

**AGENDA
CITY COUNCIL
REGULAR MEETING
CITY OF WYOMING, MINNESOTA
JULY 7, 2026
7:00 PM**

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:

"An opportunity for members of the public to address the City Council on items on/or not on the current agenda. Items requiring Council action maybe deferred to staff or Boards and Commissions for research and future Council Agendas if appropriate. You will be limited to three (3) minutes and we ask that you conduct yourself in a professional, courteous manner, and refrain from the use of profanity. Failure to abide by this policy may result in the loss of your privilege to speak".

APPROVAL OF MINUTES:

1. Consider approving the minutes of the "Work Session" of the Wyoming, Minnesota City Council for June 16, 2026
2. Consider approving the minutes of the "Regular Meeting" of the Wyoming, Minnesota City Council for June 16, 2026

SCHEDULED BID LETTINGS:

SCHEDULED PUBLIC HEARINGS:

CONSENT AGENDA:

Items under the "Consent Agenda" will be adopted with one motion; however, council members may request individual items to be pulled from the consent agenda for discussion and action if they choose.

3. Consider authorizing the payment of recommended bills, payroll and journal entries for the period of June 17, 2026 to July 7, 2026
4. To consider approving a solicitor's permit for Ashton McGee Restoration Group in the City of Wyoming
5. To consider approving a solicitor's permit for Curbside Waste in the City of Wyoming

6. To consider approving a solicitor's permit for Doco Exteriors in the City of Wyoming
7. To consider approving a solicitor's permit for Four Point Construction in the City of Wyoming
8. To consider **Resolution 26-07-67** a resolution accepting a donation from First Resource Bank to the Wyoming Public Safety Department
9. To consider **Resolution 26-07-68** a resolution appointing election judges for the August 11, 2026 Primary Election
10. To consider **Resolution 26-07-69** a resolution approving payment to Guardian Fleet Safety for the building and outfitting of Squad 2603 in the amount of \$18,837.68
11. To consider **Resolution 26-07-70** a resolution approving payment to Tenvoorde Ford for a 2026 Ford F-250 Crew Cab XL for the Wyoming Fire Department in the amount of \$49,409.00
12. To consider **Resolution 26-07-71** a resolution approving the purchase of turnout gear from MacQueen in the amount of \$12,995.51
13. To consider **Resolution 26-07-72** a resolution authorizing Spray Patching work by RCM Specialties in the not to exceed amount of \$40,995.00.
14. To consider **Resolution 26-07-73** a resolution declaring certain items as surplus property and authorizing the Administration Department to dispose of the items through the online auction process
15. To consider **Resolution 26-07-74** a resolution approving invoices from Wold Architects for design development of the City Facilities Project in the amount of \$13,628.77
16. To consider **Resolution 26-07-75** a resolution to approve special inspection and testing services by Braun Intertec in the amount of \$51,493.50

ACKNOWLEDGE RECEIPT OF REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND DEPARTMENT HEADS:

17. Report of the Public Safety Director, Neil Bauer, for July 1, 2026
18. Report of City Building Official, Fred Weck, IV for June 29, 2026.
19. Report of the City Attorney, Tom Loonan, for June 30, 2026
20. Report of City Engineer Mark Erichson, WSB for June 30, 2026
21. Report of the Public Works Superintendent, Steve Reeves, for June 30, 2026

COMMUNICATIONS:

22. Results of Radiochemical Monitoring in the City of Wyoming

OLD BUSINESS:

NEW BUSINESS:

23.

To consider **Resolution 26-07-76** a resolution approving a Preliminary Plat: D-26-004, "Sunrise Riverbank Commercial", Location: East Viking Boulevard, Greenwood Golf Course Site, Applicant: Richard Morris of NTD-COM, LLC. Property ID Numbers: 21.00012.20 & 21.10302.33.

24.

To consider **Resolution 26-07-77** a resolution approving an economic development district and economic development plan therefor

25. To consider calling for a public hearing for the submittal of an application to the Minnesota Department of Employment and Economic Development for a Minnesota Investment Fund (MIF) grant

COUNCIL REPORTS:

ADJOURN

**DRAFT MINUTES
CITY COUNCIL
WORK SESSION MEETING
CITY OF WYOMING, MINNESOTA
JUNE 16, 2026
5:30 PM**

CALL TO ORDER:

Mayor Lisa Iverson called the Budget Work Session Meeting of the Wyoming City Council for June 2, 2026 to order at 5:35 P.M.

CALL OF ROLL:

On a Call of the Roll the following members of the Wyoming City Council were present: Councilmembers Lisa Iverson, Linda Nanko Yeager, Dennis Schilling, Claire Luger, and Brett Ohnstad.

Absent:

Also Present: Robb Linwood - City Administrator, Grant MacFarlane - Assistant City Administrator, Steve Reeves - Public Works Superintendent, Fred Weck – Building / Zoning Official, and Neil Bauer - Wyoming Public Safety Director

DETERMINATION OF A QUORUM:

Mayor Iverson determined a Quorum was present.

PLEDEGE OF ALLEGIANCE:

NEW BUSINESS:

1. Wyoming City Hall and Fire Department Facility Project – Bid Results Review and Discussion

City Administrator Linwood – Provided an overview of the project including discussions related to scope, staff needs, bid process, and value engineering that has occurred after the bid opening.

Dan Kjellberg – Reviewed the bid comparisons and informed the Council that 131 bids were received. Stated that value engineering had begun and that the specialty door would be re-bid. Shared that maintaining the proposed construction schedule would require a decision on awarding contracts during the Council meeting later tonight.

Councilmember Schilling – Shared his disappointment in the bid being higher than projected but did not want to continue to delay this process further.

Councilmember Nanko Yeager – Inquired what the new bonding number may be with the finalized bid totals.

City Administrator Linwood – Stated that staff would be meeting with the City's bond counsel tomorrow to receive updated numbers if the bids were approved.

Councilmember Luger – Added that they were disappointed by the bid total but that something needed to be done to ensure maintained quality of City services.

Councilmember Ohnstad – Stated that he did not have any questions but that this project was something that the City needed to do.

Mayor Iverson – Shared that they were not pleased that bids came in over projections but that facilities have been an ongoing issue which needed to be addressed.

City Administrator Linwood – Informed the Council that staff had been looking at options to ensure that the Fire Department could remain operational during construction. Stated that Hallberg Marine had a lease available for a building which would allow the Fire Department to store vehicles and operate while the Fire Department was uninhabitable.

Councilmember Nanko Yeager – Asked where funding for the lease would come from and if there is an easy way to get in and out for the firefighters.

City Administrator Linwood – Informed the Council that funds would be from the Capital Revolving Fund and that the site was functional and safe.

City Administrator Linwood – Provided the Councilmembers with a letter from Total Eye Care (TEC) requesting a penalty-free breakage from their lease at the site of the new City Hall and Police Station. Stated that TEC had initially requested that they be allowed to remain in the lease and that plans for the new building were created with their tenancy in mind.

Councilmember Nanko Yeager – Inquired about the difference in remaining rent money owed and the amount that would be owed if Total Eye Care broke their lease early.

Mayor Iverson – Stated that TEC had been adamant about staying in the building and that many of the City's plans revolved around their facility still being there for this reason.

Councilmember Schilling – Expressed that allowing TEC to break their lease without penalty would result in a loss of money to the City which was unfair to the taxpayers.

Councilmember Ohnstad – Stated that it was not normal to let tenants break the terms of their lease and that this should not be treated differently.

Councilmember Luger – Commented that it was unfair to residents to pivot on the lease now as the corresponding cost to residents would be real.

After further discussion, the Council came to consensus to deny the early termination of the Total Eye Care lease without financial penalty.

MAYOR IVERSON ADJOURNED THE JUNE 16, 2026 WORK SESSION MEETING AT 6:12 PM.

**DRAFT MINUTES
CITY COUNCIL
REGULAR MEETING
CITY OF WYOMING, MINNESOTA
JUNE 16, 2026
7:00 PM**

CALL TO ORDER:

Mayor Lisa Iverson called the Regular Meeting of the Wyoming City Council for June 16, 2026, to order at 7:00 PM

CALL OF ROLL:

On a Call of the roll, the following members of the Wyoming City Council were present: Councilmembers Lisa Iverson, Linda Nanko Yeager, Dennis Schilling, Brett Ohnstad, and Claire Luger

ABSENT: None

Also Present: Tom Loonan - Eckberg Lammers, Robb Linwood - City Administrator, Grant MacFarlane - Assistant City Administrator, Mark Erichson - WSB, Neil Bauer - Public Safety Director, Fred Weck - Zoning Administrator/Building Official, and Steve Reeves - Public Works Superintendent

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:

APPROVAL OF MINUTES:

1. Consider approving the minutes of the “Work Session Meeting” of the Wyoming, Minnesota City Council for June 2, 2026

A MOTION WAS MADE BY COUNCILMEMBER OHNSTAD, SECONDED BY COUNCILMEMBER SCHILLING, TO APPROVE THE MINUTES OF THE “WORK SESSION MEETING” OF THE WYOMING, MINNESOTA CITY COUNCIL FOR JUNE 2, 2026, AS SUBMITTED.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

2. Consider approving the minutes of the “Regular Meeting” of the Wyoming, Minnesota City Council for June 2, 2026

A MOTION WAS MADE BY COUNCILMEMBER OHNSTAD, SECONDED BY COUNCILMEMBER SCHILLING, TO APPROVE THE MINUTES OF THE “REGULAR MEETING” OF THE WYOMING, MINNESOTA CITY COUNCIL FOR JUNE 2, 2026, AS SUBMITTED.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

SCHEDULED BID LETTINGS:

3. To consider **Resolution 26-06-60**, a resolution receiving bids and awarding a contract for the City Facilities Improvement Project

City Administrator Linwood – Gave a brief overview of past discussions by the Council surrounding facility needs for the City and the acquisition of property at 26263 Forest Boulevard for its future operations. He noted that bids were opened on June 2, 2026, and explained that the total recommended contract amount was for \$5,739,644. He stated that staff had reviewed the information and was recommending approval. He noted that the project team has been reviewing the bids and found areas for value engineering opportunities and potential cost savings measures, and would continue that process in an effort to reduce the overall project cost.

Council Member Luger – Explained that she was not pleased with the cost of the project but that continually delaying it simply resulted in poorer facilities and higher future costs.

Council Member Nanko Yeager – Stated that she believed it made more sense to rebid the project after doing the value engineering portion.

Dan Kjellberg, Project Manager II, Kraus Anderson – Explained that Council Member Nanko Yeager's idea was possible but stated that bidders may increase their costs as the construction season grows later. Added that locking in a cost now, while also value engineering, may be the best path forward.

Council Member Nanko Yeager – Stated her overall concern with the cost of the project.

Council Member Schilling – Stated that he was also disappointed with the bid overages, but was in favor of this project moving forward. He noted that the City had the opportunity to do this project in 2012 for \$3 million, but the Council at that time did not want to spend the money. He stated that in the meantime, staff have suffered because of the inadequacy of the existing space and the price has only increased.

Council Member Ohnstad – Shared his belief that the project needed to happen.

Mayor Iverson – Shared examples of other cities spending much more on their own facility projects for less. Stated that she was pleased that this project was identified as a possibility as it accomplished three buildings for the price of one.

A MOTION WAS MADE BY MAYOR IVERSON, SECONDED BY COUNCILMEMBER LUGER, TO APPROVE RESOLUTION 26-06-60, A RESOLUTION RECEIVING BIDS AND AWARDING A CONTRACT FOR THE CITY FACILITIES IMPROVEMENT PROJECT.

Voting Aye: Schilling, Luger, Ohnstad, Iverson

Voting Nay: Nanko Yeager

Abstain: None

Absent: None

SCHEDULED PUBLIC HEARINGS:

4. To consider approval and adoption of **Ordinance 2026-02**, an ordinance granting a franchise to Midcontinent Communications to operate and maintain a cable communications system in the City of Wyoming

City Administrator Linwood – Gave an overview of the franchise agreement with Midcontinent Communications.

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY COUNCILMEMBER OHNSTAD, TO OPEN THE PUBLIC HEARING.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None
Abstain: None
Absent: None

There were no public comments.

A MOTION WAS MADE BY COUNCILMEMBER LUGER, SECONDED BY COUNCILMEMBER OHNSTAD, TO CLOSE THE PUBLIC HEARING.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY MAYOR IVERSON, TO APPROVE AND ADOPT ORDINANCE 2026-02, AN ORDINANCE GRANTING A FRANCHISE TO MIDCONTINENT COMMUNICATIONS TO OPERATE AND MAINTAIN A CABLE COMMUNICATIONS SYSTEM IN THE CITY OF WYOMING

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

5. To consider **Resolution 26-06-61**, a resolution adopting and approving a summary publication for **Ordinance 2026-02**, an ordinance granting a franchise to Midcontinent Communications to operate and maintain a cable communications system in the City of Wyoming

A MOTION WAS MADE BY COUNCILMEMBER LUGER, SECONDED BY COUNCILMEMBER SCHILLING, TO APPROVE RESOLUTION 26-06-61, A RESOLUTION ADOPTING AND APPROVING A SUMMARY PUBLICATION FOR ORDINANCE 2026-02, AN ORDINANCE GRANTING A FRANCHISE TO MIDCONTINENT COMMUNICATIONS TO OPERATE AND MAINTAIN A CABLE COMMUNICATIONS SYSTEM IN THE CITY OF WYOMING.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

CONSENT AGENDA:

Items under the "Consent Agenda" will be adopted with one motion; however, council members may request individual items to be pulled from the consent agenda for discussion and action if they choose.

6. To consider authorizing the payment of recommended bills, payroll, and journal entries for the period of June 3, 2026, to June 16, 2026
7. To consider **Resolution 26-06-62**, a resolution approving payment to Wold Architects for Design Development services in the amount of \$21,396.35
8. To consider **Resolution 26-06-63**, a resolution approving payment to Chisago County for a Communication Use Agreement Fee in the amount of \$17,389.56
9. To consider approving a solicitor's permit application for Eagle Exteriors in the City of Wyoming
10. To consider approving a solicitor's permit for Keystone Builders in the City of Wyoming
11. To consider approving a solicitor's permit for Professional Exteriors in the City of Wyoming
12. To consider approving a solicitor's permit from Mayday Restoration for the City of Wyoming

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY COUNCILMEMBER OHNSTAD, TO APPROVE #6, #7, #8, #9, #10, #11, and #12 OF THE WYOMING CITY COUNCIL CONSENT AGENDA

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

ACKNOWLEDGE RECEIPT OF REPORTS OF OFFICERS, BOARDS, COMMISSIONS, AND DEPARTMENT HEADS:

13. Report of the Public Safety Director, Neil Bauer, for June 9, 2026
14. Report of City Building Official, Fred Weck, IV, for June 10, 2026
15. Report of City Attorney Tom Loonan for June 10, 2026
16. Report of City Engineer Mark Erichson, WSB, for June 12, 2026
17. Report of Public Works Superintendent, Steve Reeves, for June 9, 2026
18. 1st Quarter Report 2026 of Abdo Financial for the City of Wyoming

COMMUNICATIONS

OLD BUSINESS

19. To consider approval and adoption of **Ordinance 2026-01**, an ordinance amending the City of Wyoming Code of Ordinances, Chapter 16, Nuisances, Division 4 - Noise

Assistant City Administrator MacFarlane – Reminded the Council that they had discussed this item at the June 2, 2026, City Council meeting and were back with some revisions that were suggested by the Council following their discussion. He gave an overview of the amendments which were intended to modernize and clarify the existing regulations relating to noise in the City.

