State of Minnesota, described as follows:

Lot 2, Block 1, Formacoat Addition;

REQUEST FOR ACTION CHASKA CITY COUNCIL 1/9/2023

Subject: Council Committee Assignments

Prepared By: Denise Beebe, Senior Clerk

The City Council has had permanent representation on several committees/commissions around the community. This has included having a Council Representative designated for the following groups:

Current council representatives are listed below with the addition of adding a primary and secondary council member to the Suburban Transit Association by virtue of being on the Southwest Transit Association.

- Downtown Business Alliance: Council Member Hatfield
- Community Education Board: Council Member Grau
- Carver County Elected Leaders Group: Council Member Hubbard
- Carver County Mental Health Task Force: Council Member Hubbard
- Chaska Community Center Master Planning Task Force:
 - Council Members Hubbard and Grau
- Southwest Transit: Council Member Huang and Hatfield
- Suburban Tansit Association:
 - Council Member Huang as Primary
 - Council Member Hatfield as Secondary

Staff recommends appointing the above-mentioned Council Members to these preferred Committee/Commission Assignments unless Council determines representative changes are needed.

CITY COUNCIL ACTION REQUESTED

Motion to appoint the following Council Members to the following Committees:

- Downtown Business Alliance: Council Member Hatfield
- Community Education Board: Council Member Grau
- Carver County Elected Leaders Group: Council Member Hubbard
- Carver County Mental Health Task Force: Council Member Hubbard
- Chaska Community Center Master Planning Task Force:
 - Council Members Hubbard and Grau
- Southwest Transit: Council Member Huang and Hatfield
- Suburban Tansit Association:
 - Council Member Huang as Primary
 - Council Member Hatfield as Secondary

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING:

January 9, 2023

Paid and Unpaid Invoices:

Check #'s 345175-345391

\$1,798,790.30

Paid Electronic Invoices:

Wire #'s 3509-3544

\$4,860,121.37

Amount for Approval-Council Meeting:

January 9, 2023

\$6,658,911.67

VENDOR INVOICE LIST

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110644	1200 LAKEVIEW DRIVE LLC									
7	CHECK DATE: 12/28/2022	12/01/2022	122822	345185	11,287.00	11,287.00	12/31/2022	INV	PD	TAX ABATEMENT PAYMENT
100006	SCOTT A HUTNICK									
108805	CHECK DATE: 01/05/2023	12/31/2022	010523	345285	450.00	450.00	01/15/2023	INV	PD	Dec Animal Control
100897	4IMPRINT INC									
24179301	CHECK DATE: 12/28/2022	12/13/2022	122822	345186	651.24	651.24	01/13/2023	INV	PD	HRC Giveaways-Keychain
111037	ADVANCED SYSTEMS INTEGRATION LLC									
2205	CHECK DATE: 12/28/2022	12/19/2022	122822	345187	21,562.39	21,562.39	01/18/2023	INV	PD	Replace overhead proje
100073	AMARIL UNIFORM CO									
IV238357	CHECK DATE: 01/10/2023	12/14/2022	011023	345291	82.00	82.00	01/14/2023	INV	PD	S. KORTUEM FR CLOTHING
100102	ANCOM COMMUNICATIONS INC									
112165	CHECK DATE: 12/28/2022	12/15/2022	122822	345188	429.75	429.75	01/14/2023	INV	PD	BATTERIES FOR HEADSETS
100119	SHAKOPEE VALLEY FORD									
342482FOW	CHECK DATE: 12/28/2022	12/15/2022	122822	345189	43.38	43.38	01/15/2023	INV	PD	#1193 WINDOW SWITCH, H
342900FOW	CHECK DATE: 01/10/2023	12/30/2022	011023	345292	265.10	265.10	01/30/2023	INV	PD	#108 OXYGEN SENSOR
342915FOW	CHECK DATE: 01/10/2023	12/19/2022	011023	345292	81.69	81.69	01/19/2023	INV	PD	#1181 BRAKE PADS
109198	ARCHER MECHANICAL				390.17					
29000	CHECK DATE: 12/28/2022	12/12/2022	122822	345190	977.50	977.50	01/12/2023	INV	PD	Balance Gym RTU-Remain

Report generated: 01/05/2023 14:57
 User: 8482mrob
 Program ID: apinvlist

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City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100144 ASPEN EQUIPMENT COMPANY										
10243251		12/14/2022	122822	345191	324.16	324.16	01/13/2023	INV	PD	#208 PLOW MODULE
CHECK DATE: 12/28/2022										
100146 ASPEN MILLS INC										
306253		12/28/2022	011023	345293	145.00	145.00	01/27/2023	INV	PD	DUTY BOOTS-SMITH
CHECK DATE: 01/10/2023										
306291		12/29/2022	011023	345293	162.94	162.94	01/28/2023	INV	PD	DUTY UNIFORM-FILREIS
CHECK DATE: 01/10/2023										
100155 AUBURN MANOR										
JAN 2023	230004	01/01/2023	011023	345294	200.00	200.00	01/31/2023	INV	PD	JAN SENIOR CITIZEN DON
CHECK DATE: 01/10/2023										
100188 BERRY COFFEE COMPANY										
931854		12/14/2022	122822	345192	89.08	89.08	01/13/2023	INV	PD	Lodge coffee
CHECK DATE: 12/28/2022										
111035 BIGOUELETTE, JASHIN										
2012565.002		12/16/2022	122822	345193	500.00	500.00	01/16/2023	INV	PD	RFD DAMAGE DEPOSIT
CHECK DATE: 12/28/2022										PAYEE: BIGOUELETTE, JASHIN
100201 BCBSM INC										
221202001301		12/02/2022	010323	345271	181,459.23	181,459.23	12/20/2022	INV	PD	JAN EMP INS PREM-MEDIC
CHECK DATE: 01/03/2023										
102279 BOLTON & MENK INC										
0303780		12/27/2022	011023	345295	2,099.00	2,099.00	01/30/2023	INV	PD	2022 FUNDING ASSISTANC
CHECK DATE: 01/10/2023										
0304066		12/27/2022	011023	345295	73,443.63	73,443.63	01/30/2023	INV	PD	TH 41 & CSAH 61 IMPROV
CHECK DATE: 01/10/2023										
100220 BOYER FORD TRUCKS INC										
007P46365		12/15/2022	122822	345194	382.03	382.03	01/15/2023	INV	PD	TURN SIGNAL SWITCH, PA
CHECK DATE: 12/28/2022										

Report generated: 01/05/2023 14:57
 User: 8482mrob
 Program ID: apinvlst

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VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100226 BRAUN INTERTEC CORPORATION										
B322961		12/21/2022	122822	345195	2,094.50	2,094.50	01/21/2023	INV	PD	2022 DT RECON-CMT & VI
CHECK DATE:	12/28/2022									
B323332		12/22/2022	122822	345195	2,881.50	2,881.50	01/22/2023	INV	PD	CHASKA CREEK BLVD PH 2
CHECK DATE:	12/28/2022									
					4,976.00					
110572 BRIGHTLY SOFTWARE INC										
INV-124181		11/01/2022	010323	345272	26,927.70	26,927.70	01/01/2023	INV	PD	2023 SMARTGOV ENTERPRI
CHECK DATE:	01/03/2023									
107909 VISTA OUTDOOR SALES LLC										
782406		12/19/2022	122822	345196	240.67	240.67	01/18/2023	INV	PD	RESALE
CHECK DATE:	12/28/2022									
100275 CALLAWAY GOLF										
935750496		12/15/2022	122822	345197	-201.60	-201.60	03/31/2023	CRM	PD	CREDIT-RETURNED CLUBS
CHECK DATE:	12/28/2022									
935759751		12/20/2022	122822	345197	283.50	283.50	02/18/2023	INV	PD	RESALE
CHECK DATE:	12/28/2022									
					81.90					
100323 CDW GOVERNMENT INC										
FN50972		12/07/2022	122822	345198	64.70	64.70	01/06/2023	INV	PD	SURFACE CASE-BLDG MAIN
CHECK DATE:	12/28/2022									
FN74321		12/09/2022	122822	345198	64.70	64.70	01/08/2023	INV	PD	SURFACE CASE-BLDG MAIN
CHECK DATE:	12/28/2022									
FN95005		12/09/2022	122822	345198	-64.70	-64.70	12/31/2022	CRM	PD	RETURN SURFACE CASE-BL
CHECK DATE:	12/28/2022									
FQ40991		12/14/2022	011023	345296	606.46	606.46	01/13/2023	INV	PD	RACK UPS'S FOR IT
CHECK DATE:	01/10/2023									
FR48396		12/16/2022	011023	345296	606.46	606.46	01/15/2023	INV	PD	RACK UPS'S FOR IT
CHECK DATE:	01/10/2023									
FS21040		12/19/2022	011023	345296	-64.70	-64.70	01/31/2023	CRM	PD	REFUND SURFACE CASE-BL
CHECK DATE:	01/10/2023									

