AGENDA
CHASKA CITY COUNCIL
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Monday, March 4, 2024
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
   - 5.A. Chaska Communities of Belonging
6. Approve Previous Meeting Minutes
   - 6.A. City Council Meeting Minutes 2-26-2024
7. Consent Items
   - 7.A. Calling for Public Hearing to Consider a Grant Application to the Minnesota Investment Fund (MIF) Program
   - 7.B. Adopt Resolution 2024-19 Approve Construction Documents and Authorize Solicitation for Public Bids for the 2024 Downtown Street and Utility Reconstruction Project
   - 7.C. Adopt Resolution 2024-20 Approve Construction Documents and Authorize Solicitation for Public Bids for the NE Collector Savanna Way Phase II Project
   - 7.D. Adopt Resolution 2024-21 Relating to No Parking on Savanna Way between Farm Hill Boulevard and Creek Road
   - 7.E. Temporary Liquor Licenses for the SouthWest Metro Chamber of Commerce - Taste of Chaska
   - 7.F. Adopt Resolution No. 2024-22 Identifying the Need for Carver County Community Development Agency Community Growth Partnership Initiative and Authorizing Application for Grant Funds

8. Action Items

8.A. Recommendation to Council for Approval of the 2040 Pedestrian & Bicycle Master Plan

8.A.i. Master Plan

8.A.ii. Survey

8.A.iii. Maps with Comments

8.B. Awarding of Contracts for the Chaska Public Safety Facility

9. Bills

9.A. ACCOUNTS PAYABLE CLAIMS ROSTER 3-4-2024

10. Other Business

10.A. City Administrator's Report

10.A.i. Biweekly 3-4-2024

11. Adjourn

Chaska Communities of Belonging Initiative, "Our Chaska"

Introduction

In 1988, the forward-thinking Chaska City Council adopted a set of Community Values, aimed at making Chaska a more welcoming city to all residents, regardless of how they identified relative to skin color, country of birth, household language, and a host of other identities. Those values remain a part of the City's current Community Values.

In the decades since then, Chaska has changed dramatically, as has America. Both are now far more diverse, and many have a better understanding of the lived experiences of those with markedly different backgrounds, particularly relative to individuals from historically marginalized communities.

According to 2020 U.S Census data, nearly 23 percent of Chaska's population identifies other than as white alone in skin color. Nearly 7 percent of the City's population was born outside the United States, with 10 percent of households speaking another language than English as their primary language.

Additionally, according to national statistics, approximately 7 percent of the City's adults, and more than 20 percent of its youth under age 18, identify as lesbian, gay, bisexual or transgender. Moreover, the local school district, Eastern Carver County Schools, has a student population with more than a quarter of the students identifying as other than white in skin color.

The City's business community reflects these changes. Presently, there are yy businesses owned or operated by persons who identify as Latino/Hispanic. Another yy businesses are owned of operated by persons who identify as ….. The City has also xxxxx

Additionally, the City's largest employer, the Eastern Carver County School District, is actively seeking to make its workforce more diverse. This can only succeed if the communities which it serves are also welcoming and inclusive.

All these factors reinforce the need to emphasize how Chaska, as a community of people from many different backgrounds, is welcoming to all. Toward that end, in early 2024, a committee of community-oriented individuals began the work of creating a new initiative, "Our Chaska: Where You Belong and Thrive." This initiative is aimed at re-invigorating the work begun in 1988, with the goal of helping every Chaskan to feel seen, valued and heard.

Details of the proposed initiative follow. It is hoped that political, business, and community leaders will embrace the initiative as a way of leading Chaska forward through the second half of the decade.

"Our Chaska" Volunteer Committee

Our Chaska: Where You Belong and Thrive

Vision

The vision of "Out Chaska" is to create an inspired, authentic sense of community where every person, regardless of background or identity, is included, valued, seen, heard, and engaged to thrive.

Mission

The mission of "Our Chaska" is to expand existing policies and practices to make Chaska a welcoming and inclusive community for all. This includes engaging with community and business leaders, nonprofit organizations, local schools, and the community at large. We seek to empower all community members to live authentically and in ways that empower them to thrive. In doing so, Chaska—*our Chaska*—itself will thrive.

Values

We acknowledge that the City of Chaska, along with other Carver County Communities, has adopted the following foundational Values:

- **CITIZENSHIP:** A quality in individuals whereby each adheres to and has an understanding and appreciation of the rights, responsibilities and privileges afforded our society under the Constitution of the United States of America; and where every individual has a willingness and ability to participate in the democratic process in a lawful manner in a society where actions of the individual, group, or government are free from bias, favoritism, or prejudice.
- **ENVIRONMENTALISM:** A quality of care and concern for our surroundings and being willing to help improve and preserve the environment
- **GENEROSITY:** A quality in an individual whereby each is willing to share unselfishly in words as well as action and is willing to serve others without pay; indiscriminate altruism, gratitude, and appreciation.
- **HUMAN WORTH AND DIGNITY:** One's assessment of the extent to which one is lovable and capable; the personal sense of being valued.
- **INTERGRITY:** The quality of strict personal honesty, truthfulness, and sincerity in the conduct of human interactions.
- **LEARNING:** A quality in individuals whereby each strives to learn more and increase personal levels of fulfillment and competence throughout life; a condition in which one uses problem solving and reasoned argument to identify, frame, and propose new and improved solutions to existing and emerging problems to the betterment of self and society.
- **RESPECT FOR OTHERS:** A quality whereby each and every individual has an unselfish regard and devotion, free from pride or prejudice, to the welfare of others, as well as one's self, by respecting others; by displaying courtesy and compassion; by appreciating and accepting individual differences and cultural

diversities; and by showing regard for and knowing the unique qualities of each person as a valued individual.

- **RESPONSIBILITY:** A quality in individuals whereby each knows, understands, and accepts the impact and consequences of personal actions and decisions and whereby each tries to fulfill the obligations of self-sufficiency and active commitment to the common good of society.

Because "To Belong" is far more than simply tolerating another who is "other" or different, added to the foregoing are these additional human-centered Values:

- **COLLABORATIVE and TRANSPARENT**: Our work will enlist the help of many to form various collaborations and partnerships aimed at increasing a community-wide sense of belonging. Further, we will be transparent as to our methodologies, goals, successes, and challenges.
- **INCLUSIVITY:** Ensuring that each person feels that they matter to others and to the community at large.
- **SAFETY:** Recognizing that each person is entitled to feel safe and not at risk because of the community or identity they represent.
- **THRIVING:** Our goal is to ensure that every Chaskan can create and lead satisfying lives, such that they don't merely get by, but instead *thrive*.
- **TRUST:** Trust that our leaders and all others will treat every Chaskan as a human being working to provide for themselves, their families, and others for whom they care.

Mechanics/Strategies

The "Our Chaska" initiative will succeed only if our leaders and community members want it to succeed. For success to happen, we propose the following mechanics and strategies:

1. Leadership Acceptance and Messaging: Community leaders—political, business, nonprofit, and school—need to embrace the initiative and message its importance to the community at large.
2. "Our Chaska" Campaign: At the appropriate time, the initiative will be "launched" with adequate marketing/publicity to ensure that the community at large is aware of the initiative and invited to participate.
3. Community-Wide Listening Sessions: For everyone to feel valued and seen. a series of community-wide listening sessions (in the form of "talking circles") will take place over a period of several weeks. Data collected from those sessions will be used to better inform "Our Chaska" inclusion practices and strategies.
4. Community Education: The Initiative will undertake a series of community education events to help community members understand the values of being inclusive, and to teach welcoming skills.
5. Funding: TBD

Let's make sure everyone in Chaska feels like they belong.

A **Community of Belonging** is a place where:

- Everyone feels welcomed, safe and significant, regardless of their differences.
- All people are respected, even if they disagree.
- People know each other, care about each other, and take care of each other.
- Everyone works together to create a healthy, thriving, vibrant community, and as a result, everyone benefits.

What does it take to create a community of belonging?

Help us ask & answer this question by joining our initiative.

Our goal is to ensure that anyone who lives in, works in or visits Chaska feels welcomed and that they belong here.

Communities of Belonging

A Collective Journey
Toward a Better Tomorrow

Join us!

To learn what you can do to be part of the Chaska Communities of Belonging initiative, contact Patrick Stieg at pstieg@co.carver.mn.us or visit our website using this QR code.

Communities of Belonging

A Collective Journey Toward a Better Tomorrow

Why Communities of Belonging?

- **Communities are not about the individual.** They are a collection of individuals who together create what makes each community unique. The stronger and more unified that collection of individuals is, the stronger the community will be.

- Communities of Belonging is based on that concept—that a community should be a place where people are truly connected and know each other, care about each other, and take care of each other – even if everyone does not agree on very many issues. **The result of that interaction is a stronger and better community that benefits *everyone* living in it.**

- **A Community of Belonging welcomes all people, at all times** – no matter their age, gender, faith traditions, income, race, ethnicity, language, occupation, sexual orientation, political ideology, physical ability, or anything else that makes them the unique individual that they are.

- **All people seek a sense of belonging and the resulting sense of security and safety.** Whether someone is a senior who often experiences social isolation, or someone who lives with physical or emotional challenges, or a newly arrived immigrant family, it is in the interest of fellow residents to ensure that everyone in a community has fair opportunities to live and work, and to feel that they belong.

- Creating a sense of belong in a community benefits everyone through stronger social and emotional ties and a feeling of wellbeing by living in that community. Those ties, in turn, make communities safer, economically stronger, more resilient, more able to tackle future challenges and **more unified around doing whatever it takes to benefit the overall community.**

- **Conversely**, a lack of that sense of belonging results in residents not readily willing to spend their time and effort strengthening a community's economy, its safety, or addressing its challenges.

- **In Carver County recently, we saw residents come together to volunteer to help support their fellow residents who were isolated or unemployed as a result of the COVID-19 pandemic**. Businesses, churches, individuals, law enforcement and community organizations worked together to create and provide emergency food boxes. The effort served more than 4,500 households/families and more than 16,000 individuals in 2020.

- This successful pandemic-related effort **showed what is possible in Carver County at the local community level,** if we set aside our differences to work together to create communities of belonging, that have their foundation rooted in the belief that the whole is truly greater than the sum of its parts.

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- MINUTES -
CHASKA CITY COUNCIL
FEBRUARY 26, 2024

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, and Huang.

Absent: Councilmember Hubbard.

Also Present: Matt Podhradsky, City Administrator; Elise Durbin, Assistant Administrator; Nate Kabat, Community Development Director; Liz Hanson, City Planner; Christophe Morschen, City Attorney; Matt Clark, City Engineer; Ashley Cauley, City Planning; and Krista Mark, Communications Coordinator.

4. Adopt the Agenda
Motion by Councilmember Hatfield, second by Councilmember Grau to adopt the agenda as presented.
Motion carried.

5. Visitor Presentation
No one wished to present to the Council.

Mayor Windschitl offered his and the City's condolences to the families of the Paul Elmstrand, Adam Finseth, and Matthew Ruge who were killed in the line of duty in Burnsville. He also offered condolences to the Burnsville Police Department, Fire Department, and the larger Burnsville community. There are a number of connections between Chaska and Burnsville. For example, the Elmstrand family resides in Chaska. He thanked all police and fire personnel for their service and sacrificial nature.

6. Approve Previous Meeting Minutes
6.A. Approve the February 5, 2024 City Council Meeting Minutes
Motion by Councilmember Hatfield, second by Councilmember Huang to approve the minutes of the February 5, 2024 City Council meeting.
Motion carried.

7. Consent Agenda
Motion by Councilmember Grau, second by Councilmember Huang to approve the Consent Agenda Items A through H:

A. Appointment of Human Rights Commission Chair and Vice Chair

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Motion to appoint Sarah Carlson to serve as Chairperson of the Human Rights Commission and appoint Jennifer Welvaert to serve as Vice-Chairperson of the Human Rights Commission for the calendar year 2024.

B. Appointment of Planning Commission Chair and Vice-Chair

Motion to appoint Rob Brass to serve as Chairperson of the Planning Commission and Todd Urbanski as Vice-Chairperson of the Planning Commission for calendar year 2024.

C. Audit Engagement Letter for 2023 Audit

Motion to approve the 2023 Audit Engagement Letter with MMKR dated February 1, 2024, and authorize the Mayor and City Administrator to sign the Audit Engagement Letter.

D. Consider City Administrator Performance Based Salary Adjustment

Motion to approve administrator goals for 2024 and adjust the City Administrator's annual salary with a 4.5% performance increase retroactive to January 1, 2024.

E. Massage Business License - Kristine Loeffelbein

Motion to approve a Massage Therapy Business License No. MTB. 24-05 for Kristine Loeffelbein as Kristine Loeffelbein Massage Therapy, located at 546 Bavaria Lane, Chaska, Minnesota.

F. Adopt Resolution 2024-12 Accepting Mass Grading Improvements to Chaska Club West Industrial Property and Adjacent Property

Motion to adopt Resolution 2024-12 accepting mass grading improvements to Chaska Club West Industrial property and adjacent property.

G. Adopt Resolution 2024-17 Bavaria Road Turn Lanes at Southwest Christian High School Accepting Feasibility Study, Authorize Preparation of Construction Documents and Schedule Public Improvement Hearing

Motion to Adopt Resolution 2024-17, Accept the feasibility study, ordering the improvements, authorizing preparation of construction documents, and scheduling a Public Improvement Hearing for March 18th, 2024, for the Bavaria Road Turn Lane Improvements at Southwest Christian High School Improvement Project.

H. Lease Renewal for the Arts Consortium of Carver County

Motion to Council to Approve 3-year Lease Renewal with the Arts Consortium of Carver County. Motion carried.

8. Action Items

8.A. Adopt Resolution No. 2024 - 18, Approval of the concept plan for Ensconced Woods 2nd Addition, a 14-lot subdivision, at 3675 Big Woods Blvd (PC #2024-01)

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

Councilmember Grau asked what the scope of the neighborhood meeting was. City Planner Cauley explained any property within 500 feet of the development was notified. The area is largely undeveloped. Some portions of Founder's Ridge were included in the notification.

Councilmember Huang asked if homeowners have the purview to remove trees on their own property. City Administrator Podhradsky stated it has happened before, and the City responds by implementing a remediation plan.

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Community Development Director Nate Kabat noted there is a steep slope ordinance to protect certain areas. The title information doesn't include land protections enacted via ordinance. A title may include a preservation easement on top of the area.

Councilmember Huang asked how a homeowner would know about restrictions. City Administrator Podhradsky stated the builder would typically inform the buyer of any restrictions.

Councilmember Grau pointed out it is more of an issue with secondhand and future buyers.

Councilmember Hatfield noted she welcomes the variety in homes, but she did notice the setbacks.

Councilmember Huang stated the varying setbacks can appear disjointed and some neighborhoods with smaller setbacks created a more urban feel. City Administrator Podhradsky explained the varying setbacks tend to reflect the affordability of the homes and the goals of the neighborhood.

Community Development Director Kabat added there are some safety requirements such as fire concerns that impact setbacks.

Paul Reiland, representative of Johnson Reiland Builders and Remodelers, offered to answer any questions.

Mayor Windschitl asked if the landmark sign would be one-sided. Mr. Reiland confirmed it would be one-sided. They are prepared to add a second sign.

Councilmember Grau asked how construction traffic will enter the neighborhood. Mr. Reiland explained they are a smaller builder and build in smaller chunks. They are looking to get their entitlements in place. They hope to do the construction of the roads by the end of the year, depending on the timing of entitlements.

Councilmember Grau noted there is a concern for construction traffic to go through Founder's Ridge. Also, the name doesn't make sense as it doesn't connect to the existing Ensconced Woods neighborhood. Mr. Reiland stated the homeowners will relate more to their address than the name of the neighborhood. The name of the neighborhood is purely for marketing.

Mr. Reiland added the side setbacks are important to them because most of the homes will be one-stories. They offered an alternative to Staff to connect the two Ensconced Woods neighborhoods, but it was denied due to steep slopes.

Councilmember Grau asked if there could be a barrier to prevent cars from cutting through construction. The road would need to be built first. Mr. Reiland predicted there would be a time while they still build homes while other developments are completed.

Mayor Windschitl agreed he has a concern with the Ensconced Woods name. It is a potential difficulty for public safety. He suggested the developer work with Staff to create a new name.

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Councilmember Grau shared personal experiences of people referencing neighborhoods rather than specific street addresses.

Mr. Reiland stated there is a suggestion from their engineer to develop a neighborhood information sheet that buyers would be required to sign. A lot of land was given to the City in the first development, but the landscape has been a limiting factor. He has been working with the City to find a compromise.

Mayor Windschitl encouraged Mr. Reiland to continue working with Staff. Chaska is made up of several steep slopes, and they need to remain consistent. He asked if the ghost plats are being disclosed to potential buyers. Mr. Reiland confirmed the neighborhood is being marketed with that information.

Mayor Windschitl noted his overall support of the development.

Councilmember Huang suggested the ghost plat be included as a handout for potential buyers to prevent future conflict. Mr. Reiland stated they will work on their disclosures.

Councilmember Huang asked what the projected timeline is for construction to begin. Mr. Reiland stated the developer hopes to get all of their entitlements in 2024 and begin construction of roads. However, it depends on the progress of the entitlement process. They are both the developer and the builder for the site.

Motion by Councilmember Huang, second by Councilmember Grau to adopt the Resolution No. 2014-18, approving the concept plan for Ensconced Woods 2nd Addition, a 14-lot subdivision, at 3675 Big Woods Blvd. (PC #2024-01).
Motion carried.

8.B. Adopt Ordinance Nos. 1042 and 1043 Approving the Zoning Ordinance Amendments to Non-Conforming Structures & Uses, Non-Conforming Lots of Record, and Variances/City of Chaska/PC #2024-03
City Administrator Podhradsky introduced the item to the Council and City Planner Elizabeth Hanson provided a presentation on it. Community Development Director Kabat also provided information.

Councilmember Huang pointed out it is a good idea to seek out additional input.

Motion by Councilmember Huang, second by Councilmember Hatfield to adopt Ordinance No. 1042 approving the Zoning Ordinance Amendment that would modify Section 15.04.050 (Non-Conforming Structures & Uses) and Section 15.04.060 (Non-Conforming Lots of Record).
Motion carried.

8.B.i Ordinance 1043
Motion by Councilmember Hatfield, second by Councilmember Grau to adopt Ordinance No. 1043 approving the Zoning Ordinance Amendment that would modify Section 15.08.080 (Variances).

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Motion carried.

8.C. Adopt Resolution 2024-16 Public Improvement Hearing NE Collector in SW Area
City Administrator Podhradsky introduced the item to the Council and City Engineer Matt Clark provided a presentation on it.

Mayor Windschitl opened the public hearing at 8:33 p.m.

No one wished to address the Council.

Mayor Windschitl closed the public hearing at 8:34 p.m.

Motion by Councilmember Hatfield, second by Councilmember Huang to adopt Resolution No. 2024-16, Ordering the Improvements for the NE Collector in SW Chaska – Savanna Way Phase 2 and Authorizing the preparation of Construction Documents.
Motion carried.

8.D. Adopt Resolution 2024-14 Accepting the Feasibility Report for the 2024 Street & Utility Reconstruction Improvements, Calling for a Public Improvement Hearing, and Authorizing Preparation of Construction Documents
City Administrator Podhradsky introduced the item to the Council and City Engineer Matt Clark provided a presentation on it.

Councilmember Huang noted the project looks great.

Councilmember Grau added the communication about the project speaks for itself.

Councilmember Hatfield asked which trees will be leaving and which will be staying, referring to Action Item 8.E. Adopt Resolution 2024-15 to Approve Plans & Specs and Authorize Bidding for Minnesota River Bluffs Regional Trail – Chaska Connection. City Engineer Matt Clark explained the plans are meant to be general, and the City controls what is in the easement. A construction group is going out this week to determine which trees will be impacted. From there, residents will be notified.

Motion by Councilmember Hatfield, second by Councilmember Huang to adopt Resolution No. 2024-14, accepting the feasibility report for the 2024 Street & Utility Reconstruction Improvements, Calling for a Public Improvement Hearing, and Authorizing Preparation of Construction Documents.

8.E. Adopt Resolution 2024-15 to Approve Plans & Specs and Authorize Bidding for Minnesota River Bluffs Regional Trail – Chaska Connection
Mayor Windschitl pointed out information regarding Action Item 8.E. Adopt Resolution 2024-15 to Approve Plans & Specs and Authorize Bidding for Minnesota River Bluffs Regional Trail – Chaska Connection was covered in the presentation for Action Item 8.D. Adopt Resolution 2024-14 Accepting the Feasibility Report for the 2024 Street & Utility Reconstruction Improvements,

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Calling for a Public Improvement Hearing, and Authorizing Preparation of Construction Documents

Motion by Councilmember Grau, second by Councilmember Huang to adopt Resolution No. 2024-15 to approve plans and specifications and authorize city staff to solicit bids for the Minnesota River Bluffs Regional Trail – Chaska Connection.
Motion carried.

8.F. Letter Regarding the Missing Middle Housing Bill HF 4009 and SF 3964
City Administrator Podhradsky introduced the item to the Council and Community Development Director Nate Kabat provided a presentation on it.

Mayor Windschitl noted his support for affordable housing, but Chaska would have to give up a lot if the Bills were to pass.

Councilmember Huang provided an example of when the City's process benefits all involved parties. He asked if the Bill has the potential to override the City's Comprehensive Plan. Community Development Director Kabat explained the Bill is rather ambiguous. Pieces of the proposal are not aligned with existing legislation. The Bill reduces the City's ability to limit developments.

Councilmember Huang pointed out the proposed Bill would override the zoning downtown for historic buildings. Mayor Windschitl added it would also impact the anti-monotony rules.

Mayor Windschitl asked if the Bills could become an Omnibus Bill. Community Development Director Kabat stated one Bill is before the House while the other is before the Senate.

City Administrator Podhradsky noted there is bipartisan support for the Bills.

Mayor Windschitl asked for an explanation of the name of the Bills. City Administrator Podhradsky explained new homes are being built as expensive single-family homes or affordable housing. The Bill would incentivize builders to create housing options in between the two extremes.

Councilmember Huang noted the current system leaves the power within the local constituency while the proposed Bills makes determinations at the State level.

Motion by Councilmember Huang, second by Councilmember Hatfield authorizing the Mayor to sign a letter in opposition to the Missing Middle Housing bill HF 4009 and SF 3964 and submit to Senator Coleman, Representative Steve Nash, and Representative Lucy Rehm.
Motion carried.

9. Bills
9.A. Accounts Payable Claims Roster 26-2-2024
The Council requested further information about bills on pages 25.

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City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Hatfield to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, 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 2-26-2024
10.B 4th-Qtr-2023 Investment Report dated February 26, 2024
10.C Chaska High School – Hawk Pride Recap

Councilmember Hatfield:
- Celebrated the Library's 101st Birthday.
- Noted the new Chaska history book is out and is available at the History Center. She encouraged community members to visit the History Center.
- Pointed out the Community Center Carnival is March 1, 2024.
- Added March 1, 2024 is National Employee Appreciation Day. She noted her appreciation of City Staff.
- Stated Cooper's will be closing soon. She recommended folks visit before its closing. She thanked the business owners for their contribution to the community.

Councilmember Huang:
- Congratulated Staff who recently won awards.
- Noted April 12, 2024 is the Chaska Badge, a fundraiser for Chaska High School.
- Pointed out May 4, 2024 is Christmas in May.
- Stated the opening of the revitalized park The Loop will be May 5, 2024.
- Noted Taste of Chaska is May 8, 2024.
- Added River City Days is July 26, 2024.
- Stated the memorial for the Burnsville officers will be March 28, 2024 at Grace Church in Eden Prairie.
- Recognized three National Merit finalists, three Knowledge Bowl teams advancing to post-season play, 48 students are advancing to State competitions, the seventh-place win at the Science Bowl State, and the successful wrestling team at Chaska High School.
- Congratulated to Team Guentzel for winning the International Spiel at St. Paul Curling Club.

Councilmember Grau:
- Recognized the Chaska Tech Center for its opening.
- Recognized the progress of Costco's build.
- Asked for an update on the West Creek development. City Administrator Podhradsky provided an update on its progression.
- Visited City-owned facilities with public branding in West Des Moines. He stated it was well-done and the branding didn't overshadow the City's identity.

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Mayor Windschitl:

- Pointed out a City representative has been in touch with the Elmstrand family and is looking forward to an opportunity to support them.
- Received a call from a community member with concerns about the new pay bill box. Assistant City Administrator Elise Durbin agreed it is difficult to insert anything into the box, though it is more secure and keeps the bills dry. Staff will continue to look at alternative options.
- Noted there is a lot of graffiti on the old conference center near the new Costco. City Administrator Podhradsky stated Staff would reach out to the property owner.
- Added the Dairy Queen is open again.
- Stated he has received concerns regarding Cooper's closing. He thanked the owners for their impact on the community. The City hopes to get a new grocery store in its place.
- Noted there is a City Staff and Council retreat coming up.

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Grau to adjourn the meeting at 10:08 p.m.
Motion carried.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
03/04/2024

Subject: **Calling for a Public Hearing to Consider a Grant Application to the Minnesota Investment Fund (MIF) Program**

Prepared By: Julie Grove, Economic Development Coordinator

History
The City of Chaska (the "City") has received a request from Marotta Controls, Inc, to sponsor assistance in the form of a forgivable loan using dollars sourced from the MN Department of Employment and Economic Development (DEED) through its Minnesota Investment Fund (MIF) program. The City is required by the DEED MIF program to hold a public hearing to provide citizen notification and involvement prior to submitting the application.

Analysis
Founded in 1943, Marotta Controls is a family-owned business that designs, develops, qualifies and manufactures innovative systems and sub-systems for the aerospace and defense sectors. The company is headquartered in New Jersey and is currently opening a satellite location in Chaska at 3650 N Chestnut St, just north of the new Costco. At this location they manufacture small high performance motors which are used in Marotta Controls products and higher level assemblies.

In addition to manufacturing small motors, Marotta is looking to expand their Chaska facility to include Rapid Prototyping capabilities and increase production capabilities to allow them to build 100% of their motor needs in-house including adding motor and wind design, analysis and building capabilities, and upgrading their space to accommodate additional employees. They have been working with DEED on financial assistance for this expansion and are requesting the city apply for a MIF loan on their behalf. The amount of MIF assistance will be determined based upon capital investment and job creation. Marotta anticipates a capital investment of nearly $6 million and the creation of approximately 38 new full-time jobs within three years.

Staff is asking Council to set March 18, 2024, as the date of the public hearing on a proposed application.

CITY COUNCIL ACTION REQUESTED

Motion to set a Public Hearing for March 18, 2024 to Consider a Grant Application to the Minnesota Investment Fund (MIF) Program.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/4/2024

Subject: **Construction Plans for 2024 Downtown Street and Utility Reconstruction Project**

Prepared By: **Matt Clark, City Engineer**

Background
As Council is aware, the TH 41 Downtown Chaska Project included several components including the roadway improvements, streetscape, wayfinding, and landscaping. The roadway improvements were substantially completed in 2023, as well as some of the streetscaping.

2024 Project
The 2024 project, which is estimated to begin in late March (weather dependent), will complete the remaining items originally anticipated with the project and consistent with past projects in the downtown area. These include:

- Underpass
  Construction of the trail underpass at TH 41 in the former railbed will be completed and open to public use.

- Paseos & Parking Lots
  The alleyway network on the east side of TH 41, referred to as the paseo, will be reconstructed. Parking lots along the paseo will be rebuilt and repaved. This work includes brick paver treatments consistent with streetscaping throughout the downtown commercial areas. The paseos will include gateway structures at the midblock entrances to signal the pedestrian nature of these paths and will include string lights that create a welcoming experience and enhance the feel of pedestrian safety within the network.

- Wayfinding
  The wayfinding program includes a network of signs as follows:
  - *Entry signs:* Located on TH 41 at north and south downtown entry points to provide direction to key destinations like the Curling & Event Center, City Square, the Walnut Street National Historic District, and parking.
  - *Directional signs:* At key locations through the downtown commercial district to assist both drivers and pedestrians with directions to public facilities, parks, historic districts and parking.
  - *Parking signs:* Located at entry points to public parking lots throughout downtown.
  - *Heritage wall and column panels:* Chaska brick pillars located throughout downtown that will incorporate historic photos relevant to the location. Photos

will incorporate QR codes that lead users to additional information about Chaska's history.
    - *Heritage kiosks:* Located at multiple locations, kiosks are pedestrian scale four-sided structures that will incorporate wayfinding maps and celebrate historic narratives on topics such as historic 2nd street, the brick and agriculture industries, connections to the MN River, and narratives related to Chaska's founding.

- Landscaping
  All planter boxes along TH41 sidewalks and medians will be planted with a mix of trees and perennials in coordination with Public Works to ensure long-term maintainability and viability.

Completion of the underpass, landscaping, paseos, and public parking is anticipated by the end of June/beginning of July. Wayfinding installation is anticipated for completion by August.

City staff recognize that the nature and scope of this work is disruptive to downtown businesses and residents. As was done during the construction in 2023, staff will work with individual business and property owners, as well as the Downtown Chaska Business Alliance to provide consistent updates about what is happening. As was done in 2023, staff is working with Bolton & Menk to develop a communications strategy for the 2024 work to ensure open lines of communication as the project proceeds through completion. The complete communication plan will be shared with Council as soon as it is available and prior to commencement of the work described above.

Funding
The state and federal funding that was secured for the roadway project did not include costs for streetscape, wayfinding, and landscaping, which are estimated at $2.6M. Because of this, staff is proposing that the project be financed through special assessments on City-owned properties. These properties are shown on the attached assessment map and include the City parking lots acquired through the TH 41 Downtown Chaska project. The amounts are based on the total area of each parking lot area divided by the total project costs that are estimated at $2.6M. The final assessment role will be presented at a public hearing to be held April 1, 2024 as called for in the attached resolution.

CITY COUNCIL ACTION REQUESTED
Motion to adopt Resolution No. 2024-19, approving the construction documents for the 2024 Street & Utility Reconstruction Project, and authorizing the solicitation of public bids.

CITY OF CHASKA

CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 3/4/2024 RESOLUTION NO. 2024-19

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

A Resolution Approving the Plans & Specifications and Authorizing Bids for the 2024 Downtown Street and Utility Reconstruction Project

WHEREAS, pursuant to City Council authorization, the City Engineer has prepared plans and specifications for 2024 Downtown Street & Utility Reconstruction Project;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota, does hereby approve:

1. Such plans and specifications as prepared by Bolton & Menk, Inc., copies of which are attached hereto and made a part hereof;

2. The City Clerk shall prepare and cause to be published in the Chaska Herald an advertisement for bids upon the making of such improvements under such approved plans and specifications. Said bid process shall adhere to all provisions of State Statute.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 4th day of March 2024.

_____

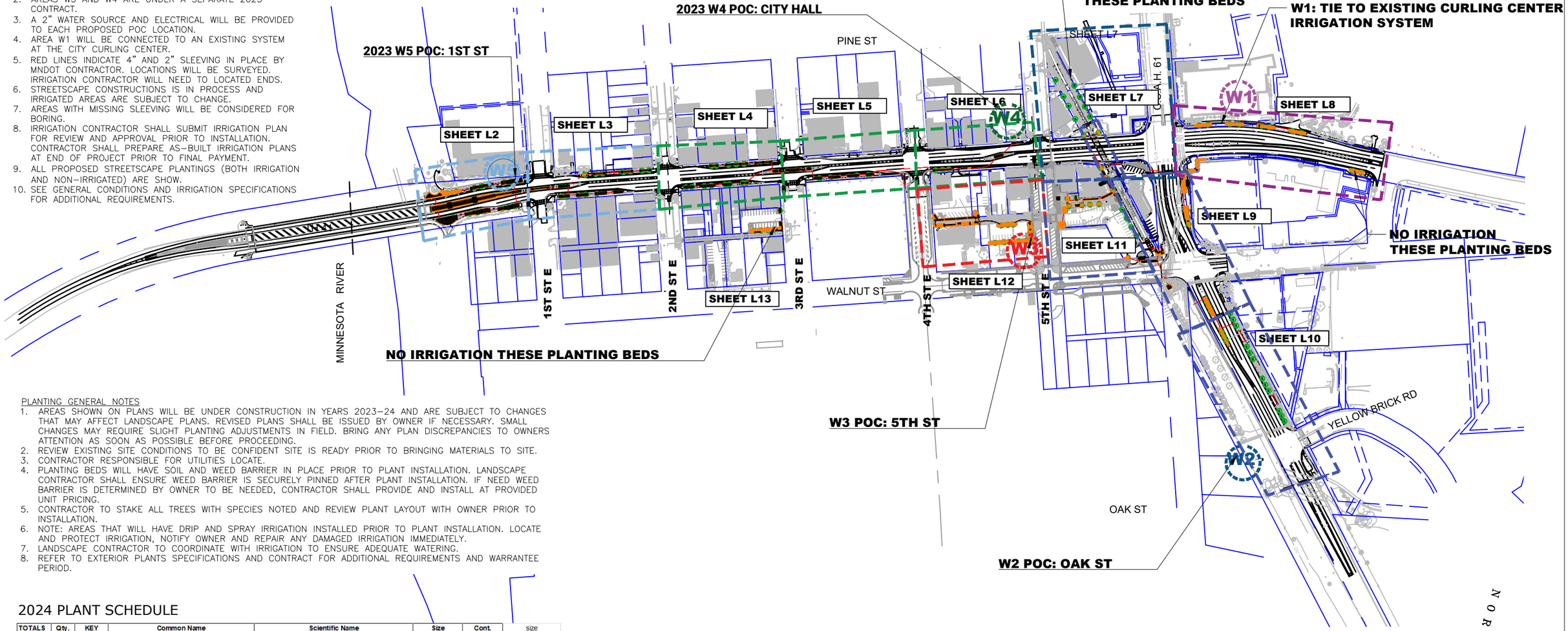
Jon Grau, Mayor Pro Tem

Attest: _____

Deputy Clerk

IRRIGATION GENERAL NOTES:

1. STREETSCAPE IRRIGATION HAS BEEN DIVIDED INTO 5 AREAS. AS SHOWN.
2. AREAS W5 AND W4 ARE UNDER A SEPARATE 2023 CONTRACT.
3. A 2" WATER SOURCE AND ELECTRICAL WILL BE PROVIDED TO EACH PROPOSED POC LOCATION.
4. AREA W1 WILL BE CONNECTED TO AN EXISTING SYSTEM AT THE CITY CURLING CENTER.
5. RED LINES INDICATE 4" AND 2" SLEEVING IN PLACE BY MNDOT CONTRACTOR. LOCATIONS WILL BE SURVEYED. IRRIGATION CONTRACTOR WILL NEED TO LOCATED ENDS.
6. STREETSCAPE CONSTRUCTIONS IS IN PROCESS AND IRRIGATED AREAS ARE SUBJECT TO CHANGE.
7. AREAS WITH MISSING SLEEVING WILL BE CONSIDERED FOR BORING.
8. IRRIGATION CONTRACTOR SHALL SUBMIT IRRIGATION PLAN FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. CONTRACTOR SHALL PREPARE AS-BUILT IRRIGATION PLANS AT END OF PROJECT PRIOR TO FINAL PAYMENT.
9. ALL PROPOSED STREETSCAPE PLANTINGS (BOTH IRRIGATION AND NON-IRRIGATED) ARE SHOW.
10. SEE GENERAL CONDITIONS AND IRRIGATION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.



PLANTING GENERAL NOTES

1. AREAS SHOWN ON PLANS WILL BE UNDER CONSTRUCTION IN YEARS 2023-24 AND ARE SUBJECT TO CHANGES THAT MAY AFFECT LANDSCAPE PLANS. REVISED PLANS SHALL BE ISSUED BY OWNER IF NECESSARY. SMALL CHANGES MAY REQUIRE SLIGHT PLANTING ADJUSTMENTS IN FIELD. BRING ANY PLAN DISCREPANCIES TO OWNERS ATTENTION AS SOON AS POSSIBLE BEFORE PROCEEDING.
2. REVIEW EXISTING SITE CONDITIONS TO BE CONFIDENT SITE IS READY PRIOR TO BRINGING MATERIALS TO SITE.
3. CONTRACTOR RESPONSIBLE FOR UTILITIES LOCATE.
4. PLANTING BEDS WILL HAVE SOIL AND WEED BARRIER IN PLACE PRIOR TO PLANT INSTALLATION. LANDSCAPE CONTRACTOR SHALL ENSURE WEED BARRIER IS SECURELY PINNED AFTER PLANT INSTALLATION. IF NEED WEED BARRIER IS DETERMINED BY OWNER TO BE NEEDED, CONTRACTOR SHALL PROVIDE AND INSTALL AT PROVIDED UNIT PRICING.
5. CONTRACTOR TO STAKE ALL TREES WITH SPECIES NOTED AND REVIEW PLANT LAYOUT WITH OWNER PRIOR TO INSTALLATION.
6. NOTE: AREAS THAT WILL HAVE DRIP AND SPRAY IRRIGATION INSTALLED PRIOR TO PLANT INSTALLATION. LOCATE AND PROTECT IRRIGATION, NOTIFY OWNER AND REPAIR ANY DAMAGED IRRIGATION IMMEDIATELY.
7. LANDSCAPE CONTRACTOR TO COORDINATE WITH IRRIGATION TO ENSURE ADEQUATE WATERING.
8. REFER TO EXTERIOR PLANTS SPECIFICATIONS AND CONTRACT FOR ADDITIONAL REQUIREMENTS AND WARRANTEE PERIOD.

2024 PLANT SCHEDULE

TOTALS	Qty.	KEY	Common Name	Scientific Name	Size	Cont.	size
142		2.0" DECIDUOUS TREES					HT / WIDTH
	22	AFT	MATADOR MAPLE	Acer x freemanii 'Bailston'	2.0" CAL	B&B	40' / 20-30'
	16	GTT	HONEYLOCUST NORTHERN ACCLAIM	Gleditsia triancanthos var inermis 'Harve'	2.0" CAL	B&B	35-45' /30-35'
	10	UAT	PRINCETON ELM	Ulmus americana 'Princeton'	2.0" CAL	B&B	60 /40
	7	HPT	HACKBERRY PRAIRIE PRIDE	Celtis occidentalis 'Prairie Pride'	2.5" CAL	B&B	50' / 40'
	14	SRT	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2.0" CAL	B&B	25' / 15'
	14	AGT	SERVICEBERRY TREE	Amelanchier x grandiflora 'Autumn Brilliance"	2.0" CAL	B&B	20'/15'
	15	MRT	RED BARRON CRAB	Mutus "Red Barron'	2.0" CAL	B&B	12-15'/5-8'
	3	CCT	FIRESPIRE COLUMNAR BEECH	Carpinus caroliniana 'Uxbridge'	2.0" CAL	B&B	30' /15'
	26	QAT	CRIMSON SPIRE OAK	Quercus alba x Quercus robur (PP9103)	2.0" CAL	B&B	45'/15'
	4	HST	PRAIRIE SENTINEL HACKBERRY	Celtis occidentalis JFS-KSU1'	2.0" CAL	B&B	45'/12'
	3	ART	ARMSTRONG GOLD MAPLE	Acer x rubrum 'JFS-KW78' (PP25,301)	2.0" CAL	B&B	40'/12'
	8	BPT	DAKOTA PINNACLE BIRCH	Betula platyphylla 'Fargo" (PP10,963)	2.0" CAL	B&B	30'/8-10'
947		DECIDUOUS SHRUB					
	525	SBS	SPIREA GOLDFLAME	Spirea x bumalda 'Goldflame'	NO 2	CONT.	2-3' / 3-4'
	149	AMS	IROQUOIS BEAUTY CHOKEBERRY	Aronia melanocarpa "Morton'	NO 2	CONT.	3-4 / 3-5
	51	DSS	DIERVILLA FIREFLY NIGHTGLOW	Diervilla splendens 'El Madrigal' 'PP28,060	NO 2	CONT.	2-3' / 2-3'
	194	RAS	GRO-LOW FRAGRANT SUMAC	Rhus aromatic 'Gro-Low'	NO 2	CONT.	1.5' / 6-8'
	28	CSS	DOGWOOD FIREDANCE COMPACT	Cornus servicea 'Balladeline'	NO 2	CONT.	3-4 / 4-5
8		EVERGREEN SHRUB					
	8	TOE	ARBORVITEA DEGROOTS SPIRE	Thuja occientalis 'Degroots Spire'	5 FT	B&B	10-12 / 3-4
2280		PERENNIAL - 1 GALLON CONT					
	681	HPP	PARDON ME DAYLILY	Hemerocallis 'Pardon Me'	NO. 1	CONT.	1.5' / 1.5'
	917	SHP	PRAIRIE DROPSEED	Sporobolus heterolepis	NO. 1	CONT.	2' / 2'
	259	NFP	WALKERS LOW NEPETA	Nepata faasenii "Walker's Low'	NO. 1	CONT.	2' / 3'
	14	SSP	LITTLE BLUESTEM	Schizachyrium scoparium "blue heaven'	NO. 1	CONT.	2' /2'
	409	PVP	SWITCH GRASS RUBY RIBBONS	Panicium virgatum 'Ruby Ribbons'	NO. 1	CONT.	3' / 2'

FOR REFERENCE ONLY:
2023 IRRIGATION SYSTEMS:
2" WATER SOURCE SUPPLIED

W4 POC CITY HALL/5TH ST. IRR CABINET
W5 POC SOUTH END/1ST ST. IRR CABINET

IRRIGATION UNDER THIS CONTRACT:
2024 IRRIGATION SYSTEMS:
2" WATER SOURCE SUPPLIED AT W2-W3

W1 CONNECT TO CURL CENTER PARK IRR MAINLINE
W2 POC OAK ST CABINET
W3 POC 5TH STREET PARKING LOT 2 CABINET

PLAN SET SHEET INDEX

L1 TITLE SHEET /INDEX
L2-L6 PLANTING PLANS
L7-L12 PLANTING AND IRRIGATION PLANS
L13 PLANTING PLAN
L14 PLANTING DETAILS

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1.31.24

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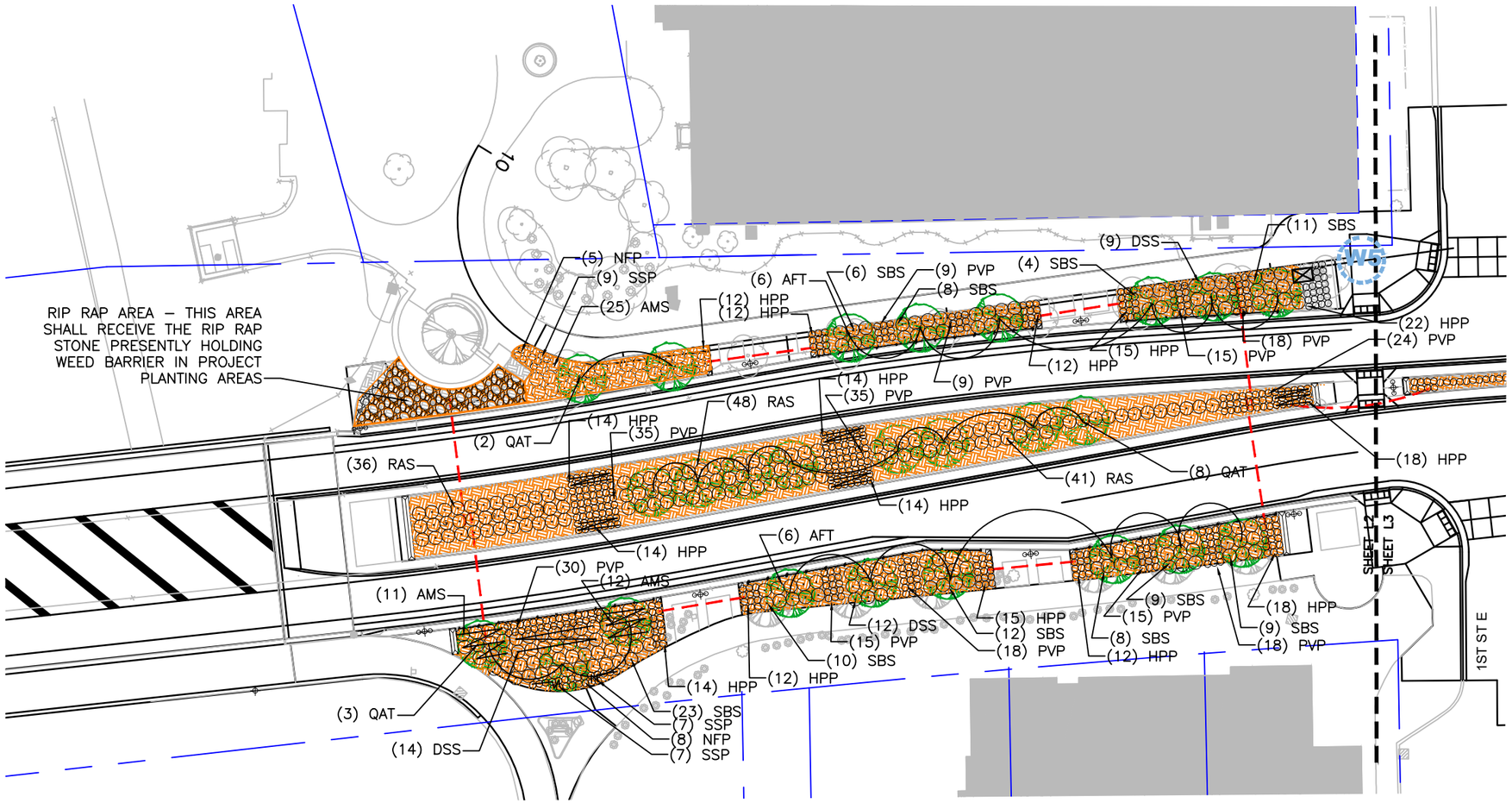
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CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 LANDSCAPE IMPROVEMENTS
PLANTING PLANS TITLE SHEET

SHEET L1

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2023 : W5 IRRIGATION SYSTEM

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
OCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

0 10' 20' 40'

NORTH

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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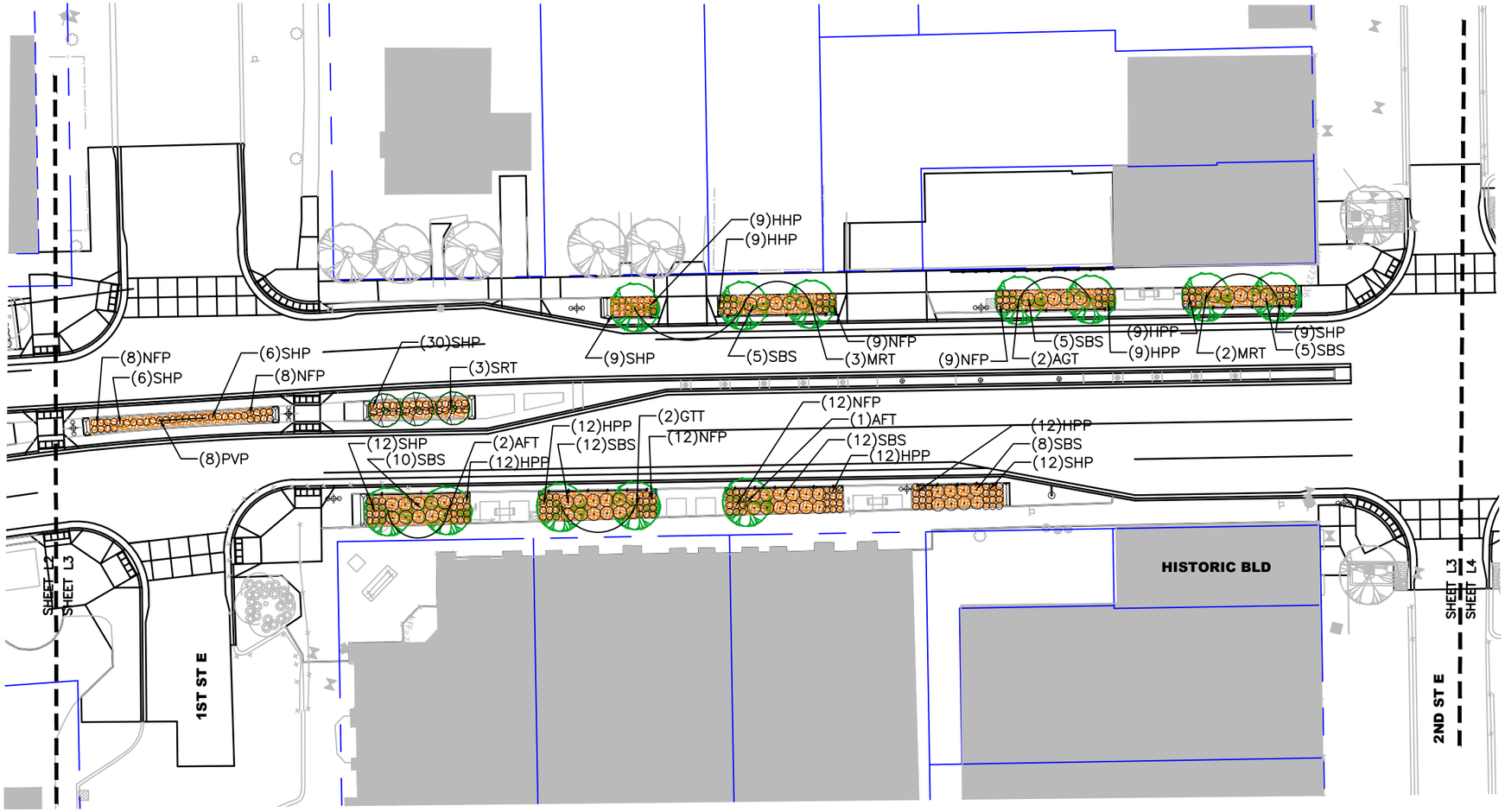
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PLANTING PLANS

SHEET L2

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2023 : W5 IRRIGATION SYSTEM

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

NORTH

0 10' 20' 40'

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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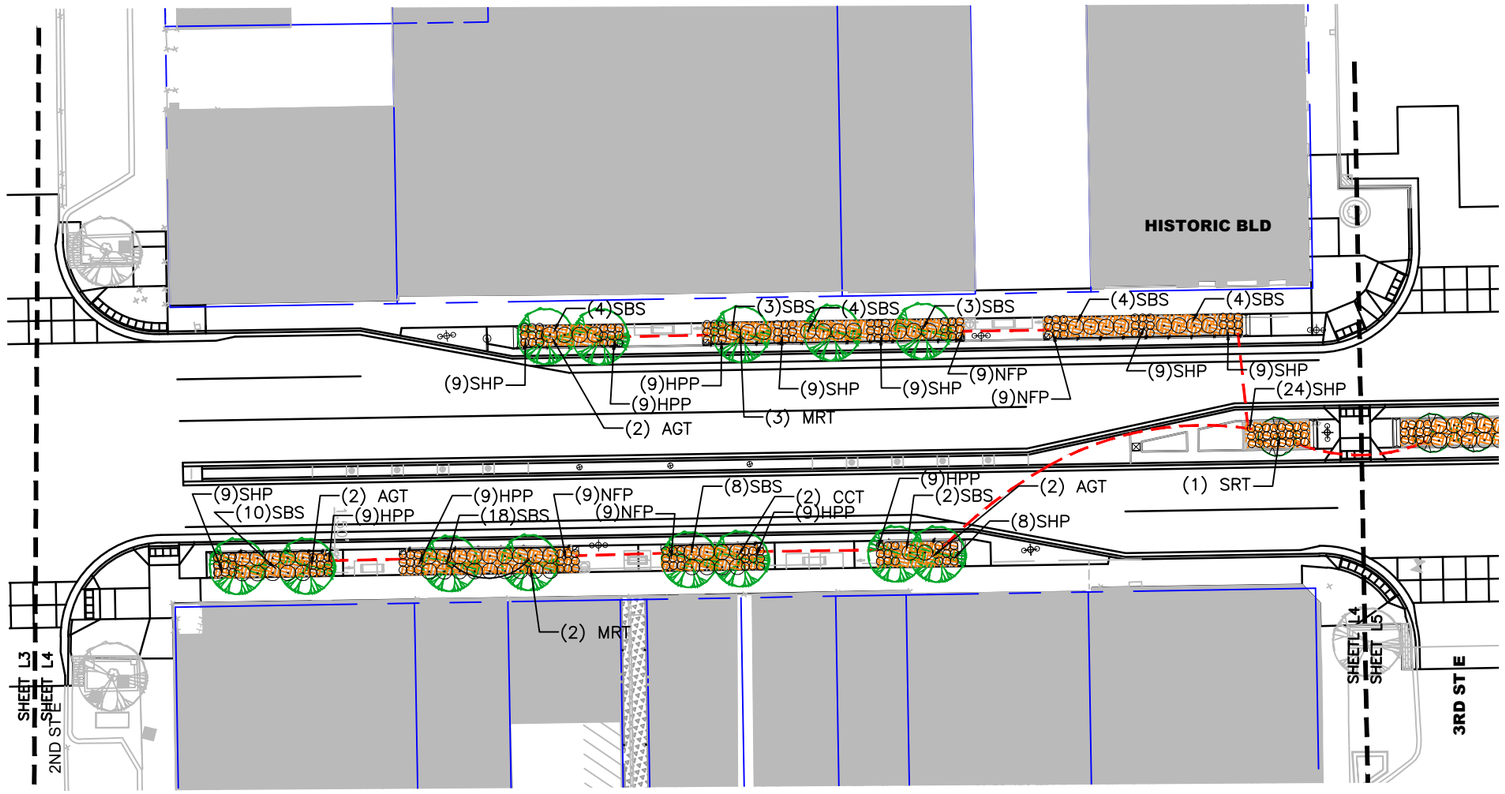
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PLANTING PLANS

SHEET L3

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2023 : W4 IRRIGATION SYSTEM

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH

DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT

EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE

PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

0 10' 20' 40'

NORTH

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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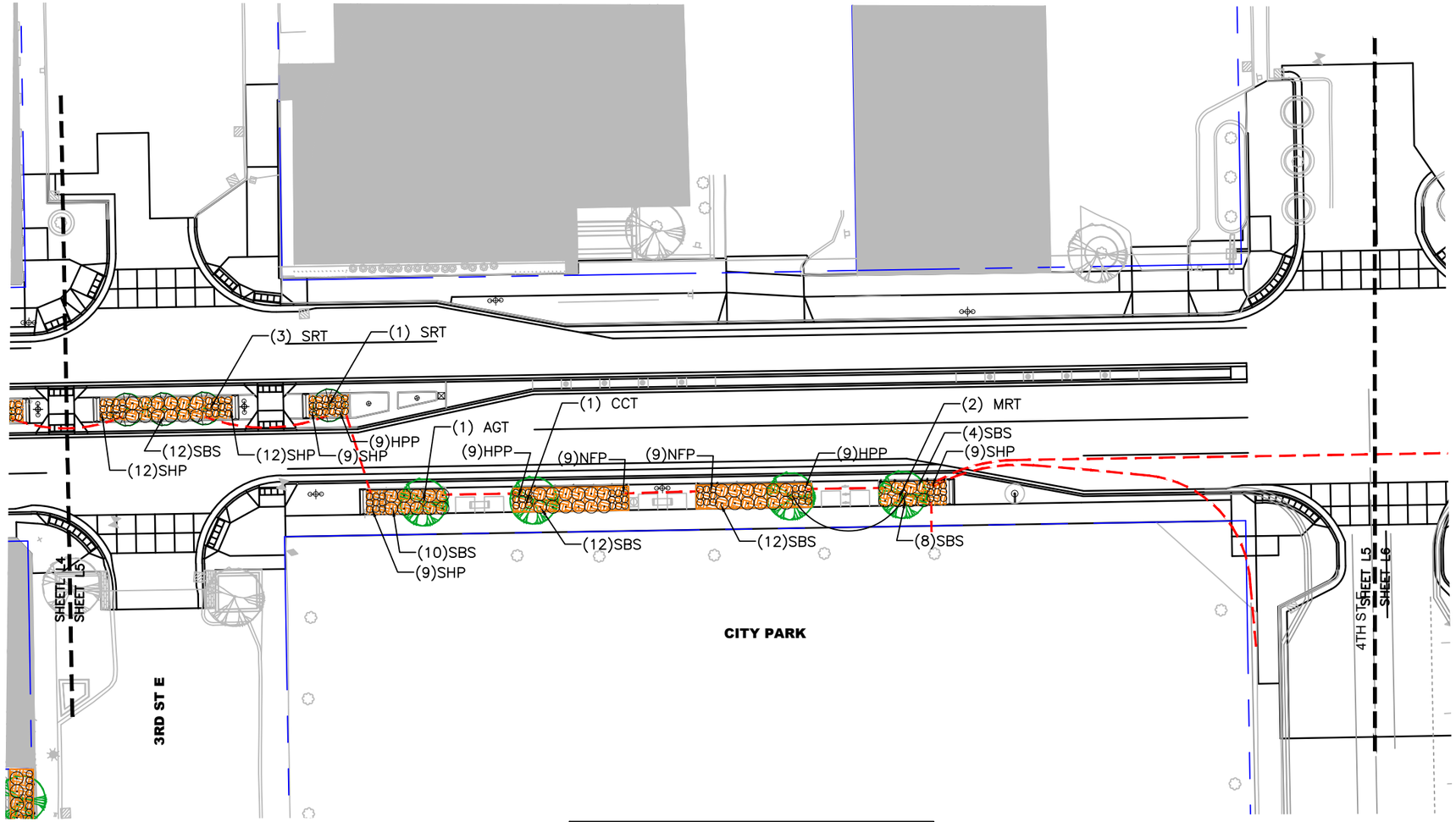
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PLANTING PLANS

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2023 : W4 IRRIGATION SYSTEM

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

0 10' 20' 40'

NORTH

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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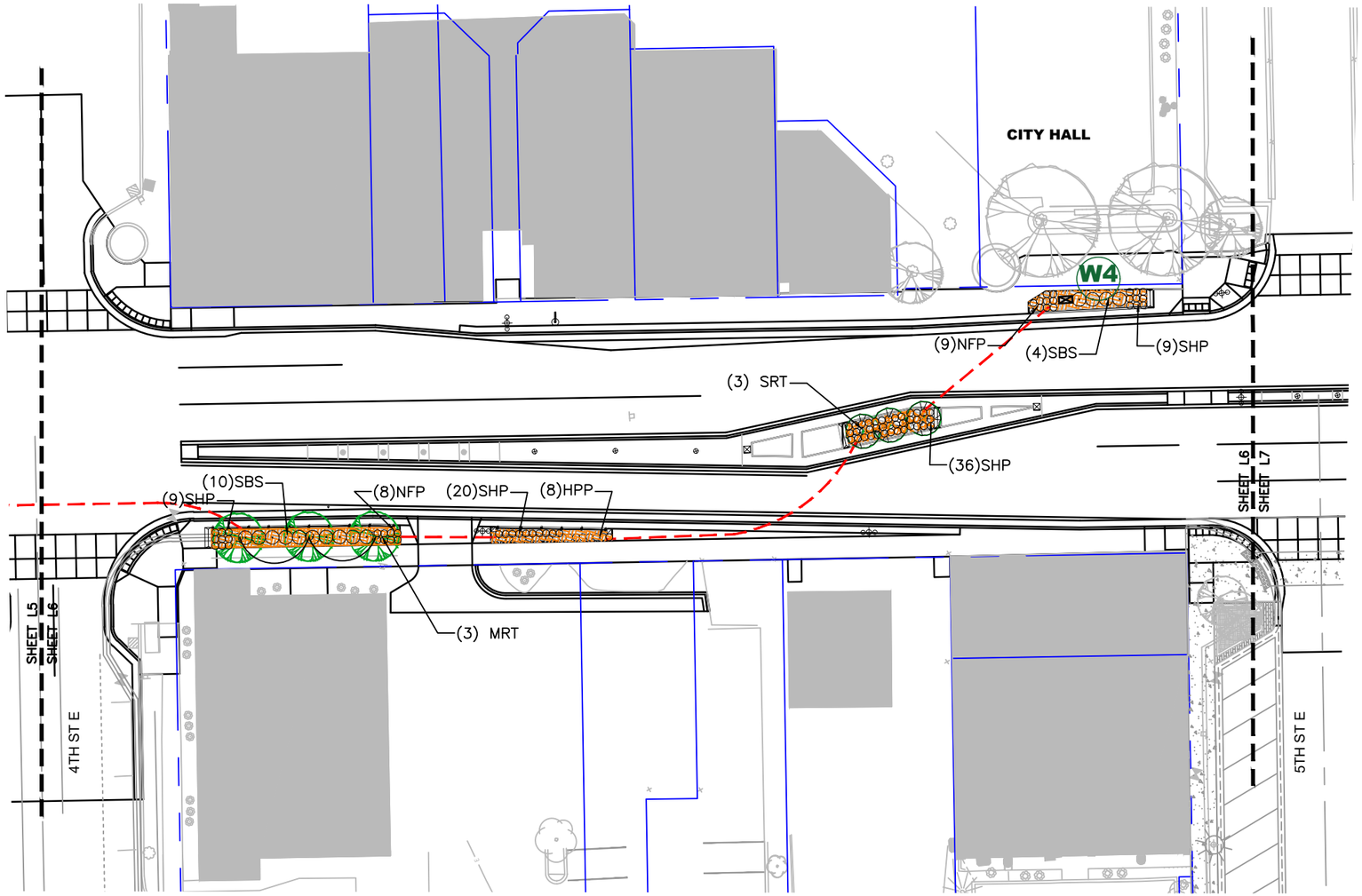
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STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH

DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT

EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE

PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

0 10' 20' 40'

NORTH

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

2023 : W4 IRRIGATION SYSTEM

REVIEW SET – NOT FOR CONSTRUCTION
1.31.24

REV.	BY	DATE

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CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 LANDSCAPE IMPROVEMENTS
PLANTING PLANS

SHEET L6

LAYOUT LEGEND:

0 10' 20' 40'

NORTH

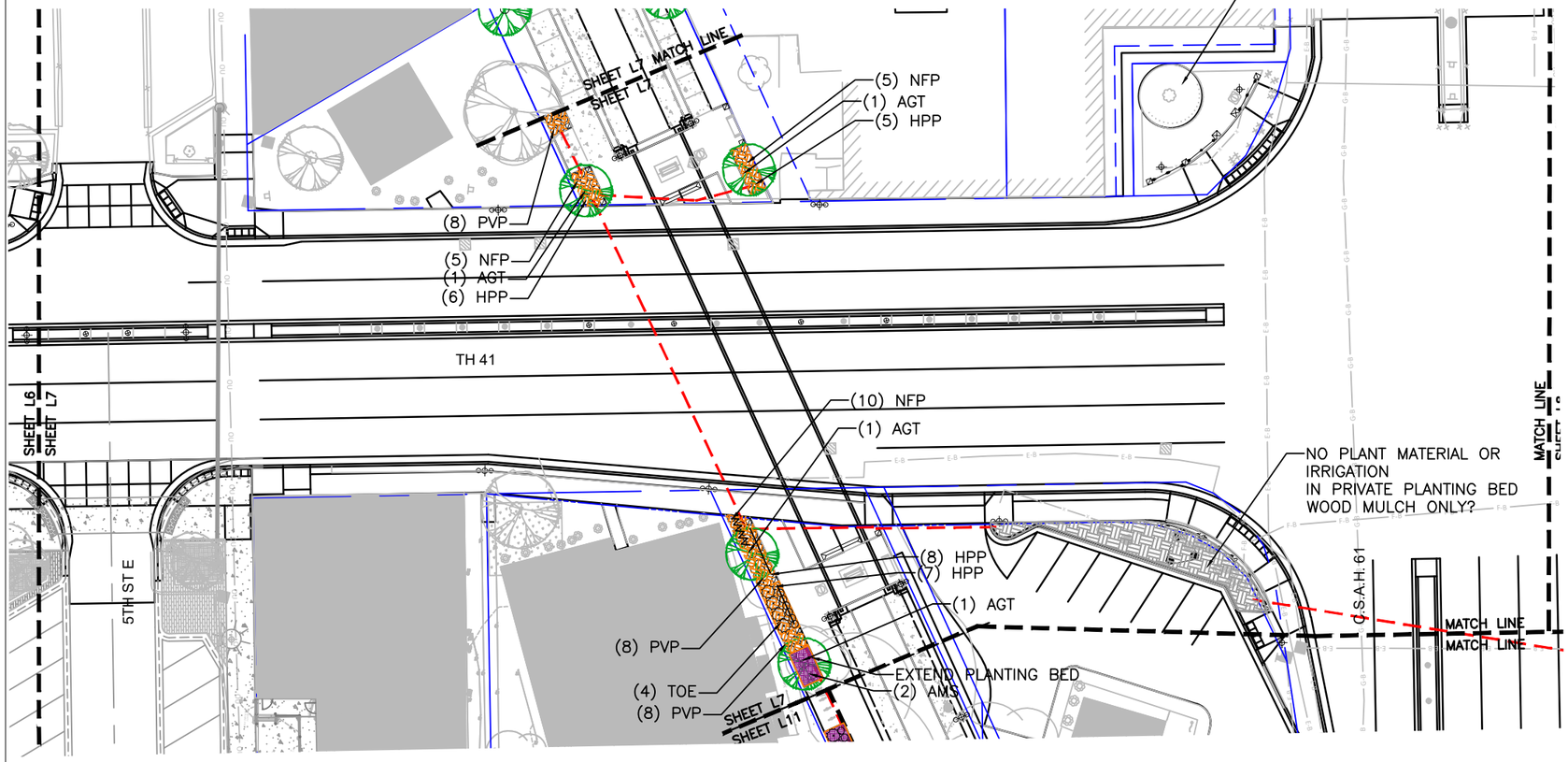
- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

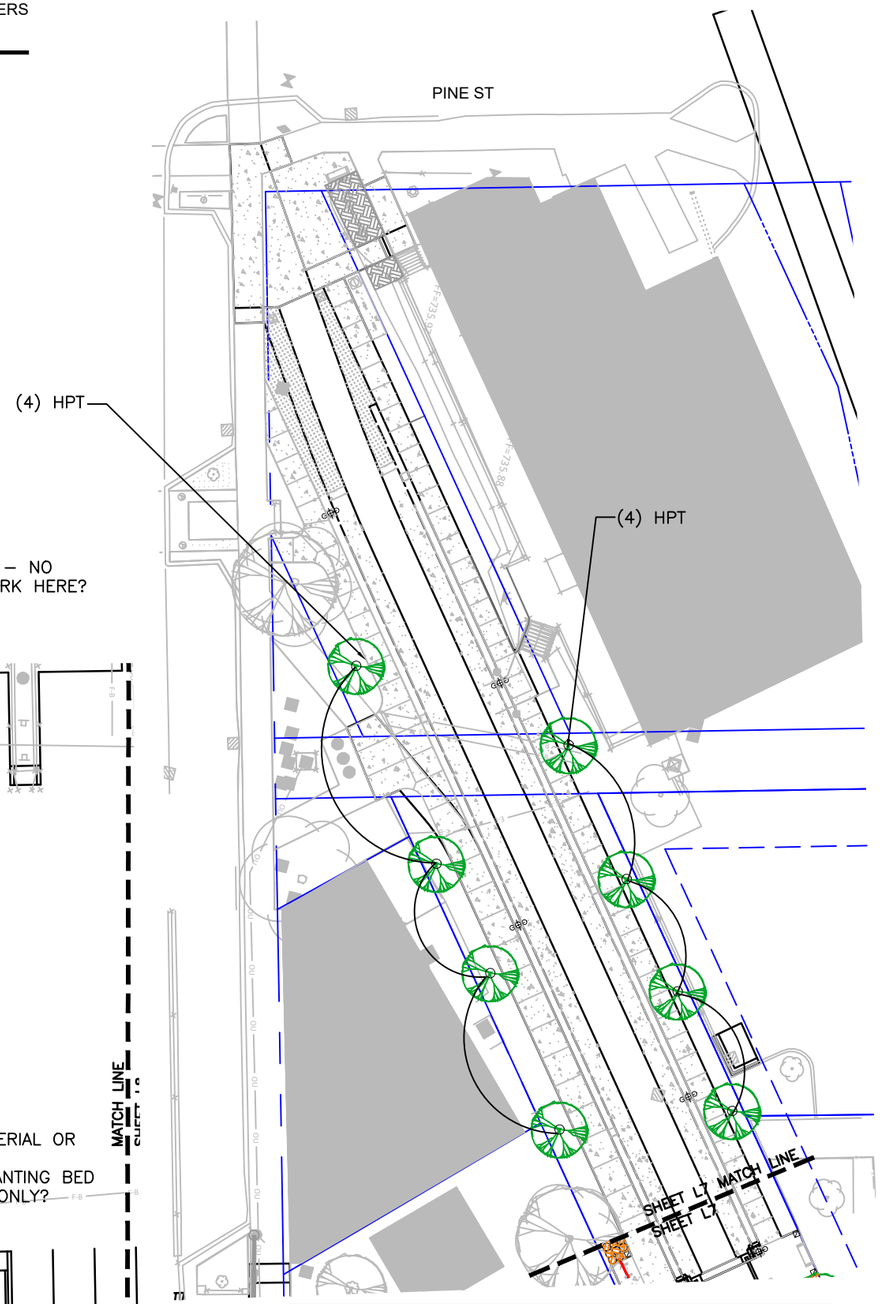
2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2024 : W2 IRRIGATION SYSTEM





NO IRRIGATION SYSTEM THIS AREA

REVIEW SET – NOT FOR CONSTRUCTION
1.31.24

REV.	BY	DATE

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Minneapolis, Minnesota
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DRAWN	AB, TS
CHECKED	PP

CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 LANDSCAPE IMPROVEMENTS
PLANTING PLANS

SHEET L7

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2023 : W1 IRRIGATION SYSTEM

W1

20

(16) SBS
(8) SHP
(8) HPP

(8) SHP
(8) HPP

(18) SBS
(8) SHP
(8) HPP

(8) SHP
(8) HPP

(18) SBS
(8) SHP
(8) HPP

(8) SHP
(8) HPP

(18) SBS
(8) SHP
(8) HPP

(8) GTT

MATCH LINE
SHEET L8

RESTORE ROCK MULCH AND FABRIC
ALONG BACK OF WALK – APPROX 2FT WIDTH

(10) SHP
(6) AMS
(5) PVP

PRESERVE EXISTING HONEYLOCUST TREES

(8) SHP
(6) HPP
(6) HPP

(7) SHP

PRESERVE EXISTING HONEYLOCUST TREES

(2) AMS
(5) PVP

SHEET L9
SHEET L8

(3) PVP

USE ROCK MULCH AND FABRIC
IN LIEU OF WOOD MULCH BACK OF WALK TO
BLEND WITH BUSINESS PLANTING BEDS
AT THIS LOCATION ONLY – VERIFY LIMITS OF
WORK ON PRIVATE PROPERTY

(10) HPP
(9) SHP

(9) HPP
(13) SHP

(12) SBS

(2) GTT

2024 : W2 IRRIGATION SYSTEM

NO IRRIGATION SYSTEM AT THIS PLANTING BED

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

NORTH

0 10' 20' 40'

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CITY OF CHASKA
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SHEET L8

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2024: W2 IRRIGATION SYSTEM

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH

DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT

EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE

PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

TH 41 WORK

MATCH LINE SHEET L8

SHEET L8

MATCH LINE

MATCH LINE

(30) SBS
(12) SHP
(12) HPP

(12) HPP
(12) SHP

(23) SBS
(18) SHP
(9) HPP

(12) SHP
(12) HPP

(5) QAT

(15) HPP
(15) SHP
(18) RAS

SHEET L9
SHEET L10

(3) ART

(15) HPP
(15) SHP

(8) AMS
INSTALL LANDSCAPE EDGER

(6) PVP
(10) HPP
(4) SBS

(14) PVP

(11) SHP

(8) HPP

(1) NFP

INSTALL LANDSCAPE EDGER

(9) SBS

EXISTING CRAB APPLE TREES

INSTALL LANDSCAPE EDGER

COLUMNS AND RAILING BY OTHERS

(2) NFP
(8) HPP
(2) NFP

(10) SBS
(1) NFP

SHEET L11
SHEET L9

SHEET L7
SHEET L11

SEE PARKING LOT SHEET L11

COLUMNS AND RAILING BY OTHERS

N O R T H

0 10' 20' 40'

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

REVIEW SET – NOT FOR CONSTRUCTION
1.31.24

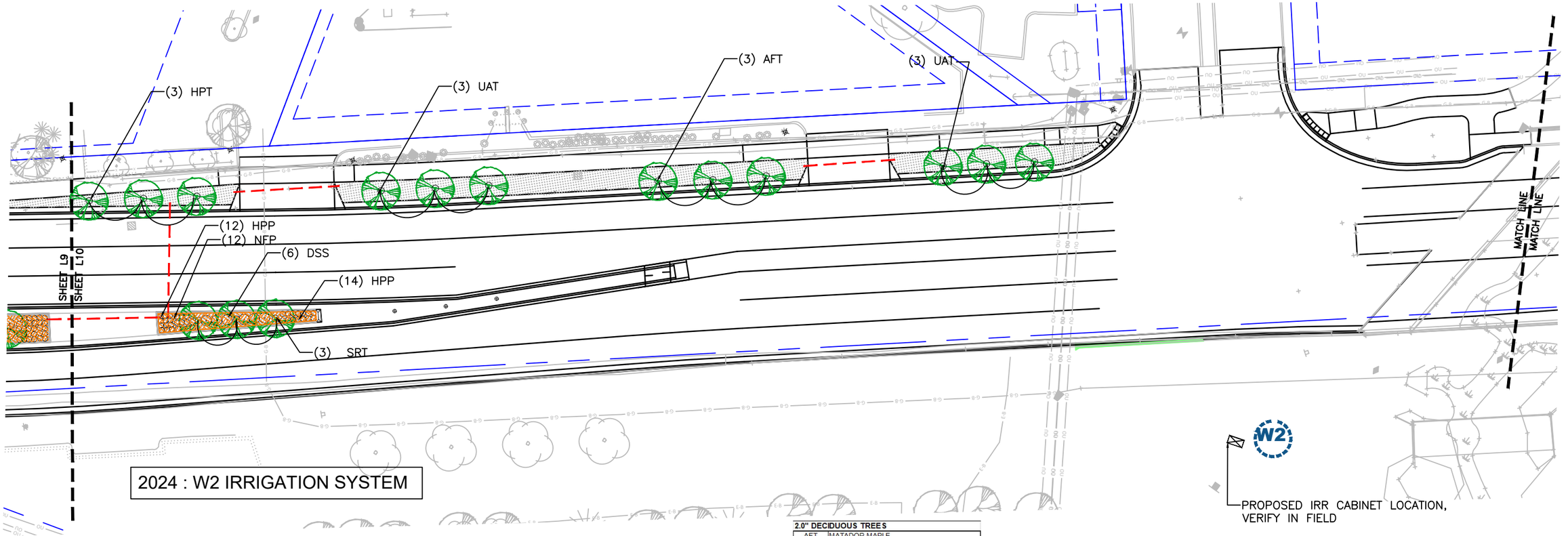
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PLANTING PLANS

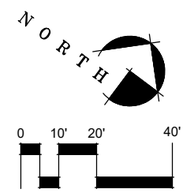
SHEET L9



STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS



LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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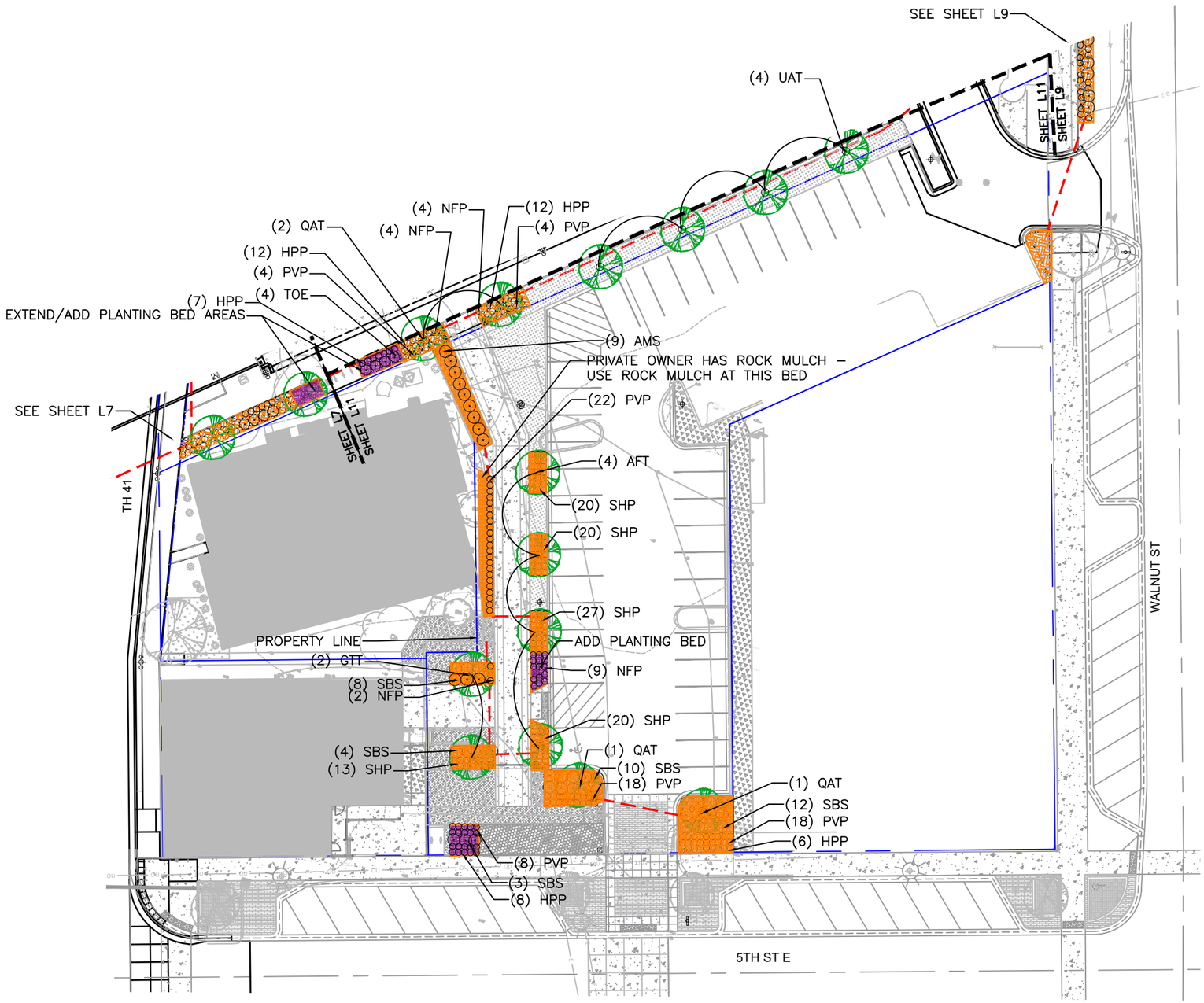
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SHEET L10

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2024 : W2 IRRIGATION SYSTEM

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
AGT	SERVICEBERRY TREE
MRT	RED BARRON CRAB
CCT	FIRESPIRE COLUMNAR BEECH
QAT	CRIMSON SPIRE OAK
HST	PRAIRIE SENTINEL HACKBERRY
ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

NORTH

0 10' 20' 40'

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

REVIEW SET – NOT FOR CONSTRUCTION
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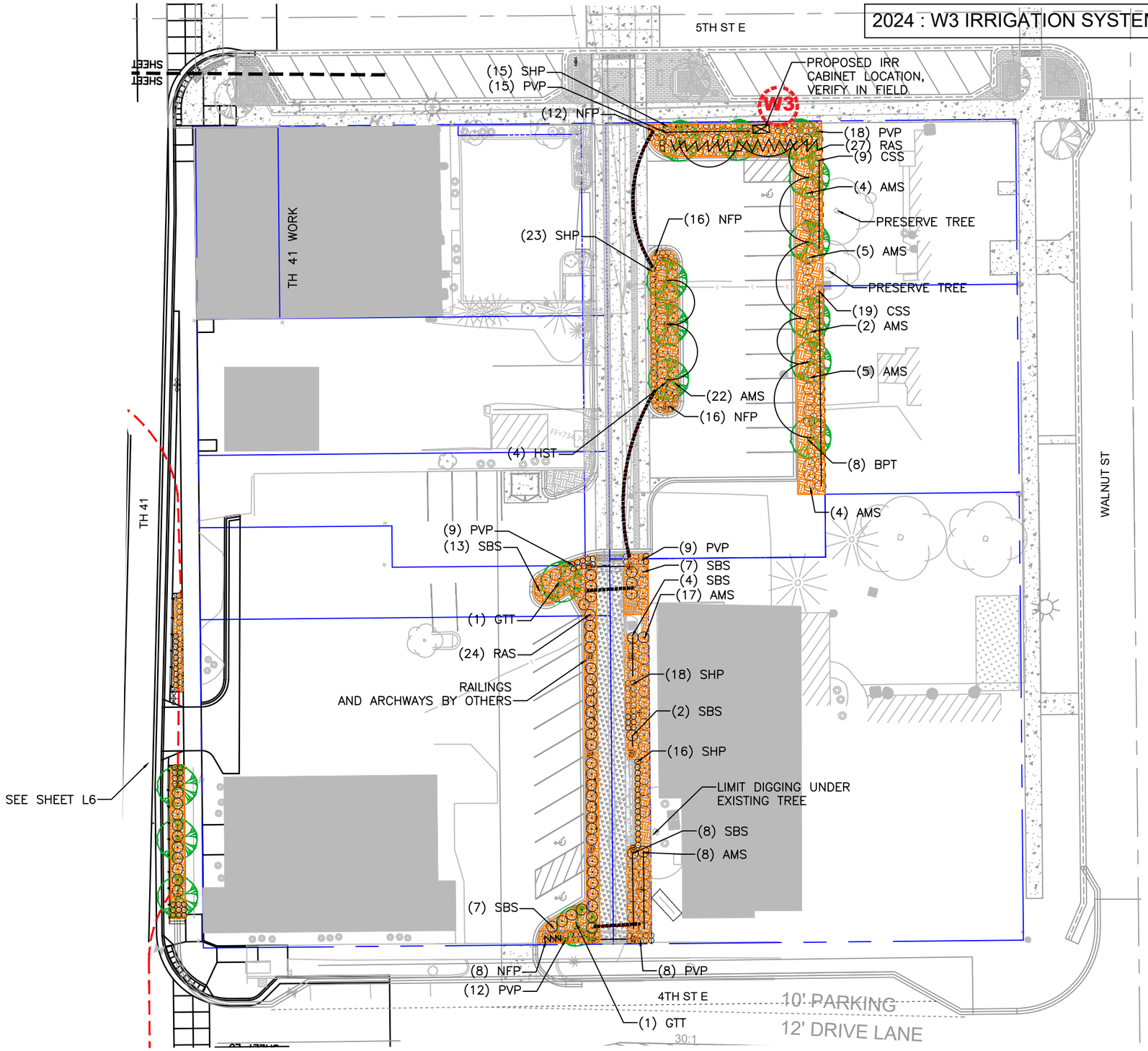
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PLANTING PLANS

SHEET L13

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2024 : W3 IRRIGATION SYSTEM



STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
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QAT	CRIMSON SPIRE OAK
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ART	ARMSTRONG GOLD MAPLE
BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
AMS	IROQUOIS BEAUTY CHOKEBERRY
DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

N O R T H

0 10' 20' 40'

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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PLANTING PLANS

SHEET L12

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NO IRRIGATION SYSTEM

(8) PVP
(1) AGT
(8) PVP
PRESERVE EXISTING TREE
(6) DSS
(4) DSS
(10) PVP
(4) QAT
(CULTURAL RESOURCES LIMIT 10 INCH EXCAVATION)
SHPO SAID TREES NOT TO BE SPACED EVENLY
(10) PVP
(32) AMS
(8) PVP
(8) NFP

3RD ST E
2ND ST E
WALNUT ST
TH 41
SEE SHEET L3
SHEET L4
SHEET L5

STREETSCAPE FEATURES LEGEND - INSTALLED BY OTHERS

SYMBOL	FEATURE
	MASONRY PILLAR
	MASONRY PILLAR TYPE 1
	MASONRY SEAT WALL
	IRRIGATION SLEEVING
	ORNAMENTAL METAL RAILING
	BANNER POLE, SEE LIGHTING PLAN
	SINGLE FIXTURE POLE, SEE LIGHTING PLAN
	DOUBLE FIXTURE POLE, SEE LIGHTING PLAN
	ORNAMENTAL RAILING TYPE SPECIAL
	BOLLARD

2.0" DECIDUOUS TREES	
AFT	MATADOR MAPLE
GTT	HONEYLOCUST NORTHERN ACCLAIM
UAT	PRINCETON ELM
HPT	HACKBERRY PRAIRIE PRIDE
SRT	IVORY SILK LILAC
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BPT	DAKOTA PINNACLE BIRCH
DECIDUOUS SHRUB	
SBS	SPIREA GOLDFLAME
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DSS	DIERVILLA FIREFLY NIGHTGLOW
RAS	GRO-LOW FRAGRANT SUMAC
CSS	DOGWOOD FIREDANCE COMPACT
EVERGREEN SHRUB	
TOE	ARBORVITEA DEGROOTS SPIRE
PERENNIAL - 1 GALLON CONT	
HPP	PARDON ME DAYLILY
SHP	PRAIRIE DROPSEED
NFP	WALKERS LOW NEPETA
SSP	LITTLE BLUESTEM
PVP	SWITCH GRASS RUBY RIBBONS

NORTH

0 10' 20' 40'

LAYOUT LEGEND:

- PLANTING BED/MULCH (DRIP IRRIGATION)
- PLANTING BED/MULCH (NO IRRIGATION)
- RIP RAP
- ROW/EASEMENT/PROPERTY LINE
- IN PLACE IRR SLEEVING
- IRR SLEEVING TO BE INSTALLED
- DECIDUOUS TREE
- SHRUB
- PERENNIAL

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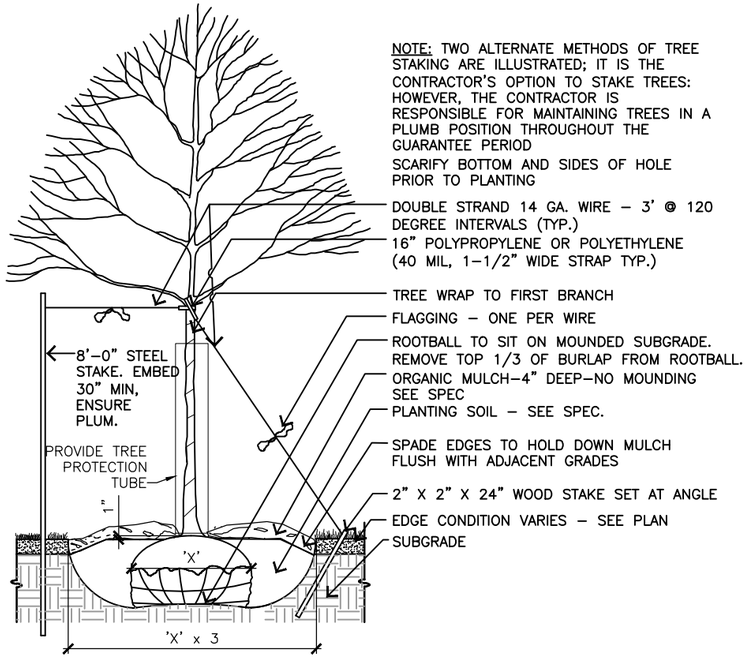
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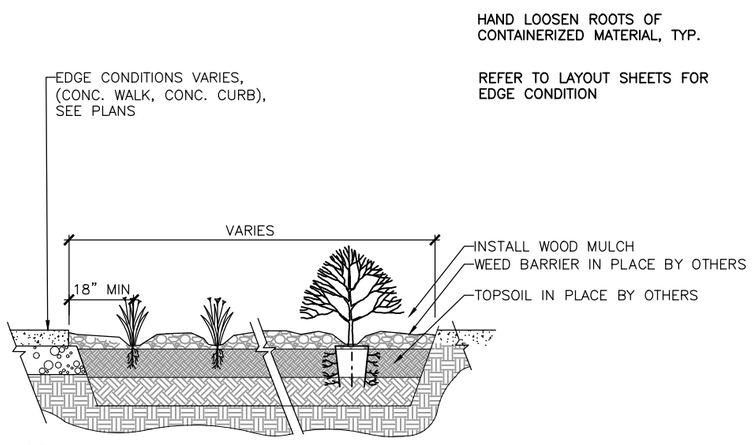
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T.H. 41 & C.S.A.H. 61 LANDSCAPE IMPROVEMENTS
PLANTING PLANS

SHEET L13



1 / L14 TREE PLANTING DETAIL



3 / L14 PLANTING BED

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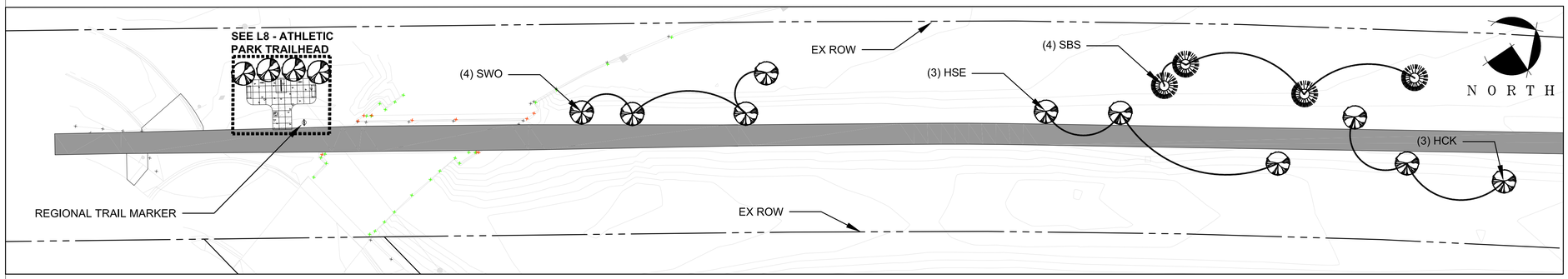
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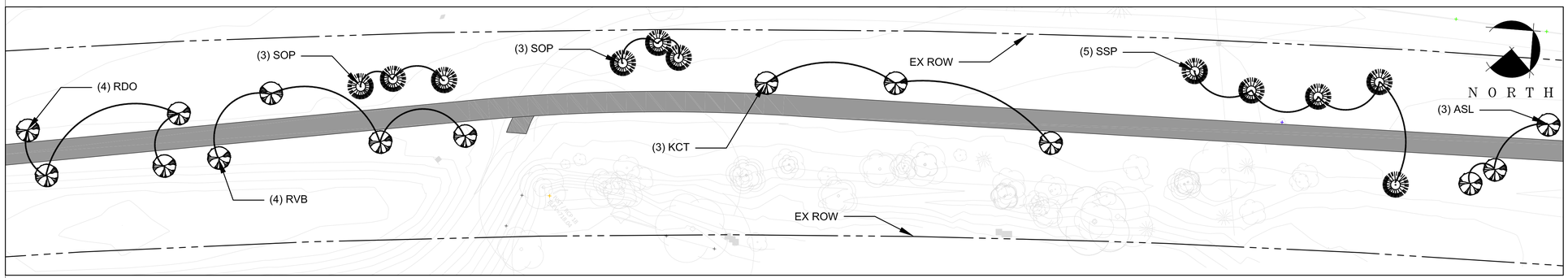
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PLANTING DETAILS

SHEET L14

TRAIL SECTION: 10+00 TO 17+40



TRAIL SECTION: 17+40 TO 24+90



LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

PLANTING SCHEDULE

Total	County	County/City	City		Common Name	Scientific Name	Size	Cont.	Comments	MATURE SIZE
117				**DECIDUOUS SHADE TREES**						**ht / width**
15	3	12		SWO	SWAMP WHITE OAK	Quercus bicolor	2.5" CAL	B&B	SINGLE STEM	50-60'/ 40-50'
11	3	8		RDO	RED OAK	Quercys rubra	2.5" CAL	B&B	SINGLE STEM	60-70'/40-60'
10		10		RVB	RIVER BIRCH	betula nigra	2.5" CAL	B&B	MULTI- STEM	40-60' /30-40'
12	3	9		KCT	KENTUCKY COFFEE TREE	Gymnocladus dioicus, espresso	2.5" CAL	B&B	SINGLE STEM	40' / 35'
14	4	10		PRE	PRINCETON ELM	Ulmus parvifolia 'Princeton'	2.5" CAL	B&B	SINGLE STEM	50-75'/50'
20	9	11		HSE	HOMESTEAD ELM	Ulmus x Homestead	2.5" CAL	B&B	SINGLE STEM	40-60/20-40
15	6	9		SHL	SKYLINE HONEYLOCUST	Gledlitsia Tricaonthos 'skycole'	2.5" CAL	B&B	SINGLE STEM	40-60/20-40
6		6		HCK	HACKBERRY	Celtis occidentalis	2.5" CAL	B&B	SINGLE STEM	50-75'/50'
14	8	6		ASL	AMERICAN SENTRY LINDEN	Tilia Amercan 'American Sentry'	2.5" CAL	B&B	SINGLE STEM	40-60'/20-30'
236				**EVERGREEN TREES**						**ht / width**
6	6			WCP	WHITE COLUMNAR PINE	Pinus strobus 'Fastigiata'	6FT	B&B	SINGLE STEM	40'/15'
15	12		3	FRF	FRASER FIR	Pinus strobus 'Fastigiata'	6FT	CONT.	SINGLE STEM	40'/15'
23	4	19		SOP	SCOTCH PINE	Pinus Sylvestris	6FT	B&B	SINGLE STEM	60-80' /25-30'
26	4	18	4	BHS	BLACKHILLS SPRUCE	Picea Densata	6FT	B&B	SINGLE STEM	20-40'/10-15'
22	10	7	5	SBS	SIBERIAN SPRUCE	Pinus obovata	6FT	B&B	SINGLE STEM	50'/20'
6	6			CHL	CANADIAN HEMLOCK	Tsuga canadensis	6FT	B&B	SINGLE STEM	35-45'/20-25'
14	14			ERC	EASTERN RED CEDAR	Juniperus virginiana	6FT	B&B	SINGLE STEM	30'/15'
11	11			BPJ	BLUE POINT JUNIPER	Juniperus chinensis 'Blue Point'	6FT	CONT.	SINGLE STEM	30'/15'
37	37			TAV	TECHNY ARBOR VITAE	Thuja occidentalis 'Techny'	6FT	B&B	SINGLE STEM	6-8'/12-15'
23	10	13		SSP	SWISS STONE PINE	Pinus cembra	6FT	B&B	PER PLAN	30-40'/15-20'
53	46		7	SPJ	SPARTAN JUNIPER	Juniper chinensis 'Spartan'	6FT	B&B	PER PLAN	12-15'/4-6'
5				**DECIDUOUS ORNAMENTAL TREES**						**ht / width**
5	1	4		SBY	SERVICEBERRY	Amelanchier x grandiflora 'Autumn Brilliance'	6' HT	B&B	MULTI- STEM	20-25'/15
60				**PERENNIALS**						**ht / width**
30				RSS	RUBY RIBBONS SWITCHGRASS	Pancium vigartum 'RR1' 'Ruby Ribboons (PP17, 944)	NO. 1	CONT.	PER PLAN	24-36" / 24"
30				PDS	PRAIRIE DROP SEED GRASS	Sporobolus heterolepis	NO. 1	CONT.	PER PLAN	24" / 18"

GENERAL NOTES

1. CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
2. CONTRACTOR SHALL CONTACT GOPHER STATE ONE (811) FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR HIRING A PRIVATE UTILITY LOCATOR TO COMPLETE THE PRIVATE UTILITY LOCATIONS.
4. CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
5. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS NEEDED RELATING TO THE NATURE AND SCOPE OF WORK.
6. CONTRACTOR TO BE RESPONSIBLE FOR COORDINATING CONSTRUCTION STAKING WITH CITY ENGINEER. OWNER WILL BE RESPONSIBLE FOR SPECIAL INSPECTION AND MATERIAL TESTING.
7. CONTRACTOR SHALL COORDINATE ALL PHASES OF CONSTRUCTION AND RESTORATION WITH OTHER CONTRACTORS WORKING ON SITE.
8. CONTRACTOR TO BE RESPONSIBLE FOR SECURING CONSTRUCTION SITE. CONSTRUCTION FENCING SHALL BE INSTALLED AND MAINTAINED BY CONTRACTOR. RELOCATION OF CONSTRUCTION FENCE WILL BE REQUIRED AS SPECIFIED AT NO ADDITIONAL COST TO OWNER.
9. ALL PLANT AND TREE INSTALLATIONS SHALL FOLLOW MNDOT STANDARD DETAILS AND SPECIFICATION UNLESS OTHERWISE NOTED IN THE CONSTRUCTION DRAWINGS AND SPECIAL PROVISIONS.
10. RESTORATION RELATED TO DISTURBANCE WHICH OCCURS DURING PLANTING AND INSTALLATION SHALL BE RESTORED AND IS INCIDENTAL TO THE PROJECT.

REV.	DATE
60%	11.17.23
STATE AID	1.26.24
95% SET	2.13.24

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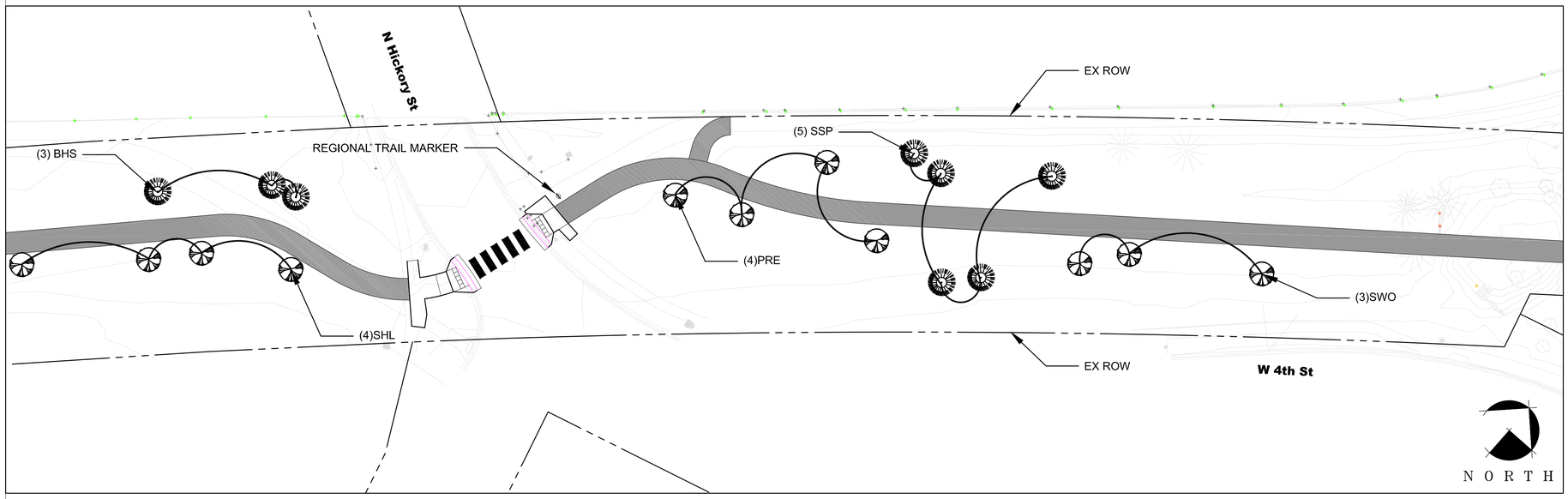
PAUL PAIGE, LA
LIC. NO. 23594 DATE XX/XX/20XX

DESIGNED TS
DRAWN TS
CHECKED PP

CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L1 OF L8

TRAIL SECTION: 24+90 TO 32+40



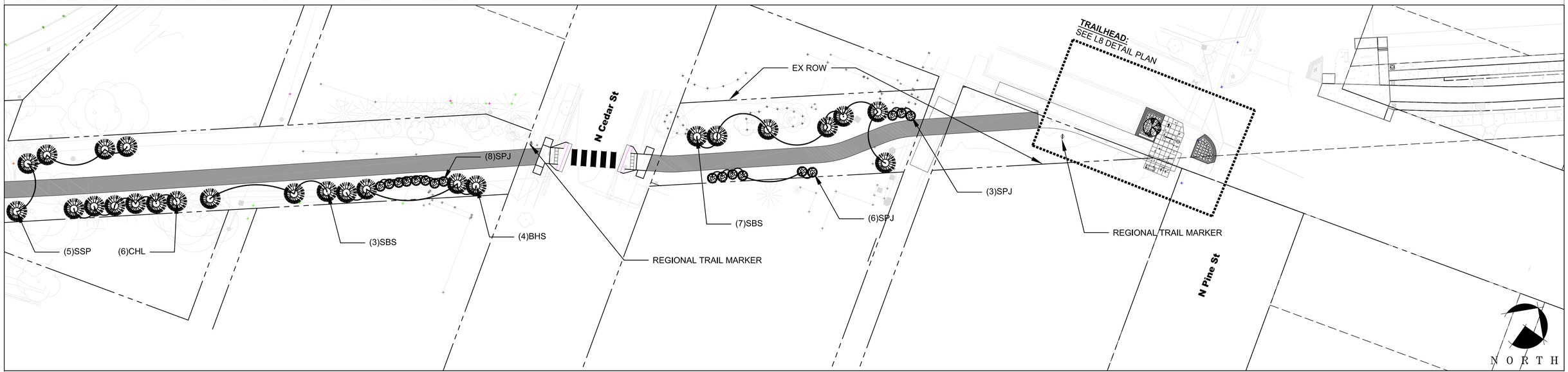
LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

TRAIL SECTION: 32+40 TO PINE STREET



REV.	DATE
60%	11.17.23
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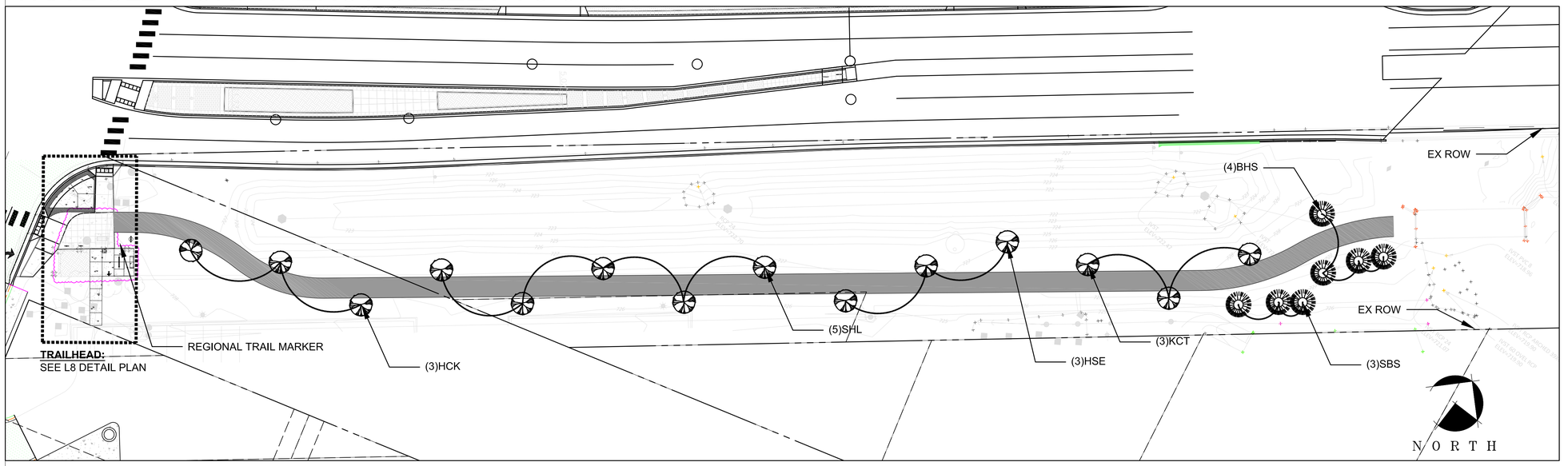
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LIC. NO. 23594 DATE XX/XX/20XX

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CHECKED PP

CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L2 OF L8

TRAIL SECTION: WALNUT STREET TO 57+30



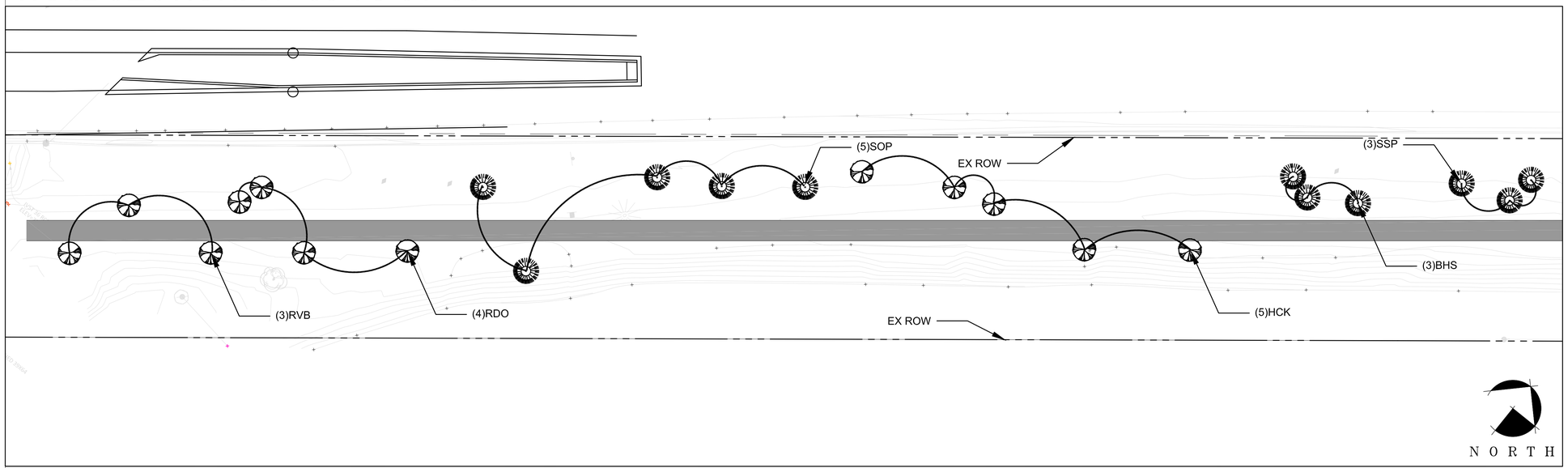
LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

TRAIL SECTION: 57+30 TO 64+90



REV.	DATE
60%	11.17.23
STATE AID	1.26.24
95% SET	2.13.24

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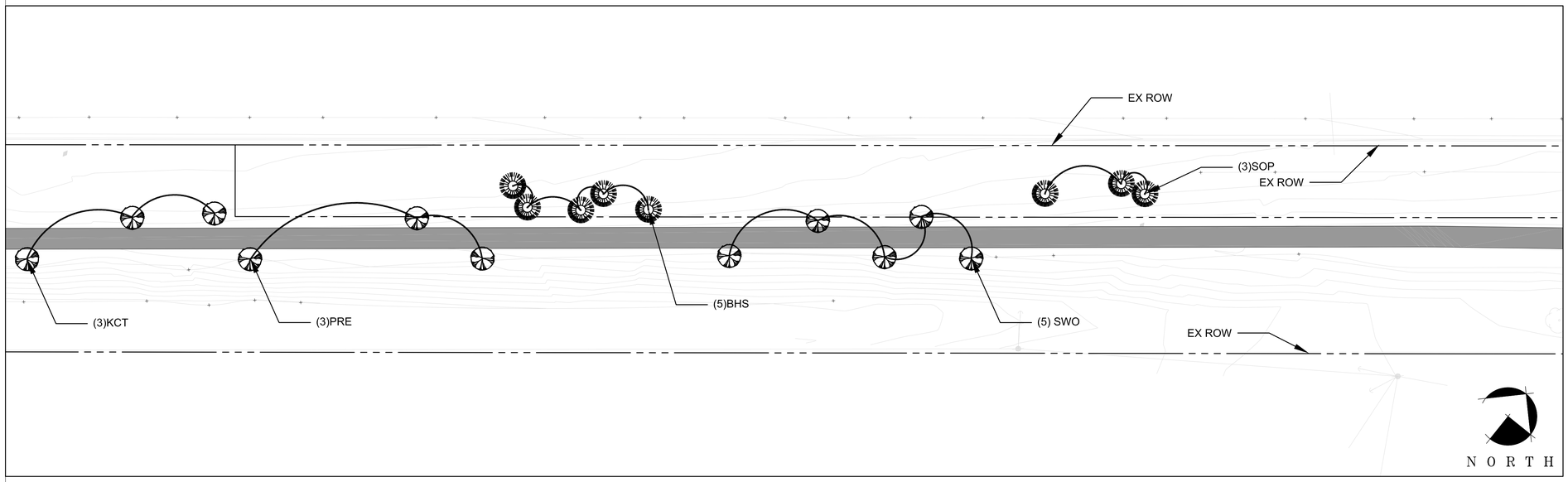
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DRAWN TS
CHECKED PP

CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L3 OF L8

TRAIL SECTION: 64+90 TO 72+30



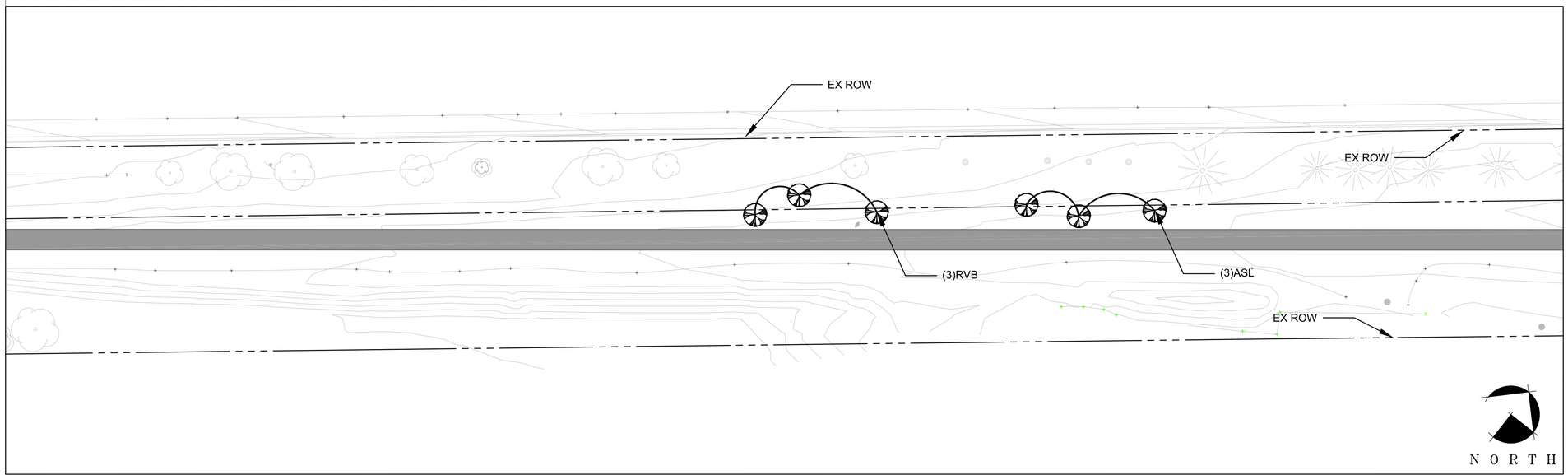
LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

TRAIL SECTION: 72+30 TO 79+90



REV.	DATE
60%	11.17.23
STATE AID	1.26.24
95% SET	2.13.24

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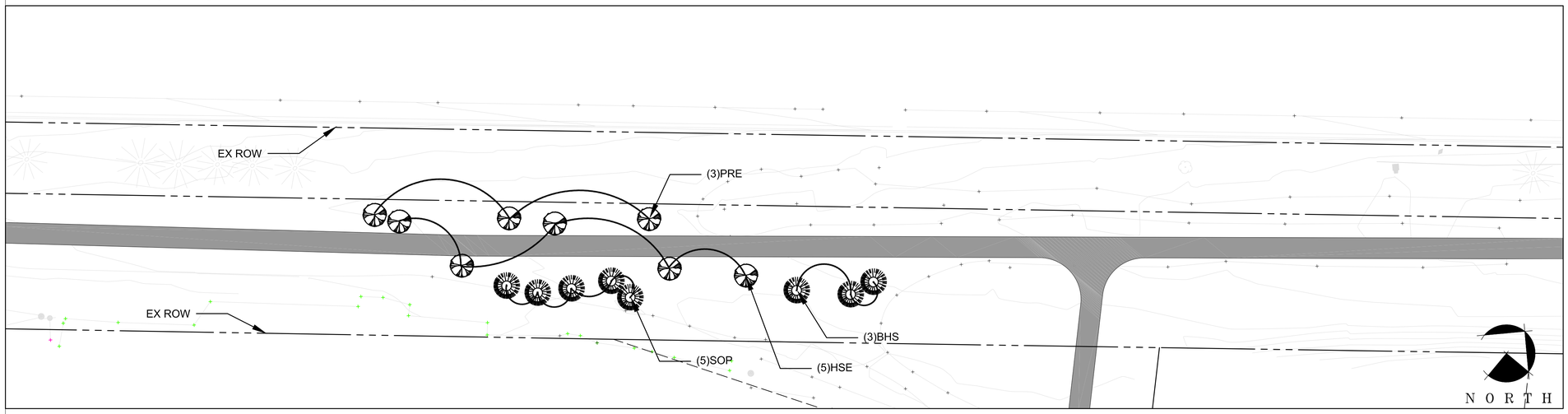
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DESIGNED	TS
DRAWN	TS
CHECKED	PP

CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L4 OF L8

TRAIL SECTION: 79+90 TO 87+30



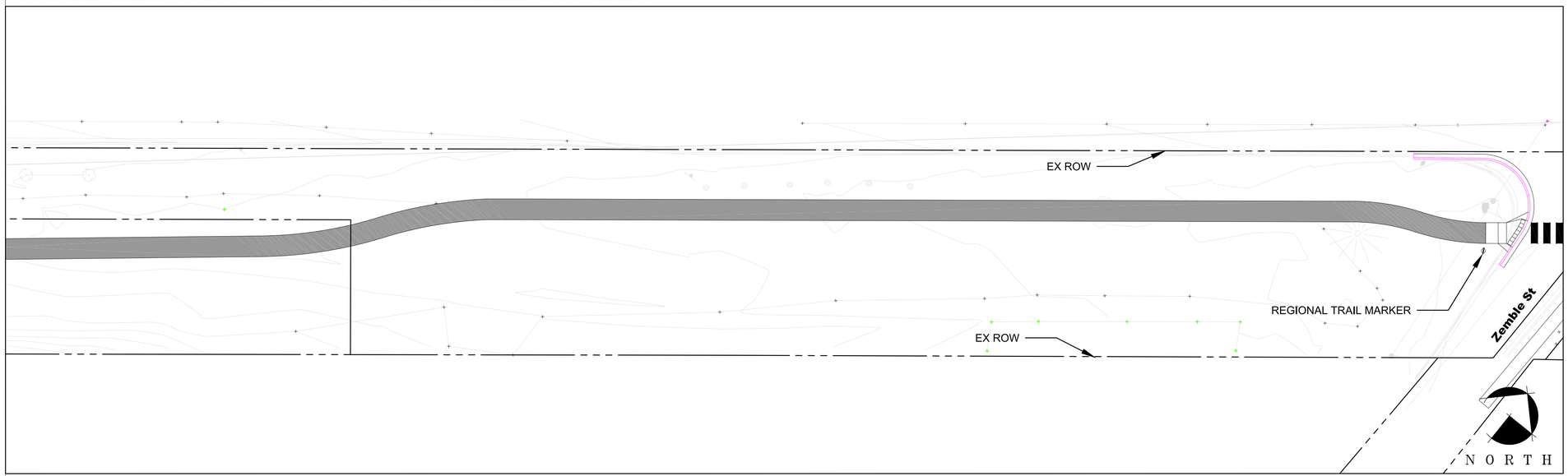
LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

TRAIL SECTION: 87+30 TO ZEMBLE STREET



REV.	DATE
60%	11.17.23
STATE AID	1.26.24
95% SET	2.13.24

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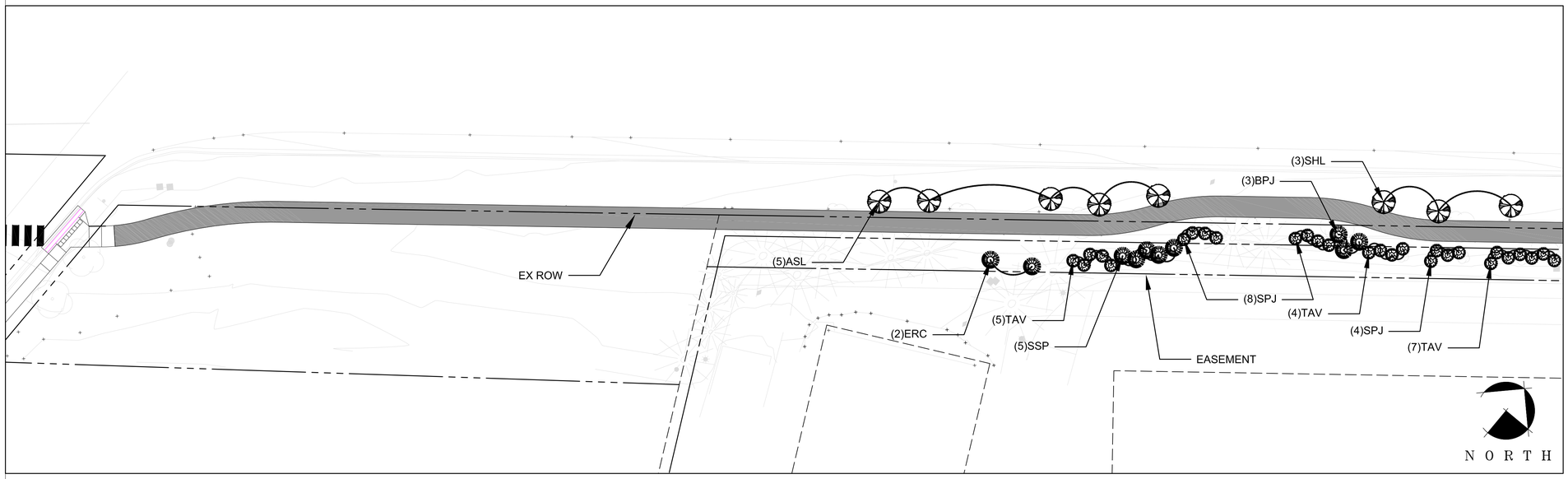
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DESIGNED	TS
DRAWN	TS
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CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L5 OF L8

TRAIL SECTION: 79+90 TO 87+30



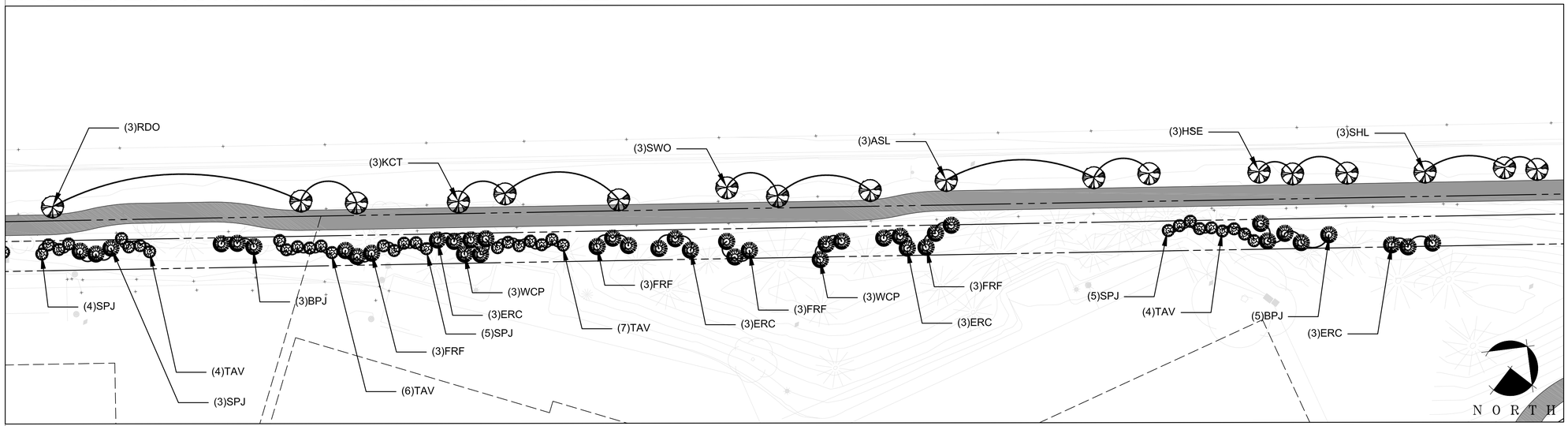
LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

TRAIL SECTION: 87+30 TO ZEMBLE STREET



REV.	DATE
60%	11.17.23
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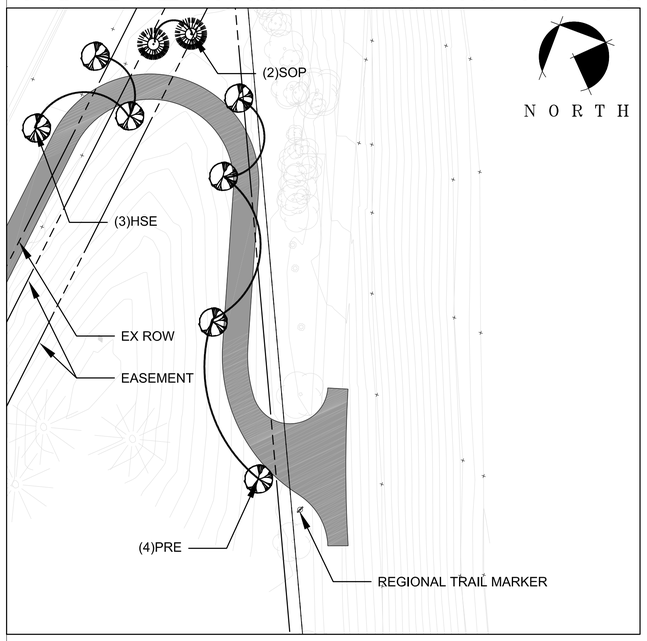
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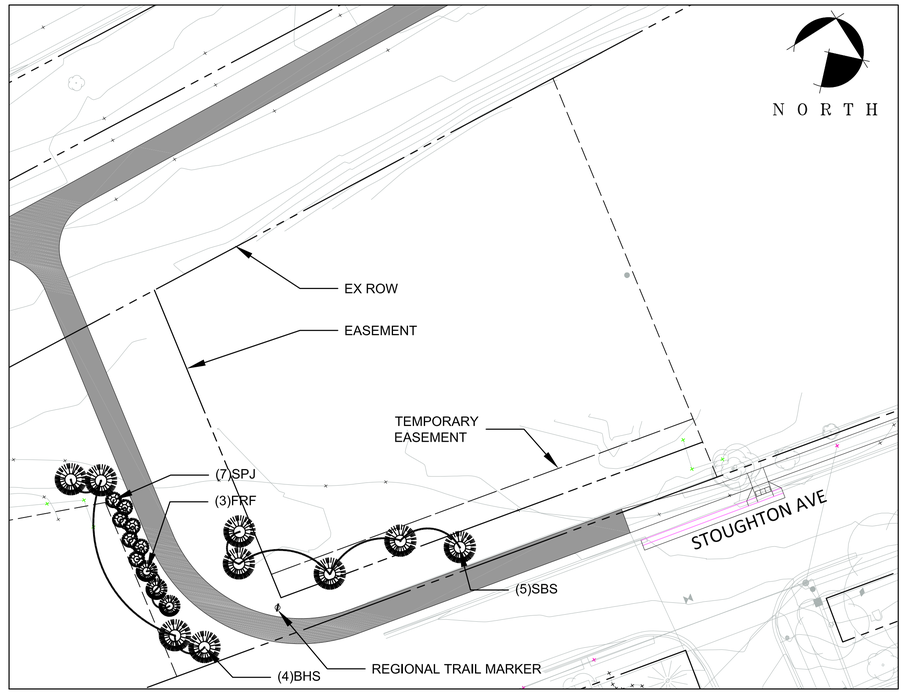
CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L6 OF L8

TRAIL SECTION: 110+10 TO 113+11



TRAIL SECTION: 130+50 TO STOUGHTON AVENUE



LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- COLUMNAR/COMPACT EVERGREEN
- CONSTRUCTION LIMITS
- ROW
- PARCEL
- EASEMENT

0 15' 30' 60'

SCALE: 1" = 30'-0"

REV.	DATE
60%	11.17.23
STATE AID	1.26.24
95% SET	2.13.24

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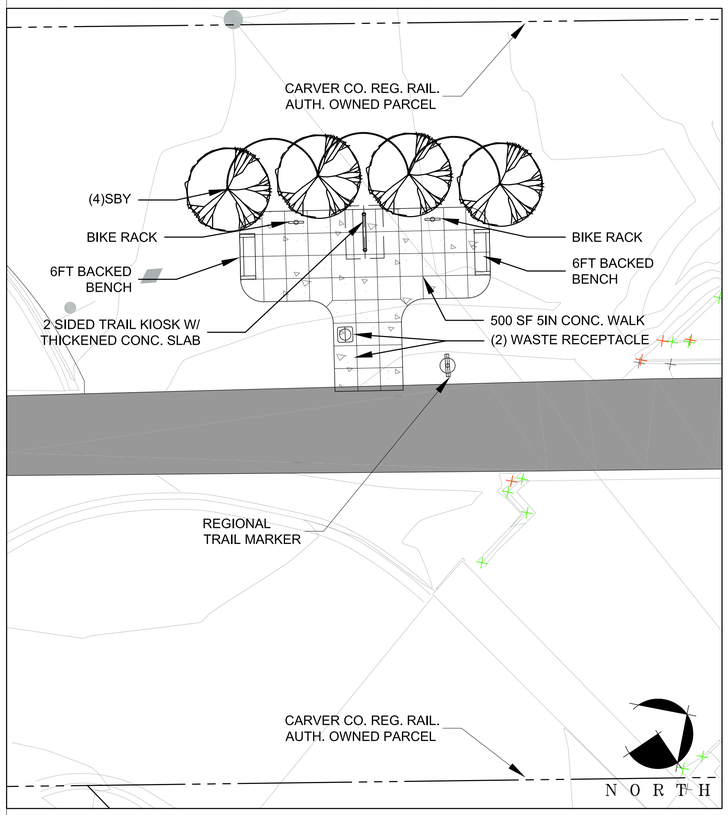
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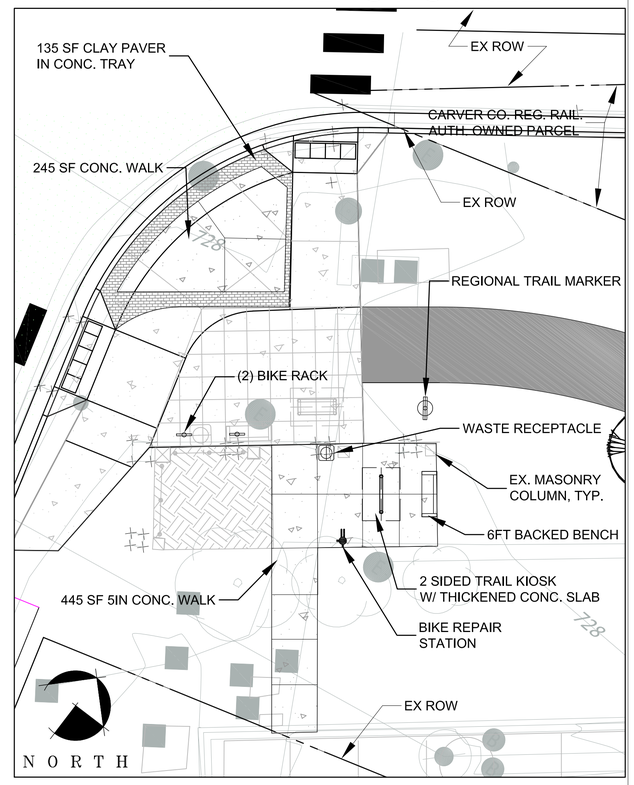
CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L7 OF L8

TRAILHEAD - ATHLETIC PARK



TRAILHEAD - WALNUT STREET



LEGEND

- BIKE RACK
- BIKE REPAIR STATION
- 6FT BACKED BENCH
- WASTE RECEPTACLE
- 2 SIDED TRAILHEAD KIOSK W/ THICKENED CONC. SLAB
- CONCRETE WALK / PAD
- CONCRETE WALK / PAD
- CONCRETE WALK / PAD
- CONCRETE WALK / PAD
- ROW
- PARCEL
- EASEMENT
- DECIDUOUS TREE

0 2.5' 5' 10'

SCALE: 1" = 5-0"

REV.	DATE
60%	11.17.23
STATE AID	1.26.24
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DESIGNED	TS
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CHECKED	PP

CITY OF CHASKA
MN RIVER BLUFFS REGIONAL TRAIL
TRAIL AMENITIES AND LANDSCAPING

SHEET L8 OF L8

PEDESTRIAN FLAG SIGN, LOCATION 6
(ON EXISTING LIGHT POLE)

PARKING FLAG SIGN – MARKER
(ON EXISTING LIGHT POLE)

PARKING FLAG SIGN – MARKER
(NEW POLE AND FTG.)

PEDESTRIAN FLAG SIGN, LOCATION 2
(NEW POLE ON EX FOOTING, SEE SPEC.)

PARKING FLAG SIGN – DIRECTIONAL
(ON EXISTING LIGHT POLE)

1ST STREET

2ND STREET

3RD STREET

4TH STREET

EQUATION:
Sta 99+02.88 BK =
Sta 98+99.61 AH

PARKING FLAG SIGN – DIRECTIONAL
(ON EXISTING LIGHT POLE)

PEDESTRIAN FLAG SIGN, LOCATION 1
(NEW POLE ON EX FOOTING, SEE SPEC.)

PEDESTRIAN FLAG SIGN, LOCATION 3
(NEW POLE ON EX FOOTING, SEE SPEC.)

ENTRY SIGN, LOCATION 1
(NEW FTG, CONNECT TO EX POWER STUB)

2 SIDED KIOSK, LOCATION 1
(ANCHOR TO EX THICKEN SLAB,
CONNECT TO EX POWER STUB)

4 SIDED KIOSK, LOCATION 1
(NEW FTG, CONNECT TO EX POWER STUB)

13' PASEO GATEWAY
(ANCHOR TO EX FTG, CONNECT TO EX POWER STUB)

PASEO LIGHT SUPPORT POST PAIR
(ANCHOR TO EX FTG.)

PARKING FLAG SIGN – MARKER
(ON EXISTING LIGHT POLE)

PARKING FLAG SIGN – MARKER
(NEW POLE AND FTG.)

PARKING FLAG SIGN – MARKER
(ON EXISTING LIGHT POLE)

1ST STREET

2ND STREET

3RD STREET

4TH STREET

12' DRIVE LANE
10' PARKING
10' PARKING

PEDESTRIAN FLAG SIGN, LOCATION 5
(ON EXISTING LIGHT POLE)

PARKING FLAG SIGN – MARKER
(ON EXISTING LIGHT POLE)

PED
(NE

NORTH

0 50' 100'

REV.	BY	DATE
	TDS	03.05.24

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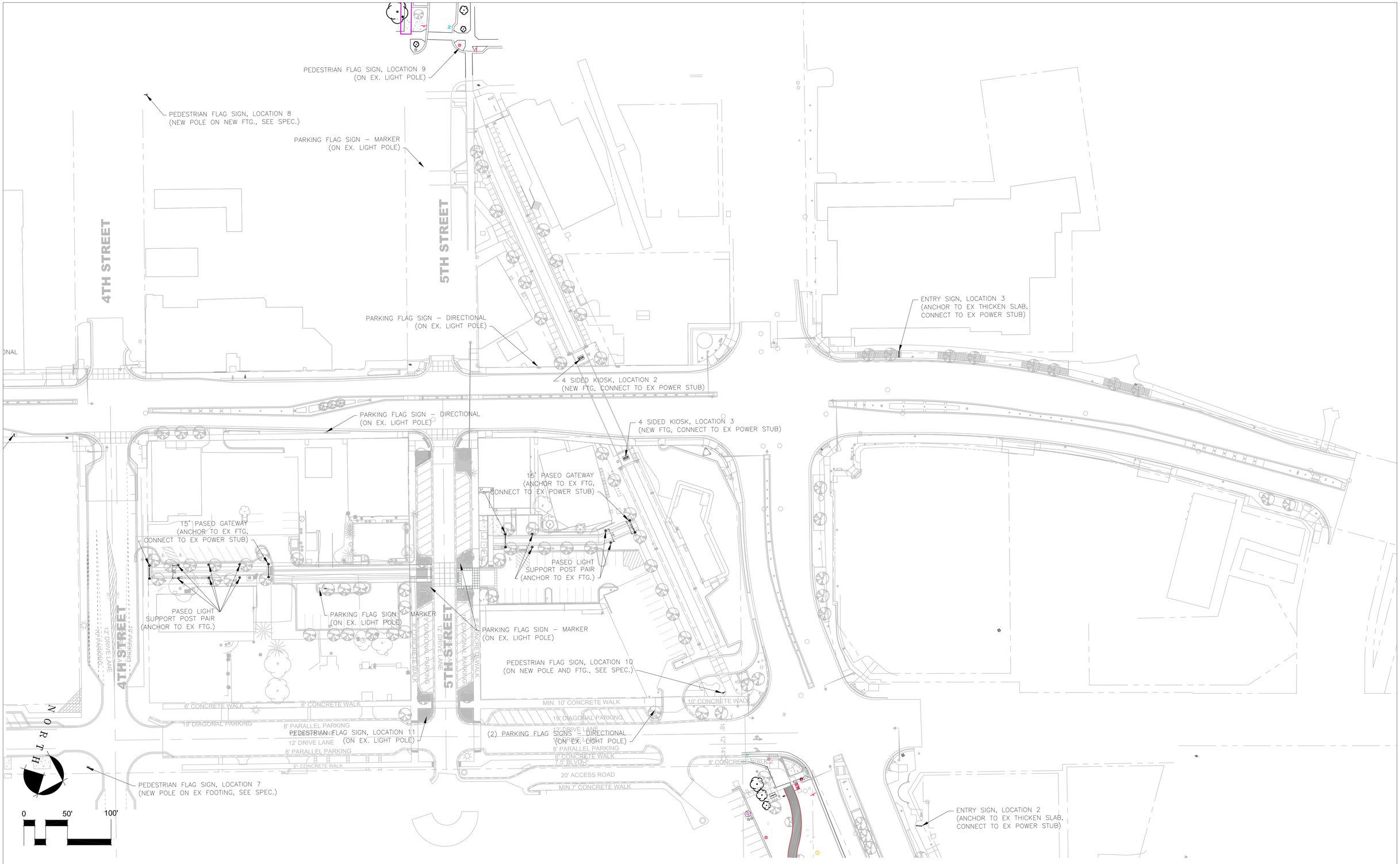
DESIGNED AB, TS
DRAWN AB, TS
CHECKED PP

CITY OF CHASKA

T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS

SIGNAGE LOCATION PLAN - SOUTH

SHEET L1 OF L8



REV.	BY	DATE
BID	TDS	03.05.24

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PAUL PAIGE, LA
LIC. NO. 23594 DATE 03/05/2024

DESIGNED	DRAWN	CHECKED
AB, TS	AB, TS	PP

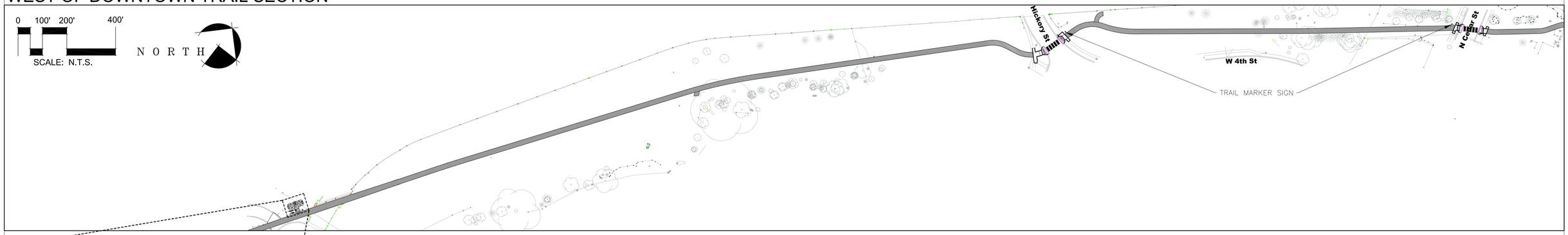
CITY OF CHASKA

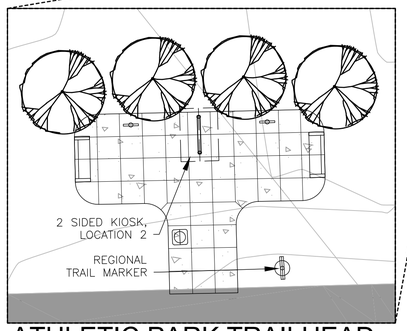
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS

SIGNAGE LOCATION PLAN - NORTH

SHEET L2 OF L8

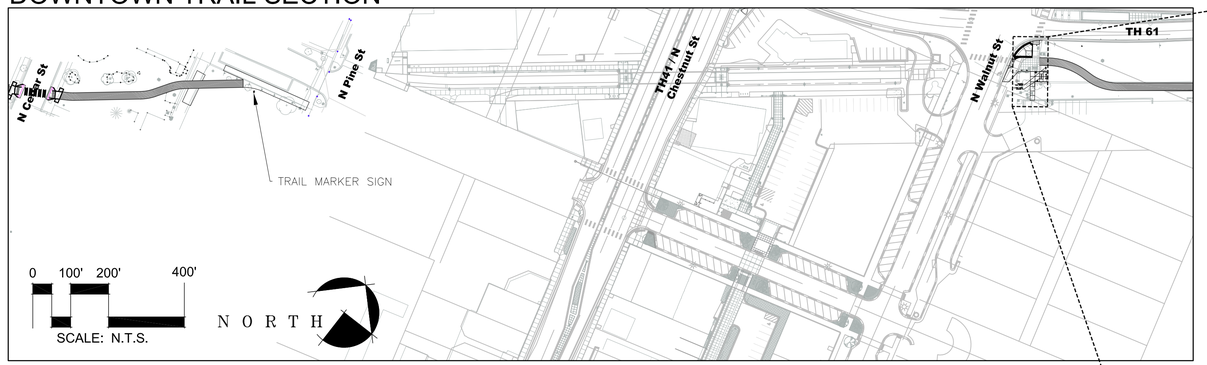
WEST OF DOWNTOWN TRAIL SECTION



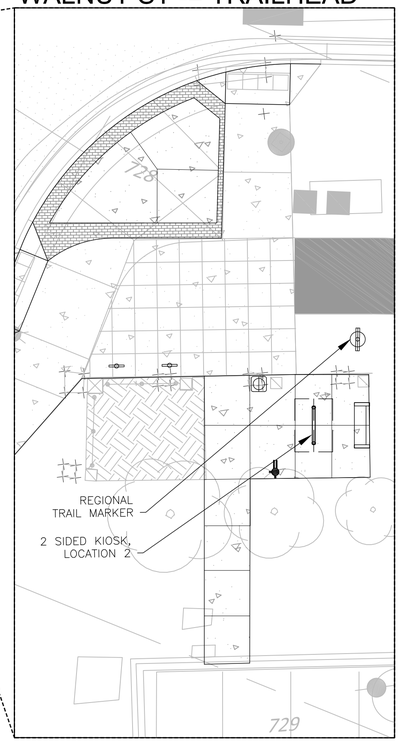


ATHLETIC PARK TRAILHEAD

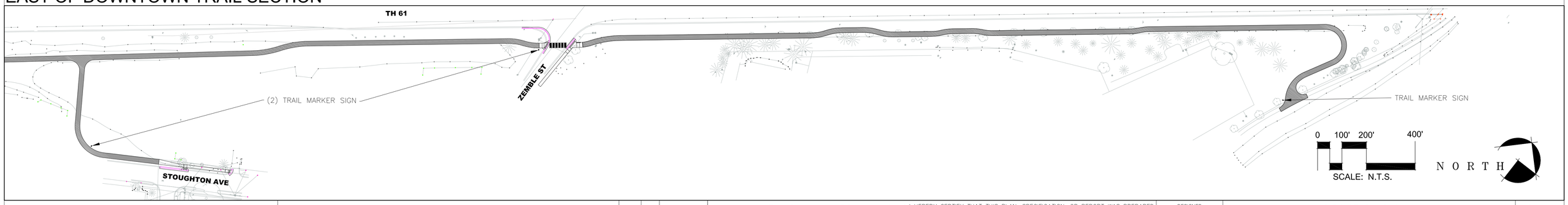
DOWNTOWN TRAIL SECTION



WALNUT ST -= TRAILHEAD



EAST OF DOWNTOWN TRAIL SECTION



REV.	BY	DATE
BID	TDS	03.05.24

HK gi

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Minneapolis, Minnesota
www.hkgi.com

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PAUL PAIGE, LA
LIC. NO. 23594 DATE 03/05/2024

DESIGNED	AB, TS
DRAWN	AB, TS
CHECKED	PP

CITY OF CHASKA

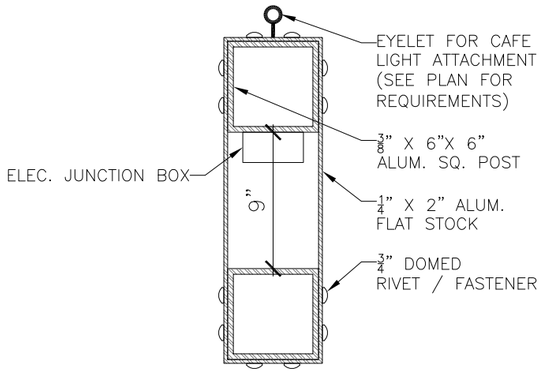
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS

SIGNAGE LOCATION PLAN - TRAIL

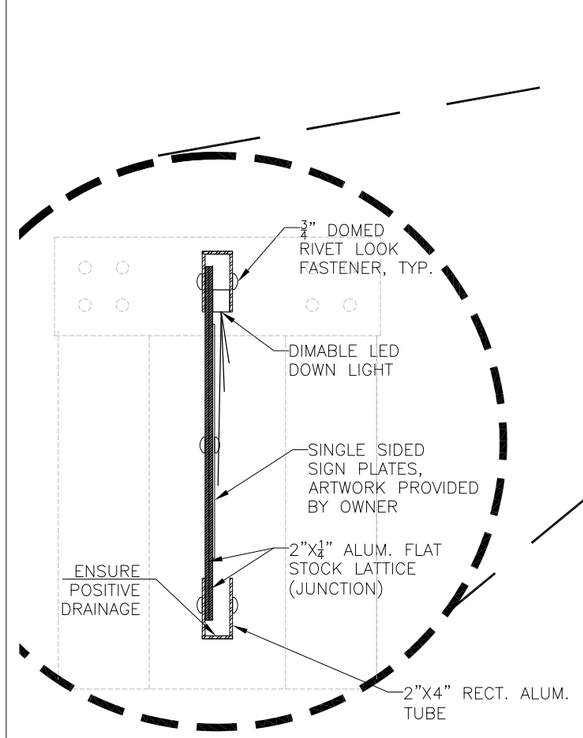
SHEET L3 OF L8

PASEO GATEWAY NOTES:

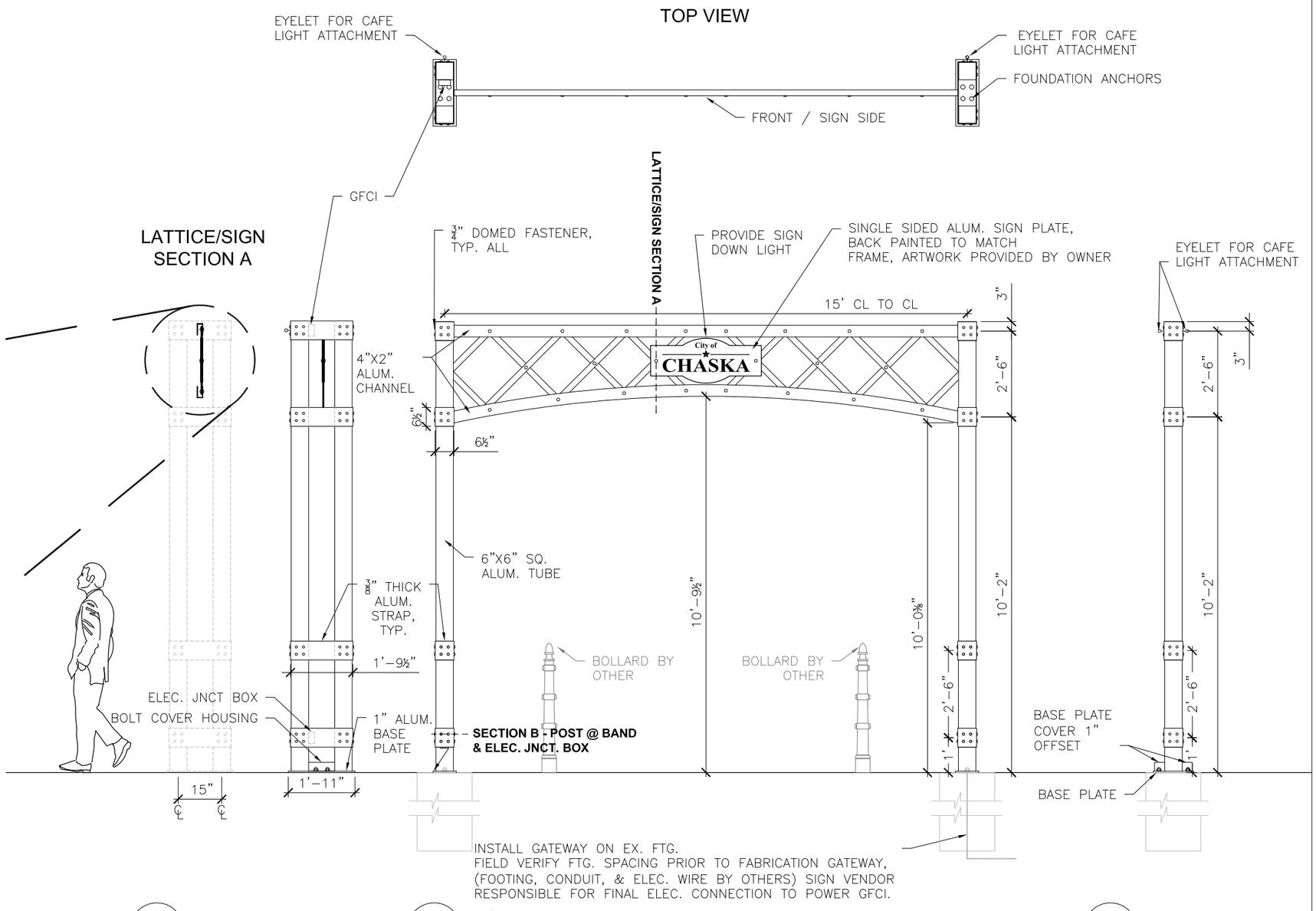
1) FIELD VERIFY ALL EXISTING FTG. DIMENSIONS FOR GATEWAY FIT PRIOR TO FABRICATION, ARCHWAY WIDTHS VARY BY LOCATION.
2) SEE SPEC FOR METAL FABRICATION, FINISHING, AND ELECTRICAL



SECTION B -
POST @ BAND
& ELEC. JNCT. BOX



SECTION A -
LATTICE / SIGN



1 / L4 PASEO GATEWAY SIDE VIEW

1 / L4 15FT PASEO GATEWAY - FRONT

1 / L4 PASEO LIGHT SUPPORT POST

REV.	BY	DATE
BID	TDS	03.05.24

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PAUL PAIGE, LA
LIC. NO. 23594 DATE 03/05/2024

DESIGNED	DRAWN	CHECKED
AB, TS	AB, TS	PP

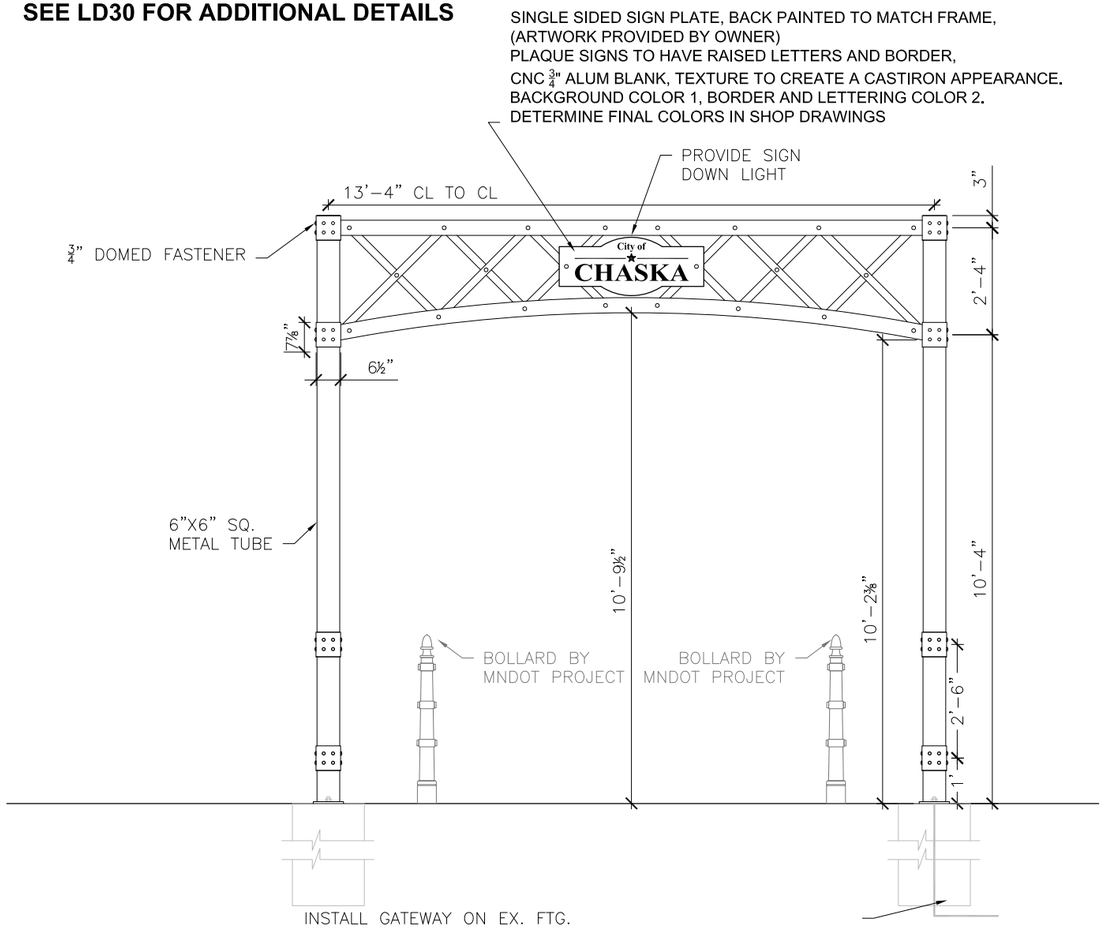
CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS
PASEO GATEWAY

SHEET L4 OF L8

PASEO GATEWAY NOTES:

1) FIELD VERIFY ALL EXISTING FTG. DIMENSIONS FOR GATEWAY FIT PRIOR TO FABRICATION, ARCHWAY WIDTHS VARY BY LOCATION.
2) SEE SPEC FOR METAL FABRICATION, FINISHING, AND ELECTRICAL

SEE LD30 FOR ADDITIONAL DETAILS



1 / L5 13FT PASEO GATEWAY - FRONT
(2ND ST TO 3RD ST PASEO ONLY)

REV.	BY	DATE
BID	TDS	03.05.24

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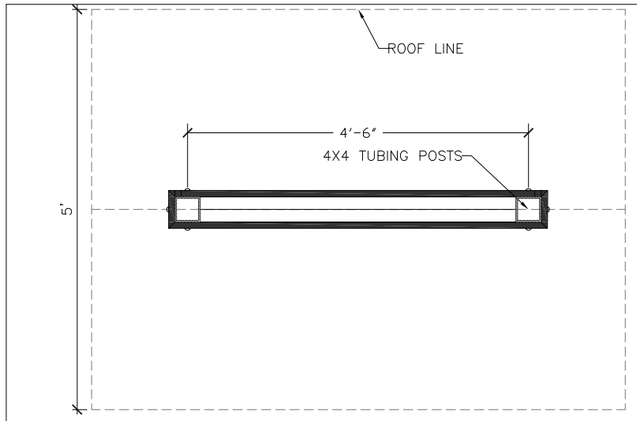
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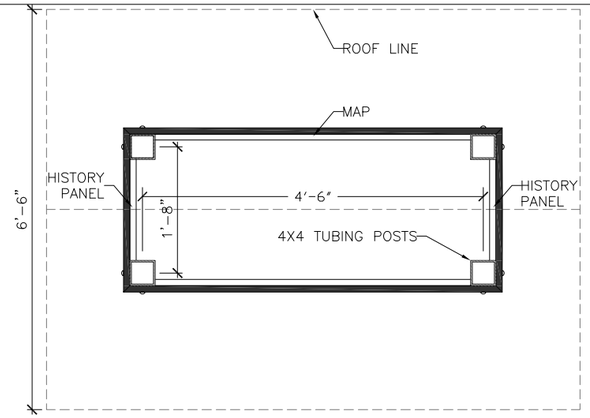
PAUL PAIGE, LA
LIC. NO. 23594 DATE 03/05/2024

DESIGNED	AB, TS
DRAWN	AB, TS
CHECKED	PP

CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS
13FT PASEO GATEWAY DETAILS

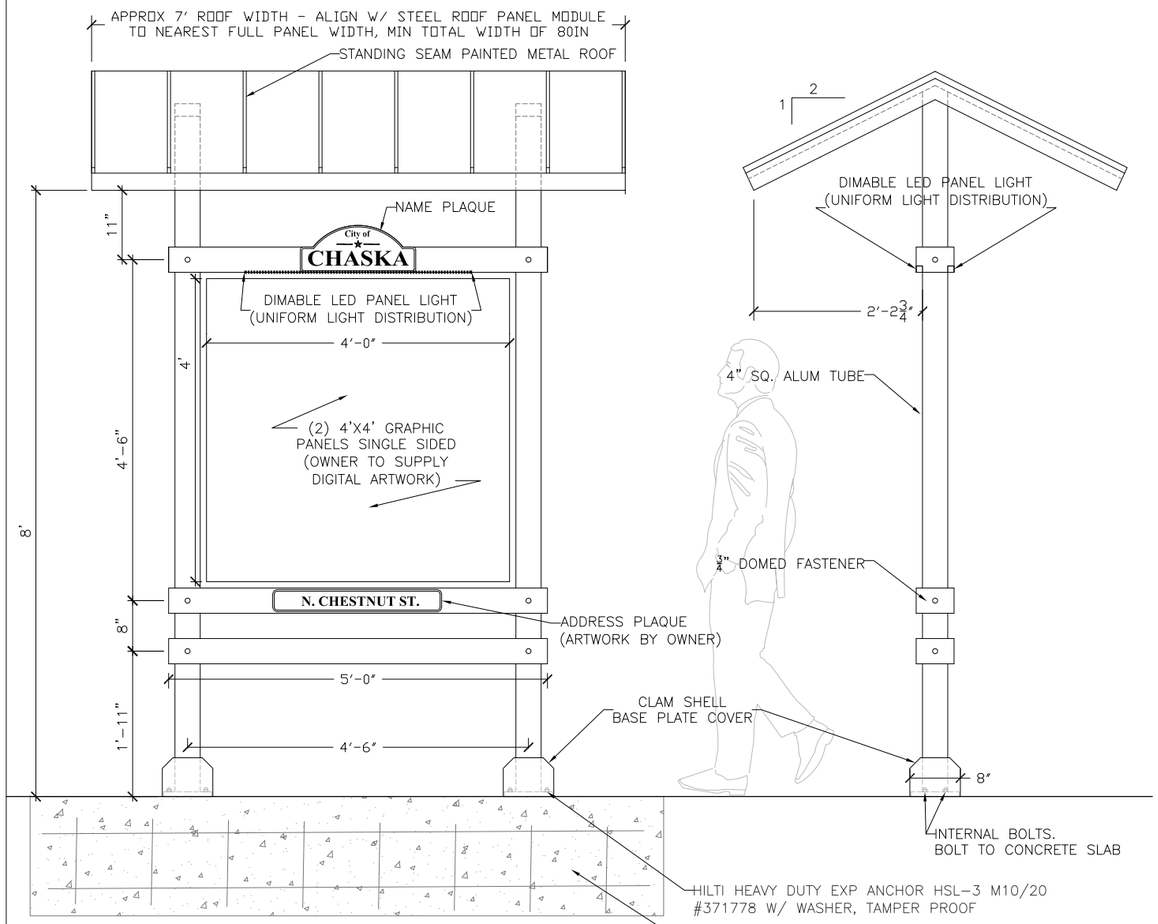
SHEET L5 OF L8



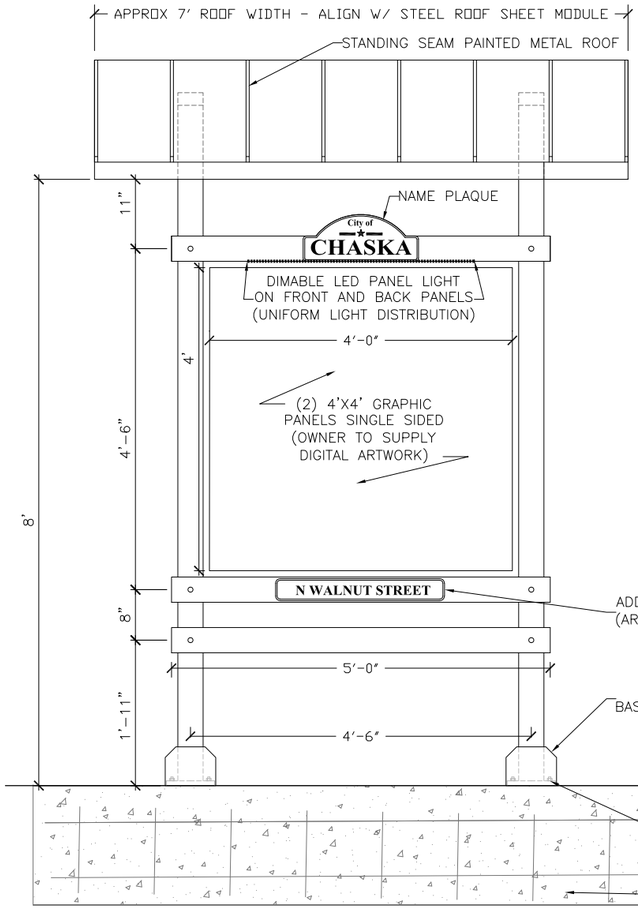


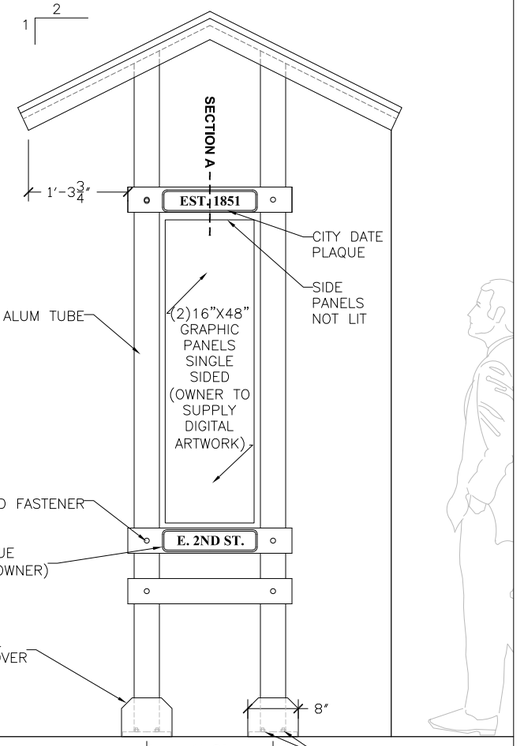
KIOSK NOTES:

1) FIELD VERIFY ALL EXISTING FTG. DIMENSIONS FOR GATEWAY FIT PRIOR TO FABRICATION, ARCHWAY WIDTHS VARY BY LOCATION.
2) SEE SPEC FOR METAL FABRICATION, FINISHING, ROOFING, AND ELECTRICAL
3) SIGN STRUCTURE TO BE CONSTRUCTED OF ALUMINUM UNLESS OTHERWISE SPECIFIED ON DRAWINGS
4) PLAQUE SIGNS TO HAVE RAISED LETTERS AND BORDER, CNC ALUM BLANK AND TEXTURE TO CREATE A CAST IRON APPEARANCE. BACKGROUND COLOR 1, BORDER AND LETTERING COLOR 2. DETERMINE FINAL COLORS IN SHOP DRAWINGS



1 L6 2 SIDED KIOSK





1 L6 4 SIDED KIOSK

REV.	BY	DATE
BID	TDS	03.05.24

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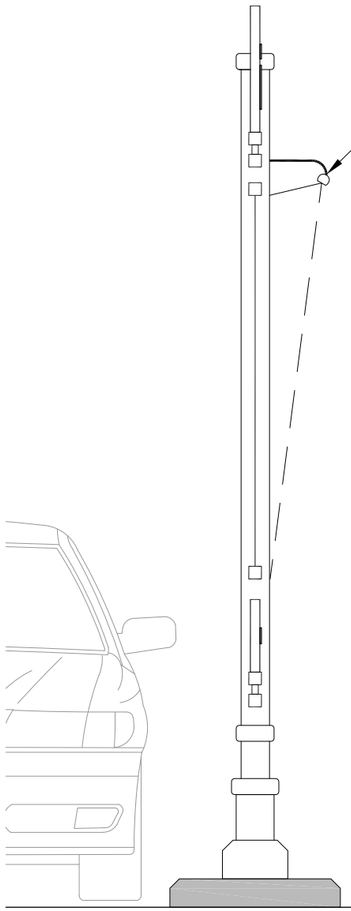
DESIGNED AB, TS
DRAWN AB, TS
CHECKED PP

CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS
KIOSK DETAILS

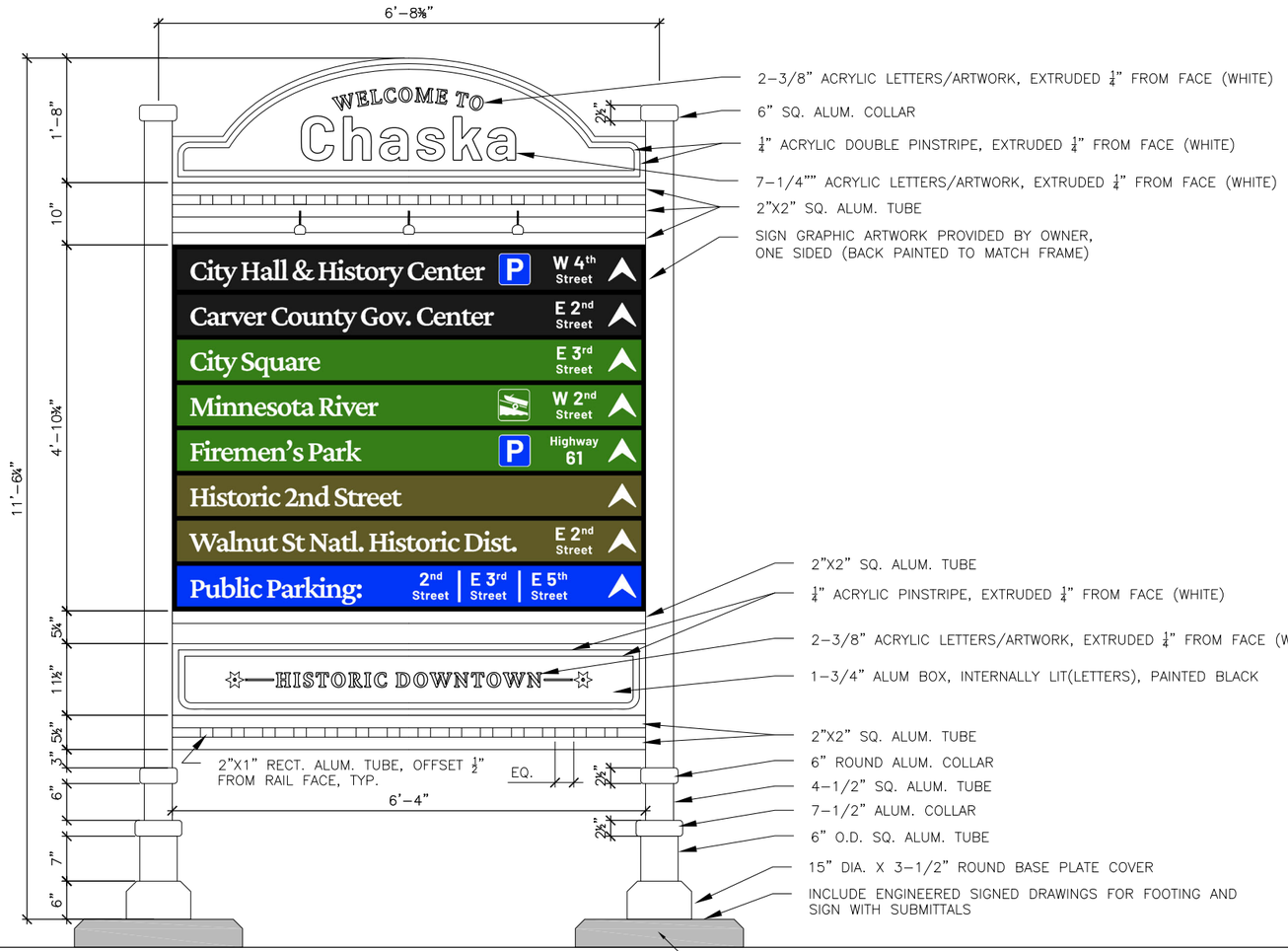
SHEET LD32 OF L8

ENTRY SIGN NOTES:

1) FIELD VERIFY ALL EXISTING FTG. DIMENSIONS FOR GATEWAY FIT PRIOR TO FABRICATION, ARCHWAY WIDTHS VARY BY LOCATION.
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1 L7 ENTRY SIGN - SIDE SECTION



1 L7 ENTRY SIGN - FRONT VIEW

REV.	BY	DATE
BID	TDS	03.05.24

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LIC. NO. 23594 DATE 03/05/2024

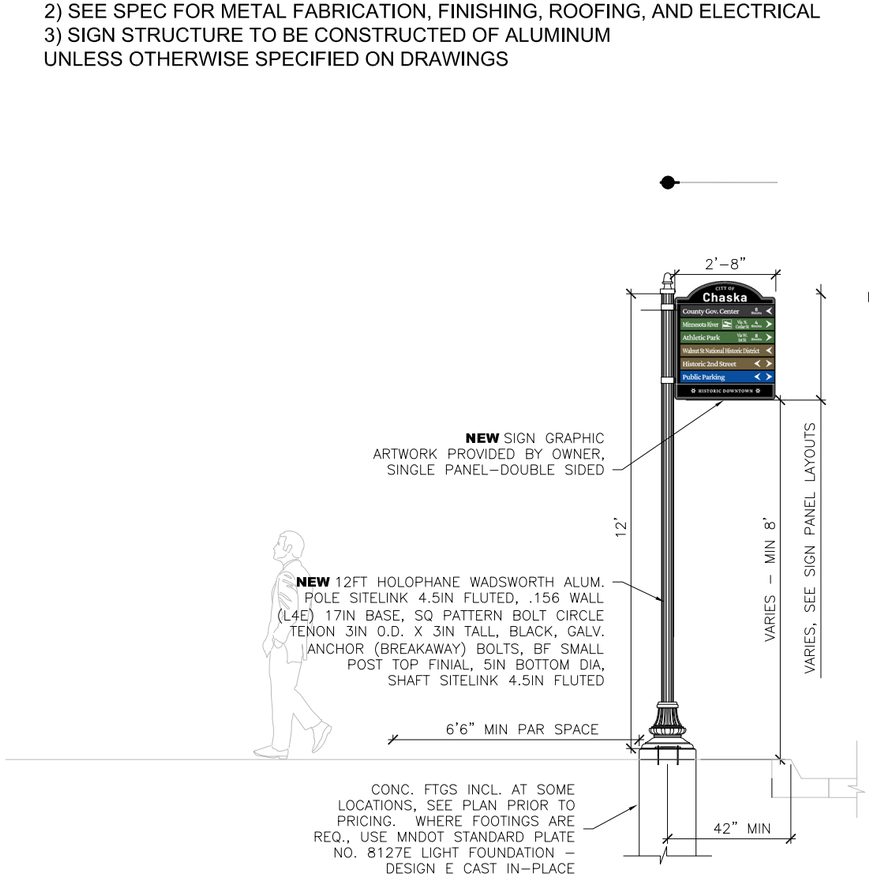
DESIGNED	DRAWN	CHECKED
AB, TS	AB, TS	PP

CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS
SIGNAGE DETAILS

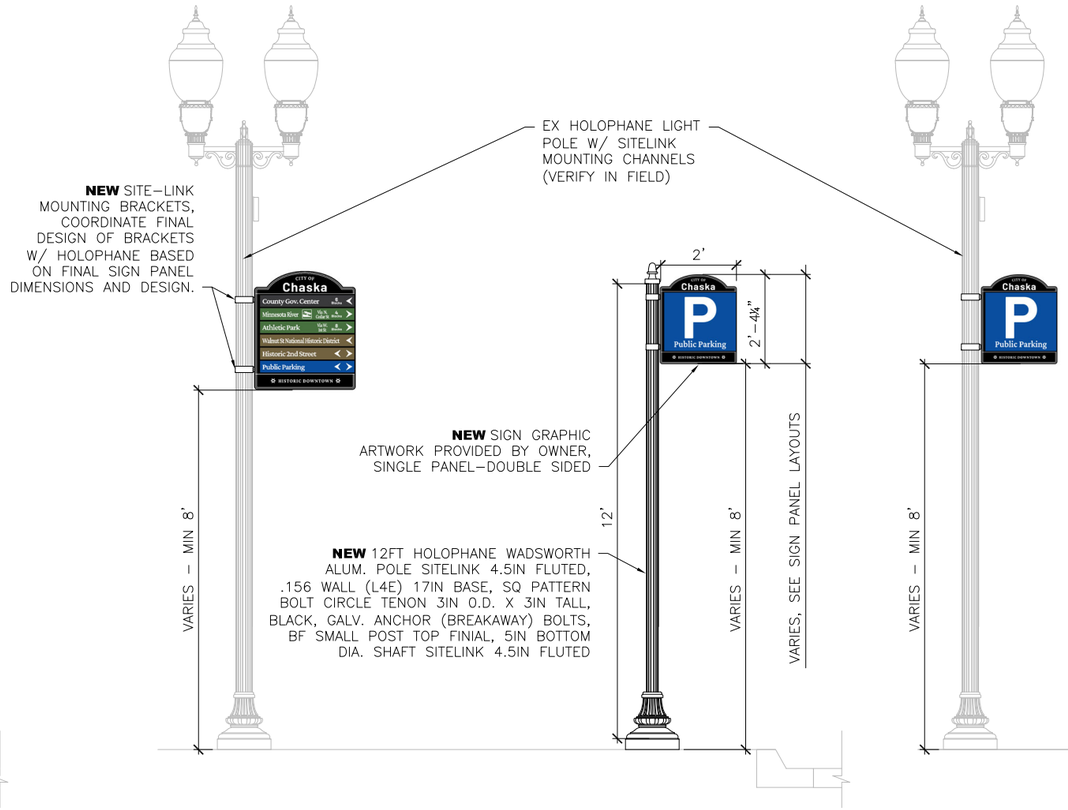
SHEET L7 OF L8

ENTRY SIGN NOTES:

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1 L8 PEDESTRIAN FLAG SIGN - NEW POLE



2 L8 PEDESTRIAN FLAG SIGN EX LIGHT POLE

3 L8 PARKING FLAG SIGN NEW POLE

4 L8 PARKING FLAG SIGN EX LIGHT POLE

REV.	BY	DATE
BID	TDS	03.05.24

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CITY OF CHASKA
T.H. 41 & C.S.A.H. 61 SIGNAGE IMPROVEMENTS
SIGNAGE DETAILS

SHEET L8 OF L8

REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/4/2024

Subject: Adopt Resolution Approving Construction Docs and Authorizes Advertisement for Bids – NE Collector in SW Area-Savanna Way Phase II

Prepared By: Matthew Clark, City Engineer

The Council has reviewed and accepted previous studies for the NE Collector in SW Chaska named Savanna Way. The final phase II portion of the project schedule proposes to complete the roadway connection between CSAH 44 and Creek Road in 2024. The Council has previously been made aware of how the street and utility improvements will be phased and the attached report reflects those changes.

The total project costs to complete the Phase 2 Improvements are estimated at $3.1M to complete the overall project. As a part of the planning process for SW Chaska, the City identified funding sources captured by area development. The fees collected with area development support the overall transportation network and extensions of trunk utilities. The improvements are proposed to be financed with bond proceeds and reimbursed through trunk utility availability charges, municipal state aid funds, and transportation assessments.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2024-20 to approve plans and specifications and authorize city staff to solicit bids for the NE Collector in SW Area aka. Savanna Way Phase II

CITY OF CHASKA

CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 3/4/2024 RESOLUTION NO. 2024-20

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

A Resolution Approving Construction Docs and Authorizing Advertisement for Bids – NE Collector in SW aka Savanna Way.

WHEREAS, pursuant to City Council authorization, the City Engineer has prepared plans and specifications for NE Collector in SW Area aka Savanna Way Project;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota, does hereby approve:

1. Such plans and specifications as prepared by Stantec, copies of which are attached hereto and made a part hereof;

2. The City Clerk shall prepare and cause to be published in the Chaska Herald an advertisement for bids upon the making of such improvements under such approved plans and specifications. Said bid process shall adhere to all provisions of State Statute.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 4th day of March 2024.

_____

Jon Grau, Mayor Pro Tem

Attest: _____

Deputy Clerk

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MINNESOTA DEPARTMENT OF TRANSPORTATION
CITY OF CHASKA
SAVANNA WAY PHASE 2

CONSTRUCTION PLAN FOR: SANITARY SEWER, WATER MAIN, STORM SEWER, STORM WATER BMPS, GRADING, AGGREGATE BASE, PLANT MIXED BITUMINOUS PAVEMENT, CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, BITUMINOUS TRAIL, TRAFFIC CONTROL STRIPING AND SIGNAGE.

LOCATED ON SAVANNA WAY FROM FARM HILL BLVD TO CREEK ROAD

DESIGN DESIGNATION
S.A.P. 196-122-003 / S.A.P. 196-122-002

SAVANNA WAY:	LOCAL
DESIGN SPEED	40 MPH
DESIGN LOAD	10 TONS
20 YEAR ESALS	NA
DESIGN LANE	
NUMBER OF TRAFFIC LANES	2
NUMBER OF PARKING LANES	NA
SHOULDER WIDTH	6'
ADT:	
PRESENT - 2022	NA
FUTURE - 2042	4,425
SOIL R VALUE	NA

DESIGN SPEED FOR ROADWAY
BASED ON STOPPING SIGHT DISTANCE:
HEIGHT OF EYE = 3.5 FT
HEIGHT OF OBJECT = 2.0 FT

DESIGN SPEED FOR BIKEWAY
BASED ON STOPPING SIGHT DISTANCE:
HEIGHT OF EYE = 4.5 FT
HEIGHT OF OBJECT = 0 FT

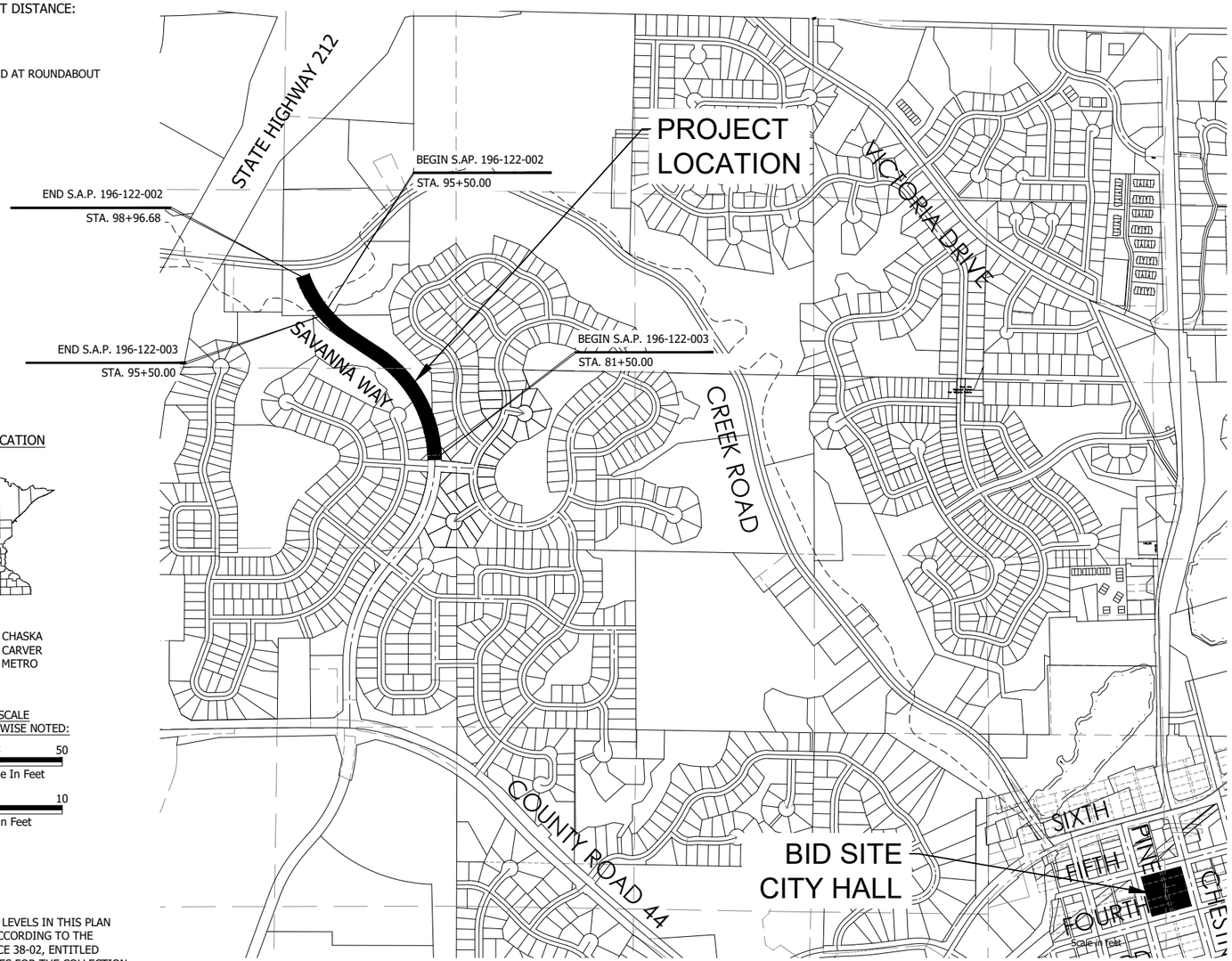
DESIGN SPEED NOT ACHIEVED AT ROUNDABOUT

SAVANNA WAY S.A.P. 196-122-002
SECTION 6, T.115, R.23
FROM:2267.97 FT SOUTH AND 4201.72 FT EAST OF THE NW CORNER OF SECTION 6
TO: 1971.33 FT SOUTH AND 4026.47 FT EAST OF THE NW CORNER OF SECTION 6

GROSS LENGTH	346.68	FEET	0.07	MILES
BRIDGE LENGTH	31.67	FEET	0.006	MILES
EXCEPTION LENGTH		FEET		MILES
NET LENGTH	346.68	FEET	0.07	MILES

SAVANNA WAY S.A.P. 196-122-003
SECTION 6, T.115, R.23
FROM:3335.20 FT SOUTH AND 5003.05 FT EAST OF THE NW CORNER OF SECTION 6
TO: 2267.97 FT SOUTH AND 4201.72 FT EAST OF THE NW CORNER OF SECTION 6

GROSS LENGTH	1400.00	FEET	0.265	MILES
BRIDGE LENGTH		FEET		MILES
EXCEPTION LENGTH		FEET		MILES
NET LENGTH	1400.00	FEET	0.265	MILES



VICINITY MAP

PROJECT LOCATION



CITY: CHASKA
COUNTY: CARVER
DISTRICT: METRO

TYPICAL PLAN SCALE
UNLESS OTHERWISE NOTED:

0 25 50
Horizontal Scale In Feet

0 5 10
Vertical Scale In Feet

THE UTILITY QUALITY LEVELS IN THIS PLAN WERE DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

--- GOVERNING SPECIFICATIONS ---
THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM AND BE INSTALLED IN ACCORDANCE WITH THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) AND PART VI, "FIELD MANUAL" FOR TEMPORARY TRAFFIC CONTROL DEVICES.