A MOTION WAS MADE BY COUNCILMEMBER OHNSTAD, SECONDED BY COUNCILMEMBER LUGER, TO APPROVE AND ADOPT ORDINANCE 2026-01, AN ORDINANCE AMENDING THE CITY OF WYOMING CODE OF ORDINANCES, CHAPTER 16, NUISANCES, DIVISION 4 - NOISE

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

20. To consider **Resolution 26-06-64**, a resolution adopting and approving a summary publication for Ordinance 2026-01, an Ordinance amending the City of Wyoming Code of Ordinances, Chapter 16, Nuisances, Division 4 - Noise

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY COUNCILMEMBER LUGER, TO APPROVE RESOLUTION 26-06-64, A RESOLUTION ADOPTING AND APPROVING A SUMMARY PUBLICATION FOR ORDINANCE 2026-01, AN ORDINANCE AMENDING THE CITY OF WYOMING CODE OF ORDINANCES, CHAPTER 16, NUISANCES, DIVISION 4 - NOISE

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson
Voting Nay: None
Abstain: None
Absent: None

NEW BUSINESS

21. To consider **Resolution 26-06-65**, a resolution approving a Preliminary Plat: D-26-003, "Mastell Addition", location: Heath Avenue and West Comfort Drive, Applicant: JKJ Property Management Company, LLC, Property ID: 21.10518.00

Zoning Administrator/Building Official Weck – Reviewed the request for a Preliminary Plat and Final Plat for Mastell Addition. He explained that staff and the Planning Commission recommended approval.

A MOTION WAS MADE BY COUNCILMEMBER LUGER, SECONDED BY COUNCILMEMBER SCHILLING, TO APPROVE RESOLUTION 25-06-65 A RESOLUTION APPROVING A PRELIMINARY PLAT: D-26-003, "MASTELL ADDITION", LOCATION: HEATH AVENUE AND WEST COMFORT DRIVE, APPLICANT: JKJ PROPERTY MANAGEMENT COMPANY, LLC, PROPERTY ID: 21.10518.00

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

22. To consider **Resolution 26-06-66**, a resolution approving a Final Plat: D-26-005, "Mastell Addition", location: Heath Avenue and West Comfort Drive, Applicant: JKJ Property Management Company, LLC, Property ID: 21.10518.00

A MOTION WAS MADE BY COUNCILMEMBER OHNSTAD, SECONDED BY MAYOR IVERSON, TO APPROVE RESOLUTION 26-06-66 A RESOLUTION APPROVING A FINAL PLAT: D-26-005, "MASTELL ADDITION", LOCATION: HEATH AVENUE AND WEST COMFORT DRIVE, APPLICANT: JKJ PROPERTY MANAGEMENT COMPANY, LLC, PROPERTY ID: 21.10518.00

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

23. To consider hiring Pam Mrozik for the position of Part-Time Firefighter with the Wyoming Fire Department

Public Safety Director Bauer – Gave an overview of the background and experience of Pam Mrozik and stated that staff was recommending conditional approval of hiring her for the City's new Part-Time Firefighter position.. He noted that if approved, the only additional certification she needed was for the inspector services. He explained that this position was already included in the City's budget.

Council Member Nanko Yeager – Asked how far down the road Ms. Mrozik would be trained to conduct the fire inspections.

Public Safety Director Bauer – Explained that training would take place as soon as there was a class available and noted that they are offered throughout the year at Century College.

Council Member Nanko Yeager – Asked if Ms. Mrozik would be resigning from her other positions.

Public Safety Director Bauer – Stated that she wouldn't necessarily resign from them because it would be on her time commitment to the City, and would be for Ms. Mrozik to decide how she wanted to handle working this into her schedule.

Council Member Nanko Yeager – Stated that she was hoping the candidate would have fire inspection experience and that she did not want to hire a new position while also trying to pay for the facilities project.

A MOTION WAS MADE BY MAYOR IVERSON, SECONDED BY COUNCILMEMBER OHNSTAD, TO APPROVE HIRING PAM MROZIK FOR THE POSITION OF PART-TIME FIREFIGHTER WITH THE WYOMING FIRE DEPARTMENT

Voting Aye: Schilling, Luger, Ohnstad, Iverson

Voting Nay: Nanko Yeager

Abstain: None

Absent: None

24. To consider a Wyoming City Council Work Session on July 7, 2026

City Administrator Linwood – Gave a brief review of the topics of discussion and updates being proposed for this Work Session.

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY COUNCILMEMBER LUGER, TO SCHEDULE A WYOMING CITY COUNCIL WORK SESSION ON JULY 7, 2026, AT 5:30 P.M.

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

COUNCIL REPORTS:

Council Member Ohnstad – Attended the Touch-A-Truck event, which went fantastically, and the Work Session.

Council Member Nanko Yeager – Attended the Work Session.

Council Member Luger – Attended the Work Session and the Joint Sewer Commission meeting.

Council Member Schilling – Attended the Work Session.

Mayor Iverson – Attended the Joint Sewer Commission meeting, the Work Session, and the Touch-A-Truck event.

City Engineer Erichson – Gave an update on the progress being made on the City's road project and noted that they were expecting the project to be completed by mid-July.

Public Safety Director Bauer – Stated that Night to Unite will be held on August 4, 2026.

Mayor Iverson – Reminded residents of the upcoming Stomp Out Suicide event and noted that Stagecoach Day will be a week later than usual.

A MOTION WAS MADE BY COUNCILMEMBER SCHILLING, SECONDED BY COUNCILMEMBER LUGER, TO ADJOURN THE JUNE 16, 2026, "REGULAR MEETING" OF THE WYOMING, MINNESOTA CITY COUNCIL REGULAR MEETING AT 7:36 PM

Voting Aye: Schilling, Nanko Yeager, Luger, Ohnstad, Iverson

Voting Nay: None

Abstain: None

Absent: None

A portion of this public meeting may be closed to discuss “Labor Negotiation Strategies”; “Misconduct allegations or charges”; “Attorney-client privilege”; or “Performance evaluations” as per MN State Statute 13D.01-.05.

NEXT REGULAR MEETING:

JULY 7, 2026

7:00 PM



Request for Council Action

Date: July 1, 2026

Presented to: Mayor Iverson and City Council Members

Department: Administration

Reference: Authorize City Claims

Method: Consent

Background Information:

Minnesota law provides that the city council has full authority over the city's financial affairs, including the disbursement of public funds. All written instruments must be executed by the mayor and clerk/administrator, pursuant to authority granted by the council.

City Staff has prepared a list of recommended bills, payroll, and journal entries (claims) for Council consideration. Claims may be inspected by the public at the Wyoming City Hall Building (26885 Forest Blvd.) upon request.

Recommended action: Authorize payment of recommended bills, payroll, and journal entries for the period of June 17, 2026 to July 7, 2026.



Request for Council Action

Date: June 18, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Grant MacFarlane, Assistant City Administrator

Department: Administration

Reference: Solicitation Permit

Method: Consent

Background Information:

Ashton McGee Restoration Group has applied for a solicitors permit with the City of Wyoming. This permit would allow Ashton McGee Restoration Group to solicit within the City during the specified hours of 10:00AM – 7:00PM. A background check on all declared solicitors has been completed by the Wyoming Police Department and no disqualifying criminal history has been identified. The applicant has paid all permit fees associated with the application process.

Recommendation:

That the Wyoming City Council approves the Solicitation Permit application for Ashton McGee Restoration Group.



CITY OF WYOMING

P.O. Box 188, 26885 Forest Blvd., Wyoming, MN 55092
Phone: 651-462-0575 Fax: 651-462-0576



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6-15-2024

Applicant Name (First, Middle, Last)	<u>DEAN WEST TORMAN</u>
Date of Birth	<u>8-31-1976</u>
Driver's License #	[REDACTED]
Personal Address	<u>1713 RIVERWOOD DRIVE BURNSVILLE, MN 55337</u>
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	<u>AMRB Exteriors</u>
Address of Company (If applicable)	<u>10201 WAZATA BLVD MINNEAPOLIS, MN 55305</u>
MN Tax ID Number (If applicable)	[REDACTED]

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #

Date(s) of Solicitation:	From: <u>6/15</u>	To: <u>11/15</u>
Hours of Solicitation:	From: <u>9am</u>	To: <u>8p</u>

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:

Roofing, Siding, Windows

LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER

MAKE	MODEL	YEAR	LICENSE NUMBER
Ford	F150	2024	SKD 253

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director_____

City Administrator/Clerk_____

(Seal)



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6/15/2026

Applicant Name (First, Middle, Last)	Jacob Robert Gallery
Date of Birth	07/27/1964
Driver's License #	[REDACTED]
Personal Address	5500 Douglas Drive North Crystal MN 55429
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	AMRG Exteriors
Address of Company (If applicable)	10201 Wauzata Blvd Minnetonka MN 55305
MN Tax ID Number (If applicable)	[REDACTED]

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #

Date(s) of Solicitation:	From: <u>6/15</u>	To: <u>11/15</u>
Hours of Solicitation:	From: <u>9am</u>	To: <u>8pm</u>

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:

Free Inspections / Exterior Restoration

LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER

MAKE	MODEL	YEAR	LICENSE NUMBER
Ford	F150	2019	DSC 609

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director _____

City Administrator/Clerk _____

(Seal)



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6/15/26

Applicant Name (First, Middle, Last)	Seth Daniel Anderson
Date of Birth	7/16/1989
Driver's License #	[REDACTED]
Personal Address	6435 Timber Arch Drive, Chaska, MN 55318
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	AMRG Exteriors
Address of Company (If applicable)	10201 Wyzata Blvd Minneapolis
MN Tax ID Number (If applicable)	[REDACTED]

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #

Date(s) of Solicitation:	From: <u>6/15</u>	To: <u>11/15</u>
Hours of Solicitation:	From: <u>9 AM</u>	To: <u>8 PM</u>

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:

Free inspections

LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER

MAKE	MODEL	YEAR	LICENSE NUMBER
Ford	F-150	2013	DTT-732

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director_____

City Administrator/Clerk_____

(Seal)



Request for Council Action

Date: June 18, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Grant MacFarlane, Assistant City Administrator

Department: Administration

Reference: Solicitation Permit

Method: Consent

Background Information:

Curbside Waste has applied for a solicitors permit with the City of Wyoming. This permit would allow Curbside Waste to solicit within the City during the specified hours of 10:00AM – 7:00PM. A background check on all declared solicitors has been completed by the Wyoming Police Department and no disqualifying criminal history has been identified. The applicant has paid all permit fees associated with the application process.

Recommendation:

That the Wyoming City Council approves the Solicitation Permit application for Curbside Waste.



CITY OF WYOMING

P.O. Box 188, 26885 Forest Blvd., Wyoming, MN 55092
Phone: 651-462-0575 Fax: 651-462-0576



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6/18/26

Applicant Name (First, Middle, Last)	Kidd Lacey
Date of Birth	03/22/1998
Driver's License #	[REDACTED]
Personal Address	361 Same As Below
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	Curbside Waste
Address of Company (If applicable)	18150 118th Ave N Maple Grove, MN 55369
MN Tax ID Number (If applicable)	N/A

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #
Se Wye/Goodwin	30 Davis Blvd 03868	12/29/2008	[REDACTED]
Tucker Erangoor	in Rochester, NH	05/18/2003	
Carlos Billingslea	400 Woodland Dr. La Grange GA	08/22/2003	
Kidd Louis Lacey	361 1200 W Orem UT, 84058	03/22/1998	

Date(s) of Solicitation:	From: 7/8/26 To: 12/31/26
Hours of Solicitation:	From: 10am To: 7pm

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:

Trash Service (residential)

LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER

MAKE	MODEL	YEAR	LICENSE NUMBER
Nissan	Kick	2024	KHN 822

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director _____

City Administrator/Clerk _____

(Seal)



Request for Council Action

Date: June 18, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Grant MacFarlane, Assistant City Administrator

Department: Administration

Reference: Solicitation Permit

Method: Consent

Background Information:

Doco Exteriors has applied for a solicitors permit with the City of Wyoming. This permit would allow Doco Exteriors to solicit within the City during the specified hours of 10:00AM – 7:00PM. A background check on all declared solicitors has been completed by the Wyoming Police Department and no disqualifying criminal history has been identified. The applicant has paid all permit fees associated with the application process.

Recommendation:

That the Wyoming City Council approves the Solicitation Permit application for Doco Exteriors.



CITY OF WYOMING

P.O. Box 188, 26885 Forest Blvd., Wyoming, MN 55092
Phone: 651-462-0575 Fax: 651-462-0576



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6/17/26

Applicant Name (First, Middle, Last)	KRISTOPHER NEIL DONOHUE
Date of Birth	[REDACTED]
Driver's License #	[REDACTED]
Personal Address	8075 COUNTY RD 39 NE, MONTICELLO, MN 55362
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	DOCO EXTERIORS
Address of Company (If applicable)	8075 COUNTY RD 39 NE, MONTICELLO, MN 55362
MN Tax ID Number (If applicable)	[REDACTED]

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #
KRISTOPHER NEIL DONOHUE	8075 COUNTY RD 39 NE MONTICELLO MN 55362	[REDACTED]	
JENNIFER FAYE DONOHUE	8075 COUNTY RD 39 NE MONTICELLO MN 55362		

Date(s) of Solicitation:	From: <u>7/7/26</u>	To: <u>12/31/26</u>
Hours of Solicitation:	From: <u>10am</u>	To: <u>7pm</u>

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:EXTERIOR HOME REMODELING**LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER**

MAKE	MODEL	YEAR	LICENSE NUMBER
GMC	SIERRA 1500	2026	ZTX 408

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director _____

City Administrator/Clerk _____

(Seal)



Request for Council Action

Date: June 18, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Grant MacFarlane, Assistant City Administrator

Department: Administration

Reference: Solicitation Permit

Method: Consent

Background Information:

Four Point Construction has applied for a solicitors permit with the City of Wyoming. This permit would allow Four Point Construction to solicit within the City during the specified hours of 10:00AM – 7:00PM. A background check on all declared solicitors has been completed by the Wyoming Police Department and no disqualifying criminal history has been identified. The applicant has paid all permit fees associated with the application process.

Recommendation:

That the Wyoming City Council approves the Solicitation Permit application for Four Point Construction.