Report generated: 01/05/2023 14:57
 User: 8482mrob
 Program ID: apinvlst

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VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100332 CENTERPOINT ENERGY RESOURCES CORP					1,212.92					
80000146268/NOV22		12/13/2022	122222	345181	6,302.06	6,302.06	01/09/2023	INV	PD	NOV GAS SVC
CHECK DATE: 12/22/2022										
80000167793/NOV22		12/13/2022	122222	345181	58.95	58.95	01/09/2023	INV	PD	NOV CITY PKS GAS SVC
CHECK DATE: 12/22/2022										
80000167843/NOV22		12/13/2022	122222	345181	4,282.31	4,282.31	01/09/2023	INV	PD	NOV GAS SVC
CHECK DATE: 12/22/2022										
					10,643.32					
100337 QWEST CORPORATION										
313196254/DEC22		12/18/2022	122822	345199	389.95	389.95	01/13/2023	INV	PD	DEC CITY HALL LOC PHN
CHECK DATE: 12/28/2022										
313249294/DEC22		12/11/2022	122222	345182	55.25	55.25	01/06/2023	INV	PD	DEC TC MAINT LOC PHN S
CHECK DATE: 12/22/2022										
313408124/DEC22		12/11/2022	122222	345182	66.75	66.75	01/06/2023	INV	PD	DEC TC MAINT LOC PHN S
CHECK DATE: 12/22/2022										
					511.95					
110787 CERTIFIED CRIME FIGHTER INC										
CHASKA-PD-44986		12/13/2022	011023	345297	2,352.00	2,352.00	03/01/2023	INV	PD	2023 subscription - Tr
CHECK DATE: 01/10/2023										
100379 CITY OF CHANHASSEN										
108269		12/15/2022	122822	345200	1,049.00	1,049.00	01/15/2023	INV	PD	Christmas Carol/Guthri
CHECK DATE: 12/28/2022										
100377 CHASKA ROTARY CLUB										
108342		12/20/2022	122822	345201	11,300.00	11,300.00	12/31/2022	INV	PD	CHASKA CARES 2022 DONA
CHECK DATE: 12/28/2022										
100312 CHASKA/CHAN HOCKEY ASSOCIATION										
DEC 22		12/31/2022	011023	345298	5,407.41	5,407.41	01/31/2023	INV	PD	DEC ARENA CONCESSIONS
CHECK DATE: 01/10/2023										
110240 CINTAS CORPORATION NO 2										
4140861410		12/20/2022	011023	345300	95.61	95.61	01/20/2023	INV	PD	CCC Rug Service

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4141613065 CHECK DATE: 01/10/2023		12/28/2022	011023	345300	95.61	95.61	01/28/2023	INV	PD	CCC Rug Service
5137490759 CHECK DATE: 12/28/2022		12/19/2022	122822	345202	187.22	187.22	01/19/2023	INV	PD	1st Aide Refill-PD
5138090388 CHECK DATE: 01/10/2023		12/22/2022	011023	345299	330.74	330.74	01/22/2023	INV	PD	MEDICAL SUPPLIES-MSB
100410 CITY OF WACONIA					709.18					
558 CHECK DATE: 01/10/2023		12/14/2022	011023	345301	216.00	216.00	01/14/2023	INV	PD	SALT BRINE FOR CITY PA
109942 MANSFIELD TOP SERVICES INC										
42009006262 CHECK DATE: 01/10/2023		12/21/2022	011023	345302	523.40	523.40	01/21/2023	INV	PD	Add'l Dec Cleaning-Cur
42009006356 CHECK DATE: 01/10/2023		12/28/2022	011023	345302	523.40	523.40	01/27/2023	INV	PD	Add'l cleaning-Cur1/Ev
42009006357 CHECK DATE: 01/10/2023		12/28/2022	011023	345302	483.34	483.34	01/27/2023	INV	PD	Event Labor -Dec
100408 CITYSPRINT					1,530.14					
46995 CHECK DATE: 12/28/2022		12/31/2021	122822	345203	89.76	89.76	12/31/2022	INV	PD	Deliveries to Dorsey W
102659 CIVICPLUS LLC										
244758 CHECK DATE: 01/10/2023		12/28/2022	011023	345303	1,996.90	1,996.90	01/27/2023	INV	PD	INTRANET ANNUAL FEE-HO
100418 CLEARSOFT INC										
6218 CHECK DATE: 01/10/2023		12/29/2022	011023	345304	664.44	664.44	01/29/2023	INV	PD	Water Softener Salt-CC
100416 ROGER CLEVELAND GOLF CO INC										
7235202 SO CHECK DATE: 12/28/2022		12/15/2022	122822	345204	452.58	452.58	02/13/2023	INV	PD	RESALE

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
109691 PRO-SHOPKEEPER COMPUTER SOFTWARE COMPANY										
INV1188194		01/01/2023	011023	345305	625.00	625.00	01/11/2023	INV	PD	JAN TC SOFTWARE
CHECK DATE: 01/10/2023										
103087 CLUB WEST PARTNERS LLC										
HW3 2022-1		12/19/2022	011023	345306	117,721.26	117,721.26	01/19/2023	INV	PD	Harvest West 3rd-Storm
CHECK DATE: 01/10/2023										
HW3 2022-1-3		12/19/2022	011023	345306	8,360.00	8,360.00	01/19/2023	INV	PD	Harvest West 3rd-Savan
CHECK DATE: 01/10/2023										
HW3 2022-2		12/19/2022	011023	345306	26,180.46	26,180.46	01/19/2023	INV	PD	Harvest West 3rd-Storm
CHECK DATE: 01/10/2023										
				152,261.72						
100436 COMCAST CORPORATION										
0036243/DEC22-TC		12/07/2022	122022-2	345175	228.05	228.05	01/01/2023	INV	PD	DEC CLUBHOUSE CABLE
CHECK DATE: 12/20/2022										
0055482/DEC22-FD		12/12/2022	122822	345205	6.75	6.75	01/06/2023	INV	PD	DEC FD CABLE
CHECK DATE: 12/28/2022										
108329		12/09/2022	122222	345183	79.80	79.80	01/03/2023	INV	PD	Dec PD Cable
CHECK DATE: 12/22/2022										
162011742		12/15/2022	122822	345206	775.00	775.00	01/15/2023	INV	PD	DEC CITY HALL FIBER-2N
CHECK DATE: 12/28/2022										
				1,089.60						
104611 COMMERCIAL FURNITURE SERVICES INC										
92985-0		12/14/2022	122822	345207	4,591.95	4,591.95	01/14/2023	INV	PD	ENG CUBICALS FOR BRENT
CHECK DATE: 12/28/2022										
93241-0		12/14/2022	011023	345307	331.67	331.67	01/14/2023	INV	PD	OFFICE CUBE PARTS
CHECK DATE: 01/10/2023										
				4,923.62						
110285 COMMUNITYGIVING										
108630		12/25/2022	122822	345208	313.07	313.07	12/31/2022	INV	PD	NICK MASON FUND DONATI
CHECK DATE: 12/28/2022										
109579 COMPASS MINERALS AMERICA INC										
1093765		12/13/2022	011023	345308	7,708.84	7,708.84	01/13/2023	INV	PD	ROAD SALT

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/10/2023										
105466 COMPUTER INTEGRATION TECHNOLOGIES INC										
340220		12/15/2022	122822	345209	4,016.00	4,016.00	01/14/2023	INV	PD	DEC OFFICE 365 AGREEME
CHECK DATE: 12/28/2022										
341502		12/30/2022	011023	345309	249.70	249.70	01/29/2023	INV	PD	JAN CYBER SECURITY TRA
CHECK DATE: 01/10/2023										
					4,265.70					
107686 CONCENTRA HEALTH SERVICES INC										
16138288		12/16/2022	122822	345210	68.00	68.00	12/31/2022	INV	PD	PRE-EMPLOYMENT PHYSICA
CHECK DATE: 12/28/2022										
107099 CRAIG RAPP										
CPG-CHA-01.01.23.2		01/01/2023	011023	345310	3,000.00	3,000.00	01/31/2023	INV	PD	2023 Leadership Dev-Po
CHECK DATE: 01/10/2023										
103057 CUSTOMIZED FIRE RESCUE TRAINING INC										
2208		12/30/2022	011023	345311	4,065.00	4,065.00	01/30/2023	INV	PD	FF TRAINING
CHECK DATE: 01/10/2023										
110412 IMPERIAL BAG AND PAPER CO LLC										
4025402		12/22/2022	122822	345211	241.47	241.47	01/22/2023	INV	PD	CLOTH BAG FOR VACUUM-C
CHECK DATE: 12/28/2022										
4026963		12/28/2022	011023	345312	270.90	270.90	01/28/2023	INV	PD	Cleaning Supplies-CCC
CHECK DATE: 01/10/2023										
					512.37					
109688 DIVERSITYRESOURCES.COM INC										
1845		01/01/2023	011023	345313	1,032.00	1,032.00	01/31/2023	INV	PD	DIVERSITY CALENDAR SUI
CHECK DATE: 01/10/2023										
111032 MANUEL MORENO										
12/4/2022-Alyssay T.		12/09/2022	122822	345212	200.00	200.00	01/09/2023	INV	PD	Chair Rental for Santa
CHECK DATE: 12/28/2022										
100549 DORSEY AND WHITNEY LLP										