CITY OF CHASKA
CITY HALL
1 CITY HALL PLAZA
CHASKA, MN 55318
PH: (952) 448-9200

SHEET INDEX

G0.01	TITLE SHEET, LOCATION PLAN, SHEET INDEX
G0.02	PLAN LEGEND
G0.03	STATEMENT OF ESTIMATED QUANTITIES
G0.04	TABULATIONS, STANDARD PLATES & BASIS OF QUANITITES
G0.05	GENERAL PROJECT NOTES
G0.06	LOCATION PLAN - SHEET AND PHASE INDEX
C0.01 - C0.04	EXISTING CONDITIONS & REMOVALS
C1.01 - C1.02	TYPICAL SECTIONS
C2.01	SURFACE WATER POLLUTION PREVENTION PLAN (SWPPP)
C2.02 - C2.05	EROSION CONTROL & TURF ESTABLISHMENT
C3.01 - C3.03	GRADING PLAN
C4.01 - C4.03	SANITARY AND WATERMAIN IMPROVEMENTS
C5.01 - C5.05	STORM SEWER PLAN & PROFILE
C6.01 - C6.03	STREET IMPROVEMENTS & PROFILE
C7.01 - C7.20	CROSS SECTIONS
C8.01 - C8.05	CITY STANDARD DETAILS
C8.06 - C8.11	MNDOT STANDARD PLAN SHEETS
C9.01 - C9.02	SIGNING & STRIPING PLANS

TOTAL SHEETS: 64

Know what's below. Call before you dig.
CALL GOPHER ONE CALL
BEFORE DIGGING AT 811

Approved _____ 54837 Date: 1/22/2024
PRINTED NAME NATHAN T. DREWS LIC. No.
CONSULTING ENGINEER STANTEC - CITY OF CHASKA

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Approved _____ Date: _____
CITY OF CHASKA ENGINEER

_____ Date: _____
DISTRICT STATE-AID ENGINEER:
REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY

_____ Date: _____
APPROVED FOR STATE AID FUNDING: STATE AID ENGINEER

S.A.P. 196-122-002, 196-122-003

Stantec
733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
TITLE SHEET, LOCATION PLAN, SHEET INDEX

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
G0.01

Plot Date: 01/31/2024 - 2:26pm
Drawing: n:\minneapolis\projects\mfn01\dms4899\1 193804144 - G0.01.dwg
Xref's: 193804144 - BORDER-2023, Cannis, Malgath, Chaska, SectionReference, 193804144-XSHO-2023

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EXISTING TOPOGRAPHIC SYMBOLS

	STORM SEWER APRON		POLE-COMMUNICATIONS
	BASKETBALL POST		POLE-GUY
	BARRICADE PERMANENT		POLE-LIGHT
BENCH	BENCH		POLE-POWER
	BOOSTER STATION		POLE-UTILITY
LO	BUILDING LOWEST OPENING		POLE-UTILITY SERVICE
BCM	BURIAL CONTROL MONUMENT		POST
	BUSH DECIDUOUS	PROPANE TANK	PROPANE TANK
	CATCH BASIN BEEHIVE		PICNIC TABLE
	CURB BOX	SAMPLING WELL	SAMPLING WELL
	CATCH BASIN	ROCK	ROCK
	COLUMN	RR	RR SIGNAL CONTROL BOX
CON	CONTROL BOX SIGNAL	RR GATE	RR CROSSING GATE
CO	CLEAN OUT (SEWER)		RR SIGNAL
CLVT	CULVERT END	G-REG	REGULATION STATION GAS
	DRINKING FOUNTAIN		SATELLITE DISH
	ENERGY DISSIPATER	SEP	SEPTIC TANK
FLAG	FLAG POLE	SEPTIC VENT	SEPTIC VENT
	FUEL PUMP	SEPTIC	SEPTIC DRAIN FIELD
	GUY WIRE		SIGN
GRILL	GRILL		SOIL BORING
	HANDICAP SPACE	G-PIPE	STAND PIPE GAS
H	HANDHOLE		SPIGOT WATER
	FIRE HYDRANT	SPRINKLER	SPRINKLER HEAD
	HYDRANT PVMNT MARKER (REFLECTOR)	IVB	SPRINKLER VALVE BOX
	HYDRANT VALVE		STUMP
	INLET (SMALL DIA.)	G-SER	SERVICE-GAS POINT ON LINE
CP	LIFT STATION CONTROL PANEL	S-SER	SERVICE-SANITARY SEWER POINT ON LINE
DWO	LIFT STATION DRY WELL	ST-SER	SERVICE-STORM SEWER POINT ON LINE
LS	LIFT STATION WET WELL	W-SER	SERVICE-WATER POINT ON LINE
	LIGHT YARD		TELEPHONE BOOTH
	LOOP DETECTOR	ELEC TOWER	TRANSMISSION TOWER ELECTRIC
MAIL	MAIL BOX	TEST PIT	TEST PIT LOC
	MAIL RELAY BOX	TR	TRACER WIRE BOX
AR	MANHOLE-AIR RELEASE	TRAN	TRANSFORMER POWER
(H)	MANHOLE-HEAT		TREE DEAD
G	MANHOLE-GAS		TREE-CONIFEROUS
E	MANHOLE-POWER		TREE-DECIDUOUS
SS	MANHOLE-SANITARY SEWER		TREE-FRUIT
S	MANHOLE-STORM SEWER	TRASH	TRASH CAN
C	MANHOLE-COMMUNICATIONS		TRAFFIC SIGNAL
?	MANHOLE-UNKNOWN	GAS	VALVE GAS
W	MANHOLE-WATER		VALVE
	METER POWER	G-VENT	VENT GAS
G-METER	METER GAS		WATER REDUCER
OHWM	ORDINARY HIGH WATER MARK		WETLAND
CONTROL	OUTLET CONTROL STRUCTURE	SAMPLING WELL	WELL-MONITORING
	PARKING METER	WELL	WELL-WATER
PED	PEDESTRIAN PUSH BUTTON		
E	PEDESTAL POWER		
CTV	PEDESTAL CATV		
C	PEDESTAL COMMUNICATIONS		
PIV	POST INDICATOR VALVE		

SURVEY SYMBOLS

AIR CONTROL	AERIAL CONTROL POINT
BS	BACKSIGHT CONTROL POINT
	GPS CONTROL POINT
JLM	JUDICIAL LAND MONUMENT
M	MONUMENT COMPUTED
	MONUMENT IRON FOUND
	MONUMENT IRON SET
R	RESECTED POINT
	ROW MONUMENT
R/W POST	ROW MARKER POST
	SECTION CORNER
TS	TRAVERSE CONTROL POINT
BM	BENCH MARK LOCATION

NEW TOPOGRAPHIC SYMBOLS

	BOLLARD
	SANITARY CLEANOUT
	MANHOLE
	SANITARY OR STORM LIFT STATION
	STORM SEWER BEEHIVE CATCH BASIN
	STORM SEWER CATCH BASIN
	STORM SEWER FLARED END SECTION
	STORM SEWER OUTLET STRUCTURE
	STORM SEWER OVERFLOW STRUCTURE
	CURB BOX
	FIRE HYDRANT
	WATER REDUCER
	VALVE
	RIP RAP
	DRAINAGE FLOW
	PEDESTRIAN RAMP

EXISTING PRIVATE UTILITY LINES

CTV-D	CABLE TV QUALITY LEVEL D
CTV-C	CABLE TV QUALITY LEVEL C
CTV-B	CABLE TV QUALITY LEVEL B
CTV-A	CABLE TV QUALITY LEVEL A
FO-D	FIBER OPTIC QUALITY LEVEL D
FO-C	FIBER OPTIC QUALITY LEVEL C
FO-B	FIBER OPTIC QUALITY LEVEL B
FO-A	FIBER OPTIC QUALITY LEVEL A
E-D	POWER QUALITY LEVEL D
E-C	POWER QUALITY LEVEL C
E-B	POWER QUALITY LEVEL B
E-A	POWER QUALITY LEVEL A
G-D	GAS QUALITY LEVEL D
G-C	GAS QUALITY LEVEL C
G-B	GAS QUALITY LEVEL B
G-A	GAS QUALITY LEVEL A
C-D	COMMUNICATION QUALITY LEVEL D
C-C	COMMUNICATION QUALITY LEVEL C
C-B	COMMUNICATION QUALITY LEVEL B
C-A	COMMUNICATION QUALITY LEVEL A
OHP	OVERHEAD POWER
OHC	OVERHEAD COMMUNICATION
OHU	OVERHEAD UTILITIES

EXISTING TOPOGRAPHIC LINES

	RETAINING WALL
	FENCE - BARBED WIRE
	FENCE - CHAIN LINK
	FENCE - DECORATIVE
	FENCE - STOCKADE
	FENCE - WOOD
	FENCE - ELECTRIC
	GUARD RAIL
	TREE LINE
	WETLAND

SURVEY LINES

	BOUNDARY
	NEW CENTERLINE
	EXISTING CENTERLINE
	EXISTING EASEMENT LINE
	NEW EASEMENT LINE
	FLOOD PLAIN BOUNDARY
	EXISTING LOT LINE
	NEW LOT LINE
	EXISTING RIGHT-OF-WAY
	NEW RIGHT-OF-WAY
	SETBACK LINE

EXISTING UTILITY LINES

FM	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER
	WATER MAIN
	WATER SERVICE

NEW UTILITY LINES

FM	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER DRAINTILE
	STORM SEWER
	WATER MAIN
	WATER SERVICE
	PIPE CASING

FUTURE UTILITY LINES

FM	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER DRAINTILE
	STORM SEWER
	WATER MAIN
	WATER SERVICE
	PIPE CASING

CONCRETE CURB AND GUTTER

	EXISTING
	NEW
	FUTURE
	DEMOLITION

GRADING INFORMATION

952	EXISTING CONTOUR MINOR
950	EXISTING CONTOUR MAJOR
952	NEW CONTOUR MINOR
950	NEW CONTOUR MAJOR
	NEW GRADING LIMITS / SLOPE LIMITS
744.40 × 745.47 × STA:5+67.19 980.87	NEW SPOT ELEVATION
743.21 × 743.78	EXISTING SPOT ELEVATION
4:1	RUN:RISE (SLOPE)

ABBREVIATIONS

AD	ALGEBRAIC DIFFERENCE
BV	BUTTERFLY VALVE
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
℄	CENTER LINE
CL.	CLASS
CMP	CORRUGATED METAL PIPE
C.O.	CHANGE ORDER
DIP	DUCTILE IRON PIPE
EL/ELEV	ELEVATION
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FES	FLARED END SECTION
F/F	FACE TO FACE
FM	FORCE MAIN
F.O.	FIELD ORDER
GV	GATE VALVE
HP	HIGH POINT
HWL	HIGH WATER LEVEL
INV	INVERT
K	CURVE COEFFICIENT
LP	LOW POINT
MH	MANHOLE (SANITARY)
NTS	NOT TO SCALE
NWL	NORMAL WATER LEVEL
PC	POINT OF CURVE
PCC	COMPOUND CURVE
PI	POINT OF INTERSECTION
℄	PROPERTY LINE
PPVC	PERFORATED POLYVINYL CHLORIDE PIPE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
SS	STORM SEWER STRUCTURE
STA	STATION
TCE	TEMPORARY CONSTRUCTION EASEMENT
TNH	TOP NUT HYDRANT
TYP	TYPICAL
VC	VERTICAL CURVE
WM	WATER MAIN

HATCH PATTERNS

EXISTING	NEW	DEMOLITION	SECTION
CONCRETE	CONCRETE	CONCRETE DWY/WALK	EARTH
ASPHALT ROAD/DWY	ASPHALT ROAD/DWY	ASPHALT ROAD/DWY	ROCK
PAVERS	PAVERS	PAVERS	SAND
			GRAVEL

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
PLAN LEGEND

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
G0.02

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:27pm
Plotted by: Jacob Jones
Drawing: I:\Projects\193804164\Civil\Drawings\Plan Sets\G0.02.dwg
Xrefs: 193804164 - BOUNDER 2023

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STATEMENT OF ESTIMATED QUANTITIES

NO.	MAT. NO	NOTES	ITEM	UNITS	S.A.P. 196-122-002 (SAVANNA WAY) QUANTITY		S.A.P 196-122-003 (SAVANNA WAY) QUANTITY		CITY OF CHASKA NON-PARTICIPATING QUANTITY		TOTAL QUANTITY
					ROADWAY	STORM	ROADWAY	STORM	WATER	SANITARY	
1	2021.501	0	MOBILIZATION	LS	.2	0	.8	0	0	0	1
2	2101.501	0	CLEAR AND GRUB	ACRE	.4	0	.5	0	0	0	1
3	2101.510	0	TREE TRIMMING	HR	4	0	6	0	0	0	10
4	2104.502	0	REMOVE SIGN	EA	9	0	3	0	0	0	12
5	2104.502	0	ABANDON PIPE SEWER (SANITARY GRAVITY)	LF	0	0	0	0	0	120	120
6	2104.502	0	ADBANDON PIPE SEWER (SANITARY FORCE MAIN)	LF	0	0	0	0	0	790	790
7	2104.502	0	ABANDON PIPE SEWER (STORM)	LF	0	0	0	200	0	0	200
8	2104.502	0	ABANDON MANHOLE (SANITARY)	EA	0	0	0	0	0	3	3
9	2104.502	1	ABANDON MISCELLEANOUS STRUCTURE	EA	0	0	0	0	0	1	1
10	2104.503	0	REMOVE MANHOLE (STORM)	EA	0	0	0	2	0	0	2
11	2104.503	0	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	40	0	60	0	0	0	100
12	2104.503	0	REMOVE CURB AND GUTTER	LF	120	0	85	0	0	0	205
13	2104.503	0	REMOVE SEWER PIPE (STORM)	LF	0	0	0	550	0	0	550
14	2104.503	0	REMOVE SEWER PIPE (SANITARY)	LF	0	0	0	0	0	65	65
15	2104.503	0	REMOVE SEWER PIPE (FORCEMAIN)	LF	0	0	0	0	0	575	575
16	2104.503	2	REMOVE SILT FENCE/BIOLOGS	LF	1200	0	500	0	0	0	1700
17	2104.504	0	REMOVE BITUMINOUS PAVEMENT	SY	280	0	90	0	0	0	370
18	2104.504	0	REMOVE CONCRETE SIDEWALK	SY	10	0	15	0	0	0	25
19	2104.507	3	REMOVE AGGREGATE	TN	0	0	100	0	0	0	100
20	2104.507	4	REMOVE RIPRAP	CY	0	0	150	0	0	0	150
21	2105.507	0	ROCK EXCAVATION	CY	20	0	50	0	0	0	70
22	2105.507	0	COMMON EXCAVATION (CV) (P)	CY	755	0	5494	0	0	0	6249
23	2105.507	5	MUCK EXCAVATION (EV)	CY	0	0	1200	0	0	0	1200
24	2105.607	0	STOCK PILE ROCK	CY	20	0	50	0	0	0	70
25	2105.607	0	SUBGRADE EXCAVATION (EV)	CY	100	0	400	0	0	0	500
26	2105.507	0	SELECT GRANULAR BORROW (CV)	CY	1360	0	5080	0	0	0	6440
27	2105.601	6	DEWATERING	LS	0	0	1	0	0	0	1
28	2105.601	7	DEWATERING (SPECIAL)	LS	0	0	0	0	0	1	1
29	2105.602	0	POTHOLE EXISTING UTILITY	EA	2	0	0	0	0	0	2
30	2106.507	0	COMMON EMBANKMENT (CV) (P)	CY	304	0	4152	0	0	0	4456
31	2106.507	8	COMMON EMBANKMENT (CV)	CY	0	0	1200	0	0	0	1200
32	2106.607	9	HAUL & STOCKPILE EXCESS MATERIAL (CV)	CY	1010	0	1450	0	0	0	2460
33	2108.504	0	GEOTEXTILE FABRIC TYPE 5	SY	1755	0	7195	0	0	0	8950
34	2108.604	0	SOIL STABILIZATION GEOGRID (HX165)	SY	440	0	1800	0	0	0	2240
35	2123.610	0	STREET SWEEPER WITH PICK UP BROOM WITH OPERATOR	HR	30	0	30	0	0	0	60
36	2130.523	0	WATER FOR DUST CONTROL	1000 GAL	10	0	40	0	0	0	50
37	2131.506	0	CALCIUM CHLORIDE SOLUTION	1000 GAL	5	0	10	0	0	0	15
38	2211.509	0	AGGREGATE BASE, CLASS 5, 100% CRUSHED	TN	1300	0	5325	0	0	0	6625
39	2211.509	0	AGGREGATE BASE, CLASS 5, 100% CRUSHED - TRAIL/WALK	TN	460	0	1364	0	0	0	1824
40	2211.509	0	AGGREGATE BASE, 3" MINUS	TN	60	0	240	0	0	0	300
41	2231.604	0	BITUMINOUS PATCH SPECIAL	SY	30	0	10	0	0	0	40
42	2232.504	0	MILL BITUMINOUS SURFACE	SY	24	0	70	0	0	0	94
43	2357.506	0	BITUMINOUS MATERIAL FOR TACK COAT	GAL	100	0	435	0	0	0	535
44	2360.509	0	TYPE SP 12.5 WEARING COURSE (3,C)	TN	400	0	1910	0	0	0	2310
45	2360.509	0	TYPE SP 9.5 WEARING COURSE (2,B) - TRAIL	TN	120	0	420	0	0	0	540
46	2360.509	0	TYPE SP 9.5 WEARING COURSE (2,B) - WEDGE FOR PLOW PROTECTION	TN	10	0	20	0	0	0	30
47	2451.603	0	GRANULAR BEDDING, SANITARY SEWER	LF	0	0	0	0	0	2500	2500
48	2451.603	0	GRANULAR BEDDING, WATER	LF	0	0	0	0	700	0	700
49	2501.502	0	27" RC PIPE APRON CL III	EA	0	1	0	0	0	0	1
50	2502.503	0	4" PERF PE PIPE DRAIN	LF	750	0	2570	0	0	0	3320
51	2502.503	0	4" PVC PIPE DRAIN	LF	60	0	310	0	0	0	370
52	2502.503	0	6" PVC PIPE DRAIN	LF	0	0	350	0	0	0	350
53	2502.602	0	4" CLEANOUT	EA	0	0	2	0	0	0	2
54	2503.503	0	8" PVC SANITARY SEWER, SDR 26	LF	0	0	0	0	0	830	830
55	2503.503	0	12" RCP STORM SEWER, CLASS 5	LF	0	0	0	15	0	0	15
56	2503.503	0	15" RCP STORM SEWER, CLASS 5	LF	0	50	0	210	0	0	260
57	2503.503	0	18" RCP STORM SEWER, CLASS 5	LF	0	0	0	735	0	0	735
58	2503.503	0	24" RCP STORM SEWER, CLASS 3	LF	0	60	0	690	0	0	750
59	2503.503	0	27" RCP STORM SEWER, CLASS 3	LF	0	250	0	0	0	0	250
60	2503.601	0	TEMPORARY BYPASS PUMPING	LS	0	0	0	0	0	1	1
61	2504.602	0	HYDRANT	EA	0	0	0	0	3	0	3
62	2504.602	0	CONNECT TO EXISTING WATER MAIN (SPEC)	EA	0	0	0	0	2	0	2
63	2504.602	0	6" GATE VALVE AND BOX	EA	0	0	0	0	3	0	3
64	2504.602	0	16" GATE VALVE AND BOX	EA	0	0	0	0	2	0	2
65	2504.603	0	6" PVC WATER MAIN, C900	LF	0	0	0	0	65	0	65
66	2504.603	0	16" PVC WATER MAIN, C900	LF	0	0	0	0	1660	0	1660
67	2504.603	0	16" PVC WATER MAIN, C900 (CITY PROVIDED MATERIAL)	LF	0	0	0	0	60	0	60
68	2504.604	0	INSULATION, 4" THICK	SY	0	45	0	20	0	0	65
69	2504.608	0	DUCTILE IRON FITTINGS	LB	0	0	0	0	2300	0	2300
70	2504.608	11	DUCTILE IRON FITTINGS	LB	0	0	0	0	360	0	360
71	2506.502	0	CONSTRUCT SANITARY MANHOLE DESIGN 48-4020	EA	0	0	0	0	0	3	3
72	2506.502	0	CATCH BASIN (2' X 3')	EA	0	1	0	6	0	0	7
73	2506.502	0	STORM MANHOLE (4' DIAMETER)	EA	0	1	0	4	0	0	5
74	2506.502	0	STORM MANHOLE (5' DIAMETER)	EA	0	1	0	4	0	0	5
75	2506.502	0	STORM TREATEMENT MANHOLE (4' DIAMETER)	EA	0	1	0	0	0	0	1
76	2506.502	0	STORM MANHOLE (6' DIAMETER)	EA	0	1	0	0	0	0	1
77	2506.602	0	CONNECT TO EXISTING SANITARY SEWER	EA	0	0	0	0	0	1	1
78	2506.602	0	CONNECT TO EXISTING SANITARY MANHOLE	EA	0	0	0	0	0	1	1
79	2506.602	12	CONNECT TO EXISTING STRUCTURE (STORM)	EA	0	0	0	1	0	0	1
80	2506.602	13	CONNECT TO EXISTING STRUCTURE (STORM)	EA	0	0	0	1	0	0	1
81	2506.603	0	4' DIAMETER SANITARY MANHOLE OVERDEPTH	LF	0	0	0	0	0	8	8
82	2506.502	14	ADJUST CASTING	EA	0	0	0	0	0	3	3
83	2506.502	15	ADJUST CASTING	EA	0	3	0	4	0	0	7
84	2506.503	16	RECONSTRUCT DRAINAGE STRUCTURE	EA	0	0	0	0	0	2	2
85	2511.504	0	GEOTEXTILE FILTER TYPE 7	SY	0	25	0	0	0	0	25
86	2511.507	0	RANDOM RIPRAP CL III	CY	0	15	0	0	0	0	15
87	2521.518	0	4" CONCRETE WALK	SF	2750	0	8670	0	0	0	11420
88	2521.518	0	4" CONCRETE WALK SPECIAL - MEDIAN	SF	1000	0	0	0	0	0	1000
89	2531.503	0	CONCRETE CURB AND GUTTER DESIGN B618	LF	1075	0	2900	0	0	0	3975

STATEMENT OF ESTIMATED QUANTITIES

NO.	MAT. NO	NOTES	ITEM	UNITS	S.A.P. 196-122-002 (SAVANNA WAY) QUANTITY		S.A.P 196-122-003 (SAVANNA WAY) QUANTITY		CITY OF CHASKA NON-PARTICIPATING QUANTITY		TOTAL QUANTITY
					ROADWAY	STORM	ROADWAY	STORM	WATER	SANITARY	
90	2531.504	17	CONCRETE MEDIAN	SF	45	0	0	0	0	0	45
91	2531.603	18	REMOVE AND REPLACE CURB AND GUTTER	LF	40	0	100	0	0	0	140
92	2531.618	0	CONCRETE PEDESTRIAN CURB RAMP	SF	625	0	0	0	0	0	625
93	2531.618	0	TRUNCATED DOME PANEL	SF	75	0	0	0	0	0	75
94	2540.603	0	JOINT SEALANT	LF	375	0	175	0	0	0	550
95	2540.603	0	LANDSCAPE RESTORATION ALLOWANCE	LS	0	0	1	0	0	0	1
96	2545.503	0	4" NON-METALLIC CONDUIT	LF	200	0	0	0	0	0	200
97	2557.603	0	CHAIN LINK SAFETY FENCE	LF	180	0	0	0	0	0	180
98	2563.601	0	TRAFFIC CONTROL	LS	.5	0	.5	0	0	0	1
99	2564.518	0	SIGN PANELS TYPE C	SF	30	0	12	0	0	0	42
100	2564.518	0	SIGN PANELS TYPE D	SF	6	0	0	0	0	0	6
101	2573.502	0	STORM DRAIN INLET PROTECTION (BEFORE CURB)	EA	10	0	6	0	0	0	16
102	2573.502	0	STORM DRAIN INLET PROTECTION (AFTER CURB)	EA	5	0	15	0	0	0	20
103	2573.503	0	SILT FENCE, MACHINE SLICED	LF	725	0	3525	0	0	0	4250
104	2573.503	0	SEDIMENT CONTROL LOG	LF	900	0	300	0	0	0	1200
105	2573.602	0	ROCK CONSTRUCTION ENTRANCE	EA	1	0	1	0	0	0	2
106	2573.602	0	ROCK DITCH CHECK	EA	2	0	4	0	0	0	6
107	2573.602	19	TEMPORARY STREAM DIVERSION SYSTEM	LS	0	0	0	1	0	0	1
108	2574.505	0	SUBSOILING	AC	.75	0	2	0	0	0	3
109	2574.507	0	SELECT TOPSOIL BORROW (LV)	CY	575	0	1900	0	0	0	2475
110	2575.504	0	SODDING TYPE LAWN	SY	0	0	2200	0	0	0	2200
111	2575.504	0	EROSION CONTROL BLANKETS, CATEGORY 3N	SY	2075	0	5625	0	0	0	7700
112	2575.504	0	RAPID STABLIZATION METHOD 4	SY	250	0	500	0	0	0	750
113	2575.505	0	SEEDING	AC	.75	0	1.75	0	0	0	3
114	2575.508	0	SEED MIXTURE TYPE 25-131	LB	135	0	380	0	0	0	515
115	2575.508	0	SEED MIXTURE TYPE 22-112	LB	10	0	0	0	0	0	10
116	2575.508	0	SEED MIXTURE TYPE 33-261	LB	10	0	0	0	0	0	10
117	2575.508	0	HYDROMULCH TYPE STABILIZED FIBER MATRIX	AC	.25	0	1	0	0	0	1
118	2575.508	20	HYDRAULIC SOIL STABILIZER TYPE 6	AC	1	0	3	0	0	0	4
119	2575.509	0	MULCH MATERIAL, TYPE 1	TN	1	0	4	0	0	0	5
120	2575.523	0	WATER FOR TURF ESTABLISHMENT	MGAL	20	0	80	0	0	0	100
121	2582.503	21	4" SOLID LINE PAINT	LF	1000	0	605	0	0	0	1605
122	2582.503	21	4" DOUBLE SOLID LINE PAINT	LF	460	0	1950	0	0	0	2410
123	2582.503	0	4" SOLID LINE MULTI COMP	LF	1000	0	605	0	0	0	1605
124	2582.503	0	4" DOUBLE SOLID LINE MULTI COMP	LF	460	0	1950	0	0	0	2410
125	2582.518	21	PAVEMENT MESSAGE PAINT	SF	0	0	70	0	0	0	70
126	2582.518	21	CROSSWALK PAINT	SF	435	0	400	0	0	0	835
127	2582.518	0	PAVEMENT MESSAGE MULTI COMP	SF	0	0	70	0	0	0	70
128	2582.518	0	CROSSWALK MULTI COMP	SF	435	0	400	0	0	0	835

NO. NOTES
1 EXISTING SANITARY SEWER LIFT STATION
2 REMOVAL OF EXISTING SILT FENCE/BIOLOGS
3 REMOVAL OF EXISTING ROCK CHECKS
4 REMOVAL OF EXISTING RIP RAP
5 EXCAVATION OF EXISTING PONDS AND UNSUTILBE MATERIAL
6 DRAINING OF EXISTING PONDS
7 DEWATERING FOR UTILITY INSTALLATION
8 COMMON EMBANKMENT FOR MUCK EXCAVATION
9 HAUL OF EXCESS MATERIAL AND PIPE SPOILS
10 BYPASS PUMPING FOR CONNECTION TO EXISTING SANITARY MANHOLE
11 CITY PROVIDED 22.5 DEGREE 16" FITTINGS
12 CONNECT TO EXISTING STORM MANHOLE WITH NEW RCP PIPE
13 CONNECT TO EXISTING STORM MANHOLE WITH DRAIN TILE
14 ADJUST SANITARY MANHOLE CASTING WITH RINGS AND INFRASHIELD
15 ADJUST STORM MANHOLE CASTING AND RINGS
16 INSTALL ADDITIONAL MANHOLE SECTIONS TO EXISTING SANITARY SEWER
17 CONCRETE MEDIAN NOSE
18 PLOW DAMAGE
19 EXISTING STORM SEWER WATER AT FARM HILL ROAD
20 TEMPORARY EROSION CONTROL
21 TEMPORARY STRIPING

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PRINT NAME: NATHAN T. DREWS
SIGNATURE: [signature]
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
STATEMENT OF ESTIMATED QUANTITIES

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
G0.03

Plot Date: 01/31/2024 - 2:28pm
Plotted by: jrfeo01
Document: c:\projects\active\193804164\civil\dms48894\193804164 - GG.03.dwg
Xrefs: 193804164 - BORDER-2023

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STORM SEWER STRUCTURES

NAME	REFERENCE ALIGNMENT	STATION	OFFSET	DESCRIPTION	MH DIAMETER (IN)	FRAME & CASTING	RIM ELEV	HEIGHT (LIN FT)	CITY DETAIL PLATE	NOTES
FES-501	C-SAVANNA WAY	97+55.38	96.67 R	RC APRON 27 IN					STO-10, STO-11	
STMH-501A	C-SAVANNA WAY	97+44.74	51.60 R	MH, 4' SUMP W/ SAFL BAFFLE	48	R-1642-5040	875.21	13.48	STO-4	"STORM" ON LID
CBMH-502	C-SAVANNA WAY	97+38.40	22.16 R	CBMH	60	R-3067-V	876.61	10.58	STO-3, STO-5	CONNECT TO DRAINTILE
CBMH-502A	C-SAVANNA WAY	96+01.36	17.97 R	CBMH	48	R-3067-V	876.58	9.53	STO-5	CONNECT TO DRAINTILE
CBMH-503	C-SAVANNA WAY	94.45.51	17.86 R	CBMH	60	R-3067-VB	874.56	6.00	STO-3, STO-5	CONNECT TO DRAINTILE
CBMH-504	C-SAVANNA WAY	94+35.64	17.87 R	CBMH	48	R-3067-V	874.57	5.86	STO-5	CONNECT TO DRAINTILE
CBMH-505	C-SAVANNA WAY	91+64.66	17.75 R	CBMH	60	R-3067-V	879.23	7.79	STO-3, STO-5	CONNECT TO DRAINTILE
CBMH-505A	C-SAVANNA WAY	90+59.97	18.05 R	CBMH	48	R-3067-V	882.50	6.07	STO-5	CONNECT TO DRAINTILE
CBMH-506	C-SAVANNA WAY	88+67.83	18.64 R	CBMH	60	R-3067-V	888.66	6.59	STO-3, STO-5	CONNECT TO DRAINTILE
CBMH-506A	C-SAVANNA WAY	86+86.71	21.08 R	CBMH	48	R-3067-V	894.54	6.75	STO-5	CONNECT TO DRAINTILE
CBMH-507	C-SAVANNA WAY	85+71.99	20.22 R	CBMH	60	R-3067-V	897.87	6.45	STO-3, STO-5	CONNECT TO DRAINTILE
CBMH-508	C-SAVANNA WAY	83+42.28	20.22 R	CBMH	48	R-3067-V	908.09	6.94	STO-3, STO-5	CONNECT TO DRAINTILE
CB-509	C-SAVANNA WAY	97+32.27	20.30 L	CB 2X3	2 X 3	R-3067-V	876.94	6.01	STO-6	CONNECT TO DRAINTILE
CB-510	C-SAVANNA WAY	94+41.03	17.83 L	CB 2X3	2 X 3	R-3067-VB	874.40	4.96	STO-8	CONNECT TO DRAINTILE
CB-511	C-SAVANNA WAY	94+31.08	18.29 L	CB 2X3	2 X 3	R-3067-V	874.90	5.25	STO-8	CONNECT TO DRAINTILE
CB-512	C-SAVANNA WAY	91+64.79	17.54 L	CB 2X3	2 X 3	R-3067-V	879.07	5.16	STO-6	CONNECT TO DRAINTILE
CB-513	C-SAVANNA WAY	88+68.88	18.68 L	CB 2X3	2 X 3	R-3067-V	888.13	5.58	STO-6	CONNECT TO DRAINTILE
CB-514	C-SAVANNA WAY	85+75.82	23.44 L	CB 2X3	2 X 3	R-3067-V	897.00	4.83	STO-6	CONNECT TO DRAINTILE
CB-515	C-SAVANNA WAY	83+42.32	32.13 L	CB 2X3	2 X 3	R-3067-V	905.75	3.89	STO-6	CONNECT TO DRAINTILE

NOTE:
1. ALL FRAME & CASTINGS AS LISTED OR APPROVED EQUAL
2. SEE PROJECT MANUAL AND STANDARD DETAILS SHEET FOR ADDITIONAL SPECIFICATIONS

SIGN PANELS TYPE C

SIGN NO.	SIGNS		CODE NO.	PANEL LEGEND	PANEL		AREA		MOUNTING HEIGHT (FT)	POSTST			
	SAP 196-122-002	SAP 196-122-003			SIZE	AREA	SAP 196-122-002	SAP 196-122-003		NUMBER OF POSTS	TYPE	RISER POST SIZE	SURFACE TYPE
	EACH				IN	SQ FT	SQ FT					INCHES	
C-1	1		R4-7	KEEP RIGHT	24 X 30	5	5		7	1	SQ	2-1/2	CONCRETE/SURFACE MOUNT
C-2	1		R1-2	YIELD	30 X 30	6.3	6.3		7	1	U	2-1/1	SOIL
C-3		1	R3	LEFT TURN, THROUGH, RIGHT TURN	54 X 30	11.3		11.3	7	1	U	2-1/2	SOIL
C-4	2		W11-2	PEDESTRIAN CROSSING	30 X 30	8.3	16.6		7	1	U	2-1/2	SOIL
			W16-7PL	DOWN ARROW LEFT PLAQUE	24 X 12								
TOTAL							27.9	11.3					

GENERAL NOTES:
1. MOUNTING HEIGHT IS MINIMUM (WITH A +6 INCH TOLERANCE)
2. POST TYPE ABBREVIATIONS (SQ = SQUARE TUBE, R = ROUND POST, CR = CONCRETE RAIL - POST TYPE)
3. SEE THE CURRENT MNDOT STANDARD SIGNS AND MARKINGS FOR STANDARD SIGN DESIGNS, SPLACE PLATES, STRINGERS AND PUNCHING CODES
4. SEE SQUARE TUBE SIGN MOUNTING DETAIL FOR ATTACHMENT
5. SEE SQUARE TUBE SLIP BASE DETAIL FOR 2-1/2 INCH RISER POST
6. SEE SQUARE TUBE FIN BASE DETAIL FOR 2-INCH RISER POST IN SOIL
7. SEE SQUARE TUBE SHEAR BOLT BASE DETAIL FOR 2 INCH RISER POST ON CONCRETE

SIGN PANELS TYPE D

SIGN NO.	SIGNS		PANEL LEGEND	PANEL		AREA		MOUNTING HEIGHT (FT)	POSTST			
	SAP 196-122-002	SAP 196-122-003		SIZE	AREA	SAP 196-122-002	SAP 196-122-003		NUMBER OF POSTS	TYPE	RISER POST SIZE	SURFACE TYPE
	EACH			IN	SQ FT	SQ FT					INCHES	
C-1	1		KEEP RIGHT	50 X 12	5	5		7	1	SQ	2-1/2	CONCRETE/SURFACE MOUNT
TOTAL						5						

DELINEATOR / MARKER PANEL & PERMANENT BARRICADE

DELINEATOR / MARKER PANEL				
CODE NO.	DESCRIPTION	PANEL SIZE	QUANTITY	NOTE
		INCH	EACH	
OM1-1	OBJECT MARKER / YELLOW ON BACK	18 x 18	1	
TOTAL			1	

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
S.AP. 196-122-002	1.000	1.000	34548.24 Sq. Ft.	754.04 Cu. Yd.	304.28 Cu. Yd.	449.76 Cu. Yd.<Cut>
S.AP. 196-122-003	1.000	1.000	144563.10 Sq. Ft.	5493.52 Cu. Yd.	4151.98 Cu. Yd.	1341.54 Cu. Yd.<Cut>
Volume-EG vs Pond Muck	1.000	1.000	13674.88 Sq. Ft.	992.66 Cu. Yd.	9.12 Cu. Yd.	983.54 Cu. Yd.<Cut>
Totals			192786.22 Sq. Ft.	7240.21 Cu. Yd.	4465.38 Cu. Yd.	2774.83 Cu. Yd.<Cut>

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PRINT NAME: NATHAN T. DREWS
SIGNATURE: [signature]
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
TABULATIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER G0.04

Plot Date: 01/31/2024 - 2:28pm
Plotted by: Nathan.Drews@stantec.com
Xrefs: 193804164 - BCKGR-2023

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EXISTING CONDITIONS & REMOVALS:

EXISTING TREES TO REMAIN

REMOVE TREE (CLEAR AND GRUB)

POSSIBLE REMOVAL - TO BE REVIEWED IN FIELD WITH ENGINEER.

REMOVE STOP SIGN

REMOVE CONCRETE CURB

REMOVE BITUMINOUS SURFACE

SAW CUT

REMOVE SIDEWALK

REMOVE BITUMINOUS DRIVEWAY

REMOVE CONCRETE DRIVEWAY

REMOVE WATER MAIN, VALVE AND SERVICE LINE

REMOVE SANITARY SEWER AND SERVICE LINE

REMOVE STORM SEWER PIPE AND STRUCTURE

CONCRETE CURB AND GUTTER
B612 MODIFIED PARKBOARD
SEE DETAIL STR-1B ON SHEET C8.04

CONCRETE ALLEY APRON
14 FOOT WIDTH STANDARD
SEE DETAIL STR-2 ON SHEET C8.04

CONCRETE SIDEWALK
SEE TYPICAL SECTION
ON SHEET C1.01

CONCRETE CARRIAGE WALK
WIDTH TO MATCH EXISTING

CONCRETE DRIVEWAY APRON
WIDTH TO MACH EXISTING
SEE DETAIL STR-2 ON SHEET C8.04

TEMPORARY BITUMINOUS S/W
WIDTH TO MATCH EXISTING

PEDESTRIAN CURB RAMP
SEE DETAIL STR-11 SHEET C8.04

BITUMINOUS STREET PAVEMENT

REMOVAL NOTES:

- SAWCUT BITUMINOUS AND CONCRETE CURB AND STREET AND DRIVEWAY CONSTRUCTION LIMITS.
- TREE REMOVALS SHOWN ON PLAN ARE APPROXIMATE. TREES THAT ARE TO BE REMOVED WILL BE MARKED BY ENGINEER IN THE FIELD.
- PAYMENT SHALL BE MADE BY THE BID UNIT PRICE FOR EACH TREE REMOVED ON THE PROJECT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR TREES NOT SHOWN ON THE DRAWINGS REGARDLESS OF SIZE AND LOCATION.
- PRUNE ALL TREE ROOTS EXPOSED TO OR DAMAGED BY CONSTRUCTION.
- FORCE MAIN ABANDONMENT SHALL BE DETERMINED IN THE FIELD BY OWNER/ ENGINEER

SANITARY SEWER NOTES:

- ALL PVC PIPE SHALL BE SDR 26 UNLESS OTHERWISE NOTED.
- STATIONING IN PROFILE REFLECTS PIPE STATIONING.

STORM SEWER NOTES:

- ALL RCP STORM SEWER IS CLASS 5 UNLESS OTHERWISE NOTED
- SEE EXISTING CONDITIONS/REMOVALS SHEETS FOR PRIVATE UTILITY LOCATIONS.

WATER MAIN NOTES:

- ALL PVC PIPE SHALL BE C-900 DR 18 UNLESS OTHERWISE NOTED.
- WATER MAIN SHALL HAVE 7.5' MINIMUM COVER. WATER MAIN OVER DEPTH IS INCIDENTAL.
- HYDRANT ELEVATIONS ARE TO TOP NUT.

TEMPORARY UTILITY NOTES:

- CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY WATER MAIN AND SANITARY SEWER SERVICE CONNECTIONS (GRAVITY OR BYPASS PUMPING) PER SPECIFICATIONS.

SUBSURFACE UTILITY INFORMATION:

THE SUBSURFACE UTILITY INFORMATION ON THIS PLAN IS SHOWN TO UTILITY QUALITY LEVEL IN ACCORDANCE WITH LEGEND PROVIDED BELOW. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. UTILITY DESIGNATIONS ARE SHOWN ON DRAWING G0.02.

UTILITY QUALITY LEVELS:
LEVEL D - INFORMATION COMES SOLELY FROM EXISTING UTILITY RECORDS.

LEVEL C - SURVEYING ABOVE GROUND UTILITY FACILITIES, SUCH AS MANHOLES, VALVE BOXES, ETC; AND CORRELATING THIS INFORMATION WITH EXISTING UTILITY RECORDS.

LEVEL B - THE USE OF SURFACE GEOPHYSICAL TECHNIQUES TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF UNDERGROUND UTILITIES.

LEVEL A - THE USE OF NONDESTRUCTIVE DIGGING EQUIPMENT AT HORIZONTAL AND VERTICAL POSITION OF UNDERGROUND UTILITIES, AS WELL AS THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS.

PRIVATE UTILITIES ARE SHOWN IN THE LOCATIONS PROVIDED BY THE OWNER PRIOR TO CONSTRUCTION.

PROJECT GENERAL NOTES:

1. PROPOSED STRUCTURES REFERENCE PROPOSED STREET CENTERLINE STATIONING.

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.

Mn/DOT STANDARD PLATES

ITEM NO	ITEM
3000M	REINFORCED CONCRETE PIPE (6 SHEETS)
3006H	GASKET JOINT FOR RC PIPE (2 SHEETS)
3007F	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3100G	CONCRETE APRONG FOR RC PIPE
3133D	RIPRAP AT RCP OUTLETS
3145G	CONCRETE PIPE TIES
4011E	PRECAST CONCRETE BASE
4020J	MANHOLE OR CATCH BASIN FOR USE WITH OR WITHOUT TRAFFIC LOADS (2 SHEETS)
4101D	RING CASTING FOR MANHOLE OR CATCH BASIN
4110F	COVER CASING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 & 716
4180J	MANHOLE OR CATCH BASIN STEP
7038A	DETECTABLE WARNING SURFACE
7100H	CONCRETE CURB AND GUTTER
7113A	CONCRETE APPROACH NOSE DETAIL
8000K	TEMPORARY CHANNELIZERS (3 SHEETS)
8307S	W-BEAM GUARDRAIL & END ANCHORAGES (INSTALLATION WITH WOOD POSTS)(4 SHEETS)
8355A	W-BEAM GUARDRAIL
8360B	GUARDRAIL POST LENGTH MARKING
8361B	GUARDRAIL STEEL POST (3 SHEETS)
8365A	BCT TIMBER POST
8366A	BCT FOUNDATION TUBE
8369A	GUARDRAIL BLOCKOUT (2 SHEETS)
8370A	BCT CABLE AND COMPONENTS (2 SHEETS)

BASIS OF QUANTITIES

MASS OF BITUMINOUS MATERIAL	115 LB/SY/IN
MASS OF AGGREGATE BASE	110 LB/SY/IN
BITUMINOUS MATERIAL FOR TACK COAT	0.05 GAL/SY
SEED MIX 25-131	220 LB/ACRE
SEED MIX 22-112	40 LB/ACRE
SEED MIX 33-261	35 LB/ACRE
SEED MIX 32-262	44 LB/ACRE
TYPE 3 SLOW RELEASE FERTILIZER 24-12-24	300 LB/ACRE
MULCH TYPE 1	2 TON/ACRE
HYDRAULIC SOIL STABILIZER TYPE 6	2100 LB/ACRE

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024 LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
PROJECT GENERAL NOTES

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
G0.05

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:29pm
Drawing: n:\mn\chaska\projects\193804164\civil\dgn\g0_03.dwg
User: nathan.drews
Xrefs: 193804164 - BORDER-2022

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C4.01,C5.01,C6.01

C4.02,C5.02,C6.02

C4.03,C5.03,C6.03

BEGIN S.A.P. 196-122-003
ALIGNMENT =
STA. 82+00

END S.A.P. 196-122-002
ALIGNMENT =
STA. 98+96.68

BEGIN S.A.P. 196-122-002
ALIGNMENT =
STA. 95+50.00

END S.A.P. 196-122-003
ALIGNMENT =
STA. 95+50.00

SAVANNA WAY

S.A.P. 196-122-002, 196-122-003

0 80' 160'

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LIC. NO. 54837

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SITE PLAN
PLAN LOCATION

NO	REVISION	DATE

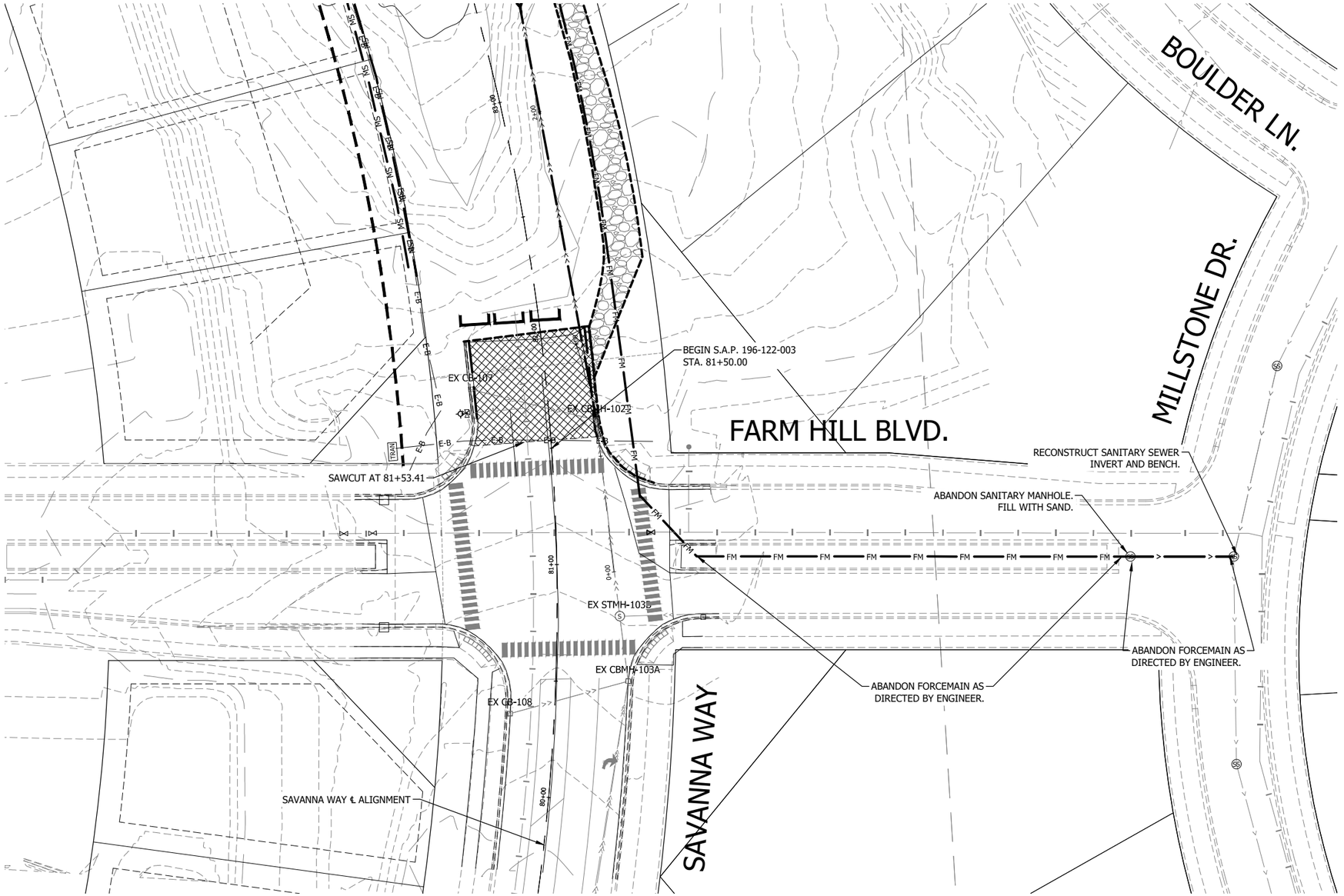
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
G0.06

Plot Date: 01/31/2024 - 2:30pm
Drawing Name: C:\Users\nathan.drews\Documents\Projects\Savanna Way\Phase 2\Civil\Plan Set\193804164 - G1 04.dwg
Xrefs: 193804164-XSNO-2023, 193804164-XSPL-2023, 193804164-XSST-2023, 193804164-XSVT-2023, 193804164 - BORDER-2023

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SEE SHEET C0.02



SEE SHEET C0.02

N

0 25' 50'

S.A.P. 196-122-002, 196-122-003

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DATE: 1/22/2024
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BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
EXISTING CONDITIONS AND REMOVALS

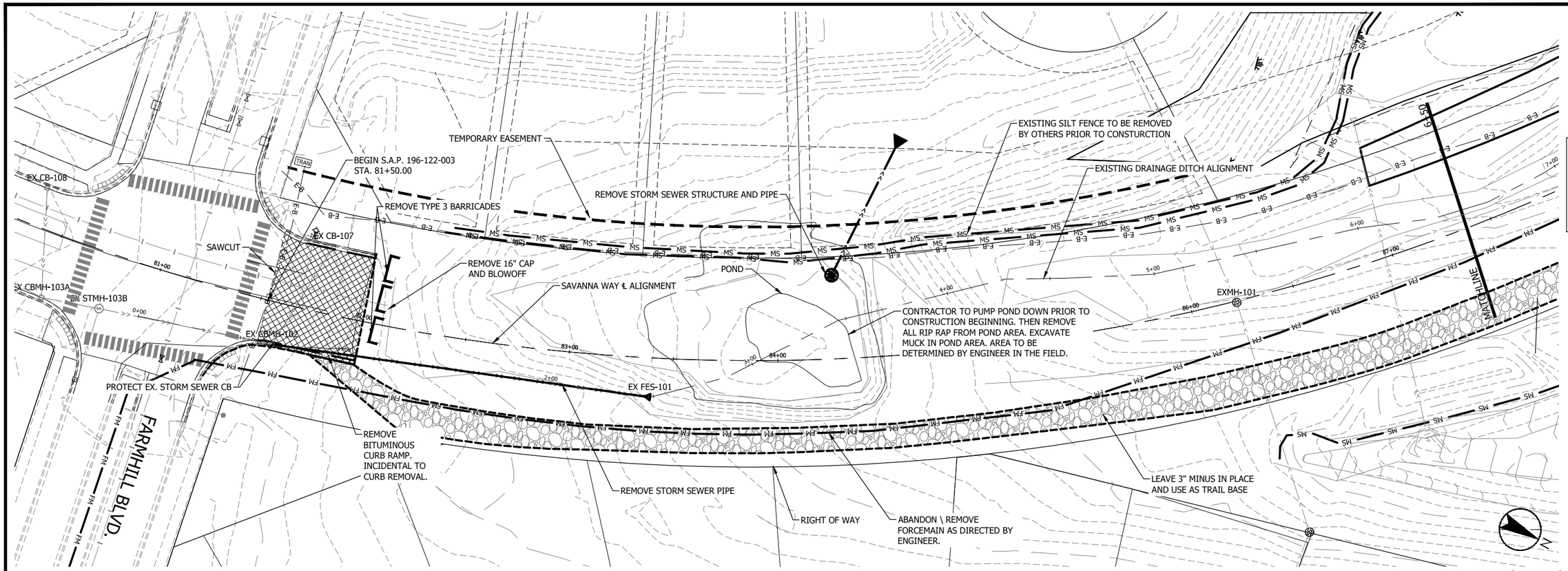
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

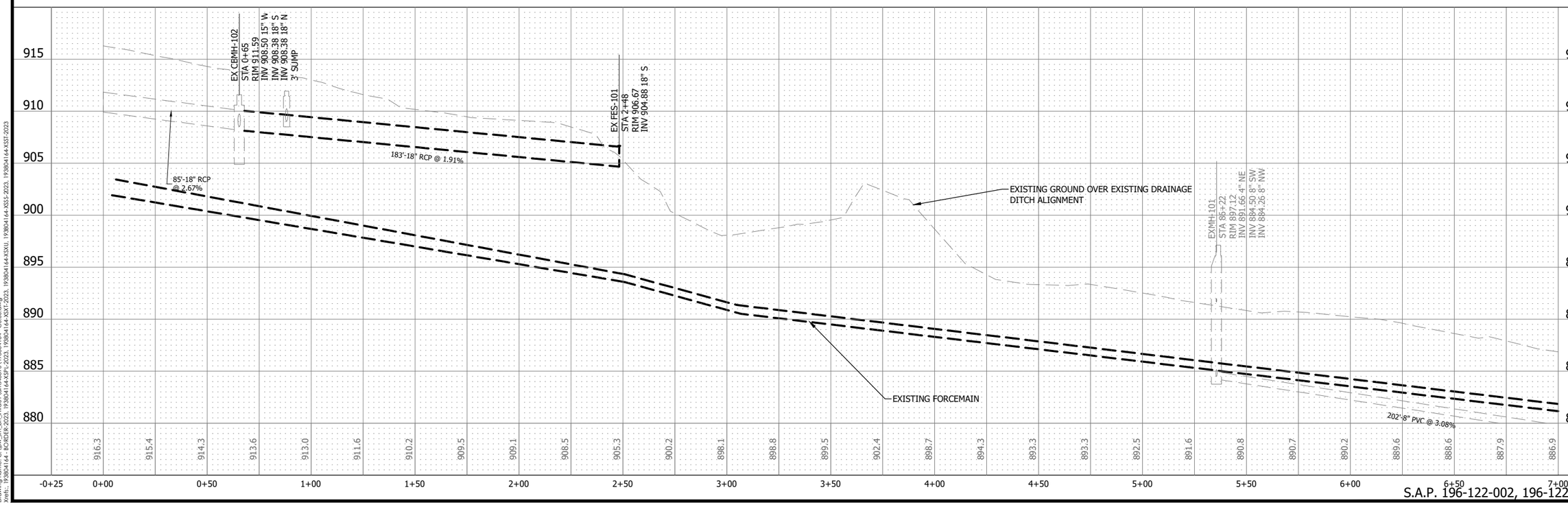
SHEET NUMBER
C0.01

Plot Date: 01/31/2024 - 2:07pm
Drawing Name: C:\Users\nathan.drews\Stantec\Documents\193804164-C0.00.dwg
Xrefs: 193804164 - NOHDR-2023, 193804164-XSP1-2023, 193804164-XSP2-2023, 193804164-XSXT-2023, 193804164-XSXU, 193804164-XSS5-2023, 193804164-XSST-2023

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SAVANNA WAY



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DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
EXISTING CONDITIONS AND REMOVALS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C0.02

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:08pm
Document Path: C:\Users\nathan.drews\Desktop\Temp\Civil\Plan\Sheets\193804164 - C0.00.dwg
Xrefs: 193804164 - NOHDR-2023, 193804164-XSP1-2023, 193804164-XSP2-2023, 193804164-XSXT-2023, 193804164-XSXU, 193804164-XSS-2023, 193804164-XSST-2023

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SEE SHEET C0.02

SEE SHEET C0.04

REMOVE ROCK DITCH CHECKS (TYP)

ABANDON EXISTING LIFT STATION AND SANITARY MANHOLES BY REMOVING TOP SECTIONS AND FILLING WITH SELECT GRANULAR. REMOVE OR SALVAGE RELATED APPARATUSES AS DIRECTED BY ENGINEER ONCE GRAVITY SANITARY SEWER GOES LIVE.

CONTRACTOR TO COORDINATE TRANSFORMER REMOVAL AND DE ENERGIZING OF LIFT STATION WITH ENGINEER. WORK WILL BE COMPLETED BY CITY OF CHASKA.

EXISTING CHASKA ELECTRIC CONDUITS

EXISTING SILT FENCE TO BE REMOVED BY OTHERS

POND

CONTRACTOR TO PUMP POND DOWN PRIOR TO CONSTRUCTION BEGINNING. EXCAVATE MUCK IN POND AREA. AREA TO BE DETERMINED BY ENGINEER IN THE FIELD.

TREE REMOVAL (TYP.)

REMOVE CULVERT

EXISTING DRAINAGE DITCH ALIGNMENT

MATCHLINE

MATCHLINE

EXMH-102

SAVANNA WAY
℄ ALIGNMENT

EX FES-103

REMOVE PIPE AND PLUG MANHOLE

PROTECT EXISTING SHALLOW STORM PIPE

SALVAGE EXISTING 3" MINUS

REMOVE EXISTING 8" HCPE STORM SEWER

HN-201A

ABANDON \ REMOVE FORCEMAIN AS DIRECTED BY ENGINEER.

LEAVE 3" MINUS IN PLACE AND USE TRAIL BASE

ABANDON 8" HCPE STORM SEWER IN PLACE AS DIRECTED BY ENGINEER

SAVANNA WAY

EXMH-102
STA 88+24
RIM 890.21
INV 878.05 8" SE
INV 878.00 8" NW

EX FES-102
STA 8+67
RIM 883.98
INV 882.19 18" NW

EXMH-103
STA 90+66
RIM 882.51
INV 874.52 8" SE
INV 874.50 8" SW
INV 874.50 8" NW

EX FES-103
STA 10+27
RIM 879.88
INV 878.09 18" SE

160'-18" RCP @ 2.56%

EXISTING GROUND OVER EXISTING DRAINAGE DITCH ALIGNMENT

EX. 15" STORM
INV.=875.44

EXISTING SANITARY SEWER FORCEMAIN

895 890 885 880 875 870 865 860

889.6 888.6 887.9 886.9 886.7 885.6 885.0 883.9 883.2 882.0 885.0 884.4 883.0 882.0 882.1 881.8 877.2 876.9 876.7 876.2 875.6 875.2 874.8 874.4 873.7 873.3 872.2 872.0 871.9 871.8

6+25 6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50

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BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
EXISTING CONDITIONS AND REMOVALS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C0.03

Plot Date: 01/31/2024 - 2:08pm
Drawing: C:\Users\nathan.drews\Documents - Nathan.Drews@stantec.com\Desktop\Chaska\193804164 - C0.00.dwg
Xrefs: 193804164 - BOUNDS-2023, 193804164-XSF1-2023, 193804164-XSF2-2023, 193804164-XSU, 193804164-XSS1-2023, 193804164-XSS7-2023

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SEE SHEET C0.03

REMOVE DISCHARGE PIPE. POND SKIMMER TO BE SALVAGED BY OTHERS.

MS

MATCHLINE

TREE REMOVALS (TYP.)

MH-107
96+00

MH-902

END S.A.P. 196-122-003
STA. 95+50.00
START S.A.P. 196-122-002
STA. 95+50.00

EXISTING BBP BAP

END S.A.P. 196-122-002
STA. 98+96.68

REMOVE CURB AS DIRECTED BY THE ENGINEER FOR UTILITY CONNECTIONS

CREEK ROAD

CV-8

E-8

94+00 95+00 97+00 98+00 99+00 100+00 101+00

N

0 25' 50'

SAVANNA WAY

Structure : (89)
STA 99+96
RIM 883.50
INV 864.05 8" SE
INV 857.42 8" W
INV 857.42 8" N
INV 864.05 8" E

EX. 16" PVC C900
WATER MAIN

75'-16" PVC @ 1.44%

112'-8" PVC @ 0.42%

EX. 14'X9' BOX CULVERT
INV=852.69

EX. 14'X9' BOX CULVERT
INV=855.08

885 880 875 870 865 860 855 850

872.0 871.9 871.8 872.5 875.7 880.9 877.0 872.6 872.6 873.3 873.1 873.3 873.6 873.9 874.4 874.9 875.2 875.6 876.0 877.7 877.6 879.2 879.2 881.3 883.2 882.6 879.9 880.7 881.5 889.8

13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00 17+50 18+00 18+50 19+00 19+50 20+00 20+25

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
EXISTING CONDITIONS AND REMOVALS

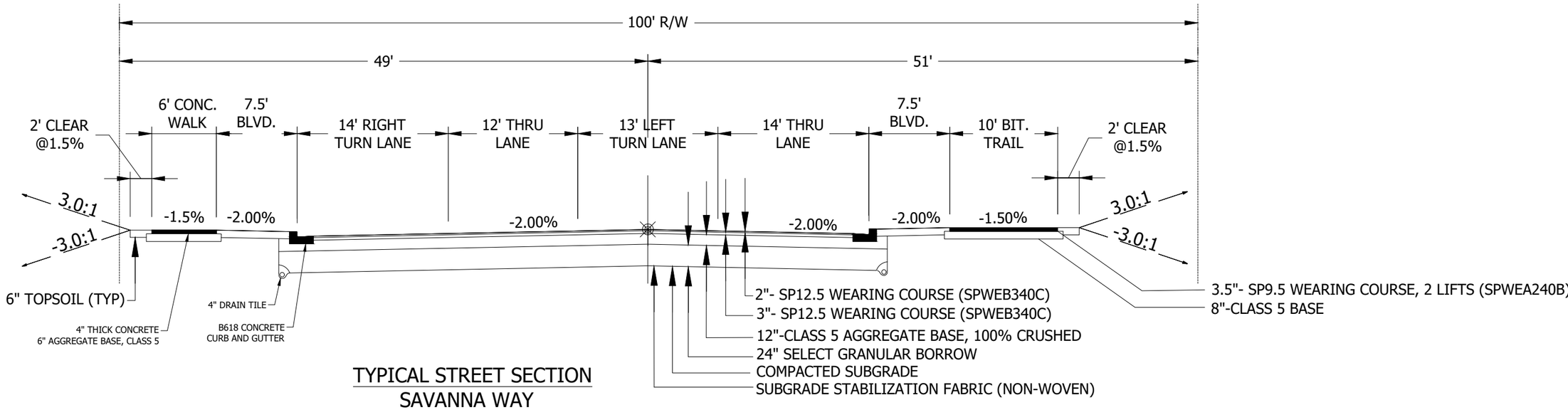
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

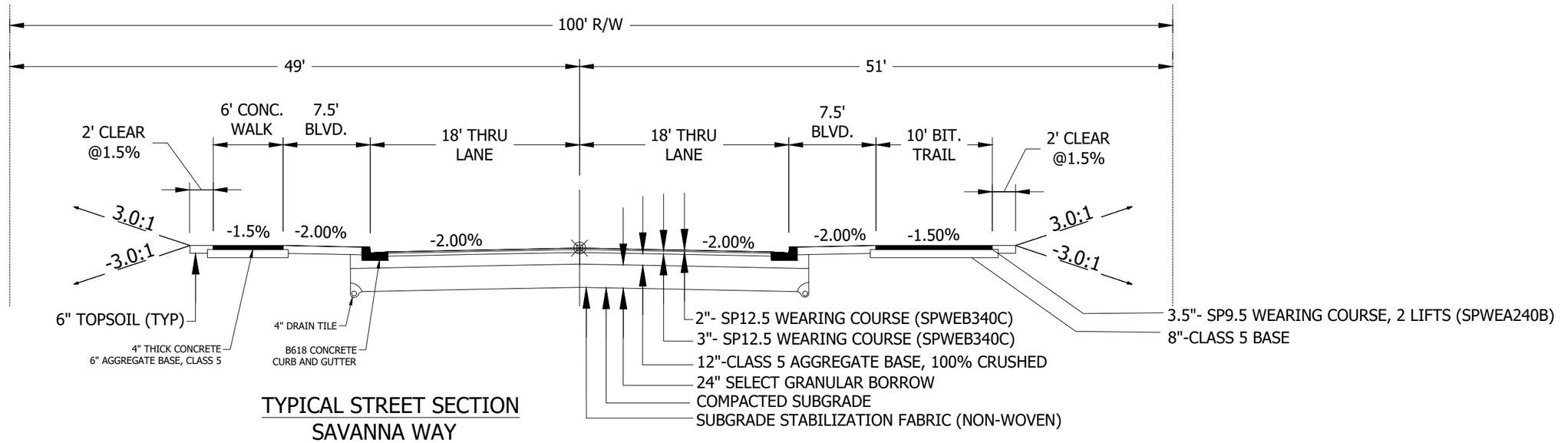
SHEET NUMBER
C0.04

Plot Date: 01/31/2024 - 2:29pm
Plotted By: Nathan.Drews
Dwg: C:\Users\nfno01\Documents\R99\193804164 - C0.00.dwg
Xrefs: 193804164 - BORDER-2023, 193804164-XSP1-2023, 193804164-XSST-2023, 193804164-XSXU, 193804164-XSSS-2023, 193804164-XSST-2023

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TYPICAL STREET SECTION
SAVANNA WAY
STA. 82+00 TO 84+25



TYPICAL STREET SECTION
SAVANNA WAY
STA. 86+10 TO 95+35

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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
TYPICAL SECTIONS

NO	REVISION	DATE
1	ADDENDUM 1	9/12/17
2	CONFORMED	9/19/17

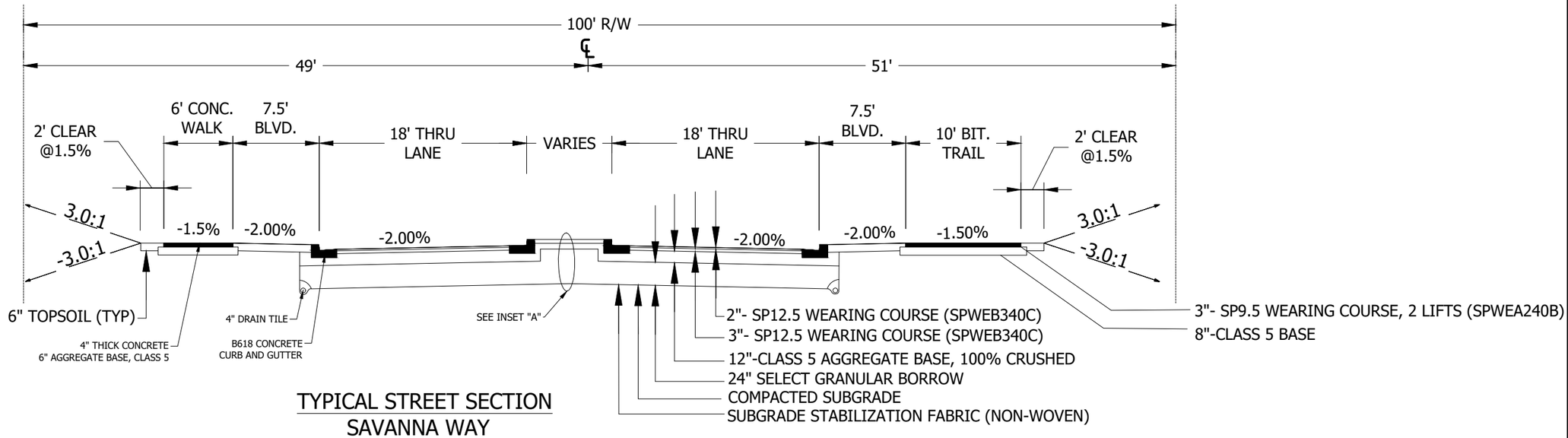
SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C1.01

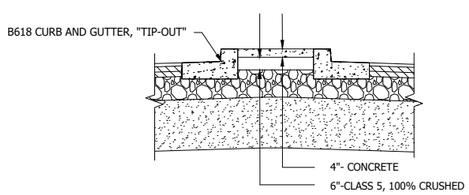
S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:10pm
Drawing Name: C:\Users\nathan.drews\AppData\Local\Temp\acpublish_1\Xrefs\193804164 - C1.00.dwg
Xrefs: 193804164 - BORDER-2022

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TYPICAL STREET SECTION
SAVANNA WAY
STA. 97+30 TO 99+30



INSET 5
CONC. MEDIAN SECTION

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
TYPICAL SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C1.02

Plot Date: 01/31/2024 - 2:11pm
Drawing name: C:\Users\nathan.drews\Documents\Savanna Way Phase 2\Civil\Plan Sheets\C1.00.dwg
Xrefs: 193804164 - BORDER-2022

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EROSION AND SEDIMENT CONTROL – CONSTRUCTION ACTIVITY REQUIREMENTS

CHAIN OF COMMAND

1. The contractor will need to identify a Mn/DOT certified erosion control supervisor in good standing who will be knowledgeable and experienced in the application of erosion prevention and sediment control best management practices.

2. The erosion control supervisor will work with the project engineer to oversee the implementation of the SWPPP, and the installation, inspection, and maintenance of the erosion prevention and sediment control bmps before and during construction.

3. The general contractor is responsible to comply with Part II.B, Part II.C, and Part IV of the construction stormwater permit.

4. The contractor will develop a chain of command with all operators on the site to ensure that the SWPPP will be implemented and stay in effect until the construction project is complete, the entire site has undergone final stabilization, and aNnotice of Termination (NOT) has been submitted to the MPCA.

CONTACT LIST

City Project Engineer - Matt Clark - (952) 448-4335
City Inspector - Bradley Fasbender - (651) 238-0603
MPCA Contact - Tom Genelin - (952) 466-5259
Watershed District Contact - Terry Jeffery - (952) 807-6885

EROSION PREVENTION PRACTICES

1. Appropriate construction practices will be used to minimize erosion. Areas of non-disturbance will be delineated (e.g. with flags, stakes, signs, silt fence etc.) on the development site before work begins.

2. The contractor will stabilize all exposed soil areas as soon as possible to limit soil erosion but in no case later than (7) days after the construction activity in that portion of the site has temporarily or permanently ceased. temporary stockpiles without significant silt, clay or organic components and the constructed base components of roads, parking lots and similar surfaces are exempt from this requirement.

3. Work in drainage swales or the normal wetted perimeter of any surface water will require stabilization within 24 hours of connection. these areas will include all areas that drain water within 200 linear feet from the property edge or point of discharge to any surface water.

4. Outlets into surface waters shall be stabilized with energy dissipation within 24 hours.

5. All areas not being worked for a period of (7) days or more shall be temporary stabilized with the appropriate means to prevent soil loss.

SEDIMENT CONTROL PRACTICES

Sediment control devices must be established on all down gradient perimeters before any up gradient land disturbing activities begin. the timing of the installation of the sediment control devices can be adjusted to accommodate short-term activities such as clearing and grubbing, or passage of vehicles. any short term activity must be completed as quickly as possible and the sediment control devices must be installed immediately after the activity is completed or prior to the next rainfall event.

A. Silt fence shall be installed so that it follows as close as possible to a single contour to capture overland, low-velocity sheet flows downgradient of all exposed soils and prior to discharging to surface waters with the silt fence j-hooked at a maximum of 100 foot intervals and shall contain no more than 1/4 acre of drainage area.
B. Ditch checks will be installed as indicated on the plans during all phases of construction.
   - temporary ditch checks will consist of using rock ditch checks and rock weepers in front of culvert inlets.
   - biologs will be installed during permanent turf establishment at the intervals identified in the plan.
C. Sediment damage from stockpiles will be minimized by placing a row of silt fence 5 feet from the toe.
D. All stockpiles left for a period of 7 days shall be temporarily stabilized.
E. All storm drain inlets will be protected by appropriate BMPs during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection will be removed for a particular inlet if a specific safety concern (street flooding/freezing) has been identified and written correspondence has been received from the jurisdictional authority verifying the need for removal. The written correspondence will be documented in Section P of the SWPPP or available within 72 hours upon request. If written correspondence can not be obtained in a timely manner, the specific inlet protection will be removed to alleviate immediate safety concerns. Efforts to obtain written correspondence will be documented in the SWPPP. Permission to remove inlet protection based on specific safety concerns will still be obtained from the jurisdictional authority within 30 days of removal

Vehicle tracking of sediment from the construction site will be minimized using appropriate BMPs. Street sweeping will be used if such **BMPs** are not adequate to prevent sediment from being tracked onto the street

EROSION AND SEDIMENT CONTROL SEQUENCING

Grading and Utility - Silt fence, construction entrance, ditch checks and/or other suitable perimeter sediment control measures must be installed prior to the start of any grading or land disturbing activity. If needed, temporary stabilization must be established by seed and mulch, and erosion control blanket as specified in plan sheets within the required stabilization timeframes.

A sediment trap should be dug and stabilized prior to any upstream disturbance occuring.

After the pipe installation has occured, flocculent will be used at the outlet pipe, before the sediment trap to aid in filtering any sediment ladened water prior to its discharge downstream.

As soon as possible, final stabilization measures will be installed per the plans. Temporary measures will remain in place until all areas have reached final stabilization which is 70% annual vegetative cover or more.

DEWATERING AND BASIN DRAINING

Any dewatering or basin draining activities of turbid or sediment laden water must be discharged to a temporary or permanent sedimentation basin or treated with the appropriate BMP prior to entering surface waters. Energy dissipation will be provided at all discharge points. Dewatering or basin draining activities may not cause nuisance conditions, erosion in receiving channels or on downslope properties, or adversely impact wetlands. The Contractor will consult with Engineer/Owner to obtain approval prior to performing any dewatering.

POLLUTION PREVENTION MANAGEMENT MEASURES

Solid Waste: Collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with MPCA disposal requirements.

Hazardous Materials: Oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with MPCA regulations.

External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. Refer to Plans and corresponding legend for approved washout locations. No engine degreasing is allowed on site.

All liquid and solid wastes generated by concrete washout operations will be contained in a leak-proof containment facility or impermeable liner. A compacted clay liner that does not allow washout liquids to enter ground water is considered an impermeable liner. The liquid and solid wastes will not contact the ground, and there will not be runoff from the concrete washout operations or areas. Liquid and solid wastes will be disposed of properly and in compliance with MPCA regulations. A sign must be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.

INSPECTIONS AND MAINTENANCE

The City ("Owner") will conduct site inspections once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Any corrective actions necessary will be provided to the contractor. Reports of the inspections shall be provided to the Contractor as they are completed. Inspections and maintenance records will be retained on site or in the inspectors vehicle with the SWPPP and available within 72 hours of request.

All silt fence or other sediment control practices must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.

Construction site vehicle exit locations must be inspected for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all off-site paved surfaces, within 24 hours of discovery.

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PRINT NAME: NATHAN T. DREWS
SIGNATURE: [signature] LIC. NO. 54837
DATE: 1/22/2024

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SWPPP

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C2.01

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:12pm
Plotted By: Nathan.Drews@stantec.com
Xrefs: 193804164-XSNO-2023, 193804164-XSPI-2023, 193804164-XSST-2023, 193804164-XSXT-2023, 193804164 - BORDER-2023

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EROSION CONTROL LEGEND

- MS — MACHINE SLICED SILT FENCE
- BR — BIOROLL
- RIP RAP
- INLET PROTECTION
- DITCH CHECK - BIOLOG
- DITCH CHECK - ROCK
- SEDIMENT — TEMPORARY SEDIMENT TRAP
- CONCENTRATED SURFACE FLOW
- SOD
- TYPE 3 NATURAL BLANKET WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- CONSTRUCTION ENTRANCE / EXIT

NOTES:

1. ALL DISTURBED AREAS TO BE DISTURBED IN FUTURE PHASES SHALL BE RESTORED WITH A MINIMUM OF 2" OF TOPSOIL MEETING CCWMO'S TOPSOIL STANDARD (153.60) WITH 22-112 SEED MIX AND TYPE 1 MULCH.

2. ALL FINAL DISTURBED AREAS SHALL BE RESTORED WITH 6" OF TOPSOIL MEETING CCWMO'S TOPSOIL STANDARD (153.60).

3. SCARIFY/ LOOSEN SUBSOIL 6" IN DEPTH PRIOR TO INSTALLING TOPSOIL. (INCIDENTAL)

4. STRIPPED AND STOCKPILED TOPSOIL MAY BE USED TO RESTORE DISTURBED AREAS ONCE TESTED IN COMPLIANCE WITH CARVER COUNTY WATER RESOURCE MANAGEMENT ORDINANCE AND BMP GUIDELINES AND MEETS CARVER COUNTY TOPSOIL STANDARDS (153.60). IMPORTED TOPSOIL SHALL MEET OR EXCEED TOPSOIL STANDARDS IN CARVER COUNTY WATER RESOURCE MANAGEMENT ORDINANCE AND BMP GUIDELINES.

CONTRACTOR TO EXCAVATE EXISTING POND TO REMOVE MUCK. 800 CU. YD.

END S.A.P. 196-122-002
STA. 98+96.68
MATCH EXISTING

END S.A.P. 196-122-003
STA. 95+50.00
START S.A.P. 196-122-002
STA. 95+50.00

BEGIN S.A.P. 196-122-003
STA. 81+50.00
MATCH EXISTING

CONTRACTOR TO EXCAVATE EXISTING POND TO REMOVE MUCK. 175 CU. YD.

CREEK ROAD

SAVANNA WAY

BOULDER LANE

FARM

DRAINAGE & UTILITY EASEMENT DOC. NO. A07-64-HOF H

0 60' 120'

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA

SAVANNA WAY PHASE 2

EROSION CONTROL & TURF ESTABLISHMENT

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C2.02

Plot Date: 01/31/2024 - 2:13pm
Drawing: C:\Users\nathan.drews\ACCDocs\Stantec\193804164 - C2.00.dwg
Xrefs: 193804164-SNO-2023, 193804164-XSP-2023, 193804164-XSS1-2023, 193804164-XSS1-2023, 193804164-XSS1-2023, 193804164 - BORDER-2023

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- CONCENTRATED SURFACE FLOW
- SOD
- TYPE 3 NATURAL BLANKET WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
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PROTECT EXISTING WETLAND

CONTRACTOR TO EXCAVATE EXISTING POND TO REMOVE MUCK. 175 CU. YD.

BEGIN S.A.P. 196-122-003
STA. 81+50.00
MATCH EXISTING

SAVANNA WAY

MATCH LINE

FARM HILL BLVD

81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00

0 25' 50'

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
EROSION CONTROL & TURF ESTABLISHMENT

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C2.03

Plot Date: 01/31/2024 - 2:14pm
Drawing: C:\Users\nathan.drews\Stantec\Documents - Project Info\pm4899\A\193804164 - C2.00.dwg
Xrefs: 193804164-XSHO-2023, 193804164-XSP-2023, 193804164-XSS1-2023, 193804164-XSX1-2023, 193804164-XSX1-2023, 193804164 - BORDER-2023

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EROSION CONTROL LEGEND

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- CONCENTRATED SURFACE FLOW
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- TYPE 3 NATURAL BLANKET WITH 25-131 SEED.
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CONTRACTOR TO EXCAVATE EXISTING POND TO REMOVE MUCK. 800 CU. YD.

PROTECT EXISTING WETLAND

PROTECT EXISTING WETLAND

SAVANNA WAY

WATERLINE

WATERLINE

OUTFALL

88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00

0 25' 50'

S.A.P. 196-122-002, 196-122-003

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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA

SAVANNA WAY PHASE 2

EROSION CONTROL & TURF ESTABLISHMENT

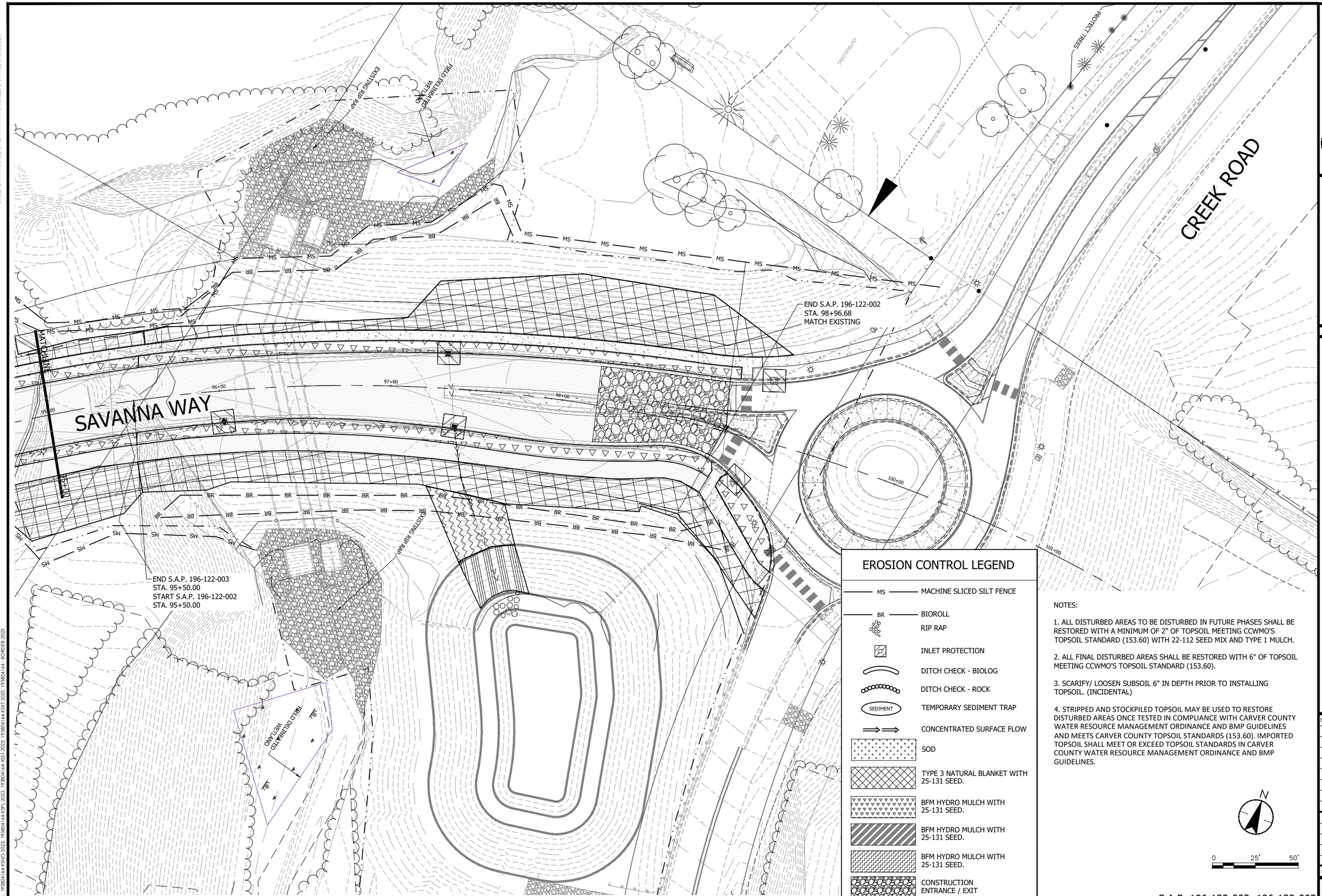
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C2.04

Plot Date: 01/31/2024 - 2:15pm
Plotted By: Nathan.Drews
Xrefs: 193804164-XSNO-2023, 193804164-XSP1-2023, 193804164-XSS1-2023, 193804164-XSS1-2023, 193804164-BORDER-2023

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EROSION CONTROL LEGEND

- MS — MACHINE SLICED SILT FENCE
- BR — BIOROLL
- RIP RAP
- INLET PROTECTION
- DITCH CHECK - BIOLOG
- DITCH CHECK - ROCK
- SEDIMENT — TEMPORARY SEDIMENT TRAP
- CONCENTRATED SURFACE FLOW
- SOD
- TYPE 3 NATURAL BLANKET WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- BFM HYDRO MULCH WITH 25-131 SEED.
- CONSTRUCTION ENTRANCE / EXIT

NOTES:

1. ALL DISTURBED AREAS TO BE DISTURBED IN FUTURE PHASES SHALL BE RESTORED WITH A MINIMUM OF 2" OF TOPSOIL MEETING CCWMO'S TOPSOIL STANDARD (153.60) WITH 22-112 SEED MIX AND TYPE 1 MULCH.

2. ALL FINAL DISTURBED AREAS SHALL BE RESTORED WITH 6" OF TOPSOIL MEETING CCWMO'S TOPSOIL STANDARD (153.60).

3. SCARIFY/ LOOSEN SUBSOIL 6" IN DEPTH PRIOR TO INSTALLING TOPSOIL. (INCIDENTAL)

4. STRIPPED AND STOCKPILED TOPSOIL MAY BE USED TO RESTORE DISTURBED AREAS ONCE TESTED IN COMPLIANCE WITH CARVER COUNTY WATER RESOURCE MANAGEMENT ORDINANCE AND BMP GUIDELINES AND MEETS CARVER COUNTY TOPSOIL STANDARDS (153.60). IMPORTED TOPSOIL SHALL MEET OR EXCEED TOPSOIL STANDARDS IN CARVER COUNTY WATER RESOURCE MANAGEMENT ORDINANCE AND BMP GUIDELINES.

N

0 25' 50'

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
EROSION CONTROL & TURF ESTABLISHMENT

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C2.05

Plot Date: 01/31/2024 - 2:16pm
Plotted by: Peterson, Jeremy
Xrefs: 193804164-XSHO-2023, 193804164-XSP1-2023, 193804164-XSS1-2023, 193804164-XSV1-2023, 193804144 - BORDER-2023

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PROJECT LIMITS FOR 196-122-003

TEMPORARY EASEMENT

BEGIN S.A.P. 196-122-003
STA. 81+50.00
MATCH EXISTING

CONSTRUCTION BOUNDARY

MATCH LINE

CONTRACTOR TO EXCAVATE EXISTING POND TO REMOVE MUCK. ENGINEER TO RECORD MUCK QUANTITY.

CB-513
CB-514
CB-515
CBMH-506A
CBMH-507
CBMH-508
EX. CBMH-102
MH-103B
POND 2 SECONDARY OCS

SAVANNA WAY

FARM HILL BLVD 'D'

NOTES:
SEE SHEET G0.05 FOR GENERAL NOTES.

0 25' 50'

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
GRADING PLAN

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C3.01

Plot Date: 01/31/2024 - 2:17pm
Drawing: C:\Users\nathan.drews\Stantec\Documents - Nathan Drews (nfnp01)\dms48904\193804164 - C3.00.dwg
Xrefs: 193804164-XSHO-2023, 193804164-XSP1-2023, 193804164-XSS1-2023, 193804164-XSS2-2023, 193804164-XSS3-2023, 193804164 - BORDER-2023

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LIC. NO. 54837

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
GRADING PLAN

NO	REVISION	DATE

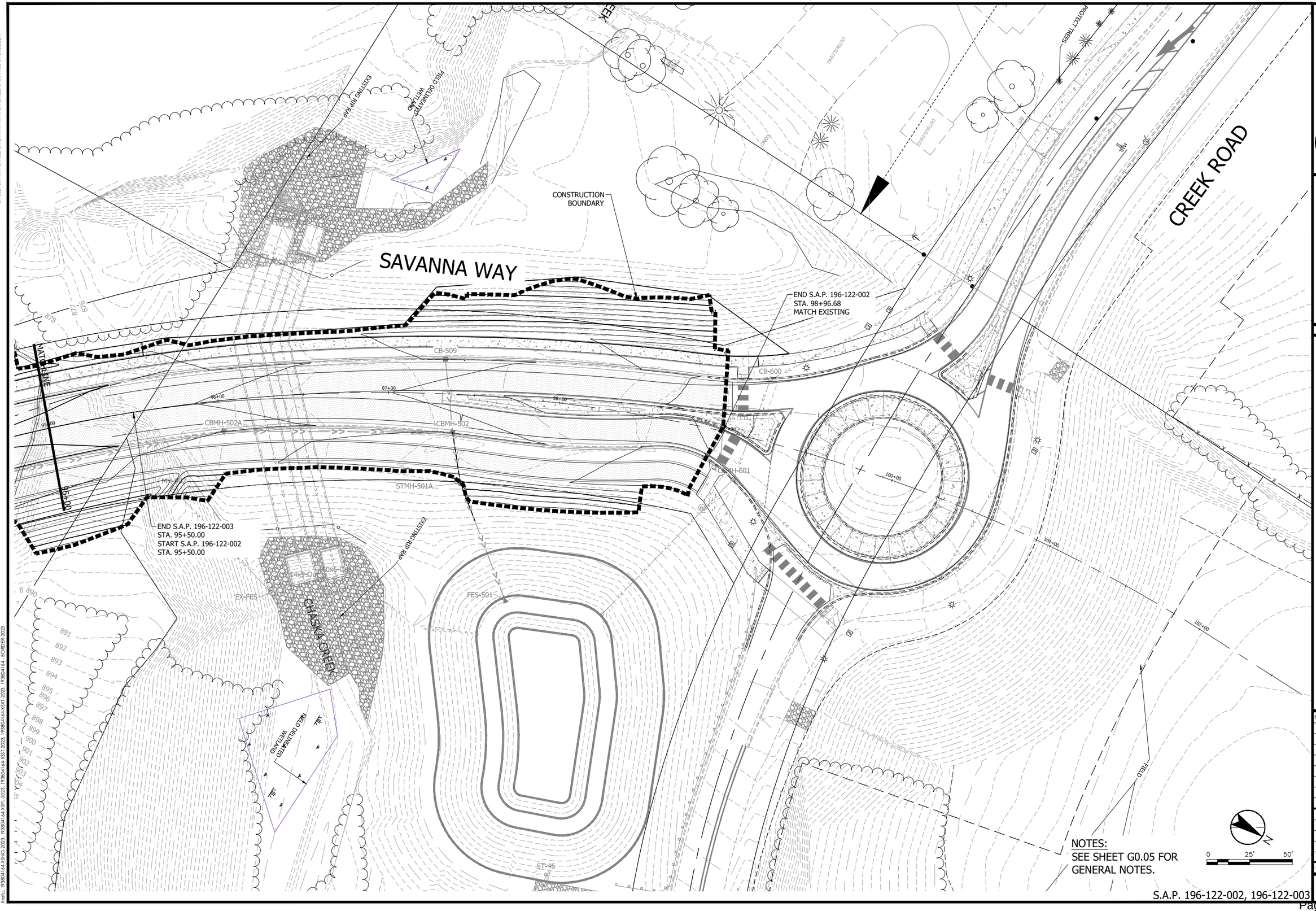
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C3.02

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:18pm
Plotted By: Nathan.Drews
Xrefs: 193804164-XSNO-2023, 193804164-XSPI-2023, 193804164-XSST-2023, 193804164-XSXT-2023, 193804164 - BORDER-2023
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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
GRADING PLAN

NO	REVISION	DATE

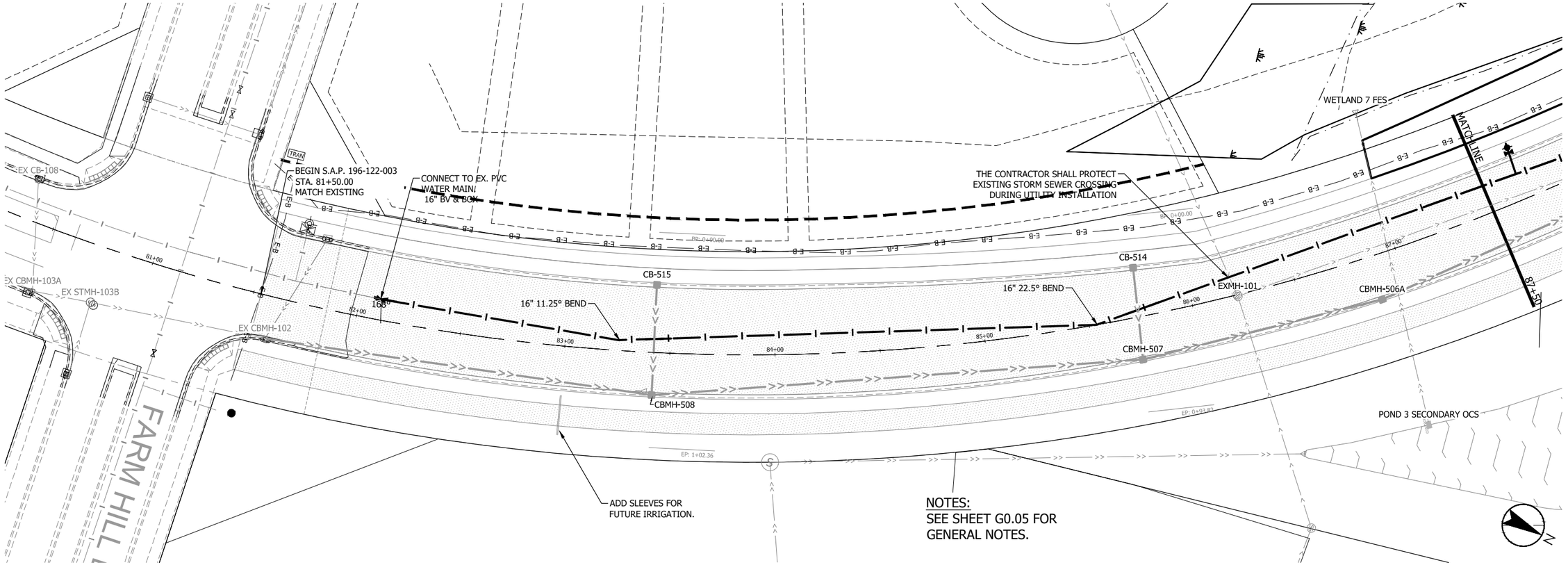
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DRAWN	PJW
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CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

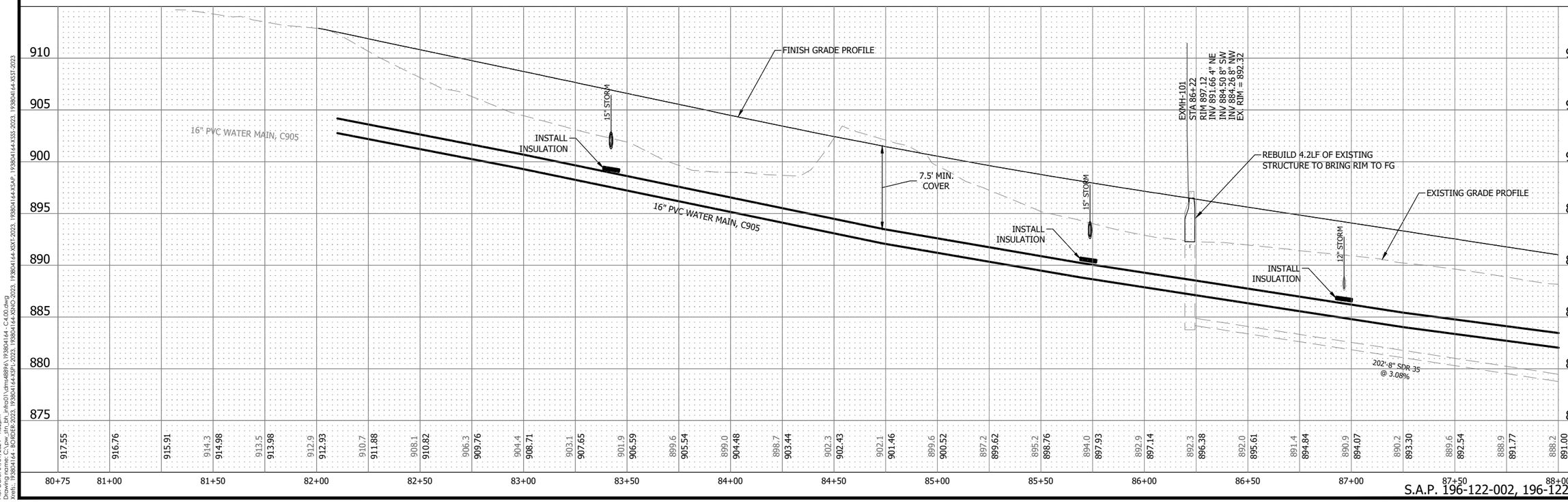
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C3.03

S.A.P. 196-122-002, 196-122-003

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Xrefs: 193804164-ASHO-2023, 193804164-ASP1-2023, 193804164-ASP2-2023, 193804164-ASST-2023, 193804164 - BORDER-2023

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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
SANITARY SEWER & WATERMAIN

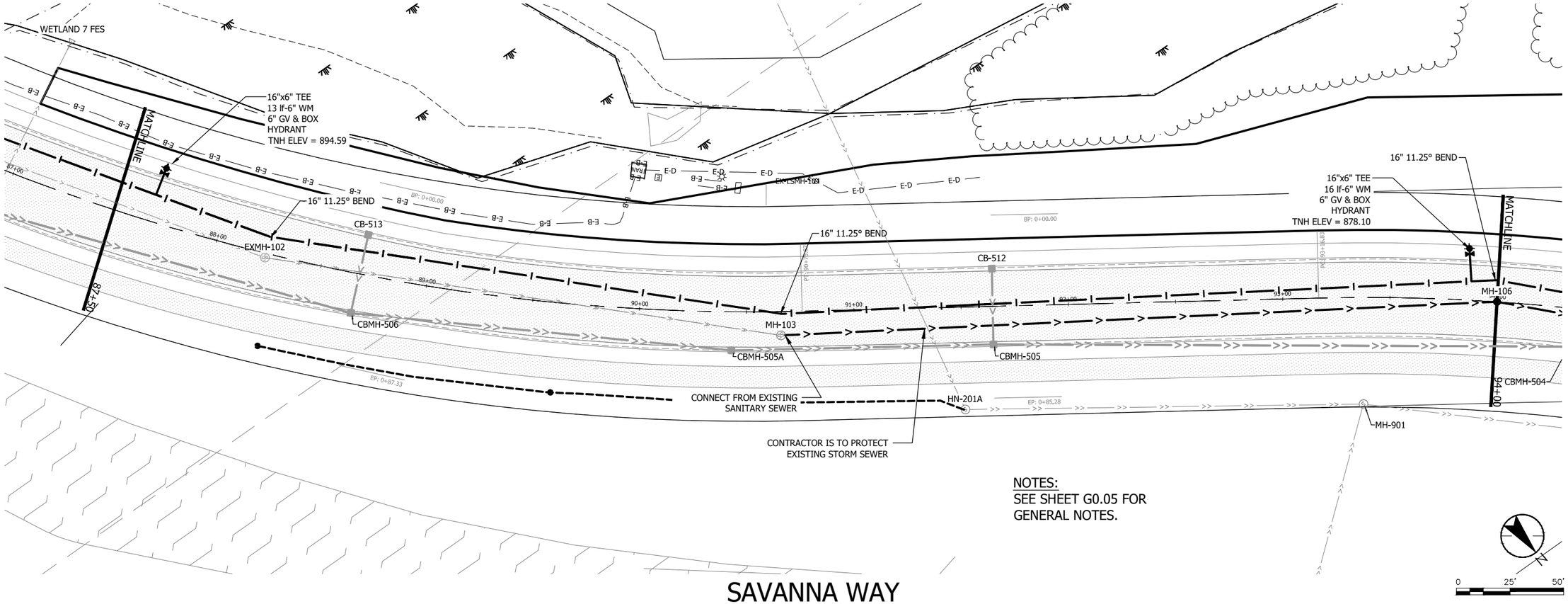
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C4.01

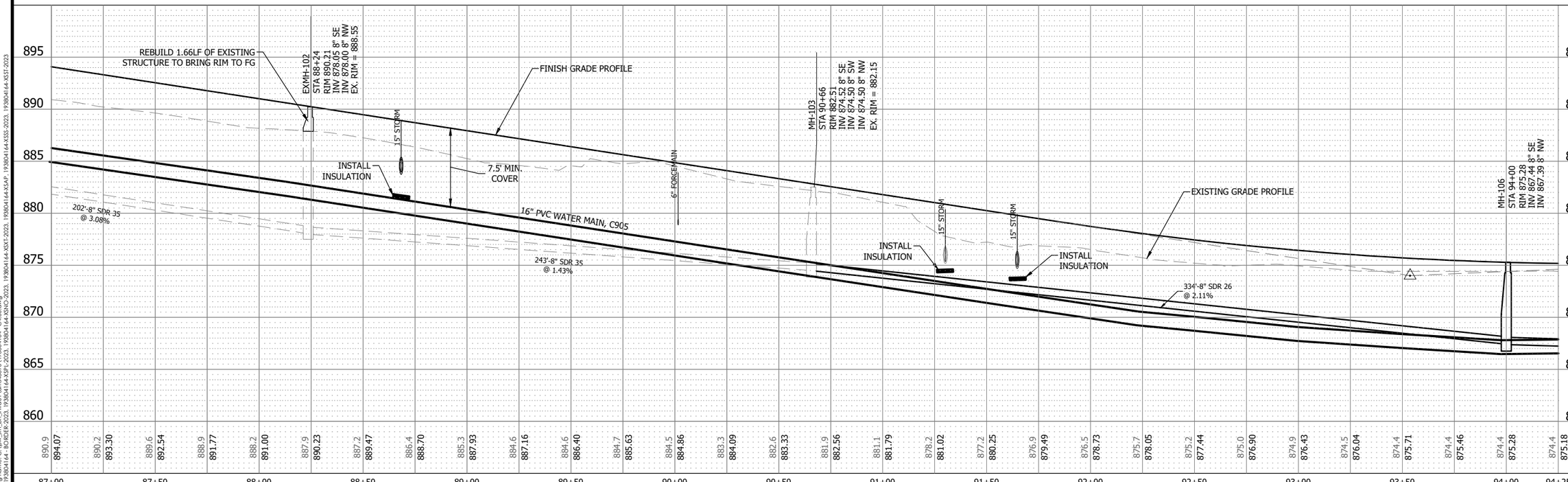
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Xrefs: 193804164 - BORESER 2023, 193804164-XSP1 2023, 193804164-XSNO 2023, 193804164-XSNT 2023, 193804164-XAP, 193804164-XSSS 2023, 193804164-XSS1 2023

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NOTES:
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SAVANNA WAY



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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
SANITARY SEWER & WATERMAIN

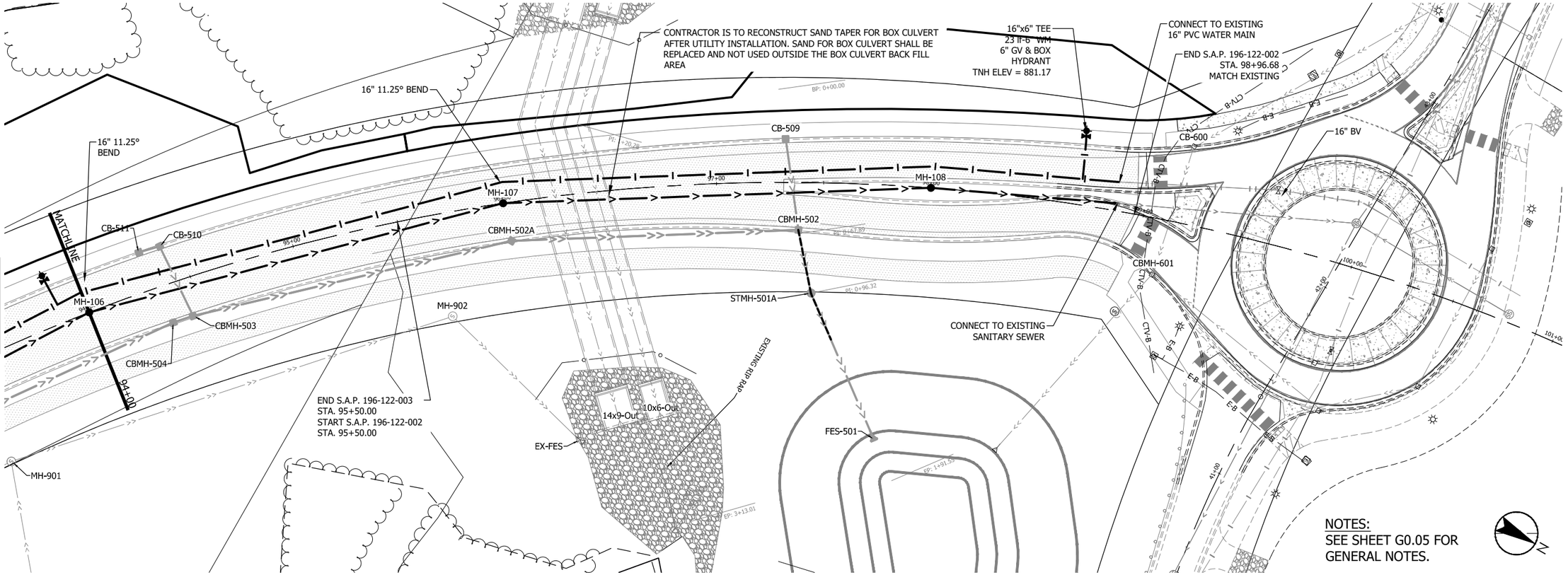
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SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
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PROJ. NO.	193804164

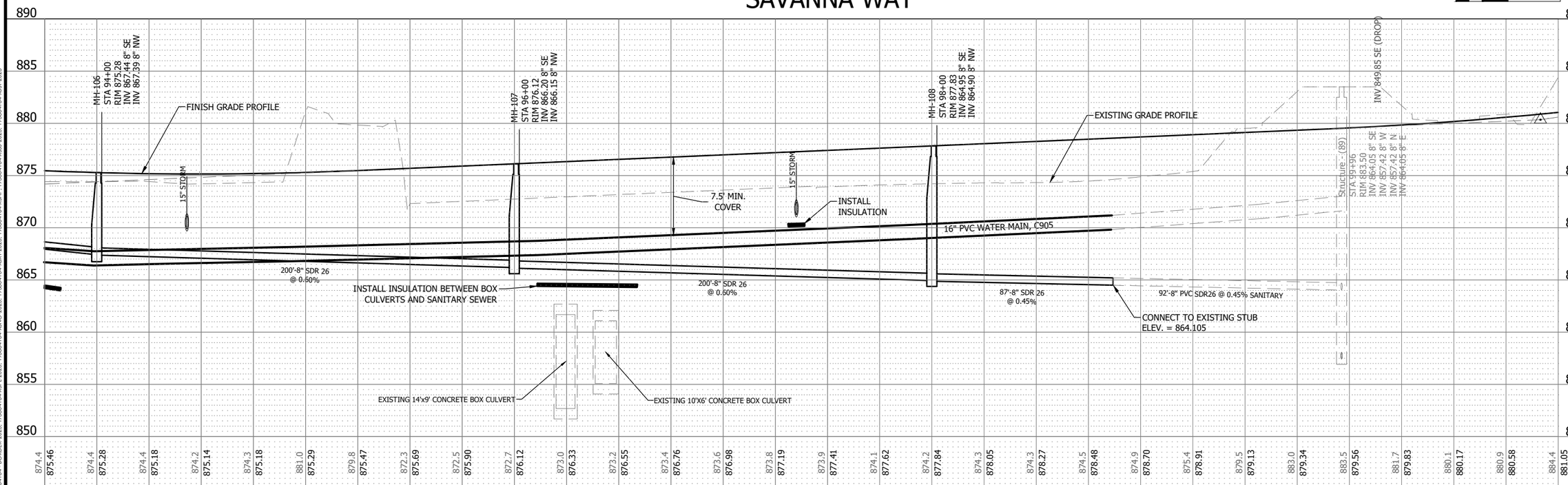
SHEET NUMBER
C4.02

Plot Date: 01/31/2024 - 1:53pm
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Xrefs: 193804164 - BORDER 2023, 193804164-XSP1 2023, 193804164-XSNO 2023, 193804164-XSNT 2023, 193804164-XSAP, 193804164-XSSS 2023, 193804164-XSST 2023

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SAVANNA WAY PHASE 2
SAVANNA WAY
SANITARY SEWER & WATERMAIN

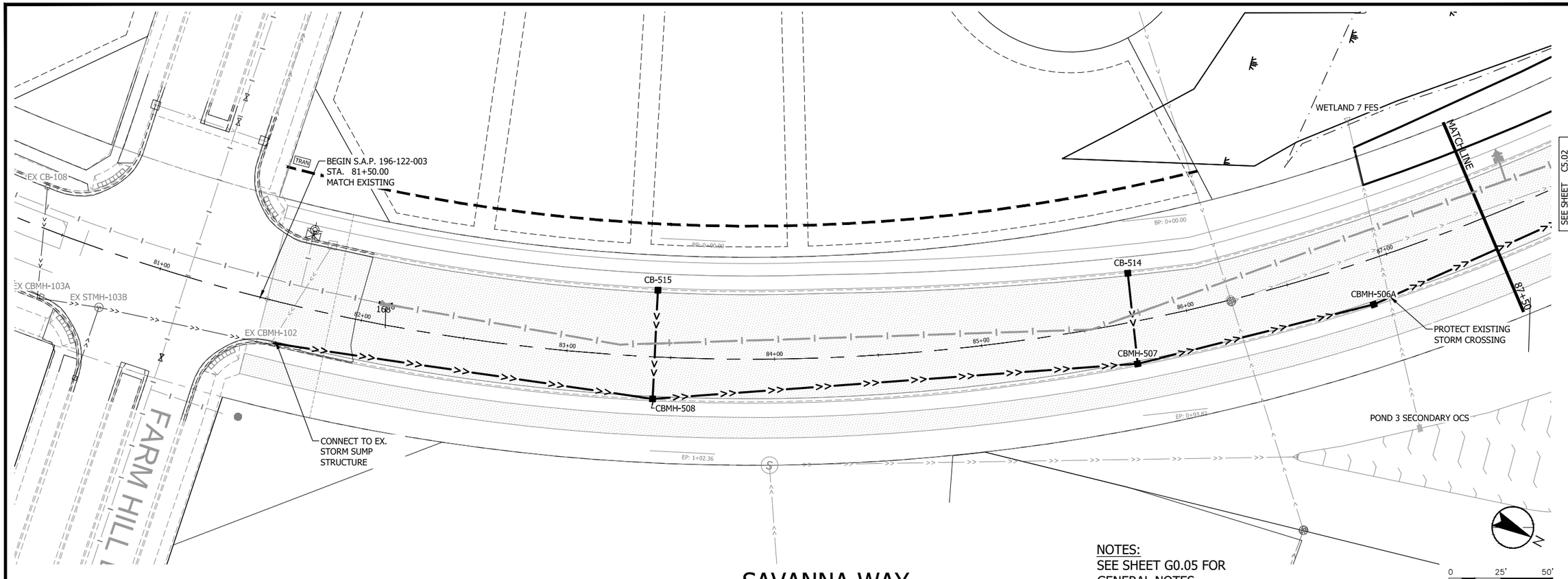
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
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PROJ. NO.	193804164

SHEET NUMBER
C4.03

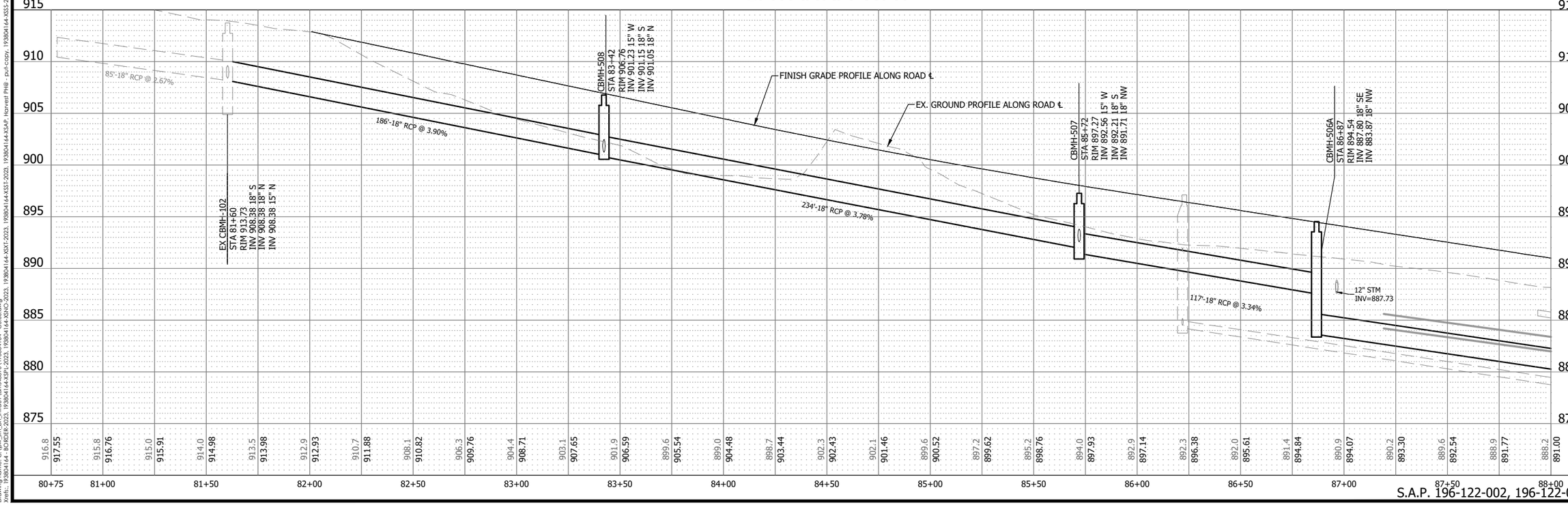
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NOTES:
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SAVANNA WAY



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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STORM SEWER IMPROVEMENTS

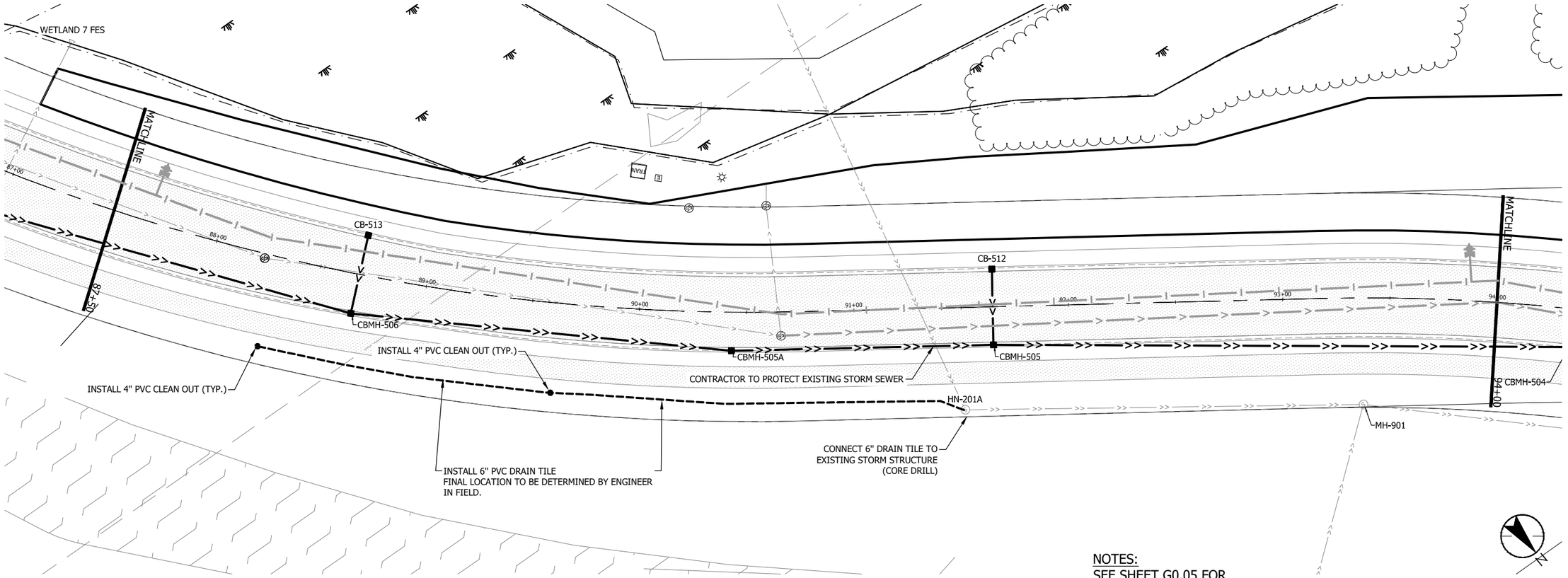
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SURVEY	EAB
DRAWN	PJW
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C5.01

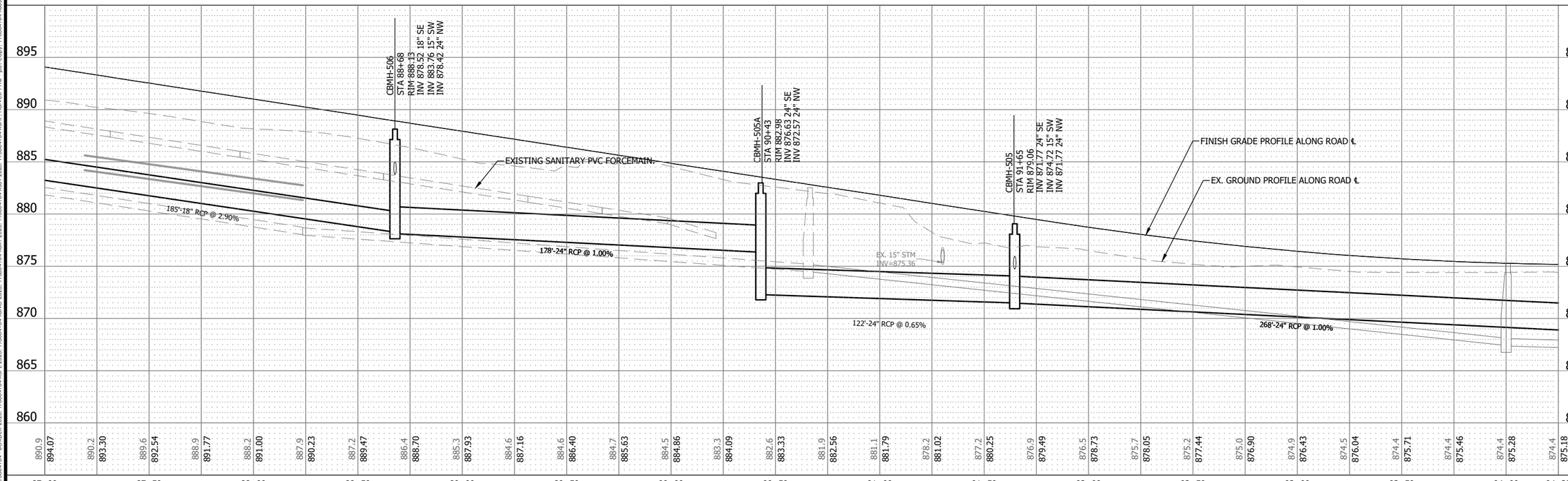
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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STORM SEWER IMPROVEMENTS

NO	REVISION	DATE

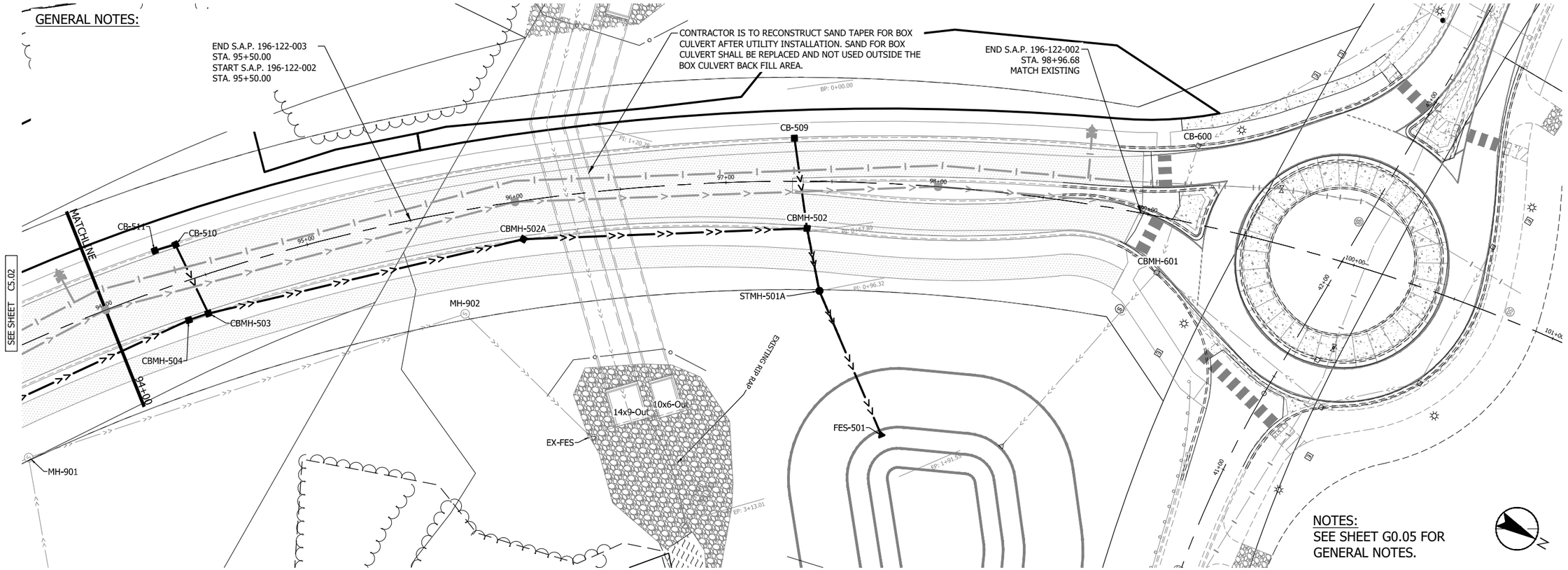
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DRAWN	PJW
DESIGNED	NTD
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PROJ. NO.	193804164

SHEET NUMBER
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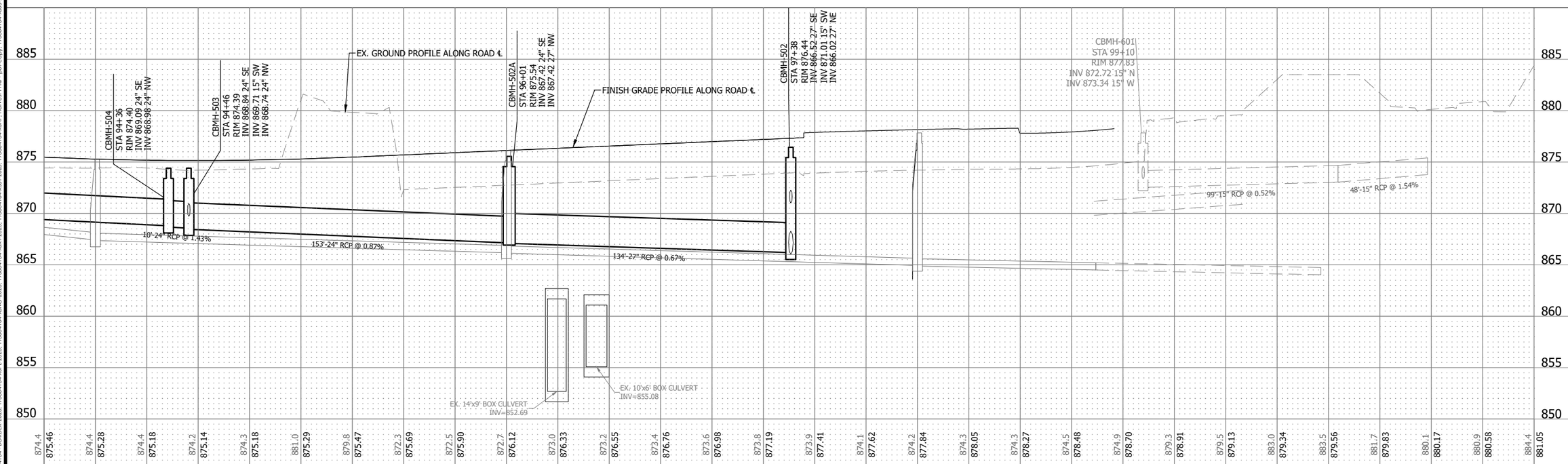
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SIGNATURE:
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LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STORM SEWER IMPROVEMENTS

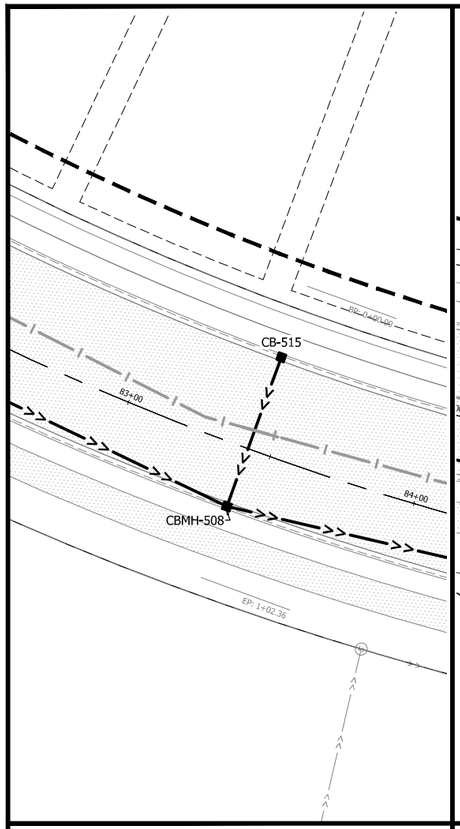
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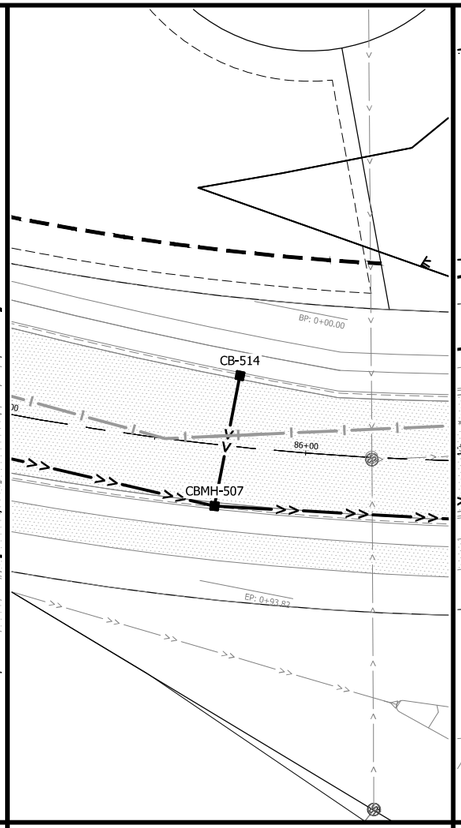
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

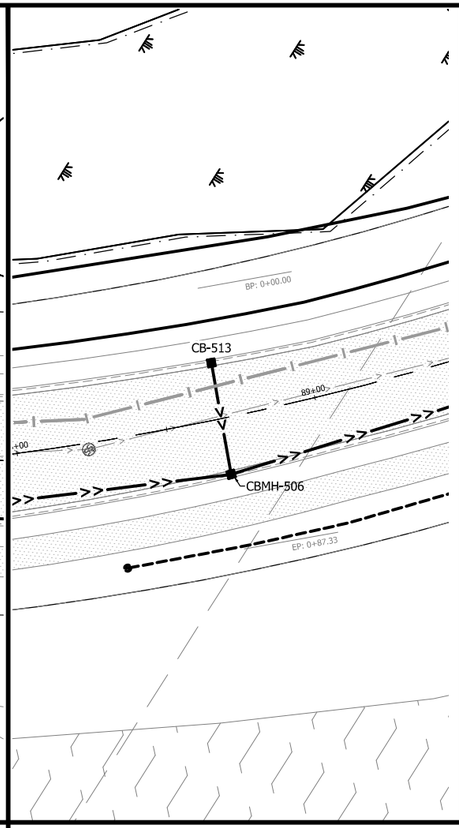
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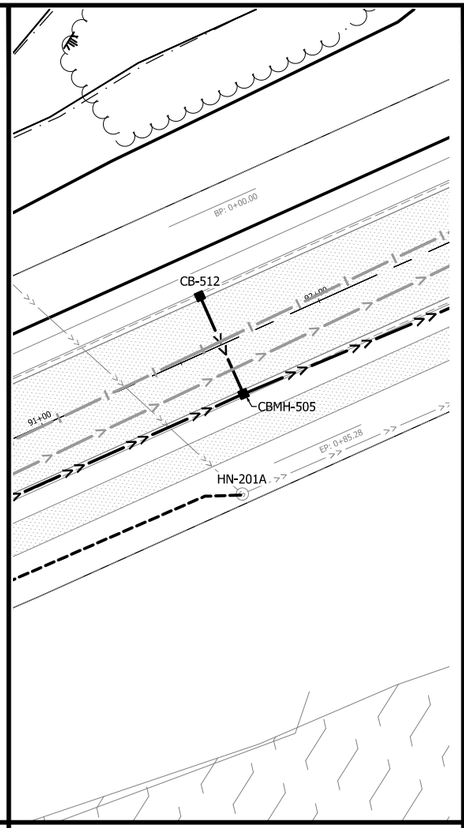
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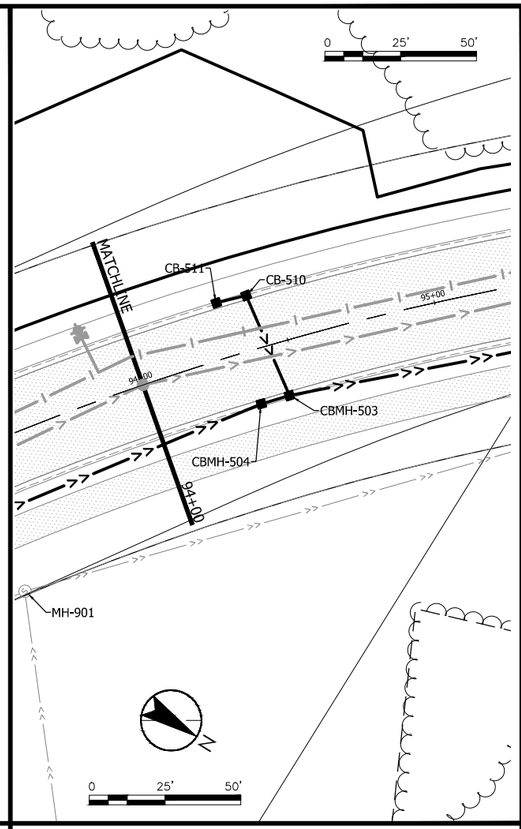
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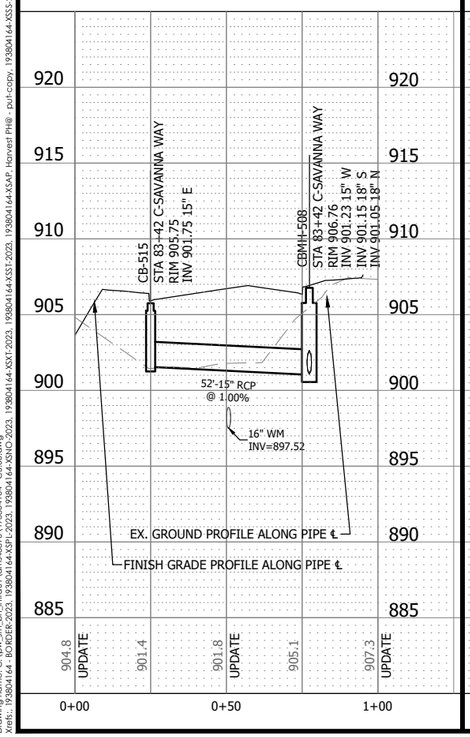




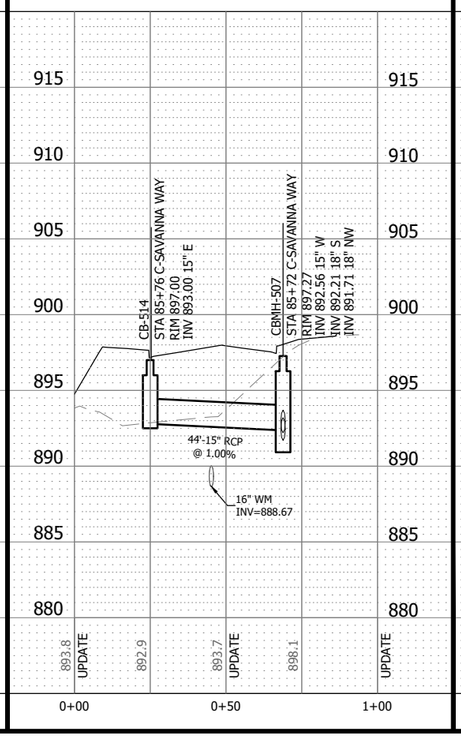




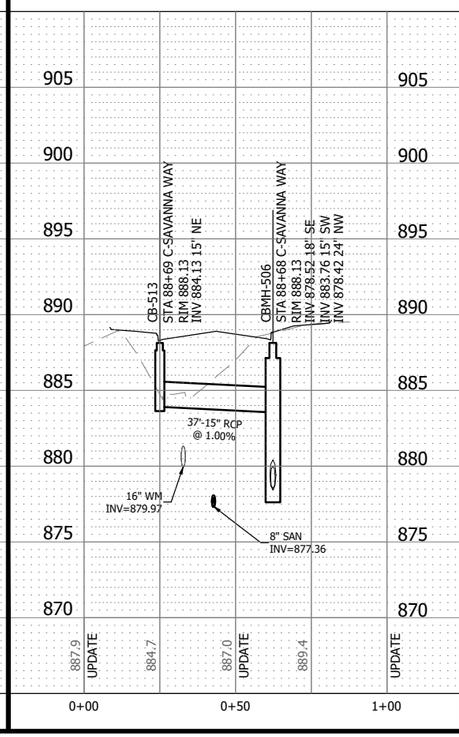
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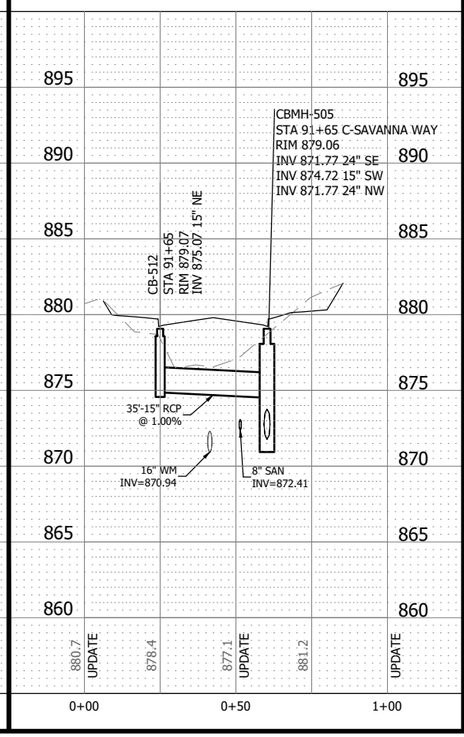
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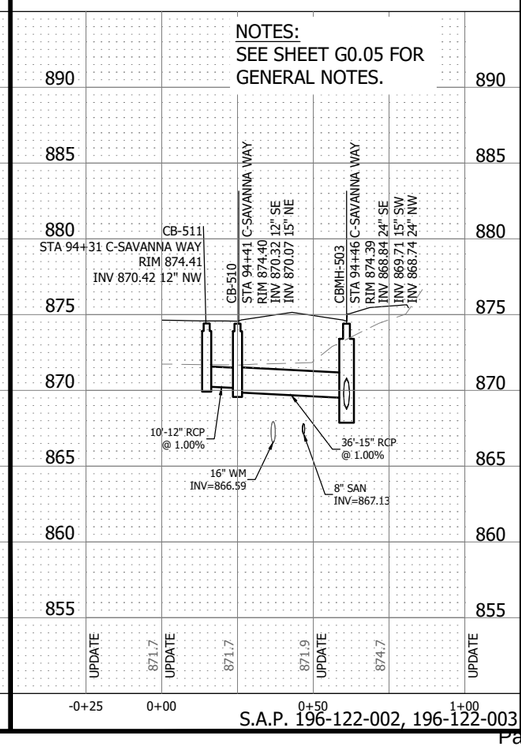
CB-513 to CBMH-506



CB-512 to CBMH-505



CB-511 to CBMH-503



NOTES:
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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STORM SEWER IMPROVEMENTS

NO	REVISION	DATE

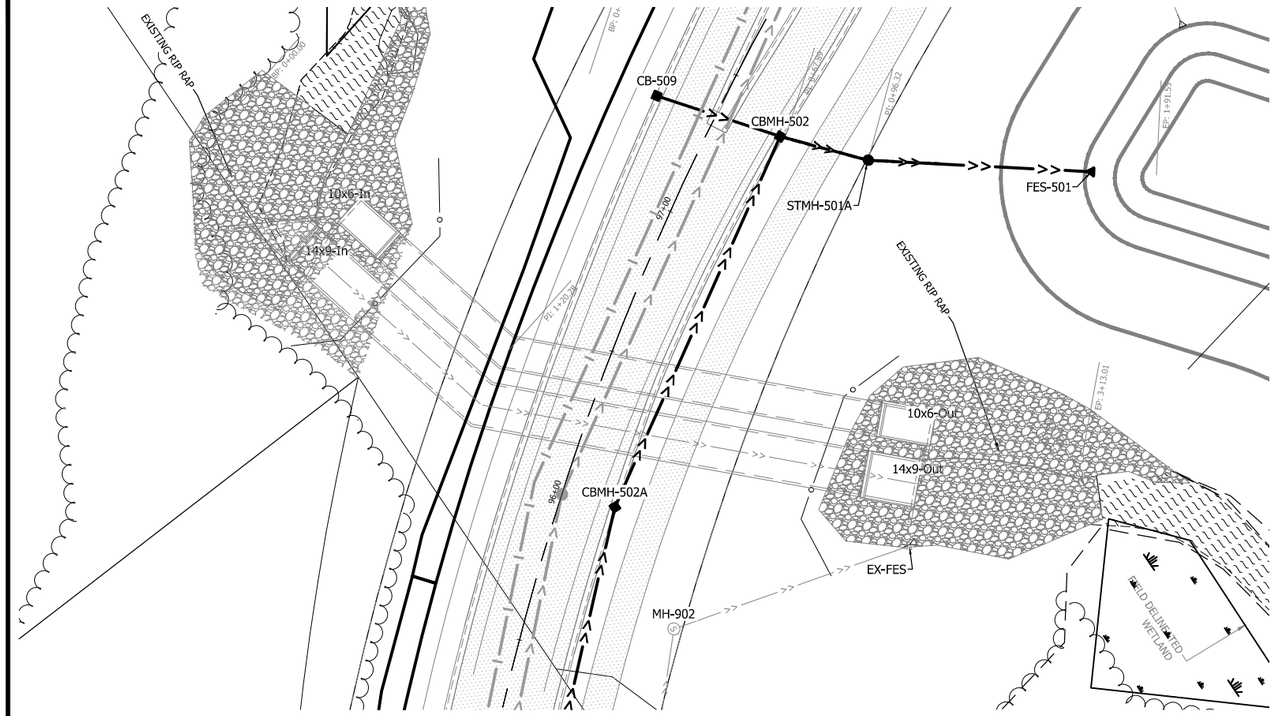
SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C5.04

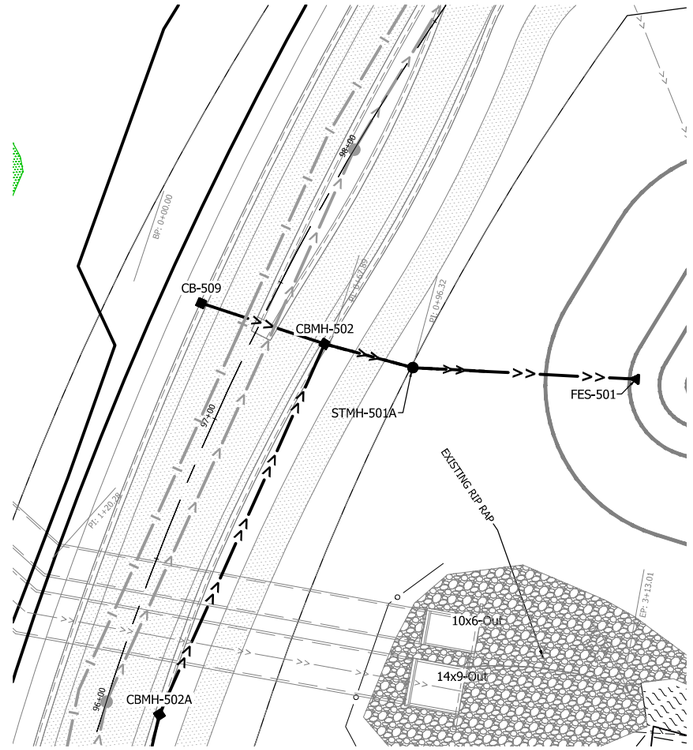
S.A.P. 196-122-002, 196-122-003

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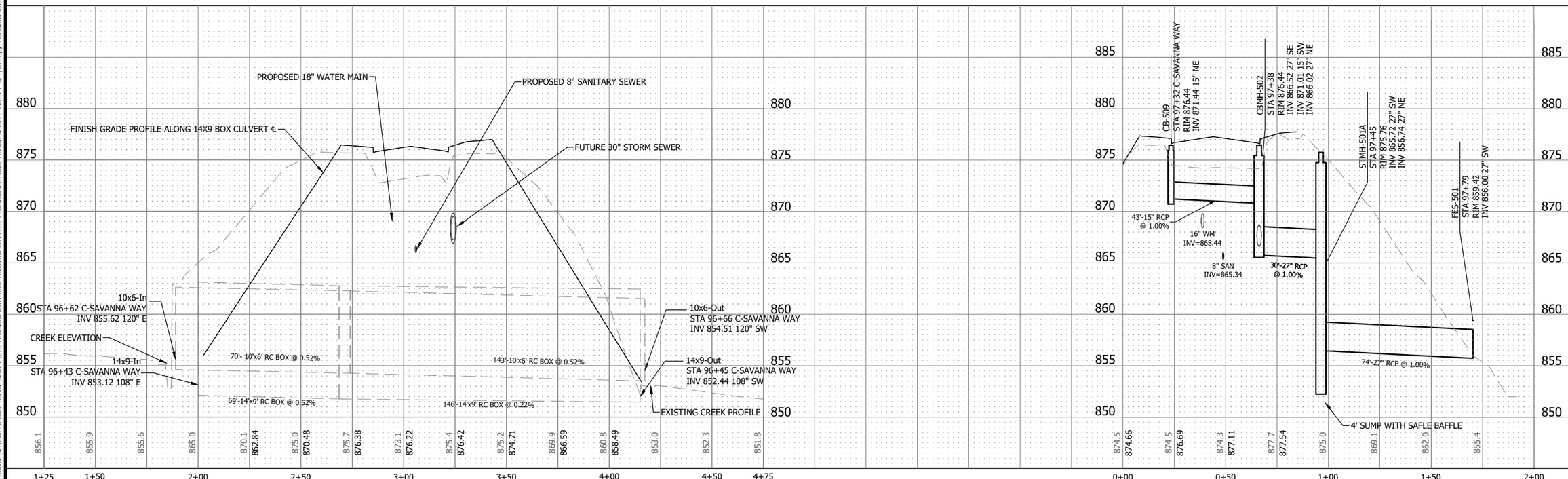


EXISTING BOX CULVERT CROSSING



CB-511 to CBMH-503

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DATE: 1/22/2024
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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STORM SEWER IMPROVEMENTS

NO	REVISION	DATE

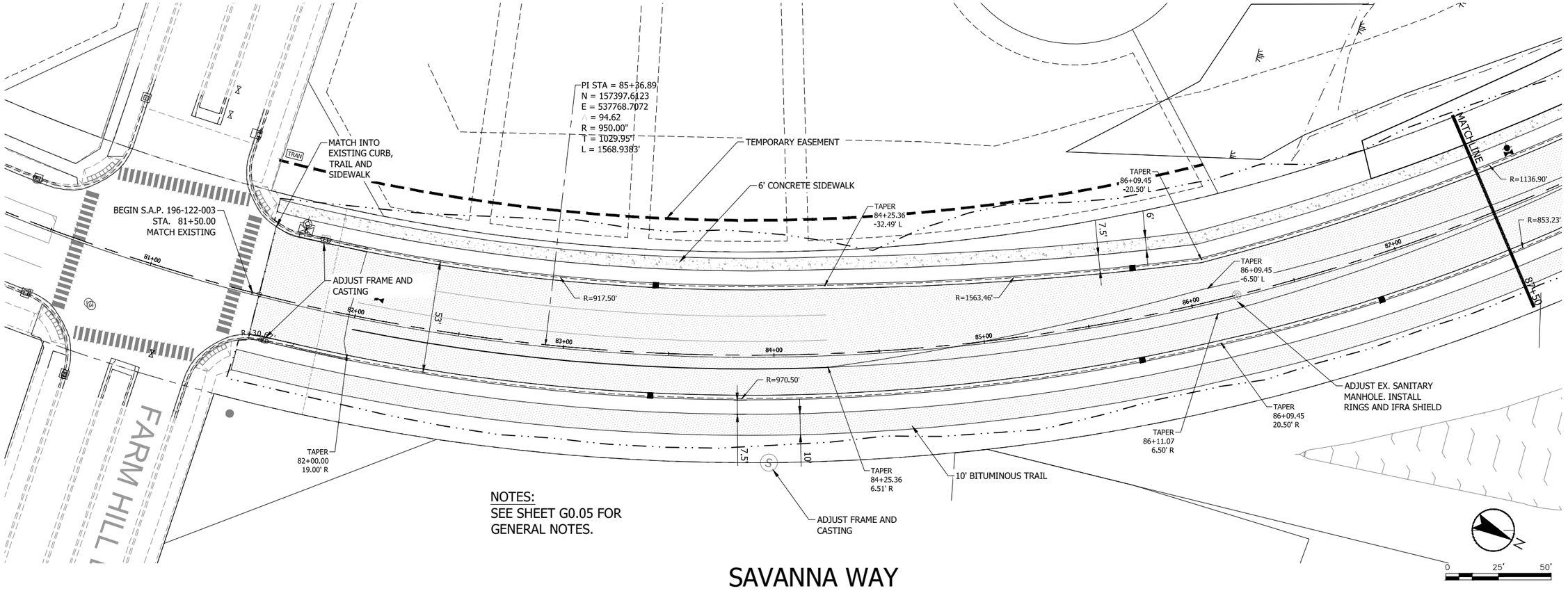
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C5.05

S.A.P. 196-122-002, 196-122-003

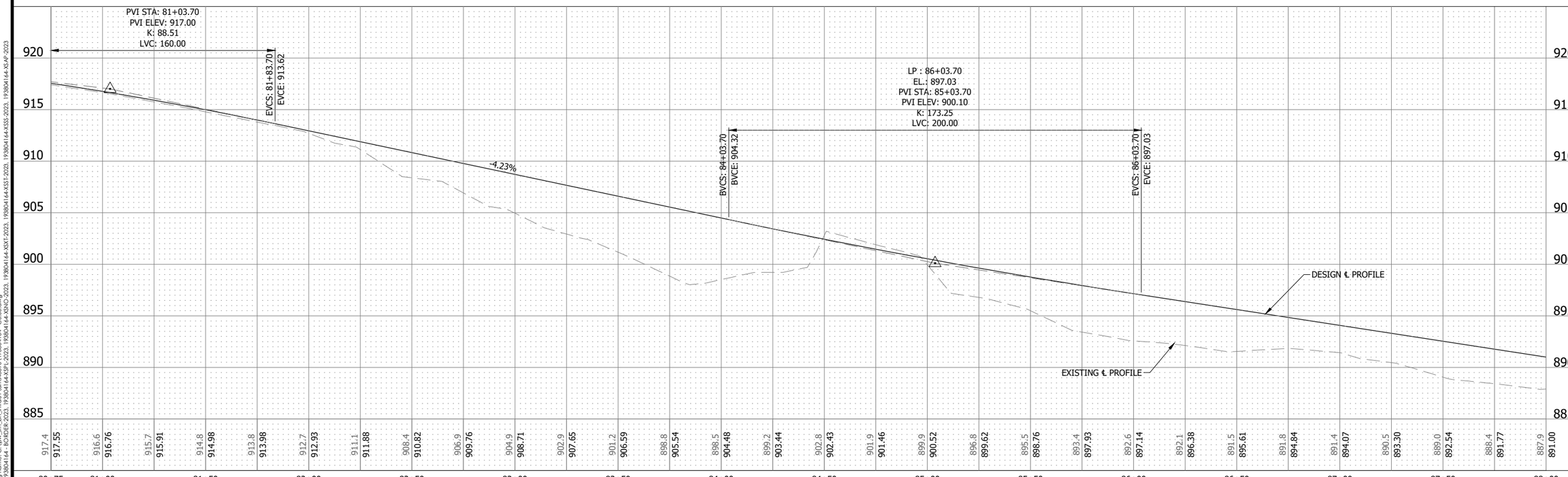
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SAVANNA WAY



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SAVANNA WAY PHASE 2
SAVANNA WAY
STREET IMPROVEMENTS

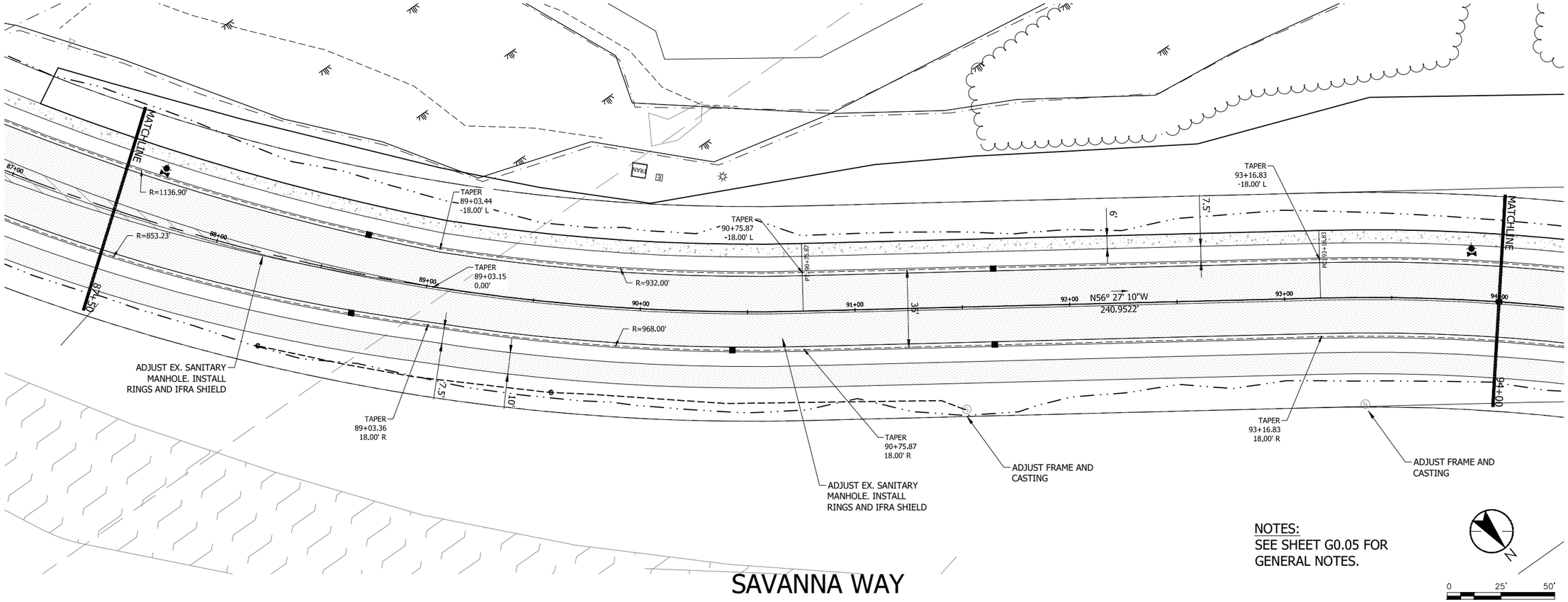
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DRAWN	PJW
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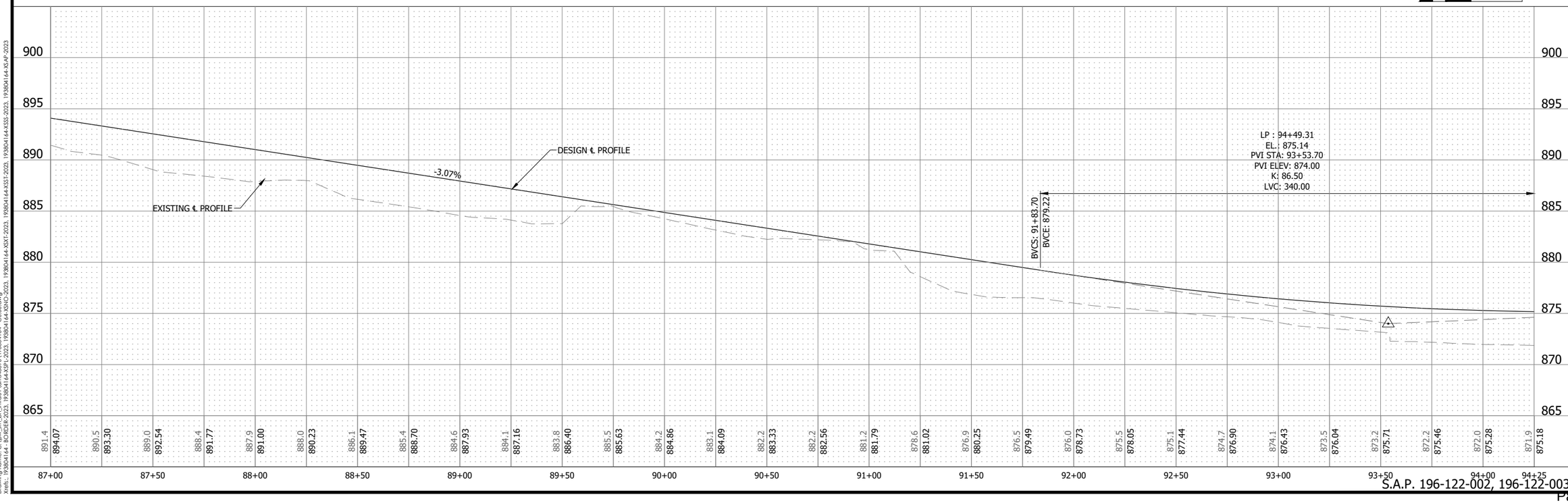
SHEET NUMBER
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0 25' 50'

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DATE: 1/22/2024
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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
STREET IMPROVEMENTS

NO	REVISION	DATE

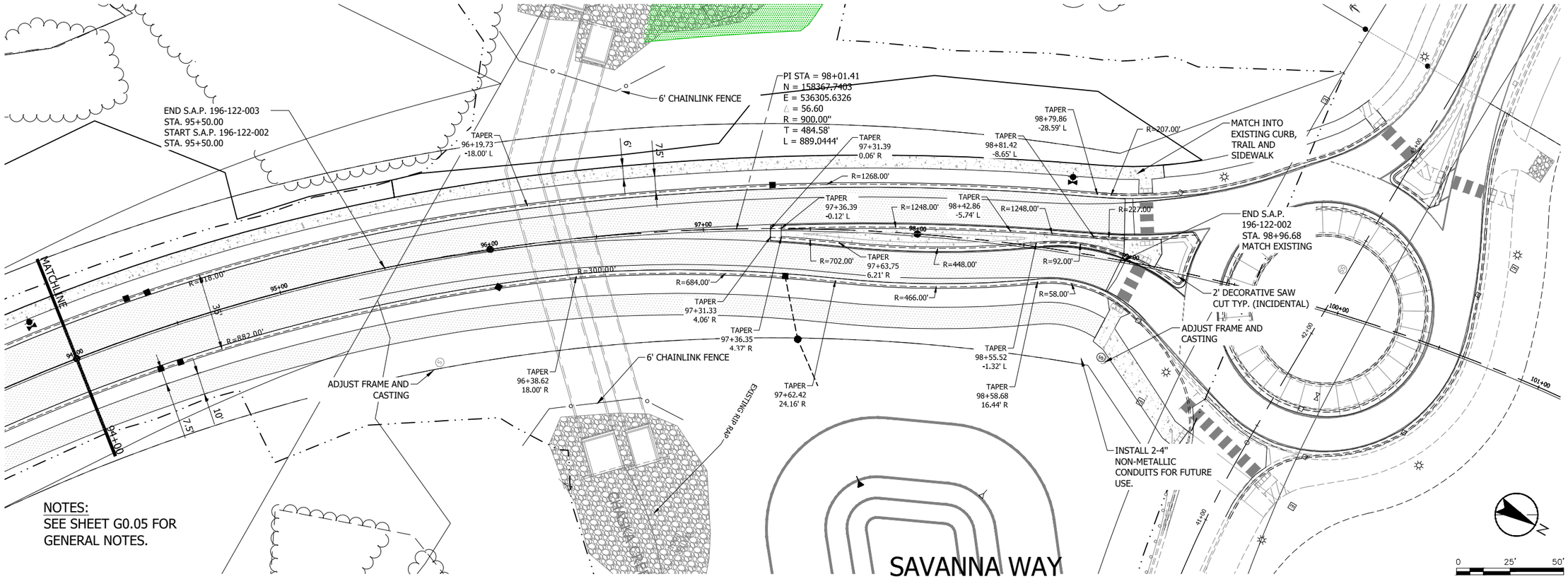
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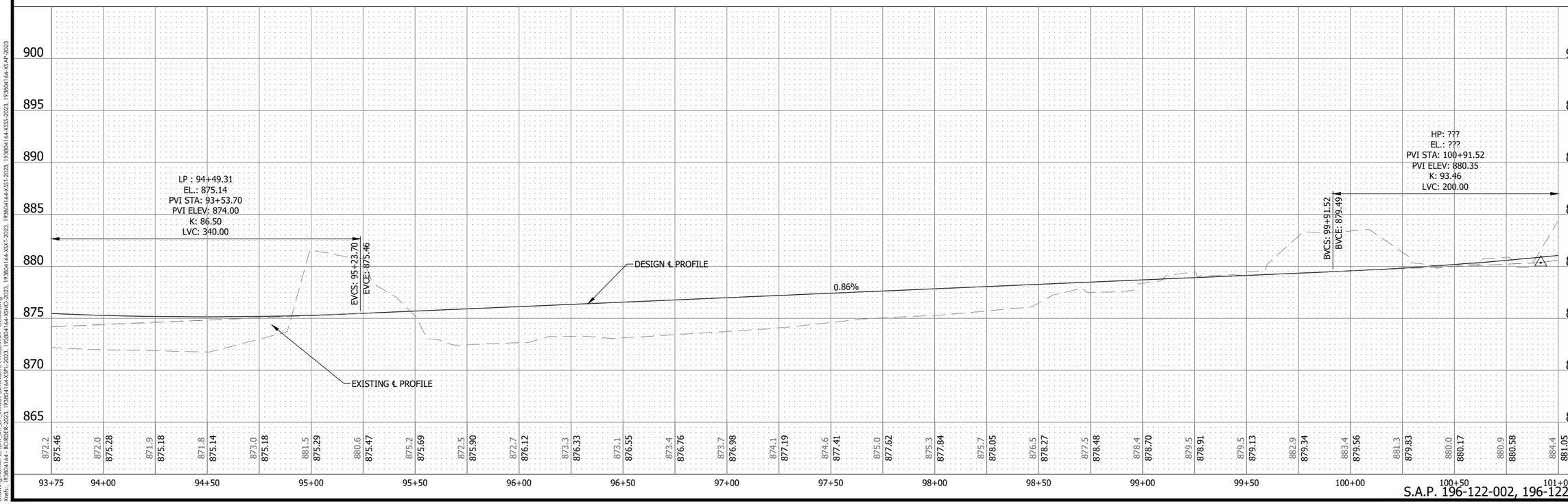
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S.A.P. 196-122-002, 196-122-003

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SAVANNA WAY PHASE 2
SAVANNA WAY
STREET IMPROVEMENTS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C6.03

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SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

NO	REVISION	DATE

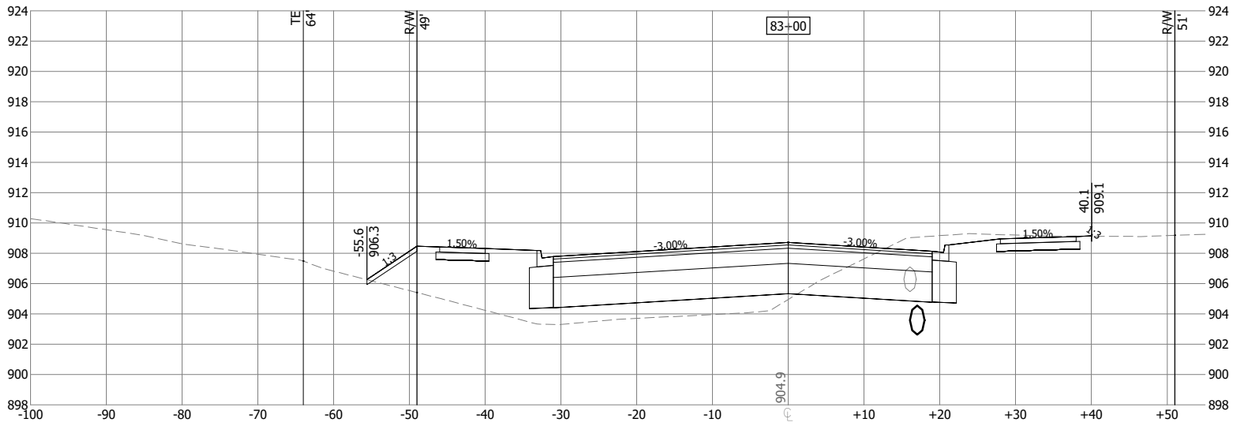
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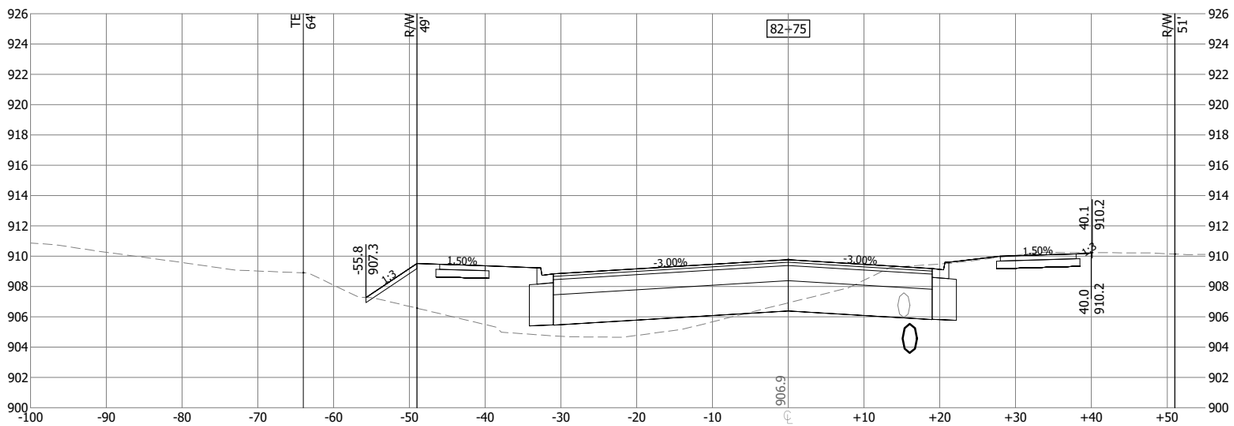
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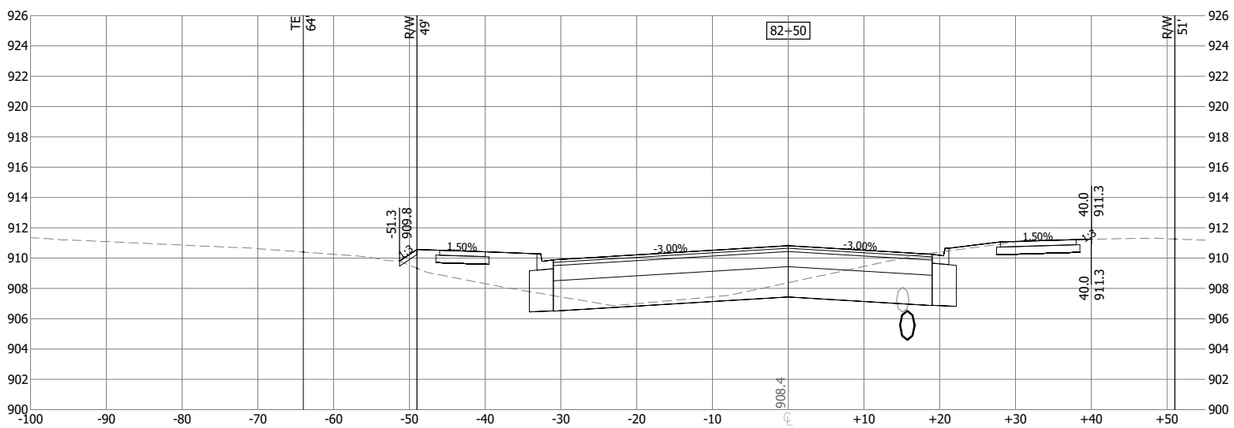
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Xrefs: 193804164-ASNO-2023, 193804164-XOPO-2023

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SIGNATURE: _____ LIC. NO. 54837

DATE: 1/22/2024

BID SET

CITY OF CHASKA, MINNESOTA

SAVANNA WAY PHASE 2

SAVANNA WAY
CROSS SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C7.02

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:22pm
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Xref's: 193804164-ASMO-2023, 193804164-BORE2E-2023

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SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
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PROJ. NO.	193804164

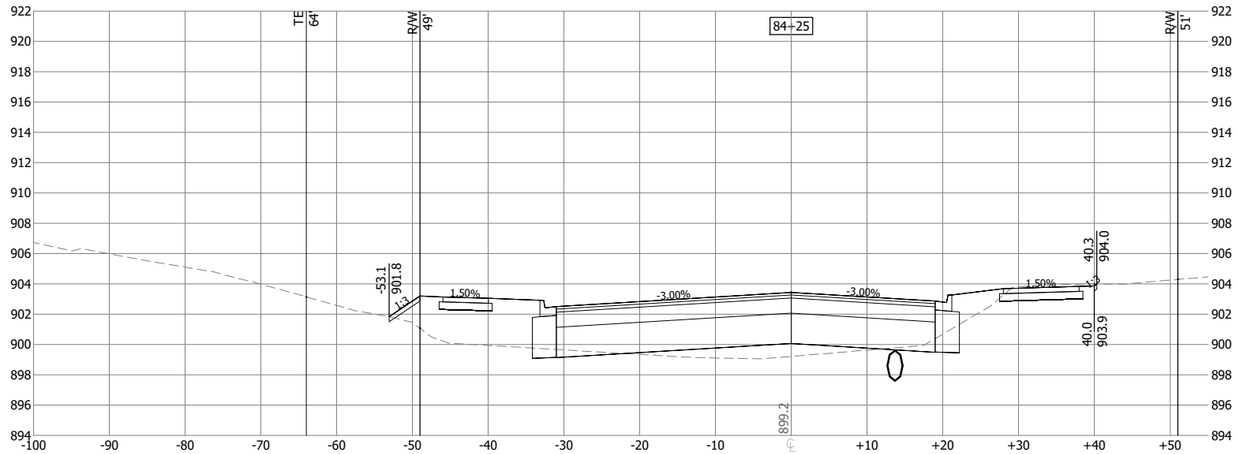
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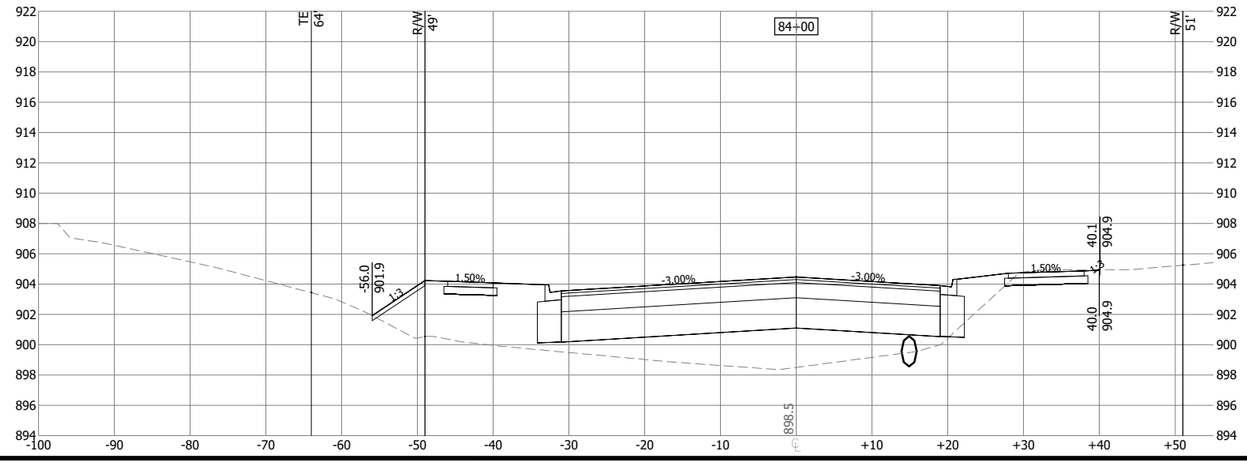
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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

NO	REVISION	DATE

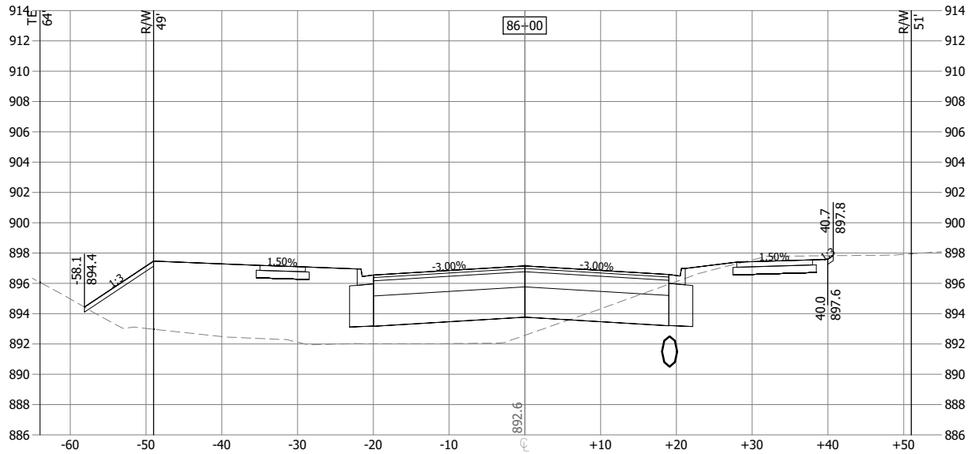
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PROJ. NO.	193804164

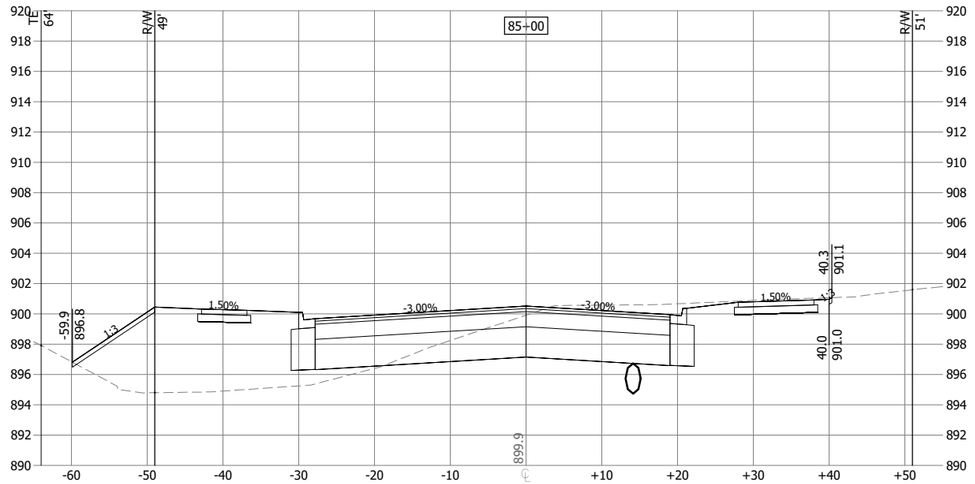
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Xrefs: 193804164-ASNO-2023, 193804164-NORDER-2023

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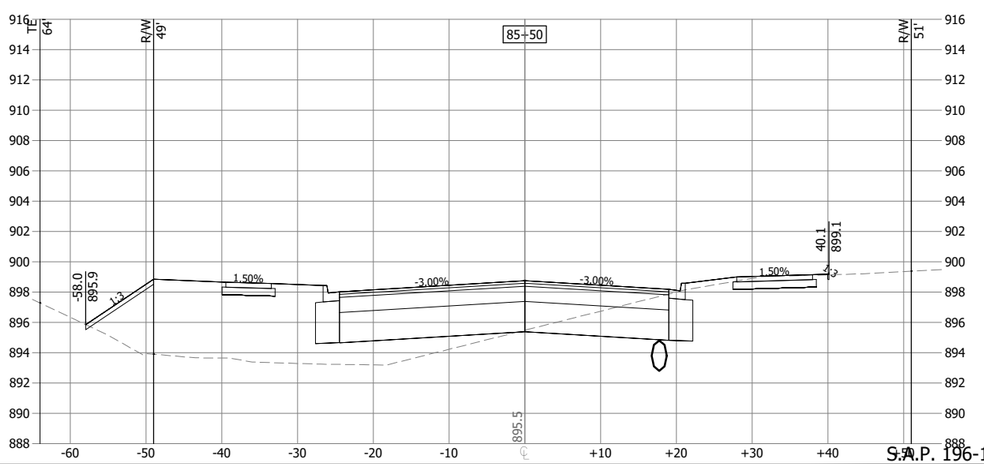












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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

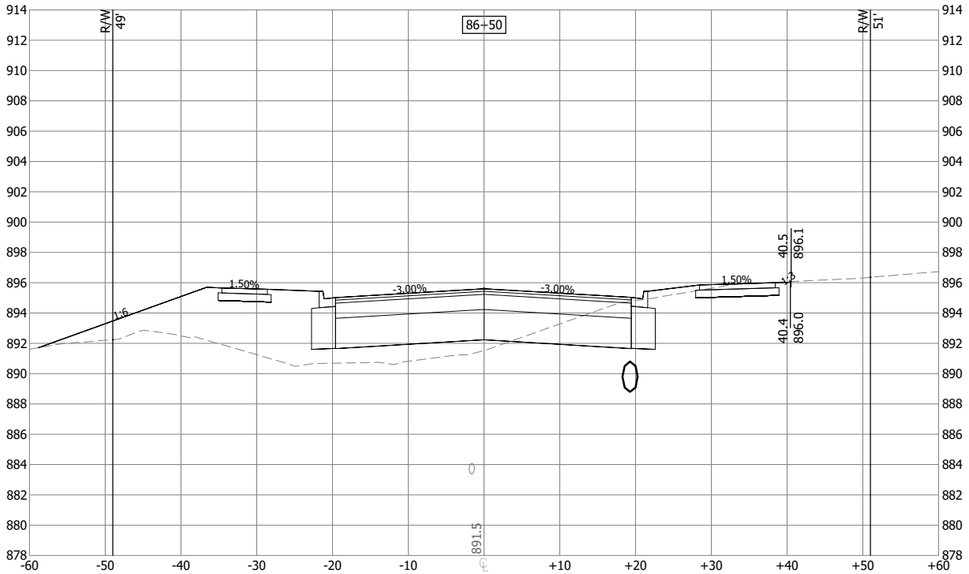
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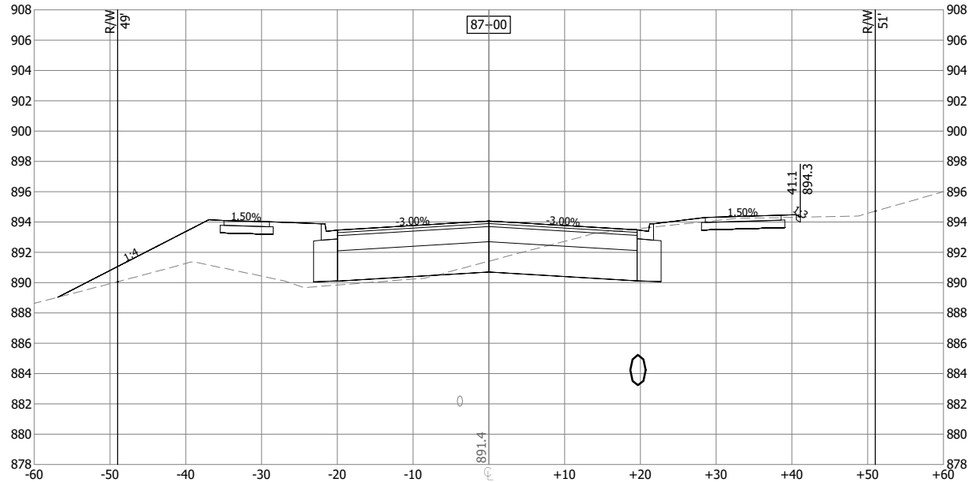
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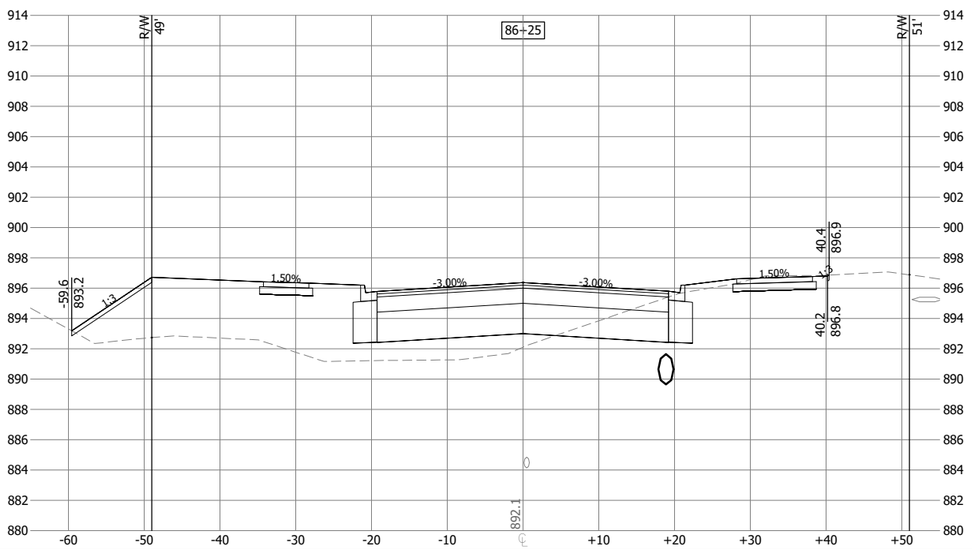
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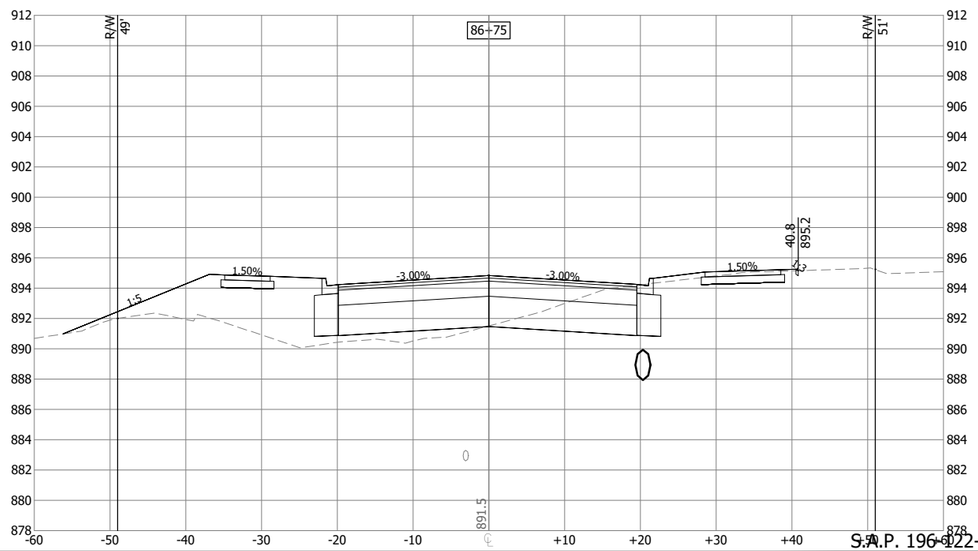
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SIGNATURE: _____ LIC. NO. 54837

DATE: 1/22/2024

BID SET

CITY OF CHASKA, MINNESOTA

SAVANNA WAY PHASE 2

SAVANNA WAY

CROSS SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
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BID SET

CITY OF CHASKA, MINNESOTA

SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

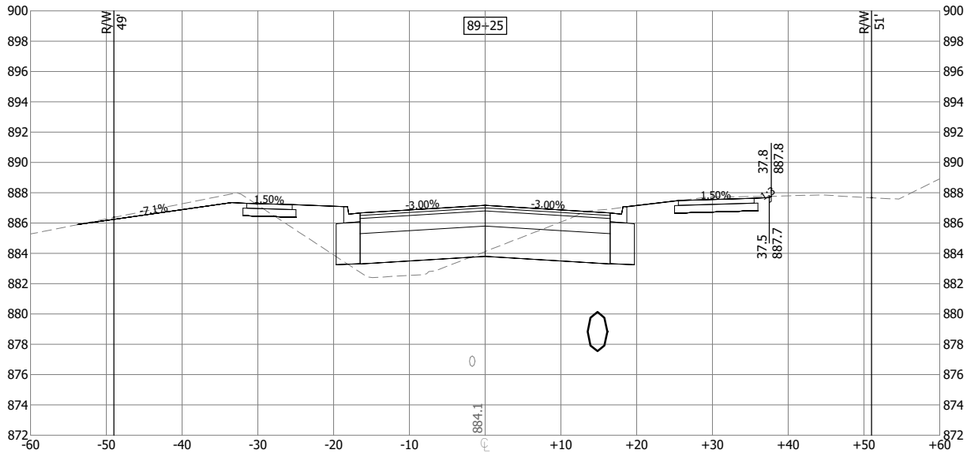
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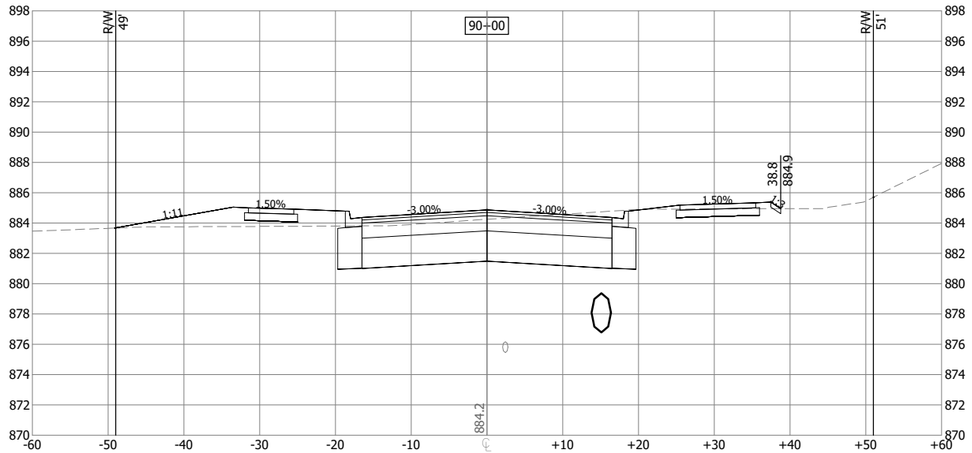
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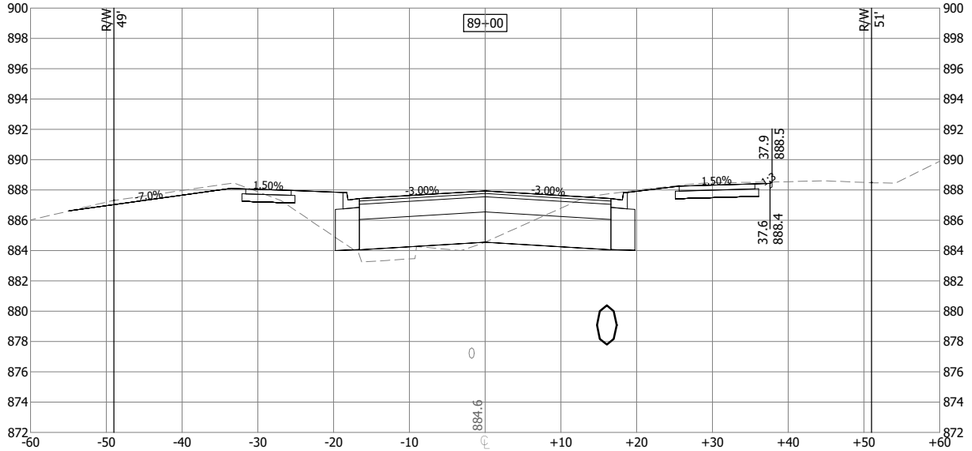
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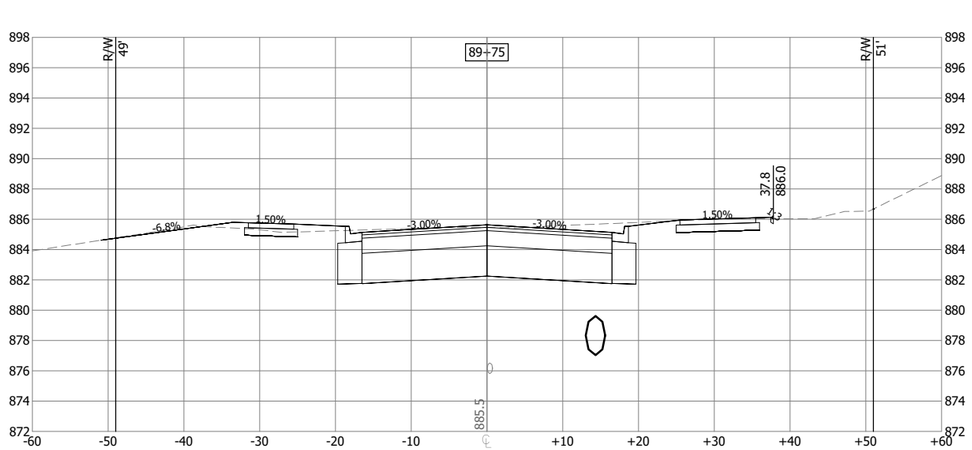
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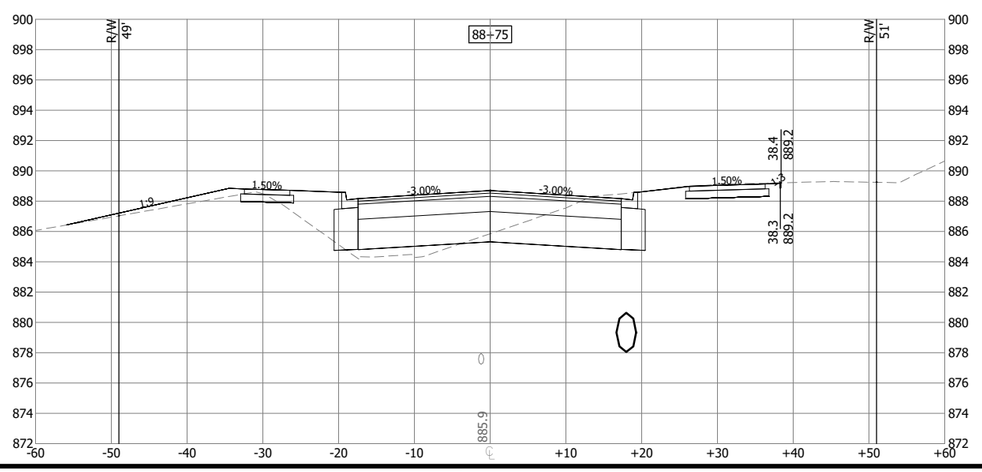
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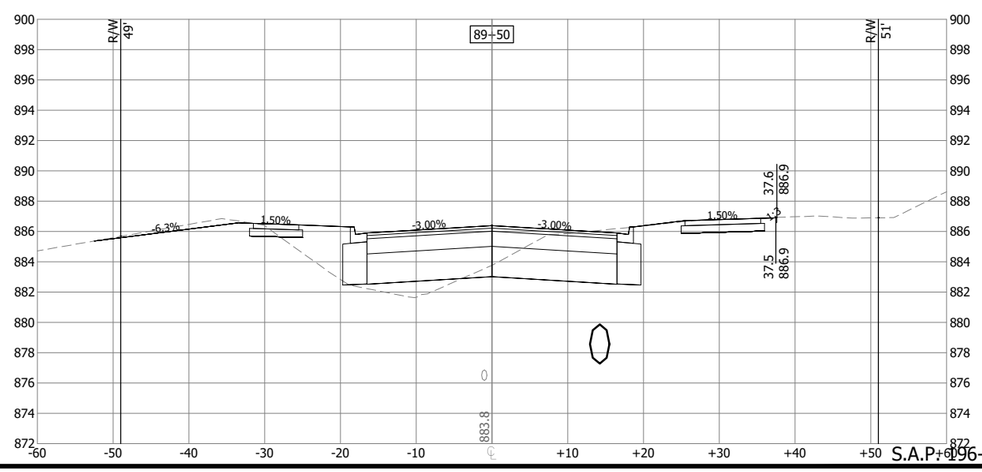












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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