CITY OF WYOMING

P.O. Box 188, 26885 Forest Blvd., Wyoming, MN 55092
Phone: 651-462-0575 Fax: 651-462-0576



APPLICATION FOR PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS

Date: 6/16/26

Applicant Name (First, Middle, Last)	Daniel Kenneth Boehnen
Date of Birth	5.22.84
Driver's License #	[REDACTED]
Personal Address	24734 HAMLET AVE FOREST LAKE MN
Phone Number	[REDACTED]
Email Address	[REDACTED]
Company Name (If applicable)	FOUR POINT CONSTRUCTION
Address of Company (If applicable)	9040 N. Hwy Dr. Circle Pines, 55014
MN Tax ID Number (If applicable)	[REDACTED]

LIST BELOW THE NAMES AND ADDRESSES OF ALL PERSONS THAT WILL BE SOLICITING:
(Use additional paper if needed)

Name (First, Middle, Last)	Address	Date of Birth	Driver's License #

Date(s) of Solicitation:	From: <u>6.16.26</u> To: <u>6.27.26</u>
Hours of Solicitation:	From: <u>10am</u> To: <u>7pm</u>

CITY OF WYOMING

wyoming@wyomingmn.org • Phone: 651-462-0575 • Fax: 651-462-0576

PO Box 188 • 26885 Forest Boulevard • Wyoming, MN 55092

DESCRIPTION OF MERCHANDISE TO BE SOLD:FREE INSPECTIONS**LIST OF VEHICLES USED- INCLUDING MAKE, MODEL, YEAR, LICENSE NUMBER**

MAKE	MODEL	YEAR	LICENSE NUMBER
GMC	YUKON	2015	4 POINT

License Application Fee:	\$150.00
Each Additional Solicitor:	\$50.00

DATA PRACTICES ADVISORY: The data supplied in this application will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant(s), to contact the applicant(s) if additional information is required and to determine if the applicant(s) meets all ordinance requirements.

Possession of this valid permit means that Wyoming City officials have verified the identity of the Solicitor(s) and investigated their criminal background.

The permit is valid only if it contains the original signatures of the Wyoming Director of Public Safety and City Administrator/Clerk, and the raised-letter City Seal. Wyoming residents are encouraged to report non-complying solicitors and/or those employing offensive solicitation tactics.

Public Safety Director_____

City Administrator/Clerk_____

{Seal}



Request for Council Action

Date: June 22, 2026
To: Mayor Iverson and Members of City Council
From: Neil D. Bauer, Ed.D., Public Safety Director/Police Chief
Subject: Consent Agenda Acceptance of Donation – First Resource Bank

Background:

First Resource Bank has generously donated \$200 to support the City of Wyoming's 2026 Bike Rodeo. The Bike Rodeo provides an opportunity to promote bicycle safety, positive interaction with public safety personnel, and community engagement with local families and children.

The City extends its sincere appreciation to First Resource Bank for its continued support of community-focused public safety programs and for helping make the 2026 Bike Rodeo a successful event.

Financial Impact:

The \$200 donation will be used to support expenses associated with the 2026 Bike Rodeo.

Recommendation:

Staff recommends Council accept the \$200 donation from First Resource Bank and authorize its use in support of the 2026 Bike Rodeo.

RESOLUTION NO. 26-07-67

**A RESOLUTION ACCEPTING A DONATION TO THE WYOMING POLICE
DEPARTMENT FROM THE FIRST RESOURCE BANK OF WYOMING FOR A
DONATION TO THE BIKE RODEO**

WHEREAS, the City of Wyoming is generally authorized to accept donations of real and personal property pursuant to Minnesota Statutes Section 465.03 for the benefit of its citizens, and is specifically authorized to accept gifts.

WHEREAS, the following persons and entities have offered to donate \$200.00 to the 2026 Bike Rodeo event:

<u>Name of Donor</u>	<u>Value</u>
First Resource Bank of Wyoming	\$200.00

WHEREAS, the City Council finds it appropriate to accept the donations offered.

THEREFORE, BE IT RESOLVED, the City of Wyoming accepts the donation from the First Resource Bank of Wyoming and acknowledge the value of the donation at \$200.00.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH DAY OF
JULY, 2026**

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator



Request for Council Action

Date: June 30, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Grant MacFarlane, Assistant City Administrator

Department: Administration

Reference: Appointing Primary Election Judges

Method: Consent

Background Information:

The City is required by State Statute 204B.21, Subdivision 2 to appoint election judges prior to each election. The next election held within the City will be the Primary Election which is being held on August 11, 2026. Attached to this RCA is a resolution which fulfills the requirement set forth by State Statute. A total of 38 individuals have expressed their intent to serve our community on election day through the act of being an election judge.

Recommendation:

That the Wyoming City Council approves Resolution 26-07-72 a resolution appointing election judges for the 2026 Primary Election.



CITY OF WYOMING

P.O. Box 188, 26885 Forest Blvd., Wyoming, MN 55092
Phone: 651-462-0575 Fax: 651-462-0576

RESOLUTION NO. 26-07-68

**A RESOLUTION APPOINTING ELECTION JUDGES FOR THE PRIMARY
ELECTION OF 2026**

WHEREAS, a Primary Election will be held on August 11, 2026; and

WHEREAS, pursuant to Minnesota Statute 204B.21, Subdivision 2, it is necessary for the City Council of the City of Wyoming to appoint judges and Head Judges for such Primary and General Elections.

NOW, THEREFORE, BE IT RESOLVED that the Wyoming City Council appoints the following named persons on Exhibit "A" as Election Judges for the August 11, 2026 Primary Election and health care voting efforts at the senior facility in Wyoming.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH
DAY OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk

EXHIBIT “A”

[illegible]

Robb Linwood
Grant MacFarlane
Evie Rodrique
Patrice Adams
Paul Sitz
Sylvia Haroldson
Ted Hanson
Tim Kiser
Bob Beynon
Bruce Vukelich
Laurie Nistl
Beth Soller
Mark Schneider
Cheryl Bodin
Kathleen Limanen
Jenny Olson
Kim Cusick
Jeanine Hansen
Betty Maloney
Beth Searle
David Hanson
Brad Vanneste
Laura Tracy
Daniel Anderson
Ryan Hunt
Deb Baron
Ralph Magnusson
Karen Bernier
Katherine Rubio
Kathleen Nelson
Julie Larson
Julie Eisch
Daniel Wing
Julie Ecklund
Patricia Chevron
Val Wittner
Chuck Stomberg
Nancy Stomberg
Kathleen Wright
Lisa Eickman
Carmen Marley



Request for Council Action

Date: July 2, 2026
To: Mayor Iverson and Members of City Council
From: Neil D. Bauer, Ed.D., Public Safety Director
Subject: Request for City Council Approval – Payment of Invoice #305208 to Guardian Fleet Services for the Upfitting of Squad 2603

Background

In the 2026 Capital Improvement Fund budget, funds were allocated for the purchase and upfitting of a 2026 Dodge Durango to be used as a fully marked police squad. This invoice from Guardian Fleet Safety is the upfitting charges for equipment and the build cost.

Purpose and Operational Need

This squad (2603) will be utilized for patrol purposes as a marked squad.

Requested Action

Approve payment of the invoice from Guardian Fleet Safety #305208, in the amount of \$18,837.68 for the full build and upfitting of a 2026 Dodge Durango for patrol use.

RESOLUTION NO. 26-07-69

**A RESOLUTION TO APPROVE PAYMENT FOR SQUAD OUTFITTING ON
SQUAD 2603 BY GUARDIAN FLEET SAFETY FOR THE WYOMING POLICE
DEPARTMENT IN THE AMOUNT OF \$18,837.68**

WHEREAS, Squad 2603 was purchased as a part of the 2026 CIP budget; and,

WHEREAS, Squad 2603 required the outfitting of all police equipment and graphics prior to being put into service; and

WHEREAS, Guardian Fleet Safety conducted the complete outfitting of squad 2603; and

THEREFORE BE IT RESOLVED, the City of Wyoming authorizes payment for squad outfitting work conducted by Guardian Fleet Safety on Squad 2603 for the Wyoming Police Department in the amount of \$18,837.68.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH DAY
OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk



Request for Council Action

Date: June 25, 2026

To: Mayor Iverson and Members of City Council

From: Neil D. Bauer, Ed.D., Public Safety Director

Subject: Request for City Council Approval – Payment of Invoice for 2026 Ford F-250 Fire Utility Vehicle

Background

At the November 30, 2025 City Council meeting, the City Council approved the purchase agreement with Ten Voorde Ford for a 2026 Ford F-250 Crew Cab XL to serve as a Fire Utility Vehicle for the Wyoming Fire Department. The vehicle was approved under State Contract pricing in the amount of \$49,409.

The vehicle is anticipated to be delivered within the next one to two weeks. Staff is now requesting authorization to pay the invoice from Ten Voorde Ford in the amount of \$49,409 upon delivery and receipt of the vehicle.

This purchase was included in the City's 2026 Capital Improvement Budget. The payment requested is for the purchase of the vehicle only and does not include any upfitting costs. Any future upfitting expenses will be addressed separately.

Purpose and Operational Need

The 2026 Ford F-250 Fire Utility Vehicle will support the new Part-Time Firefighter position and provide additional operational flexibility for the Wyoming Fire Department. The vehicle will be used for staffing transport, equipment movement, training, fire prevention activities, and general operational needs.

The addition of this utility vehicle will also help reduce routine reliance on specialized apparatus, including the Grass Truck and Rescue Truck. Reducing mileage and engine hours on those higher-cost apparatuses will help extend their service life and reduce long-term maintenance and replacement costs.

This purchase is consistent with the 2026 Capital Improvement Budget, the Capital Improvement Plan, and the City's long-term fire operations and fleet management strategy.

Requested Action

Approve payment of the invoice from Ten Voorde Ford in the amount of \$49,409 for the purchase of the 2026 Ford F-250 Crew Cab XL Fire Utility Vehicle, as previously approved by City Council on November 30, 2025.

RESOLUTION NO. 26-07-70

**A RESOLUTION TO APPROVE PAYMENT FOR FORD F-250 FROM
TENVOORDE FORD FOR THE WYOMING FIRE DEPARTMENT IN THE
AMOUNT OF \$49,409.00**

WHEREAS, The F-250 Crew Cab XL was identified as a new Fire Utility Vehicle in the 2026 Capital Improvement Plan budget; and

WHEREAS, Tenvoorde Ford provides F-250 Crew Cab XL via State Contract for an amount of \$49,409.00; and

WHEREAS, The City Council approved the purchase of the F-250 from Tenvoorde Ford at their Regular Meeting on November 30, 2025; and

WHEREAS, Delivery of the F-250 is anticipated to occur prior to the end of July; and

WHEREAS, Staff is recommending payment be made to Tenvoorde Ford for the F-250.

THEREFORE BE IT RESOLVED, the City of Wyoming authorizes payment for a Ford F-250 Crew Cab XL from Tenvoorde Ford for the Wyoming Fire Department in the amount of \$49,409.00.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH DAY
OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk



Request for Council Action

Date: July 2, 2026
To: Mayor Iverson and Members of City Council
From: Neil D. Bauer, Ed.D., Public Safety Director
Subject: Request for City Council Approval – Payment of Invoice #INV3184 to Macqueen for the purchase of Turnout Gear

Background

Three new firefighters were hired and three new sets of turnout gear were required to replace outdated and poorly fitting turnout gear to properly outfit these firefighters.

Purpose and Operational Need

Three sets of structural firefighting turnout gear were ordered in January 2026 and were recently delivered, to be used by three paid-on-call firefighters.

Requested Action

Approve payment of the invoice from MacQueen, in the amount of \$12,995.51 for the purchase of three sets of structural turnout gear. This purchase was allocated in the 2026 operating budget for the fire department.

RESOLUTION NO. 26-07-71

A RESOLUTION APPROVING THE PURCHASE OF TURNOUT GEAR FOR THE WYOMING FIRE DEPARTMENT IN THE AMOUNT OF \$12,995.51

WHEREAS, turnout gear is a primary tool for the Wyoming Fire Department which enables them to safely carry out the duties of the department; and

WHEREAS, the turnout gear currently being utilized by the Wyoming Fire Department has exceeded its useful life; and

WHEREAS, new turnout gear is required to ensure that the Wyoming Fire Department can continue to operate in a manner that is safe for all firefighters; and

WHEREAS, the Wyoming Fire Department is seeking to purchase 3 pieces of turnout gear from Macqueen Equipment in the amount of \$12,995.51; and

THEREFORE BE IT RESOLVED, the City of Wyoming authorizes the purchase of turnout gear from Macqueen Equipment in the Amount of \$12,995.51.

**THIS RESOLUTION WAS ADOPTED BY THE CITY COUNCIL OF THE CITY
OF WYOMING ON THE 7th DAY OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk



Date: June 30, 2026

Presented to: Mayor Iverson and City Council Members
Presented by: Steve Reeves, Public Works Superintendent
Department: Public Works
Reference: Pothole Patching Kettle River Blvd
Method: Consent

Background Information:

Kettle River Boulevard is a former Chisago County turnback road that is currently exhibiting significant pavement distress and widespread pothole development. Because this specific stretch of roadway features a section of the roadway at 55-mph speed limit—the highest of any city-maintained street—traditional manual patching methods present heightened safety risks for our maintenance crew. To mitigate these risks, Public Works leadership sought competitive bids for “spray patching.” This specialized asphalt repair method utilizes a truck-mounted auger and sprayer system often operated entirely from the vehicle cab. This process vastly minimizes, and frequently eliminates, the need for personnel to work on foot within live traffic lanes. Additionally, the finished patch is immediately coated with a fine grit aggregate, preventing traffic from displacing the fresh oil and bituminous product.

The Public Works Department solicited and received proposals from two regional contractors to deliver a total estimated requirement of 81 tons of repair material:

RCM Specialties (Hastings, MN) Cost per Load: \$4,555.00

- Capacity per Load: 9 tons
- Total Project Cost (81 tons): \$40,995.00
- Operational Benefit: Higher capacity per load minimizes traffic disruptions and reduces total days on the high-speed roadway.

Pavement Resources (Ham Lake, MN)

- Cost per Load: \$4,800.00
- Capacity per Load: 7 tons
- Estimated Total Project Cost (81 tons): \$55,200.00

RCM Specialties submitted the lowest responsible bid. Their higher-capacity trucks yield a more cost-effective per-ton rate and reduce the overall time required on the high-speed thoroughfare.

PUBLIC WORKS

Phone: 651-462-0580 • Fax: 651-462-0581

PO Box 188 • 26490 Faxton Avenue • Wyoming, MN 55092

The Public Works Department has budgeted capital maintenance funds each year for ongoing street preservation activities, including projects such as crack sealing, pavement preservation sealants, spray patching, and similar maintenance improvements.

Recommendation:

Approval of quotation from RCM Specialties in the amount of \$4,555.00 per load repair to Kettle River Blvd from Co Rd 22 south to the county line, not to exceed \$40,995.00.

RESOLUTION NO. 26-07-72

**A RESOLUTION AUTHORIZING SPRAY PATCHING ON KETTLE RIVER
BOULEVARD BY RCM SPECIALTIES NOT TO EXCEED THE AMOUNT OF
\$40,995.00**

WHEREAS, the Public Works Department conducts seasonal road maintenance using a variety of repair methods; and

WHEREAS, Kettle River Boulevard is a long stretch of road which is included in the annual repair process; and

WHEREAS, the Public Works Department has identified spray patching as a method of road repair which will increase safety and efficiency when working on this road; and

WHEREAS, the Public Works Department solicited spray patching quotes for Kettle River Boulevard from companies that provide these services; and,

WHEREAS, RCM Specialties has provided a quote for Kettle River Boulevard in the amount not to exceed \$40,995.00.