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3842264		12/22/2022	122822	345213	1,377.00	1,377.00	01/22/2023	INV	PD	COSTCO ABATEMENT, TEMP
CHECK DATE: 12/28/2022										
111036 MILLER CONSULTATIONS & ELECTIONS										
31340		12/20/2022	122822	345214	2,304.00	2,304.00	12/31/2022	INV	PD	9 VOTING BOOTHS
CHECK DATE: 12/28/2022										
100592 ELECTRIC PUMP INC										
0075003-IN		12/20/2022	011023	345314	5,947.24	5,947.24	01/20/2023	INV	PD	AWE LIFT STATION PUMP
CHECK DATE: 01/10/2023										
100603 KEVIN G SULLIVAN										
1970		01/02/2023	011023	345315	695.00	695.00	02/02/2023	INV	PD	EMR COURSE FOR FF
CHECK DATE: 01/10/2023										
100617 ESCH CONSTRUCTION SUPPLY INC										
INV37066		12/27/2022	011023	345316	311.00	311.00	01/27/2023	INV	PD	DIAMOND BLADE
CHECK DATE: 01/10/2023										
102575 EXPLORE MINNESOTA GOLF ALLIANCE										
296		12/06/2022	011023	345317	1,995.00	1,995.00	01/15/2023	INV	PD	2023 MEMBERSHIP DUES
CHECK DATE: 01/10/2023										
105728 FIDELITY SECURITY LIFE INSURANCE COMPANY										
165591555		12/22/2022	010323	345273	796.22	796.22	01/01/2023	INV	PD	JAN EMP INS PREM-VISIO
CHECK DATE: 01/03/2023										
100649 FEDERAL EXPRESS CORPORATION										
7-984-13753		12/21/2022	122822	345215	32.81	32.81	01/05/2023	INV	PD	UB SHIPPING FROM US BA
CHECK DATE: 12/28/2022										
100653 FERGUSON ENTERPRISES INC										
0228374		12/20/2022	011023	345318	2,572.88	2,572.88	01/20/2023	INV	PD	LOCATORS FOR TRUCKS
CHECK DATE: 01/10/2023										
100655 FERRELLGAS 7780961										
1121708778		12/29/2022	011023	345319	46.79	46.79	01/29/2023	INV	PD	PROPANE

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/10/2023										
100673	FLEETPRIDE INC									
104614443		12/28/2022	011023	345320	163.67	163.67	01/28/2023	INV	PD	#116 AIR SPRING
CHECK DATE: 01/10/2023										
100680	FORCE AMERICA INC									
001-1692376		12/20/2022	011023	345321	110.66	110.66	01/20/2023	INV	PD	#109 TOGGLE SWITCH
CHECK DATE: 01/10/2023										
110270	GARTNER REFRIGERATION INC									
12448541		09/15/2022	122822	345216	625.00	625.00	12/31/2022	INV	PD	svc call on ThermoStor
CHECK DATE: 12/28/2022										
12449005		12/27/2022	011023	345322	9,385.76	9,385.76	01/27/2023	INV	PD	VALVE FOR ARENA ICE PL
CHECK DATE: 01/10/2023										
100729	GILBERT MECHANICAL CONTRACTORS INC				10,010.76					
226058		12/30/2022	011023	345323	1,919.91	1,919.91	01/30/2023	INV	PD	SVC ON DATA CENTER ALA
CHECK DATE: 01/10/2023										
106901	INFLECTION.COM INC									
CIT02939055		12/31/2022	011023	345324	186.00	186.00	01/30/2023	INV	PD	DEC BACKGROUND CHECKS
CHECK DATE: 01/10/2023										
101463	GOPHER STATE ONE CALL									
2120284		12/31/2022	011023	345325	172.80	172.80	01/30/2023	INV	PD	DECEMBER LOCATES
CHECK DATE: 01/10/2023										
100759	WW GRAINGER INC									
9532879633		12/05/2022	122822	345217	323.78	323.78	01/04/2023	INV	PD	SUMP PUMP SENSORS
CHECK DATE: 12/28/2022										
9548979286		12/19/2022	011023	345326	93.90	93.90	01/18/2023	INV	PD	CCC MAINT PARTS
CHECK DATE: 01/10/2023										
9550046420		12/20/2022	011023	345326	833.32	833.32	01/19/2023	INV	PD	CCC MAINT DAMPERS & VA
CHECK DATE: 01/10/2023										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110937 HAOH COMPANIES LLC					1,251.00					
193805513-2 CHECK DATE: 01/10/2023		01/04/2023	011023	345327	19,657.40	19,657.40	02/04/2023	INV	PD	2nd & Pine Pkg Lot Ret
110785 HARMON, KARA										
2012604.002 CHECK DATE: 12/28/2022		12/27/2022	122822	345218	110.00	110.00	01/27/2023	INV	PD	RFD-KIDS DAY OUT 12/22 PAYEE: HARMON, KARA
100810 HAWKINS INC										
6359714 CHECK DATE: 12/28/2022		12/15/2022	122822	345219	20.00	20.00	01/29/2023	INV	PD	WTP CHEMICALS
6366358 CHECK DATE: 01/10/2023		12/22/2022	011023	345328	4,945.95	4,945.95	02/05/2023	INV	PD	WTP CHEMICALS
100815 HAZELTINE GATES LLC					4,965.95					
City of Chaska-2022 CHECK DATE: 12/28/2022		12/01/2022	122822	345220	14,000.00	14,000.00	01/21/2023	INV	PD	2022 PARKING LOT RENTA
100821 HEALTHPARTNERS INC										
117467181 CHECK DATE: 01/03/2023		12/10/2022	010323	345274	7,526.97	7,526.97	01/10/2023	INV	PD	JAN EMP INS PREM-DENTA
100848 HIGH TECH CLEANING INC										
18351 CHECK DATE: 12/28/2022		12/13/2022	122822	345221	757.01	757.01	01/13/2023	INV	PD	CITY HALL CLEANING SUP
18364 CHECK DATE: 01/10/2023		12/20/2022	011023	345329	309.12	309.12	01/20/2023	INV	PD	CLEANING SUPPLIES-MSB
18371 CHECK DATE: 01/10/2023		12/21/2022	011023	345329	65.98	65.98	01/21/2023	INV	PD	COMMUNITY ROOM - EXTRA
100878 HUEBSCH					1,132.11					
84176/DEC2022 CHECK DATE: 01/10/2023		12/31/2022	011023	345330	1,166.71	1,166.71	01/10/2023	INV	PD	DEC RUG/MAT SVC

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108162 HYDRO-DESIGNS INC										
0070145-IN		12/30/2022	011023	345331	680.96	680.96	01/30/2023	INV	PD	DEC RPZ DEVICE TESTING
CHECK DATE: 01/10/2023										
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP										
2022/1216-ICMA		12/16/2022	122022-2	345176	16,068.17	16,068.17	12/16/2022	INV	PD	121622 Payroll - 457 &
CHECK DATE: 12/20/2022										
2022/1230-ICMA		12/30/2022	010523	345286	5,705.68	5,705.68	12/30/2022	INV	PD	123022 Payroll - 457 &
CHECK DATE: 01/05/2023										
104751 IMPACT MAILING OF MINNESOTA INC					21,773.85					
203674		12/23/2022	122822	345222	1,297.70	1,297.70	01/23/2023	INV	PD	Dec Reminders
CHECK DATE: 12/28/2022										
203676		12/23/2022	122822	345222	580.28	580.28	01/31/2023	INV	PD	Dec Finals
CHECK DATE: 12/28/2022										
100900 INDELCO PLASTICS CORPORATION					1,877.98					
INV368663		12/16/2022	122822	345223	397.06	397.06	01/15/2023	INV	PD	SUPPLIES FOR CHEMICAL
CHECK DATE: 12/28/2022										
108039 INDIGO SIGNWORKS INC										
95511		12/26/2022	011023	345332	123.49	123.49	01/25/2023	INV	PD	ON COURSE SIGN
CHECK DATE: 01/10/2023										
103041 IP STREAM MINNEAPOLIS LLC										
8		12/01/2022	122822	345224	26,248.00	26,248.00	12/31/2022	INV	PD	TAX ABATEMENT PAYMENT
CHECK DATE: 12/28/2022										
100943 JEFFERSON FIRE & SAFETY INC										
IN147139		12/08/2022	122822	345225	870.00	870.00	01/08/2023	INV	PD	FOAM FOR FIRE TRUCKS
CHECK DATE: 12/28/2022										
102031 TYCO FIRE & SECURITY (US) MANAGEMENT INC										
23246804		12/01/2022	010323	345275	2,953.45	2,953.45	01/09/2023	INV	PD	2023 TC Maint Fire Ala
CHECK DATE: 01/03/2023										

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108948 AUDRANN INC										
1400422		12/20/2022	011023	345333	59.40	59.40	02/03/2023	INV	PD	METER LEAD SET
CHECK DATE: 01/10/2023										
1402072		12/30/2022	011023	345333	390.24	390.24	02/13/2023	INV	PD	MOTOR FOR CITY HALL EN
CHECK DATE: 01/10/2023										
					449.64					
111045 KERR, ZACHERY										
34724		12/29/2022	011023	345334	7.03	7.03	01/29/2023	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 01/10/2023										
111044 KRAUSE, JEFF										
10014782		12/29/2022	011023	345335	51.32	51.32	01/29/2023	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 01/10/2023										
101043 LANO EQUIPMENT INC										
01-964245		12/23/2022	011023	345336	41.57	41.57	01/23/2023	INV	PD	#124 DOOR SENSOR & RIV
CHECK DATE: 01/10/2023										
01-964692		12/27/2022	011023	345336	59.42	59.42	01/27/2023	INV	PD	#165 ANGLE BROOM
CHECK DATE: 01/10/2023										
01-964695		12/27/2022	011023	345336	246.42	246.42	01/27/2023	INV	PD	#124 AIR FILTER
CHECK DATE: 01/10/2023										
					347.41					
101056 LEAGUE OF MINNESOTA CITIES										
7725		12/23/2022	011023	345337	2,033.62	2,033.62	01/23/2023	INV	PD	Damaged a fiber owned
CHECK DATE: 01/10/2023										
GL111502		12/15/2022	122822	345226	14,349.37	14,349.37	01/15/2023	INV	PD	Litigation Costs/Deduc
CHECK DATE: 12/28/2022										
					16,382.99					
101058 LEAGUE OF MINNESOTA CITIES										
369560		12/02/2022	122822	345227	1,950.00	1,950.00	01/02/2023	INV	PD	4 Respectful Workplace
CHECK DATE: 12/28/2022										
101071 LENZEN CHEVROLET BUICK INC										
86101		12/12/2022	011023	345338	35.25	35.25	01/12/2023	INV	PD	#104 RUNNING BOARD PAD