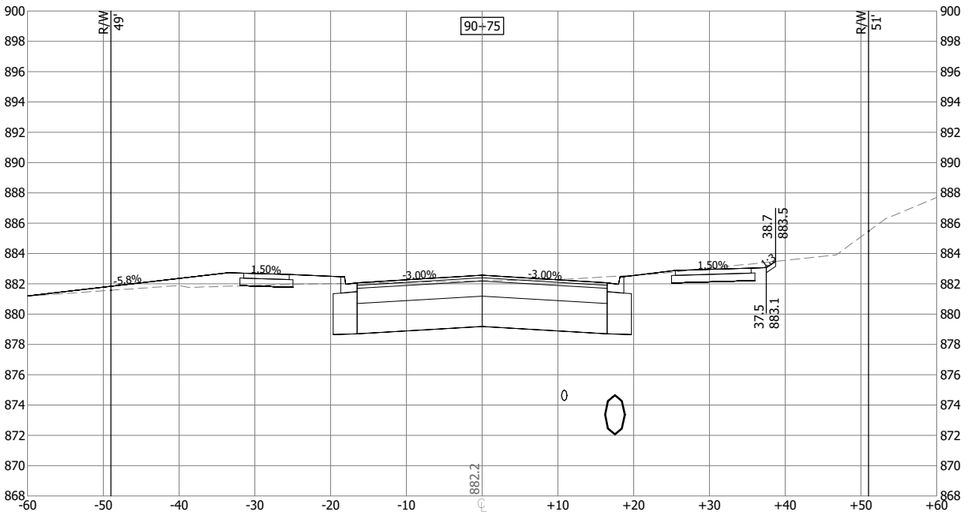
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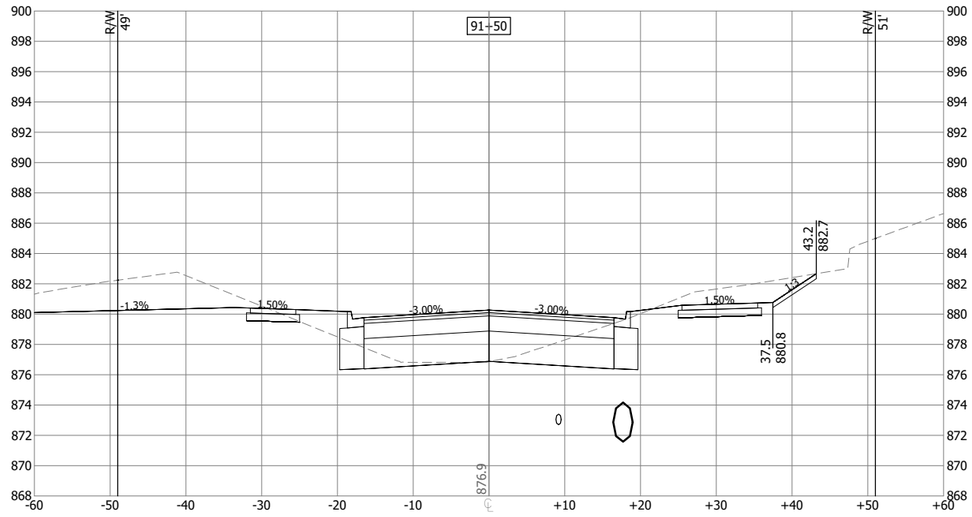
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PROJ. NO.	193804164

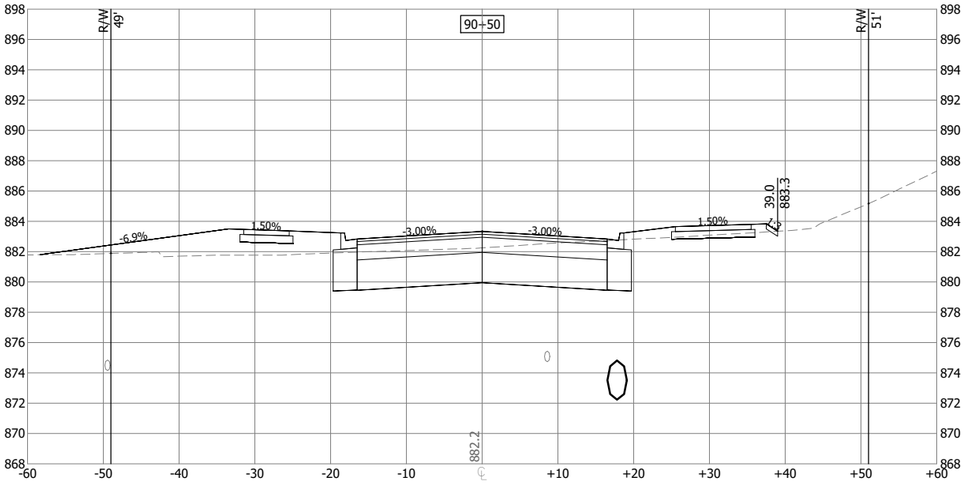
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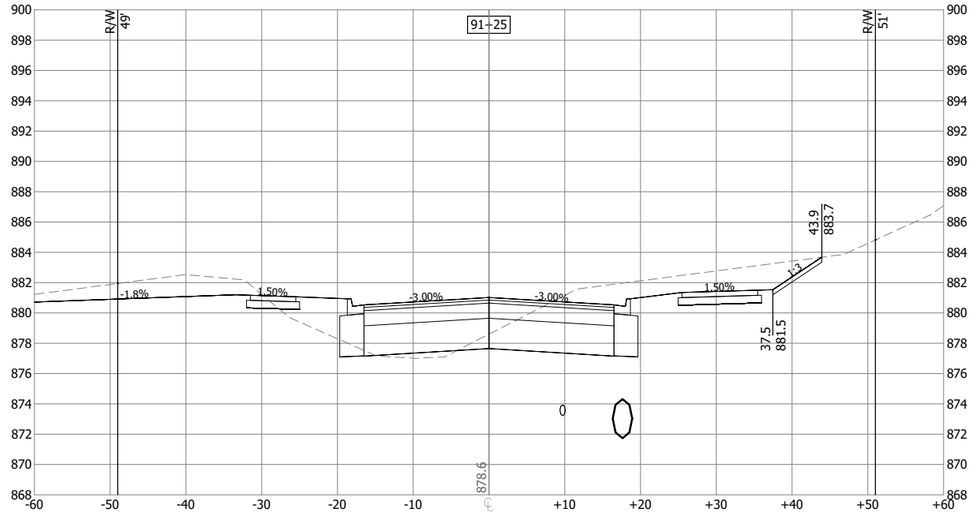
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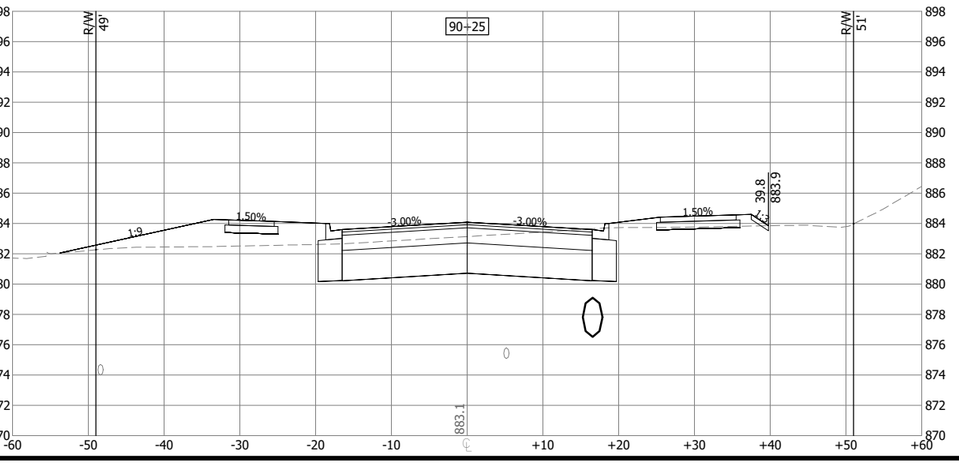
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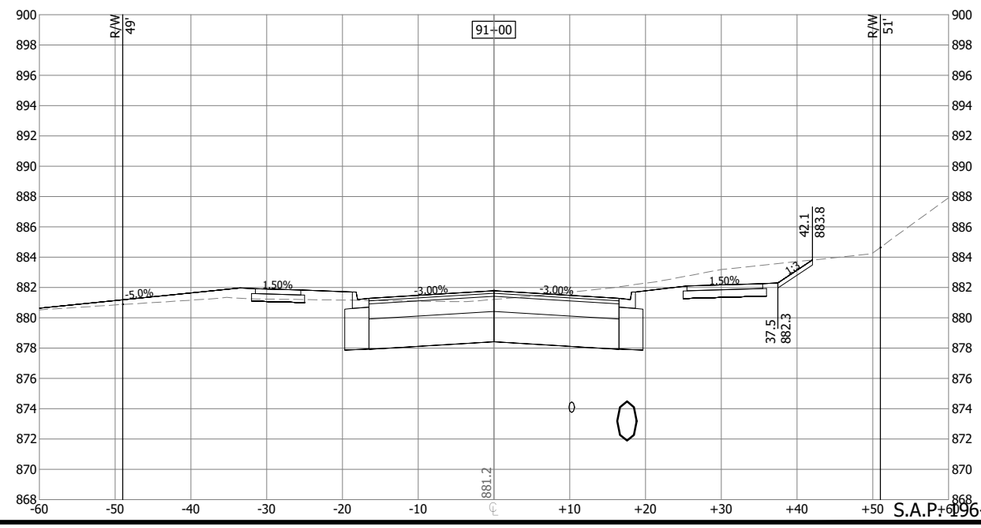












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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

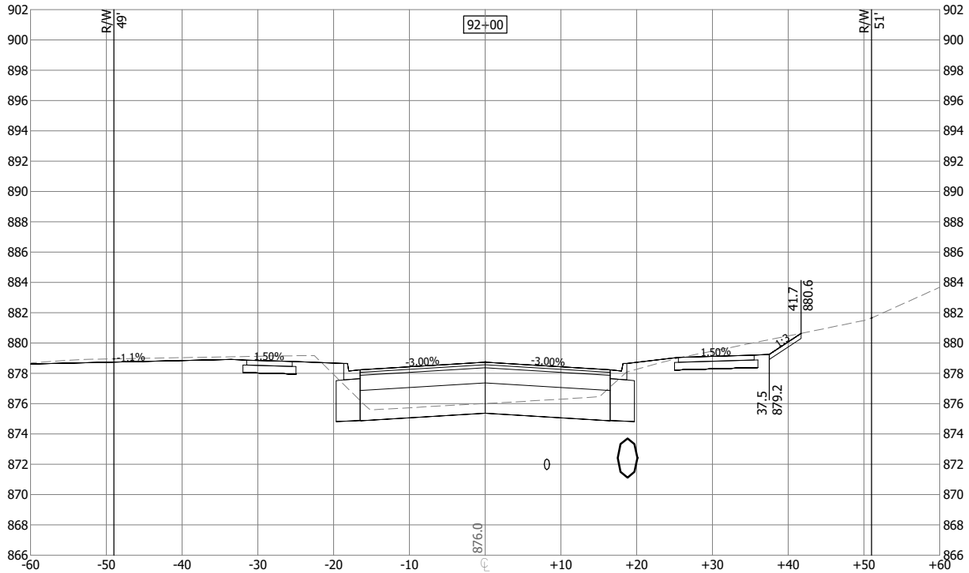
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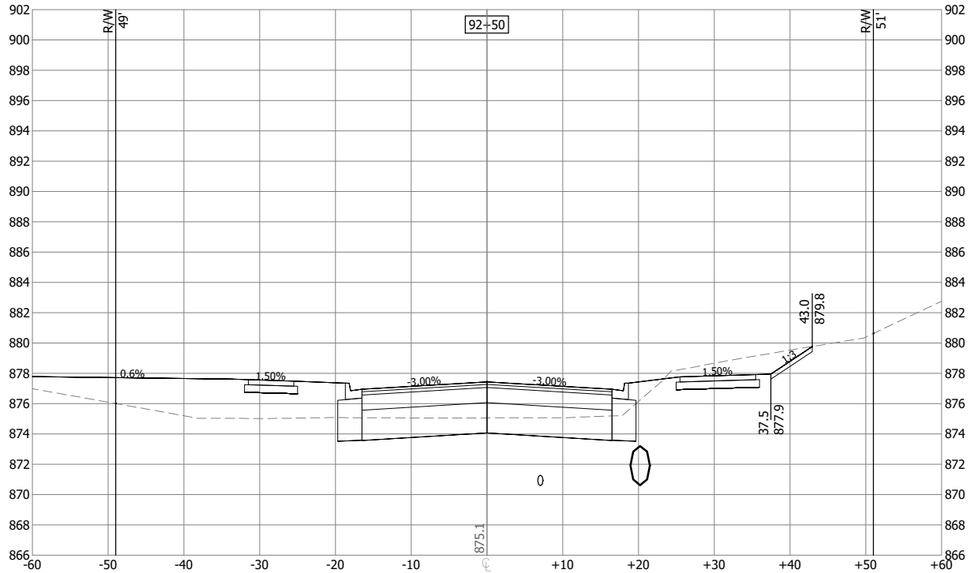
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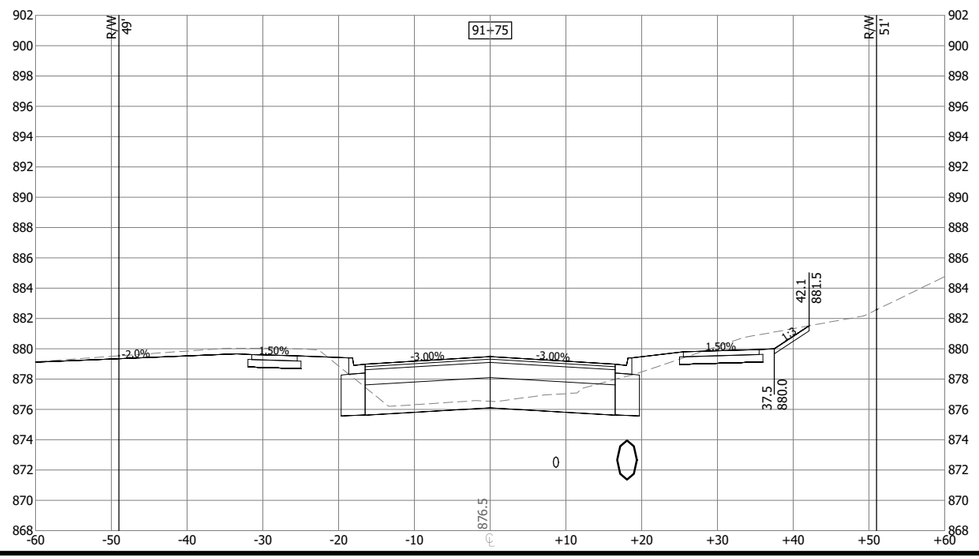
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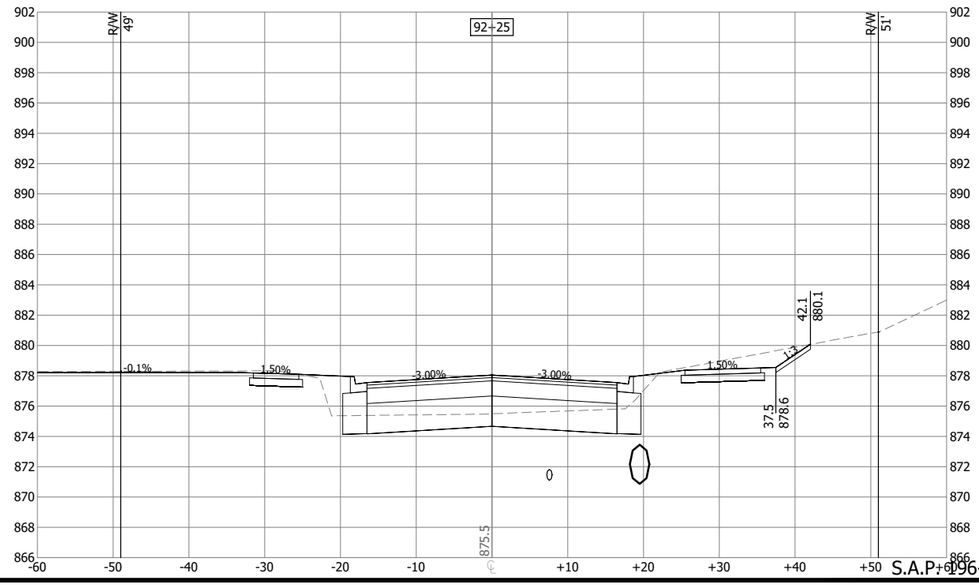
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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
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Plot Date: 01/31/2024 - 2:30pm
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S.A.P. 196-122-002, 196-122-003

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SAVANNA WAY
CROSS SECTIONS

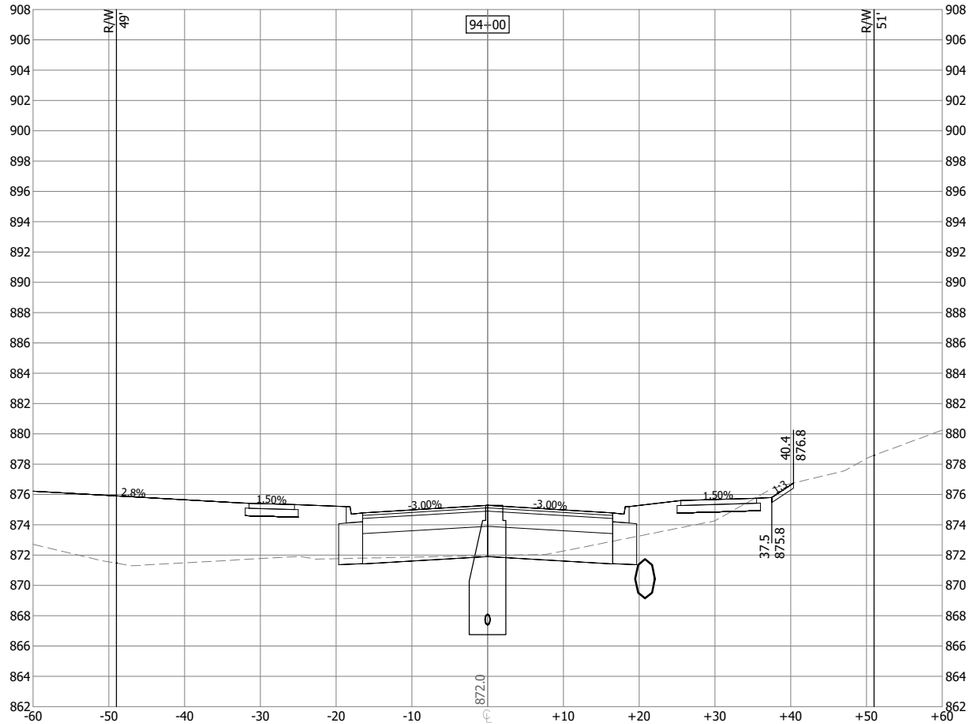
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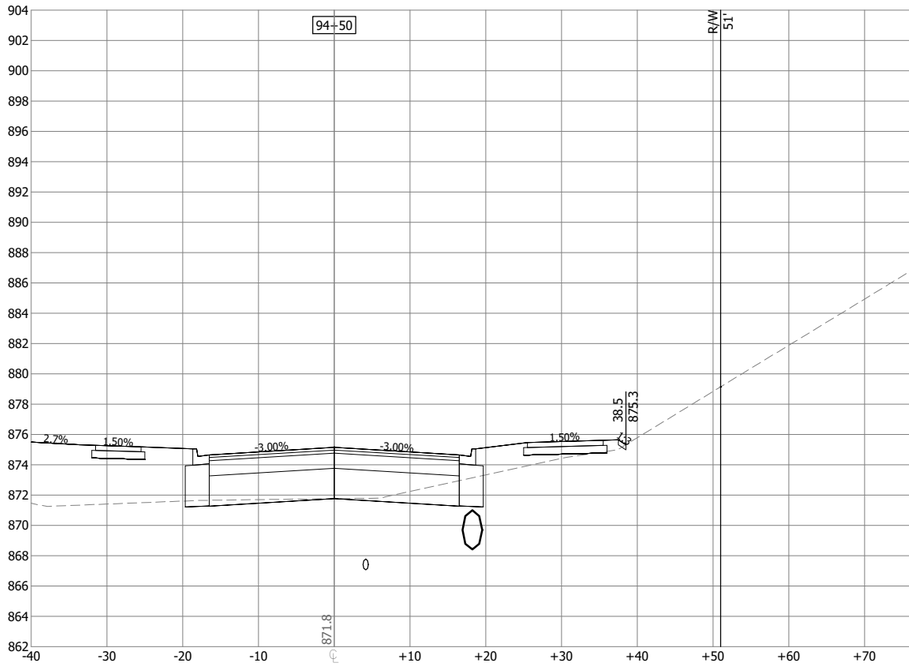
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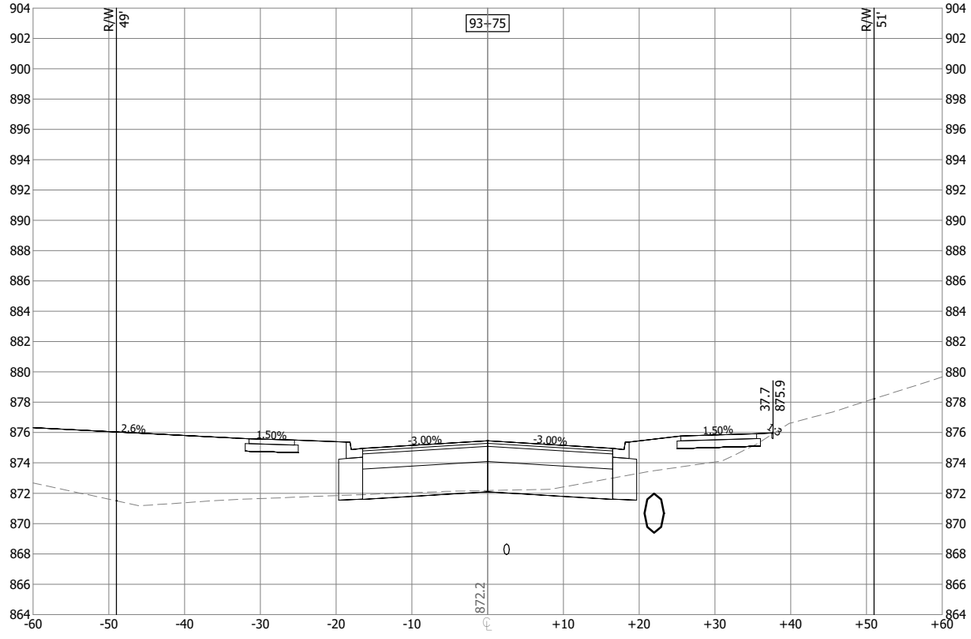
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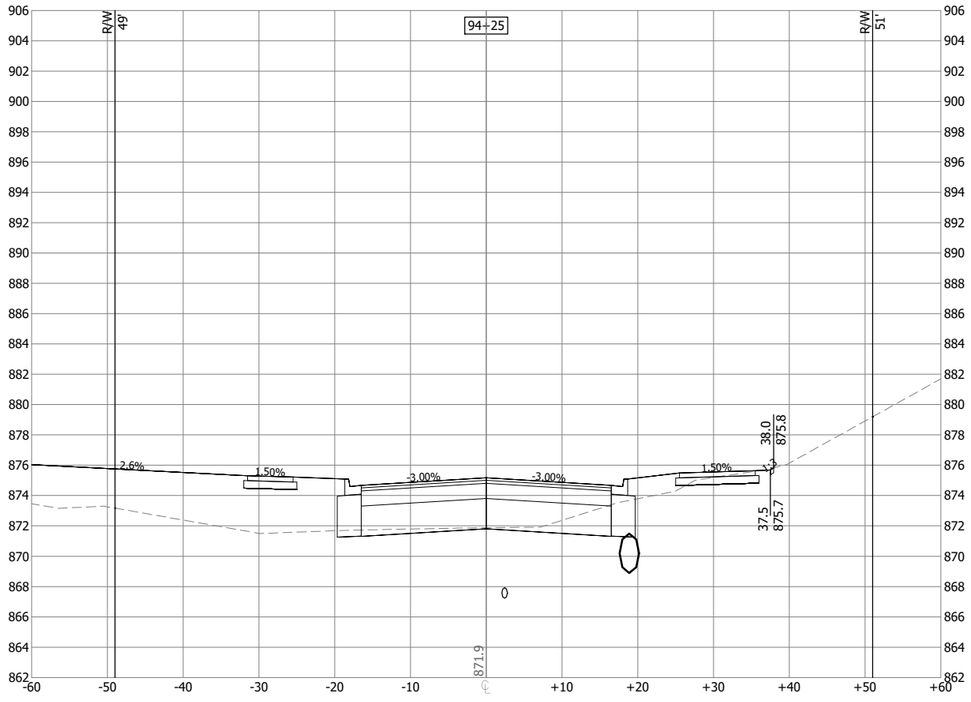
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Xrefs: 193804164XSNO-2023, 193804164 - BORDER-2023

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DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CROSS SECTIONS

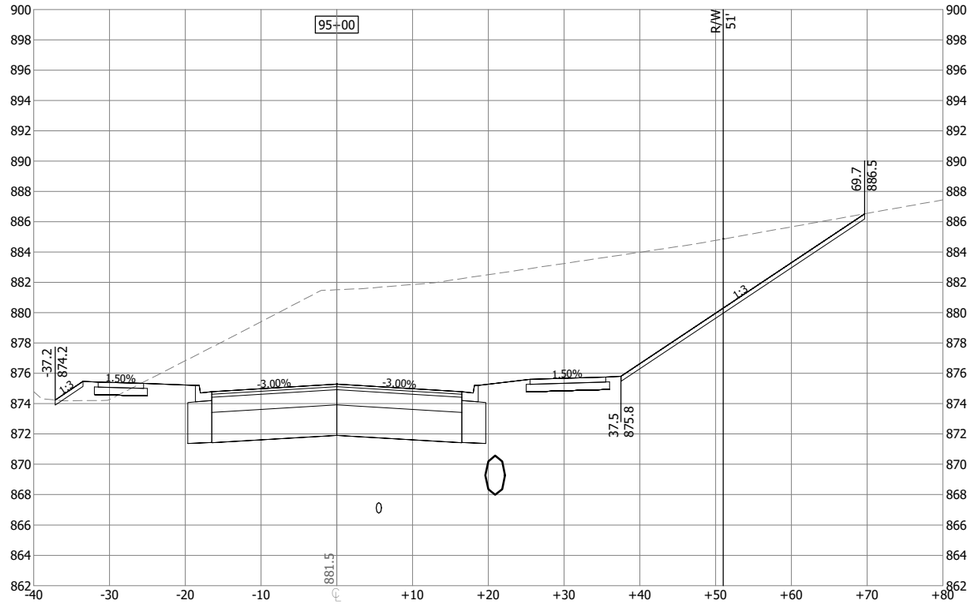
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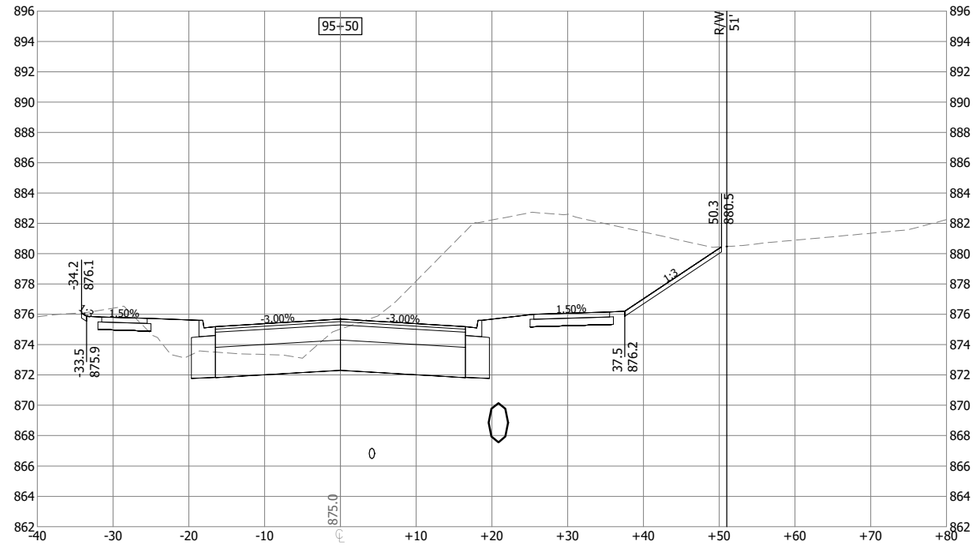
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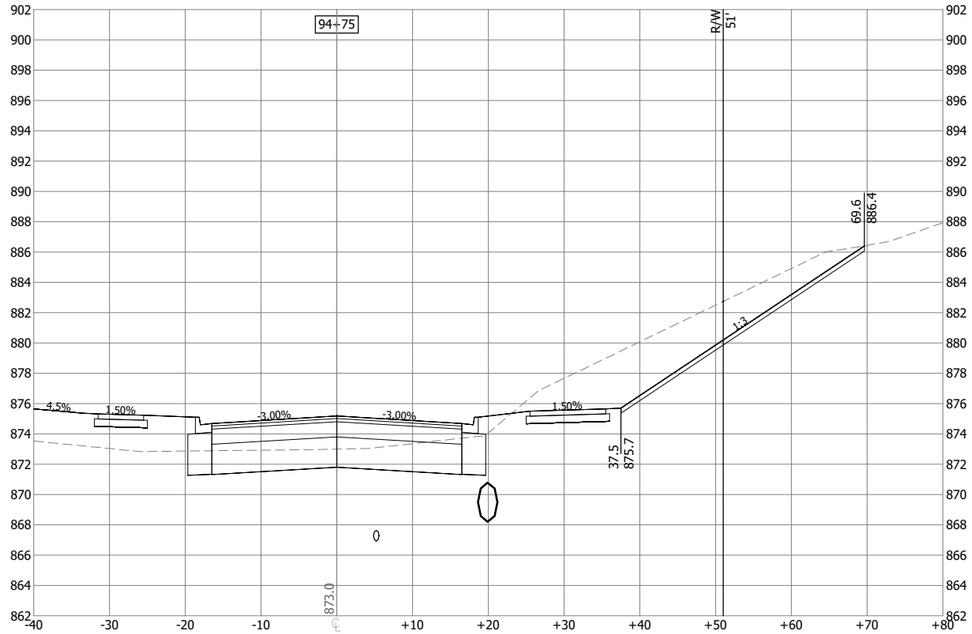
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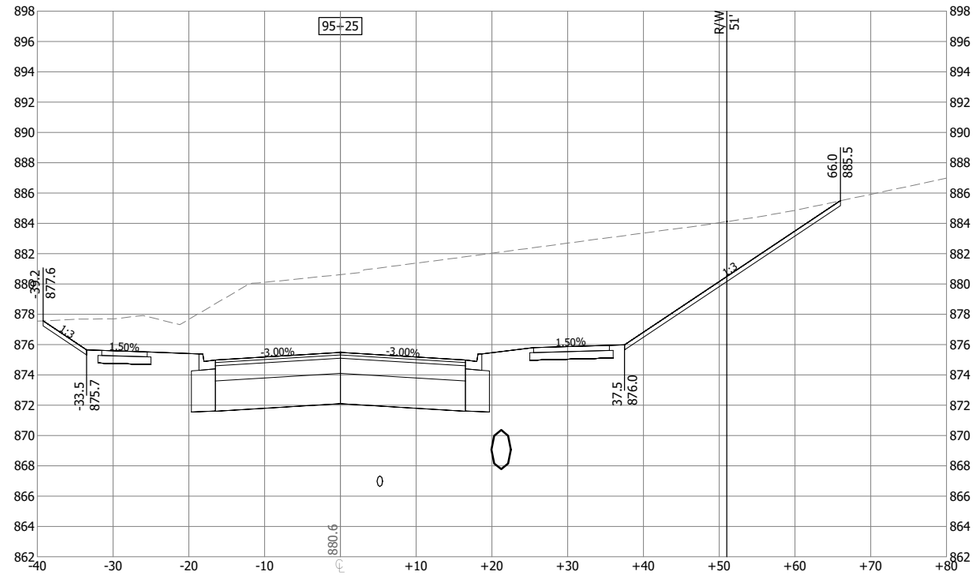
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SIGNATURE:
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LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CROSS SECTIONS

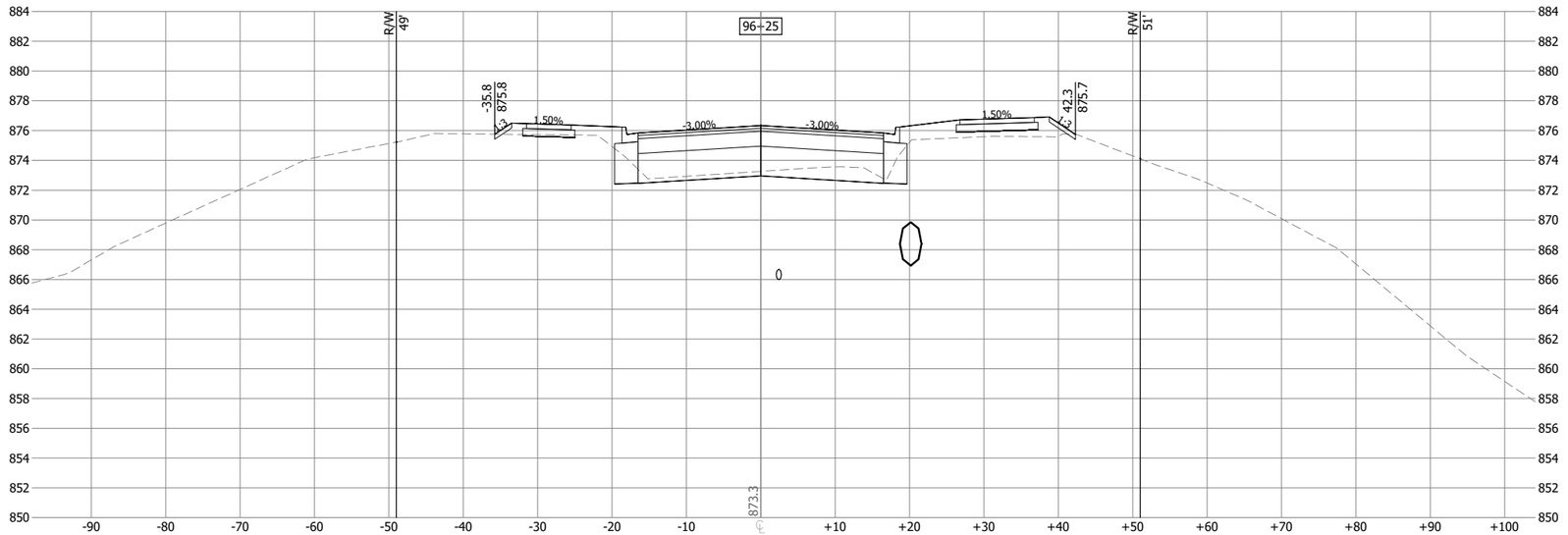
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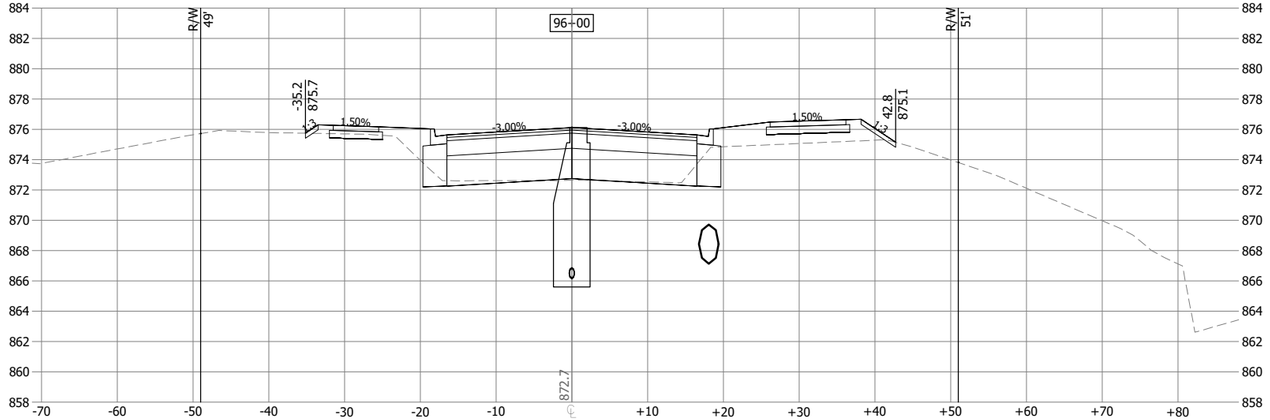
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

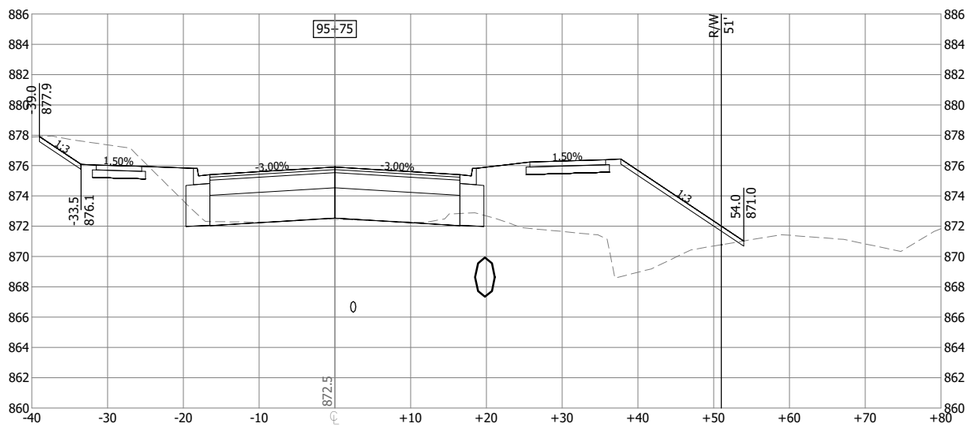
SHEET NUMBER
C7.13

Plot Date: 01/31/2024 - 2:33pm
Drawing Name: C:\Users\nathan.drews\Documents\Savanna Way Phase 2 Plans_nhe01\dmu689KA.193804164 - C7.00.dwg
Xrefs: 193804164-XSNO-2023, 193804164 - BORDER-2023

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SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CROSS SECTIONS

NO	REVISION	DATE

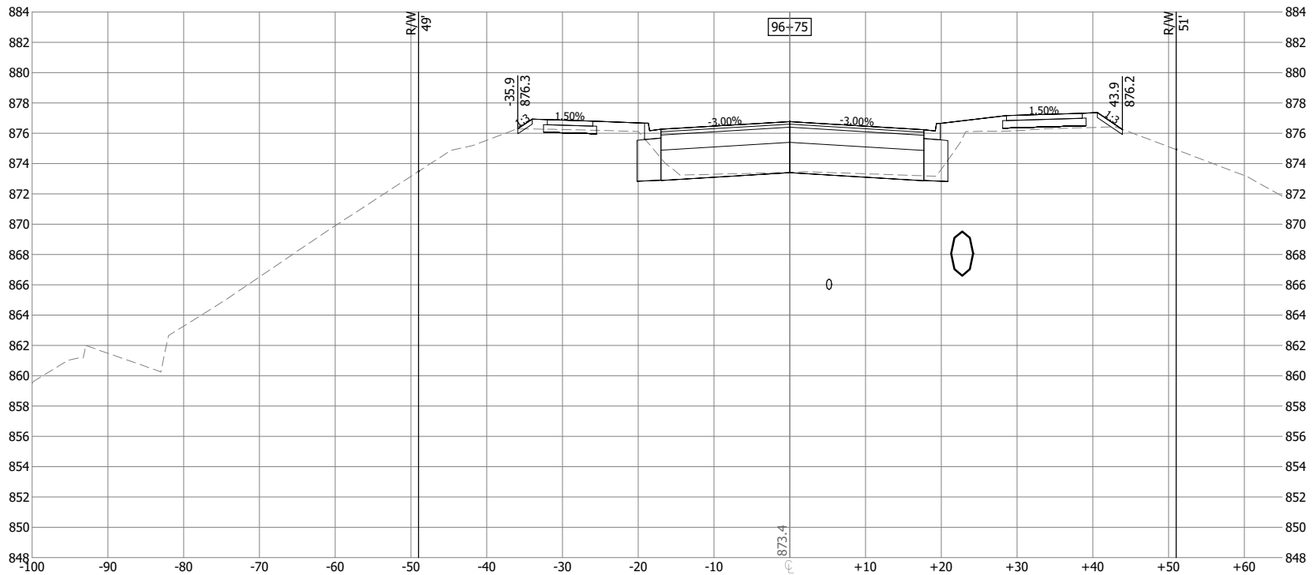
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

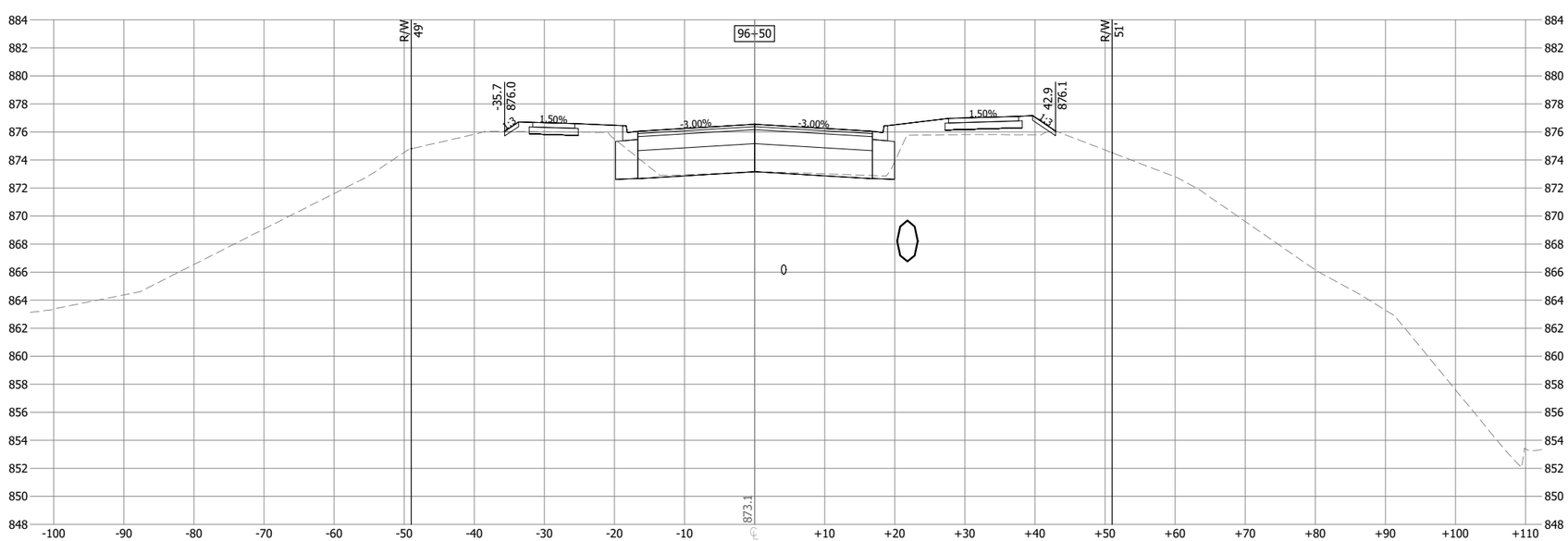
SHEET NUMBER
C7.14

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:34pm
Plotted by: Nathan.Drews@stantec.com
Xrefs: 193804164-ASMO-2023_193804164-BORDER-2023

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CROSS SECTIONS

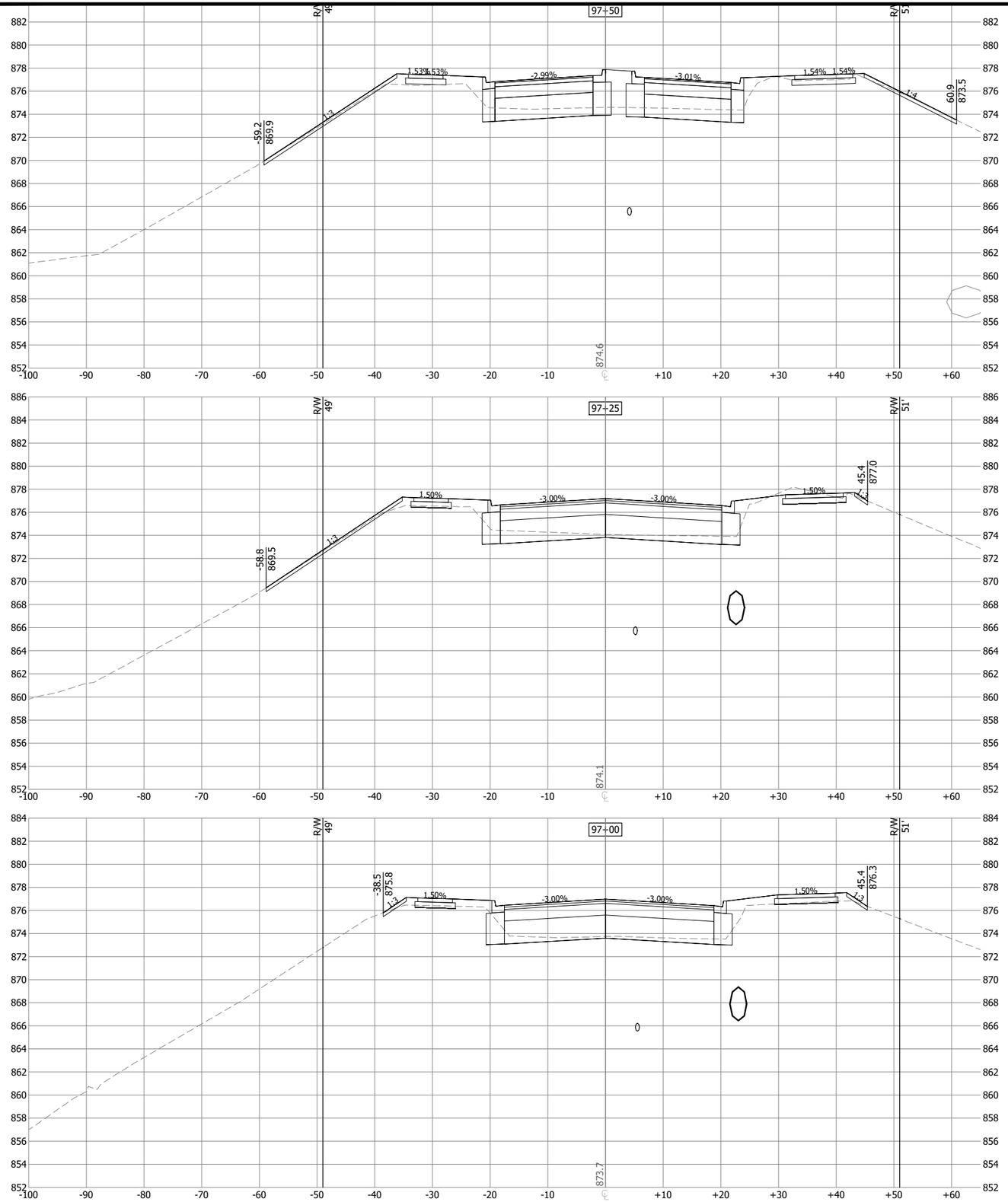
NO	REVISION	DATE

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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C7.15

Plot Date: 01/31/2024 - 2:35pm
Drawing Name: C:\Users\nfrc01\dms48916\193804164 - C7.00.dwg
Xrefs: 193804164-XSHO-2023, 193804164 - XORDER-2023

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SAVANNA WAY PHASE 2
CROSS SECTIONS

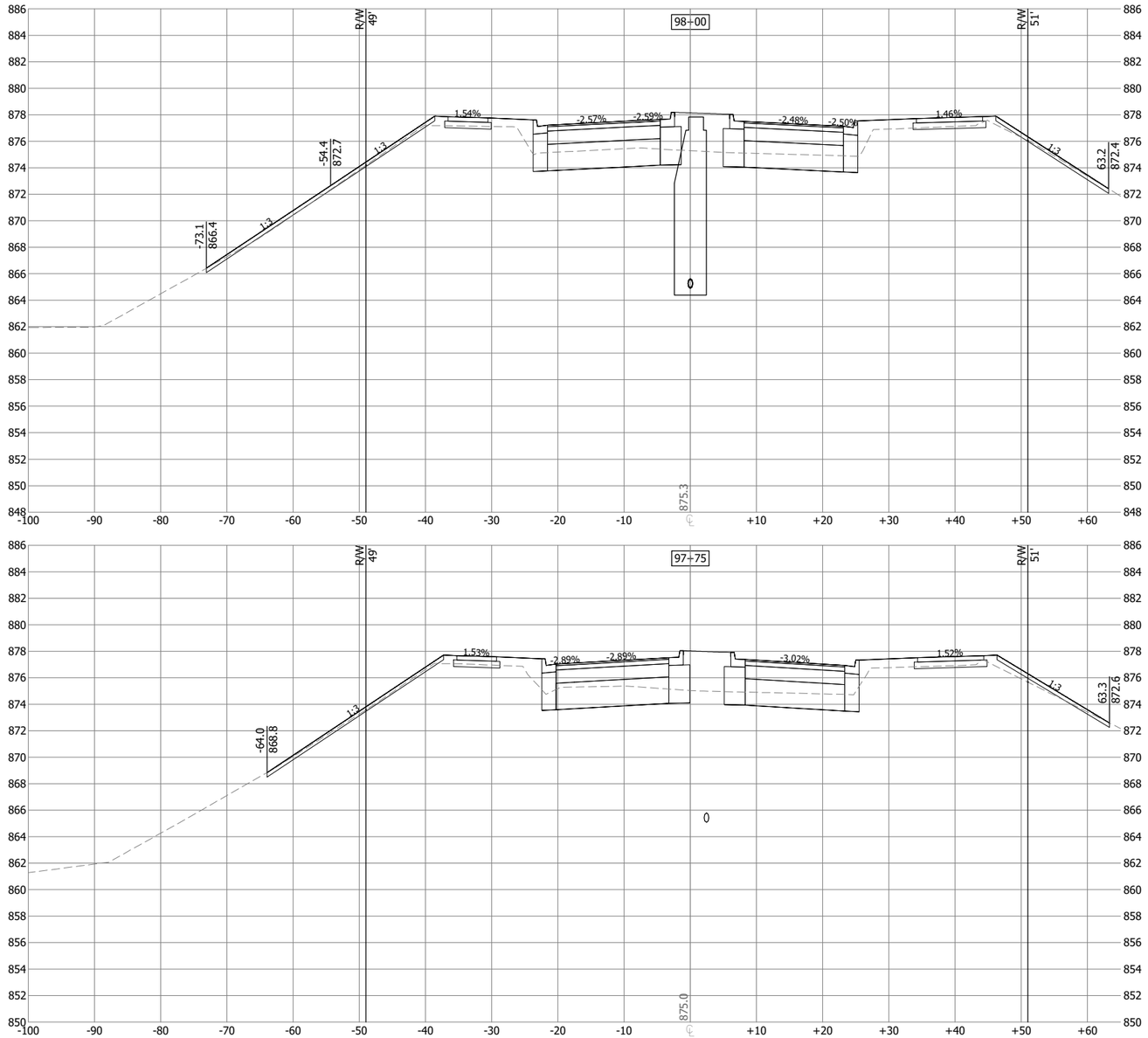
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C7.16

Plot Date: 01/31/2024 - 2:36pm
Drawing Name: C:\Users\nathan.drews\Stantec\Documents\Projects\193804164\Civil\Drawings\193804164 - C7.00.dwg
Xrefs: 193804164-XSHO-2023, 193804164- BORDER-2023

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SAVANNA WAY PHASE 2
CROSS SECTIONS

NO	REVISION	DATE

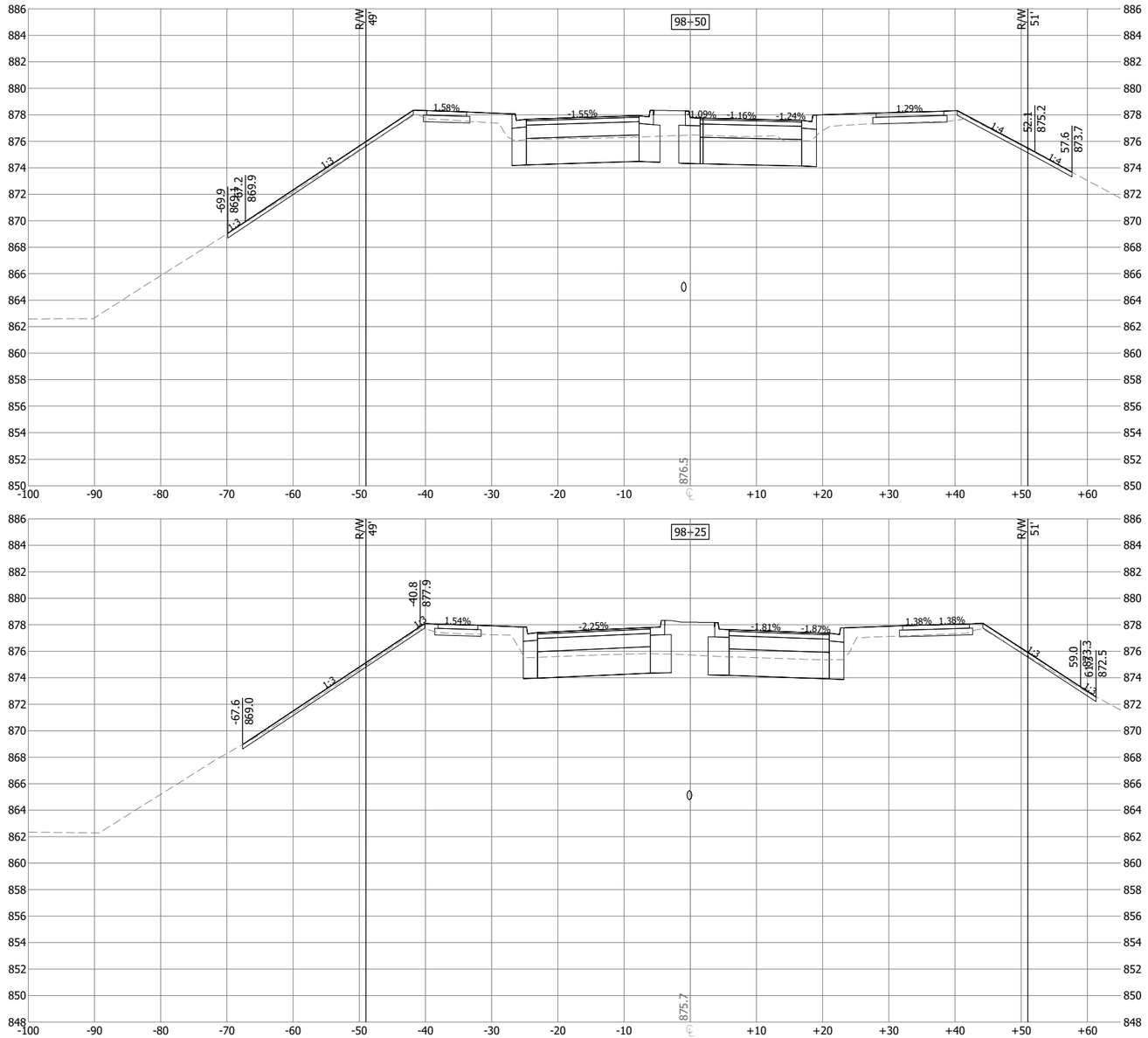
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
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PROJ. NO.	193804164

SHEET NUMBER C7.17

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:37pm
Drawing: C:\Users\nathan.drews\Stantec\Documents_and_Settings\ndrews\Desktop\193804164 - C7.00.dwg
Xrefs: 193804164-ASNO-2023, 193804164-NORDE-2023

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DATE: 1/22/2024
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SAVANNA WAY PHASE 2
CROSS SECTIONS

NO	REVISION	DATE

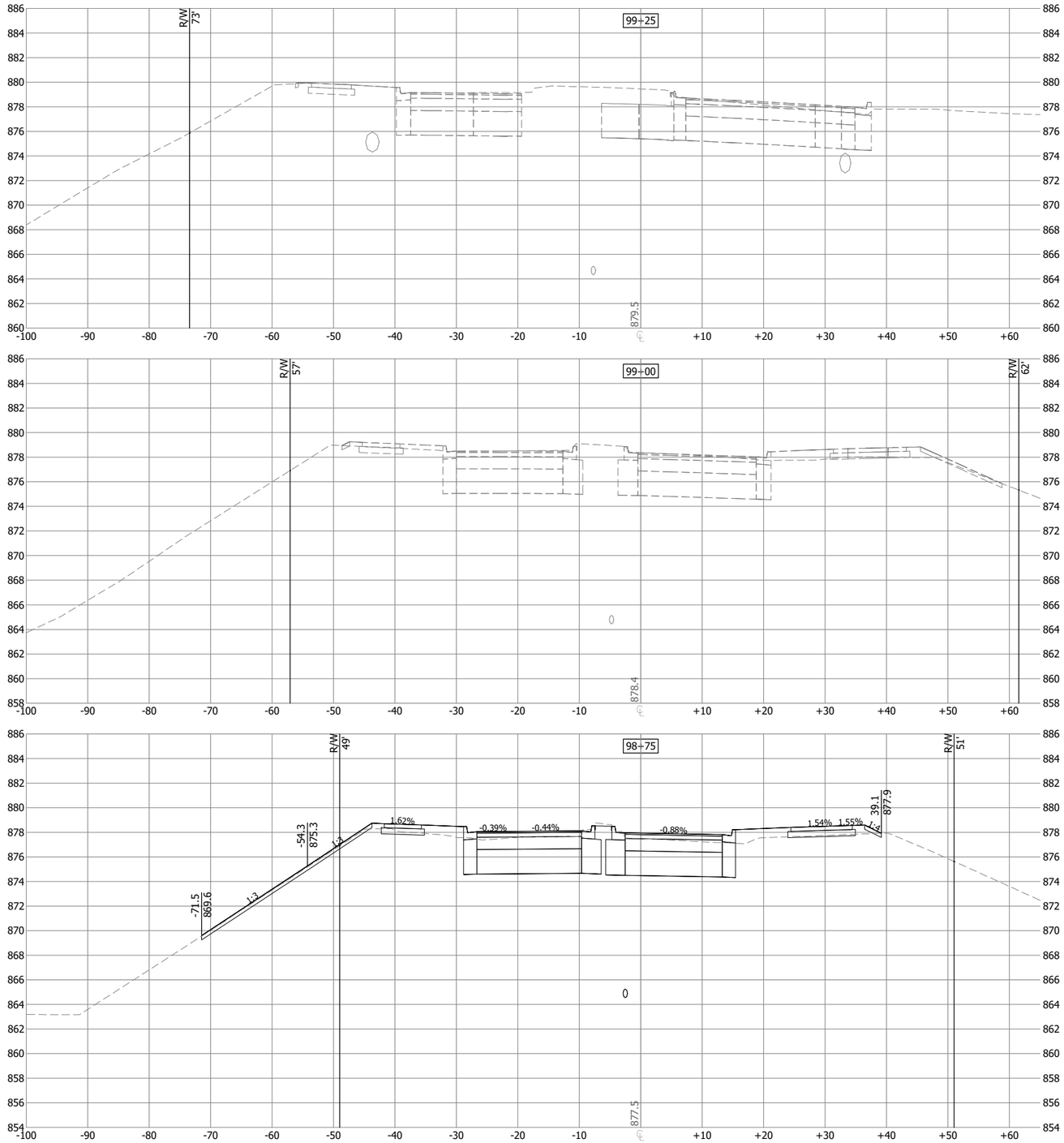
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
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SHEET NUMBER
C7.18

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:38pm
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Xrefs: 193804164-XSHC-2023, 193804164 - BORE2-2023

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SAVANNA WAY PHASE 2
CROSS SECTIONS

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C7.19

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:39pm
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Xrefs: 193804164-XSHO-2023, 193804164 - NORDER-2023

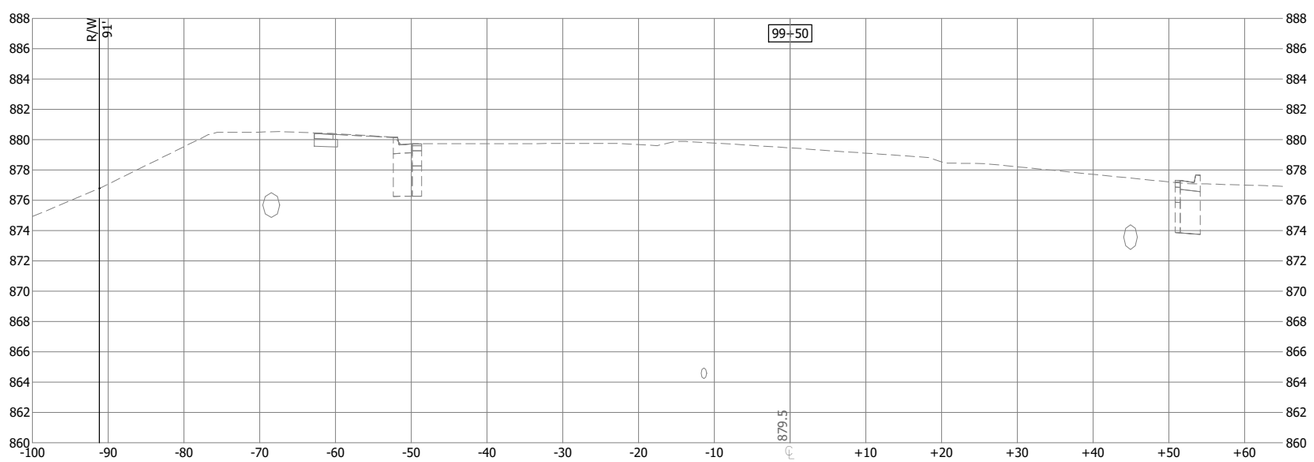
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Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
81+96.81	202.33	4.50	0.00	0.00	0.00	0.00	0.00
82+00.00	199.43	5.68	23.74	0.60	23.74	0.60	23.13
82+25.00	163.43	11.55	167.30	7.71	191.04	8.31	182.73
82+50.00	79.90	24.96	112.77	16.25	303.80	24.56	279.24
82+75.00	65.67	78.70	68.26	46.13	372.07	70.69	301.38
83+00.00	72.80	95.76	65.25	77.84	437.32	148.53	288.79
83+25.00	55.95	114.29	60.75	94.02	498.07	242.54	255.53
83+50.00	21.81	143.35	36.79	115.88	534.87	358.42	176.44
83+75.00	11.94	212.84	16.07	161.30	550.94	519.72	31.22
84+00.00	10.40	164.24	10.68	171.18	561.62	690.90	-129.28
84+25.00	21.25	65.88	14.97	104.25	576.59	795.14	-218.55
84+50.00	267.66	0.00	133.00	29.71	709.59	824.85	-115.26
84+75.00	225.74	51.88	227.28	22.85	936.87	847.70	89.17
85+00.00	121.37	128.10	161.03	79.50	1097.90	927.20	170.70
85+25.00	61.65	160.18	85.78	127.88	1183.68	1055.08	128.60
85+50.00	48.83	153.83	52.06	139.77	1235.74	1194.86	40.88
85+75.00	40.92	154.16	42.38	137.45	1278.12	1332.30	-54.18
86+00.00	39.71	175.68	38.17	147.49	1316.29	1479.79	-163.50
86+25.00	42.36	160.99	38.83	150.62	1355.12	1630.41	-275.29
86+50.00	44.68	111.39	41.13	122.07	1396.25	1752.48	-356.23

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
86+75.00	53.04	80.45	46.11	86.16	1442.37	1838.64	-396.27
87+00.00	64.95	74.63	55.57	69.48	1497.94	1908.12	-410.19
87+25.00	66.22	105.22	61.75	80.33	1559.69	1988.45	-428.77
87+50.00	64.80	80.89	61.73	83.09	1621.42	2071.54	-450.13
87+75.00	71.61	60.44	64.27	63.18	1685.69	2134.72	-449.03
88+00.00	72.64	47.80	67.96	48.46	1753.65	2183.18	-429.53
88+25.00	77.52	27.89	70.66	34.01	1824.31	2217.19	-392.88
88+50.00	71.24	20.83	69.76	22.03	1894.08	2239.22	-345.14
88+75.00	64.62	26.77	63.68	21.53	1957.75	2260.75	-302.99
89+00.00	67.43	20.02	61.84	21.18	2019.59	2281.93	-262.34
89+25.00	68.41	25.67	63.44	20.77	2083.03	2302.69	-219.67
89+50.00	73.08	24.64	66.11	22.85	2149.14	2325.55	-176.41
89+75.00	151.05	3.73	104.21	12.87	2253.34	2338.42	-85.07
90+00.00	126.13	20.64	128.60	10.95	2381.94	2349.37	32.57
90+25.00	108.63	36.60	108.94	25.74	2490.88	2375.11	115.77
90+50.00	106.77	40.73	99.91	34.76	2590.79	2409.86	180.93
90+75.00	142.42	14.27	115.65	24.64	2706.44	2434.50	271.94
91+00.00	159.58	13.52	139.81	12.86	2846.25	2447.37	398.89
91+25.00	145.90	15.66	141.42	13.51	2987.68	2460.87	526.80
91+50.00	127.19	7.06	126.43	10.52	3114.11	2471.39	642.72

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
91+75.00	81.94	4.60	96.82	5.40	3210.93	2476.79	734.14
92+00.00	79.33	2.38	74.66	3.23	3285.60	2480.02	805.57
92+25.00	77.38	7.78	72.55	4.70	3358.15	2484.73	873.42
92+50.00	79.09	80.08	72.44	40.68	3430.59	2525.40	905.18
92+75.00	77.61	106.78	72.55	86.51	3503.14	2611.91	891.22
93+00.00	57.84	127.96	62.71	108.68	3565.85	2720.59	845.26
93+25.00	45.89	158.56	48.03	132.64	3613.87	2853.23	760.64
93+50.00	43.54	179.23	41.22	162.01	3655.09	3015.24	639.85
93+75.00	19.38	180.98	28.96	172.90	3684.05	3188.14	495.91
94+00.00	24.45	167.26	20.05	167.36	3704.10	3355.50	348.60
94+25.00	30.78	127.91	25.21	142.01	3729.31	3497.51	231.80
94+50.00	21.04	85.54	23.69	102.11	3753.00	3599.62	153.38
94+75.00	186.08	41.98	92.95	60.58	3845.95	3660.20	185.76
95+00.00	644.20	4.10	375.71	21.99	4221.66	3682.19	539.48
95+25.00	626.25	0.00	578.17	1.97	4799.83	3684.16	1115.67
95+50.00	324.53	10.69	432.88	5.07	5232.71	3689.23	1543.48
95+75.00	30.95	136.21	161.79	65.84	5394.50	3755.07	1639.43
96+00.00	16.96	26.45	22.51	72.82	5417.01	3827.88	1589.13
96+25.00	27.51	20.39	20.56	21.34	5437.57	3849.22	1588.35
96+50.00	14.85	20.93	19.68	18.80	5457.26	3868.02	1589.24

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
96+75.00	19.57	16.05	16.10	16.82	5473.35	3884.84	1588.52
97+00.00	24.62	13.25	20.59	13.39	5493.94	3898.23	1595.72
97+25.00	47.05	9.75	33.20	10.62	5527.15	3908.85	1618.30
97+50.00	52.72	13.94	46.05	11.06	5573.20	3919.91	1653.29
97+75.00	68.26	18.23	55.97	14.86	5629.17	3934.77	1694.40
98+00.00	68.59	17.59	63.41	16.45	5692.58	3951.22	1741.36
98+25.00	80.14	15.39	68.99	15.19	5761.57	3966.41	1795.15
98+50.00	101.76	15.93	84.55	14.45	5846.11	3980.86	1865.25
98+75.00	145.64	14.52	115.42	14.08	5961.54	3994.94	1966.59
99+00.00	0.00	0.00	68.13	6.72	6029.66	4001.66	2028.00
99+25.00	0.00	0.00	0.00	0.00	6029.66	4001.66	2028.00
99+50.00	0.00	0.00	0.00	0.00	6029.66	4001.66	2028.00



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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CROSS SECTIONS

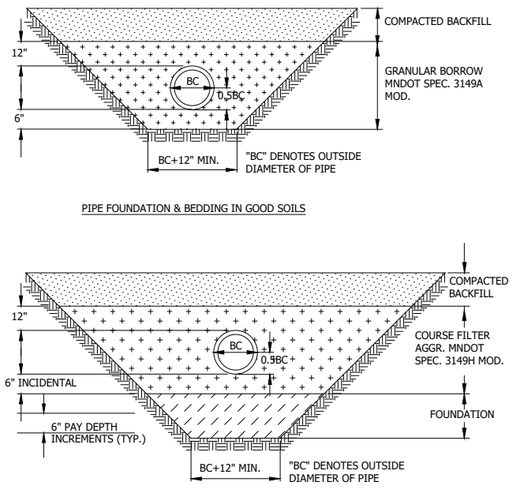
NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C7.20

Plot Date: 01/31/2024 - 2:40pm
Drawing Name: C:\Users\nathan.drews\Documents\temp\R24\193804164 - C7.00.dwg
Xrefs: 193804164-ASNC-2023, 193804164 - BORDER-2022

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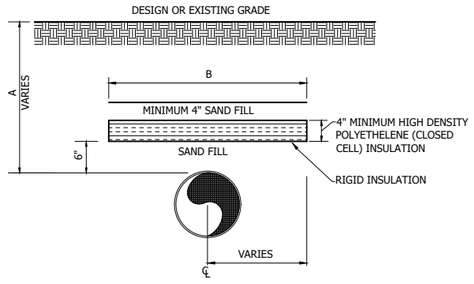
BEDDING METHODS FOR PVC

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. GEN–7

NOTE: WATER MAIN BURIED LESS THAN 7.5' TO BE APPROVED BY OWNER



NOTE: PIPE SHALL BE CENTERED UNDER INSULATION UNLESS OTHERWISE SPECIFIED. STAGGER/ OFFSET JOINTS 2' MINIMUM BETWEEN SHEET LAYERS.

COVER OVER PIPE - A	WIDTH OF INSULATING BOARD - B
2'	11'
3'	9'
4'	7'
5'	5'
6'	3'

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INSULATION DETAIL

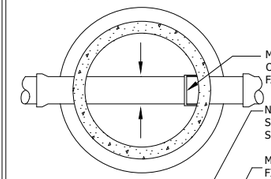
CHASKA, MINNESOTA

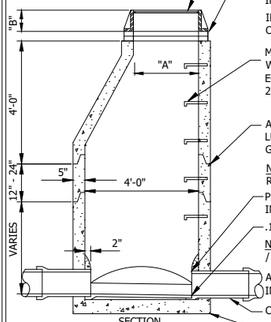
LAST REVISION: APRIL 2016

PLATE NO. GEN–8

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

FRAME	A	B
R1642-2310B	27"	7"
R1755G	27"	7"


PLAN



SECTION

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATION FOR CASTING NUMBER.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20"ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.

INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL, 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS, RAMNECK. AND GATOR WRAP.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS MIN.

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.

COMPACT TO TOP OF PIPE, TO FIRST JOINT.

MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .

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SANITARY SEWER MANHOLE

CHASKA, MINNESOTA

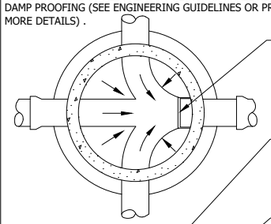
LAST REVISION: MARCH 2023

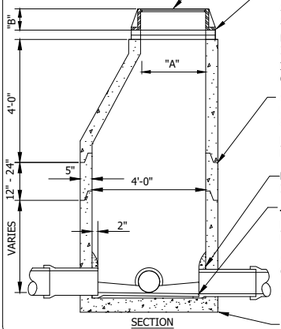
PLATE NO. SAN–1

PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

FRAME	A	B
R16420245	27"	7"
R1755G	27"	7"

OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .


PLAN



SECTION

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

NEENAH COVER **R1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATIONS FOR CASTING NUMBER

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTING RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.

MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING

INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS, RAMNECK AND GATOR WRAP.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT OUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS (MIN.)

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE. MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

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SANITARY SEWER JUNCTION MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2023

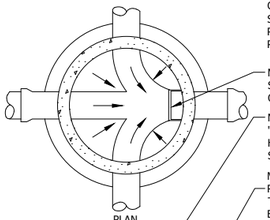
PLATE NO. SAN–2

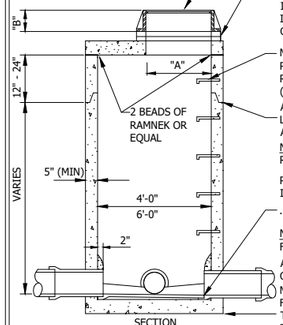
PRECAST INVERT WITH A MINIMUM 1% THROUGH SLOPE REQUIRED.
PRECAST INVERT MUST BE 1/2 DIAMETER OF THE PIPE AND BENCHES SLOPED 2" TOWARD THE INVERT.

FRAME	A	B
R1642-2310B	27"	7"
R1755G	27"	7"

OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS) .

MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.


PLAN



SECTION

NEENAH COVER **R1642-5001**, LETTERED "SANITARY SEWER" WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECIFICATION FOR CASTING NUMBER.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.
MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.
INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.

MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL,16" ON CENTER. (NO STEPS ALLOWED IN TOP SLAB.)

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS, RAMNECK, AND GATOR WRAP.

NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.

PIPE SHALL BE CUT OUT 2" FROM INSIDE FACE OF WALL.

.1' DROP ACROSS INVERTS (MIN.)

NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.

ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.
MINIMUM THICKNESS OF PRECAST BASE IS 6" FOR 14' DEEP OR LESS, AND INCREASES 1" IN THICKNESS FOR EVERY 4' OF DEPTH GREATER THAN 14'.

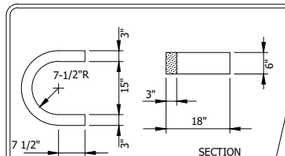
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SANITARY SEWER JUNCTION MANHOLE WITH REINFORCED TOP SLAB

CHASKA, MINNESOTA

LAST REVISION: MARCH 2023

PLATE NO. SAN–3



HORSESHOE DETAILS

FRAME	A	B
R1642-2310B	27"	7"
R1755G	27"	7"

NEENAH COVER **R-1642-5001**, LETTERED "SANITARY SEWER", WITH 2 CONCEALED PICK HOLES AND SELF SEALING LID. SEE SPECS. FOR CASTING NUMBERS.

MINIMUM OF 2 MAXIMUM OF 4 ADJUSTMENT RINGS. FINAL RING MATERIAL AND ADHESIVE TO BE SPECIFIED BY OWNER ON A PROJECT BASIS.
INSTALL I&I BARRIER BY STRIKE PRODUCTS OR APPROVED EQUAL.

- MAXIMUM 20" ADJUSTMENT ALLOWED INCLUDING RINGS AND CASTING.

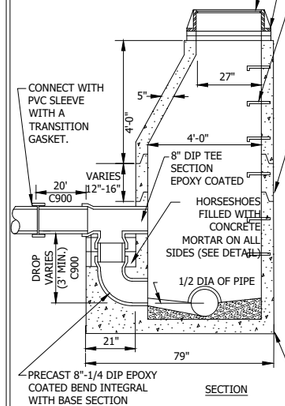
MANHOLE STEPS, COPOLYMER POLYPROPYLENE PLASTIC, WITH 1/2" GRADE 60 STEEL REINFORCEMENT OR EQUAL 16" ON CENTER. (NO STEPS ALLOWED IN UPPER 27" BARREL.)

- MANHOLE STEPS SHALL BE PLACED SO THAT OFFSET VERTICAL PORTION OF CONE IS FACING DOWNSTREAM.

ALL JOINTS IN MANHOLE TO HAVE SELF LUBRICATING RUBBER GASKETS, RAMNECK, AND GATOR WRAP.

- NOTE: ALL INFILTRATION AREAS SHALL BE REPAIRED UNTIL MANHOLE IS WATER TIGHT.
- NOTE: OUTER SURFACE OF ALL PRE-CAST SECTIONS SHALL RECEIVE 2 COATS OF BITUMINOUS DAMP PROOFING (SEE ENGINEERING GUIDELINES OR PROJECT SPECIFICATIONS FOR MORE DETAILS).
- INTERIOR MANHOLE WALL SHALL BE COMPLETELY LINED WITH HDPE OR APPROVED SPRAY ON LINER SYSTEM, SEE SPEC FOR MORE DETAILS.
- PIPE SHALL BE CUT OUT FLUSH WITH INSIDE FACE OF WALL.
- NOTE: KOR-N-SEAL MANHOLE TO BE USED FOR PIPE / MANHOLE CONNECTION.
- ALL DOG HOUSES SHALL BE GROUTED ON INSIDE OF MANHOLE.

PRECAST INVERT SHOULD BE 1/2 DIAMETER OF PIPE AND BENCHES SLOPED 2" TOWARD INVERT.



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SANITARY SEWER DROP INLET MANHOLE

CHASKA, MINNESOTA

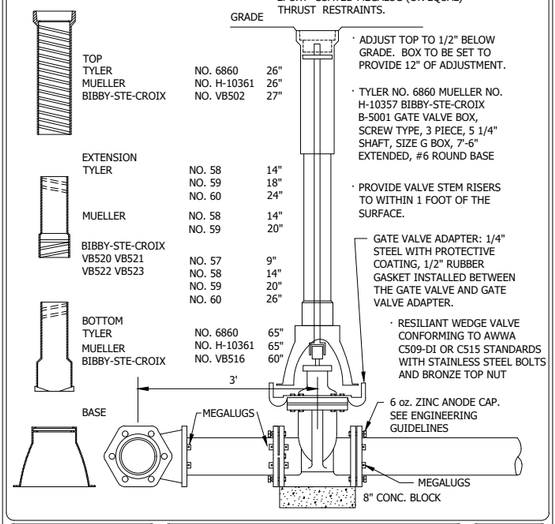
LAST REVISION: MARCH 2023

PLATE NO. SAN–4

NOTES: CORE BLUE BOLTS REQUIRED FOR ALL MECHANICAL FITTINGS. ANTI-CORROSIVE COATING REQUIRED ON ALL BOLTS AND TIE ROD ASSEMBLIES.

- PROVIDE POLYWRAP AROUND ALL WATERMAIN
- 7.5' MINIMUM COVER REQUIRED OVER TOP OF WATER MAIN.
- RESTRAIN TEE AND VALVE WITH EPOXY COATED MEGALUG (OR EQUAL) THRUST RESTRAINTS.

DROP LID			
TYLER	NO. 6860		
MUELLER	NO. H-10361		
BIBBY-STE-CROIX	NO. B-5160		
TOP			
TYLER	NO. 6860	26"	
MUELLER	NO. H-10361	26"	
BIBBY-STE-CROIX	NO. VB502	27"	
EXTENSION			
TYLER	NO. 58	14"	
	NO. 59	18"	
	NO. 60	24"	
MUELLER	NO. 58	14"	
	NO. 59	20"	
BIBBY-STE-CROIX			
VB520 VB521	NO. 57	9"	
VB522 VB523	NO. 58	14"	
	NO. 59	20"	
	NO. 60	26"	
BOTTOM			
TYLER	NO. 6860	65"	
MUELLER	NO. H-10361	65"	
BIBBY-STE-CROIX	NO. VB516	60"	



- ADJUST TOP TO 1/2" BELOW GRADE. BOX TO BE SET TO PROVIDE 12" OF ADJUSTMENT.
- TYLER NO. 6860 MUELLER NO. H-10357 BIBBY-STE-CROIX B-5001 GATE VALVE BOX, SCREW TYPE, 3 PIECE, 5 1/4" SHAFT, SIZE G BOX, 7'-6" EXTENDED, #6 ROUND BASE
- PROVIDE VALVE STEM RISERS TO WITHIN 1 FOOT OF THE SURFACE.
- GATE VALVE ADAPTER: 1/4" STEEL WITH PROTECTIVE COATING, 1/2" RUBBER GASKET INSTALLED BETWEEN THE GATE VALVE AND GATE VALVE ADAPTER.
- RESILIANT WEDGE VALVE CONFORMING TO AWWA C509-DI OR C515 STANDARDS WITH STAINLESS STEEL BOLTS AND BRONZE TOP NUT

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GATE VALVE AND BOX INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT–1

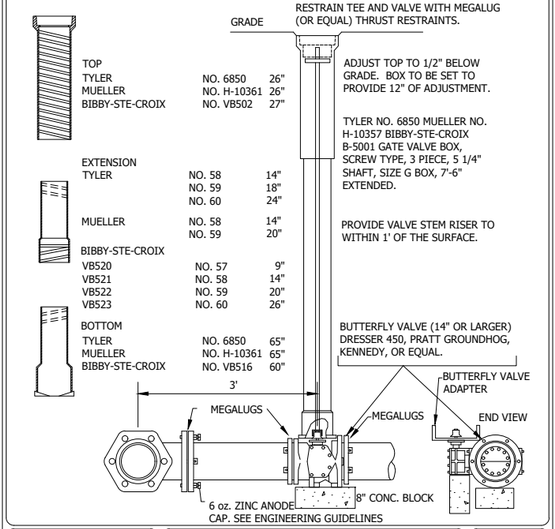
NOTES: CORE BLUE BOLTS REQUIRED FOR ALL MECHANICAL FITTINGS. ANTI-CORROSIVE COATING REQUIRED ON ALL BOLTS AND TIE ROD ASSEMBLIES.

PROVIDE POLYWRAP AROUND ALL WATERMAIN

7.5' MINIMUM COVER REQUIRED OVER TOP OF WATER MAIN.

RESTRAIN TEE AND VALVE WITH MEGALUG (OR EQUAL) THRUST RESTRAINTS.

DROP LID			
TYLER	NO. 6850 OR 6860		
MUELLER	NO. H-10361		
BIBBY-STE-CROIX	NO. B-5160		
TOP			
TYLER	NO. 6850	26"	
MUELLER	NO. H-10361	26"	
BIBBY-STE-CROIX	NO. VB502	27"	
EXTENSION			
TYLER	NO. 58	14"	
	NO. 59	18"	
	NO. 60	24"	
MUELLER	NO. 58	14"	
	NO. 59	20"	
BIBBY-STE-CROIX			
VB520	NO. 57	9"	
VB521	NO. 58	14"	
VB522	NO. 59	20"	
VB523	NO. 60	26"	
BOTTOM			
TYLER	NO. 6850	65"	
MUELLER	NO. H-10361	65"	
BIBBY-STE-CROIX	NO. VB516	60"	



ADJUST TOP TO 1/2" BELOW GRADE. BOX TO BE SET TO PROVIDE 12" OF ADJUSTMENT.

TYLER NO. 6850 MUELLER NO. H-10357 BIBBY-STE-CROIX B-5001 GATE VALVE BOX, SCREW TYPE, 3 PIECE, 5 1/4" SHAFT, SIZE G BOX, 7'-6" EXTENDED.

PROVIDE VALVE STEM RISER TO WITHIN 1' OF THE SURFACE.

BUTTERFLY VALVE (14" OR LARGER) DRESSER 450, PRATT GROUNDHOG, KENNEDY, OR EQUAL.

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BUTTERFLY VALVE AND BOX INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT–3

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: NATHAN T. DREWS

SIGNATURE: [signature]

DATE: 1/22/2024

LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CITY STANDARD DETAILS
SANITARY SEWER

NO	REVISION	DATE

SURVEY	EAB
DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C8.01

S.A.P. 196-122-002, 196-122-003

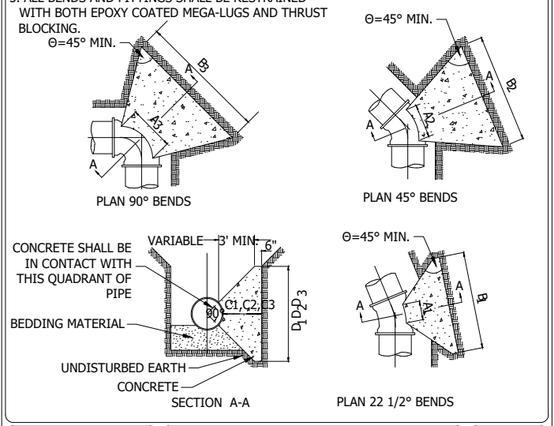
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NOTES:
1. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POURED AGAINST FIRM UNDISTURBED EARTH.
2. DIMENSION C1,C2,C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Θ EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A1,A2,A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH MJ BOLTS.
4. PROVIDE POLYETHYLENE WRAP AROUND ALL WATERMAIN.
5. ALL BENDS AND FITTINGS SHALL BE RESTRAINED WITH BOTH EPOXY COATED MEGA-LUGS AND THRUST BLOCKING.

BUTTRESS DIMENSIONS

PIPE SIZE	22 1/2° BEND		45° BEND		90° BEND	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'-5"	1'-5"	1'-5"	1'-5"	2'-1"	1'-6"
8"	1'-5"	1'-5"	2'-1"	1'-6"	2'-8"	2'-0"
12"	1'-10"	1'-10"	3'-4"	2'-0"	4'-9"	2'-6"
16"	3'-0"	2'-0"	3'-10"	3'-0"	6'-2"	3'-6"
20"	3'-6"	2'-8"	5'-6'	3'-4"	8'-4"	4'-0"
24"	4'-4"	3'-0"	6'-10"	3'-10"	9'-8"	5'-0"
30"	-	-	9'-3"	6'-0"	17'-0"	6'-0"



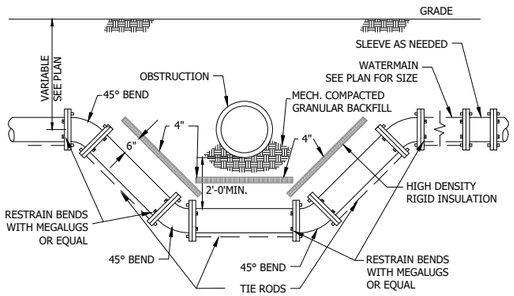
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CONCRETE THRUST BLOCKING

CHASKA, MINNESOTA

LAST REVISION: APRIL 2005

PLATE NO. WAT–4



1. USE EPOXY COATED MEGALUG THRUST RESTRAINTS AND COATED TIE RODS ON ALL JOINTS AND FITTINGS. CORE BLUE BOLTS REQUIRED ON ALL MECHANICAL JOINTS.
2. RESTRAIN A MINIMUM OF TWO PIPE JOINTS (40 LF) LEFT AND RIGHT OF THE LOWERING.
3. SEE PLATE NO. GEN-11 TO DETERMINE THE WIDTH OF THE INSULATING BOARD REQUIRED
4. SEE PLATE NO. WAT-4 TO DETERMINE THE REQUIRED CONCRETE THRUST BLOCKING.
5. ANTI CORROSIVE COATING REQUIRED ON ALL BOLT AND RESTRAINT ASSEMBLIES AND WELDS.
6. SACRAFICIAL ZINC ANODE CAPS ON EACH SIDE OF WATER FITTINGS. SEE ENGINEERING GUIDELINES.
7. INSTALL POLYETHELENE FILM WRAP AROUND ALL PIPE INCLUDED IN THE LOWERING.

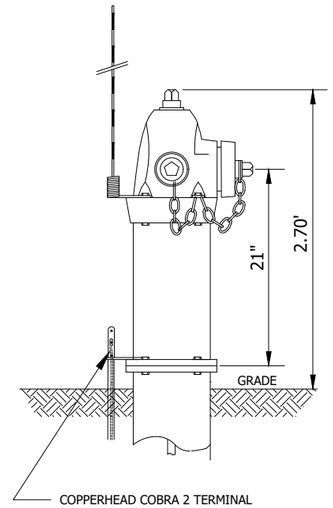
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WATER MAIN LOWERING WITH INSULATION DETAIL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2019

PLATE NO. WAT–6



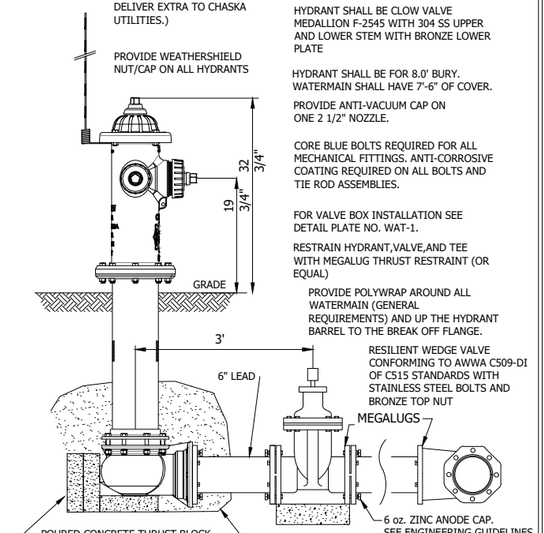
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TRACER WIRE FOR PVC WATER MAIN

CHASKA, MN

LAST REVISION: JANUARY 2022

PLATE NO. WAT–10



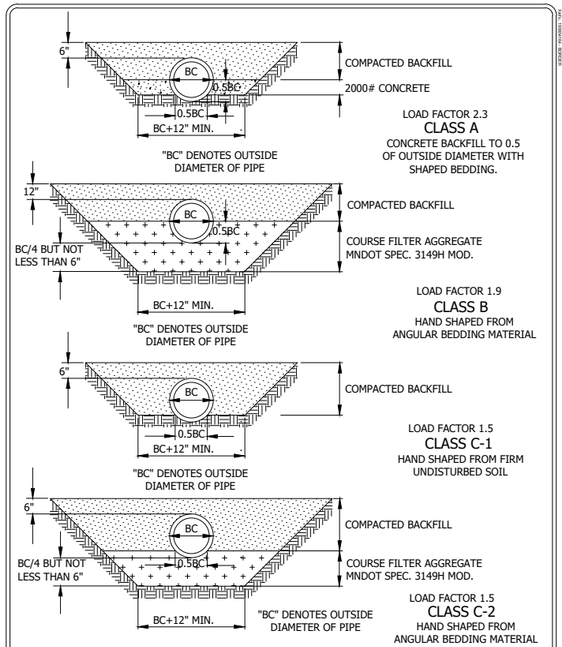
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CLOW MEDALLION HYDRANT AND VALVE INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: AUGUST 2023

PLATE NO. WAT–11



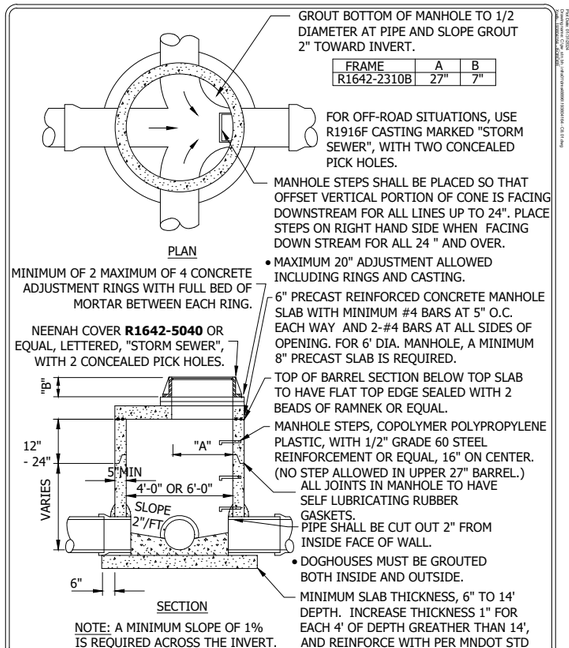
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BEDDING METHODS FOR RCP OR DIP

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. GEN–6



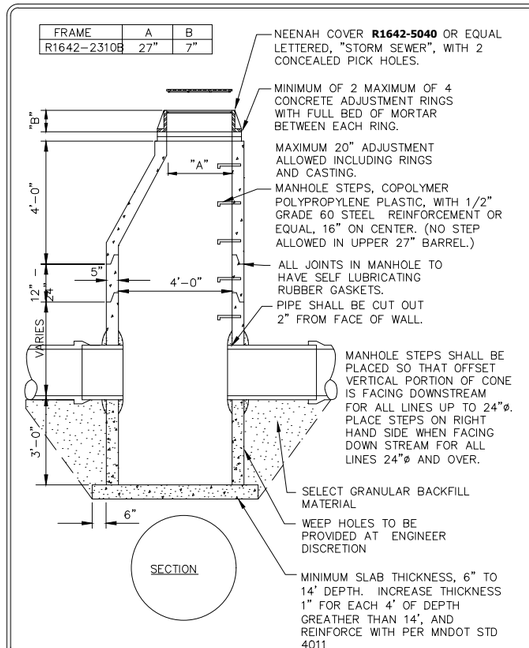
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STORM SEWER JUNCTION MANHOLE WITH REINFORCED TOP SLAB

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO–3



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PERFORATED SUMP MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2018

PLATE NO. STO–4

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CITY STANDARD DETAILS
WATER MAIN

NO	REVISION	DATE

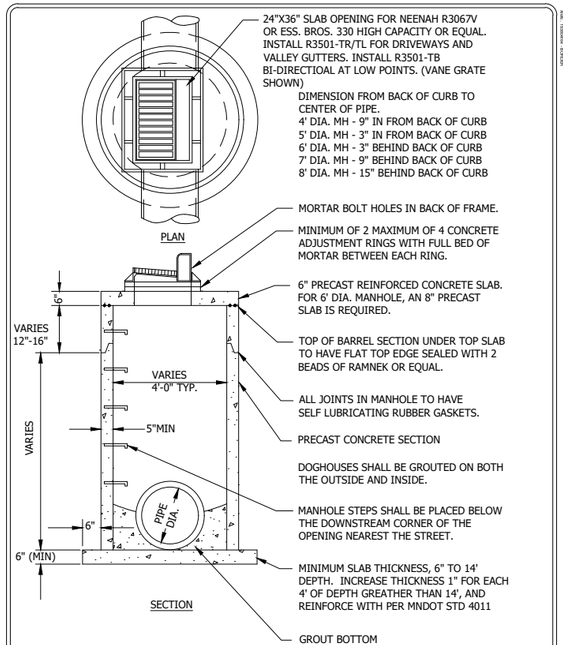
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C8.02

S.A.P. 196-122-002, 196-122-003

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Xrefs: 193804164 - BORDER

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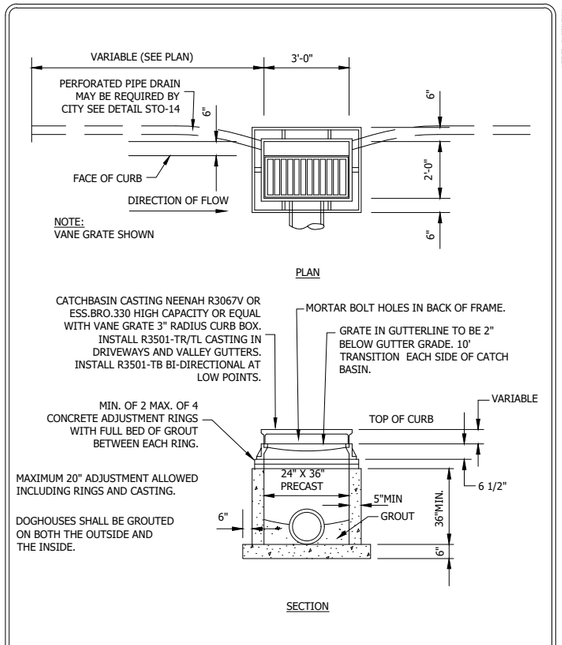


TYPE II
CATCHBASIN MANHOLE

CHASKA, MINNESOTA

LAST REVISION: MARCH 2023

PLATE NO. STO–5

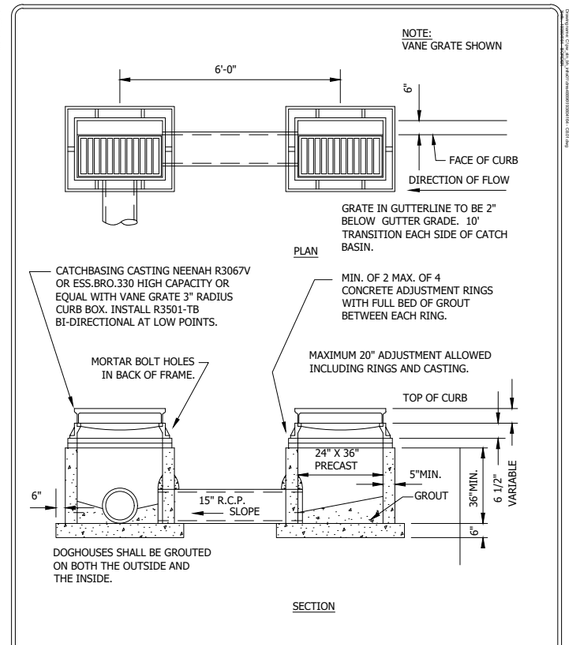


TYPE II
CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2023

PLATE NO. STO–6

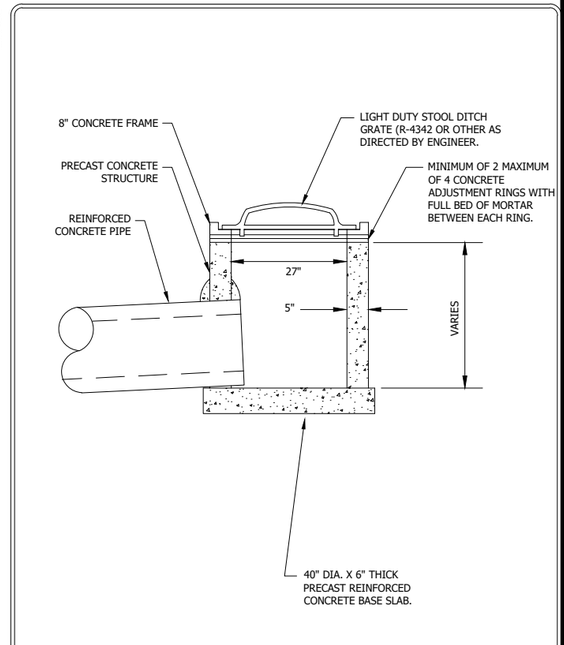


DOUBLE TYPE II
CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2023

PLATE NO. STO–8



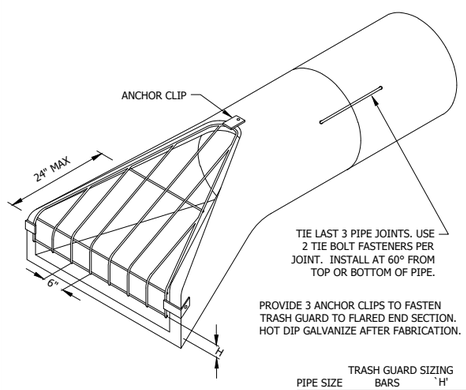
PRECAST 27" SHALLOW
DEPTH BEEHIVE

CHASKA, MINNESOTA

LAST REVISION: MAY 2023

PLATE NO. STO–9

SEE CITY PLATE NO. STO-11 FOR RIPRAP PLACEMENT.



TRASH GUARD SIZING

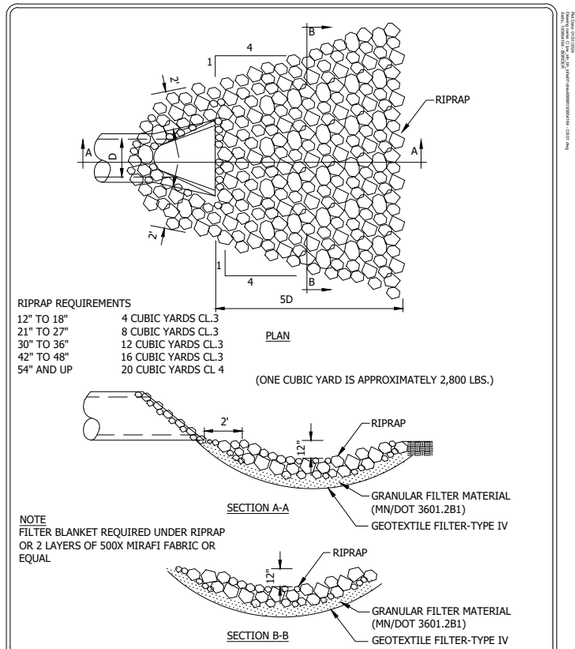
PIPE SIZE	BARS	'H'	BOLTS
12"	3/4"Ø	2 1/2"	5/8"
15"	3/4"Ø	3"	5/8"
18"	3/4"Ø	4"	5/8"
21"-24"	1"Ø	4"	3/4"
27"-36"	1"Ø	5"	3/4"
42"	1"Ø	6"	3/4"
48"-54"	1 1/4"Ø	6"	1"
60"-72"	1 1/4"Ø	7"	1"
78"-90"	1 1/4"Ø	8"	1"

FLARED END SECTION
AND TRASH GUARD

CHASKA, MINNESOTA

LAST REVISION: MAY 2023

PLATE NO. STO–10

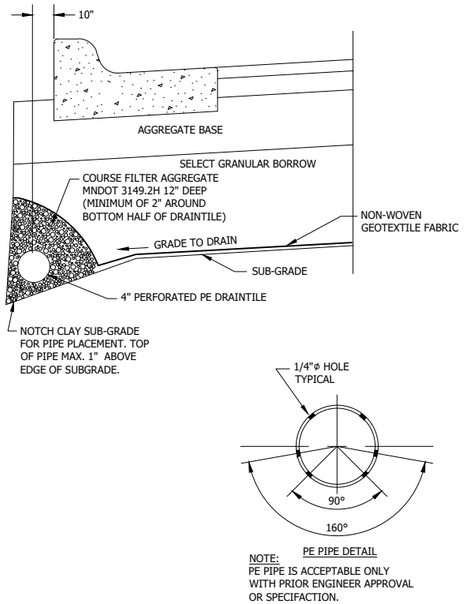


RIPRAP AT OUTLETS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2004

PLATE NO. STO–11

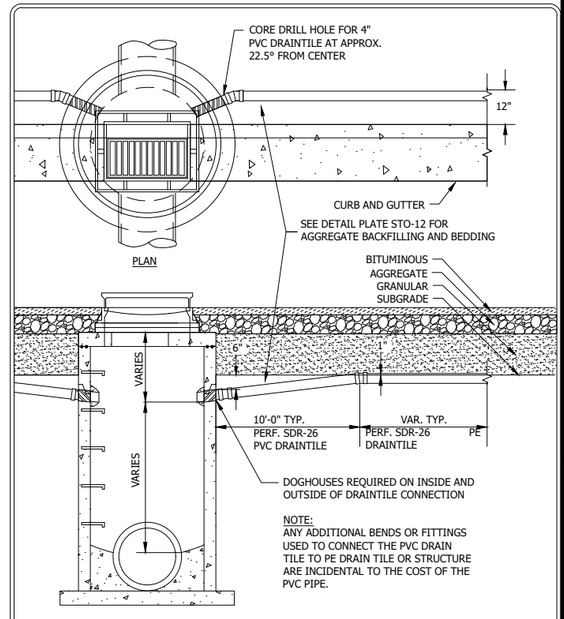


PERFORATED PE DRAINTILE PIPE
BELOW CONCRETE CURB

CHASKA, MINNESOTA

LAST REVISION: NOV. 2014

PLATE NO. STO–12a



DRAINTILE INSTALLATION INTO
CATCHBASIN MANHOLE

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STO–14

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CITY STANDARD DETAILS
STORM SEWER

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

NO	REVISION	DATE

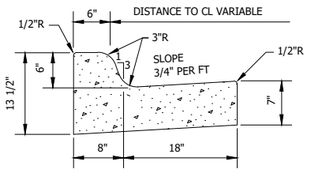
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DRAWN	PJW
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CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER C8.03

S.A.P. 196-122-002, 196-122-003

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Xrefs: 193804164_XDHDR

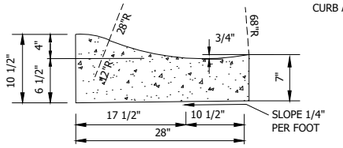
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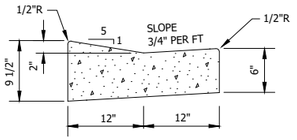
CONCRETE MATERIALS AS FOLLOWS:
3F52 - MANUAL PLACEMENT
3F32 - SLIP FORM PLACEMENT

MNDOT B618

CURB REINFORCEMENT REQUIREMENTS:
2 - NO. 4 REINFORCING RODS, 20 FEET LONG, SHALL BE PLACED IN THE LOWER PORTION OF THE CURB CROSSING ALL SEWER AND WATER SERVICE TRENCHES, FIRE HYDRANT LEADS, STORM SEWER TRENCHES AND OTHER EXCAVATIONS OR TRENCHES. 2 - NO. 4 REINFORCING RODS SHALL ALSO BE PLACED ON EACH SIDE OF ALL CATCH BASINS LOCATED WITHIN THE CURB AND GUTTER.



SURMOUNTABLE



DRIVEWAY
SURMOUNTABLE

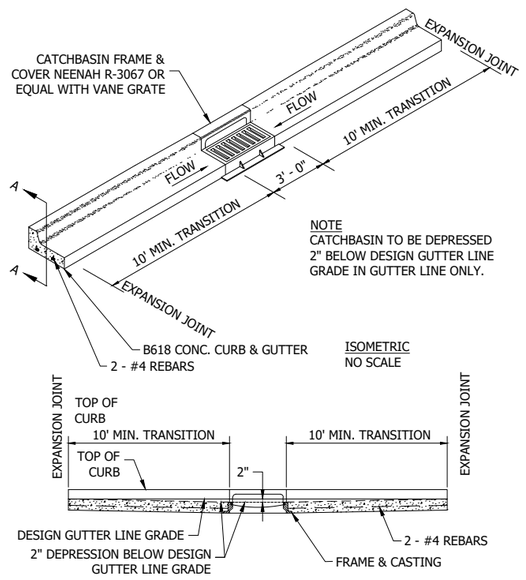
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CURB AND GUTTER

CHASKA, MINNESOTA

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PLATE NO. STR–1



SECTION A-A
NO SCALE

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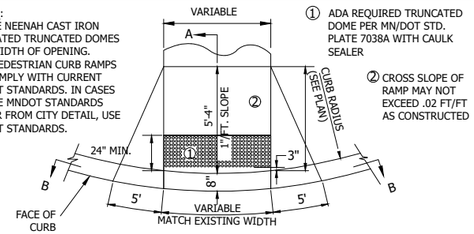
B618 CURB & GUTTER
CONSTRUCTION AT CATCHBASIN

CHASKA, MINNESOTA

LAST REVISION: MARCH 2008

PLATE NO. STR–4

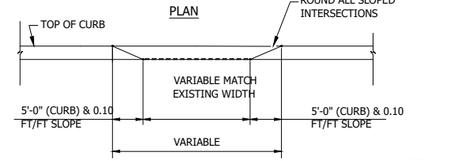
NOTES:
-PLACE NEENAH CAST IRON UNCOATED TRUNCATED DOMES THE WIDTH OF OPENING.
-ALL PEDESTRIAN CURB RAMPS TO COMPLY WITH CURRENT MNDOT STANDARDS. IN CASES WHERE MNDOT STANDARDS DIFFER FROM CITY DETAIL, USE MNDOT STANDARDS.



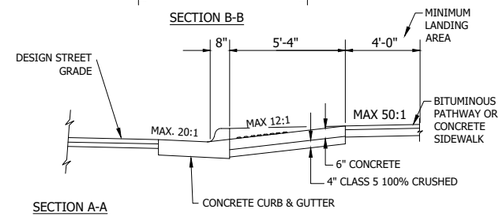
① ADA REQUIRED TRUNCATED DOME PER MN/DOT STD. PLATE 7038A WITH CAULK SEALER

② CROSS SLOPE OF RAMP MAY NOT EXCEED .02 FT/FT AS CONSTRUCTED

A
PLAN



SECTION B-B



SECTION A-A

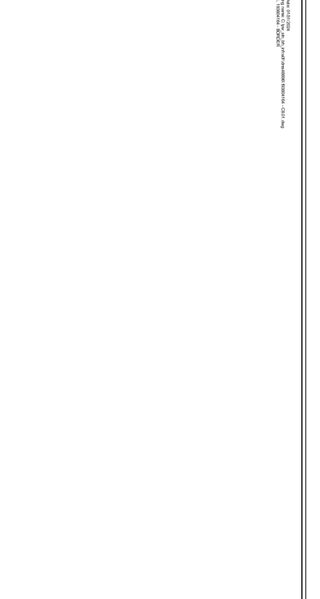
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PEDESTRIAN CURB RAMP
FOR PATHWAY/SIDEWALK

CHASKA, MINNESOTA

LAST REVISION: AUG 2023

PLATE NO. STR–11



NOTES:
STOP SIGNS SHOULD BE INSTALLED 3' BEHIND B/C

ALL STOP SIGNS SHALL BE INSTALLED WITH TWO POSTS UNLESS APPROVED BY OWNER

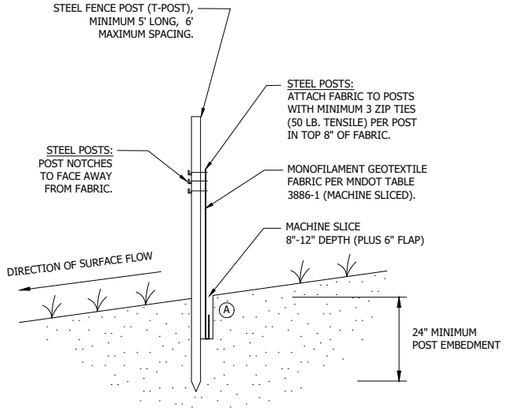
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STOP SIGN INSTALLATION DETAIL

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR–15



NOTE:
THE MACHINE SLICED METHOD (THIS DETAIL) IS THE STANDARD SILT FENCE INSTALLATION METHOD. HEAVY DUTY (ERO-1B) SILT FENCE INSTALLATION METHODS SHOULD ONLY BE USED WHEN APPROVED OR DIRECTED BY THE CITY.

Ⓐ COMPACTION:
AFTER "SLICING" IN THE FABRIC AND *BEFORE* INSTALLATION OF STEEL POSTS, DRIVE INSTALLATION EQUIPMENT OVER THE "SLICE" WHILE FABRIC IS LAYING ON THE GROUND. *THEN* INSTALL THE POSTS AND PULL UP FABRIC TO ATTACH AT A UNIFORM HEIGHT.

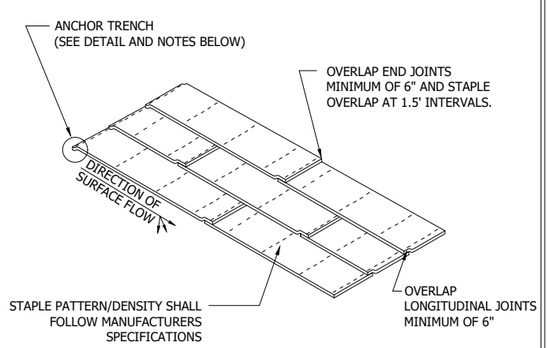
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SILT FENCE
MACHINE SLICED

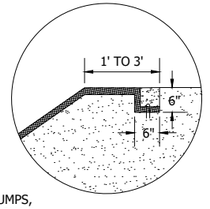
CHASKA, MN

LAST REVISION: APRIL 2011

PLATE NO. ERO–1A



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH



NOTE:
SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

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EROSION CONTROL BLANKET
INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO–2

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CITY STANDARD DETAILS
ROADWAY

NO	REVISION	DATE

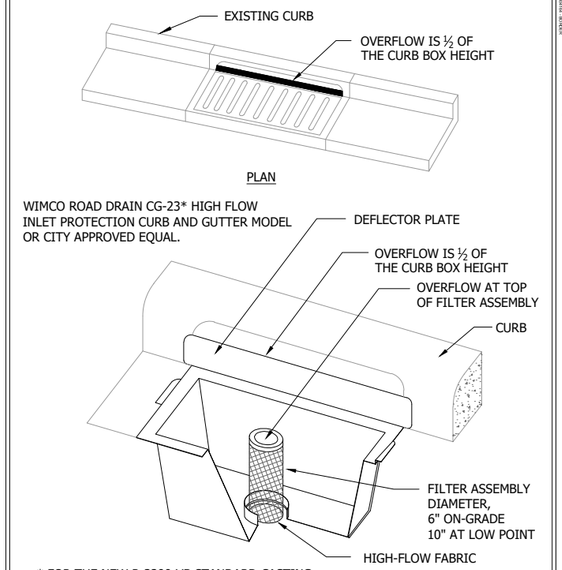
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C8.04

S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:43pm
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Xrefs: 193804164 - NOPDS

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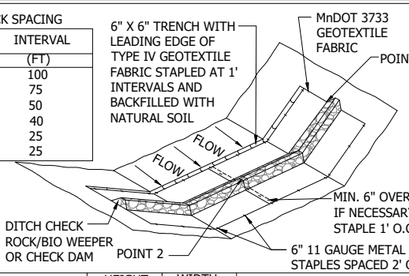
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INLET PROTECTION – CATCH BASIN INSERT
AFTER CURB CONSTRUCTION
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008
PLATE NO. ERO–4B

DITCH CHECK SPACING

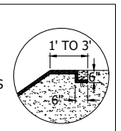
DITCH GRADE (%)	INTERVAL (FT)
2	100
4	75
6	50
8	40
10	25
10+	25

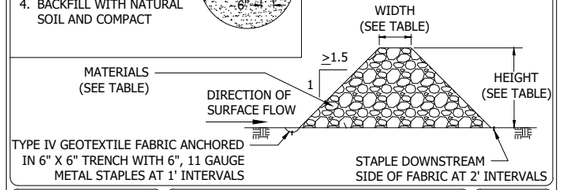


NOTE:
POINT 1 MUST BE A MINIMUM OF 6" HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS.

	HEIGHT (INCHES)	WIDTH (INCHES)	MATERIAL
SMALL CHECK	24	12 - 18	MnDOT 3601 CLASS II RIP RAP
LARGE CHECK	36	24 - 30	MnDOT 3601 CLASS III RIP RAP
ROCK WEEPER	18	6 - 12	MnDOT 3882 TYPE 9 MULCH (1 1/2" WASHED ROCK)

ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT

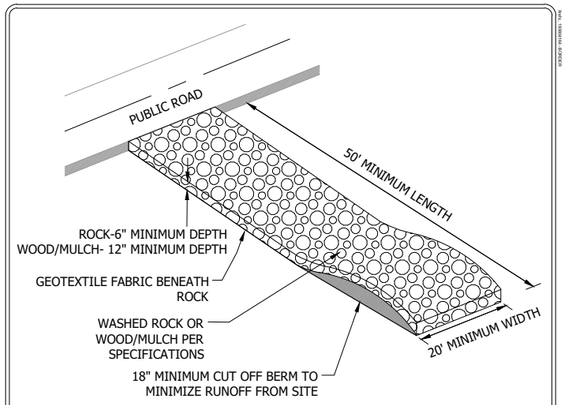




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DITCH CHECK / WEEPER SIZING AND MATERIALS
CHASKA, MINNESOTA

LAST REVISION: APRIL 2008
PLATE NO. ERO–5

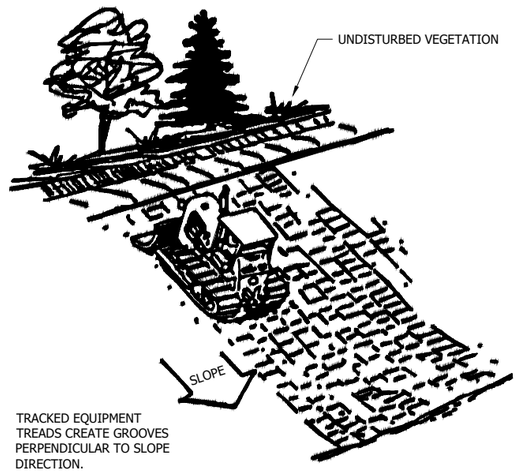


NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

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ROCK CONSTRUCTION ENTRANCE
CHASKA, MINNESOTA

LAST REVISION: MAY 2023
PLATE NO. ERO–7



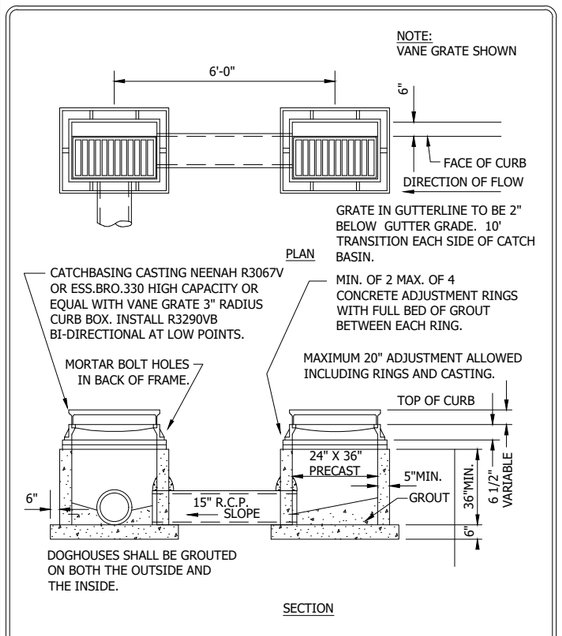
TRACKED EQUIPMENT TREADS CREATE GROOVES PERPENDICULAR TO SLOPE DIRECTION.

NOTE:
ALL SLOPES WITH A GRADE EQUAL TO OR STEEPER THAN 3:1 REQUIRE SLOPE TRACKING. SLOPES WITH A GRADE MORE GRADUAL THAN 3:1 REQUIRE SLOPE TRACKING IF THE STABILIZATION METHOD IS EROSION CONTROL BLANKET OR HYDROMULCH.

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SLOPE TRACKING
CHASKA, MINNESOTA

LAST REVISION: FEB 2004
PLATE NO. ERO–10



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DOUBLE TYPE II CATCHBASIN
CHASKA, MINNESOTA

LAST REVISION: MARCH 2018
PLATE NO. STO–8

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
CITY STANDARD DETAILS
EROSION CONTROL & ELECTRICAL

NO	REVISION	DATE

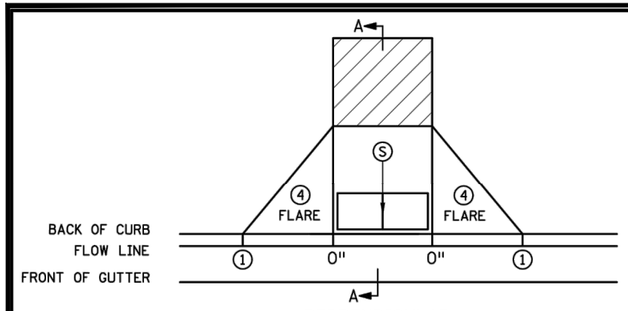
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PROJ. NO.	193804164

SHEET NUMBER C8.05

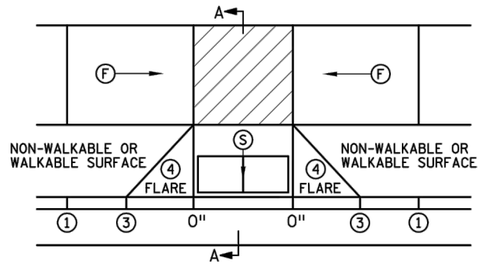
S.A.P. 196-122-002, 196-122-003

Plot Date: 01/31/2024 - 2:45pm
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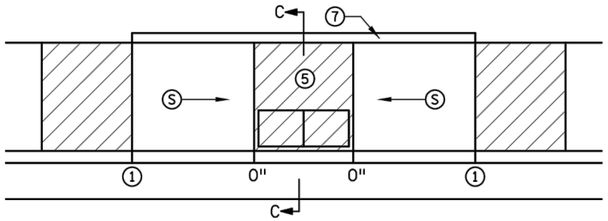
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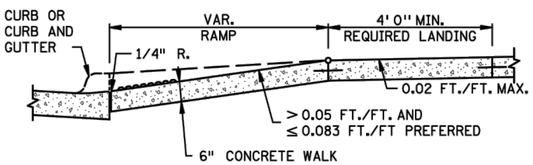
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TIERED PERPENDICULAR

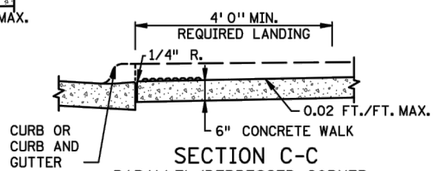


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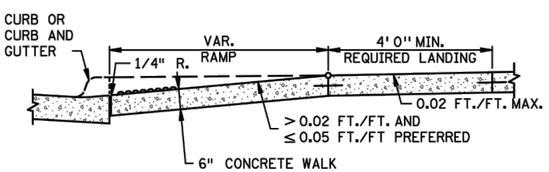
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



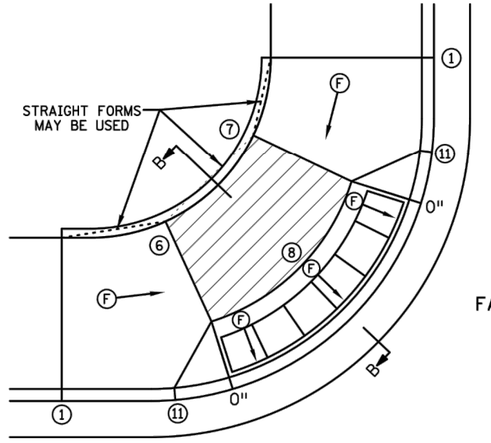
SECTION C-C

PARALLEL/DEPRESSED CORNER

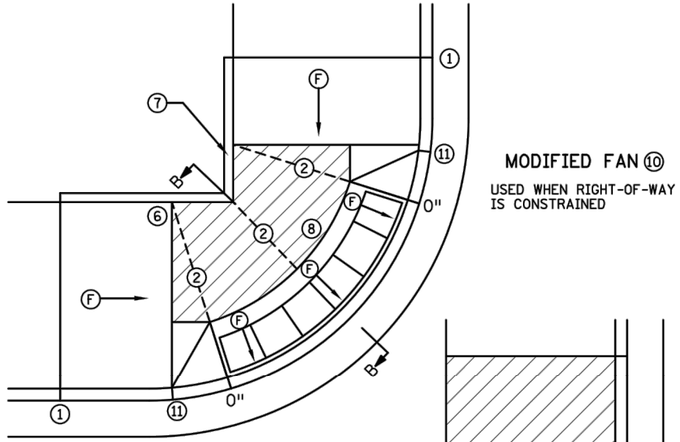


SECTION B-B

FAN

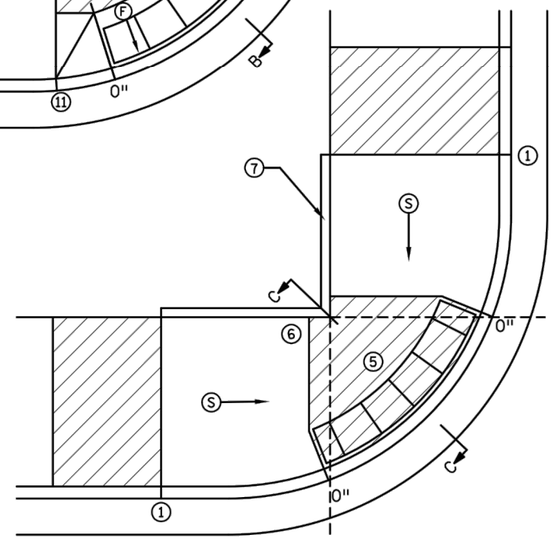


FAN⑩

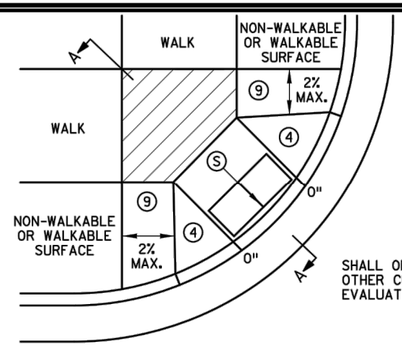


MODIFIED FAN⑩

USED WHEN RIGHT-OF-WAY IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH. (EXCEPT AS STATED IN ⑥ BELOW.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.

WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.

① MATCH FULL HEIGHT CURB.
② 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
③ 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.
④ SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑤ DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
⑥ THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
⑦ WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑧ A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.
⑨ PAVE FULL WALK WIDTH.
⑩ "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.
⑪ INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT

REVISION:

APPROVED: 11-04-2021

JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 1 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE: 1/22/2024
DATE: LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

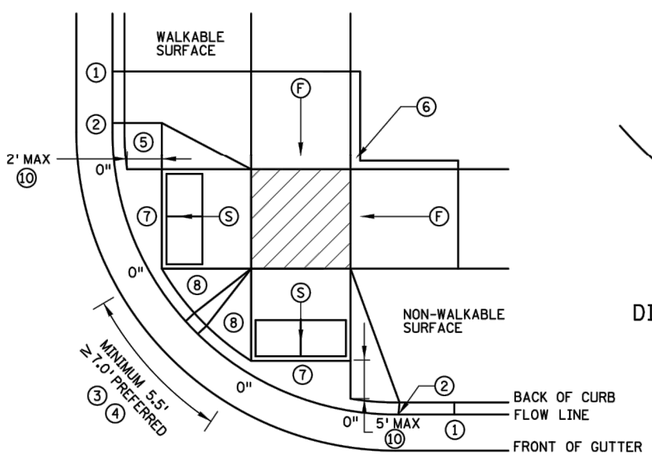
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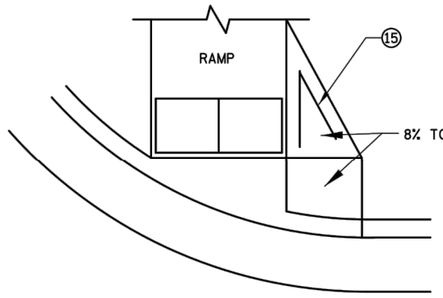
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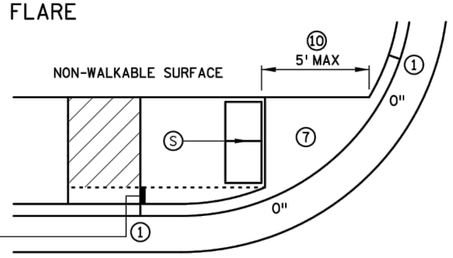
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COMBINED DIRECTIONAL

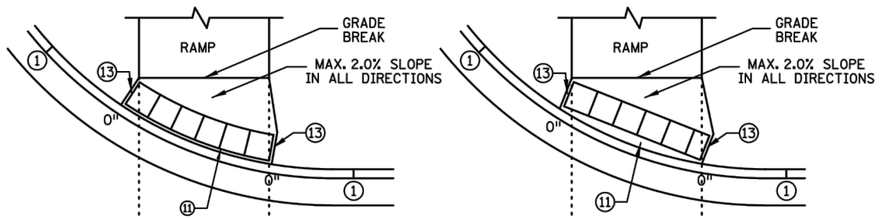


DIRECTIONAL RAMP WALKABLE FLARE



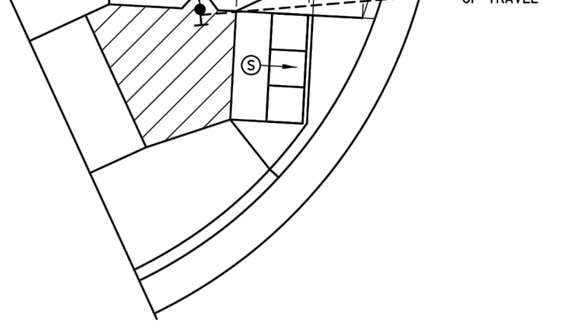
IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.

STANDARD ONE-WAY DIRECTIONAL ⑨



DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

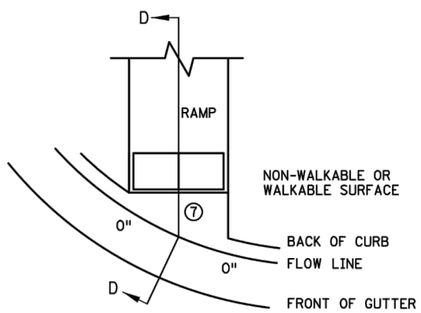
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

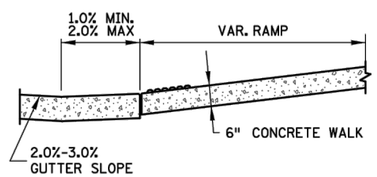


SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





SECTION D-D

CURB FOR DIRECTIONAL RAMPS ⑭

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑩ & ⑪ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

① MATCH FULL CURB HEIGHT.

② 3" HIGH CURB WHEN USING A 3' LONG RAMP
4" HIGH CURB WHEN USING A 4' LONG RAMP.

③ 3" MINIMUM CURB HEIGHT (5.5' MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7' MIN. DISTANCE REQUIRED BETWEEN DOMES).

④ THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.

⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.

⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.

⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.

⑧ 8% TO 10% WALKABLE FLARE.

⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.

⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.

⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.

⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

⑮ PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 2 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. | (T.H.) | SHEET NO. OF SHEETS

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE: 1/22/2024
DATE: LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

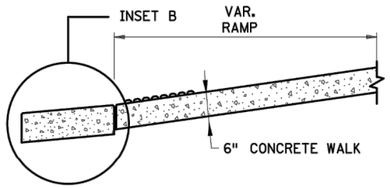
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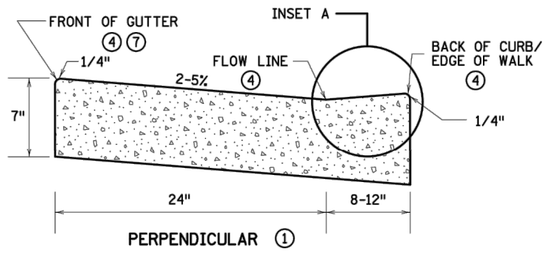
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CHECKED	ESL
APPROVED	ESL
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SHEET NUMBER C8.07

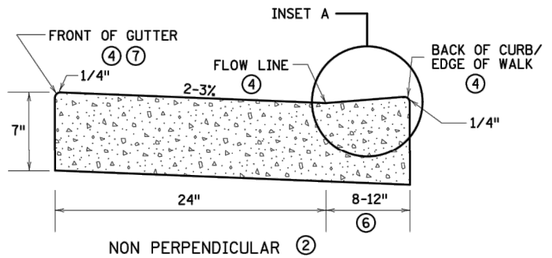
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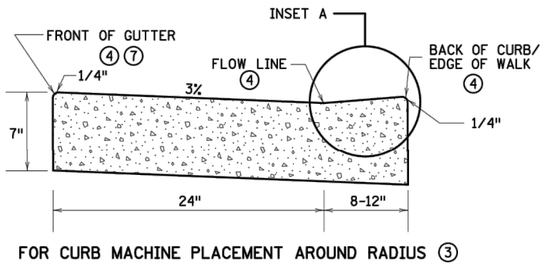




PERPENDICULAR ①

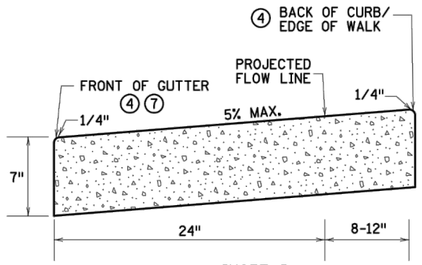


NON PERPENDICULAR ②

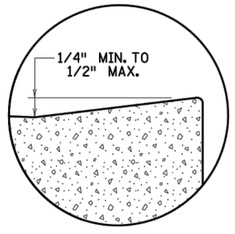


FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

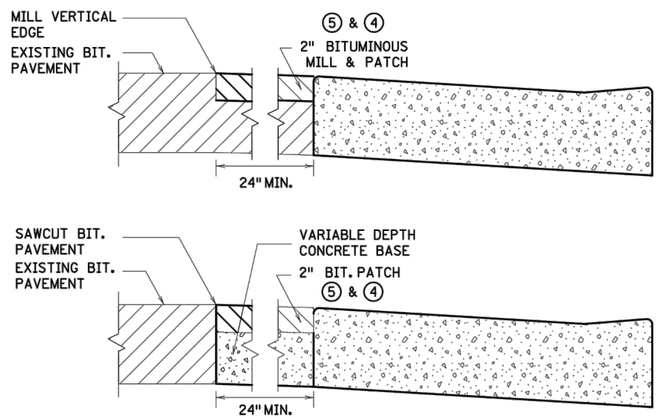
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



INSET B
OUTFLOW GUTTER ⑧



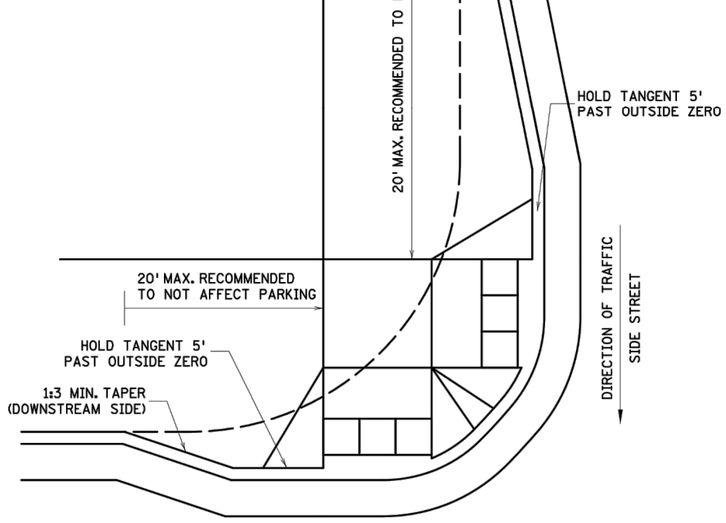
INSET A



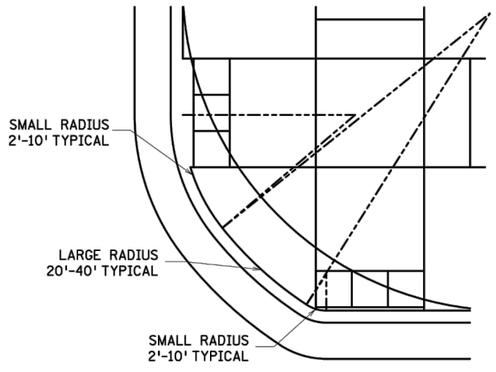
ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.

NO PONDING SHALL BE PRESENT IN THE PAR.

ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.

② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.

③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.

④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".

⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.

⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.

⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.

⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.

⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.

⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.

⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED.
PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

REVISION:

APPROVED: 11-04-2021
JEFFREY J. PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 3 OF 6

APPROVED: 11-04-2021
REVISED:
THOMAS J. STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

NO	REVISION	DATE

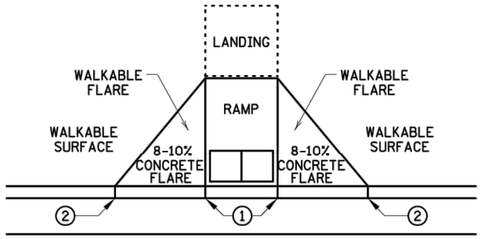
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PROJ. NO.	193804164

SHEET NUMBER C8.08

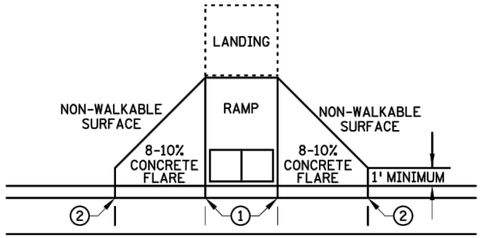
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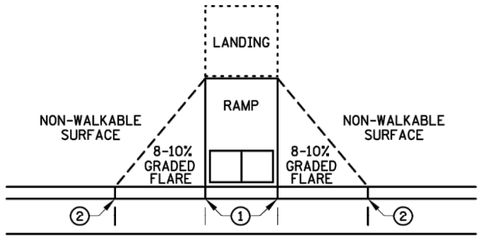
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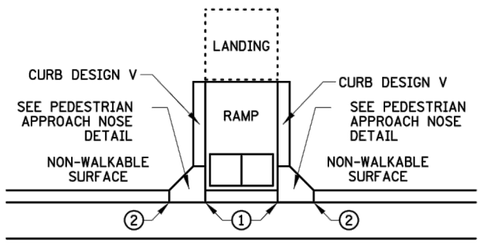
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

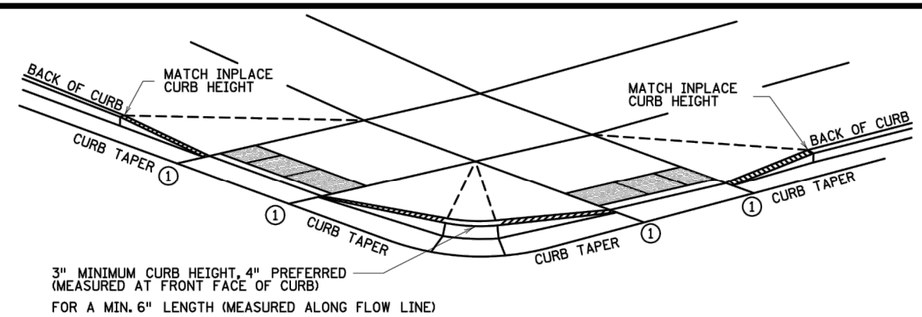


GRADED FLARES

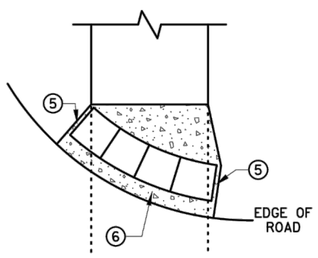


RETURNED CURB ④

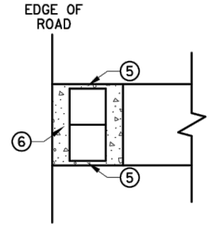
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

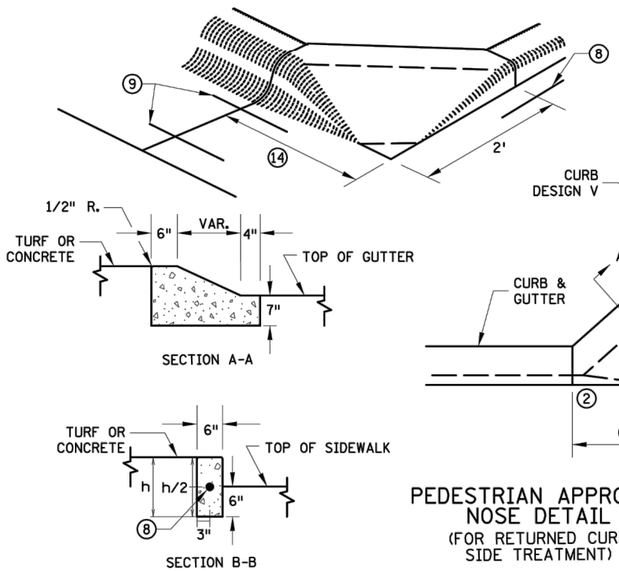


RADIAL DETECTABLE WARNING

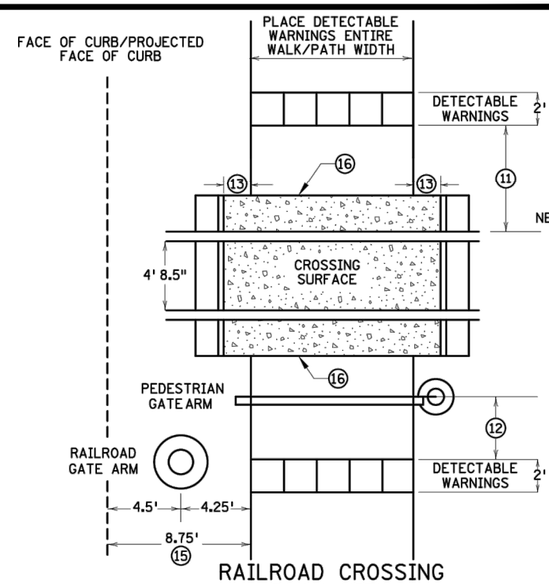


RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER



PEDESTRIAN APPROACH
NOSE DETAIL
(FOR RETURNED CURB
SIDE TREATMENT)



RAILROAD CROSSING
PLAN VIEW

NOTES:

INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.

② FULL CURB HEIGHT.

③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.

④ TYPICALLY USED FOR MEDIANS AND ISLANDS.

⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.

⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS. AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

⑧ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.

⑨ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.

⑩ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6' LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE. CONSTRUCT THESE TAPERS AT 0"-3" AT 8-10%, THEN LESS THAN 5% FROM 3" CURB TO FULL CURB HEIGHT.

⑪ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.

⑫ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑪.

⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.

⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.

⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.

⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 4 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

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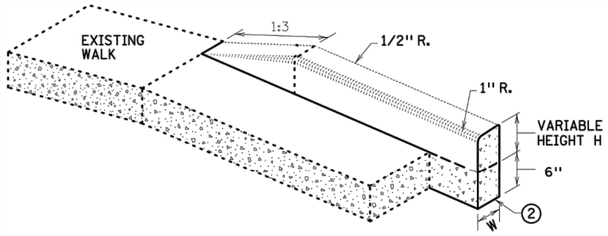
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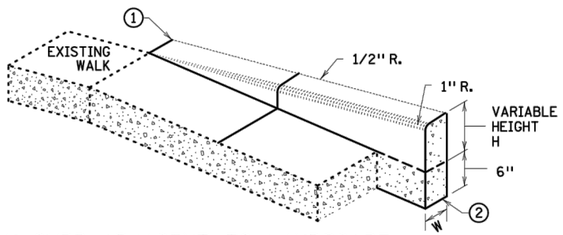
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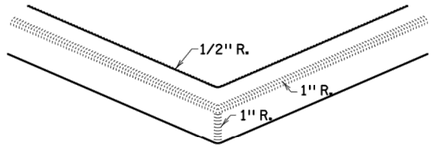
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V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

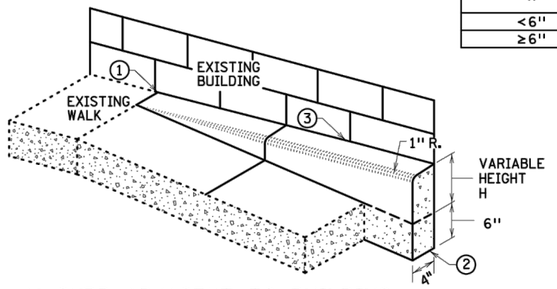


V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

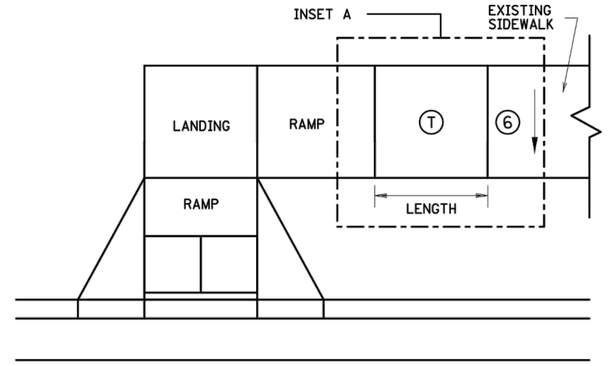


V CURB INTERSECTION

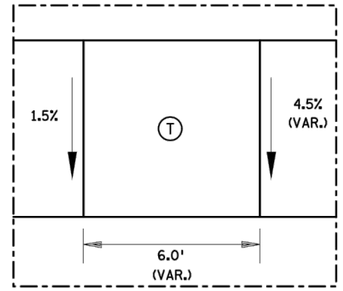
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



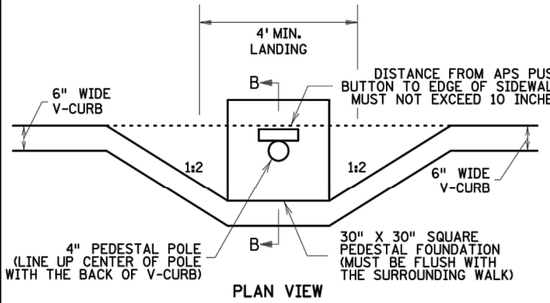
V CURB ADJACENT TO BUILDING OR BARRIER



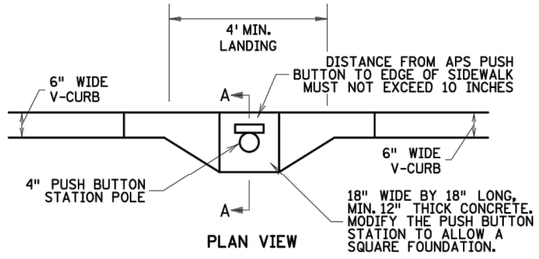
TRANSITION PANEL ④⑤



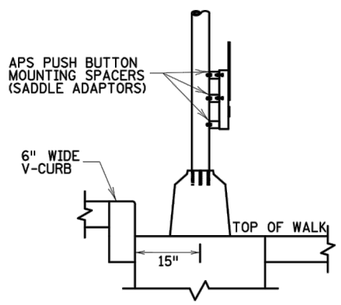
INSET A



PLAN VIEW

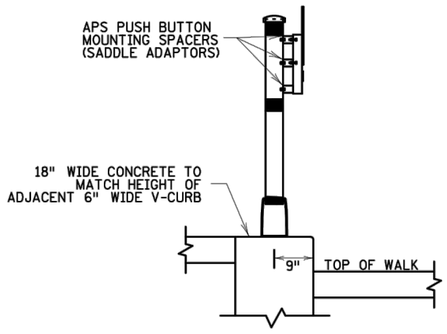


PLAN VIEW



SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

PUSH BUTTON STATION (V-CURB)

NOTES:

A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.

② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.

③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM ½" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.

④ THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.

⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).

⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

Ⓣ TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 5 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

S.A.P. 196-122-002, 196-122-003

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SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

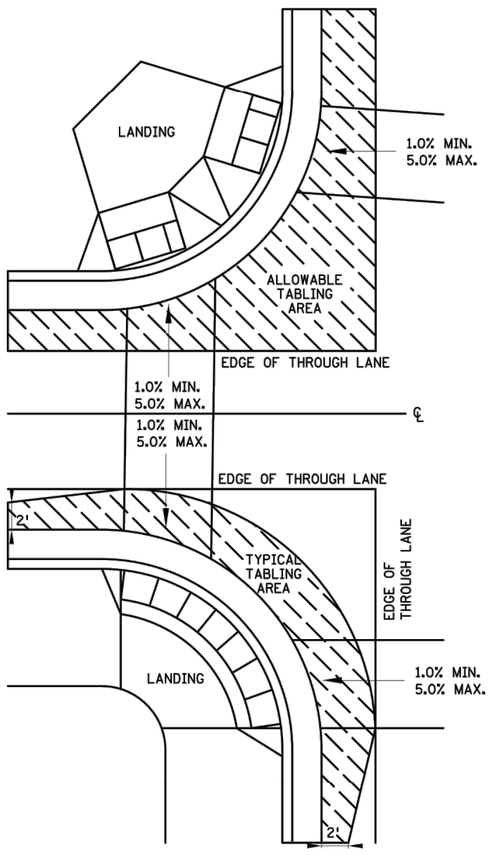
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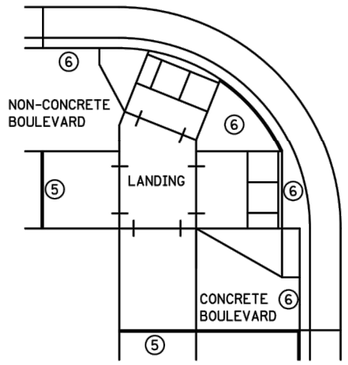
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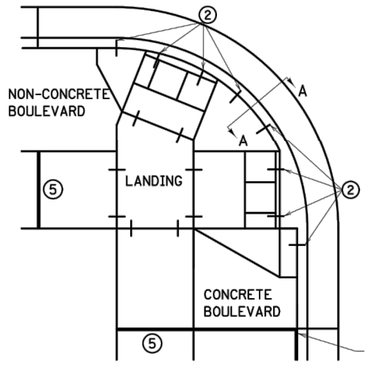
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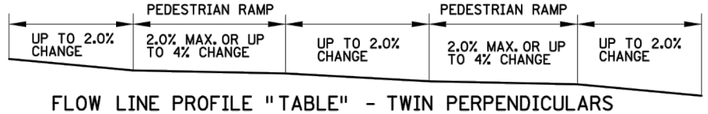
CURB LINE AND ROAD CROSSING ADJUSTMENTS



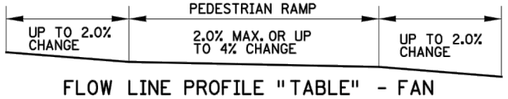
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④ PLACEMENT ON BITUMINOUS ROADWAYS



FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



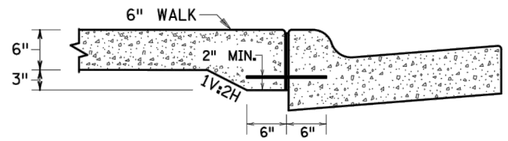
FLOW LINE PROFILE "TABLE" - FAN



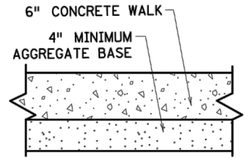
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



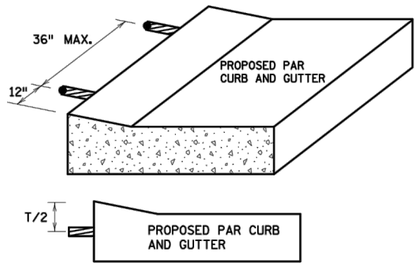
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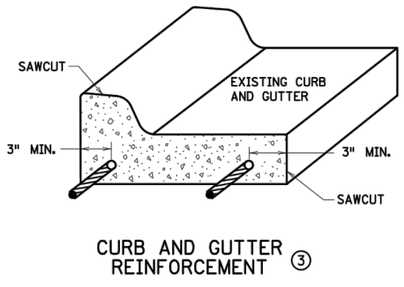
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



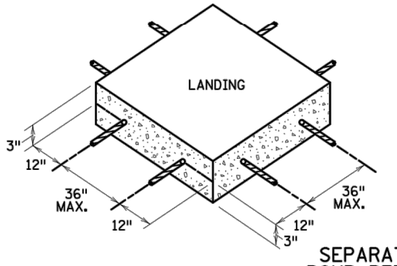
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WITHIN INTERSECTION CORNER

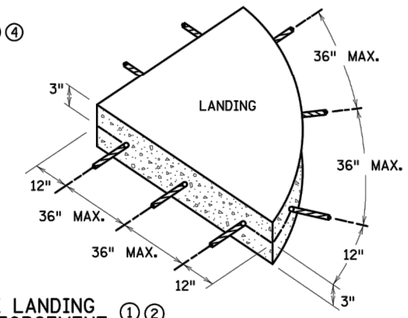


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER REINFORCEMENT ③





SEPARATE LANDING POUR REINFORCEMENT ①②

GENERAL NOTES:

"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS: ON FULL PAVEMENT REPLACEMENT PROJECTS "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.

② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.

③ DRILL AND GROUT 2 - NO. 4 X 12'' LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.

④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.

⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 6 OF 6

APPROVED: 11-04-2021
REVISED:
THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

S.A.P. 196-122-002, 196-122-003

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PRINT NAME: NATHAN T. DREWS
SIGNATURE:
DATE: 1/22/2024
LIC. NO. 54837

BID SET

CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
MNDOT STANDARD PLAN SHEET

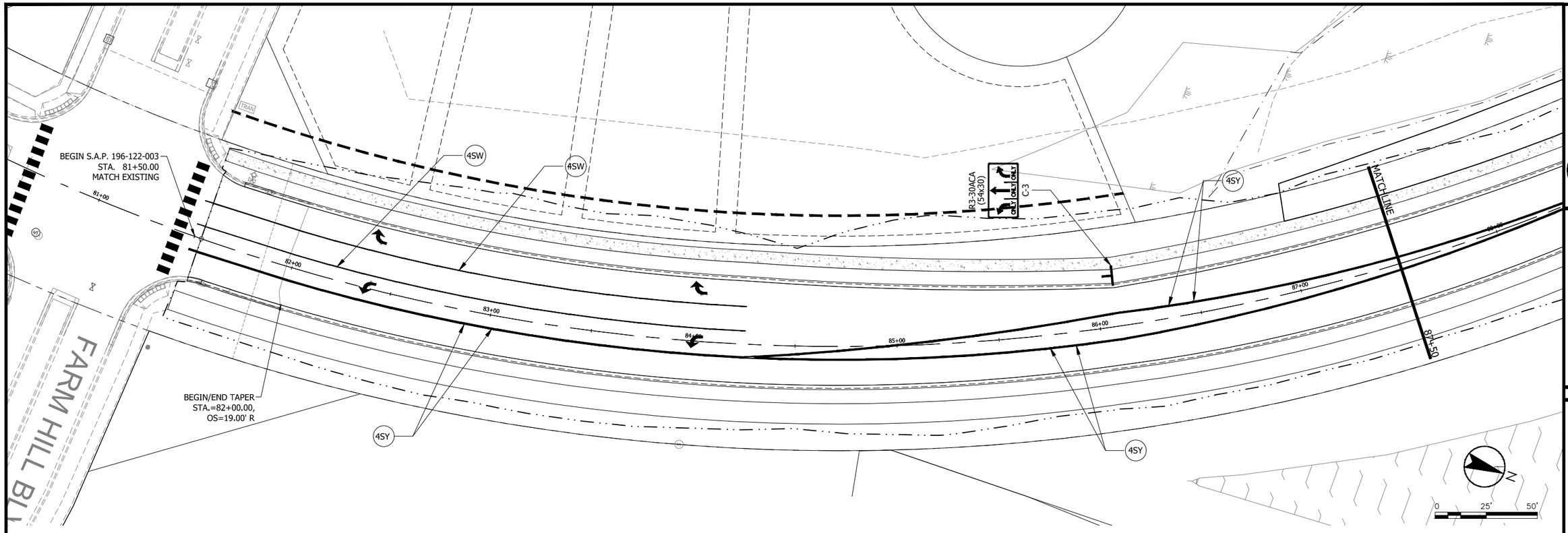
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

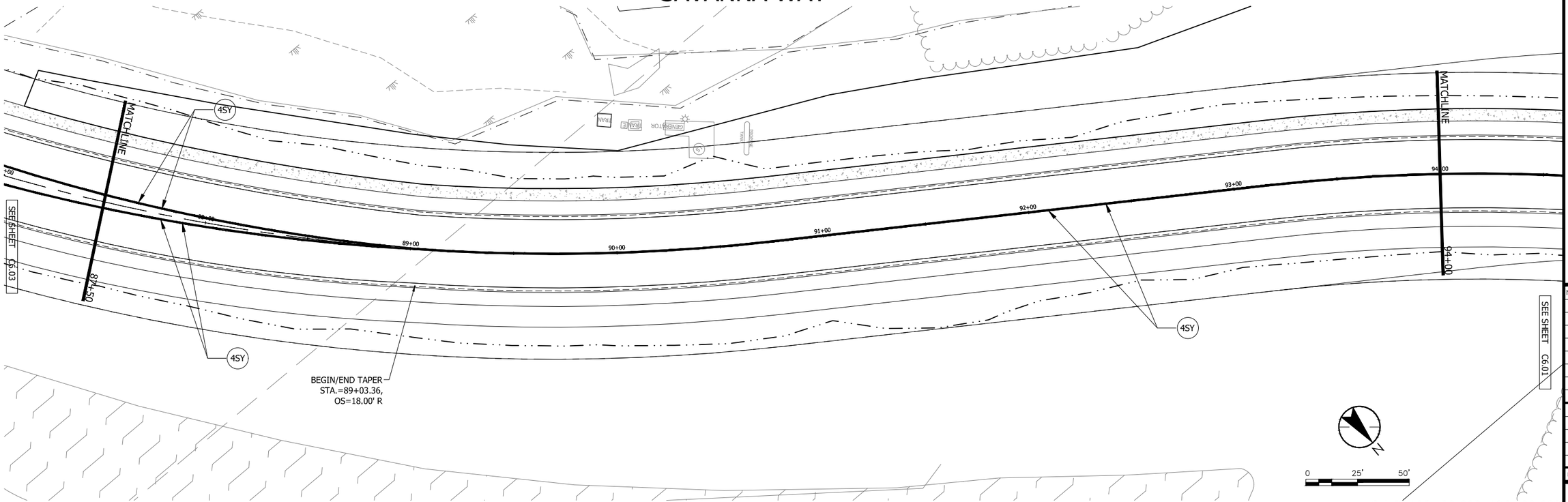
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Xrefs: 193804164 - NORDIS-2023

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SAVANNA WAY



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CITY OF CHASKA, MINNESOTA
SAVANNA WAY PHASE 2
SIGNAGE & STRIPING

NO	REVISION	DATE

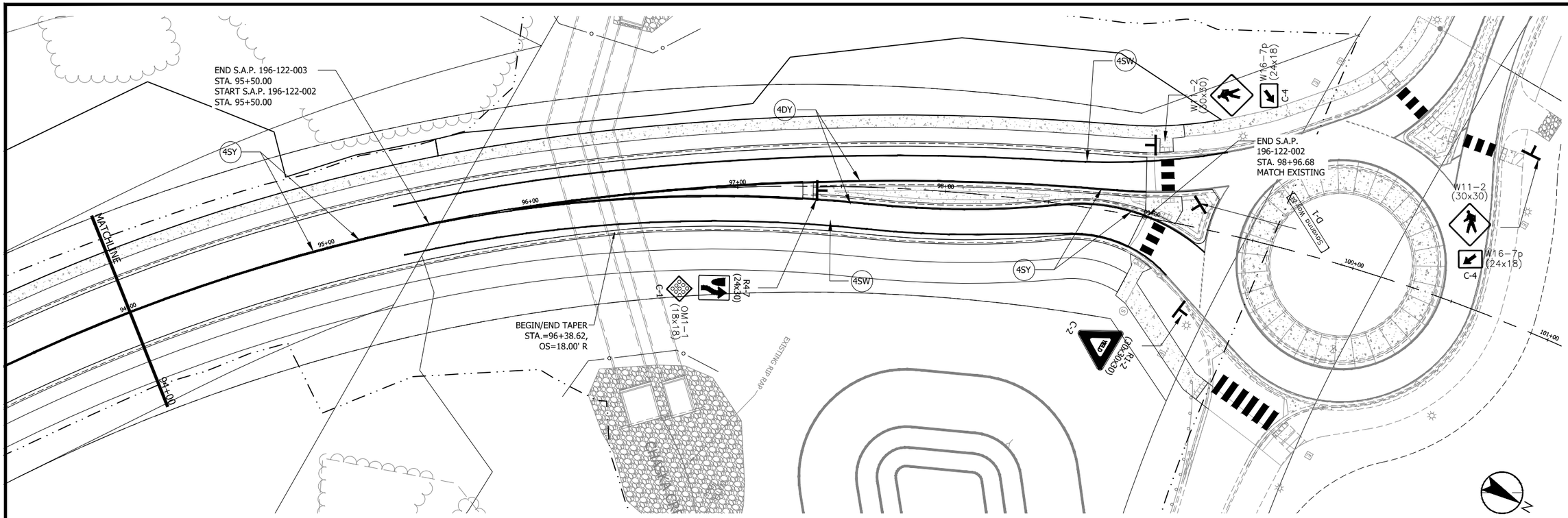
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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804164

SHEET NUMBER
C9.01

S.A.P. 196-122-002, 196-122-003

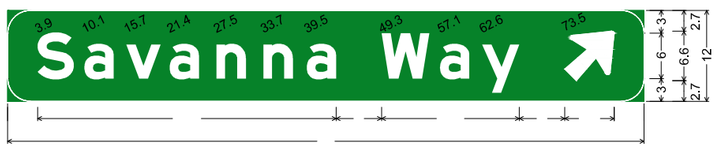
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SAVANNA WAY

SEE SHEET C6.02



GENERAL STRIPING NOTES:

1. ALL PAVEMENT MARKINGS LOCATED WITHIN THE CONCRETE ROUNDABOUT SHALL BE GROUND IN THERMOPLASTIC.
2. ALL PAVEMENT MARKINGS LOCATED WITHIN THE CONCRETE ROUNDABOUT SHALL BE IN CONTRAST.
3. LANE MAKINGS SHALL BE MEASURED BY ACTUAL MATERIAL APPLIED.
4. BROKEN LINES SHALL BE 10' WITH 40' GAP, 50' CYCLE.
5. 18" DOTTED LINES SHALL BE 2' WITH 2' GAP, 4' CYCLE.
6. 8" DOTTED LINES SHALL BE 6' WITH 3' GAP, 9' CYCLE.
7. 4" DOTTED LINES SHALL BE 6' WITH 2' GAP, 8' CYCLE.

SYMBOLS & MATERIALS LEGEND

STRIPING KEY

1ST DIGIT WIDTH	2ND DIGIT PATTERN	3RD DIGIT COLOR
4", 8", ETC.	S - SOLID	W - WHITE
	B - BROKEN	Y - YELLOW
	D - DOTTED/DOUBLE	B - BLACK

3' CROSSWALK BLOCK WHITE (MATCH SIDEWALK WIDTH)

PAVEMENT MESSAGE (TYP)

EXAMPLE:

4SW = 4" SOLID LINE WHITE

SEE SHEET T1.03 FOR GENERAL STRIPING NOTES AND SYMBOLS & MATERIALS LEGEND.

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LIC. NO. 54837

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SAVANNA WAY PHASE 2
SIGNAGE & STRIPING

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DRAWN	PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
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REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/4/2024

Subject: **Parking Restrictions on Savanna Way**

Prepared By: Matt Clark, City Engineer

The NE Collector road in the SW area is a designated route on the City Municipal State Aide (MSA) street system. As such, the street must meet specific standards. The NE Collector project roadway design width requires that on-street parking be prohibited. The segment of Savanna Way beginning at Farm Hill Boulevard and ending at Creek Road also requires parking restrictions.

CITY COUNCIL ACTION REQUESTED

Motion to Adopt Resolution No. 2024-21 Prohibiting Parking on Savanna Way, beginning at Farm Hill Boulevard and ending at Creek Road.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 3/4/2024 RESOLUTION NO. 2024-21

MOTION BY COUNCILMEMBER _____ SECOND BY COUNCILMEMBER _____

Resolution Relating to No Parking on Savanna Way between Farm Hill Boulevard and Creek Road

---

WHEREAS, this Resolution was passed this 4th day of March, 2024, by the City of Chaska in Carver County, Minnesota. The Municipal corporations shall hereinafter be called the "City," WITNESSETH:

WHEREAS, the "City", has planned the improvement of Savanna Way, a Municipal State Aid Route, from Farm Hill Boulevard to Creek Road in the City of Chaska, Minnesota; and

WHEREAS, Municipal Street Aid Funds will be expended on the improvements of this street; and

WHEREAS, this improvement does not provide adequate width for parking on both sides of the street; and approval of the proposed construction as a Municipal State Aid Street project must therefore be conditioned upon certain parking restrictions, and

WHEREAS, the "City" wishes to extend no parking on Savanna Way from Farm Hill Boulevard north to Creek Road;

NOW, THEREFORE, BE IT RESOLVED:
That the Chaska City Council hereby bans the parking of motor vehicles on both sides of Savanna Way beginning at Farm Hill Boulevard and ending at Creek Road at all times.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 4th day of March, 202.

_____
Jon Grau, Mayor Pro Tem

Attest:_____
Chaska Deputy Clerk



OVERALL PROJECT LAYOUT

CITY OF CHASKA

SAVANNA WAY PHASE II

FIGURE 4

DATE: 12/11/2023 PROJ. NO.: 193804164

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Plot Date: 12/13/2023 - 11:56am
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Xrefs: 193803380-XSAP, 193803380-XSNO, 193803380-XSPL, 193803380-XSXT, 193803380-XSST, 193803380-XSSS, 193804164-2023-XSHP

REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/4/2024

Subject: Temporary Liquor Licenses for the SouthWest Metro Chamber of Commerce

Prepared By: Denise Beebe - Senior Clerk

The SouthWest Metro Chamber of Commerce, 600 Market Street, #200, Chanhassen, Minnesota, 55317, has made application for a Temporary On -Sale Intoxicating License for their annual Taste of Chaska being held on Wednesday, May 8, 2024, with a backup rain date of May 15, 2024, at Firemen's Park. The licenses will permit them to sell wine and strong beer from 5:00 p.m. to 9:00 p.m. at this community event. Taste of Chaska has always proven to be an enjoyable event for the community that takes place every year.

All required paperwork is on file, and they are being invoiced for payment. Staff recommends approval of the licenses.

CITY COUNCIL ACTION REQUESTED

Motion to approve Temporary On-Sale Intoxicating License TW.24-1 for the SouthWest Metro Chamber of Commerce at Taste of Chaska.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
03/04/2024

Subject: **Resolution Identifying the Need for Carver County Community Development Agency Community Growth Partnership Initiative Account Funding and Authorizing Application for Grant Funds**

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution No. 2024-22

BACKGROUND

On July 31, 2023, a joint work session was held with the Planning Commission to share results of the Zoning Code Audit conducted by HKGi Associates. The audit identified a number of focus areas to update the zoning code in order to better align with the City's state strategic goals as defined by the Comprehensive Plan and to better align with current and best practice. Recommended next steps discussed in the work session included proceeding with work to implement zoning code ordinance language updates.

Implementing the recommendations of the audit will be a significant project that will require staff time, incur consultant costs, and will involve City Attorney review. Anticipating these costs, staff has already obtained funding from the Metropolitan Council's Livable Communities Act Policy Development grant totaling $50,000. The grant covers a majority of the estimated project costs ($62,500), but $12,500 still remains. The City is seeking an additional grant totaling $10,000 through Carver County CDA's Community Growth Partnership Initiative which identifies program goals that increase tax base and improve the quality of life in Carver County through affordable housing, community development and redevelopment. Success in obtaining this grant will go towards remaining expenses of the City's zoning audit project.

One required item for the grant application is a resolution of support from the City Council. Staff seeks Council's adoption of this resolution in order to complete the application.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2024-22 Identifying the Need for Carver County Community Development Agency Community Growth Partnership Initiative Account Funding and Authorizing Application for Grant Funds.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 03/04/2024 RESOLUTION NO. 2024-22

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution Identifying the Need for Carver County CDA Community Growth Partnership Initiative and Authorizing Application for Grant Funds

WHEREAS, the City of Chaska has identified a proposed project within the city that meets the Carver County Community Development Agency (CDA) Community Growth Partnership Initiative Grant Program's purpose and criteria; and

WHEREAS, the City has established a Redevelopment Plan of which the proposed project is a component; and OR WHEREAS, the City has identified a project that will create living wage jobs; and

WHEREAS, the City has the capacity and capability to ensure the proposed project will be completed and administered within the Community Growth Partnership Initiative predevelopment program guidelines; and

WHEREAS, the City has the legal authority to apply for financial assistance; and

WHEREAS, the City is supportive of affordable housing and of the CDA's mission to improve the lives of Carver County residents through affordable housing and community development.

NOW THEREFORE BE IT RESOLVED that the City of Chaska approves the application for funding from the Carver County CDA Community Growth Partnership Initiative Grant program.

BE IT FURTHER RESOLVED that if the application is approved by the Carver County CDA, the City of Chaska is hereby authorized to execute such agreements as are necessary to receive and use the funding for the proposed project.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 4th day of March, 2024.

_____
Jon Grau, Mayor Pro Tem

Attest:_____
Chaska Deputy Clerk

REQUEST FOR ACTION
CHASKA CITY COUNCIL
MARCH 4TH, 2024

Subject: 2040 Pedestrian and Bicycle Master Plan Approval

Prepared By: Mary Monteith, Assistant to the Director of Parks and Recreation

---

This plan was developed to build on the success of the trails and sidewalk system that Chaska is known for and to provide a variety of recommendations that can increase funding opportunities and encourage more people to walk and bike in Chaska for both recreational and transportation purposes.

With funding support from Carver County Public Health's Ship grant program, city staff were able to secure the services of Community Design Group and WSB Engineering to help get this plan done.

Goals of the plan: increase the number of Chaska residents, workers, and visitors who choose to walk or bike for transportation, recreation, health, fitness, and fun in the city.

There are many recommendations that will require further evaluation, community engagement, funding, and approval before implementation.

These goals will be accomplished over time using the 6 E's approach for success.

Chaska City Council and the Parks & Recreation Commission had a joint work session along with members of the steering committee on January 29th, 2024. There was great discussion and support for the plan.

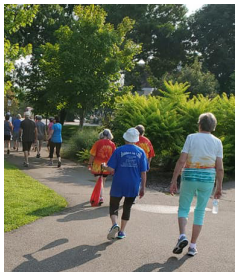
Staff Request Council Approval of the 2040 Chaska Pedestrian & Bicycle Master Plan

CHASKA CITY COUNCIL ACTION REQUESTED

Recommendation For Council Approval of the 2040 Chaska Pedestrian and Bicycle Master Plan



City of Chaska 2040 Pedestrian and Bicycle Master Plan



Making Walking and Biking in Chaska Safer and More Inviting, Convenient, and Fun!








DRAFT for Public Review

August 18, 2023

CITY OF Chaska MINNESOTA

"The Best Small Town in Minnesota"

Acknowledgments

We are grateful for the support and guidance of the following individuals and organizations:

Project Steering Committee (PSC)

- Aaron Kuznia (City of Chaska)
- Bob Lincoln (Carver County Library)
- Dave Roan (Chaska Resident)
- Elizabeth Wynveen (Chaska Park Board)
- Erin Link (City of Chaska)
- Jalen Destin (Student at Chaska HS)
- Jen Angell (Downtown Special Services District)
- Julie Janke (City of Chaska Police)
- Kevin Ringwald (City of Chaska)
- Kevin Wright (City of Chaska)
- Matt Udermann (County Commissioner)
- Nate Kabat (City of Chaska)
- Pat Stieg (Carver County Public Health)
- Rep. Greg Boe (MN House District
- Sarah Carlson (Chaska Human Rights Commission)
- Scott Barta (ISD 112 Community Education)
- Scott Selken (City of Chaska)
- Taylor Hubbard (Chaska City Council)
- Tim Vossberg (Carver Trails)
- Tony Kjorstad (City of Chaska)
- Val Preston (resident)

Chaska Staff

- Marshall Grange, Director, Parks and Recreation Department
- Mary Monteith, Parks and Recreation

Chaska Residents

We are especially grateful to the hundreds of residents who shared their experiences and guidance during the public outreach and engagement process for this plan.

Funding Support

This project was funded through a generous grant provided by:

CARVER COUNTY Public Health
Healthy Carver for a Lifetime

ship statewide health improvement partnership

Consultant Team

Principal Consultant

Community Design Group
P.O. Box 8096
Saint Paul, MN 55018
www.c-d-g.org

Subconsultant

WSB Engineering Inc.
701 Xenia Ave S, Suite 300
Minneapolis, Mn 55416
www.wsbeng.com

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Statement of Intent

The intent of this plan it to expand upon the trail and sidewalk networks that Chaska is known for and offer recommendations for improving and increasing opportunities for walking and bicycling in Chaska, for both recreational and transportation purposes.

Recommendations include investments in new facilities and in new programs. In most cases, funding for the recommendations in this plan is currently not available or allocated. The variety of recommendations are intended for City staff and City Council to consider, many of which will require further evaluation, community engagement, and funding before implementation.

Recommendations are based on Minnesota-specific best practices, applications, and guidance provided by the Minnesota Department of Transportation (MnDOT), including consideration of winter conditions on use, operations, and maintenance. Where possible, examples from communities of a size and context similar to Chaska are provided. In other cases, examples from elsewhere in Minnesota are included and are supplemented by national practices recommended by the US Federal Highway Administration (FHWA) and the US Department of Transportation (USDOT).

Please note that:

1) Additional investigation and design for each specific facility or project must be completed by a licensed engineer prior to implementation
2) Additional community engagement, especially in key locations like the City's downtown or residential districts, should be completed ahead of consideration of each specific facility or project
3) Projects that align with the City's 2040 Comprehensive Plan will receive higher priority for implementation



Executive Summary

Executive Summary

The Chaska Pedestrian and Bicycle Master Plan was developed through an extensive community process with guidance from Chaska City staff and volunteer members of the plan's Project Steering Committee.

Why do a pedestrian / bicycle plan?

Because Chaska residents told us they want more opportunities for safe walking and biking, and because investing in these modes makes sense for Chaska. Some additional reasons include:

- To improve safety for everyone
- To increase livability and equitable access to trails, parks, schools, and other community destinations
- To increase residents' options for recreation and healthy physical activity
- To increase household and community prosperity
- To improve air quality
- To enhance Chaska's desirability and regional economic competitiveness by providing the type of amenities that residents, young families, and visitors expect

What does the plan do?

It offers a wide range of recommendations covering *facilities* and *programs* to achieve an "**All Ages and Abilities**" system (where people of all ages and abilities can safely and conveniently use walking or biking as part of their daily routine).

How does the plan do it?

By using a "**6Es**" approach that provides recommendations for:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation
- Equity

When will the plan be implemented?

No funding is currently allocated or committed, but many of the recommendations are intended for implementation over the next fifteen years (some of the recommendations may take longer to implement). City Council and staff will evaluate each recommendation individually, and will decide based on available funding, community preferences, and other considerations.



How did residents contribute?

A robust community engagement process was a key component of the approach for this plan, serving as the foundation for the plan's vision and recommendations.

- *More than one thousand residents* provided comments and ideas through an online survey and an interactive map
- Residents described the barriers they encounter while walking or biking, described their desired outcomes, and identified specific types of facilities they wanted to see
- Residents drew and submitted routes for new walking and biking facilities
- Additional community conversations were held at several locations, including at River City Days and several apartment complexes

Top 10 Priorities for Implementation

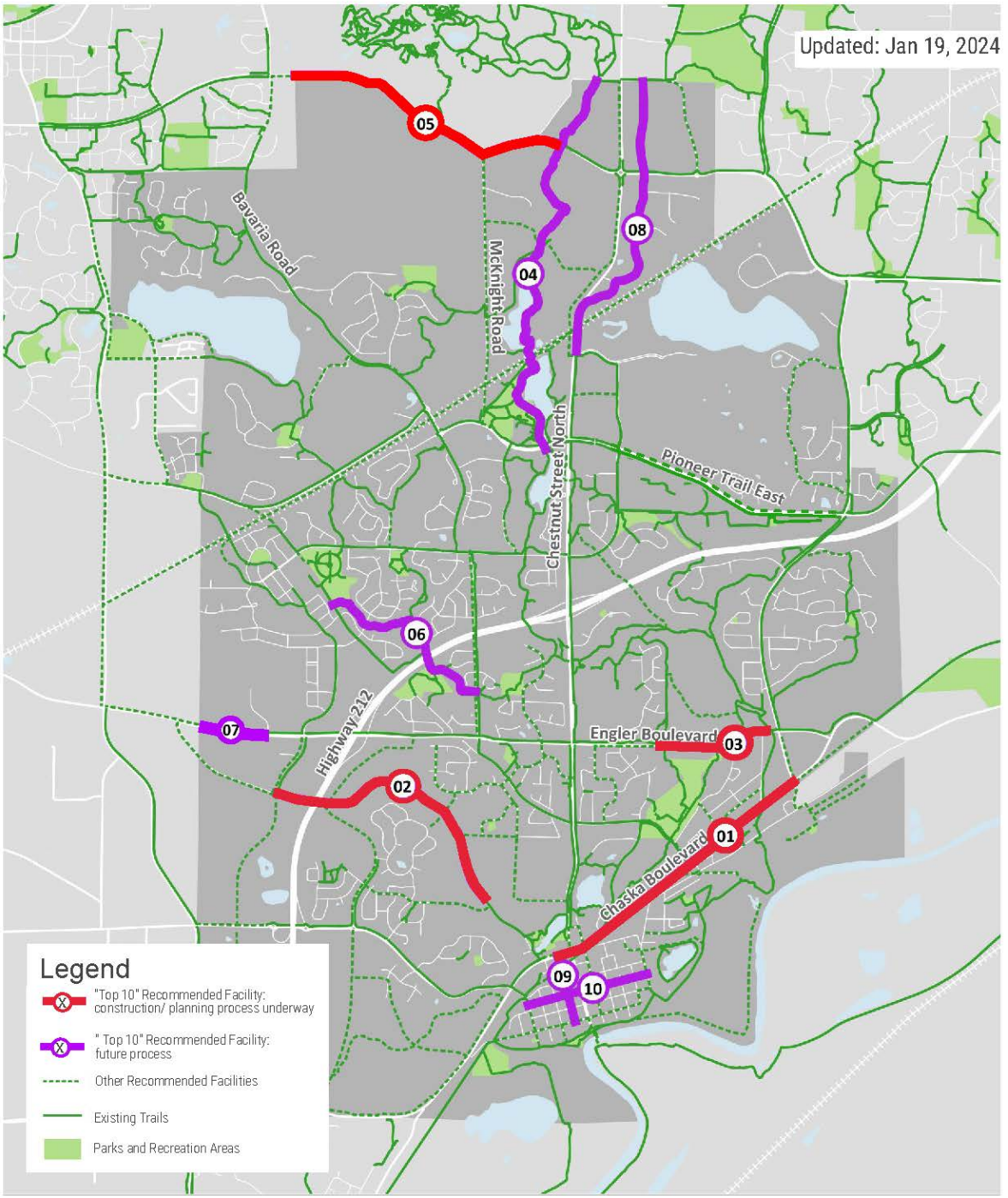
Numerous recommendations for bicycle and pedestrian routes and investments are described in this plan.

A set of "**Top 10**" routes and facilities was selected from those recommendations for priority implementation.

Please note that funding for the facilities and programs identified by this plan (including the "Top 10" facilities) has not yet been secured, though it is anticipated that the main source of funds will be grants from state, federal, and county sources supplemented by a mix of City resources (please see potential funding sources in the plan's implementation chapter).

Top 10 routes were selected responding to several factors, including:

- Whether they serve a regional connectivity role per Metropolitan Council's Regional Bicycle Transportation Network (RBTN)
- The number of key destinations (schools, parks, library, transit) they connect
- Requests for routes along their alignments during the plan's community engagement process (including through the Wikimaps engagement portal)
- Guidance from City staff and leaders



Funding for "Top 10" and Other Facilities and Programs

Funding for facilities and programs identified by this plan (including the "Top 10" facilities) has not yet been secured, though it is anticipated that the main source of funds will be grants from state, federal, and county sources supplemented by a mix of City resources. A listing of potential funding sources is included in the plan's implementation chapter.

Planning-level cost estimates for implementing the "Top 10" facilities are provided in this table:

Map Ref #	Route Name	From	To	Length (miles)	Facility Type	* Cost Estimate ($)	MetCouncil RBTN?	# of Key Destinations
1	Chaska Blvd	Pine St N	Audubon Rd	1.56	SUP / Trail	$561,600	Yes	3
2	Creek Road	Chaska Creek Blvd	Vista View Dr	1.48	SUP / Trail	$532,800	Yes	1
3	Engler Blvd	Ridge Ln	Old Audubon Rd	0.57	SUP / Trail	$205,200	Yes	3
4	McKnight Lake Trail	Lyman Blvd	Pioneer Trail West	2.45	Upgrade Existing	$502,250	Yes	3
5	Bavaria Rd/82nd St W	Ali Ln	McKnight Lake Trail	1.55	SUP / Trail	$558,000	Yes	1
6	Clover Ridge Connector	Molnau Court trail	Bavaria Road	1.09	Upgrade Existing	$223,500	No	3
7	Engler Blvd (north side)	West Creek Lane	Western City Limit	0.4	SUP / Trail	$144,000	Yes	0
8	Peavey Road	Norex Drive	Hazeltine Blvd	1.64	SUP / Trail	$590,400	Yes	3
9	Pine St (downtown)	Chaska Blvd	W 1st St	0.35	TBD (pending engagement)	-	Yes	5
10	W 3rd Street (downtown)	N Hickory St	Beech St	0.65	TBD (pending engagement)	-	Yes	5

** Cost estimates are based on MnDOT's Metro District Bicycle Plan (March 2019), which were derived from statewide average bid prices. To reflect current conditions, including higher costs due to inflation, post-Covid supply chain disruptions, and other factors, future project costs should be inflated relative to a base year of 2017. Cost estimates shown here do not include an allowance for engineering, utility, or right-of-way costs, but do include a 40% contingency that may account for some of those costs. Please note that these estimates are only intended to be used at a planning level and should be refined throughout the project development phase of each individual project.*

Facility Types for "Top 10" Facilities

Two types of facilities (with one "quick install" option) are recommended for implementing the Top 10 projects:

Preferred Type: Shared-Use Path (SUP)



A family enjoying a ride along a shard-use path (also known as a trail) in Chaska.

Totaling about 70 miles, Chaska has an extensive network of shared-use paths (SUPs). Also known as trails or bike trails, these facilities provide a dedicated space for people walking and biking.

Because they are physically separated from motor vehicle traffic and are generally sited along parks or scenic routes they are the "gold standard" for attracting users and growing walking or biking in a community.

SUPs are recommended and included within the "Top 10" projects where feasible to grow the City's "All Ages and Abilities" network.

Protected Bike Lane (PBL, Cycletrack)



Barrier-separated protected bicycle lane, Glenwood MN (population 2,560). Image courtesy of MnDOT.

Protected bike lanes (PBLs, also known as cycletracks or sidepaths) are trail-like facilities, adjacent to existing roadways, that offer a physically separated space for bicycle riders.

PBLs offer an "All Ages and Abilities" experience and attract new and existing bicycle riders.

PBLs are recommended in more active and dense areas of the City, where space is limited (including at more urban / developed locations in the "Top 10" projects) to provide a safer environment for bicycle riders, pedestrians and motorists.

PBL: Cycletrack Quick Install Option



A MnDOT "quick install" cycletrack in Wahkon MN (pop. 310). Image: T.A. LeBrun and Mille Lacs Messenger.

Building the facilities needed to support increases in biking can take many years, especially if funding is uncertain.

MnDOT has developed a set of guidelines and approaches to help communities quickly deploy improvements for biking.

Demonstration projects can be quickly planned and deployed for less than 5% of the cost of permanent facilities.

This approach can be used to quickly implement the plan's recommendations, including the "Top 10" projects.

Summary of Programs (Non-Infrastructure) Recommendations

Numerous recommendations for programs and other non-infrastructure initiatives (like printing bike route maps and focusing speed enforcement at specific locations) are also included as part of this plan and are detailed in the corresponding chapters.

Programs help build momentum for success as they are inexpensive, quick to deploy, and cost-effectively expand the reach and success of city investments.

A summary of key recommendations from each of the programs chapters is provided here - please refer to each full chapter for additional details.



At an Open Streets event in Albertville MN (population 7,900). Image courtesy of FYCC Albertville.

Education

» Develop and distribute network maps

» Conduct a media campaign around walking, biking and driving safety

» Develop a Safe Routes to School (SRTS) plan for the city's schools

Encouragement

» Implement a yearly Open Streets event

» Consider developing a walk / bike incentive program with local businesses

» Apply for recognition as a Walk Friendly and Bicycle Friendly Community

Enforcement

» Provide safety call boxes and lighting at select trails and locations

» Use active speed monitors at locations where speeding is a concern

» Use new Minnesota state laws to adjust automobile speed limits at locations with high pedestrian or bicycle use

Evaluation

» Setup a yearly counting program for assessing concentrations and level of use of walking and biking facilities

» Set goals and benchmarks to evaluate improvements in measures like safety, use, and community participation

» Consider a part-time position for a Pedestrian and Bicycle Coordinator (details in the Implementation chapter)

Equity

» Include considerations of equity when funding or prioritizing improvements; expand access to walk/bike assets for the city's disparity populations

» Expand proactive engagement to all of the city's populations

» Continue to address ADA considerations throughout the city's walk/bike network



1 Introduction, Goals, and Vision

This chapter provides an introduction to the plan - its goals, vision and principles, and an overview of why planning for walking and biking is important.

In This Section:

» Introduction
» Vision
» Why Plan for Walking and Biking?
» Goals
» Guiding principles

Introduction

Walking and biking are simple, accessible, and sustainable forms of transportation that provide healthy, affordable, and enjoyable options for reaching daily destinations.

Walkable, bikeable places provide safe, comfortable, and inviting walking and biking routes and offer freedom of travel for people of all ages, abilities and incomes, including the rich and poor, the young and elderly, and everyone in between.

About This Plan

This plan offers recommendations for routes, facilities, and programs to make walking and biking safer, more convenient, and more inviting and enjoyable options for people who live, work, and play in Chaska.

The plan uses two key approaches for its recommendations:

» An **Active Living** approach that seeks to make walking and biking comfortable and normal everyday activities for connecting to work, school, parks, neighborhoods and other community destinations

» A **6Es** approach that combines on-the-ground improvements (like new bike trails) with supportive programs (like maps, community events, safety campaigns and others) to make improvements in the city and grow walking and biking

The plan builds on the many investments and improvements that Chaska has completed over the last several decades, and looks into the future for implementing its recommendations.



Walking and biking trails in Chaska enrich residents' and visitors' experiences, connecting them with natural assets, the city's neighborhoods, and thriving business nodes.

How the Plan Was Developed

The project team worked with Chaska residents, staff, and officials to learn about existing issues and ideas for improvement, and develop a vision for walking and biking in the city.

Issues noted by residents and staff were carefully analyzed to respond to safety, connectivity, and user-comfort concerns. An implementation plan was developed to identify priorities for funding and building improvements.

The plan was led by City of Chaska staff, and was funded by a Statewide Health Improvement Partnership (SHIP) grant administered by Carver County Public Health.

Vision

The plan's Vision is a statement describing the future of Chaska after the plan's recommendations are implemented. It was developed from the comments and ideas gathered through the Plan's community engagement process, and refined through work with the plan's Project Steering Committee (PSC) and City staff:

The City of Chaska is an active and vibrant community where people of all ages and abilities enjoy access to a safe, inviting and convenient walking and biking network throughout the entire year.

Linking parks, schools, commercial, employment, residential areas, and transit, the City's network highlights Chaska's natural assets and offers easy and comfortable connectivity to destinations throughout the community.

Chaska continually grows the use of walking and biking through an integrated 6Es approach that combines on-the-ground improvements with engagement, education, encouragement, enforcement, evaluation, and equity initiatives.