NOW, THEREFORE BE IT RESOLVED, the City of Wyoming authorizing spray patching on Kettle River Boulevard by RCM Specialties in the not to exceed amount of \$40,995.00.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH
DAY OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST
:

Robb Linwood, City Administrator/Clerk

RESOLUTION 26-07-73

**A RESOLUTION DECLARING CERTAIN ITEMS AS SURPLUS PROPERTY AND
AUTHORIZING THE ADMINISTRATION DEPARTMENT TO DISPOSE OF THE
ITEMS THROUGH ONLINE AUCTION**

WHEREAS, the Wyoming Administration Department utilizes a variety of office equipment in their daily operations; and,

WHEREAS, the Wyoming Administration Department strives to use all office equipment and tools until they are deemed no longer effective; and,

WHEREAS, the continued use of office equipment over the years has resulted in heavy wear; and,

WHEREAS, the equipment is now deemed to have exceeded its useful life; and,

WHEREAS, the described items are ready to be disposed of:

Loose Cords
Monitors
Keyboards
Apple Surface Pro
HP Printer
Power Supply Units

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING, MINNESOTA that the City Council authorizes the Administration Department to dispose of these items.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7TH DAY OF JULY, 2026.

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTESTED:

Robb Linwood, City Administrator/Clerk

RESOLUTION NO. 26-07-74

**A RESOLUTION APPROVING INVOICES FROM WOLD ARCHITECTS FOR
DESIGN DEVELOPMENT OF THE CITY FACILITIES PROJECT IN THE
AMOUNT OF \$13,628.77**

WHEREAS, the City has been engaged in long-term facility planning since 2019;
and,

WHEREAS, the City entered into a purchase agreement for the property located
at 26263 Forest Boulevard in 2025 to serve as an office for Police and
Administration staff; and,

WHEREAS, the current City Hall building will be remodeled into a dedicated Fire
Station; and,

WHEREAS, the City has utilized Wold Architectural Services for the development
of this project; and,

WHEREAS, Wold Architects has provided invoices for Design Development of the
project; and,

THEREFORE BE IT RESOLVED, the City of Wyoming authorizes the approval of
invoices from Wold Architects for Design Development for city facilities in the
amount of \$13,628.77.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING ON THE 7TH
DAY OF JULY, 2026.**

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk



Request for Council Action

Date: July 1, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: Approval of Special Inspection and Testing Services for the City Hall and Fire Department Project

Method: Consent Agenda

Background Information:

As part of the City Hall and Fire Department renovation and expansion project, the Minnesota State Building Code requires special inspections and construction materials testing during construction. These services provide independent verification that structural materials and construction activities comply with the approved plans, specifications, and applicable building code requirements.

Braun Intertec has submitted a proposal to provide these required services throughout the project. The scope includes soils testing, concrete testing, masonry and structural steel inspections, laboratory testing, engineering oversight, project management, and final reporting necessary to document code compliance.

The proposed services will be provided throughout the various phases of construction and include field inspections, laboratory testing, engineering review, project management, and the documentation required to certify compliance with applicable building code requirements.

Braun Intertec has provided professional engineering, testing, and inspection services on numerous City projects and has previously assisted with project related services for the City Hall and Fire Department project. Their familiarity with the project, construction documents, and project team provides continuity and helps facilitate efficient coordination throughout construction. The proposed fee for the recommended services is \$51,493.50, which includes the base proposal and the Fire Department canopy alternate, and is included within the overall project budget.

Recommendation: To approve Resolution 26-07-75 a resolution approving special inspection and testing services by Braun Intertec in the amount of \$51,493.50

April 16, 2026

Proposal 10010550_001

Dan Kjellberg
Kraus-Anderson Construction Company
501 South 8th Street
Minneapolis, MN 55404

Re: Proposal for Special Inspection and Testing Services
Wyoming Fire and Wyoming City Hall
Wyoming, Minnesota

Dear Mr. Kjellberg:

Braun Intertec Corporation (Braun Intertec) submits this proposal to provide special inspections and testing services for Wyoming Fire and Wyoming City Hall in Wyoming, Minnesota.

Our Understanding of the Project

We understand this project will include the construction of new additions to the existing fire station with renovations to the existing fire station and city hall facilities. There is also a proposed alternate for construction of a garage structure for city hall and another alternate for a canopy at the fire station. The proposed additions are founded on typical cast in place concrete footings and foundations with masonry structure walls with a steel framing roof framing. Renovations include removal of some slabs, utility improvements, and concrete slab infills. Some exterior improvements to concrete pavements, bituminous pavements, and utilities are also part of the project.

Available Information

This proposal was prepared using the following documents and information.

- Project architectural plans prepared by WOLD Architects, dated March 25, 2026.
- Project structural plans prepared by BKBK Structural and Civil Engineers, dated March 25, 2026.
- Project civil plans (marked as “Draft – Not for Construction” prepared by WSB, with no listed date.
- A geotechnical report prepared by WSB (Project 033059-000), dated February 17, 2026.



Project Approach and Staff Qualifications

Special Inspections

Braun Intertec has adopted the International Code Council (ICC) Model Program for Special Inspection to develop the guiding principles for our special inspection program. This model was selected because it was designed by the ICC to assist owners, contractors and building officials in the understanding, administration and enforcement of the special inspection requirements of the International Building Code (IBC). Currently, there are ICC certifications for soils, reinforced concrete, structural masonry, pre-tension/post-tension (pre-stressed) concrete, spray-applied fireproofing, structural steel and bolting, and structural welding.

Inspections and Reporting

Our special inspectors summarize the nature, extent and results of special inspection activities at the time they are performed on Special Inspection Daily Report forms submitted electronically to the general contractor's on-site personnel for review and records. These records can also be transmitted electronically to others who may want to review these documents on an agreed upon schedule. When unresolved discrepancies are noted, we will document the issues and work with the design and construction team to bring them to resolution. Special inspection final reports will be prepared and submitted upon completion as required by the requirements of the IBC.

Communications

Braun Intertec special inspectors will communicate the results of their inspections to the contractor and our supervising engineer each day special inspections are performed. We strive to have our special inspectors develop a working relationship with the project's structural engineer-of-record. We may attempt contact with the structural engineering consultant periodically to review the work being performed and to request clarifications and direction on any item that may require it.

Construction Materials Testing

Qualified technicians working under the direction of a professional engineer will provide the services. Experience and certification information is available upon request once we are provided with schedule information. Concrete technicians assigned to the project are ACI Concrete Field Testing Technician – Grade I certified to conduct the required concrete testing. Soil technicians are certified to use a nuclear gauge for soil density testing, so test results can be determined on site and evaluated once the required laboratory testing is completed. Field test results will be verbally reported daily to the general contractor on site, with written field and laboratory reports distributed shortly after.

Scope of Services

Services are performed under the direction of a licensed professional engineer, either on a full-time or periodic basis, depending on the construction schedule and when they are requested by the general contractor. After reviewing available information, we understand our scope of services for the project will be limited to the tasks defined below.



Soil Related Services

- Observe and evaluate the soils exposed in excavations to determine if the soils are similar to those encountered with the geotechnical evaluation and suitable for support of fill, foundations, or pavements. Our engineer can provide consultation for conditions that appear to differ from the geotechnical evaluation.
- Perform laboratory mechanical analyses (gradations) of prospective fill materials.
- Perform laboratory Proctor tests to determine the maximum Proctor dry densities and optimum moisture contents of prospective fill materials.
- Test compacted fill placed below building footprints and oversizing areas, below slabs and pavements, adjacent to walls, and in utility trenches, to determine if the relative compaction was achieved.
- Provide test-roll observations of the pavement subgrade soils and/or aggregate base layer to determine if the materials tested are capable of supporting bituminous or concrete pavement.

Concrete Related Services

- Observe concrete reinforcement placement.
- Observe the general placement of bolts and other embeds in the plastic concrete.
- Sample and test the plastic concrete for slump, air content, temperature and prepare test cylinders for laboratory compressive strength testing with ACI level 1 field technicians. We will perform concrete testing on structural items as required by the IBC. Though not required by the IBC we have included testing for the interior slab on grade, exterior sidewalks, curb and gutter, and pavement, as requested.
- Perform laboratory compressive strength testing of the concrete samples.
- Observe the installation of post-installed anchors on a periodic basis.

Structural Masonry Related Services

- Observe the structural masonry construction and grouting operation on a periodic basis.
- Perform structural masonry grout and structural unit testing.

Structural Steel Related Services

- Observe and test the structural steel welded and bolted connections in the field.
- Observe and test the metal decking connections for orientation, sidelap fasteners, and the hold down connections.
- Observe and document the installation of the base plate anchor bolts.
- Observe the installation of post-installed anchors.



Engineering Consulting and Project Communication and Reporting Services

- Provide engineering consulting services, review test results and observations reports, and prepare required final reports.
- Management, including scheduling of our field personnel and communication with the contractor, owner, building official, and design team.
- Transmit results to the project team on weekly basis to the contractor, owner, building official, fabricators and design team.

Basis of Scope of Work

The costs associated with the proposed scope of services were estimated using the following assumptions. If the construction schedule is modified or the contractor completes the various phases of the project at different frequencies or durations than shown in this proposal, we may need to adjust the overall cost accordingly. The scope of work and number of trips required to perform these services are as shown in the attached table. Notable assumptions in developing our estimate include:

- Assumptions regarding the number of trips for special inspections and testing are outlined in the attached cost estimate table. As the contractor's schedule becomes available and designs are finalized, please review this proposed scope of work to determine if the project's needs and budget will be met.
- The inspection of the reinforcement associated with structural concrete will be performed immediately prior to testing of the concrete with no additional trips or time incurred.
- We assume the structural steel fabricator will be AISC certified and review of quality control manual or inspections of the fabrication shop are **not** required. If this assumption is not correct, please call us and we will provide a cost estimate for the fabrication shop inspections.
- No special site specific training or gear is required to complete our scope of services.
- Parking will be available on site for our vehicles.
- You, or others you may designate, will provide us with current and approved plans and specifications for the project. Modification to these plans must also be sent to us so we can review their incorporation into the work.
- We will require a minimum of 24 hours' notice for scheduling inspections for a specific time. Shorter than 24 hours' notice may impact our ability to perform the requested services, and the associated impacts will be the responsibility of others.



Cost

We will furnish the services described in this proposal for the base bid and alternates as detailed in the table below as requested. A tabulation showing hourly and unit rates associated with our proposed scope of services is attached. To the extent possible, units and hours were reviewed with representatives of the contractor to determine if time frames are consistent with their expectations for completing the various activities. The actual cost of our services will be based on the actual units or hours expended to meet the requirements of the project documents.

Scope of Work	Estimated Fees
Base Bid – Construction Materials Testing Services	\$ 48,834.50
Alternate #1 – City Hall Garage	\$ 16,699.00
Alternate #2 – Fire Station Canopy	\$ 2,659.00

This cost estimate was developed with the understanding that the scope of services defined herein will be required and requested during our normal work hours of 6:00 a.m. to 4:00 p.m., Monday through Friday. Services that we are asked to provide to meet the project requirements or the contractor's construction schedule **outside** our normal business hours will be invoiced using an overtime rate factor. The factor for services provided outside our normal work hours or on Saturday will be 1.25 times the listed hourly rate for the service provided. The factor for services provided on Sunday or legal holidays will be 1.5 times the listed hourly rate for the service provided. We have not included premiums for overtime in our cost estimate; however, we recommend that allowances and contingencies be made for overtime charges based on conversations with the contractor. You will be billed only for services provided on a time and materials basis.

Because our services are directly controlled by the schedule and performance of others, the actual cost may vary from our estimate. It is difficult to project all of the services and the quantity of services that may be required for any project. If services are required that are not discussed above, we will provide them at the rates shown in the attached table or, if not shown, at our current Schedule of Charges. We will invoice you on a monthly basis.



General Remarks

We based the proposed fee on the scope of services described and the assumption that you will authorize our services within 30 days and that others will not delay us beyond our proposed schedule. If anything in this proposal is not consistent with your requirements, please let us know immediately.

We include the Braun Intertec General Conditions, which provide additional terms and are a part of our agreement. To accept this proposal and authorize us to proceed, please sign and return it to us in its entirety.

We appreciate the opportunity to present this proposal to you. We will be happy to meet with you to discuss our proposed scope of services further and clarify the various scope components. Braun Intertec will not release any written reports until we have received a signed agreement. Ordering services from Braun Intertec constitutes acceptance of the terms of this proposal.

To have questions answered or schedule a time to meet and discuss our approach to this project further, please contact Jacob Collins at 612.418.8570 (jacollins@braunintertec.com).

Sincerely,

Braun Intertec Corporation

Jacob D. Collins

Project Manager

Daniel E. Martin

Director, Senior Project Manager

Richard J. Fritz, PE

Senior Engineer

Attachments:

Cost Estimate Table

General Conditions (11/04/2024)

The proposal is accepted, and Braun Intertec is authorized to proceed.

Authorizer's Firm

Authorizer's Signature

Authorizer's Name (please print or type)

Authorizer's Title

Date

Fee Estimate
10010550_001
Wyoming Fire and Wyoming City Hall

Client:

Kraus-Anderson Construction Company
Dan Kjellberg
501 South 8th Street
Minneapolis, MN 55404
(763) 453-5972

Work Site Address:

Wyoming, Minnesota 55092

	Qty/Hours	Rate	Amount
Task 1: Construction Materials Testing Base Bid			
Subtask 1.1: Soils Testing and Observations			\$8,772.00
Project Engineer	3.00	198.00	\$594.00
Soil Observations	12.00	125.00	\$1,500.00
Foundation Support 4 Trips @ 3 Hr	12.00		
Proofroll Observations	6.00	130.00	\$780.00
Exterior Pavements Aggregate Base 2 Trips @ 3 Hr	6.00		
Soil Compaction Testing - Nuclear	33.00	102.00	\$3,366.00
Slab on Grade Subgrade / Building Backfill 7 Trips @ 3 Hr	21.00		
Exterior Improvements Subgrade / Utilities 4 Trips @ 3 Hr	12.00		
Soil Sample pick-up	2.00	102.00	\$204.00
Nuclear moisture-density meter charge, per hour	33.00	36.00	\$1,188.00
Trip Charge	19.00	60.00	\$1,140.00
Subtask 1.2: Concrete Testing and Special Inspections			\$16,998.50
Concrete Observations	32.50	125.00	\$4,062.50
Drill and Epoxy Observations 7 Trips @ 2.5 Hr	17.50		
Footings / Foundation Walls 8 Trips @ 1 Hr	8.00		
Stoops 4 Trips @ 1 Hr	4.00		
Apron Slabs 3 Trips @ 1 Hr	3.00		
Concrete Testing	84.00	102.00	\$8,568.00
Footings / Foundation Walls 8 Trips @ 3 Hr	24.00		
Slab on Grade / Apron Slabs / Slab Infills 8 Trips @ 3 Hr	24.00		
Stoops 4 Trips @ 3 Hr	12.00		
Exterior Concrete Pavement / Curbs / Flatwork 8 Trips @ 3 Hr	24.00		
Concrete Cylinder Pick Up	14.00	102.00	\$1,428.00
Trip Charge	49.00	60.00	\$2,940.00
Subtask 1.3: Masonry Testing and Special Inspections			\$4,674.00
Masonry Observations	30.00	125.00	\$3,750.00
Masonry Walls Observations and Testing 10 Trips @ 3 Hr	30.00		
Masonry Sample Pick up	2.00	102.00	\$204.00
Trip Charge	12.00	60.00	\$720.00
Subtask 1.4: Structural Steel Special Inspections			\$2,900.00
ICC Structural Steel Tech/Observer	20.00	130.00	\$2,600.00
Steel Framing / Steel Decking 5 Trips @ 4 Hr	20.00		
Trip Charge	5.00	60.00	\$300.00
Subtask 1.5: Laboratory Testing			\$8,120.00
Soil Proctor MD Relationship (Standard) ASTM D698 each	3.00	216.00	\$648.00
Sieve Analysis with No. 200 wash (ASTM C136 and C117)	1.00	170.00	\$170.00
Concrete Compressive Strength Cylinders ASTM C39 each	140.00	45.00	\$6,300.00
Footings / Foundation Walls 8 Sets @ 5 Qty	40.00		
Slab on Grade / Apron Slabs / Slab Infills 8 Sets @ 5 Qty	40.00		
Stoops 4 Sets @ 5 Qty	20.00		
Exterior Concrete Pavement / Curbs / Flatwork 8 Sets @ 5 Qty	40.00		