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 01/10/2023										
86111		12/13/2022	011023	345338	-37.50	-37.50	01/13/2023	CRM	PD	#401 FLOOR MATS (SET-U
CHECK DATE: 01/10/2023										
86174		12/22/2022	011023	345338	180.64	180.64	01/22/2023	INV	PD	#87 STARTER
CHECK DATE: 01/10/2023										
107984	LEXIPOL LLC				178.39					
INVLEX13468		12/01/2022	010323	345276	15,585.52	15,585.52	12/31/2022	INV	PD	2023 Supplemental Manu
CHECK DATE: 01/03/2023										
107698	LTR INTERMEDIATE HOLDINGS INC									
2412916		12/17/2022	011023	345339	495.90	495.90	01/16/2023	INV	PD	RECYCLE USED TIRES
CHECK DATE: 01/10/2023										
104708	LIFECORE BIOMEDICAL INC									
6		12/01/2022	122822	345228	16,061.00	16,061.00	12/31/2022	INV	PD	TAX ABATEMENT PAYMENT
CHECK DATE: 12/28/2022										
101097	LOCATORS & SUPPLIES INC									
0304403-IN		12/14/2022	122822	345229	178.40	178.40	01/14/2023	INV	PD	WINTER GLOVES
CHECK DATE: 12/28/2022										
103842	LOCAL GOVERNMENT INFORMATION SYSTEMS									
53008		12/01/2022	122822	345230	804.00	804.00	12/31/2022	INV	PD	DEC SA SUPPORT
CHECK DATE: 12/28/2022										
101124	MACQUEEN EQUIPMENT									
P46610		12/28/2022	011023	345340	7,082.66	7,082.66	01/28/2023	INV	PD	#130 SNOW CHUTE
CHECK DATE: 01/10/2023										
W11275		12/30/2022	011023	345340	1,792.11	1,792.11	01/30/2023	INV	PD	CAMERA REPAIR
CHECK DATE: 01/10/2023										
W11335		12/30/2022	011023	345340	1,056.64	1,056.64	01/30/2023	INV	PD	CAMERA REPAIR
CHECK DATE: 01/10/2023										
W11336		12/30/2022	011023	345340	405.66	405.66	01/30/2023	INV	PD	CAMERA REPAIR
CHECK DATE: 01/10/2023										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					10,337.07					
110865 MANAGERPLUS SOLUTIONS LP										
2020-19693		12/09/2022	011023	345341	965.75	965.75	01/09/2023	INV	PD	ELECTRIC/FIRE DEPT LIC
CHECK DATE: 01/10/2023										
103176 MANSFIELD OIL COMPANY										
23861239		12/20/2022	011023	345342	6,962.79	6,962.79	01/19/2023	INV	PD	DYED DIESEL COLDPRO
CHECK DATE: 01/10/2023										
23861240		12/20/2022	011023	345342	3,790.87	3,790.87	01/19/2023	INV	PD	DYED DIESEL
CHECK DATE: 01/10/2023										
23861241		12/20/2022	011023	345342	5,618.32	5,618.32	01/19/2023	INV	PD	UNLEADED FUEL
CHECK DATE: 01/10/2023										
					16,371.98					
109704 MOBILE HEALTH SERVICES LLC										
42551		12/20/2022	011023	345343	944.00	944.00	12/31/2022	INV	PD	Annual Fit Testing-PD
CHECK DATE: 01/10/2023										
101168 MELCHERT HUBERT SJODIN PLLP										
165170		12/19/2022	122822	345231	306.60	306.60	01/19/2023	INV	PD	COUNCIL MTGS & WORK SE
CHECK DATE: 12/28/2022										
165171		12/19/2022	122822	345231	2,925.30	2,925.30	01/19/2023	INV	PD	PLANNING & ZONING
CHECK DATE: 12/28/2022										
165172		12/19/2022	122822	345231	2,338.25	2,338.25	01/19/2023	INV	PD	ELECTRIC DEPARTMENT
CHECK DATE: 12/28/2022										
165173		12/19/2022	122822	345231	796.00	796.00	01/19/2023	INV	PD	ENERGY FRANCHISE ORDIN
CHECK DATE: 12/28/2022										
165174		12/19/2022	122822	345231	2,776.05	2,776.05	01/19/2023	INV	PD	HAZELTINE SHORES-PAR 3
CHECK DATE: 12/28/2022										
165175		12/19/2022	122822	345231	50.20	50.20	01/19/2023	INV	PD	CORTINA WOODS PRESERVA
CHECK DATE: 12/28/2022										
165176		12/19/2022	122822	345231	200.80	200.80	01/19/2023	INV	PD	POPLER REAL ESTATE LI
CHECK DATE: 12/28/2022										
165177		12/19/2022	122822	345231	25.10	25.10	01/19/2023	INV	PD	212 INDUSTRIAL-CITY LA
CHECK DATE: 12/28/2022										
165178		12/19/2022	122822	345231	301.20	301.20	01/19/2023	INV	PD	ENSCONCED WOODS
CHECK DATE: 12/28/2022										

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165179 CHECK DATE: 12/28/2022		12/19/2022	122822	345231	1,892.50	1,892.50	01/19/2023	INV	PD		UNITED PROPERTIES-COST
165180 CHECK DATE: 12/28/2022		12/19/2022	122822	345231	3,062.20	3,062.20	01/19/2023	INV	PD		401 HICKORY-WEST CREEK
165181 CHECK DATE: 01/10/2023		12/19/2022	011023	345344	438.75	438.75	01/19/2023	INV	PD		CCC-LIVEBARN AGREEMENT
165182 CHECK DATE: 12/28/2022		12/19/2022	122822	345231	1,355.40	1,355.40	01/19/2023	INV	PD		OAK CREEK
165185 CHECK DATE: 12/28/2022		12/19/2022	122822	345231	3,731.25	3,731.25	01/19/2023	INV	PD		GENERAL FUND
165186 CHECK DATE: 12/28/2022		12/19/2022	122822	345231	3,855.75	3,855.75	01/19/2023	INV	PD		LAND DONATION-S OF ENG
					24,055.35						
101183 METROPOLITAN COUNCIL											
DEC 2022 SAC CHECK DATE: 01/10/2023		12/31/2022	011023	345345	51,663.15	51,663.15	01/31/2023	INV	PD		DEC SAC CHARGES
101182 METROPOLITAN COUNCIL											
0001148909 CHECK DATE: 01/03/2023		12/05/2022	010323	345277	309,383.60	309,383.60	01/01/2023	INV	PD		JAN SEWER SERVICES FOR
101187 METRO SALES INC											
INV2182171 CHECK DATE: 12/28/2022		12/12/2022	122822	345232	109.21	109.21	01/11/2023	INV	PD		Ricoh MP C3003 color
INV2186552 CHECK DATE: 12/28/2022		12/19/2022	122822	345232	136.00	136.00	01/18/2023	INV	PD		Ricoh MP C3003 Color
INV2190370 CHECK DATE: 01/10/2023		12/26/2022	011023	345346	122.00	122.00	01/25/2023	INV	PD		JAN FD COPIER
INV2193170 CHECK DATE: 01/10/2023		12/29/2022	011023	345346	934.70	934.70	01/28/2023	INV	PD		LABEL PRINTER FOR MSB
					1,301.91						
104056 AQUA LOGIC INC											
1682 CHECK DATE: 01/10/2023		12/29/2022	011023	345347	375.00	375.00	01/29/2023	INV	PD		Pool Filter Sand