What Residents Want

More than one thousand Chaska residents provided ideas and comments for improving walking and biking in the City. Their guidance helped shape the plan's recommendations. This is what they said:

- Walking and biking are fun and important activities in their lives
- The City has great trail assets already in place
- Gaps in the current network make walking or biking difficult
- Walking and biking close to motor vehicle traffic is stressful and makes daily use of these options less attractive
- Maintaining walking and biking facilities throughout the year (including winter) is important
- Wayfinding, and knowing how to navigate the system to reach desired destinations can be difficult

Why Plan for Walking and Biking?

There are many reasons why investing in walking and biking makes sense for Chaska. Here are some of them:

Safety

A comprehensive network of walking and biking routes improves safety by providing continuous connections with fewer gaps, more separation from motor vehicle traffic, and calmer streets.

Livability and Equity

Increasing options for getting around helps achieve community goals by improving access to jobs, neighborhood schools, and services for more people - including those without cars.

Access to Destinations / Mobility

Walking and bicycling increase mobility, allowing people of all ages and abilities to reach more destinations throughout the community.

Health

Active transportation options, like walking and biking, help people to build regular physical activity into their daily lives, and improve health for the community overall.

Household and Community Prosperity

Walking and biking are affordable transportation options that reduce residents' cost of travel. People who walk or bike for at least some of their trips are able to save on costs associated with vehicle ownership and operation, freeing up budget for other expenses.

Cleaner Air

When more people walk, bike, or take transit to meet their transportation needs, all residents benefit from cleaner air and reductions in pollutants caused by vehicle exhaust.

Recreation

Walking and biking are among the top desired recreational activities in regional surveys, especially among older residents. During public engagement, Chaska residents noted that they use walking and biking for fitness and recreation more than for any other purposes.

Parking and Congestion Alleviation

Over 25% of trips in the US are shorter than one mile. That's a 20-minute walk, or a 6-minute bike ride, an easy distance for most people. Fewer people driving means less congestion on existing roadways, less demand for parking, less time and money spent waiting in traffic, and safer conditions for everyone.

Regional Economic Competitiveness

- Communities with trails and safe walking and biking infrastructure attract tourism and boost their economies.
- Reducing traffic speeds by 5–10 mph increases residential property values by approximately 20%
- In communities across the United States, each one point increase in a home's Walk Score (a measure of walkability) is associated with a $700-$3,000 increase in resale value
- Over 75% of millennials say it is important for their city to offer opportunities to live and work without relying on a car

Goals

What Are the Goals for the Plan?

The main goal for this plan is very simple: to increase the number of Chaska residents, workers, and visitors who choose to walk or bike for transportation, recreation, health, fitness, and fun in the city.

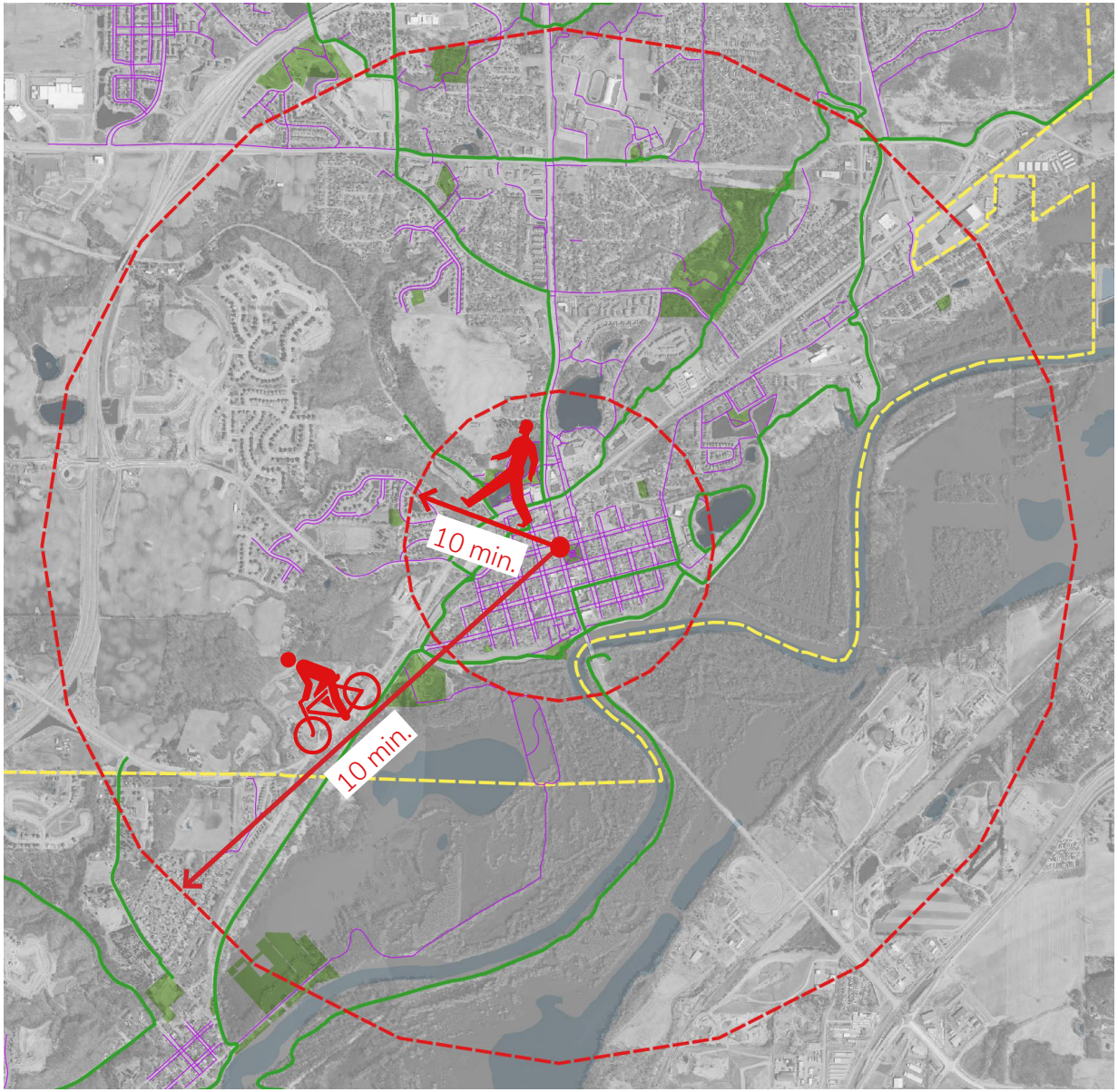
The plan also aims to support the efforts made by City staff, residents, and elected officials to continually increase quality of life, amenities, safety, and environment for Chaska residents, businesses, workers, and visitors.

How Will We Achieve These Goals?

The plan's goals will be achieved by:

» Providing a continuous network of safe, comfortable, and inviting facilities, and,

» Implementing a full range of effective and proactive programs that support increased walking and biking in the city - including programs in community education, encouragement, enforcement, and evaluation.



Chaska is a walkable and bikeable community. Due to its compact size, a person walking can reach all of its downtown core in less than 10 minutes. On a bike, a 10-minute ride lets one reach many destinations in the city.

Guiding Principles

An "All Ages and Abilities" System

An "All Ages and Abilities" system is one where anyone, regardless of age or skill, can safely and conveniently use walking or biking as part of their daily routine. Building safe and comfortable facilities will invite use by more Chaska residents, including children, seniors, and adults - and those who are not currently walking or biking today.

Improve Safety, Perception of Safety, and User Comfort

Address unsafe conditions at intersections, facilities or trails where issues of safety or user perception of safety exist. Increasing the comfort of existing facilities to respond to user preferences will help grow walking and biking trips.

Develop Facilities and Address Gaps

Provide facilities, connections, and wayfinding where needed and develop walking and biking networks that offer continuous, high-quality, comfortable, and intuitive connections.

6Es for Success

Infrastructure and programing are the key to the system's success. Thoughtfully-developed programs can quickly and inexpensively invite greater use and grow walking and biking in Chaska.

A Year-Round Approach

Support year-round walking and biking by making efficient use of the City's limited maintenance resources. Protect investments by proactively maintaining walk/bike facilities.



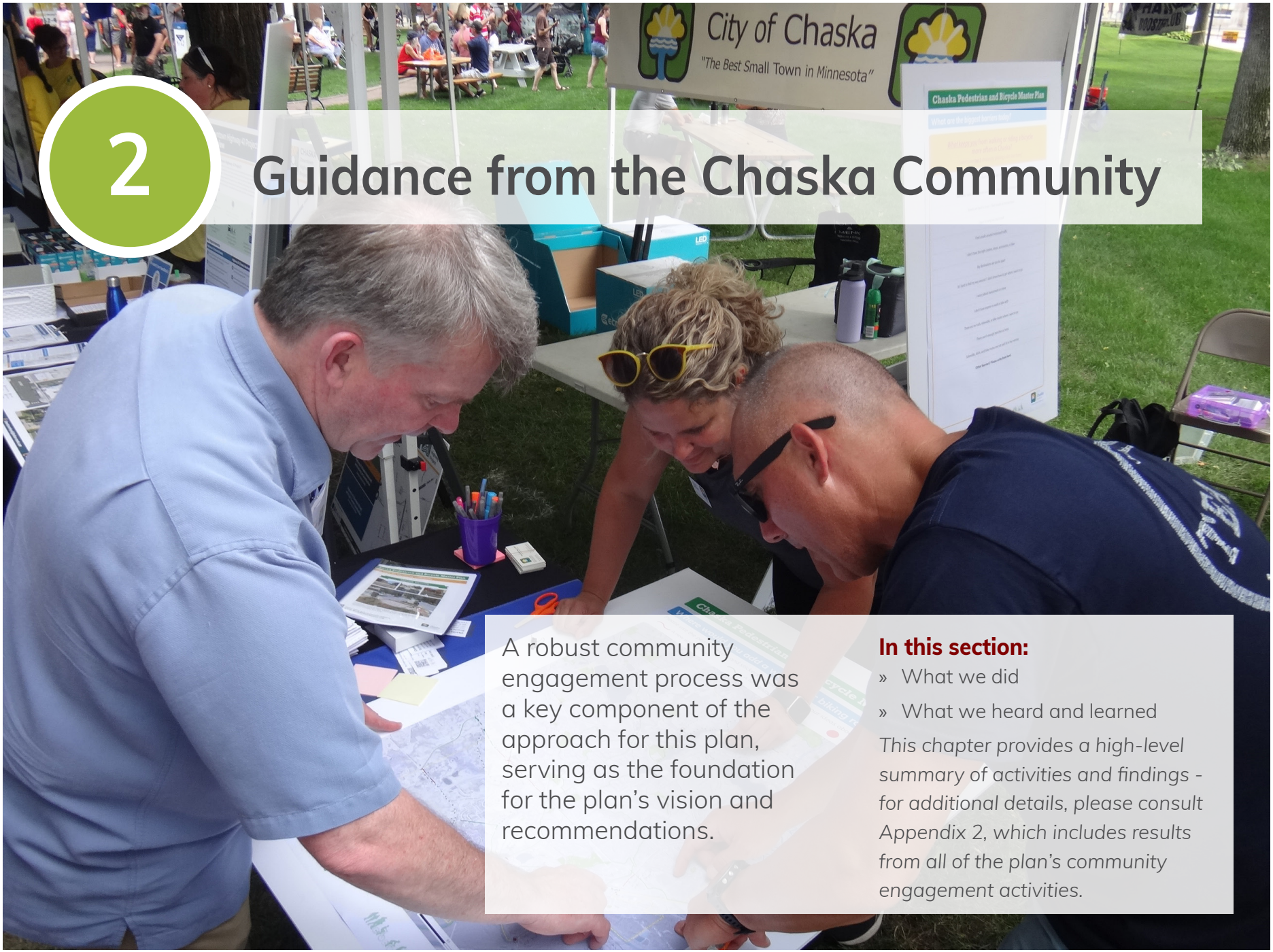
A strategic year-round approach can help grow walking and biking in the community while being mindful of limited maintenance resources.

An Active Living Approach

The places where people live, work, and play shape their physical, emotional, and financial well-being. Active Living policies and initiatives help make physical activity (like walking or biking) a useful, easy, fun and normal part of everyday life.

An Active Living approach for designing communities can:

- Improve people's physical and mental health
- Make walking and biking safer
- Bring people together
- Reduce traffic congestion, improve air quality, maximize green space, and reduce transportation costs for families
- Decrease a community's overall risk and severity of chronic disease and medical costs



2 Guidance from the Chaska Community

A robust community engagement process was a key component of the approach for this plan, serving as the foundation for the plan's vision and recommendations.

In this section:

» What we did
» What we heard and learned

This chapter provides a high-level summary of activities and findings - for additional details, please consult Appendix 2, which includes results from all of the plan's community engagement activities.

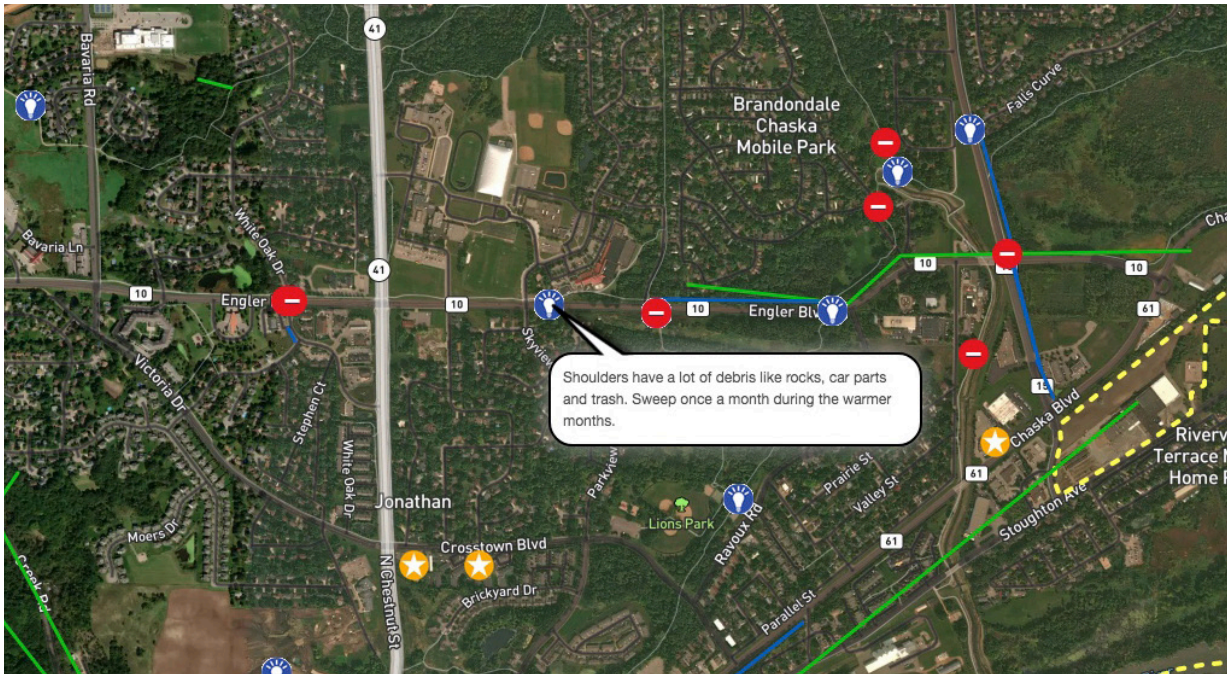
What We Did

Connecting with Chaska residents was a key priority for the plan. Working through the challenges presented by COVID-19, we conducted an extensive and very successful online engagement campaign to receive comments and guidance from more than one thousand Chaska residents.

We supplemented our online efforts with strategic in-person engagement once it was safe to do so - and conducted activities at community events and meetings with community partners, reaching more that 300 additional participants.

The comments we received, reflecting residents' experiences and ideas for the future of walking and biking in Chaska, helped to orient the plan's vision and recommendations.

A detailed summary of public engagement results can be found in Appendix 2.



Close-up view of comments received through the plan's Wikimap, one of several online engagement activities for the plan.

Participation by the Numbers

OVER
920 participants in the plan's online survey!

138 participants used the interactive online map to recommend new routes

OVER
110 map comments received including destinations, routes, barriers, and ideas

MORE THAN
650 unique visitors to the plan's public website

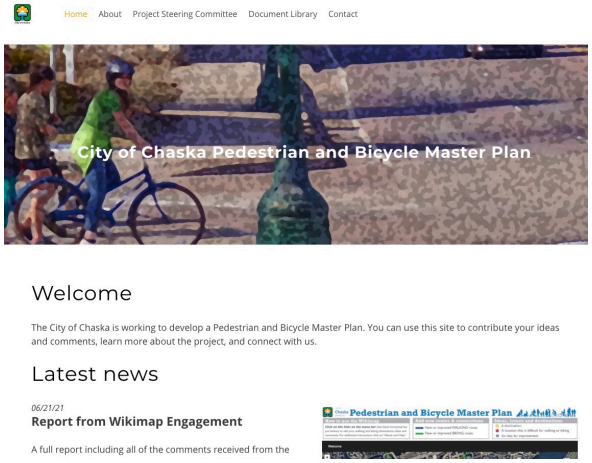
2 online public workshops to share experiences and ideas for improving walking and biking in the city

Tools and Approach

Knowing that COVID-19 would limit opportunities for in-person engagement, we developed a robust set of both *online* and *in-person* engagement activities.

Online components of our engagement campaign included:

Project website



The project website served as the principal clearinghouse for plan information and was a key tool for sharing project progress, providing access to mapping tools and surveys, and offering a platform for commenting on the plan. The website also hosted brief videos about the project as well as tools like fliers and sample social media messages to help disseminate news about the plan.

Interactive Online Map (Wikimap)

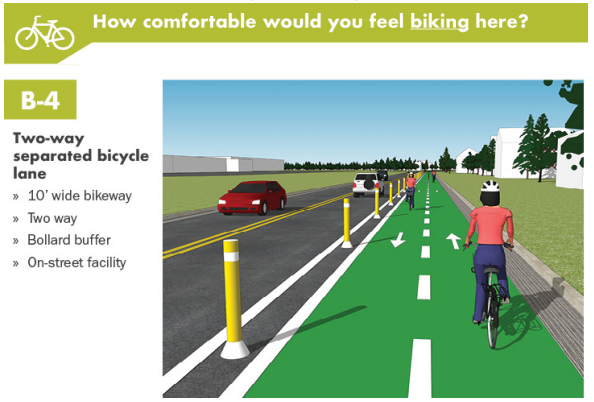


An interactive online map collected location-specific comments about walking and biking assets, locations of concern, and priorities. Data from the map was brought into the Geographic Information System (GIS) database used to develop the plan's recommended routes, and were a key input for the design process.

Social Media

The project team closely coordinated with City staff to leverage the City's current Facebook and Twitter channels to provide timely project announcements, share information about online participation tools, and invite residents to upcoming public workshops. Social media was also used to invite visitors to the project website to view project updates and plan drafts.

Online Community Survey



The plan's online survey included questions to gather ideas and preferences related to walking and biking.

A detailed online survey was used to gather specific information from Chaska residents regarding their ideas, needs, and desires for the pedestrian and bicycle network in the city - including their preferences and perceptions of comfort and safety for specific types of facilities. This was key information for the plan as building an All Ages and Abilities network is one of its main goals.

The online engagement campaign was extremely successful, with more than 1,050 participants overall (926 participants in the online survey and 138 participants in the Wikimap). The online campaign was then supplemented with a strong in-person component.

In-Person Engagement

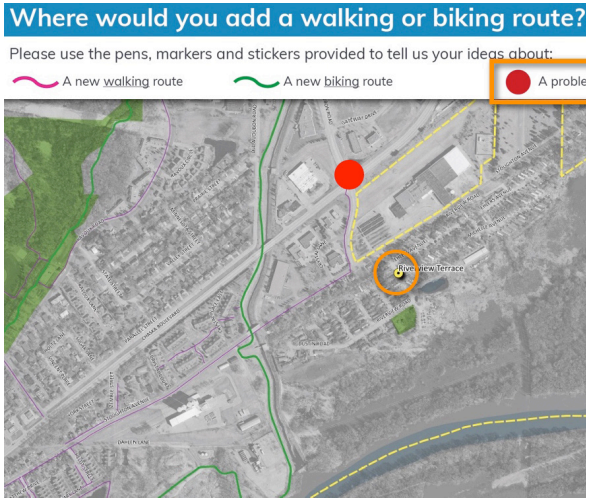
To round out the plan's engagement campaign and connect with communities that were under-represented in online engagement activities, four additional in-person opportunities were held, including events at apartment complexes with immigrant populations (with translators available), at an event with young people, and at River City Days, which enjoys broad participation.



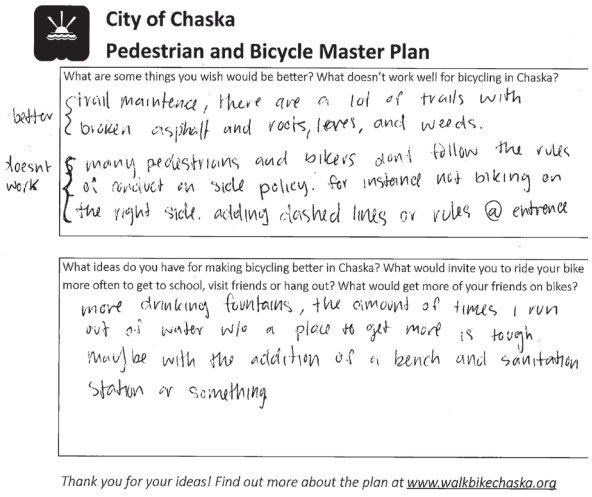
At River City Days.



Session at Lake Grace Apartments.



Comments gathered at Lake Terrace apartments.



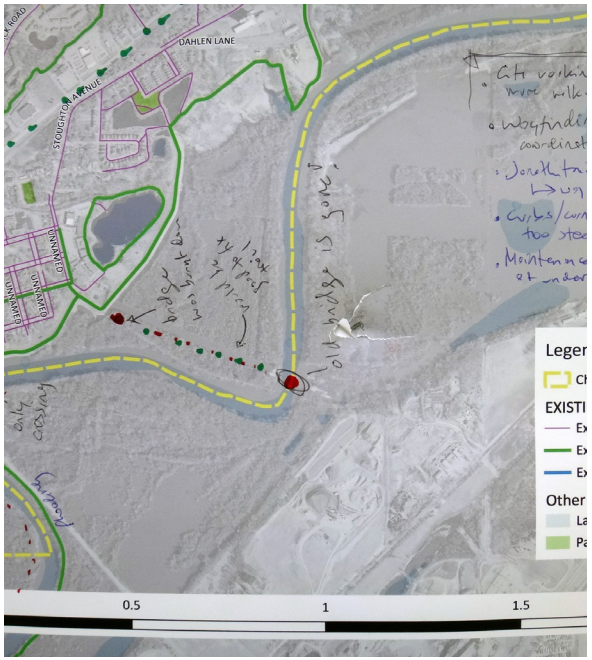
Worksheet from the Mountain Bike Team.

Project Steering Committee (PSC)

The work of the plan was managed by a Project Steering Committee (PSC) made up of residents, local advocates, agency partners, and City staff.



At one of the plan's Steering Committee meetings.



Comments gathered at River City Days.

What We Heard and Learned

Key Themes

Several key themes emerged through engagement, including:

Residents very highly value Chaska's walk / bike facilities and network

» Residents recognize, appreciate and use the walking and biking facilities that are in place today, while they also recognize opportunities for improving the system

Walking is a very popular activity in Chaska today

» More than half of participants in the plan's engagement (51%) walk four or more times per week

» Four-fifths (80%) of respondents walk for pleasure or exercise at least 2-3 times per week

» One-quarter (25%) of respondents walk at least once a week to complete shopping or errands

Biking is also very popular

» More than half of participants in the plan's engagement (58%) ride a bike at least 2-3 times per week

» Just under one-quarter (22%) of respondents ride a bike at least once per week to go shopping

» About one out of seven (14%) respondents ride a bike at least once a week to go to work

There's a lot of room to grow walking and biking

» 80% of respondents have never biked to get to work or school

» Over half (55%) of respondents have never walked to shopping or errands

Opportunities for Growing Walking and Biking

Participants identified several improvements that would invite them to walk or bike more often:

» Growing the network of walking and biking routes

» Making it easier for people to cross busy streets

» Increasing separation from motor-vehicle traffic

» Addressing gaps in the network



Recreation is among the top reasons provided by Chaska residents for walking and biking in their community. More than 80% of respondents walk for recreation at least twice per week; for bicyclists, the figure is about 60%. Image of trail from Carver to Firemen's Park courtesy of Val Preston.

» Improving lighting along trails and streets

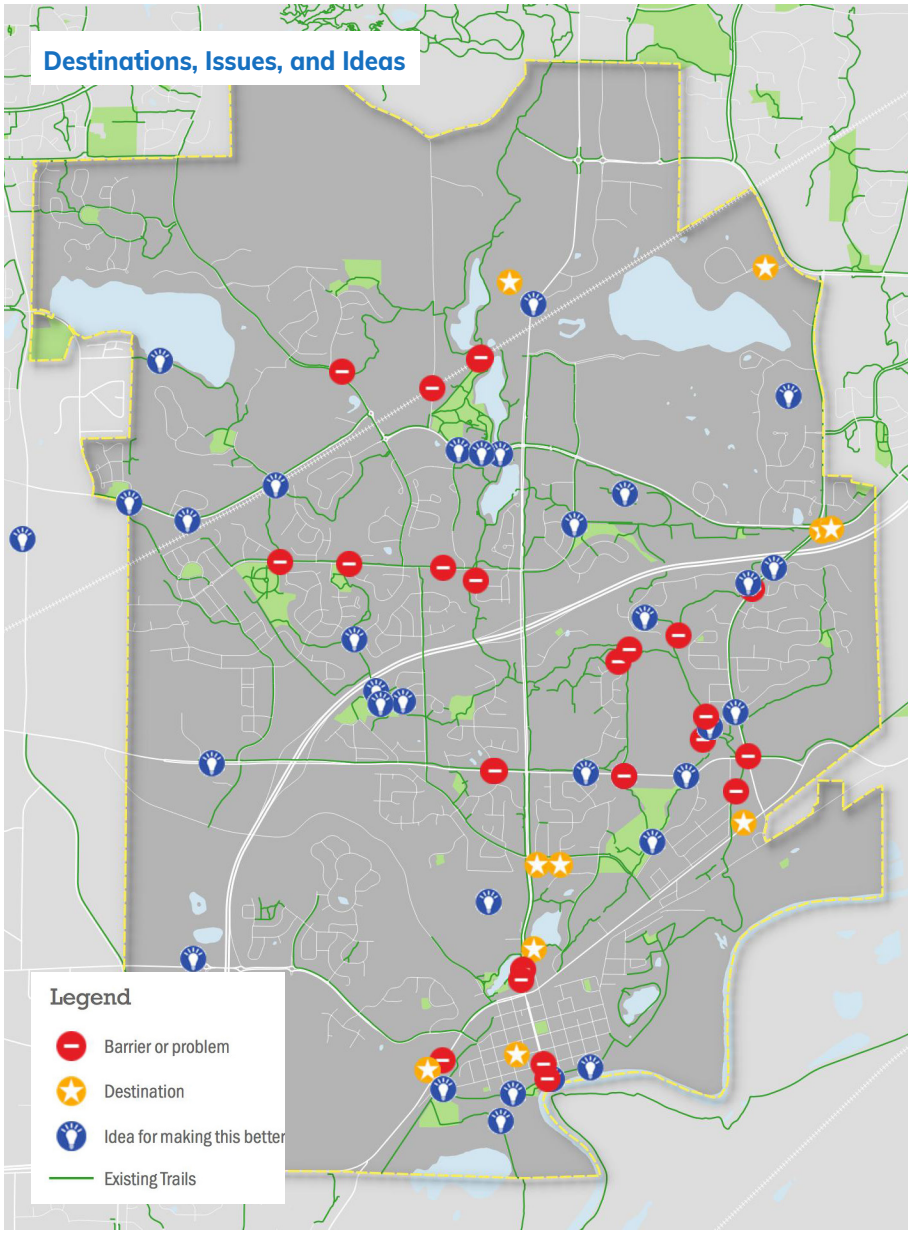
» Improving winter maintenance of walking and biking routes

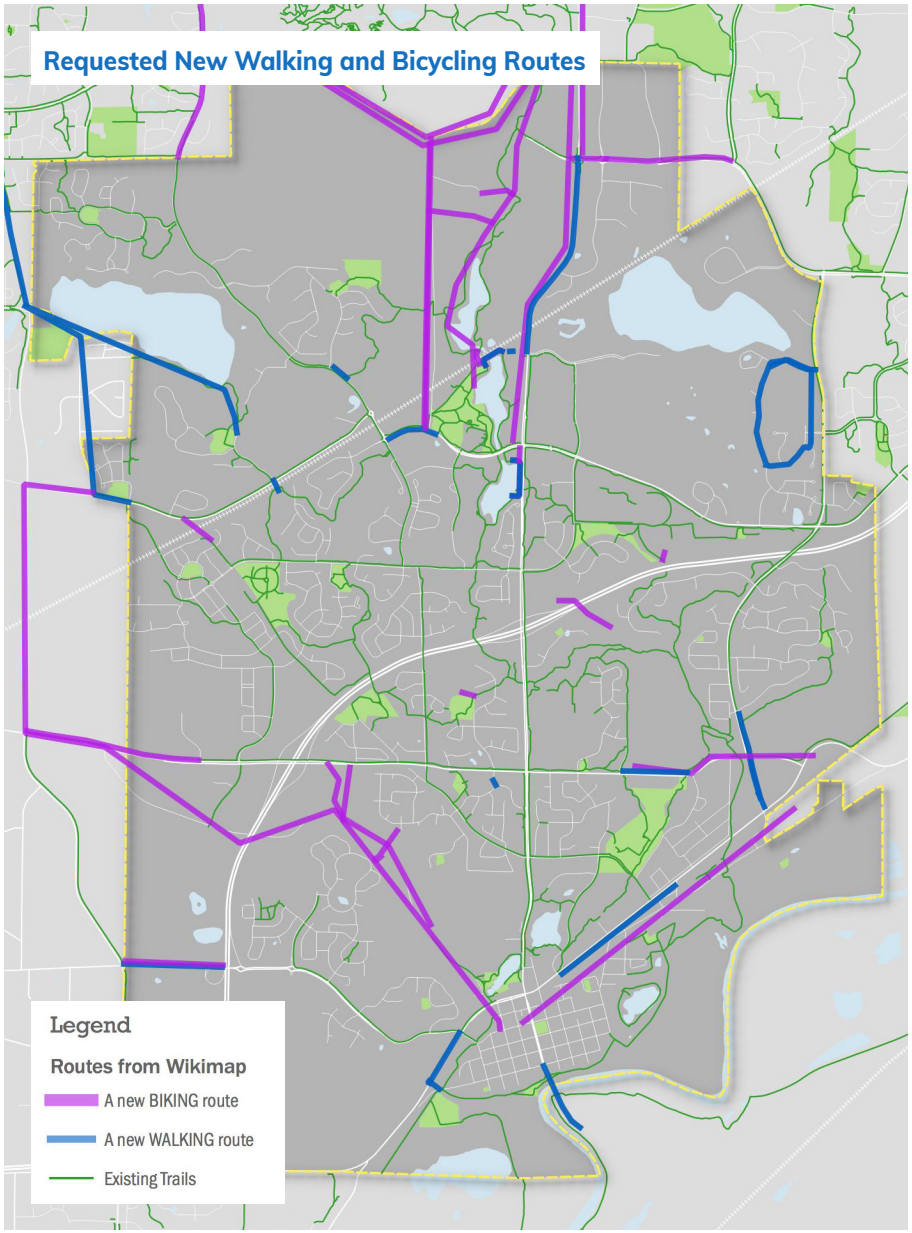
» Installing more bike racks

» Providing maps and signs to find destinations more easily

Results from the Wikimap

A sample of results from the interactive online map are provided below. Each of the points and lines shown includes a description and additional information provided by participants. A full export including each individual comment is provided in the Appendix.





Facility Preferences

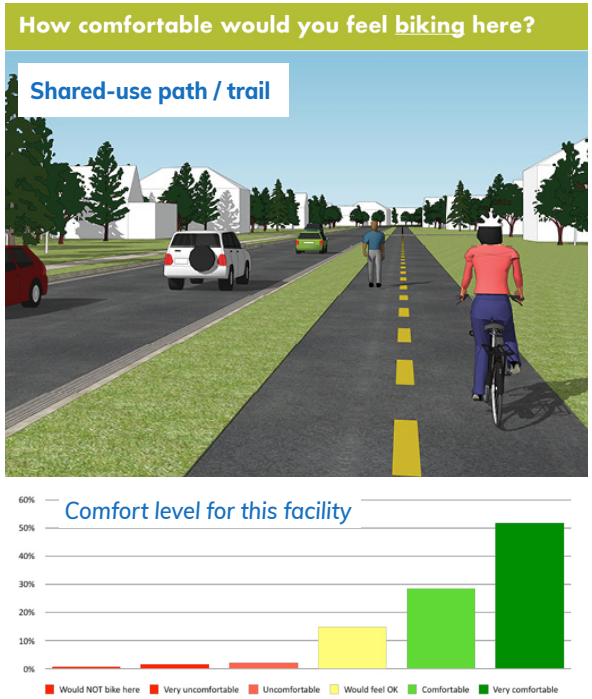
The online survey (with over 900 participants) included questions asking people to describe how comfortable they would feel walking or bicycling along twelve different types of facilities (user comfort is important because it will determine use of the City's network). The most comfortable facilities were those that provided separation from motor vehicles. Please see the report with full results in the plan's Appendix.

Walking



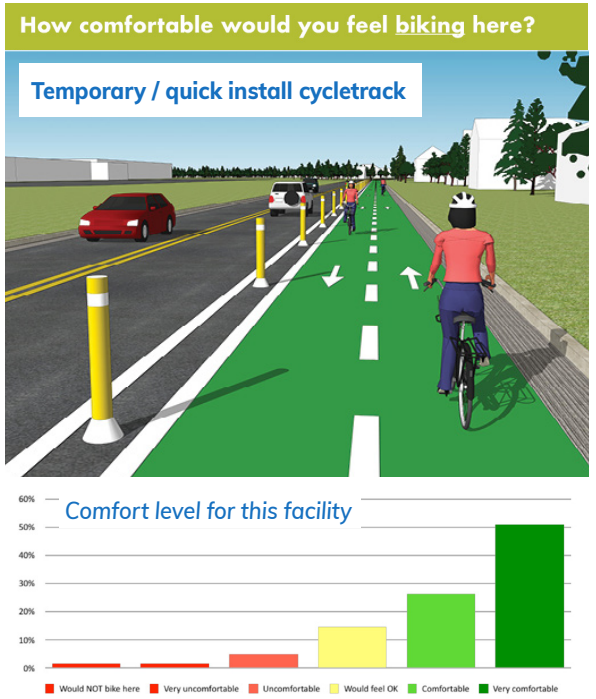
People walking indicated a very significant increase (about 120%) in the level of comfort they would experience if additional space (as little as 5 ft) was provided between the walking surface and lanes of moving traffic. For the plan, this means that providing a boulevard or other separation between sidewalks and traffic lanes is essential when developing new facilities.

Bicycling

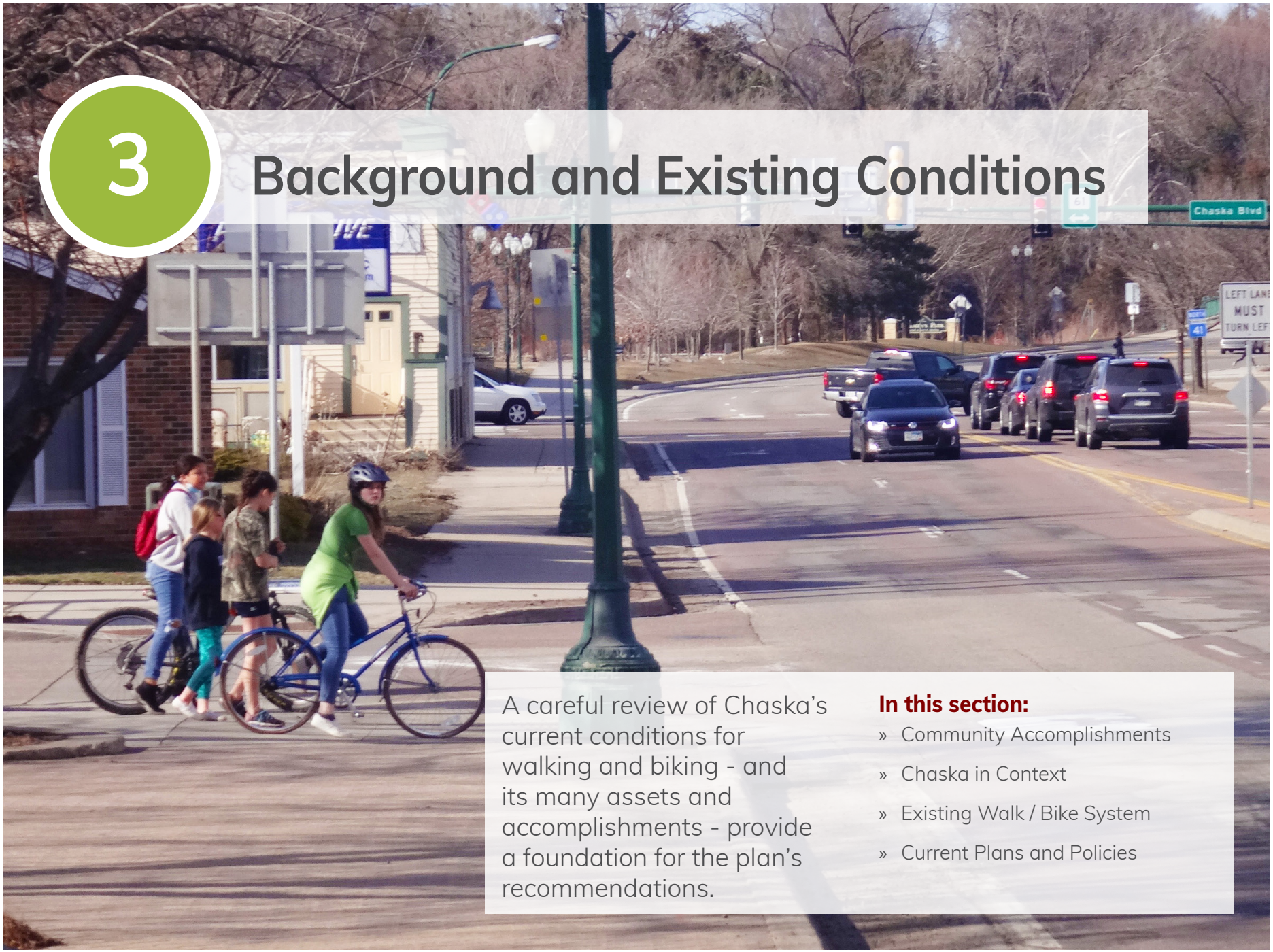


People bicycling indicated a very clear and strong increase (over 500%) in the level of comfort they would experience as bicycle riders if additional space is provided between the bicycle facility and lanes of moving cars. Two key findings are:

1) A bicycle lane with a permanent barrier, like a median, ranked as high as an entirely separate off-street facility like a shared-use path or trail.



2) A temporary facility, marked with bollards and paint (see image above), had a "level of comfort" almost indistinguishable to a trail - but can be developed very quickly and for less than 5% of the cost ($40,000 per mile vs $2,500,00 per mile).



3 Background and Existing Conditions

A careful review of Chaska's current conditions for walking and biking - and its many assets and accomplishments - provide a foundation for the plan's recommendations.

In this section:

- Community Accomplishments
- Chaska in Context
- Existing Walk / Bike System
- Current Plans and Policies

Celebrating Community Accomplishments

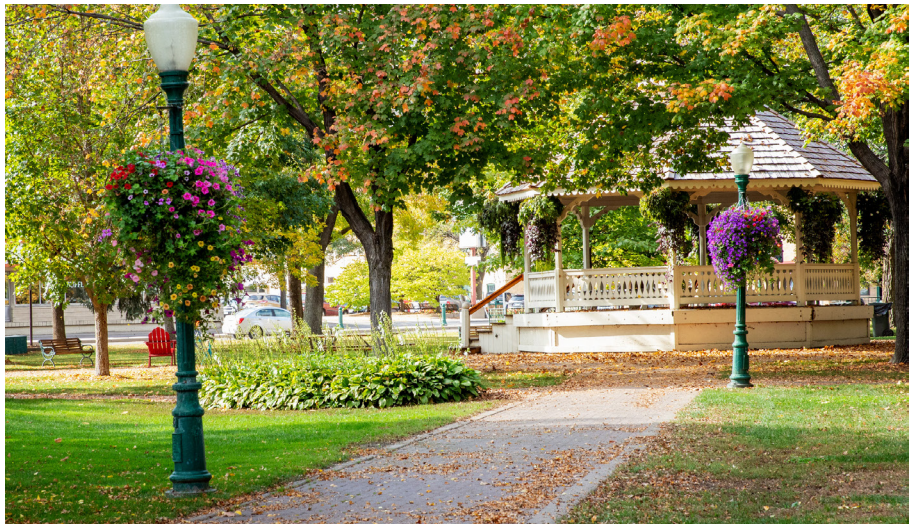
Chaska has been working for decades to become a more walkable and bikeable community. Its investments in pedestrian and bicycle connectivity are recognized and appreciated by residents, and are a distinguishing community characteristic.

The city's walkable downtown, its numerous recreational trails and pathways, and signature parks and civic spaces are key contributors to Chaska's high quality of life.

Some notable community assets and accomplishments include:

- More than 70 miles of walking and biking trails
- Sustained investments over decades for ensuring the vitality of its thriving and walkable historic downtown
- Numerous parks and recreation assets
- Educational walk/bike campaigns and events
- Formation of a Bicycle Friendly Community (BFC) Committee to help elevate the City's walk/bike efforts and orientation
- Development of the new Hawks Ridge Mountain Bike Trail - a joint effort of community volunteers with City and MnDOT support
- New walkability improvements for Highway 41 through the City's downtown

Development of this plan, supported through a grant from a Carver County Public Health / Statewide Health Improvement Partnership (SHIP) grant is also a community accomplishment and the foundation for the City's next round of successes!



City Square is a key walkable destination in the City's downtown.



Chaska's numerous recreational trails help connect residential and natural areas.

Chaska in Context

Chaska is an historic small town located along the Minnesota River in Carver County, toward the western edge of the Twin Cities Metropolitan Region. With a population of about 27,810 residents, it is classified as a "Suburban Edge" community by the Metropolitan Council, and is located inside the Metropolitan Urban Service Area.

The city is located about 20 miles southwest of Minneapolis and is immediately adjacent to Chanhassen.



Early days of Chaska's Downtown.



In the city's Downtown historic core today.

Origins and History

The place where Chaska stands today was first inhabited by Mound Builder peoples, who built the ancient burial mounds found in what is now City Square. Later, the Dakota people (also known as the Sioux) inhabited the region, which they named the Big Woods.

The original town site was surveyed and platted in 1854 and incorporated as a Village in 1871, and later as a City in 1891.

Chaska's early development was tied to steamboat traffic on the Minnesota River and later to agricultural development of the surrounding area. Brickyards and breweries were important early industries followed by pickle and sugar factories after the turn of the century. Two rail lines built in 1871 and 1877 influenced Chaska's growth and its industrial expansion, evolving from a river port to a dual role as an agricultural trade/service center and industrial center. During the latter part of the 1800s and the first half of the 1900s, Chaska's population stayed around 2,000 people.

The city remained a small town until growth of the Twin Cities metropolitan area reached it in the 1960s.

The city's growth and development continues, with numerous industries and employers locating in the area, and construction of 100 to 300 new homes per year. Commercial businesses offer a variety of retail and service opportunities throughuot the community, while revitalization of commercial areas in the city's downtown began in the 1980s and continues today.

Although the community has seen much growth, sensible development and sound planning have ensured Chaska's continuing sense of community and the preservation of its rich heritage.

Natural Features

The Minnesota River and two of its tributaries - East and West Chaska Creeks, are primary natural features. The main and tributary channels carved an extensive wooded ravine system through most of the City while the steep and wooded Minnesota River bluff line rises about 100 feet from the wide river valley.

The City's topography is characterized by level to gently rolling land within the Minnesota River Valley lowlands, with rolling to hilly terrain above the bluff. A wide variety of wetlands are also present, including lakes, ponds, and marshes.

Urban Form

The City's historic core, located along the Minnesota River, is organized as a traditional grid of streets, with generally square blocks of approximately 330 ft per face. This development pattern offers a high number of routes and alternatives for walking and biking trips.

Outside the historic core, the City has developed in a dispersed and discontinuous pattern, where areas hosting residential or commercial development are generally separated from others by large open spaces, parks, or agricultural areas. The majority of residential development in the City is in the form of detached single family residences. A large industrial area is located in the City's northeast quadrant, while a large commercial area is located near its center.

The new residential and commercial areas are generally developed as large, curvilinear "superblocks" arranged around higher speed arterial roadways, and offering fewer opportunities for pedestrian or bicycle travel.

North Chestnut Street (State Highway 41) is a principal north-south route, while Pioneer Trail, Engler Boulevard, and Chaska Boulevard provide east-west connectivity. MN Highway 212 connects the City to other cities in the region.

Regional Walk/Bike Networks

There are several existing regionally-important non-motorized networks in and around the City, including the Minnesota Valley State Trail, SW Regional Trail, and Minnesota River Bluffs Regional Trail. In addition, several corridors and alignments in and around the City are identified in the Metropolitan Council Regional Bicycle Transportation Network (RBTN).



Structure of blocks in the city's downtown historic core.



Development in "superblocks" along Pioneer Trail.

Existing Pedestrian and Bicycle System

Chaska's existing pedestrian and bicycle system is well-used by residents and is an asset to the community. There are opportunities to leverage those existing assets, address existing issues, and continue to grow walking and biking in the city.

Assets and Opportunities

» The City's existing and extensive inventory of sidewalks and approximately 70 miles of shared-use paths and trails

» Strong resident support for walking and biking

» Commitment from elected officials, City Departments, County and community health organizations, and residents toward development of an All Ages and Abilities network

» Understanding of and commitment to infrastructure *and* programs as part of the community's approach

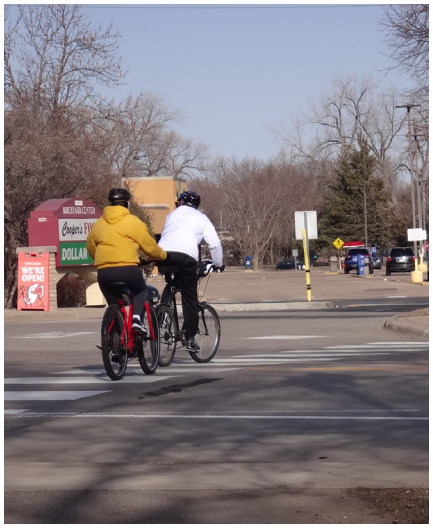
Issues and Challenges

» Gaps for All Ages and Abilities connectivity in the existing network, especially for access to and from the City's downtown, major commercial and industrial areas, and new residential developments

» Infrequent facilities / limited connectivity / route options

» Major roadways hindering walk/bike connectivity, and uncomfortable crossings at major intersections

» Distance and connectivity issues to several important daily destinations



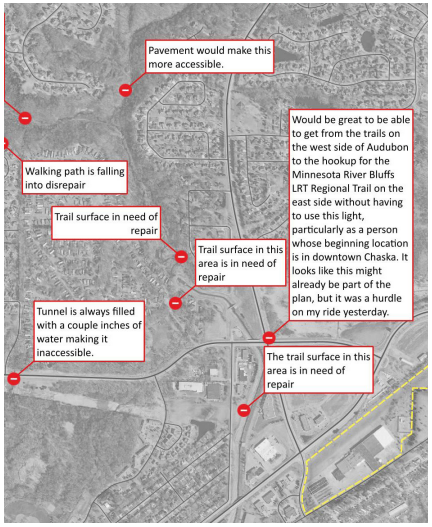
Community interest in walking and biking.



New high-quality trails and facilities.



Major roadways with large intersections.



Opportunities to add appeal & usefulness.

Existing Pedestrian Network

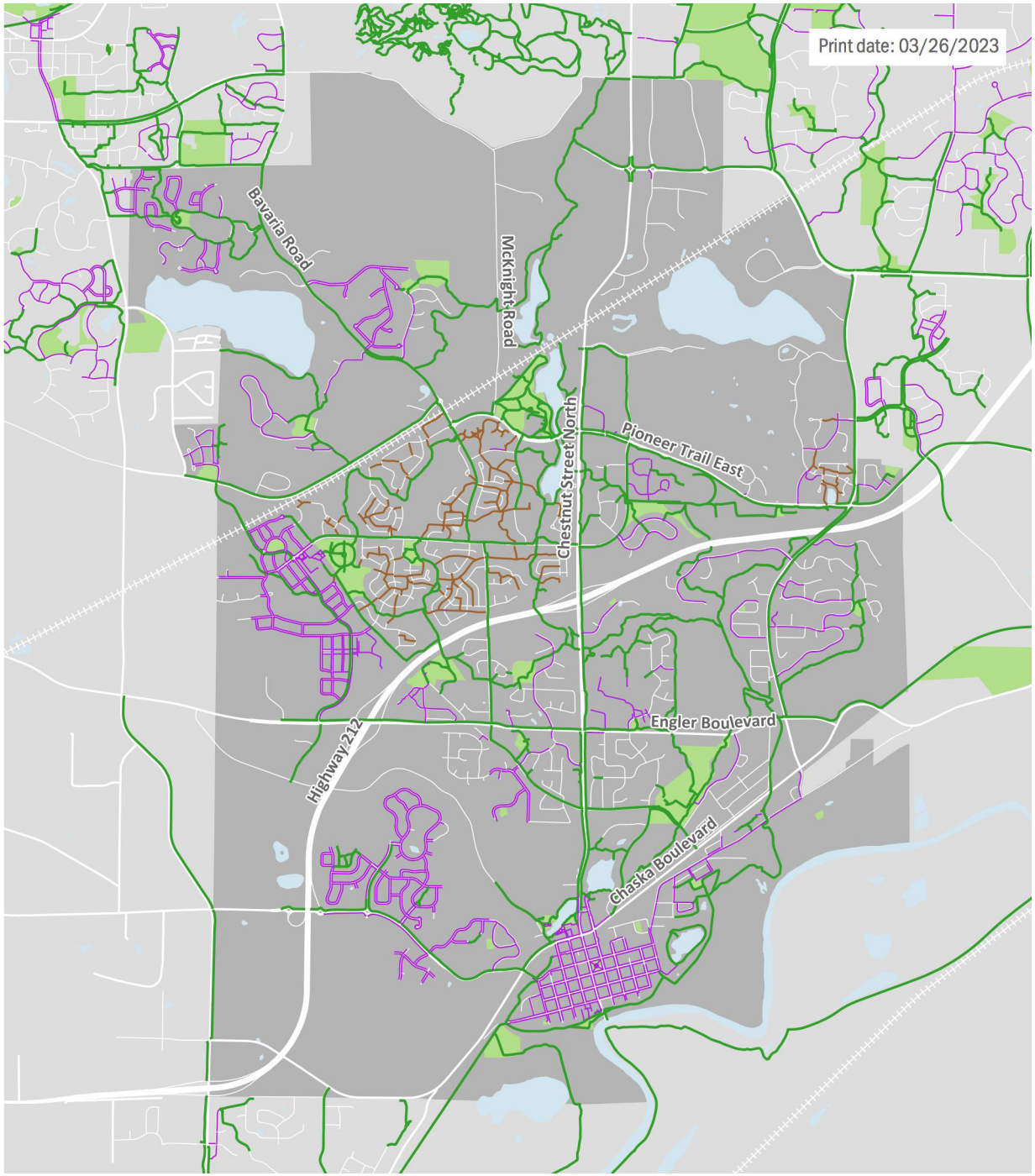
What the Map Shows

Numerous walking facilities, including sidewalks and trails, exist in Chaska. Sidewalk coverage in the Downtown is exceptional; however, connectivity gaps exist in many areas of the city where newer development is located.

Some neighborhood streets in residential and employment districts do not include any walking facilities. Similarly, there are several stretches of key community roadways where sidewalks (either along or across them) are not provided.

Implications for the Plan

To avoid costly retrofits, sidewalks should continue to be required as part of new development. Creative low-cost solutions may be needed to address current gaps. Trail facilities at key locations may help address pedestrian connectivity.



Existing Bicycle Network

What the Map Shows

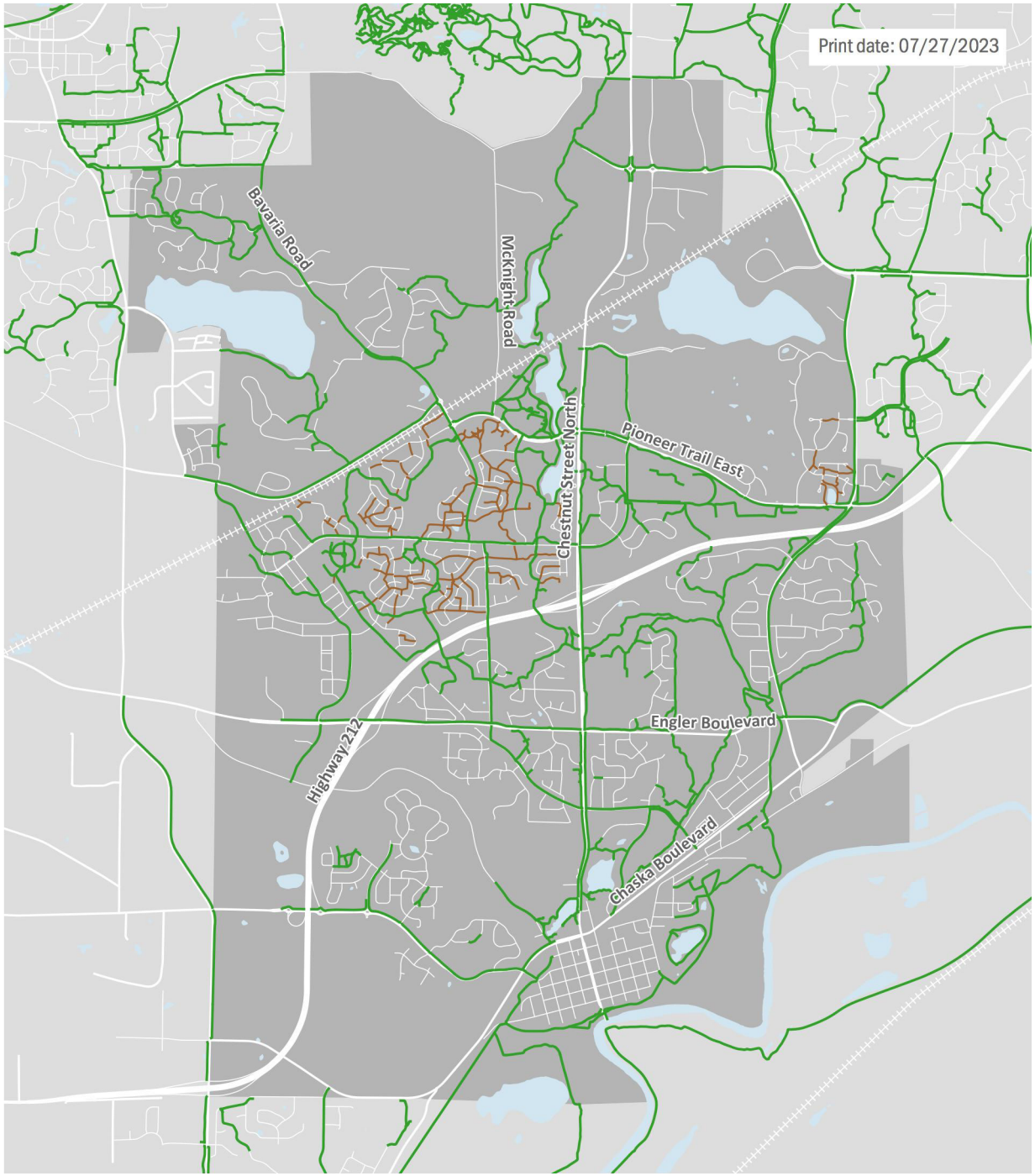
Approximately 70 miles of trails make up Chaska's inventory of bicycle facilities (no other types, like protected bicycle lanes or neighborhood slow streets are provided).

These facilities provide coverage across a southeast-northwest orientation. In some portions of the city, east-west and north-south trail connectivity is limited.

Several gaps in connection to residential, commercial and employment locations exist. Some major barriers, in the form of high speed / high capacity roadways, limit connectivity.

Implications for the Plan

Chaska's current inventory of trails provides a strong foundation for an "All Ages and Abilities" network. Establishing high-comfort connections across the city and a supportive network of calmed neighborhood slow streets will greatly improve bicycle travel.



Current and Recent Plans and Policies

Chaska and other partner agencies have completed several planning initiatives with important implications for the City's walk/bike system.

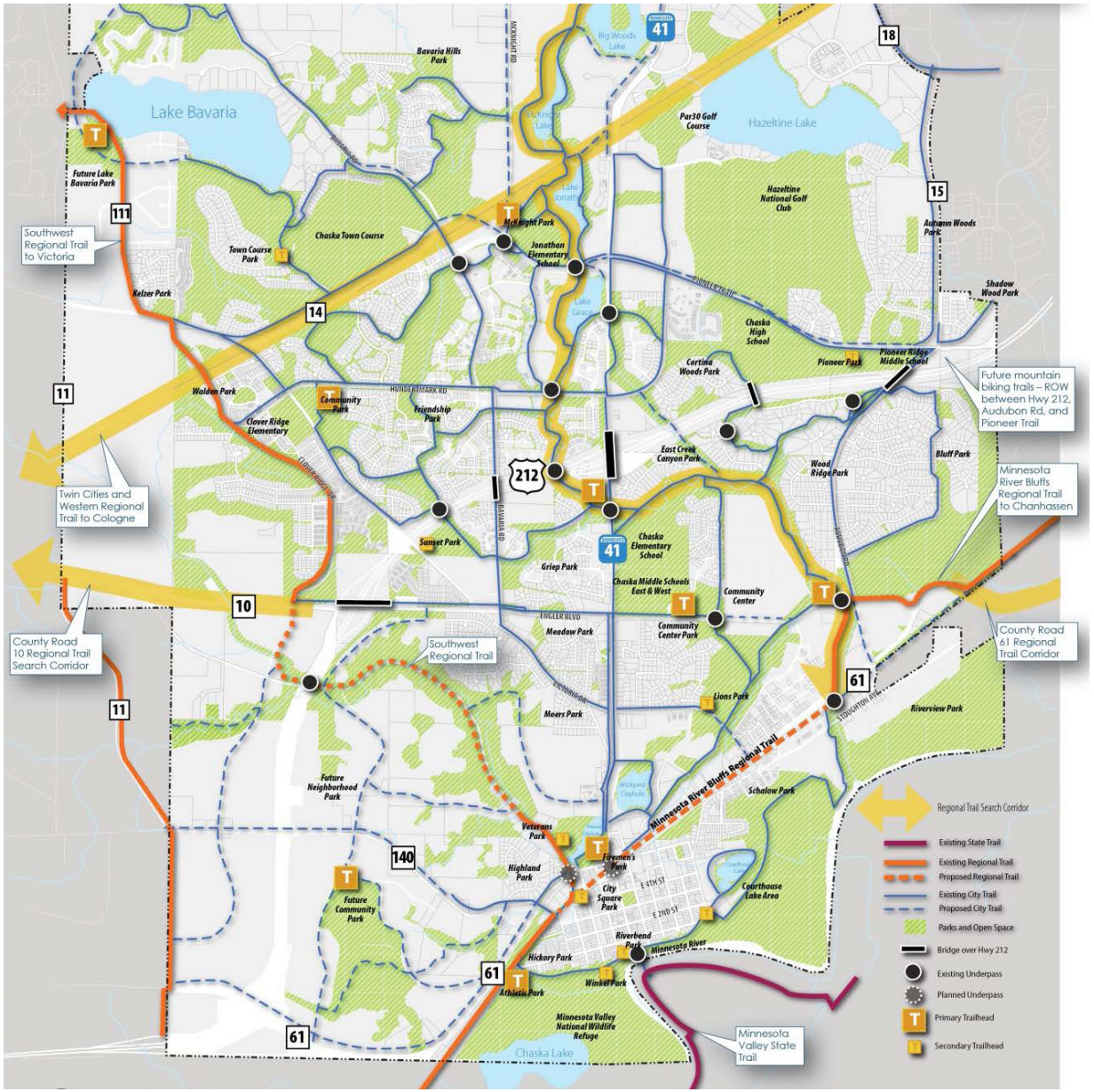
Recommendations from these plans were carefully examined and inform the recommendations from this planning effort.

2040 Comprehensive Plan

The City's Comprehensive Plan is a 20-year framework for how Chaska will grow and develop, addressing land uses, housing, parks, economic activity, and transportation.

Pedestrian and bicycle-related topics are addressed in several chapters, including Chapter 6 (Transportation), 7 (Parks and Trails), and 11 (Implementation).

Key recommendations include identification of future trail investments, development of Metropolitan Council regional trail search corridors, identification of Complete Streets goals, and prioritization of Safe Routes to School initiatives.



Existing and planned trails and parks facilities from the Parks and Trails chapter of the 2040 Comprehensive Plan.

Carver County 2040 Plan

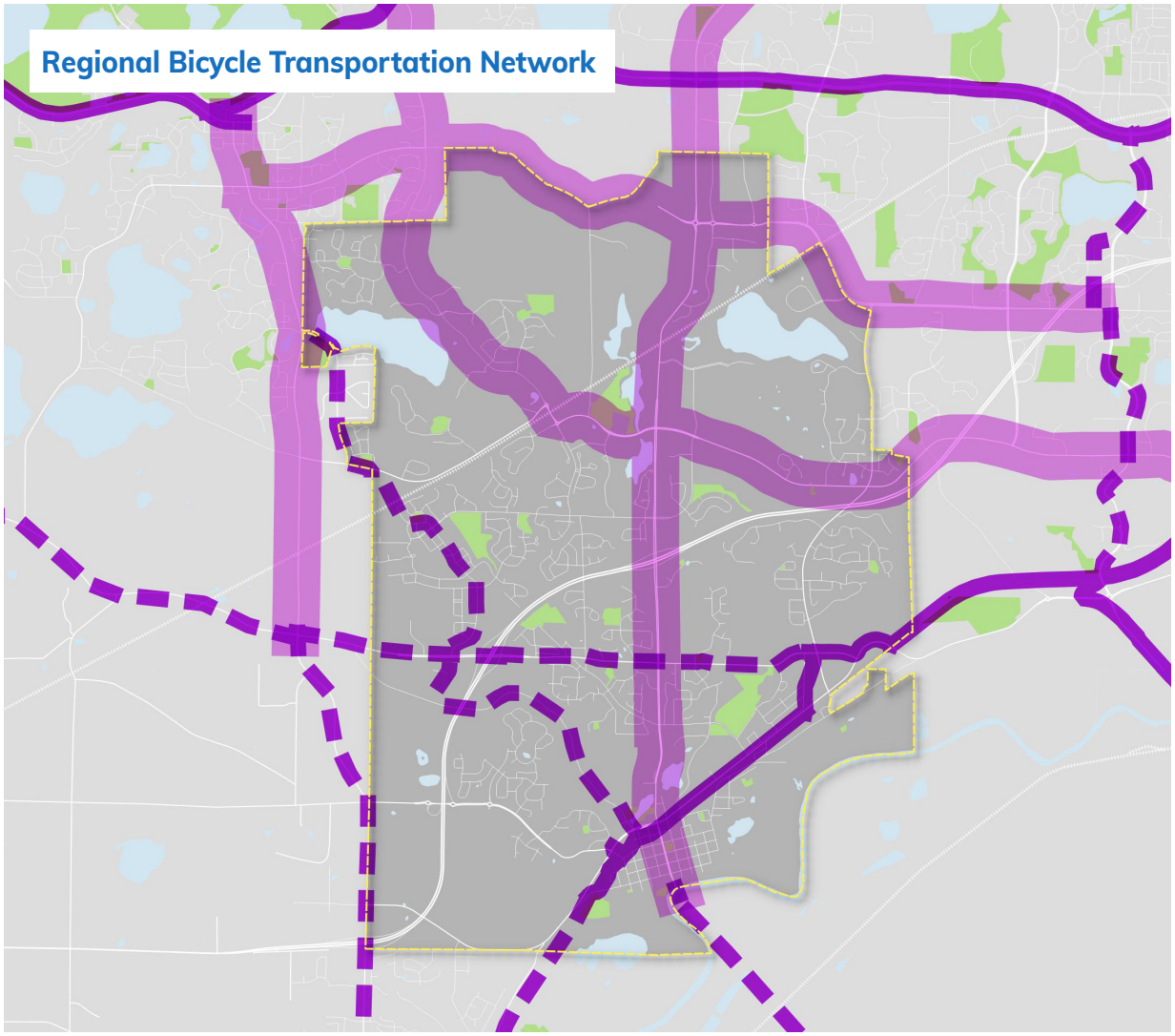
The Carver County 2040 Comprehensive Plan (adopted in 2020) outlines the County's priorities and actions for the next twenty years. It includes consideration of and planning for the County's pedestrian and bicycle network within its Transportation chapter (starting at page 4.86) and within its Parks, Open Space & Trail chapter (starting at page 6.34).

The County's bicycle and pedestrian system is generally made up of the Metropolitan Council Regional Bicycle Transportation Network (RBTN), local and regional trails, and the local sidewalk network.

Metropolitan Council Regional Bicycle Transportation Network

The Regional Bicycle Transportation Network (RBTN) was developed by the Metropolitan Council for the 2040 Transportation Policy Plan (TPP) and identifies corridors and alignments for improving bicycle connectivity across the region.

Alignments represent existing or proposed bicycle paths while corridors represent areas where bicycle path alignments are yet to be determined.



RBTN alignments (Tier 1 in solid purple, Tier 2 in dashed purple) and search corridors (in wide pink lines) are locations recommended by Metropolitan Council for bicycle connectivity.

Corridors and alignments are further classified into tiers, with Tier 1 Alignments/ Corridors have higher priorities than Tier 2 Alignments/Corridors.

Bicycle facilities and alignments that correspond with the RBTN are more likely to receive funding for implementation as they provide both local and regional benefits.

Downtown Plan

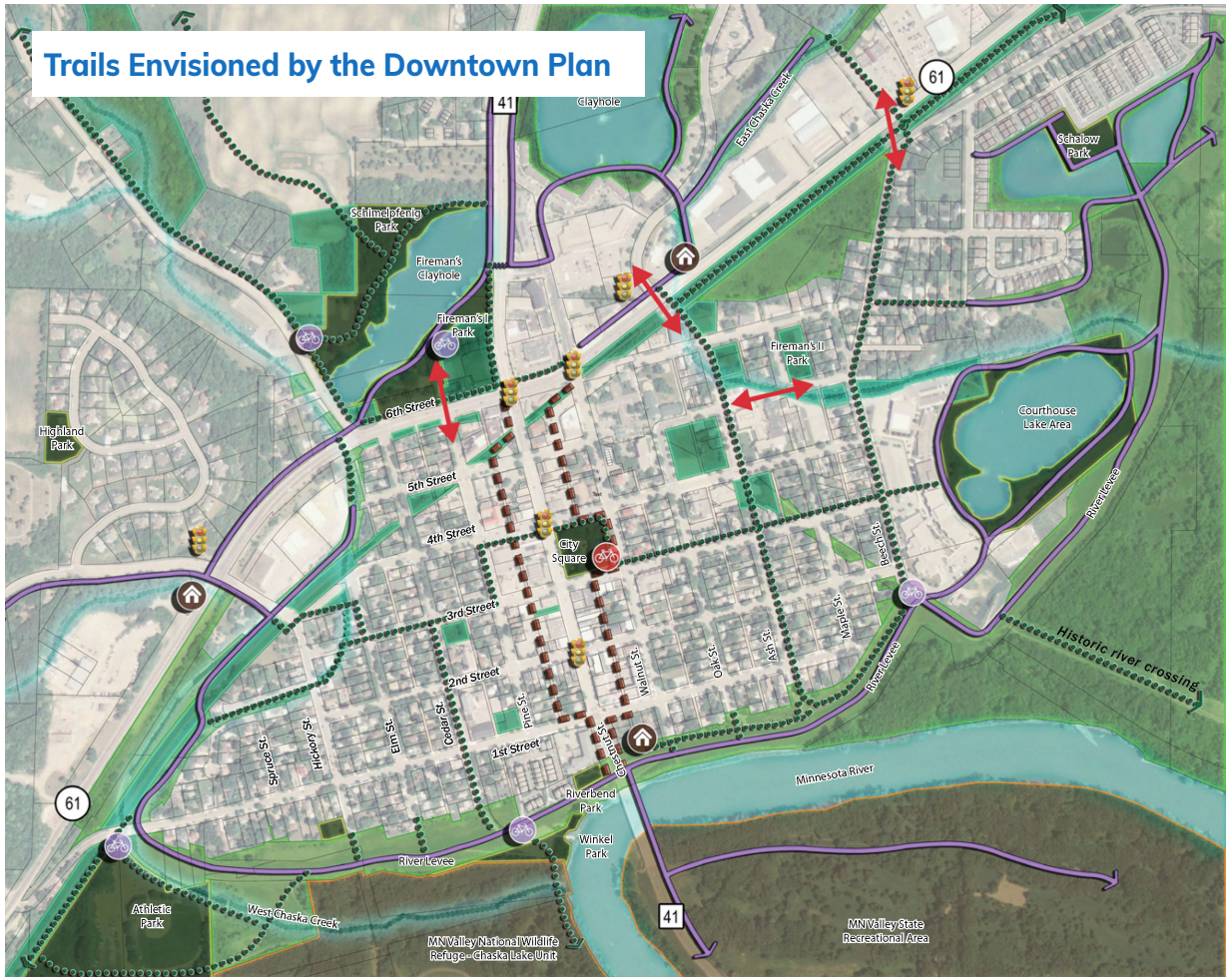
The City's 2012 Downtown Plan seeks to grow Downtown's role as a hub of community destinations and gathering places that reflect and celebrate Chaska's historic character, traditional small town atmosphere, prosperity, and vitality.

Improving walkability and enhancing bicycle connectivity within and to the downtown are key goals for the plan.

The plan advocates for Downtown streets and sidewalks to be "designed and reconstructed to create a desirable and balanced environment for pedestrians, bicyclists, and drivers" with a "Complete Streets network in downtown." Further, it guides that "convenient street and trail connections should be created between downtown and surrounding areas."

The plan offers recommendations to create inviting downtown streets, with comfortable and inviting sidewalks and trails connecting residents and visitors to this important community destination.

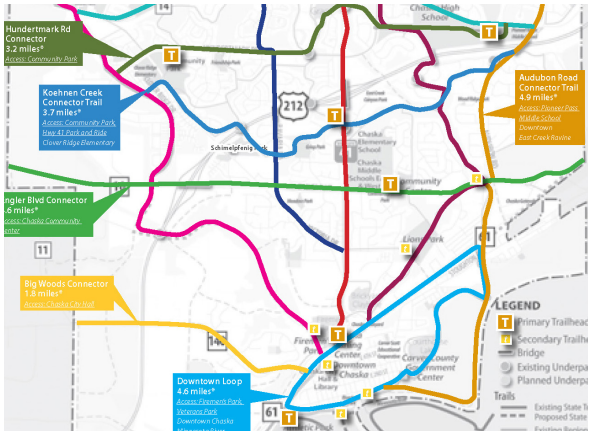
Over the years, the City has worked to implement many of the plan's recommendations. However, the bicycling component of the Downtown Plan's "Complete Streets" vision (where "pedestrians, bicyclists, motorists and public transit users of all ages and abilities [are] able to safely and comfortably move along and across the streets") has been more challenging to implement as limited space and concerns about parking have caused controversy.



Trails and connectivity vision for Downtown Chaska, from the City's 2012 plan.

Improving bicycle connectivity in and around the downtown will support greater use of bicycling in the city and will also support increases in economic activity and overall desirability for downtown. Some recommendations for addressing this challenge are included as part of this plan in the "Engineering" chapter.

Wayfinding Master Plan



Detail from the plan's Connector Trails recommendation.

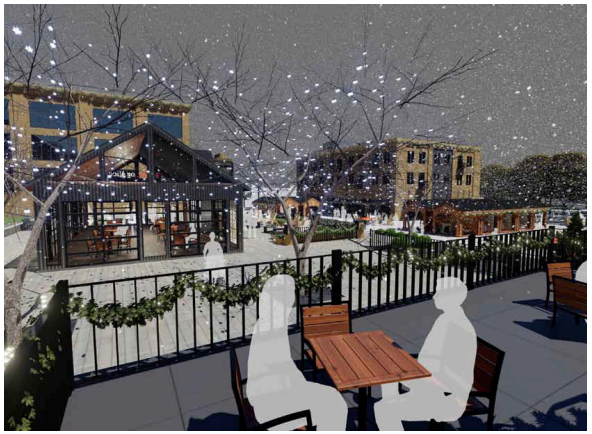
The 2018 Wayfinding Master Plan established citywide guidance for trail and vehicle-oriented wayfinding signage, as well as a Downtown-specific signage master plan.

Goals of the plan are to facilitate resident and visitor orientation for more easily accessing the City's features and assets.

Importantly, the plan identifies a series of loops within and around neighborhoods, as well as connectors joining destinations across the City.

Recommendations from the plan are incorporated into this plan's recommendations for wayfinding and network development.

City Square West



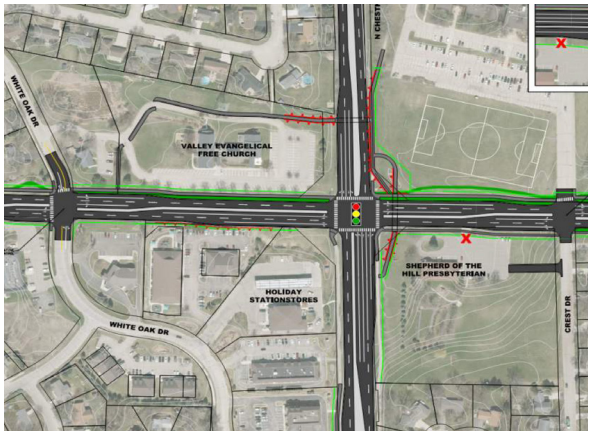
City Square West will be a year-round destination.

City Square West reimagines the block across City Square (crossing State Highway 41) as a thriving and compelling year-round destination. It is one of three catalyst redevelopment sites identified in the City's 2012 Downtown Master Plan.

The site is envisioned to add vibrancy and economic value to the City's Downtown through a mix of residential and retail development and a paseo/plaza space hosting community activities.

Walkable and bikeable access to and from the development will be a key consideration and contributor for its success.

Engler Blvd Improvements



Updates anticipated as part of the Highway 10 project.

Chaska is part of a project led by Carver County (with MnDOT, the cities of Victoria, Waconia, and Laketown Township) to identify transportation system improvements on County Road (CR) 10 from CR 43 in western Laketown Township to Highway 61 in Chaska.

CR 10, as a key roadway in Carver County, provides connections to multiple communities and is used by motor vehicles, pedestrians, bicycles, transit, and freight.

Numerous walk/bike improvements are planned for County Road 10 / Engler Boulevard in Chaska, including several trail segments and a tunnel to improve safe access for students at the schools campus near State Highway 41.

Downtown Highway 41



The new pedestrian and bicycle tunnel envisioned near 5th Street and Chaska Blvd.

Slated for construction in 2023, the Downtown State Highway 41 project envisions Highway 41 through downtown Chaska as a two-lane road that better balances pedestrian needs and comfort with roadway needs. With streetscaping, pedestrian and bicycle connections, and new gathering spaces, the project aims to create a more comfortable and inviting environment for all users while celebrating Chaska's historic character, traditional small town atmosphere, and local businesses.

One of the project's significant recommendations is a new pedestrian and bicycle tunnel under Highway 41 between 5th Street and Chaska Boulevard to provide a connection for downtown visitors and residents.



View of the Downtown Highway 41 project.

4 Approach and Policies for Consideration



This chapter describes the approach that guides the plan's "All Ages and Abilities" recommendations - from the needs of residents to the approach for ensuring its recommendations are part of a comprehensive set of initiatives that grow walking and biking in the city.

In this section:

- User Types
- Planning for All Ages & Abilities
- Facilities and Context
- The 6 E's of Walk / Bike Planning
- Design Guidelines
- Addressing Speed & Safety
- Planning the City's Network

Pedestrians and Bicycle Riders and Their Needs

This plan addresses the needs of pedestrian and bicycle riders in Chaska. Although walking and biking have much in common with each other, there are significant and important differences in the characteristics of each mode and the needs of their users.

Pedestrians

Pedestrians include people of all ages and abilities - including people with physical or cognitive impairments, and those who depend on mobility devices like wheelchairs or walkers - who are walking, rolling, pausing, sitting and resting along Chaska streets and in other public spaces.

Designing for pedestrians means making streets accessible to all by providing safe and comfortable spaces with continuous, unobstructed and attractive sidewalks, and safe and comfortable intersections and travel across roadways. It also means providing a supportive environment with comfortable separation from motor-vehicle traffic as well as visual variety, engaging building frontages, connection to natural elements, and design for human scale and needs.

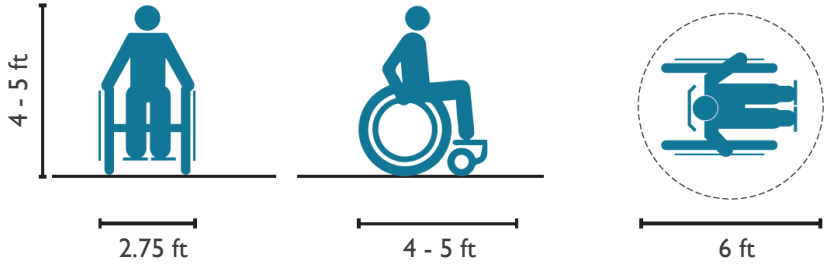
Accommodating People With Disabilities

Pedestrians may have cognitive disabilities (like limited vision) or physical disabilities that require use of wheelchairs or walkers for their travel. Adhering to the guidance of the Americans with Disabilities Act (ADA) and the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) will help ensure Chaska's pedestrian facilities address the needs of the widest range of users.



Pedestrians include people using wheelchairs, walkers and strollers, and people with sight and other cognitive impairments.

Spatial characteristics of pedestrians using wheelchairs



User dimensions shown; minimum safe operating space is larger, depends on specific context and facility, and is shown in this plan's accompanying Toolbox of Facilities and Treatments. Image: NACTO Global Street Design Guide.

Bicycle Riders

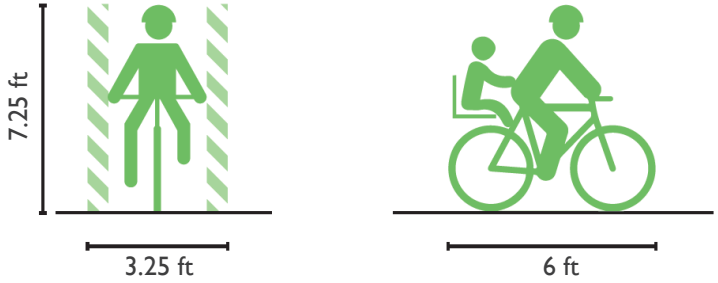
Bicycle riders include adults, children, and seniors using conventional, tandem, and tag-along bicycles, cargo and utility bicycles, and tricycles - whether conventionally-powered, or as is becoming more commonplace, assisted by electric power (e-bikes).

Designing for bicycle riders means providing facilities that are safe, comfortable, direct, clearly marked and understandable, and part of a cohesive, connected network to encourage use by Chaska residents of all ages and abilities. Facilities that provide comfortable separation from motor-vehicle traffic as well as safe and comfortable travel through busy intersections, and supportive elements like wayfinding, connections to transit, and parking and other end of trip facilities will support growth of bicycle travel in Chaska.



Bicycle riders include seniors, children, and adults using a variety of types of bicycles or tricycles.

Spatial characteristics of conventional bicycles



Vehicle dimensions shown; minimum safe operating space is larger, depends on specific context and facility, and is shown in the accompanying Toolbox of Facilities and Treatments. Image: NACTO Global Street Design Guide.

Spatial characteristics of cargo bicycles

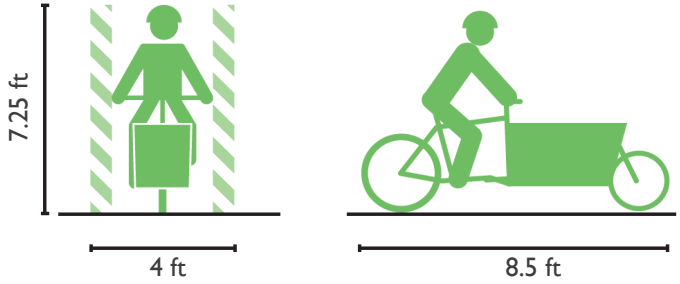


Image: NACTO Global Street Design Guide.

All Ages and Abilities: Planning for a Variety of Users

Growing walking and biking in Chaska will depend on addressing the needs of existing walkers and bicyclists and on attracting new users (those who would like to walk or bike today, but feel uncomfortable or unsafe using the current system).

One useful system for understanding people's need for comfort or safety from traffic stress is the "Four Types of Bicycle Riders" framework.

In general, research has established that a city's population includes four main groups of potential bicycle riders:

Interested But Concerned (about 60% of adults)

This is the largest group of potential bicycle riders in a community, but also the least likely to regularly ride a bicycle because the facilities generally provided exceed their tolerance for traffic stress. Addressing their needs is the key to growing bicycling in a community. Facilities that provide greater separation from motor-vehicle traffic (like trails) and simpler / shorter travel through intersections will invite members of this population into biking.

Enthusiastic And Confident (about 8% of adults)

People in this group can share the road with motor vehicle traffic, but prefer to ride on bike lanes or other designated bikeways. Members of this population account for the increase in bicycle riding in communities that have invested in bicycle lanes. The minimum facility that will invite them into biking is designated bicycle lanes.



Thinking about users and their needs will help orient the types of facilities provided.

Strong And Fearless (about 1% of adults)

People in this population ride regularly, even when no facilities are provided. Their expectation for their riding environment is different from that of the majority of other current or potential riders. Separation from people walking or slower bicycle riders may be as important to these riders as separation from people driving.

Not Able / Not Interested (about 30% of adults)

This group includes people who have no current interest in bicycling, or who are physically unable to bike. Some members of this group could transition into the "interested but concerned" group if general conditions or their personal circumstances changed.

Designing Facilities for Chaska's Land Use Contexts

Although Chaska is officially designated as a "Suburban Edge" community by the Metropolitan Council, this doesn't mean that its land uses and contexts are uniformly suburban throughout.

Its downtown, for example, is as urban, dense, and active as many neighborhood nodes in Edina, Hopkins, or Minneapolis. Areas around Chestnut Street and Pioneer Trail are more typically suburban, with large parking lots and big-box retail. Some residential areas include five-story apartment buildings and modest single family homes, while others feature winding roadways and housing on large lots. Natural preserves and agricultural land round out the city's contexts.

An "All Ages and Abilities" network needs to provide facilities that offer safe, comfortable, and inviting facilities in each of these contexts - considering density of destinations, types of land uses, traffic levels, and space available, among others.

More "urban" areas of the city with more traffic and destinations (for example, downtown) will need facilities that are similar to what is used in other urban areas of the region, while suburban areas will require trails and considerations for protected intersection movements.

MnDOT's Land Use Contexts Technical Memorandum offers a useful methodology for identifying these zones in the city.



Types and intensity of land uses vary across Chaska's landscape. Responding with context-appropriate facilities will help support walking and biking in the city.

The 6 E's of Pedestrian and Bicycle Planning

Growing walking and biking requires a comprehensive approach combining on-the-ground infrastructure improvements with a wide range of supportive social, educational, and enforcement campaigns and programs.

The "6 E's" framework organizes recommendations by each of the six topic areas (or E's) below:

Engineering (and Planning) initiatives are the "on-the-ground" improvements that people most often associate with walking and biking networks - facilities like roads, sidewalks, bikeways, intersections, and end-of-trip facilities.

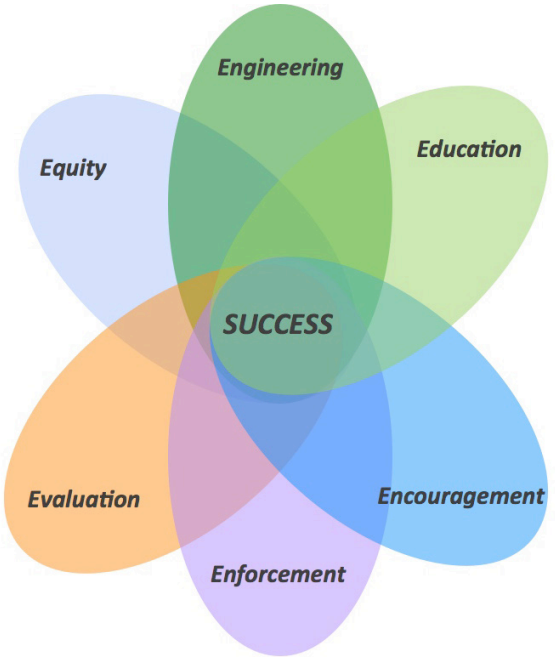
Education programs share information for safely accessing and using existing facilities and amenities, about the rules of the road, and about benefits associated with walking and biking investments. Education initiatives include network maps, pedestrian and bicycle safety trainings, and educational campaigns, among others.

Encouragement programs inspire more people to try walking or biking through fun and inviting activities including friendly competitions, incentives, group rides, and community-wide events like Open Streets.

Enforcement programs focus on enforcing traffic safety laws like speed limits, parking regulations, and safe roadway behavior from all users, often including the participation of local law enforcement.

Evaluation measures the success of investments at achieving desired outcomes. Evaluation helps establish a baseline and track progress over time for outcomes like network safety, public perception, behavioral changes, and modal shifts.

Equity ensures that investments are distributed fairly so that residents of all neighborhoods and population groups have equitable access to high-quality facilities and programs. Equity includes intentional efforts for implementing infrastructure and programs to overcome economic, geographic, social, and physical barriers to walking and biking.



A comprehensive "6Es" approach provides a solid foundation for successful outcomes.

One more E: Engagement

An intentional and proactive process of community engagement helps ensure that facilities and programs address community issues and aspirations. A key component is intentional engagement with a variety of socio-economic, ethnic, cultural and age populations, including young people and seniors.

Design Guidelines for the City's Walk / Bike Network

Design guidelines offer practices, considerations, and standards to develop a community's facilities and walk / bike network.

Over recent years, two things have become clear to communities across the US:

1) An All Ages and Abilities focus is essential for growing walking and biking
2) Effective design guidance responds to the specific context of the place where it is to be applied, distinguishing between urban, suburban and rural contexts, community size, resources and setting

Recommendation

Several state and national guides provide best practice design guidance for pedestrian and bicycle facilities. This plan recommends that they become the main design references for facility and network design in the City.

These guidelines are:

» MnDOT Bicycle Facility Design Manual

» MnDOT Best Practices for Pedestrian and Bicycle Safety

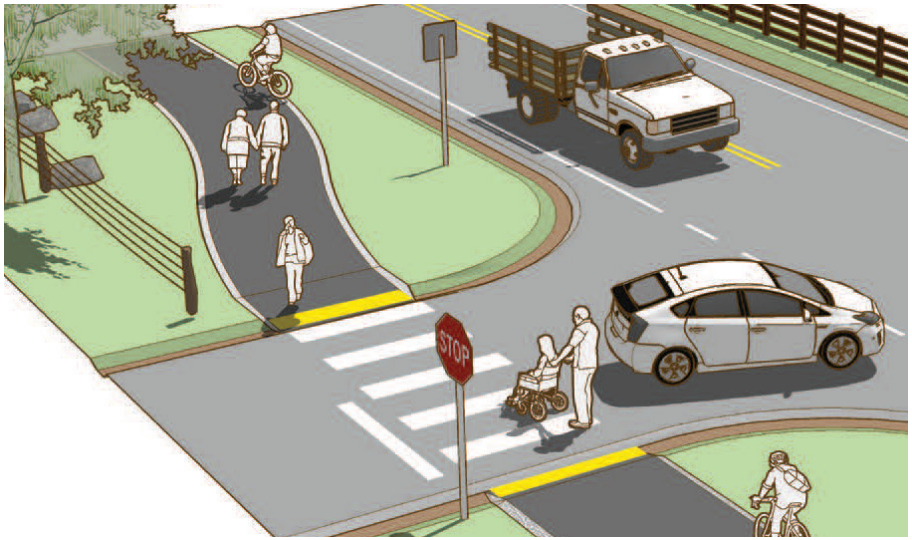
» FHWA Small Town and Rural Multimodal Networks

» NACTO Urban Bikeway Design Guide

» NACTO Urban Street Design Guide

» NACTO Intersection Design Guide

» MnDOT Metro District Bicycle Plan

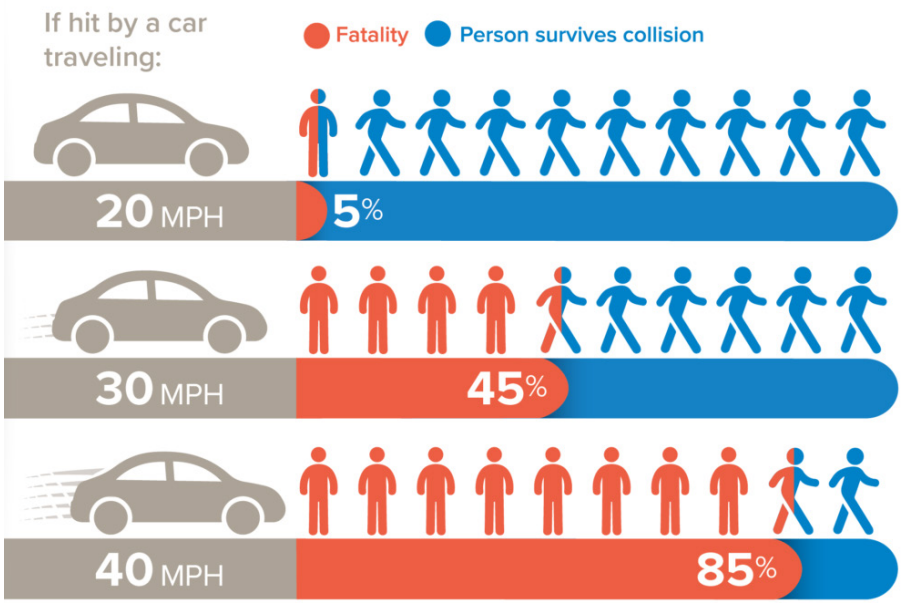


Recommendation for a crossing for a SUP (shared-use path, or pedestrian and bicycle trail). Image from FHWA's Small Town and Rural Multimodal Networks Guidelines.



Low-cost, quick implementation of a separated walk/bike facility on a residential neighborhood in Richfield, Minnesota. Image courtesy of SHO.

Addressing Speed and Safety



The impact of speed on a pedestrian's chance of survival in a crash. Image courtesy of National Traffic Safety Board and Smart Growth America.

Pedestrians and bicycle riders are vulnerable users of the transportation system. Unlike drivers, who are surrounded by more than a thousand pounds of structural steel designed to dissipate crash energy through crumple zones, with airbags and restraining systems to absorb crash energy and reduce trauma on occupants' entire bodies, they are unguarded and in direct contact with their surrounding environment and potentially with multi-thousand pound objects moving at high speed next to or across their paths.

Understanding the implications of this reality is one of the insights needed for growing walking and bicycling in a community. In short, people will only engage in activities that *feel* safe to them - regardless of how safe these activities or conditions actually are.

Speed and the Three Components of Safety

It is helpful to think of safety for pedestrians and bicycle riders as including these three elements:

» Actual safety: The actual probability or risk of experiencing a crash

» Perception of safety: How safe or unsafe a person feels, in relation to traffic risk, while traveling on or across a given facility

» Social safety: How safe or unsafe, in relation to public safety or crime, a location feels for a person using a given facility

These are discussed in greater detail under the Enforcement chapter of this 6Es plan. But focusing on the first two, which are more acutely affected by traffic speed, it is important to note that:

» Actual safety is generally the focus of design when infrastructure is considered, and is a key component of efforts like Vision Zero that seek a safer transportation system. The speed of motor vehicles impacting a pedestrian or cyclist has an exponential effect on the severity of the injury that the crash will cause (please see figure on top left).

» Traffic speed also has an outsize effect on the perception of danger or safety that a person walking or biking experiences. Increases in walking and biking won't materialize unless perception of safety is addressed effectively.

An effective way of addressing both of these important components - and making increases in walking and biking possible - is to reduce speed limits in residential and other areas as now allowed per Minnesota Statutes.

Planning the City's Network

The most important component of a city's pedestrian and bicycle transportation system is the quality of its network - from its reach or extent, to how well its individual routes and facilities connect to each other to facilitate access to destinations, and how they function as a user-friendly, inviting and comfortable framework for mobility across a community's landscape.

Successful pedestrian and bicycle networks respond to people's daily needs and provide efficient, comfortable, and inviting means for their travel.

Five key considerations for planning Chaska's pedestrian and bicycle network include:

» **Coherence**: A continuous, complete, and understandable network, with simple routes providing access to destinations

» **Directness**: Routes are laid out to connect destinations in ways that reduce the time and distance needed to reach them

» **Safety**: The network's routes avoid or minimize conflicts with crossing traffic; reduce speeds at conflict points; offer separation between vehicle types; and offer recognizable facilities that are easily understood and correctly used

» **Comfort**: Stress from and interactions with motor vehicles are minimized through separation of facilities and treatments at intersections; clear and easily understood wayfinding is provided; the network and its routes are easy to comprehend

» **Attractiveness**: Routes travel through locations that are enjoyable, attractive, and where people want to be

Considerations for the City's Pedestrian Network

Chaska's Municipal Code assigns its City Council authority over the design and placement of sidewalks. Some language updates that may be useful include consideration of:

» Making explicit, and continuing the requirement for construction of sidewalks in all new developments

» Development, adoption and regular update of a sidewalk plan and map of sidewalk routes

One Potential Framework for Sidewalk Planning

To facilitate future sidewalk investments, it may be useful to classify sidewalks as destination-related, connectors, or local, with their priority for construction and repair linked to their classification:

» **Destination-related Sidewalks** provide access to parks, apartments, retirement complexes, local schools, medical clinics, and commercial / business areas. Sidewalks should be installed or retrofitted within a half mile radius of these destinations.

» **Connector (Arterial / Collector) Sidewalks** are located on both sides of all arterial streets, thoroughfares, some collector streets, and streets on elementary school walkway routes.

» **Local / Neighborhood Sidewalks** provide access from residential areas to the connector (arterial / collector) sidewalks, and directly to destination-related sidewalks when nearby.

A future recommended step for Chaska is to evaluate this framework, identify how existing sidewalks should be classified, and develop policies for funding for prioritization.

Framework for the City's Bicycle Network

This plan proposes a distributed network of primary and secondary bicycle routes to provide an "All Ages and Abilities" route within a quarter mile of any location in the built-up areas of the city (routes are spaced no more than a half-mile from each other). These routes also help organize wayfinding and travel across the city.

Primary Routes

Primary Routes are located within close proximity of population concentrations, provide convenient access to community destinations (including schools, shopping, and recreation), and are part of or connect to regional networks. Primary Routes are distributed at intervals of approximately one mile from each other, and include a higher level of treatment to provide a useful "All Ages and Abilities" network. Designation of a corridor as a Primary Route indicates a commitment to rebalance priorities and address the needs of people riding bicycles along these corridors. In some cases, it may be necessary to modify existing roadway features to provide the space required for use by bicycle riders.

Secondary Routes

Secondary Routes supplement Primary Routes to establish a finer-grained network of routes. They connect to Primary Routes and also facilitate some local trips. In many cases, these routes travel through residential neighborhoods and extend the reach of Primary Routes. Secondary Routes are distributed at intervals of approximately one half-mile from each other, ensuring access within a quarter mile of any location in the built-up area of the city.

Future recommended steps for Chaska include evaluating this proposed framework, designating primary and secondary routes, and analyzing gaps in the network.

Planning Policies for Consideration

Several planning policies can help the City address existing gaps and guide future development, while ensuring walkability and bikeability are addressed right from the start:

Sidewalks and Trails

» Require sidewalks on both sides of all "urban" (curb and gutter) streets - especially if within one half mile of a school.

» Require a shared-use path / trail on at least one side of "rural" streets (no curb and gutter) designated as collector or above.

» Assess costs for sidewalk and trail construction using the same formula used for road construction assessments.

» Develop a policy and dedicated funding source to build out the City's sidewalk and trail network.

Speed Limits

» Consider decreasing speed limits in residential areas to 20 mph in accordance with new Minnesota laws.

Parking (Bicycle and Automobile)

» Consider use of an in-lieu-of ratio for providing bicycle parking in place of automobile parking for commercial and residential uses in Downtown and adjacent areas where off-street parking is currently required.

» Consider requiring bike parking minimums as a percentage of total automobile parking spots provided.

» Use the Association of Pedestrian and Bicycle Professionals (APBP)'s Bicycle Parking Guidelines when planning parking.

5 Engineering and Planning



Engineering and planning focus on "on-the-ground" improvements - including the planning, design, construction, and maintenance - of roads, sidewalks, bikeways, intersection treatments, signage, and end-of-trip facilities.

In this section:

- Introduction and Framework
- Pedestrian Network
- Bicycle Network
- Transit Integration, Bikeshare, and Mobility Hubs
- Wayfinding
- Facility Maintenance
- Bicycle Parking
- Policy Recommendations

Introduction and Framework

Engineering - and the changes in the physical environment that its planning and design activities make possible - is a key contributor for facilitating the use of walking and bicycling in a community.

Facilities must be safe, convenient, accessible, comfortable, and well maintained - and they must also be well integrated with land use activities, and other transportation systems and frameworks.

An All Ages and Abilities Network

Guidance from Chaska residents was very clear: connecting to schools, parks, neighborhoods and Downtown with safe and comfortable walking and biking facilities is a top priority. Depending on the specific location, this may require the development of facilities that haven't previously been used in the City, or that are more costly or complicated to build than other designs.

It's important to keep in mind that these will be investments toward the City's goals of improving safety for all users and increasing use of walking and biking in the City.

Part of the strength of the City's 6Es approach is that it's possible to test out and pilot many of these improvements inexpensively as described in other chapters of this plan, and to verify potential gains through an evaluation campaign conducted before, during and after demonstration campaigns.

An Incremental Approach

Chaska has many assets for walking and biking today. The goal of recommendations in this chapter is to address gaps in the network,



Improvements can be inexpensively implemented as demonstration projects and tested for their effectiveness. Image: MnDOT Demonstration Project Implementation Guide.

increase user comfort for existing and future facilities, and provide a supportive framework for maintaining current assets and for making future investments to increase walking and biking.

One key component of the plan's approach for future improvement is to identify smaller, incremental steps that can be quickly implemented and tested and prepare the foundation for future, permanent infrastructure improvements.

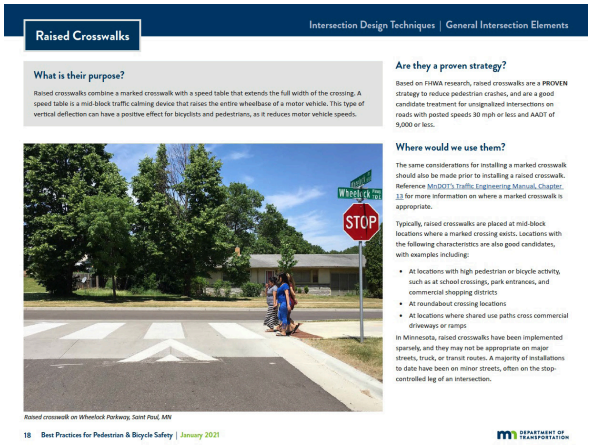
Recommendations are based on network analysis, site visits, best practices, and engagement with City Staff, the plan's Project Steering Committee, and the general public.

Please note: Additional investigation and design for each specific project must be completed by a licensed engineer prior to implementation.

A Brief Introduction to Pedestrian and Bicycle Facilities

Numerous types of facilities and treatments exist for addressing the needs of people walking and biking in our cities.

Four facility types are discussed here as they make up the majority of facilities recommended in this plan. In addition, a brief introduction to intersections and their role in facilitating a safe and inviting "All Ages and Abilities" network is also provided.


Raised Crosswalks

Intersection Design Techniques | General Intersection Elements

What is their purpose?

Raised crosswalks combine a marked crosswalk with a speed table that extends the full width of the crossing. A speed table is a mid-block traffic calming device that raises the entire wheelbase of a motor vehicle. This type of vertical deflection can have a positive effect for bicyclists and pedestrians, as it reduces motor vehicle speeds.

Are they a proven strategy?

Based on FHWA research, raised crosswalks are a PROVEN strategy to reduce pedestrian crashes, and are a good candidate treatment for unsignalized intersections on roads with posted speeds 30 mph or less and AADT of 9,000 or less.

Where would we use them?

The same considerations for installing a marked crosswalk should also be made prior to installing a raised crosswalk. Reference MnDOT's Traffic Engineering Manual, Chapter 13 for more information on where a marked crosswalk is appropriate.

Typically, raised crosswalks are placed at mid-block locations where a marked crossing exists. Locations with the following characteristics are also good candidates, with examples including:

- At locations with high pedestrian or bicycle activity, such as at school crossings, park entrances, and commercial shopping districts
- At roundabout crossing locations
- At locations where shared use paths cross commercial driveways or ramps

In Minnesota, raised crosswalks have been implemented sparsely, and they may not be appropriate on major streets, truck, or transit routes. A majority of installations to date have been on minor streets, often on the stop-controlled leg of an intersection.

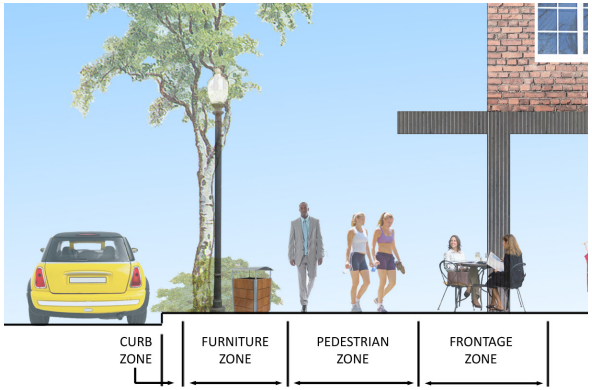
Raised crosswalk on Wheelock Parkway, Saint Paul, MN

18 Best Practices for Pedestrian & Bicycle Safety | January 2021

MnDOT's "Minnesota's Best Practices for Pedestrian and Bicycle Safety" is a toolbox of pedestrian and bicycle treatments and best practices with an extensive selection of facilities with potential for application in Chaska.

Sidewalks

Used for: walking network



Sidewalk in a commercial district, described using the "four zones" approach to address pedestrian mobility and streetscape needs..

Sidewalks are paved concrete or asphalt paths designed for pedestrian use. A well-connected sidewalk network is the foundation of pedestrian accessibility. The quality of connections between sidewalks (across roadways) determines the overall usefulness of the walkways provided. High quality sidewalks provide level and unbroken surfaces, ADA-compliant curb ramps, and comfortable separation from motor vehicle traffic. Trees and plantings, and additional facilities like benches, waste receptacles, and public art provide additional user comfort and interest.

Shared-Use Paths

Used for: walking & bicycling network



A shared-use path provides a space that can be used by people walking or bicycling.

A shared-use path (SUP or trail) provides a shared space for people walking and biking that is separate from motor vehicle traffic. Shared-use paths work better when they include fewer intersections with motorized traffic.

Shared-use paths are often provided along busier roadways when on-street bicycle facilities are not desirable, at locations along streams and railroads, and through parks or scenic routes. SUPs provide comfortable separation from motor vehicle traffic. Striping of SUPs helps clarify passing lanes and identify lanes for people walking or biking in high use areas.

Separated / Protected Bicycle Lanes

Used for: bicycling network



A barrier-separated protected bicycle lane in Glenwood MN (population 2,560).

What do they look like?



Cycletrack in Glenwood MN (population 2,560) Image courtesy of MnDOT.

Separated / protected bicycle lanes (also known as "cycletracks") are on-street or roadway-adjacent facilities that:

1) Offer a designated space for bicycle riders, and,
2) Are separated from motor-vehicle travel lanes by a buffer distance and by vertical elements like bollards, planters, or concrete walls.

By separating bicycle riders from cars they increase rider and driver comfort, and invite greater use of bicycling by a wider range of the population. This is the type of facility that is generally recommended for Chaska's bicycle network in more congested or more urban locations of the city.

Separated bicycle lanes can be quickly and inexpensively deployed using temporary materials including plastic bollards, paint and reflective roadway tape.



MnDOT "quick install" (temporary installation) of a cycletrack in Wahkon MN (pop. 310). Image: T.A. LeBrun and Mille Lacs Messenger.

Neighborhood Slow Streets

Used for: walking & bicycling network

Neighborhood Slow Streets (sometimes known as Neighborhood Greenways or Bike Boulevards) are residential streets that are lightly modified to calm motor-vehicle traffic and prioritize bicycle travel.

They work best along residential streets and other locations where traffic counts are below 3,000 motor vehicles per day.

Special traffic-calming measures (like bump-outs, traffic circles, speed tables, or others) help keep cars at speeds that are compatible with safe and comfortable conditions for people walking and biking (25 mph or less).

Wayfinding signs, pavement markings, and the orientation of stop signs help highlight the street as a route that works well for bicycle riders.

Neighborhood Slow Streets improve safety for users of all modes (including drivers) and improve connectivity for people walking and biking.

What do they look like?



A Neighborhood Slow Street that includes a traffic circle, a speed table, and reoriented stop signs while continuing to accommodate two-way car traffic and residential on-street parking.



A traffic circle helps calm traffic through a neighborhood and improves conditions for walking and biking.



Prominent markings help communicate the types of use for the street along the facility.

Intersections

Used for: walking & bicycling network

A walk/bike network's potential for success is limited by the quality of the connections it provides across roadways: the best protected bicycle lane or trail will fail to invite users or improve safety if crossing streets or roadways while using it feels stressful or unsafe.

There are three main components of intersection design:

» Geometry (how the intersection and its approaching roadways are shaped and arranged)

» Signals (like traffic lights or beacons)

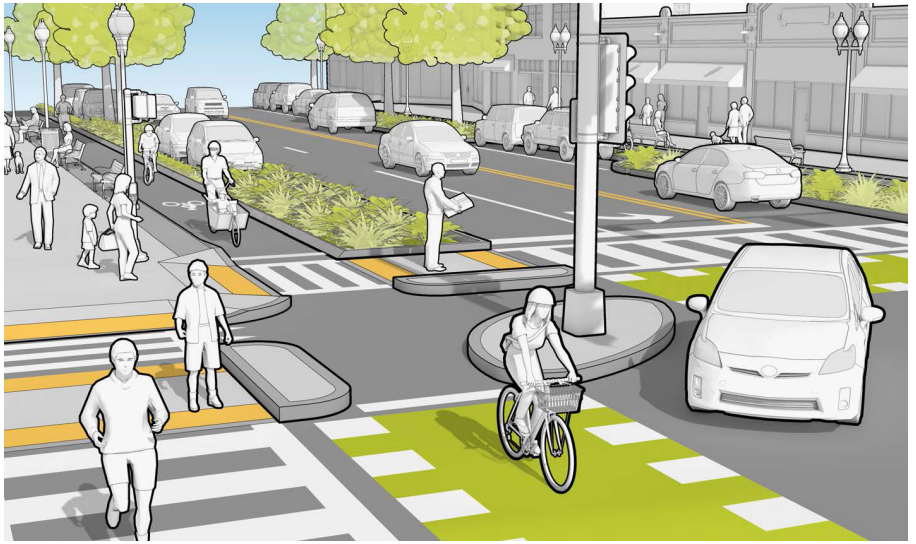
» Signs and markings (like roadway and crosswalk striping, and warning signs)

A protected intersection (like the one shown on the top right of this page) uses all three of these elements, with an emphasis on the geometric design of the intersection, to calm traffic, improve visibility for all users, and increase actual safety and perception of safety for people walking, biking, and driving.

A variety of tools and approaches, including elements of protected intersections, are recommended for installation in Chaska to make pedestrian and bicycle travel easier and safer.

A recommended resource for selecting and designing specific intersection improvements is MnDOT's Minnesota's Best Practices for Pedestrian and Bicycle Safety.

What do they look like?



The geometric design of a protected intersection facilitates the safe and comfortable movement of people walking and biking across the intersecting roadway. Image: Massachusetts DOT Separated Bike Lane Planning & Guide.



Innovative signals, like the Rectangular Rapid Flashing Beacon (RRFB) shown here, help facilitate pedestrian travel across a busy roadway in Edina.

Pedestrian Network Recommendations

Recommendations for the City's pedestrian network respond to these two priorities:

» Address safety and user-comfort issues at priority intersections identified through analysis, community engagement, and consultation with Chaska staff

» Identify a pedestrian network that incorporates and responds to the facilities included in the following adopted city planning policies and documents:

- 2020-2040 Comprehensive Plan
- 2012 Downtown Master Plan

The goal is to support the continued development of a well-connected, dense, and equitably distributed network of sidewalks and shared-use paths providing safe and comfortable crossings and connections to everyday destinations.

What It Can Look Like



Rectangular Rapid Flashing Beacon (RRFB) facilitating a crossing along a busy roadway.



Pedestrian-activated HAWK signals help pedestrians to safely and comfortably cross multiple lanes of traffic.



A "bull-nose" pedestrian crossing island facilitates a crossing and protects walkers from turning vehicles.



Curb extensions ("bump-outs") shorten the crossing distance and increase visibility for pedestrians.

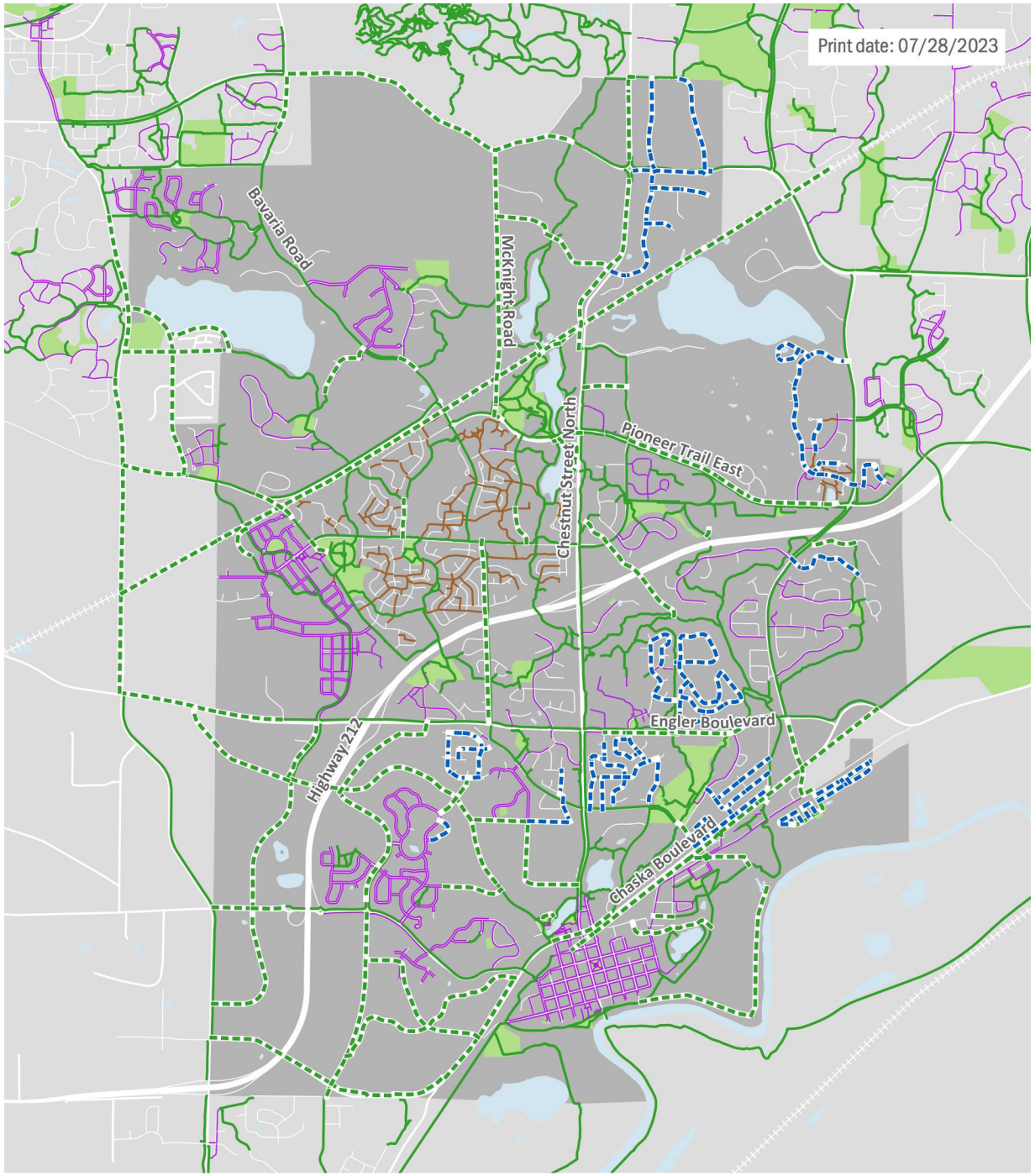
Proposed Pedestrian Network

What the Map Shows

A network of walking facilities is proposed to expand from and connect to the existing network. Combined with existing sidewalks, and existing and proposed trails, connectivity for people walking is provided across the entire city.

The proposed network was identified based on a review and analysis of the existing network, and land use and development conditions across the city.

Recommendations were refined through guidance obtained from the plan's public participation process, and conversations with City staff, members of the Project Steering Committee (PSC), and other stakeholders.



Additional Recommendations for Walkability

Street Crossings and Intersections

» Provide safe, marked opportunities for people walking or biking to cross the street at least every half-mile along minor arterials, and every quarter-mile in neighborhoods and adjacent to commercial or retail development, schools, and parks.

» Install ADA-compliant curb ramps at all marked and unmarked crosswalks.

» Establish guidelines for use of raised crosswalks and median refuge areas for crossing areas.

» Install curb extensions ("bump-outs") where possible, including commercial districts, neighborhoods, near schools, and where on-street parking is permitted.

» Design intersections with smaller turning radii to slow traffic speeds, to allow perpendicular curb ramps to be positioned parallel to crosswalks and perpendicular to curb, and to shorten overall crossing distance.

» Design channelized turn lanes and median refuges with attention to biking and walking movements.

» Avoid multiple turning lanes when possible.

» Include advanced stop bars to improve safety and encourage motorists to position further away from crosswalks. Always include advance stop bars when a pedestrian is expected to walk across more than one lane of same-direction traffic (this help reduce the probability of "hidden threat" crashes).

Pedestrian Crossing Signals

» Update pedestrian crossing signals to include audible pedestrian signals (APS) and countdown timers.

» Deploy user-activated technologies for traffic control including Rapid Rectangular Flashing Beacons (RRFB), Pedestrian Hybrid Beacon (PHB or HAWK), and others.

» Implement Leading Pedestrian Intervals.

» Ensure that clearance intervals are properly timed to allow pedestrians enough time to safely cross the street - particularly older adults or children who may walk slower than most adults.

Trees and Sidewalk Furnishings

» Add street trees, vegetative buffers, and street furnishings to make a more inviting and comfortable streetscape, control stormwater, and provide shade.

» Add elements that enhance the pedestrian environment including pedestrian-scaled lighting, public art, wayfinding, vegetation, among others.



This plan's online survey (with over 900 participants) showed that providing additional space between roadways and sidewalks (which also accommodates street trees) greatly increases sense of safety and comfort for people walking.

Downtown Streets

The Downtown Plan (adopted in 2012) makes several recommendations for improving walkability, including enhancing intersections to offer safer and more convenient pedestrian connections.

Continuing to implement the plan's recommendations for creating inviting downtown streets, with comfortable and inviting sidewalks and trails connecting residents and visitors to this important community destination is an important priority for the City. This includes the plan's vision for "Complete Streets" that provide for the safe and convenient movement of pedestrians, bicyclists, and drivers throughout and to and from the downtown.

Sidewalks

» Continue to require sidewalks in new development, and retrofit their installation in existing neighborhoods and developments.

» Review / modify sidewalk policies to include the goal of providing sidewalks on both sides of urban (curb and gutter) local streets including new development and retrofits on existing streets, (including dead-ends) to provide cut-throughs or park/trail connections.

Walkability in Larger Sites

Navigating the parking lots of larger commercial or employment sites on foot can be unsafe and uncomfortable, and hinder use of walking or biking to and around these destinations.

Consider working with developers from the start by adopting a walkability checklist into the City's zoning code to help improve design choices regarding basic requirements for walkability and bikeability (for example, by reviewing orientation of sites, building entrances, and parking lots to facilitate walking and transit access).



A clear connection safely leads people through a large parking lot to the front door of a major employer in Bloomington, Minnesota.

Driveways

» Limit the width, number, and location of driveways through consolidation and other means.

» Design driveways, particularly in the downtown area, so that they ramp up to sidewalk level (instead of having sidewalks ramp down to driveway level). This emphasizes the priority of pedestrian travel and helps slow vehicle speeds.



Example of a location where a level sidewalk across a driveway could improve conditions for pedestrians.

Events and Placemaking

» Accommodate commercial activities (like night markets, food trucks, and events) that invite walking and add activity and interest to key areas in the city.

Bicycle Network Recommendations

Recommendations for Chaska's bicycle network build on existing investments to provide a dense and equitably distributed "All Ages and Abilities" network that increases access to parks, neighborhoods, and the City's downtown.

Context-dependent recommendations include on- and off-street facilities that:

» Expand the City's shared-use path network,

» Offer trail-like protected on-street facilities that comfortably accommodate riders in higher-traffic areas,

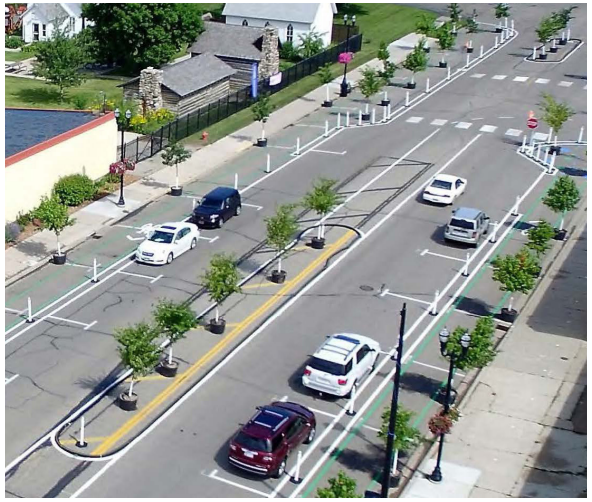
» Improve connections to schools, parks, commercial areas, higher-density housing, and transit corridors to facilitate bicycle travel within neighborhoods and throughout Chaska.

The proposed bicycle network was identified based on a review and analysis of the existing network, recommendations from community members, land use and development context, and conversations with City staff, the Project Steering Committee (PSC), and other stakeholders.

What It Can Look Like



A Protected Bicycle Lane in Glenwood Minnesota (population 2,500) supports bicycle travel in downtown.



Pilot installation of Protected Bicycle Lanes in Alexandria Minnesota (population 14,000).

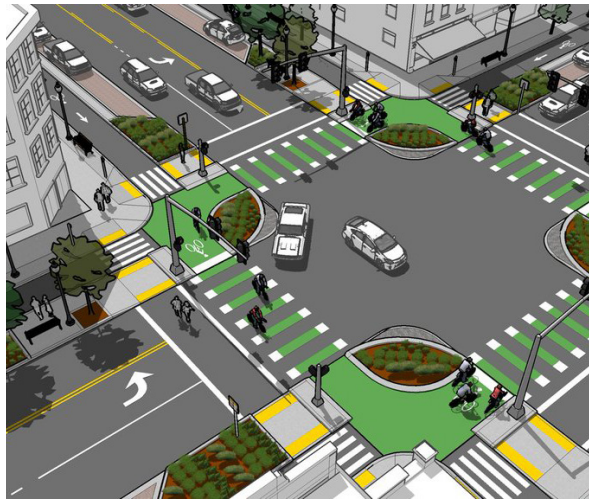


Diagram for a Protected Bicycle Intersection in a Main Street / downtown setting.



The Artery, a walking, biking, and driving connection to downtown Hopkins Minnesota (population 18,500).

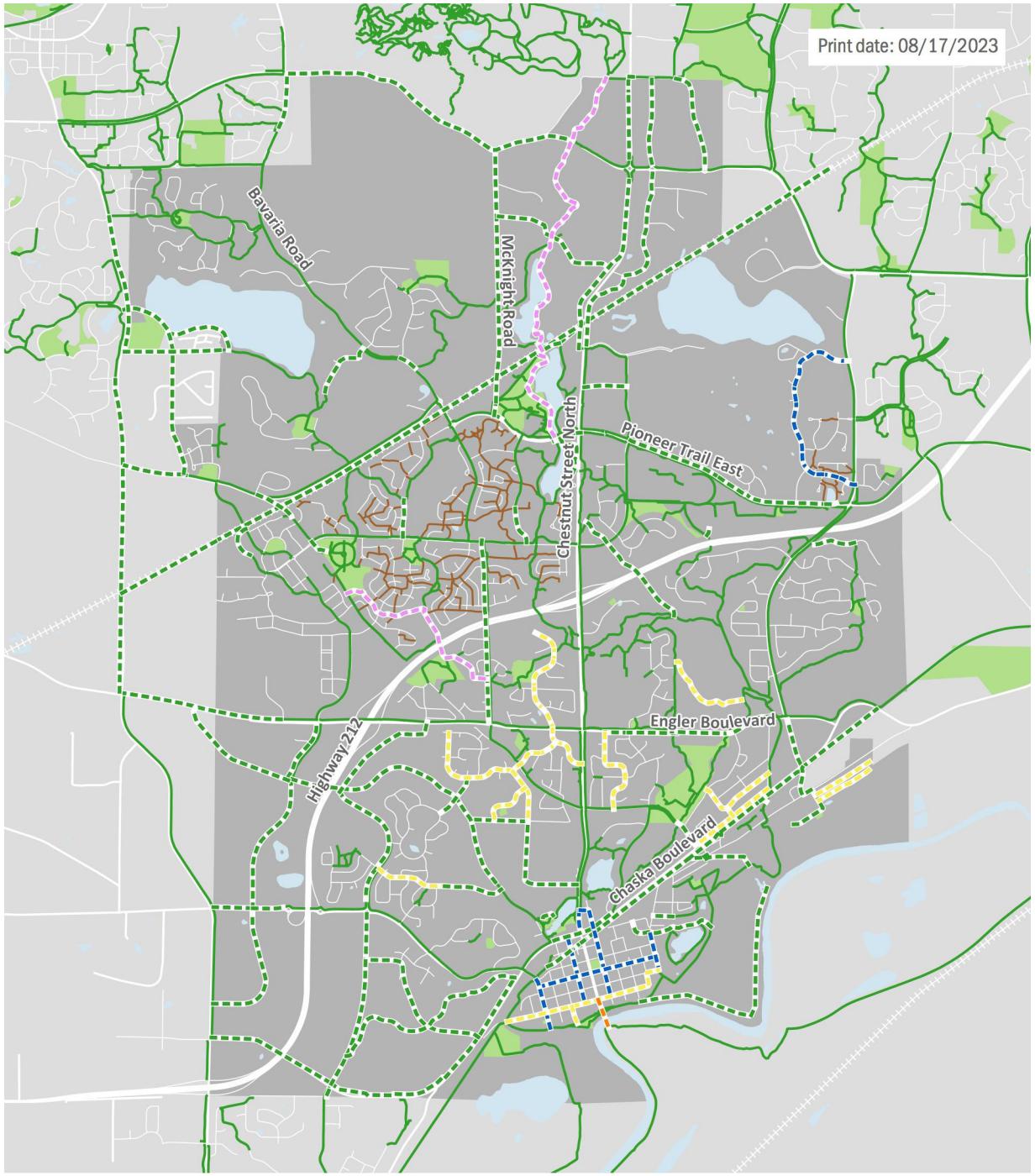
Proposed Bicycle Network

What the Map Shows

A network of comfortable and inviting "All Ages and Abilities" bicycling facilities provide convenient connections throughout the city.

Protected bicycle lanes and shared-use paths (trails) in denser, higher-traffic areas provide a safe, comfortable and inviting experience, while a network of Neighborhood Slow Streets provides comfortable connections into neighborhoods.

Several bicycle connections are shown for downtown, a key destination. However, project-specific engagement should occur before specific routes or facility types are finalized (please see additional discussion later in this chapter).



Additional Recommendations for Bikeability

Treatments at Intersections and Trail Crossings

» Develop / install Protected Intersections at locations where heavily-used bikeways cross major roadways.

» Highlight bicycle lanes across right-turn lanes and through intersections by the addition of color (green paint or epoxy), chevrons, and/or dashed lines.

» Develop and adopt guidelines for installing medians or raised crosswalks at trail crossings and intersections.

» Include bicycle detection (loop detectors or camera detection) along bikeways when signals are installed or updated.

» Include bicycle-specific signal phasing, especially at larger or complex intersections.

Facility Maintenance

» Establish bicycle facility maintenance guidelines for ongoing and seasonal maintenance including street cleaning, vegetation maintenance, snow and ice removal, and re-striping.

» Develop a public-facing document providing an overview of the City's current snow and ice removal policy for key trails and links, and publicize the existing "Winter Network" of priority routes for snow and ice removal along pedestrian and bicycle facilities.

Lighting of Trails and On-Road Facilities

» Establish policies for providing lighting along on- and off-road facilities, and in tunnels and other areas along trails as needed.

Bicycle Network Design

» Draw on latest best practices for full selection of bikeway facilities. Sources include: MnDOT Bicycle Facility Design Manual, MnDOT Best Practices for Pedestrian and Bicycle Safety, FHWA Small Town and Rural Multimodal Networks, 2012 AASHTO Guide for the Development of Bicycle Facilities (new edition forthcoming), NACTO Urban Bikeway Design Guide, and others.

Bicycle Parking

» Partner with Carver County Public Health to support installation of bicycle parking using Statewide Health Improvement Partnership (SHIP) funding

» Establish an ongoing "Request-a-Rack" program for business areas, employers, and individual businesses throughout the City.

» Develop bicycle parking requirements for new developments

» Install bicycle parking at existing destinations including commercial and employment centers, recreational areas, schools, and other community destinations.

» Develop and adopt bicycle parking guidelines - a good reference is the Hennepin County (MN) Bicycle Parking Guidelines

Rest Areas / Stops

» Establish guidelines for installation of rest stop facilities including benches, water refill stations, short-term parking, bicycle maintenance stations, trash and recycling, and restrooms.

Priority Pedestrian and Bicycle Projects

Top 10 Priorities for Implementation

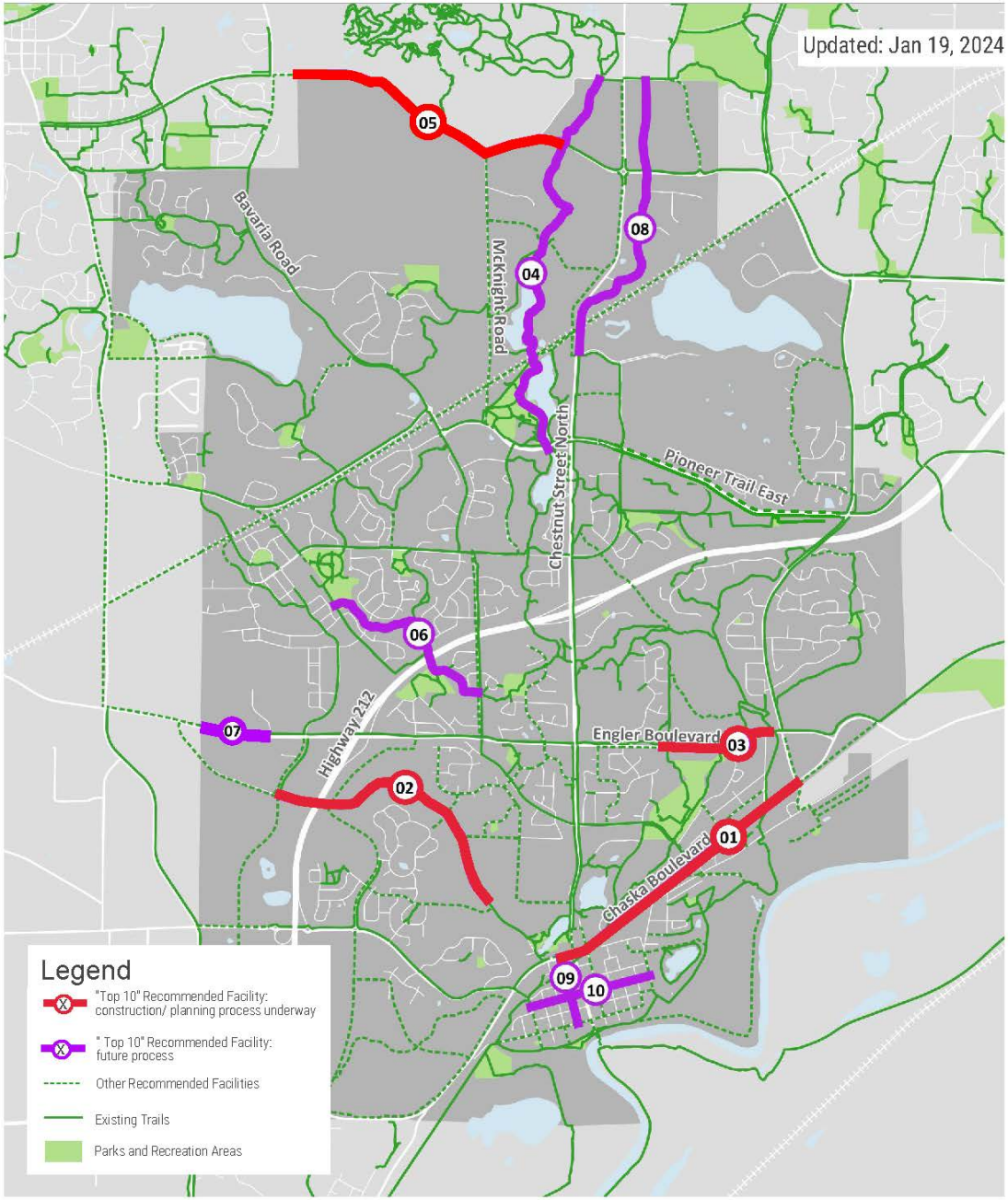
Numerous recommendations for bicycle and pedestrian routes and investments are described in this plan.

A set of "**Top 10**" routes and facilities was selected from those recommendations for priority implementation.

Please note that funding for the facilities and programs identified by this plan (including the "Top 10" facilities) has not yet been secured, though it is anticipated that the main source of funds will be grants from state, federal, and county sources supplemented by a mix of City resources. A listing of potential funding sources is included on the next page and also in the plan's implementation chapter.

Top 10 routes were selected responding to several factors, including:

- Whether they would serve a regional connectivity role according to Metropolitan Council's Regional Bicycle Transportation Network (RBTN)
- The number of key destinations (including schools, parks, library and transit) they connect
- Requests for routes along their alignments during the plan's community engagement process through the Wikimapping engagement portal



Funding for "Top 10" and Other Facilities and Programs

Planning-level cost estimates for implementing the "Top 10" facilities are provided in the table below. Please note that funding for the facilities and programs identified by this plan (including the "Top 10" facilities shown here) has not yet been secured, though it is anticipated that the main source of funds will be grants from state, federal, and county sources supplemented by a mix of City resources. A listing of potential funding sources is included in the plan's implementation chapter.

Map Ref #	Route Name	From	To	Length (miles)	Facility Type	* Cost Estimate ($)	MetCouncil RBTN?	# of Key Destinations
1	Chaska Blvd	Pine St N	Audubon Rd	1.56	SUP / Trail	$561,600	Yes	3
2	Creek Road	Chaska Creek Blvd	Vista View Dr	1.48	SUP / Trail	$532,800	Yes	1
3	Engler Blvd	Ridge Ln	Old Audubon Rd	0.57	SUP / Trail	$205,200	Yes	3
4	McKnight Lake Trail	Lyman Blvd	Pioneer Trail West	2.45	Upgrade Existing	$502,250	Yes	3
5	Bavaria Rd/82nd St W	Ali Ln	McKnight Lake Trail	1.55	SUP / Trail	$558,000	Yes	1
6	Clover Ridge Connector	Molnau Court trail	Bavaria Road	1.09	Upgrade Existing	$223,500	No	3
7	Engler Blvd (north side)	West Creek Lane	Western City Limit	0.4	SUP / Trail	$144,000	Yes	0
8	Peavey Road	Norex Drive	Hazeltine Blvd	1.64	SUP / Trail	$590,400	Yes	3
9	Pine St (downtown)	Chaska Blvd	W 1st St	0.35	TBD (pending engagement)	-	Yes	5
10	W 3rd Street (downtown)	N Hickory St	Beech St	0.65	TBD (pending engagement)	-	Yes	5

** Cost estimates are based on MnDOT's Metro District Bicycle Plan (March 2019), which were derived from statewide average bid prices. To reflect current conditions, including higher costs due to inflation, post-Covid supply chain disruptions, and other factors, future project costs should be inflated relative to a base year of 2017. Cost estimates shown here do not include an allowance for engineering, utility, or right-of-way costs, but do include a 40% contingency that may account for some of those costs. Please note that these estimates are only intended to be used at a planning level and should be refined throughout the project development phase of each individual project.*

Considerations for Downtown

Chaska's downtown is an inviting destination for residents of the city and surrounding communities. Its unique combination of walkable urbanism, restaurants, shopping, boutiques, and historic architecture make for a thriving destination and a key location for economic activity in the city. Making walking and biking easier within, and to and from the downtown, will support the continued success of local businesses and is a key recommendation from the Chaska's Downtown Plan, adopted in 2012.

Over the years, Chaska has implemented many of the 2012 plan's recommendations. However, the Downtown Plan's bicycle network was not implemented due to community concerns about limited space and automobile parking.

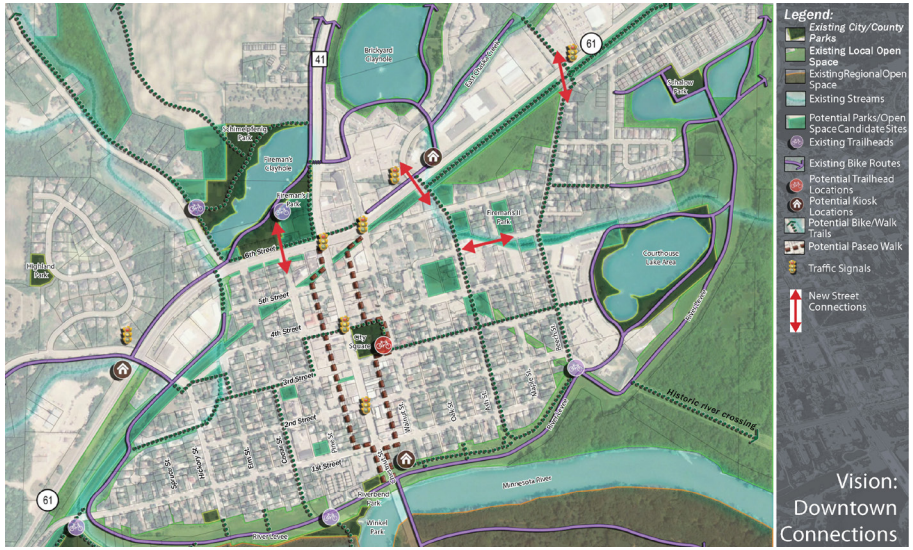
Project-specific engagement should occur before any bicycle routes or facilities are planned or prepared for implementation in the City's Downtown. Soliciting guidance and considering and addressing concerns from downtown businesses will be key to future success; some issues to consider include ensuring an adequate parking supply and facilitating access to storefronts.

At the same time, and consistent with the Downtown Plan's "Complete Streets" vision, it will be important to consider routes or facilities that improve safety for all users, including people walking, bicycling, taking transit, and driving.

In the end, improving bicycle connectivity in and around the downtown will support greater use of bicycling in the city and will also support increases in economic activity and overall desirability for downtown as a place to visit, live in, and develop businesses.



Chaska has implemented many of the Downtown Plan's recommendations. Image courtesy of HKGi.



The Downtown Plan includes recommendations for a network of trail-like facilities throughout downtown and connecting to other places in the city.

Potential Bicycle Routes in Downtown

Several potential downtown bicycle routes are identified to respond to priorities received from Chaska residents during this plan's community participation process, to improve safety and connectivity, and to address the recommendations of the City's adopted 2012 Downtown Plan.

Note that specific facility types for the downtown are yet to be determined. Additional route- and project-specific engagement with downtown businesses and the wider Chaska community will need to be completed before specific route or facility recommendations are finalized.



Considerations for North-South Bicycle Routes

» A north-south bicycle connection through Chaska's downtown is a regional priority according to the Metropolitan Council's Regional Bicycle Transportation Network (RBTN).

» Plans for the 2023 reconstruction of TH 41/Chestnut St through downtown do not include bicycle facilities along this stretch, but do include a tunnel crossing under TH41 just south of Chaska Boulevard that can be leveraged to develop north-south routes:

- Two N-S bicycle routes (Walnut St and Pine St) should be provided to accommodate north-south connectivity through the downtown while avoiding the need to cross TH41. These routes would connect with the new tunnel, while also providing access to existing trails north of Chaska Blvd and the Minnesota River crossing to the south.
  - › Both routes would connect to Chaska Blvd; Pine St would also provide access to the Firemen's Lake area.

» Given the size of the downtown area, additional N-S routes would be beneficial; given existing traffic volumes, these can be easily provided as Neighborhood Slow Streets:

- Hickory St provides direct connection to the existing trail at Big Woods Blvd
- Cedar St provides direct connection to Winkel Park and the river trails (the gate currently there to restrict vehicle traffic could be replaced with removable bollards that allow people bicycling or walking to pass through, with the ability to accommodate access for work vehicles when needed).
- Beech St link will link several existing and planned E-W routes to river trails.

Considerations for East-West Bicycle Routes

» Given the size of the downtown, two east-west links are recommended.

» 1st St would provide an E-W link away from downtown traffic with low level of effort to implement as a Neighborhood Slow Street. This route would create linkages to N-S routes that the existing river trail can't provide due to the levee.

» 3rd St is centrally located and is identified in the 2012 Downtown Plan (with a small section on 4th Street). 3rd St does not have a signalized crossing of TH41, but the final TH41 reconstruction plans for this intersection include a comfortable median and limited turning movements, which would facilitate crossing.

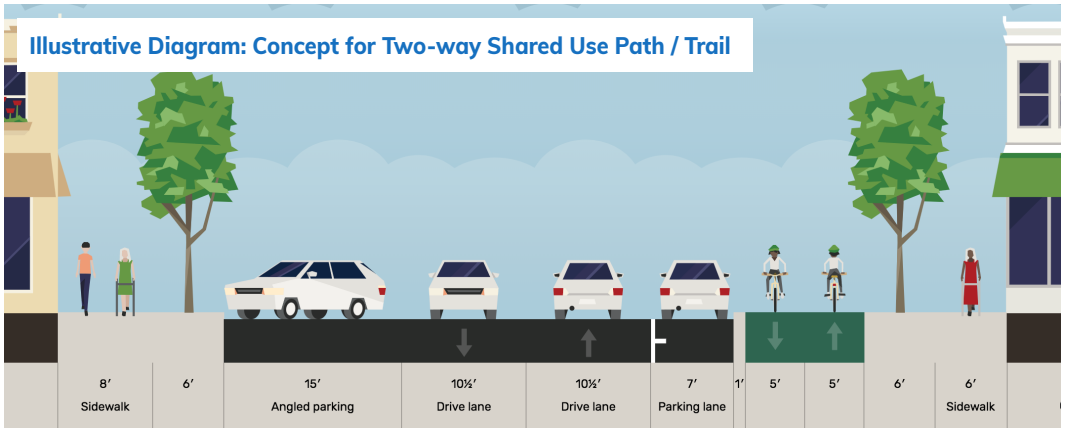
Concepts for Potential Configurations

The width of right-of-way available in the downtown is 80 ft, for both N-S and E-W streets. Several types and configurations of bicycle facilities could be implemented in this space while heeding the guidance of the adopted 2012 Downtown Plan and accommodating recent streetscape investments.

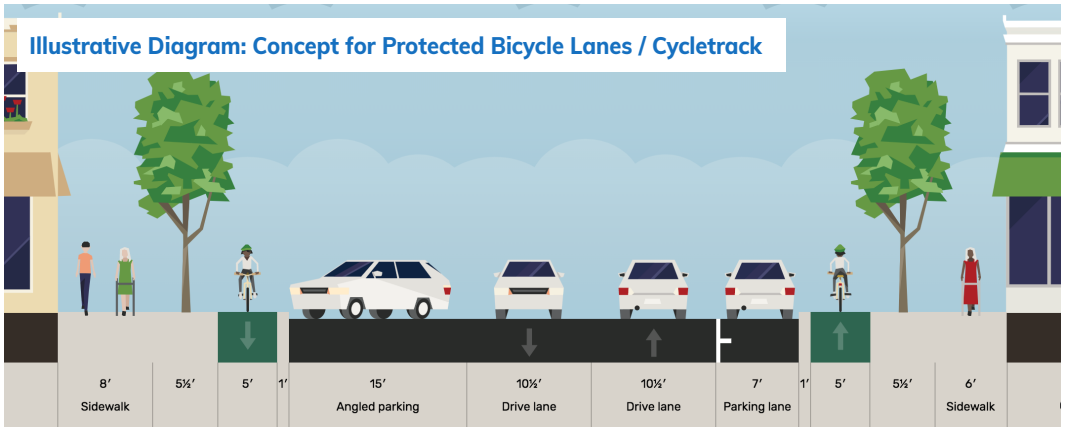
Planning and decisions regarding specific types of facilities should only be considered after route- and project-specific engagement with downtown businesses and the wider Chaska community is completed.

The diagrams provided on this page are for illustrative purposes only.

Illustrative Diagram: Concept for Two-way Shared Use Path / Trail



Illustrative Diagram: Concept for Protected Bicycle Lanes / Cycletrack



Illustrative Diagram: Concept for Shared Lane Facility in Downtown Streetscape



Other Considerations for Downtown

Downtown Hopkins is already a thriving and successful destination attracting visitors from near and far. Continuing to work on improving its orientation to walking and bicycling will pay dividends for downtown's success and for the city overall.

Some potential "quick wins" for downtown include:

» Bicycle parking:
  - Provide multiple racks along each block face
  - Develop one or two locations for secure long-term bicycle parking (like a staffed facility or bicycle lockers)

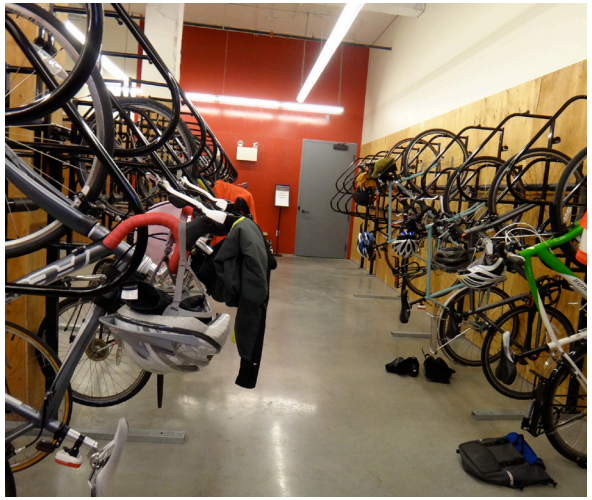
» Enhance wayfinding for people walking and biking

» Promote a "park once and walk" strategy for visitors to downtown shopping and parks

» Continue development of bicycle trails connecting into and around downtown

» Consider enhanced crossing treatments where warranted (for example, consider adding RRFBs or a second HAWK system in the downtown area)

What do they look like?



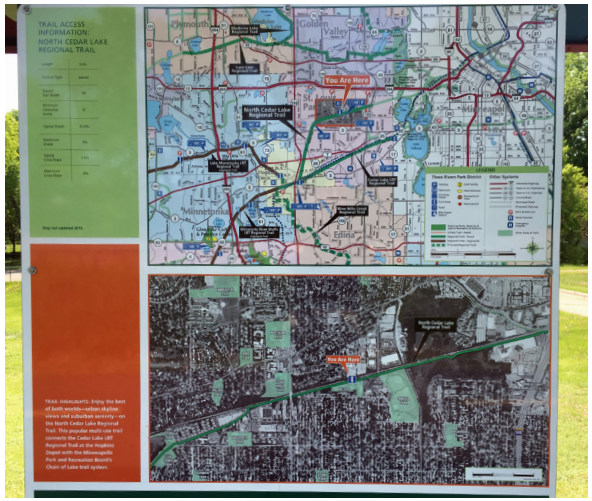
A secure, longer-term bicycle parking facility.



Ample bicycle parking provides convenience for visitors.



A wayfinding marker placed on a sidewalk orienting visitors to a useful destination.



A wayfinding system helps visitors get a sense of where they are and how to get to where they want to go.

Shared-Use Mobility: Bikeshare, Micromobility, and Mobility Hubs

Shared-Use Mobility

Shared-use mobility is an approach to transportation that provides access to options that are shared among users - like public transit, bikeshare, scooter fleets, carshare, carpools, taxis and app-based ride-hailing services. These options can increase convenience and access for residents while reducing the need for private car ownership.

Shared-use mobility systems are not just for metro-area cities: smaller communities, college towns, national parks, and tourist destinations can be successful locations for these innovative options.

Smaller and suburban edge communities like Chaska have great potential to benefit from shared-use approaches because they offer advantages (in terms of distance and concentration of activities) over larger metro areas. In addition, these options offer potentially greater benefits to residents of smaller communities, as they can greatly reduce the need for automobile ownership and the attendant expenses they imply.

Bikeshare



Nice Ride (the Twin Cities bikeshare system).



Great Rides, in Fargo ND, is one of the best-performing bikeshare systems in the nation.

A Bicycle Share ("bikeshare") system is a shared transportation service where bicycles are available for use to individuals on a short-term basis for a price.

Bicycles can be standard or electric, and are returned to special racks ("docks"), parked at designated areas or corrals, or parked anywhere within a system's service boundary (for a "dockless" system).

Bikeshare is a mature technology, and has been successfully used in our region - both in large and smaller communities. Nice Ride (the Twin Cities bikeshare system), started operations in 2010, and has continued to grow and introduce new technologies since then - including, most recently, electric-assist bikes and dockless rentals.

Great Rides, in Fargo ND, is a small system (11 stations and 100 bikes) but one of the most successful in the nation in terms of utilization (each bike gets used about 7 times per day, about the same rate as NY City's). Great Rides serves the needs of residents, visitors and the City's student population, and offers an important example for potential implementation of a bikeshare system in Chaska.



Mobility Hubs could be developed in Chaska. Image courtesy of Sophia Von Berg.

Mobility Hubs

A Mobility Hub is a place where people can access multiple transportation modes in a safe, comfortable, and accessible environment that facilitates convenient and reliable travel.

Mobility Hubs:

» Bring together elements of the shared-use mobility model,

» Provide convenient access to multiple modes of transportation,

» Are located within an environment that offers placemaking qualities, walkability, and density of uses and destinations.

Access to a Mobility Hub can help local households keep more of their income and build wealth - for example, by helping a three-car household become a two-car household, or helping a two-car household become a one-car household.

A successful shared-use mobility approach for Chaska would integrate several systems: shared scooter and bicycle fleets, fixed stops for public transit, carshare and ridesharing services, compact and efficient land use, and supportive walk / bike networks that, taken together, offer new options for residents and visitors to connect to destinations in and around the City.

Recommendations

» Explore development of a small bikeshare system in the city. Potential characteristics for the system's configuration could include:

- Docked system
- 50 bikes / 5 docks
- Potential dock locations include Downtown (2-3 docks, with one at City Square), Firemen's Park, Courthouse Lake, Chaska Community Center, and the future library

» Explore development of a Mobility Hub in the city's Downtown

» Invite providers of shared-use mobility options (bikeshare, scooters, carshare and ride-hailing apps) to offer options in the city.

» Locate shared-use mobility options in areas with excellent walk / bike access

» Serving destination-rich neighborhood nodes can help kick-start shared-use mobility options in Chaska and support the development of denser housing and mixed-use buildings - increasing the efficient use of land and increasing convenient access to transportation options for people living in those districts and in nearby traditional single-family neighborhoods.

Wayfinding

Please note: Appendix 1 - Toolbox of Facilities and Treatments includes additional guidance for wayfinding.

A wayfinding system is a comprehensive network of signing and pavement markings that provide useful information including direction, time and distance to a destination along preferred routes.

A comprehensive and user-friendly wayfinding system is a key part of successful pedestrian and bicycle networks. Wayfinding elements, including signs, markings, maps, and informational kiosks make a network approachable, understandable, and usable. They make it easier for existing and potential pedestrians, bicyclists, and transit riders to use the City's walking and biking facilities to reach their destinations.

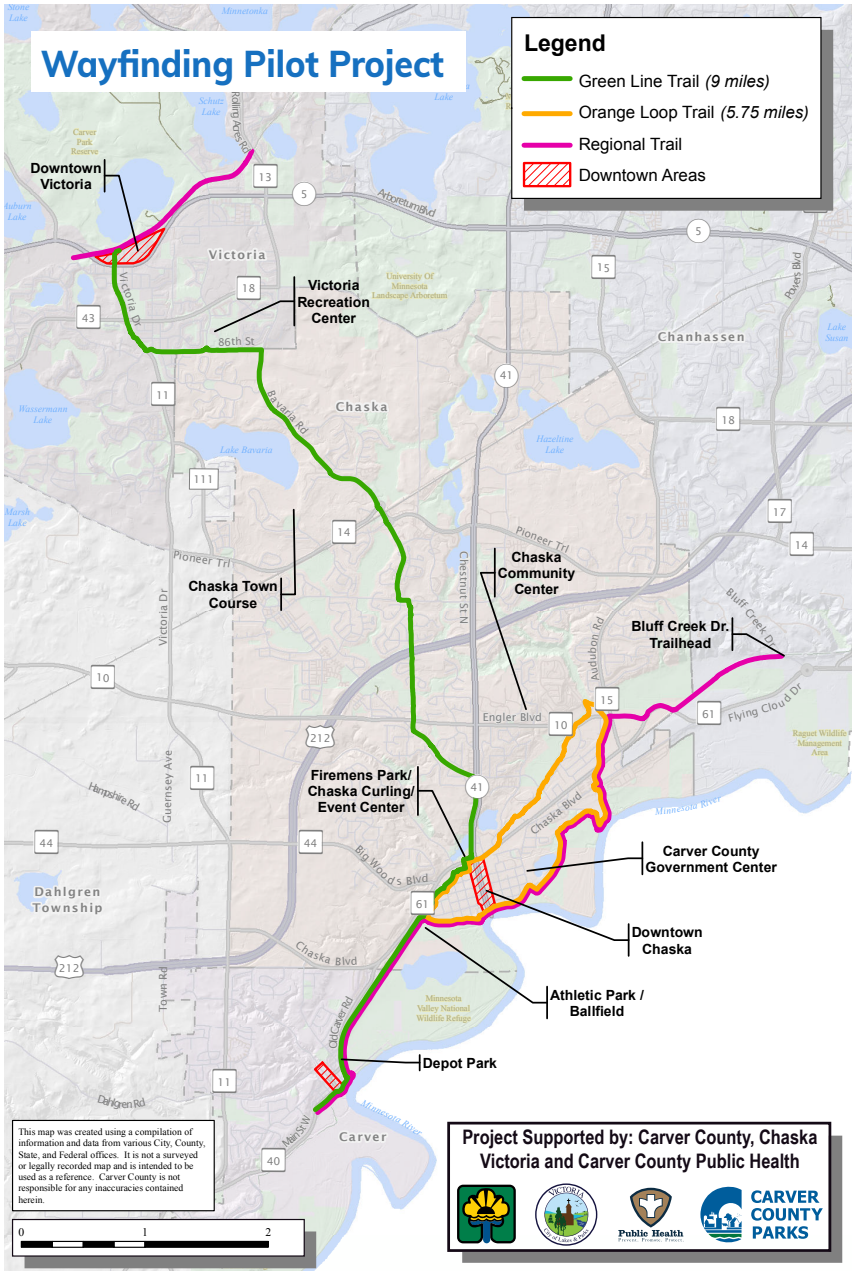
Wayfinding for Routes

Chaska has many existing and planned assets that could be linked as transportation and recreation routes and loops. The City's All Ages and Abilities network is an ideal framework for connecting destinations across the city (and to nearby trails and communities).

Recent Planning

The City of Chaska has a Comprehensive Wayfinding Master Plan as well as a Local and Regional Trails Wayfinding Pilot Project in collaboration with Carver County Parks, Carver County Public Health, and the City of Victoria.

Recommendations from both documents are incorporated into this plan's recommendations for wayfinding and network development.



Types of Destinations

Destinations to include and highlight in the city's system include:

» Other trails or bikeways (to support system connections)

» Local or regional parks and trails

» Downtown

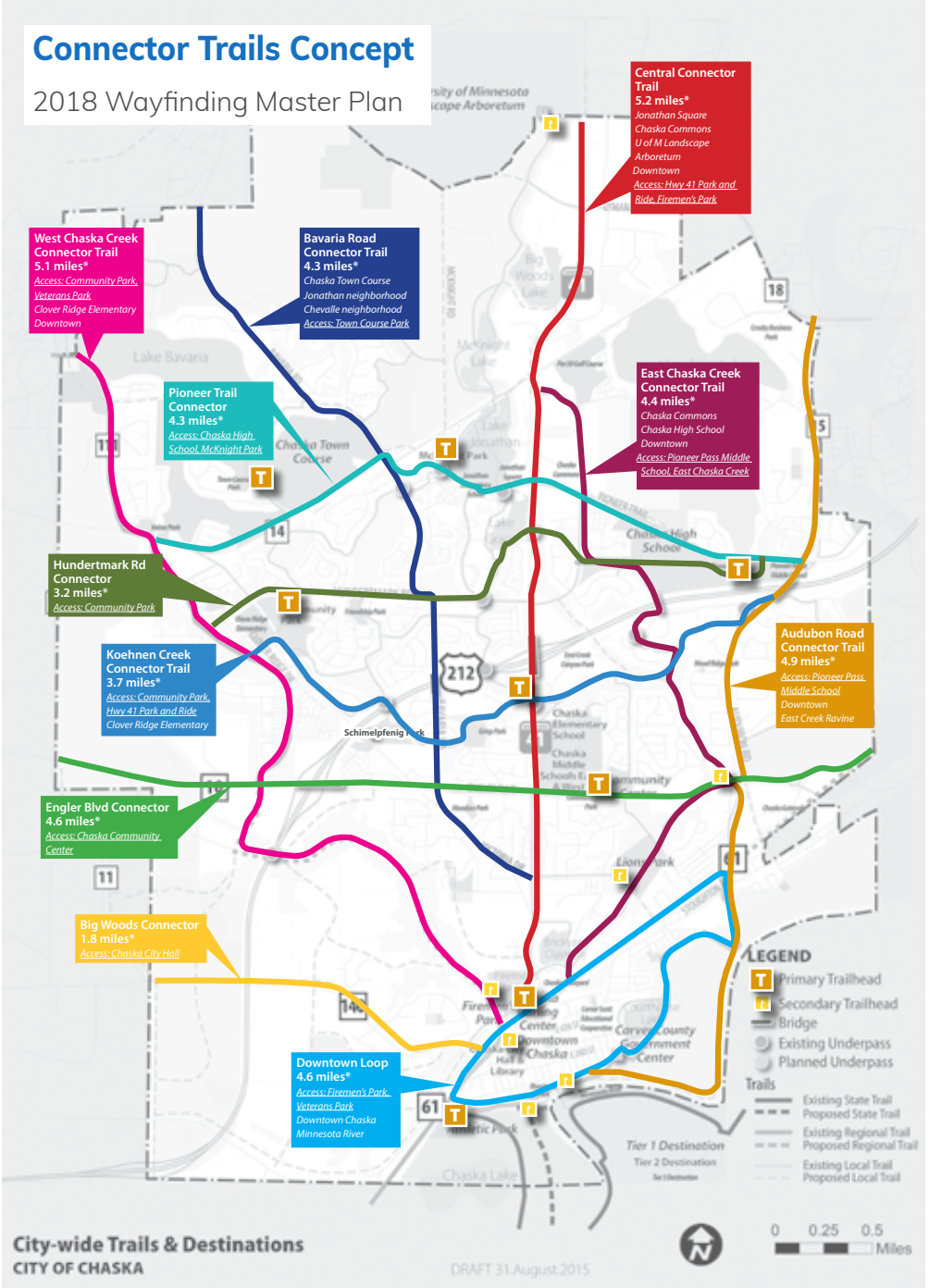
» Schools

» Loops

Other Wayfinding Recommendations

» Print and distribute network maps: Network and route maps communicate the city's walking and biking network to both current and potential users. Include safety tips, information about different facility types, and bicycle traffic laws.

» Make route map and GIS data publicly available: Publishing pedestrian and bicycle related data including planned projects, construction information, pedestrian and bicycle detours, and safety information helps keep the public informed, and allows for development of third party applications that incorporate up-to-date information about the city's walking and biking network.



Facility Maintenance

Maintenance of walk / bike facilities includes two key activities:

» Upkeep and repair of the facilities themselves so they continue to serve in their intended condition (e.g., repainting crosswalks to maintain visibility, or patching trail surfaces), and,

» Ensuring that environmental, climatic, and other factors don't hinder access to the facilities or to their intended functioning (e.g., removing snow from priority pedestrian corridors).

Proactive and responsive maintenance of pedestrian and bicycle assets is a key practice for successful pedestrian and bicycle systems, and a major contributor to the development of safe, comfortable and inviting non-motorized networks that grow walking and biking.



Proactive maintenance of walking and bicycling facilities protects community investments.

Why It's Important

Adequately maintaining walking and biking facilities:

» Protects the City's investments and helps ensure that they serve the needs of residents and visitors well into the future

» Reduces hazards, improves user visibility and safety, and invites greater use of facilities

» Improves reliable, year-round connectivity for users of non-motorized modes

User Needs

People walking, especially people who use mobility devices like walkers and wheelchairs, depend on level, slip-resistant surfaces for their travel. Walking surfaces that are free from unexpected bumps, holes or cracks, ice, or other slippery materials are paramount for people's safety and comfort.

Surfaces that are adequate for people driving can be hazardous for people walking or biking: gravel can deflect a bicycle wheel; a crack in the pavement or an incorrectly-oriented drainage grate can trap a bicycle wheel or trip walkers; wet leaves, ice, and gravel in walkways and bikeways can result in a fall, limit access for people using mobility devices, create unfriendly conditions, and reduce system use.

People walking and biking also depend on motorists' ability to anticipate and respond to their presence when crossing streets - visible and working signs, signals, and pavement markings help improve their safety.

General Considerations

Management Plans

A management plan is a tool to identify maintenance needs and responsible parties. A management plan that includes the maintenance component for a proposed facility should be in place before construction. Additionally, a management plan should include a means for users of the system to report maintenance and related issues and to promptly address them.

Management plans for pedestrian and bicycle facilities have significant overlap with management plans for a city's other transportation assets. Some of the issues typically addressed include:

- Filling potholes
- Removing downed or dangerous trees
- Responding to vandalism and trespassing
- Removing litter
- Replacing stolen or damaged signs
- Watering and weeding landscaping
- Protocols for communication
- Coverage of expenses



A management plan includes protocols for addressing common and potentially serious problems like incorrectly-placed drainage grates that can trap a bicycle wheel.

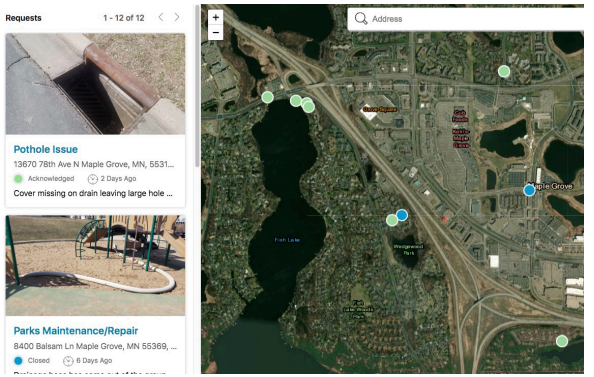
Maintenance Budget

Preventive maintenance reduces hazards and future repair costs. Maintenance costs and responsibility for maintenance should be assigned when projects are planned and budgets developed. As with streets and roadways, typical annual maintenance costs for walk / bike facilities range from 3 to 5 percent of infrastructure replacement costs - for example, a $100,000 facility should include a $5,000 annual maintenance budget. Life-cycle cost analysis is recommended to determine the net value of using longer-lasting, higher-quality materials during construction if they reduce yearly maintenance expenditures.

User-Initiated Maintenance Requests

Users of the Chaska pedestrian and bicycle network will likely be the first to notice hazards, maintenance issues, and opportunities to improve the system.

A formal mechanism for receiving requests for maintenance can help focus and prioritize investments, avert deterioration of facilities, and reinforce resident-ownership of the City's walk/bike network.



See-Click-Fix user-initiated report for a missing drainage grate (top left) in Maple Grove.

Deploying a web and app-based tool like "See-Click-Fix" (or "Report-a-Pothole" or similar) will facilitate user-initiated maintenance requests. Supporting implementation of this tool through a supportive education / public marketing campaign will help increase public awareness and use of the tool.

Routine Maintenance

Street sweeping

Loose gravel, sand, leaves, and other debris on the surface of bicycle lanes, paved shoulders, and paved sections of shared use paths should be removed at minimum twice per year - once in the spring and once in the fall.

Sweeping is an important activity for usability of on-road bicycle infrastructure (bike lanes, separated bike lanes, and others) as automobile traffic will tend to sweep debris into these facilities. This is especially true for bicycle lanes that are located directly adjacent to a curb, where debris collects already.

Markings

Signs and pavement markings are important features of streets, walkways, and bikeways. They help ensure continued safe and convenient use of these facilities. Signs, striping, and legends should be kept in a readable condition.

Some recommendations to address these elements include:

» Regular inspection of walkway and bikeway signs and legends, including an inventory of signs to account for missing or damaged signs, with prompt replacement of defective or obsolete signs

» Regular inspection of striping, with prompt reapplication as needed. Bike lanes may require annual re-striping if located on higher-volume streets; consider durable cold plastic for skip-striping bike lanes across right turn lanes

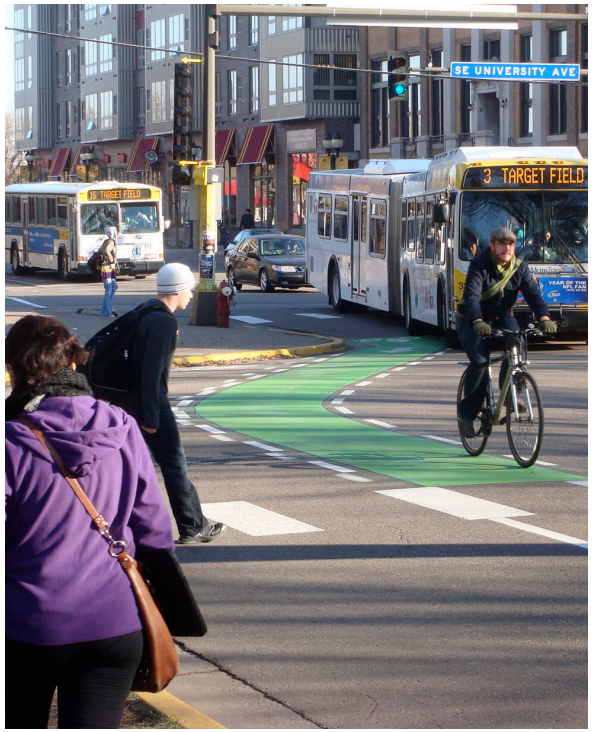
» Consider using ground-in preformed thermoplastic pavement markings and tape rolls, which are less prone to getting scraped away by snow plow blades

Vegetation

Vegetation encroaching into and under a sidewalk, SUP, or trail crossing can create a nuisance and hazard for people walking (especially for those with sight or mobility impairments) and biking. To provide long-term control of vegetation, its management should be considered during design and construction of facilities.

Vegetation management helps to maintain smooth pavement surface, as well as clear zones, sightlines, and sight corners to promote pedestrian and bicyclist safety. City maintenance staff are generally responsible for vegetation management and should inspect the trail system monthly during the growing season. Regular seasonal maintenance activities should include mowing of turf areas within the trail right of way, annual trimming of vegetation, weed control, rain garden maintenance and sweeping and blowing of vegetation and turf debris from the trail surface and root cutting as needed.

Vegetation management issues identified by users (e.g. tree roots causing heaving of sidewalk surfaces, encroachment and maintenance issues) will likely be reported through the user-initiated maintenance request program.



Keeping markings in good condition helps support safe interactions between users of all modes.

Winter Maintenance

Snow and Ice Removal

Winter maintenance is a key component for facilitating year-round use of pedestrian and bicycle networks. The presence of snow or ice on sidewalks, curb ramps, or bikeways will deter pedestrian and bicyclist use of those facilities to a much higher extent than cold temperature alone.

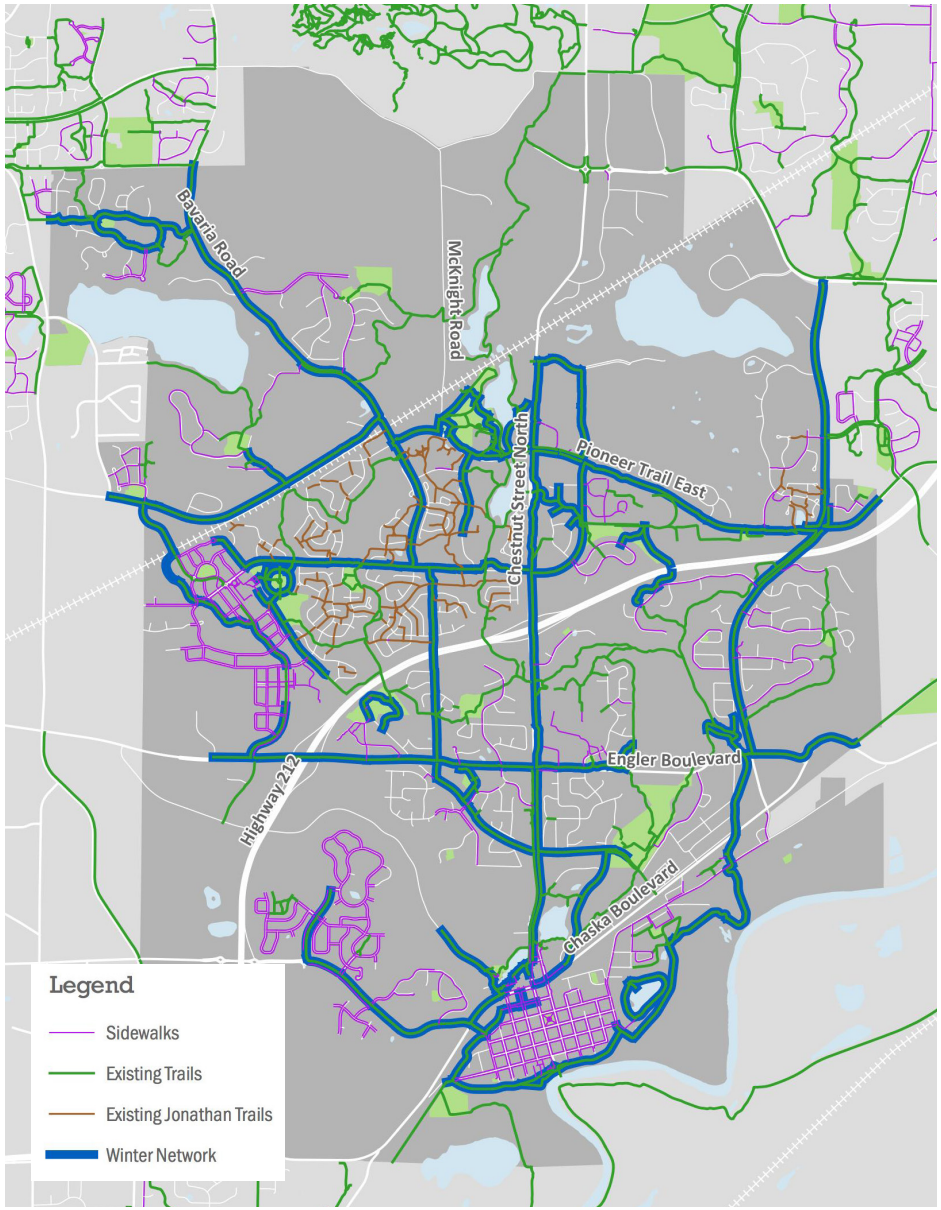
Seniors and persons with mobility issues will avoid walking in locations where ice or snow accumulation creates slippery conditions that may cause a fall. Curb ramps that are blocked by ice or snow effectively sever access to pedestrian facilities for wheelchair users and seniors.

Additionally, inadequately maintained facilities may force people walking or biking to take a route that is unsafe or inconvenient - e.g., forcing pedestrians and bicyclists into the roadway or motor-vehicle lanes.

When the surface of a road is covered by snow, the pavement markings that guide and warn people walking, biking, or driving may be difficult to see. Clearing snow from the entire roadway surface will help keep pavement markings identifiable, and will provide space so people walking and biking can comfortably travel as far to the right as possible.

Walking and bicycling generally decrease during the cold winter months as slippery infrastructure and unpleasant weather conditions create barriers for pedestrians and bicyclists. However, continuing infrastructure maintenance can facilitate the convenience of walking and biking as well as provide new opportunities to encourage more people to be outside more often.

Chaska's Existing Winter Walk/Bike Network



Chaska's Winter Network (routes marked in blue), where City of Chaska Public Works crews currently clear snow and maintain usability of trails and walking facilities year-round.

The City of Chaska has already developed a "Winter Network" of walking and biking facilities that are maintained by the City. Over time, and as resources are found to cover expenses for these maintenance operations, this network could grow to include a greater share of the City's facilities.

Other Maintenance Considerations

Construction Detours

Keeping sidewalks free of obstructions, and providing detours during nearby construction activities can make pedestrian travel easier. Construction on sidewalks and trails should include similar considerations as other construction projects, with appropriate signage and provision of detours as needed.



Clearing of snow and ice from sidewalks and trails can help facilitate wintertime walking and biking.



Clearly mark detours when construction projects block established routes.

Bicycle Parking

Visible, secure bicycle parking is essential for making bicycling a viable option for transportation purposes. If it is not provided, many users will next time choose a different mode for arriving or may choose another destination altogether, even if the provided bicycle routes are perfectly safe and convenient. Others will improvise by locking bikes to anything that seems secure - which can result in damage to trees and fixtures, and create hazards to people walking.

Two types of bicycle parking are generally provided: short-term and long-term. They differ in their placement, security and purpose.

Short-Term Bicycle Parking

Short-term parking accommodates visitors, customers, employees, and others who arrive at a destination with the intention of leaving within a few hours. Securely anchoring and locating standard inverted-U racks near primary entries is the recommended practice. Ensuring that ample short-term parking is available at neighborhood parks, schools, employment centers, and commercial areas is also strongly recommended.

Long-Term Bicycle Parking

Long-term parking accommodates employees, students, residents, commuters, and multi-modal travelers. Long-term parking should be secure, weather-protected, and provided in a visible and/or convenient location. Long-term parking may be provided using inverted-U racks in a secured or supervised area, or by bicycle lockers, bike stations, or bike rooms. Long-term parking should be provided at large employment locations and major transit hubs, and can be easily implemented by designating a "bike room" within buildings and destinations.

Placement and Function

Parking areas should be visible and prominent, located near a building's main entry, and located clearly and conveniently along a bicycle riders' natural path to access a site.



"Inverted U" bicycle racks are a preferred configuration for user-friendly, cost-effective parking options.

Recommendations

- Provide parking at key locations including schools, parks, commercial nodes and destinations near bicycle trails
- Develop and maintain an inventory of bike parking facilities
- Deploy parking at the same time segments of the City's "All Ages and Abilities" network are implemented to support use
- Develop a "Request-a-Rack" program to add bicycle parking at local businesses (the business pays 50% of the cost, and the City installs the rack)
- Use the APBP Bicycle Parking Guidelines

Recommendations for City Planning Ordinances

Planning policies exert a powerful shaping influence on the City's future form and can greatly strengthen a community's orientation for facilitating walking and biking as it grows and develops.

Develop and Adopt a Complete Streets Policy

A Complete Streets Policy asserts the City's commitment to considering the needs of all users (including pedestrians and bicycle riders) when planning transportation investments. Developing and applying a "Complete Streets checklist" that identifies walk/bike impacts from every potential transportation investment will support this plan's goals while enhancing community identity, supporting economic vitality, and increasing opportunities for active living and better health.

Adopt an "Active Living Design" Checklist

Navigating large parking lots on foot or bike can be unsafe and uncomfortable, and hinder use of these modes. Providing clear access from the street to the building entrance, not only from motor vehicle parking lots, but also from the routes pedestrians and bicyclists use to access a site, can make the destination more inviting.

Chaska can include requirements for these considerations (including bicycle parking and other ancillary facilities) in building and zoning codes, particularly for development at key employment and retail destinations.

A productive approach to guide developers during the site development and review process - especially regarding orientation of sites and parking lots to walking and transit access - is to develop and adopt a checklist that helps proposers and City Staff review how well a potential development

BUILDING DESIGN

Buildings should be oriented and designed at an appropriate scale to frame and enclose the adjacent streets or right-of-ways, provide opportunities for pedestrians to enter and access buildings; with ideal access to pedestrian level infrastructure and elements.

☐	1. Proposed Buildings are being built near the front street (ROW) line wherever possible, with entrances situated or located along this front edge.	5
☐	2. Proposed Buildings are sited in ways to make the entries or intended uses clear to and convenient for pedestrians.	5
☐	3. Proposed Buildings are connected to public streets via sidewalks that are part of the development.	5
☐	4. Pedestrian level building windows front the street and entrances are well-lit for user security.	5
☐	5. Proposed parking lots are encouraged to be underground, in parking structures or located behind buildings if possible; and designed to be facilitate shared parking between uses.	5
☐	6. Proposed building locations and site connectivity decisions were made using CPTED (Crime Prevention Through Environmental Design) principles, including connection to well-lit sidewalks that are buffered by street trees or other amenities.	5
	Sub-Total Points (A):	

PEDESTRIAN CONNECTIONS

☐	1. Parking facilities are designed to accommodate pedestrian and bicycle access to the buildings.	5
☐	2. Building site has sidewalks and crosswalks to connect parking to allow for safe pedestrian movement through the parking lot.	5
☐	3. Pedestrian connectivity is incorporated to link buildings within the site.	5
☐	4. Pedestrian connections should be made to the existing public sidewalk system.	5
☐	5. Benches or seating should be provided for residents, visitors, and/or pedestrians.	5
☐	6. Striping and signage of crosswalks will be made at all intersections.	5
☐	7. Outdoor seating areas and outdoor sales areas should be planned or incorporated where appropriate. Such areas shall utilize a unified theme and approach to the defining elements (structural elements, railings, shading, paving, lighting, landscaping) for the creation of these exterior spaces.	5
	Sub-Total Points (B):	

BICYCLE CONNECTIONS

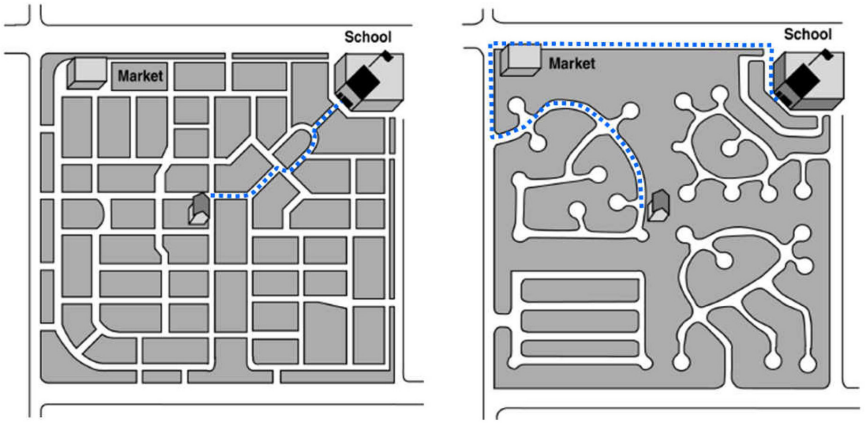
City will consider and support an adjustment to the required parking standards or required number of vehicle spaces if a development demonstrates or provides on-site bicycle parking.

☐	1. Bike parking is being provided in close proximity to primary building entrances or in prominent areas that serve multiple businesses.	5
☐	2. Bike racks are being installed that supports the wheel and frame of the bike.	5
☐	3. Indoor bicycle racks, controlled-access bicycle storage room, bicycle lockers, and bicycle corrals are secure parking options.	5
☐	4. Trail connections are planned and connected to any existing overpass system.	5
	Sub-Total Points (C):	
	TOTAL POINTS: A _____ + B _____ + C _____ =	

Development checklist. Image courtesy of Hennepin County Active Living.

addresses the basic requirements for walkability and bikeability. This checklist can then serve as a tool for negotiating improvements from the developer and evaluating alternative designs.

Adopt Connectivity Standards for New Development



Connected streets make walking and bicycling more convenient and inviting for daily travel. Image courtesy of Kentucky Transportation Cabinet..

An essential component for making walking and biking more useful and inviting is having a network of connected streets and sidewalks that offer shorter and more direct paths to neighborhood and community destinations. Retrofitting streets after a new development is built is much more expensive than providing that connectivity right from the start. Adopting street connectivity standards for new development and subdivisions can help ensure that as the city grows its street network remains compatible with walking and biking.

» Overview and sample model ordinance

Adopt a Compact Development Ordinance

Commercial and employment areas are and will continue to be important destinations for daily trips in Chaska. New Mobility transformations have high potential in the City. Developing a Compact Development ordinance (similar to Transit-Oriented Development (TOD) ordinances in larger communities) focusing on key current and future employment and commercial activity hubs will help guide their evolution towards types of development and land use that maximize the role that walking and biking can play in their long-term form.

A Compact Development Ordinance would provide standards for developing attractive, compact, walkable, mixed-use centers near key locations and creating live/work/play areas that provide easy access to local and regional walk and bike networks. An ordinance could regulate building orientation and design, provision of pedestrian and bicycle facilities and parking, and establish measures to accommodate motor vehicles and parking in a way that minimally impedes pedestrian and bicycle mobility. This includes traffic calming measures, high-comfort walking and biking facilities, attractive landscaping, and other strategies that can facilitate growth of walking and biking in the city.

Consider Adoption of a Form-Based Zoning Code

Form-based codes regulate the way in which building placement, scale and articulation shape and address a City's public spaces and public realm - which are key considerations for improving a city's orientation to walking and biking. Exploring how form-based codes may support long-term transformations of key commercial corridors as well as locations for new development may have long-lasting positive impacts for the growth of walking and biking in Chaska.



6 Education

Education initiatives like network maps, pedestrian and bicycle safety trainings, and educational campaigns, help people learn how to safely access and use existing facilities.

In this section:

» Current Initiatives
» Communicating the City's Network
» Using the City's System
» Safe Routes to School (SRTS)
» Recommendations

Education: Current Programs in the City

The Chaska community currently hosts and conducts several education initiatives. Key partners delivering education programs and initiatives include the City of Chaska, the Chaska Police Department, and Eastern Carver County School District (ISD 112). A brief selection of current and recent efforts by key partners includes:

The School District

» Uses their fleet of 40 bikes for cycling education and training for Middle School students

» The District's bike fleet is also made available for other community events and bike rides

» Coordinates the Chaska Chan Mountain Bike Team open to all students entering 7th through 12th grade in Chanhassen, Chaska, Victoria, Carver, East Union, and Eden Prairie as well as the "Development Team" for 4th through 6th grade students

Chaska Police Department

» Coordinates the "Final Answer Friday" series Bike rodeo

» Sponsors helmet fitting events to ensure bicycle riders know how to properly wear a helmet

» Regularly shares information about the "rules of the road" and safety through the department's social media

City of Chaska

» Publishes a map of Chaska trails - including a PDF and a mobile-friendly version that cyclists can use while on the road



The school district's bike fleet is made up of 40 high quality bikes. The bikes are transported in a trailer and are available for use by students throughout the district.



Chaska Police Officer Julie Janke fits a new helmet during a bike rodeo. Image courtesy of SW News Media.

Communicating the City's Facilities and Network

Communicating and growing awareness of the Chaska walking and biking network will help increase the number of people who regularly use it as part of their travel.

People who will immediately benefit from greater awareness of facilities providing connectivity across the city include:

» Residents who would like to walk or bike to work, shopping, or community destinations

» Recreational users (people who walk or bike for exercise)

» Parents and students connecting to schools

Some effective tools and approaches for communicating the city's network include:

Network Maps

The City has a great foundation already with the existing PDF and mobile-friendly maps it has developed. Using this information to develop and distribute paper maps can be a high-benefit, low-cost option for facilitating walking and biking. Notably, requests for improved wayfinding were a key issue reported through the plan's engagement. Maps will help people identify best routes to local destinations, including schools, parks, businesses and events.

Network maps can also include information covering rules of the road, bicycle safety and maintenance, and local destinations (some print vendors can subsidize the cost of maps through sale of advertisements).

Integrating web-based trip planner services with walk / bike routing options (like Google Maps or Open Route Service) into the City's website or events pages can help people plan their trip on foot or bike. Additionally, moving the existing mapping tools into the front page of the City's website can help increase visibility of these assets.

Media Campaign

» Conduct media campaigns to highlight the latest additions to the City's network of walk / bike routes, noting the additions' advantages as well as the benefits of the already-existing network. Other campaigns can highlight Safe Routes to School and upcoming community walk/ bike events (like Open Streets or National Bike to Work Day).



Maps that identify recommended routes and crossings can help families connect to schools, parks and community destinations. Image courtesy of City of Minneapolis Safe Routes to School.

» Partner with Carver County and nearby cities to highlight regional advances as well as relevant safety and awareness messages.

Communicating How to Use the System

Sometimes what keeps people from walking or biking more often (or from safely driving near people who are) is lack of knowledge about how to use the existing facilities or network and interact with users of other modes. Media campaigns, peer learning, and demonstrations at community events can be useful strategies to share information with residents. Three audiences to keep in mind, along with some sample issues to communicate for each, are:

Pedestrians

How to use a new signal or facility, like a HAWK signal or an RRFB, might not be immediately clear to someone who has not encountered one before. Knowing how to activate the signal, and what to expect (in terms of yielding behavior from motorists) can help people walking feel more comfortable about a route they use. Learning how to communicate their intention to cross while confirming drivers' yielding can also help reduce anxiety at intersections.

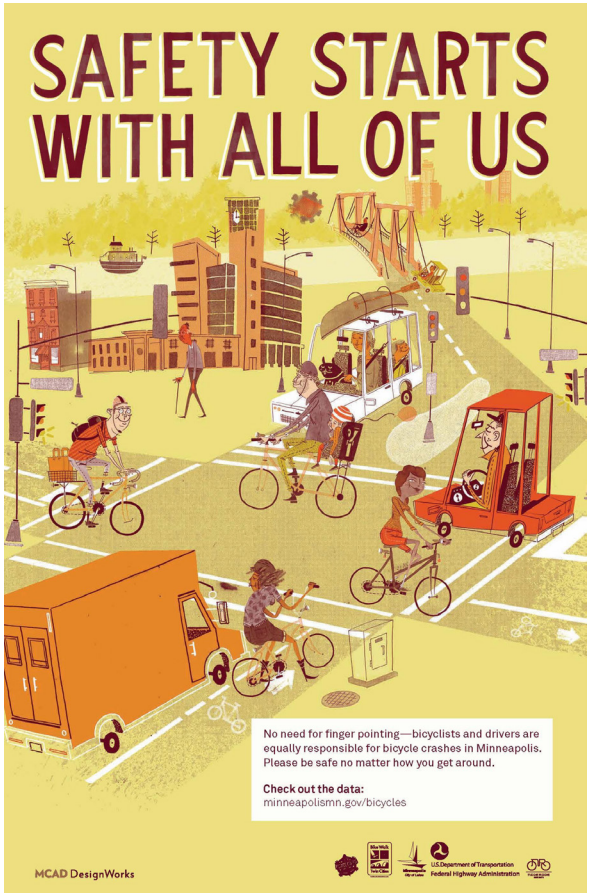
Bicycle Riders

Learning how to communicate their intention to drivers (for example, when making a turn) can help bike riders feel more comfortable and be safer when riding to local destinations. When using trails, learning how to courteously share space with pedestrians, rollerbladers, and families can improve safety and comfort for everyone. Learning how to use bike racks in buses can help bicycle riders combine their travel with transit. Brief videos can be inexpensively prepared, easily distributed through social media, and can be very helpful for all audiences.

Drivers

Some drivers may be unfamiliar and unsure of what to do near new treatments like HAWK signals or on-street facilities like separated bicycle lanes, and may not know about minimum safe passing distance when overtaking bicycle riders.