	Qty/Hours	Rate	Amount
Masonry Grout Compressive strength ASTM C 1019 each	6.00	84.00	\$504.00
Masonry Physical Measurements and Absorption ASTM C140 each	3.00	97.00	\$291.00
Masonry Compressive Block ASTM 90 each	3.00	69.00	\$207.00
Subtask 1.6: Project Management			\$7,370.00
Project Assistant	13.00	102.00	\$1,326.00
Project Manager	26.00	198.00	\$5,148.00
Senior Project Manager	4.00	224.00	\$896.00
Task 1 Total:			\$48,834.50
Task 2: Alternate #1 - Wyoming City Hall Garage			
Subtask 2.1: Soils Testing and Observations			\$3,486.00
Project Engineer	2.00	198.00	\$396.00
Soil Observations	6.00	125.00	\$750.00
Foundation Support Observations 2 Trips @ 3 Hr	6.00		
Soil Compaction Testing - Nuclear	12.00	102.00	\$1,224.00
Slab on Grade Subgrade / Building Backfill 4 Trips @ 3 Hr	12.00		
Soil Sample pick-up	2.00	102.00	\$204.00
Nuclear moisture-density meter charge, per hour	12.00	36.00	\$432.00
Trip Charge	8.00	60.00	\$480.00
Subtask 2.2: Concrete Testing and Special Inspections			\$7,142.00
Concrete Observations	10.00	125.00	\$1,250.00
Footings / Foundation Walls 6 Trips @ 1 Hr	6.00		
Stoops / Apron Slabs 4 Trips @ 1 Hr	4.00		
Concrete Testing	39.00	102.00	\$3,978.00
Footings / Foundation Walls 6 Trips @ 3 Hr	18.00		
Slab on Grade / Apron Slabs 4 Trips @ 3 Hr	12.00		
Stoops 3 Trips @ 3 Hr	9.00		
Concrete Cylinder Pick Up	7.00	102.00	\$714.00
Trip Charge	20.00	60.00	\$1,200.00
Subtask 2.3: Laboratory Testing			\$3,357.00
Soil Proctor MD Relationship (Standard) ASTM D698 each	2.00	216.00	\$432.00
Concrete Compressive Strength Cylinders ASTM C39 each	65.00	45.00	\$2,925.00
Footings / Foundation Walls 6 Sets @ 5 Qty	30.00		
Slab on Grade / Apron Slabs 4 Sets @ 5 Qty	20.00		
Stoops 3 Sets @ 5 Qty	15.00		
Subtask 2.4: Project Management			\$2,714.00
Project Assistant	5.00	102.00	\$510.00
Project Manager	10.00	198.00	\$1,980.00
Senior Project Manager	1.00	224.00	\$224.00
Task 2 Total:			\$16,699.00
Task 3: Alternate #2 - Fire Department Canopy			
Subtask 3.1: Soils Testing and Observations			\$435.00
Soil Observations	3.00	125.00	\$375.00
Trip Charge	1.00	60.00	\$60.00
Subtask 3.2: Concrete Testing and Special Inspections			\$894.00
Concrete Testing	6.00	102.00	\$612.00
Concrete Cylinder Pick Up	1.00	102.00	\$102.00
Trip Charge	3.00	60.00	\$180.00
Subtask 3.3: Structural Steel Special Inspections			\$580.00
ICC Structural Steel Tech/Observer	4.00	130.00	\$520.00
Trip Charge	1.00	60.00	\$60.00
Subtask 3.4: Laboratory Testing			\$450.00
Concrete Compressive Strength Cylinders ASTM C39 each	10.00	45.00	\$450.00
Subtask 3.5: Project Management			\$300.00

	Qty/Hours	Rate	Amount
Project Assistant	1.00	102.00	\$102.00
Project Manager	1.00	198.00	\$198.00
Task 3 Total:			\$2,659.00
Project Total			\$68,192.50

SECTION 1: AGREEMENT

1.1 Agreement. This agreement consists of these General Conditions and the accompanying written proposal or authorization ("Agreement"). This Agreement is the entire agreement between Consultant and Client and supersedes all prior negotiations, representations or agreements, either written or oral.

1.2 Parties to the Agreement. The parties to this Agreement are the Braun Intertec entity ("Consultant") and the client ("Client") as described in the accompanying written proposal or authorization. Consultant and Client may be individually referred to as a Party or collectively as the Parties.

SECTION 2: SCOPE OF SERVICES

2.1 Services. Consultant will provide services ("Services") in connection with the project ("Project") which are specifically described in this Agreement. Client understands and agrees that Consultant's Services are limited to those which are expressly set forth in this Agreement.

2.2 Additional Services. Any Services not specifically set forth in the Agreement constitute "Additional Services." Additional Services must be agreed upon in writing by the Parties prior to performance of the Additional Services and may entitle Consultant to additional compensation and schedule adjustments. Additional compensation will be based upon Consultant's then current rates and fees.

SECTION 3: PERFORMANCE OF SERVICES

3.1 Standard of Care. Consultant will perform its professional Services consistent with the degree of care and skill exercised by members of Consultant's profession performing under similar circumstances at the same time and in the same locality in which the professional Services are performed. CONSULTANT DISCLAIMS ALL STATUTORY, ORAL, WRITTEN, EXPRESS, AND IMPLIED WARRANTIES, INCLUDING WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR PERFORMANCE OF SERVICES IN A GOOD AND WORKMANLIKE MANNER.

3.2 Written Reports and Findings. Unless otherwise agreed in writing, Consultant's findings, opinions, and recommendations will be provided to Client in writing and may be delivered via electronic format. Client agrees not to rely on oral findings, opinions, or recommendations.

3.3 Observation or Sampling Locations. Locations of field observations or sampling described in Consultant's report or shown on Consultant's sketches reference Project plans or information provided by others or estimates made by Consultant's personnel. Consultant will not survey, set, or check the accuracy of those points unless Consultant accepts that duty in writing. Client agrees that such dimensions, depths, or elevations are approximations unless specifically stated otherwise in the report. Client accepts the inherent risk that samples or observations may not be representative of items not sampled or seen and further that site conditions may vary over distance or change over time.

3.4 Project Site Information. Client will provide Consultant with prior environmental, geotechnical and other reports, specifications, plans, and information to which Client has access about the Project site and which are necessary for Consultant to carry out Consultant's Services. Client agrees to provide Consultant with all plans, changes in plans, and new information as to Project site conditions until Consultant has completed its Services.

3.5 Subsurface Objects. To the extent required to carry out Consultant's Services, Client agrees to provide Consultant, in a timely manner, with information that Client has regarding buried objects at the Project site. Consultant will not be responsible for locating buried objects or utilities at the Project site unless expressly set forth in this Agreement, or expressly required by applicable law. Client agrees to hold Consultant harmless, defend, and indemnify Consultant from claims, damages, losses, penalties and expenses (including attorney fees) involving buried objects or utilities that were not properly marked or identified or of which Client had or should have had knowledge but did not timely notify Consultant or correctly identify on the plans Client or others furnished to Consultant. Consultant, from time to time, may hire a third party to locate underground objects or utilities and, unless otherwise expressly stated in this Agreement, such action shall be for the sole benefit of Consultant and in no way will alleviate Client of its responsibilities hereunder.

3.6 Hazardous Materials. Client will notify Consultant of any knowledge or suspicion of the presence of hazardous or dangerous materials present on any Project site or in any sample or material provided to Consultant. Client agrees to provide Consultant with information in Client's possession or control relating to such samples or materials. If Consultant observes or suspects the presence of contaminants not anticipated in this Agreement, Consultant may terminate Services without liability to Client or to others, and Client will compensate Consultant for fees earned and expenses incurred up to the time of termination.

3.7 Supervision of Others. Consultant shall have no obligation to supervise or direct Client's representatives, contractors, or other third parties retained by Client. Consultant has no authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected or used by Client, Client's representatives, contractors, or other third parties retained by Client.

3.8 Safety. Consultant will provide a health and safety program for its employees as well as reasonable personal protective equipment ("PPE") typical for the performance of the Services provided by this Agreement and as required by law. Consultant shall be entitled to compensation for all extraordinary PPE required by Client. Client will provide, at no cost to

Consultant, appropriate Project site safety measures which are necessary for Consultant to perform its Services at the Project location or work areas in connection with the Project. Consultant's employees are expressly authorized by Client to refuse to work under conditions that may, in an employee's sole discretion, be unsafe. Consultant shall have no authority over or be responsible for the safety precautions and programs, or for security, at the Project site (except with respect to Consultant's own Services and those of its subconsultants).

3.9 Project Site Access and Damage. Client will provide or ensure access to the site. In the performance of Services some Project site damage is normal even when due care is exercised. Consultant will use reasonable care to minimize damage to the Project site. Unless otherwise expressly stated in this Agreement, the cost of restoration for such damage has not been included in the estimated fees and will be the responsibility of the Client.

3.10 Monitoring Wells. To the extent applicable to the Services, monitoring wells are Client's property, and Client is responsible for monitoring well permitting, maintenance, and abandonment unless otherwise expressly set forth in this Agreement.

3.11 Contaminant Disclosures Required by Law. Client agrees to make all disclosures related to the discovery or release of contaminants that are required by law. In the event Client does not own the Project site, Client acknowledges that it is Client's duty to inform the owner of the Project site of the discovery or release of contaminants at the site. Client agrees to hold Consultant harmless, defend, and indemnify Consultant from claims, damages, penalties, or losses and expenses, including attorney fees, related to Client's failure to make any disclosure required by law or for failing to make the necessary disclosure to the owner of the Project site.

SECTION 4: SCHEDULE

4.1 Schedule. Consultant shall complete its obligations within a reasonable time and shall make decisions and carry out its responsibilities in a manner consistent with the Standard of Care. Specific periods of time for rendering Services or specific dates by which Services are to be completed are provided in this Agreement. If Consultant is delayed in the performance of the Services by actions, inactions, or neglect of Client or others for whom Client is responsible, by changes ordered in the Services, or by other causes beyond the control of Consultant, including force majeure events, then the time for Consultant's performance of Services shall be extended and Consultant shall receive payment for all expenses attributable to the delay in accordance with Consultant's then current rates and fees.

4.2 Scheduling On-Site Observations or Services. To the extent Consultant's Services require observations, inspections, or testing be performed at the Project site, Client understands and agrees that Client, directly or indirectly through its authorized representative, has the sole right and responsibility to determine and communicate to Consultant the scheduling of observations, inspections, and testing performed by Consultant. Accordingly, Client also acknowledges that Consultant bears no responsibility for damages that may result because Consultant did not perform such observations, inspections, or testing that Client failed to request and schedule. Client understands that the scheduling of observations, inspections, or testing will dictate the time Consultant's field personnel spend on the job site and agrees to pay for all services provided by Consultant due to Client's scheduling demands in accordance with Consultant's then current rates and fees.

SECTION 5: COST AND PAYMENT OF SERVICES

5.1 Cost Estimates. Consultant's price or fees provided for in this Agreement are an estimate and are not a fixed amount unless otherwise expressly stated in this Agreement. Consultant's estimated fees are based upon Consultant's experience, knowledge, and professional judgment as well as information available to Consultant at the time of this Agreement. Actual costs may vary and are not guaranteed or warranted.

5.2 Payment. Consultant will invoice Client on a monthly basis for Services performed. Client will pay for Services as stated in this Agreement together with costs for Additional Services or costs otherwise agreed to in writing within thirty (30) days of the invoice date. Unless otherwise stated in this Agreement or agreed to in writing, Consultant's costs for all services performed will be based upon Consultant's then current rates, fees, and charges. No retainage shall be withheld by Client. All unpaid invoices will incur an interest charge of 1.5% per month or the maximum allowed by law.

5.3 Other Payment Conditions. Consultant will require Client credit approval and Consultant may require payment of a retainer fee. Client agrees to pay all applicable taxes. Client's obligation to pay for Services under this Agreement is not contingent on Client's ability to obtain financing, governmental or regulatory agency approval, permits, final adjudication of any lawsuit, Client's successful completion of any project, receipt of payment from a third party, or any other event.

5.4 Third Party Payment. Provided Consultant has agreed in writing, Client may request Consultant to invoice and receive payment from a third party for Consultant's Services. Consultant, in its sole discretion, may also require the third party to provide written acceptance of all terms of this Agreement. Neither payment to Consultant by a third party nor a third party's written acceptance of all terms of this Agreement will alter Client's rights and responsibilities under this Agreement. Client expressly agrees that the Agreement contains sufficient consideration notwithstanding Consultant being paid by a third party.

5.5 Non-Payment. If Client does not pay for Services in full as agreed, Consultant may retain work not yet delivered to Client and Client agrees to return all Project Data (as defined in this Agreement) that may be in Client's possession or under Client's control. If Client fails to pay Consultant in accordance with this Agreement, such nonpayment shall be considered a

default and breach of this Agreement for which Consultant may terminate for cause consistent with the terms of this Agreement and without liability to Client or to others. Client will compensate Consultant for fees earned and expenses incurred up to the time of termination. Client agrees to be liable to Consultant for all costs and expenses Consultant incurs in the collection of amounts invoiced but not paid, including but not limited to attorney fees and costs.

SECTION 6: OWNERSHIP AND USE OF DATA

6.1 Ownership. All reports, notes, calculations, documents, and all other data prepared by Consultant in the performance of the Services ("Project Data") are instruments of Consultant's Services and are the property of Consultant. Consultant shall retain all common law, statutory and other reserved rights, including the copyright thereto, of Project Data.

6.2 Use of Project Data. The Project Data of this Agreement is for the exclusive purpose disclosed by Client and, unless agreed to in writing, for the exclusive use of Client. Client may not use Project Data for a purpose for which the Project Data was not prepared without the express written consent of Consultant. Consultant will not be responsible for any claims, damages, or costs arising from the unauthorized use of any Project Data provided by Consultant under this Agreement. Client agrees to hold harmless, defend and indemnify Consultant from any and all claims, damages, losses, and expenses, including attorney fees, arising out of such unauthorized use.

6.3 Samples, Field Data, and Contaminated Equipment. Samples and field data remaining after tests are conducted, as well as field and laboratory equipment that cannot be adequately cleansed of contaminants, are and continue to be the property of Client. Samples may be discarded or returned to Client, at Consultant's discretion, unless within fifteen (15) days of the report date Client gives Consultant written direction to store or transfer the samples and materials. Samples and materials will be stored at Client's expense.

6.4 Data Provided by Client. Electronic data, reports, photographs, samples, and other materials provided by Client or others may be discarded or returned to Client, at Consultant's discretion, unless within 15 days of the report date Client gives Consultant written direction to store or transfer the materials at Client's expense.