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101217 MINNESOTA CHILD SUPPORT PMT CTR										
PR121622001510208001		12/16/2022	122022-2	345177	184.58	184.58	12/16/2022	INV	PD	121622 Payroll - Child
CHECK DATE: 12/20/2022										
PR123022001510208001		12/30/2022	010523	345287	184.58	184.58	12/30/2022	INV	PD	123022 Payroll - Child
CHECK DATE: 01/05/2023										
					369.16					
101229 MINNESOTA DEPT OF EMPLOYMENT										
35	230003	01/01/2023	011023	345348	2,433.64	2,433.64	01/15/2023	INV	PD	FORMACOAT LLC LOAN REP
CHECK DATE: 01/10/2023										
101247 MINNESOTA MUNICIPAL UTILITIES ASSN										
60528		12/15/2022	122822	345233	2,325.00	2,325.00	01/14/2023	INV	PD	MMUA TECH & OP CONFERE
CHECK DATE: 12/28/2022										
101232 MINNESOTA STATE FIRE DEPT ASSN										
2023		10/24/2022	011023	345349	450.00	450.00	02/01/2023	INV	PD	2023 MEMBERSHIP DUES
CHECK DATE: 01/10/2023										
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE										
107050711/DEC22		12/27/2022	011023	345350	904.04	904.04	01/22/2023	INV	PD	DEC ST LITES-TOWN COUR
CHECK DATE: 01/10/2023										
107051510/DEC22		12/21/2022	122822	345234	42.24	42.24	01/16/2023	INV	PD	DEC 82ND ST & HWY 41 S
CHECK DATE: 12/28/2022										
778320601/DEC22		12/21/2022	122822	345234	126.15	126.15	01/16/2023	INV	PD	DEC CHEVALLE LIFT STAT
CHECK DATE: 12/28/2022										
780272000/DEC22		12/21/2022	122822	345234	10.94	10.94	01/16/2023	INV	PD	DEC CHEVALLE IRRIGATIO
CHECK DATE: 12/28/2022										
					1,083.37					
101238 MINNESOTA DEPARTMENT OF HEALTH										
FBL-10842-5445 2023		12/20/2022	122822	345235	1,165.00	1,165.00	01/20/2023	INV	PD	2023 CCC Pool License
CHECK DATE: 12/28/2022										
101341 MINNESOTA DEPT OF LABOR & INDUSTRY										
DECEMBER0190352022		12/31/2022	011023	345351	3,937.62	3,937.62	01/31/2023	INV	PD	DEC PERMIT SURCHARGES
CHECK DATE: 01/10/2023										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101307 MOBILE MINI INC										
9016268134		12/19/2022	011023	345352	1,459.00	1,459.00	01/18/2023	INV	PD	CLOVER RIDGE WARMING H
CHECK DATE: 01/10/2023										
103236 MRA-THE MANAGEMENT ASSOCIATION										
00425873		12/07/2022	122822	345236	185.00	185.00	01/06/2023	INV	PD	NOV COMPENSATION SVCS-
CHECK DATE: 12/28/2022										
109795 MSC INDUSTRIAL DIRECT CO INC										
5879780001		12/21/2022	011023	345353	185.77	185.77	01/20/2023	INV	PD	SHOP MAINTENANCE SUPPL
CHECK DATE: 01/10/2023										
103088 SID TOOL CO INC										
69227256		12/20/2022	011023	345354	132.07	132.07	01/20/2023	INV	PD	COTTER PINS FOR PLOW E
CHECK DATE: 01/10/2023										
69227266		12/20/2022	011023	345354	85.54	85.54	01/20/2023	INV	PD	COTTER PINS FOR PLOW E
CHECK DATE: 01/10/2023										
69272306		12/20/2022	011023	345354	84.68	84.68	01/20/2023	INV	PD	WASHERS FOR WING ON PL
CHECK DATE: 01/10/2023										
					302.29					
101354 MTI DISTRIBUTING INC #700767										
1334629-00		12/14/2022	122822	345237	57,308.88	57,308.88	01/14/2023	INV	PD	Fairway Mower ReelMast
CHECK DATE: 12/28/2022										
106657 MUNICIPAL ASSET MANAGEMENT INC										
01132022M13		12/09/2022	010323	345278	4,983.31	4,983.31	01/13/2023	INV	PD	CCC FITNESS EQUIP LEAS
CHECK DATE: 01/03/2023										
101759 MY ALARM CENTER LLC										
17361359		01/01/2023	011023	345355	107.85	107.85	02/01/2023	INV	PD	CITY HALL MONITORING 1
CHECK DATE: 01/10/2023										
110054 NAGEL COMPANIES LLC										
202468		12/15/2022	122822	345238	11,065.00	11,065.00	01/14/2023	INV	PD	WO# 12765 HWY 41/61 DW
CHECK DATE: 12/28/2022										

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101365 STAR GROUP LLC										
4472/DEC2022 CHECK DATE: 01/10/2023		12/31/2022	011023	345356	4,583.23	4,583.23	01/10/2023	INV	PD	DEC PARTS & SUPPLIES
102569 NARTEC INC										
18441 CHECK DATE: 01/10/2023		12/27/2022	011023	345357	445.68	445.68	01/26/2023	INV	PD	Drug testing kits
101253 BUSINESS PLANNING CONCEPTS INC										
38360012022 CHECK DATE: 12/28/2022		11/01/2022	122822	345239	186.00	186.00	12/10/2022	INV	PD	DEC PERA LIFE PREM+INT
108069 GOVERNMENTJOBS.COM INC										
INV-30756 CHECK DATE: 01/03/2023		12/02/2022	010323	345279	8,307.72	8,307.72	01/01/2023	INV	PD	SUBSCRIPTION-APPLICANT
101437 NUSS EQUIPMENT GROUP LLC										
2236230P CHECK DATE: 12/28/2022		12/14/2022	122822	345240	265.21	265.21	01/14/2023	INV	PD	#119 WIPER MOTOR
111033 O'BRIEN, AMY										
2012538.002 CHECK DATE: 12/28/2022		12/14/2022	122822	345241	30.00	30.00	01/14/2023	INV	PD	RFD YOUTH BASKETBALL PAYEE: O'BRIEN, AMY
110570 ODP BUSINESS SOLUTIONS LLC										
278152935001 CHECK DATE: 12/28/2022		12/07/2022	122822	345242	17.99	17.99	01/07/2023	INV	PD	DESKPAD-K SAAVEDRA
279111731001-1 CHECK DATE: 12/28/2022		11/22/2022	122822	345242	12.79	12.79	12/24/2022	INV	PD	Document Holder for Ce
279111731001-2 CHECK DATE: 12/28/2022		11/11/2022	122822	345242	39.19	39.19	12/24/2022	INV	PD	Folgers Coffee for Bre
279142286001 CHECK DATE: 12/28/2022		11/18/2022	122822	345242	62.85	62.85	12/24/2022	INV	PD	Manilla Folders and St
281206038001 CHECK DATE: 12/28/2022		12/14/2022	122822	345243	202.05	202.05	01/13/2023	INV	PD	Copy paper
281206362001		12/14/2022	011023	345359	99.45	99.45	01/13/2023	INV	PD	Pads of paper

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CHECK DATE: 01/10/2023											
283513864001		12/21/2022	011023	345358	93.98	93.98	01/21/2023	INV	PD		COPY PAPER
CHECK DATE: 01/10/2023											
101465 ON SITE SANITATION INC					528.30						
0001469003		12/29/2022	011023	345360	67.57	67.57	01/28/2023	INV	PD		CLOVER RIDGE HOCKEY RI
CHECK DATE: 01/10/2023											
111049 OPPIDAN INCORPORATED											
108792		01/03/2023	011023	345361	150,000.00	150,000.00	02/03/2023	INV	PD		RFD SURETY-CHASKA CREE
CHECK DATE: 01/10/2023											
111040 OSIFESO, MANJI											
10005487		12/29/2022	011023	345362	60.67	60.67	01/29/2023	INV	PD		CREDIT BALANCE REFUND-
CHECK DATE: 01/10/2023											
111039 JDS & WMK INC											
129581		12/30/2022	011023	345363	576.95	576.95	01/30/2023	INV	PD		OVERHEAD DOOR OPENER M
CHECK DATE: 01/10/2023											
101510 PERFORMANCE PLUS LLC											
123233		12/21/2022	122822	345244	815.00	815.00	01/20/2023	INV	PD		FD FLU SHOTS
CHECK DATE: 12/28/2022											
101543 PLUNKETTS PEST CONTROL INC											
7839182		12/06/2022	122822	345245	67.06	67.06	01/06/2023	INV	PD		PEST CONTROL-FD
CHECK DATE: 12/28/2022											
101576 FORNER ENTERPRISES INC											
20226420		12/27/2022	011023	345364	339.00	339.00	01/27/2023	INV	PD		PROPOSED DEVELOPMENT S
CHECK DATE: 01/10/2023											
103055 QUALITY PROPANE INC											
2509110		12/19/2022	122822	345246	88.94	88.94	01/22/2023	INV	PD		Zamboni LP Gas
CHECK DATE: 12/28/2022											