Making sure that drivers are one of the focus audiences when rolling out new walk / bike investments will reduce confusion and improve safety for all users.



Safety campaign in Minneapolis reminding all road users of their shared responsibility for safety. Posters by Bill Rebholz.

Setting up educational materials at the Chaska License Center may be an effective way of reaching drivers and sharing walk / bike safety information

Safe Routes to School (SRTS) in Chaska

Safe Routes to School (SRTS) is a worldwide movement aimed at making it safe, convenient, inviting, and fun for children to walk and bike to school. Starting in 2005, Safe Routes to School funding became part of US federal transportation bills, including the recently approved 2021 Infrastructure Investment and Jobs Act.

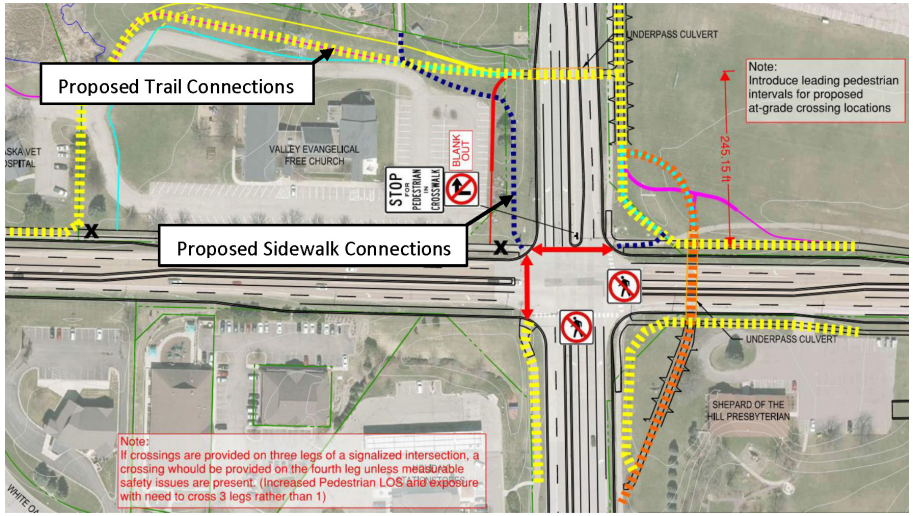
MnDOT administers state and federal funds dedicated to the program, including for planning, implementation of programs, and infrastructure development, and also maintains the Minnesota SRTS Resource Center with program and funding information.

Why Is It Needed?

Nationally, fewer students walk or bike to school today than in the past. Some reasons for this downward trend include parent concerns about traffic safety, low availability of sidewalks and trails along routes to schools, parent fears about their children's personal safety, and changes in school siting priorities that result in more students living farther away from school.

As more students are driven to school in personal vehicles, congestion and traffic safety concerns in school zones increase, resulting in conditions that further deter students and their parents from walking or biking to school.

Based on a 6Es model relying on a suite of *infrastructure and programming* improvements, Safe Routes to School initiatives seek to address these concerns. SRTS can increase the number of students who are regularly able to safely walk and bike to school, bringing significant benefits to the students, their families, their school, and their community at large.



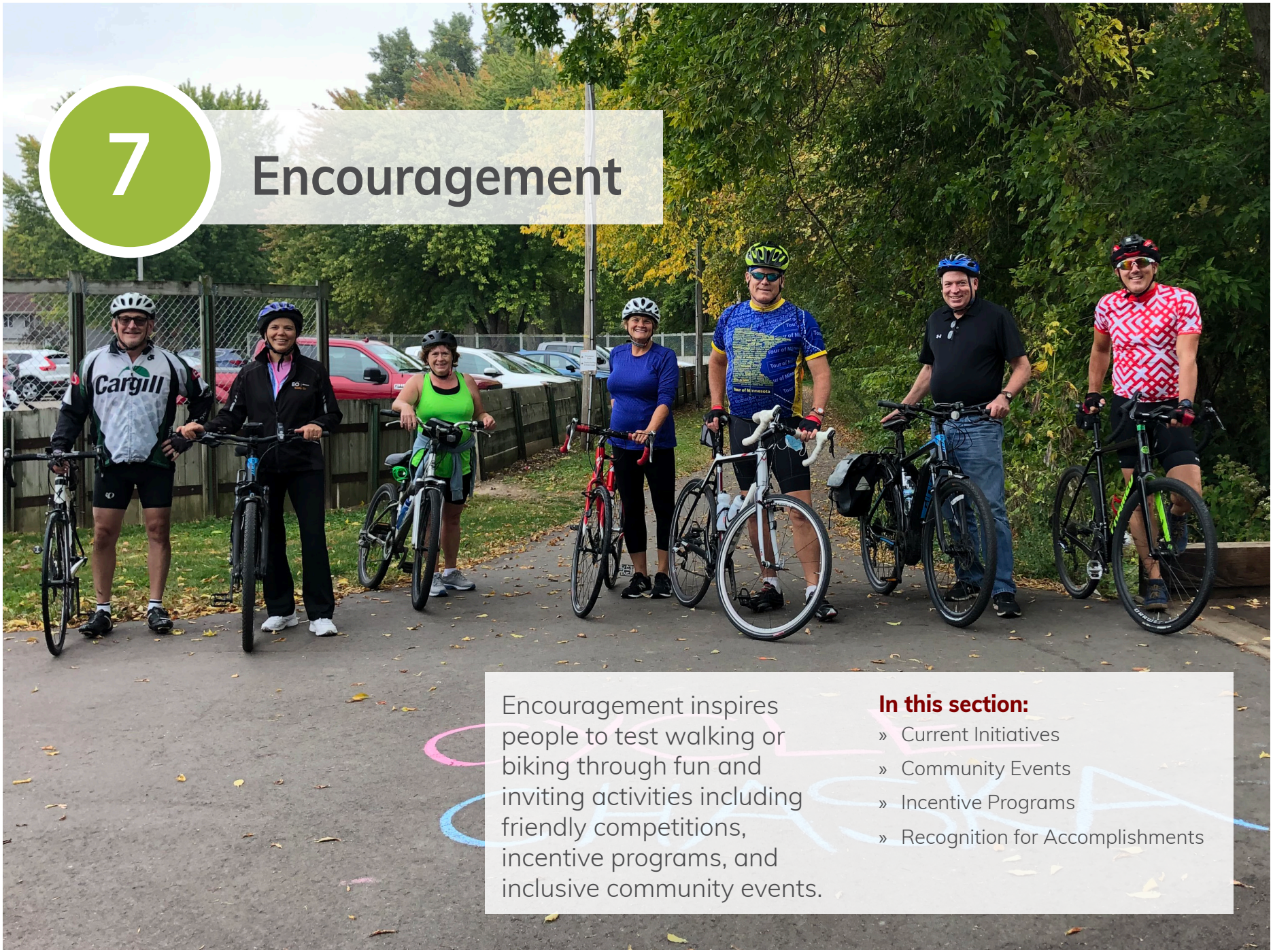
There are numerous opportunities to increase safe walking and biking to Chaska schools. Image: plans for improving Engler Blvd, near Chaska Middle School and La Academia.

Safe Routes to School in Chaska

The City of Chaska does not currently have a Safe Routes to School (SRTS) plan in place, but will begin to develop a plan for Clover Ridge Ridge Elementary School in fall 2023.

Recommendation

» This plan recommends that the City, Eastern Carver County School District, and MnDOT partner to develop and implement a Safe Routes to School Plan for each school in the community. Each plan should include active participation of School District leadership and school staff, as well as City staff who will work with the district to implement the plan's infrastructure and programming recommendations.



7 Encouragement

Encouragement inspires people to test walking or biking through fun and inviting activities including friendly competitions, incentive programs, and inclusive community events.

In this section:

» Current Initiatives
» Community Events
» Incentive Programs
» Recognition for Accomplishments

Encouragement: Current Programs in the City

Encouragement programs invite people into trying walking or biking through fun activities like community-wide events, friendly competitions, or incentive programs.

Numerous encouragement events take place in Chaska every year. A brief selection of current and recent efforts includes:

» The annual Cycle Chaska event - which also includes a helmet giveaway and safety information

» Promotion and participation in National Bike to Work Day - including close coordination between Carver County and the City's events

» Promotion of the local Tour de Tonka, the west metro area's largest ride (with about 3,500 riders)

» Active Walks in the Park as part of the City's Active Older Adults (AOA) programs

» The City's Community Center coordinates several Running Clubs

» Chaska is one of two ParkRun communities in Minnesota - convening a free and timed 5k run/jog/walk every Saturday, open to all ages and all abilities, and part of an international celebration

- Chaska's inaugural ParkRun at Courthouse Lake was held on September 18 2021!

» Chaska's Stop the Clock program lets City employees take fifteen minute walk/bike breaks at anytime during the workday



Chaska is an active participant in National Bike to Work Day.



The Active Older Adults (AOA) group walking in Firemen's Park. Image courtesy of Val Preston.

Community Events

Special community events, like Open Streets and Bike to Work Day, offer an opportunity to bring attention to practical, fun, and healthy aspects of walking and bicycling as tools for transportation, recreation, and health.

Because these events are community-wide and of limited duration, people participate without feeling like they have to commit to making a long-term change in their travel or recreation habits - but sometimes that's all that is needed to open the door to adopting new travel behaviors over the long term.

Chaska is already active in implementing a variety of walking and biking-related events. Continuing to dedicate efforts and resources to these activities will ensure their continued success and growth of walking and biking in the community.

Open Streets

Open Streets events close car traffic for a day on one (or several) of a city's prominent streets - and open it for use by people walking, biking, sitting, exercising, eating, shopping, and enjoying.



Edina's Open Streets event takes place at 50th and France, and is successful (and growing) every year.

Open Streets bring people of all ages together to enjoy the collective experience of using their city's public space without concerns about traffic or safety, and thus help people to reimagine their relationship with walking and biking in their community.

Though there are several important and well-loved walk-bike events in Chaska (like the annual Cycle Chaska event or Tour de Tonka), a true Open Streets event has not yet been implemented.

One potential location for an Open Streets event in Chaska, for example, might be Chestnut Street between Chaska Boulevard and 1st Street. That entire stretch of Chestnut Street might be closed to car traffic for one Saturday or Sunday during the summer, but open for something that most people don't usually do because current car traffic makes it uncomfortable: walk or bike along that stretch of Chestnut and connect with vendors, music, and enjoyment - something like a linear version of River City Days.

This plan recommends that the City explore implementation of one such Open Streets event. If successful, the City may wish to consider increasing the number of yearly events (by adding one or two additional events) or varying their location. This may help increase the number of Chaska residents who are able to easily access and participate in the events.

Walk or Bike to Work / School Events

Walk and bike to work and school days are coordinated national (and international) events that encourage people to try a different way to commute just once in the year. They help people experience how safe, quick and enjoyable a new way of getting to their work or school destinations can be.

These events help raise the profile and potential for walking and bicycling in a community. Bike to Work Week, for example, typically includes special publicity, route guidance to first-time bicycle commuters, and group breakfasts where novice and experienced commuters can casually share commuting tips and route recommendations. These events offer an opportunity to try bicycling to work in a safe, relaxed and fun environment, and to do so without having to commit to a more permanent change in commuting habits. Nevertheless, many people who participate in Bike to Work Week as first-time commuters eventually become regular bike commuters.

Bike to Work Week is held each year as part of National Bike Month, typically in mid to late May, with Bike to Work Day usually held on the Friday of that week. These events have been celebrated in Chaska and many other Minnesota communities over the last several years.

Walk / Bike to School events work on the same principle, and help parents and students experience how safe, easy and fun it is to walk or bike to school in their community. National Walk and Bike to School Day is usually held in the fall (in October). An additional Walk and Bike to School Day is held in Minnesota in the spring (in May). Walk and Bike to School Day is coordinated by MnDOT's Safe Routes to School program.



Wintertime walk / bike events help bring new walkers and bicyclists into considering year-round active transportation.

Group Rides with City Staff and Elected Officials

Monthly group rides with the Chaska City Council, Mayor or other local personalities can help raise the profile of biking in the community and invite residents to join. Expanding the practice to also include walking tours at key locations (and inviting City engineering, planning and maintenance leaders) will help raise the profile of walking and biking in the city, grow communication with residents, and guide improvements for the city's network.

Winter Walk / Bike Events

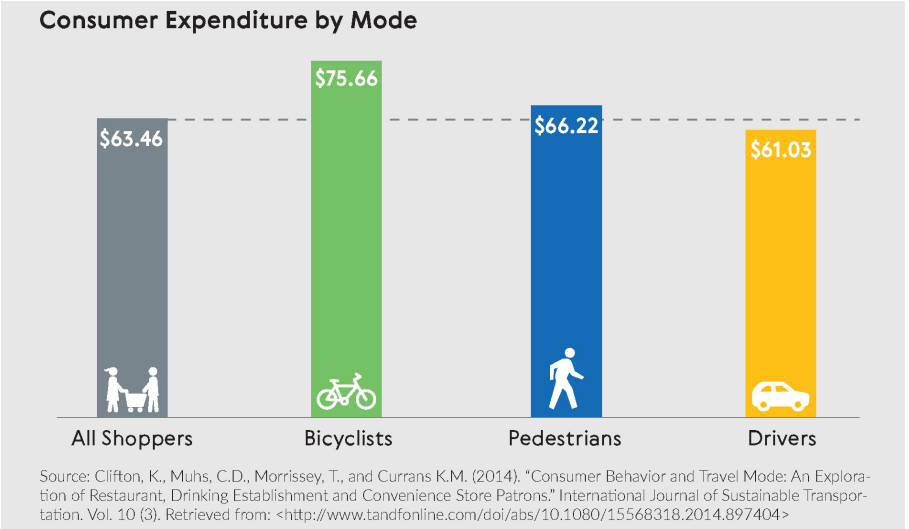
Winter is a significant part of the year in Minnesota. Luckily, Minnesotans embrace winter: ice fishing, hockey, cross-country skiing, skating and snowmobiling are a normal part of our culture. Winter walking and biking events can help people experience walking and biking as part of their travel to work or school. Minnesota Winter Walk to School Day is usually held every year in early February.

Walk and Bike Incentive Programs

Bicycle-Friendly Business Districts

Bicycle Friendly Business Districts (BFBDs) offer discounts to customers who arrive by bicycle (or walking or transit). A BBFD program supports local businesses by marketing participating businesses and growing community support for walking and bicycling. Participating businesses benefit by gaining new customers and additional exposure. BFBDs support local economic development while rewarding pedestrians and bicyclists.

Successful BFBD programs are built on partnerships between businesses, local governments, business organizations, and community groups.



Encouraging pedestrian and bicycle travel to and patronize commercial corridors can grow economic activity.

Citywide Walk and Bike Incentive Program

A citywide walk and bike incentive program could encourage and measure the use of walking and biking by residents and visitors traveling to work, shopping and recreation locations in the city.

Automated systems like DeroZAP that work with RFID technology and sensors at key locations, and offer prizes to participating individuals and organizations, would support and promote active transportation in the city while allowing the measurement of growth and volume of walking and biking along key routes. Such a program would directly encourage use of these modes while also providing robust real-time data that could supplement the city's other measurement programs and support investment in walking and biking infrastructure.



Components of the DeroZAP platform:

Left image: A tamper-proof RFID tag attaches to the front wheel of each registered bike. Hand-held tags are available for people who walk to work

Middle image: A Dero ZAP Station detects tags as they pass by.

Right image: A web app reports on the data received from each station and assigns points to each user.

Gaining Recognition for the City's Accomplishments and Efforts

Chaska has developed numerous and excellent facilities, events and programs over the years, investing significant resources to improve people's experience of walking and biking in the City.

Gaining accreditation as a Walk Friendly Community and as a Bicycle Friendly Community will help strengthen walking and biking as important components of the City's identity and encourage residents, visitors and businesses to try walking and biking as part of their experience of the City.

Additional benefits of applying for accreditation

There are several additional benefits for applying for designation as a Walk Friendly or Bicycle Friendly Community, including:

Self-assessment of current conditions

The application process for each designation provides impetus for collecting all current pedestrian or bicycle related data in one location. This can help guide discussion about areas for improvement, and can also be helpful when applying for future grants and other applications.

Expert feedback

Regardless of outcome, applicant communities receive detailed feedback, which provides a third-party perspective and assessment on what the community is doing right and what can be improved. Those suggestions can then be built into current programs and future plans.

Justification

Positive feedback and accreditation can help demonstrate the value of the community's work and investments, while explanation of what is missing or could be improved can provide motivation for additional investment.

Recognition

Designation as a Walk Friendly or Bicycle Friendly Community sets a community up as an example among peer cities and raises local awareness about the value of supporting a walkable and bikeable environment.



Gaining recognition as a walk- or bike-friendly community can help increase momentum for continuing improvement

Bike Friendly State Facts

Currently, Minnesota is ranked as the #3 Bicycle Friendly State in the US. In Minnesota there are:

- 33 Bike Friendly Communities, including: Saint Louis Park (silver), Fergus Falls (silver), Richfield (bronze), Edina (bronze), Hutchinson (bronze), St. Paul (silver), and Minneapolis (gold)
- 105 Bike Friendly Businesses
- 6 Bike Friendly Universities

8 Enforcement



Enforcement programs focus on enforcing traffic safety laws like speed limits, parking regulations, and safe roadway behavior from all users.

In this section:

» Current Initiatives
» System Safety
» Public Safety at Trails
» Safety Enforcement Methods
» Progressive Ticketing
» Adjusting Speed Limits

Enforcement: Current Programs in the City

Enforcement programs focus on safety and making sure that traffic laws like speed limits, parking regulations, and safe roadway behavior are enforced. These programs often include the participation and support of local law enforcement.

Several enforcement initiatives already take place in Chaska with the participation of the City's Police Department and other partners.

A selection of current and recent enforcement efforts in Chaska includes:

- Installation of two new speed monitoring signs along Highway 41 to discourage speeding
- Training and equipping the City's new Bike Patrol, which currently includes four officers on bikes
- Regular deployment of Chaska's "Speed Wagon," a movable speed detection and monitoring sign to locations where speeding is reported to be an issue
- Numerous outreach events coordinated by the Chaska Police Department to distribute bicycle helmets to children throughout the community
- Chaska Police regularly distribute educational materials about bicycling, and hand out "tickets" for a free ice cream to children wearing helmets and exhibiting safe cycling behavior



Chaska's new Bike Patrol includes four officers on bikes.

System Safety

A successful pedestrian and bicycle network is safe and convenient for users - and importantly, also *feels* safe. Not feeling safe is a common concern among people who are wary of walking or riding a bike for more of their trips. Safe, comfortable and inviting ("safe-feeling") facilities are essential in promoting and supporting walking and bicycling trips.

Three Components of Safety

Three measures of safety should be considered when designing facilities and assessing system improvements:

Actual Safety

Actual safety can be measured quantitatively by tracking the frequency and severity of collisions involving people walking or biking. What is the actual risk of being involved in a collision as a pedestrian or bicyclist, and how severe will it be?

- Track frequency and severity of collisions involving people walking or biking
- Prioritize and implement improvements in areas with high rates of collisions

Perceived Safety

Also called subjective safety, perceived safety is influenced by the speed, volume, and proximity of passing vehicles. Is it easy to cross the street? Does one have to bike fast in order to keep up with car traffic?

- Provide separation between people driving, walking, and biking
- Calm traffic along corridors where people walk and bike
- Enforce speed limits and proper yielding behavior by motorists
- Provide designated pedestrian and bicycle signal phasing at intersections
- Highlight pedestrian and bicycle paths through intersections with crosswalks, colored paint, lighting, and refuge medians

Social Safety

Social safety is connected to public safety issues. Is the route well lit? Does the route feel isolated, or are there "eyes on the street"? Is crime or theft a concern?

- Design tunnels so that people can see out of them as they enter
- Address issues of harassment, crime and safety
- Keep facilities clean, and free of litter and graffiti
- Maintain vegetation to keep grass, shrubs, and trees from blocking visibility of walkways or bikeways
- Keep walkways and bikeways well lit at night so that users can easily see obstacles, other people walking and biking, and be easily seen by people driving

Safety measures do not operate in isolation. Addressing one safety issue is likely to improve others. Calming traffic, for example, is likely to improve both perceived and actual safety, as slower moving drivers are more likely to stop for people walking and biking, and less likely to cause severe injuries in the case of a collision.

Recommendation

- Provide an easy, user-friendly means for people walking and biking to report safety incidents or areas of concern, and establish a means for monitoring and addressing user conflicts and issues, including near misses.

Addressing Public Safety Concerns at Trails

People choose to be only in those places where they feel safe. People will only use a community's walk / bike trail network if they feel safe from crime while doing so.

Because much of Chaska's extensive trail network travels through areas that are relatively isolated it is important to provide tools and approaches that mitigate apprehension about safety from crime.

Infrastructure-related approaches include:

» Providing emergency call boxes at regular intervals, especially at remote or isolated locations

» Providing lighting that accommodates late afternoon or evening use of trails by commuters and local residents, especially near parks and residential concentrations

Programs-related approaches include:

» Education and encouragement campaigns to encourage using trails with a friend or companion, especially in isolated areas or after dark

» Enforcement initiatives including careful tracking of crime or harassment complaints and reports of suspicious activity from trail users

The relative cost of these measures will vary widely. Installation of safety infrastructure like lighting will have much higher costs than program-related approaches, but there are new approaches to pedestrian lighting that can be deployed at reduced cost.

Solar-powered LED lighting, for example, does not require trenching or cabling for installation and does not require connection or ongoing costs for electrical supply. Purchase cost per unit is about $3,000. Units are generally installed every 100 ft along key portions of trails.

Similarly, blue-light emergency call box stations powered by solar energy with battery backup and cellular connectivity con now be less expensively installed and maintained. Typical purchase cost is about $7,500 per unit. Units are generally installed every quarter-mile or so.

A trail safety program that includes a role for trail safety ambassadors as well as monitoring, reporting, and enforcement can go a long way toward addressing potential public safety concerns.



Lighting allows commuters and recreational users to use trail facilities after dark in the fall and winter months.



Blue-light emergency call box (shown at the left of the image) at the Midtown Greenway Trail in Minneapolis.

Methods for Addressing Traffic Safety Concerns

A variety of enforcement methods can help change unsafe behaviors, making it easier for people of all ages and abilities to walk and bike in Chaska.

Regardless of the method used, enforcement methods require consistency and follow-up in order to maintain effectiveness. To measure the effectiveness of an enforcement method, implement evaluation of behaviors *before and after* efforts. Studies may be as simple as measuring speeds or observing behavior of people driving, walking, and biking. If results are positive, continue with that method of enforcement. If results indicate little improvements in unsafe behavior, another method should be used.

Speed Trailers

Portable speed trailers display drivers' real-time speeds compared to posted speed limits. Devices help reduce driver speeds and increase awareness of local speed limits. Speed trailers are most effective when they flash "slow down," or flash lights that mimic photo speed cameras or police cars when drivers surpass the speed limit. Some trailers have the ability to collect traffic data including vehicle counts and speed information, which can be used to identify times when additional enforcement may be needed. In some cases, back-up enforcement by police officers may be needed to stop and/or ticket individuals who are speeding.

Active Speed Monitors

Active speed monitors are permanent devices to keep drivers aware of speeds and remind them of the need to slow down in school zones. Speed monitors are typically displayed below school speed limit signs, and visually display drivers' speed in real time as they pass.

Traffic Complaint Hotlines

Traffic complaint hotlines or non-emergency numbers (311) allow community members to report traffic problems directly to City staff and local police. Comments can be used to identify problem traffic areas with the most frequent complains. Police may then follow up by providing concentrated enforcement in the area as needed.



The Chaska Police Department uses speed trailers to reduce and monitor traffic speeds.



Active speed monitors are permanently mounted to detect and read out motorist traffic speeds.

Progressive Ticketing

Issuing tickets is the strongest enforcement strategy, and is usually reserved for changing unsafe behaviors that other strategies fail to change. Progressive ticketing is a method of introducing ticketing through a three-stage process: educating, warning, and ticketing.

As Chaska's All Ages and Abilities network expands across different locations in the City, drivers will need to be reached through a variety of education efforts. Ensuring that new behaviors are established in the vicinity of these investments may require use of a progressive ticketing approach.

The components of this approach are:

Educate

First, community awareness of the problem must be established. Raising awareness of the issue will change some behaviors and will create public support for follow-up enforcement efforts.

Warn

Warning the public about the upcoming enforcement actions to be taken (and why they will be taken) is an important second step. Distributing flyers, posting signs, and sharing information using social and traditional media are key components of this step. Issuing warnings allows police to contact many more non-compliant motorists compared to writing citations. High frequency of stops also ensures that many other people witness warning stops, prompting them to obey the rules. It's important to give people time to change behaviors before ticketing starts.

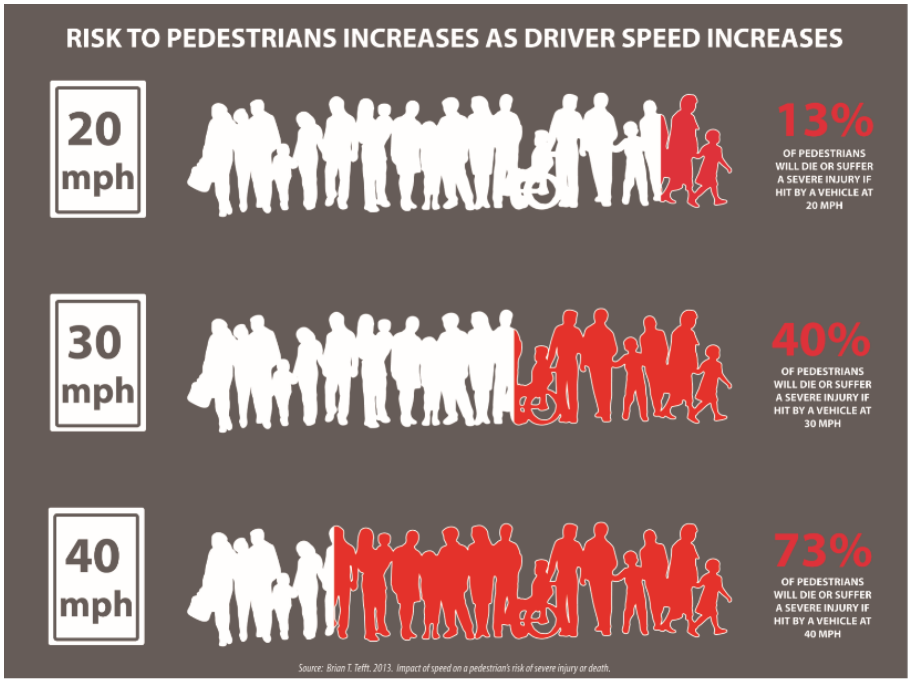
Ticket

Finally, after the "warning" time expires, it is will be useful to clearly announce when and where ticketing operations will occur. If offenders continue to violate the law, officers begin writing tickets. Ticketing gives the program credibility by establishing police follow-through.



A city's Police Department is a key partner in enforcement strategies. Police officers can issue warnings and citations for speeding motorists.

Adjusting Speed Limits



From Brian C Tefft "Impact speed and a pedestrian's risk of severe injury or death."

Modifying speed limits along a city's streets is one of the most common requests received by Public Works departments - and a key tool for implementing Zero Traffic Fatality safety approaches.

Minnesota Statutes have been recently updated to make it easier for Minnesota cities to change speed limits on any of the streets that they own without any additional process or requirements.

The new Subd. 5h of Minnesota Statute § 169.14 authorizes any city to set speed limits without conducting an engineering and traffic investigation (previously, a city had to conduct a speed study and defer to MnDOT when setting or adjusting speed limits on their own road facilities).

Many cities in Minnesota have already moved to reduce speed limits on local residential streets to 20 miles per hour, and to 25 miles per hour on arterial streets. Even larger cities in the State, including both Minneapolis and Saint Paul have already (since fall 2020) instituted these speed reductions.

Speed Enforcement in School Zones

Strict enforcement of speed limits in school zones can help improve safety and comfort for students and families walking and biking to school. A 'zero tolerance' policy for speeders in established school zones, and an increase in fines for drivers who violate posted school speed limits, are useful approaches. In Minnesota, drivers who violate speed limits in school speed zones are fined double the amount of the basic fine unless the ordinary fine is less than $25, in which case the fine is automatically increased by an additional $25.

Recommendation

Consider application of the new Minnesota Statute to support user safety, comfort and Vision Zero goals by updating speed limits in Chaska to the following:

» 20 mph for local residential streets

» 25 mph for larger, City-owned arterial streets where needed

» Work with County and MnDOT partners to reduce traffic speeds as needed on streets under their jurisdiction

9 Evaluation



Evaluation measures the success of investments at achieving desired outcomes, and takes place *before and after* improvements to establish a baseline and measure progress over time.

In this section:

» Current Initiatives
» Performance Measures and Plan Targets
» Counting Program

Evaluation: Current Programs in the City

Evaluation helps measure the success of investments at achieving desired outcomes. Evaluation takes place before and after programming and infrastructure improvements to establish a baseline and measure progress over time.

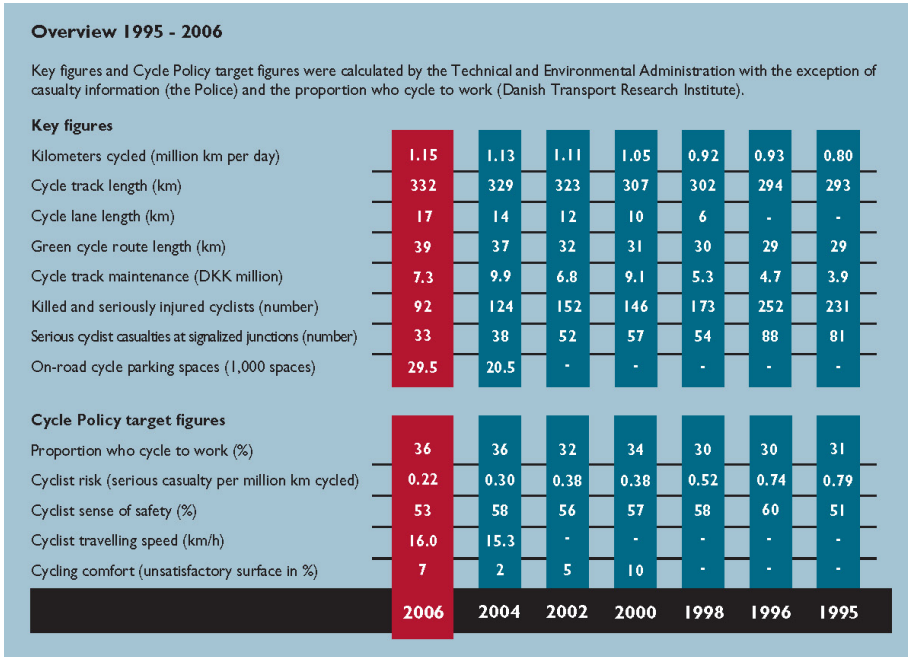
Currently, no evaluation efforts related to walking or biking take place in Chaska.

This plan offers an opportunity to develop an initial measurement and evaluation program that can grow sustainably and over time.

The information gathered through the City's evaluation efforts will help ascertain needs, demonstrate the value of the City's investments, and help support and grow a culture of walking and biking in the community.

Opportunities, discussed in more detail within this chapter, include:

- Tallying of facility walk and bike miles developed in a given year, and summary of existing totals
- Count of usage at downtown bike racks
- Tallying of the number participants at City walk/bike-related events like Cycle Chaska
- Tallying the number of Bicycle Friendly Businesses in the community
- Working with ISD 112 and Chaska schools to conduct twice-yearly student travel tallies
- Tracking of safety and comfort issues in the City's network



Overview 1995 - 2006

Key figures and Cycle Policy target figures were calculated by the Technical and Environmental Administration with the exception of casualty information (the Police) and the proportion who cycle to work (Danish Transport Research Institute).

Key figures	2006	2004	2002	2000	1998	1996	1995
Kilometers cycled (million km per day)	1.15	1.13	1.11	1.05	0.92	0.93	0.80
Cycle track length (km)	332	329	323	307	302	294	293
Cycle lane length (km)	17	14	12	10	6	-	-
Green cycle route length (km)	39	37	32	31	30	29	29
Cycle track maintenance (DKK million)	7.3	9.9	6.8	9.1	5.3	4.7	3.9
Killed and seriously injured cyclists (number)	92	124	152	146	173	252	231
Serious cyclist casualties at signalized junctions (number)	33	38	52	57	54	88	81
On-road cycle parking spaces (1,000 spaces)	29.5	20.5	-	-	-	-	-
Cycle Policy target figures							
Proportion who cycle to work (%)	36	36	32	34	30	30	31
Cyclist risk (serious casualty per million km cycled)	0.22	0.30	0.38	0.38	0.52	0.74	0.79
Cyclist sense of safety (%)	53	58	56	57	58	60	51
Cyclist travelling speed (km/h)	16.0	15.3	-	-	-	-	-
Cycling comfort (unsatisfactory surface in %)	7	2	5	10	-	-	-

A sustained evaluation and measurement program is a key contributor to long-term improvement and success. Image: summary of trends over time, starting in 1996, for Copenhagen's biannual Bicycle Account.

Performance Measures

Performance measures are tools to assess the extent to which progress is being made in implementing a plan. They are a set of goals, trends or targets that are meant to be met at a certain point of time in the future - for example, to double the rate of walking and biking in Chaska within ten years of the adoption of this plan. Targets or trends can also be checked at recurring intervals, or at a closer or farther time in the future.

The performance measures recommended for tracking progress toward achieving the City's walking and biking vision address four broad categories:

» Safety and user comfort

» Use of facilities

» Facilities and network

» Community and municipal awareness and support

Goals should be set (and tracked) for all these categories, and evaluated every two years.

Safety and User Comfort

Pedestrian and bicycle crashes should be tracked. Fewer crashes per year indicate improved conditions, especially if more people are walking and biking for their daily trips.

» Data related to crashes can be obtained from the City's Police Department, the Minnesota Department of Public Safety, and MnDOT's Minnesota Crash Mapping and Analysis Tool (MnCMAT).

» Data related to pedestrian and bicyclist user comfort / sense of safety can be obtained through intercept surveys.

Recommended Performance Measures

» Number of pedestrian-vehicle crashes

» Number of bicycle-vehicle crashes

» Pedestrian sense of safety (intercept or general community survey)

» Bicyclist sense of safety (intercept or general community survey)

Optional Measures

» Severity of pedestrian-vehicle crashes

» Severity of bicycle-vehicle crashes

» Automobile compliance and awareness / yielding behavior in areas with high rates of pedestrian and bicycle use (measured through observation)

» "Near miss" reporting and tracking

Use of Facilities

Counts of people walking and biking are conducted in many communities throughout Minnesota to measure use and track changes in the number of people walking or biking along a given corridor, or through a specific intersection. Generally, counts are coordinated by individual cities and conducted by volunteers.

Chaska does not currently conduct consistent yearly counts at designated locations. Developing a counting program will provide a better picture of actual use and trends in the City. An increase in observed walkers or bikers would indicate an improved environment, especially if collisions involving people walking or biking decrease over the same period.

Recommended Performance Measures

» Percent of residents who walk or bike to work

» Percent of students who walk or bike to school

» Percent of residents who walk or bike to other destinations

» Annual pedestrian and bicycle counts at consistent locations

Facilities and Network

A city's inventory of facilities and the network they create are the foundation for making it possible for more people to actually use walking or biking for transportation. Tracking the progress made in the development of facilities helps support a healthy pace for plan implementation, and provides additional context for understanding potential gains in user safety and facility use that may occur as new facilities are added.

Recommended Performance Measures

» Miles of sidewalks

» Miles of off-street trails

» Miles of on-street bicycle facilities (protected, buffered, and standard lanes)

» Number of bicycle parking spaces

» Miles of gaps in pedestrian network

» Miles of gaps in bicycle network

» Percent of planned facilities installed

Municipal Awareness and Support

Implementation of this plan and the achievement of its goals require the participation of government, community partners, and the interest and engagement of the broader community. The performance measures included in this category describe the level to which walking and bicycle interests, attitudes, and practice are part of the City's culture. Measures to help evaluate awareness and support include:

Recommended Performance Measures

» Pedestrian and bicycle counts are conducted annually

» Pedestrian and bicycle maps and information are updated regularly and available to the public

» Events promoting walking and biking (like Open Streets and Walk/Bike to School Day) are held regularly

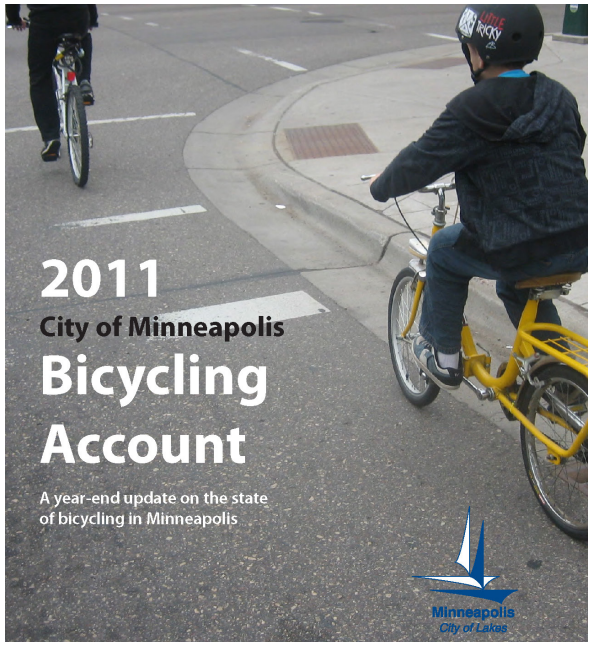
» Police enforce laws that protect people walking and biking

» Dedicated City staff for managing walk/bike / SRTS planning and implementation

» Number of walk/bike interest or advocacy clubs active in or with membership in Chaska

Recommendations

Chaska Pedestrian and Bicycle Account



Minneapolis is one of many communities nationwide that track their progress in biannual Bicycle Accounts. A useful resource is available from LAB at https://bikeleague.org/sites/default/files/Bicycle_Account_Guidelines.pdf

A Pedestrian and Bicycle Account (a public summary of the results of each evaluation, typically published every two years) can be used to develop community understanding and support for next plan actions and investments.

It can also be a great tool to support future Bicycle-Friendly and Walk-Friendly Community applications by the City.

Recommended Plan Targets

This is a list of potential goals or targets to serve as a starting point for tracking progress and achievements in Chaska. It is important to review and update these goals as the plan begins implementation and the City's evaluation and measurement program develops.

These goals, and Chaska's success in achieving them, should be measured and reported every two years using a "Bicycle Account" or similar document, and widely shared with the community.

Goals for Safety and User Comfort

» Number of crashes involving pedestrians or bicycle riders decreases by 10% every year

» Intercept survey for pedestrians and bicycle riders implemented on a yearly basis

» Perception of safety increases by at least 2% every year

Goals for Use of Facilities

» Number of pedestrians and bicycle riders counted at each location increases by at least 2% every year

» Number of children walking or biking to school increases by 4% each year

Goals for Facilities and Network

» Number of intersections with ADA non-compliant curb ramps decreases by 2% every year

» Implement at least 5% of the Chaska All Ages and Abilities network each year

» Increase the total mileage of striped or separated bicycle facilities by 5% each year

» Increase the number of bicycle parking spaces by 5% each year

Goals for Municipal Awareness and Support

» Pedestrian and bicycle counts are conducted every year

» Twice yearly "hand tallies" of student travel to school implemented in all Chaska schools

» Pedestrian and bicycle maps and information are updated at least every two years and are distributed to the public

» Events promoting walking and biking are held regularly

» Heightened enforcement of laws protecting people walking and biking

» Establish a Pedestrian and Bicycle Advisory Committee (PBAC)

Measurement ("Counting") Program

An active pedestrian and bicycle counting program provides the guidance and orientation needed for successful and cost-effective implementation of walking and biking transportation investments.

Pedestrian and bicycle counts help discover where walking and biking are taking place in a community and whether a plan's implementation is successfully growing use of non-motorized modes. This information helps a city evaluate the effectiveness of its investments, and guide how it should plan and implement infrastructure and programming initiatives.

Types of Measurement or Counting Activities

Effective measurement programs include two types of activities:

» Counts of users, and

» Evaluation of user attitudes

Counts of Users

Counts of users are generally conducted by observers (volunteers or staff) who are posted at specific locations and use manual counters to record types of users (walker or bike riders) as well as other easily observable characteristics (adult or child, helmet use, etc.).

Due to cost and logistical complications, observers are typically deployed only a few times per year, and for limited periods. In Minnesota's Twin Cities, annual counts are generally held during the second week of September, from Tuesday to Thursday of that week from 4 pm to 6 pm. Results are then extrapolated using established methodologies to arrive at an estimated number of daily users for that location.

Counts can be made at specific locations or times to assess use for a given purpose: for example, a weekend measurement may be more useful for assessing the number of recreational users along a trail.

Automated counters can also be used to provide year-round daily counts at key locations in a city's network. Current technologies for automated counts include infrared sensors, pneumatic tubes, inductive loops and video detection systems.



An automated bike counter near a key link across the Mississippi River in Minneapolis.

New Approaches for Counting Users

Advances in technology are providing new approaches for conducting pedestrian and bicycle counts:

» Results from self-reported, app-based fitness tracking tools like Strava (available for free to City agencies) can be aggregated and extrapolated to arrive at estimated counts for specific locations and help prioritize improvements

» "Big-data"-based vendors, like Streetlight Data and Replica use anonymized, automatically-reported GPS positioning data from mobile phones to derive up-to-date counts for people walking, biking and driving along a city's transportation network

Evaluation of User Attitudes

Collecting qualitative (attitudinal) information from users, including their perceptions about relative comfort and safety while using a community's walking and biking network is as important as collecting quantitative (numerical) information about actual number of users.

Because people walking and biking experience their surrounding environment without any protective envelope or barriers, the stresses or discomforts they feel will play a determinant role in whether they become regular users of these modes of travel.

Surveys are the principal tool used to gather user attitude information. There are two main types that are differentiated by the method and timing of how respondents are gathered.

The first type is user intercept surveys, which are administered by staff or volunteers who are stationed along several trail or bikeway locations and flag down a sampling of people walking or biking on the facilities.

The second type is a general survey that may be distributed to a community overall (for example, as part of a survey sent to all Chaska residents) and which includes a set of questions related to their experience and perceptions of safety and comfort while using the City's walking and biking network.

Recommendations

Counting Program

The City of Chaska does not currently collect year-to-year counts of people walking and biking at specific locations. Establishing a program and collecting counts of users will help demonstrate the effectiveness of investments and build support for next steps.

To facilitate data gathering for walk/bike planning efforts, each MnDOT district has pedestrian and bicycle counting equipment that it makes available to communities conducting counts, including tube counters for people on bikes, and infrared counters for counting people walking and people biking. Combined with community volunteers, these resources could provide a valuable starting point for a counting strategy for the City.

Yearly Pedestrian and Bicycle Counts

Conducting walk / bike counting activities at strategic locations, and committing to at least a yearly frequency will help the city evaluate whether goals are being met and if the infrastructure and programming initiatives in progress are effective or if they need to be reevaluated.

School Counts (Hand Tallies)

Work with the school district to establish twice-yearly hand tallies (counting of travel mode to and from school) to establish the utilization and direction of Safe Routes to School investments.

Strava and Streetlight Data

Use data from Strava, and explore a subscription to Streetlight Data or Replica for collecting pedestrian and bicycle counts (as well as for motor vehicles for other City transportation purposes).



10 Equity

Equitably distributing facility and programming improvements throughout the City will ensure that people in all neighborhoods and population groups have access to high quality facilities and programs.

In this section:

- An Equity-Focused Approach
- Increasing Equitable Participation and Access
- Americans with Disabilities Act (ADA) Considerations
- Improving Access for Disparity Populations

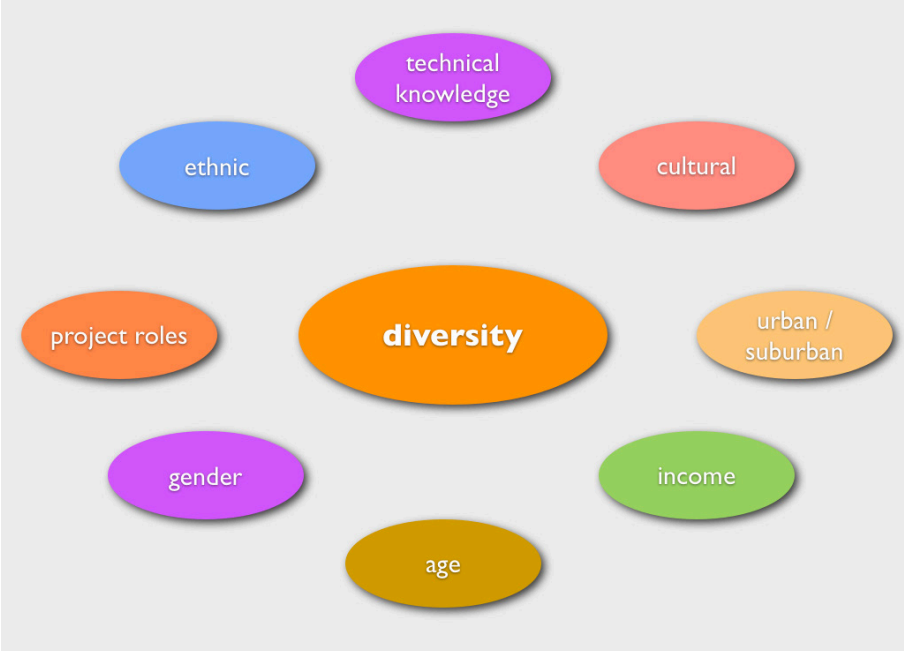
A Proactive Equity-Focused Approach

Walking and biking provide important transportation, health and quality of life benefits to the people and communities who are able to access and use these modes.

An equity-focused approach to implementation of walking and biking improvements focuses on fairly distributing access to high-quality facilities and programming improvements throughout a community to ensure that residents of all neighborhoods and population groups can equally benefit from these community investments.

An important component of an equity-focused approach includes making intentional efforts for engaging both a broad cross-section of potential users in a community's general population (for example, making sure that the interests of both commuter cyclists and families with young children are represented in planning and implementation priorities) and for connecting, engaging with and receiving comments and guidance from members of specific populations who reside or work in a community but may not often participate in planning processes (for example, members of ethnic or cultural minorities, young people, seniors, residents of multi-family housing, renters, people with physical or cognitive disabilities, or members of low-income populations, among others).

Intentional, proactive efforts to include participation from the broad range of diversities and populations who live and work in Chaska - both for planning and for implementation of improvements - will help the plan meet the community's needs and result in facilities and programs that are successful, well-used and well-loved.



Many kinds of diversities are present in among the residents of Chaska. Making proactive efforts to involve residents and workers from each of these (and other) populations will help ensure the plan is responsive and successful.

Increasing Equitable Participation and Access

Many populations who depend on walking (and biking) to reach destinations and transit - including young people, seniors, members of ethnic and cultural communities, low income populations, and people with physical or cognitive disabilities - have been historically overlooked in transportation planning processes and their needs not adequately met. These populations are sometimes identified as under-represented or under-served populations.

Equity in transportation seeks fairness in how mobility options are distributed and made available to meet the needs of all populations in a community.

Approaches for increasing equitable access include:

Proactively Engage Diverse communities

Bringing new populations into the planning process may require new methods for engagement:

- Meet people where they are: go to events or locations where the focus population is likely to be - for example, connect with renters by setting up tables at or near multi-family housing
- Work with the City's Human Rights Commission to develop connections with and engage members of ethnic, cultural, and socio-economic communities living in and working in the City
- Proactively work to engage young people in conversations about walkability and bikeability

Review the Spatial Distribution of Planned Improvements

The recommendations in this plan aim to develop well-connected walking and biking networks that serve all neighborhoods and areas of the city, including areas with a high density of under-represented populations and relatively lower levels of existing facilities.

Locations with high proportions of multi-family residential development, seniors, immigrants and lower-income populations should be reviewed to ensure that equitable access to walking and biking networks is being provided or planned. For example, locations in the City with a larger number larger of apartment buildings, or a higher proportion of senior residents should be reviewed to ensure safe and comfortable access to walking and biking networks.

Diversity of Perspectives for Implementation of the Plan

Consult with a wide variety of Chaska residents when deciding priorities for implementation of individual segments or components of the City's walking and biking network. Connect with and consult with members of the city's ethnic and cultural communities, as well as young people, seniors, people with physical or cognitive disabilities, families with young children, residents of multi-family housing, and transit-dependent populations.

Americans with Disabilities Act (ADA) Considerations

The Americans with Disabilities Act (ADA) is a Federal civil rights law prohibiting discrimination against individuals with physical or cognitive disabilities and guaranteeing their access to all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

Because transportation is such an important component of access, and given that approximately one out of five US adults has a disability, consideration of ADA requirements is a key component for equitable and effective pedestrian and bicycle planning.

Generally, cities have struggled to upgrade their inventory of pedestrian facilities to comply with ADA guidance. Currently, approximately X% of all curb ramps in Chaska are not compliant with ADA requirements.

Addressing ADA requirements is an important component of building the All Ages and Abilities network envisioned by this plan. Making sure that facilities are accessible by people with physical and cognitive disabilities improves access for them and also benefits other members of the community, including seniors, parents with strollers, or transit passengers carrying heavy luggage, among others.

Design guidance for sidewalks and curb ramps is provided by the Public Right-of-Way Accessibility Guidelines (PROWAG) published by the US Access Board and by the 2010 ADA Standards for Accessible Design published by the US Department of Justice.

Some key considerations for ADA compliance include:

Sidewalks

- Minimum 4-ft wide clear travel path, with clear height of 80 inches
- Provide a flat and level landing for each 30 inches of rise and at the top and bottom of ramped sidewalks
- Provide a minimum 4-ft landing at turns in travel paths (minimum 4-foot by 5-foot turning space preferred)
- Provide a 0.5 to 2% cross slope for drainage of sidewalks

Crosswalks and Curb Ramps

- Provide curb ramps at all street crossings that involve a change in grade
- Crosswalks must be accessible both to people using wheelchairs or wheeled mobility devices and to people with no or low vision
- Design curb ramps and other travel paths to prevent or reduce the accumulation of water and snow
- Ramps may not have a slope exceeding 1:12

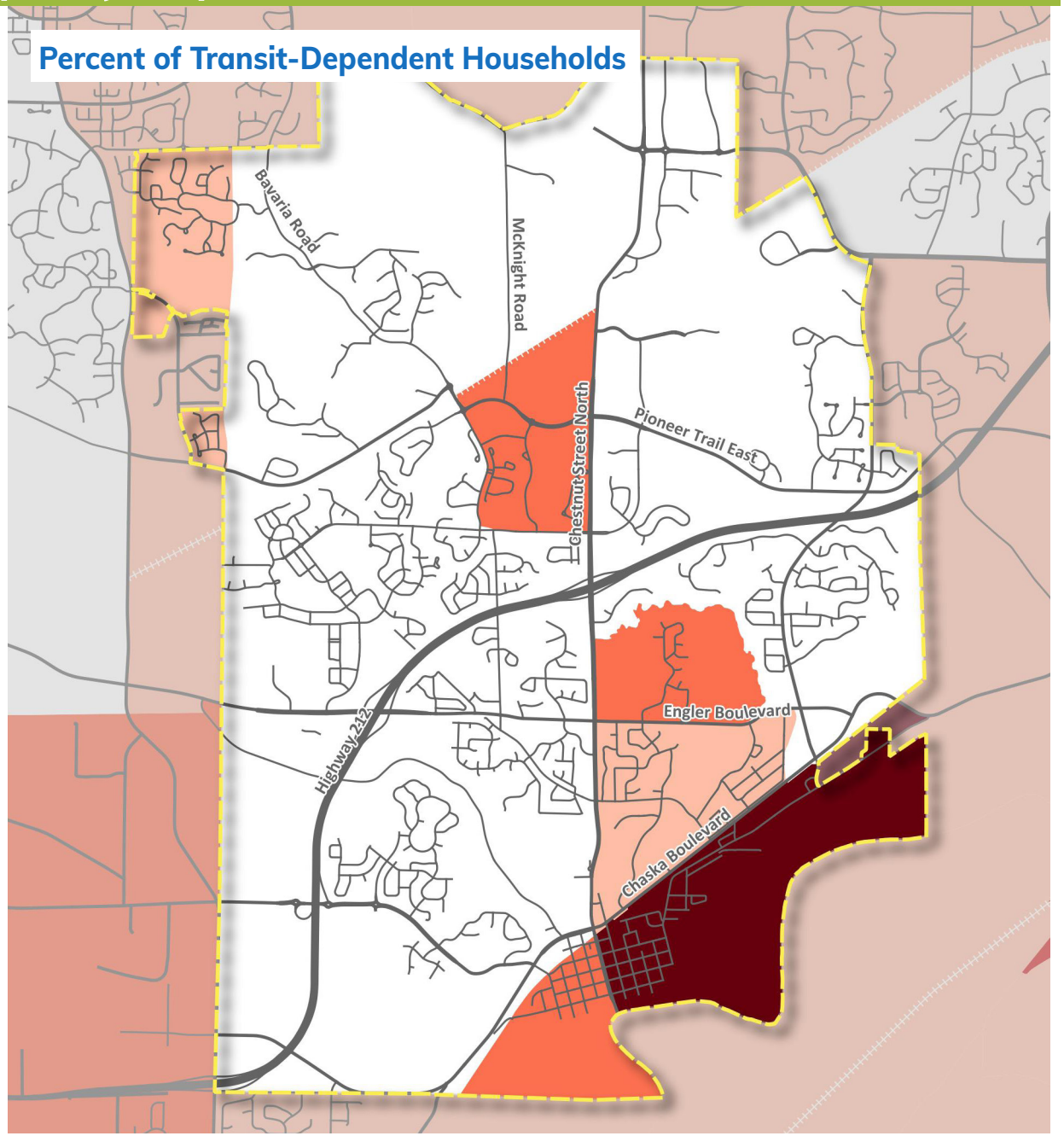


Curb ramp meeting ADA guidelines. Image courtesy of Dan Burden.

Improving Access for Disparity Populations

Even though Chaska is a prosperous community, there are locations within the City where transit-dependent households (households without access to a motor-vehicle) reside. Similarly, there are locations with higher proportions of low-wage workers and households, and locations where entry-level jobs are available.

Connecting these locations with high-quality walking and biking facilities is one way of increasing transportation access to benefit low-wage households - and leading to more equitable outcomes for residents of the City and surrounding communities.





11 Implementation

Effective plans facilitate and lead to action. This chapter provides guidance on how to implement the plan's recommendations so they lead to improvements that Chaska residents can enjoy as soon as feasible.

In this section:

- Approaches to implementation
- Engagement for implementation
- A Pilot Project approach
- Ped / Bike Coordinator
- Implementing facilities
- Implementing programs initiatives
- Updating this plan
- Potential funding sources

Approaches to Implementation

This Pedestrian and Bicycle Master Plan is intended to guide the development of walking and bicycle network, facility and programming improvements.

Knowing that Chaska residents, staff and leaders will want to implement as many of the plan's recommendations as possible within that timeframe, this chapter outlines several strategies to aid effective implementation, including:

- Communicating with and engaging Chaska residents early on in the process will help build community understanding, participation and support
- Developing a "test-run" of proposed projects by installing temporary pilot/pop-up versions of proposed changes - providing opportunity to measure impacts and gather comments from community members before a permanent investment is made
- When refining concepts for specific facilities, it is necessary to not only include detailed engineering design, but also to check interactions with and concordance with land use and other recommendations found in the City's Comprehensive Plan
- Funding for implementation of this plan's recommendations is available from multiple sources. A table of potential funding sources is provided later in this chapter.
- It will be important to update this plan's priorities and recommendations as conditions and community priorities evolve, and implementation opportunities, and available funding arise. A process for updating the plan is included in this chapter



Temporary installations, also known as demonstration, pilot, or tactical urbanism projects, are useful for testing new ideas. Image: Test-run for a separated bike lane in Hopkins.



Early and frequent engagement with community members ahead of detailed planning or implementation helps build community understanding and support.

Engagement for Implementation

This plan's recommended network and set of walking and biking routes will be implemented over time, segment by segment, as opportunities arise and funding is secured.

Although the plan and its recommendations were developed through an extensive process of public consultation and have gone through a thorough process of public review (and in addition have included the active participation of the plan's Project Steering Committee (PSC), City Staff, Parks & Recreation Commission and City Council), it is always a good idea to begin the implementation process for each of the specific segments included by informing residents (both those living near and those living elsewhere the city) of the specific segment's purpose, need, impact and benefit (both in and of itself, and as part of the city's larger network).

Proactively engaging the broad community *before* implementation efforts begin will go a long way toward building community understanding and goodwill, and will over the long term lead to a more effective process for implementation of the network.

Tips and Key Approaches

Some tools, tips and techniques that may be helpful in Chaska include:

Inform the Larger Community

It's good to always inform nearby residents of a potential project - but making sure the larger Chaska community is also informed ahead of time about the project will allow residents who may not live near the proposed facility but who may use it for their travel or otherwise benefit from it to also participate and weigh in during community conversations. Some tools that may be used for this purpose include the city's electronic bulletins, articles in the newspaper, radio news, website content, or utility mailers.

Help Residents Envision the Planned Change

Sometimes it is difficult to understand a project's potential changes or benefits from a set of plans or diagrams. Providing richly-illustrated materials, with diagrams, 3D renderings or three-dimensional models may help to more quickly communicate a project's benefits.



A 3D view of a proposed intersection and trail improvement in Hennepin County helps residents understand the proposed change.

Other times, especially if a project is very different from what currently exists near a specific location, it may be useful to setup a demonstration or pilot project. A demonstration project builds the intended configuration using temporary and inexpensive materials to quickly show, in or near its final location and with close approximation to its final configuration, what a project intends to do. This allows neighbors and others to become familiar with the proposed change, and to experience potential benefits and tradeoffs.

Explain How to Use New Facilities or Programs

Many useful tools and approaches may be unfamiliar to residents and visitors. As much as possible, when implementing innovative treatments, make sure that information about how to use these new facilities or programs is available to residents well ahead of its implementation.

An active education effort will help people learn how to use the facilities, and will help safety and overall participation. Brochures, mailers and online materials (including videos) are excellent tools to familiarize residents with new facilities and how to use them, regardless of mode.

Proactively Communicate Changes to Area Residents

Most people, including residents who live near a proposed improvement may be apprehensive about potential changes in the vicinity of their homes. Making proactive efforts to communicate the proposed changes, and explaining purpose, tradeoffs and benefits may go a long way toward receiving their support for the change. Implementing a demonstration or pilot project is especially helpful for potentially controversial or easily misunderstood projects.

Invite a Cross-Section of Residents to Participate

Improved walking and biking options bring benefits to a wide range of residents who may live near or far from a proposed project. Making proactive efforts to invite young people, seniors, families, renters and homeowners to comment and weigh in on the implementation of specific projects will help bring a balanced view of proposed changes.

Expanding Engagement and Participation

To expand participation in implementation conversations across all residents and populations in Chaska, consider these approaches:

Neighborhood Block Parties

To inform residents near a proposed project and expand the number of those local residents directly reached by project information, answer their questions, and gather their comments, implement neighborhood block parties that bring project information and activities directly to them and encourage residents to socialize and discuss the proposal. Implementing a demonstration of some aspect of the project, even if very limited, will help build community understanding.

Pop-Up Information Sessions

Pop-Up sessions are friendly and casual mobile workshops that bring information about the project to places where people are already gathering - like parks, community centers and grocery stores - to expand the number of residents familiar with the project.

Reaching Young People, Seniors, and Other Communities

Going to schools, and working with organizations that gather members of the public with a common interest or affiliation (for example, members of a neighborhood organization, a seniors' walking group, or a young parents group) can help reach segments of the population that may not otherwise have a chance to hear about or understand a potential project.

Use Existing Online Channels

Using the City's existing online channels - like its website and social media accounts - to share news about a project's potential implementation can easily and inexpensively expand the number of residents who are informed (and potentially excited) about a planned project.

A Pilot Project / Tactical Urbanism Approach

One of the best tools to quickly and more fully communicate the configuration, benefits or tradeoffs of a potential project is a pilot or demonstration implementation.

There are two key components of a pilot or demonstration project: the first is making a plan for how to configure and assemble the demonstration, how long to keep the demonstration available, what materials to use, where to place it, and related considerations. Sometimes this is sufficient if a project's configuration is already finalized, is well-accepted, and has been funded to move forward to implementation.

Sometimes though, a demonstration project can be a great tool to test out ideas, build community interest and participation, and develop the most effective configuration for the improvement.

If this is the case, then a second key component is needed. This component, which actually should begin implementation before the demonstration is built, is setting up a measurement and evaluation program to see how effective the specific intervention is and if it meets the goals of the project.

For example (and to make use the illustration provided on this page), if a traffic circle is being recommended as part of a neighborhood traffic calming plan, there may be residents who don't understand the size and scale of what is being proposed and may be afraid of impacts to their boulevard or parking, and may confuse it with a roundabout or a traffic rotary. There may be other residents who may be skeptical of any of the claimed traffic calming benefits.



Explaining the configuration and impact of a neighborhood traffic circle can be a complicated task. A temporary version may increase community understanding and test its effectiveness. Image courtesy of Santa Monica NEXT.

An evaluation and measurement program would begin by, before any changes are made, setting up observations of the intersection in question, and measuring the overall rates of drivers' compliance with stop signs, as well as speeds, rates of speeding, overall mix of users (numbers of pedestrians, bicycle riders and drivers), and traffic volumes.

Then, during the time when the demonstration is implemented and in place (some can be left in place for several days or weeks, while others are sometimes in place for months or even up to a year), measurements are again taken to evaluate if the demonstration is indeed changing the condition that the project seeks to improve. In the case of the neighborhood traffic circle, these changes would include improved yielding behavior to pedestrians crossing the

street, decreased speeding, and maybe an increase in the number of pedestrians and bicycle riders using the street.

If there is a positive change toward the qualities that are sought, then the demonstration provides proof that the project will have the desired effect and may help persuade those who are skeptical of the project's effectiveness.

If there is no positive change toward the project goals, then this also is valuable result, as it shows that the project won't be effective in reaching the city's goals, and that it should be reconfigured or rethought (and then tested again) if it is to be implemented and be an effective addition to the city's street network.

Regardless of which outcome occurs, the demonstration itself becomes a tool to share knowledge about the project and its goals, and helps build community understanding about the city's goals and process.

How to set up a demonstration project

Several guides are now available for setting up demonstration and pilot projects in communities. Three highly recommended ones are:

» MnDOT's Demonstration Project Implementation Guide

» People for Bikes' Quick Builds for Better Streets

» The Tactical Urbanist's Guide to Materials and Design



Traffic calming and safety demonstration project in Alexandria, Minnesota (pop. 14,000).



Demonstration project for calming traffic and improving a midblock crossing in Pelican Rapids, Minnesota (pop. 2,600).

Implementing *Infrastructure*: General Guidance

Pedestrian and bicycle improvements can often be implemented as part of larger streetscape and roadway improvements. For this reason, it is difficult to provide precise phasing recommendations for network implementation. Regardless, identifying priority areas and projects can be helpful in moving implementation forward fairly and effectively.

As much as possible, consider the following when selecting, designing, and implementing infrastructure recommendations:

- Coordinate pedestrian and bicycle improvements with scheduled road construction and repairs to avoid potential conflicts and take advantage of opportunities for simultaneous improvements and cost efficiencies.
- Street resurfacing, restriping, and streetscape projects provide opportunities to stripe on-street bicycle facilities or improve off-street sidewalk and trail connections at minimal costs.
- Treatments that require special consideration and careful design include raised crosswalks, channelized turn lane improvements, neighborhood slow streets with traffic calming elements, bicycle-specific traffic signals, and refuge islands.
- Pursue additional funding to support the design, implementation, and maintenance of pedestrian and bicycle improvements on a regular, ongoing basis.
- Act on opportunities to include pedestrian and bicycle improvements as part of development and redevelopment projects, or through spot improvements.

Implementing Pedestrian Network Recommendations

Providing a continuous network of sidewalks and trails is key for supporting safe and comfortable walking trips. The following improvements will help to increase overall safety and comfort for the city's network, and should be integrated into corridor projects to increase pedestrian comfort and accessibility:

- Upgrading pedestrian signals to include countdown timers, Accessible Pedestrian Signals (APS), and revising timing to provide more time for pedestrians to cross.
- Upgrading curb ramps to ADA standards.
- Installing pedestrian-scaled street lighting along sidewalks and trails.
- Providing pedestrian refuges through median retrofits and installation.
- Providing sidewalks on both sides of all "urban" (curb and gutter) streets - especially if within one half mile of a school.
- Providing a shared-use path / trail on at least one side of "rural" streets (no curb and gutter) designated as collector or above.

Implementing Bicycle Network Recommendations

Space for accommodating on-street bicycle facilities may be created within existing right-of-way by using one or more of the following methods:

» Narrowing the width of existing travel and parking lanes:

- 11 ft maximum recommended travel lane width
  - › 10 ft width adequate for speed limits <= 30 mph
  - › When posted speed limits are over 40 mph in State Aid roadways, continue using 12 ft width
- 8 ft maximum recommended parking lane width

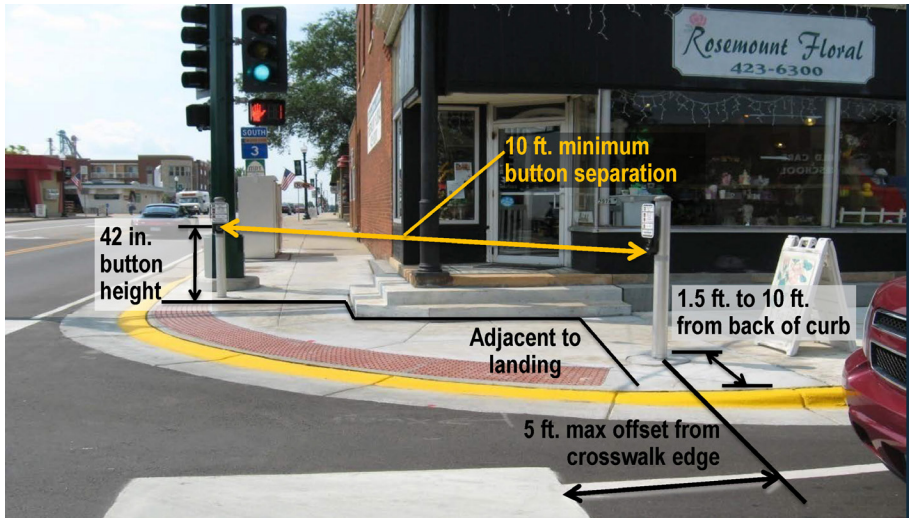
» Reducing the number of travel lanes ("Road Diet" or Three-Lane Conversion):

- On streets with four or more lanes, low to moderate through volumes (20,000 ADT and below), and high left-turn volumes, the two center-most lanes may be converted into a single dual-left-turn lane, improving ease and safety of left-turns, and freeing up space for on-street bicycle facilities. This conversion is often referred to as a "Road Diet" or safety conversion, and is a recommended as a Proven Safety Countermeasure by FHWA by the 20% to 50% reduction in crashes it facilitates.

» Removing or consolidating on-street parking where practical, feasible, and necessary.

» Designating existing shoulders or excess roadway space for bicycle use.

- Shared parking/bike lanes are not recommended, as they provide inconsistent and unpredictable conditions for both bicycle riders and motorists - bicycle riders may have to mix with traffic in order to pass parked vehicles.



Considerations for correct installation of accessible pedestrian signals (APS). Image courtesy of Todd Grugel, MnDOT.



Installation of new sidewalk along a busy roadway, Saint Paul..

Implementing *Programming* Initiatives

Effective program initiatives are a key component for the success of walk / bike plans, as they maximize the benefit of infrastructure investment and grow walking and biking.

The City's role in implementation of programming initiatives will vary depending on resources and capacity. The City may take the lead, provide support, or work in partnership with schools, neighborhood groups, local businesses or other organizations to initiate and implement a diverse array of programs.

Programs implementation should occur in coordination with infrastructure implementation and evolve as needed in the long term to:

» Educate all roadway users on how to safely operate in shared spaces including travel-ways and intersections,

» Promote use of new facilities through encouragement programming, and,

» Support network safety through enforcement and facility maintenance.

When working to implement programs, the City of Chaska can:

» Provide support to schools for Safe Routes to School (SRTS) planning and programming implementation at the school-, district-, and City-wide levels;

» Leverage partnerships with governmental and nongovernmental agencies, community organizations, and local businesses to support education and encouragement programming;



Programs are often a key and cost-efficient investment for plan success. Crossing guards, for example, can make as much difference as new facilities in getting more students to walk and bike to school.

» Work closely with local police to enforce traffic safety laws, lead safety workshops including community education classes or bike rodeos, and provide a positive example for safe driving and bicycling behavior; and,

» Organize and coordinate a recurring measurement and evaluation effort to track plan implementation and success.

Pedestrian and Bicycle Coordinator

This Plan recommends the creation of a new "Pedestrian and Bicycle Coordinator" position within the City of Chaska to coordinate implementation of the Plan, to attend to and coordinate response to walk/bike network maintenance and operations issues, and to represent the needs and interests of pedestrians and bicyclists as transportation and land use projects are designed and implemented.

The position need not be full time, but should be permanently funded and allow a new or existing staff person to dedicate a minimum of 10 hours per week to walk/bike-related issues within and around the geographic area of Chaska.

Tasks and responsibilities would include:

Planning

» Coordinate and integrate walk/bike planning and network implementation with other City, County, Regional and State programs, agencies and bodies

» Review all roadway and land use plans for impact on walk/bike travel and conditions; make and pursue recommendations for improvement as needed before projects are finalized

» Coordinate implementation of this plan's recommendations as part of other transportation and land development projects

» Provide advice to policymakers, including members of the Chaska City Council and Carver County Board, on transportation and land use issues with the aim of improving conditions for people walking and bicycling in and around Chaska

Maintenance and Operations

» Manage a spot improvement / Walk/Bike Facility Maintenance Request program to reduce roadway hazards and respond to users' requests for maintenance or repair of infrastructure

Education and Encouragement

» Conduct workshops to improve walk/bike safety

» Coordinate preparation and publication of network maps

Evaluation and Measurement

» Collect and maintain walk/bike use data, including regularly monitored ped/bike counts, studies of origins and destinations, crash information and infraction data

» Develop biannual "Walk/Bike Account" reports detailing use of walk/bike facility network and identifying focus areas for improvement

» Monitor implementation of the plan's recommendations

Engagement

» Serve as liaison to the City of Chaska Bicycle Friendly Community (BFC) community, Pedestrian and Bicycle Advisory Committee (to be established), and other organizations working to improve walk/bike conditions

Fundraising

» Pursue local, state, federal and private grants and funds for improving walk/bike infrastructure, for encouraging greater use of Chaska walk/bike network assets, and for conducting education and encouragement campaigns

Updating This Plan



Regularly reviewing and updating the plan will help it stay responsive to the needs of Chaska residents.

This plan is intended to guide the evolution of Chaska' walking and biking facilities and programs. It is anticipated that as Chaska evolves and conditions change the plan may require some modifications over its lifespan.

The following recommendations are presented to help make the process of update and modification easier and more transparent and accessible.

Key Parties

- Pedestrian and Bicycle Coordinator (PBC) or other designated City staff
- Chaska Parks & Rec Commission (CPRC)
- Chaska residents

Process

The Pedestrian and Bicycle Master Plan should be reevaluated every two years to ensure that implementation is proceeding as planned, and to review opportunities for making updates or improvements to its recommendations. The City's Pedestrian and Bicycle Coordinator should maintain responsibility for this process, and determine the appropriate level of response to requests for potential changes.

Generally, three main processes are contemplated for updating the Pedestrian and Bicycle Master Plan:

- Updates resulting from the plan's periodic re-evaluation
- Updates recommended or requested by the CPRC or City Council
- Updates recommended or requested by Chaska residents

Decision-Making and Incorporation Into the Plan

These are the steps that are recommended for gaining approval and adopting changes to this document:

Updates Resulting from the Plan's Periodic Re-Evaluation

The Pedestrian and Bicycle Coordinator (PBC) manages the process of re-evaluation. If the PBC determines that an update is needed, the PBC brings the proposed change to the CPRC. If the CRPC agrees with the change, the CRPC makes a recommendation to City Council for approval.

Updates Recommended or Requested by Chaska Residents

The PBC reviews the change proposed by the public. If the PBC agrees with the proposed change, the PBC brings it to the CPRC. If the CRPC agrees with the change, the CRPC makes a recommendation to City Council for approval.

Funding Implementation: Some Approaches

A key consideration for any plan is how to fund its recommended improvements so they can be implemented.

Four options for funding the recommendations from this plan include:

1) General City funds allocated to transportation, parks and recreation (for trails) or other City purposes
2) Grants available for specific types of walking and biking improvements recommended by the plan (a table of Potential Funding Sources is included over the next pages of this chapter)
3) Developing specific walk/bike links as part of land development activities in the area where those links are recommended
4) Funds from a dedicated source of funding for walk and bike related projects and improvements, including those related to safety, maintenance, and development of new routes and links

Option 4 on this list would require development of a new funding program. This option is highly recommended.

Developing a Dedicated Funding Source for Chaska Walk/Bike Investments

A dedicated funding source would allow the City to consistently plan and implement facility and program improvements, and make steady progress toward the changes needed to achieve the City and residents' future vision.

Expenses that could be funded by revenues from the fund include:

- Construction costs of new walk/bike facilities
- Maintenance costs for existing facilities
- Legal and consulting services needed for construction and maintenance of facilities
- Purchase of real property for right-of-way for new facilities
- Staffing and operational costs for City staff dedicated to the task of maintaining, improving and expanding the City's walk/bike network
- Development and implementation of 6Es programming - including consistent evaluation and measurement efforts

An Example: Edina's Pedestrian and Cyclist Safety (PACS) Fund

Edina's Pedestrian and Cyclist Safety Fund (PACS Fund) is a special fund created to provide a steady source of funding for pedestrian- and bicycle-related projects in the City.

Created in 2012, the fund has consistently raised about $1.2 million a year for the construction and maintenance of non-motorized infrastructure in the City. In addition, it provides funding for a dedicated ped/bike planning staff as well as technical and consulting studies necessary for planning and implementing improvements for the City's walk/bike network.

The fund was structured to be largely funded by utility franchise fee revenues, though it can also receive funds from grants, gifts, special assessments and transfers from other City funds.

For more information:

- PACS Fund program description
- 2020 Edina PACS staff report

Planning-Level Cost Estimates for Priority Projects

Funding for "Top 10" and Other Facilities and Programs

Planning-level cost estimates for implementing the "Top 10" facilities are provided in the table below. Please note that funding for the facilities and programs identified by this plan (including the "Top 10" facilities shown here) has not yet been secured, though it is anticipated that the main source of funds will be grants from state, federal, and county sources supplemented by a mix of City resources. **A listing of potential funding sources is included in the following page**.

Map Ref #	Route Name	From	To	Length (miles)	Facility Type	* Cost Estimate ($)	MetCouncil RBTN?	# of Key Destinations
1	Chaska Blvd	Pine St N	Audubon Rd	1.56	SUP / Trail	$561,600	Yes	3
2	Creek Road	Chaska Creek Blvd	Vista View Dr	1.48	SUP / Trail	$532,800	Yes	1
3	Engler Blvd	Ridge Ln	Old Audubon Rd	0.57	SUP / Trail	$205,200	Yes	3
4	McKnight Lake Trail	Lyman Blvd	Pioneer Trail West	2.45	Upgrade Existing	$502,250	Yes	3
5	Bavaria Rd/82nd St W	Ali Ln	McKnight Lake Trail	1.55	SUP / Trail	$558,000	Yes	1
6	Clover Ridge Connector	Molnau Court trail	Bavaria Road	1.09	Upgrade Existing	$223,500	No	3
7	Pioneer Trl (north side)	Hundertmark Rd E	Audubon Rd	1.19	SUP / Trail	$428,400	Yes	3
8	Peavey Road	Norex Drive	Hazeltine Blvd	1.64	SUP / Trail	$590,400	Yes	3
9	Pine St (downtown)	Chaska Blvd	W 1st St	0.35	TBD (pending engagement)	-	Yes	5
10	W 3rd Street (downtown)	N Hickory St	Beech St	0.65	TBD (pending engagement)	-	Yes	5

** Cost estimates are based on MnDOT's Metro District Bicycle Plan (March 2019), which were derived from statewide average bid prices. To reflect current conditions, including higher costs due to inflation, post-Covid supply chain disruptions, and other factors, future project costs should be inflated relative to a base year of 2017. Cost estimates shown here do not include an allowance for engineering, utility, or right-of-way costs, but do include a 40% contingency that may account for some of those costs. Please note that these estimates are only intended to be used at a planning level and should be refined throughout the project development phase of each individual project.*

Potential Funding Sources

A variety of funding sources and programs are available to partially or wholly support the improvement of pedestrian and/or bicycle facilities in Chaska. This section presents a compilation that can serve as a starting point for future efforts.

Grant / Program Name	Organization	Description	More Information	Sample / Potential Project
Corridor Investment Management Strategy (CIMS)	MnDOT	A MnDOT program that supports quality of life improvements along MnDOT trunk highways.	www.dot.state.mn.us/cims	Improve pedestrian crossing at intersections between county roads and MnDOT trunk highways.
Federal Recreational Trails Program	DNR	Funds new trail and trailhead construction as well as maintenance and rehabilitation.	www.dnr.state.mn.us/grants/recreation/trails_federal.html	Longer trails connecting to parks.
Local Trail Connections Program	DNR	Funds short trail connections between where people live and desirable destinations.	www.dnr.state.mn.us/grants/recreation/trails_local.html	Short trail gaps.
Outdoor Recreation Grant Program	DNR	Provides matching grants to local units of government for up to 50% of the cost of acquisition, development and/or redevelopment of new or improved trails within park areas.	www.dnr.state.mn.us/grants/recreation/outdoor_rec.html	Trail segments within city parks.
Safe Routes to School Planning Assistance Grants	MnDOT	Funds for new or updated SRTS plans for one or more schools.	www.dot.state.mn.us/saferoutes/planning-grants.html	Sidewalks or crossings near schools.
Statewide Health Improvement Partnership (SHIP) grants	MnHealth	Funds opportunities for active living in Minnesota communities, including Active Transportation and Walk and Bike Friendly Communities	https://www.health.state.mn.us/communities/physicalactivity/index.html	Workshops and training, community assessments, Safe Routes programming at schools

Grant / Program Name	Organization	Description	More Information	Sample / Potential Project
Safe Routes to School Boost Grants	MnDOT	Funding to advance programs (non-infrastructure strategies) for schools that support making it safe, easy and fun for students to walk and bicycle to school.	www.dot.state.mn.us/saferoutes/boost-grants.html	Bike rodeos, maps, helmet give-aways, walk/bike safety events.
Active Transportation Infrastructure Grants	MnDOT	No local match required. Provides grant funding for the construction of pedestrian and bicycle infrastructure projects.	www.dot.state.mn.us/active-transportation-program/infrastructure-grants.html	Trails and sidewalks identified in the city's plan.
Active Transportation Planning Assistance Grants	MnDOT	Connects applicants with an active transportation planning team to conduct community, neighborhood, or corridor planning.	www.dot.state.mn.us/active-transportation-program/planning-assistance.html	Study of active transportation needs on a single segment of roadway.
Local Road Improvement Program	MnDOT	Funds improvements to local roads with statewide or regional significance and can include bicycle and pedestrian facilities.	www.dot.state.mn.us/stateaid/lrip.html	Roadway reconstruction with new trail/sidewalk.
Safe Streets and Roads for All (SS4A) Grant Program	USDOT	New program created by the Bipartisan Infrastructure Law (BIL). Provides funds to develop or update a comprehensive safety action plan (Action Plan), conduct planning, design, and development activities in support of an Action Plan, or carry out projects and strategies identified in an Action Plan.	www.transportation.gov/grants/SS4A	Pedestrian and bicycle safety improvements, including changes to roadway, signals, lighting, markings, etc.

Grant / Program Name	Organization	Description	More Information	Sample / Potential Project
Private Donations and Sponsorships	Varies	Private donations and sponsorships or park and trail facilities could be provided to implement key trail segments or trailhead facilities.	-	Trail segments, trail amenities, or trailhead facilities
Hazard Elimination and Railway-Highway Crossing Programs	Federal Highway Administration (FHWA)	Funding for safety improvements at public railway-highway grade crossings	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm	Various railroad crossings throughout the city
National Highway Performance Program (NHPP)	Federal Highway Administration (FHWA)	Funds pedestrian and bicycle projects located along principal arterials and freeways that are part of the National Highway System (NHS)	https://t4america.org/maps-tools/map-21/nhpp/	Pedestrian and bicycle safety projects including crossing beacon/signal or refuge medians
Surface Transportation Block Grant Program (STBG)	Federal Highway Administration (FHWA)	Flexible funding for projects including pedestrian and bicycle infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/	» New routes / facilities » Facility maps
Congestion Mitigation and Air Quality Act (CMAQ)	Federal Highway Administration (FHWA)	Intended to reduce air pollution and congestion by encouraging walking and biking through provision of facilities or other resources such as maps and education.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/	» New routes / facilities » Streetscaping along routes » Bikeshare
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	Intended to increase safety and reduce fatalities on the National Highway System. This includes pedestrian and bicycle facilities. A 10% local contribution is required.	https://highways.dot.gov/safety/hsip	

Grant / Program Name	Organization	Description	More Information	Sample / Potential Project
Transportation Alternatives Program (TAP)	Federal Highway Administration (FHWA)	Funds projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, and vulnerable road user safety assessments	https://www.fhwa.dot.gov/environment/transportation_alternatives	Sidewalk gaps throughout the city; bike lane projects, especially near schools and trails.
Land and Water Conservation Fund (LAWCON)	Department of Natural Resources (DNR)	Intended to protect local land and water resources in a number of ways including trails which promote the enjoyment and protection of resources via non-motorized transportation.	https://www.dnr.state.mn.us/aboutdnr/lawcon/index.html	Implementation of trails along wetlands and streams.
Rivers, Trails, and Conservation Assistance Program	National Park Service (NPS)	Guidance and support for recreational trails and greenways close to outdoor recreation areas.	https://www.nps.gov/orgs/1084/index.htm	Implementation of trails along wetlands and streams.
Federal Lands Access Program (FLAP)	Federal Highway Administration (FHWA)	Funds improvement to transportation facilities that provide access to, are adjacent to, or located within Federal lands, including provisions to pedestrians and bicyclists.	https://highways.dot.gov/federal-lands/programs-access	

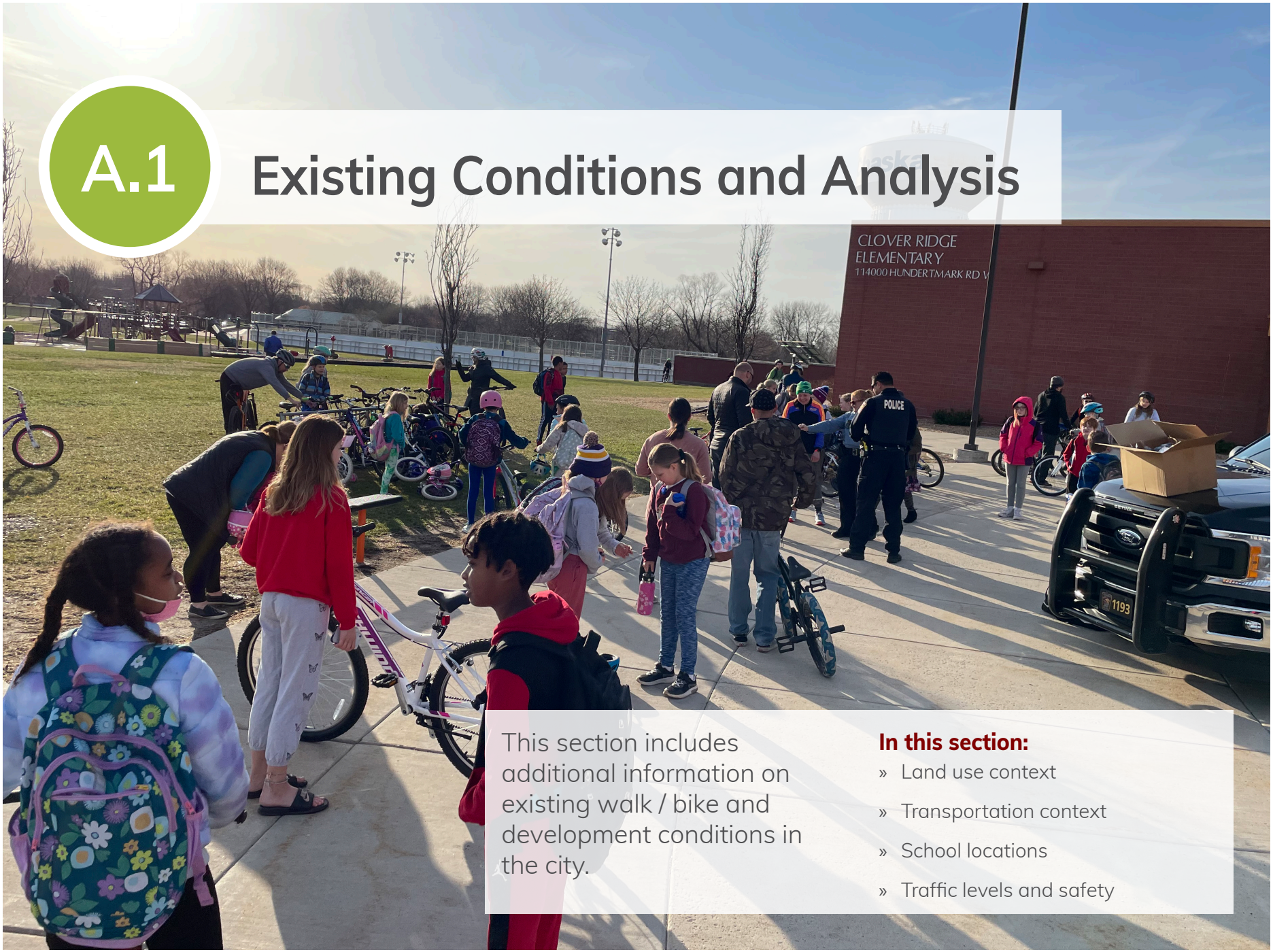


A Appendix

This section includes additional information and resources for the plan.

In this section:

- Existing conditions and analysis
- Unit prices for cost estimation
- Community engagement results



A.1 Existing Conditions and Analysis

This section includes additional information on existing walk / bike and development conditions in the city.

In this section:

- Land use context
- Transportation context
- School locations
- Traffic levels and safety

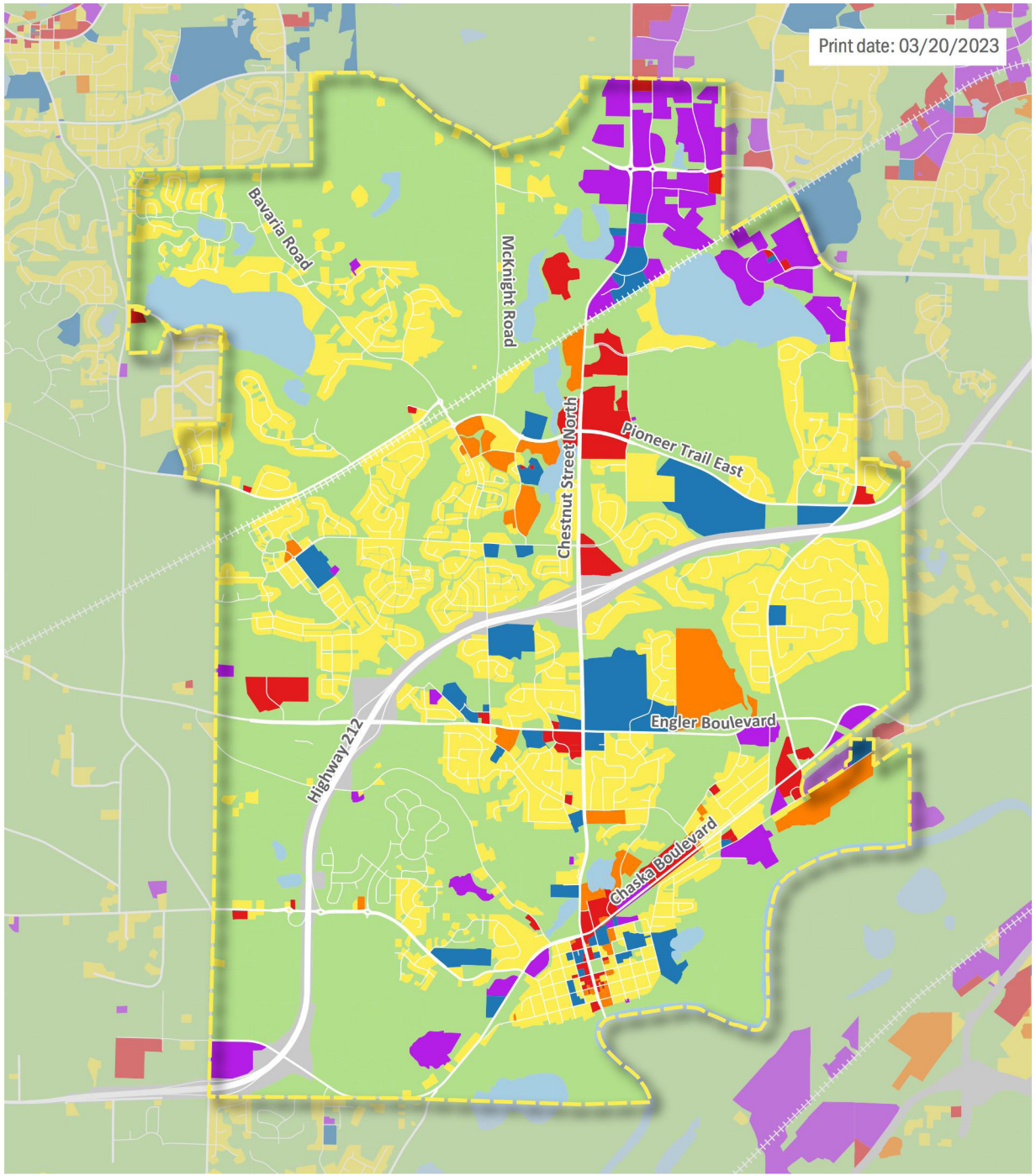
Existing Land Uses

What the Map Shows

The City's pattern of large districts of single land use types is shown through the dispersed distribution of residential uses and the concentration of industrial uses (northeast corner) and commercial uses near its center. Downtown hosts a more compact and diverse set of uses.

Implications for the Plan

Connecting residential districts to places of employment and shopping will require development of relatively long routes extending walk and bike networks from residential areas into these districts.



Street and Roadway Network

What the Map Shows

Downtown has a fine-grained and well-defined network of streets providing connectivity in all directions. Newer residential districts have fewer connections available for routing. A limited number of large roadways connect across the community, but also carry significant levels of car traffic.

Implications for the Plan

Making connections to community destinations, and commercial and industrial districts may be complicated by lack of existing streets and alternative routes. Connecting distances across the City may require using larger roadways; developing comfortable facilities along them, and providing safe and inviting intersections may require additional efforts.



Building Footprints

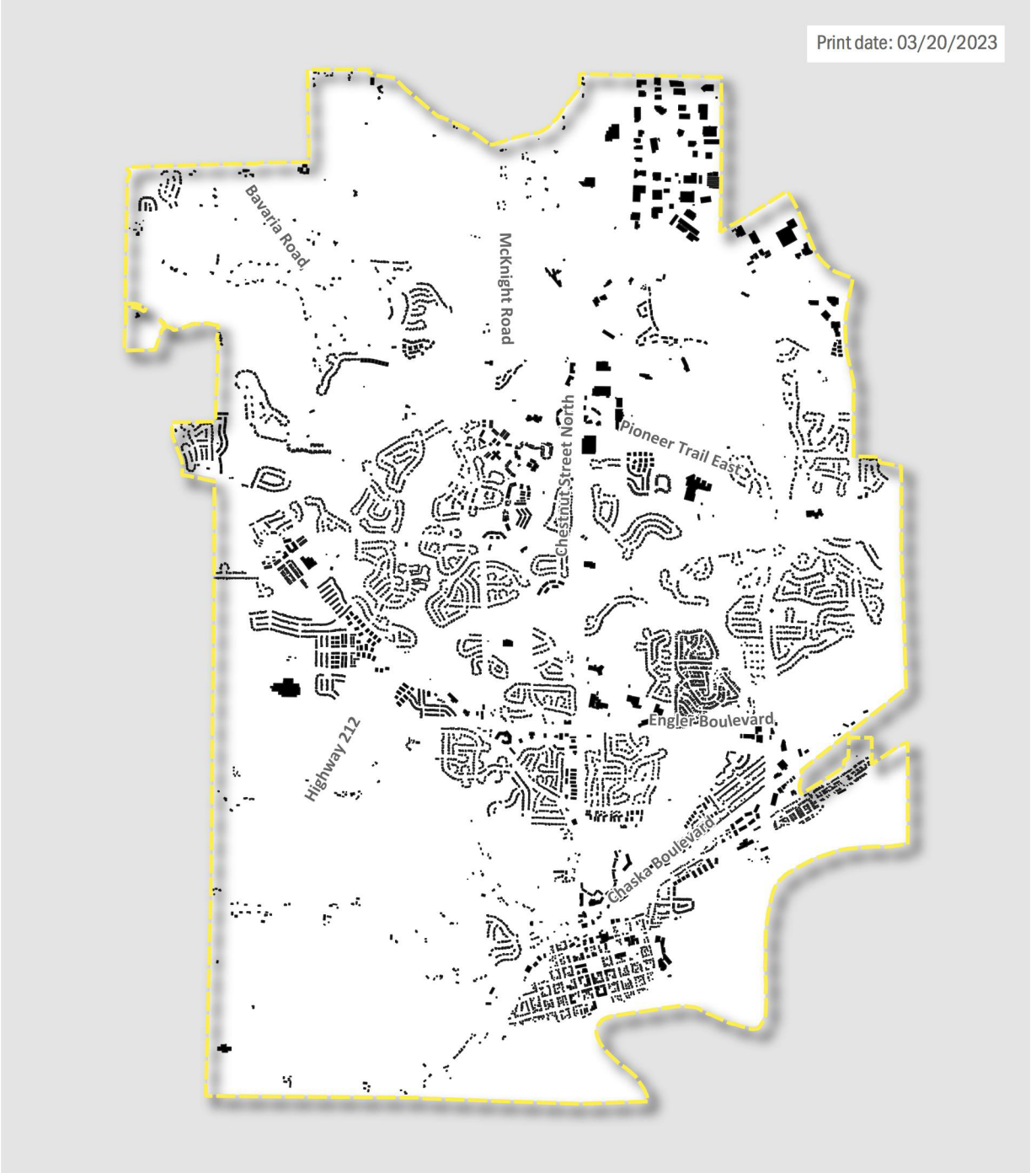
What the Map Shows

Building density is high in and around the City's Downtown, with relatively small buildings sited closely together. North of Downtown, building density is lower, with higher separation. Residential districts are sited to follow curvilinear street patterns. Industrial and commercial areas near the City's center and northeast are made up of very large buildings, with high separation from other structures.

Implications for the Plan

Given low residential densities in most of the City, and because residential districts and everyday destinations are located at some distance from each other, it will be important to develop a network of fine-grained routes that residents can use to access desired destinations.

Downtown has numerous destinations located in close proximity to each other - developing easy connections between these points will support plan goals.



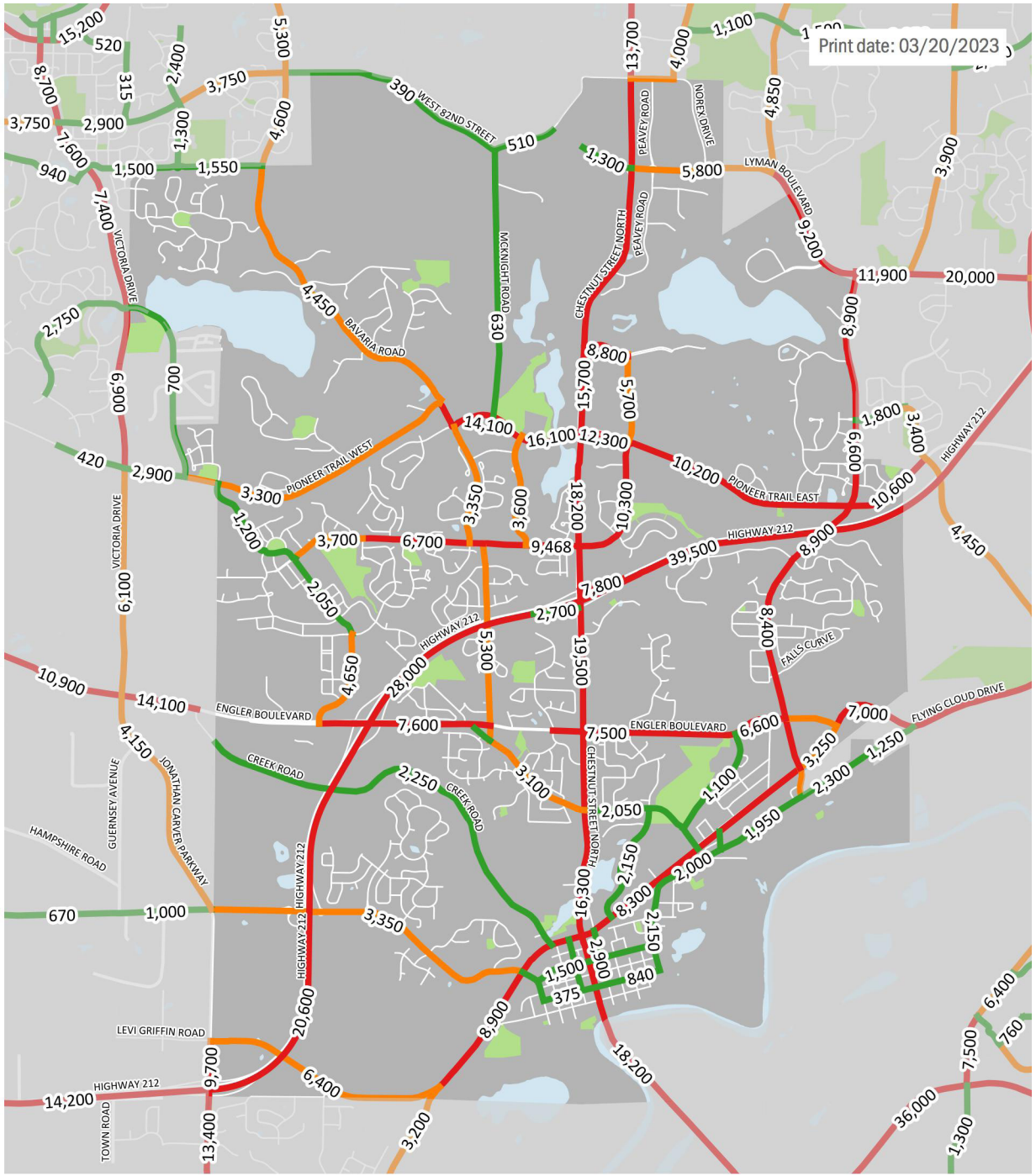
Average Daily Traffic (AADT)

What the Map Shows

Numerous streets and roadways in the City (including many connecting to commercial districts and other daily destinations) experience high levels of motor vehicle traffic. In these conditions, a trail or other dedicated facility is recommended by FHWA and MnDOT's Bicycle Facility Design Manual (at 30 mph, an AADT > 3,000 requires at minimum a bicycle lane, AADT > 6,500 requires a protected bicycle lane or a trail, while higher speeds trigger these thresholds at lower vehicle counts).

Implications for the Plan

Facility recommendations should be consistent with FHWA and MnDOT guidance to ensure a safe, implementable and fundable system. Providing safe, comfortable and inviting movement across intersections will help ensure that routes are usable by the City's population.



Schools and Walking Radius

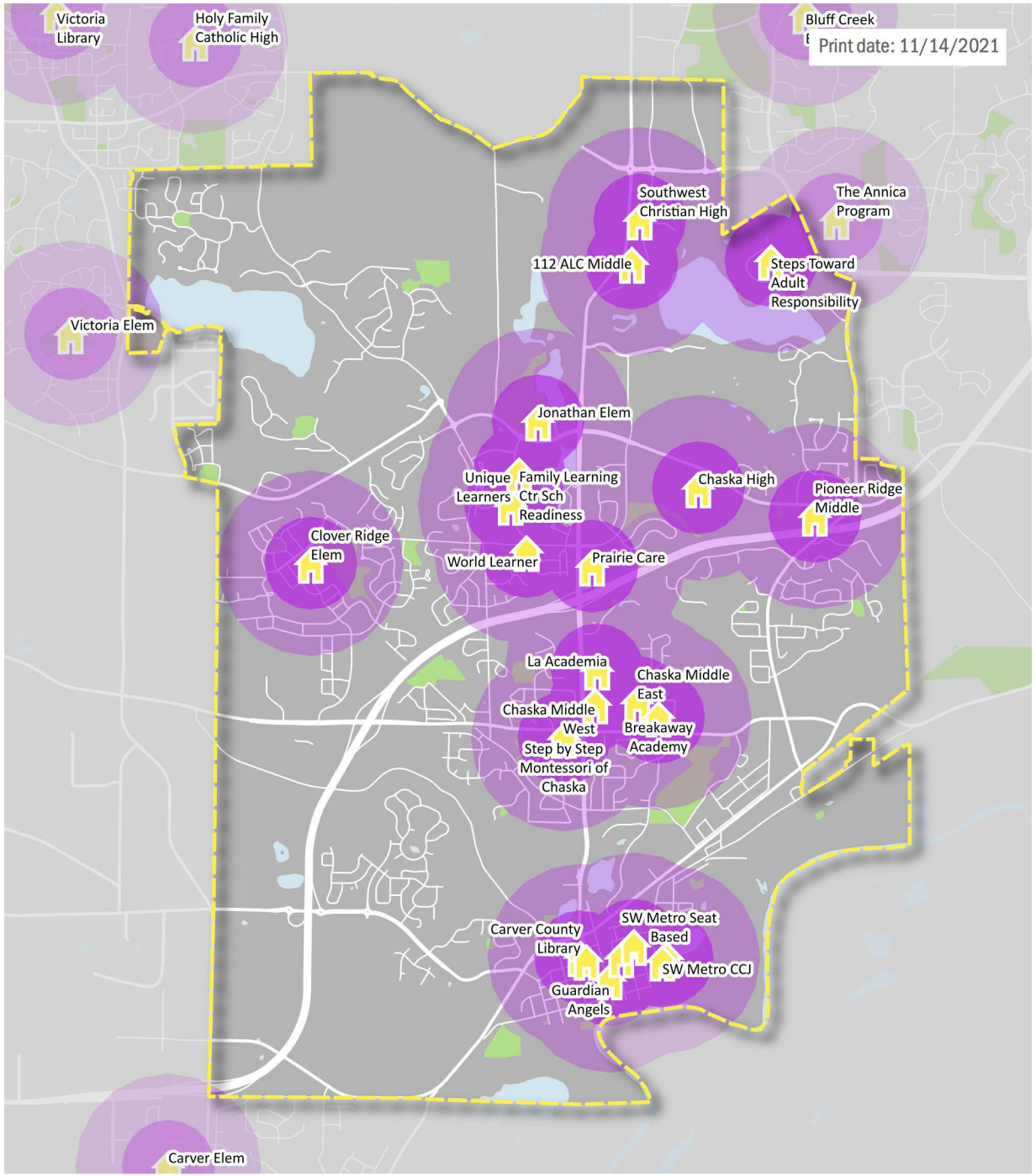
What the Map Shows

There are eleven public and several private schools and institutions in the City. Schools are located throughout the community, with the majority located within close proximity of State Highway 41 and other busy roads.

Implications for the Plan

With the approximately 6,200 students attending public schools (and several hundred in private schools) there is significant potential to address student travel and facilitate walking and biking to school.

Orienting walking and biking networks to simplify and improve students' daily travel experience can dramatically increase walking and biking in the City.



Parks and Trails System

What the Map Shows

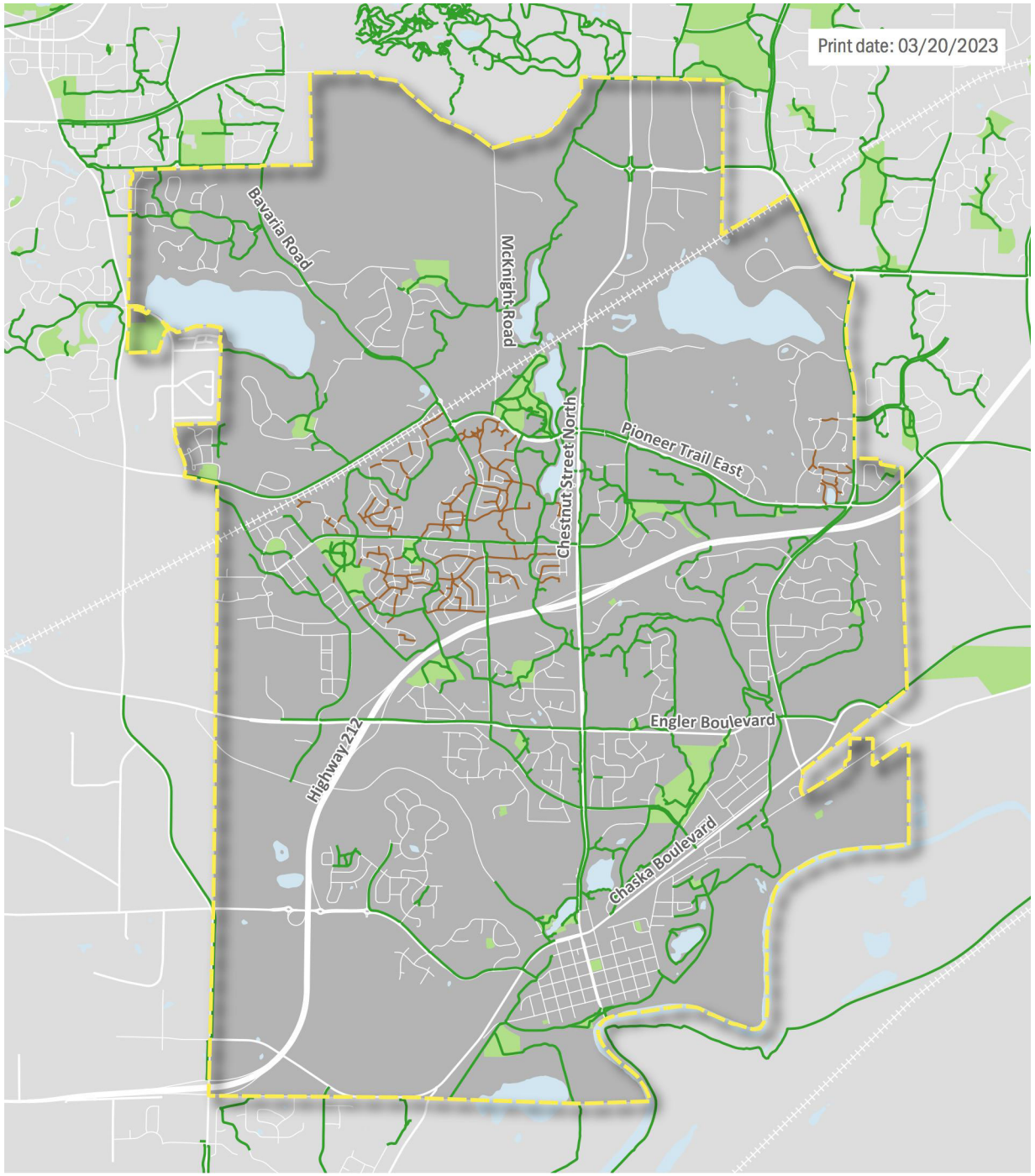
Parks are distributed through Chaska along a wide swath in a general southeast-northwest orientation. Existing trails are also provided in a generally southeast-northwest orientation, and connect to many of these parks.

In some portions of the city, east-west and north-south trail connectivity is limited.

Several residential locations lack direct access to the existing trail network.

Implications for the Plan

Providing trail or trail-like facilities that are safe and comfortable for the majority of the population and connect residential concentrations to the City's network will leverage existing trails and form a key component of an All Ages and Abilities network.



Crashes Involving People Walking or Biking

Crashes between 2011 and 2021 were reviewed using MnDOT's Minnesota Crash Mapping Analysis Tool (MnCMAT2).

What the Map Shows

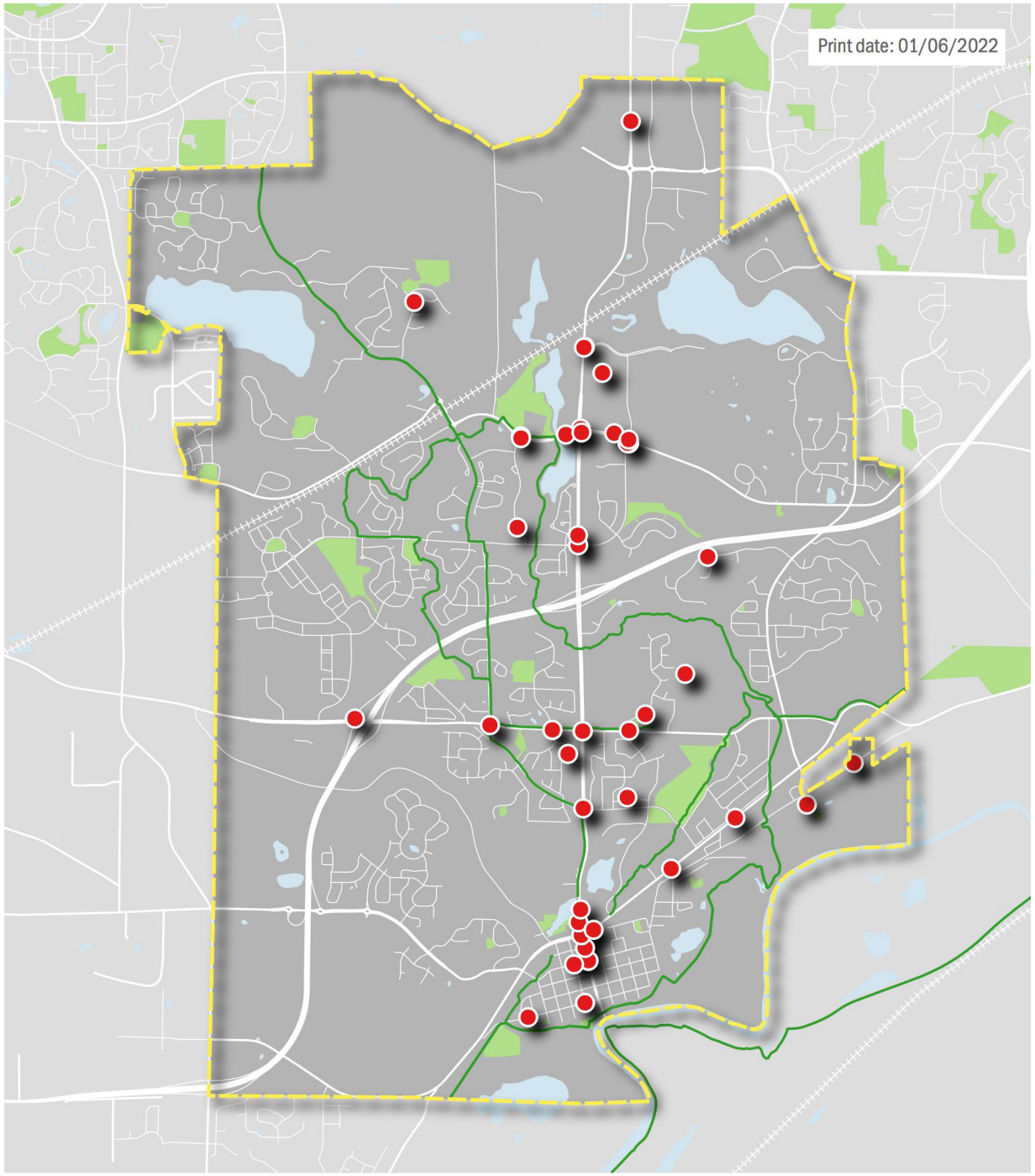
A total of 51 crashes involving people walking or bicycling occurred in Chaska between 2011 and 2021. Of those crashes:

- 1 was fatal
- 5 caused serious injury
- 21 caused minor injury
- 21 caused possible injury
- 3 caused property damage only

Almost all pedestrian crashes took place at intersections. Over half of bicycle crashes occurred at locations without facilities.

Implications for the Plan

To improve safety, user comfort, and reduce potential for future crashes and injuries, it will be important to provide facilities and intersections that address safety issues and user comfort.





A.2 Unit Costs for Estimation

Cost estimates support applications for grants and help implementation move forward.

In this section:

» Costs for facilities

» Costs for component elements

Costs for Facilities and Treatments

Costs and the availability of funding are often the main barriers for implementation of infrastructure improvements. The tables here can help plan and program the funds necessary to implement the City's network. Cost estimates are based on MnDOT's Metro District Bicycle Plan (derived from statewide average bid prices), and other industry estimates from a variety of Minnesota projects.

To reflect current conditions, including higher costs due to inflation, post-Covid supply chain disruptions, and other factors, future project costs should be inflated relative to a base year of 2017. Cost estimates shown here do not include an allowance for engineering, utility, or right-of-way costs. **Please note that these estimates are only intended to be used at a planning level and should be refined throughout the project development phase of each individual project**.

The funding table provided in the implementation chapter ("Potential Funding Sources") can help find partners to support the City's efforts.

General Costs for Typical and Multi-Component Facilities

Treatment	Unit	Cost ($)
Sidewalk: concrete, 6ft wide, new	MI	$175,000
Sidewalk and curb: concrete, 6ft wide, new	MI	$800,000
Conventional on-street bicycle lane (no parking) *Includes 1 line on each side of street, 20 symbols per mile*	MI	$14,000
Buffered bicycle lane (no parking) *Includes 2 lines (buffer) on each side of street, cross hatching in buffer, 20 symbols per mile*	MI	$21,000
Temporary / Low-Cost Separated / Protected Bicycle Lane - Flexible Delineators *On-street, one-way lanes both directions (epoxy striping, signing, thermoplastic symbols, flexible delineators)*	MI	$28,000
Permanent Curb-Separated Protected Bicycle Lanes *Includes relocation of existing sidewalks, construction of one-way bicycle paths both directions (grading, utility adjustment, stormwater, traffic control measures and construction on both sides of road)*	MI	$1,900,000
Off-Street Trail / Shared-Use Path *One 10 ft asphalt path, signage, drainage, intersection crossing/curb ramp improvements, landscaping*	MI	$250,000
Neighborhood Slow Street (assumes 8 blocks/mile) Includes 16 symbols, 16 sign assemblies, 6 curb extensions, and 1 mini traffic circle per mile.	MI	$172,000

Costs for Component Elements

Intersection Treatments / Traffic Calming

Treatment	Unit	Cost ($)
Median extension for pedestrian refuge (6 ft x 8 ft)	EA	$7,500
Sidewalk Curb extension / Bump-out (6 ft x 20 ft)	EA	$15,000
Green Curb extension (bio-swale)		$30,000
Pedestrian refuge island, small (1100 sf)	EA	$12,000
Pedestrian refuge island, large (2300 sf)	EA	$25,000
Speed hump (raised pedestrian crossing)	EA	$7,000
Traffic circle (neighborhood traffic circle)	EA	$60,000
Protected intersection *Total for four corners - each corner includes corner island, 2 medians with cut-through and tactile warnings, and corner pedestrian ramps for sidewalk*	EA	$45,000

Signs, Signals and Wayfinding

Treatment	Unit	Cost ($)
Wayfinding sign (including post and base)	EA	$400
Regulatory / warning sign (including post and base)	EA	$300
Rectangular Rapid Flash Beacon (RRFB) - Pair	EA	$25,000
Pedestrian hybrid beacon (PHB / HAWK)	EA	$125,000
Bicycle signal: Two pedestal poles per intersection with a signal head facing each direction (4 total heads)	EA	$10,000
Loop detector	EA	$1,500
Audible Pedestrian Signal	EA	$900
Countdown Timer Module	EA	$2,000
Pedestrian Railing	LIN FT	$100
LPI (assumes updated controller in place)	EA	$400

Striping

Treatment	Unit	Cost ($)
4" Dashed	LIN FT	$1.00
6" Dashed	LIN FT	$1.50
8” Dashed	LIN FT	$2.00
4” Solid	LIN FT	$0.70
6” Solid	LIN FT	$1.20
8” Solid	LIN FT	$1.70
Continental Style crosswalk marking - thermoplastic	SQ FT	$19.00

Pavement Markings

Treatment	Unit	Cost ($)
Bike lane symbol (paint)	EA	$75.00
Bike lane symbol (thermoplastic)	EA	$200.00
Bike Blvd symbol (thermoplastic)	EA	$200.00
Shared lane marking (thermoplastic)	EA	$230.00
Colored pavement marking - thermoplastic (green conflict zones)	SQ FT	$20.00

Other / Miscellaneous Elements

Treatment	Unit	Cost ($)
Unsecured Bicycle parking (inverted U)	EA	$250
Unsecured On-street bicycle corral (for 10 bikes)	EA	$2,500
Secured Parking (Bike Locker - 2 bike capacity) - not recommended	EA	$2,000
Street lights	EA	$4,500
Bench	EA	$1,600
Bicycle Repair Station & Pump	EA	$1,000
Trash/Recycling Receptacle	EA	$1,500
Bollard (concrete)	EA	$500
Flexible Delineator	EA	$50
Underpass	SQ FT	$120
ADA Curb ramp (multiply by 8 for intersection)	EA	$1,500



A.3 Data from Community Engagement

An extensive community engagement effort was conducted as part of this plan. Reports and summaries are provided here.

In this section:

» Public survey: brief summary

» Wikimap summary

» Public survey: full results

Final (FULL) Report: Community Walk / Bike Survey

City of Chaska Pedestrian and Bicycle Master Plan

Introduction

A comprehensive Community Survey was developed and published to inform recommendations in the City of Chaska Pedestrian and Bicycle Master Plan. The survey was available through spring and summer of 2021.

More than 900 people participated in the survey. This report presents a full compilation of all of the comments and preferences received. Guidance received from the public includes identification of barriers and opportunities for improving conditions for walking and bicycling in Chaska, as well as participants' preferences for walking and bicycling facilities. Results are organized by mode.

Please note: Data and comments are shown as received, with minor edits when needed for clarity, civil discourse, or anonymity of respondents. Where specific individuals are named or other information is included that could be used to identify specific persons, that information has been removed.

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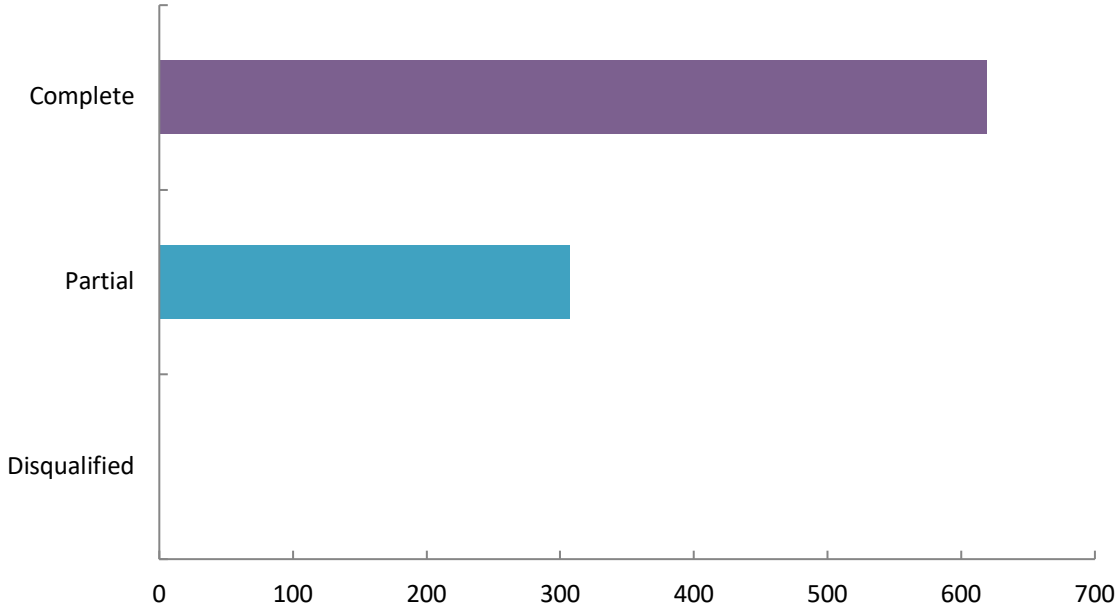
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Results for WALKING-related questions 4

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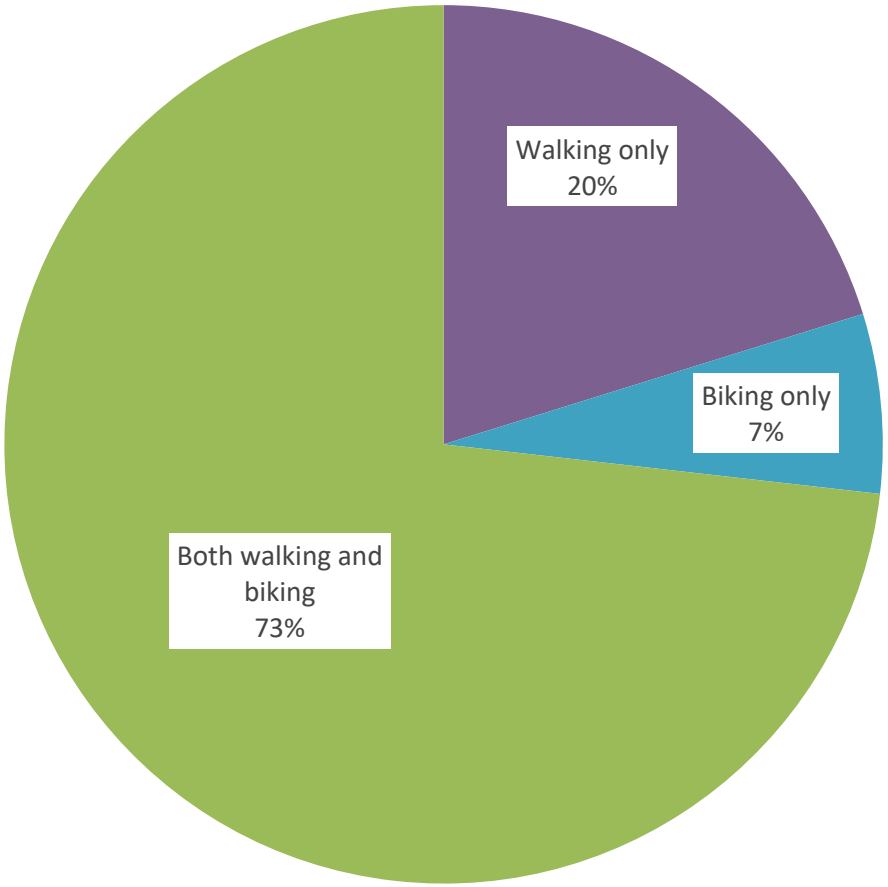
Participant demographics 62

Response Statistics



	Count	Percent
Complete	619	66.8
Partial	307	33.2
Disqualified	0	0
Totals	926	

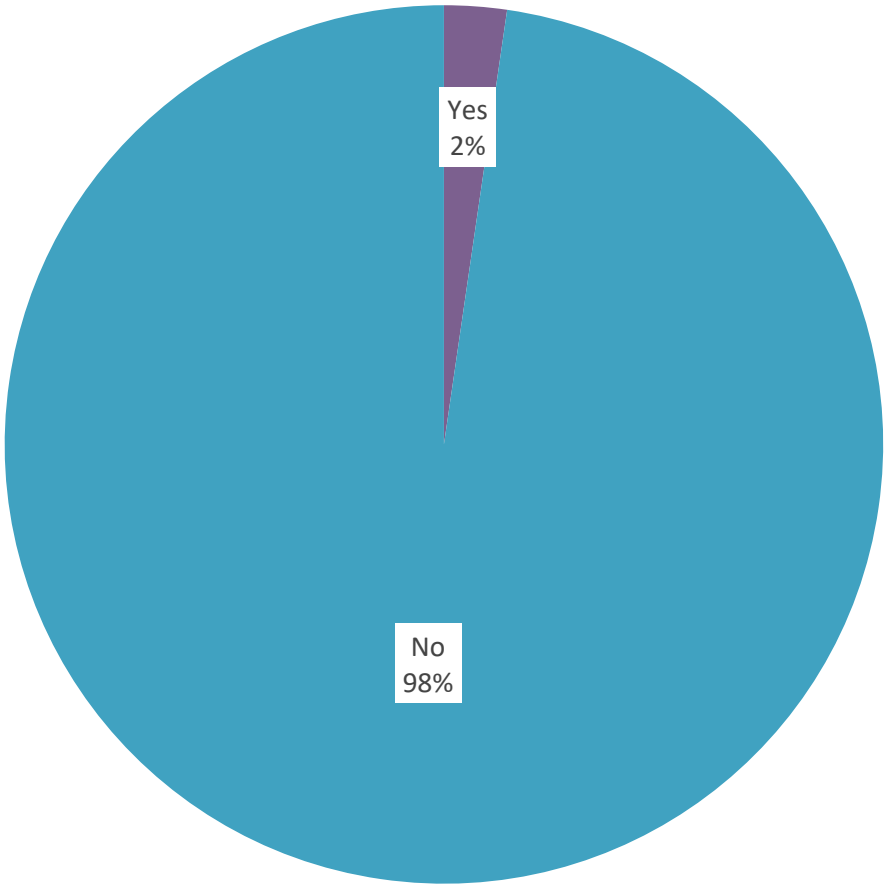
1. I would like to answer questions about



This section:

Results for WALKING-related questions

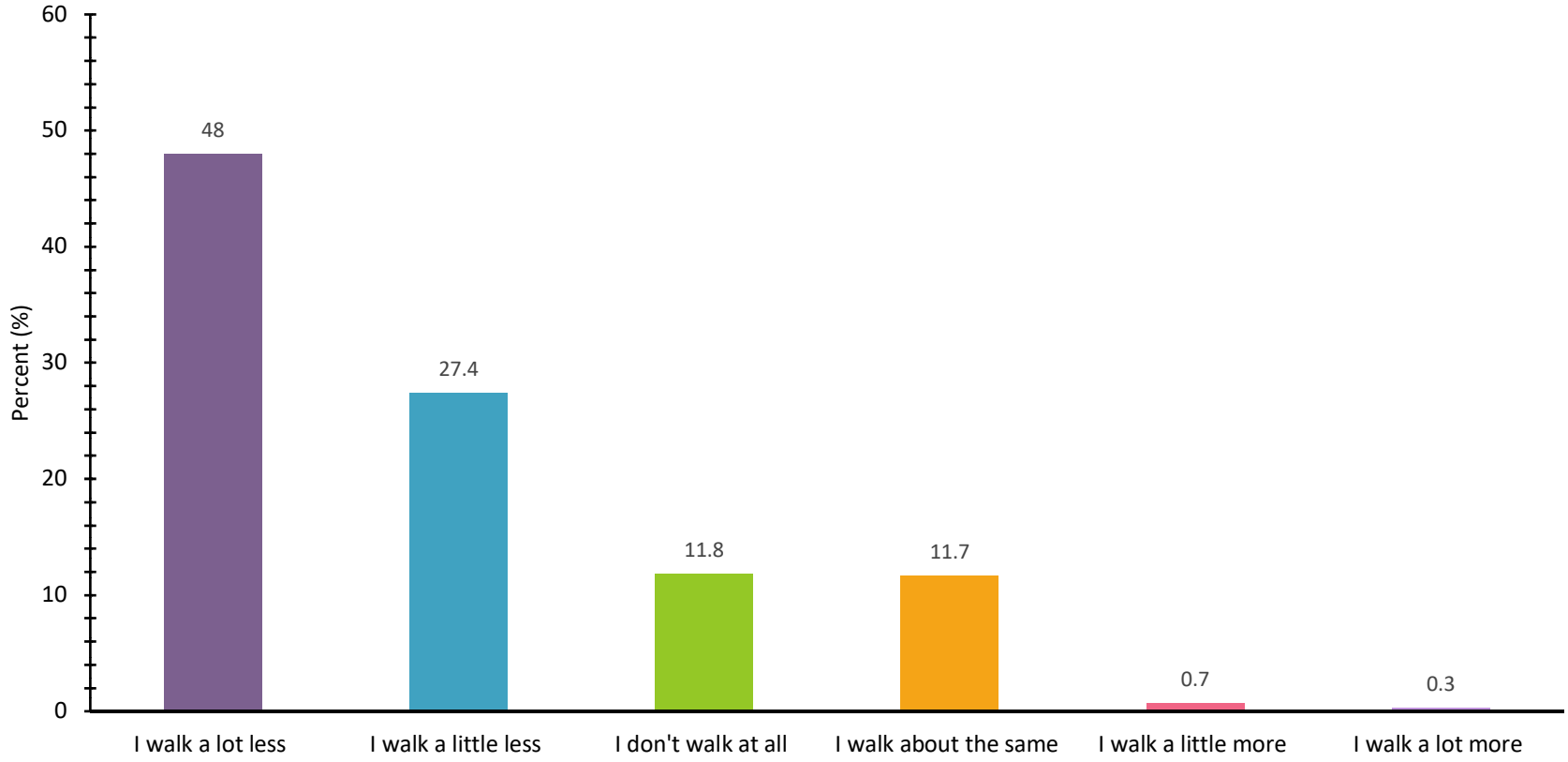
2. As a pedestrian, do you use a mobility aid or mobility device (including crutches, a wheelchair, or a walker)?



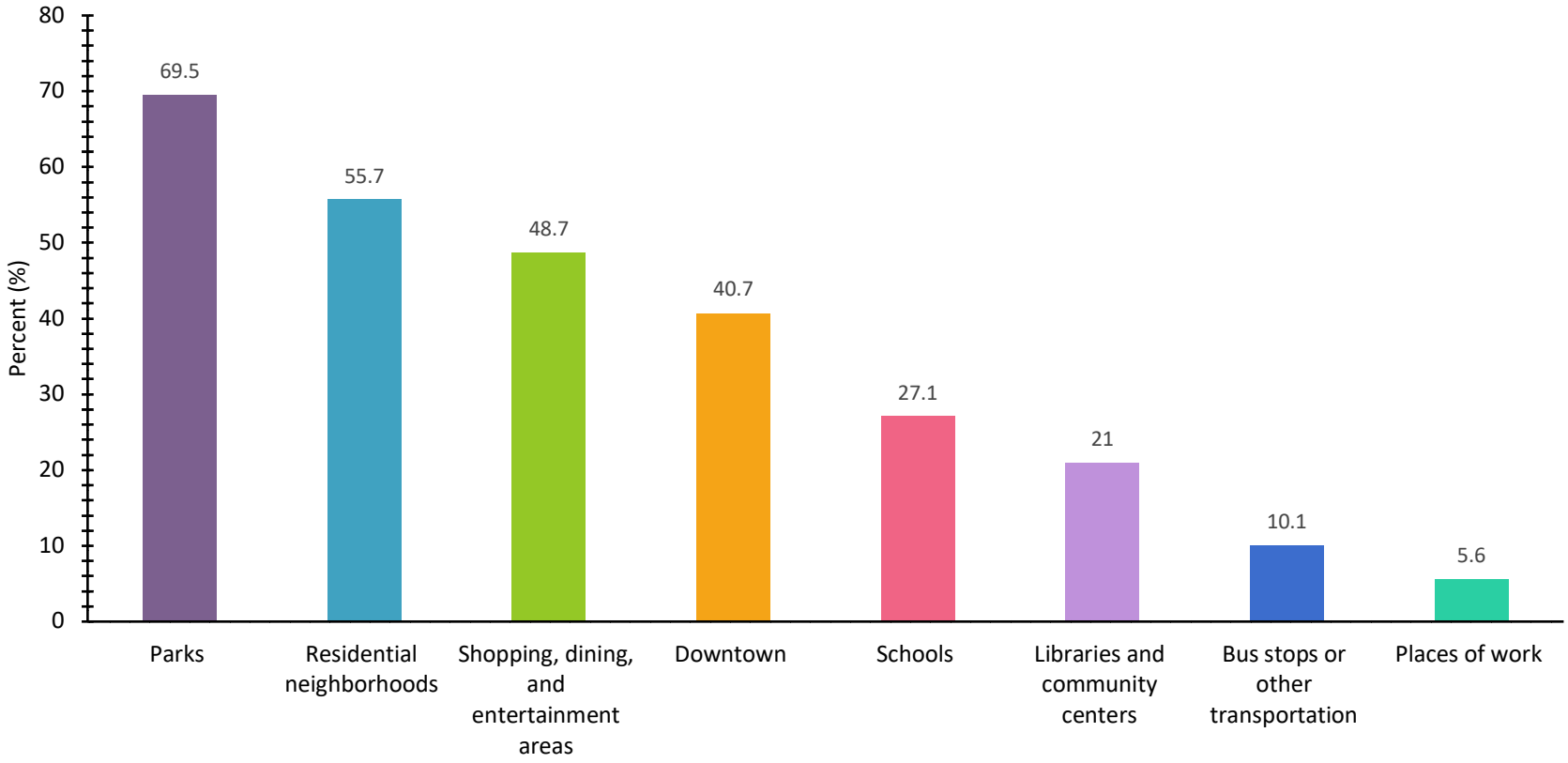
3. From May to October, how often do you walk to go to the following destinations?

	Very seldom / Never		Once a month		Once a week		2-3 days a week		4 or more days a week		Responses
	Count	%	Count	%	Count	%	Count	%	Count	%	Count
School or work	523	*83.3%*	22	*3.5%*	19	*3.0%*	25	*4.0%*	39	*6.2%*	628
Shopping or errands	353	*55.3%*	126	*19.7%*	78	*12.2%*	59	*9.2%*	22	*3.4%*	638
Dining or entertainment	308	*48.2%*	162	*25.4%*	98	*15.3%*	53	*8.3%*	18	*2.8%*	639
Recreation, health or exercise	47	*7.1%*	18	*2.7%*	71	*10.7%*	188	*28.4%*	339	*51.1%*	663
Bus transit or other transportation	590	*93.4%*	17	*2.7%*	7	*1.1%*	6	*0.9%*	12	*1.9%*	632

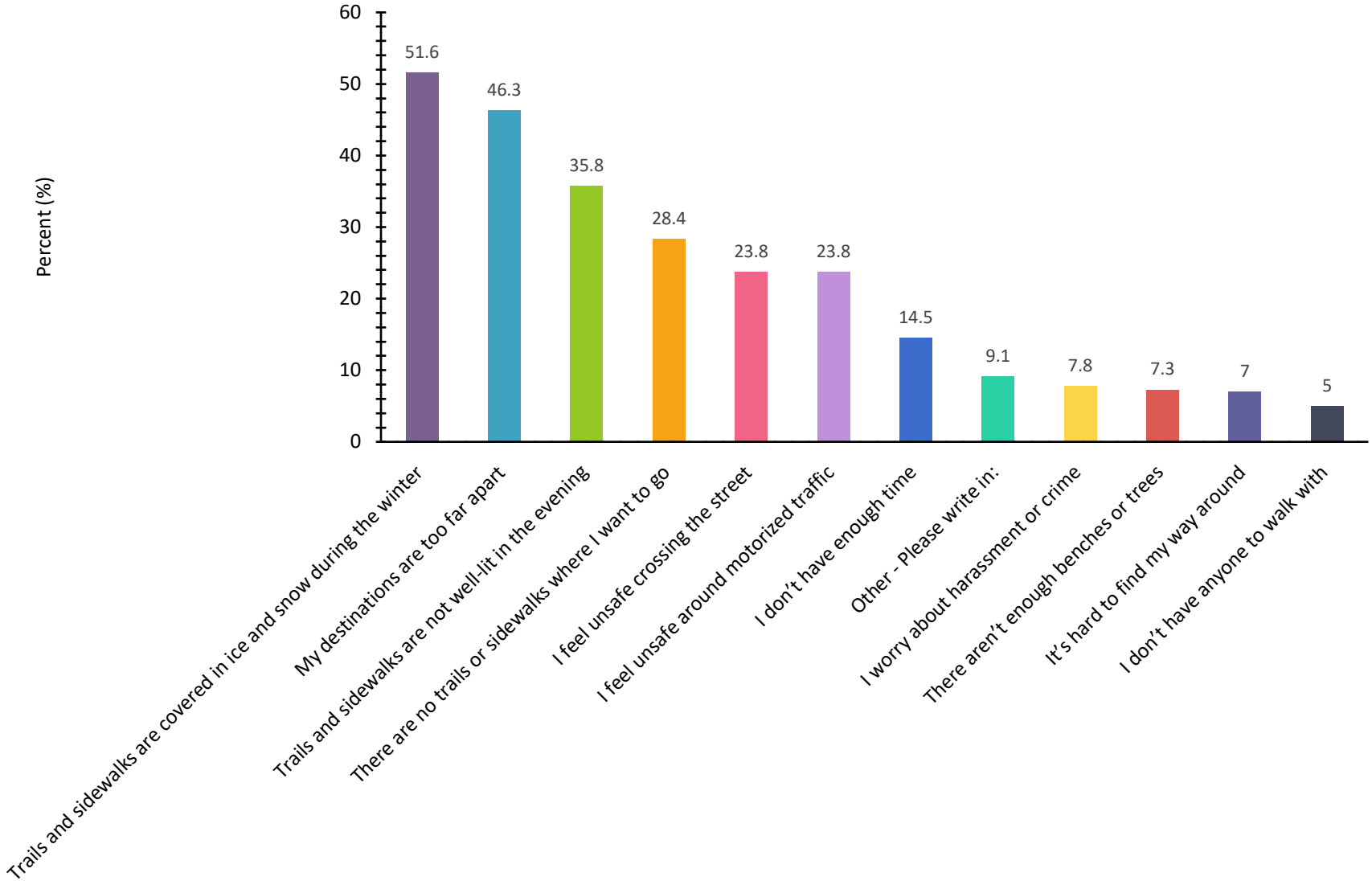
4.How does winter affect your walking trips?



5.What types of destinations should be prioritized in when deciding where to improve walking conditions?



6. What keeps you from walking more often?



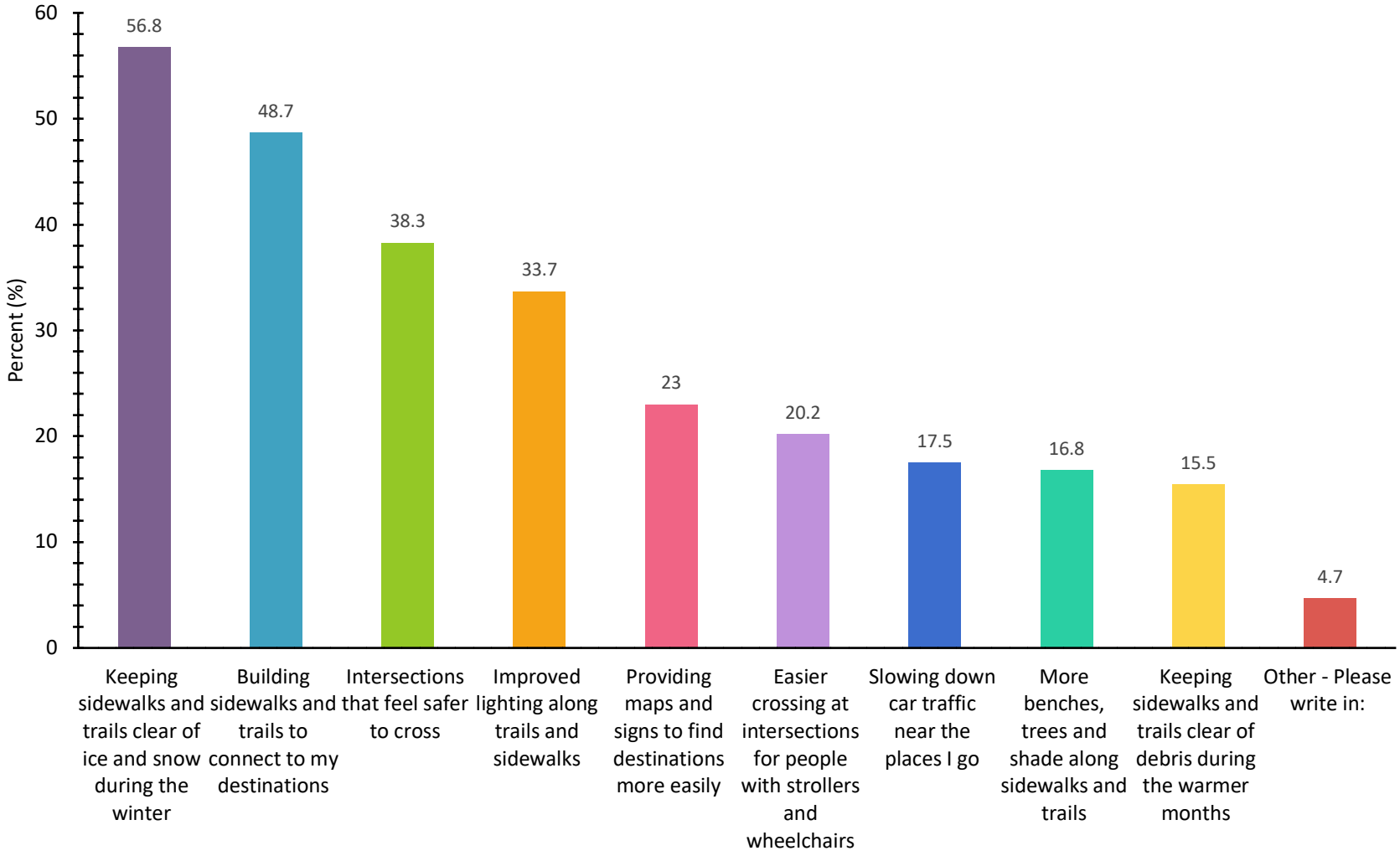
Responses for "OTHER" for Question 6 ("What keeps you from walking more often?" - write-in responses)
41 could easily be plowed on both sides & the pedestrian crossing on 41 between Firemen's Park & Sarpino's is a death trap. I worry for vulnerable people & kids. Only DOT drivers stop & other traffic (headed south) goes around them. Northbound traffic never stops when they a vehicle stopped. Put up flashing lights or remove this pedestrian crossing before someone gets killed.
Audubon needs sidewalk all the way down the hill.
Bicyclists get in the way and are very unfriendly and some have gotten angry about me for not knowing they were coming or pushing me off the sidewalks and trails because they didn't alert me or even say something
Bridges on trails need attention... unsafe
Crossing 41 at Canyon Road is hazardous especially at night. Every week a car nearly hits me.
Damaged sidewalks
Dog poop everywhere with no trash cans or dog bag stations
Dogs off leash
Dogs off leash and in yards near sidewalks
Highway 41 too busy
Hills!
I do various activities for exercise
I don't like to interrupt my run to stop for a traffic light.
I find this survey odd... Chaska is known for its trails. Additionally, based on how cities are designed - in a residential neighborhood - there wouldn't be a business complex, grocery store, etc.

Responses for "OTHER" for Question 6 ("What keeps you from walking more often?" - write-in responses)
I live in the country so we don't have access to trails ☹
I only walk certain places with my dog because of lack of trash cans!
Ice is the worst
Jonathan doesn't maintain their sidewalks enough
Lack of restrooms around chain of lakes, Grace, McKnight area.
Many trails are unpaved and inaccessible for some time after rain and winter weather.
More parks as "destinations" and breaks for family walks with kids
Need more pedestrian crossings on two lane roads around Chaska; need trails on both sides of Bavaria road
Need tunnels under Hwy 41 by Aldi. Tough to cross and I have been hit by a car due to drivers not looking :(
No trash cans for dog poop bags
None of the existing Jonathan trail system is accessible from my home.
Not about to walk 2 miles with groceries
Not enough garbage spots
Not enough trash cans for dog waste or other garbage
Not well lit in the early morning too. Especially in the winter when days are shorter.
Nothing worthwhile to walk to.
One of the current trails in Chaska is called the [crime] trail. I don't even want my daughter's to use it at all, when I'm not with them.

Responses for "OTHER" for Question 6 ("What keeps you from walking more often?" - write-in responses)
Paths are uneven. I have rolled my ankle a few times.
People don't leash their dogs
Physical limitations
Semis and dump trucks!
Social traditions
Some of the trail system is not easily connected to the downtown parks
Some of the trails are unfinished or unconnected or run down
Steep hills
The sidewalks just end and you have to walk in the street.
The trails are in poor condition
There aren't garbage cans or dog waste stations so I have to carry dog waste bags pretty far
Too cold
Traffic on 41
Trails are disjointed and often don't connect. Also many are very poorly maintained, especially in Chevalle where we live. Also, trails need to be cleaned of goose feces. We have lovely walking trails but cannot navigate the mess and the dogs feet get covered in it.
Trails dead end and don't connect
Trails that have dead ends and don't connect to nearby trails or go all the way around bodies of water (Pioneer Trail and 41)

Responses for "OTHER" for Question 6 ("What keeps you from walking more often?" - write-in responses)
Undesirable destinations - [lack of] dining downtown
Uneven pavement or holes in pavement
Uneven sidewalks downtown
Unleashed dogs
We walk whenever we are able, we would love to walk to Schram brewery but there is no good way from downtown
Weather and laziness
Worry about unleashed dogs
health - knees
no bathrooms on the trails
overcrowded with people, dogs, bike riders

7. What would make it easier and more convenient for you to walk more often?



Responses for "OTHER" for Question 7 ("What would make it easier and more convenient for you to walk more often?" - write-in responses)
Adding more connection so we can walk up the lesser inclines and still get into downtown
Businesses to shop [in]
Cars and crosswalks
Chaska will never be walking friendly with all the dump trucks and semis!
Connecting existing trails/trailheads
Connecting more existing trails to each other
Connecting my neighborhood to other destinations
Connecting the trails and sidewalks we currently have.
Create pedestrian overpasses or tunnels under roads to connect across high traffic streets.
Drinking fountains
Enforce the Jonathan association to maintain the trails in their association - especially in the winter. It's horrible.
Enforcing leash laws
Gravel trails should be paved
Have homeowners trim overhanging branches
Making the trails that are in Jonathan WALKING only and the normal sidewalks both walking and biking
More garbage cans
More sidewalks on high traffic roads.

Responses for "OTHER" for Question 7 ("What would make it easier and more convenient for you to walk more often?" - write-in responses)
Nothing, we have great amenities already the struggle is within
Paving unpaved trails
Pedestrian overpass or underpass on 41 and Hazeltine Blvd
Sidewalk/trail to Schram Haus
Speed Enforcement
There are some signs on some trails but not all are marked with locations
Tunnels or bridges over 41 and railroad tracks
Warmer temperatures
garbage cans and dog waste bags
more trash cans for dog bags
port-a-potties along trails

8. Please share any other comments you may have about walking in Chaska:

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
38	Putting up signs to encourage people to pick up their dog waste. Maybe adding containers to dispose of the waste.
39	I would love to see more trails plowed in the winter. I try to get out everyday to use the amazing trail system but in the winter, I've noticed the only trail that is plowed is the major ones
43	There is a lot of people who cross 41 at Canyon Road for the bus station. The cars that turn right from the bus lot rarely stop for pedestrians. Those turning left from Canyon Road often don't notice pedestrians. A flasher crosswalk similar in visibility to the one outside the curling center would be helpful.
48	I have neighbors who love to walk. We have a path we go and one hard thing is getting across Engler at White Oak. There isn't a great way to get to the light without cutting thru Holiday. We avoid certain times of day when traffic is heavy. The path on Meadow Lane is bad. Also several people park on the path which forces people into the streets where people drive crazy fast.
51	Trails on common walkways are not plowed in winter. I would walk downtown in the winter on the north west side of 41 but a portion of it is not plowed. I don't want to cross #41 in the winter due to ice and careless drivers. It appears your plows drive over the trail, why [not] put the plow down? also people walk there even if it is not plowed.
56	Stop sign at 2nd and walnut. Too busy in front of downtown businesses when backing out.
65	The trail system throughout Chaska is wonderful but connections to the downtown parks are extremely difficult especially crossing 41 to parks and businesses.
67	Walking to Fireman's Park is scary, despite being a lovely destination.
73	There is way too much big truck traffic on 41.
82	Chaska's trail system is great but lacks connections to the downtown parks. The trails also lack signage

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
87	I truly feel Chaska has ample walking paths and sidewalks, compared to Shakopee where I live, our streets are a nightmare.
93	Make buildings and roads more presentable and inviting.
97	Pave the trails and plow all.
99	I've slipped so often while walking my dog because the Jonathan association does a horrible job with snow and ice and I have even permanently damaged my right hand from slipping on ice because they basically pack all the snow down
110	Too much traffic on 41
129	I would walk much more in downtown Chaska if it were safer, but it is not. I've not been impressed with the Mayor's and city manager's leadership on how downtown functions for workers. Stop using the state of MN as your excuse and do something about the dangers down there. Someone will end up dead 41 continues to be a speedway for trucks and commercial vehicles. Thank you for allowing us to do this survey.
135	Excited about a project with trails and paths to walking downtown to restaurants and shops! My family would utilize downtown Chaska more the more we attract more shops and businesses!
138	There is so much opportunity to walk, but residential areas need better sidewalks and wider. Moving to the road where semi's or traffic speed by on E Sixth Street... where there is a school. Mind blowing. Need more kids parks downtown so they don't have to cross busy streets to play and sled.
145	Crossing at 212 on and off ramps on 41 is difficult because cars do not stop for lights or look both ways
147	Downtown is a truck nightmare!
151	I would love to walk downtown from Fireman's park but none of the streets are safe to cross with a stroller most of the time.
158	We have more than adequate walking trails.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
165	We LOVE the trails in Chaska and the connections/ loops. It's great to walk different routes to change up the scenery.
170	The crosswalk by AT&T store, crossing 41 to go over to fireman's park is HORRIBLE! Have seen many kids trying to cross come very close to getting hit because traffic does not stop for people in crosswalks!
174	I like walking downtown Chaska but the sidewalks need to be fixed, they are cracked and crooked when trying to walk on them. Another thing is the stoplight on 2nd Street and 41. It needs to keep the walk signal up longer. It would be nice to have a walkers only green light at most of the downtown intersections. Cars don't care to wait for walkers
193	Would be helpful to have maps while on the ravine/wooded trails. It's easy to get lost.
205	Not having sidewalks/trails abutting a 40mph collector road/Hundertmark. (EITEL to west).
209	There is not a way to walk all the way along Audubon. Why no sidewalk. And along the highway Chaska Blvd. Trails are not always logical. Sidewalks offer safe logical walking.
214	Clearing snow and ice from the cross walk buttons so you can get to them in the winter. Yes the person doing the clearing may have to get out of the warm vehicle and do manual labor
216	Please create a sidewalk over on Audobon from Caribou to Speedway, as well as one on Engler heading into downtown Chaska
224	More sidewalks downtown to local businesses such as Schram and Cuzzys would be beneficial.
230	Walking in downtown Chaska feels unsafe with all the traffic and noise. It doesn't seem safe to walk with kids in that area. There is too much semi and dump truck traffic.
240	I feel unsafe walking/biking over the 41 bridge north of Kohl's. I would love to bike to work if there was a trail

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
250	The under road crossing from Highland Shores, Nursing home and TWO apartment buildings is WAAAAY overdue according to the city's commitment from fifteen years ago, Over/Under crossing to the commons, Kohls etc for the three hundred families across the street, The Tunnel to nowhere was a waste of EVERYONES money, Get to it people.
254	Motorists need to be more aware of pedestrians in the crosswalk. I have nearly been hit countless times
258	Love the trails, leave them rustic and in tune with nature. If I wanted a concrete jungle I'd live in MSP.
259	Please add a bike/walk trail where the railroad once was especially along Chaska Blvd. I notice pedestrians walk along the road. Very unsafe. Connect trails to Carver, Waconia, Victoria, Shakopee, St Boni and Chanhassen. Chanhassen designed a nice trail on old 212. Please consider connecting Chaska to that trail. Jonathan in Carver is adding trails. Connect Chaska to Carver along Chaska Blvd/ County Road 61. The bridge over 212/61 was designed for a walking/bike trail on one side but [is] not in use.
269	It is intimidating to cross the street downtown, as well as by the swim beach and if I am accompanied by kids or the elderly, I avoid it.
271	Busy intersections such as 41 and pioneer have a lot of drivers who do not watch for pedestrians and bicyclists. My daughter was hit by a car there.
280	Trail maps would be great!
290	It would be nice to have the path from Chaska to Carver cleared of snow in the winter. It is a great place to walk/bike. Also, if there could be checks to make sure there are no homeless people camping under the bridge, that would make it feel safer for families to walk.
294	I'd love to have more sidewalks/trails clear of ice and snow in the winter. It would also be great to have better lighting on the trails. I can feel a bit unsafe at night, and that would help a ton. It would also be great to improve crossing conditions on intersections.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
306	Improved dining/entrainment/shopping option in downtown. i.e. Victoria, Excelsior type destinations. Draw people to downtown....it's a great space but we need a place to go.
322	When I take long walks, there are only two crosswalks downtown where I truly feel safe - the crosswalk with lights by Firemen's Park and the intersection between Walgreen's and the bank when traffic is slower. If I ever need to cross 41, I usually go all the way to the river and cross under the bridge. I would like to see the crosswalk with lights on 41 in downtown at the crosswalks that aren't at stoplights and on 41 by Sarpino's pizza. I've seen semis and other vehicles run red lights in downtown Chaska and that's why I don't feel safe crossing 41.
323	I prefer walking loops. The ones that are near me are prohibitively long, and I'm lazy. I should probably walk more.
329	I *love* our trail system! We use it very often for recreation. I would love to walk to more shopping & dining destinations, but they're a bit far for every day options.
335	Trails are great, but the suburban layout is designed for cars
338	no
343	Would love to see some of the current gravel trails paved instead. Some trails are tricky when it rains or there is still ice from pools of water
347	NO
368	Appreciate all the trails that are available. Will not walk in areas of high traffic.
375	as the population ages, walkable trails and parks become more challenging and especially in the long winters, icy paths can become a major deterrent.
379	Make sure there's a continuous path, so I don’t have to cross the road to stay on the path

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
393	We are moving to the Harvest neighborhood this fall and would love a safer alternative in walking to Schramm Brewery. It is much easier walking to the Crooked Pint.
404	I would love the trail from Chaska to Carver to be plowed/kept up in the winter! It's way too nice of a trail to waste in the winter. I also am so curious as to why there is no path westbound on 44 after the pedestrian bridge! Why do you build a ped bridge to nowhere? I would love to get to Carver from 44 via bike or running, but feel unsafe on 44.
436	There's not much to walk to in the newer southwest neighborhoods (e.g. the Harvest), but walking downtown is accessible should one choose to make the trek!
438	Many of the trails are in rough shape. Way too bumpy to roller blade
441	There are very few trails or parks on my side of town by the Harvest Development. Seems like only houses and roads
459	I wish all the Jonathan walks were paved. I avoid unpaved areas in the spring and fall because they get mucky.
462	The existing trails are beautiful! I run all the time & have no problem getting to Carver, Shakopee, Chanhassen & Victoria from Chaska when the snow is gone. Drivers need to be better about watching for pedestrians. I lived in Mpls for years...never had a problem there almost being hit. It's almost as people around here do not even check for pedestrians or if they do check, they rarely give pedestrians the right of way.
465	People do not abide by the marked crosswalks. I have been hit by a car and feel we need a flashing light to grab the attention of drivers while one is crossing.
468	I would like to see a crosswalk at Engler and White Oak. It is nearly impossible to cross Engler during busy times to get to the sidewalk on Engler.
476	Crossing downtown is a nightmare! Especially across 41. People tend to not look when turning and it's terrifying crossing with my children.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
478	I constantly see people not pick up their dog's waste because they are either too cheap to buy bags, too lazy to pick up the poop or they know there aren't garbage cans along the path and they don't want to smell dog waste with every step they take.
481	Really need more garbage cans for dog waste as well as drinking fountain spots. Lighting in the path behind Cuzzy's brick house is needed
487	So many cars do not stop for crosswalks. Daily my kids and I have a hard time crossing Hundertmark Rd. It's very dangerous with kids walking/biking around Clover Ridge Elementary. Also people tend to speed down Clover Ridge Drive and there's a huge need for any crosswalks on that road as there's none. The traffic has increased with the building of more homes and I don't feel safe crossing the streets (especially Hundertmark Rd). The paths and parking lot not being shoveled in Community Park is very frustrating. Seems like an unnecessary cost cutting.
490	We need more trash cans or dog poop bag canisters
491	Need better access for residents on the west side of Audobon to get to a sidewalk/trail -- there's not a good access point for them, or they have to go a LONG way to get to an intersection which isn't practical
492	Keeping sidewalks and trails in better condition-free of overgrowth and low tree branches. Also connecting our sidewalks, in my neighborhood the sidewalks just end in grass at the entrances and then begin again about 500 ft away. It would be nice to see more connections similar to Johnathan.
493	Question #1 was confusing. I walk daily for exercise, but never to get to a place to exercise. I would love to walk from my neighborhood in Chaska to the trails in Victoria, but the route along Shady Oak is too dangerous.
499	Trail dead ends onto Bavaria Road north of Pioneer Trail. You either have to cross Bavaria without a crosswalk or walk in the grass along the road to reconnect to the trail. Would be nice and safer to have a trail along the east side of Bavaria to get to Pioneer trail. We have to cross Bavaria out of Nickle Creek neighborhood and cross 2 roundabouts. We would bike to school more often if there weren't so many times we have to cross traffic.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
504	We need more trails that go from Chaska to Victoria to catch the trail there to go towards Excelsior.
509	Traffic calming on 41 downtown. Trails on County Road 61 eastbound from 41. Ban right turn on red downtown.
527	It'd be nice if the sidewalk continued along Audobon near the Caribou. I walk from Pioneer Trail to there on Audobon and the side walk just ends and it's dangerous to be so close to traffic.
539	It would be great to have detailed maps at least every mile on all the trails so walkers can decide to check out another trail or to know where they are on the trail.
544	Walking/running in the winter with no [bike] trails forces people to run on the streets which isn't safe. I have had to jump out of the [street] probably 15-20 times this past winter of 2020/2021
546	Walking and biking along Bavaria makes me nervous, especially with kids. Cars are traveling so fast and the sidewalk butts right up to the road. It would be nice if there was a protective fence line or pedestals protecting people.
549	Please clear the Ravine Trail (the one behind La Academia trail) in the winter.
554	The traffic around Hwy 41 is so unsafe. I have seen several accidents of people trying to beat the lights. Also, it would be nice to have some committed trails for cross country skiing available for residents instead of having to travel to find some
556	Large neighborhoods with many kids have no connected walking trails. Big Woods Blvd was redone to the west without any sidewalks to connect to the school or anything in carver. When building the trails think of where the growth is and if you are doing the street - do the trails as well.
558	I love the new sidewalk down Big Woods! I disliked seeing kids biking and walking that road before the path went in! THANKS!
562	The trail in Winkel Park is usually covered in rocks and dirt. Cars park on the trail frequently making small kids ride their bikes though the middle of the parking lot which is very unsafe.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
564	This is the strangest survey. There are trails EVERYWHERE. Making more trails seems ridiculous... the only thing that would make accessing these various examples easier would be moving those various examples (transportation, library, grocery store, etc.) as there are plenty of trails that lead to all of this.
585	Why isn't the new senior living neighborhood linked to downtown? No waking or biking paths there?
586	Crossing Bavaria from Francesca (Nicke Creek) is IMPOSSIBLE! Too many families and kids trying to cross this very unsafe area. You also have a trail that is not accessible (no bike ramp, no crosswalk, no sidewalk to it) off of Bavaria. Needs to be fixed before someone gets killed. Traffic pedestrian crosswalk light is needed!!
604	Need to finish from Engler & Audubon to Caribou. Look at the kid trail that is there!
607	Web based trail map that's user friendly would be really helpful. The amount of semi and dump truck traffic downtown is a real deterrent. The noise from the trucks is so disruptive and the sheer amount of them makes it feel unsafe to even be on the sidewalks.
610	This sounds like a waste of money and time
611	I think if more trash cans and/or poop bag dispensers were available more people would dispose of dog poop properly. Trash along the walking path and sidewalk would also hopefully improve with more available trash cans. Mowing less along the river trail walking path and allowing wild prairie plants to grow up would be more peaceful and enjoyable. Mowing less along the river walking path would help cut down on time, money and emissions for the city.
615	I would add having digital maps would also be helpful
623	We need more crosswalks. I live in Jonathan 7 and I need to walk across Bavaria with kids. It's pretty dangerous. We also walk to Target from Hunterdmark and need a crosswalk for strollers there.
627	We have an ordinance on keeping dogs on leash but no one enforces it

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
628	I love all the walking/biking paths we have, I just think they could be kept a bit better and maybe connected a few more times
634	Chaska has a great trail system in a variety of areas but they are not all connected. I was torn between lighting and maps/directional signs above. At the end of the day, lighting offers more safety to early morning and evening walking. So I chose safety as priority. Clearing of ice on existing trails and sidewalks is really inconsistent and frustrating when you start out on a walk only to find that you have to cross some unplowed and unsafe trails to continue. Ensuring all are consistently cleared or marked as use for snowshoeing, crosscountry skiing..etc. At least make sure there is some sort of connected and clear path.
640	There needs to be a pedestrian overpass or underpass for the 400 households in the apartments, condos, senior housing and soon to be 100's more houses across from Kohls and Home Depot. The current tunnel to nowhere a mile away helps about 40 households that don't rely on bikes or walking to get around. Abandon that tunnel and finish the Highland Shores plan for a safe pedestrian crossing on 41.
645	I love all the trail systems in Chaska and believe we have excellent options for walking and biking. However I live on the north end of town by the intersection of 82nd St. and 41 and there are no paved trails that go that far north. I would love to see the trails along 41 that end at Hundertmark continue all the way to Highway 5. I have seen people walking and biking on that section of 41 and it is scary. I won't do it!
646	Need more underground ways to cross bust streets. Especially Hundertmark and 41 intersection.
648	Don't want Costco in Chaska! Put it on Hwy 212! Traffic will be horrible as well as trouble, more crime and noise!
653	We need a safer crossing on 41. I've had several close calls while crossing!
660	Chaska Blvd needs sidewalks. Starting at JCP and going through downtown.
663	I feel like most people in cars treat yield signs like suggestions. And easily once a week if not more, someone tries to run a light when I on my bike or walking have right of way. Typically around Target.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
676	Crossing 41 is a nightmare
681	Would appreciate paved trail connecting Bavaria Hills neighborhood sidewalk with trail coming out of woods on Bavaria Road.
688	Bavaria Road (North) has serious problems with crossings. Even at crosswalks, cars drive around vehicles waiting for pedestrians or turning left, and cars drive way too fast.
697	Chaska has the best trail system in the state due to the Jonathan association underpasses. Making more trips to Chaska Commons would be possible if I didn't have to cross Hwy 41 or Pioneer trail.
705	I like to walk around my neighborhood, however Autumn Woods drive only has a sidewalk 1/8 of the way. The rest of the walk from (Audobon to Autumn Woods Drive to Ironwood Blvd)...Autumn Woods has so many blind spots it is really dangerous and people go to fast. it needs a trail on the side.
711	Autumn Woods drive has no sidewalks. I've never understood why they designed it this way. Residents with small children have to walk out in the street and it's very stressful around traffic.
715	Our family (5 of us, three young kids) will often go for walks, and walk with the stroller too, around our neighborhood and to the parks. We have at least 3-4 parks nearby (across Pioneer Trail, two in Autumn Woods neighborhood, and one across Audobon in [Bluff] Creek area) that we are so glad we can walk or bike to. Would love to have a sidewalk/ trail on Autumn Woods Drive as that is by our neighborhood, and cars come around that curve very quickly, and walkers are not very visible with the hills there too.
717	Divert traffic from using streets as roads. I would feel safer walking my streets if I didn't have to worry about : -increase traffic in my neighborhood -Speeding - Traffic areas where there are curves blinded by brush and mature trees -
722	Would be nice to [have] a pavement on north side of Bavaria Road starting at Bavaria Hills Trail intersection, to link to the trail east of that point. Also traversing Bavaria Road there is pretty dangerous, especially with kids, since cars are coming fast both ways and there is not much visibility.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
737	There are no sidewalks or access to trails on the original Autumn Woods neighborhood where we live. My daughter is permanently disabled and in a wheelchair.
746	We love Chaska's walking trails for us and our dogs. It would be nice to connect Schram Brewery on a trail to downtown.
749	Please more garbage cans. There is so much litter and I would hope more available trash bins would help alleviate that. But people also just generally suck :(
750	Crosswalk on Hundertmark St to Community Park is dangerous to cross. I don't trust drivers to see me and there are no traffic controls between Hwy 41 and Clover Ridge school.
756	There are some trails that just feel unsafe compared to others. I'm not sure what it is, but there are paths I feel safe on and others I avoid when I am alone.
757	Trail development and connections are lacking in north Chaska. Also, need railroad crossings.
758	Schalow Park isn't cleared in the winter, making it more challenging to access the walk/bike path. Our family would love to see that change!
761	Motorists do not stop at crosswalks for pedestrians and there is confusion [regarding] bicyclist rules for crosswalks
762	Many of the trails in the Jonathan Neighborhoods are not plowed in the winter. We live in neighborhood 7.
766	Solar lights
775	Even with crosswalk signs, you can't cross or you risk getting hit. Winter walking in the tunnels, solid ice until end of April
781	The paved trails are in need of repaving. I would bike if there were less pot holes. I also don't know where the trails go because there are no signs and maps.

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
800	Jonathan has excellent walking trails, but not everyone feels comfortable walking on them. There are no sidewalks along the streets.
812	Please complete the walking path by Clover Preserve Drive that is just a dead end. That would be great!
813	Please visit the walking area near the Clover Preserve location leading to a dead end
826	It's scary to walk across 41 even at designated crossings. Cars aren't very aware.
832	I enjoy walking on trails through the woods more than next to a road. It is nice to be in nature instead of next to cars zipping by.
854	My grandchildren love walking around Firemans Park area. But crossing the street to go there is so unsafe, especially with a 7 year old with down syndrome, and a 2 year old in a wheel chair or stroller. People don't abide by the crossing signal. And no one stops for pedestrians on 41 either. Both crossings are very unsafe to cross at!! Also there needs to be a warmer spot to walk at during the winter months. My grandchildren hate having to stay cooped up all winter long. Going out for walks is one of the things that they enjoy immensely. But with nowhere to walk with a wheel chair or stroller during the winter months, they are stuck inside the house.
866	Building a walking trail from Spring Creek area in Carver to downtown Chaska - you can't walk to Schram brewery from downtown Chaska or Carver.
867	More walking trails by us. More lights and keep paths clean.
868	We use the library often. But am hesitant to walk there because of the busy intersection. Every time I tell my kids that people don't look for pedestrians. Also it is loud and cramped which gets uncomfortable especially when cars turn fast by the legion or Wells Fargo. The same goes with Fireman's park crossing at the curling center.
870	More trash cans along the trails would be greatly appreciated by dog owners who wish to respect the environment.
904	The Jonathan communities have nice walking trails. It would be nice to have them throughout Chaska

ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
907	Path surfaces need more maintenance
931	Would be cool to have like place to stop to grab refreshments or coffee along the way.
932	When you build the new Chaska library, please make sure that both children and adults can safely bike and walk there. I'm concerned about the pedestrians and bicyclists being hit by vehicles; safety must be prioritized. Also, maybe consider having traffic safety officers standing at busy intersections (volunteers or paid staff) during the busier times of the day. Similar to school safety patrols, they can wear brightly colored vests and hold stop signs and help people cross more dangerous intersections.
933	The trails within Chaska are one of things we'd miss the most if we ever moved out of the area. We appreciate the importance being placed in improving their quality.
934	I walk and run 2-3x daily several miles between the Clover Ridge, Jonathan, and Town Course neighborhoods along Pioneer Trail. There is not much shade so I like to cross to the side south of the road. However, there is no path connecting the two trails. What everyone ends up doing is crossing at the railroad track by the town course entrance. This is not ideal as it is not lit up and can be unsafe under recent rain or snow conditions (fall hazard). It's also not very accessible. I would love a bike path connecting the trails. Our kids would be able to use Community Park more and have a safer route. For runners and dog walkers like myself we would appreciate access to a shady quiet trail. For winter walking this would give me multiple routes in case the path is icy.
935	I use the sidewalks and trails to jog/run, not walk. Vehicle traffic, when at a stop sign and turning right (which is the direction I am coming from and would cross in front of them), look to the left and if there is no traffic, turns without looking to the right first to see if any pedestrians or cyclists are coming. Not sure what can be done, but I have more than once had to take evasive action.
936	With all the added density around Pioneer and Hwy 41, tunnels should be explored to encourage people to walk vs. drive. This is also going to be important if Costco is built north of this intersection. That would also be area where a tunnel and trails should be added.

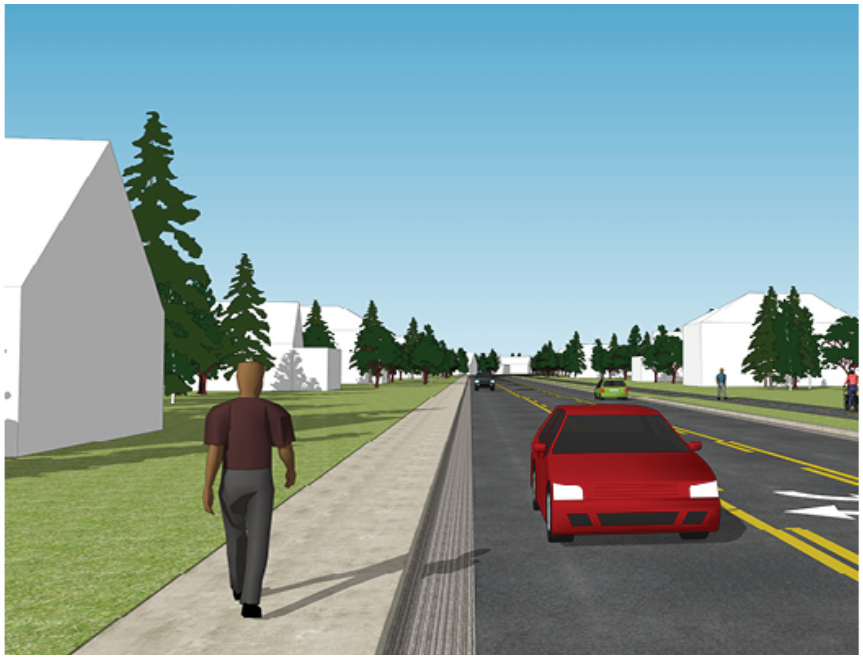
ResponseID	Response to "Please share any other comments you may have about WALKING in Chaska" (Question 8)
940	I have kids and I would walk more with them if parks had bathrooms. It's hard to go a long distance knowing that we may need to rush home to find a bathroom
947	Walking downtown and the levee trail is the best! Except the traffic is too fast and walking down 41 is literally dangerous
952	The crossing signal at Pine St to Firemen's Park on Chaska Blvd has too long of a delay. Cars just get impatient if pedestrians don't cross right away and run the light
956	Concerns over pedestrian crossing at Engler Blvd from the Clover Ridge neighborhood entrance - when/if new grocery store is added it would be great to walk there but only if there is a pedestrian bridge or tunnel would I feel safe because of the large intersection and high speed limit.
957	It's a beautiful city to walk around with but the trail system is simply awful
960	The crosswalk across 41 - between Fireman's and the somewhat new area- Dunkin D's , Sarpino's, apartment building - is Extremely Dangerous!! There are few people who stop for kids, adults, bikes, rollerbladers, and whoever else is trying to cross. There needs to be a stop light or something similar to the one on the other side by the entrance to fireman parking. ASAP

9. Facility W-1: How comfortable would you feel walking here?

W-1

Sidewalk

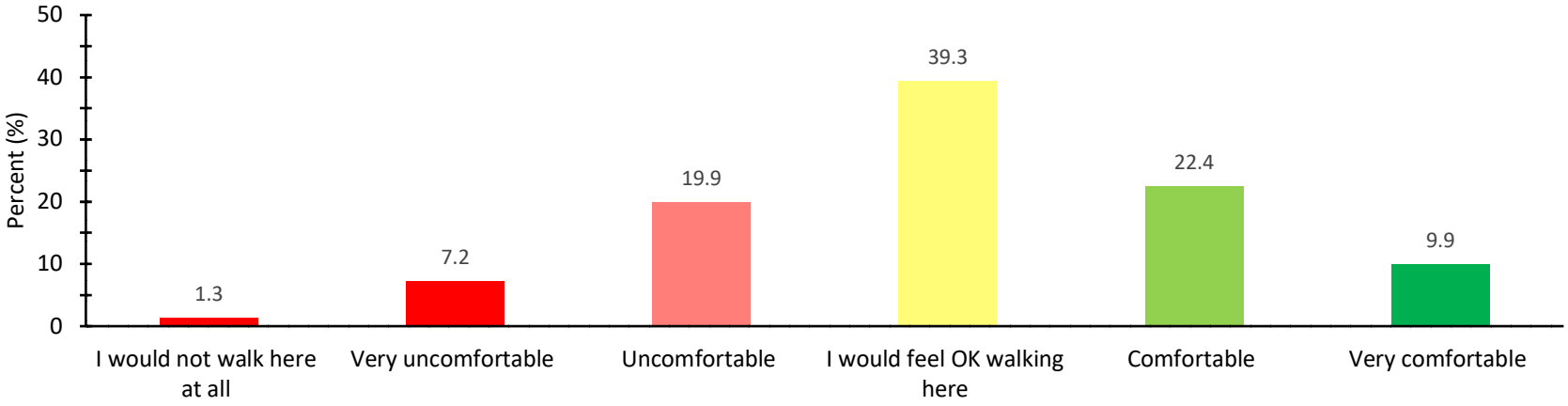
- 6' sidewalk along road
- Adjacent to traffic lane
- No buffer or boulevard between traffic and pedestrians



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



10. Facility W-2: How comfortable would you feel walking here?

W-2

Sidewalk

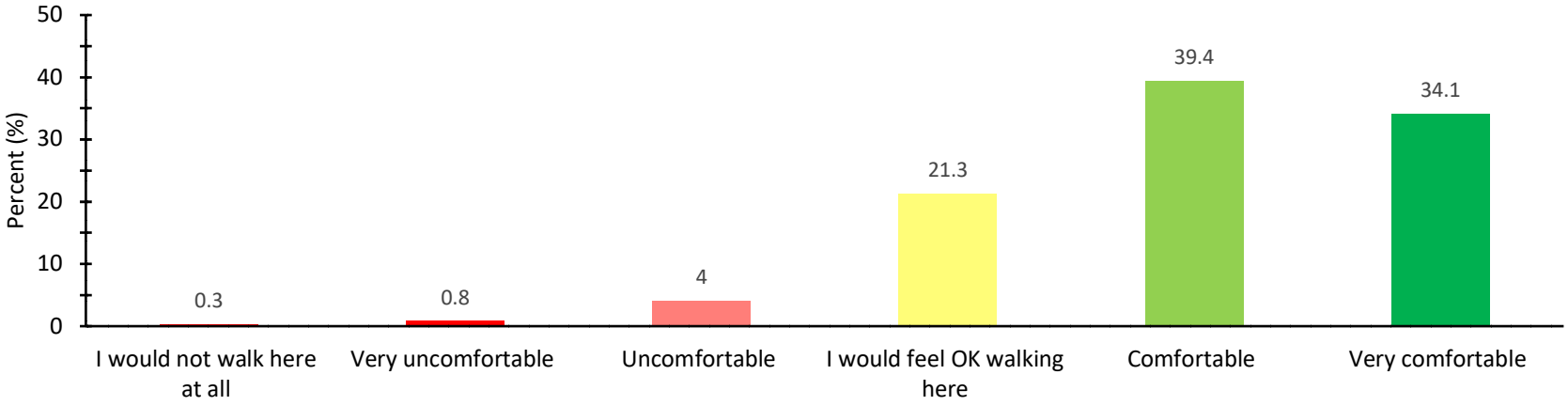
- 6' sidewalk
- Separated from traffic lane by 5' planted buffer



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



11. Facility W-3: How comfortable would you feel walking here?

W-3

Shared-use path

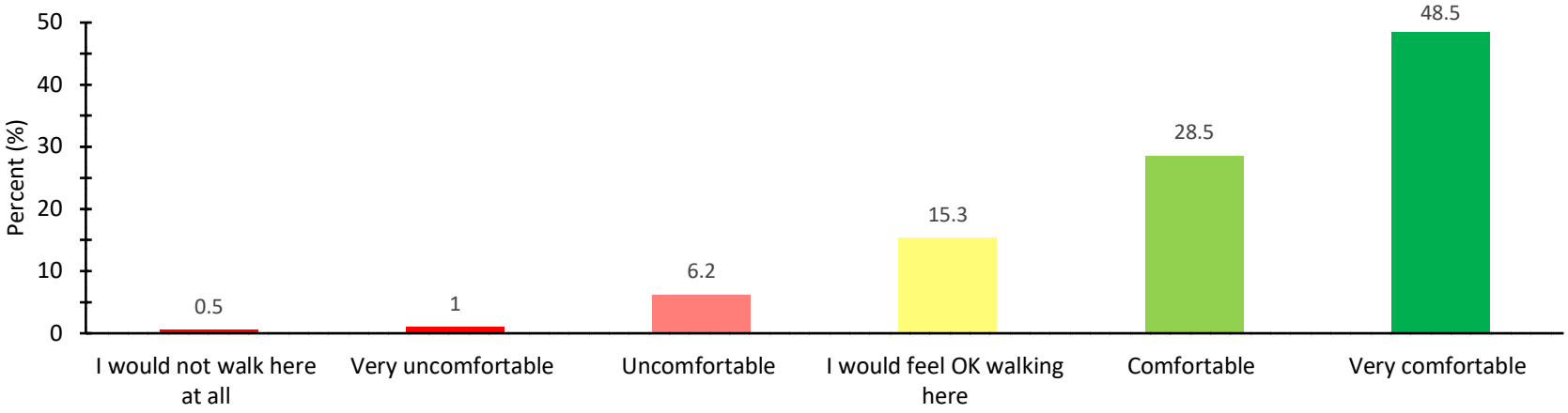
- 10' shared-use path
- Separated from traffic lane by 5' planted buffer
- Shared with bicyclists



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



12. Facility W-4: How comfortable would you feel walking here?

W-4

Sidewalk

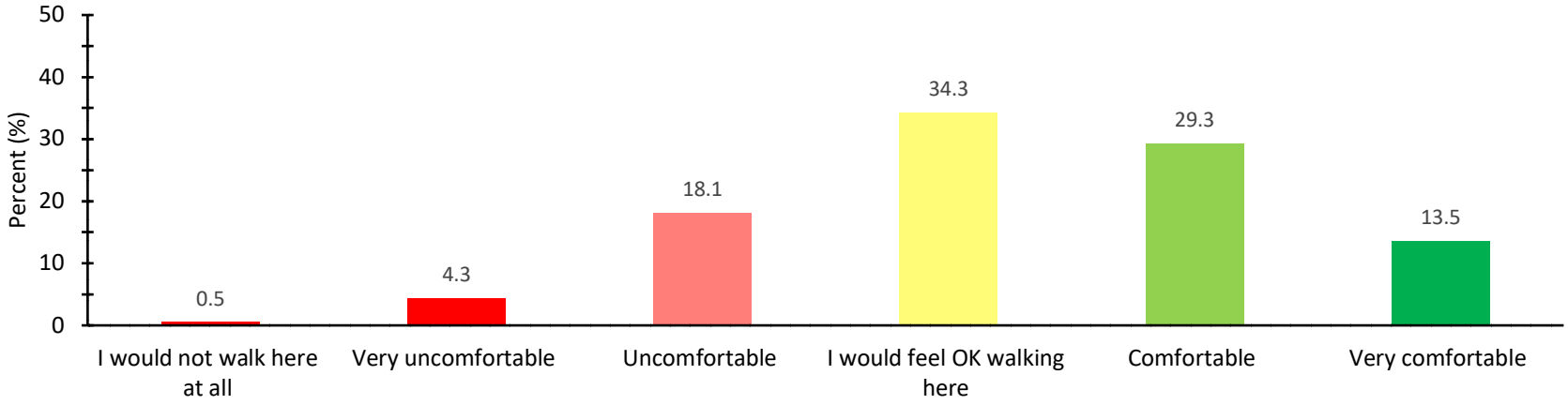
- 10' sidewalk along road in commercial district
- Buffered from traffic by a parking lane



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*			
	Up to 3000	3000-10,000	10,000 +
HOW FAST?**			
	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



13.Facility W-5: How comfortable would you feel walking here?