SECTION 7: INSURANCE

7.1 Insurance. Consultant shall keep and maintain the following insurance coverages:

- a. Workers' Compensation: Statutory
- b. Employer's Liability: \$1,000,000 bodily injury, each accident | \$1,000,000 bodily injury by disease, each employee | \$1,000,000 bodily injury/disease, aggregate
- c. General Liability: \$1,000,000 per occurrence | \$2,000,000 aggregate
- d. Automobile Liability: \$1,000,000 combined single limit (bodily injury and property damage)
- e. Excess Umbrella Liability: \$5,000,000 per occurrence | \$5,000,000 aggregate
- f. Professional Liability: \$2,000,000 per claim | \$2,000,000 aggregate

7.2 Waiver of Subrogation. Client and Consultant waive all claims and rights of subrogation for losses arising out of causes of loss covered by the respective insurance policies.

7.3 Certificate of Insurance. Consultant shall furnish Client with a certificate of insurance upon request.

SECTION 8: INDEMNIFICATION, CONSEQUENTIAL DAMAGES, LIABILITY LIMITS

8.1 Indemnification. Consultant's only indemnification obligation shall be to indemnify and hold harmless the Client, its officers, directors, and employees from and against those damages and costs incurred by Client or that Client is legally obligated to pay as a result of third party tort claims, including for the death or bodily injury to any person or for the destruction or damage to any property, but only to the extent proven to be directly caused by the negligent act, error, or omission of the Consultant or anyone for whom the Consultant is legally responsible. This indemnification provision is subject to the Limitation of Liability set forth in this Section 8.

8.2 Intellectual Property. Client agrees to indemnify Consultant against losses and costs arising out of claims of patent or copyright infringement as to any process or system that is specified or selected by Client or others on behalf of Client.

8.3 Mutual Waiver of Consequential Damages. NOTWITHSTANDING ANYTHING TO THE CONTRARY HEREUNDER, NEITHER CONSULTANT NOR CLIENT SHALL BE LIABLE TO THE OTHER FOR ANY CONSEQUENTIAL, PUNITIVE, INDIRECT, INCIDENTAL OR SPECIAL DAMAGES, OR LOSS OF USE OR RENTAL, LOSS OF PROFIT, LOSS OF BUSINESS OPPORTUNITY, LOSS OF PROFIT OR REVENUE OR COST OF FINANCING, OR OTHER SUCH SIMILAR AND RELATED DAMAGE ASSERTED IN THIRD PARTY CLAIMS, OR CLAIMS BY EITHER PARTY AGAINST THE OTHER.

8.4 Limitation of Liability. TO THE FULLEST EXTENT PERMITTED BY LAW, THE TOTAL LIABILITY IN THE AGGREGATE OF CONSULTANT, CONSULTANT'S OFFICERS, DIRECTORS, PARTNERS, EMPLOYEES, AGENTS, AND SUBCONSULTANTS, TO CLIENT AND ANYONE CLAIMING BY, THROUGH OR UNDER CLIENT FOR ANY CLAIMS, LOSSES, COSTS, OR DAMAGES WHATSOEVER ARISING OUT OF, RESULTING FROM OR IN ANY WAY RELATED CONSULTANT'S PERFORMANCE OF THE SERVICES OR THIS AGREEMENT, FROM ANY CAUSE OR CAUSES, INCLUDING BUT NOT LIMITED TO NEGLIGENCE, PROFESSIONAL ERRORS AND OMISSIONS,

STRICT LIABILITY, BREACH OF CONTRACT, INDEMNIFICATION OBLIGATIONS OR BREACH OF WARRANTY, SHALL NOT EXCEED THE TOTAL COMPENSATION RECEIVED BY CONSULTANT OR \$50,000, WHICHEVER IS GREATER.

SECTION 9: MISCELLANEOUS PROVISIONS

9.1 Services Prior to Agreement. Directing Consultant to commence Services prior to execution of this Agreement constitutes Client's acceptance of this unaltered Agreement in its entirety.

9.2 Confidentiality. To the extent Consultant receives Client information identified as confidential, Consultant will not disclose that information to third parties without Client consent. Additionally, any Project Data prepared in performance of the Services will remain confidential and Consultant will not release the reports to any third parties not involved in the Project. Neither of the aforesaid confidentiality obligations shall apply to any information in the public domain, information lawfully acquired from others on a nonconfidential basis, or information that Consultant is required by law to disclose.

9.3 Relationship of the Parties. Consultant will perform Services under this Agreement as an independent contractor, and its employees will at all times be under its sole discretion and control. No provision in this Agreement shall be deemed or construed to create a joint venture, partnership, agency or other such association between the Parties.

9.4 Resource Conservation and Recovery Act. To the extent applicable to the Services, neither this Agreement nor the providing of Services will operate to make Consultant an owner, operator, generator, transporter, treater, storer, or a disposal facility within the meaning of the Resource Conservation and Recovery Act, as amended, or within the meaning of any other law governing the handling, treatment, storage, or disposal of hazardous substances. Client agrees to hold Consultant harmless, defend, and indemnify Consultant from any claims, damages, penalties or losses resulting from the storage, removal, hauling or disposal of such substances.

9.5 Services in Connection with Legal Proceedings. Client agrees to compensate Consultant in accordance with its then current fees, rates, or charges if Consultant is asked or required to respond to legal process arising out of a proceeding related to the Project and as to which Consultant is not a party.

9.6 Assignment. This Agreement may not be assigned by Consultant or Client without the prior written consent of the other Party, which consent shall not be unreasonably withheld.

9.7 Third Party Beneficiaries. Nothing in this Agreement, express or implied, is intended, or will be construed, to confer upon or give any person or entity other than Consultant and Client, and their respective permitted successors and assigns, any rights, remedies, or obligations under or by reason of this Agreement.

9.8 Termination. This Agreement may be terminated by either Party for cause upon seven (7) days written notice to the other Party. Should the other Party fail to cure and perform in accordance with the terms of this Agreement within such seven-day period, the Agreement may terminate at the sole discretion of the Party that provided the written notice. The Client may terminate this Agreement for its convenience. If Client terminates for its convenience, then Consultant shall be compensated in accordance with the terms hereof for Services performed, reimbursable costs and expenses incurred prior to the termination, and reasonable costs incurred as a result of the termination.

9.9 Force Majeure. Neither Party shall be liable for damages or deemed in default of this Agreement to the extent that any delay or failure in the performance of its obligations (other than the payment of money) results, without its fault or negligence, from any cause beyond its reasonable control, including but not limited to acts of God, acts of civil or military authority, embargoes, pandemics, epidemics, war, riots, insurrections, fires, explosions, earthquakes, floods, adverse weather conditions, strikes or lock-outs, declared states of emergency, and changes in laws, statutes, regulations, or ordinances.

9.10 Disputes, Choice of Law, Venue. In the event of a dispute and prior to exercising rights at law or under this Agreement, Consultant and Client agree to negotiate all disputes in good faith for a period of 30 days from the date of notice of such dispute. This Agreement will be governed by the laws and regulations of the state in which the Project is located and all disputes and claims shall be heard in the state or federal courts for that state. Client and Consultant each waive trial by jury.

9.11 Individual Liability. No officer or employee of Consultant, acting within the scope of employment, shall have individual liability for any acts or omissions, and Client agrees not to make a claim against any individual officers or employees of Consultant.

9.12 Severability. Should a court of law determine that any clause or section of this Agreement is invalid, all other clauses or sections shall remain in effect.

9.13 Waiver. The failure of either Party hereto to exercise or enforce any right under this Agreement shall not constitute a release or waiver of the subsequent exercise or enforcement of such right.

9.14 Entire Agreement. The terms and conditions set forth herein constitute the entire understanding of the Parties relating to the provision of Services by Consultant to Client. This Agreement may be amended only by a written instrument signed by both Parties. In the event Client issues a purchase order or other documentation to authorize Consultant's Services, any conflicting or additional terms of such documentation are expressly excluded from this Agreement.

RESOLUTION NO. 26-07-75

A RESOLUTION APPROVING SPECIAL INSPECTION AND TESTING SERVICES BY BRAUN INTERTEC IN THE AMOUNT OF \$51,493.50

WHEREAS, the City has been engaged in long-term facility planning since 2019; and,

WHEREAS, the City entered into a purchase agreement for the property located at 26263 Forest Boulevard in 2025 to serve as an office for Police and Administration staff; and,

WHEREAS, the current City Hall building will be remodeled into a dedicated Fire Station; and,

WHEREAS, testing services are required on construction materials as a part of the construction process; and,

THEREFORE BE IT RESOLVED, the City of Wyoming approves special inspection and testing services to be conducted by Braun Intertec in the amount of \$51,493.50.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING ON THE 7TH DAY OF JULY, 2026.

CITY OF WYOMING

By: _____
Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator/Clerk



Date: July 1, 2026
To: Honorable Mayor and Members of the City Council
From: Neil Bauer, Public Safety Director
Subject: Public Safety Council Update

Police Department

Preparations are underway for Night to Unite – one of our favorite community events. We are scheduling the food trucks and we look forward to spending the evening with our community members.

Officers continue to educate residents on the laws and regulations related to e-bikes and e-motos. This is not a localized issue – communities across the country are experiencing similar concerns with the availability of battery operated bikes, scooters and motorcycles.

Fire Department

Massive purging efforts and consolidation has started in the fire hall. At the regularly scheduled Monday training this week, staff did an incredible job preparing for the remodeling project. Over the next month, the focus will be on making sure we can relocate our operations so residents will not notice any change in the service that is provided during an emergency.

Our new part-time firefighter is starting today! Pam will jump into the relocation efforts for her first month as we integrate her into the department.

To ensure accurate, complete, and well-researched responses, City staff respectfully request that questions regarding agenda items be submitted in advance of the Council meeting whenever possible. Questions raised during the meeting that require additional research, legal review, or coordination may not be answered immediately. In such cases, staff will follow up with a complete response as soon as practical.



June 30, 2026
Honorable Mayor and City Council
City of Wyoming
26885 Forest Boulevard
Wyoming, MN 55092

RE: JULY 7, 2026 CITY COUNCIL MEETING

Dear Mayor and Council Members:

This letter is intended to summarize on-going commercial building projects and zoning issues within the City. Some of these items may be separate agenda matters, while others are for informational purposes only.

Wyoming Elementary School

Demolition work has commenced. Underground plumbing rough-in inspection has been approved. The permits have been issued. Work areas include the gymnasium, restrooms, class rooms, and mechanical systems.

Sunrise Flour Mill Phase 2

The interior flour mill room has been constructed. Plumbing rough-in, framing and fireblocking inspections have been approved. Building permits have been issued to complete phase 2 to remodel the existing 24,000 square foot building located at 26327 Fallbrook Avenue into a flour mill for Sunrise Four Mill.

Excel Monopole

The permit is ready to issue.

Rosenbauer Cold Storage, Tilt Table, and Scale

The permit is ready to issue.

Planning Commission

The Planning Commission held a public hearing for the preliminary plat of "Sunrise Riverbank Commercial". This is a separate agenda item.

Sincerely,

Frederick E. Weck, IV
Zoning Administrator
Building Official #1825
Advanced Septic Inspector, MPCA #C5199
City of Wyoming



**ECKBERG
LAMMERS**
ATTORNEYS AT LAW

www.eckbergammers.com

Email Writer's
Direct Dial:
(715) 808-8842

Writer's Email:
tloonan@eckbergammers.com

June 30, 2026

Robb Linwood
City of Wyoming
26885 Forest Boulevard
Wyoming, MN 55092

Delivered via Email

Re: *City of Wyoming*
 Status Update for the Period of – June 11th – June 30th

Dear Robb:

Our office continues our role as general counsel, answering questions, addressing legal concerns and reviewing items for the City as requested. We are submitting written findings and conclusions of law in the Letson variance dispute for the court's consideration and anticipate a decision within 90 days. We continue assisting staff in addressing legal matters relating to development and land use within the City.

Please contact me directly if you have any questions regarding this correspondence. Thank you for allowing us to serve the City of Wyoming.

Very Truly Yours,

s/ Thomas R. Loonan

Thomas R. Loonan
City Attorney

Stillwater Office
1809 Northwestern Avenue
Stillwater, MN 55082
Phone: 651-439-2878
Fax: 651-439-2923

Hudson Office
430 Second Street
Hudson, WI 54016
Phone: 715-386-3733
Fax: 715-386-6456



Engineer's Report

.....
June 30, 2026

Honorable Mayor and City Council
City of Wyoming, MN
26885 Forest Boulevard
Wyoming, MN 55092

Re: July 7, 2026, City Council Meeting
WSB Project No. 027762-000

Dear Mayor and Council Members:

This engineer's report is intended to update you on engineering activities within the city since the last council meeting. Some of the items below may be on the agenda with more detailed information provided, while the other items below are for informational purposes only.

CIP and 2027 Street Improvement Project

Staff developed an updated 5-year Capital Improvements Plan for 2027-2031. Our current CIP is for the years 2025-2029. Staff have had initial meetings to discuss current road priorities, project costs and worked with the City financial consultant to review the implications to the financial model for the roadway improvement fund. Based on this initial meeting, staff have identified and prioritized projects for 2030 and 2031. Staff will present the results of the cost estimates for the 2027-2031 CIP at the July 7 City Council work session.

2026 Street Improvement Project

The majority of concrete removal and replacement is complete. Milling of the top layer of pavement is complete with identification of approximately 7 areas that require full depth removal and replacement which was expected. Prior to the 4th of July weekend, the contractor will continue to restore turf areas, patch the roadways adjacent to concrete repairs and where full depth pavement removals were required. All roadway manholes will be adjusted and patched prior to the new layer of asphalt being placed. This is tentatively scheduled to begin July 9th.

2025 Street Improvement Project

The project is substantially complete. A second and final pay voucher with corresponding contract closeout documents will be brought to the City when punch list items are complete. Project closeout is expected to take place in the coming weeks as the contractor plans to complete remaining punch list items in the next two weeks. Additional pressure is being placed

on the contractor to finalize this project and allow the City to close out the project and make final payment.

Summer Fields Development

The project is on hold until the end of June. The developer will be contacting me at the end of June to let us know if they will be able to move forward with this project in 2026 or have to wait for a future year.

Sunrise Riverbank Development (residential and commercial)

Staff continue to work with the applicant on both the residential and commercial portions of the overall development as they work to address staff comments.

Katies Glen

Staff have reviewed the work completed to date and authorized the reduction in the letter of credit to 125% of the remaining value of work to be completed. The final lift of pavement has been completed. Once punch list items are all complete (it appears work has been completed and we will inspect once vegetation is growing along the pond perimeter), we will ask the City Council to accept the improvements and release escrows and the letter of credit. This is expected to take place at the July 21st City Council meeting and is contingent upon vegetation reaching 70% on the pond slopes that were recently completed.

Diamond Ridge Development

No new update.

Remaining punch list work has been completed, and we are waiting for the as-builts to be submitted. We expect final acceptance of the improvements will take place this fall. Jesse Moxness will be submitting building permits for these three lots soon.

Public Facilities

Staff have worked with Wold Architecture to prepare project plans related to site improvements at both the Fire Department and City Hall sites. Survey, soil borings and site design are completed and included in the overall bid package.

TH 8

We have provided multiple reviews of the TH 8 plans provided by Chisago County and provided feedback so they can incorporate into their final design. The County recently provided plans for our review once again and staff will be providing additional comments as necessary.