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107855 STAPLES INC										
29378130 CHECK DATE: 01/10/2023		12/05/2022	011023	345365	161.95	161.95	01/04/2023	INV	PD	OFFICE SUPPLIES
29594570-1 CHECK DATE: 12/28/2022		12/14/2022	122822	345247	62.95	62.95	01/13/2023	INV	PD	Voicemail log and ther
29594570-2 CHECK DATE: 12/28/2022		12/14/2022	122822	345247	47.99	47.99	01/13/2023	INV	PD	Folgers Coffee for bre
29651561 CHECK DATE: 01/10/2023		12/16/2022	011023	345365	129.10	129.10	01/15/2023	INV	PD	OFFICE SUPPLIES
29677726 CHECK DATE: 01/10/2023		12/19/2022	011023	345365	101.65	101.65	01/18/2023	INV	PD	OFFICE SUPPLIES
					503.64					
101684 R & R SPECIALTIES OF WISCONSIN INC										
0077642-IN CHECK DATE: 12/28/2022		12/21/2022	122822	345248	42.50	42.50	01/21/2023	INV	PD	Zamboni Blade Sharpeni
104417 RAPIT PRINTING INC										
242920 CHECK DATE: 01/10/2023		12/27/2022	011023	345366	134.57	134.57	01/27/2023	INV	PD	US Curling Camp Graphi
111046 RASTORGUEVA, IULIJA										
10006108 CHECK DATE: 01/10/2023		12/30/2022	011023	345367	1,009.03	1,009.03	01/30/2023	INV	PD	CREDIT BALANCE REFUND- PAYEE: RASTORGUEVA, IULIJA
101620 RECREATION SUPPLY CO INC										
485128 CHECK DATE: 12/28/2022		12/13/2022	122822	345249	38.55	38.55	01/13/2023	INV	PD	Connecting nuts for ch
485538 CHECK DATE: 01/10/2023		12/20/2022	011023	345368	273.62	273.62	01/20/2023	INV	PD	Laterals for the Hot s
					312.17					
101649 RIDGEVIEW MEDICAL CENTER										
8 CHECK DATE: 12/28/2022		12/01/2022	122822	345250	32,048.00	32,048.00	12/31/2022	INV	PD	TAX ABATEMENT PAYMENT
111038 SKR GROUP INC										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
6062		12/08/2022	122822	345251	9,095.09	9,095.09	01/12/2023	INV	PD	Data Conversion - Digi
CHECK DATE: 12/28/2022										
101669 ROBERT HALF TECHNOLOGY										
61268092		12/20/2022	122822	345252	1,287.90	1,287.90	12/31/2022	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 12/28/2022										
61291245		12/26/2022	122822	345252	1,287.90	1,287.90	01/26/2023	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 12/28/2022										
61320491		12/29/2022	011023	345369	4,833.50	4,833.50	01/29/2023	INV	PD	BLD INSP TEMP BUYOUT-K
CHECK DATE: 01/10/2023										
61325750		01/02/2023	011023	345369	1,116.18	1,116.18	02/02/2023	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 01/10/2023										
101698 SAFEASSURE CONSULTANTS INC										
3273		01/02/2023	011023	345370	13,890.88	13,890.88	01/31/2023	INV	PD	2023 SAFETY TRAINING
CHECK DATE: 01/10/2023										
111050 SALT SOURCE LLC										
24794		12/29/2022	011023	345371	4,377.75	4,377.75	01/28/2023	INV	PD	ROAD SALT
CHECK DATE: 01/10/2023										
101738 SCHILLING SUPPLY COMPANY										
899827-00		12/19/2022	122822	345253	2,443.90	2,443.90	01/19/2023	INV	PD	Cleaning Supplies
CHECK DATE: 12/28/2022										
101744 SCOTT COUNTY TREASURER										
IN29104		12/28/2022	011023	345372	125.00	125.00	01/24/2023	INV	PD	Department Range Train
CHECK DATE: 01/10/2023										
111043 SEELEN, JOSH										
10006913		12/29/2022	011023	345373	69.11	69.11	01/29/2023	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 01/10/2023										
101766 SESAC										
10615347		01/01/2023	010323	345280	553.00	553.00	01/01/2023	INV	PD	2023 MUSIC LICENSE-ACC
CHECK DATE: 01/03/2023										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110939 DEVTHIRTY3 LLC										
1437 CHECK DATE: 12/28/2022		12/23/2022	122822	345254	4,591.25	4,591.25	01/23/2023	INV	PD	BLDG INSP DOC SCANNING
103601 GREG SLETTEN										
012-0722 CHECK DATE: 12/28/2022		12/07/2022	122822	345255	150.00	150.00	01/12/2023	INV	PD	entertainment for Lodg
111034 AARON HAGEBAK LLC										
1907 CHECK DATE: 12/28/2022		12/15/2022	122822	345256	330.00	330.00	01/14/2023	INV	PD	Adaptive Lego Instruct
101914 SOUTHWEST METRO CHAMBER OF COMMERCE										
324623 CHECK DATE: 01/03/2023		12/10/2022	010323	345281	1,618.00	1,618.00	01/10/2023	INV	PD	2023 Member Investment
101861 STATE SUPPLY COMPANY										
639272 CHECK DATE: 12/28/2022		12/14/2022	122822	345257	3,451.49	3,451.49	01/13/2023	INV	PD	Pump & Motor for boile
110200 STERICYCLE INC										
8002950066 CHECK DATE: 12/28/2022		12/18/2022	122822	345258	122.91	122.91	01/17/2023	INV	PD	shredding
110961 STONEBROOKE EQUIPMENT INC										
69371 CHECK DATE: 12/28/2022		12/15/2022	122822	345259	832.34	832.34	01/15/2023	INV	PD	#402 & #403 WINDOW INS
101888 STREICHERS										
CM294671 CHECK DATE: 01/10/2023		12/20/2022	011023	345374	-219.99	-219.99	01/31/2023	CRM	PD	FRISBIE-RETURN BOOTS
I1605051 CHECK DATE: 01/10/2023		12/12/2022	011023	345374	236.98	236.98	01/12/2023	INV	PD	Frisbie-Boots/socks-In
101892 STUART C IRBY CO					16.99					

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VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
S013046295.001 CHECK DATE: 12/28/2022	220229	12/22/2022	122822	345260	21,730.00	21,730.00	01/21/2023	INV	PD	SW CAB S&C PME-9 600A
S013046309.001 CHECK DATE: 12/28/2022	220228	12/22/2022	122822	345260	21,730.00	21,730.00	01/21/2023	INV	PD	SW CAB S&C PME-9 600A
S013046332.001 CHECK DATE: 12/28/2022	220227	12/22/2022	122822	345260	21,730.00	21,730.00	01/21/2023	INV	PD	SW CAB S&C PME-9 600A
S013046338.001 CHECK DATE: 12/28/2022	220226	12/22/2022	122822	345260	21,730.00	21,730.00	01/21/2023	INV	PD	SW CAB S&C PME-9 600A
S013046364.001 CHECK DATE: 12/28/2022	220225	12/22/2022	122822	345260	21,730.00	21,730.00	01/21/2023	INV	PD	SW CAB S&C PME 9 600A
S013046387.003 CHECK DATE: 12/28/2022	220224	12/22/2022	122822	345260	21,730.00	21,730.00	01/22/2023	INV	PD	SW CAB S&C PME-9 600A
					130,380.00					
101723 SCHINDLER ELEVATOR CORPORATION										
8106146429 CHECK DATE: 01/10/2023		01/01/2023	011023	345375	478.71	478.71	02/01/2023	INV	PD	1ST QTR FD ELEVATOR MA
102247 SUMMIT FIRE PROTECTION CO										
130063695 CHECK DATE: 01/10/2023		11/30/2022	011023	345376	173.00	173.00	01/03/2023	INV	PD	ANNUAL EXTINGUISHER TE
130063976 CHECK DATE: 01/10/2023		11/30/2022	011023	345376	11.00	11.00	01/03/2023	INV	PD	TC EXTINGUISHER ANNUAL
					184.00					
103677 SUN LIFE ASSURANCE COMPANY OF CANADA										
237741/JAN23 CHECK DATE: 01/03/2023		01/01/2023	010323	345282	5,087.31	5,087.31	01/01/2023	INV	PD	JAN EMP LIFE INS PREM
111042 SWEENEY, RYAN										
10003801 CHECK DATE: 01/10/2023		12/29/2022	011023	345377	662.72	662.72	01/29/2023	INV	PD	CREDIT BALANCE REFUND-
109535 TACTICAL AND TECHNICAL ASSESSMENT SERVICES LLC										
1208 CHECK DATE: 12/28/2022		12/20/2022	122822	345261	1,800.00	1,800.00	01/19/2023	INV	PD	Department Simulator T
105997 TARGETSOLUTIONS LEARNING LLC										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INV63962 CHECK DATE: 01/10/2023		12/14/2022	011023	345378	1,230.91	1,230.91	01/30/2023	INV	PD	2023 FIRE TRUCK/STATIO
109940 THE HUNTINGTON NATIONAL BANK										
8068391 CHECK DATE: 12/20/2022		12/12/2022	122022-2	345178	284.93	284.93	01/03/2023	INV	PD	FD EQUIP LEASE PMT 43
100964 THE JONATHAN ASSOCIATION										
00130993-2023 CHECK DATE: 01/10/2023		01/01/2023	011023	345379	319.00	319.00	01/31/2023	INV	PD	2023 ASSOCIATION DUES
101954 THEIS CONSTRUCTION COMPANY INC										
318-22 CHECK DATE: 12/28/2022		12/16/2022	122822	345262	1,880.00	1,880.00	01/16/2023	INV	PD	HUNDERTMARK TOWER DOOR
101964 PMT EMBROIDERY LLC										
19375 CHECK DATE: 12/28/2022		11/22/2022	122822	345263	168.00	168.00	01/08/2023	INV	PD	BLANKETS FOR NEW MEMBE
104908 TIMESAVER OFF SITE SECRETARIAL INC										
M27827 CHECK DATE: 12/28/2022		12/14/2022	122822	345264	600.00	600.00	12/16/2022	INV	PD	HRC 11/17, Council 12/
101973 CARVER COUNTY TITLE MANAGEMENT INC										
TALLE DONATION CHECK DATE: 12/20/2022		12/13/2022	122022-3	345180	3,090.00	3,090.00	12/20/2022	INV	PD	TITLE INSURANCE FOR CL
101966 TK ELEVATOR CORPORATION										
1000460801 CHECK DATE: 12/28/2022		09/15/2022	122822	345265	45,631.31	45,631.31	12/21/2022	INV	PD	New elevator-CCC
109723 TOPCON SOLUTIONS INC										
INV223867 CHECK DATE: 12/28/2022		12/20/2022	122822	345266	376.24	376.24	01/19/2023	INV	PD	BLUEBEAM LICENSE/SUPPO
101983 TOTAL CONTROL SYSTEMS INC										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
10492		12/12/2022	011023	345380	15,822.00	15,822.00	01/12/2023	INV	PD	ZONE 1 PRESSURE MONITO
CHECK DATE: 01/10/2023										
102010 TRI-COUNTY LAW ENFORCEMENT ASSOCIATION INC										
108093		12/01/2022	010323	345283	75.00	75.00	01/01/2023	INV	PD	2023 Annual Dues
CHECK DATE: 01/03/2023										
110053 TX CHILD SUPPORT SDU										
PR1216220012725283		12/16/2022	122022-2	345179	147.69	147.69	12/16/2022	INV	PD	121622 Payroll - Child
CHECK DATE: 12/20/2022										
PR1230220012725283		12/30/2022	010523	345288	147.69	147.69	12/30/2022	INV	PD	123022 Payroll - Child
CHECK DATE: 01/05/2023										
					295.38					
102129 UNITED FARMERS COOPERATIVE										
882553		12/12/2022	011023	345381	355.25	355.25	01/25/2023	INV	PD	BAGS OF SALT FOR CITY
CHECK DATE: 01/10/2023										
102043 UNITED LABORATORIES INC										
INV367350		12/22/2022	011023	345382	215.84	215.84	01/22/2023	INV	PD	Spot Cleaner-CCC
CHECK DATE: 01/10/2023										
111031 UNIVERSAL SRVCS TELECOMMUNICATION TECHNICIANS INC										
SI027959		12/14/2022	122822	345267	8,398.00	8,398.00	01/14/2023	INV	PD	WO# 12765 41/61 BORING
CHECK DATE: 12/28/2022										
102051 UPS										
000027V7Y7502		12/10/2022	122222	345184	6.25	6.25	12/21/2022	INV	PD	LATE FEE FOR INVOICE 0
CHECK DATE: 12/22/2022										
107745 US BANK NATIONAL ASSOCIATION										
490118122		12/22/2022	010323	345284	439.53	439.53	01/15/2023	INV	PD	CCC COLOR COPIER LEASE
CHECK DATE: 01/03/2023										
108071 US BANK NATIONAL ASSOCIATION										
4		12/01/2022	122822	345268	34,860.00	34,860.00	12/31/2022	INV	PD	TAX ABATEMENT PMT #4-1
CHECK DATE: 12/28/2022										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
104522 US FOODS INC										
5927915		12/28/2022	011023	345383	176.34	176.34	01/27/2023	INV	PD	NOV OAK 19 DISH MACHIN
CHECK DATE: 01/10/2023										
107687 UNIVERSAL PROTECTION SERVICE LP										
13622875		12/08/2022	011023	345384	229.23	229.23	01/08/2023	INV	PD	Event Ctr Security 12/
CHECK DATE: 01/10/2023										
13649779		12/15/2022	011023	345384	331.11	331.11	01/15/2023	INV	PD	Event Ctr Security 12/
CHECK DATE: 01/10/2023										
107815 UTILITY LOGIC LLC					560.34					
13758		12/28/2022	011023	345385	309.88	309.88	01/27/2023	INV	PD	UNIT #93 PROBE
CHECK DATE: 01/10/2023										
104248 VALLEY RICH CO INC										
31557		11/02/2022	011023	345386	3,698.89	3,698.89	01/30/2023	INV	PD	WMB 3100 N CHESTNUT ST
CHECK DATE: 01/10/2023										
110799 VERIZON CONNECT FLEET USA LLC										
336000039000		01/03/2023	010523	345289	279.20	279.20	02/02/2023	INV	PD	Data Processing - GPS
CHECK DATE: 01/05/2023										
102102 VERIZON WIRELESS										
9923652915		12/23/2022	010523	345290	572.04	572.04	01/15/2023	INV	PD	DEC CRADLEPOINTS
CHECK DATE: 01/05/2023										
102104 VESSCO INC										
089539		12/18/2022	011023	345387	359.95	359.95	01/18/2023	INV	PD	POT PERM CHEMICAL PUMP
CHECK DATE: 01/10/2023										
111041 VIVANT, SHAWNA										
10010270		12/29/2022	011023	345388	75.08	75.08	01/29/2023	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 01/10/2023										
102133 WAGNER PRESS & GRAPHICS										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
36023		12/28/2022	011023	345389	33.00	33.00	01/17/2023	INV	PD	Business Cards-Pesheck
CHECK DATE: 01/10/2023										
102166 WESCO DISTRIBUTION INC										
159658		12/13/2022	122822	345269	283.76	283.76	01/13/2023	INV	PD	DIES FOR BATTERY WIRE
CHECK DATE: 12/28/2022										
160124		12/14/2022	122822	345269	67.47	67.47	01/14/2023	INV	PD	GROUND ROD DRIVER
CHECK DATE: 12/28/2022										
161260		12/16/2022	011023	345390	670.16	670.16	01/16/2023	INV	PD	WIRE STRIPPING KIT
CHECK DATE: 01/10/2023										
				1,021.39						
103840 WINNERS AWARD GROUP										
56246		12/15/2022	122822	345270	639.91	639.91	01/15/2023	INV	PD	MATCH PLAY PLAQUES
CHECK DATE: 12/28/2022										
102231 ZIEGLER INC										
SI000270145		12/16/2022	011023	345391	54,130.59	54,130.59	01/16/2023	INV	PD	#141 REPAIR TO LOADER
CHECK DATE: 01/10/2023										
				54,130.59						
283 INVOICES					1,798,790.30					