W-5

Sidewalk

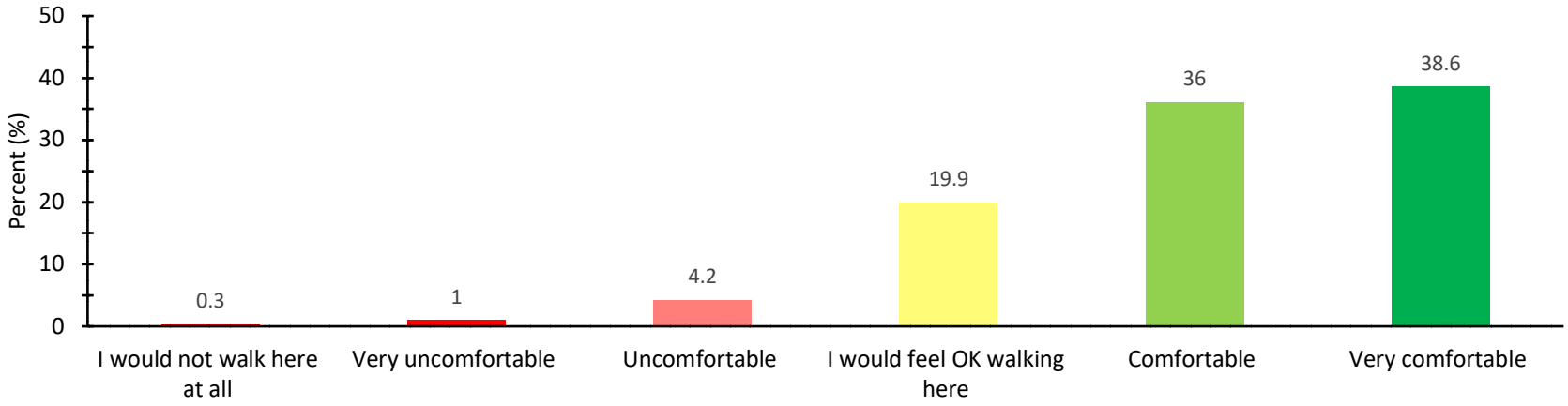
- 10' sidewalk along road in commercial district
- Buffered from traffic by a planted boulevard and a parking lane



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*			
	Up to 3000	3000-10,000	10,000 +
HOW FAST?**			
	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



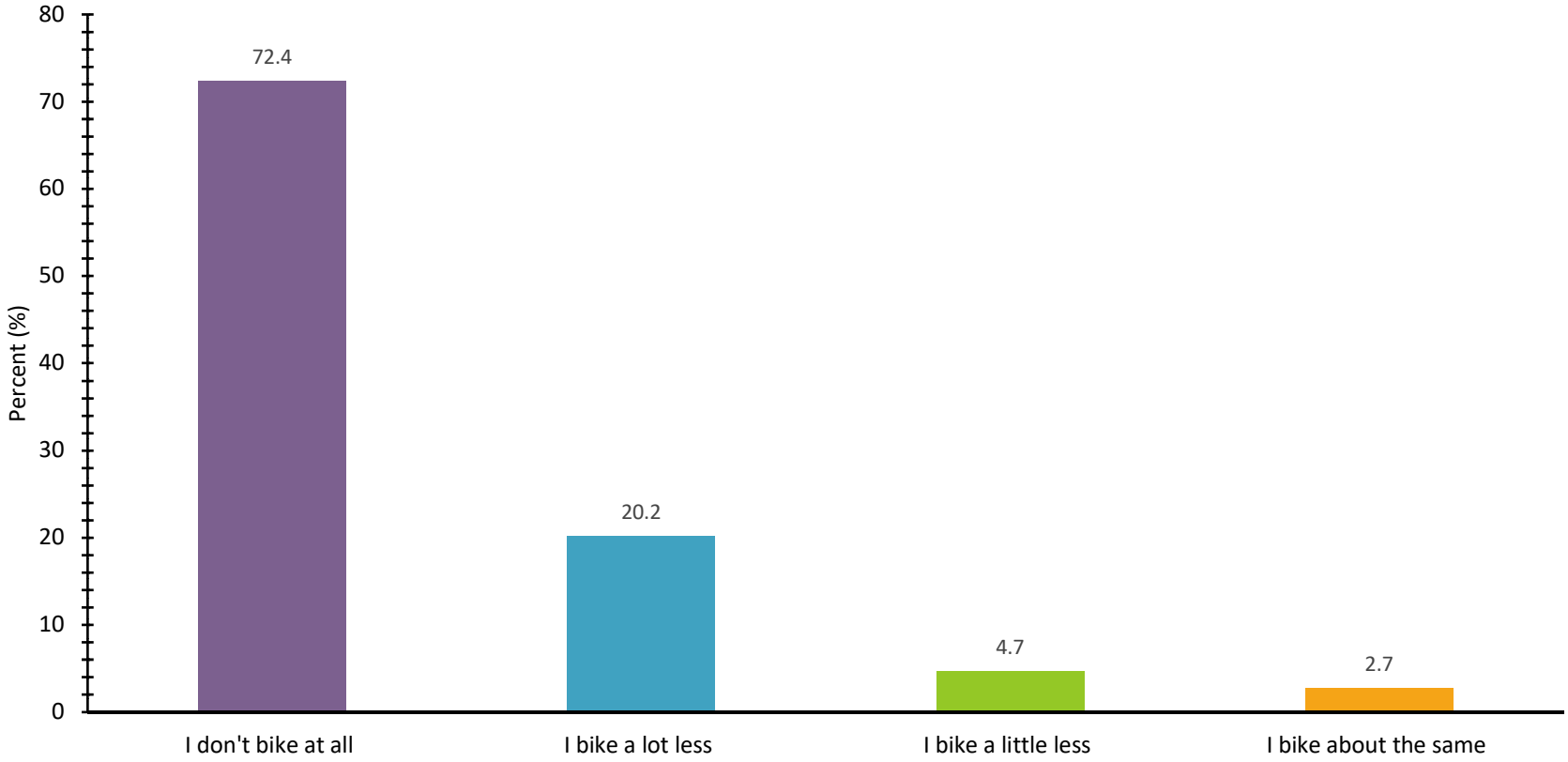
This section:

Results for BICYCLING-related questions

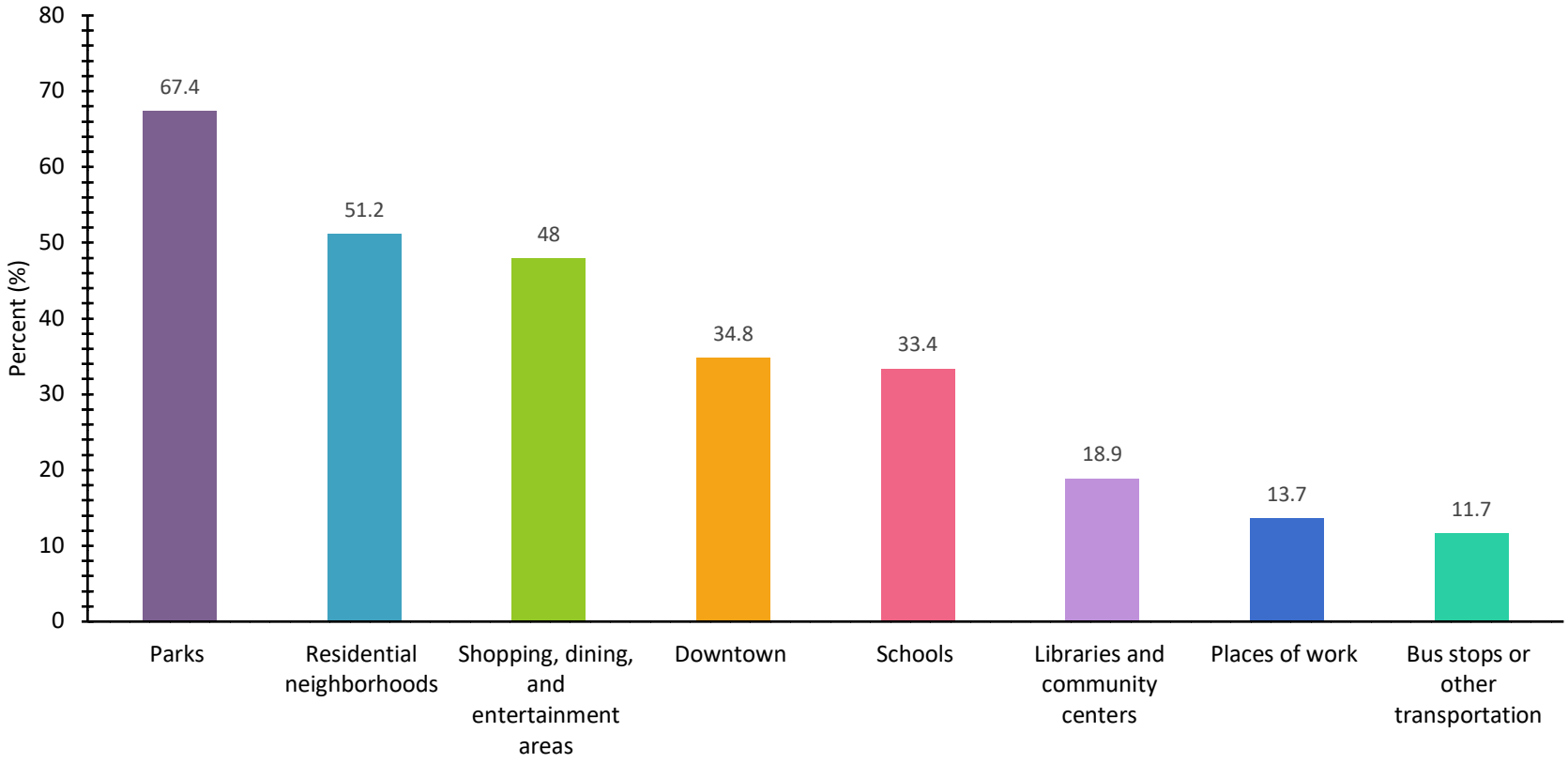
14. From May to October, how often do you ride a bike to go to the following destinations?

	Very seldom / Never		Once a month		Once a week		2-3 days a week		4 or more days a week		Responses
	Count	%	Count	%	Count	%	Count	%	Count	%	Count
School or work	365	*79.5%*	30	*6.5%*	29	*6.3%*	22	*4.8%*	13	*2.8%*	459
Shopping or errands	257	*55.3%*	106	*22.8%*	60	*12.9%*	34	*7.3%*	8	*1.7%*	465
Recreation, health or exercise	34	*6.9%*	66	*13.5%*	107	*21.8%*	192	*39.2%*	91	*18.6%*	490
Dining or entertainment	236	*50.4%*	112	*23.9%*	80	*17.1%*	33	*7.1%*	7	*1.5%*	468
Bus transit or other transportation	428	*93.0%*	14	*3.0%*	7	*1.5%*	7	*1.5%*	4	*0.9%*	460

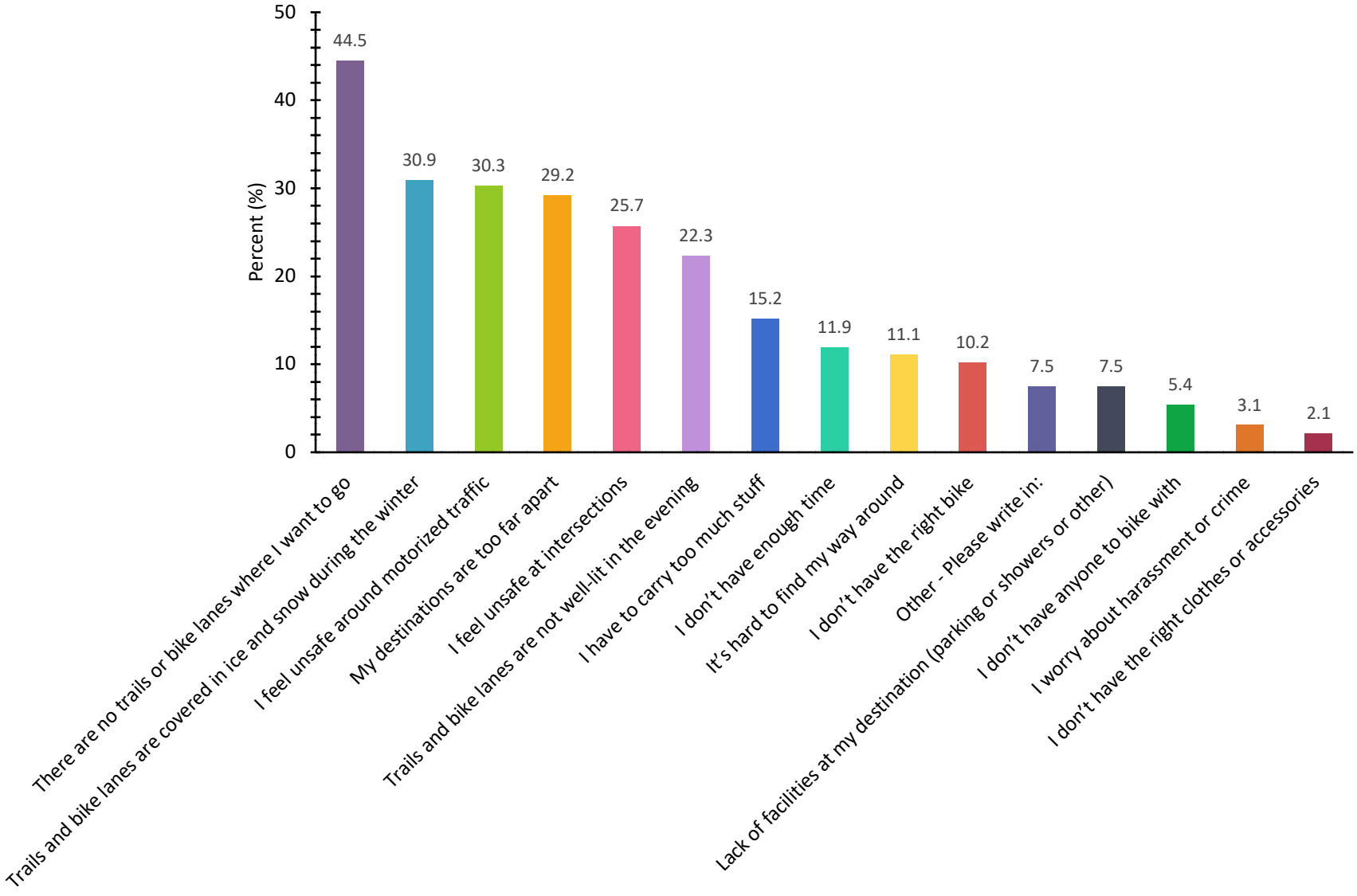
15. How does winter affect your bicycling trips?



16. What types of destinations should be prioritized in when deciding where to improve biking conditions?



17. What keeps you from riding your bike more?

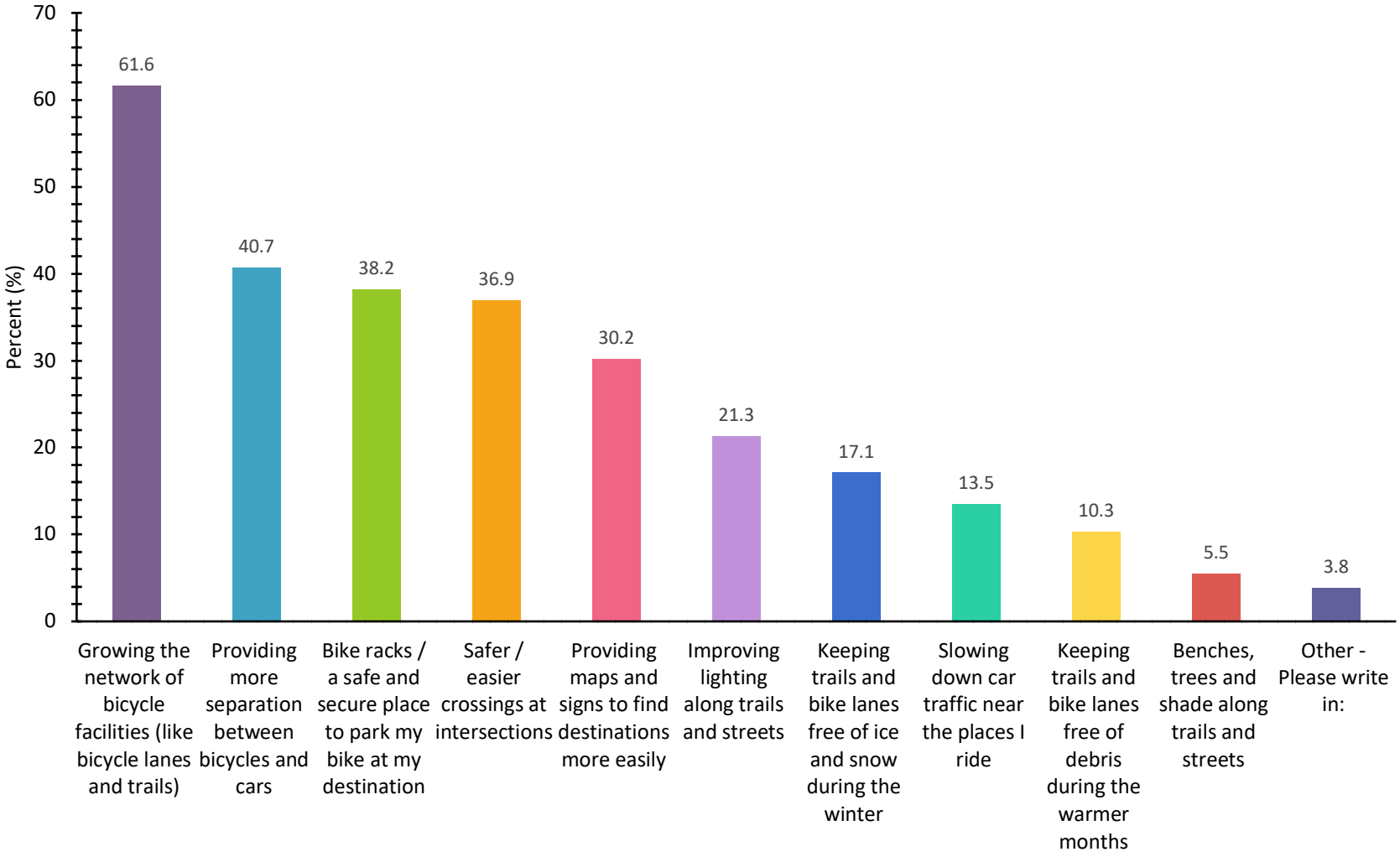


Responses for "OTHER" for Question 17 ("What keeps you from riding your bike more?" - write-in responses)
Bavaria Rd could be a parkway so beautiful, sidewalks are very inadequate, crosswalks are seldom observed by motorists.
Cars don't slow down in marked crosswalks
Children. My own.
Don't want to get sweaty before arriving
Entertainment destinations
Gravel paths…pavement would be better
Hills
I don't feel safe around other bikers. They do not know the rules and courtesy rules
I don't ride a bike
I feel unsafe biking with my kids near busy roads
I have my children with me
I have three young kids, so it is an ordeal.
I live in the country so I don't have direct access to trails ☹
I love the trail system we have in Chaska, I just need a way to better familiarize myself with all the different trails.
I want more bike-friendly restaurants or food trucks
Inconsistent bike trails. Paved, not paved, trail on sidewalk, trail on road. More consistency in trail layout would help a lot.
It's hard to look presentable and professional after riding a bike.

Responses for "OTHER" for Question 17 ("What keeps you from riding your bike more?" - write-in responses)
Laziness
Limited bike racks/security
Must climb giant hill to get back home!
No connections between trails/trailheads
No maps and markings for bike trails north-east of Bavaria Hills Terrace
None of the above
Not all paths are paved
Not knowing were the trails lead to.
Path is not paved
Poor pavement condition
Speed differences with pedestrians on same trails
Summer too hot
Trail connections in north Chaska are lacking
Trails are not well marked
Unpaved trails can be hazardous after rain or snow
We live close enough that we just walk.
Work places and schedules

Responses for "OTHER" for Question 17 ("What keeps you from riding your bike more?" - write-in responses)
Young children

18. What would make it easier and more convenient for you to ride a bike more often?



Responses for "OTHER" for Question 18 ("What would make it easier and more convenient for you to bike more often?" - write-in responses)
Access to clean public restrooms
Better pavement quality
Completely separate lanes for bikes only. Get bikes off the roads
Continuous trails to Victoria, Chanhassen, Eden Prairie
Dakota Rail Trail through Mound St Bonnie is wonderful - restrooms along the way, businesses welcoming path users. I think the trail from Chaska to Hopkins is wonderful, I wish it had transit to Hopkins so I could just ride my bike from Hopkins to Chaska on it because the elevation slopes down going west.
I don't ride a bike
I wouldn't mind a little snow cover but ice is too dangerous
Improve pavement condition
Less truck traffic
Pave gravel trails
Perhaps instead of a map, there could be an app to guide me along the trails.
Smoother trails
Trail development in north Chaska
Tree Clearance
Would need a trailer to tote purchases home

Responses for "OTHER" for Question 18 ("What would make it easier and more convenient for you to bike more often?" - write-in responses)
Consistent/complete winter trail maintenance throughout Chaska's network
Keeping shoulders free of broken glass

19. Please share any other comments you may have about biking in Chaska:

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
51	The main reason I bike and walk is for exercise. I like to do it often and like to see different areas in and around the city. My concern for destinations would have to do with places to get drinks/snacks and go to the bathroom. More signage would be helpful when exploring trails I am not familiar with.
67	I would like to see the unpaved trails in Chaska paved, and I would like for there to be better biking access to Schram Haus. Also, I would like easier bike access to the Louisville Swamp area and to get from the Chaska neighborhood trails to the trails closer to highway 5 (like the trails north of the railroad, connecting to the Arboretum, connecting to the Lake Minnetonka LRT Regional Trail that goes from the Carver Park Reserve to Hopkins, etc.
78	My family loved the bike trails!
86	I'm not a cycling biker, just casual or with my family.
90	Some trails dead end (Hwy 41 by Lake Grace) at least post that it is a dead end. We need continuous trail going north on 41 to Arboretum
129	You do a good job at this, in my opinion. My only suggestion would be make it easier to bike up the hill to North Chaska from down the hill in downtown Chaska.
138	If this keeps the downtown streets from getting fixed I am against it
141	Already very pleased with the trail networks in Carver county and linking to Scott and Hennepin.
147	Chaska has the potential but unless truck and truck traffic is contained it will never be a town like "Excelsior"
155	I absolutely love the trails in this area, but they are in pretty rough shape. Would be great if they could be resurfaced
204	I don't ride in the winter because of the trails not being maintained well enough for my bike

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
205	Limited Right of Way, Sidewalk/Trail Width & Rough/Wet Trails make it uncomfortable to bike to many places.
210	Major intersections and the speed of traffic are my biggest concerns. Hwy 41 is a major road and downtown the trucks and traffic are too much. I worry about my kids riding there and it should be a safe place given it's a downtown.
240	I would bike to work if there was a trail over the 41 bridge north of Kohl's. The shoulder is too narrow and the cars too fast to be safe.
244	Any plans to pave more of the trails in Weston Ridge? Also, any chance to bridge the high areas such as Weston Ridge and the Community Center?
258	We have biking paths, yet bicyclists use the roads which tells me we don't need to cater paths to them. They prefer the roads, so they can use them as vehicles do.
269	My family and I have used the bike trails throughout Chaska for many years, Chaska being a bike-friendly city is one of its many attractive qualities.
306	More dining, shopping and entertainment downtown
310	The trail connecting both sides of 41 by the tunnel under 41 needs to be completed. We paid a lot for that tunnel
329	Our kids love biking and we enjoy going on rides to local dining places or just for recreation. More car awareness of bicyclists would make us more comfortable, as well as easy ways to get to shops & restaurants without crossing large parking lots (e.g., around Qdoba, etc.)
338	no
343	Better education for the public to understand bicycle signals and right if ways, safety
347	NO

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
355	Bring the light rail to downtown Chaska. The light rail makes it easy to commute with a bike.
365	Very thankful for the new mountain bike park opportunity
368	Don't understand bike/walking etiquette. Lots of ppl walking on residential trails often makes biking difficult. Don't know proper way to tell them to move.
375	I normally cycle along the many trails we can find in Chaska, being mindful and sharing the trails with pedestrians, but when I cycle along the road, it would be nice to have more separation from some of the areas in Chaska where the traffic can get pretty heavy and dangerous
493	The Town Course Heights neighborhood can't link up easily with all the other trails (like in Victoria and the new ones by the Arboretum) because of the narrowness of Shady Oak Road.
504	We need more trails that go from Chaska, to Victoria to catch the trail there to go towards Excelsior. Pioneer Trail around the Towncourse drivers drive too fast. Need better walking and biking paths here as traffic will increase. Don't feel safe with cars going 45mph, at times more. Even though the paths are nice. Something needs to change here
505	If there are paths that are used by public, [the] city should keep [them] free of ice in winter. Example Fireman's Park. I slipped on ice and broke my leg. Totally avoidable if city would have sanded the sidewalk.
511	I'd love to see a dirt singletrack trail put in the ravine behind the middle schools. This would separate a lot of high school mountain team riders from the casual hikers. The number of riders coming through there on fall evenings is growing. It is becoming a safety issue
557	Connecting trails and paths would help. Living off Bavaria Road, I have to risk my life on Bavaria Road /Rolling Acres to get to the Minnetonka Regional Trail.
610	This is a waste of taxpayers money

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
620	Gravel paths should be paved
623	We often bike from 212 and 41 to downtown Chaska and we have to bike on the sidewalk because we don't want to be on the road with the kids in the bike trailers. But we also don't feel safe being on the sidewalks because it's not wide enough for pedestrians. And on the opposite [side] of the spectrum when we walk with the kids, I feel the trails are too narrow and bikes come flying past us putting our kids in danger of getting hit. We have been teaching them to stay to the right, but lines and a wider path would help.
634	Bike lanes as part of the road system would be beneficial and connections to other community trail systems i.e. Victoria and Chanhassen. Bike pump/repair stations (like the one at McKnight park's parking lot) throughout bike trail system would be a great consideration.
646	Need safe way to cross Hundertmark and 41
663	Chaska drivers have a general lack of respect for those on bikes. Even where I have right of way and signs say to stop for those in crosswalks, most of the time, the cars never stop.
689	I love the trails system we have, the ravine trail is great. Would like more singletrack trail for mountain biking.
715	We have loved biking to Hawks Ridge and using the trails there. I generally don't feel comfortable biking on the road but would use sidewalks/ trails.
731	Some bike paths are in disrepair. See many bikes using car lanes due to bike lane debris
752	Some areas have a big incline which is a bit challenging so more options for paths that could be longer but less steep would help.
826	The trails through Chaska neighborhoods are great but not at all well marked

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
836	Love the trails around McKnight and joining lakes, parking is a burden for the whole area, this bothers me the parking is not convenient to get to the trails.
838	No direct path to travel along 41 from Pioneer north to Hwy 5. There is one trail south of Bavaria Hills Trail along Bavaria but to reach it we need to drop down and back up a curb crossing Bavaria which can be very tricky with traffic especially with kids or bike trailer
843	Love all the trails in Chaska, but of course there can always be more! The mountain bike trails are great too, and it would be wonderful to see "Mammoth" trails legitimized/sanctioned since it offers much better challenge than Hawks Ridge (though that's a wonderful trail to have no complaints!). My main issue is in the winter when I often find myself effectively hitting dead-ends where snow removal suddenly just stopped, and even on my fat bike when there's 12 fresh inches it's way too tough to ride through for any distance. Think the trail between Brandondale and Crosstown (past dog park), and all the trails from Brandondale through the valley North and West under 41. Then of course throughout Jonathan as well, and McKnight Park North to the Arboretum.
867	Keeping the paths clean. More lights and wide trails.
890	Trail maps would be helpful. Maps of the entire metro area.
896	Some trails are very narrow making it difficult and dangerous to pass pedestrians.
898	Some trails are in poor condition
902	Thank you for all you do to give us the great trail system we have today!
904	It would be nice to have tunnel/bridge crossing around popular routes like Orange loop or Green line. It would be nice to connect Chaska trail network to Carver Park Reserve.
907	Need to open up McKnight Road bridge N of Pioneer Trail to pedestrian and bike traffic

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
910	I've lived here for about 7 years and didn't know many of the trails existed. I hadn't explored them as I wasn't aware of how many trails there were, and perhaps more importantly, had no idea as to where each trail would go. I wish I knew earlier that there were long trails from near Lake Bavaria to Downtown. There is no signage or mileage and it would be hard for anyone to figure out which way to turn. I discovered more thanks to friends.
913	Trees are often limbs with limbs too low and across biking paths. Please be sure to trim the branches much higher as 8 feet may not be enough as branches grow and leaf out, the branches descend where you can get whacked in the face if you are a tall biker on a larger framed bike. It's very frustrating when there isn't appropriate tree clearance.
932	Consider offering rental bikes in the summer. Work with SW Transit.
934	Would like to see more bike lanes connecting residential areas to town.
935	Similar to comments about walking above. Also, trails are usually plowed in the winter, but overpasses and sections where the street crosswalk and sidewalk/trail meets are trouble spots due to refreezing/not plowed due to height differences. Auto drivers at times can be in a rush and not give the right of way to cyclists (although cyclists need to follow road rules as well). Would also LOVE to see a dedicated space where one could ride a road bike FAST that does not have to share the right of way with vehicles or pedestrians! Finally - enforce leash laws! I've been knocked over on more than one occasion by dogs whose owners run them off leash - especially behind Chaska high school!!!
937	Sweep Debris on shoulders with no bike trails. Once a month from April to November County road 11 Victoria Dr from County Road 10 to Lake Bavaria and County Road 10 from Victoria Dr to Audubon should be swept for safety. Lots of bike riders on these roads.
940	I would love to bike more often to run errands but I feel like the city isn't set up for non-leisure biking. Look at the shopping near Target. Almost no sidewalks and people aren't looking for bikes

ResponseID	Response to "Please share any other comments you may have about RIDING A BICYCLE in Chaska" (Question 19)
949	The only issue that I have is a lack of familiarity with the trail system around here. I'd rather not ride on the street if it can be avoided and I don't know too much about the bike paths so when I do bike I take a random route down whatever paths I find.
952	I wish there was a more direct paved route to the new trail to Eden Prairie on Flying Cloud Drive
953	Chaska is a great place to bike. I moved here from Minnetonka and think the trails are so much better, so many directions to go. I often bike from Pioneer Trail and 41 to Waconia. Highway 43 could use wider shoulders. It is a bit risky biking this highway.
955	It would be nice if the pedestrian bridge on McKnight Road was open. This bridge needs a little bit of work but would be nice so that I can bike ride to more places.
956	The bike trails in Chaska are a top reason we stay here- would love even more connection of the trials, particularly safe routes that avoid motorized traffic to downtown Chaska area.

20. Facility B-1: How comfortable would you feel biking here?

B-1

Bicycle lane

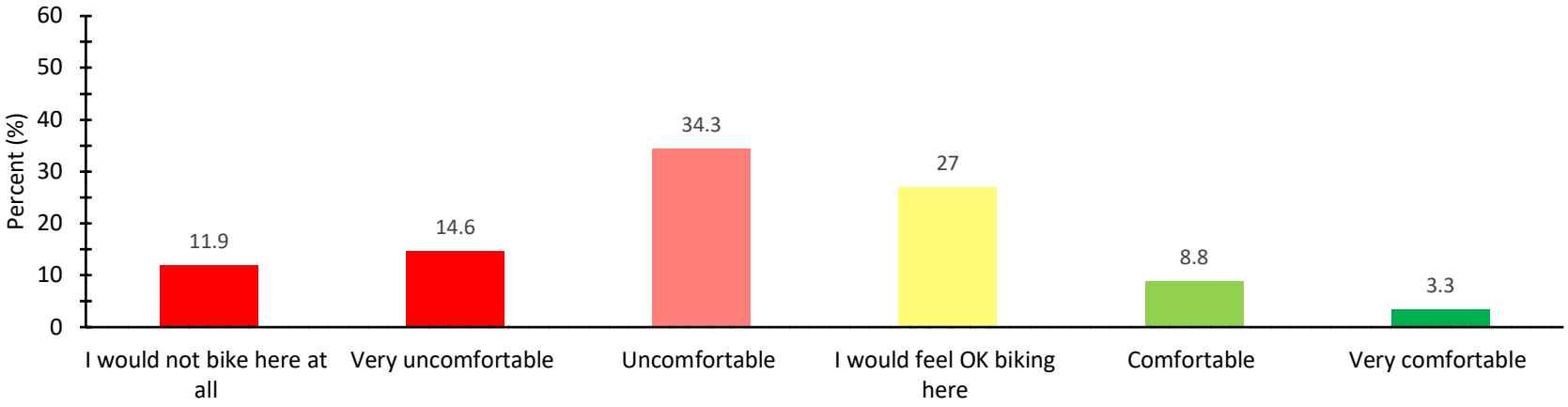
- 6' wide lane
- One way
- Curb adjacent
- No on-street vehicle parking



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



21. Facility B-2: How comfortable would you feel biking here?

B-2

Buffered bicycle lane

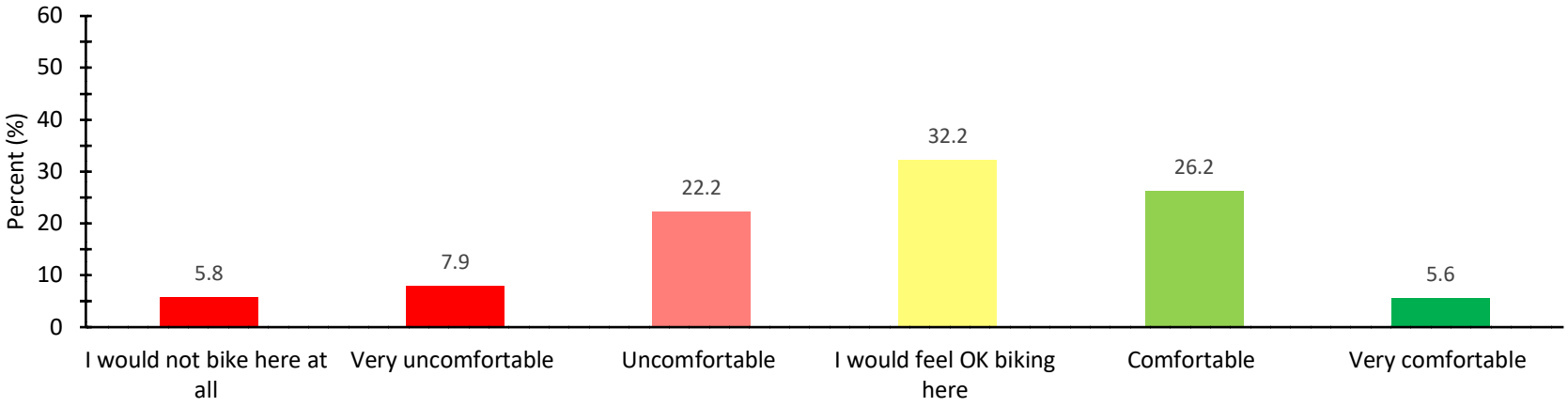
- 6' wide lane
- Includes 2' painted buffer
- One way
- Curb adjacent
- No on-street vehicle parking



How does traffic feel here?

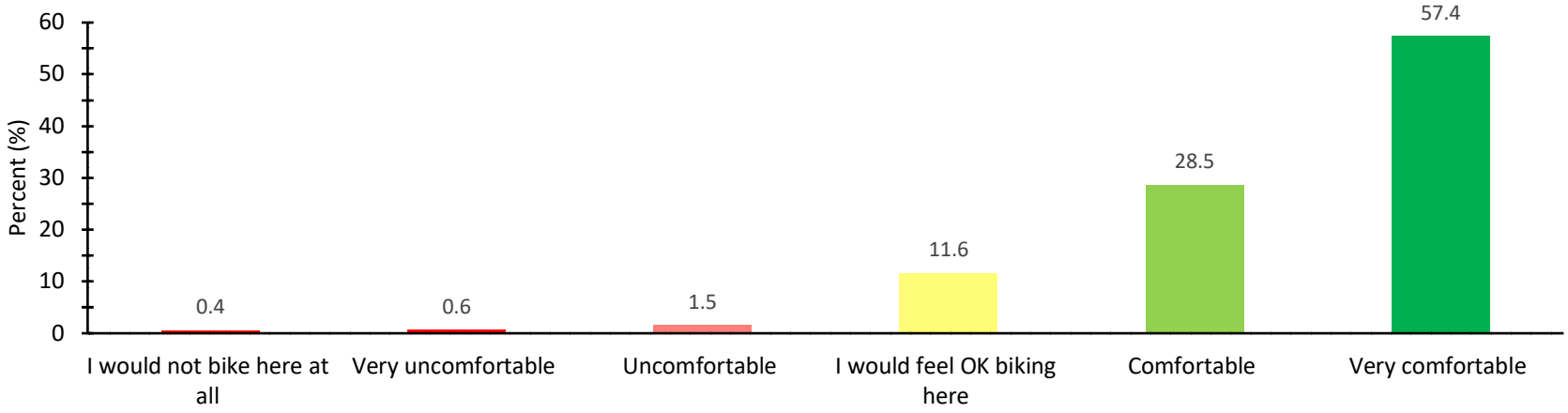
	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



22. Facility B-3: How comfortable would you feel biking here?





23. Facility B-4: How comfortable would you feel biking here?

B-4

Two-way separated bicycle lane

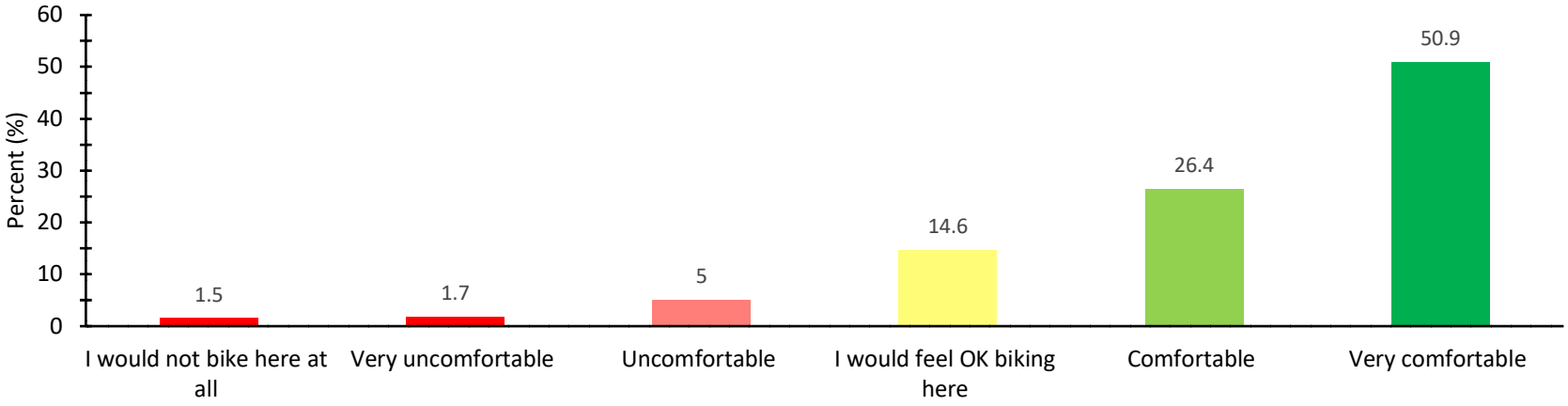
- 10' wide bikeway
- Two way
- Bollard buffer
- On-street facility



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



24. Facility B-5: How comfortable would you feel biking here?

B-5

Neighborhood slow street

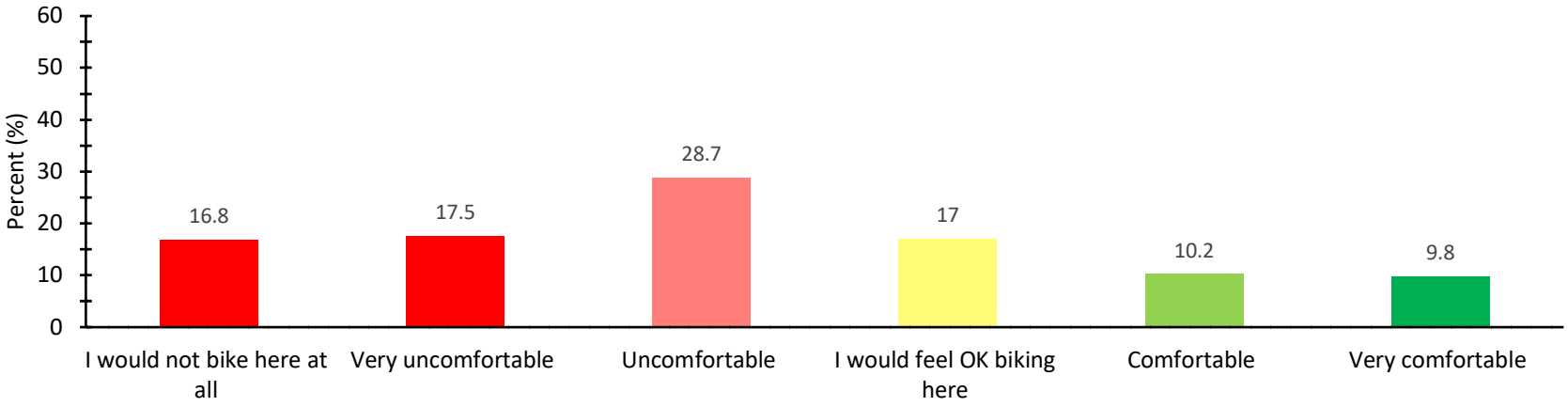
- Residential street
- Low traffic volume
- Low speed
- Shared lane for bikes and vehicle traffic



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



25. Facility B-6: How comfortable would you feel biking here?

B-6

Two-way shared-use path

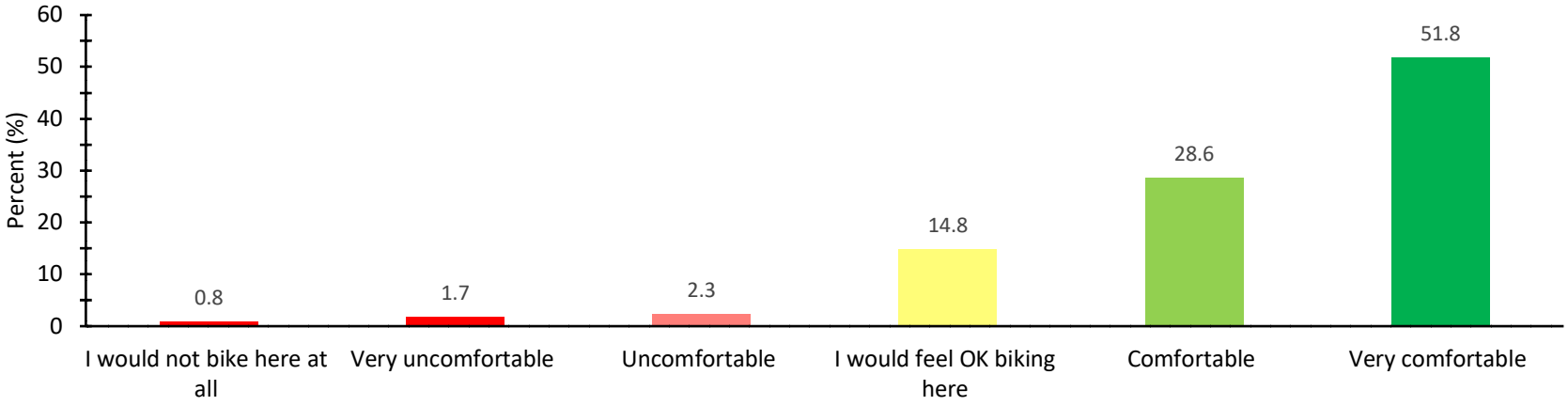
- 10' shared use path
- Separated from road by 5' planted buffer
- Shared with pedestrians



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



26. Facility B-7: How comfortable would you feel biking here?

B-7

Rural two-lane roadway shoulder

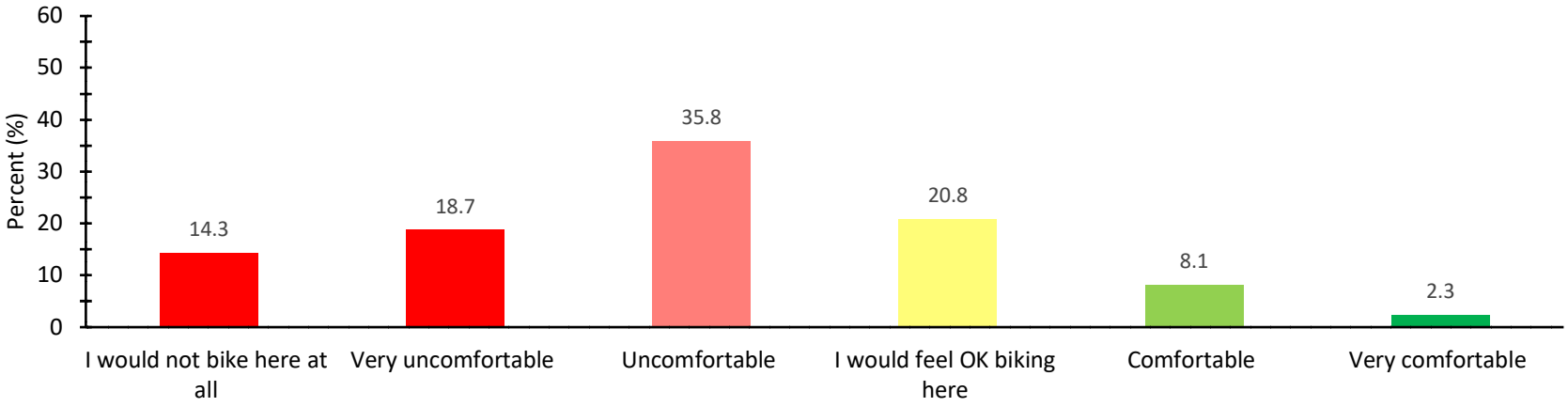
» 6' foot shoulder



How does traffic feel here?

	LOW	MED	HIGH
HOW BUSY?*	Up to 3000	3000-10,000	10,000 +
HOW FAST?**	Up to 30 mph	30-40 mph	40 mph +

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



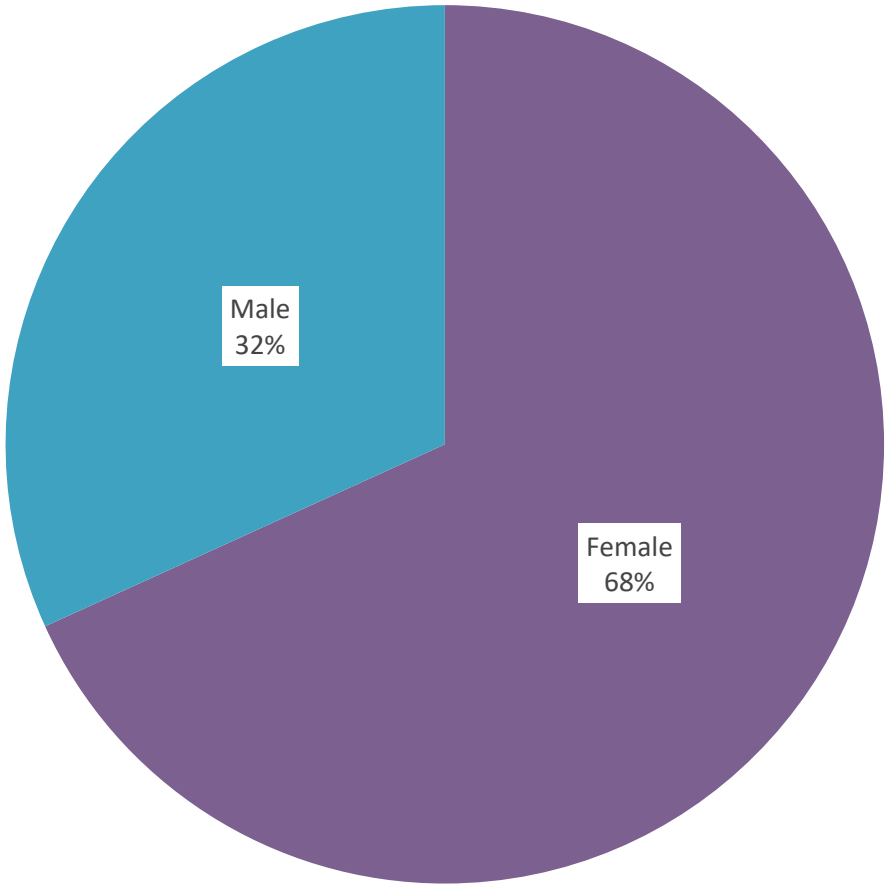
This section:

Participant demographics

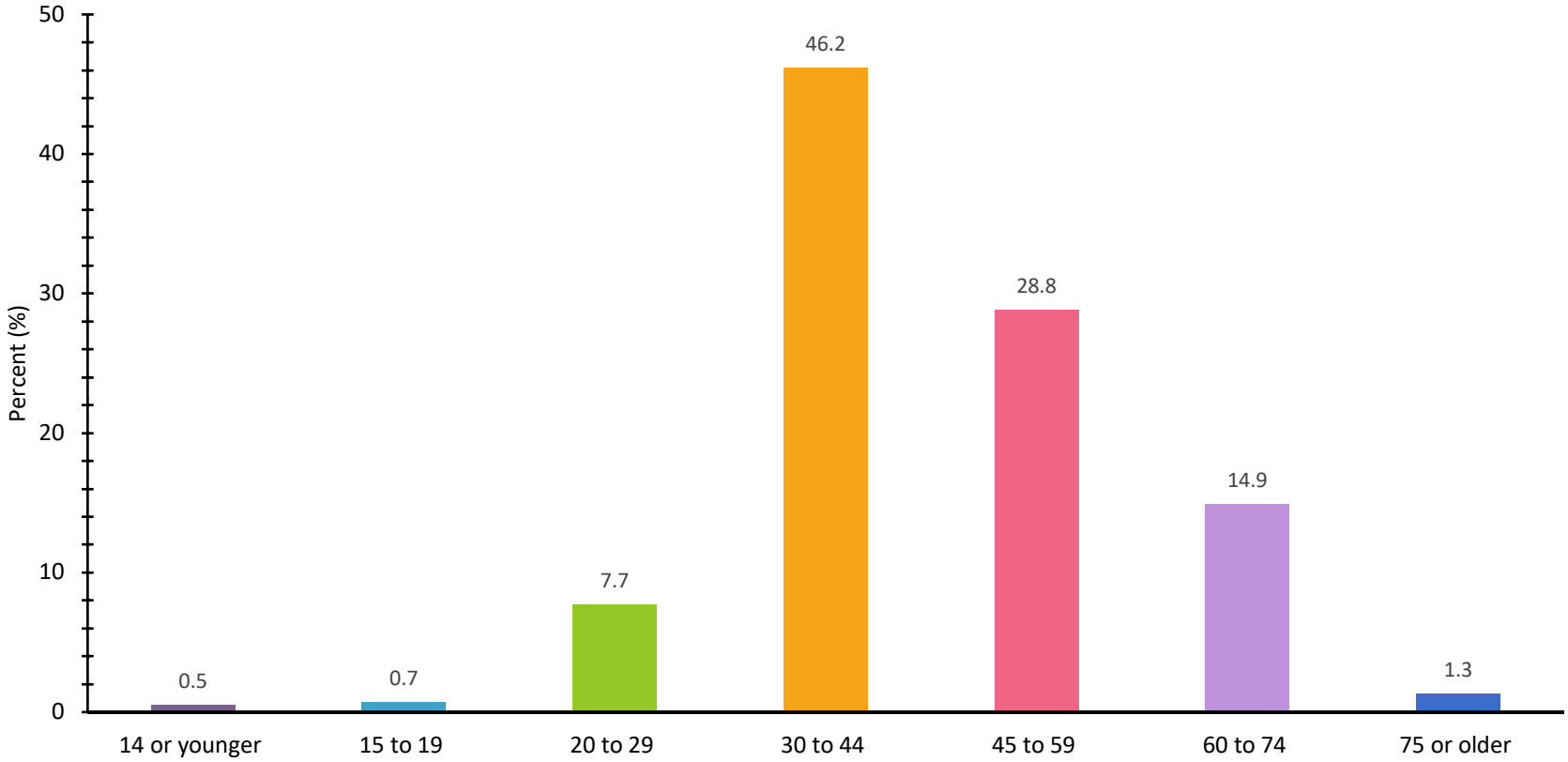
The last section of the survey included several optional questions to help the Project Team understand the effectiveness of the survey in reaching a cross-section of Chaska residents.

All questions in this section were optional: if participants preferred to not answer a question, they were able to skip it and leave the answer blank.

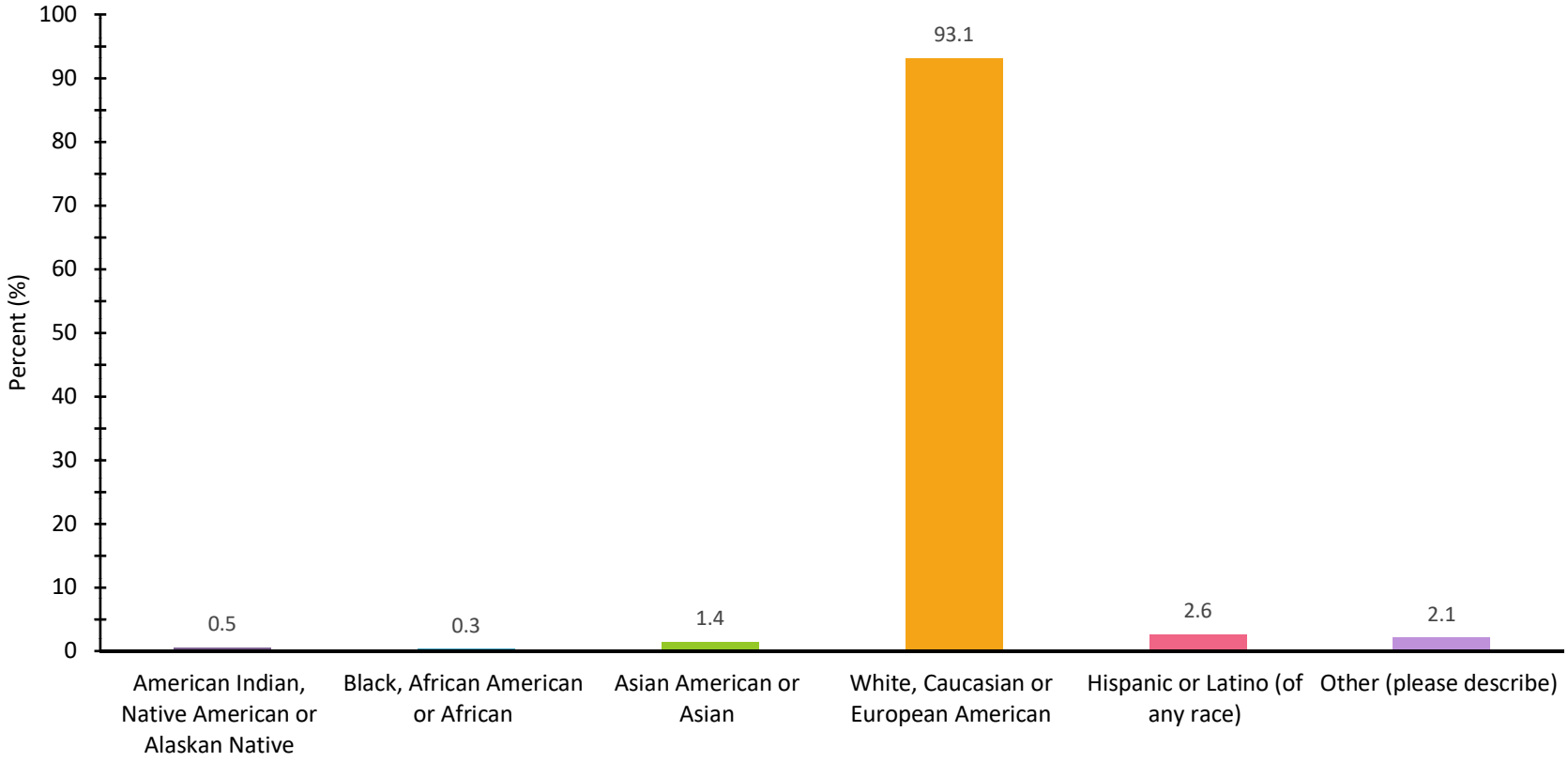
27. I am



28.What is your age?

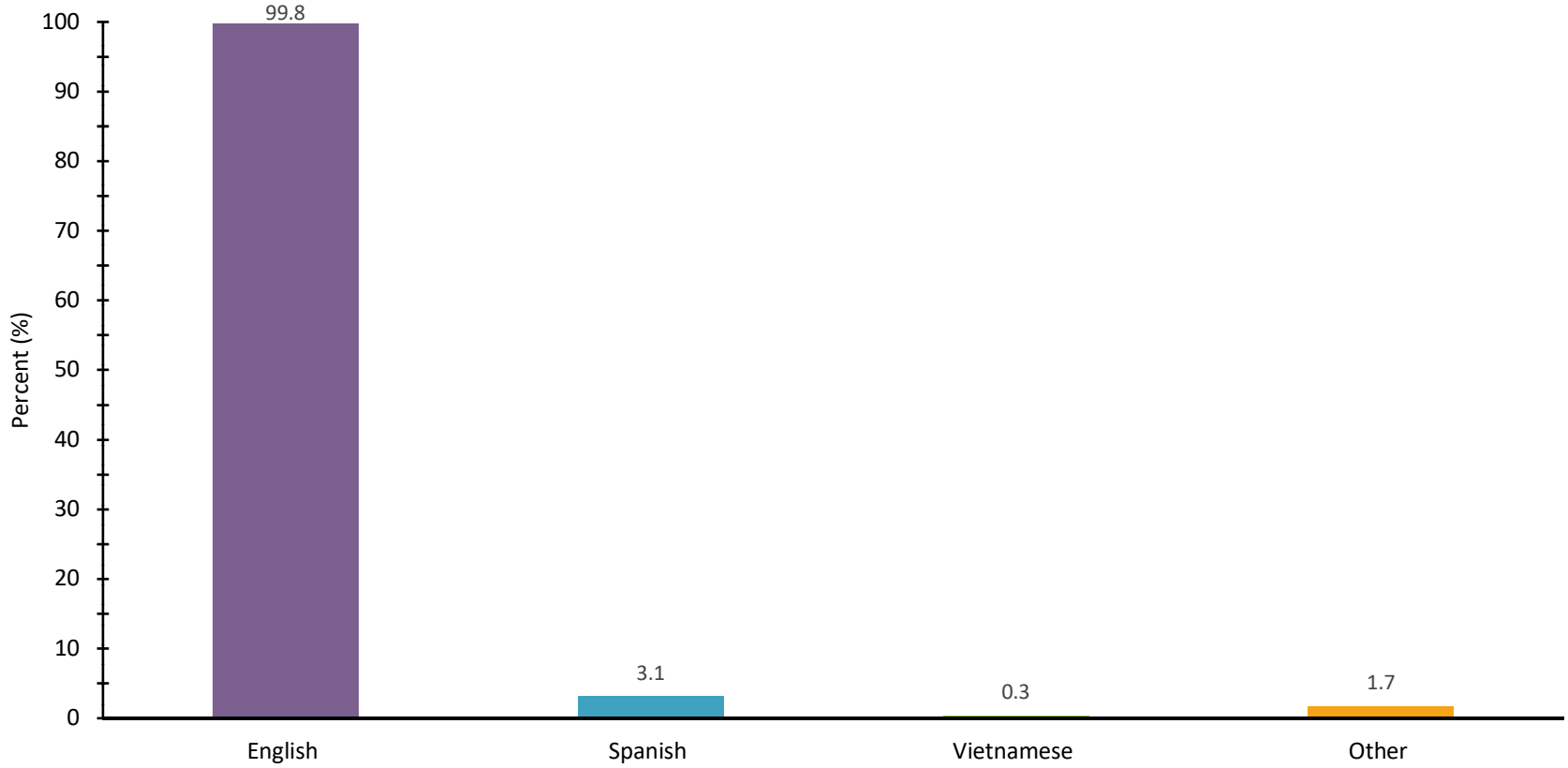


29.How would you describe your ethnic / cultural heritage?



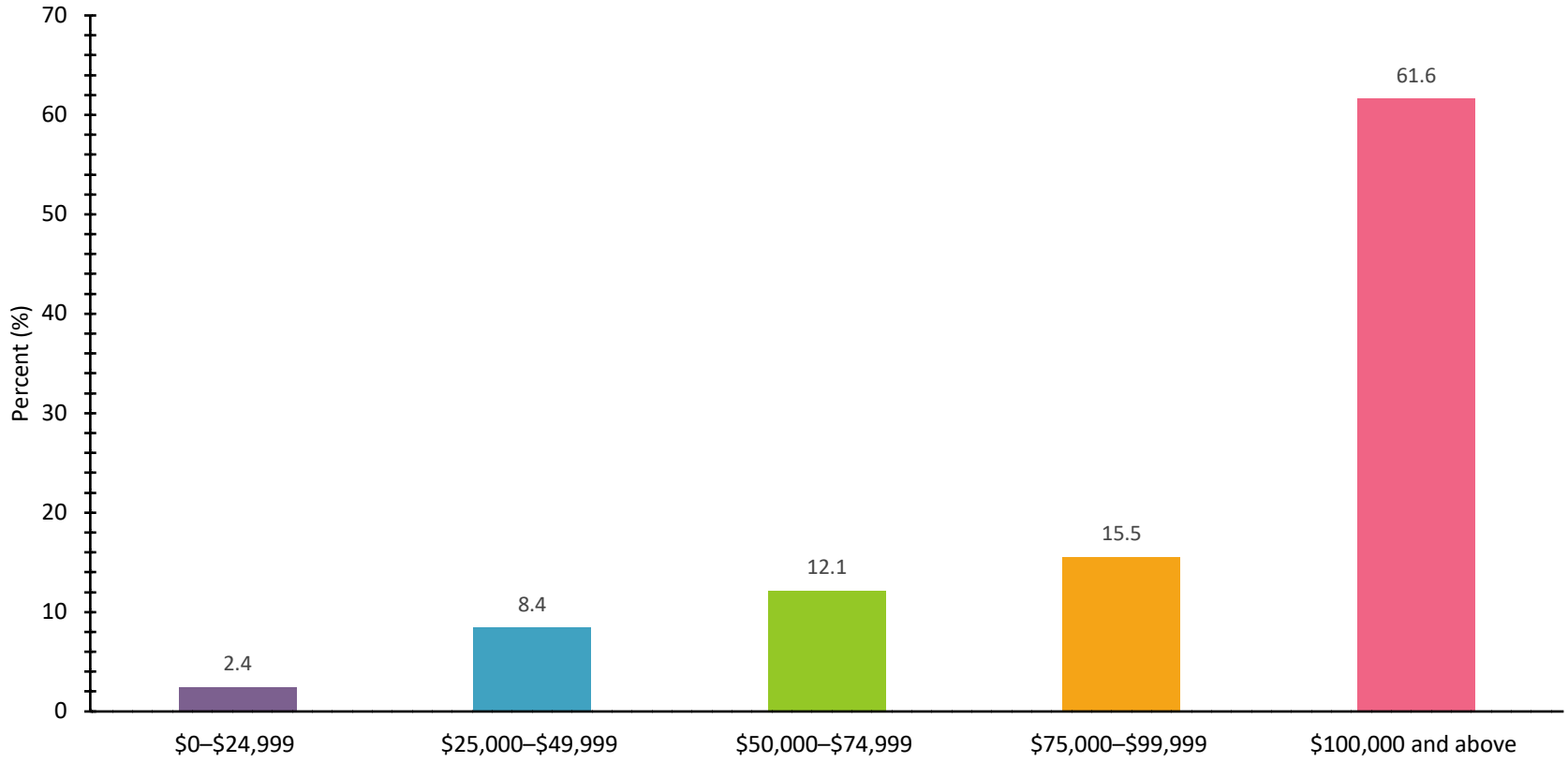
Responses for "OTHER" for Question 29 ("How would you describe your ethnic / cultural heritage" - write-in responses)	Count
Half-White/ Half-Asian (don't make me pick my mom vs. my dad))	1
Human	1
Irrelevant	1
Mix	1
Mix race	1
Race should not matter	1
Race shouldn't matter	1
Ukrainian American	1
White/Black	1
Totals	9

30. What languages do you speak at home?



for "OTHER" for Question 30 ("What languages do you speak at home?" - write-in responses)	Count
ASL - sign language	1
French	1
German	1
Hindi	1
Hindi, Urdu	1
Italian	1
Marathi & Hindi	1
Swedish	1
Telugu	1
Ukrainian	1
Totals	10

31. For the year 2019 (the most recent tax year), approximately what was your household's total yearly income from all sources?



32. Please use the space below to include additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
39	Thank you for all you do to make our trails safe and usable! I appreciate all you do!
46	I am a resident of Cologne but I visit Chaska about once a week with my two young children to use trails, parks, businesses, the library and attend church. I avoid walking along Chestnut Street/Hwy 41 because it feels unsafe with how close the sidewalks are and how fast/busy the traffic is.
51	I think exercise and people without vehicles would be the main people using the trails.
52	Also have a toddler which can be scary [to] walk along high traffic roads with vehicles that travel over the speed limit
58	It was interesting
67	Connecting Chaska trails to other trail systems to encourage long rides and biking from other cities to check out Chaska's business and recreation community would be a huge benefit. I would use trails to meet up with friends and go forward [on] long rides, and I know people who live east of us who would bike to me.
71	I would love to see more pedestrian tunnels under Hwy. 41 and also under Chaska Blvd. I won't walk across either road now because it is just too dangerous. Drivers just don't stop for pedestrians in crosswalks.
78	I answered the questions for my family of 2 parents and 3 kids. Thanks!
82	Until the semi and dump truck traffic is eliminated from using 41 nothing will help. I have lived in Chaska over 30 years and every attempt to make downtown safer has failed. Every time there is a new study, a new design, etc. It never has worked.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
85	Love the bike trail between Chaska and Carver. Very smooth and safe. Bike trail on berm on 1st St. in Chaska and some other bike trails are getting beat up. Debris should also be cleared periodically on wooded trails.
90	Good trails just need updating and continuation through to neighboring cities. Highway 51 by interchange is a challenge with lights and traffic. Downtown Chaska is no better except when you get on the dike.
127	Cars do not stop at a crosswalk. They are only interested in seeing if they can make a right turn on red
129	The city leadership doesn't seem to listen to its residents on a regular basis. This is a good start, but how about doing a town hall on a subject, or some type of open forum for people to share ideas? This could be held virtually, or via a hybrid model. The city leadership should take a page from the [edited: commissioner who] listens to everyone, and I'm unsure if he takes action or not [edited] but he does a good job of looking like he cares, at least.
138	Downtown streets are in such disrepair, that even motorists are dodging pot holes risking walkers and bikers on the side of the road. Sewers are in disrepair...and you want to waste money on bike lanes?
141	I am very happy about how bike-friendly Chaska's trail network is. I typically avoid riding shoulder and always ride the path because I don't trust drivers to be attentive. Even if the Master Plan will not end up including changes to biking, keep up the great work on our trails! :-). Additional water fountains at various points throughout the bike trail network would also be a bonus.
174	I think there needs to be some sort of "walk" signal on 1st and 3rd streets and 41 downtown so it's easier to cross at the crosswalks
175	Needs more garbage cans
185	Getting people to parks, schools and downtown should be the focus. Need to get people to go downtown to shop, dine and spend money so downtown can thrive.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
202	I bike, walk, and run the trails in Chaska on a regular basis. My husband bike commutes to Shakopee about 3 days a week year-round. I am glad to hear that efforts to improve both walking and biking are taking place!
205	Examples B-1 to B-4 in previous question set are pretty much the same. Painted lines, or painted lines & plastic cones/delineators do nothing to prevent a distracted driver from crossing thru them.
209	We need sidewalks on all main roads. I am concerned that we have actually made walking to trailer park communities difficult. And if someone does not want to follow trails through park areas, it is not easy to walk in our community.
210	I feel comfortable in some of the situations listed but I do not feel comfortable letting my kids. There need to be more options for all of us, kids and teens included.
212	Being able to bike safely to the SW transit station would be huge
218	There doesn't seem to be enough focus on bike crime.
230	As a growing community we need to keep in mind that not only adults but young children need to be able to bike in the conditions our community provides.
240	Thank you for asking these questions.
244	Areas such as the trail between Hundertmark and Hwy 41 need repairs. I love all the newer trails south of Chaska Blvd. It's beautiful back there.
246	I ride a unicycle. I'm fairly comfortable riding wherever I can except intersections. I make some people nervous. I'd rather ride on the roads and make people in cars nervous than people on the trails. I love to ride and hope improvements are made that will enhance my rides. Thanks for the survey.
258	We have great trails as is, and more important uses for funding to be dedicated to.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
259	Please design bike trails where the railroad beds were dismantled.
280	I love all the waking trails we have!
290	I love the amount of walking/biking paths in Chaska and would love to see more! Most important would be to keep them clear and accessible year-round. Thanks!
295	Key areas of opportunity - improved connections to regional trail network: improved connection along Bavaria Rd to Lake Minnetonka LRT trail & Arboretum trail under construction along Hwy 5 (partnership with Victoria), improved connection from MN River Bluff trail to downtown and Chaska Commons, connection along Engler to Carver Pkwy/Victoria Dr. Lastly, improved crossing of railroad tracks near McKnight Park / Rd.
306	Access to bars, restaurants, tap rooms, shopping and leisure riding.
322	I have never lived in a place with so many trails and sidewalks and I'm loving it! The trails and sidewalks are well maintained near where I live and they are well connected.
323	I have two elementary aged kids, and one isn't so great on a bike yet. I expect to get out more as my child gains confidence.
329	Happy to see the City exploring ways to make these modes safer and more enjoyable for residents! We really love Chaska trails, so any ways to expand our access would be phenomenal.
335	Would love more focus on human scaled planning vs car scaled planning
338	no
347	NO
354	Thanks for doing this. This is a great way to keep making Chaska a great place to live!

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
355	Bike trails separated from traffic completely are preferable, but not at the expense of increased property taxes.
365	For walking, and sometimes biking, trees aren't pruned high enough from the ground. Nothing worse than walking into branches when you're face is turned while talking to someone. I hope the city does a better job ensuring homeowners do a better job with this.
369	Thank you for asking! We moved to Chaska from Eden Prairie. I used to ride my bike much more there. We lived near the LRT path and did not need to cross at major intersections. Now we live near Hundertmark and Pioneer Trail. I am not comfortable crossing there at all, nor 41.
379	Chaska has very nice bike paths that are fun, and never ending. But adding maps and more paths to connect to certain areas would make it easier to commute with only a bike. As the paths are now, I would only use them for exercise, no commuting
380	I'm happy to provide input but I believe the responses of those who use the trails/sidewalks for essential purposes (travel to school or work, for job) or who are in marginalized communities should be weighed higher than mine.
401	I like the division between bikes and vehicles. I am an insurance defense attorney and see how unaware drivers are of bicyclists on a regular basis. Plus I have a young school age child so would not go on paths that are not divided from cars. We would ride on sidewalks.
404	I would love to see lighting on the tunnel underneath pioneer trail at McKnight park. It is SO dark and dangerous! ASAP please!!
441	Would love to see more walking trails along Chaska Creek.
455	Better response time for crossing the road. I have waited up to 15 min to wait to cross and then if you have cars turning..you wait longer
478	Garbage cans and dog waste stations would be very helpful.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
503	Love that you're thinking about this. Overall I love running and biking in Chaska and the surrounding area but have not biked as much recently on roads given all the distracted driving that goes on
504	Love some of the options here thx for asking. Now can we re-roof the Chaska Towncourse club house. Lol
505	City should publish maps and where you can park for certain trails. I see the people walking on a trail and wonder where it starts and where it goes.
511	Chaska has great potential to be a real cycling destination. Keep up the good work
528	Please finish connection to Lake Grace from tunnel under 41
532	Will the Grace Lake Trail that provides a full trail all the way around the lake be completed soon? I like the fact that it would be free of street traffic and provide a safe scenic trail that you don't have to turn around when you hit the dead ends. In general I would love to use my bike more for errands and getting around Chaska if there were safer alternatives than riding on or the road. I would also feel so much more comfortable my kids getting around Chaska on their bikes as well if these were in place.
549	The area in front of the Chaska Community Center is dangerous at night and needs more lighting. When hockey is underway, people have to park across the street. Kids, wearing their all-black CCHA warm-up gear with their big black bags, cross the road and one of the two crosswalks is not lit at all. It's dangerous. Some of the staircases off the ravine trail need repair. Would LOVE for the ravine/Jonathan trails to be cleared during winter like the ones downtown.
564	How about we put a cap on how long someone can be Mayor? It's long overdue. [edited]
585	Do not build that silly pedestrian path under 41. It doesn't get me any closer to where we want to be. There needs to be a better way to connect downtown to the rest of Chaska. The hill going back up is too steep for most on bikes.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
586	We [need] to make crossing the roads in Bavaria safer. Cops need to see how long it takes to cross the road and how unsafe it is. Please before someone gets killed!
604	More paved More trails where people already walk
607	A social media campaign along with increased enforcement to push for pet owners to keep animals leashed and pick up after their poop would be nice.
610	There are more important things to do with taxpayers money than biking and walking priorities. I will fight this
611	I would like to see less mowing along the river trail system and more natural vegetation. Would help cut an expense and emissions from the mower for the city and provide a more peaceful walking environment.
613	It was mentioned above but the snow and ice removal on existing Chaska paths is extremely inconsistent. During winter runs, I can't count on paths being clear and at times the run has become dangerous.
623	Thanks for doing this. We bike and walk a lot as a family. My kids are 4, 3, and 11 months.
645	I would like to see emphasis on creating safe walking and biking spaces along 41 from Highway 5 into downtown Chaska. This is the main artery and connects to the other trails in town as well as Chanhassen and Victoria
651	Improve downtown experience so people have a reason to get out of their car.
655	Overall trails and paths are pretty good. There are too many areas that need lighting and paths seem to just end. Also having more maps and trail identifiers would help. I currently don't live super close to the few restaurants or shops that Chaska has. However, there is no place to lock up your bike either so I currently wouldn't use that option. Some the paths need to be paved and others need some work.

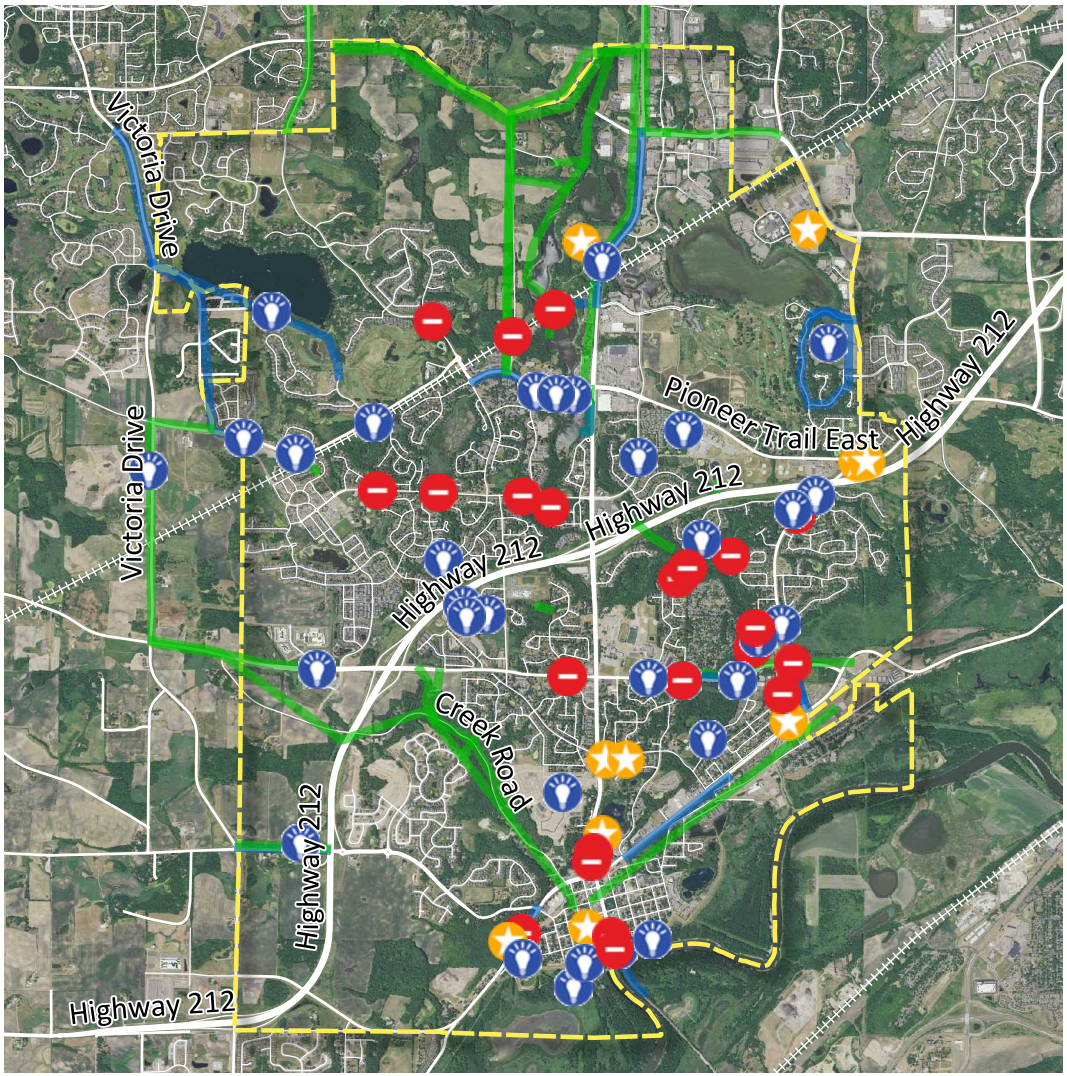
ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
660	Often my family and I want to go biking or walking but we live off of Chaska Blvd where there are no sidewalks. I often think of how nice it would be to have sidewalks from JCP into downtown Chaska so we could bike to the Clay Hole and out to dinner.
676	I live in North Chaska, up on "hill." Because of a fast moving 41, walking or riding a bike across 41 always feels dangerous.
697	I want to ride and walk to Chaska Commons more but the Hwy 41 and Pioneer Trail traffic are too heavy. I do not feel comfortable crossing that road with my family. I was hit by a car riding my bike in Chaska back in 2017 while crossing a road using the trail system near 41 and Crosstown.
698	I live in the Northeast corner of the city in Autumn Woods. It would be wonderful to have a walking and bike trail on Autumn Woods Drive, as it is very unsafe now. Also, with the proposed Lennar development and park, we need more safe pedestrian access, especially for our children.
710	I would like to see more connection to Chaska and Jonathan walking trails and make walking trails part of any new planned community.
711	Chaska is great and I'm glad you're thinking about adding more amenities for its residents.
715	Trail/ sidewalk on Autumn Woods Drive would make this much safer and usable. Would also potentially bike from Autumn Woods neighborhood if safe / easily navigable trails to downtown for shops and food and Firemans Park, Veterans Park, etc (ie along Chaska Blvd from Audobon to 41)
731	Make it clear where bikes should be on the street vs the "sidewalk"
737	We appreciate all the sidewalks and trails and low traffic and scarce connectivity to Autumn Woods Drive as fewer cars and fewer access roads naturally creates a safer walking and living environment.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
740	We are empty nesters and the trail system is one of the reasons we're staying here - well done Chaska! I know the system is a priority and it shows. The only thing I would say is just keep it up, the more trails, and less busy roads to have to cross (aka 41) the better - the tunnel and future bridge by Target is HUGE! Let's connect around the lake to the north too!
742	Though I pay Jonathan Association dues, there is no trail system near my house and the nearest is not accessible without crossing major roadways. So I have to drive to Jonathan trails. So I've tried looking on the maps online, the maps do not indicate approved parking options to access the trails. So the only one I really know and sometimes use is the McKnight Park access to that trail. I walk every day so certainly would appreciate more variety that is accessible to persons other than those who happen to live in a trail access neighborhood.
752	Bringing more people downtown would be good for business and continue to create a more community type of feel. Thinking of how biking around there safer would be good. Fireman's Park is great but the crosswalk on 41 is scary and so much traffic including big trucks makes it less desirable to walk and bike.
775	I understand that it is impossible to keep all the trails snow and ice free, have walked all the trails in town ,4-6 days a week, for roughly 37 years, they have gotten better, the last year the number of people using the trails has sky rocketed which is great, but some bikers don't understand the trails aren't for high speed use, there is a ton of poison ivy along the Lake Grace from the pavilion all the way to Pioneer Trail, just afraid that kids are getting into it, thanks for listening [edited]
799	We live at the top of the Audubon hill. The ravine trail near us is wonderful, but very steep in places. It would be wonderful if certain parts of the trail could have steps or switchbacks.
805	It would be great if we have all bike/walking trail connected as a loop without any break.
812	Please complete the dead end sidewalk by Clover Preserve Drive
813	Please review Clover Preserve location for improved trails

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
828	The trail in the Park Ridge neighborhood that runs between the homes and Brandondale is in desperate need of repair.
864	We live off Engler Blvd and County Road 43 and would love to have closer access to a trail system
867	There are wonderful opportunities to put great walking trails and bike paths on the Wagner property.
868	I mostly walk and bike with my family not as way to get places so much as a way to exercise and have fun together.
886	It would be very nice to have the trail between Chaska and Carver plowed in the winter
887	I would want more natural areas along the trails and have them be managed for invasive species. The trails are impossible to use in the winter. They are not passable at all, even walking.
899	Chaska has a lot of walking and biking trails. Thanks!
902	Thank you. I would like it to be clear about whether the biking plan is for biking along main roads or using the current bike trail system. Thank you!
904	My family and I are looking forward to see new Chaska trails! Thank you!!!
907	3 priorities. Safe lanes that connect to regional trails and other important nodes, better upkeep of paved trails, and a simple project to safely reopen bridge over RR tracks at McKnight to pedestrians and bikes.
910	There are so many great trails in Chaska but they are truly "HIDDEN" gems for both walking and cycling. Is there a way to promote them more for more people to use them for better fitness and enjoyment.
922	System that connects to other cities. Chanhassen, Carver, Victoria, Waconia, Shakopee, Jordan. All direct neighbor communities.

ResponseID	Response to "additional comments or questions you may have about this survey, about walking and biking in Chaska, or about the Pedestrian and Bicycle Master Plan"
935	I feel Chaska has many walking/biking amenities that other cities do no - thank you! Would love to see more, so thank you also for allow participation in a survey. I rode close to 3K miles in Chaska in 2020, during every month of the year, so I have seen a lot of things on the trails.
936	Thanks for taking my input. I enjoy biking and walking. Cars/traffic are the biggest issue I have in the summer and ice/snow on trails in winter.
953	I think sometimes extreme biking lanes like B4 and B5 are an overkill. A 6 or 10 ft lane or separate bike lane like in B3 is more than adequate. Just a curb separating bike lane and traffic lanes would be best and would not even have to be landscaped.
955	I live in the Chevalle neighborhood. I would enjoy having a nice and safe trail that would allow me to bike ride from the entrance to my neighborhood and Bavaria. I would enjoy using this trail to take a left turn on Bavaria and go all the way down towards highway 5 and connect with the new trail at the Arboretum.

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 2 4 mi

FINAL WIKIMAP REPORT

This document is a final report for all the information collected from the Pedestrian and Bicycle Plan's interactive mapping ("Wikimapping") tool.

Data collected is presented in this order:

- Destinations
- Barrier or problem locations
- Ideas for improving specific locations
- New or improved routes for WALKING
- New or improved routes for BICYCLING

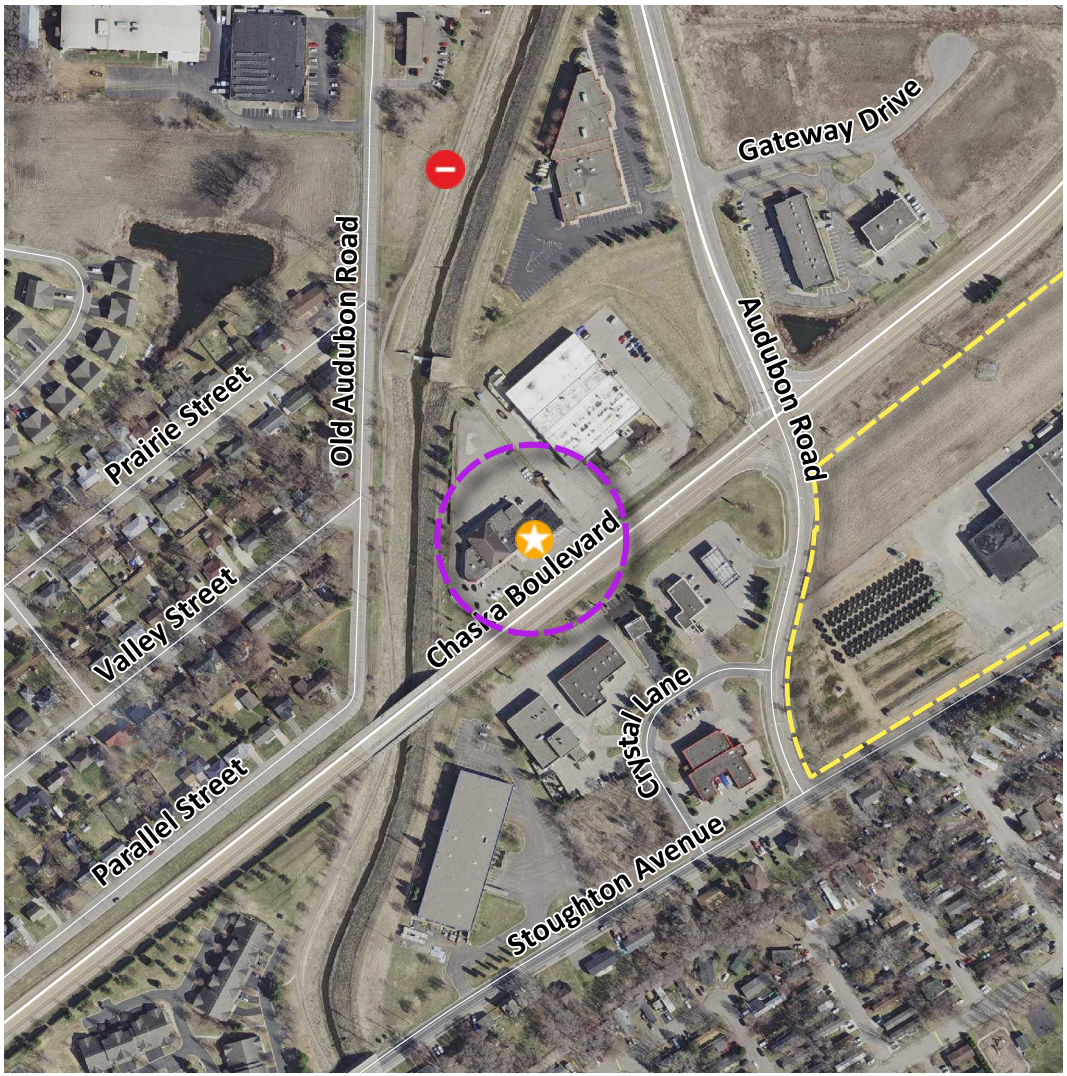
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-25 16:52:00
Data feature 411152

Comment received:

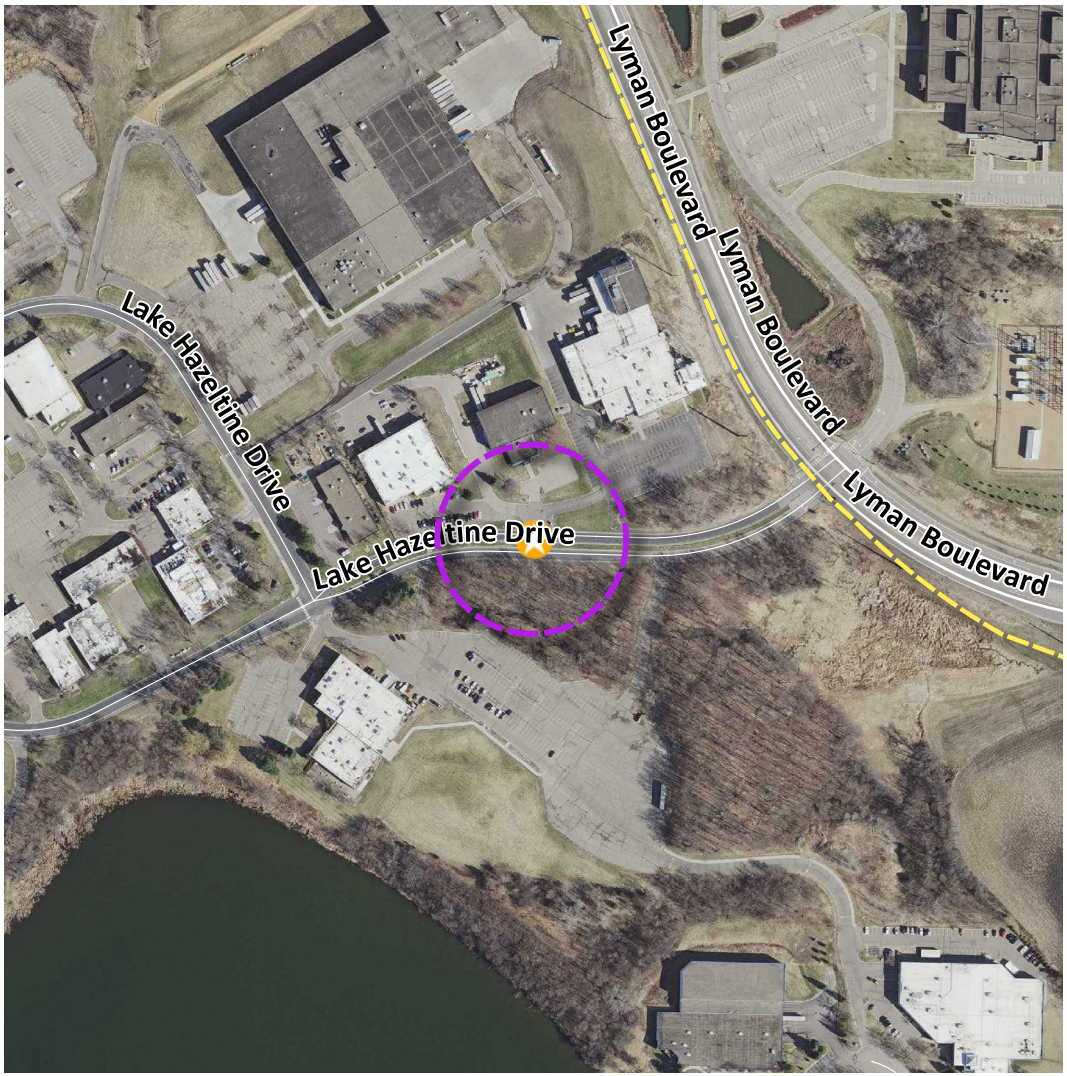
Ebenezer Church (Iglesia Ebenezer) - A Spanish-speaking church that has been part of the community for more than 20 years.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-28 23:42:52
Data feature 411346

Comment received:

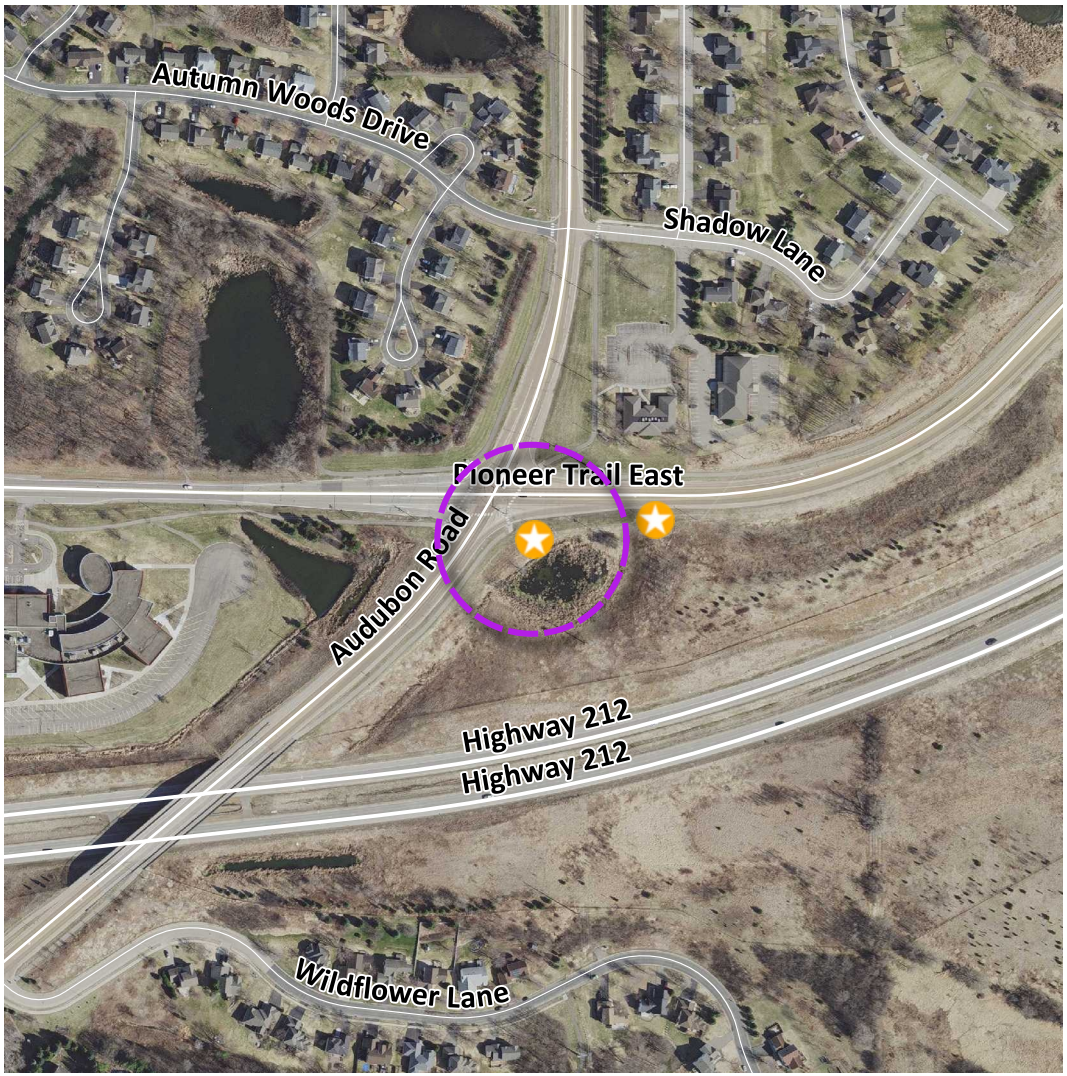
Large industrial park that contains many working-class jobs.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-27 21:48:29
Data feature 411250

Comment received:

Hawks Ridge - AWESEOME!

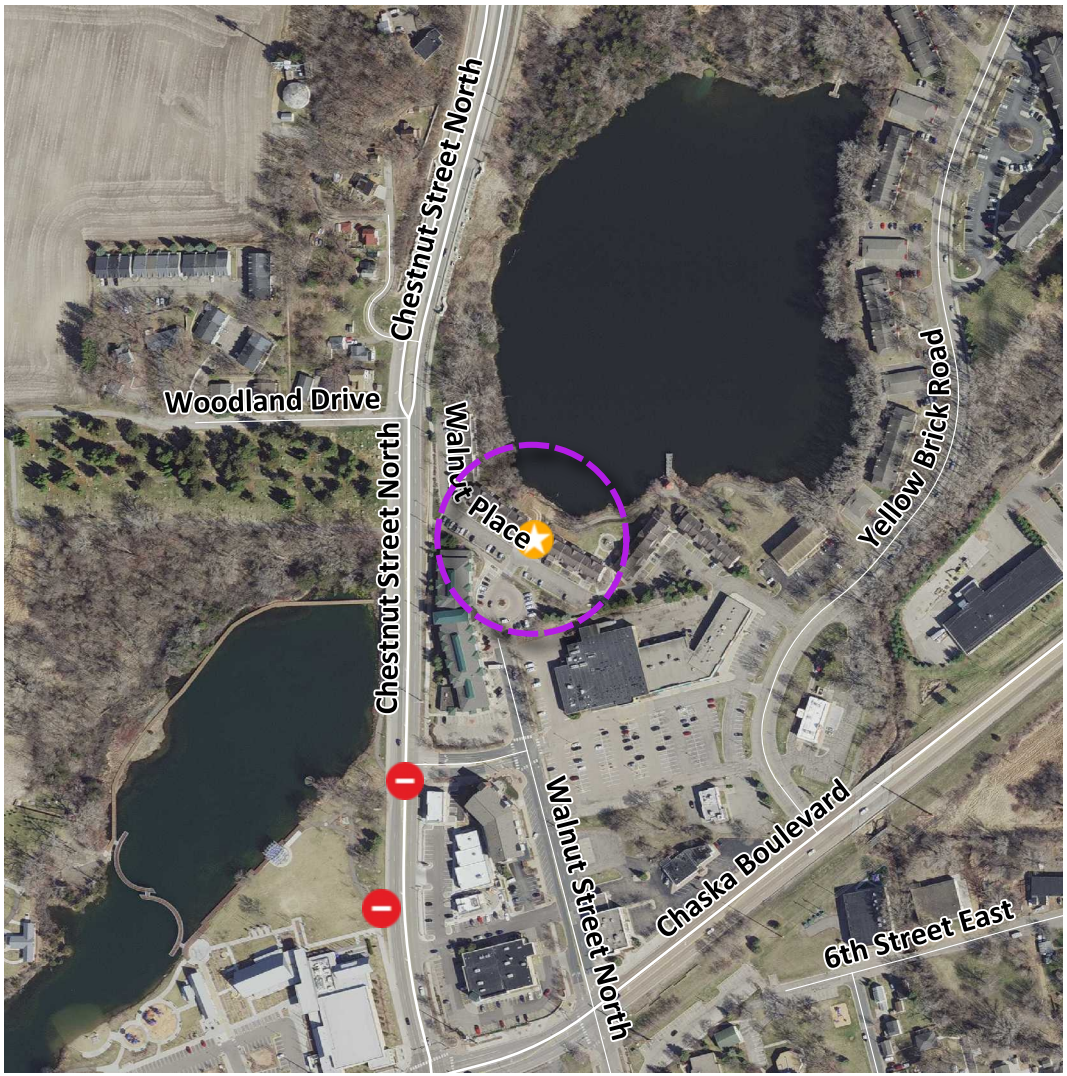
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-28 23:35:50
Data feature 411340

Comment received:

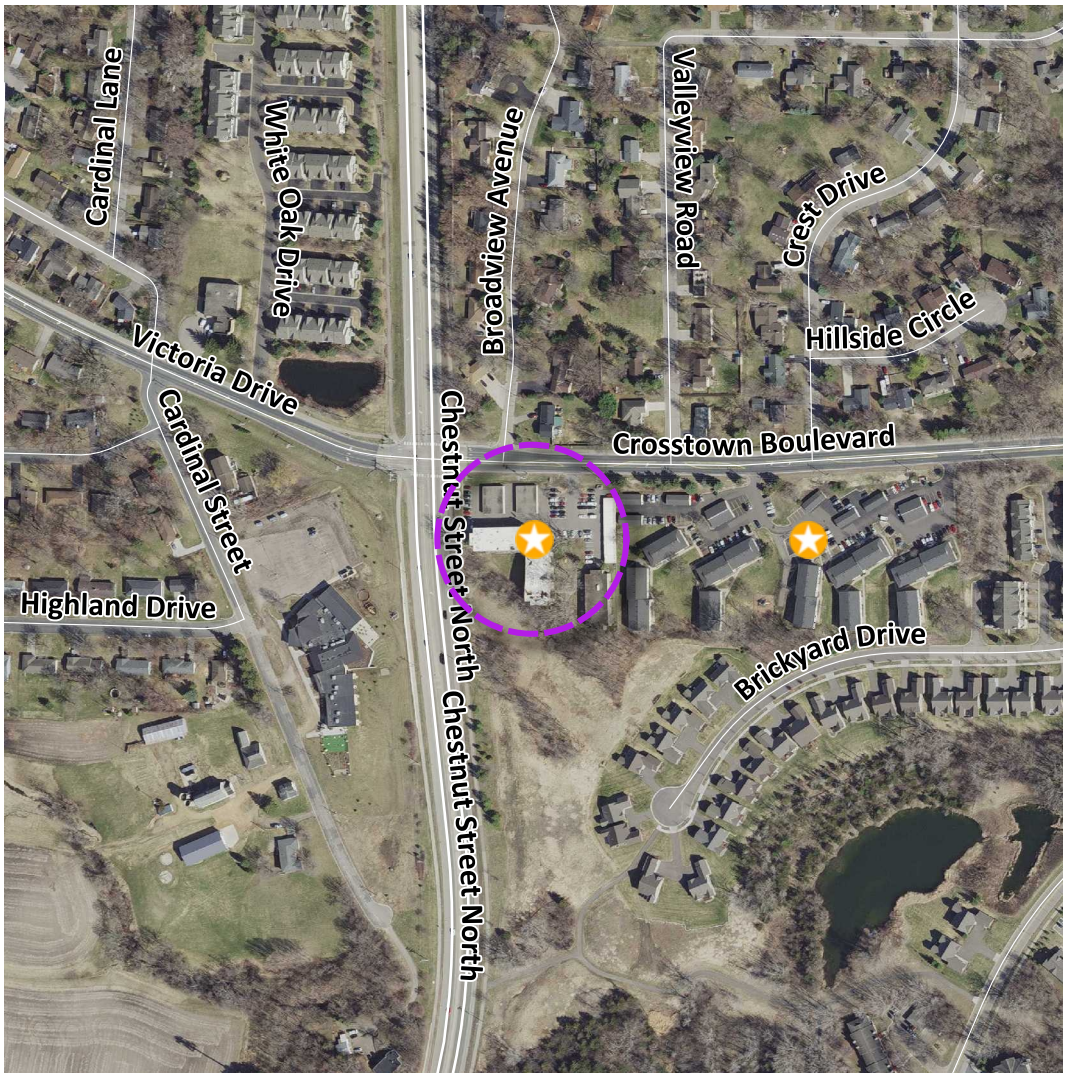
Brickstone Townhomes

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: Destination

Date created: 2021-04-28 23:37:10
Data feature 411341

Comment received:

Cedar Creek Apartments

Legend

POINT Information Received

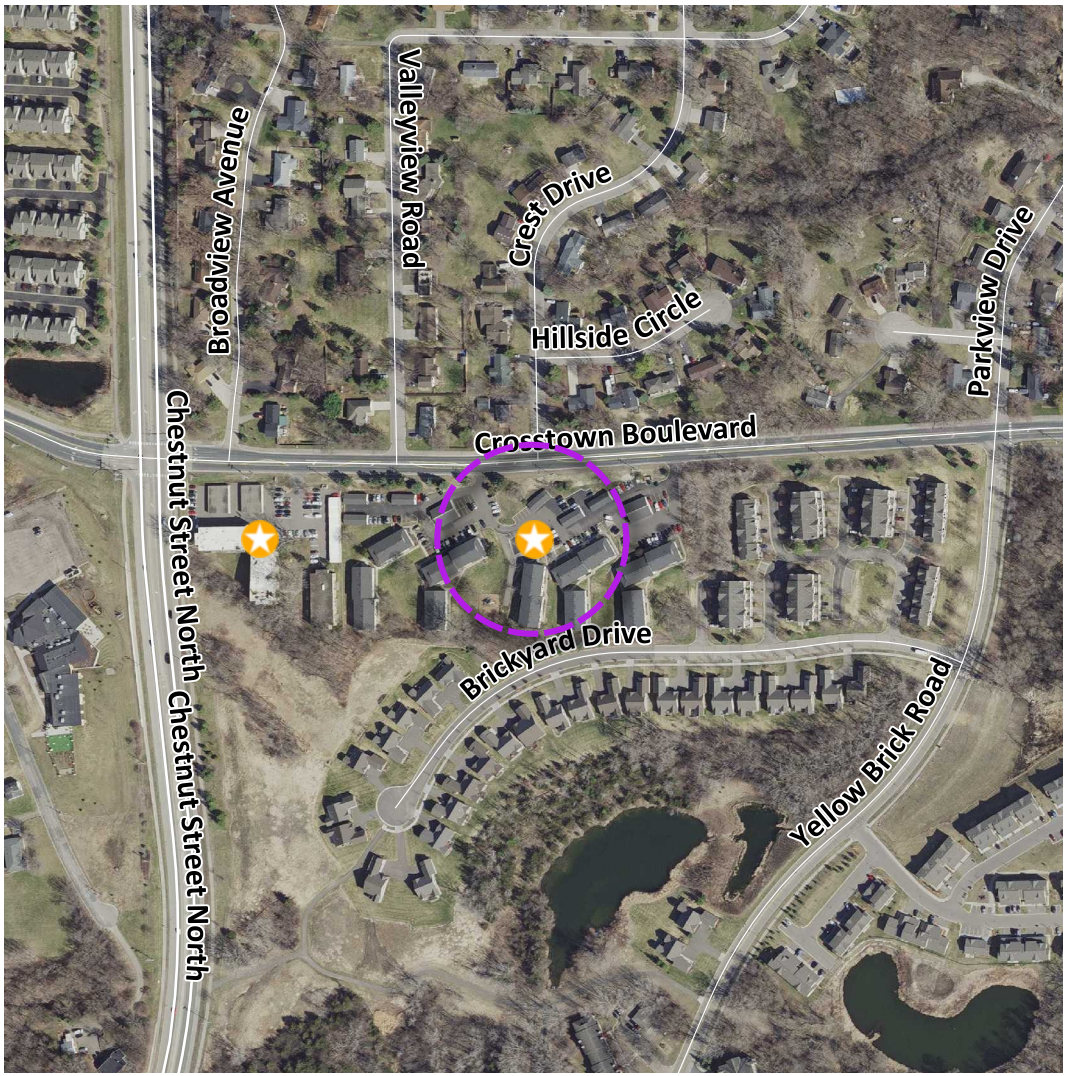
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received

- A new BIKING route
- A new WALKING route

Natural Features

- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-28 23:37:46
Data feature 411342

Comment received:

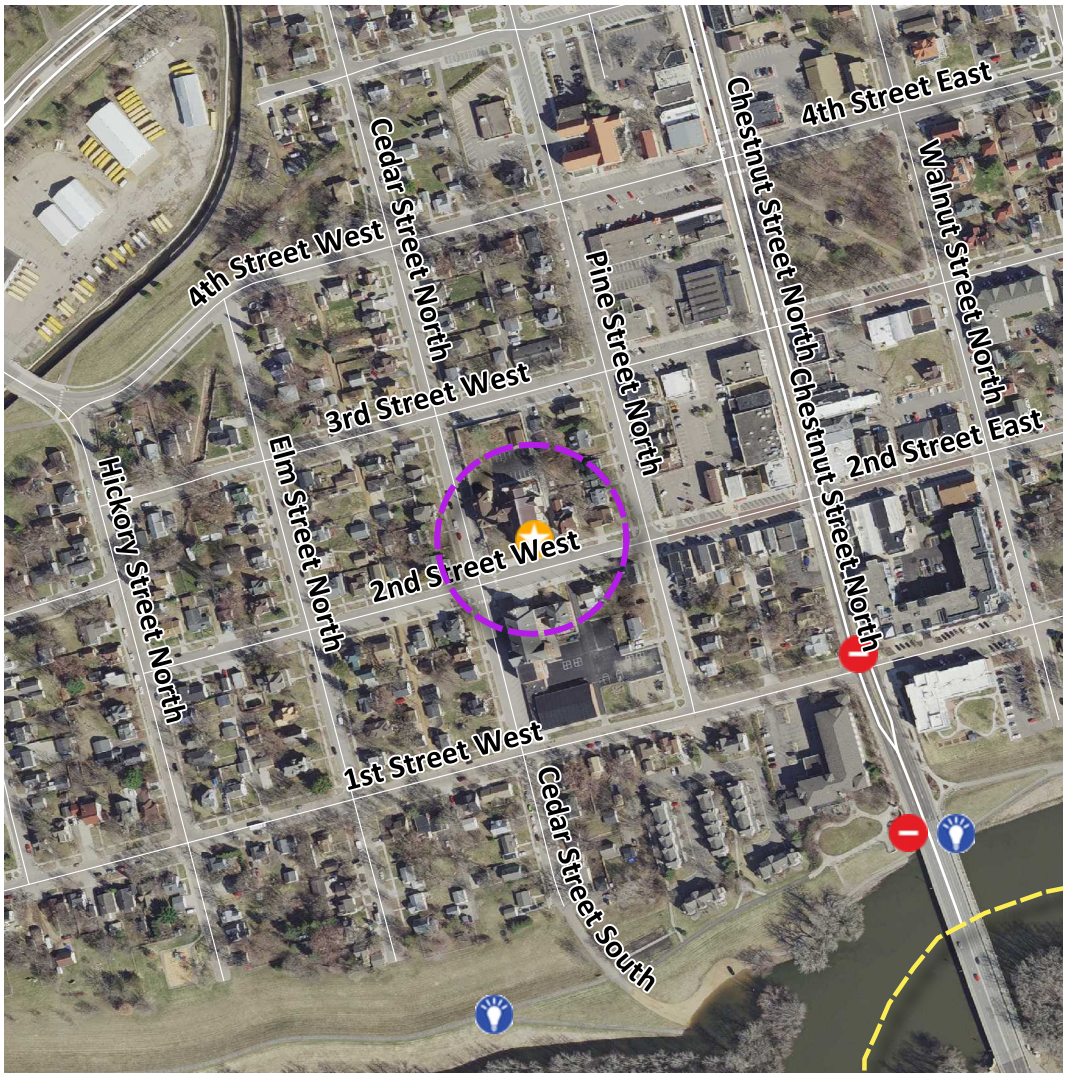
Carver Ridge Townhomes

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-28 23:40:47
Data feature 411345

Comment received:

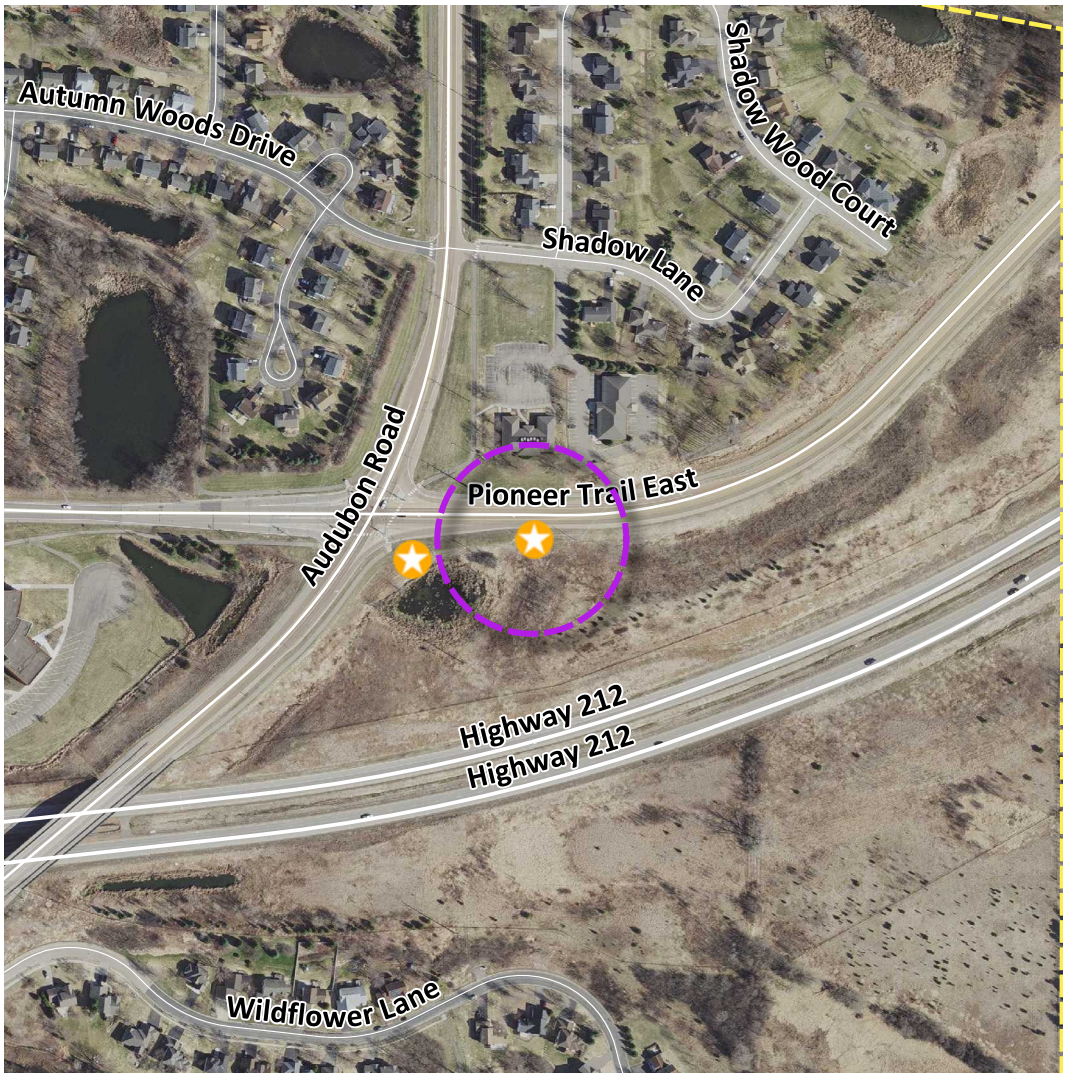
Guardian Angels Church

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-06-01 03:34:01
Data feature 413211

Comment received:

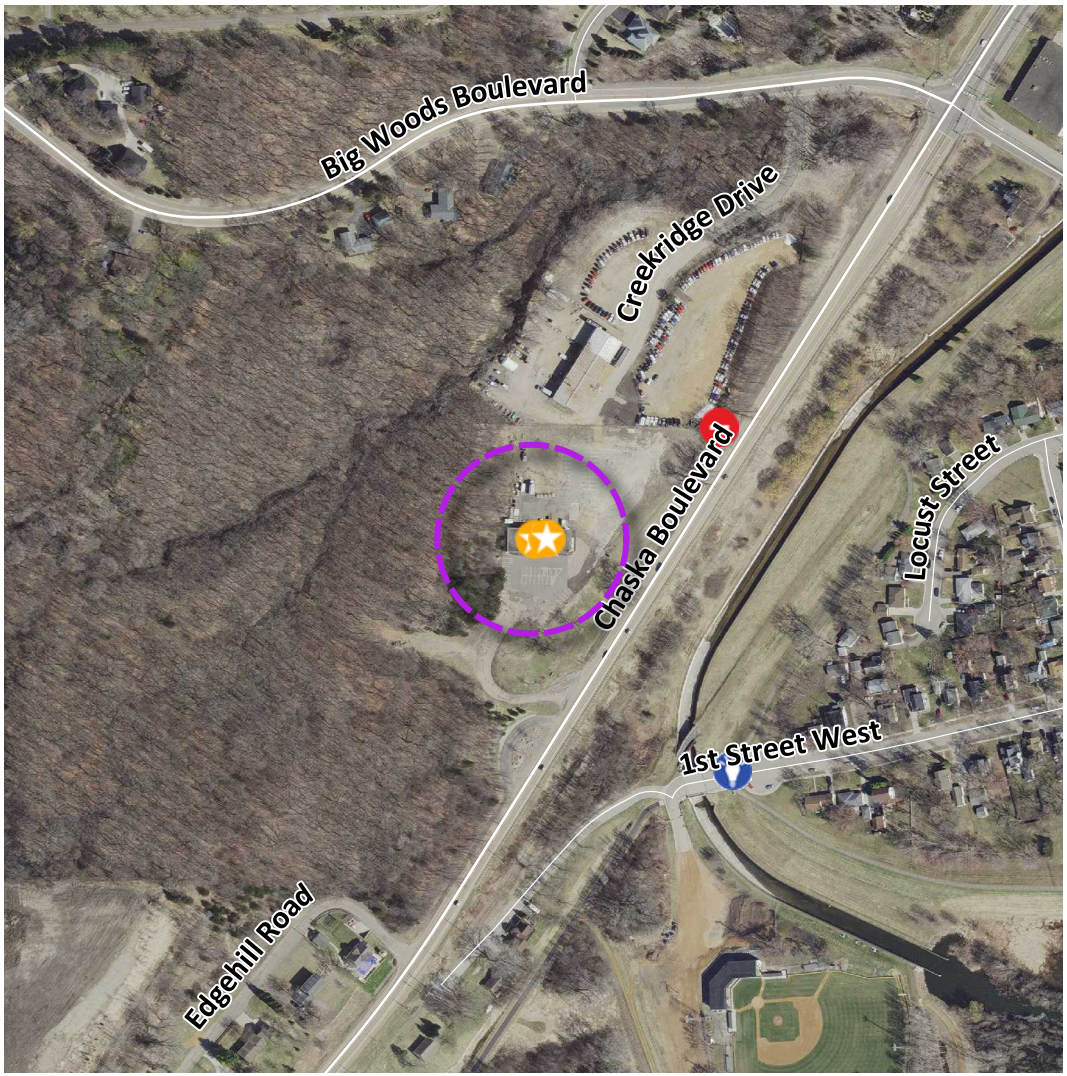
Wonderful addition to the community!

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-04-29 03:47:50
Data feature 411355

Comment received:

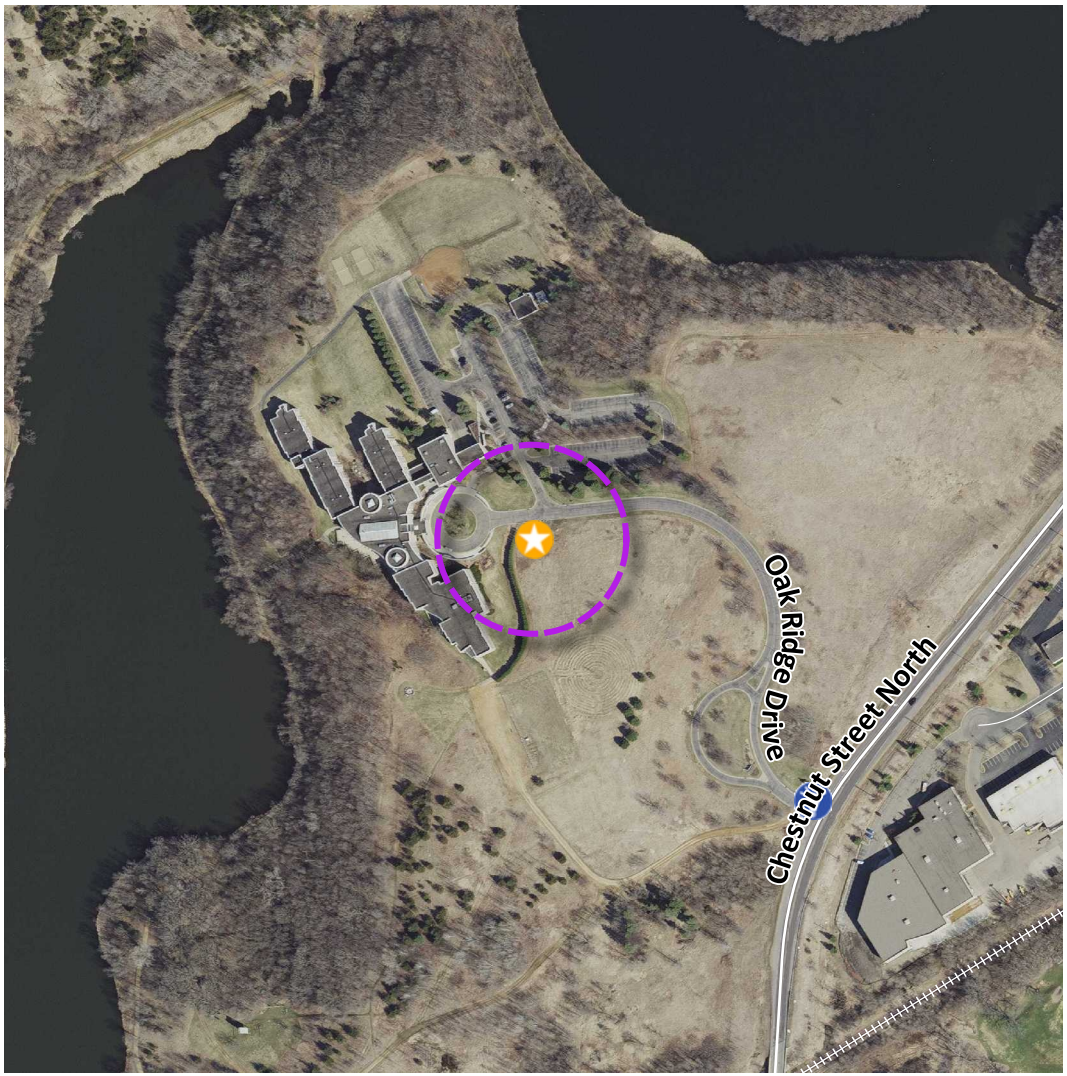
Schram

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-05-01 20:44:49
Data feature 411538

Comment received:

biking (including parking) and walking access to future Costco Development area

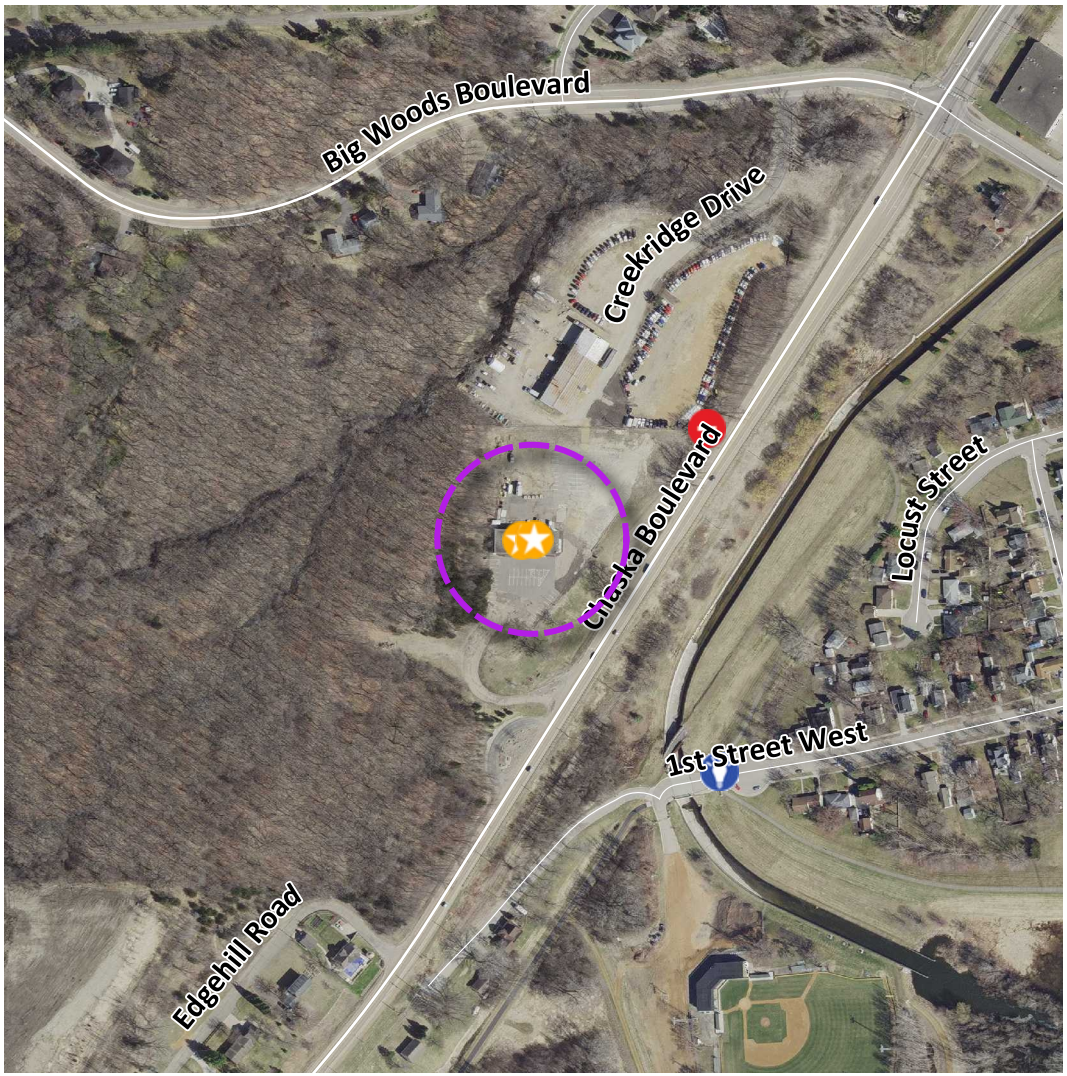
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Destination

Date created: 2021-05-27 13:56:51
Data feature 412921

Comment received:

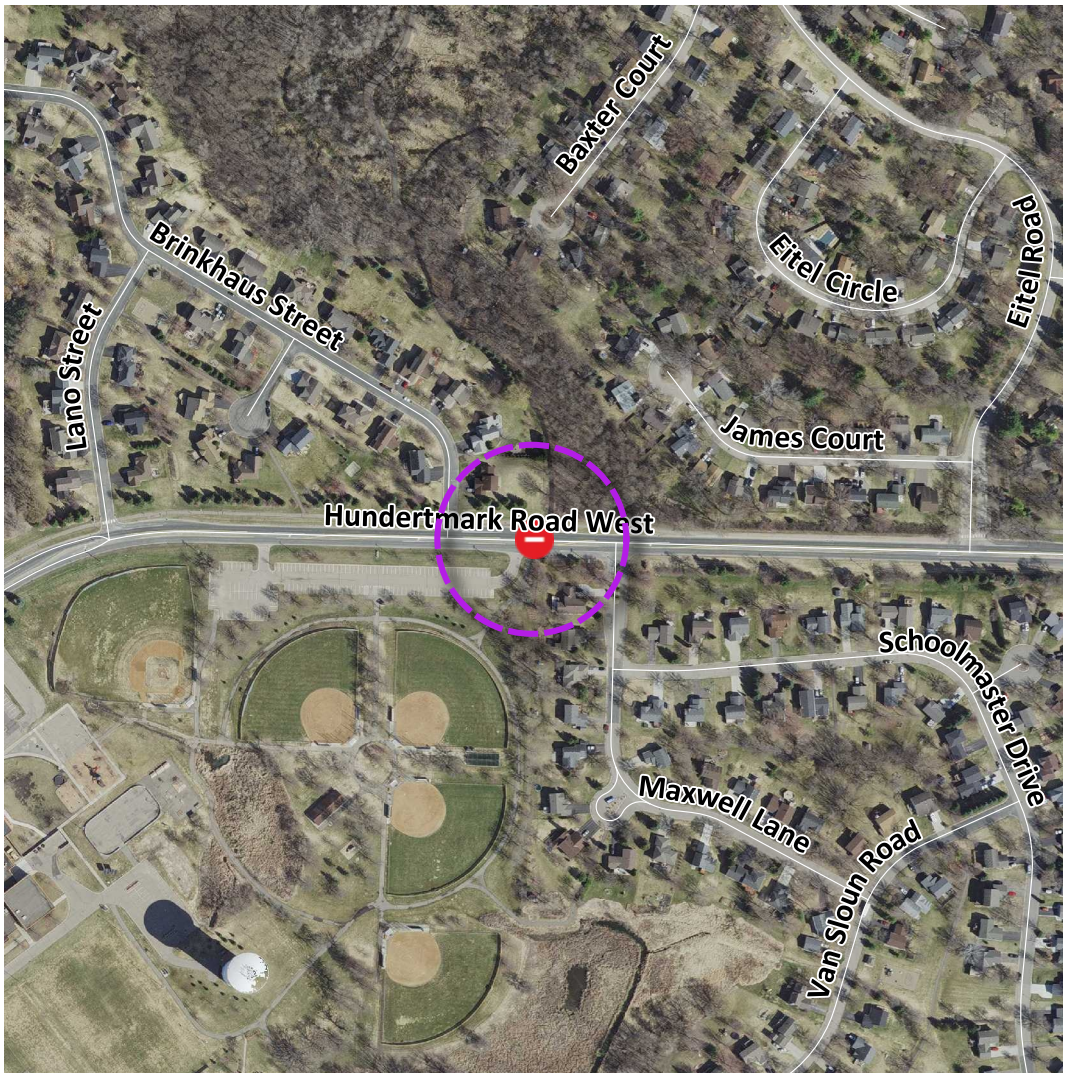
destination!

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-17 02:55:45
Data feature 412326

Comment received:

Can be an unsafe crossing

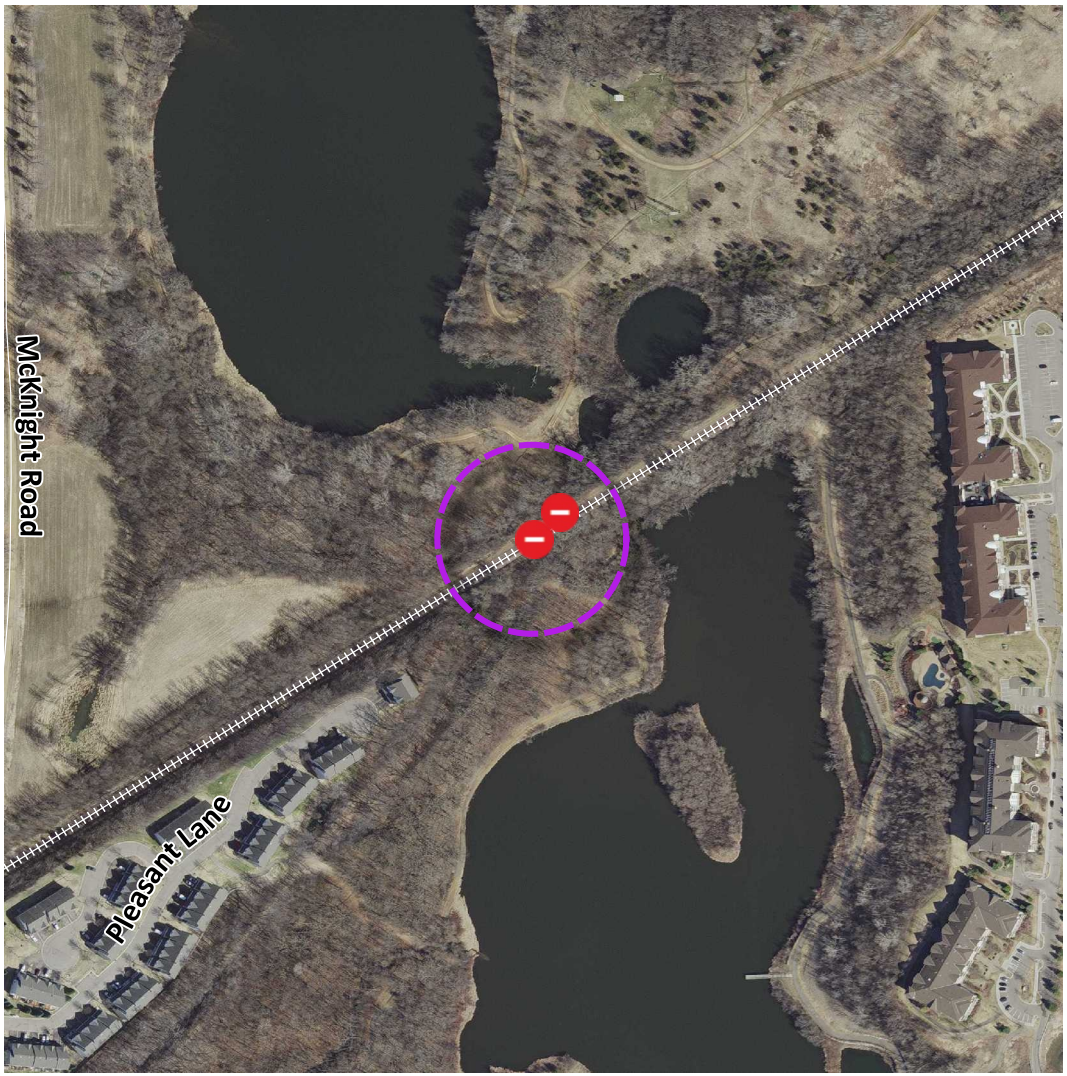
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-04-27 21:10:50
Data feature 411247

Comment received:

Informal / unofficial railway crossing with significant passage volumes linking trails on both sides of tracks. Safety concern, as well as a limitation for many in trail utilization.

Overall, passage across railway is limited within city of Chaska and leads to distinct separation / division of the city.

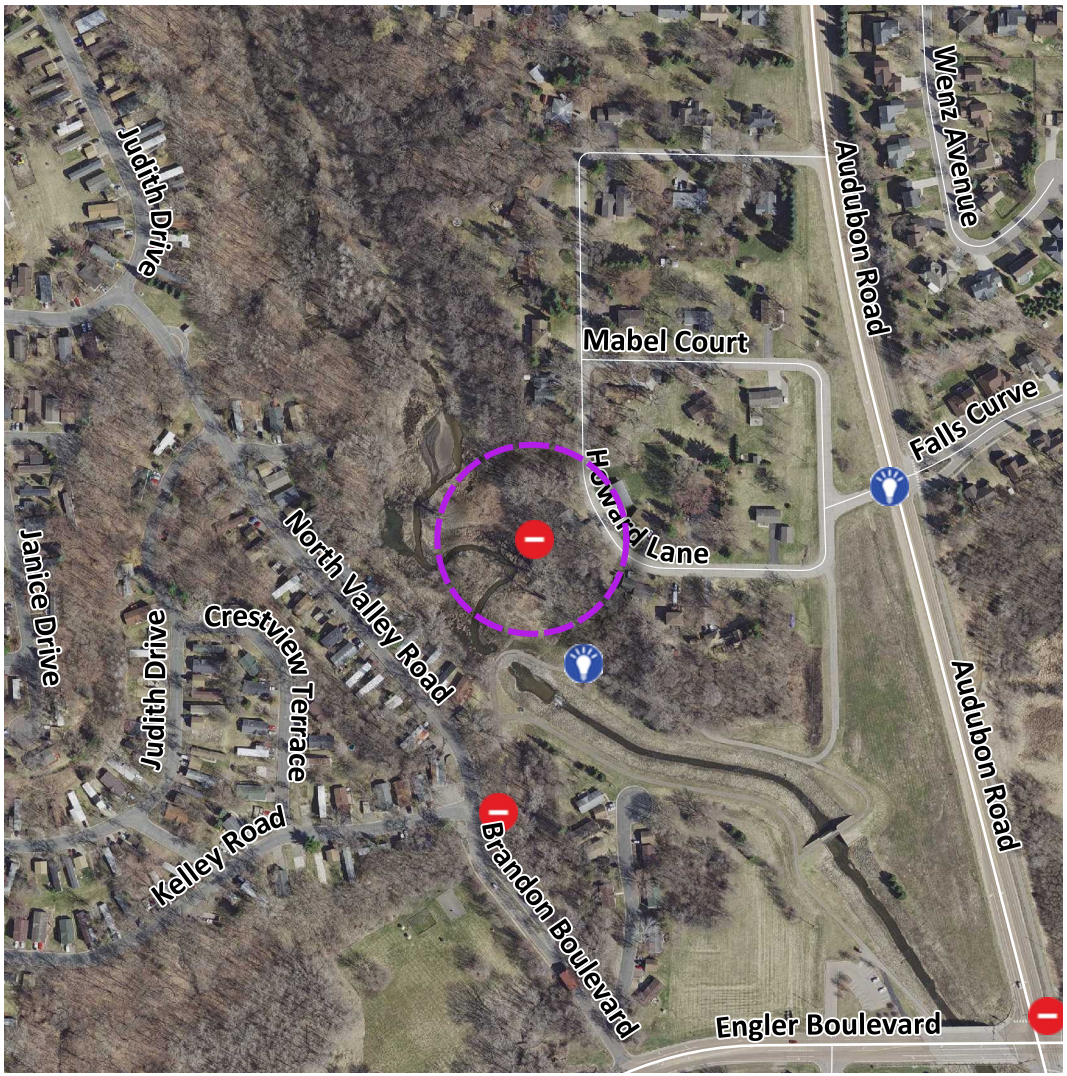
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-05 03:26:54
Data feature 413439

Comment received:

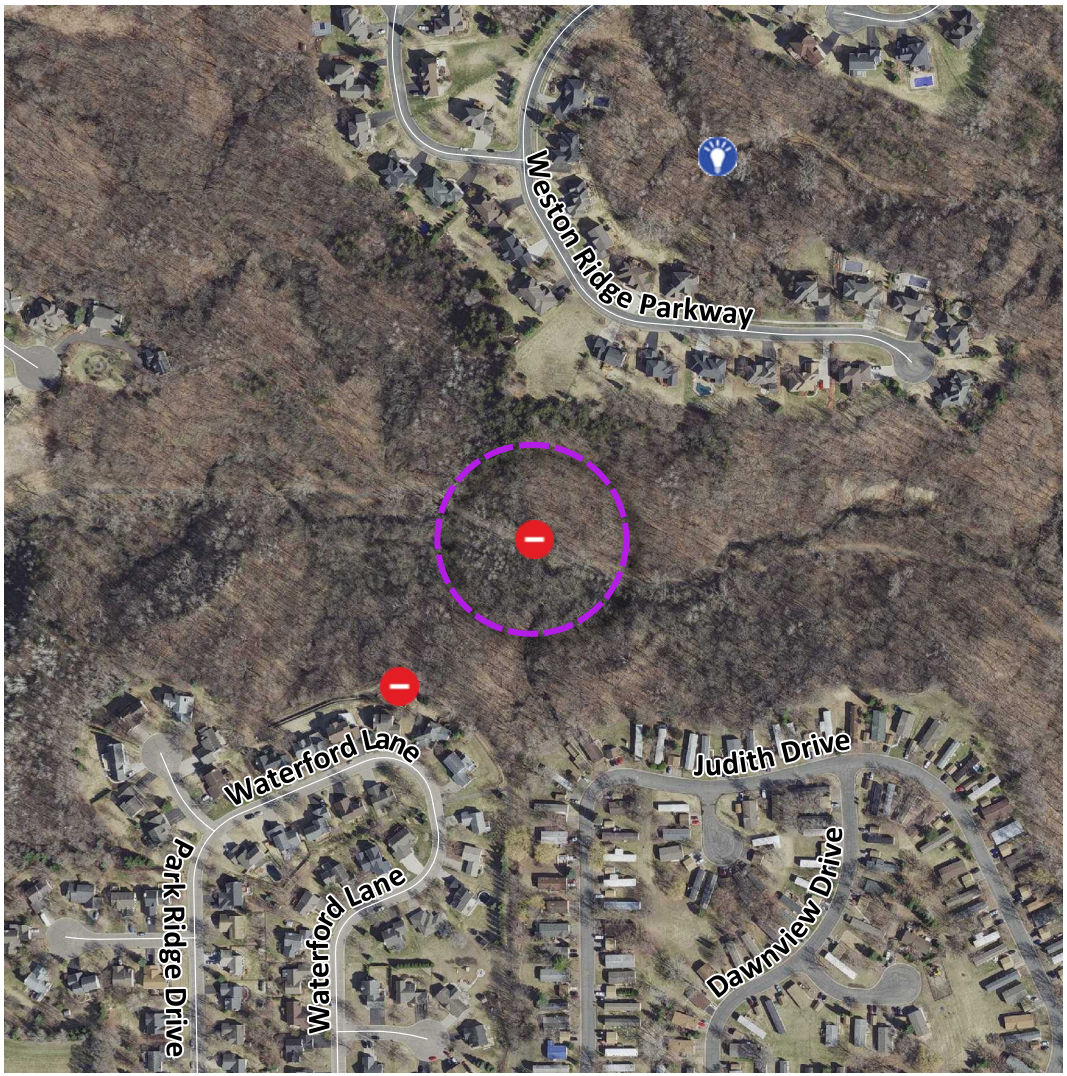
Trail surface in need of repair

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-05 03:18:59
Data feature 413438

Comment received:

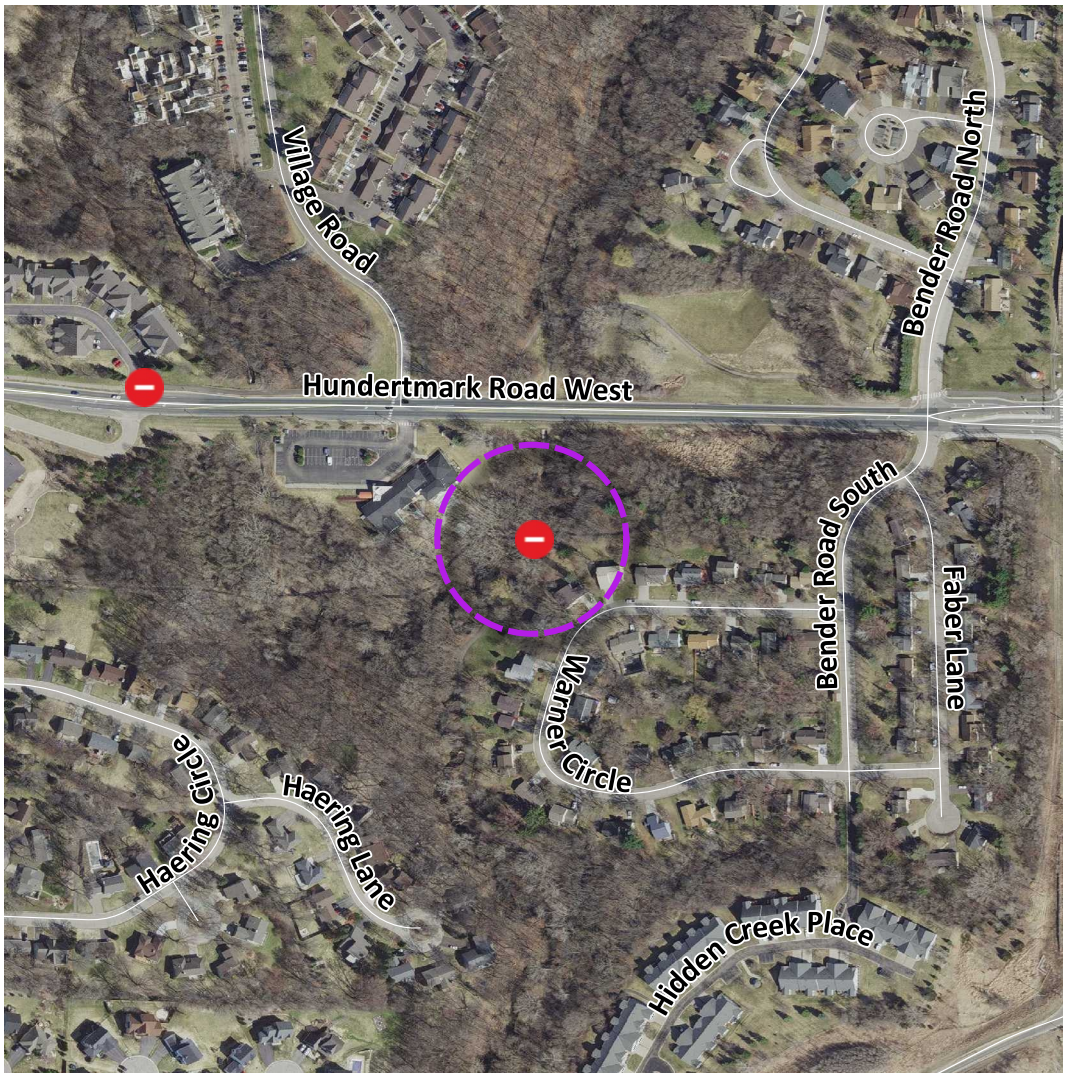
Wooden bridges in this stretch are dangerously slippery for bikes when wet. Provide a rougher texture or warning signs.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-03 19:43:37
Data feature 413405

Comment received:

These wooden bridges on trails are dangerous when they get wet. Put up signs and try to add traction to the decking to improve safety. When these get wet they are very slippery. I had a bad accident here on my bike that landed me in the ER resulting in 9 stitches to my face.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-03 19:39:03
Data feature 413403

Comment received:

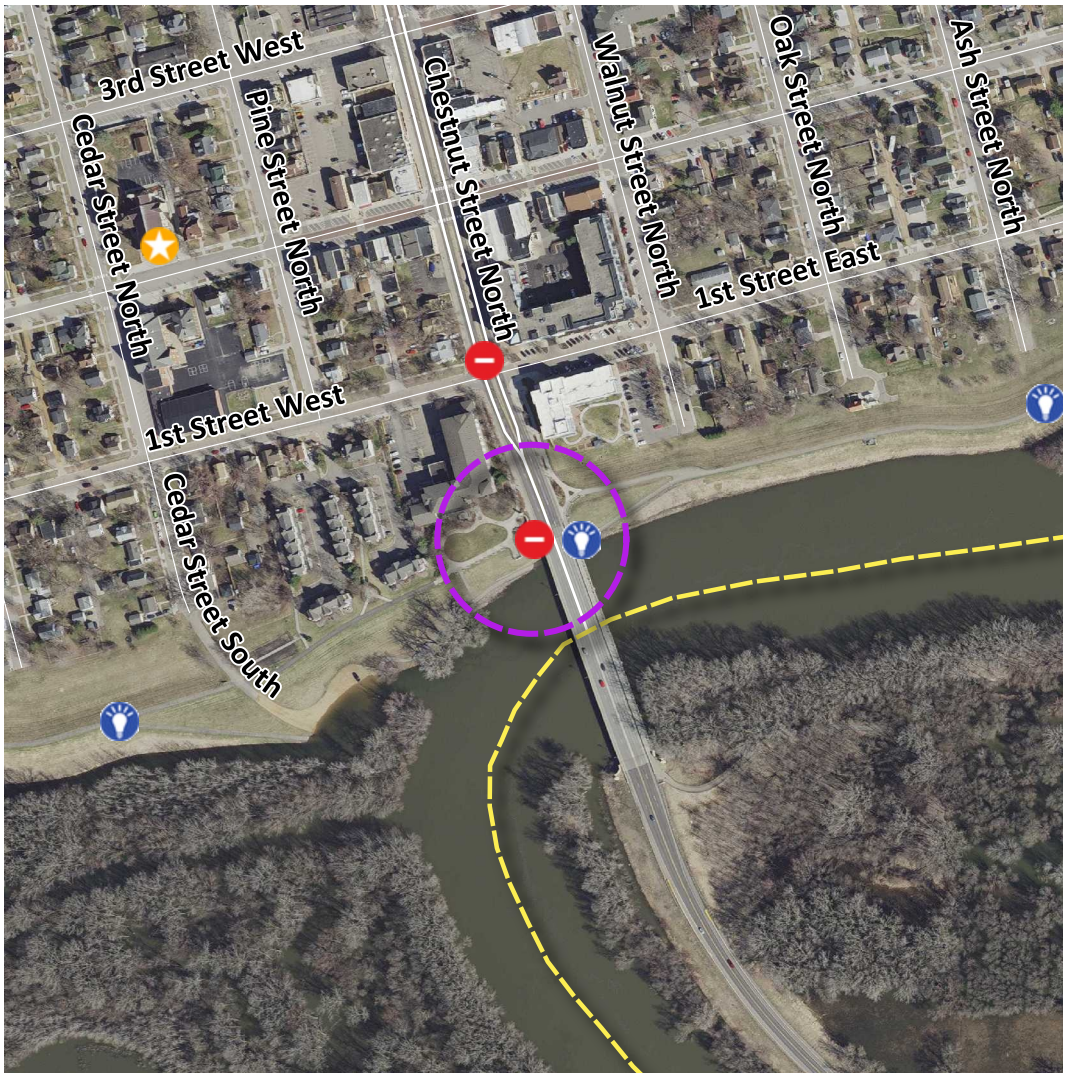
Having a bridge to cross the tracks would be helpful as now there are two sets of tracks and sometimes a train is sitting there blocking the trails.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-02 13:22:14
Data feature 413259

Comment received:

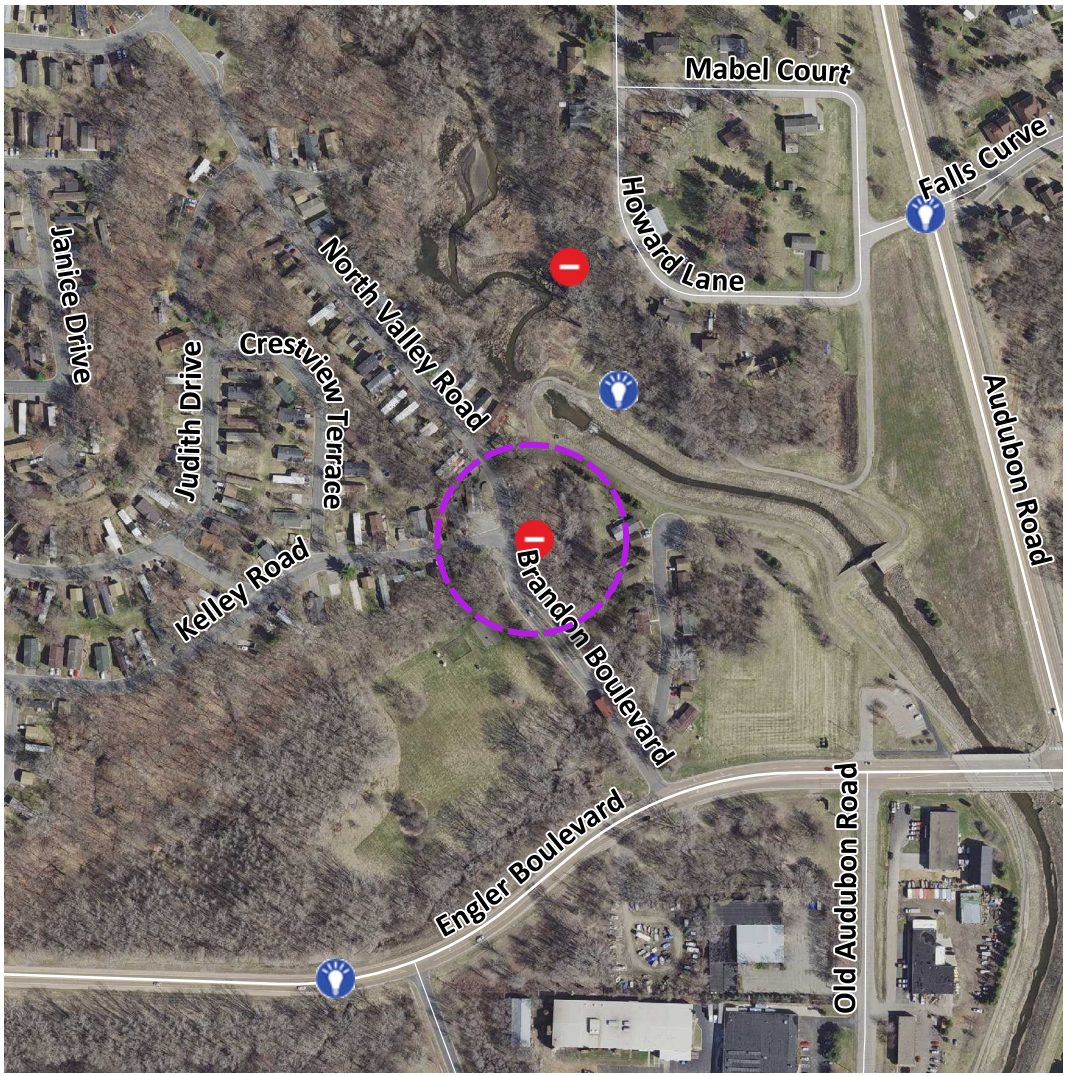
Sometimes this area floods, which makes it difficult to cross Hwy 41 safely.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-01 13:56:39
Data feature 413220

Comment received:

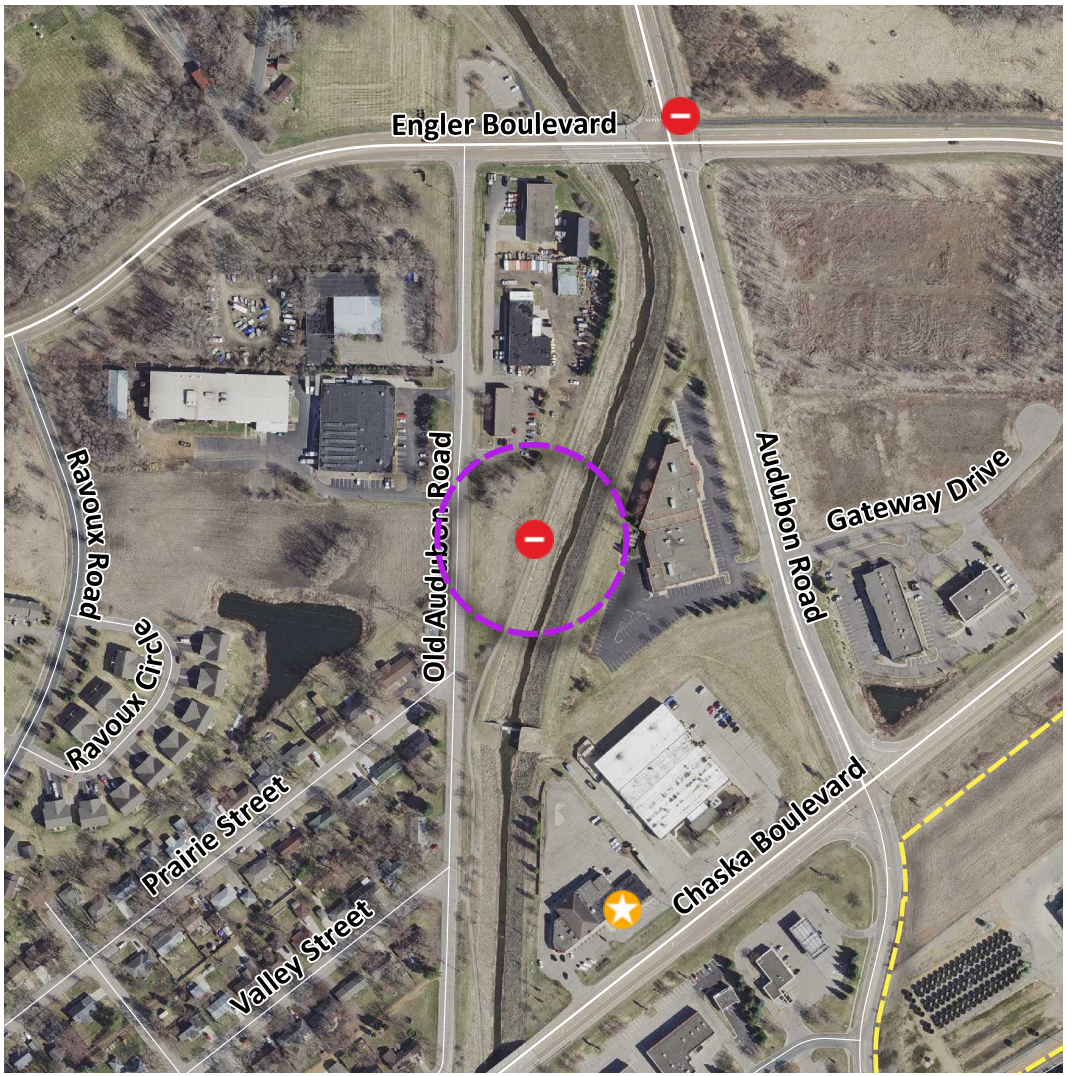
Trail surface in this area is in need of repair

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-01 13:55:48
Data feature 413219

Comment received:

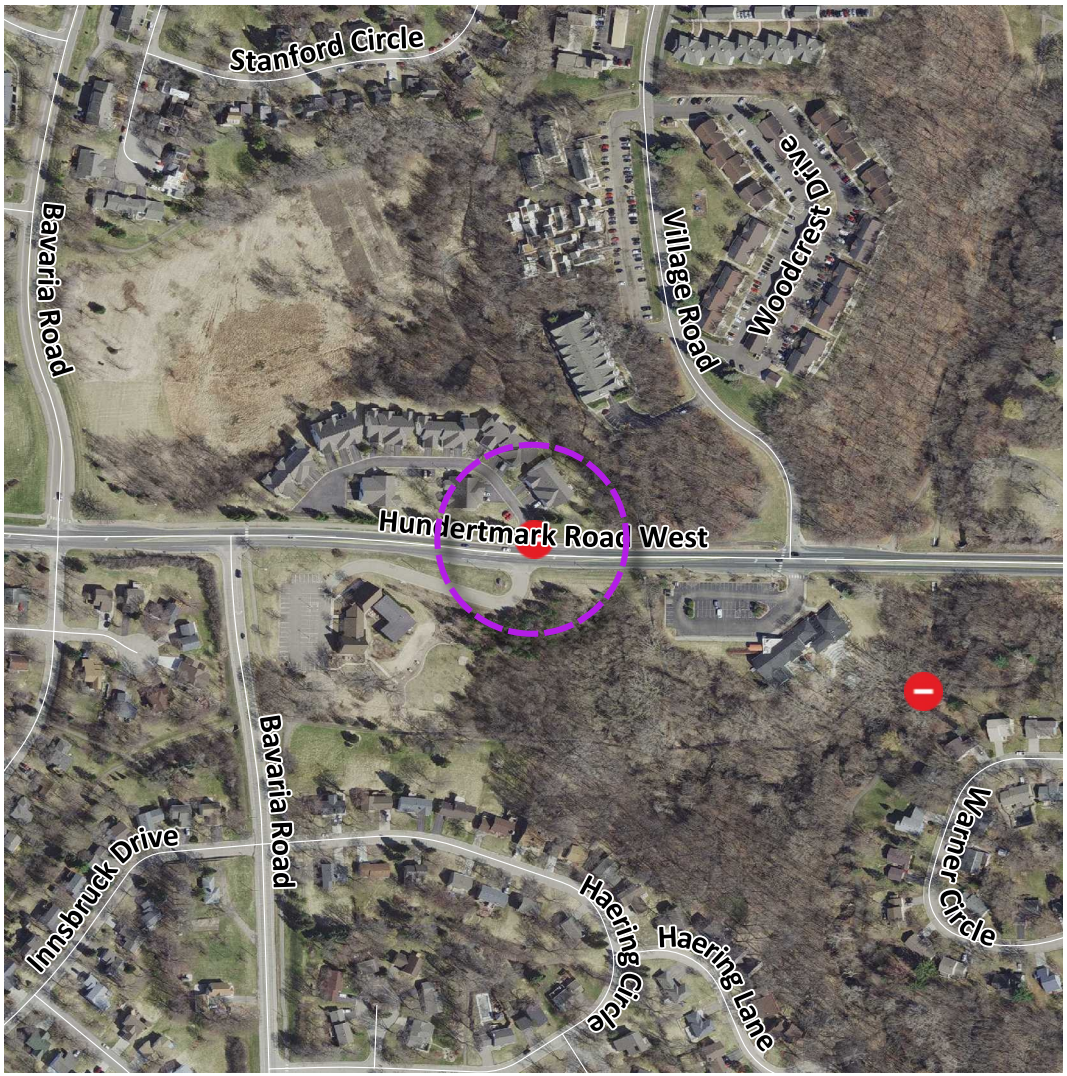
The trail surface in this area is in need of repair

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-01 03:24:25
Data feature 413210

Comment received:

Path alignment issue - not a straight path. People have to cut across grass which is very worn onto paved trail. There is a rough grade to the trail which is precarious.

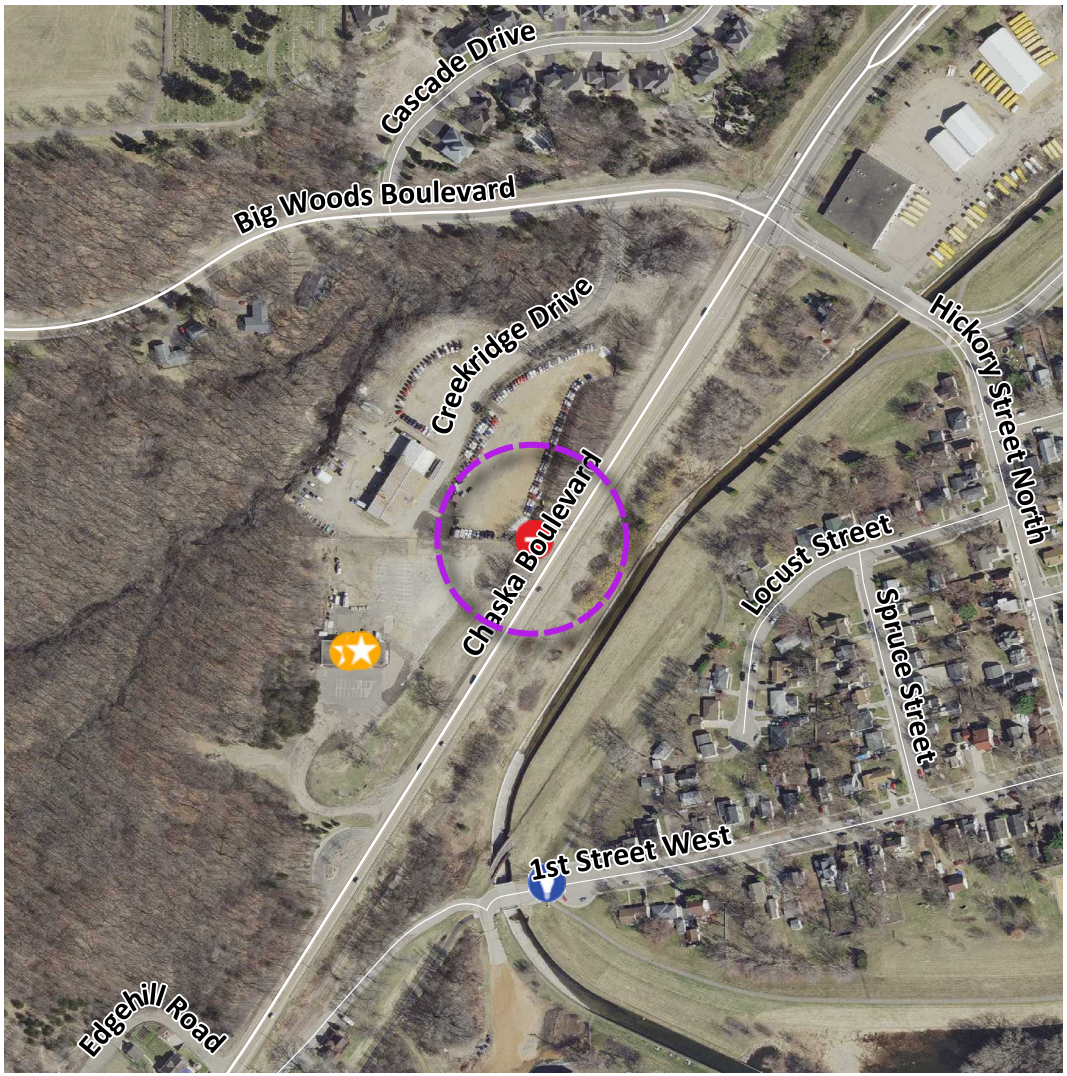
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-04-29 03:47:38
Data feature 411354

Comment received:

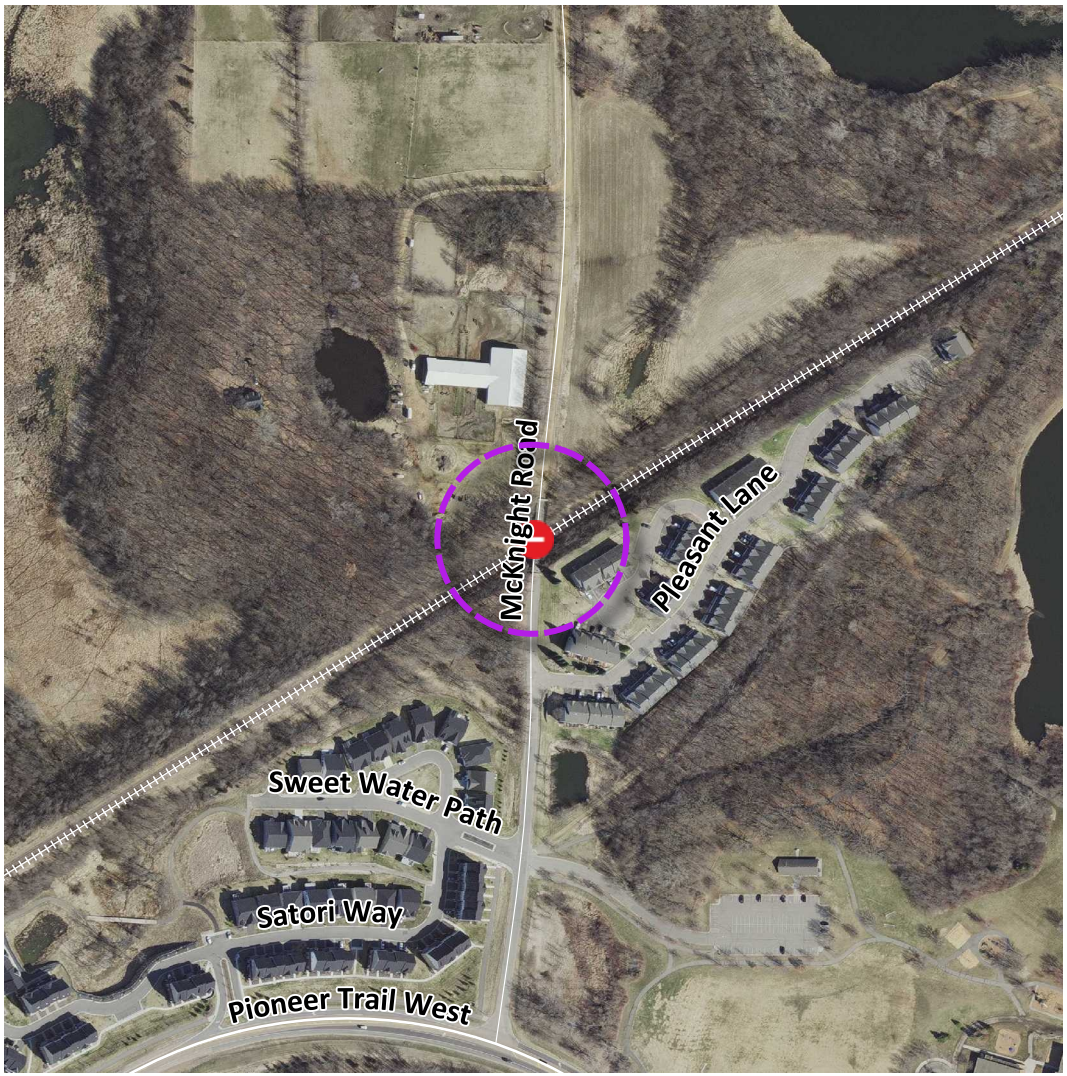
No sidewalk!

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-06-01 03:15:12
Data feature 413209

Comment received:

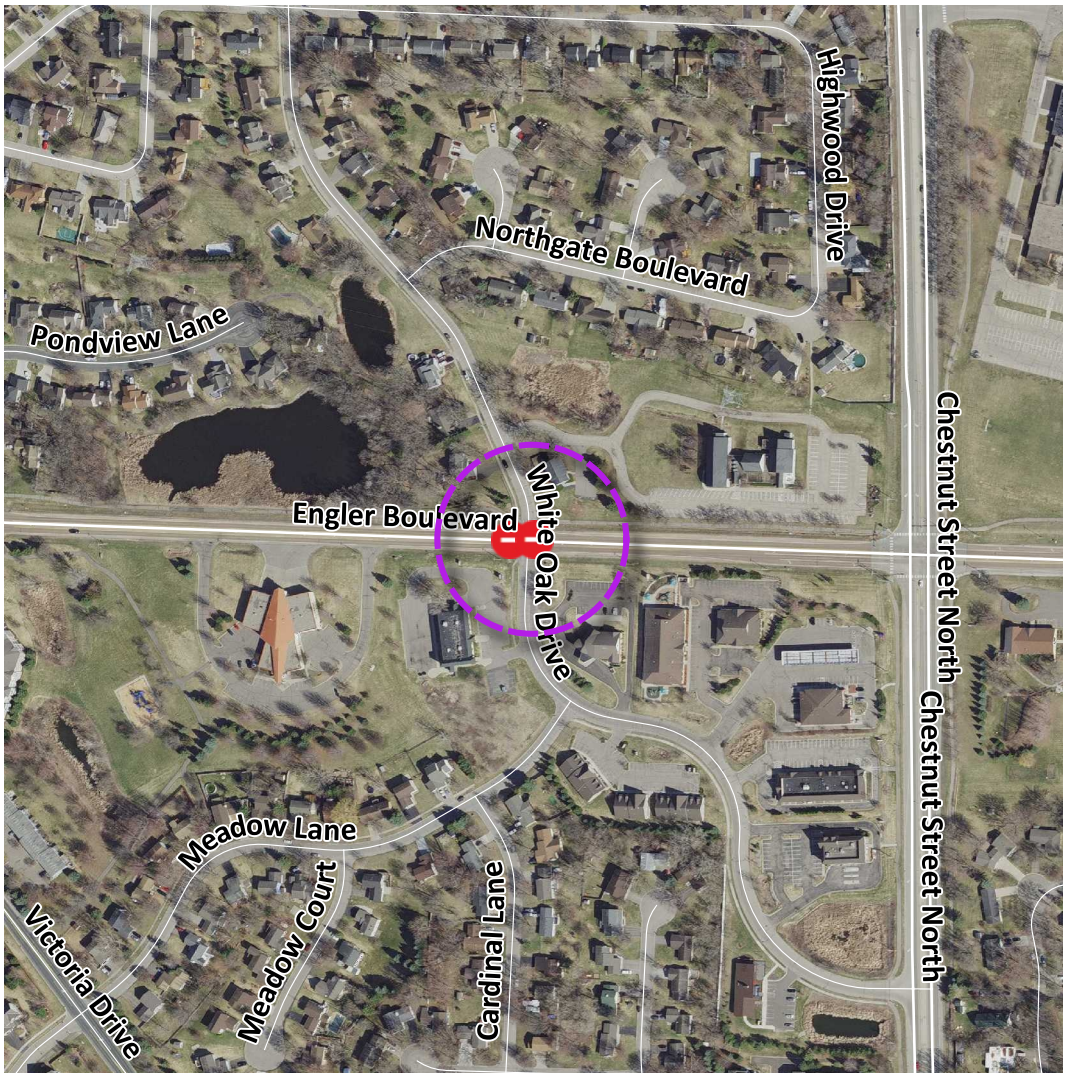
It would be wonderful if this bridge was open to cycling and pedestrian traffic to access other trails and for an alternate route to Arboretum

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-27 13:56:19
Data feature 412919

Comment received:

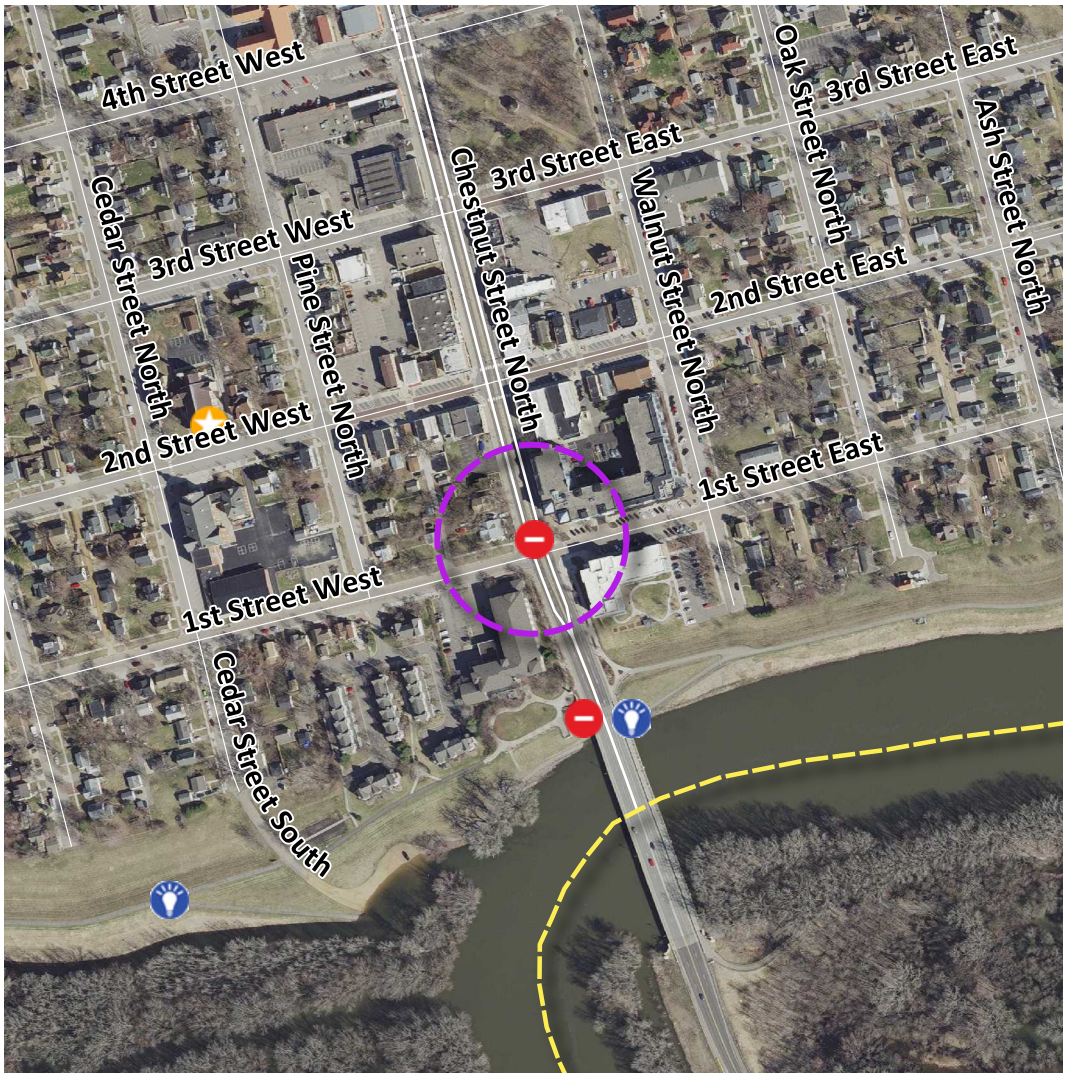
crosswalk needed

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-25 14:56:21
Data feature 412753

Comment received:

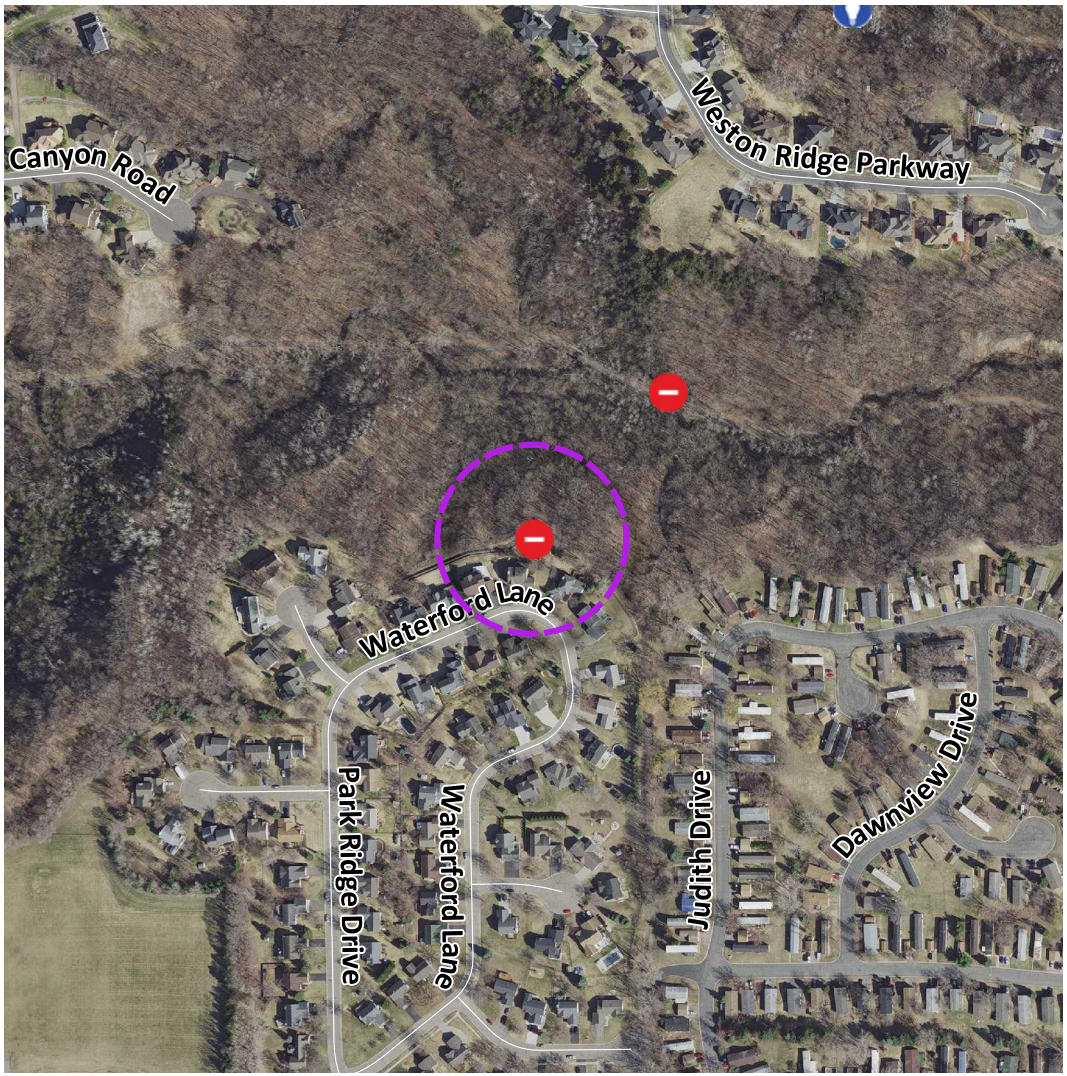
People drive way too fast for this crosswalk to be safe. Adding flashing pedestrian lights would help.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-18 13:12:47
Data feature 412384

Comment received:

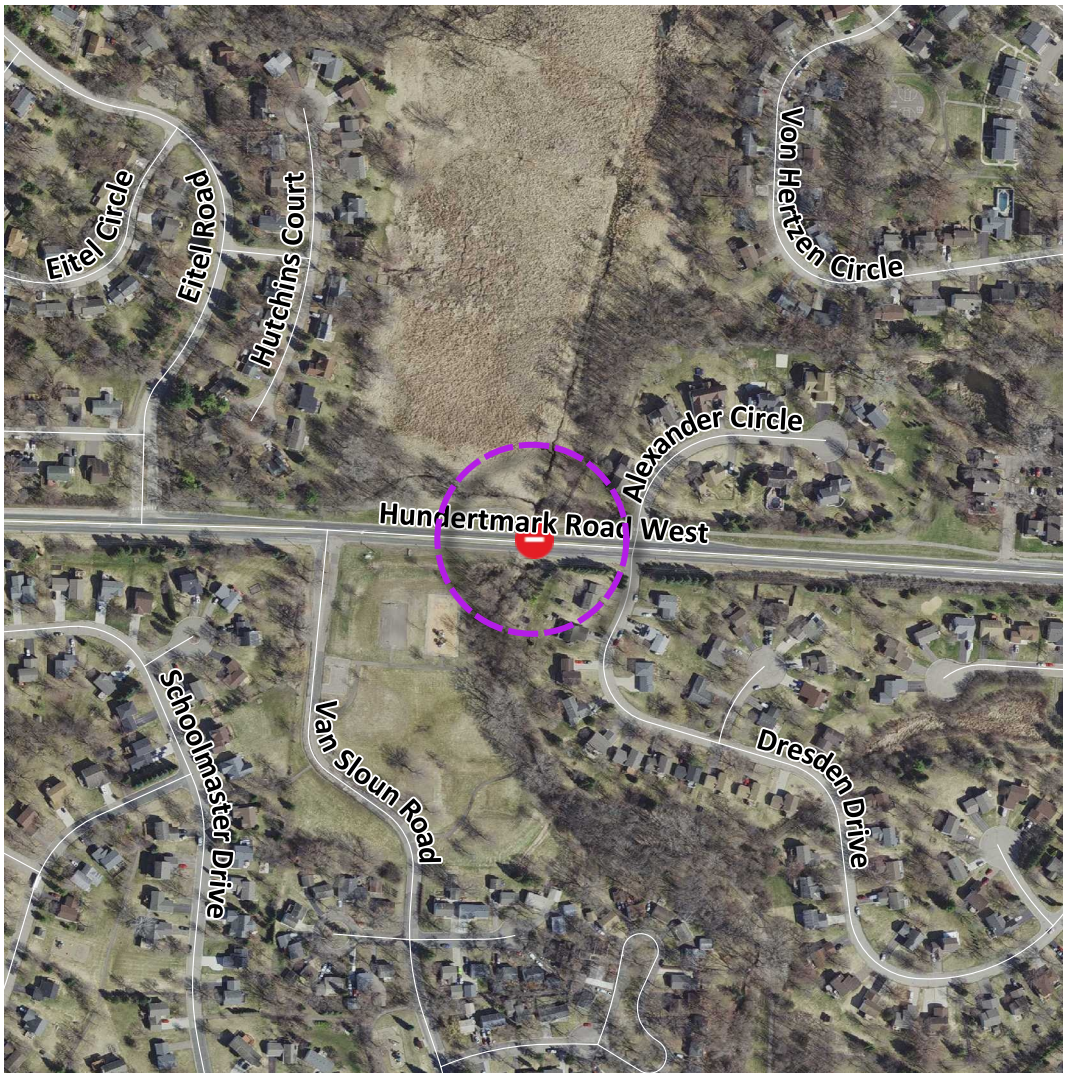
Walking path is falling into disrepair

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-17 02:56:35
Data feature 412327

Comment received:

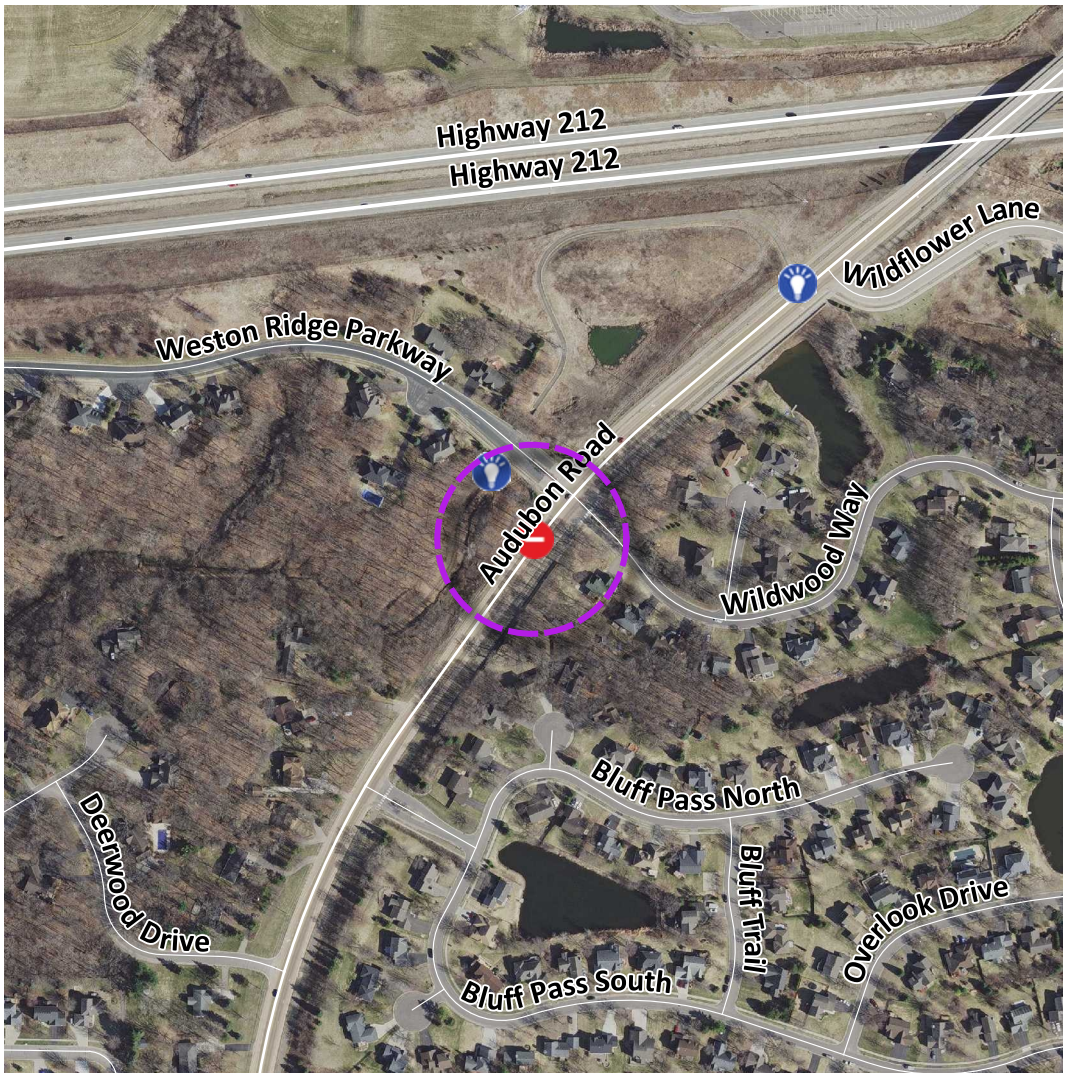
Can be unsafe crossing with cars heading west bound down the hill quickly

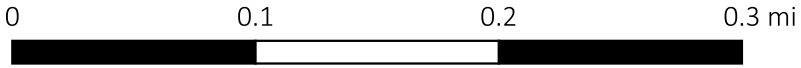
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas





TYPE: Barrier or problem

Date created: 2021-05-17 02:51:13
Data feature 412325

Comment received:

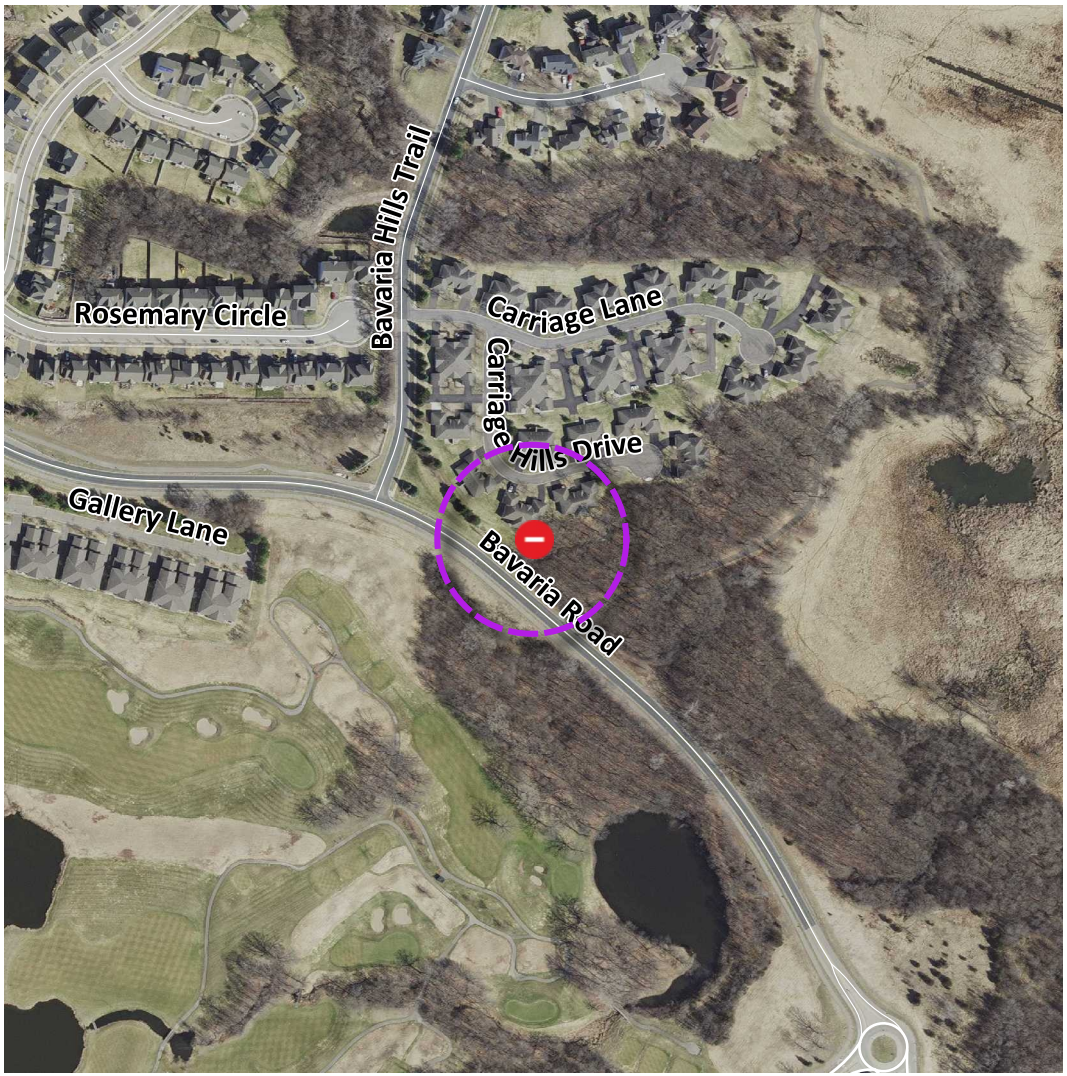
Unsafe trail crossing for the west side of Audubon.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-04 23:40:18
Data feature 411730

Comment received:

Sidewalk requested between path entrance and Bavaria Hills Trail.