Frontier Communications/MasTec High Speed Fiber

No new update. Staff are in receipt of two large utility projects that will provide high speed fiberoptic installations within Wyoming. We have provided extensive review and provided these comments to update their proposed plans. We have received 1 of the 2 plans back and provided additional comments. More details will be provided with the project expected to start this spring once road restrictions are removed.

A preconstruction meeting is expected to be coordinated in the near future.

Pavement Preservation Project –

Public works and Engineering are working to receive quotes to perform a test area utilizing two separate products that would be applied to roadways in the 1–5-year-old range to maximize pavement life expectancy. Like Wyoming, many communities have stopped the use of chip seals and are utilizing these rejuvenator products instead.

Public works will also be making arrangements for crack filling various roadways including those in the 2024 and 2025 improvement project areas.

Thank you for the opportunity to update the Council on current matters in the city.

Sincerely,

WSB and Associates, Inc.

Mark Erichson, P.E., City Engineer



June 30, 2026

Honorable Mayor Iverson and City Council Members Nanko Yeager, Luger, Ohnstad, and Schilling.

RE: July 7, 2026 City Council Meeting

Public Works Department Activity

- The North Water Tower underwent annual tank cleaning. This is in effort to mitigate some of the discolored water our system experiences. Samples passed and the tower went back into service on Friday June 26th
- 2 maintenance crew members attended training through the Minnesota Rural Water Association in both water and wastewater. This training strengthens their knowledge base while also fulfilling required continuing education hours the Department of Health and Pollution Control Agency
- Completed a playground border project at Verges Memorial Park. Installation of wood border allowing us to stockpile the plastic border for playgrounds that have that border in place and replace as pieces are damaged
- Continue to patch East Viking Blvd from Glen Oak Dr to the east
- Began ditch mowing
- Gravel road maintenance is complete. All gravel roads have been maintained at least once
- Citywide Spring Hydrant Flush Program is complete
- Pothole patching is ongoing
- Street sweeping is underway in enhanced route in coordination with the watershed district
- Repairs to turf damage in plow routes is completed
- Seasonal staff have begun working on locating and marking water system infrastructure and building a tie card system showing sketches and measurements
- Building maintenance at our Faxton Shop
- Coordinating with engineering and contractors ahead of 2026 construction season related to Right of Way permitting
- Responded to resident contacts
- Ongoing work order completion
- Routine safety checks were conducted throughout the department including eye wash stations, fire extinguishers and climbing equipment

Streets:

- Pothole patching is underway.

PUBLIC WORKS

Phone: 651-462-0580 • Fax: 651-462-0581

PO Box 188 • 26490 Faxton Avenue • Wyoming, MN 55092

Utilities:

The crew completed utility locates in the city. Meter installs as they come through.

- **Sanitary Sewer**

Staff continue to check lift stations & generators during daily rounds. Lift station equipment inspections and maintenance is ongoing. Annual maintenance at all Lift Stations is underway and being performed by Kodiak Power Solutions.

- **Water:**

Continued water testing and monitoring the city's water distribution system. Sustained exercising of Well 3. MN Dept of Health and Dept of Natural Resources reporting are complete. Fluoride report was completed and submitted. Bacterial testing has been completed. Working with Minnesota Department of Health and WSB on our lead copper service replacement which will occur later this year.

Surface/Storm Water:

Disposal of street sweepings. Finalized agreement with Comfort Lake Forest Lake Watershed District on an Enhanced Street Sweeping program for 2026. Received a full grant payment from the CLFLWD for our enhanced street sweeping plan in 2025.

Parks:

Trash pick-up is becoming more regular now that spring is upon us. Replacement of plastic borders at Verges Memorial Park with wooden timbers.

Fleet:

Regular maintenance of vehicles is ongoing. All vehicles & equipment are receiving regularly scheduled maintenance at manufacturers' recommended intervals. Motor grader was cleaned up after completing gravel road maintenance and will receive an annual maintenance in the coming weeks.

Chisago County Projects in Wyoming in 2026:

Chisago County Public Works is completing the mill, overlay, and manhole work on County Road 22 (Wyoming Trail). This maintenance is being completed ahead of the scheduled Highway 8 project starting next year.

Respectfully submitted,
Steve Reeves
Public Works Superintendent

June 15, 2026

Wyoming City Council
c/o Robb Linwood, Administrator
26885 Forest Boulevard, Box 188
Wyoming, Minnesota 55092-0188

Dear Council Members:

SUBJECT: Results for Radiochemical Monitoring, Wyoming, Chisago County, PWSID 1130018

Enclosed are the results of the most recent radiochemical samples collected from your public water system in accordance with Minnesota Rules, Chapter 4720 and the Safe Drinking Water Act. Past results indicated a maximum contaminant level (MCL) exceedance, as noted in the Notice of Violation letter previously sent.

The following entry point(s) are used on a limited basis as per the terms of the Compliance Agreement (CA) between your water system and the Minnesota Department of Health (MDH). Consumers will be notified of the radionuclide concentrations and the use of flow-weighted averaging for compliance, annually, in your Consumer Confidence Report (CCR). It is understood that if the allowed number of gallons pumped from the flow-weighted well(s) is exceeded, if required information is not reported on the CCR, or if the CA is not updated annually, a Notice of Violation will be issued. The following is a summary of the most recent results:

Sampling Site: Well #3 Entry Point

Contaminant: **Combined Radium (-226 & -228)**

MCL: >5 pCi/L

<u>Date Collected</u>	<u>Results</u>	<u>Units</u>	<u>Sample#</u>	<u>Annual Average</u>
04/06/2026	6.60	pCi/L	26D0274-01	5.6
07/28/2025	4.60	pCi/L	25G2453-01	5.0

Contaminant: **Gross Alpha in Water**

MCL: >15 pCi/L

<u>Date Collected</u>	<u>Results</u>	<u>Units</u>	<u>Sample#</u>	<u>Annual Average</u>
04/06/2026	6.50	pCi/L	26D0274-01	9.8
07/28/2025	13.00	pCi/L	25G2453-01	14.5

Due to the use of flow-weighted averaging as outlined in the signed CA, your water system is currently in a compliance status. Monitoring on this entry point will be performed semi-annually to ensure radiochemical levels remain within acceptable levels as outlined in your CA. Other entry points involved in flow-weighted averaging calculations, as mentioned in the CA, will be monitored annually. The CA will be updated annually to reflect changes within the water system.

All required radiochemical samples will be collected by your public water system and submitted to the MDH laboratory for analysis. Sample bottle(s) will be mailed to you with a labform and date that you are scheduled to collect your next sample(s). The results will be reported to you as soon as they become available. We will notify you if any action by your system is required.

This report should be placed in your records and a copy maintained on or near the water system premises and available for public inspection for not less than ten (10) years. If you have any questions, please contact Allison Dodge at (651) 201-5278 or email allison.dodge@state.mn.us.

Sincerely,

A handwritten signature in black ink that reads "Kim-Larsen". The signature is written in a cursive, slightly slanted style.

Kim Larsen, P.E., Supervisor
Community Public Water Supply Unit
Environmental Health Division
4140 Thielman Lane, Suite 101
St. Cloud, Minnesota 56301

KAL:AD

Enclosure

cc: Water Superintendent
Allison Dodge, Compliance Officer
Collin Feters, MDH St. Cloud District Office

PWSID: 1130018
System Name: Wyoming
City: Wyoming

Program Code: HC

Type: I

Date Received: 04/06/26 11:29
Rep. Temp. (°C): 10.4

Collector Name: Dave Torma
Collector ID: None

MDH Sample Number: 26D0274-01

Location ID: E04
Sampling Point: Well #3 Entry Point

Collect Date: 04/06/26
Collect Time: 10:45
Matrix: Drinking Water

Field Residual Chlorine Result: .38
Field Fluoride Result: None
Field pH Result: None
Field PO₄ Result: None

Results were produced by the Minnesota Department of Health, except where noted.

Radiochemical Parameters

Analyte	Result	Reporting Limit	Counting Uncertainty	Units	Batch	Prepared	Analyzed	Init.	Method	Qualifiers
Gross Alpha	6.5	3.0	3.0289	pCi/L	B6E0884	05/05/26 10:33	05/13/26 00:00	JJF	EPA 900.0	
Radium-226	2.4	1.0	0.2934	pCi/L	B6D1398	04/29/26 13:12	05/12/26 00:00	SAP	EPA 903.0 Rev 1/ 904.0	

MDH Sample Number: 26D0274-01RE1

Location ID: E04
Sampling Point: Well #3 Entry Point

Collect Date: 04/06/26
Collect Time: 10:45
Matrix: Drinking Water

Field Residual Chlorine Result: .38
Field Fluoride Result: None
Field pH Result: None
Field PO₄ Result: None

Results were produced by the Minnesota Department of Health, except where noted.

Radiochemical Parameters

Analyte	Result	Reporting Limit	Counting Uncertainty	Units	Batch	Prepared	Analyzed	Init.	Method	Qualifiers
Radium-228	4.2	1.0	1.168	pCi/L	B6E0860	05/12/26 11:00	05/18/26 17:14	SAP	EPA 903.0 Rev 1/ 904.0	

Authorized by:

*The results in this report apply only to the samples analyzed.
This report must not be reproduced, except in full, without the written approval of the laboratory.*



Stefan Saravia, Environmental Laboratory Manager
Public Health Laboratory, Minnesota Department of Health

Final Report

Results were produced by Minnesota Department of Health, except where noted.

Batch B6D1398 - Radiochemistry Ra-226 Ra-228 Prep

Blank (B6D1398-BLK1)

Prepared: 04/29/26 13:12 Analyzed: 05/12/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	<	1.0	pCi/L							SAP	
Radium-228	<	1.0	pCi/L							SAP	L1

LCS (B6D1398-BS1)

Prepared: 04/29/26 13:12 Analyzed: 05/05/26 18:29

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-228	7.9	1.0	pCi/L	4.90		161	80-120			SAP	L1

LCS (B6D1398-BS2)

Prepared: 04/29/26 13:12 Analyzed: 05/12/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	4.5	1.0	pCi/L	4.41		101	90-110			SAP	

Duplicate (B6D1398-DUP1)

Source: 26D0217-01

Prepared: 04/29/26 13:12 Analyzed: 05/12/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	0.03	1.0	pCi/L		<			83	20	SAP	QT
Radium-228	<	1.0	pCi/L		<				20	SAP	L1

Matrix Spike (B6D1398-MS1)

Source: 26D0274-01

Prepared: 04/29/26 13:12 Analyzed: 05/05/26 18:29

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-228	15.8	1.0	pCi/L	9.80	3.9	121	70-130			SAP	L1

Matrix Spike (B6D1398-MS2)

Source: 26D0507-01

Prepared: 04/29/26 13:12 Analyzed: 05/12/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	8.8	1.0	pCi/L	8.83	<	98	80-120			SAP	

Authorized by:

The results in this report apply only to the samples analyzed.
This report must not be reproduced, except in full, without the written approval of the laboratory.



Stefan Saravia, Environmental Laboratory Manager
Public Health Laboratory, Minnesota Department of Health

PWSID: 1130018

Results were produced by Minnesota Department of Health, except where noted.

Batch B6E0860 - Radiochemistry Ra-226 Ra-228 Prep

Blank (B6E0860-BLK1)

Prepared: 05/12/26 10:57 Analyzed: 05/21/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	<	1.0	pCi/L							SAP	
Radium-228	<	1.0	pCi/L							SAP	

LCS (B6E0860-BS1)

Prepared: 05/12/26 10:57 Analyzed: 05/18/26 17:14

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-228	5.2	1.0	pCi/L	4.82		107	80-120			SAP	

LCS (B6E0860-BS2)

Prepared: 05/12/26 10:57 Analyzed: 05/21/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	4.1	1.0	pCi/L	4.41		92	90-110			SAP	

Duplicate (B6E0860-DUP1)

Source: 26D0149-02

Prepared: 05/12/26 10:57 Analyzed: 05/21/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	0.6	1.0	pCi/L		<			30	20	SAP	QT
Radium-228	2.5	1.0	pCi/L		1.9			30	20	SAP	QT

Matrix Spike (B6E0860-MS1)

Source: 26D0365-01

Prepared: 05/12/26 10:57 Analyzed: 05/18/26 17:14

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-228	14.4	1.0	pCi/L	9.65	<	140	70-130			SAP	M1

Matrix Spike (B6E0860-MS2)

Source: 26D0395-01

Prepared: 05/12/26 10:57 Analyzed: 05/21/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Radium-226	7.4	1.0	pCi/L	8.83	<	83	80-120			SAP	

FINAL REPORT

Report ID: 05222026162815

Generated: 5/22/2026 4:28:13PM

Authorized by:

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Stefan Saravia, Environmental Laboratory Manager
Public Health Laboratory, Minnesota Department of Health

Results were produced by Minnesota Department of Health, except where noted.

Batch B6E0884 - Radiochemistry Alpha/Beta Prep

Blank (B6E0884-BLK1)

Prepared: 05/05/26 10:33 Analyzed: 05/13/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Gross Alpha	<	3.0	pCi/L							JJF	

LCS (B6E0884-BS1)

Prepared: 05/05/26 10:33 Analyzed: 05/13/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Gross Alpha	11.6	3.0	pCi/L	12.28		95	70-130			JJF	

Duplicate (B6E0884-DUP1)

Source: 26D0508-01

Prepared: 05/05/26 10:33 Analyzed: 05/13/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Gross Alpha	0.8	3.0	pCi/L		<			54	20	JJF	QT

Matrix Spike (B6E0884-MS1)

Source: 26D0507-01

Prepared: 05/05/26 10:33 Analyzed: 05/13/26 00:00

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Init.	Qualifiers
Gross Alpha	14.6	3.0	pCi/L	12.28	<	104	70-130			JJF	

Data Qualifiers and Definitions

L1	The spike recovery was above laboratory acceptance limits for the associated laboratory control sample and/or laboratory control sample duplicate.
L2	The spike recovery was above laboratory acceptance limits for the associated laboratory control sample and/or laboratory control sample duplicate. Target analyte was not detected in the sample.
M1	Matrix spike and/or matrix spike duplicate recovery was high; the associated laboratory control sample and/or laboratory control sample duplicate recovery was acceptable.
QT	RPD between sample duplicates not within acceptance limits. Analyte concentration within range for NAD comparison and NAD within acceptance limits.

Authorized by:

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Stefan Saravia, Environmental Laboratory Manager
Public Health Laboratory, Minnesota Department of Health



Final Report

Minnesota Department of Health
Public Health Laboratory
Environmental Laboratory Section
601 Robert St. N., P.O. Box 64899
St. Paul, MN 55164-0899
651-201-5300

PWSID: 1130018

Work Order Comments

Samples were received in proper condition.

FINAL REPORT

Report ID: 05222026162815

Generated: 5/22/2026 4:28:13PM

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A handwritten signature in black ink, reading 'Stefan Saravia'.

Stefan Saravia, Environmental Laboratory Manager
Public Health Laboratory, Minnesota Department of Health

**CITY OF WYOMING
PLANNING AND ZONING**

TO:	City Council
MEETING DATE:	July 7, 2026
FROM:	Kim Lindquist, City Planner Fred Weck, Zoning Administrator
RE:	Sunrise Riverbank Commercial Preliminary Plat
APPLICANT:	Sunrise Riverbank Properties
PROPERTY OWNER:	NTD-Com LLC
PROPERTY:	21.10302.33
FILE NO.:	D-26-004

OVERVIEW

The applicant, Sunrise Riverbank Properties, has requested preliminary plat approval relating to the proposed future development of the commercial section of the Sunrise Riverbank properties. The plat is comprised of three developable parcels and one outlot. This application is for the plat only and future approvals will be needed for a PUD master development plan and conditional use permits for the individual lot developments. However, staff requested that the applicant layout the individual projects to the best of their ability so the city can ensure that lots are configured to accommodate the intended future development plans.