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VENDOR INVOICE LIST

Electronic Payments

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
105243	ALERUS FINANCIAL									
C133612		12/05/2022	WIRE_001	3523	119.10	119.10	12/20/2022	DIR	PD	NOV PARTICIPANT FEES
CHECK DATE:	12/20/2022									
100385	CHASKA FIRE DEPT RELIEF ASSN									
2022/11-CFDRA		12/16/2022	121622-1	3511	13,237.50	13,237.50	12/16/2022	DIR	PD	NOV-22 FIRE RELIEF ASS
CHECK DATE:	12/16/2022									
107490	GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
108166		12/16/2022	WIRE_001	3521	7,577.30	7,577.30	12/20/2022	DIR	PD	121622 Payroll - HCSP
CHECK DATE:	12/20/2022									
108680		12/30/2022	WIRE_001	3539	6,665.98	6,665.98	01/03/2023	DIR	PD	123022 Payroll - HCSP
CHECK DATE:	01/03/2023									
					14,243.28					
107744	GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
108167		12/16/2022	121922-2	3520	850.00	850.00	12/19/2022	DIR	PD	121622 Payroll - MNDP
CHECK DATE:	12/19/2022									
108681		12/30/2022	WIRE_001	3540	850.00	850.00	01/03/2023	DIR	PD	123022 Payroll - MNDP
CHECK DATE:	01/03/2023									
					1,700.00					
110382	ENTERPRISE FM TRUST									
FBN4615937		12/03/2022	WIRE_001	3524	7,643.96	7,643.96	12/20/2022	DIR	PD	DEC FLEET LEASES
CHECK DATE:	12/20/2022									
101756	MII LIFE INCORPORATED									
16323765		12/08/2022	122122	3526	162.00	162.00	12/21/2022	DIR	PD	DEC FSA PARTICIPANT FE
CHECK DATE:	12/21/2022									
40456768		12/20/2022	122122	3525	118.79	118.79	12/21/2022	DIR	PD	12/21/22 FSA REIMB-HEA
CHECK DATE:	12/21/2022									
40465858		12/27/2022	WIRE_001	3532	1,536.49	1,536.49	12/28/2022	DIR	PD	12/28/22 FSA REIMB-HEA
CHECK DATE:	12/28/2022									
40466774		01/03/2022	010423	3542	45.64	45.64	01/04/2023	DIR	PD	2022-1/4/23 FSA REIMB-
CHECK DATE:	01/04/2023									

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					1,862.92					
100927 INTERNAL REVENUE SERVICE										
108160		12/16/2022	121622-2	3515	142,952.09	142,952.09	12/16/2022	DIR	PD	121622 Payroll - SS, M
CHECK DATE: 12/16/2022										
108353		12/23/2022	122322	3530	2,180.12	2,180.12	12/23/2022	DIR	PD	12/23/2022 MISC Payroll
CHECK DATE: 12/23/2022										
108675		12/30/2022	123022	3533	174,779.52	174,779.52	12/30/2022	DIR	PD	123022 Payroll - SS, M
CHECK DATE: 12/30/2022										
					319,911.73					
101346 MINNESOTA COMMISSIONER OF REVENUE										
2022/1130-CC		11/30/2022	121622-1	3514	9,205.76	9,205.76	12/16/2022	DIR	PD	NOV-22 CARVER CTY TRAN
CHECK DATE: 12/16/2022										
2022/1130-SLS/UB		11/30/2022	121622-1	3512	127,368.83	127,368.83	12/16/2022	DIR	PD	NOV-22 GEN/UB SALES TA
CHECK DATE: 12/16/2022										
2022/1130-USE		11/30/2022	121622-1	3513	1,518.77	1,518.77	12/16/2022	DIR	PD	NOV-22 USE TAX
CHECK DATE: 12/16/2022										
					138,093.36					
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES										
108161		12/16/2022	WIRE_001	3509	28,259.73	28,259.73	12/16/2022	DIR	PD	121622 Payroll - MN St
CHECK DATE: 12/14/2022										
108676		12/30/2022	WIRE_001	3538	37,765.89	37,765.89	01/03/2023	DIR	PD	123022 Payroll - MN St
CHECK DATE: 01/03/2023										
					66,025.62					
101249 MINNESOTA MUNICIPAL POWER AGENCY										
3779		12/02/2022	WIRE_001	3522	2,630,655.10	2,630,655.10	12/20/2022	DIR	PD	NOV ELEC SVC W/ EV CRE
CHECK DATE: 12/20/2022										
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										
108162		12/16/2022	121622-2	3516	15,302.43	15,302.43	12/16/2022	DIR	PD	121622 Payroll - 457 C
CHECK DATE: 12/16/2022										
108677		12/30/2022	123022	3536	15,701.93	15,701.93	12/30/2022	DIR	PD	123022 Payroll - 457 C
CHECK DATE: 12/30/2022										
					31,004.36					
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108165 CHECK DATE: 12/16/2022		12/16/2022	121622-2	3518	4,030.08	4,030.08	12/16/2022	DIR	PD	121622 Payroll - Roth
108679 CHECK DATE: 12/30/2022		12/30/2022	123022	3535	4,029.86	4,029.86	12/30/2022	DIR	PD	123022 Payroll - Roth
107499 OLD NATIONAL BANK					8,059.94					
20006672430 Add'l Int CHECK DATE: 12/30/2022		12/30/2022	WIRE_001	3541	.50	.50	12/30/2022	DIR	PD	LOC Add'l Interest Sep
20006672430 Sep-Dec CHECK DATE: 12/30/2022		12/30/2022	123022	3537	28,137.34	28,137.34	12/30/2022	DIR	PD	LOC Interest Sep-Dec 2
104668 OPTUM BANK INC					28,137.84					
108164 CHECK DATE: 12/14/2022		12/16/2022	WIRE_001	3510	15,798.73	15,798.73	12/16/2022	DIR	PD	121622 Payroll - HSA C
101498 PCARD										
2022/1212-PC CHECK DATE: 12/19/2022		12/12/2022	121922	3519	64,047.46	64,047.46	12/19/2022	DIR	PD	DEC 2022 PCARD PURCHAS
101525 PITNEY BOWES POSTAGE										
2022/1220-PB CHECK DATE: 12/21/2022		12/20/2022	122122	3527	1,200.00	1,200.00	12/21/2022	DIR	PD	12/20/22 REPLENISH POS
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION										
108163 CHECK DATE: 12/16/2022		12/16/2022	121622-2	3517	109,437.65	109,437.65	12/16/2022	DIR	PD	121622 Payroll - PERA
108678 CHECK DATE: 12/30/2022		12/30/2022	123022	3534	145,909.78	145,909.78	12/30/2022	DIR	PD	123022 Payroll - PERA
110942 RCS-RCA OAK RIDGE LLC					255,347.43					
1 CHECK DATE: 12/22/2022		12/22/2022	WIRE_001	3529	765,629.62	765,629.62	12/22/2022	DIR	PD	Draw#1-Costco construc
101973 CARVER COUNTY TITLE MANAGEMENT INC										