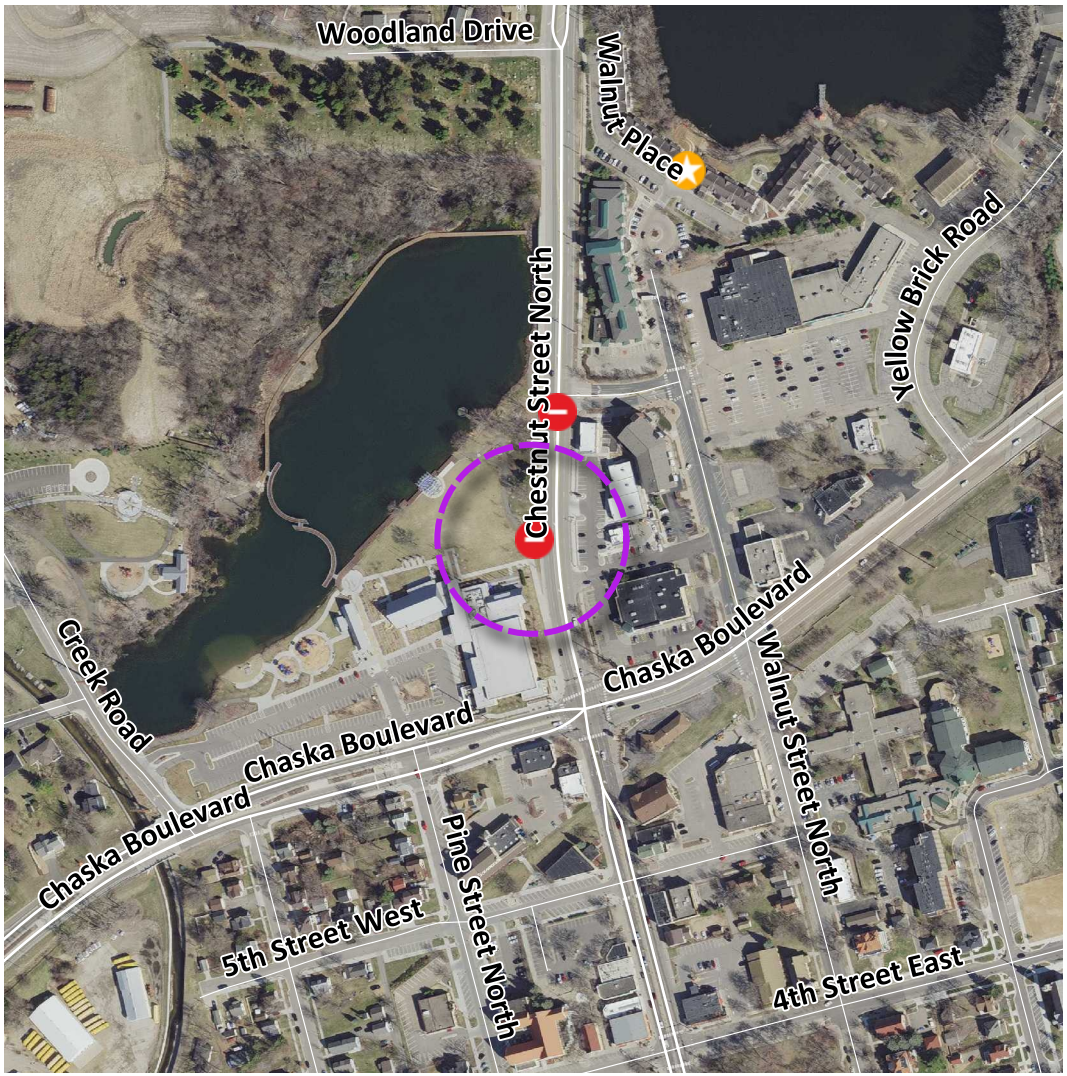
Legend

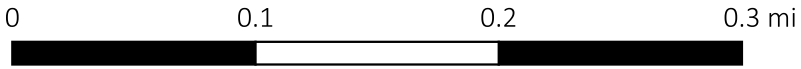
POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.





TYPE: Barrier or problem

Date created: 2021-05-17 02:47:00
Data feature 412324

Comment received:

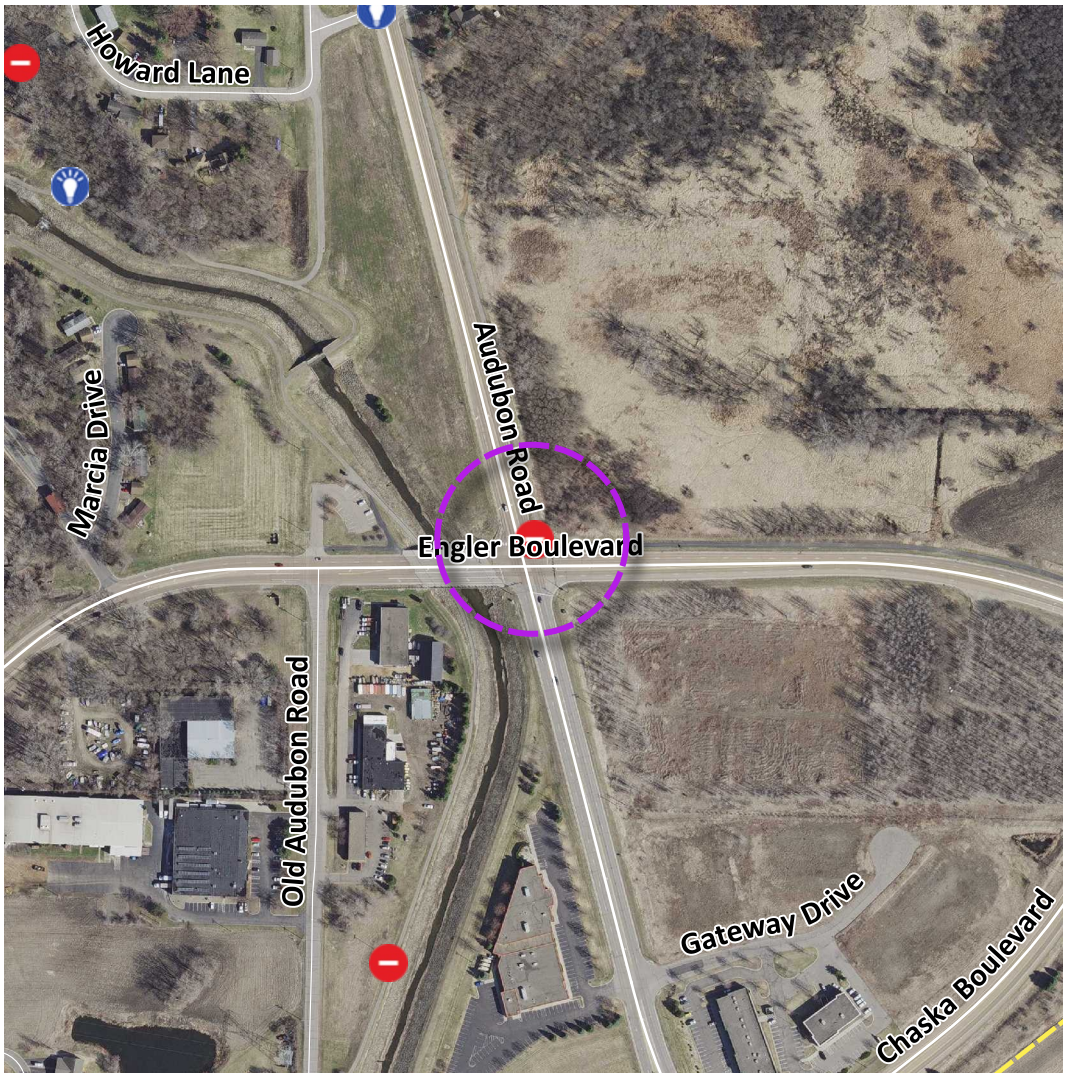
Sidewalk is way too narrow in this small stretch and too close to the vehicles

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-15 20:54:44
Data feature 412267

Comment received:

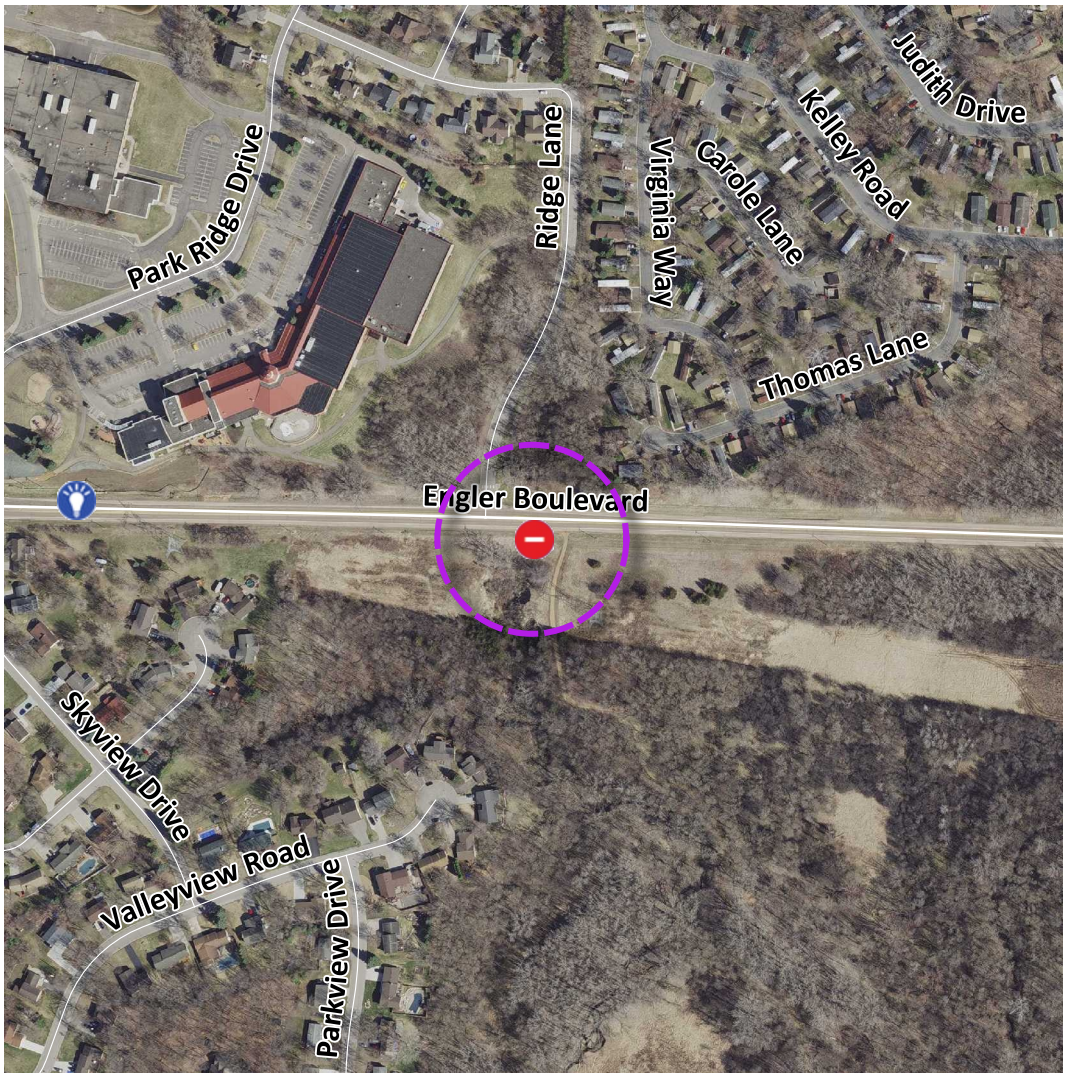
Would be great to be able to get from the trails on the west side of Audubon to the hookup for the Minnesota River Bluffs LRT Regional Trail on the east side without having to use this light, particularly as a person whose beginning location is in downtown Chaska. It looks like this might already be part of the plan, but it was a hurdle on my ride yesterday.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-13 20:19:07
Data feature 412154

Comment received:

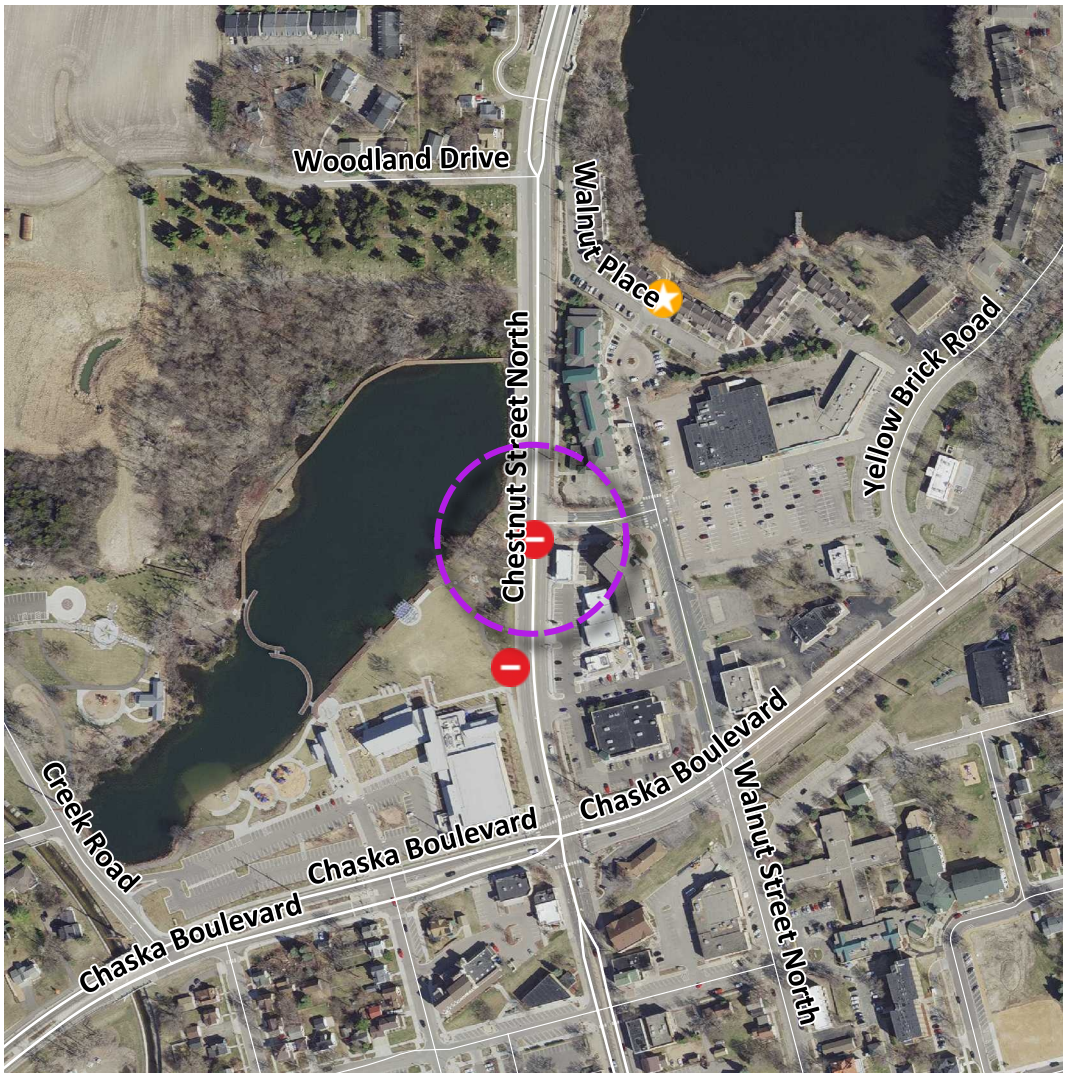
Tunnel is always filled with a couple inches of water making it inaccessible.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: Barrier or problem

Date created: 2021-05-13 14:36:10
Data feature 412125

Comment received:

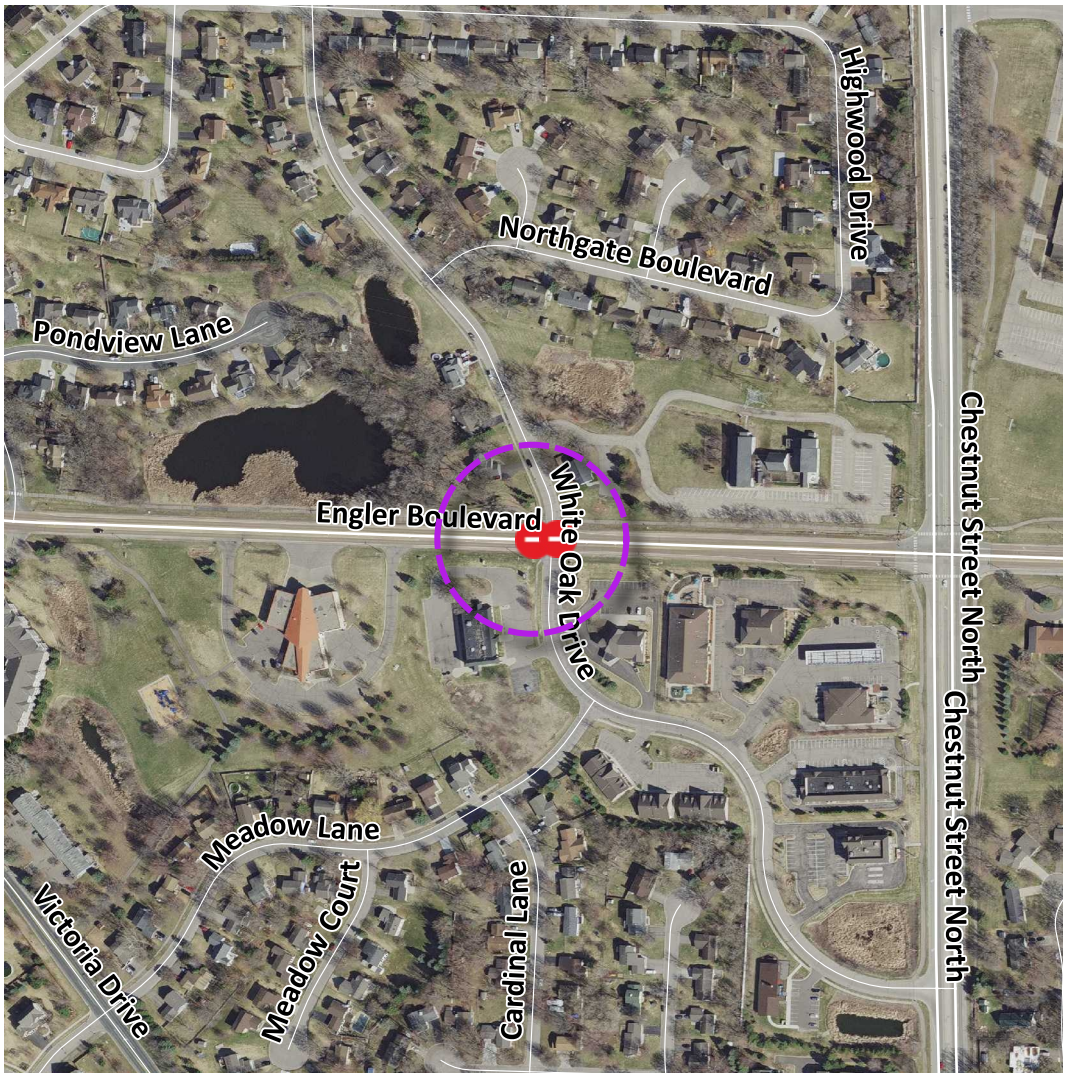
This crosswalk is not respected by traffic. It needs the same safety measures that were placed on North Pine Street and Chaska Boulevard.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-12 02:20:59
Data feature 412024

Comment received:

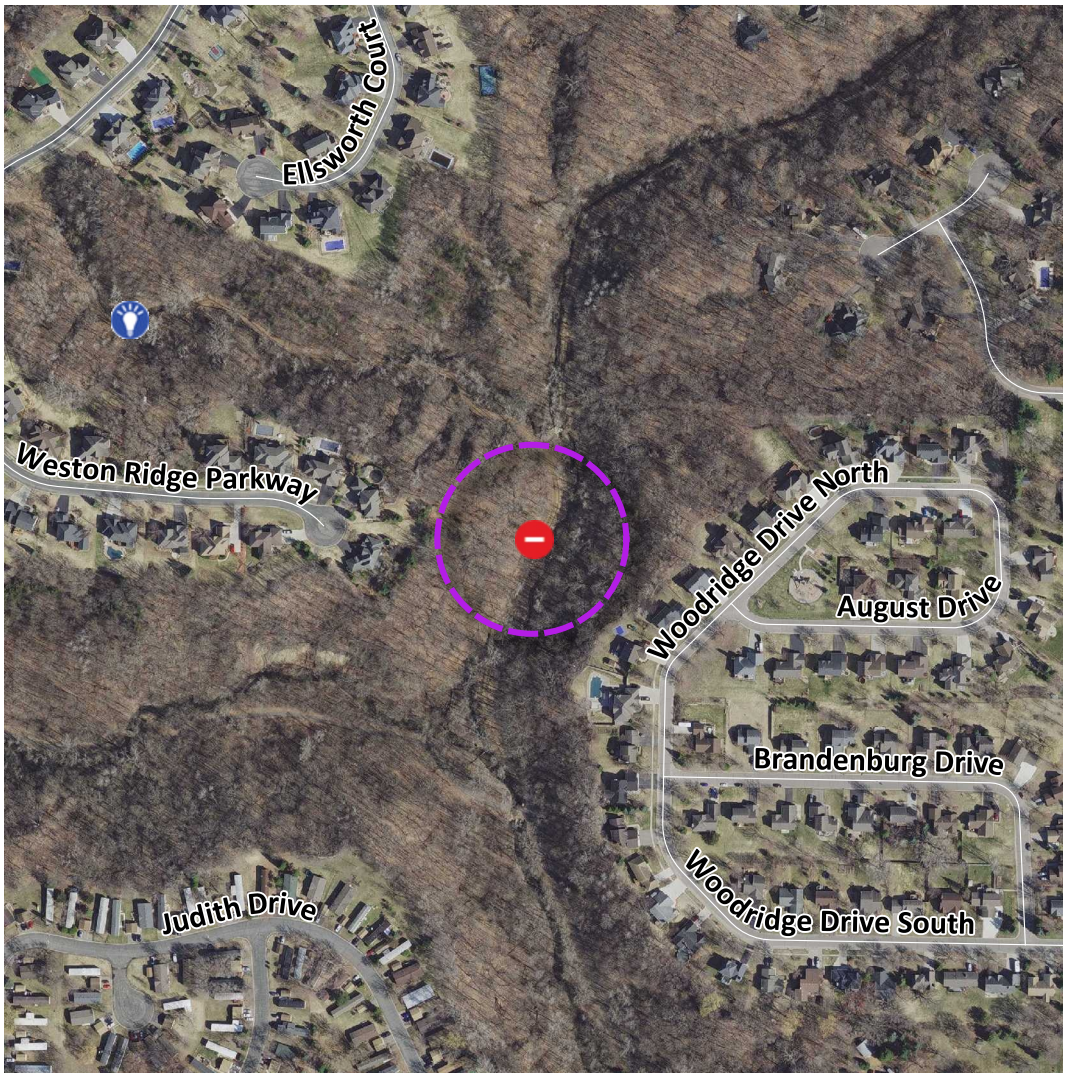
crosswalk needed.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Barrier or problem

Date created: 2021-05-12 02:21:37
Data feature 412025

Comment received:

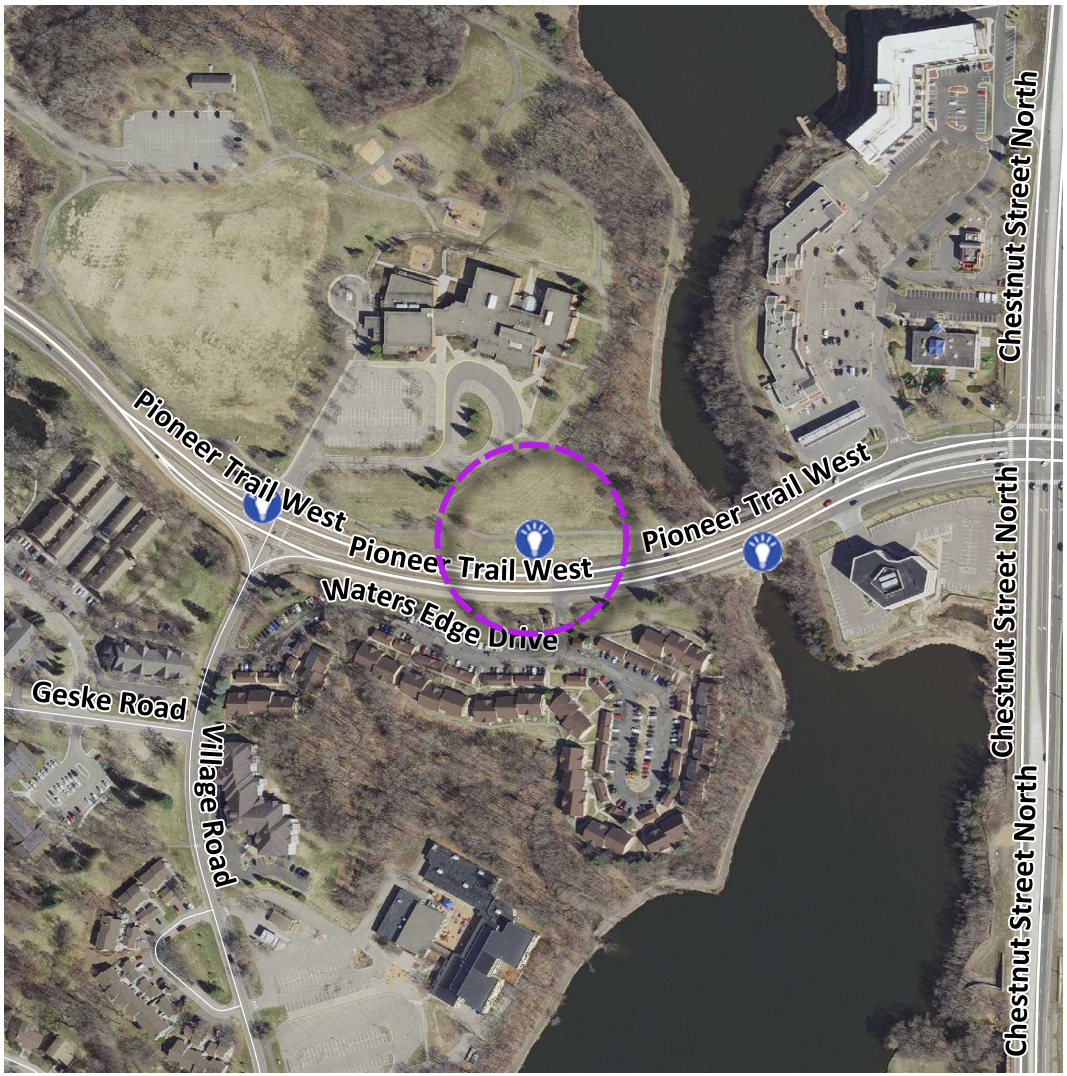
Pavement would make this more accessible.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-01 20:29:51
Data feature 411537

Comment received:

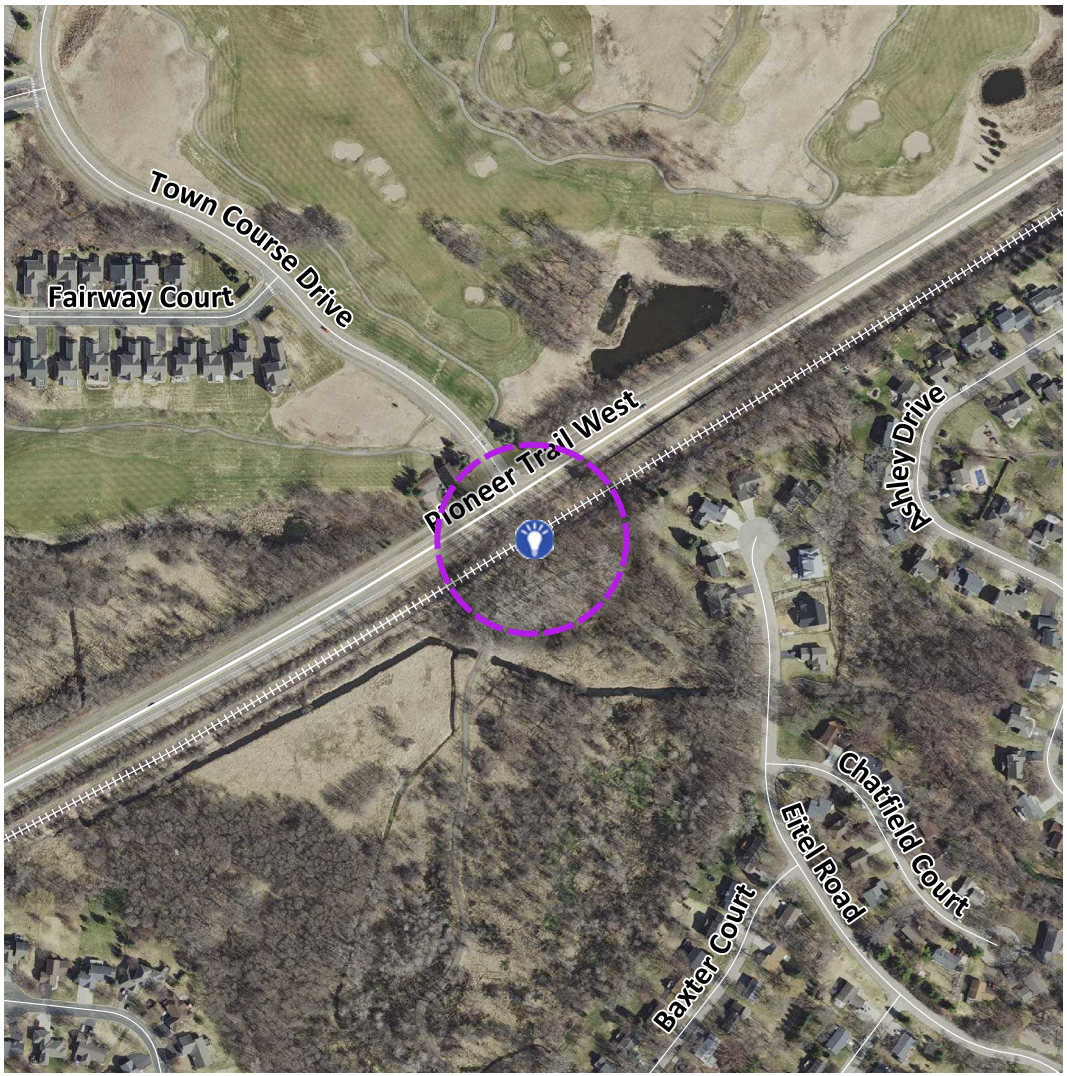
The trail here is quite steep which can be difficult on a bike, especially if you are carrying extra weight like a bike pack, shopping bags. A true bike lane along this stretch of Pioneer would be a nice consideration

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-01 20:26:29
Data feature 411536

Comment received:

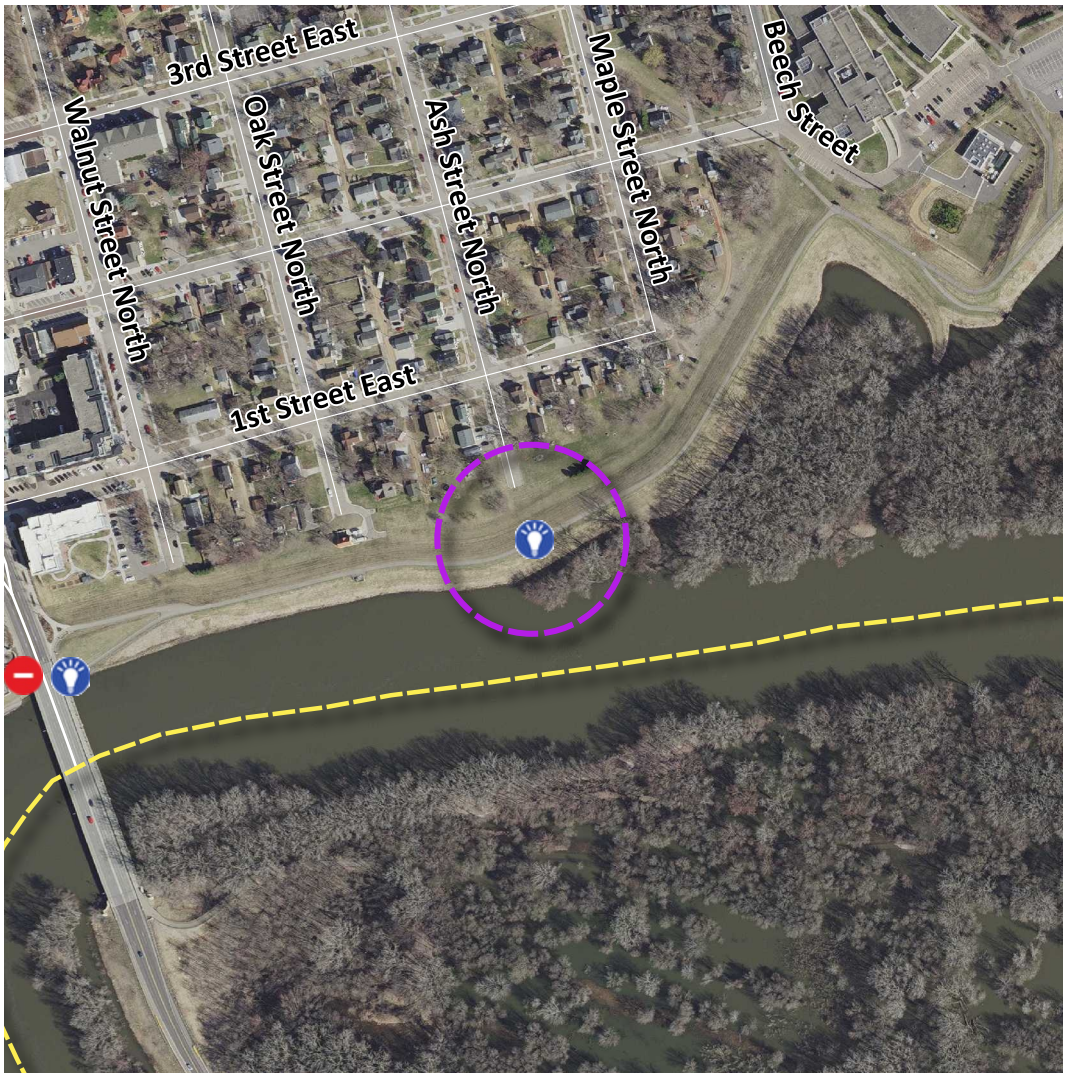
Add a cross walk and steps or pavement to worn down cut through area here and used by many.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-25 14:49:45
Data feature 412749

Comment received:

This is a long stretch of walking path without an "exit" and it would be nice to have a sidewalk or staircase down to this dead end so walkers have more route options.

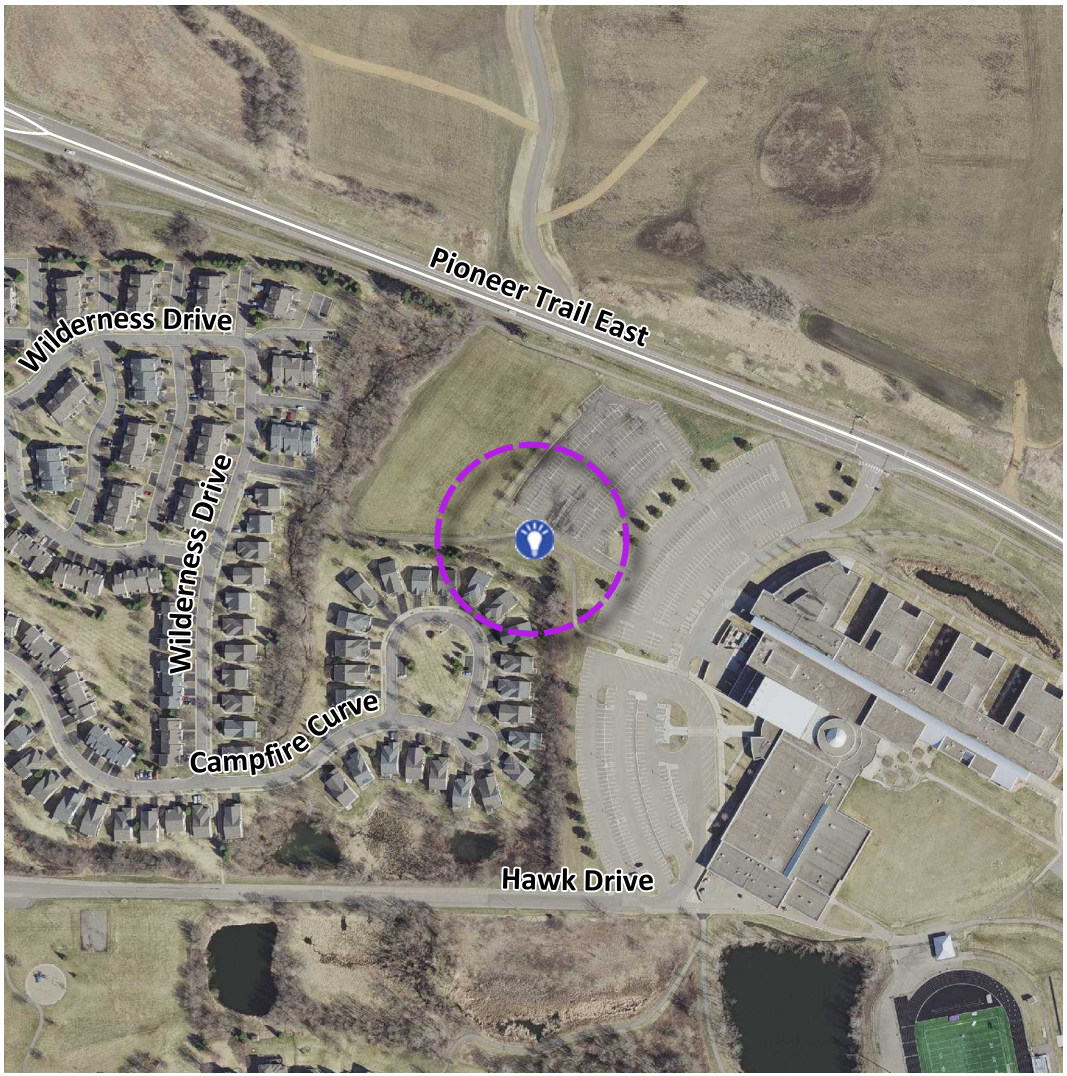
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-01 14:20:07
Data feature 411529

Comment received:

Please sweep the path here. There is significant build-up of gravel/dirt from all of the snow deposited there from plowing the parking lot over the winter.

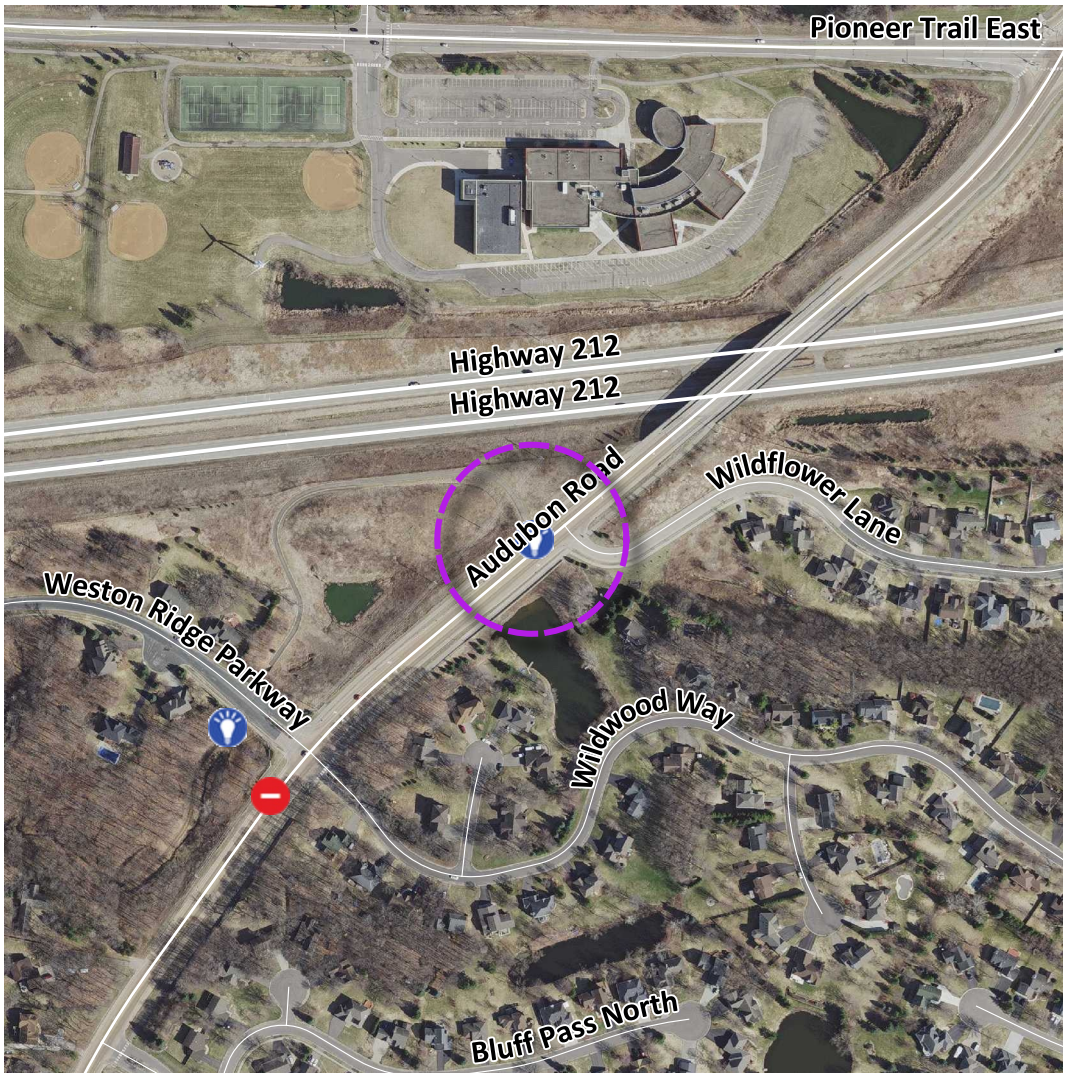
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-26 13:22:58
Data feature 412832

Comment received:

An Underpass would be great in this location.

Legend

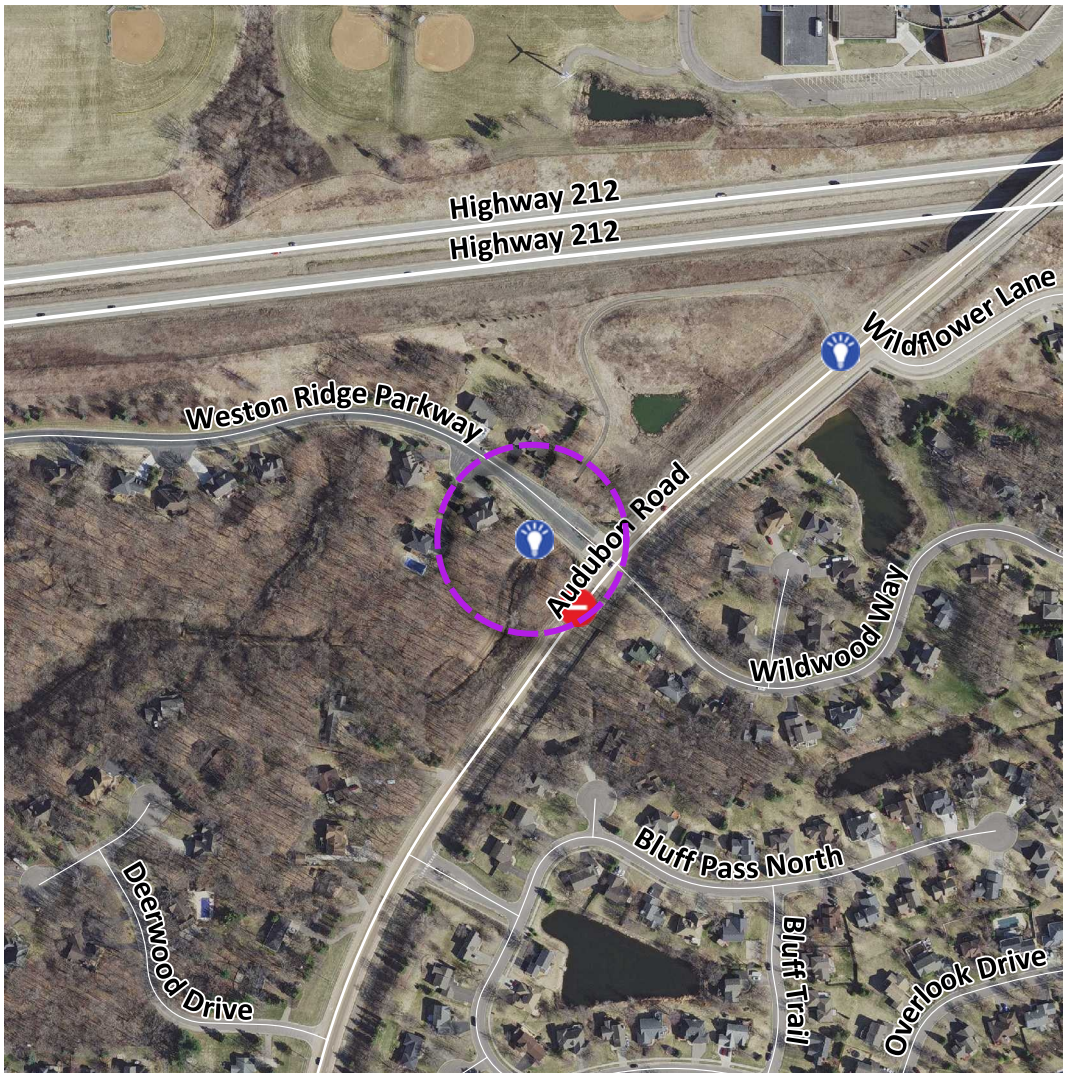
POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Idea for making this better

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-26 13:24:50
Data feature 412833

Comment received:

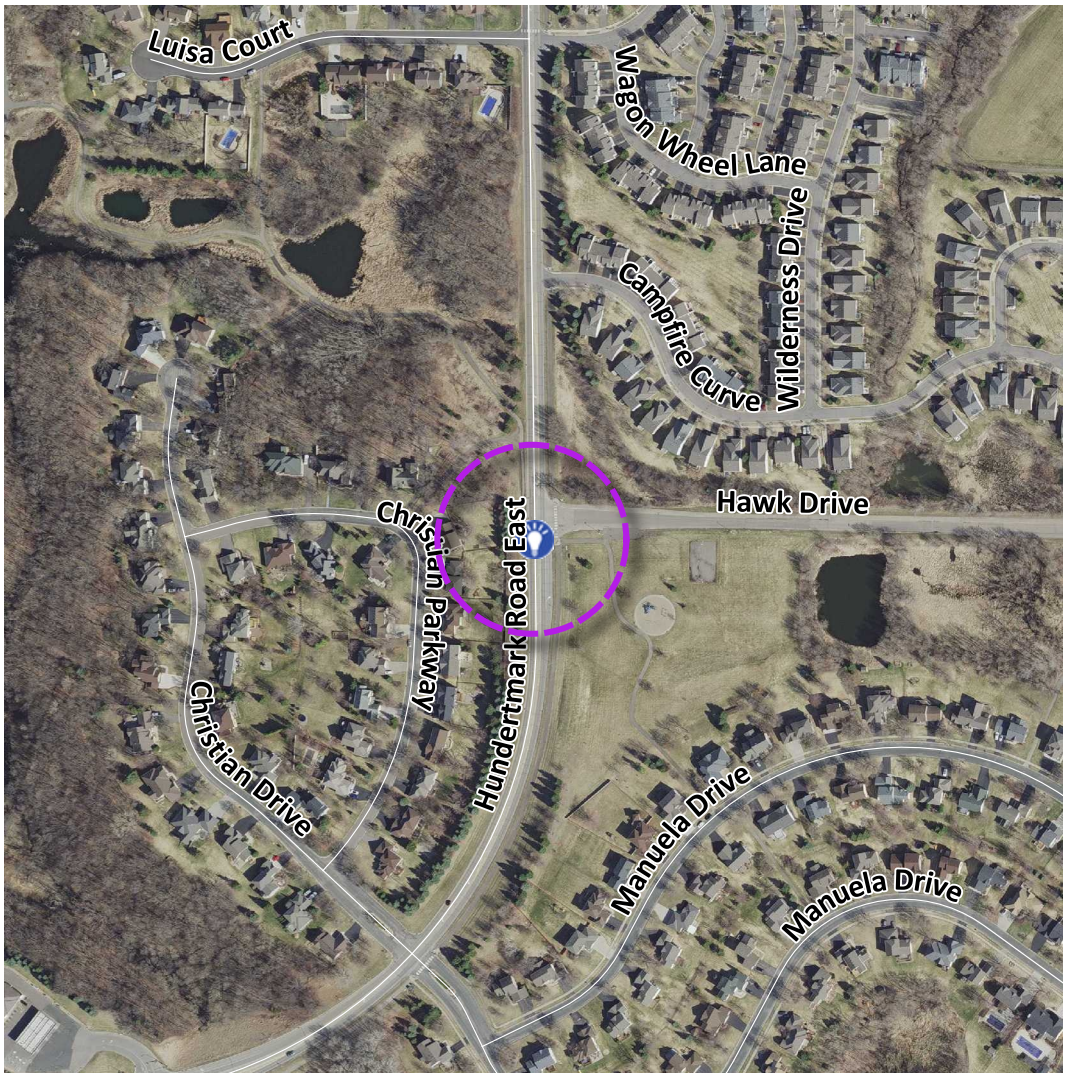
Is it possible to pave this section of trail too? Or grade it again to address the areas where erosion control installations and wires are sticking out?

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-01 14:17:39
Data feature 411528

Comment received:

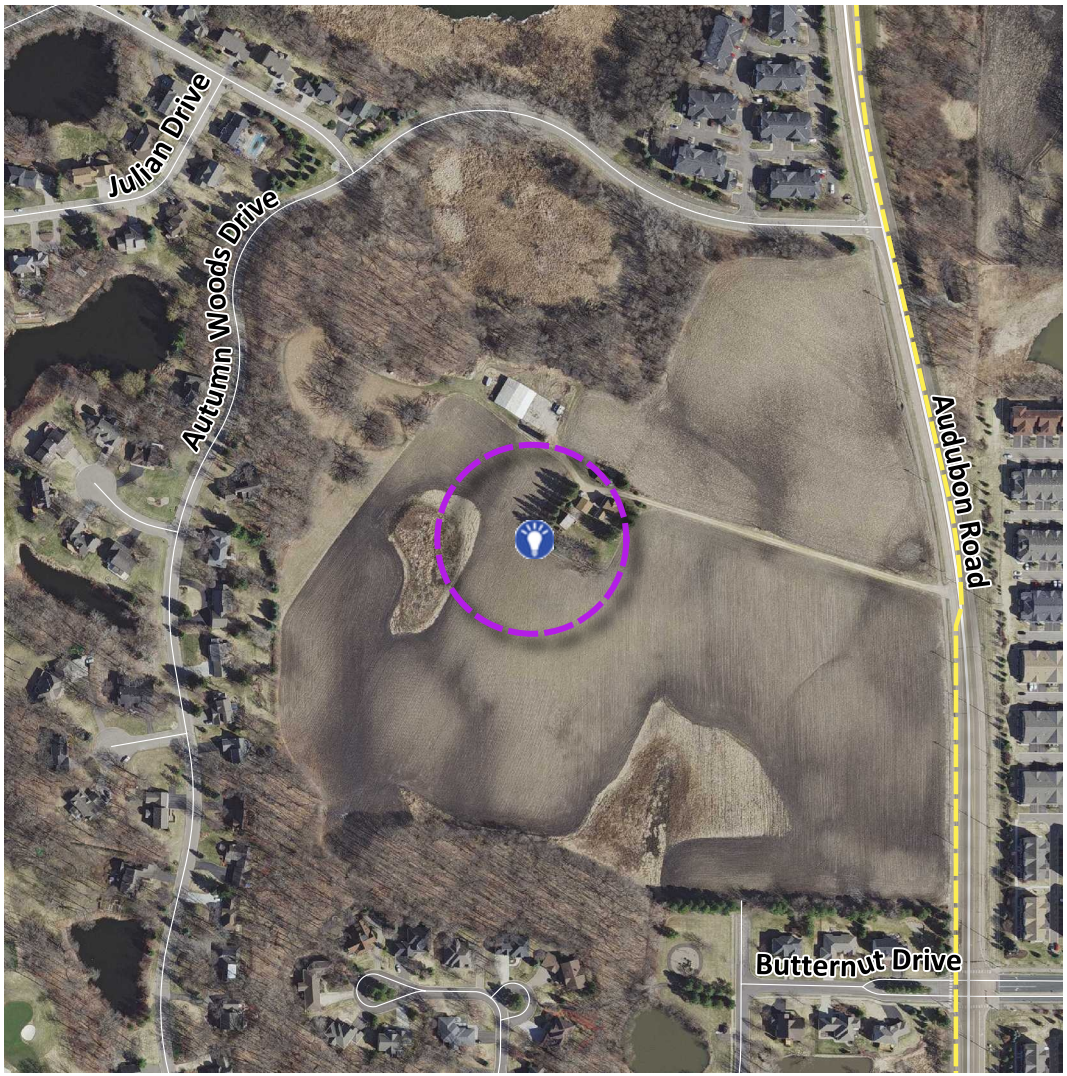
Better signage. Drivers often do not stop for pedestrians at this crosswalk.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-12 19:51:40
Data feature 412095

Comment received:

This new Wagner Woods development could add to our existing trails to make the Autumn Woods area more walkable.

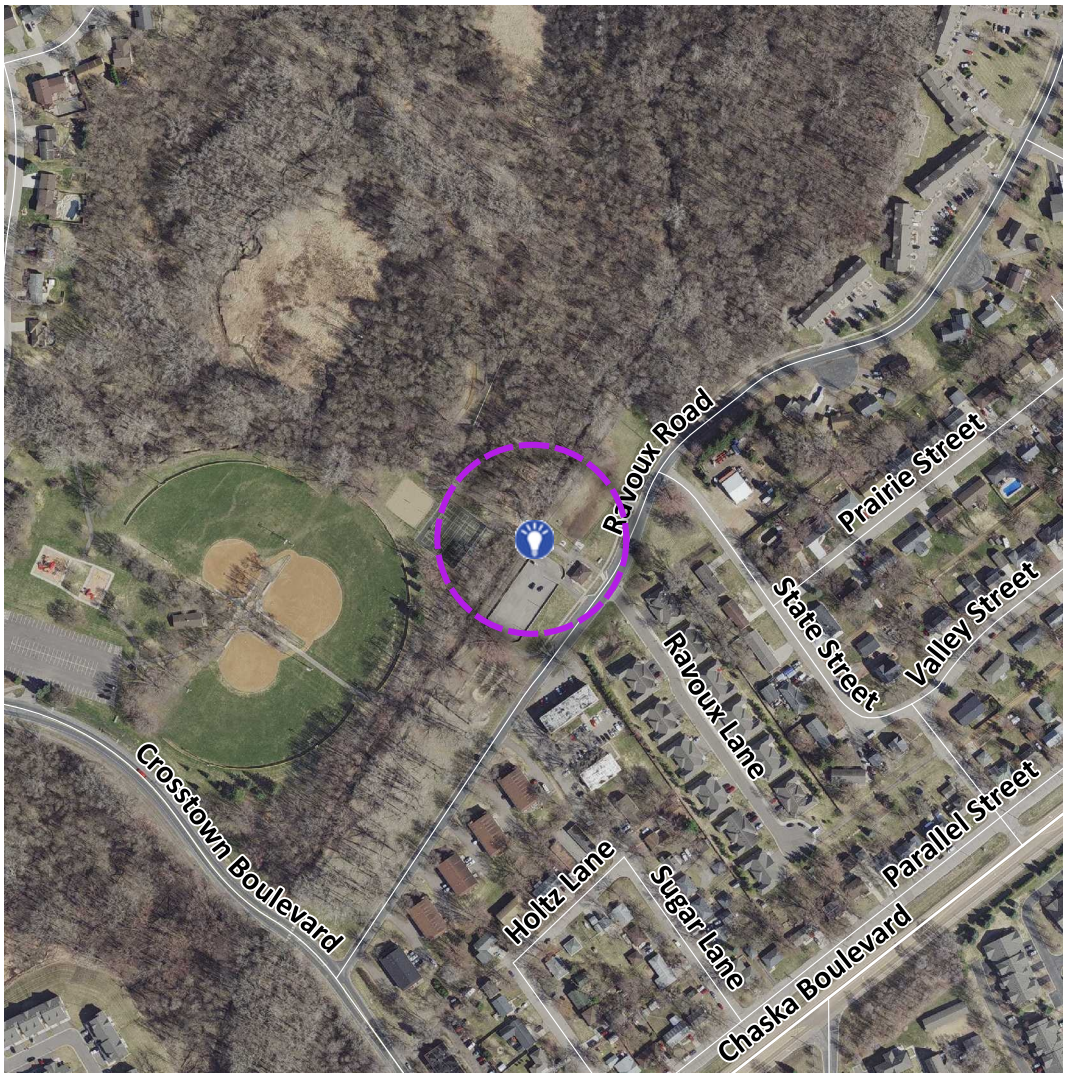
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-27 16:48:03
Data feature 412955

Comment received:

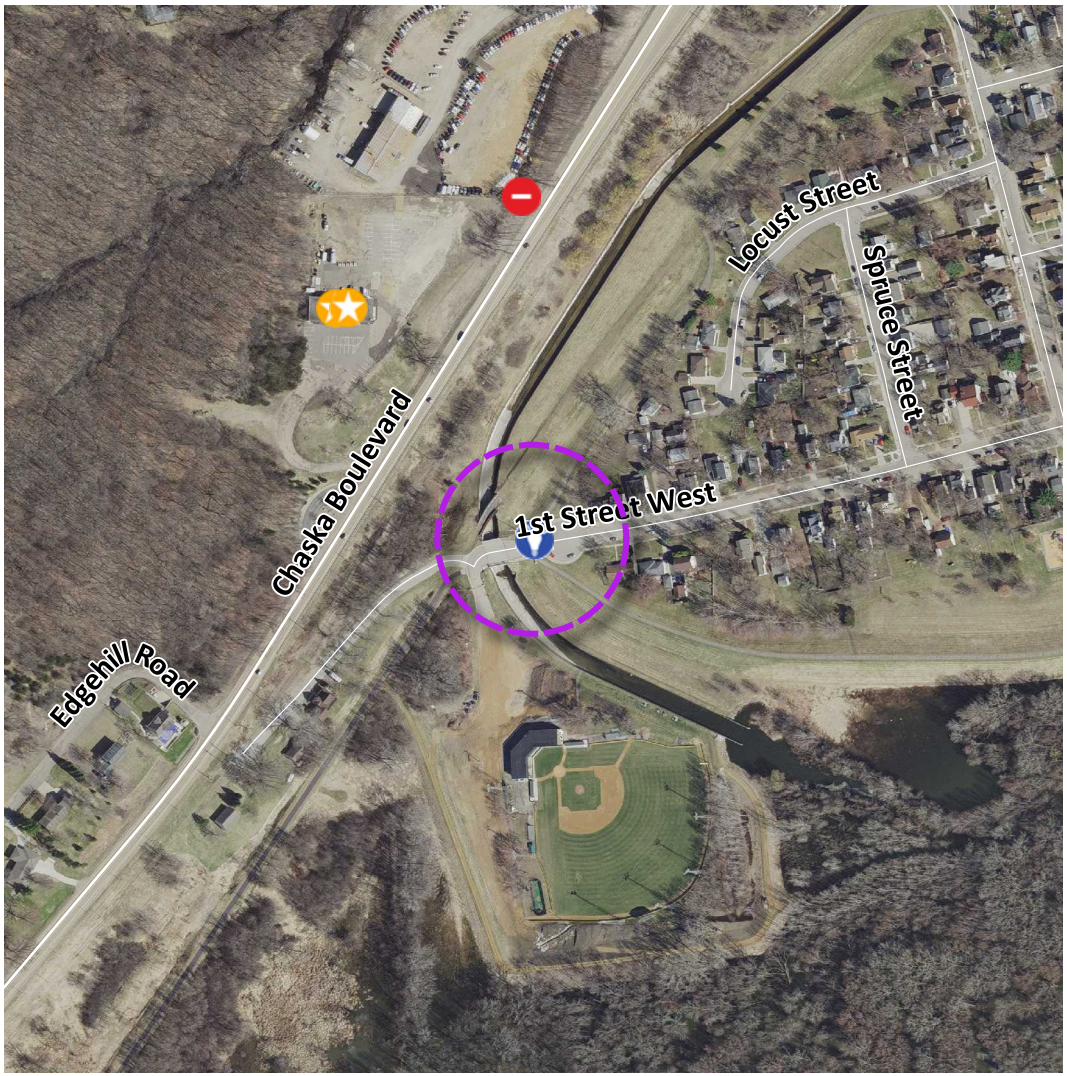
There should be a sign pointing to the restrooms and picnic tables.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-27 16:54:53
Data feature 412961

Comment received:

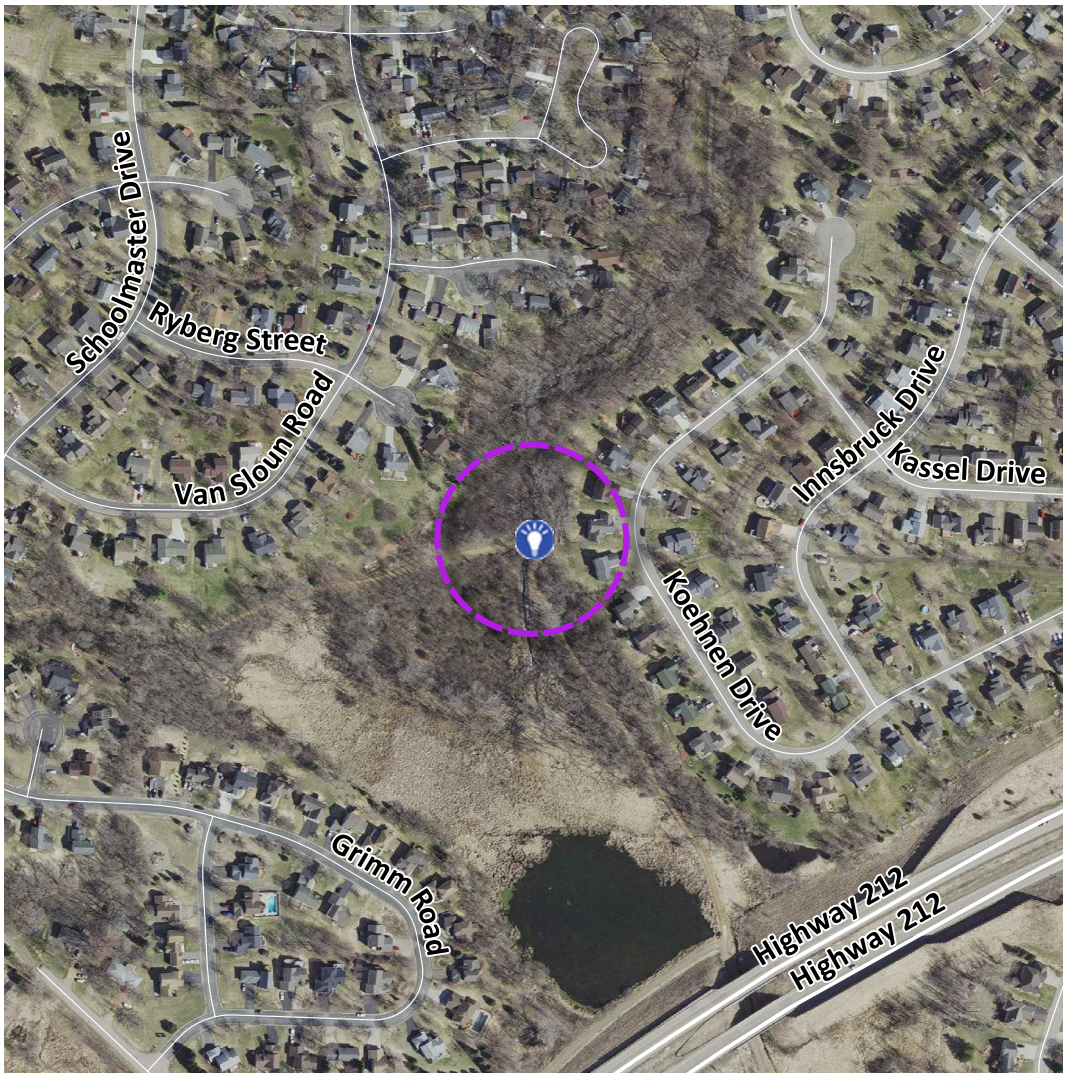
Needs a clear sign to route that will get you safely across HWY 61 to the pickleball court. And a restroom.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-05 02:50:35
Data feature 411738

Comment received:

Unpaved portion of trail between two paved portions

Legend

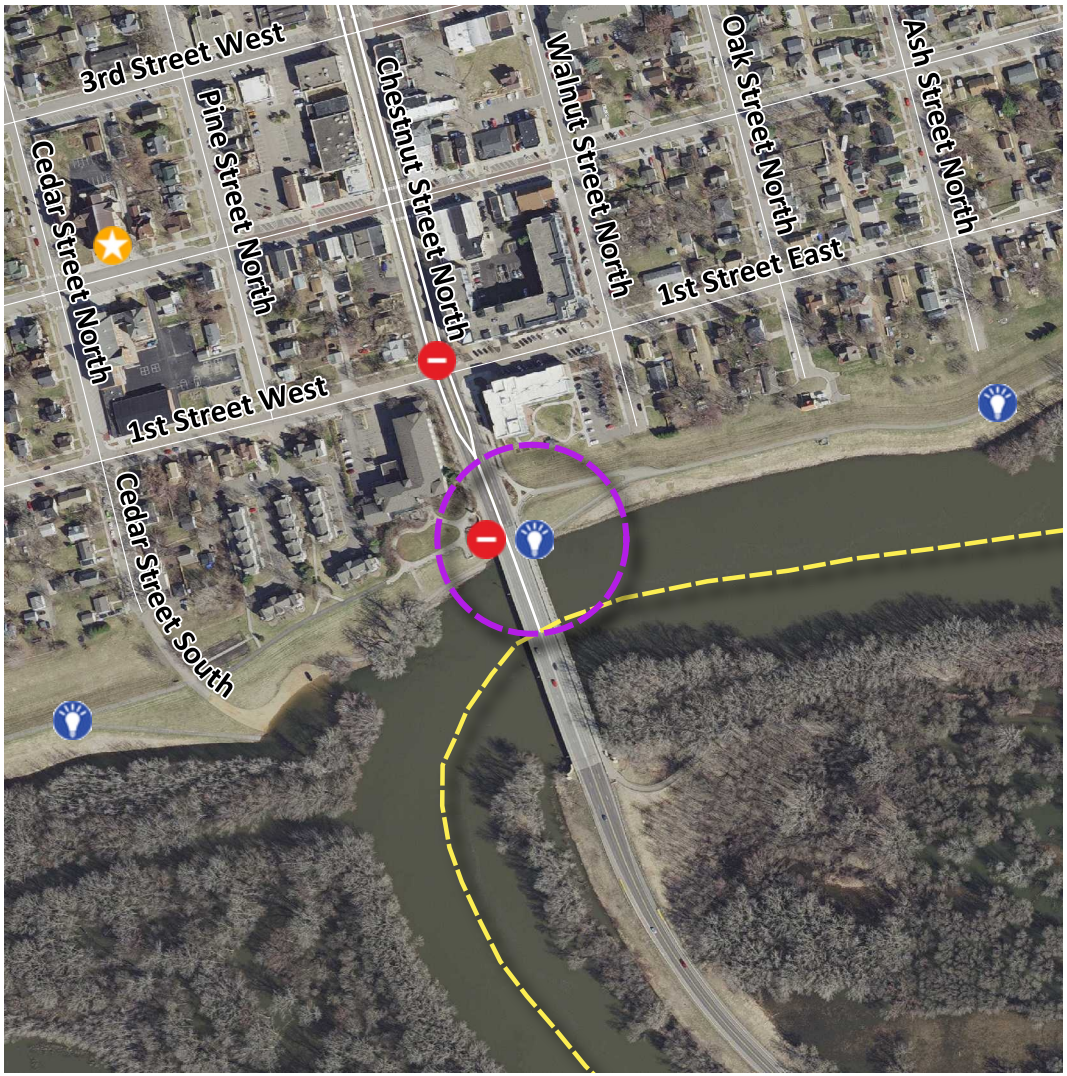
POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Idea for making this better

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-12 21:44:44
Data feature 412096

Comment received:

I would like to have lighting under the bridge.
I would also be interested in having a staircase here that connected the sidewalk above like it does on the west side.

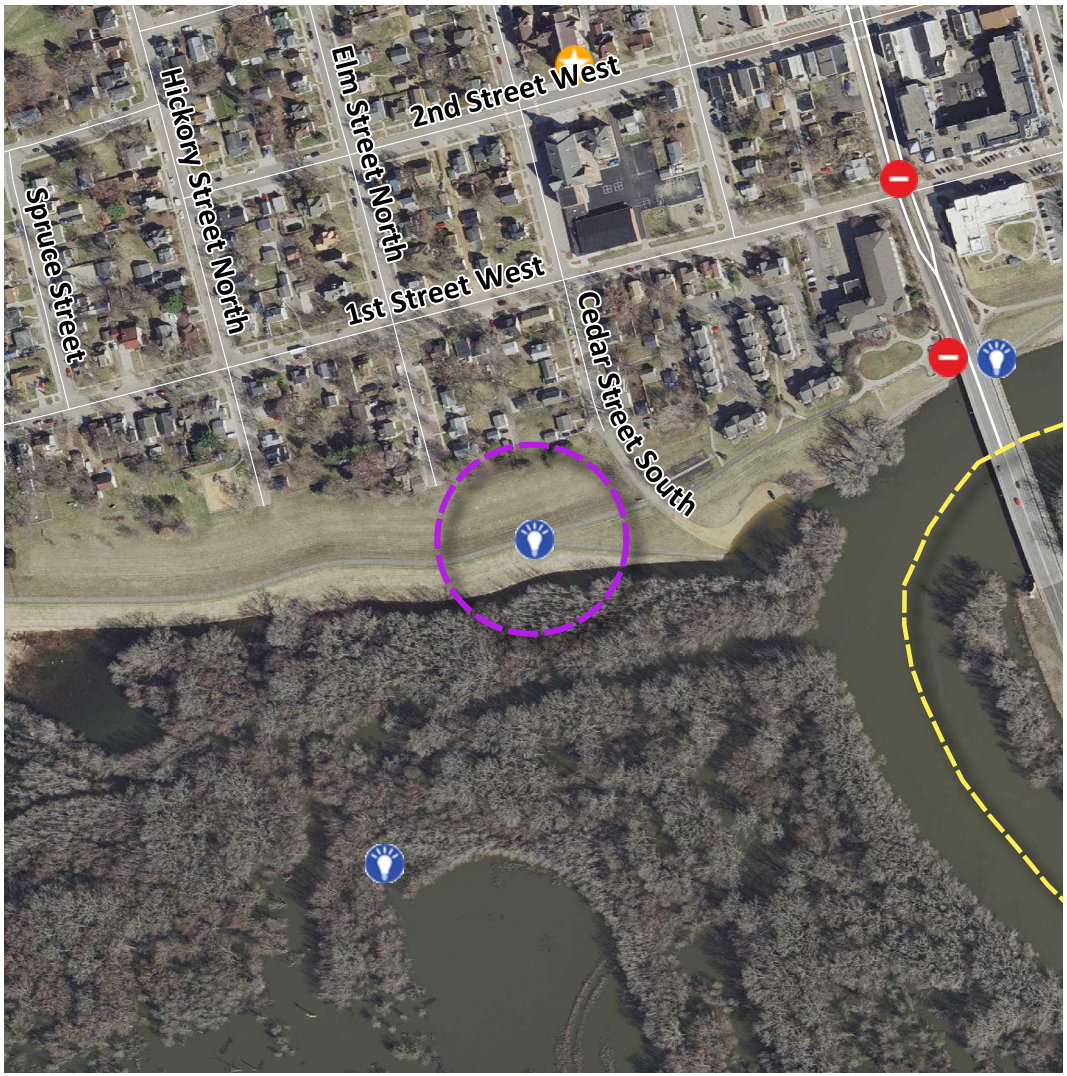
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-17 02:45:28
Data feature 412323

Comment received:

Clear signage that going right will be a safe underpass for Hwy 41 vs. going left.

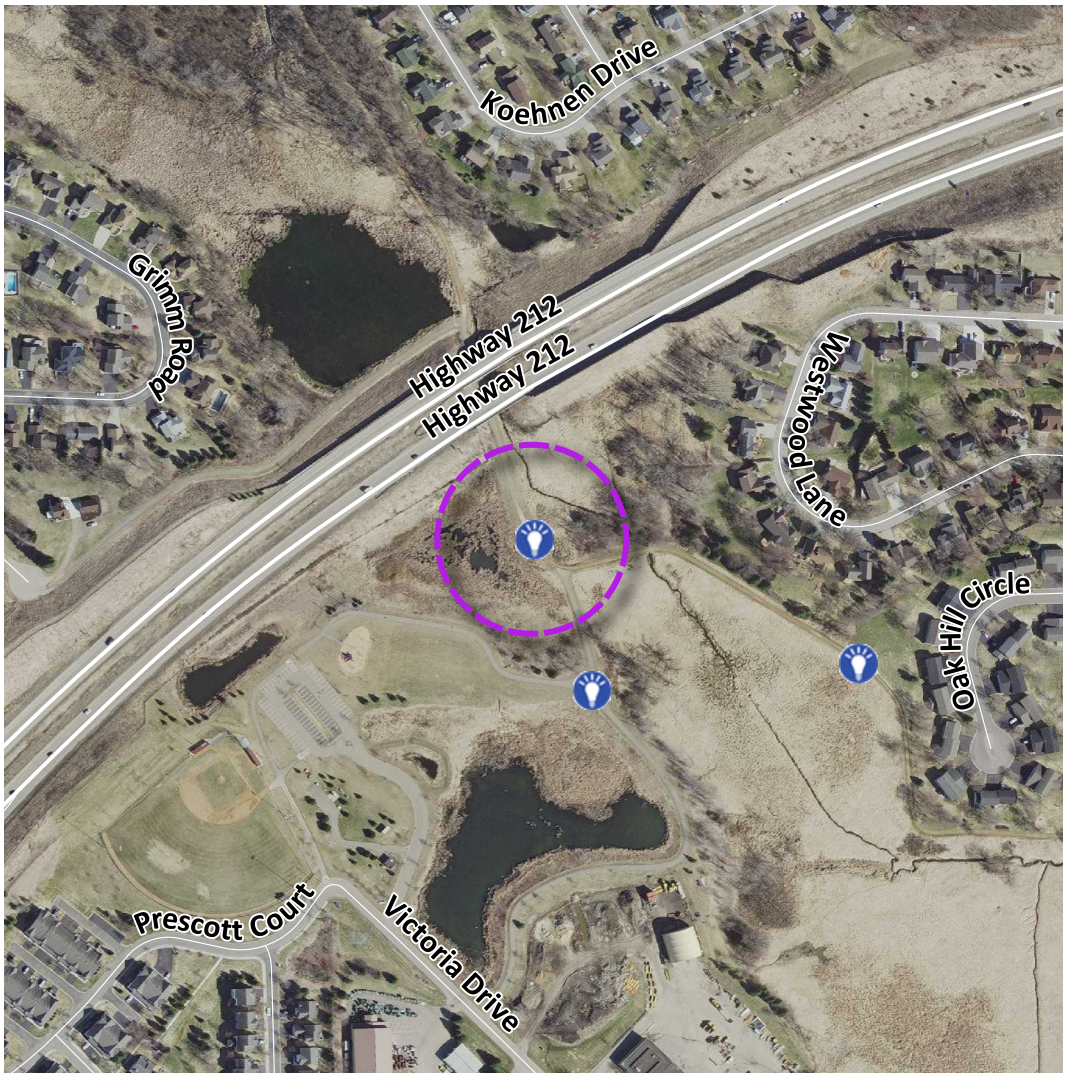
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-05 02:53:48
Data feature 411742

Comment received:

Please pave

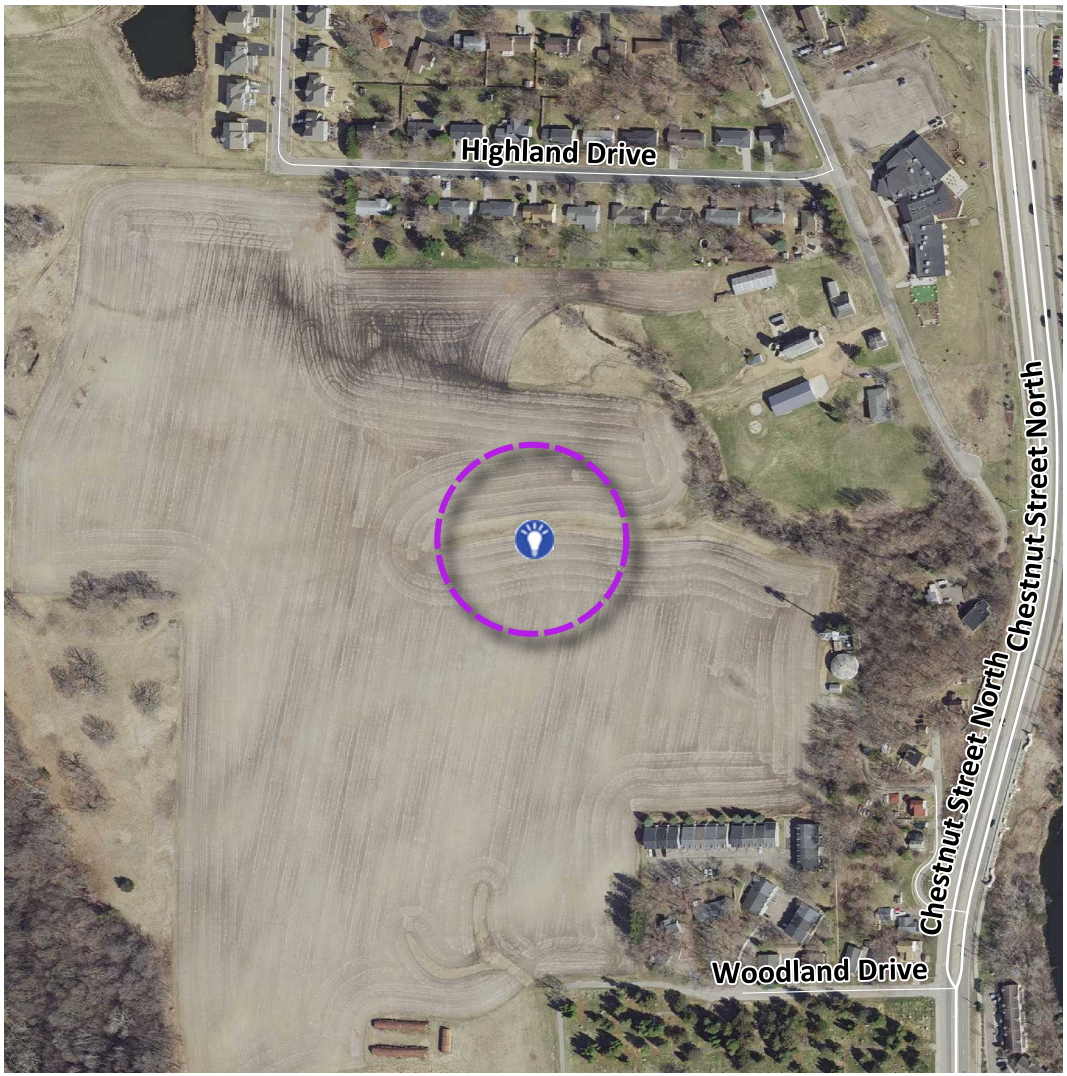
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-11 15:09:18
Data feature 411981

Comment received:

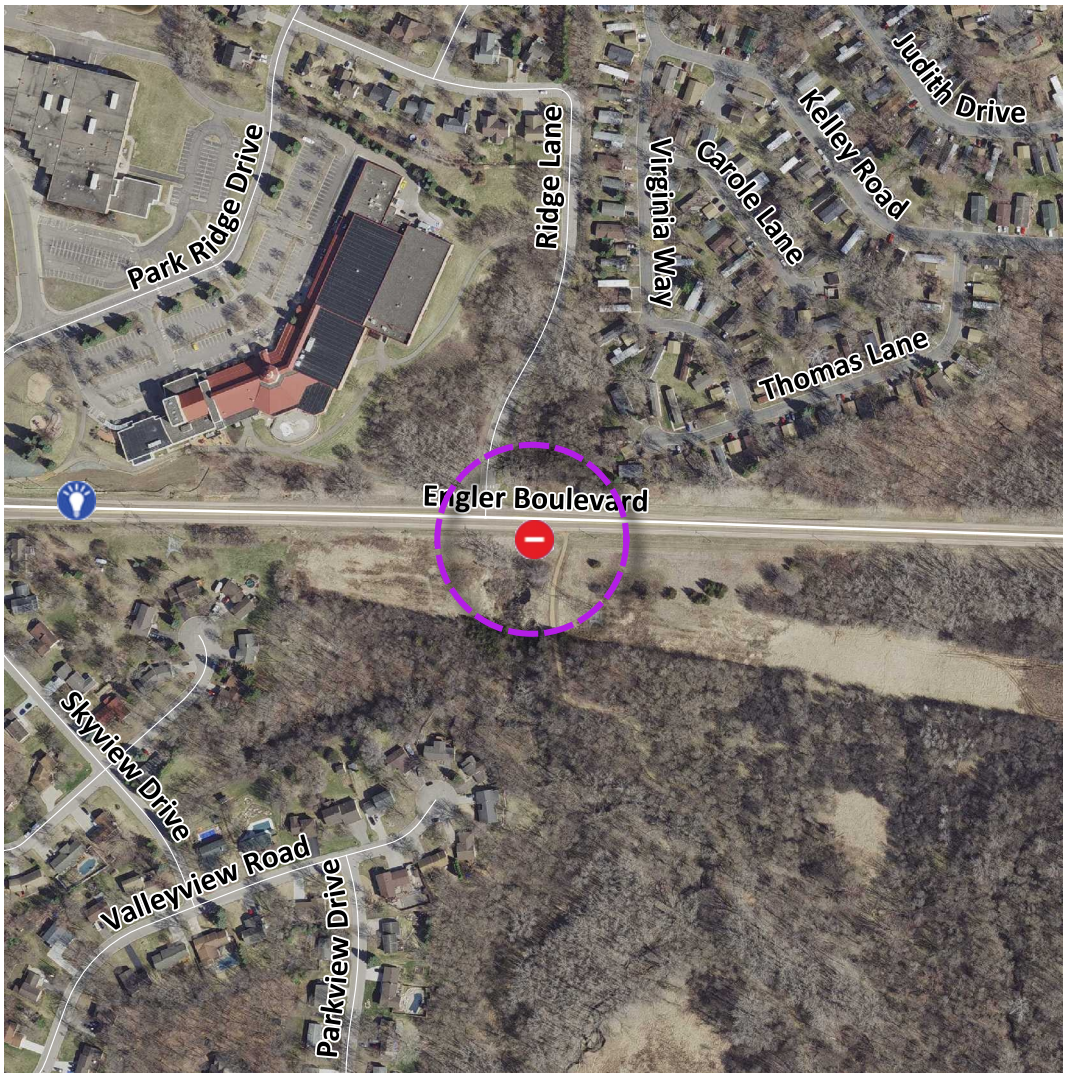
Getting the trails included in Google maps would be ideal.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-13 20:16:24
Data feature 412153

Comment received:

This tunnel is always filled with inches of water making it unable to be utilized.

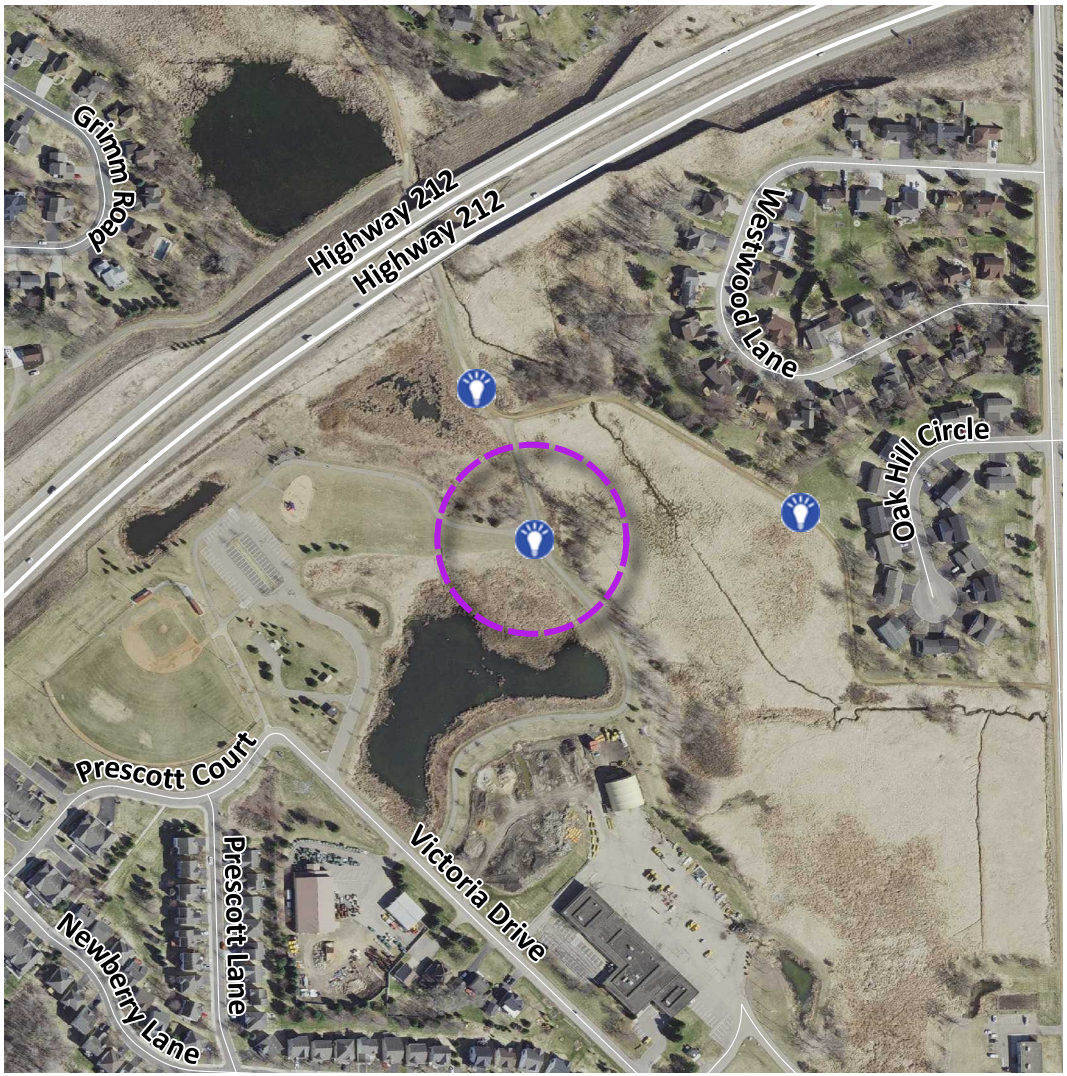
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 04:21:13
Data feature 413372

Comment received:

This would be a great location for a dog waste station including bag stand and waste receptable year-round

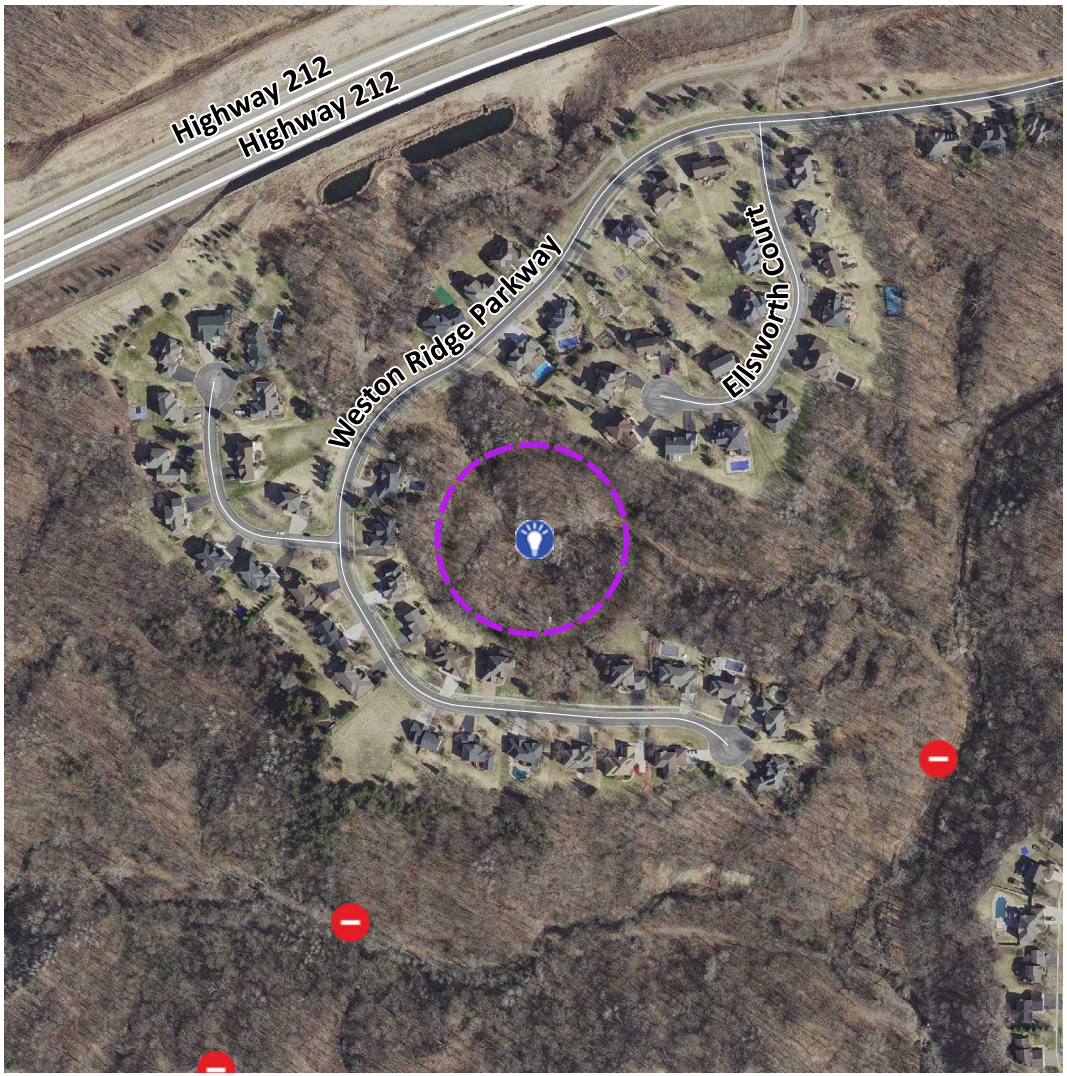
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 14:16:41
Data feature 413388

Comment received:

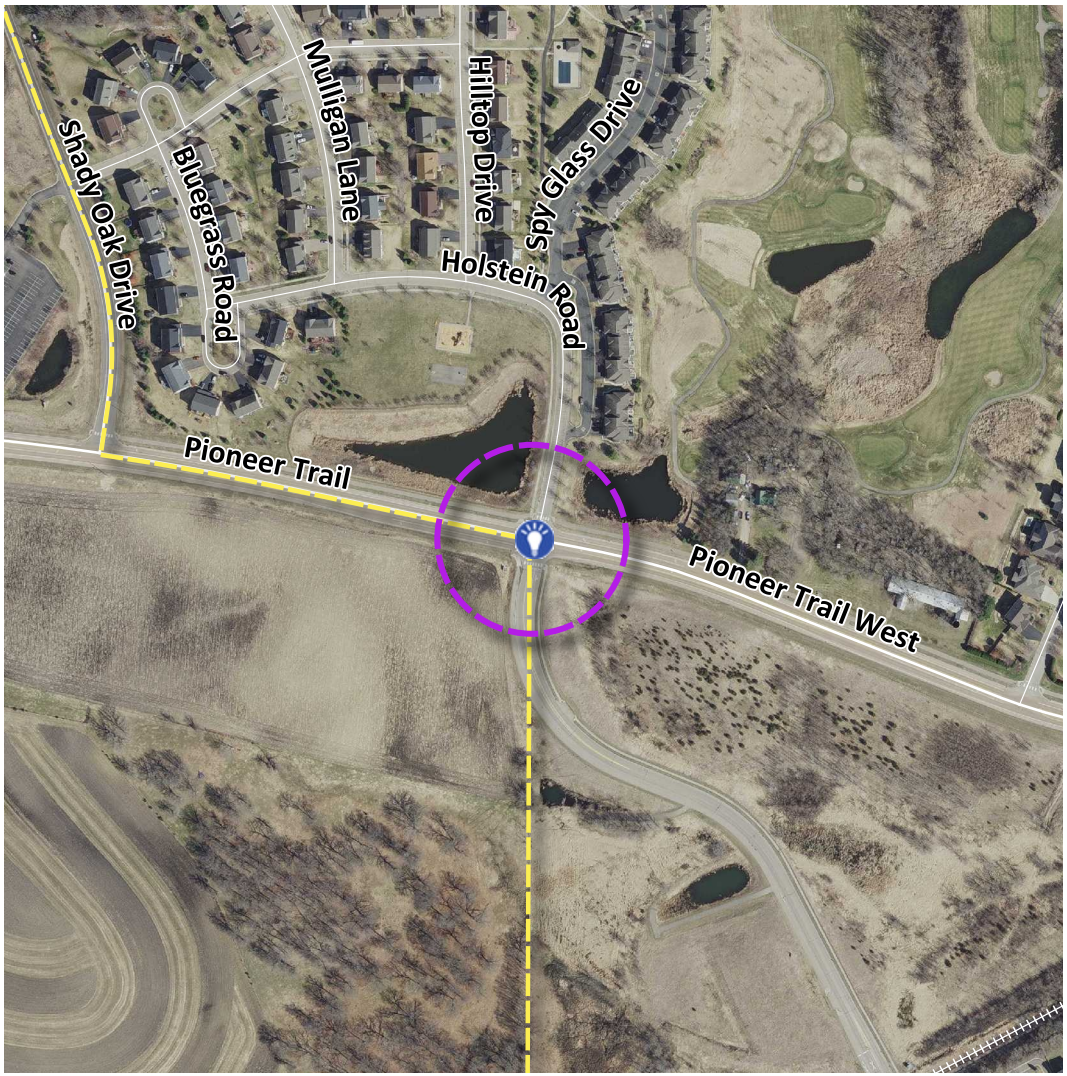
Paved trail would improve biking and walking ability.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 16:47:57
Data feature 413390

Comment received:

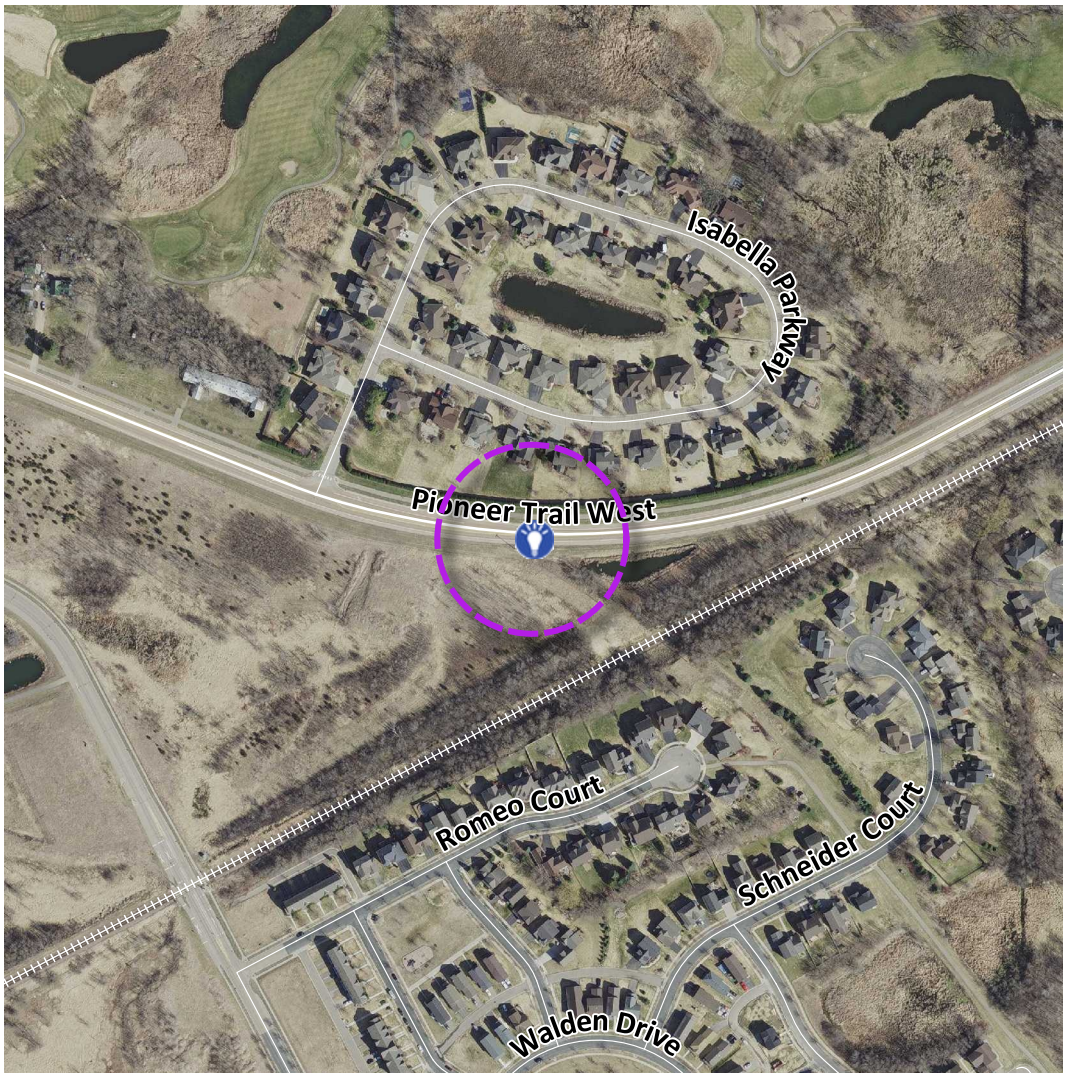
This area has a lot of traffic and the cars drive very fast. It is not the best for kids trying to cross but also bikers too! With the new developments going up some additional crossing lights or signage would be great.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 16:49:52
Data feature 413391

Comment received:

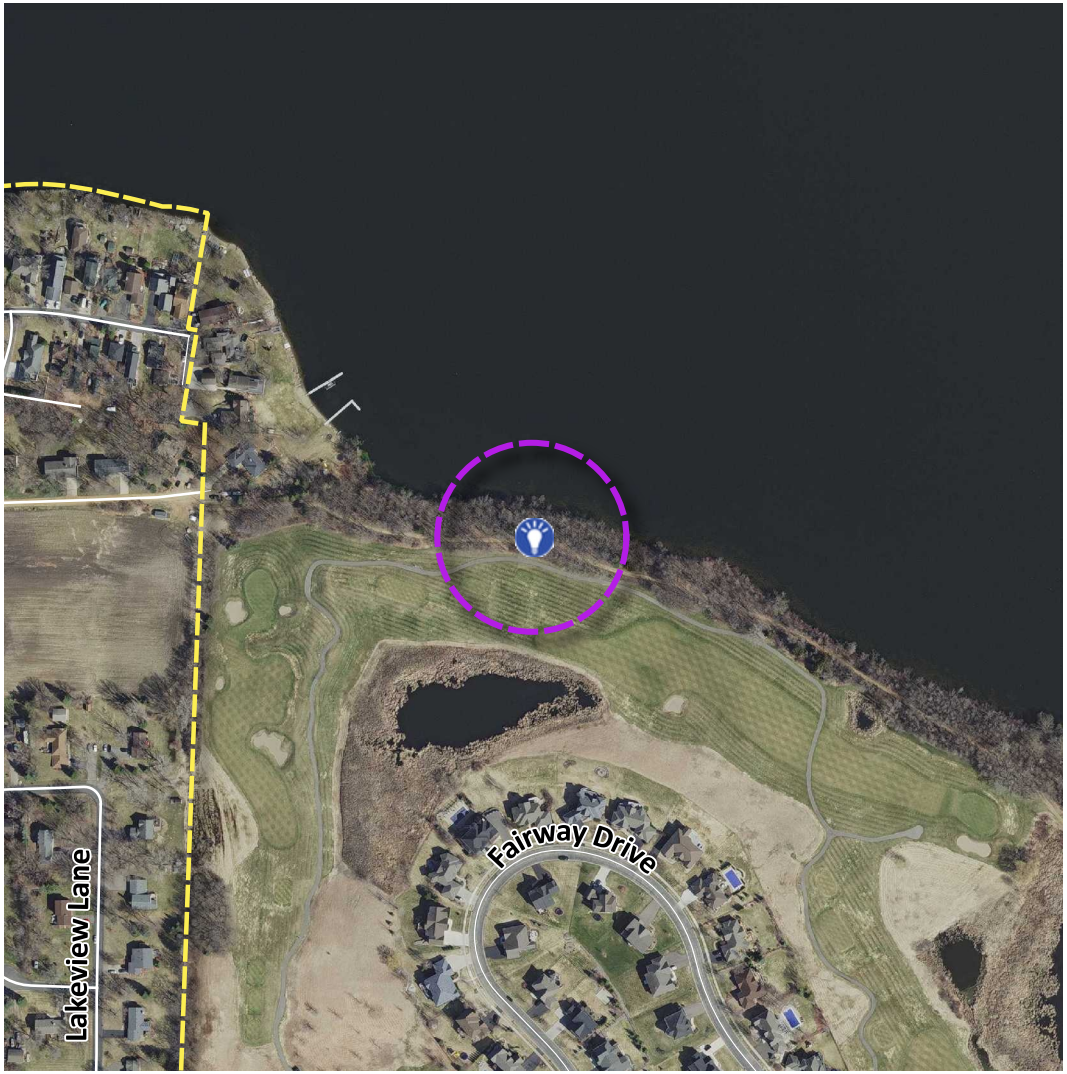
Bikers wanting to jump on pioneer trail would have better access with a trail here connecting the residential neighborhood to the street. Would be a great stop for a water bottle filling station too.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 16:57:32
Data feature 413392

Comment received:

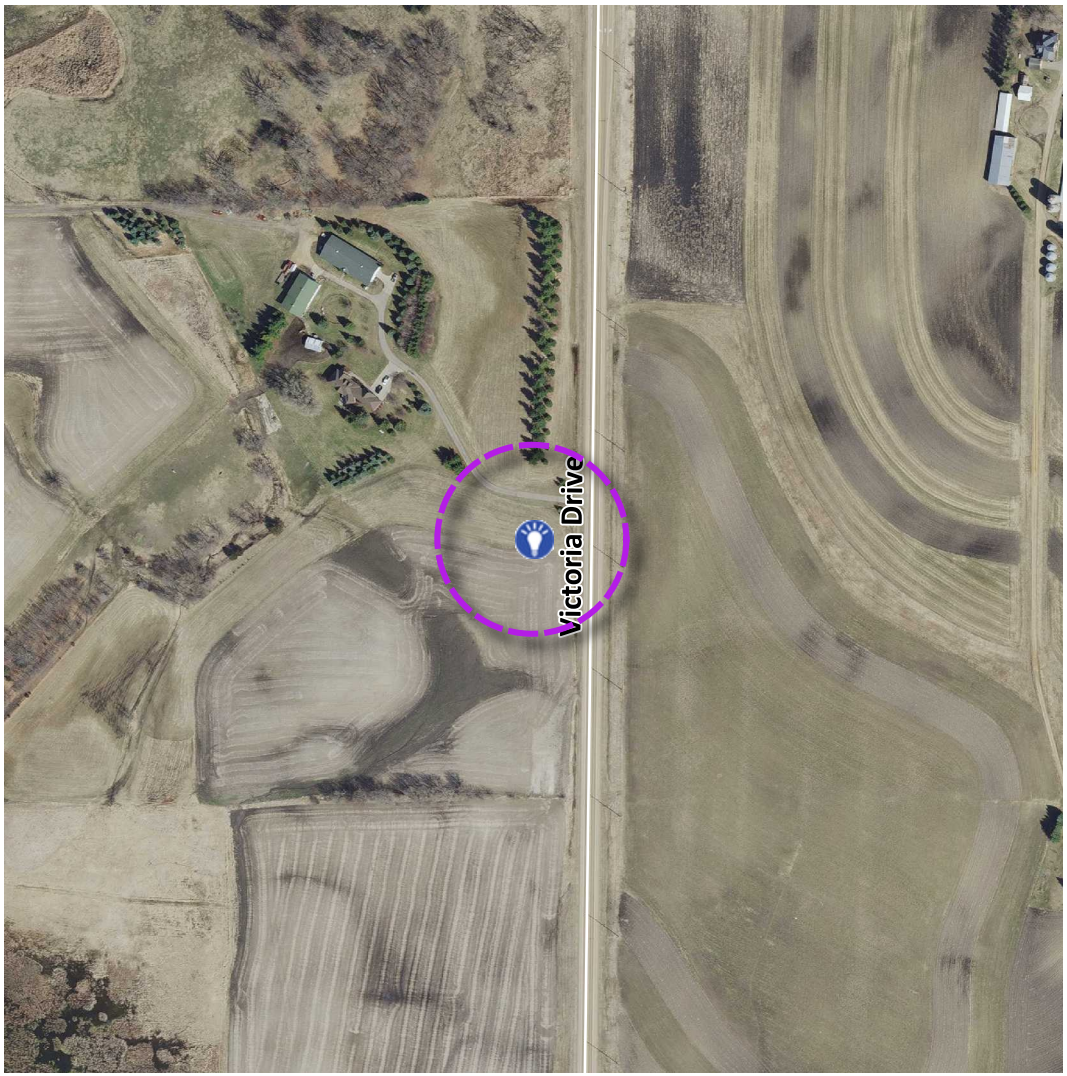
I frequently use this trail in the summer and fall because it has a lot of shade and I need it on my longer 1-2 hour long walks. It is my favorite trail. I would love some improvements. It is very beautiful along the lake. I would love it if there were some scenic stopping points with benches to view the lake and rest and grab water.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: Idea for making this better

Date created: 2021-06-03 19:35:40
Data feature 413395

Comment received:

Shoulders have a lot of debris like rocks, car parts and trash. Sweep once a month during the warmer months.

Legend

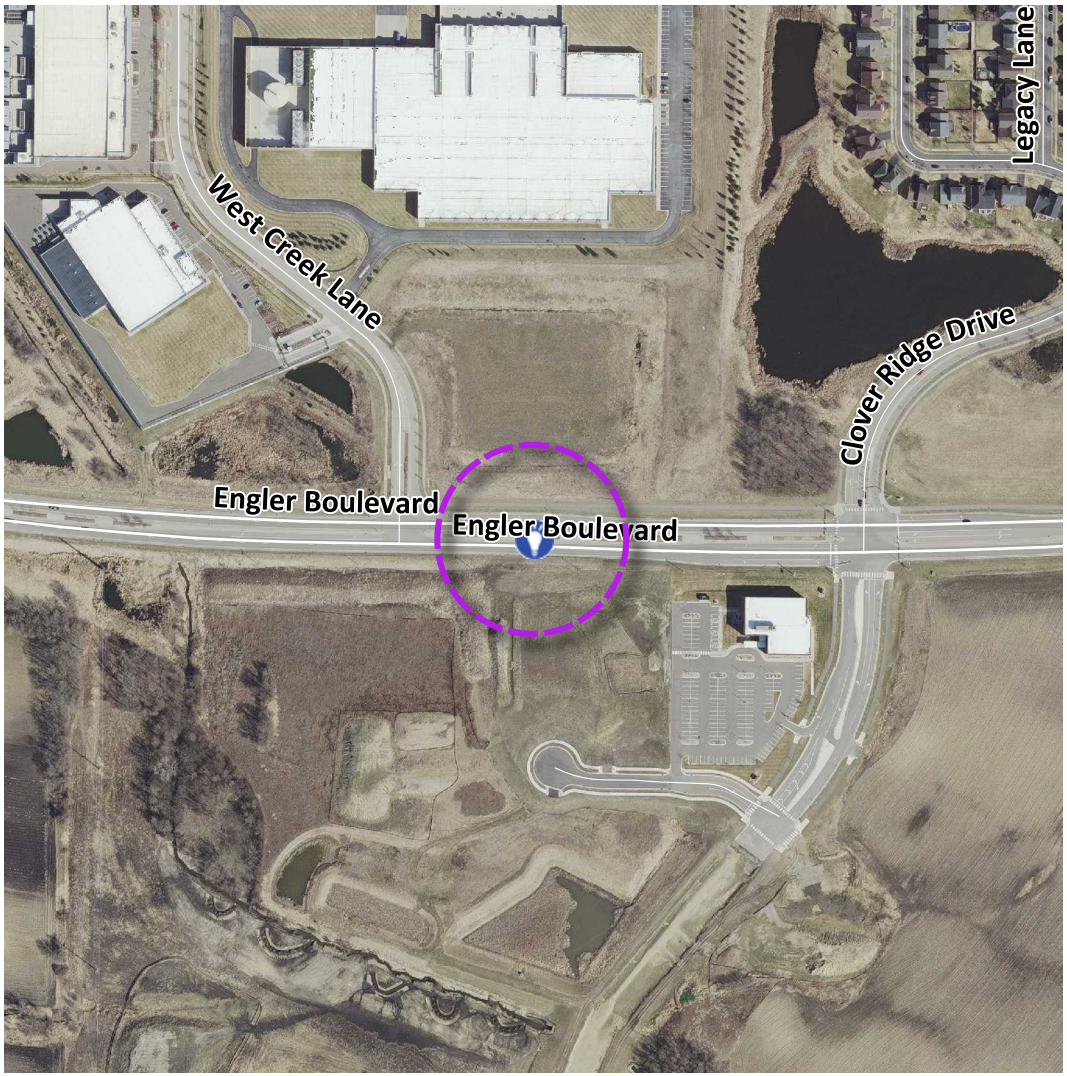
POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Idea for making this better

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 19:37:28
Data feature 413398

Comment received:

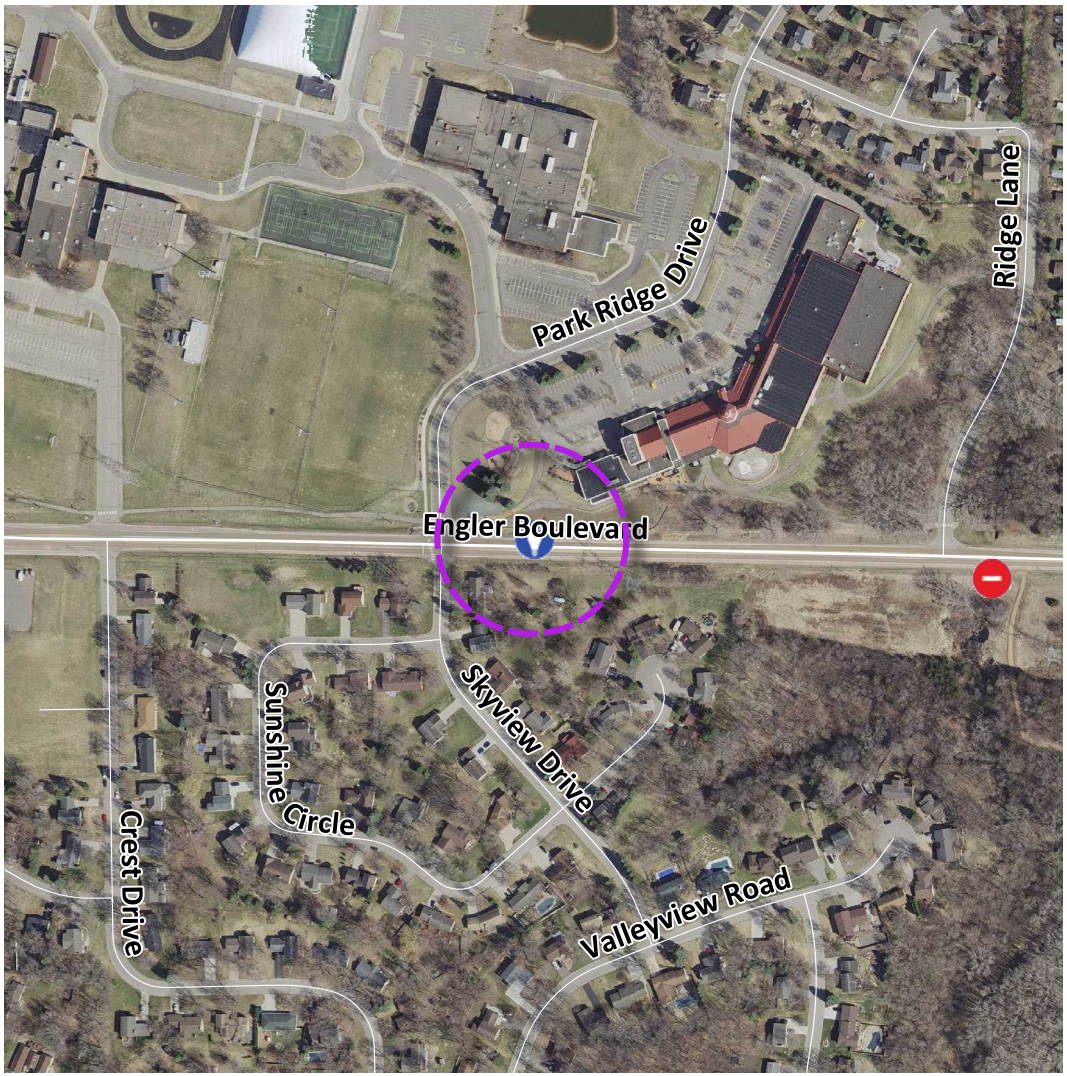
Shoulders have a lot of debris like rocks, car parts and trash. Sweep once a month during the warmer months.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 19:38:01
Data feature 413401

Comment received:

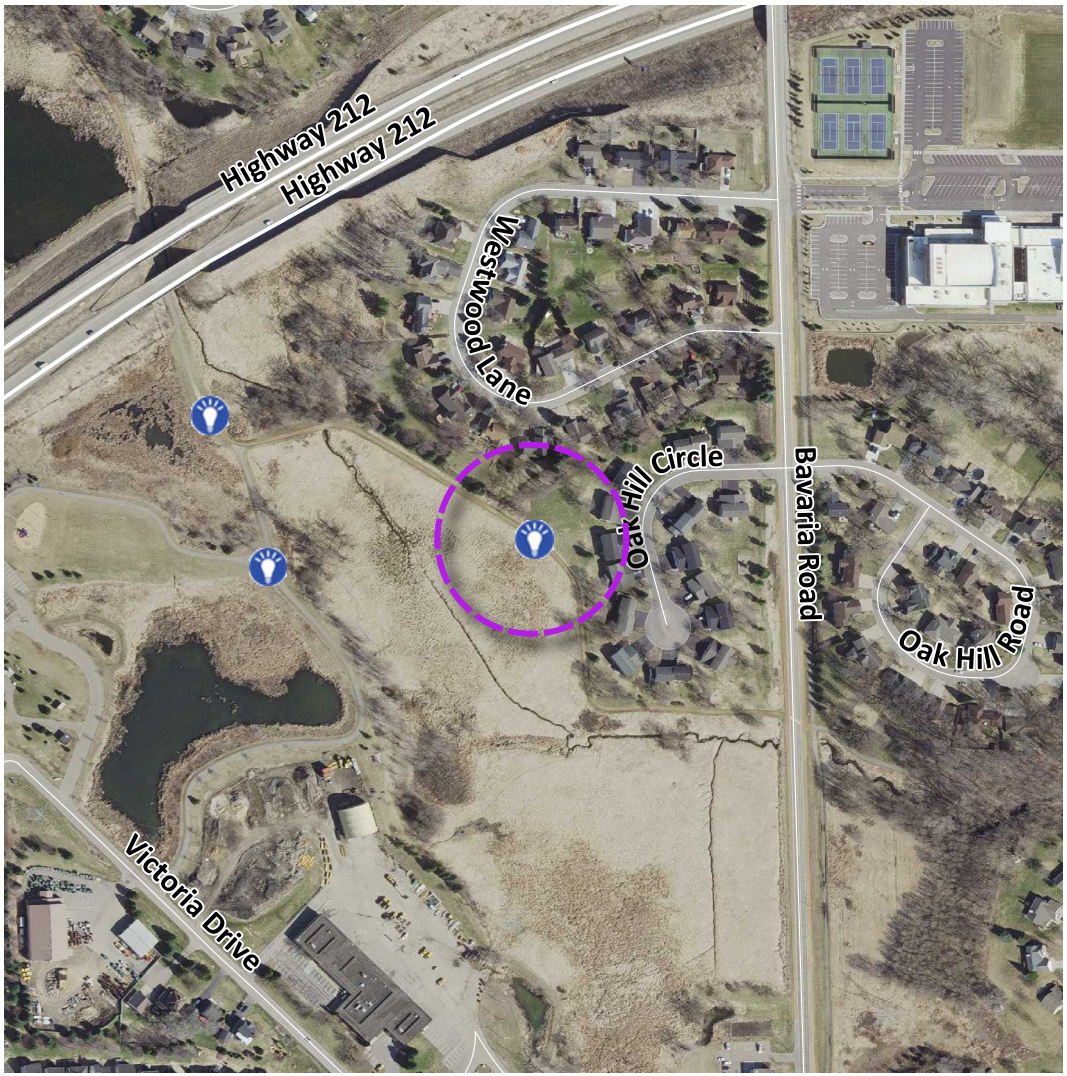
Shoulders have a lot of debris like rocks, car parts and trash. Sweep once a month during the warmer months.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-05-12 02:20:03
Data feature 412023

Comment received:

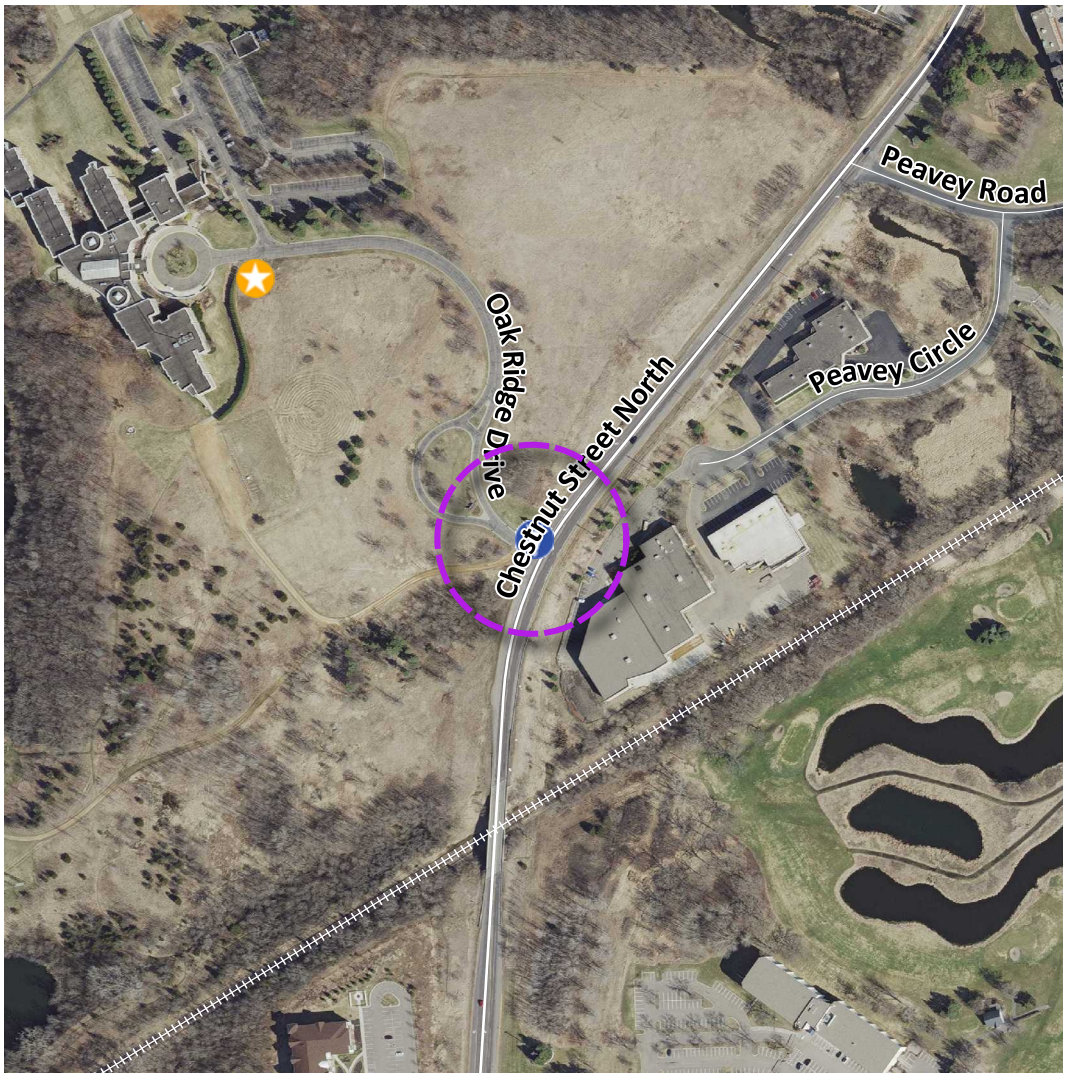
Pavement would make this more accessible during spring and when it is soggy out.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 19:40:39
Data feature 413404

Comment received:

If Costco gets built here this whole area needs better trails for pedestrians and bikers. Also a tunnel under 41 to cross safely would be great.

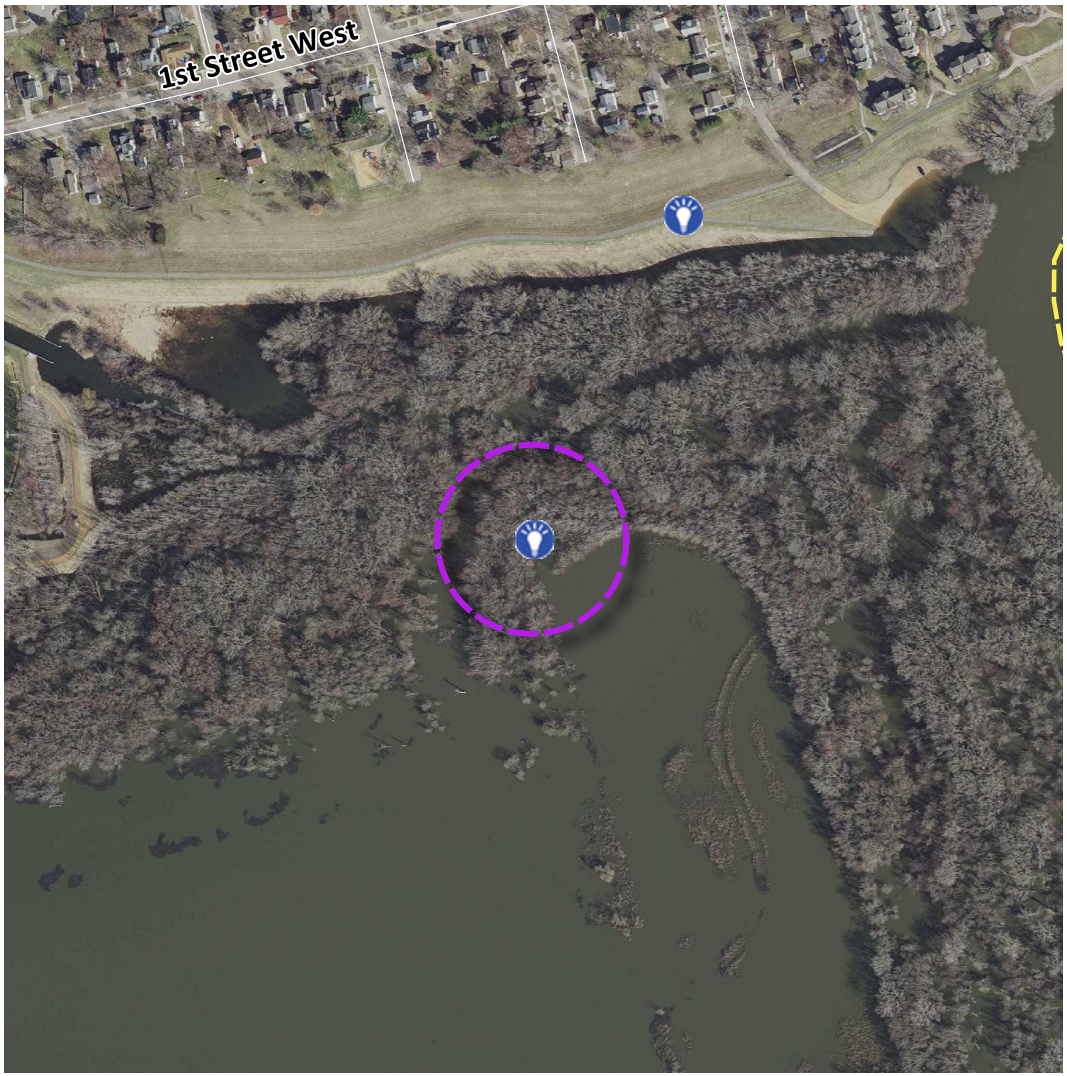
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: Idea for making this better

Date created: 2021-05-12 21:52:11
Data feature 412097

Comment received:

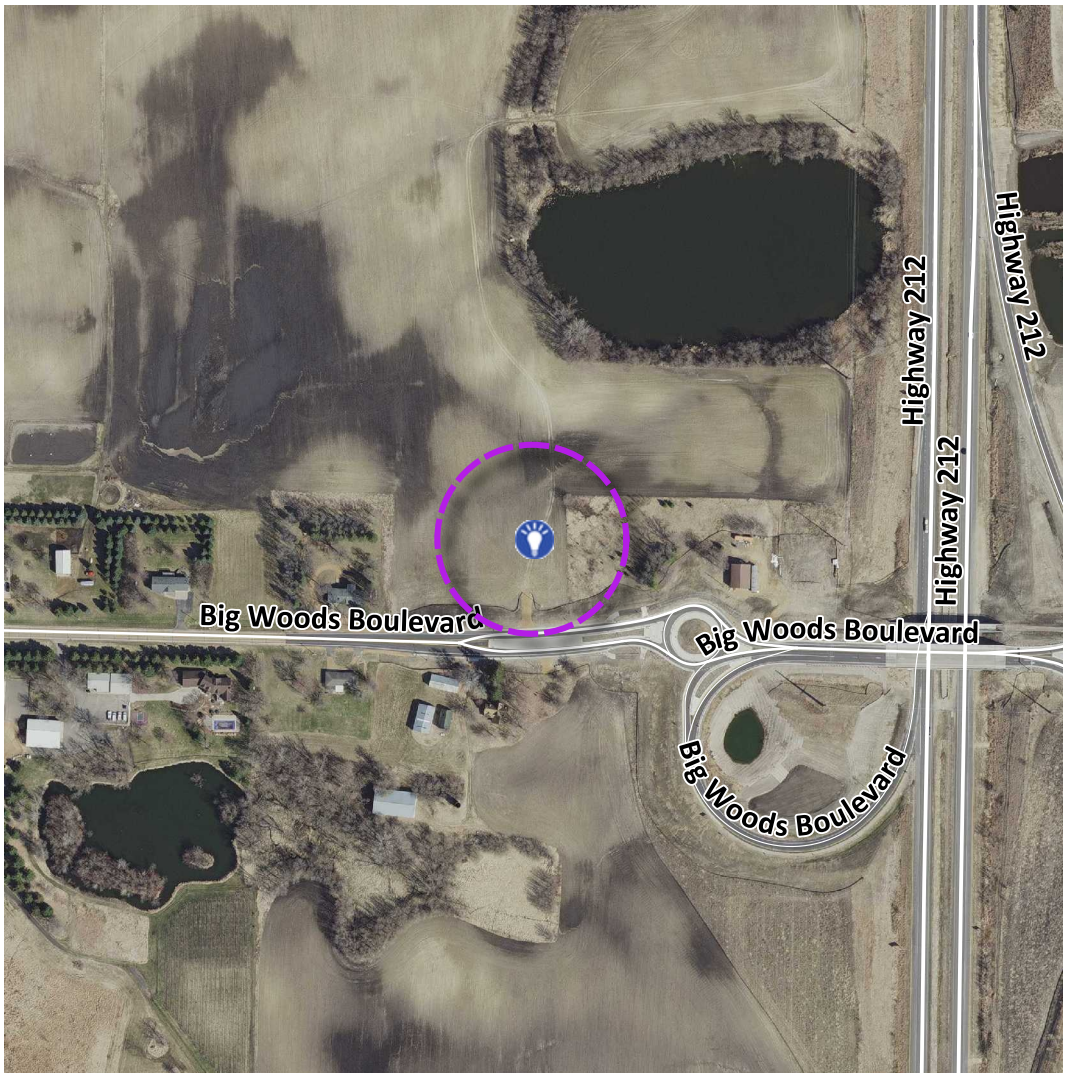
It would be nice to see signage telling walkers how far until the park in Carver or until the baseball park. Besides the grass being mowed, I have no other indications of where I was.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 19:44:34
Data feature 413406

Comment received:

Shoulders have a lot of debris like rocks, car parts and trash. Sweep once a month during the warmer months.

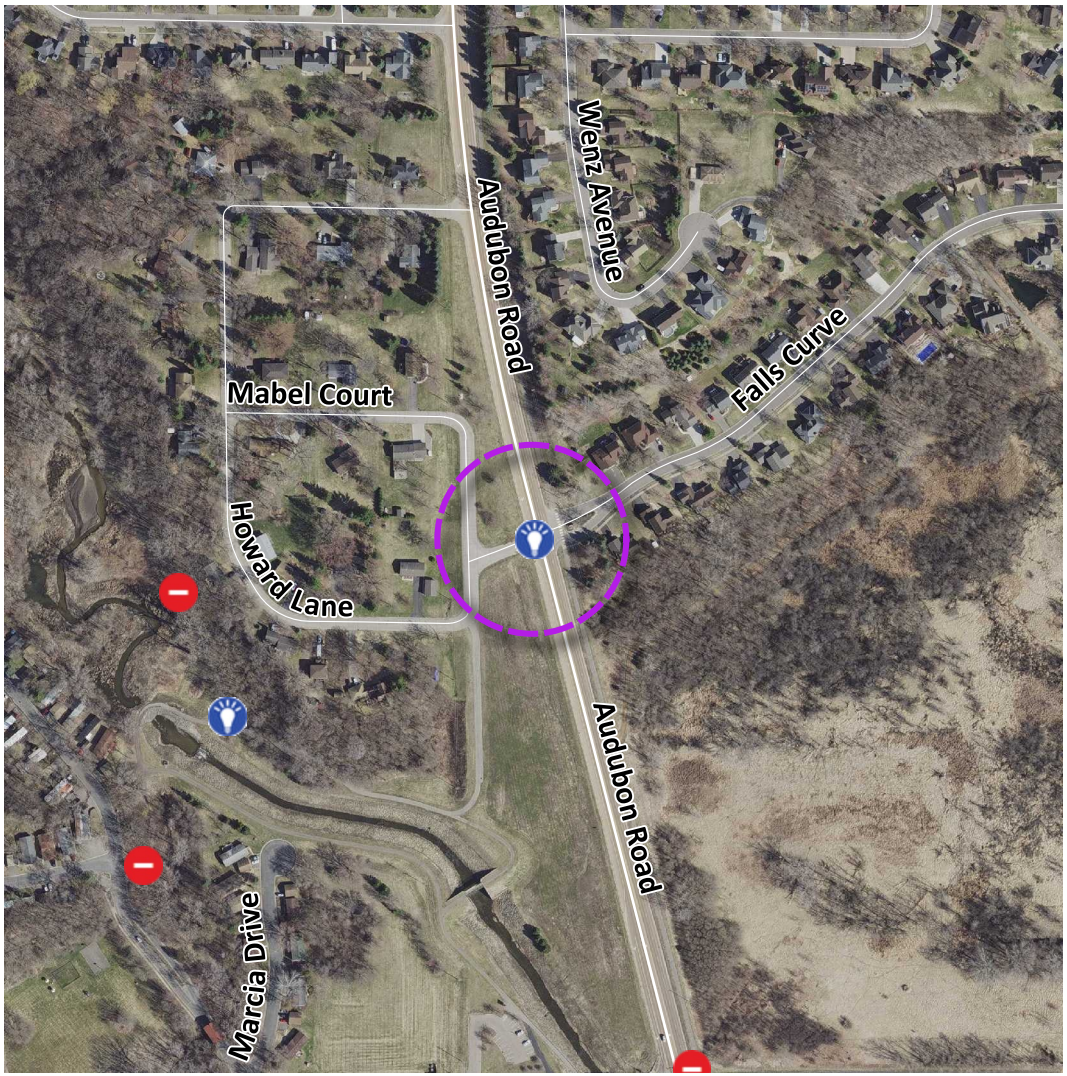
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 21:52:35
Data feature 413411

Comment received:

The trail will lead here, but this is a dangerous place to cross. Just something to make it a bit more clear or safer to cross.

Legend

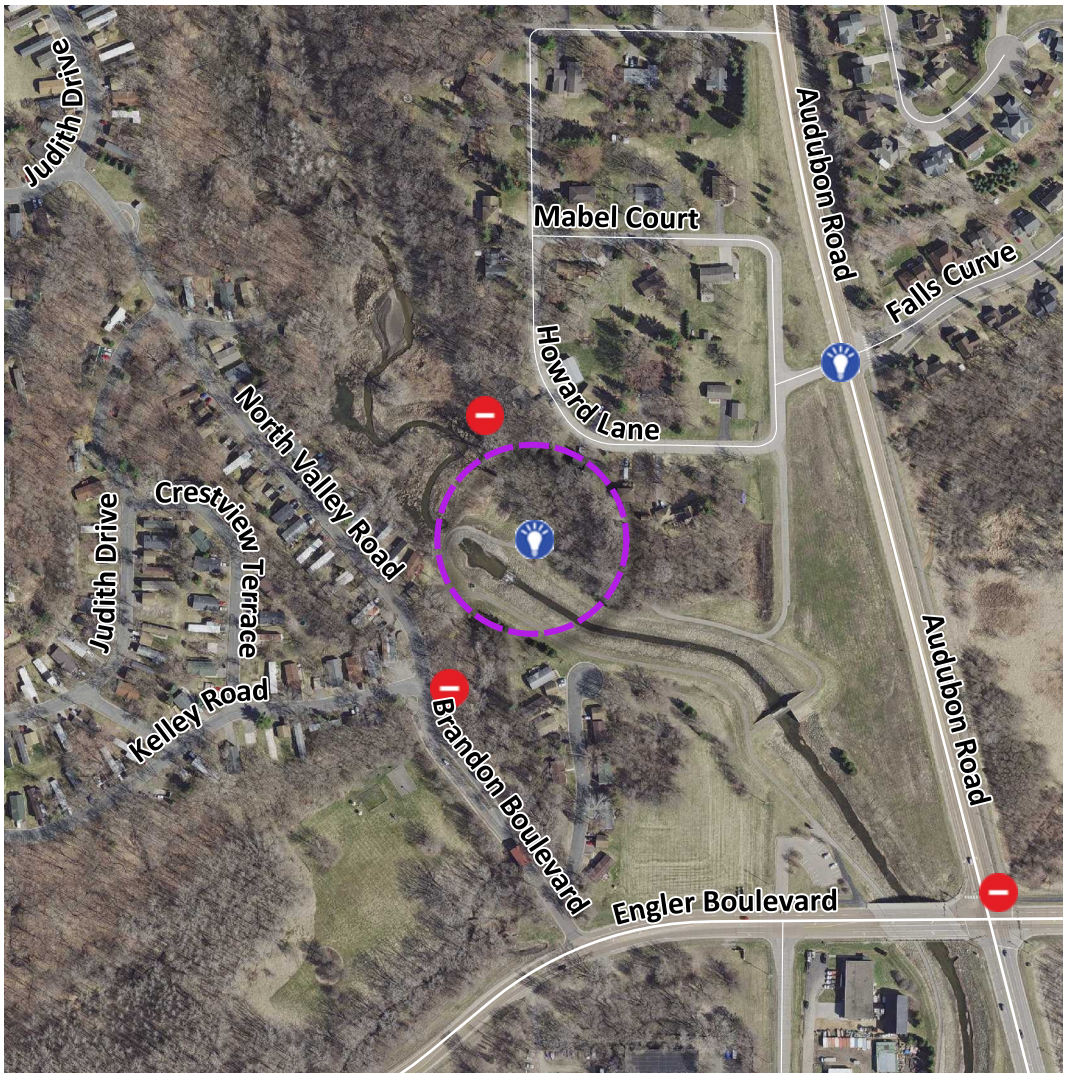
POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Idea for making this better

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-03 21:53:22
Data feature 413412

Comment received:

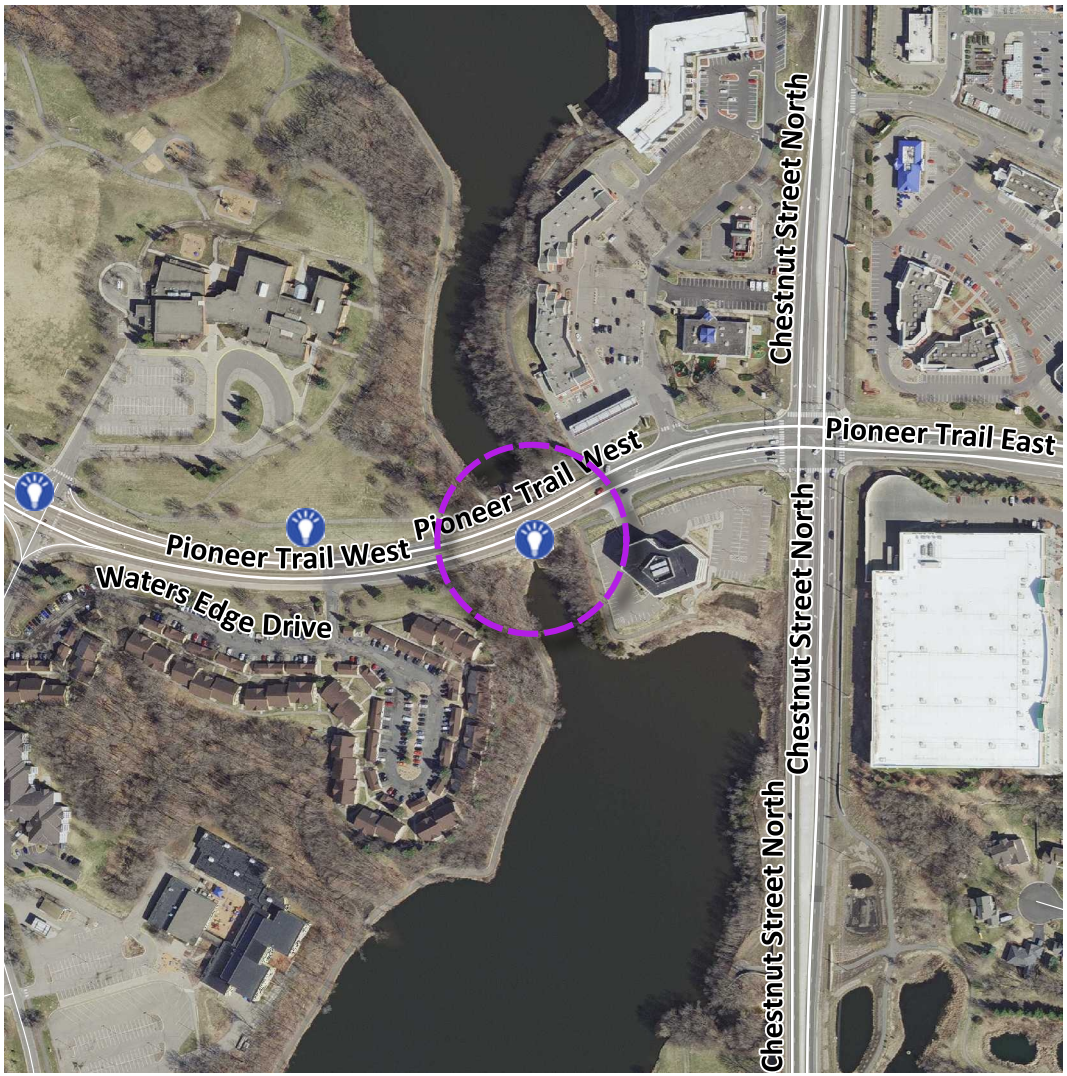
Add signs to where these different trails lead. I have had numerous people ask me where the trails lead.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-04-27 21:42:55
Data feature 411249

Comment received:

Quite a lot of foot / bicycle traffic occurs today along the south side of Pioneer Trail. There is also a fair amount of pedestrian traffic across Pioneer where the existing trail on the north side connects to the roadway. While an underpass below Pioneer is available, it is not accessible on the south side without deviating south through residential areas. The shoulder is generally wide enough along Pioneer to accommodate pedestrian / bicycle traffic along the same, but constricts across the Lake Grace passage before reaching the entrance to the clinic and subsequent sidewalk / trail. Suggest considering widening the shoulder, extending the sidewalk / trail from 41 to the clinic entrance, or enabling access to underpass from the south side of Pioneer Trail.

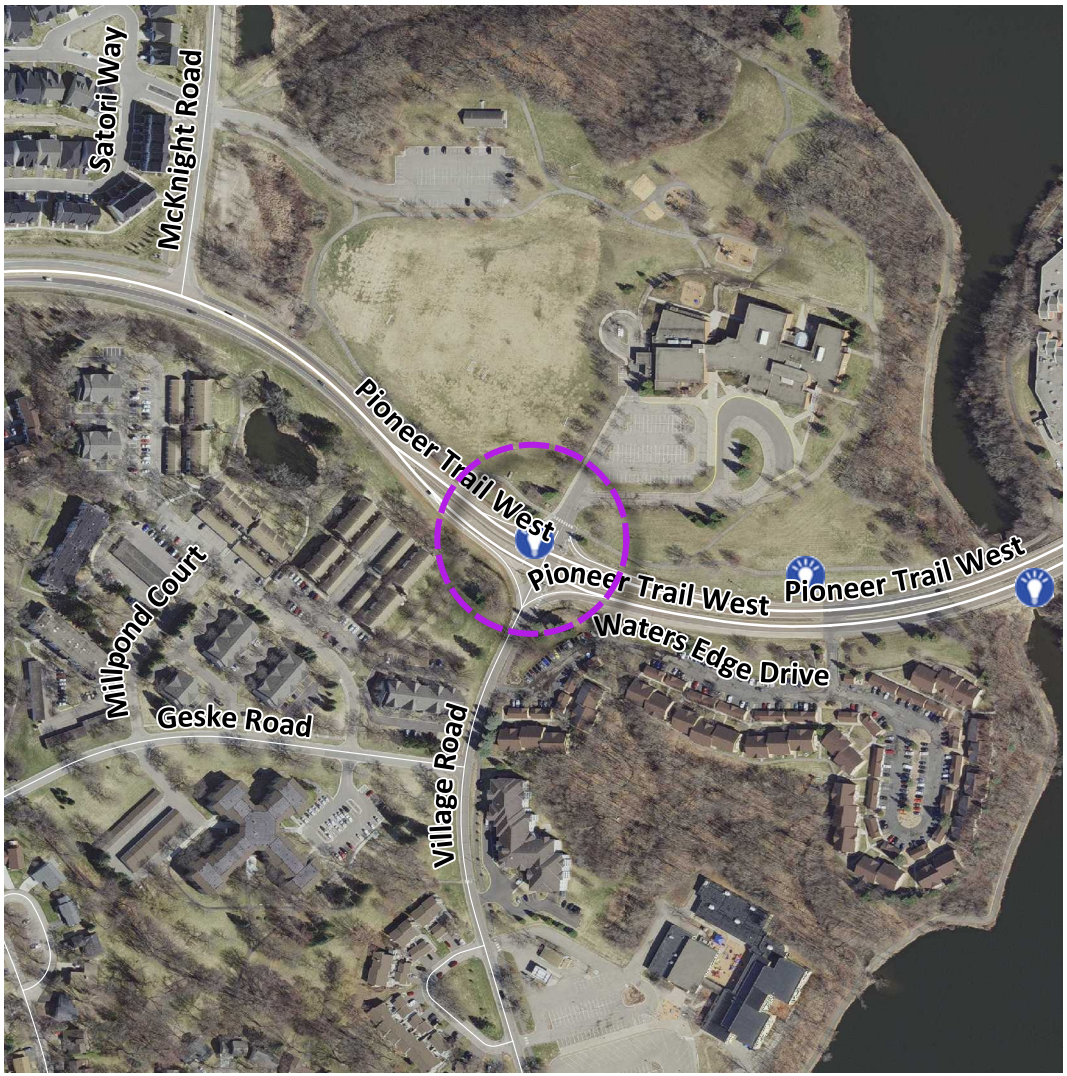
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-04-27 21:33:44
Data feature 411248

Comment received:

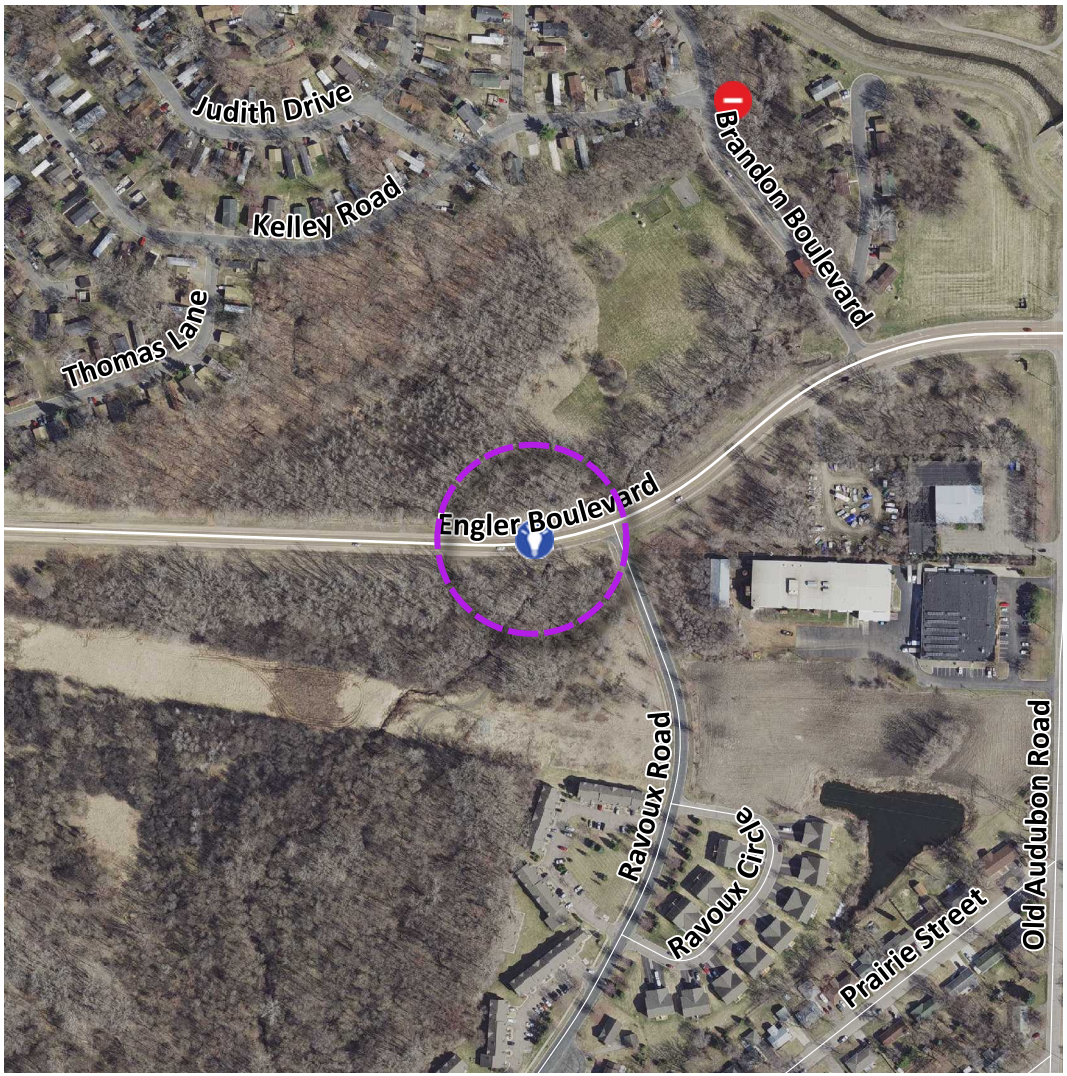
For westbound bikers on the roadway, this intersection - specifically the triangular medians - interrupts and significantly reduces the shoulder width that offers an otherwise reasonable space for bikers. In addition to being a pinch point in the narrowing of the shoulder, the two lanes merge just past the intersection, giving drivers multiple "obstacles" and decisions to make all within a short stretch. Suggest trimming back the triangular medians to maintain shoulder width on the north side of Pioneer trail through the intersection, allowing bikes to safely ride the road.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 0.3 mi

TYPE: Idea for making this better

Date created: 2021-06-05 03:29:05
Data feature 413440

Comment received:

Frequently-used crossing in a 50 MPH zone near a curve in the road. A tunnel or bridge would make this safer.

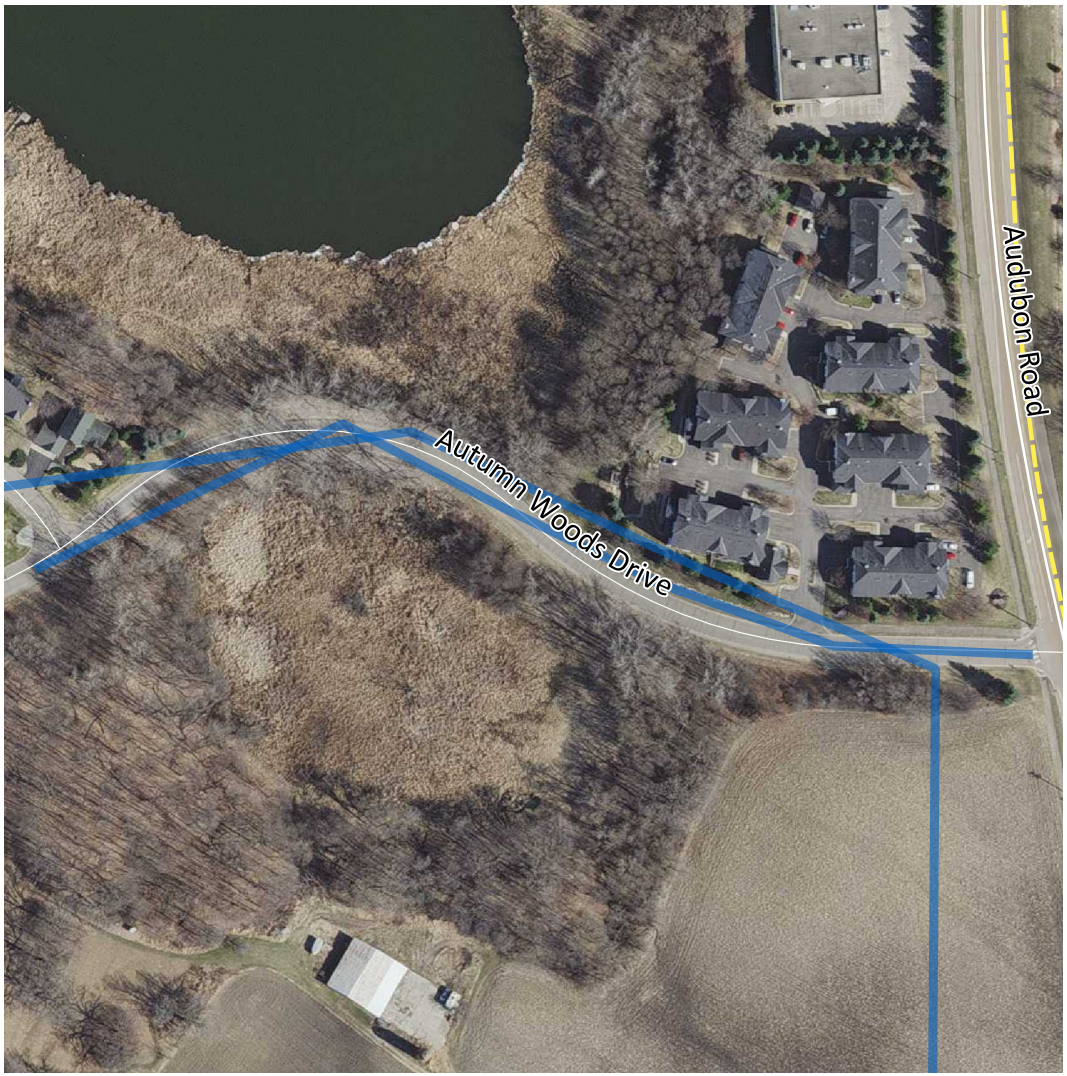
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.08 0.16 mi

TYPE: A new WALKING route

Date created: 2021-05-12 20:37:24
Data feature 1311893

Comment received:

This is a great natural area to walk, but the lack of a path and car traffic make it a dangerous section.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.2 0.4 mi

TYPE: A new WALKING route

Date created: 2021-05-12 19:50:45
Data feature 1311892

Comment received:

Autumn Woods drive currently has no walking path and it makes it difficult to do a loop in that area with small children.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-06-03 16:44:44
Data feature 1314283

Comment received:

This area is very frequently used by walkers. There is no shade on Pioneer trail at all. Walkers cross here every day to have access to a quieter and safer trail. The path is a hazard when wet after recent rain or snow. A paved road with a clearing in the trees and some lighting would be a great addition.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-05-12 02:20:46
Data feature 1311300

Comment received:

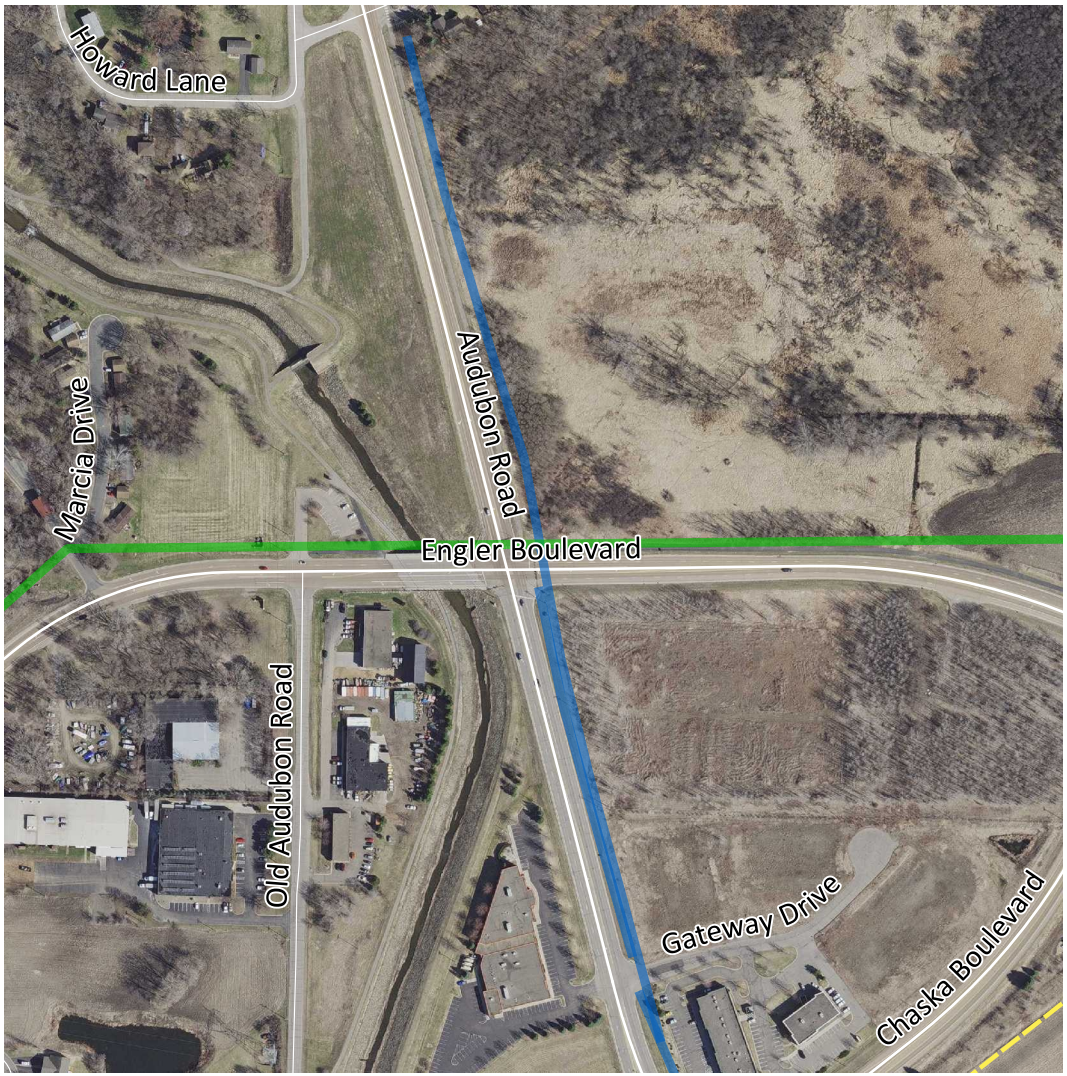
No sidewalk exists.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 mi

TYPE: A new WALKING route

Date created: 2021-05-05 03:13:49
Data feature 1311251

Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-05-04 23:41:49
Data feature 1311162

Comment received:

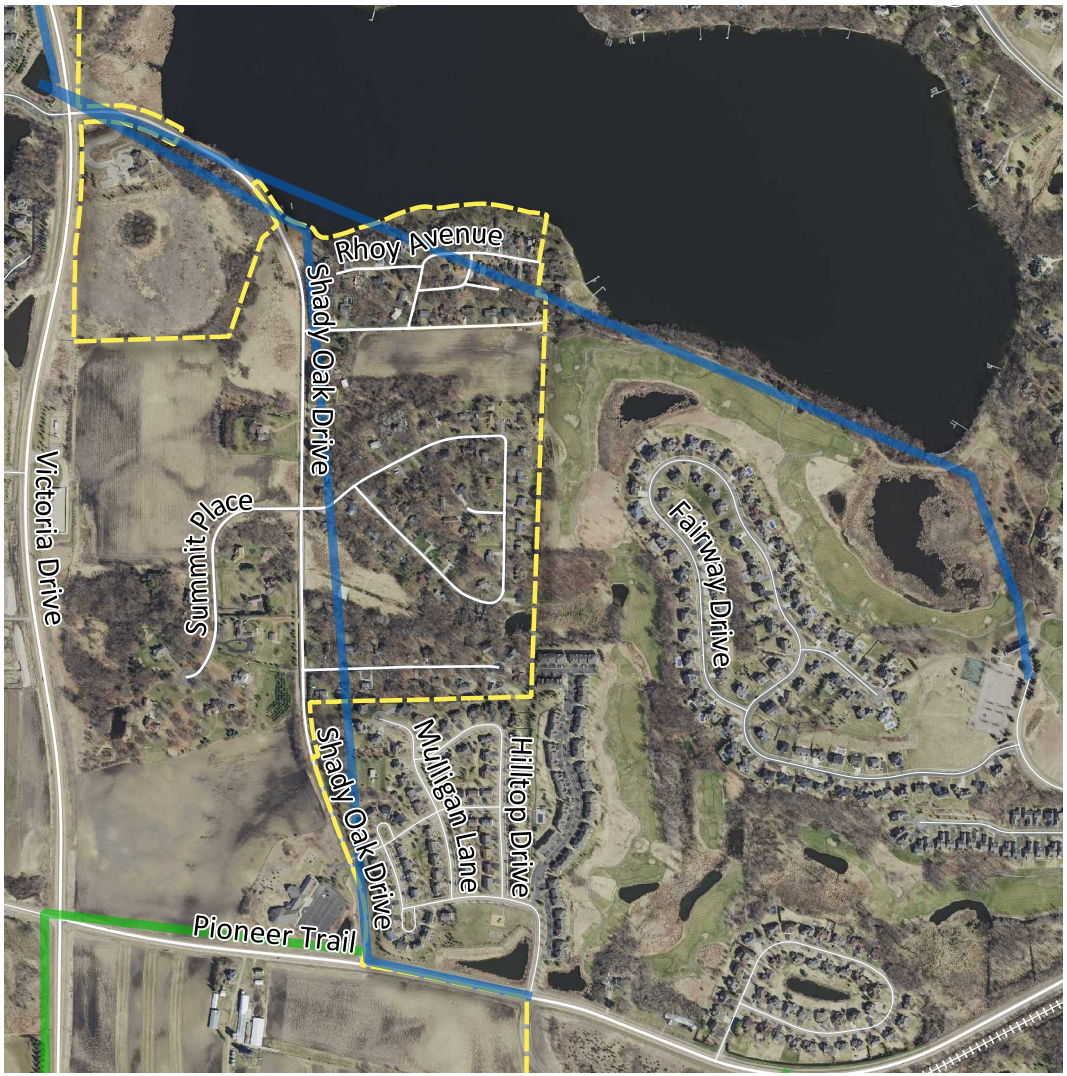
Please add pavement/sidewalk between path and Bavaria Hiills Trail

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.4 0.8 mi

TYPE: A new WALKING route

Date created: 2021-05-01 20:24:20
Data feature 1310969

Comment received:

Pioneer to Shady Oak and around to Town Course parking lot.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new WALKING route

Date created: 2021-05-01 14:29:57
Data feature 1310968

Comment received:

Create a path for residents of Chaska Heights to get to the loop around the lake.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.02 0.04 mi

TYPE: A new WALKING route

Date created: 2021-05-01 01:54:48
Data feature 1310966

Comment received:

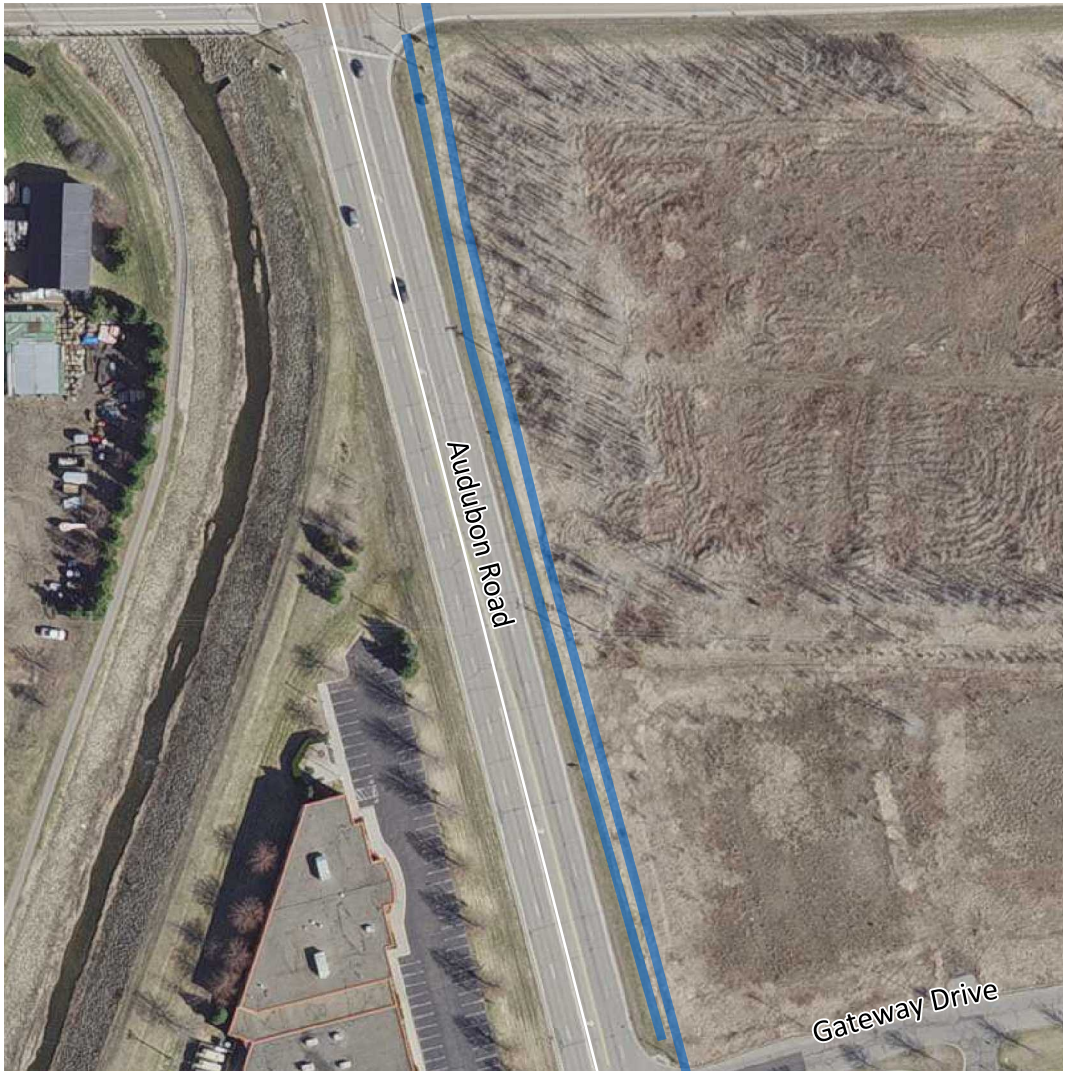
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new WALKING route

Date created: 2021-05-01 01:52:31
Data feature 1310965

Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.2 0.4 mi

TYPE: A new WALKING route

Date created: 2021-04-30 02:35:17
Data feature 1310949

Comment received:

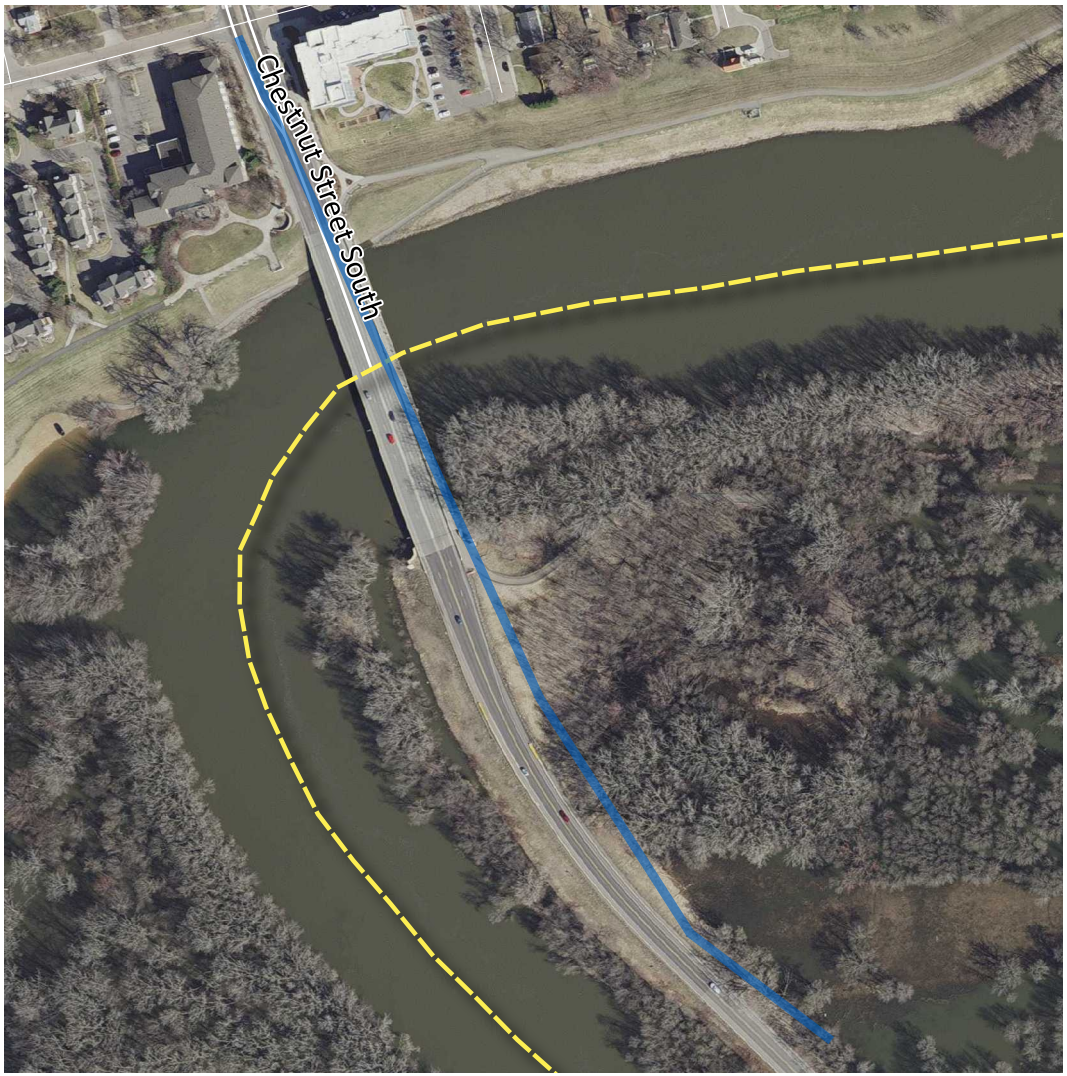
connect existing path to path at Jonathan Carver Parkway

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-05-18 16:21:52
Data feature 1311930

Comment received:

There are the trails along the river on both sides of 41 that are inaccessible aside from by car. It would be great to be able to access those trails by just cutting through downtown Chaska and doing the short jaunt down 41 to the trails

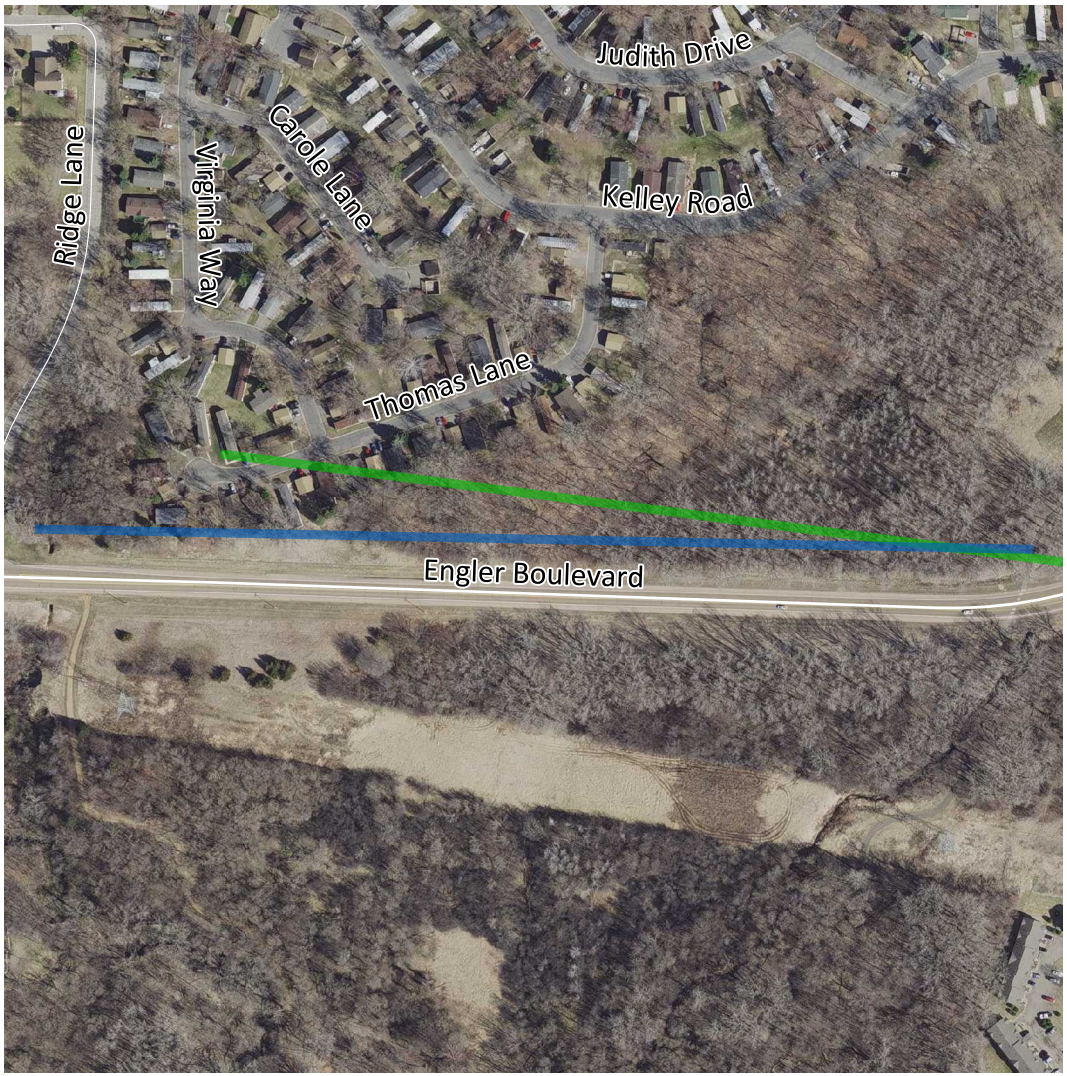
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.1 0.2 mi

TYPE: A new WALKING route

Date created: 2021-05-18 16:24:18
Data feature 1311931

Comment received:

This section of Engler does not have any sidewalk and it is a good through route for walking and running without going into neighborhoods or trying to figure out the trails

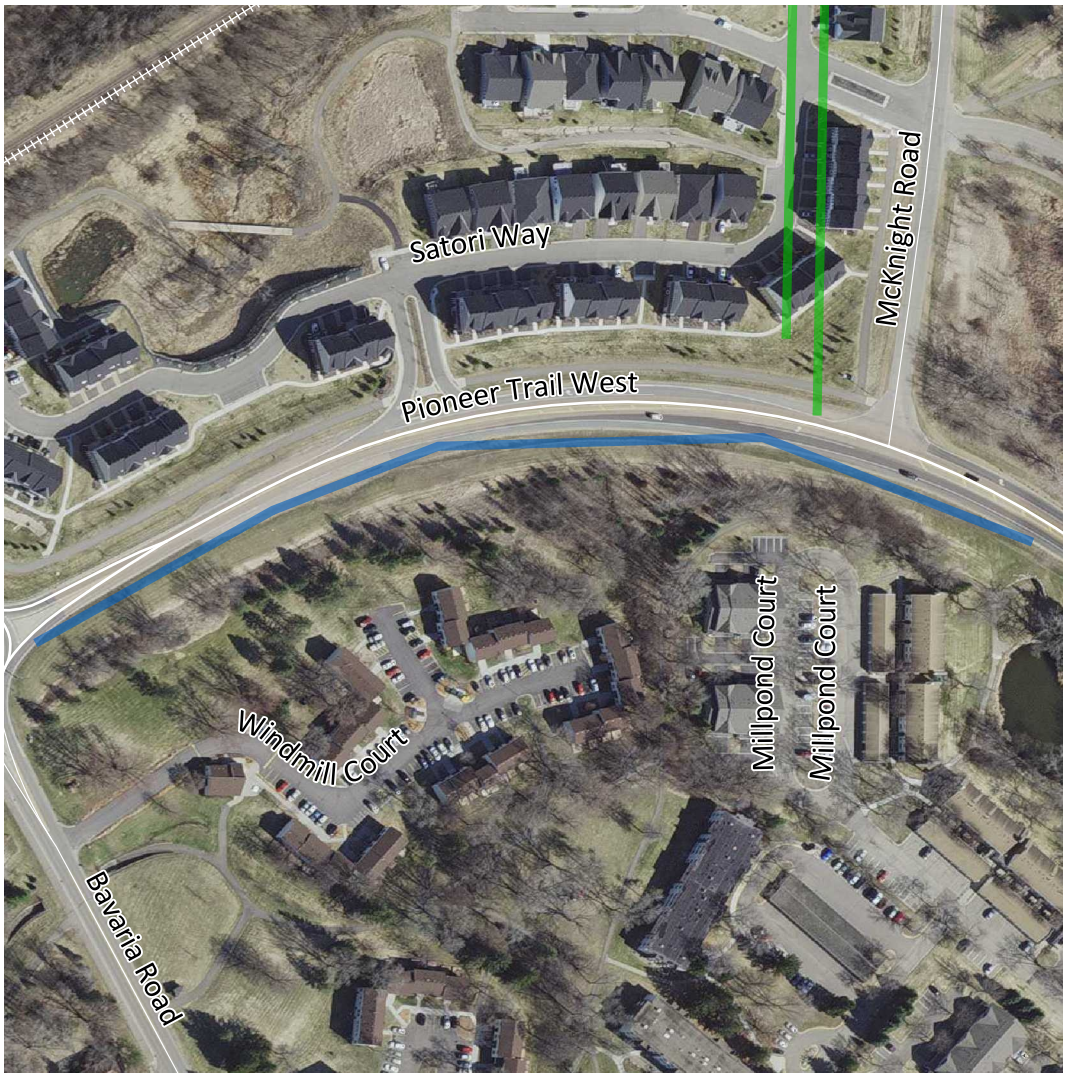
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.09 0.18 mi

TYPE: A new WALKING route

Date created: 2021-05-18 16:45:08
Data feature 1311932

Comment received:

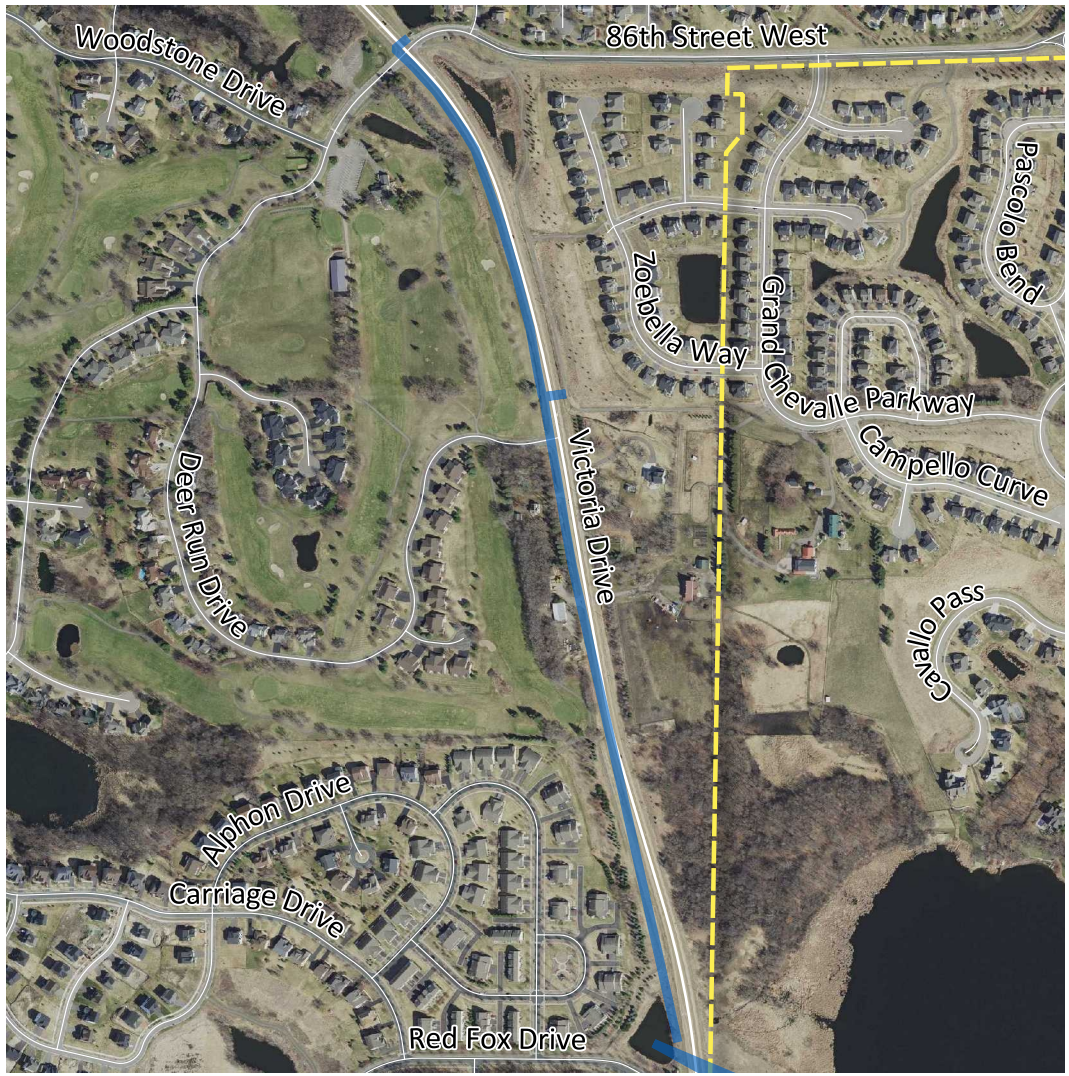
Sidewalk to roundabouts is hard to find and get to if on this section

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-05-20 02:35:04
Data feature 1311937

Comment received:

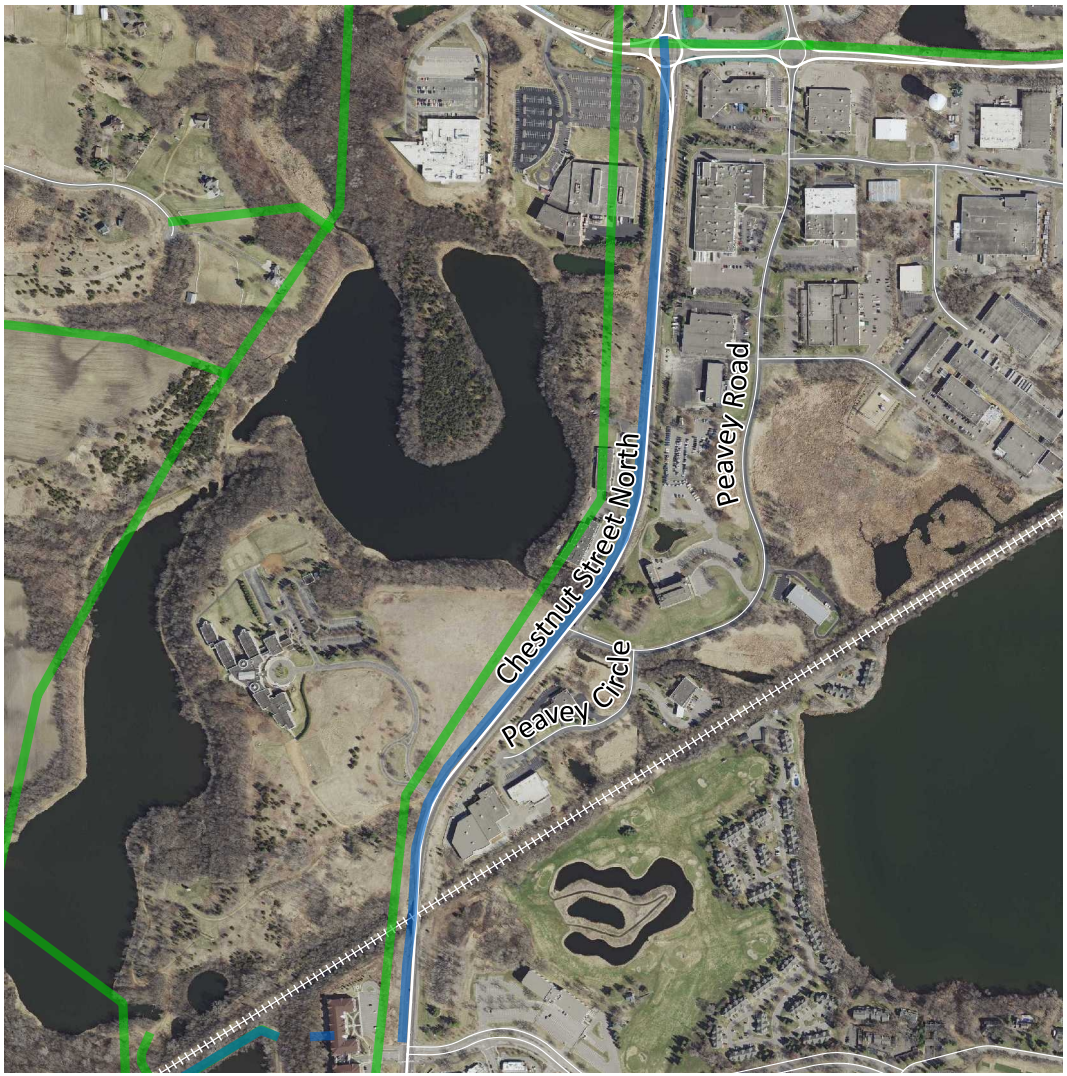
coming out of Shady Oak Road, if you wish to run north on 11 towards Victoria , you have to run on the shoulder. Would be great to have a connection to 86th street

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.3 0.6 mi

TYPE: A new WALKING route

Date created: 2021-05-20 03:15:20
Data feature 1311938

Comment received:

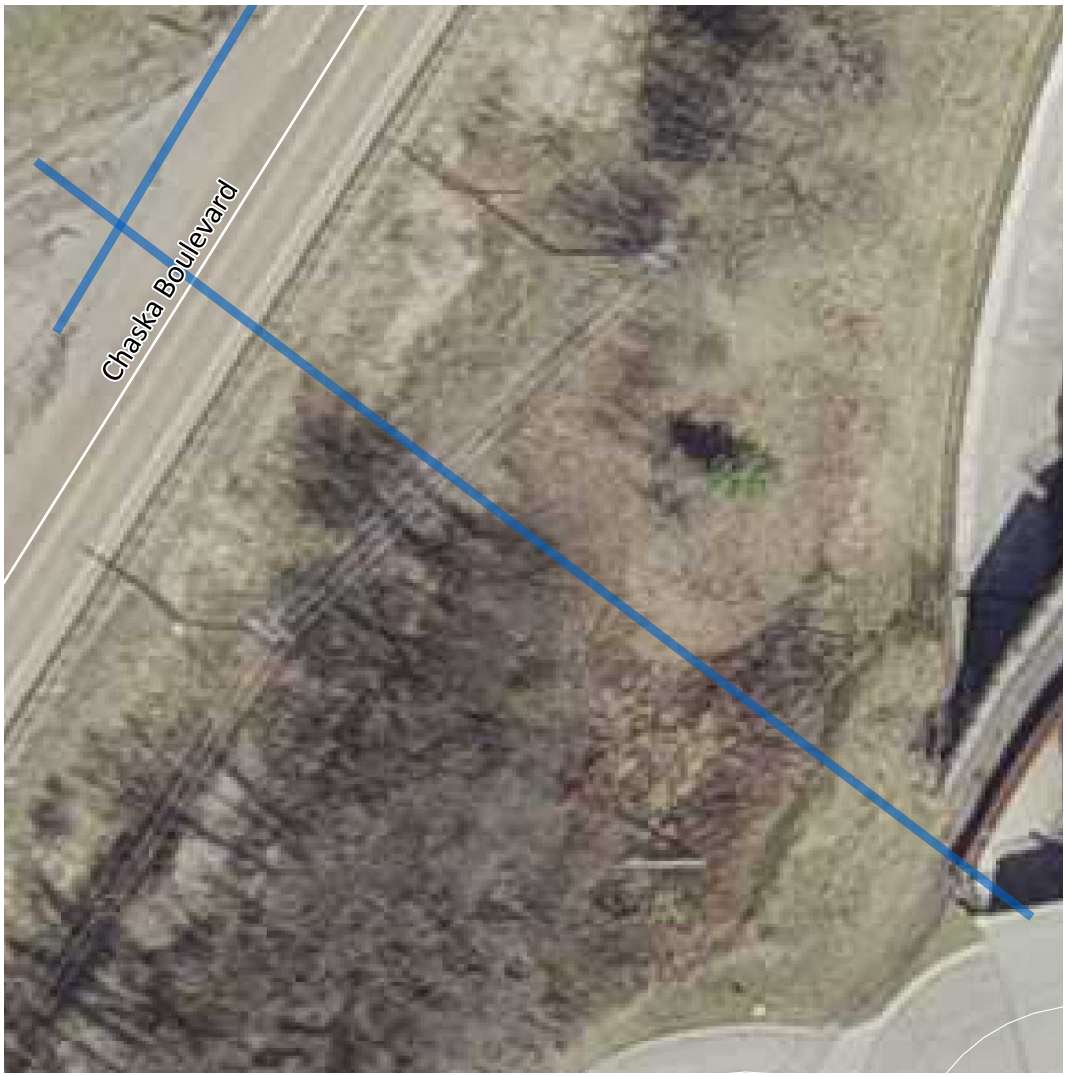
parallel to 41 from Hazeletine Blvd to Lyman Blvd

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-04-29 16:48:06
Data feature 1310943

Comment received:

Able to safely bike/walk to Schram.