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
PARCEL 18/20 HWY 41 CHECK DATE: 12/23/2022		12/20/2022	122322	3531	426,266.65	426,266.65	12/23/2022	DIR	PD	HANSONMN LLC PROPERTY
PARCEL 9 HWY 41 CHECK DATE: 12/21/2022		12/14/2022	122122	3528	43,264.77	43,264.77	12/21/2022	DIR	PD	M ELIZABETH PROPERTY P
					469,531.42					
110788 WEX HEALTH INC 2023/0101 CHECK DATE: 01/04/2023		01/01/2023	WIRE_001	3544	27,872.00	27,872.00	01/04/2023	DIR	PD	1/1/23 VEBA CITY CONTR
					27,872.00					
35 INVOICES					4,860,121.37					

** END OF REPORT - Generated by Michelle Robbin **

Biweekly Report

January 9, 2023

By:

Matt Podhradsky

COUNCIL MEETING/WORK SESSION SCHEDULE

Below is a list of the upcoming Council Meetings and Work Sessions to plan for over the next several weeks:

January 9th: Prior to the Council Meeting on Monday, we will be starting interviews with candidates for the open/renewing City Commission positions including Planning, HPC, Human Rights and Park Board. Denise will be getting out to you to schedule for these interviews but know that the first interview is scheduled for 5:20 with the interviews falling every 10 minutes after that until 6:30, which will be our last interview for the evening. In addition to this, at our regular Council meeting we will be doing all the normal beginning of the year items, including choosing our Mayor Pro Tem for 2023, as well as swearing in our Mayor/Council Members who were just elected. We are trying to get Luke Melchert to the meeting to do the swearing in as he has sworn in every elected official in Chaska since 1968. In addition to this, we will be having a Closed Session during the Council meeting that will provide our attorney from the League of Minnesota Cities to give the Council an update on pending litigation that is occurring on the Schalow property just south of the levy and the Riverwoods neighborhood. This is in regard to the item brought up during Visitor Presentation at the last Council meeting in December.

January 23rd: We will be having interviews for Commission openings prior to this meeting. There will be a regular meeting to follow with all Planning items from the Planning Commission.

January 30th: This is a 5th Monday of the month. We will have a Work Session prior to the Council meeting that night to continue our discussion for the potential of Naming Rights for facilities such as the Curling and Event Center. We will have a regular Council meeting on this night, with the main purpose of the meeting to choose an architect for the Public Safety facility, which is the first phase of the Building Improvement Program that was approved as part of the 2023 budget. In addition to this we will have a Work Session following the meeting to go over our findings in looking at the potential for Cat Impound services in Chaska, which was brought up by some residents to consider at our first meeting in December.

If you have any questions, or are unable to attend any of these meetings, please let me know.

UPDATE ON RFP PROCESS FOR PUBLIC SAFETY ARCHITECT

As a reminder, Staff is currently in the process of reviewing proposals we received for an Architectural Team to work on design of our future Public Safety facility. Proposals were due to the City on December 20th, and we were fortunate to receive 10 very strong proposals.

Currently, we have a team of Staff members from Administration, Building, Police and Fire Departments preparing to interview 4-5 firms the week of January 9th as a first round of interviews, with the intent of narrowing that down to 2-3 firms for a second round of interviews the week of January 16th and 23rd. As part of the second round of interviews we do plan on visiting buildings finalists in our process designed and built as well as interviewing key staff people from those cities to see how the process went for them. We would plan on having that process completed that week of the 23rd with us bringing back our recommendation for an architectural group to the Council meeting on January 30th. It is our hope that we can get that architectural team up and running at the beginning of February, as we do expect it will take about 12 months to go through the design, planning and bidding process.

If you have any questions on this, please let me know.

COUNCIL/DEPARTMENT HEAD STRATEGIC PLANNING RETREAT

As you are aware, I am currently going through the process of setting up our annual Council/Department Head Strategic Planning retreat for 2023. We will plan on having a full 2-day retreat like we have had in the past, with this retreat being held at the Fire Department's training room. We are planning on using HUE Life (Richard and Irina Fursman) to help facilitate this process as in the past.

Based on the feedback that I received from everyone, it is looking like March 14 and 15th will be the dates that will work best for the most people for this retreat-especially on the City Council side. February dates conflicted with several people. If anything has changed for you that does not allow these dates in March to work, please let me know as soon as possible.

Shortly, Staff will be working with the Fursmans to come up with an Agenda for the day and will let you know if there is any "Pre-retreat" work that needs to be completed prior to the actual dates of the retreat.

As we have discussed in the past, I believe the Council/Department Head retreats have been key to successes we have seen in the past, as they allow us to all get together and come to a mutual understanding of Vision and Priority Goals for the City, as well as what it will take to accomplish these goals. It helps to get everyone on the same page and work in a common direction.

If you have any questions on this, just let me know. I look forward to our time together!

CITY SQUARE WEST BONDING REQUEST

As Council is aware, during the last Legislative session, the City of Chaska did submit a request to the Legislature to include support for the proposed City Square West project in the Bonding Bill. As part of that process, we had both then Representative Boe and Senator Coleman author bills in the House and Senate including a request for \$14.5 million to support some of the public

infrastructure costs in the project. By the end of the session, this request was lowered to \$9.5 million at the request of both bill authors and appeared that it was going to be included in the final bonding bill considered during last year's session. While it appeared it was going to be included, in the end the Legislature did not pass any Bonding bill last year, and therefore our project did not receive any funding.

As we move into this Legislative Session we are once again seeking the support of this project through the Legislative Bonding process. To date, the Mayor, Elise and I have had an opportunity to meet with both Senator Coleman and our new Representative Lucy Rehm to seek their support of the project again, and we are now putting in our request for the Bonding bill expected during this legislative session. One of the things that all projects resubmitting for this year were asked to do is to update our numbers to reflect the increase in costs from both inflationary increases, but also the increases in property values we have seen in acquiring properties. Updating these numbers has increased our initial ask from \$14.5 million up to \$22.5 million because of these increases in costs. In addition to this, we are also including one additional ask in this Bonding Bill request which is the rehabilitation/redesign of City Hall Plaza which will serve as the Paseo connection between the City Square West Project and the new regional bike trail that will go in as part of the Highway 41 reconstruction project this year. This will bring our total request for the 2023 Bonding bill to just over \$25 million. We did officially submit these numbers into Senator Coleman's Office this past week who has agreed to be the Chief Author on this bill. We expect it to get drafted through the Legislative Revisor's Office soon.

As we go through this session, we expect that there will be more hearing on Bonding Bill requests than there was last year and that there may be the possibility of a tour again out to the site. As those things come up I will let you know. Otherwise, if you have any questions on this, please let me know.

UPCOMING EVENTS

- Martin Luther King Jr Breakfast: 8-9 am at the Chaska Event Center on Monday January 16th. This will include the Keynote Speaker Timothy Berry, awarding of the annual Human Rights Commission Award, reading of famous speech excerpts from the High School Speech team and live music
- 1st Annual Chaska Clay Cup Youth Pond Hockey Event: This will be held on Saturday January 28th from 9 am-4 pm at Fireman's Park. This is a joint event being put on by the City of Chaska and the Chaska Rotary which will include youth pond hockey games on Clayhole Lake, outdoor games, food, beverage, fire pits, s'mores, hot chocolate, etc... in the park and indoor events including movies and corn hole games in the Event Center. The purpose of this event is to be an annual event to raise money for large community projects with the Rotary currently focusing on supporting the development of the Miracle League Field and Universal Playground.
- Firemen's Ice Fishing Contest (65th Annual): This will be held on Saturday February 4th from 1-3 pm in Fireman's Park and the Chaska Event Center

Activities

- Junior wins Target's TWIST Epic Award which honors up and coming women in science and technology
- AVID 10 Students volunteered at Feed My Starving Children
- Student Council did a toy drive for Toys for Tots
- Key Club did a hat and mitten drive

Athletics

- Senior football player played in the Minnesota Football Coaches Association All-Star Game at US Bank Stadium
- Senior breaks all-time assist leader records in girls' basketball
- 10 Student Athletes sign National Letter of Intent to continue their athletic careers in college
- Volleyball team earns Silver Academic Award with a cumulative team GPA of 3.50-3.74. The finished the season as the Metro West and Section 2AAAAA Champions and competed in the State tournament.
- Chaska Girls Diver competed at State and took 7th overall