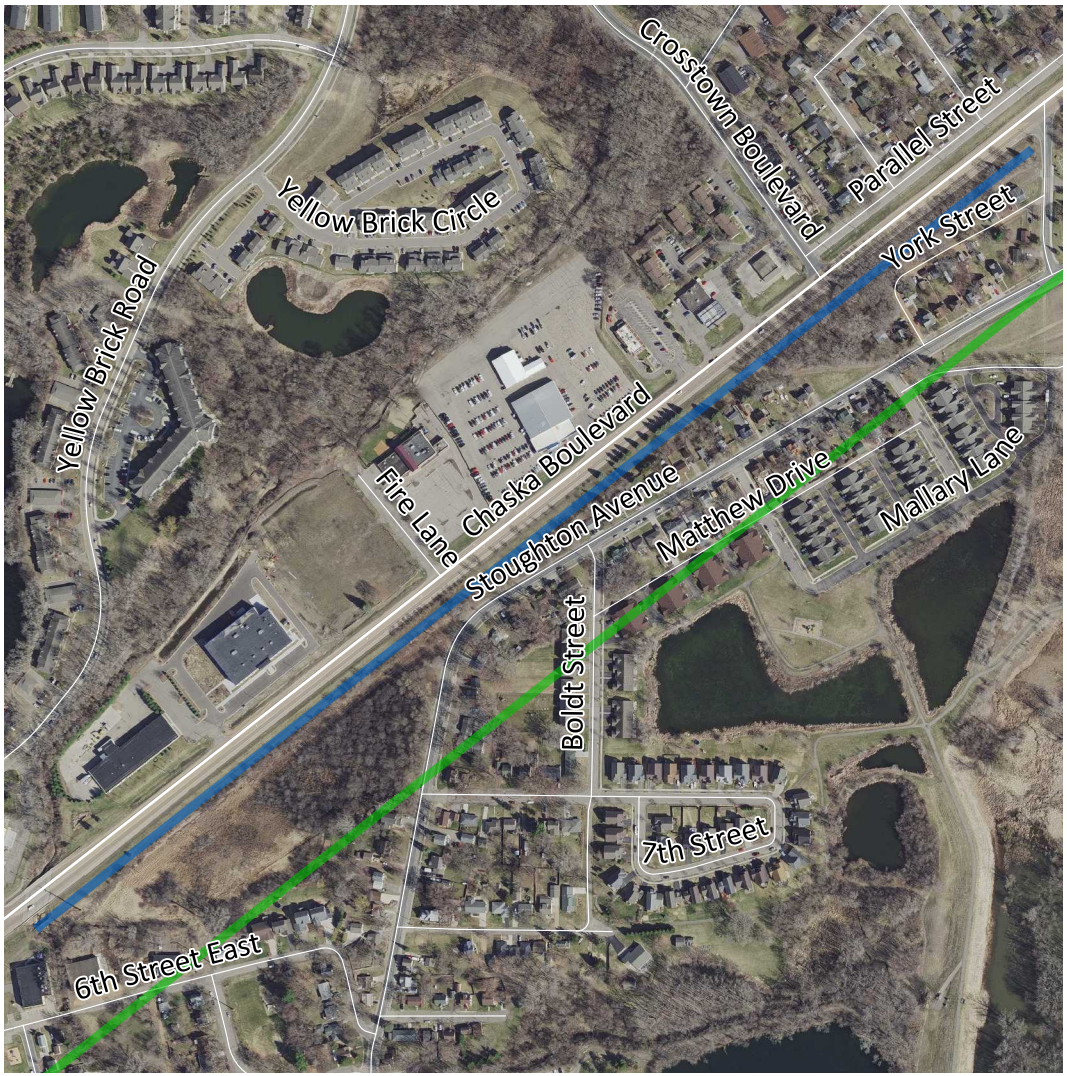
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.2 0.4 mi

TYPE: A new WALKING route

Date created: 2021-04-29 13:14:35
Data feature 1310554

Comment received:

As it stands now the old railroad line is the perfect route for individuals to access Downtown venues. Since 5 Star (Zemble and Chaska Blvd) has completed its complex their have been a definite uptick in young people perambulating along this route and crossing Chaska Blvd midstream. This could also work as a bike route, as pedaling either Chaska Blvd or Stoughton could be treacherous. I would also recommend a short feeder route to this path north at the point where Stoughton takes a hard right to a more easterly path paralleling Chaska Blvd who from the North side of Chaska Blvd need to get to the Government building.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-04-29 03:45:37
Data feature 1310552

Comment received:

A SAFE route to Schram from downtown and my neighborhood, which is up the hill.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new WALKING route

Date created: 2021-04-28 15:59:35
Data feature 1310537

Comment received:

Please connect these dead ends together! My parents live at Chaska Heights and would love to be able to walk all the way around the lake!

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new WALKING route

Date created: 2021-04-28 15:58:25
Data feature 1310536

Comment received:

Please connect this dead end to the existing paths on the ends!

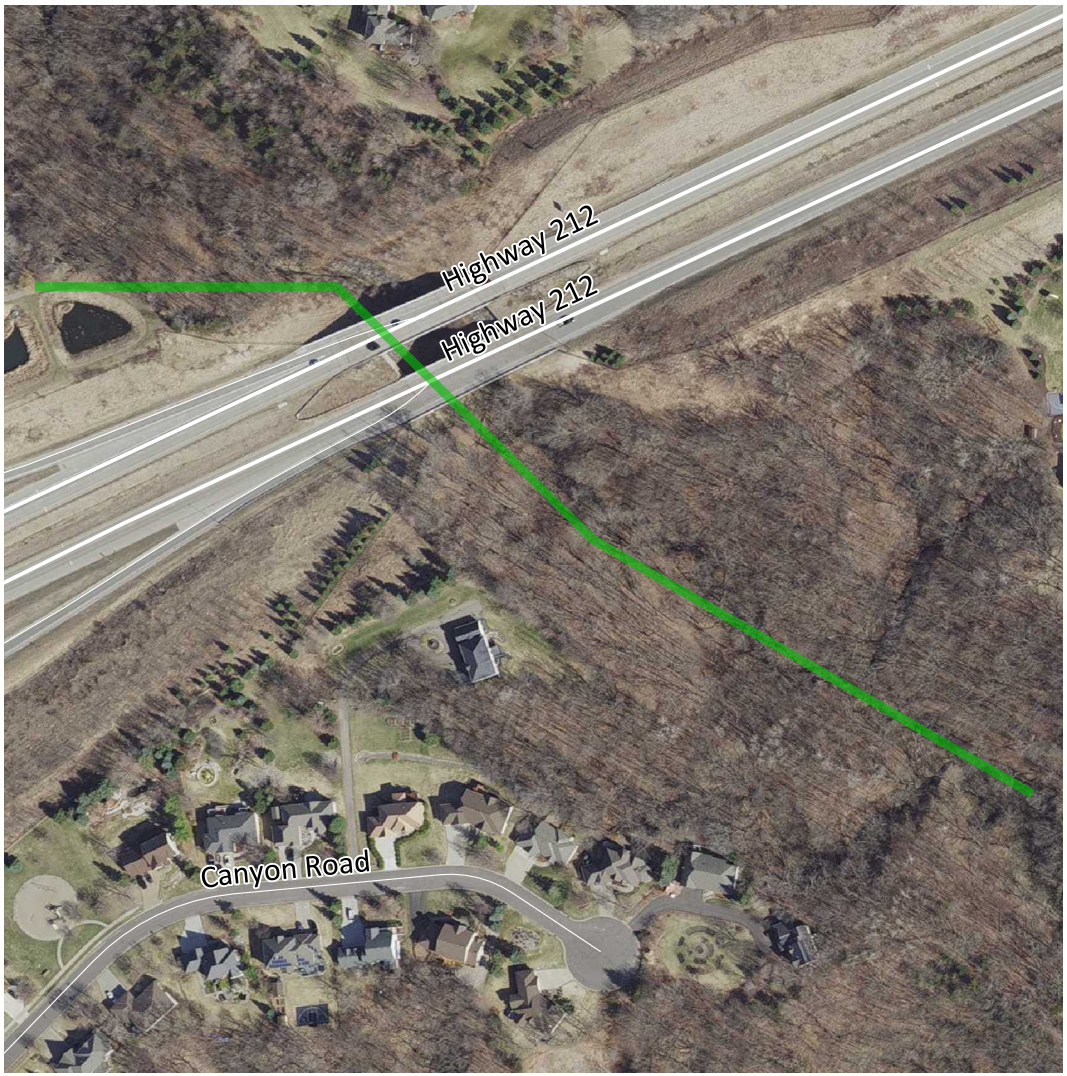
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new BIKING route

Date created: 2021-05-12 02:23:22
Data feature 1311301

Comment received:

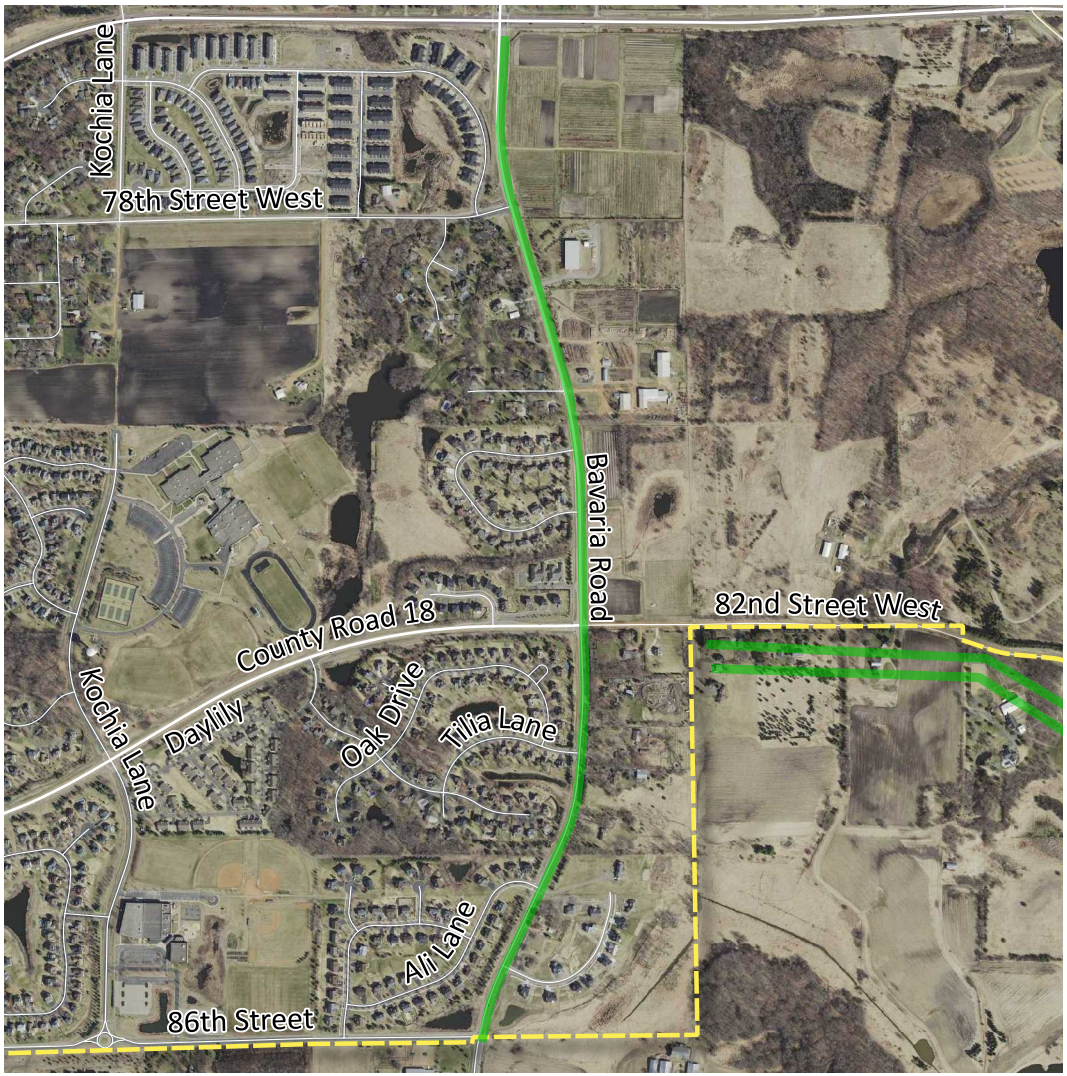
This would be a fun bike trail connection

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.5 1 mi

TYPE: A new BIKING route

Date created: 2021-04-27 21:24:33
Data feature 1310529

Comment received:

Existing trail runs along Bavaria Rd from just north of downtown to the northern edge of Chaska. With the new bike trail going in along highway 5 past the Arboretum and Lake Minnetonka LRT Trail just north of hwy 5, partnering with the city of Victoria to extend the pathway the rest of the way to hwy 5 would provide significant value to Chaska residents.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-04-27 21:46:55
Data feature 1310531

Comment received:

Clearly some master planning has been in place along this corridor, with the path built behind the clinic & underpass below 41. This would be a natural extension of existing trail network to significantly improve the connection between residential and retail space (Chaska Commons).

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-04-27 22:03:33
Data feature 1310532

Comment received:

Trail exists around the majority of Upper Lake Grace. Would be great to have an official completion of the route.

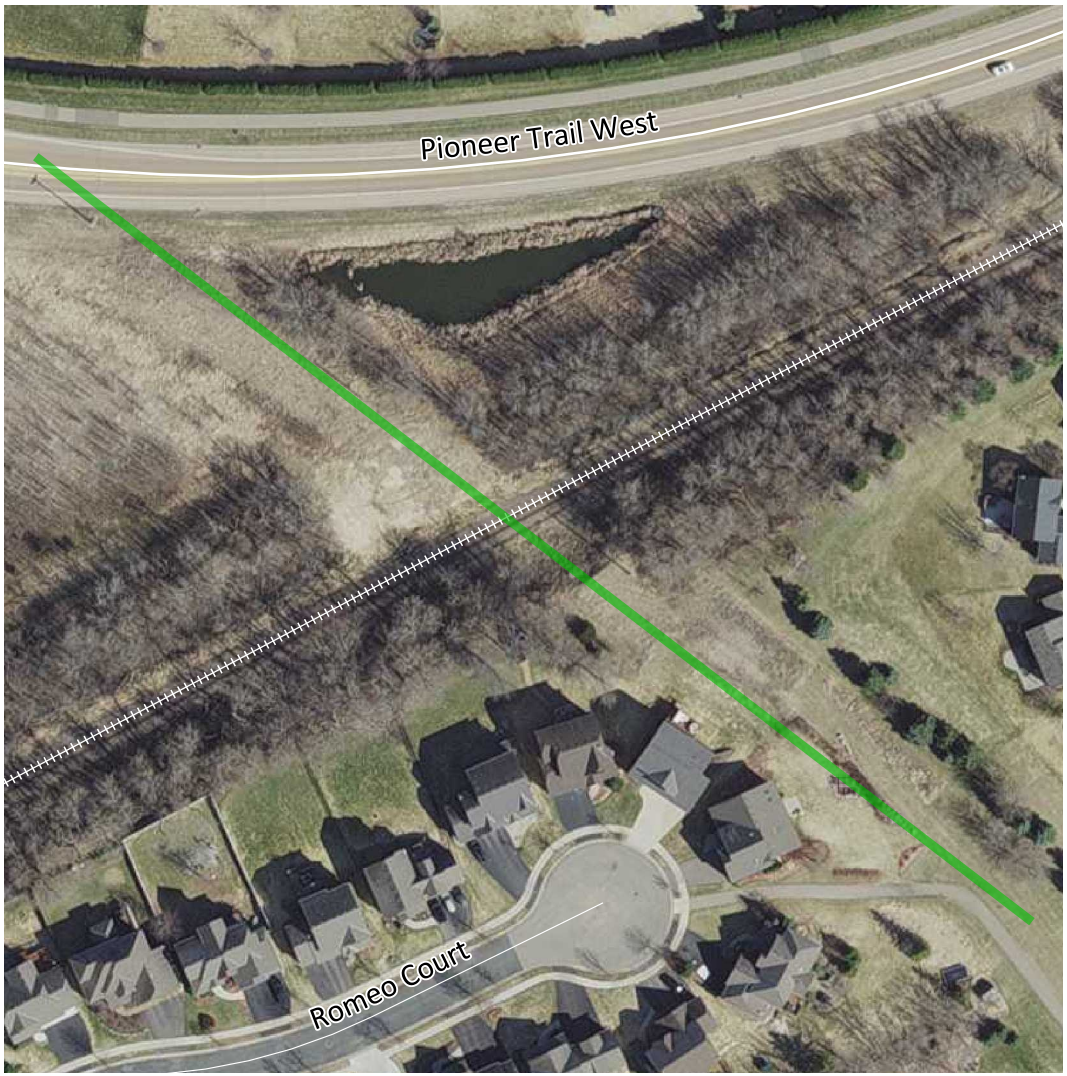
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.05 0.1 mi

TYPE: A new BIKING route

Date created: 2021-06-03 16:41:35
Data feature 1314282

Comment received:

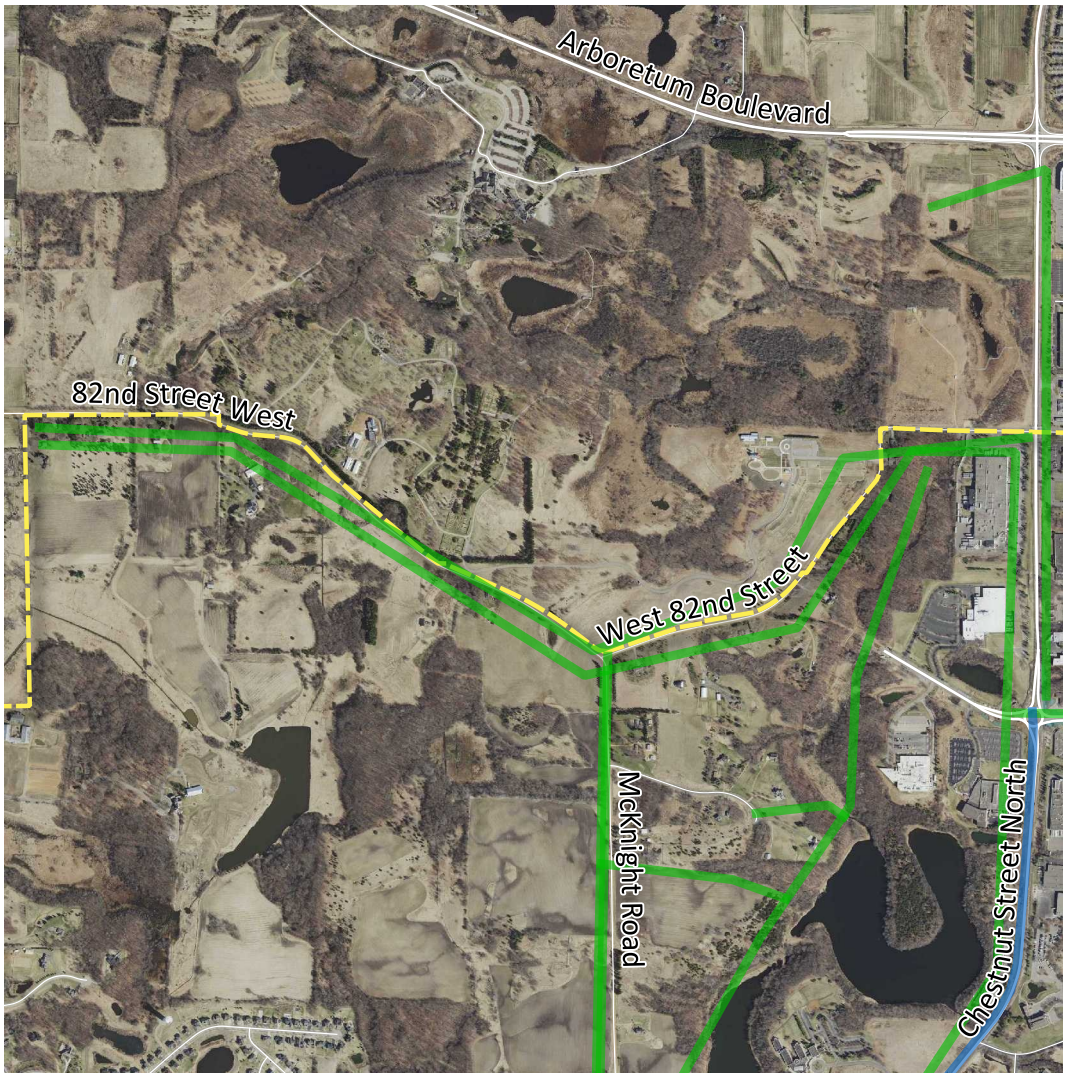
This crossing would be better for both walkers and bikers heading into the clover ridge/community park area. It would be a safer route and more well lit. Clover Ridge Dr is the closest to this and has a lot of traffic. For kids this route especially would be a good addition.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-06-01 03:19:50
Data feature 1312495

Comment received:

Add with new 82nd Street reconstruction

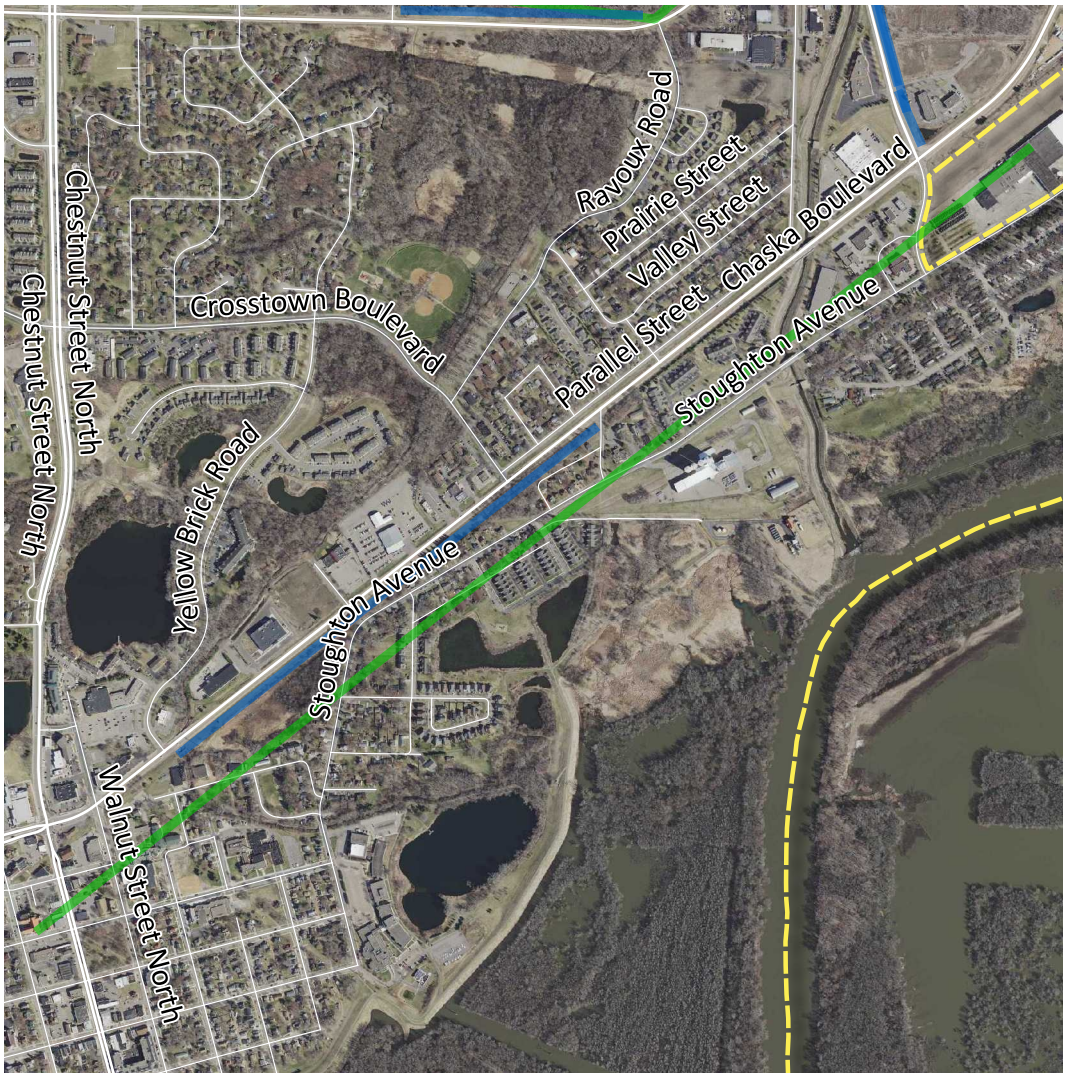
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new BIKING route

Date created: 2021-04-28 23:34:55
Data feature 1310545

Comment received:

A biking route that gives children from Riverview Terrace access to their local library.

Legend

POINT Information Received

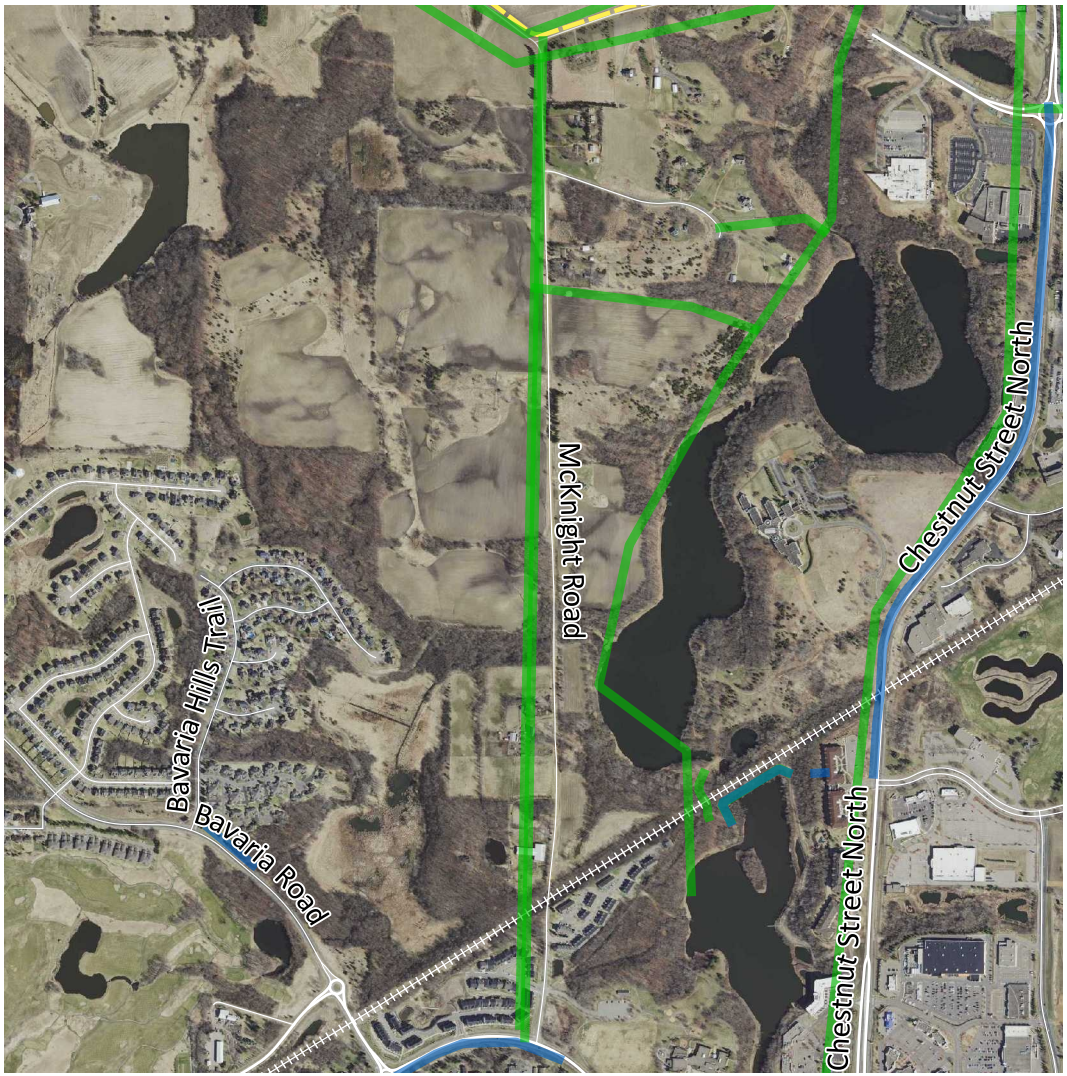
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received

- A new BIKING route
- A new WALKING route

Natural Features

- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-06-01 03:18:07
Data feature 1312494

Comment received:

Nice route connecting to trails, eventual newly reconstructed 82nd Street.

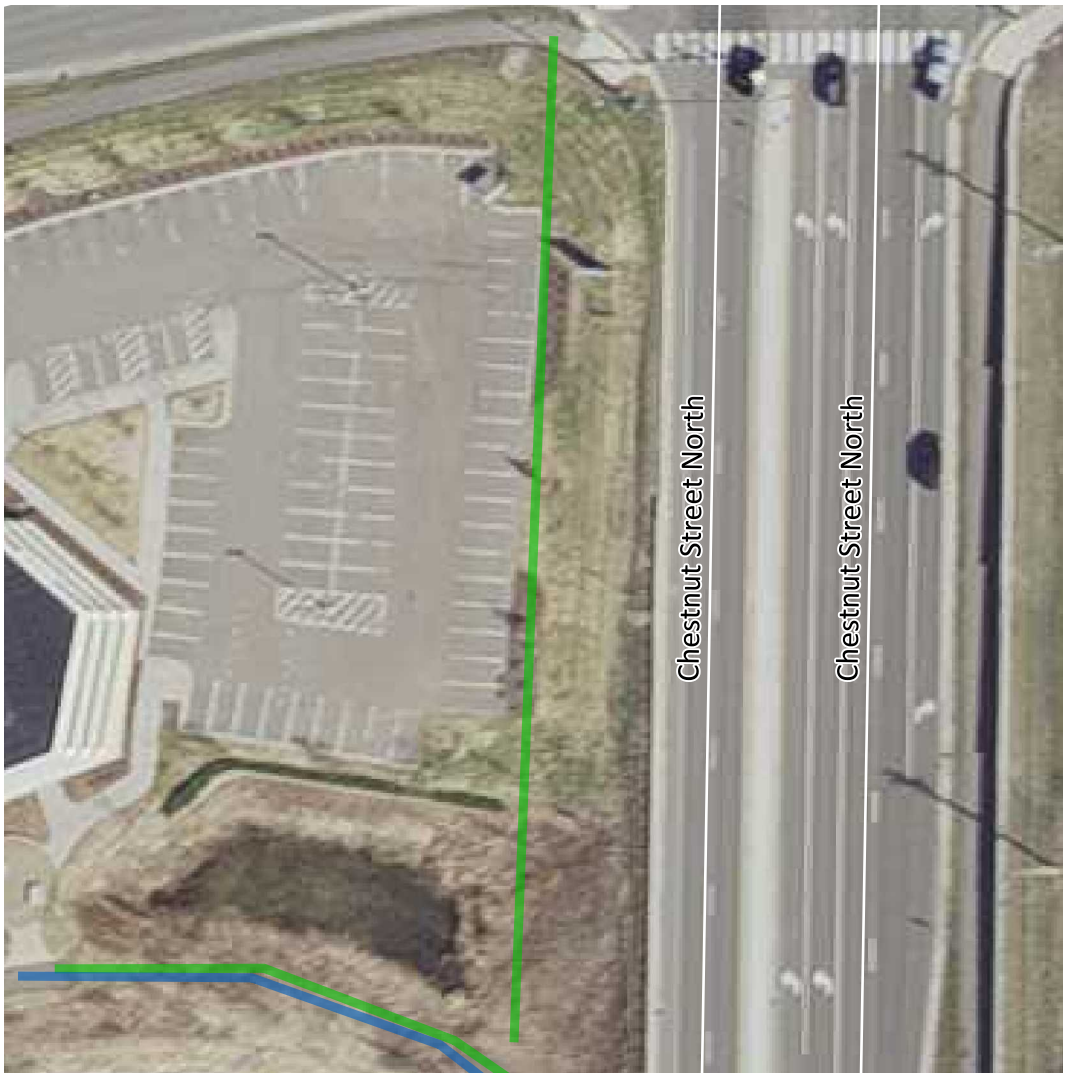
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.02 0.04 mi

TYPE: A new BIKING route

Date created: 2021-05-20 19:18:37
Data feature 1312240

Comment received:

connect to Pioneer trail

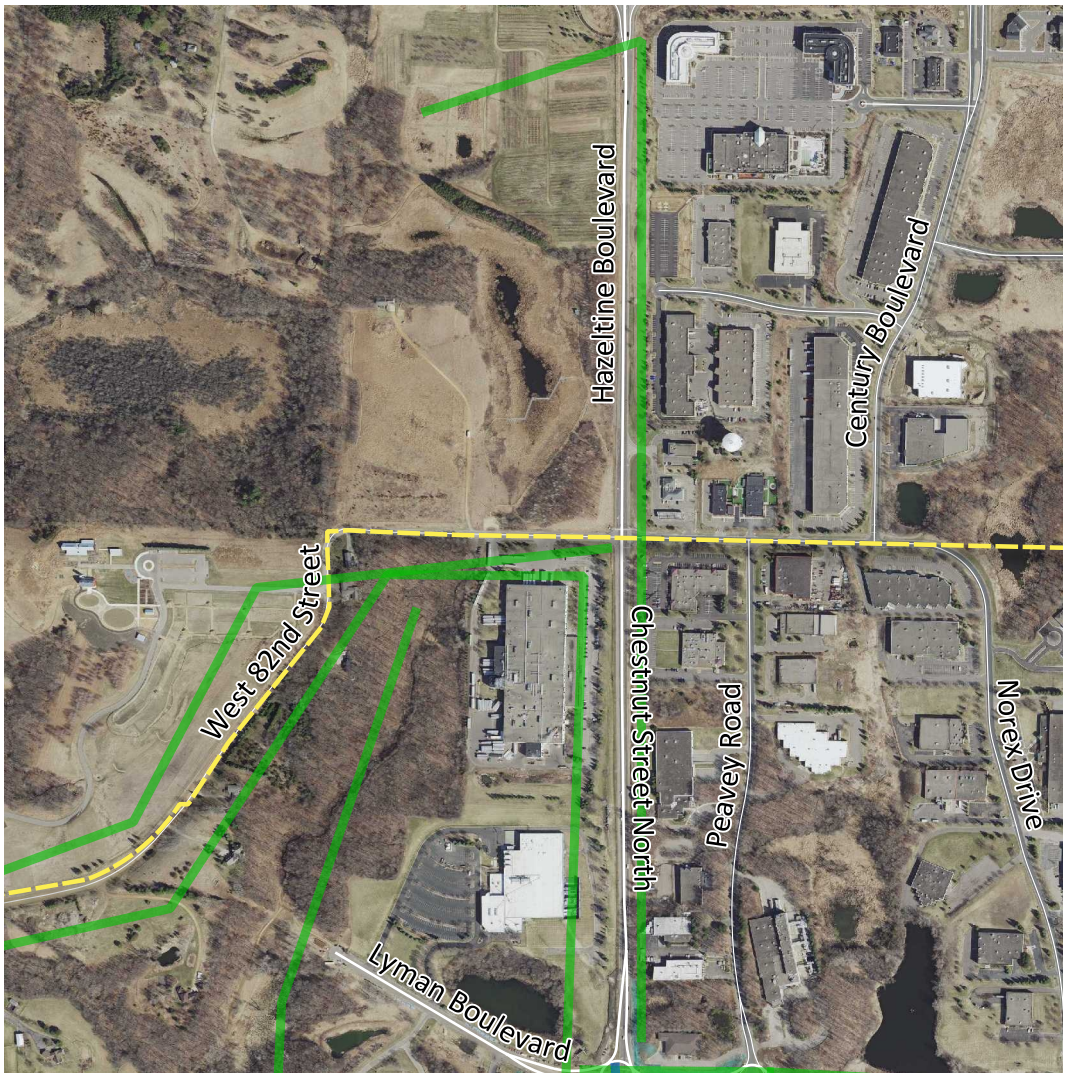
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.3 0.6 mi

TYPE: A new BIKING route

Date created: 2021-05-20 19:15:22
Data feature 1312239

Comment received:

Bike trail needs to continue to the Arboretum new tunnel under 41 to connect us with other communities and Arb.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.2 0.4 mi

TYPE: A new BIKING route

Date created: 2021-05-18 16:03:55
Data feature 1311929

Comment received:

Would be nice to have bike trail continued till Jonathan carver pkwy. It is very unsafe to bike on that road.

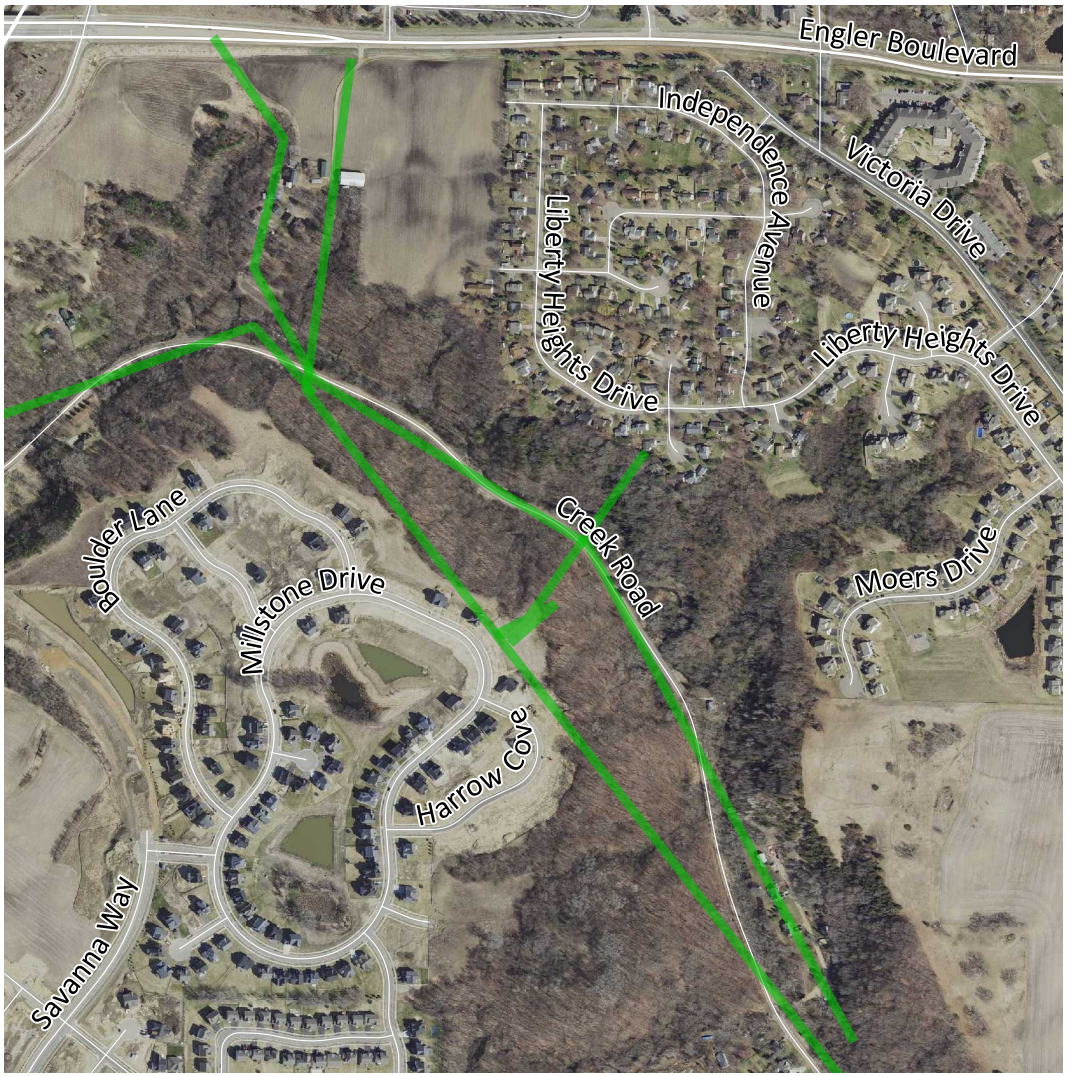
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.3 0.6 mi

TYPE: A new BIKING route

Date created: 2021-05-18 13:13:34
Data feature 1311928

Comment received:

A bilking/walking trail alongside Creek Rd would be beautiful and welcome!

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new BIKING route

Date created: 2021-05-17 13:43:05
Data feature 1311925

Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-05-01 14:15:03
Data feature 1310967

Comment received:

Please connect these 2 pieces with a paved path.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.2 0.4 mi

TYPE: A new BIKING route

Date created: 2021-05-17 13:42:19
Data feature 1311924

Comment received:

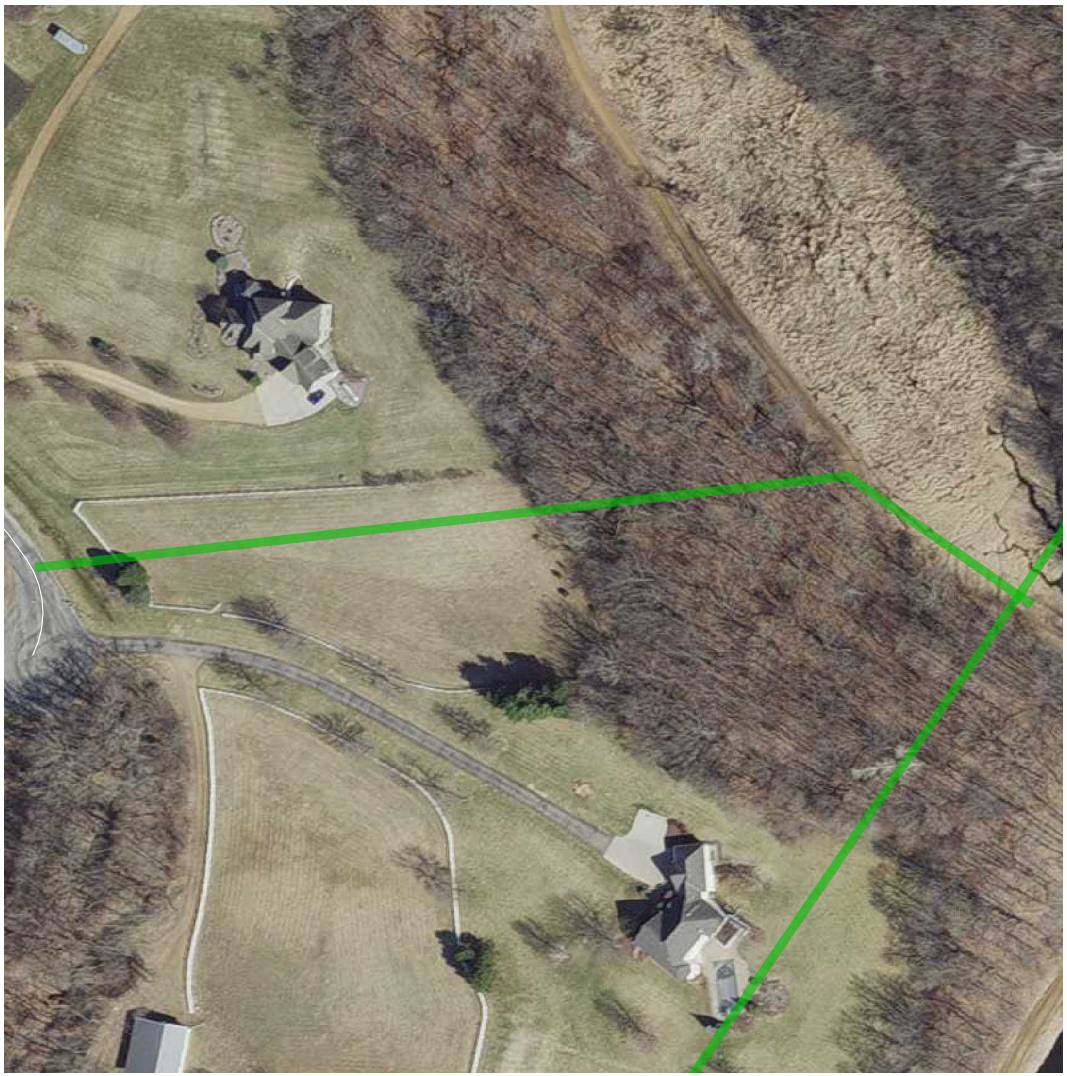
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new BIKING route

Date created: 2021-05-17 13:39:43
Data feature 1311923

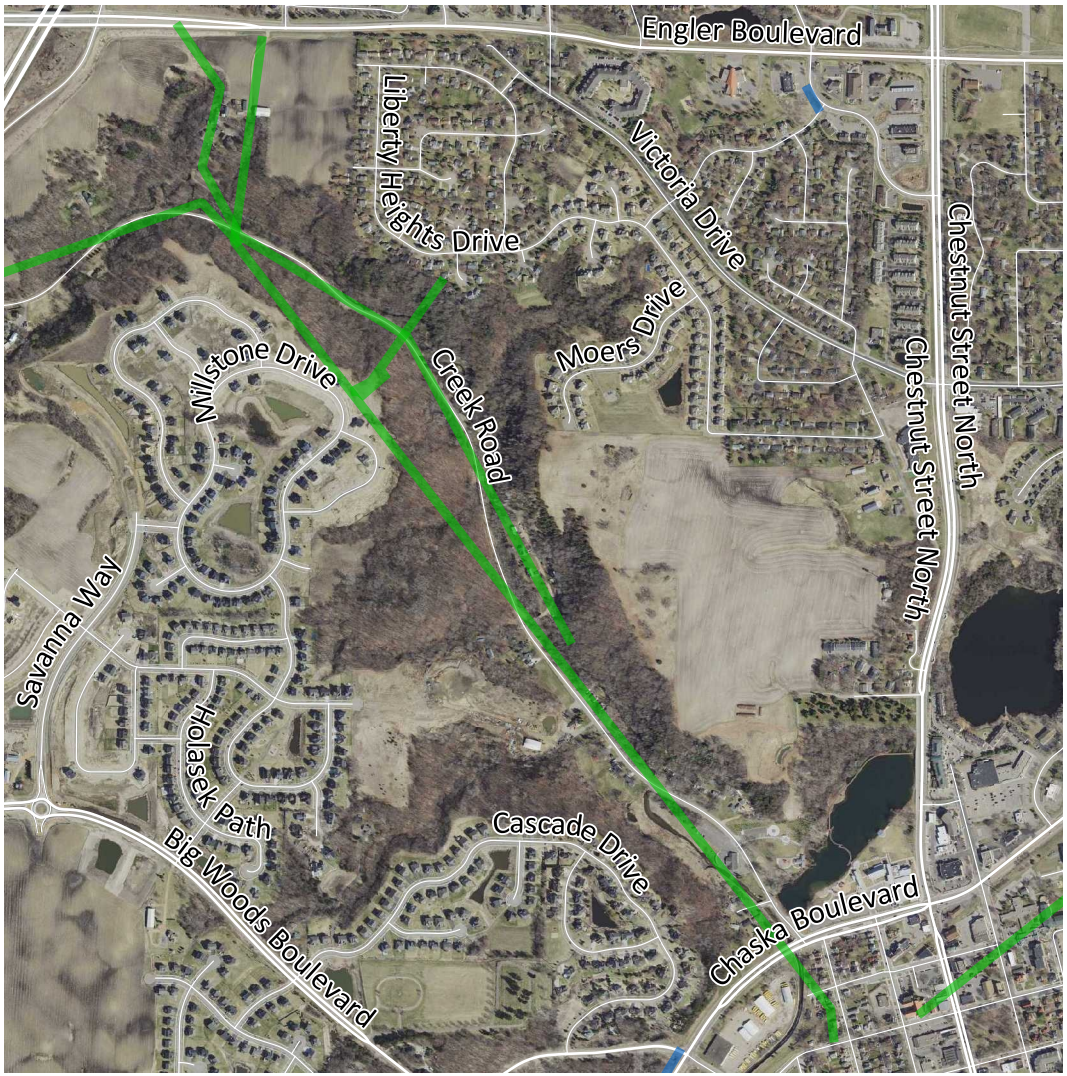
Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.5 1 mi

TYPE: A new BIKING route

Date created: 2021-05-01 20:37:54
Data feature 1310970

Comment received:

Clover Ridge Creek Rd to Downtown. This is such a beautiful area and it would be great to bike along Creek Rd to Downtown for lunch, dinner, shopping..etc.

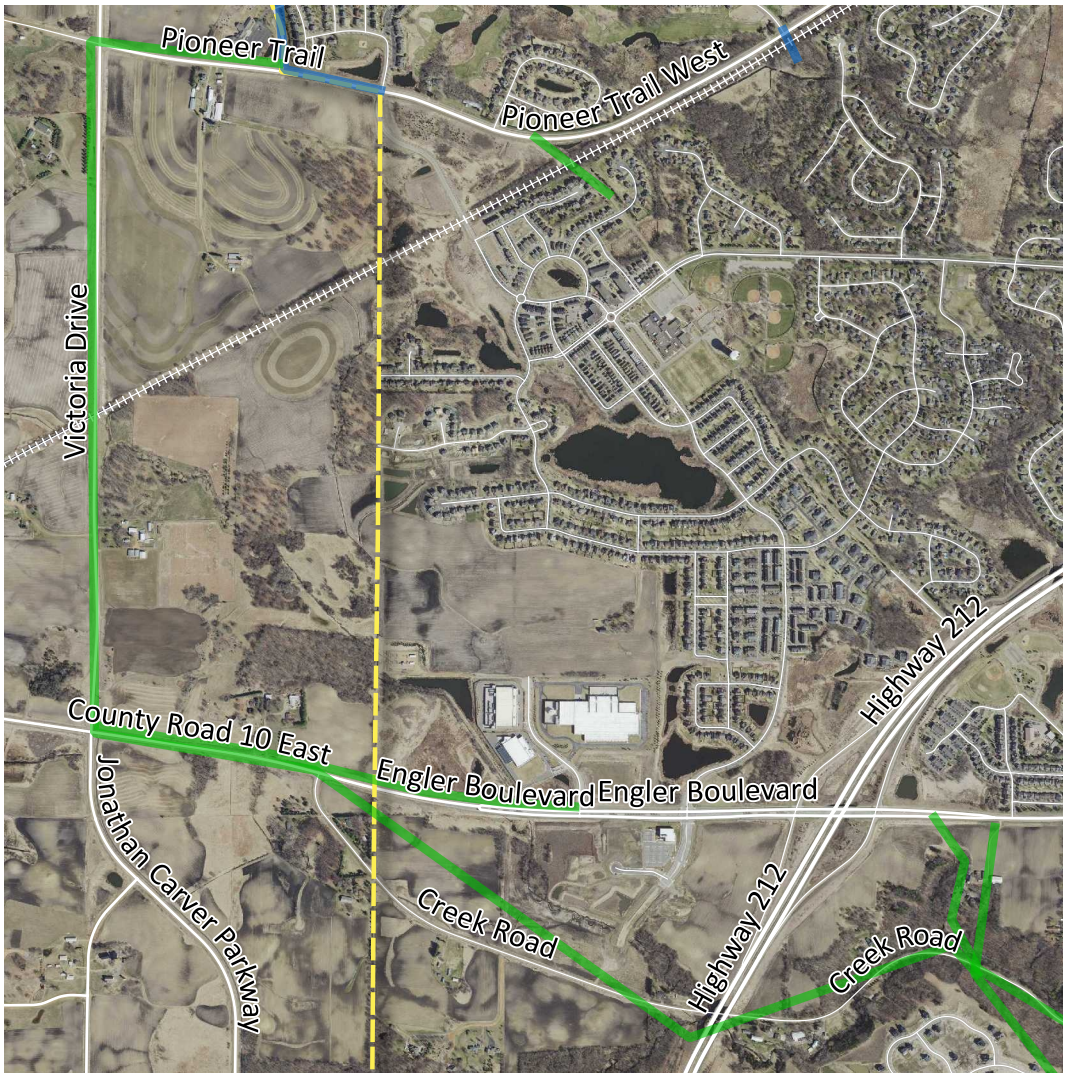
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.7 1.4 mi

TYPE: A new BIKING route

Date created: 2021-05-01 20:42:01
Data feature 1310971

Comment received:

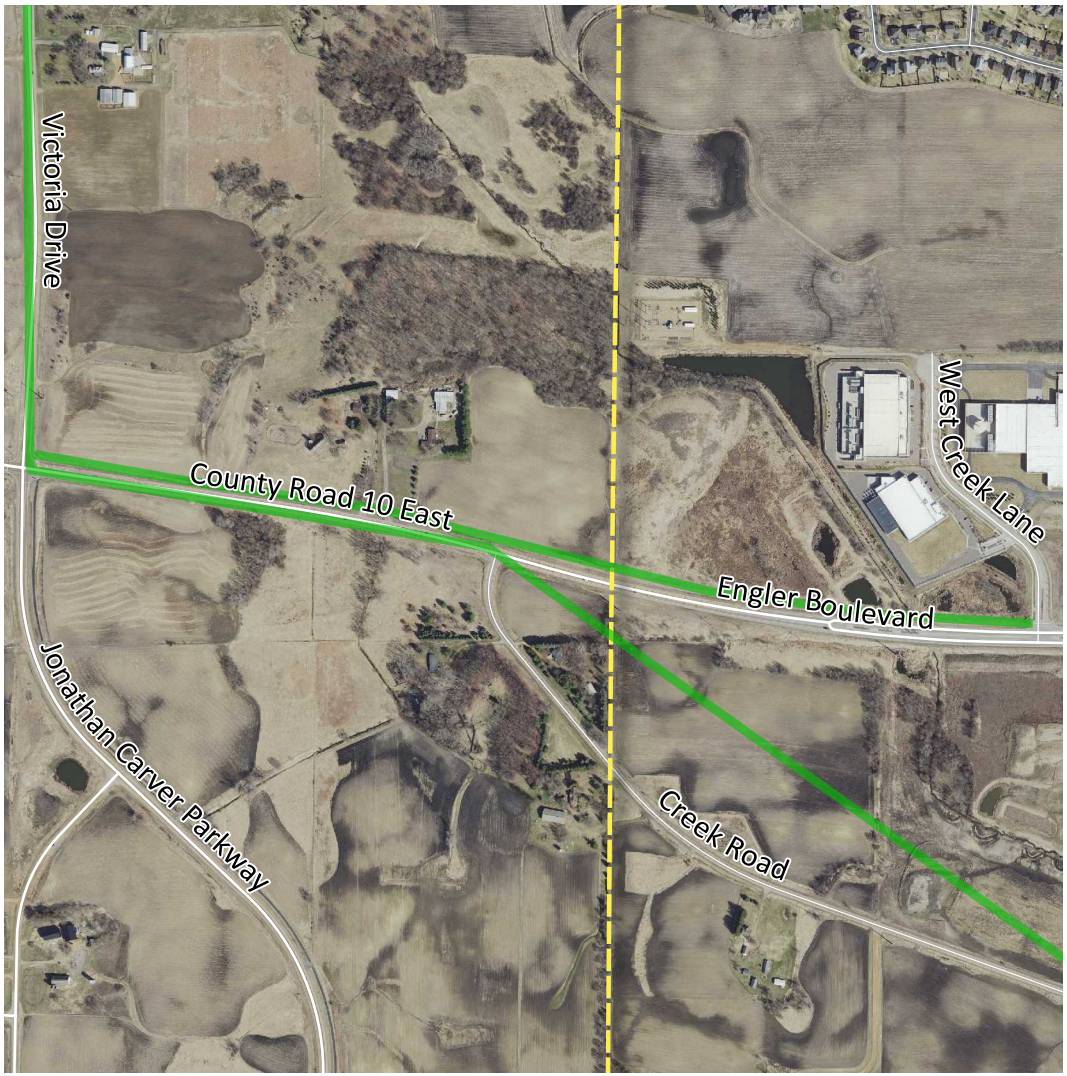
Pioneer/Engler/Creek to Downtown.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.3 0.6 mi

TYPE: A new BIKING route

Date created: 2021-05-03 14:45:23
Data feature 1310973

Comment received:

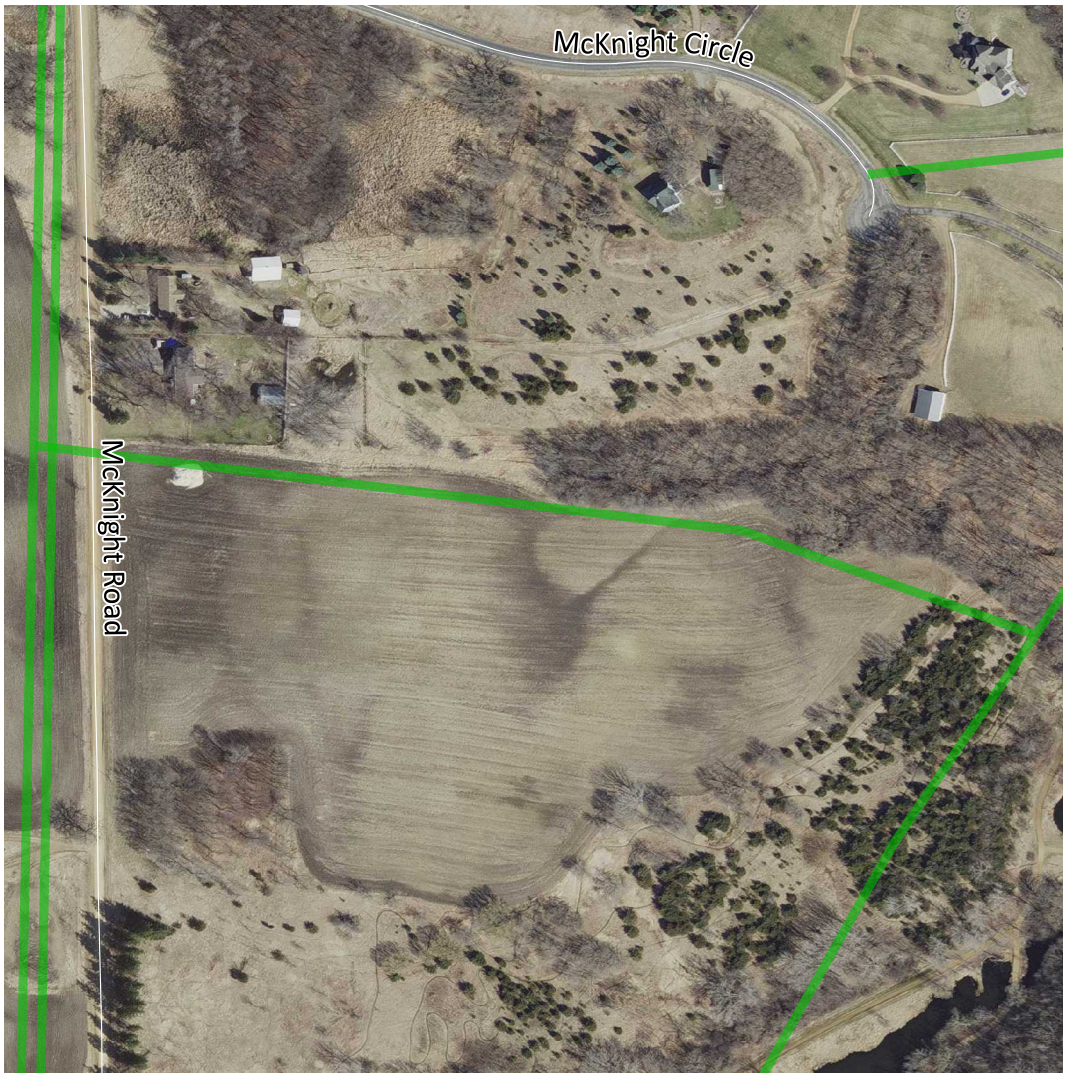
most of Engler / Co Rd 10 is prepped for trail. would be great to connect to existing trail on Jonathan Carver Parkway & eventually connection north to Victoria.

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.1 0.2 mi

TYPE: A new BIKING route

Date created: 2021-05-17 13:39:19
Data feature 1311922

Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



TYPE: A new BIKING route

Date created: 2021-05-17 02:54:21
Data feature 1311921

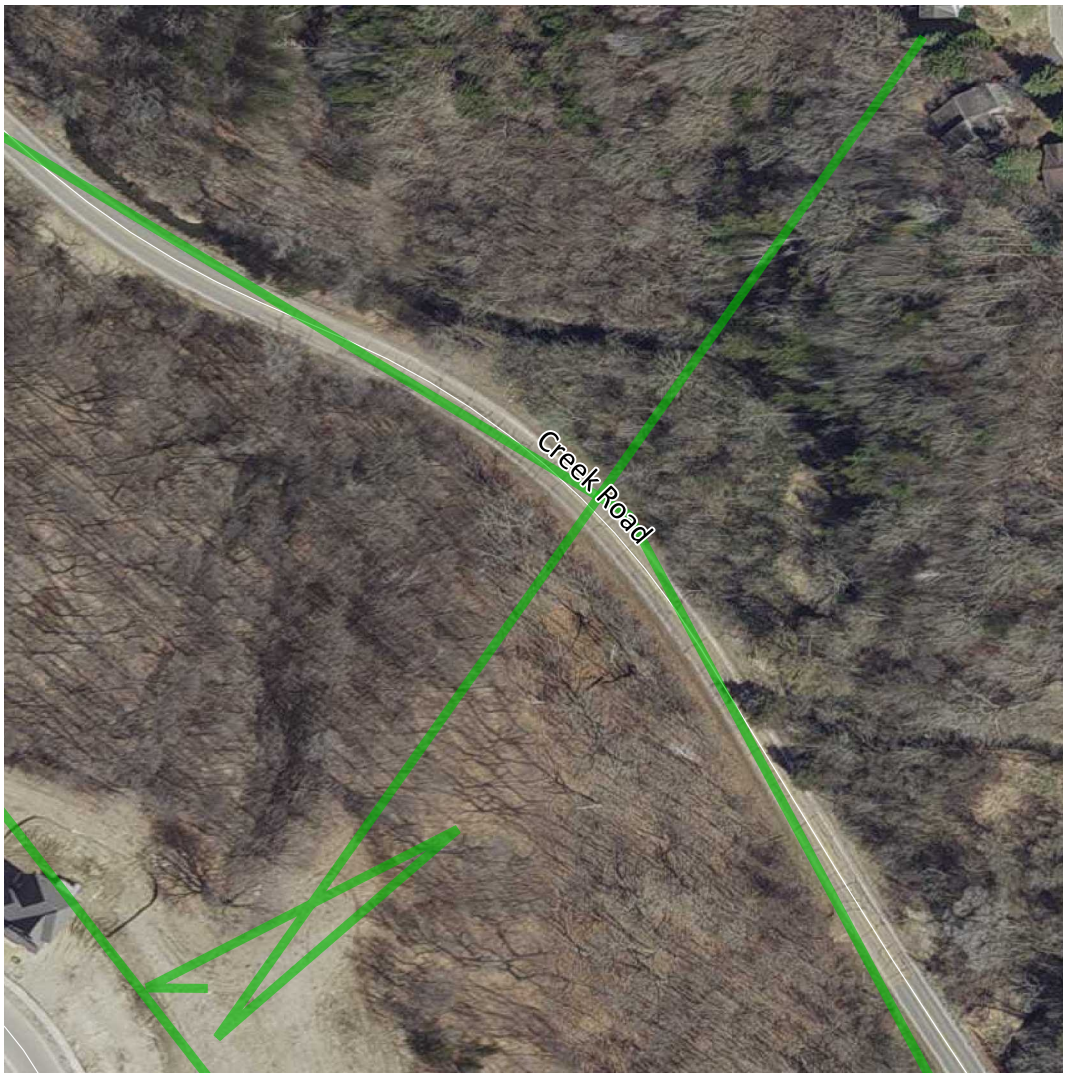
Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



TYPE: A new BIKING route

Date created: 2021-05-05 23:51:28
Data feature 1311254

Comment received:

It would be great to have a bike trail that connect the Harvest to Crimson valley

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.02 0.04 mi

TYPE: A new BIKING route

Date created: 2021-05-12 02:19:17
Data feature 1311299

Comment received:

No trail connection here. People walk through the woods to connect.

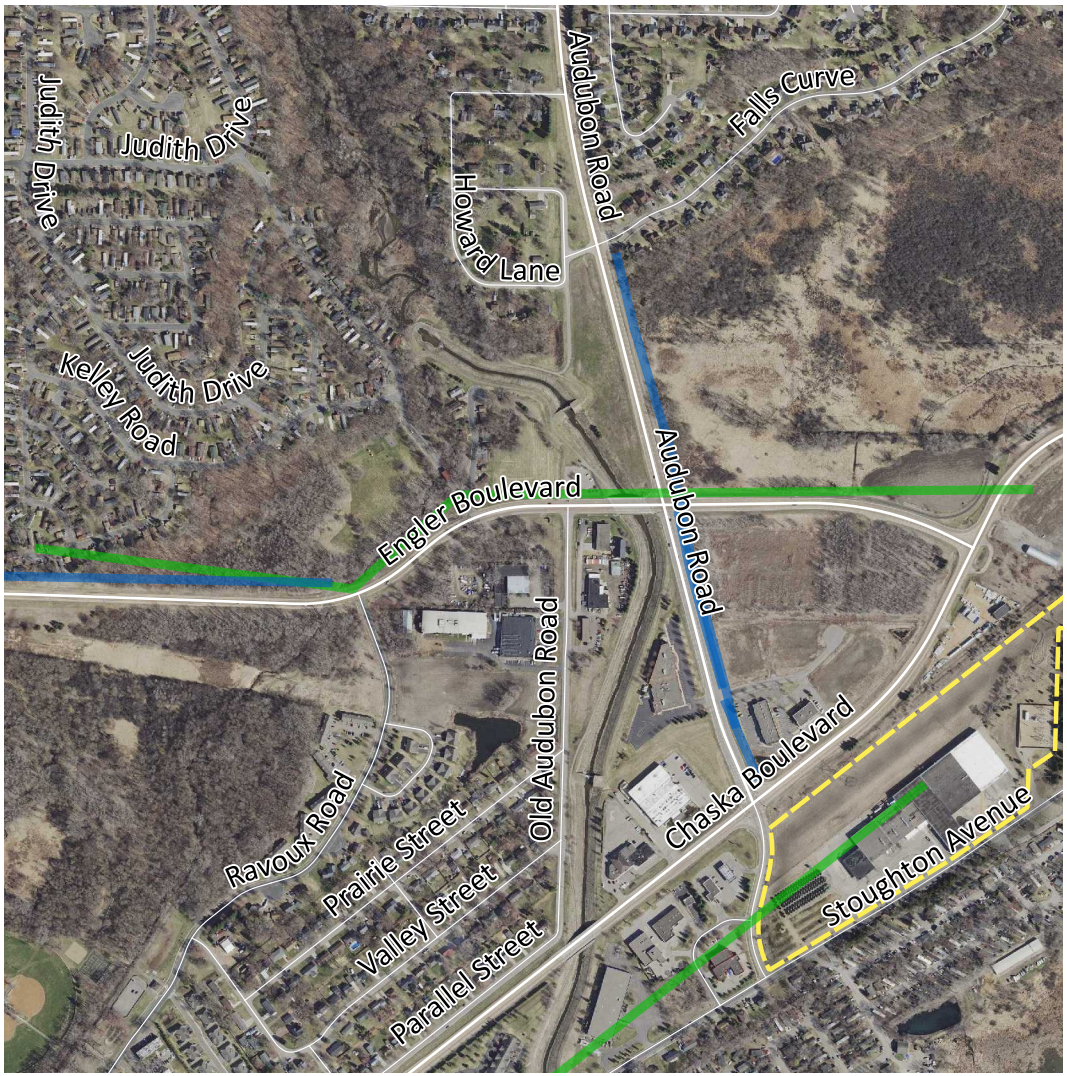
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.3 0.6 mi

TYPE: A new BIKING route

Date created: 2021-05-14 16:52:49
Data feature 1311916

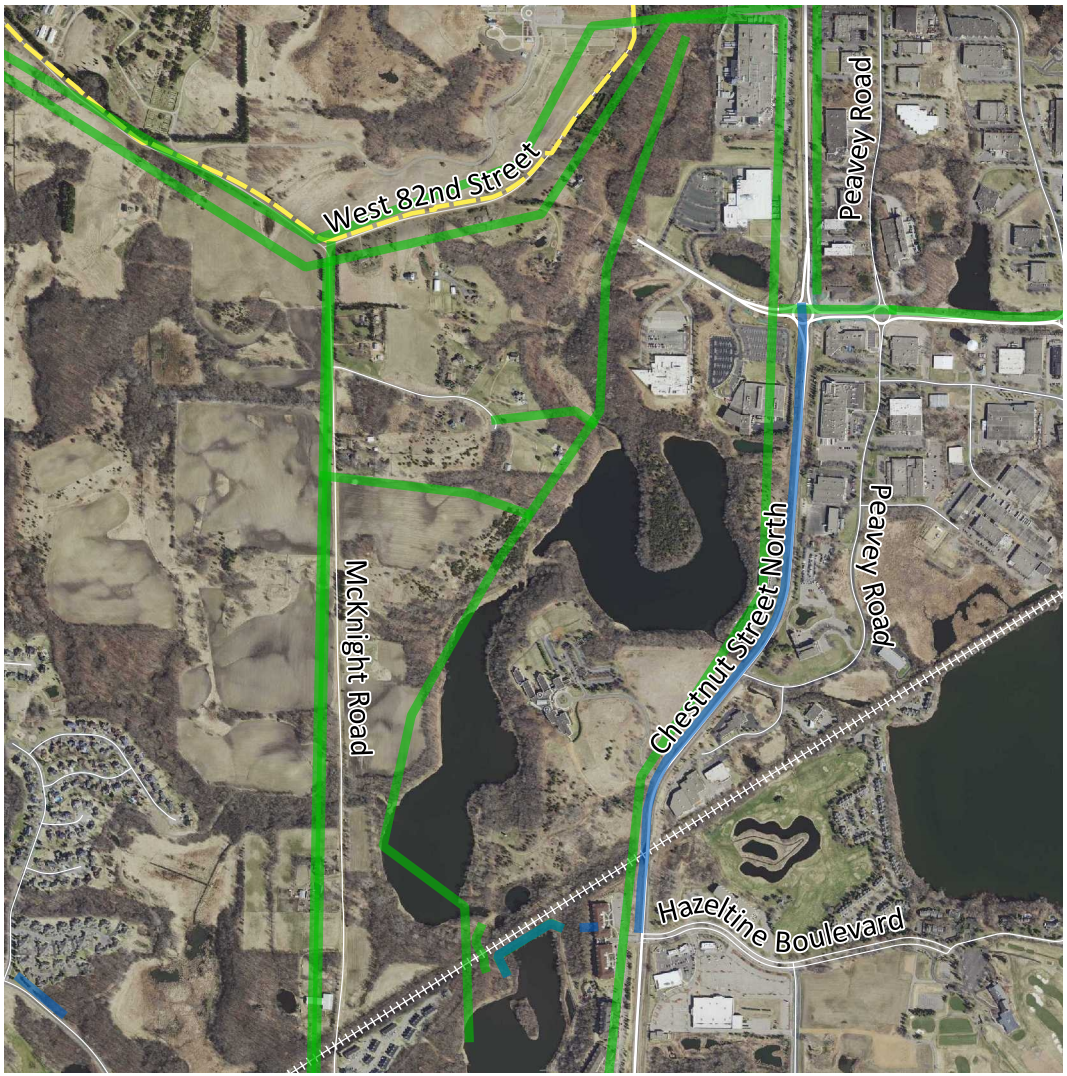
Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.6 1.2 mi

TYPE: A new BIKING route

Date created: 2021-05-14 16:51:22
Data feature 1311915

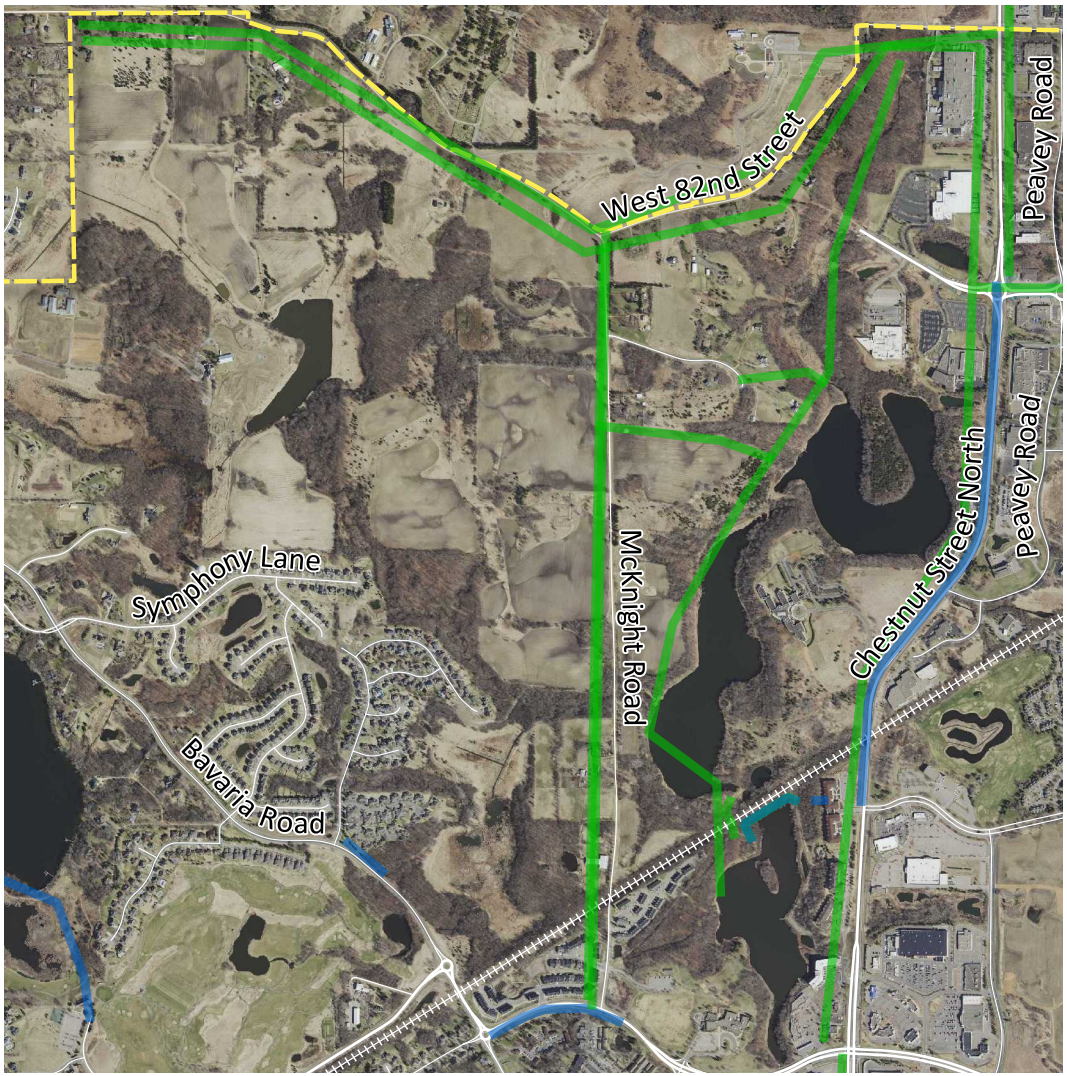
Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas



0 0.7 1.4 mi

TYPE: A new BIKING route

Date created: 2021-05-14 16:50:20
Data feature 1311914

Comment received:

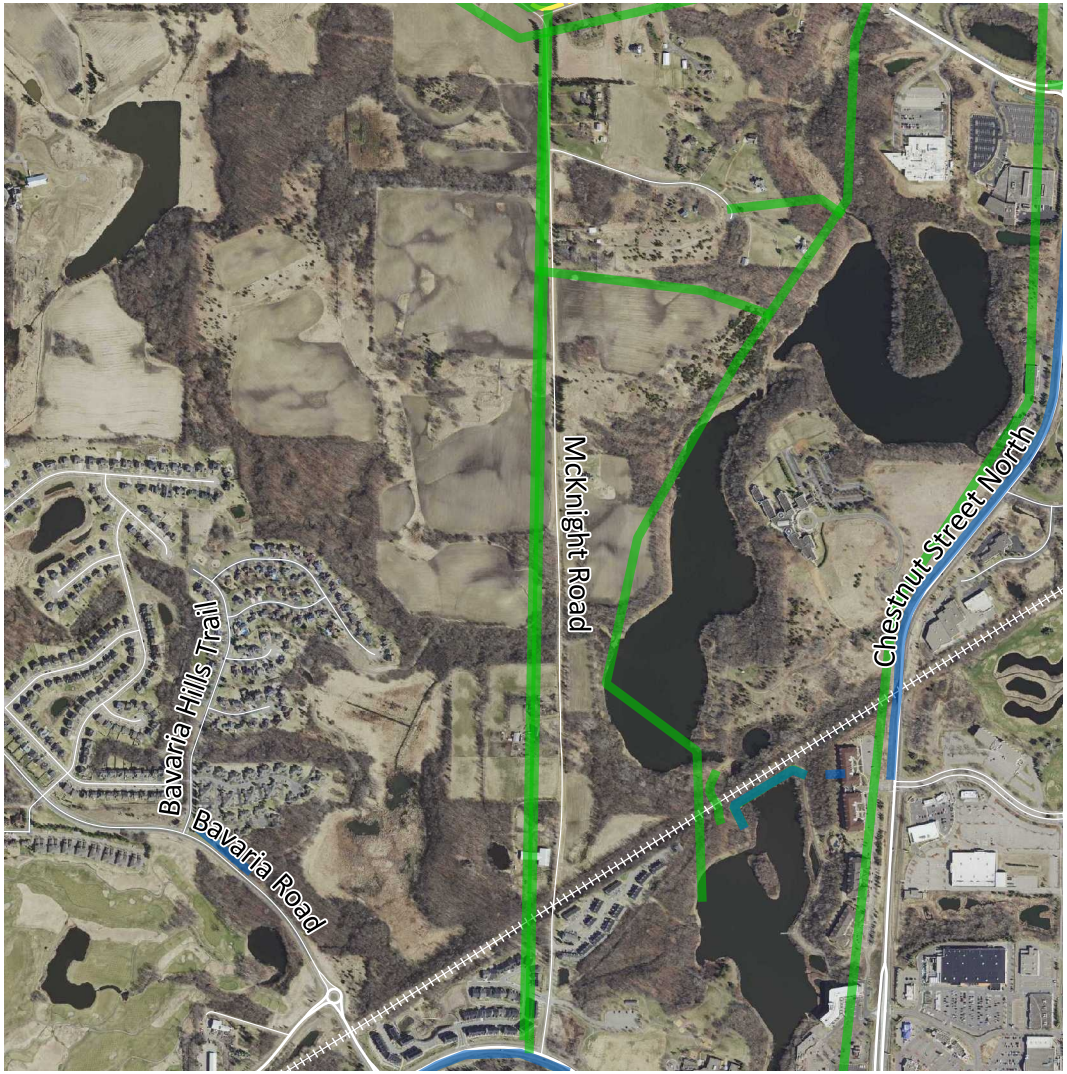
Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

Individual comments and final results obtained from the plan's WIKIMAPPING tool.



0 0.5 1 mi

TYPE: A new BIKING route

Date created: 2021-05-14 16:49:49
Data feature 1311913

Comment received:

Legend

POINT Information Received
- Destination
- Barrier or problem
- Idea for making this better

LINE Information Received
- A new BIKING route
- A new WALKING route

Natural Features
- Lakes and Rivers
- Parks and Recreation Areas

REQUEST FOR ACTION
CHASKA CITY COUNCIL
3/4/2024

Subject: **Awarding of Contracts for the Chaska Public Safety Facility**

Prepared By: Elise Durbin, Assistant City Administrator

Background

Throughout 2023, the City, with its architects at CNH, worked on the design of a new Public Safety Facility on the location of the existing Fire Station. On December 18, 2023, the City Council approved the Final Site and Building Plan for the facility. The approved plans call for the demolition of the existing Fire Station and construction of a new 99,000 square foot Public Safety Facility, which will house the Police Department and Fire Department on one campus, as well as include spaces for public use.

Bids

On January 22, 2024, the Council authorized the solicitation of bids for the project. The bid period was from January 23-February 15, with bid opening occurring on February 15.

About 200 total bids were received between all of the bid categories. The city's Construction Manager, RJM, has spent time since February 15 reviewing all of the bids. RJM has prepared two memos, which are attached, outlining their findings and recommendations.

In summary,

December 2023 Cost Estimate	$48,030,806
February 2024 Bid Total	$47,280,290
Above (Below) Estimate	($750,516)

Additionally, there is the opportunity to add the communications equipment (audio-visual systems, access control system, video surveillance systems, etc.) to the construction cost. While the specifications had been completed as part of the design process, the cost was not included in the original cost estimate for the building construction, but was planned to be a part of the Furniture, Fixtures, and Equipment (FF&E) budget. Instead of bidding on just the cabling, which was in the base building specifications, the contractor put the entire communications package into their bid, including what we had planned to be included in our FF and E costs. If we accept the contractor's whole bid, this would be an addition of $1,887,981 to base construction cost. These would have been costs we paid anyway in the FF and E budget, but this would move it into the base building construction bids. In talking with IT staff, adding the communications equipment during the construction project, and having one contractor do both the communications and the low voltage cabling, makes more sense than potentially having two different contractors do the work at separate times. For that reason, we

are recommending we accept this particular contractor's bid along with the other bid packages listed below.

Additional FF&E will be needed but will be purchased separately throughout the project. Staff has allocated 10% of the total project costs for FF&E.

Timeline

The timeline for the construction is still tentatively set as follows:

Existing Station Vacated	April 2024
Mobilization	May 2024
Site Prep/Building Demolition	May-June 2024
Substantial Completion	Fall 2025

As staff begins to work with the contractors, a more defined timeline will be put together and communicated out.

Communications

As has been done throughout the building program, communications during the construction of the Public Safety Facility will be important. Communications staff is currently developing a communications plan for the general public about the project—including regular update emails and booths at various events.

Additionally, developing regular communications with the adjacent neighbors will be important. Prior to construction commencement, there will be a neighborhood meeting where both staff and RJM will be in attendance. Staff have also discussed how regular communications will look for these neighbors and how it will differ than the general public.

Staff Recommendation

In general, staff and RJM are pleased with the results of the bids. Given that, staff recommends approving the awarding of the contracts as follows:

Bid Category	Contractor	Award Amount
02A–BUILDING & SITE DEMOLITION	Frattalone Companies, Inc.	$193,900
03A–CONCRETE	Kelleher Construction, Inc.	$2,887,000
03B–PRECAST	Molin Concrete Products	$734,922
04A–UNIT MASONRY	Northland Concrete & Masonry Company, LLC	$4,565,730
05A–STRUCTURAL STEEL & MISC. METALS	Standard Iron & Wire	$2,243,982
05B–STEEL INSTALL	Industrial Construction Specialists, LLC	$711,715
06A–ROUGH & FINISH CARPENTRY	Kellington Construction, Inc.	$840,000
06C–ARCHITECTURAL WOODWORK SUPPLY	Focal Point Fixtures	$647,614

Bid Category	Contractor	Award Amount
07A – WATERPROOFING & WEATHERPROOFING	The Sopris Group, LLC	$157,000
07B – AIR & VAPOR BARRIERS	Swanson Youngdale	$219,730
07C – ARCHITECTURAL METAL PANELS	Innovative Building Concepts	$898,800
07D – ROOFING	Peterson Bros. Roofing & Construction	$1,393,000
08A – DOORS, FRAMES, & HARDWRE	Twin City Hardware	$586,660
08D – SECTIONAL AND OVERHEAD DOORS	Yale Mechanical	$801,870
08E – ALUMINUM STOREFRONT & GLAZING	MT Contracting, Inc.	$1,161,500
09A – FRAMING & GYP BOARD ASSEMBLIES	RTL Construction, Inc	$1,919,345
09B – TILE & TERRAZZO	Grazzini Brothers & Company	$729,995
09C & 09G – COMBINED	Sonus Interiors Inc.	$578,600
09D – CARPET & RESILIENT FLOORING	Floors by Beckers	$290,625
09E – PAINTING & COATINGS	Prindle Painting Inc.	$414,725
21A – FIRE SUPPRESSION SYSTEMS	Summit Fire Protection	$538,000
22A – PLUMBING SYSTEMS	GR Mechanical Plumbing & Heating	$2,295,000
23A – HVAC SYSTEMS	Weidner Plumbing & Heating Co	$5,396,500
26A – ELECTRICAL SYSTEMS	NEI Electric, Inc.	$4,069,800
26B – COMMUNICATIONS (non-FFE)	Muska Electric Co.	$368,584
26B – COMMUNICATIONS (FFE)	Muska Electric Co.	$1,800,746
31A – EATHWORK & UTILITIES	Kusske Construction Company LLC	$2,113,380
32A – ASPHALT PAVING	Northwest Asphalt, Inc	$154,900
32B – CONCRETE PAVING	Ebert Inc. dba Ebert Companies	$872,200
32C – FENCES & GATES	Century Fence Company	$396,930
32D – LANDSCAPING	Hartman Companies, Inc	$304,558

CITY COUNCIL ACTION REQUESTED

Approve the awarding of the contracts and authorize the Mayor and City Administrator to execute the contracts.

CONSTRUCTION

February 26, 2024

Matt Podhradsky
City Administrator
City of Chaska

Re: City of Chaska Public Safety Faciltiy

Dear Mr. Podhradsky,

RJM Construction is pleased to present an estimate for the City of Chaska Public Safety Faciltiy project located in Chaska, MN. Together with the City of Chaska and CNH Architects, we can work as a team to deliver the project goals of cost, schedule and quality. Our estimate is based upon drawings dated 1/23/2024

	Bid Total:	**$47,280,290**
Muska's FF&E communications equipment was included in their bid, this will now be completed as part of the base construction project:		**$1,887,981**

ALTERNATES:

No. 1:	Addition of cold storage building in its entirety.	**Declined**	**$263,125**
No. 2:	Cold storage building foundations and floor slab including electrical.	**Declined**	**$65,512**

CLARIFICATIONS:

No. 1: This estimate assumes that all work will be done during regular business hours.
No. 2: We do not include removing, storing or re-installing any systems furniture.
No. 3: Architectural and engineering fees are not included.
No. 4: Our estimate does not include any SAC and WAC fees.

Thank you for the opportunity to provide this estimate. Our team is experienced and competent in your market; this applied knowledge will assist the team in obtaining the best possible project value. Please feel free to contact RJM if you have any questions or need additional information.

Sincerely,

Brad Barickman
Vice President - Community

RJM CONSTRUCTION

ESTIMATE SUMMARY

ESTIMATE DATE:	February 26, 2024
PROJECT:	**City of Chaska Public Safety Faciltiy**
ARCHITECT:	CNH Architects
DRAWING DATE:	January 15, 2024

DESCRIPTION	Sub Contractors	Previous Estimate	Final Estimate	$/sf 98,746	Difference
Construction Costs					
1A - Special Inspections	Terracon	$150,000	$80,585	$0.82	($69,415)
1B - Surveying	Northwestern	$53,800	$34,925	$0.35	($18,875)
1C - Final Cleaning	Prime	$54,659	$46,683	$0.47	($7,976)
2A - Building & Site Demolition	Frattalone	$168,600	$193,900	$1.96	$25,300
3A - Concrete	Kelleher	$2,976,108	$2,887,000	$29.24	($89,108)
3B - Precast	Molin	$837,978	$734,922	$7.44	($103,056)
4A - Unit Masonry	Northland	$4,640,250	$4,565,730	$46.24	($74,520)
5A - Structural Steel/Joist/Decking/Misc. Steel - Material	Standard Iron	$2,011,882	$2,243,982	$22.72	$232,100
5B - Structural Steel/Joist/Decking/Misc. Steel - Labor	Industrial	$756,200	$711,715	$7.21	($44,485)
6A - Rough & Finish Carpentry	Kellington	$621,909	$840,000	$8.51	$218,091
6B - Archtectural Woodwork Supply	Focal Point	$561,225	$647,614	$6.56	$86,389
7A - Waterproofing & Weatherproofing	The Sopris Group	$164,640	$157,000	$1.59	($7,640)
7B Air & Vabor Barriers	Swanson & Youngdale	$235,000	$219,730	$2.23	($15,270)
7C - Architectural Metal Panels	IBC	$1,355,500	$898,800	$9.10	($456,700)
7D - Roofing	Peterson	$1,387,202	$1,393,000	$14.11	$5,798
7E - Applied Fireproofing	Pinnacle	$25,000	$165,980	$1.68	$140,980
7F - Joint Sealants	Carciofini	$156,700	$57,465	$0.58	($99,235)
8A - Doors, Frames & Hardware	TCH	$592,398	$586,660	$5.94	($5,738)
8D - Sectional & Overhead Doors	Yale	$1,006,000	$801,870	$8.12	($204,130)
8E - Aluminum Storefronts & Glazing	MT Contract	$1,405,060	$1,161,500	$11.76	($243,560)
9A - Framing & Gypsum Board Assemblies	RTL	$1,735,288	$1,919,345	$19.44	$184,057
9B - Tile & Terrazo Floors	Grazzini	$785,000	$729,995	$7.39	($55,005)
9C - Acoustic and Suspended Ceiling	Sonus Combined	$539,000	$578,600	$5.86	$39,600
9D - Carpet & Resilient Flooring	Beckers	$335,035	$290,625	$2.94	($44,410)
9E - Painting & Coating	Prindle	$430,000	$414,725	$4.20	($15,275)
9F - Fluid-Applied Flooring	Advantage Coatings	$95,940	$60,701	$0.61	($35,239)
10A - Specialties	Bartley/Morgan Francis	$48,331	$96,908	$0.98	$48,577
10B - Fireplaces	Twin City Fireplace	$7,500	$3,466	$0.04	($4,034)
10C - Lockers	Mid-America	$108,634	$341,534	$3.46	$232,900
10D - Signage	Signation	$108,920	$172,560	$1.75	$63,640
10E - Mobile Storage Shelving	Mid-America	$0	$169,080	$1.71	$169,080
11A - Foodservice & Metal Casework	Cosney	$0	$22,230	$0.23	$22,230
11B - Safety Floors & Wall Mats	Beckers	$30,125	$34,000	$0.34	$3,875
12A - Window Treatments	Sonus	$72,945	$63,955	$0.65	($8,990)
14A - Elevators	Kone	$157,500	$174,500	$1.77	$17,000
14B - Hoists & Cranes	Aero	$0	$22,700	$0.23	$22,700
14C - Firehouse Slide Poles	McINTIRE Brass	$86,792	$26,700	$0.27	($60,092)
14D - Specialty Rigging	Quickway	$0	$11,830	$0.12	$11,830
21A - Fire Suppression Systems	Summit	$498,600	$538,000	$5.45	$39,400
22A - Plumbing Systems	Gr Mech	$1,803,129	$2,295,000	$23.24	$491,871
23A - HVAC Systems	Weidner	$5,850,000	$5,396,500	$54.65	($453,500)
26A - Electrical Systems	NEI	$3,814,250	$4,069,800	$41.21	$255,550
26B - Low-Voltage Cabling	Muska	$375,000	$368,584	$3.73	($6,416)
31A - Earthwork & Utilities	Kusske	$1,871,280	$2,113,380	$21.40	$242,100
32A - Asphalt Paving	Northwest Asphalt	$232,400	$154,900	$1.57	($77,500)

32B - Concrete Paving	Ebert	$925,300	$872,200	$8.83	($53,100)
32C - Fences & Gates	Century Fence	$388,000	$396,930	$4.02	$8,930
32D - Landscaping	Hartman Companies	$308,305	$304,558	$3.08	($3,747)
32E - Synthetic Grass Surfacing	H2I Group	$22,035	$29,800	$0.30	$7,765
General Conditions		$1,957,938	$1,957,938	$19.83	$0
General Requirements		$353,231	$353,231	$3.58	$0
Preconstruction Fee		$75,000	$75,000	$0.76	$0
Temporary Barriers and Enclosures		$216,662	$216,662	$2.19	$0
Dumpsters & Daily Cleaning		$210,675	$210,675	$2.13	$0
General Liability Insurance		$526,986	$520,083	$5.27	($6,903)
Builders Risk Insurance		$134,142	$160,753	$1.63	$26,611
Building Permit		$360,194	$355,541	$3.60	($4,653)
Bond		$309,285	$0	$0.00	($309,285)
Subtotal Construction Costs		***$43,933,532***	***$43,952,050***	***$445.10***	***$18,518***
Escalation		$0	$0	$0.00	$0
Design Contingency		$761,272	$0	$0.00	($761,272)
Construction Contingency		$2,175,062	$2,175,062	$22.03	($0)
Contractor's Fee		$1,160,940	$1,153,178	$11.68	($7,762)
Total Construction Estimate		***$48,030,806***	***$47,280,290***	***$478.81***	***($750,516)***

Owner Costs					
SAC/WAC		$0	$0	$0.00	$0
Topo & Survey		$0	$0	$0.00	$0
Geotechnical		$0	$0	$0.00	$0
Builders Risk Insurance		$0	$0	$0.00	$0
Special Testing & Inspections		$0	$0	$0.00	$0
Security		$0	$0	$0.00	$0
Voice & Data Cabling / Systems		$0	$0	$0.00	$0
Signage		$0	$0	$0.00	$0
Furniture, Fixtures & Equipment		$0	$0	$0.00	$0
Subtotal Owner Costs		***$0***	***$0***	***$0.00***	***$0***
Design Fees					
Design Fees		$0	$0	$0.00	$0
Commissioning Fees		$0	$0	$0.00	$0
Subtotal Design Fees		***$0***	***$0***	***$0.00***	***$0***
Contingency					
Design Contingency		$0	$0	$0.00	$0
Owner Contingency		$0	$0	$0.00	$0
Subtotal Contingency		***$0***	***$0***	***$0.00***	***$0***
Total Project Estimate		***$48,030,806***	***$47,280,290***	***$478.81***	***-$750,516***

CONSTRUCTION

February 27, 2024

Matt Podhradsky
City Administrator
City of Chaska

RE: City of Chaska Public Safety Facility
Recommendations for Award of Contract

Dear Mr. Podhradsky;

On February 15, 2024, bids were received at the Chaska City Hall for the City of Chaska Public Safety Facility project. At this time RJM has completed its review of all bids and is recommending award as noted below. The recommendations are based on the low cumulative total bid received for the base bid. We recommend to the Council that they approve the award of the following contracts at this time:

BID CATEGORY	AWARD AMOUNT
02A – BUILDING & SITE DEMOLITION Frattalone Companies, Inc. 3205 Spruce Street St. Paul, MN 55117	Base Bid: $193,900
03A – CONCRETE Kelleher Construction, Inc. 11531 Rupp Drive Burnsville, MN 55337	Base Bid: $2,887,000
03B – PRECAST Molin Concrete Products 405 Lilac Street Lino Lakes, MN 55014	Base Bid: $734,922
04A – UNIT MASONRY Northland Concrete & Masonry Company, LLC 1125 Stagecoach Road Shakopee, MN 55379	Base Bid: $4,565,730

05A – STRUCTURAL STEEL & MISC. METALS Base Bid: $2,243,982
Standard Iron & Wire
524 Pine Street.
Monticello, MN 55362

05B – STEEL INSTALL Base Bid: $711,715
Industrial Construction Specialists, LLC
P.O. Box 501
Eau Clarie, WI 54702

06A – ROUGH & FINISH CARPENTRY Base Bid: $840,000
Kellington Construction, Inc.
807 Broadway Street NE, Suite 185
Minneapolis, MN 55413

06C – ARCHITECTURAL WOODWORK SUPPLY Base Bid: $647,614
Focal Point Fixtures
660 Mayhew Lake Rd NE, Suite 200
St. Cloud, MN 56304

07A – WATERPROOFING & WEATHERPROOFING Base Bid: $157,000
The Sopris Group, LLC
7620 State Hwy 65 NE,
Fridley, MN 55432

07B – AIR & VAPOR BARRIERS Base Bid: $219,730
Swanson Youngdale
6565 W 23rd Street
Minneapolis, MN

07C – ARCHUTECTURAL METAL PANELS Base Bid: $898,800
Innovative Building Concepts
11990 Riverwood Dr.
Burnsville, MN 55337

07D – ROOFING Base Bid: $1,393,000
Peterson Bros. Roofing & Construction
481 Burgess St.
St. Paul, MN

08A – DOORS, FRAMES, & HARDWRE Base Bid: $586,660
Twin City Hardware
723 Hadley Avenue North
Oakdale, MN 55128

08D – SECTIONAL AND OVERHEAD DOORS Base Bid: $801,870
Yale Mechanical
220 W 81st St.
Minneapolis, MN 55420

08E – ALUMINUM STOREFRONT & GLAZING Base Bid: $1,161,500
MT Contracting, Inc.
12335 Margo Ave. South
Hastings, MN 55033

09A – FRAMING & GYP BOARD ASSEMBLIES Base Bid: $1,919,345
RTL Construction, Inc.
290 Sarazin Street
Shakopee, MN 55379

09B – TILE & TERRAZZO Base Bid: $729,995
Grazzini Brothers & Company
1175 Eagan Industrial Road
Eagan, MN 55121

09C & 09G – COMBINED Base Bid: $578,600
Sonus Interiors Inc.
6325 Sandburg Road, Ste. 800
Golden Valley, MN 55427

09D – CARPET & RESILIENT FLOORING Base Bid: $290,625
Floors by Beckers
805 1st St. NW
New Brighton, MN 55112

09E – PAINTING & COATINGS Base Bid: $414,725
Prindle Painting Inc.
River Road NE
Hanover, MN 55341

21A – FIRE SUPPRESSION SYSTEMS Base Bid: $538,000
Summit Fire Protection
418 Great Oak Drive
Waite Park, MN 56387

22A – PLUMBING SYSTEMS Base Bid: $2,295,000
GR Mechanical Plumbing & Heating
12401 Ironwood Circle, Suite 500
Rogers, MN 55374

23A – HVAC SYSTEMS Base Bid: $5,396,500
Weidner Plumbing & Heating Co.
29 Wilson Ave. NE
St. Cloud, MN 56304

26A – ELECTRICAL SYSTEMS Base Bid: $4,069,800
NEI Electric, Inc.
4815 White Bear Parkway
St. Paul, MN 55110

26B – COMMUNICATIONS Base Bid: $2,169,330
Muska Electric Co.
1985 Oakcrest Ave.
Roseville, MN 55113

31A – EATHWORK & UTILITIES Base Bid: $2,113,380
Kusske Construction Company LLC
582 Bavaria Lane
Chaska, MN 55318

32A – ASPHALT PAVING Base Bid: $154,900
Northwest Asphalt, Inc.
1451 Stagecoach Road,
Shakopee, MN 55379

32B – CONCRETE PAVING Base Bid: $872,200
Ebert Inc. dba Ebert Companies
23350 County Rd 10
Corcoran, MN 55357

32C – FENCES & GATES Base Bid: $396,930
Century Fence Company
14839 Lake Drive NE
Forest Lake, MN 55025

32D – LANDSCAPING Base Bid: $304,558
Hartman Companies, Inc.
8099 Bavaria Road
Victoria, MN 55386

If you should have any questions, please contact by phone at 612-919-3291.
Sincerely,



Brad Barickman
Vice President
RJM Construction

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING: **March 4, 2024**

Paid and Unpaid Invoices:
Check #'s 350463-350541 **$779,489.33**

Paid Electronic Invoices:
Wire #'s 4052-4076 **$733,905.80**

Amount for Approval-Council Meeting:
March 4, 2024 **$1,513,395.13**

VENDOR INVOICE LIST

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100016 ABM EQUIPMENT & SUPPLY INC										
0177427-IN CHECK DATE: 03/05/2024		02/20/2024	030524	350471	163.42	163.42	03/20/2024	INV	PD	#706 BUCKET LEVEL INDI
103825 ACUSHNET COMPANY										
917287688 CHECK DATE: 03/05/2024		02/20/2024	030524	350472	267.04	267.04	06/19/2024	INV	PD	RESALE
100073 AMARIL UNIFORM CO										
IV257406 CHECK DATE: 03/05/2024		02/23/2024	030524	350473	2,523.21	2,523.21	03/23/2024	INV	PD	D. PECORARO FR CLOTHIN
IV257407 CHECK DATE: 03/05/2024		02/23/2024	030524	350473	2,199.59	2,199.59	03/23/2024	INV	PD	T. ANDERSON FR CLOTHIN
					4,722.80					
100122 ARAMARK REFRESHMENT SERVICES										
3330818 CHECK DATE: 03/05/2024		02/22/2024	030524	350474	142.45	142.45	03/22/2024	INV	PD	Water Filter at City H
111842 ASKE PROPERTIES LLC										
123378 CHECK DATE: 03/05/2024		02/22/2024	030524	350475	57,150.00	57,150.00	03/22/2024	INV	PD	50% Fire Suppression A
100155 AUBURN MANOR										
MAR 2024 CHECK DATE: 03/05/2024	240002	03/01/2024	030524	350476	200.00	200.00	03/31/2024	INV	PD	MAR SENIOR CITIZEN DON
105236 B & B TRANSFORMER INC										
28772 CHECK DATE: 03/05/2024	240064	02/26/2024	030524	350477	13,242.00	13,242.00	03/26/2024	INV	PD	(6) TRN UG 10 & 15 KVA
28776 CHECK DATE: 03/05/2024	240067	02/26/2024	030524	350477	22,722.00	22,722.00	03/26/2024	INV	PD	(6) TRN UG 37.5 #2116,
28778 CHECK DATE: 03/05/2024	240065	02/26/2024	030524	350477	2,317.00	2,317.00	03/26/2024	INV	PD	TRN UG 15KVA #601-2104
28780 CHECK DATE: 03/05/2024	240068	02/26/2024	030524	350477	22,722.00	22,722.00	03/26/2024	INV	PD	(6) TRN UG 37.5 #' 210

Report generated: 02/29/2024 10:29
User: 8482mrob
Program ID: apinvlst

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
28781	240066	02/26/2024	030524	350477	18,935.00	18,935.00	03/26/2024	INV	PD	(5) TRN 37.5KVA #'S 21
CHECK DATE: 03/05/2024										
28782	240069	02/26/2024	030524	350477	8,374.00	8,374.00	03/26/2024	INV	PD	(2) TRN UG 50KVA #601-
CHECK DATE: 03/05/2024										
					88,312.00					
100201 BCBSM INC										
240202200242		02/02/2024	022724-2	350463	196,976.78	196,976.78	02/20/2024	INV	PD	MAR EMP INS PREM-MEDIC
CHECK DATE: 02/27/2024										
100220 BOYER FORD TRUCKS INC										
095P5094		02/23/2024	030524	350478	231.08	231.08	03/10/2024	INV	PD	#110 EXHAUST CLAMPS &
CHECK DATE: 03/05/2024										
100247 BROADWAY AWARDS INC										
54387		02/22/2024	030524	350479	120.68	120.68	02/23/2024	INV	PD	Three Name Plates for
CHECK DATE: 03/05/2024										
54389		02/22/2024	030524	350479	76.68	76.68	03/22/2024	INV	PD	FF NAME PLATES FOR PHO
CHECK DATE: 03/05/2024										
					197.36					
100254 BRYAN ROCK PRODUCTS INC										
62897		01/31/2024	030524	350480	20,235.20	20,235.20	02/28/2024	INV	PD	SAVANNA PK TRAIL BASE
CHECK DATE: 03/05/2024										
62951		02/15/2024	030524	350480	10,605.04	10,605.04	03/15/2024	INV	PD	FIRE ST 2.0/W/S STOCK/
CHECK DATE: 03/05/2024										
					30,840.24					
100275 CALLAWAY GOLF										
937392552		12/18/2023	030524	350481	-9,202.95	-9,202.95	03/31/2024	CRM	PD	CREDIT-RETURNED CLUBS
CHECK DATE: 03/05/2024										
937728201		02/23/2024	030524	350481	1,173.60	1,173.60	06/22/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
937737063		02/24/2024	030524	350481	2,592.00	2,592.00	06/23/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
937737064		02/24/2024	030524	350481	5,308.20	5,308.20	06/23/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
937737066		02/24/2024	030524	350481	221.40	221.40	06/23/2024	INV	PD	RESALE

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/05/2024										
937747817		02/26/2024	030524	350481	606.80	606.80	06/25/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
937747818		02/26/2024	030524	350481	221.40	221.40	06/25/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
					920.45					
100317 CARVER COUNTY ENVIRONMENTAL SERVICES DEPT										
13475		02/21/2021	030524	350482	125.00	125.00	03/14/2021	INV	PD	CARVER CTY HAZARDOUS W
CHECK DATE: 03/05/2024										
100337 QWEST CORPORATION										
313196254/FEB24		02/18/2024	022724-2	350464	288.35	288.35	03/15/2024	INV	PD	FEB CITY HALL LOC PHN
CHECK DATE: 02/27/2024										
102903 HAWKS BOOSTER CLUB INC										
02/2024-01		02/21/2024	030524	350483	703.44	703.44	03/13/2024	INV	PD	Cheerleading Camp - In
CHECK DATE: 03/05/2024										
100768 CODE 4 SERVICES INC										
9307		02/21/2024	030524	350484	1,430.97	1,430.97	03/21/2024	INV	PD	SQUAD 1233 CRADLEPOINT
CHECK DATE: 03/05/2024										
9321		02/26/2024	030524	350484	16,887.67	16,887.67	03/27/2024	INV	PD	Squad 1234 - Upfitting
CHECK DATE: 03/05/2024										
9322		02/26/2024	030524	350484	15,015.44	15,015.44	03/27/2024	INV	PD	Squad 1233 - Upfitting
CHECK DATE: 03/05/2024										
					33,334.08					
104611 COMMERCIAL FURNITURE SERVICES INC										
95742-0		02/16/2024	030524	350485	6,220.26	6,220.26	03/16/2024	INV	PD	LOOP CLUBHOUSE/MAINT O
CHECK DATE: 03/05/2024										
105466 COMPUTER INTEGRATION TECHNOLOGIES INC										
369084		02/15/2024	030524	350486	253.00	253.00	03/16/2024	INV	PD	MAR CYBER SECURITY TRA
CHECK DATE: 03/05/2024										
106301 CORE AND MAIN LP										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
U352850	240061	02/23/2024	030524	350487	134.59	134.59	03/26/2024	INV	PD	INVENTORY- SEWER CPLIN
CHECK DATE: 03/05/2024										
U400932	240060	02/23/2024	030524	350487	241.80	241.80	03/23/2024	INV	PD	INVENTORY-3/4" LONG ME
CHECK DATE: 03/05/2024										
					376.39					
104596 EYE ON THE ICE INC										
2024-24		02/23/2024	030524	350488	389.95	389.95	03/26/2024	INV	PD	Annual Web Access-Ice
CHECK DATE: 03/05/2024										
111170 ELLIOTT AUTO SUPPLY CO INC										
1-9370575		02/02/2024	030524	350489	-16.00	-16.00	03/02/2024	CRM	PD	BARREL CORE CREDIT
CHECK DATE: 03/05/2024										
1-9454704		02/22/2024	030524	350489	265.03	265.03	03/22/2024	INV	PD	#718 RADIATOR
CHECK DATE: 03/05/2024										
					249.03					
100653 FERGUSON ENTERPRISES INC										
9712497		02/13/2024	030524	350490	2.92	2.92	03/13/2024	INV	PD	TEMP FIRE ST 2.0-GAS H
CHECK DATE: 03/05/2024										
100673 FLEETPRIDE INC										
114567958		02/13/2024	030524	350491	249.73	249.73	03/13/2024	INV	PD	#110 REAR WHEEL FENDER
CHECK DATE: 03/05/2024										
100693 FS3 INC										
87135		02/02/2024	022724-2	350465	5,107.74	5,107.74	03/03/2024	INV	PD	REAMERS FOR BORE RIG
CHECK DATE: 02/27/2024										
87362		02/26/2024	030524	350492	22,830.00	22,830.00	03/26/2024	INV	PD	#T34 REEL TRAILER W/TA
CHECK DATE: 03/05/2024										
					27,937.74					
111845 FURLONG, S CRAIG										
123836		02/13/2024	030524	350493	74.41	74.41	03/13/2024	INV	PD	MILEAGE-RESIDENTIAL PL
CHECK DATE: 03/05/2024										
106634 GALLUS GOLF LLC										
15053		02/22/2024	030524	350494	2,500.00	2,500.00	03/23/2024	INV	PD	TC MOBILE APP ANNUAL L

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/05/2024										
100705 GCSAA										
1322910		02/27/2024	030524	350495	240.00	240.00	03/27/2024	INV	PD	MEMBERSHIP RENEWAL-GRA
CHECK DATE: 03/05/2024										
100744 GOODIN COMPANY										
1190307-00		02/14/2024	030524	350496	436.71	436.71	03/14/2024	INV	PD	TEMP FIRE ST 2.0-GAS P
CHECK DATE: 03/05/2024										
100759 WW GRAINGER INC										
9012093416		02/07/2024	030524	350497	150.92	150.92	03/08/2024	INV	PD	CLUBHOUSE WATER SOFTEN
CHECK DATE: 03/05/2024										
9019489856		02/14/2024	030524	350497	226.30	226.30	03/15/2024	INV	PD	HISTORY CTR TOILET PAR
CHECK DATE: 03/05/2024										
9019489864		02/14/2024	030524	350497	41.34	41.34	03/15/2024	INV	PD	TEMP FIRE ST 2.0-GAS P
CHECK DATE: 03/05/2024										
					418.56					
100782 GS DIRECT INC										
375749		02/21/2024	030524	350498	5,695.00	5,695.00	03/21/2024	INV	PD	NEW PLOTTER PRINTER
CHECK DATE: 03/05/2024										
100810 HAWKINS INC										
6688707		02/15/2024	030524	350499	5,485.84	5,485.84	03/31/2024	INV	PD	WTP CHEMICALS
CHECK DATE: 03/05/2024										
6689227		02/15/2024	030524	350499	30.00	30.00	03/31/2024	INV	PD	DEMURRAGE
CHECK DATE: 03/05/2024										
					5,515.84					
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP										
2024/0223-ICMA		02/23/2024	022724-2	350466	5,001.36	5,001.36	02/23/2024	INV	PD	022324 Payroll - 457 &
CHECK DATE: 02/27/2024										
104751 IMPACT MAILING OF MINNESOTA INC										
210038		02/22/2024	030524	350500	1,672.49	1,672.49	03/22/2024	INV	PD	Feb Reminders
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
102031 TYCO FIRE & SECURITY (US) MANAGEMENT INC										
23969958		02/06/2024	030524	350501	596.89	596.89	03/06/2024	INV	PD	ALARM/FIRE TESTING-WTP
CHECK DATE: 03/05/2024										
51668967		02/15/2024	030524	350501	155.75	155.75	03/15/2024	INV	PD	WTP-REPLACED BAD SMOKE
CHECK DATE: 03/05/2024										
					752.64					
100002 2ND WIND EXERCISE EQUIPMENT INC										
22-042492		02/23/2024	030524	350502	130.00	130.00	03/23/2024	INV	PD	Supermats for exercise
CHECK DATE: 03/05/2024										
108948 AUDRANN INC										
1462973		02/15/2024	030524	350503	21.39	21.39	03/15/2024	INV	PD	TEMP FIRE ST 2.0-AIR C
CHECK DATE: 03/05/2024										
1463667		02/20/2024	030524	350503	37.15	37.15	03/20/2024	INV	PD	TEMP FIRE ST 2.0-GAS L
CHECK DATE: 03/05/2024										
					58.54					
101043 LANO EQUIPMENT INC										
01-1057623		02/20/2024	030524	350504	716.98	716.98	03/20/2024	INV	PD	POLE PRUNER
CHECK DATE: 03/05/2024										
01-1057679		02/20/2024	030524	350504	1,500.00	1,500.00	03/20/2024	INV	PD	BOBCAT RENTAL-SNOW REM
CHECK DATE: 03/05/2024										
01-1058185		02/22/2024	030524	350504	83.00	83.00	03/22/2024	INV	PD	#146 HYDRAULIC HOSE
CHECK DATE: 03/05/2024										
01-1058196		02/22/2024	030524	350504	-100.62	-100.62	03/22/2024	CRM	PD	#146 HYDRAULIC ASSY RE
CHECK DATE: 03/05/2024										
01-1058197		02/22/2024	030524	350504	165.46	165.46	03/22/2024	INV	PD	#185 BROOM WIRE HARNES
CHECK DATE: 03/05/2024										
01-1058198		02/22/2024	030524	350504	252.15	252.15	03/22/2024	INV	PD	#146 HYD FITTINGS
CHECK DATE: 03/05/2024										
					2,616.97					
101056 LEAGUE OF MINNESOTA CITIES										
40007906-2/21/24		02/21/2024	030524	350505	221,235.00	221,235.00	04/01/2024	INV	PD	Installment #1 insuran
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101071 LENZEN CHEVROLET BUICK INC										
88531		02/19/2024	030524	350506	54.69	54.69	03/19/2024	INV	PD	#1222 SEAT SWITCH
CHECK DATE: 03/05/2024										
105139 LUBE TECH AND PARTNERS LLC										
3426337		02/19/2024	030524	350507	468.57	468.57	03/20/2024	INV	PD	EQUIPMENT GREASE
CHECK DATE: 03/05/2024										
101124 MACQUEEN EQUIPMENT										
P55853		02/23/2024	030524	350508	1,151.45	1,151.45	03/23/2024	INV	PD	#921 VACTOR HOSE & CLA
CHECK DATE: 03/05/2024										
101187 METRO SALES INC										
INV2464986		02/14/2024	030524	350509	30.58	30.58	03/15/2024	INV	PD	TONER FREIGHT
CHECK DATE: 03/05/2024										
101217 MINNESOTA CHILD SUPPORT PMT CTR										
PR0223240014462992		02/23/2024	022724-2	350468	85.10	85.10	02/23/2024	INV	PD	022324 Payroll - Child
CHECK DATE: 02/27/2024										
PR0223240015806598		02/23/2024	022724-2	350467	461.46	461.46	02/23/2024	INV	PD	022324 Payroll - Child
CHECK DATE: 02/27/2024										
					546.56					
101229 MINNESOTA DEPT OF EMPLOYMENT										
49	240003	03/01/2024	030524	350510	2,433.64	2,433.64	03/15/2024	INV	PD	FORMACOAT LLC LOAN REP
CHECK DATE: 03/05/2024										
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE										
107051510/FEB24		02/21/2024	030524	350511	21.67	21.67	03/16/2024	INV	PD	FEB 82ND ST & HWY 41 S
CHECK DATE: 03/05/2024										
778320601/FEB24		02/21/2024	030524	350511	126.80	126.80	03/16/2024	INV	PD	FEB CHEVALLE LIFT STN
CHECK DATE: 03/05/2024										
780272000/FEB24		02/21/2024	030524	350511	15.93	15.93	03/16/2024	INV	PD	FEB CHEVALLE IRRIGATIO
CHECK DATE: 03/05/2024										
781796600/FEB24		02/21/2024	030524	350511	23.65	23.65	03/16/2024	INV	PD	FEB 1599 OAK CREEK PAS
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					188.05					
101281 KRISTIE MITCHELL										
123354		02/21/2024	030524	350512	6,623.89	6,623.89	03/21/2024	INV	PD	Winter 2024 Skate Less
CHECK DATE: 03/05/2024										
103088 SID TOOL CO INC										
42239208		02/08/2024	030524	350513	104.60	104.60	03/08/2024	INV	PD	STOCK NUTS AND BOLTS
CHECK DATE: 03/05/2024										
72668724		01/04/2024	030524	350513	-60.84	-60.84	02/04/2024	CRM	PD	PAINT CREDIT
CHECK DATE: 03/05/2024										
					43.76					
101354 MTI DISTRIBUTING INC #700767										
1418596-00		02/21/2024	030524	350514	182.76	182.76	03/21/2024	INV	PD	OIL FILTERS
CHECK DATE: 03/05/2024										
1419095-00		02/26/2024	030524	350514	91.87	91.87	03/26/2024	INV	PD	3500 PARTS
CHECK DATE: 03/05/2024										
					274.63					
101357 MUELLER SYSTEMS LLC										
65924656		02/22/2024	030524	350515	429.24	429.24	03/23/2024	INV	PD	YRLY RADIO MAINTENANCE
CHECK DATE: 03/05/2024										
106657 MUNICIPAL ASSET MANAGEMENT INC										
01132022M27		02/06/2024	030524	350516	4,983.31	4,983.31	03/13/2024	INV	PD	CCC FITNESS EQUIP LEAS
CHECK DATE: 03/05/2024										
101253 BUSINESS PLANNING CONCEPTS INC										
383600022024		01/01/2024	022724-2	350469	154.00	154.00	02/20/2024	INV	PD	FEB PERA LIFE PREMIUMS
CHECK DATE: 02/27/2024										
101391 NELSON, LISA										
123811		02/02/2024	030524	350517	50.25	50.25	03/22/2024	INV	PD	MILEAGE-EHLERS PUBLIC
CHECK DATE: 03/05/2024										
102654 NORTH AMERICAN SAFETY INC										
INV85421		02/13/2024	030524	350518	132.00	132.00	03/13/2024	INV	PD	GLOVES

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/05/2024										
INV85598		02/20/2024	030524	350518	1,700.00	1,700.00	04/20/2024	INV	PD	CITY OF CHASKA HATS
CHECK DATE: 03/05/2024										
INV85679		02/23/2024	030524	350518	612.00	612.00	04/23/2024	INV	PD	SAFETY GLOVES
CHECK DATE: 03/05/2024										
					2,444.00					
101437 NUSS EQUIPMENT GROUP LLC										
PSO081384-1		02/19/2024	030524	350519	225.62	225.62	03/19/2024	INV	PD	#110 EXHAUST GASKETS &
CHECK DATE: 03/05/2024										
101465 ON SITE SANITATION INC										
0001676385		02/17/2024	030524	350520	10.43	10.43	03/18/2024	INV	PD	CLOVER RIDGE HOCKEY RI
CHECK DATE: 03/05/2024										
111048 JENNIFER LYNNE PANTANO										
123870		02/26/2024	030524	350521	350.00	350.00	03/26/2024	INV	PD	Adaptive Dance- Instru
CHECK DATE: 03/05/2024										
107855 STAPLES INC										
37050917		02/05/2024	030524	350523	61.99	61.99	03/06/2024	INV	PD	BREAKROOM-FORKS
CHECK DATE: 03/05/2024										
37103457		02/07/2024	030524	350523	165.57	165.57	03/08/2024	INV	PD	COPY PAPER
CHECK DATE: 03/05/2024										
37154370		02/09/2024	030524	350523	52.93	52.93	03/10/2024	INV	PD	OFFICE SUPPLIES-ELECTR
CHECK DATE: 03/05/2024										
37269776		02/16/2024	030524	350523	8.95	8.95	03/17/2024	INV	PD	EXPO MARKERS-WHITE BOA
CHECK DATE: 03/05/2024										
37361189		02/22/2024	030524	350522	89.87	89.87	03/23/2024	INV	PD	Plates and cups for br
CHECK DATE: 03/05/2024										
37372882		02/23/2024	030524	350522	13.58	13.58	03/24/2024	INV	PD	Beverage napkins for
CHECK DATE: 03/05/2024										
					392.89					
101684 R & R SPECIALTIES OF WISCONSIN INC										
0081415-IN		02/15/2024	030524	350524	120.00	120.00	03/15/2024	INV	PD	Zamboni Blade Sharpeni
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0081425-IN		02/16/2024	030524	350524	151.65	151.65	03/16/2024	INV	PD	Zamboni Snow Breaker P
CHECK DATE: 03/05/2024										
0081426-IN		02/16/2024	030524	350524	322.85	322.85	03/16/2024	INV	PD	Zamboni parts for #43
CHECK DATE: 03/05/2024										
106596 SIWEK LUMBER JORDAN INC					594.50					
5461		02/27/2024	030524	350525	-2,735.43	-2,735.43	03/27/2024	CRM	PD	2" RIGID FOAM-CREDIT
CHECK DATE: 03/05/2024										
83610		02/14/2024	030524	350525	2,569.00	2,569.00	03/15/2024	INV	PD	TEMP FIRE ST 2.5-ENGIN
CHECK DATE: 03/05/2024										
83774		02/16/2024	030524	350525	258.00	258.00	03/17/2024	INV	PD	LOOP PUMPHOUSE-SHINGLE
CHECK DATE: 03/05/2024										
83906		02/21/2024	030524	350525	1,634.56	1,634.56	03/21/2024	INV	PD	TEMP FIRE ST 2.5-FRAMI
CHECK DATE: 03/05/2024										
83909		02/21/2024	030524	350525	2,842.50	2,842.50	03/21/2024	INV	PD	TEMP FIRE ST 2.5-FRAMI
CHECK DATE: 03/05/2024										
83974		02/21/2024	030524	350525	1,593.94	1,593.94	03/22/2024	INV	PD	MISC CORDLESS TOOLS
CHECK DATE: 03/05/2024										
101892 STUART C IRBY CO					6,162.57					
S013882062.001	240063	02/21/2024	030524	350526	11,200.00	11,200.00	03/22/2024	INV	PD	(2) SWITCH OH 900AMP 3
CHECK DATE: 03/05/2024										
S013882063.001	240062	02/21/2024	030524	350526	16,800.00	16,800.00	03/22/2024	INV	PD	(3) SWITCH OH 900AMP 3
CHECK DATE: 03/05/2024										
101925 TALLMAN EQUIPMENT CO INC					28,000.00					
3382957		02/05/2024	030524	350527	400.99	400.99	03/05/2024	INV	PD	POLE CHAIN
CHECK DATE: 03/05/2024										
100757 THE GRAPHIC EDGE LLC										
10215018		02/14/2024	030524	350528	316.56	316.56	03/15/2024	INV	PD	Cheerleading Camp - T-
CHECK DATE: 03/05/2024										
10218214		02/20/2024	030524	350528	195.29	195.29	03/21/2024	INV	PD	Adult Sports - Men's 3
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					511.85					
104908 TIMESAVER OFF SITE SECRETARIAL INC										
M28921		02/14/2024	030524	350529	373.50	373.50	02/27/2024	INV	PD	Council 2/5, HPC 2/6 M
CHECK DATE: 03/05/2024										
109723 TOPCON SOLUTIONS INC										
INV269854		02/05/2024	030524	350530	4,244.00	4,244.00	03/06/2024	INV	PD	16 BLUEBEAM SUBSCRIPTI
CHECK DATE: 03/05/2024										
101994 TRAVISMATHEW LLC										
91613555		02/23/2024	030524	350531	10,976.55	10,976.55	03/24/2024	INV	PD	RESALE
CHECK DATE: 03/05/2024										
102027 TWIN CITIES & WESTERN RAILROAD CO										
M900607-IN		02/20/2024	030524	350532	631.61	631.61	03/20/2024	INV	PD	RXR CRSSNG ~ WTRMN E O
CHECK DATE: 03/05/2024										
102028 TWIN CITY WATER CLINIC INC										
20173		02/15/2024	030524	350533	200.00	200.00	03/16/2024	INV	PD	FILTER 1 TEST 1 & 2
CHECK DATE: 03/05/2024										
110053 TX CHILD SUPPORT SDU										
PR0223240012725283		02/23/2024	022724-2	350470	115.38	115.38	02/23/2024	INV	PD	022324 Payroll - Child
CHECK DATE: 02/27/2024										
102250 TYLER BUSINESS FORMS										
Invoice-92031		02/14/2024	030524	350534	1,034.82	1,034.82	03/15/2024	INV	PD	AP CHECK STOCK
CHECK DATE: 03/05/2024										
102052 UNIQUE PAVING MATERIALS CORP										
78458		02/05/2024	030524	350535	333.45	333.45	03/05/2024	INV	PD	COLD MIX PATCHING
CHECK DATE: 03/05/2024										
107745 US BANK NATIONAL ASSOCIATION										
522827195		02/20/2024	030524	350536	439.53	439.53	03/15/2024	INV	PD	CCC COLOR COPIER LEASE
CHECK DATE: 03/05/2024										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
111158 HD SUPPLY INC										
INV00273238		02/09/2024	030524	350537	64.16	64.16	03/09/2024	INV	PD	RESPIRATORS-FACE
CHECK DATE: 03/05/2024										
INV00273280		02/09/2024	030524	350537	46.75	46.75	03/09/2024	INV	PD	RESPIRATOR-FACE
CHECK DATE: 03/05/2024										
					110.91					
102133 WAGNER PRESS & GRAPHICS										
37180		02/15/2024	030524	350538	37.00	37.00	03/01/2024	INV	PD	Business Cards-Catheri
CHECK DATE: 03/05/2024										
102143 WATER CONSERVATION SERVICES INC										
13852		02/21/2024	030524	350539	727.47	727.47	03/07/2024	INV	PD	LEAK LOCATES-CREST & K
CHECK DATE: 03/05/2024										
110387 ZAPPA, TONY										
123835		02/16/2024	030524	350540	51.19	51.19	03/16/2024	INV	PD	MILEAGE-ASSEMBLY SPACE
CHECK DATE: 03/05/2024										
102231 ZIEGLER INC										
SI000449197		02/12/2024	030524	350541	7,087.42	7,087.42	03/12/2024	INV	PD	UNIT G1 ENGINE REPAIR
CHECK DATE: 03/05/2024										
		128 INVOICES			779,489.33					

** END OF REPORT - Generated by Michelle Robbin **

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										
C152335		02/08/2024	022024-3	4053	144.00	144.00	02/20/2024	DIR	PD	JAN PARTICIPANT FEES/A
CHECK DATE: 02/20/2024										
107490 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY										
123352		02/23/2024	022324	4071	7,196.51	7,196.51	02/23/2024	DIR	PD	022324 Payroll - HCSP
CHECK DATE: 02/23/2024										
107744 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY										
123353		02/23/2024	022324	4072	925.00	925.00	02/23/2024	DIR	PD	022324 Payroll - MNDCP
CHECK DATE: 02/23/2024										
101756 MII LIFE INCORPORATED										
116809969		02/09/2024	022124-2	4064	139.50	139.50	02/21/2024	DIR	PD	FEB FSA PARTICIPANT FE
CHECK DATE: 02/21/2024										
40897482-2023		02/20/2024	022124-1	4062	583.18	583.18	02/21/2024	DIR	PD	2023-2/21/24 FSA Reimb
CHECK DATE: 02/21/2024										
40897482-2024		02/20/2024	022124-2	4063	1,131.45	1,131.45	02/21/2024	DIR	PD	2024-2/21/24 FSA Reimb
CHECK DATE: 02/21/2024										
40903075-2023		02/27/2024	022824-1	4073	98.63	98.63	02/28/2024	DIR	PD	2023-2/28/24 FSA REIMB
CHECK DATE: 02/28/2024										
40903075-2024		02/27/2024	022824-2	4074	1,209.24	1,209.24	02/28/2024	DIR	PD	2024-2/28/24 FSA REIMB
CHECK DATE: 02/28/2024										
					3,162.00					
100927 INTERNAL REVENUE SERVICE										
123346		02/23/2024	022324	4065	156,168.83	156,168.83	02/23/2024	DIR	PD	022324 Payroll - SS, M
CHECK DATE: 02/23/2024										
101346 MINNESOTA COMMISSIONER OF REVENUE										
2024-0131-USE		01/31/2024	022024-3	4055	9,711.46	9,711.46	02/20/2024	DIR	PD	Jan-24 Use Tax
CHECK DATE: 02/20/2024										
2024/0131-CCsales		01/31/2024	022024-3	4056	12,117.32	12,117.32	02/20/2024	DIR	PD	Jan-24 Carver Cty Tran
CHECK DATE: 02/20/2024										
2024/0131-CCuse		01/31/2024	022024-3	4057	354.90	354.90	02/20/2024	DIR	PD	Jan-24 Carver Cty Tran
CHECK DATE: 02/20/2024										

Report generated: 02/29/2024 12:02
User: 8482mrob
Program ID: apinvlst

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2024/0131-MHsales		01/31/2024	022024-3	4058	5,970.40	5,970.40	02/20/2024	DIR	PD	Jan-24 Metro Housing S
CHECK DATE: 02/20/2024										
2024/0131-MHuse		01/31/2024	022024-3	4059	177.45	177.45	02/20/2024	DIR	PD	Jan-24 Metro Housing U
CHECK DATE: 02/20/2024										
2024/0131-MTsales		01/31/2024	022024-3	4060	17,953.67	17,953.67	02/20/2024	DIR	PD	Jan-24 Metro Transport
CHECK DATE: 02/20/2024										
2024/0131-MTuse		01/31/2024	022024-3	4061	532.35	532.35	02/20/2024	DIR	PD	Jan-24 Metro Transport
CHECK DATE: 02/20/2024										
2024/0131-SLS/UB		01/31/2024	022024-3	4054	167,164.50	167,164.50	02/20/2024	DIR	PD	Jan-24 Gen/UB Sales Ta
CHECK DATE: 02/20/2024										
					213,982.05					
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES										
123347		02/23/2024	022324	4066	31,444.60	31,444.60	02/23/2024	DIR	PD	022324 Payroll-MN Stat
CHECK DATE: 02/23/2024										
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										
123348		02/23/2024	022324	4067	16,514.28	16,514.28	02/23/2024	DIR	PD	022324 Payroll - 457 C
CHECK DATE: 02/23/2024										
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										
123351		02/23/2024	022324	4070	7,193.46	7,193.46	02/23/2024	DIR	PD	022324 Payroll - Roth
CHECK DATE: 02/23/2024										
104668 OPTUM BANK INC										
123350		02/23/2024	022324	4069	21,304.94	21,304.94	02/23/2024	DIR	PD	022324 Payroll - HSA C
CHECK DATE: 02/23/2024										
101498 PCARD										
2024/0212-PC		02/12/2024		4052	119,860.56	119,860.56	02/21/2024	DIR	PD	FEB 2024 PCARD PURCHAS
CHECK DATE: 02/21/2024										
						Detail to Follow				
101525 THE PITNEY BOWES BANK INC										
2024/0228-PB		02/28/2024	022924	4076	1,200.00	1,200.00	02/29/2024	DIR	PD	2/28/24 REPLENISH POST
CHECK DATE: 02/29/2024										
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
123349		02/23/2024	022324	4068	116,430.82	116,430.82	02/23/2024	DIR	PD	022324 Payroll - PERA
CHECK DATE: 02/23/2024										
101973 CARVER COUNTY TITLE MANAGEMENT INC										
Crystal Village		02/22/2024	022824-2	4075	38,378.75	38,378.75	02/28/2024	DIR	PD	Trail Easement-Crystal
CHECK DATE: 02/28/2024										
25 INVOICES					733,905.80					

** END OF REPORT - Generated by Michelle Robbin **

PURCHASE CARD TRANSACTIONS
FEBRUARY 2024
STATEMENT

Department	Transaction Date	Merchant DBA Name	Amount	Charge Desc.
CCC	2024/01/12	WORDPRESS	19.00	FISHING WITH FRIENDS DOMAIN REGISTRATION
CCC	2024/01/17	COMCAST	301.45	JAN FITNESS CABLE
CCC	2024/01/17	COMCAST	42.00	JAN CCC CABLE
CCC	2024/02/02	WASTE CONNECTIONS	1,102.13	GARBAGE PICKUP
CCC	2024/02/04	ADOBE SYSTEMS	114.98	CREATIVE CLOUD ALL APPS
CCC	2024/02/07	GOOGLE	25.00	GOOGLE PLAY DEVELOPER REGISTRATION FEE
FINANCE	2024/01/18	GREATLAND	5.49	Q4 2022 PAYROLL TAX FILING RECEIPT
PUBLIC WORKS	2024/01/22	IMPARK	15.00	PARKING FEE-RECERTIFICATION CLASS
PUBLIC WORKS	2024/01/26	DEPT OF NATURAL RESOURCES	210.33	FIREMAN'S PARK WTR PERMITS
PUBLIC WORKS	2024/01/31	PENSKE TRUCK RENTAL	689.98	POLE SAW FOR TREE TRIMMING
PUBLIC WORKS	2024/01/31	HOME DEPOT	29.82	CONCRETE PATCH AT CITY HALL
ELECTRIC	2024/01/18	DELTA AIRLINES	378.10	LINEWORKER RODEO FLIGHT
ELECTRIC	2024/01/18	DELTA AIRLINES	756.20	LINEWORKER RODEO FLIGHT-TRENT ANDERSON
ELECTRIC	2024/01/19	SUN COUNTRY AIRLINES	309.99	LINEWORKER RODEO FLIGHT
PARK & REC	2024/01/16	HOME DEPOT	29.93	DIY CLASS SUPLIES-STAINS, PAINT RAGS, SANDPAPER
PARK & REC	2024/01/23	KWIK TRIP	76.89	SOUP FOR LUNCH & LEARN
PARK & REC	2024/01/24	MICHAELS ARTS AND CRAFT S	88.46	DIY CLASS-WOOD BOXES
PARK & REC	2024/01/29	DOLLAR TREE	6.25	DIY CLASS SUPPLIES-KRAFT BOARDS, COTTON BALLS
PARK & REC	2024/02/06	DOLLAR TREE	22.50	PRIZES FOR SUPERBOWL SPUD BAR-BASKETS, CANDY
PARK & REC	2024/02/06	ALDI SUPERMARKET	14.14	PRIZES FOR SUPERBOWL SPUDBAR-TEAS, SODAS
PARK & REC	2024/01/12	PICKLEBALLCENTRAL	46.25	PICKLEBALL NETS REPLACEMENT PARTS
PARK & REC	2024/01/12	AMAZON.COM	117.92	BADMINTON NETS
PARK & REC	2024/01/23	EASTERN CARVER CTY SCHOOLS	150.00	VOLLEYBALL GYM RENTAL
PARK & REC	2024/01/24	AMAZON.COM	-17.50	GYMNASTIC STAMPS RETURNED
PARK & REC	2024/02/01	WAL-MART	-98.00	BADMINTON NETS-RETURNED
PARK & REC	2024/02/06	ETSY	-4.10	TAX REFUNDED
PARK & REC	2024/02/06	AMAZON.COM	35.85	GYMNASTICS-MAT STRAPS
PARK & REC	2024/02/06	ETSY	53.10	PICKLEBALL-LADDER LEAGUE PRIZES
PARK & REC	2024/02/08	AMAZON.COM	139.95	GYMNASTICS-MAT TAPE
WATER/SEWER	2024/01/11	HOME DEPOT	89.90	WELL #4 DOOR HARDWARE
FIRE	2024/01/14	SAF-GARD SAFETY SHOE CO	-204.99	REFUND FOR RETURNED BOOTS
FIRE	2024/02/09	HOME DEPOT	18.24	CLEANING SUPPLIES
POLICE	2024/01/16	MINNESOTA CRIME PREVENTIO	300.00	MN Crime Prevention Training for #424
POLICE	2024/01/18	BCA TRAINING EDUCATION	450.00	DMT/Narcotic Training for #429
ELECTRIC	2024/02/09	BRADY CORPORATION	2,415.39	TRANSFORMER/SWITCH LABELS
ELECTRIC	2024/02/12	AMAZON.COM	505.90	IPAD CASES & CHARGERS FOR LINEWORKERS
CCC	2024/01/18	AMAZON.COM	447.26	MATS FOR GROUP FITNESS CLASSES, HANGING EXERCISE MAT RACK
CCC	2024/01/18	POWER MUSIC INC_CHEER	149.95	POWERMUSIC SUBSCRIPTION
CCC	2024/01/20	AMAZON.COM	172.60	WATERWEIGHTS FOR FITNESS CLASSES
CCC	2024/01/24	AMAZON.COM	97.35	WATERWEIGHTS FOR FITNESS CLASSES
INFORMATION TECHNOLOGY	2024/01/22	MICRO CENTER	1,564.92	Computer for Forensics PC in Police Department
INFORMATION TECHNOLOGY	2024/01/23	MICRO CENTER	11.99	Thermal Paste for Forensics PC
INFORMATION TECHNOLOGY	2024/01/30	MICRO CENTER	389.98	TV and Mount for CCH Workout Room
INFORMATION TECHNOLOGY	2024/01/31	HOME DEPOT	53.82	Equipment for IT
INFORMATION TECHNOLOGY	2024/02/05	MICRO CENTER	82.96	Equipment for The LOOP
CCC	2024/01/17	HR UNIVERSITY	199.00	GRANT WRITING CLASS REGISTRATION
CCC	2024/01/17	AMAZON.COM	27.53	"APPROVED" STAMP, TIMER
CCC	2024/01/17	DELTA AIRLINES	516.20	AIRLINE-FOR REVENUE SCHOOL
CCC	2024/01/18	OGLEBAY LODGING	2,402.20	REVENUE SCHOOL 2024-REGISTRATION TRANSFERRED TO RACHEL B.
CCC	2024/01/22	AMAZON.COM	16.99	2024 WALL CALENDAR
PUBLIC WORKS	2024/01/12	HOME DEPOT	70.19	HVAC FUSES
PUBLIC WORKS	2024/01/16	ELECTRIC MOTOR WAREHOUSE	187.80	HEATER MOTOR
PUBLIC WORKS	2024/01/18	MENARDS	95.13	HVAC VENT REPAIRS
PUBLIC WORKS	2024/01/30	HOME DEPOT	15.88	KEY COPIES-LOOP MASTER
PUBLIC WORKS	2024/01/31	HOME DEPOT	26.80	HANDICAP BUTTON SCREWS & CAULKING
PUBLIC WORKS	2024/01/31	HOME DEPOT	67.24	GLUE & CAULKING
PUBLIC WORKS	2024/02/01	HOME DEPOT	12.98	HOSE FOR MOP SINK-CLUBHOUSE
PUBLIC WORKS	2024/02/02	HOME DEPOT	37.96	FAUCET AERATORS
CURLING CENTER	2024/01/16	SCHILLING SUPPLY COMPANY	490.11	BATH TISSUE, ROLL TOWELS
CURLING CENTER	2024/01/24	FLAGS.COM	63.93	NEW CANADIAN FLAG
CURLING CENTER	2024/01/26	CINTAS	66.74	FIRST AID KIT ITEMS
CURLING CENTER	2024/02/02	MINUTEMAN PRESS	192.75	NATIONAL CHAMPIONSHIP WINNER BANNER
CURLING CENTER	2024/02/01	WASTE CONNECTIONS	836.03	GARBAGE PICK-UP
CURLING CENTER	2024/02/10	ECOLAB	261.95	CLEANING SUPPLIES
PUBLIC WORKS	2024/01/18	MINNESOTA TILE & STONE	4,542.86	LOOP CLUBHOUSE COUNTER TOPS
PUBLIC WORKS	2024/01/29	MINNESOTA TILE & STONE	-1,379.43	LOOP CLUBHOUSE COUNTER TOPS CREDIT
CCC	2024/01/26	LITTLE CAESARS PIZZA	26.00	PNO-PIZZA
CCC	2024/02/08	TARGET	8.28	PNO SUPPLIES-BUTTER, CORN STARCH
CCC	2024/02/08	DELTA AIRLINES	566.20	AIRLINE TO REVENUE DEVELOPMENT SCHOOL
CCC	2024/02/09	LITTLE CAESARS PIZZA	29.96	PNO-PIZZA
ADMINISTRATION	2024/01/23	GOOGLE	2.25	GOOGLE PHOTO STORAGE
ADMINISTRATION	2024/02/02	SQUARE WEEBLY	13.00	CHRISTMAS IN MAY WEBSITE HOSTING FEE
ADMINISTRATION	2024/02/02	B & H PHOTO-VIDEO	69.95	WIRELESS MICROPHONES
ADMINISTRATION	2024/02/08	B & H PHOTO-VIDEO	45.99	MULTIMEDIA HUB ADAPTER
MSB	2024/01/17	AMAZON.COM	45.45	LINEWORKERS CLEATS
MSB	2024/01/18	AMAZON.COM	26.16	SPRING PUNCH TOOL
MSB	2024/01/18	AMAZON.COM	15.64	SPRING PUNCH TOOL
MSB	2024/01/18	POLLUTION CONTROL AGENCY	325.00	W. BORGMEYER WATER SUPPLY SYS OP SCHOOL
MSB	2024/01/18	MN POLLUTION CONTROL SERV	6.99	W. BORGMEYER WATER SUPPLY SYS OP FEE
MSB	2024/01/19	AMAZON.COM	31.28	SPRING PUNCH TOOL
MSB	2024/01/19	POLLUTION CONTROL AGENCY	325.00	C. WALLEY WATER SUPPLY SYS OP SCHOOL
MSB	2024/01/19	MN POLLUTION CONTROL SERV	6.99	C. WALLEY WATER SUPPLY SYS OP SCHOOL FEE
MSB	2024/01/23	MINNESOTA MUNICIPAL UTILI	900.00	T. WIEBE & M. ENGELEN EMERGENCY PREP & REST CONFERENCE
MSB	2024/01/24	MINNESOTA RWA	400.00	M. HAEFNER-MN RURAL WATER MEMBERSHIP
MSB	2024/01/25	AMAZON.COM	20.98	PHONE CORDS
MSB	2024/02/02	PLUNKETT'S PEST CONTROL	54.19	BLUFF CREEK SUBSTATION
MSB	2024/02/02	PLUNKETT'S PEST CONTROL	54.19	LAKE HAZELTINE SUBSTATION
MSB	2024/02/02	PLUNKETT'S PEST CONTROL	54.19	WEST CREEK SUBSTATION
MSB	2024/02/02	WASTE CONNECTIONS	241.96	FIRE STATION

PURCHASE CARD TRANSACTIONS
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STATEMENT

Department	Transaction Date	Merchant DBA Name	Amount	Charge Desc.
MSB	2024/02/02	WASTE CONNECTIONS	229.89	VETERAN'S PARK
MSB	2024/02/02	WASTE CONNECTIONS	1,743.85	MSB
MSB	2024/02/02	WASTE CONNECTIONS	761.47	CITY HALL
MSB	2024/02/02	WASTE CONNECTIONS	180.41	THE LOOP
MSB	2024/02/02	WASTE CONNECTIONS	315.78	TOWN COURSE MAINTENANCE
MSB	2024/02/06	KEURIG	36.85	COFFEE
POLICE	2024/01/22	MINNESOTA CHIEFS OF POLICE	212.00	Membership dues - MN Chiefs of Police
POLICE	2024/02/07	DELTA AIRLINES	586.20	Airfare for IACP Conference -#422
POLICE	2024/02/07	DELTA AIRLINES	586.20	Airfare for IACP Conference #400
POLICE	2024/02/08	INTERNATIONAL ASSOCIATION	635.00	IACP - Membership dues and Conference
POLICE	2024/02/11	UBER TECHNOLOGIES	27.99	Car accidently used and refunded
PUBLIC WORKS	2024/01/12	HOME DEPOT	10.93	VETS PARK ELECTRIC COVER
PUBLIC WORKS	2024/01/16	MENARDS	294.72	CITY HALL BREAKROOM REPAIR
PUBLIC WORKS	2024/01/16	HOME DEPOT	19.72	CITY HALL FITNESS ROOM
PUBLIC WORKS	2024/01/18	AMAZON.COM	91.45	CLOVER ICE RINK LIGHTS-CIRCUIT BREAKER
PUBLIC WORKS	2024/01/18	AMAZON.COM	15.65	GARAGE DOOR OPENER-PARKS BAY
PUBLIC WORKS	2024/01/18	AMAZON.COM	29.43	GRIND & CUT WHEELS
PUBLIC WORKS	2024/01/22	HOME DEPOT	289.91	TIME CLOCKS
PUBLIC WORKS	2024/01/23	SHERWIN WILLIAMS	108.52	TEMP FIRE ST PAINTING SUPPLIES 2.0
PUBLIC WORKS	2024/01/30	AMAZON.COM	87.00	GAS REGULATOR PARTS
PUBLIC WORKS	2024/01/31	AMAZON.COM	94.98	LOOP CLUBHOUSE-BOLLARDS
PUBLIC WORKS	2024/01/31	AMAZON.COM	508.50	LOOP BOLLARDS-MAINT & CLUB
PUBLIC WORKS	2024/01/30	HOME DEPOT	71.51	OFFICE SUPPLIES
PUBLIC WORKS	2024/02/01	AMAZON.COM	156.50	GARAGE DOOR OPENERS
PUBLIC WORKS	2024/02/09	HOME DEPOT	135.68	TEMP FIRE ST 2.0 ELECTRIC PARTS
FIRE	2024/01/19	ICC CHICAGO REGIONAL OFFI	100.79	SUBSCRIPTION-MN FIRE CODE
FIRE	2024/02/03	HARBOR FREIGHT TOOLS	410.71	WHEEL DOLLIES AND STORAGE RACK, PADLOCKS
POLICE	2024/01/22	AMAZON.COM	9.50	Report Covers
POLICE	2024/01/23	AMAZON.COM	17.67	Report Covers
POLICE	2024/02/01	CIRCLE K	135.00	Fleet Car Wash
POLICE	2024/01/15	AMAZON.COM	41.11	Plates
POLICE	2024/01/22	AMAZON.COM	8.96	Sticky Notes
POLICE	2024/01/23	AMAZON.COM	27.85	Forks
POLICE	2024/01/24	AMAZON.COM	76.89	Bowls
POLICE	2024/01/30	PLEEA	50.00	MN-LEAP Dues
POLICE	2024/02/01	TRANSUNION	146.70	Data Processing
FIRE	2024/01/17	CLARION EVENTS	4,700.00	REGISTRATION FOR FDIC 2024-4 ATTENDEES
FIRE	2024/01/19	FIRE HOUSE INNOVATIONS LI	885.00	CASTER WHEELS FOR FORCIBLE ENTRY DOOR PROP
FIRE	2024/02/02	ARROWWOOD RESORT AND CONF	1,305.98	LODGING FOR TRAINING CONF
FIRE	2024/02/05	AMAZON.COM	219.99	CAMERA FOR INVESTIGATIONS
FIRE	2024/02/04	KWIKTRIP #104	44.28	GAS FOR VEHICLE-FROM FIRE SCHOOL
FIRE	2024/02/05	AMAZON.COM	254.76	GEAR BAGS FOR FF DOING TRAINING
FIRE	2024/02/08	SIMSUSHARE	179.95	TRAINING SIM SUBSCRIPTION
INFORMATION TECHNOLOGY	2024/01/21	AMAZON.COM	66.93	Car chargers for building maintenance team
INFORMATION TECHNOLOGY	2024/02/05	HOME DEPOT	5.67	Drill Bit for IT
TOWN COURSE	2024/01/19	HOME DEPOT	61.65	CLEANING SUPPLIES
TOWN COURSE	2024/01/23	IMPARK	15.00	GREEN EXPO PARKING
TOWN COURSE	2024/01/24	IMPARK	15.00	GREEN EXPO PARKING
TOWN COURSE	2024/01/29	FLEET FARM	43.49	MAINTENANCE PARTS
TOWN COURSE	2024/01/29	FLEET FARM CSTORE	49.64	KEROSENE
TOWN COURSE	2024/02/05	NORTHERN TOOL & EQUIPMENT	184.48	WINCH
TOWN COURSE	2024/02/06	DEPT OF NATURAL RESOURCES	437.67	2023 DNR WATER USAGE
TOWN COURSE	2024/02/05	HOME DEPOT	59.76	BOLTS
TOWN COURSE	2024/02/06	HOME DEPOT	267.26	PAINT SUPPLIES
TOWN COURSE	2024/02/06	HOME DEPOT	73.55	PAINT SUPPLIES
TOWN COURSE	2024/02/09	UNIVERSITY OF MINNESOTA	119.99	PESTICIDE MANUALS
TOWN COURSE	2024/02/09	LL BEAN	79.99	D. REIF-WORK SHIRT
TOWN COURSE	2024/02/09	FLEET FARM	249.12	MAINTENANCE SUPPLIES
PUBLIC WORKS	2024/01/18	HOME DEPOT	60.96	TC BATHROOM/MAINTENANCE SUPPLIES
PUBLIC WORKS	2024/01/23	HOME DEPOT	54.26	MISC SUPPLIES
PUBLIC WORKS	2024/01/24	MENARDS	111.00	LOOP-MAINTENANCE
PUBLIC WORKS	2024/01/25	HOME DEPOT	74.18	LOOP MAINTENANCE
PUBLIC WORKS	2024/01/25	HOME DEPOT	21.75	LOOP MAINTENANCE
PUBLIC WORKS	2024/01/26	HOME DEPOT	41.69	LOOP MAINTENANCE
PUBLIC WORKS	2024/01/29	MENARDS	205.30	HISTORY CTR SPRINKER
PUBLIC WORKS	2024/01/29	HOME DEPOT	13.68	LOOP MAINTENANCE
PUBLIC WORKS	2024/01/30	HOME DEPOT	27.46	LOOP MAINTENANCE
PUBLIC WORKS	2024/01/31	MENARDS	521.23	TEMP FIRE 2.5 GAS PIPING
PUBLIC WORKS	2024/02/02	MENARDS	621.39	TEMP FIRE 2.5 GAS PIPING
PUBLIC WORKS	2024/02/01	HOME DEPOT	9.96	WD40
PUBLIC WORKS	2024/02/05	HOME DEPOT	34.82	DRILL BITS & PLUMBING FITTINGS
PUBLIC WORKS	2024/02/05	HOME DEPOT	58.11	ARENA PARTY ROOM PLUMBING
PUBLIC WORKS	2024/02/06	HOME DEPOT	196.68	TEMP FIRE 2.5 GAS PIPING
PUBLIC WORKS	2024/02/07	HOME DEPOT	98.42	TEMP FIRE 2.0 GAS AND SIDING
PUBLIC WORKS	2024/02/08	HOME DEPOT	56.74	TEMP FIRE 2.0 GAS LINES
CCC	2024/01/15	W.W. GRAINGER	600.76	DOOR CLOSER, FLOOR FAN
CCC	2024/02/01	W.W. GRAINGER	304.70	NEW FAUCET
CCC	2024/02/02	W.W. GRAINGER	2.86	HVAC RETURN GRILLE
CCC	2024/02/06	CINTAS	102.97	CCC RUG SERVICE
CCC	2024/02/06	CINTAS	102.97	CCC RUG SERVICE
CCC	2024/02/06	CINTAS	102.97	CCC RUG SERVICE
CCC	2024/02/06	CINTAS	590.00	AED MAINTENANCE
CCC	2024/02/06	CINTAS	102.97	CCC RUG SERVICE
CCC	2024/02/08	INCSTORES LLC	1,952.48	BLUE LINE ROOM FLOORING
FINANCE	2024/01/16	GOVERNMENT FINANCE OFFIC	150.00	GFOA RENEWAL FEE/DUES
FINANCE	2024/02/06	GOVERNMENT FINANCE OFFIC	199.00	GAAFR 2024 BOOK
ELECTRIC	2024/01/19	J HARLEN CO	427.42	T. ANDERSONS CLIMBING GEAR
ELECTRIC	2024/01/25	DAKOTA RIGGERS & TOOL SUP	319.44	HANDLINE
ELECTRIC	2024/01/29	APPA	975.00	E & O CONFERENCE

PURCHASE CARD TRANSACTIONS
FEBRUARY 2024
STATEMENT

Department	Transaction Date	Merchant DBA Name	Amount	Charge Desc.
ELECTRIC	2024/02/02	J HARLEN CO	507.74	LOCK OUT/TAG OUT POLE WRAPS
ELECTRIC	2024/02/02	HASTINGS FIBER GLASS PROD	2,181.65	SAFETY GROUNDS
CCC	2024/01/23	CUB FOODS	38.95	SR PROGRAM-COOKIES, CRACKERS, SOUP
CCC	2024/01/24	COOPERS FOODS	173.94	SR PROGRAM-CHILI, FINGER ROLLS
CCC	2024/01/25	PETERS BILLIARDS	120.00	RETIP POOL CUES
CCC	2024/01/27	MINNESOTA CLAY CO USA	63.25	POTTERY SUPPLIES-CLAY
CCC	2024/01/26	THE STAR TRIBUNE	314.60	NEWSPAPER SUBSCRIPTION
CCC	2024/02/05	MRPA	159.00	MASS CONFERENCE REGISTRATION
CCC	2024/02/06	TARGET	44.94	CANDY, POPCORN, BOWLS
CCC	2024/02/06	PARTY CITY	107.00	PARTY DECOR-NAPKINS, BALLOONS, TABLE CLOTH, PHOTO PROPS
CCC	2024/02/08	WAL-MART	29.18	SPUDBOWL PARTY-CHILI
CCC	2024/02/08	SAMS CLUB	57.26	SPUDBOWL-SALSA, OFFICE-SPOONS, FORKS, PLATES
CCC	2024/02/09	COOPERS FOODS	87.00	SPUDBOWL-POTATOES
CCC	2024/02/08	SAMS CLUB	405.97	COFFEE, JUICE BOXES, ICE CREAM SANDWICHES
ELECTRIC	2024/01/23	LIFT IT MANUFACTURING,	226.21	TRANSFORMER SLINGS
PARK & REC	2024/01/11	STAGES THEATRE COMPANY	8.00	FIELD TRIP-TICKET FOR ADDITIONAL PARENT
PARK & REC	2024/01/15	SAMS CLUB	7.98	KIDS DAY OUT-HOT CHOCOLATE
PARK & REC	2024/01/16	TARGET	35.20	TOT TIME-VALENTINE FUN-COOKIES, PRETZELS
PARK & REC	2024/01/16	CITY OF EAGAN	250.00	CASCADE BAY FIELD TRIP DEPOSIT
PARK & REC	2024/01/17	AMAZON.COM	114.69	VALENTINES SUPPLY-FOAM PICTURE FRAMES, FOAM SHEETS, GAMES
PARK & REC	2024/01/18	DOLLAR TREE	4.50	BALLOONS
PARK & REC	2024/01/19	AMAZON.COM	32.26	CLASSROOM GAMES
PARK & REC	2024/01/21	TARGET	43.96	KIDS DAY OUT BINGO PRIZES-CANDY, PLAYDOH
PARK & REC	2024/01/19	AMAZON.COM	27.93	CLASSROOM GAMES
PARK & REC	2024/01/24	AMAZON.COM	60.10	JR EXPLORERS-GLITTER GLUE, BOOK LINERS,
PARK & REC	2024/01/31	AMAZON.COM	28.98	ST PATRICKS DAY SUPPLIES-BRACELETS, NECKLACES
PARK & REC	2024/01/31	AMAZON.COM	5.99	VALENTINE TISSUE PAPER
PARK & REC	2024/01/31	AMAZON.COM	26.74	SHAMROCK FOAM STICKERS, MUFFIN TINS
PARK & REC	2024/02/05	TARGET	93.41	MILK, PLATES, FRUIT, CHEESE
PARK & REC	2024/02/05	DOLLAR TREE	6.25	HEART CONTAINERS, MIXING BOWLS
PARK & REC	2024/02/06	AMAZON.COM	59.37	CLASSROOM GAMES
PARK & REC	2024/02/07	AMAZON.COM	20.67	CLASSROOM GAMES
WATER/SEWER	2024/01/29	AMAZON.COM	212.94	WATER CONSERVATION HANDOUTS
WATER/SEWER	2024/02/08	AMERICAN WATER WORKS ASSO	240.00	M. HAEFNER AWWA MEMBERSHIP RENEWAL
ADMINISTRATION	2024/01/11	DELTA AIRLINES	376.20	PLANE TICKET FOR CONFERENCE
ADMINISTRATION	2024/02/08	GOOGLE	19.99	STORAGE FOR PICTURES, VIDEOS
ELECTRIC	2024/01/16	AMAZON.COM	156.67	ACCESSORIES FOR GO PRO
ELECTRIC	2024/01/16	AMAZON.COM	24.99	LIGHT FOR GO PRO
ELECTRIC	2024/01/17	AMAZON.COM	50.98	BATTERY FOR GO PRO
ELECTRIC	2024/01/17	AMAZON.COM	246.95	GO PRO FOR CONFINED INSPECTIONS
ELECTRIC	2024/01/18	AMAZON.COM	22.43	BATTERY FOR PUSH CAMERA
ELECTRIC	2024/01/17	HOME DEPOT	60.42	THERMOSTAT & RUGS
ELECTRIC	2024/01/22	HOME DEPOT	190.55	PAINT SUPPLIES
ELECTRIC	2024/01/22	HOME DEPOT	37.92	MURIATIC ACID
POLICE	2024/01/16	MLEEA	150.00	Explorer Dues
POLICE	2024/01/17	RED BENCH BAKERY	19.32	Coffee with a Cop
POLICE	2024/01/18	OFFICE MAX	14.98	Citizen Academy Supplies
POLICE	2024/01/25	BOY SCOUTS OF AMERICA	178.00	Explorer Membership
MSB	2024/02/08	HOME DEPOT	128.96	ANTIFREEZE AND TEFLON TAPE
ADMINISTRATION	2024/01/12	SOUTHWEST METRO CHAMBER	160.00	SW Metro Chamber Annual Luncheon - The Mayor, Matt P, Elise D and Julie G -
ADMINISTRATION	2024/01/25	AMAZON.COM	68.93	Report Covers for Ann Larsen
ADMINISTRATION	2024/02/06	AMAZON.COM	65.97	Warranty Charge for Exercise Equipment for City Hall SHIP
ADMINISTRATION	2024/02/06	AMAZON.COM	39.99	Kettleball set for workout room at City Hall - SHIP
ADMINISTRATION	2024/02/06	AMAZON.COM	59.99	Exercise Platform for Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/07	AMAZON.COM	82.12	Foam Roller, posters, bands and balls for the Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/07	AMAZON.COM	138.99	Floor Stand wipes with garbage for the Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/07	AMAZON.COM	570.30	3 Walking Treadmill for the Workout room at City Hall - SHIP
ADMINISTRATION	2024/02/07	AMAZON.COM	574.89	Balls and Dumbbell Set for Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/08	AMAZON.COM	6.79	Remote Control Holder for the Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/12	AMAZON.COM	30.30	Leather Document Frames for Denise Beebe
ADMINISTRATION	2024/02/11	AMAZON.COM	17.99	Storage Bins for the Workout Room at City Hall - SHIP
ADMINISTRATION	2024/02/10	AMAZON.COM	886.92	Weight Bench, wipes, fan, balls, bands mats for Workout Room at City Hall - SHIP
PARK & REC	2024/01/15	AMAZON.COM	17.99	PNO SUPPLIES-PAPER POT CRAFT KIT
PARK & REC	2024/01/17	AMAZON.COM	236.55	VOICE TRANSLATOR FOR FRONT DESK
PARK & REC	2024/01/17	TOTAL ENTERTAINMENT	500.00	DJ FOR SWEETHEARTS DANCE
PARK & REC	2024/01/20	QUILL CORPORATION	31.32	OFFICE SUPPLIES
PARK & REC	2024/01/20	QUILL CORPORATION	533.21	FOLDERS, CARDSTOCK, PRINTER RIBBON
PARK & REC	2024/01/21	AMAZON.COM	23.79	SIGN HOLDERS
PARK & REC	2024/01/24	AMAZON.COM	67.89	SUPPLIES FOR CCC CARNIVAL-SUPERHERO GLOVES, FOAM DISCS, THOR HAMMER
PARK & REC	2024/01/23	OTC BRANDS	852.74	SUPPLIES FOR CCC CARNIVAL-SUPERHERO TATTOOS, GOODY BAGS, RINGS
PARK & REC	2024/01/27	QUILL CORPORATION	59.98	ENVELOPES
PARK & REC	2024/01/29	AMAZON.COM	-43.67	CR-RETURNED MODELING CLAY
PARK & REC	2024/01/31	QUILL CORPORATION	15.99	PAPER TRAY
PARK & REC	2024/01/31	AMAZON.COM	43.76	DIY AOA CLASS-DISP APRONS, PAINT STIR STICKS, TABLECLOTH
PARK & REC	2024/01/31	AMAZON.COM	7.99	LODGE SPUD BAR-TABLECLOTHS
PARK & REC	2024/01/31	AMAZON.COM	6.58	PNO SUPPLIES-TRANSFER PIPETTES
PARK & REC	2024/02/01	QUILL CORPORATION	41.18	LETTER TRAYS
PARK & REC	2024/02/01	QUILL CORPORATION	24.59	DESK TRAY
PARK & REC	2024/02/02	AMAZON.COM	35.00	PAPER BAGS FOR LODGE PROGRAMMING
PARK & REC	2024/02/06	AMAZON.COM	25.84	COMPUTER MOUSE FOR CCC OFFICE
PARK & REC	2024/02/08	QUILL CORPORATION	-24.59	CR FOR RETURNED DESK TRAY
PARK & REC	2024/02/08	QUILL CORPORATION	-15.99	CR FOR RETURNED PAPER TRAY
BUILDING INSPECTIONS	2024/01/21	ICC CHICAGO REGIONAL OFFI	160.00	ICC MEMBERSHIP
PUBLIC WORKS	2024/01/17	UNIVERSITY OF MINNESOTA	125.00	STORMWATER TREATMENT RECERTIFICATION
PUBLIC WORKS	2024/02/02	UNIVERSITY OF MINNESOTA	125.00	B. LENZEN STORMWATER TREATMENT RECERTIFICATION
PUBLIC WORKS	2024/02/02	UNIVERSITY OF MINNESOTA	125.00	J. GULDEN STORMWATER TREATMENT RECERTIFICATION
PUBLIC WORKS	2024/02/02	UNIVERSITY OF MINNESOTA	125.00	A. ROBB STORMWATER TREATMENT RECERTIFICATION
PARK & REC	2024/01/22	LITTLE CAESARS PIZZA	59.92	KIDS DAY OUT-PIZZA LUNCH
PARK & REC	2024/01/26	CHASKA HISTORICAL SOCIETY	75.00	HISTORY CENTER BOOK FOR P & R DEPT

PURCHASE CARD TRANSACTIONS
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Department	Transaction Date	Merchant DBA Name	Amount	Charge Desc.
PARK & REC	2024/01/28	AMAZON.COM	255.83	ADAPTIVE GYM/SPORTS EQUIPMENT
PARK & REC	2024/01/30	AMAZON.COM	91.55	ADAPTIVE EQUIPMENT-BASKETBALL HOOP
PARK & REC	2024/01/31	MRPA	238.00	COMMUNICATION WORKSHOP REGISTRATION
ADMINISTRATION	2024/01/22	UNIVERSITY OF MINNESOTA	165.00	SWPPP Recertification for Aaron Kuzina
ADMINISTRATION	2024/01/23	MINNESOTA EROSION CONTROL	210.00	WHOVA Registration for Brent Alcott
ADMINISTRATION	2024/01/24	CROOKED PINT ALE HOUSE	863.00	Employee Years of Service Breakfast - Part payment for food
ADMINISTRATION	2024/02/06	MADDEN'S ON GULL LAKE	399.46	MCMA Spring Conference Motel Stay - Matt Podhradsky
ADMINISTRATION	2024/02/06	MADDEN'S ON GULL LAKE	399.46	MCMA Spring Conference Motel Reservation - Elise Durbin
ADMINISTRATION	2024/02/06	LEAGUE OF MINNESOTA CITIE	998.00	MCMA Conference - Podhradsky and Durbin
ADMINISTRATION	2024/02/09	CROWN AWARDS	179.40	Chaska Values Awards for 2023 year at Employee Years of Service Breakfast
CCC	2024/01/13	LIFE FITNESS LLC	99.64	NEW CABLE FOR WEIGHT MACHINE
CCC	2024/01/16	ACE HARDWARE	29.97	LOCKER ROOM SPRAYER QUICK CONNECTOR
CCC	2024/01/16	BULBS DEPOT	73.85	COMPACT FLUROSCENT BULBS
CCC	2024/01/16	HOME DEPOT	341.49	CONCRETE SCREWS, SHOWER CURTAIN, VACUUM CLEANER FILTER
CCC	2024/01/23	CUSTOM MOBILE SAUNAS	2,000.00	NEW HEATER & COMPONENTS FOR SAUNA
CCC	2024/01/23	CUSTOM MOBILE SAUNAS	1,820.00	NEW HEATER & COMPONENTS FOR SAUNA
CCC	2024/01/24	AMAZON.COM	29.98	ZAMBONI FITTINGS TO DRAIN WATER
CCC	2024/01/24	AMAZON.COM	23.76	ZAMBONI FITTINGS TO DRAIN WATER
CCC	2024/01/25	ULINE	242.36	PRIVACY FROST FILM OFFICE WINDOWS
CCC	2024/01/25	U.S. PLASTIC CORPORATION	29.09	FITTINGS TO FILL ZAMBONI
CCC	2024/01/29	HOME DEPOT	405.71	CABINET, WET/DRY VAC, SPONGES
CCC	2024/01/30	AMAZON.COM	19.78	HANDY CAP LIFT CHARGING BATTERY CONNECTORS
CCC	2024/01/30	HOME DEPOT	327.98	RINKSIDE ROOM COUNTERTOP, SINK
CCC	2024/02/08	AMAZON.COM	450.78	RUBBER FLOORING GLUE
FINANCE	2024/02/05	CENTURYLINK	770.03	FEB PHONE & LONG DIST SVC
FINANCE	2024/02/07	MET COUNCIL ACCTS REC WEB	20,000.00	MAR SEWER SERVICES FOR MET COUNCIL
FINANCE	2024/02/10	VERIZON WIRELESS	7,612.87	FEB 2024 PHONE SERVICE
FINANCE	2024/01/20	MAC PARKING RESERVATIONS	63.00	MSP PARKING-GFOA TRIP
MSB	2024/01/29	AMAZON.COM	31.09	SHOP SUPPLIES
MSB	2024/02/01	CONTNTL ENGINERING& MFG	653.80	THREADED BUSHINGS FOR SNOW PLOW FEET
MSB	2024/02/09	AMAZON.COM	1,019.99	AIR COMPRESSOR FOR TEMP FIRE STATION 2.0
POLICE	2024/02/01	LITTLE CAESARS PIZZA	29.96	Citizens Academy Food
POLICE	2024/02/07	COSTCO WHOLESALE	125.40	Energy Drinks for Recruitment Fair
TOWN COURSE	2024/01/12	AMAZON.COM	44.26	TRASH BAGS
TOWN COURSE	2024/01/12	MOTOROLA	175.00	MONTHLY RADIO SUBSCRIPTION
TOWN COURSE	2024/01/17	EMBASSY SUITES	325.13	PGA SHOW-LODGING-ADVANCE DEPOSIT-JOHN
TOWN COURSE	2024/01/17	EMBASSY SUITES	325.13	PGA SHOW LODGING-ADVANCE DEPOSIT-DEREK
TOWN COURSE	2024/01/23	CITY CAB OF ORLANDO	62.16	CAB-AIRPORT TO HOTEL FOR PGA SHOW
TOWN COURSE	2024/01/26	EMBASSY SUITES	650.26	PGA SHOW-LODGING-JOHN
TOWN COURSE	2024/01/26	EMBASSY SUITES	650.26	PGA SHOW-LODGING-DEREK
TOWN COURSE	2024/01/30	USPS	8.85	POSTAGE-FLAG TO CUSTOMER
TOWN COURSE	2024/01/29	HOME DEPOT	238.87	LOOP START-UP SUPPLIES-BROOMS, TB BRUSH, MOP, SHOP TOWELS
TOWN COURSE	2024/01/30	CHANHASSEN VACUUM SALES &	487.69	CTC VACUUM
TOWN COURSE	2024/02/01	TARGET	97.70	LOOP START-UP SUPPLIES-SOAP, TP
TOWN COURSE	2024/01/31	HOME DEPOT	2,134.62	CARPET FOR ON-COURSE BRIDGES
TOWN COURSE	2024/02/03	CURRENT USA	229.66	ENVELOPES, GIFT CERTIFICATES
TOWN COURSE	2024/02/05	OFFICE DEPOT	280.46	LOOP & CTC OFFICE SUPPLIES
TOWN COURSE	2024/02/09	PALAY DISPLAY STORE FIXTURES	257.87	LOOP MERCHANDISE DISPLAY ITEMS-PALAY DISPLAY
TOWN COURSE	2024/02/09	HOME DEPOT	95.42	LOOP START-UP SUPPLIES-WATER NOZZLE, HOSE, DRAWER ORGANIZER
TOWN COURSE	2024/02/09	MOTOROLA	175.00	MONTHLY RADIO SUBSCRIPTION
ADMINISTRATION	2024/01/15	DUNKIN' DONUTS	155.98	MLK Event - Coffee
PUBLIC WORKS	2024/01/26	HOME DEPOT	110.03	PARTY ROOM RENOVATION
PUBLIC WORKS	2024/01/30	HOME DEPOT	21.97	DOOR KNOB FOR WARMING HOUSE
PUBLIC WORKS	2024/02/01	SHERWIN WILLIAMS	-48.99	TEMP FIRE ST PAINT RETURN 2.0
PUBLIC WORKS	2024/02/01	SHERWIN WILLIAMS	97.98	WALL PRIMER
PUBLIC WORKS	2024/02/01	SHERWIN WILLIAMS	65.14	PAINT FOR TEMP FIRE ST 2.0
PUBLIC WORKS	2024/02/02	HOME DEPOT	17.91	DOOR HARDWARE FOR LOOP
CCC	2024/01/22	MRPA	99.00	COMMUNICATION COURSE REGISTRATION
CCC	2024/01/21	HOME DEPOT	239.00	ICE ARENA ICE MOVER FAN
CCC	2024/01/27	WHENIWORK.COM	60.00	OUTDOOR RINK ATTENDANTS SCHEDULING SUBSCRIPTION
CCC	2024/01/26	CD PRODUCTS	114.39	ZAMBONI MAGNETS
CCC	2024/01/31	CD PRODUCTS	114.39	ZAMBONI WATER FILL HOSE MAGNETS
CCC	2024/02/07	HOME DEPOT	157.46	SUPPLIES-KNEELING PAD, WD-40, NOZZLE
FIRE	2024/01/11	MINNESOTA STATE FIRE CHIE	285.00	TRAINING REGISTRATION-SCOTT B.
FIRE	2024/01/11	MINNESOTA STATE FIRE CHIE	285.00	TRAININT REGISTRATION-SCOTT B.
FIRE	2024/01/22	FIRE TECH PRODUCTIONS, IN	79.00	CLASS REGISTRATION FOR INSPECTOR
FIRE	2024/02/06	AMAZON.COM	43.79	MEDICAL GLOVE HOLDERS
FIRE	2024/02/11	ICC CHICAGO REGIONAL OFFI	66.00	MEMBERSHIP RENEWAL
HUMAN RESOURCES	2024/01/25	NATIONAL PELRA	160.42	MEMBERSHIP DUES
HUMAN RESOURCES	2024/01/25	NATIONAL PELRA	200.00	CONFERENCE REGISTRATION
HUMAN RESOURCES	2024/01/26	AMERICAN GREETINGS	32.50	ONLINE GREETING CARD SUBSCRIPTION-EMPLOYEE BIRTHDAY CARDS
PUBLIC WORKS	2024/01/24	PENSKE TRUCK RENTAL	199.98	CHAINSAW CHAPS-SAFTEY PARKS
PUBLIC WORKS	2024/01/31	AMAZON.COM	117.72	APRON WRAP CHAINSAW CHAPS
PUBLIC WORKS	2024/01/29	HOME DEPOT	21.96	POLY OIL SPRAY
PUBLIC WORKS	2024/02/01	HOME DEPOT	2.85	CONCRETE WEDGE ANCHORS
PUBLIC WORKS	2024/02/05	HOME DEPOT	31.94	DRILL BITS
PUBLIC WORKS	2024/02/08	AMAZON.COM	362.08	STEEL STRAPPING KIT
PUBLIC WORKS	2024/02/08	HOME DEPOT	5.73	LUMBER-PARKS
PUBLIC WORKS	2024/02/08	HOME DEPOT	2.97	CARABINEER FOR FLAGS
WATER/SEWER	2024/01/12	HOME DEPOT	379.73	SMALL TOOLS FOR TRUCKS
WATER/SEWER	2024/01/17	HOME DEPOT	29.76	PAINTING EXTENSIONS
WATER/SEWER	2024/01/23	HOME DEPOT	18.25	BUSHING FOR PRESSURE GAUGE-GC BOOSTER
WATER/SEWER	2024/01/31	NOVASPECT HOLDINGSNOASPEC	840.50	HIGH SPEED PUMP #1 - WTP
WATER/SEWER	2024/02/07	HOME DEPOT	4.49	CAP FOR WELL
WATER/SEWER	2024/02/09	HOME DEPOT	105.07	TOOLS FOR WMB
ELECTRIC	2024/01/17	PARTS CHASKA	31.60	CLEANING SUPPLIES
ELECTRIC	2024/01/17	MENARDS	150.45	CLEANING SUPPLIES
ELECTRIC	2024/01/17	HOME DEPOT	134.25	CLEANING SUPPLIES
ELECTRIC	2024/01/17	HOME DEPOT	60.60	CLEANING SUPPLIES

PURCHASE CARD TRANSACTIONS
FEBRUARY 2024
STATEMENT

Department	Transaction Date	Merchant DBA Name	Amount	Charge Desc.
COMMUNITY DEVELOPMENT	2024/01/19	PLANETIZEN* PL COURSES	-224.95	SUBSCRIPTION CANCELLED
ELECTRIC	2024/01/16	HOME DEPOT	759.95	TOOLS & STORAGE BINS FOR BORE MACHINE
ELECTRIC	2024/02/01	FLEET FARM	64.28	TEMP FIRE ST 2.0 PAINT
COMMUNITY DEVELOPMENT	2024/01/19	PLANETIZEN* PL COURSES	-224.95	SUBSCRIPTION CANCELLED
FINANCE	2024/01/12	CFA INSTITUTE	350.00	PUBLIC FINANCE CONFERENCE-LISA
POLICE	2024/02/02	ADOBE SYSTEMS	21.66	Adobe Subscription
POLICE	2024/01/18	MINNESOTA CHIEFS OF POLIC	550.00	MN Chief of Police Conference
POLICE	2024/02/07	AMAZON.COM	14.89	Coffee Filters
POLICE	2024/01/23	4 IMPRINT	887.96	Recruitment Supplies
POLICE	2024/01/23	PATRON MEXICAN BAR & GRIL	48.23	Police Interview Panel
POLICE	2024/01/31	MARIE RIDGEWAY LICSW	400.00	Officer Wellness Retainer
HUMAN RESOURCES	2024/01/25	NATIONAL PELRA	200.00	WINTER CONFERENCE REGISTRATION
HUMAN RESOURCES	2024/02/06	PRELUDE	12.00	INTERVIEW SCHEDULING SOFTWARE
HUMAN RESOURCES	2024/02/07	CHECKR INC	248.96	BACKGROUND CHECKS
PUBLIC WORKS	2024/01/29	WINSUPPLY EDEN PRAIRIE MN	962.14	MAINTENANCE SUPPLIES
PUBLIC WORKS	2024/01/30	SHERWIN WILLIAMS	608.10	TEMP FIRE STATION PAINT 2.0
PUBLIC WORKS	2024/01/30	SHERWIN WILLIAMS	1,401.79	PAINT SPRAYER
PUBLIC WORKS	2024/02/01	SHERWIN WILLIAMS	64.20	BRUSHES AND PAINT PARTS
PUBLIC WORKS	2024/01/31	HOME DEPOT	12.48	DEGREASER/CLEANER
PUBLIC WORKS	2024/02/05	HOME DEPOT	57.91	GRINDING WHEELS
PUBLIC WORKS	2024/02/05	HOME DEPOT	79.04	SCREWS
PUBLIC WORKS	2024/02/07	HOME DEPOT	57.69	MISC PARTS
PUBLIC WORKS	2024/02/08	HOME DEPOT	59.92	TEMP FIRE ST ROOF LEAK REPAIR 2.0
		Monthly Total	119,860.56	

Biweekly Report

March 4, 2024

By:

Matt Podhradsky

COUNCIL MEETING/WORK SESSION SCHEDULE

Below is a list of the upcoming Council Meetings and Work Sessions to plan for:

March 4th: We are not planning on having a Work Session Monday night. At the Council meeting, the major item we will be considering is the acceptance of bids for the Public Safety Facility, along with considering the adoption of the Bike and Pedestrian Master Plan you saw during a work session several weeks ago.

March 18th: Prior to the Council meeting on this night (5:30 pm), we will be holding a joint work session with the Park Board. The purpose of this meeting will be to hear from the Community Center Master Plan Task Force as they present their recommendations on their recently completed Master Plan document. This will be an opportunity to hear the findings, answer questions you might have about the recommendations, and ask for clarification on anything that may not be clear. There will be no action taken on this plan on this evening. Following the Work Session there will be a regular Council meeting to follow.

April 1st: Prior to the Council meeting, we will be holding a work session. This meeting will start at 5:30 pm with the purpose of this work session being to review the proposed plans for rehabilitation of City Square, to discuss comments received from contributing agencies and to discuss the proposed schedule of work to occur during this upcoming summer. We will have a regular Council meeting to follow.

April 15th: Prior to the Council meeting, we will be holding a work session. The meeting will start at 5:30 pm with the purpose of this work session to discuss potential options for construction/expansion of the MSB scheduled in 2026. Following this work session we will have a regular Council meeting.

April 29th: Prior to the Council meeting we will be holding a work session. The meeting will start at 5:30 pm with the purpose of the work session to discuss the Planning and Zoning Audit that is being completed. As Nate Kabat described at our last Council meeting, this project is going to be divided into 3 sections with us having a work session for each one of the sections. This work session will be a joint work session with the Planning Commission. At this time, we are not planning to have a Council meeting to follow since we would have already had two Council meetings within the month.

If you are unable to attend any of these meetings, just let me know so we can plan around it.

2024 COUNCIL/DEPARTMENT HEAD RETREAT

As a reminder we are set to have the 2024 Council/Department Head retreat on Thursday and Friday, March 21 and 22nd. This retreat will take place at the Fire Station in the training room. We will start each day at 8:30 am and will wrap up by 4 pm. We will have snacks/beverages in the morning and afternoon provided as well as lunch each day.

If you have any questions, just let me know. I look forward to this year's session!

Industrial Development at 44/212 Interchange

As the Council is aware, we have been working over the last several months to complete the extension of the Trunk Sewer Line up Creek Road north and west to go up to the Industrial buildings Oppidan built in the Chaska Creek Industrial Park. The purpose of this extension is to not only eliminate lift stations currently serving the Chaska Creek Industrial Park and parts of the Harvest West neighborhoods, but also to be the sewer service that allows us to open the property west of the Interchange of 212 and County Road 44 for Industrial Development. To allow this new industrial area to develop, we do need to come up with a plan to get the sewer extended across the ravine on the south side of the Chaska Creek Development and get into the property that is currently owned by Traditions Development and the Raser Family (both located north of County Road 44). We also need to plan for the extension of this sewer line south of County Road 44 to get into the Kloos and Deis properties. All the properties mentioned above are currently represented by developers who are interested in eventually developing this property with Corporate/Industrial uses.

While Industrial development in the Twin Cities has slowed because of economic reasons, it is hoped that this will change going into 2025 as there is still demand for businesses needing to expand and relocate. With this being the forecast, we have been working with each of the property owners to plan the necessary utility work as we want to be ready when the market does start to open again. The approach we have been taking is to look at how we can come up with a universal plan that will serve all properties so that we can open this entire area for development at the same time instead of just pieces at a time. We feel that this will not only be the most equitable approach for all the property owners, but that it will also provide us with more options should we have differing needs from companies considering relocating to this area.

We are currently doing the initial physical planning for these utility improvements and will also be financially planning these improvements over the next several weeks to try to develop a universal agreement. Our goal would be to finish this agreement work over the summer of 2024 so we can be ready to move forward with improvements in 2025.

We're excited about the opportunities this development area will provide for the community. As we get further along, we will be bringing back items for the Council to discuss. If you have any questions in the meantime, just let me know.

Xcel Territory in Chaska

As we have discussed in the past, while Chaska Electric serves most of our community, there are some portions of the community served by Minnesota Valley Electric Cooperative and Xcel Energy. Under State Statute, Cities with electric utilities are giving the right to serve everything within their corporate boundaries should they compensate the current utility serving a particular

location fairly. There is good case law established to guide how value is determined in these territory acquisitions. If given the choice, it would be better if Chaska Electric served all properties in our corporate limits not only for consistency across the City, but also so our Electric Utility can maximize its revenues. While that would be the choice, we currently have an agreement with MN Valley that gave away our right for acquiring their territory within Chaska until 2040. This was done several decades ago for us to pick up some of their territory in our north industrial park. We have talked to MN Valley about whether they would consider terminating this early, but they were not interested at this time.

While we don't have the ability to acquire MN Valley territory until 2040, we do currently have the ability to acquire property that Xcel currently has in Chaska which is generally the area at the south end of the SW Chaska Development Area and parallel to County Road 61. With us now having a concept plan submitted to start the development of this area (Frenz/Worm Property) we have now started discussions with Xcel to acquire this territory and bring it into Chaska Electric's territory. The main items that are used to determine value of this area is the depreciated value of infrastructure they have in this area to serve the homes/businesses currently there, and the loss of revenue that they would have for 10-years assuming new development. We are currently in the process of looking at both in hopes of coming up with a number that we can agree on.

At this time, our hopes would be that we can finish these negotiations by the end of the year so that if this area starts to develop/build in 2025 that they will initially come into Chaska Electric's territory and not have to make a switch after they have already started with Xcel.

This is more of an informational item at this time to let you know we are working on this. If you have any questions, don't hesitate to ask.

UPCOMING EVENTS:

- 71st Annual Easter Egg Hunt in City Square Park: This event is being planned for Saturday March 30th at 10 am and is put on by the Chaska American Legion Auxiliary
- Christmas in May: Saturday May 4th at 7:15 am at St. John' s Church. Please let me know if there are any houses you know of that might be good candidates for houses to work on this year. Also, if you could let me know if you are interested in being a "runner" for this year's event, I would appreciate it.
- The Loop Grand Opening: Sunday May 5-more details to come