As the Commission and Council will recall the western portion of the development is slated for residential development with the eastern portion, more adjacent to I-35, designated for mixed use, including commercial uses. As proposed, the 15.6-acre site will be platted into three parcels south of 270th Street, a new public road, with a fourth outlot created north of the road. The three southern parcels have identified land uses of a convenience store with gas, apartment building, and hotel. The prior sketch plan proposed 4 parcels for future development, and it also contained the Village Inn parcel expanded. Due to the amount of wetlands, the 4th parcel has been deleted, and the Village Inn parcel remains the same as the existing condition.

The Mixed-Use zoning district requires compliance with the dimensional requirements established in other commercial or residential zoning districts. The proposed lots meet the ordinance required standards.

BACKGROUND

The sketch plan was reviewed by the Planning Commission at their March 24, 2026, meeting and much of the conversation related to traffic in the area and the need to look comprehensively for solutions now that this property will be developing along with the additional traffic issues

associated with Pinehaven. A traffic study has been conducted as part of this review and is attached for the Commissions information.

STAFF RECONMENDATION

The requirements of Chapter 32, Article III, Division 2, The Preliminary Plat contained in the City of Wyoming Subdivision Ordinance have been complied with. Accordingly, staff recommends approval of the Preliminary Plat for Sunrise Riverbank Commercial subject to the following conditions:

1. All required local, state and/or federal permitting must be obtained.
2. The applicant shall pay for the design and installation of a temporary traffic signal at the intersection of Kettle River Blvd and CSAH 22. The temporary signal shall be installed with the first development parcel.
3. The applicant shall remove the CSAH 22 access into the Village Inn after paving of Kettle River Blvd.
4. The applicant shall submit preliminary stormwater information, including estimated impervious surfaces for the individual lots and ponding capacity to ensure adequate storage is available in the project prior to final plat approval.
5. The applicant shall submit preliminary flood plain information, including estimated filling and compensatory storage for the individual lots and roadways prior to final plat approval.
6. The applicant shall pay a park dedication fee of 5% of the fair market value of Lot 2 Block 1 (the hotel) and Lot 3 Block 1 (the gas station) prior to final plat approval. The applicant shall pay a park dedication fee for the apartment site prior to issuance of a building permit; the fee will be determined by the number of units in the building and the fee schedule at that time.
7. The applicant provide final grading and drainage plans for the City Engineer review prior to issuance of a grading permit or installation of site utilities. Individual site plan grading and utility work shall be required prior to issuance of grading and building permits for the individual developments. The applicant shall address all comments in the June 15, 2026, Development Plan Review Memorandum and the Civil Plan sheet mark ups.
8. The applicant install a sidewalk along the public drainage and utility easement around the hotel site onto Kettle River Blvd.

STAFF REVIEW

The site is located in the northwest corner of Viking Blvd and Kettle River Blvd and has been discussed for commercial or mixed use development for some time. The presence of wetlands and flood plain creates restrictions on the amount of development which can occur. The applicant is platting the property at this time, but future reviews are necessary for the mixed use PUD and conditional use permits with site plans for individual lots. However, due to site restrictions evaluation of wetlands, flood plain, traffic, and infrastructure impacts should be conducted for the

entire parcel. Required easements to facilitate development, along with ensuring individual lots can accommodate future development are part of the required analysis.

General Comprehensive Plan and Zoning Review

The site is guided for mixed use and zoned for mixed use. The development is consistent with the zoning and land use designation and is complementary to the prior discussions regarding development of this area. The proposed uses of hotel, gas station and apartments all fit within the mixed use designation and zoning district.

Per ordinance, any development in a Mixed-Use District shall be required to submit and have approved a master development plan. The plan shall include individual parcels, street, building placement, surface water management, exterior architectural character and major landscaping. After the platting process, and appropriate plan modifications made, a Master Development Plan review should be undertaken, which also requires processing of a conditional use permit with individual site plans.

The zoning and surrounding guided uses are as follows:

North – A – Agriculture and Wetlands

South – C – Commercial

West – R1 – Rural Residential

East – C – Commercial

Lot Sizes and Dimensional Standards

The zoning ordinance for mixed use (Section 40-277. Dimensional Standards) indicates that dimensional requirements are established in other articles of the ordinance, based upon the appropriate land use. Exceptions can be negotiated with the City during the review process.

Hotels and convenience stores with fuel sales are permitted uses in the Commercial zoning district. The minimum lot size for a commercial use is 20,000 sq. ft and the lot shall have a 100' lot width at the building setback and frontage on right of way. Medium and high-density residential development would fall under the R-6 zoning district. Lot size is somewhat related to unit numbers which is not currently provided although assumed to be approximately 100.

The prior sketch plan had one additional lot and lot widths that were under the ordinance standard. Changes have been made to comply with ordinance lot dimensional criteria. However, without final site plans for each site it is difficult to confirm each development will comply with all ordinance performance standards. It is expected that each lot is appropriately sized to meet ordinance regulations and that future variances are not needed.

	Lot Size	Lot Width at ROW	Lot Depth
C-Commercial	20,000 SF	100 FT/Corner lot 115 FT	NA
Convenience Store with Gas	3.98 Acres	247 FT	
Hotel	4.64 Acres	108 FT	
R-6 Medium and High Density Housing	Minimum 2500 SF with additional requirements per # of units and location of parking	100 FT/Corner lot 115 FT	135 FT
Apartment	3.35 Acres	229 FT	383 FT

The applicant has submitted revised site plans which address some of the comments noted when reviewing the sketch plan. With the removal of the 4th southern lot, it appears that there is more space to allow development of the three main land uses.

When developed the following setbacks are required:

Table 1 Setbacks for R-6 and C Districts

Zoning District	Front Yard Setback Minimum	Side Yard Setback Minimum	Rear Yard Setback Minimum
R-6 (Medium and High Density Housing)	See Table 2	-One-half the height of the building. - 3' for accessory buildings -15' for parking and driveways	-35' for principal building -3' for accessory buildings
C (Commercial)	-See Table 2 -10' minimum from ROW for parking areas	-0' for principal buildings* -3' for accessory structures** -10' for parking areas***	-20' for principal buildings -3' for accessory structures** -10' for parking areas***
<i>*20' for principal buildings adjacent to a residential district</i> <i>**6' for accessory structures adjacent to a residential district</i> <i>***20' for parking areas adjacent to a residential district</i> <i>Sec. 40-234 and Sec. 40-255</i>			

Table 2 Front Yard Setbacks

Type of Road Along Front Yard	R-6 Front Yard Minimum Setback Distance	C Front Yard Minimum Setback Distance	Measured From
County Road 22/ East Viking Boulevard (County Road)	135'	135'	Measured from centerline of the road
Kettle River Boulevard (Collector Street)	30'	20'	Measured from the road right-of-way*
270 th Street and Sunrise Court (Local Street)	25'	20'	Measured from the road right-of-way*

SITE CHARACTERISTICS

Wetlands

The property is approximately 15.6 acres and contains a significant amount of wetlands on the site. A new wetland delineation was determined in March 2026. The new designations reduce some of the prior wetland boundaries. Specifically, Wetland 1, 1a, and 5 are smaller than the prior designation. The next step in the wetland review process is submission of a wetland replacement plan to permit the envisioned project as some of the wetlands will be impacted by the development plan. Consistent with WCA rules, the application must include information about wetland avoidance and minimization in relationship to the land use proposal. Another TEP plan review is necessary to discuss the replacement plan. Upon a completed submittal, it is anticipated that a determination regarding the wetland replacement plan will be approximately 30 days.

The original application was approved using the South Branch Sunrise River Wetland Bank as the source for replacement wetland credits. If the source of the wetland credits has been changed, a new application is needed showing the new mitigation location.

Flood Plain

The applicant has noted flood plain over a portion of the site. The flood plain is designated from a prior property review and has been reduced from that shown by the DNR information. Much of the flood plain in the developing area is within the gas station site and the adjoining ditch and roadway area. Any filling proposed to allow commercial installation will require compensatory storage be created elsewhere. Staff is recommending a condition of approval require the flood plain information be provided prior to final plat approval to ensure the developer can meet flood plain acreage capacity requirements.

TRAFFIC

During the sketch plan approval, staff noted a traffic study should be undertaken to assess the impact of the project including the future western residential project. The traffic study attached reviewed five intersections along Viking Blvd (CSAH 22):

- CSAH 22 & Viking Lane
- CSAH 22 & Business Access
- CSAH 22 & Kettle River Blvd
- CSAH 22 & I-35 Southbound Ramps
- CSAH 22 & I-35 Northbound Ramps

There were three transportation scenarios analyzed for the proposed development:

Year 2026 Existing Conditions

Year 2028 Commercial Development Opening – either no build or build conditions.

Year 2045 No build or building conditions.

The no build condition is the traffic generation projected in 2028 and 2045 without the Sunrise commercial project but includes the western residential development. The no build provides the baseline to compare the impacts of the commercial project upon the roadway system for the listed future dates. The traffic modeling indicates that there are levels of service D, E, & F at several intersections, particularly Kettle River and CSAH 22 which is undesirable. The traffic study indicates that mitigation of the negative traffic impacts can be addressed by installation of a traffic signal at Kettle River Blvd and CSAH 22 intersection and coordinating that signal with the two existing signals at the I-35 north and south bound ramps. The traffic study states that the signal light is temporary, both in terms of its construction and in duration. The intention is that the signal is temporary until such time as roundabouts are installed at the I-35 ramps and Kettle River Blvd intersections. It is anticipated that the roundabouts will be installed within the next 10 years.

As a condition of approval, staff is recommending that the private development drive from CSAH 22 into the Village Inn be removed and all site access be from Kettle River Blvd.

There is little information about pedestrian access in and around the development. Staff is recommending the applicant install a sidewalk or trail within the Public Drainage and Utility Easement connection Kettle River Blvd. to Sunrise Court. This will allow future apartment residents an off-road access to adjoining development and closer to the Viking Blvd. trail. Due to site constraints, there will not be room for pedestrian access along Kettle River Blvd.

UTILITIES

All facets of the public infrastructure have been reviewed by the City Engineer and a memorandum and plan markup conducted. The memorandum is attached for the Commission and Councils information.

Surface Water

The site is outside of the Comfort Lake Forest Lake Watershed District but is required to follow the City of Wyoming stormwater management standards which are consistent with the CLFLWD requirements. Surface water comments, including flood plain impacts, are as follows:

- Peak discharge rates from each point of site discharge may not increase from the pre-development condition for the 2-, 10-, and 100-year storm events. This is not currently being met at the east channel for the 2-year event or the western wetland for any of the modeled events.
- Proposed HydroCAD modeling should be updated to be for large scale areas (similar to existing conditions) rather than to each catch basin. An updated proposed conditions drainage area map should be provided.
- Storm sewer should be designed for a 10-year rainfall event with the rational method. Note the drainage report states that rational method storm sewer calculations were completed but these were not submitted for review.
- Drainage narrative should be updated to clearly state the assumed impervious area accounted for each of the future lots to confirm current design will be able to provide

required stormwater management for the site. High level stormwater management information for the areas that bypass the currently proposed stormwater basin (Bypass A - Bypass C, P-West) should be included in report to confirm proof of concept for future stormwater management sizing in the areas shown on the plans as temporary sediment basins.

- Documentation that the stormwater pond is sized using CLFLWD Volume Conversion factors, and that it is sized for NPDES permit requirements is needed.
- There is FEMA Zone A floodplain present onsite so the site must show compliance with all FEMA floodplain requirements including compensatory storage for any fill below the floodplain. Note that compensatory storage credit within the proposed stormwater BMP will only be allowed for storage above the BMP's HWL.
- Proposed sizing information for the culvert under 270th should be provided. Documentation to the change in the floodplain in line with MnDNR guidance will be required.
- Work within the existing waterway through the project area will require permitting through the US Army Corps of Engineers.

The plat is comprised of 3 lots for development and an outlot north of the new 270th. The outlot is one of three areas designated for stormwater ponding. In general, the applicant should ensure there is enough capacity within designated ponding to meet appropriate stormwater regulations for the entire site development. Without final site plans, the applicant should estimate hard surfacing and necessary storage prior to final plat approval. The overall stormwater ponding is dependent upon all parcels contributing to the solution. Similarly, there will be grading and filling within designated flood plain, particularly on the gas station site and the northern portion of the apartment site. Compensatory storage is required for any filling. Again, an overall development solution is needed given the natural restrictions on the site. Clarification of impacts and potential mitigation sites is required prior to final plat approval.

Issues such as surface water consistency and flood plain compliance relate to the entire project, not just one of the specific lots. Because the entire site functions as one for that portion of review, compliance of the standards should be verified prior to final plat approval. It is understood that the final site plans for individual project are not complete, and could change, the final calculations for both of these issues.

Water and Wastewater

The City has reviewed the project on several occasions and is comfortable that there are utilities in the area, which must be extended, that can serve the project. Previous work on the sanitary sewer and water mains have occurred to ensure capacity and provide watermain looping which is desired. The water will need to be extended along Viking Blvd and stubbed at the western parcel boundary to provide future connectivity with the adjoining residential development.

Public Roadways

The applicant is proposing to construct the 270th Avenue road extension along with the Sunrise Court cul de sac. 270th Avenue will terminate at the western edge of the commercial site and will ultimately be extended when the residential to the west is developed. Depending upon timing the applicant may need to install a turn-around or hammerhead at the terminus.

Kettle River Blvd will be paved up to 270th Avenue by the applicant. It is unclear if the roadway should be an urban or rural section. A final determination will be made depending upon site needs and the potential impacts to grading, flood plain, and wetlands created by each design alternative. The goal is to reduce the impacts, to the extent possible, while continuing to meet City standards. Staff is recommending the upgrade to Kettle River Blvd occur with the construction of the gas station and convenience store. The remaining roadway construction can be phased depending upon the needs of the future users.

Roadway widths shall be expanded to meet ordinance criteria, particularly Kettle River Blvd.

Park Dedication

Article IV of the Subdivision Ordinance sets forth the park dedication requirements. Most likely the location of the proposed subdivision is not an area that the City is looking to acquire additional property as park land is being dedicated from the adjoining western residential project. That means the City will be requesting fee in lieu of park dedication. The funds are calculated based upon the fair market value of the property and multiplied by 5%. That would be the required dedication for the gas station and hotel. The apartment building park dedication fee will be calculated based upon the final density of the approved project. The fees are to be collected prior to final plat approval for the two commercial lots; the fee for the apartment building will be required prior to issuance of a building permit.

Plat Review Standards

In accordance with Sec. 32 – 42, the following criteria shall be considered during the Plat review application process:

- (a) Consistency with the design standards and other requirement of this ordinance.

The planned subdivision does comply with C-Commercial and R-6 Medium and High Density Housing District lot standards.

- (b) Consistency with the City's Comprehensive Plan, Stormwater Management Plan, and any other development plans officially adopted by the City.

The planned subdivision is consistent with the Mixed Use zoning code and comprehensive plan.

- (c) The physical characteristics of the site, including but not limited to topography, erosion, flooding potential, development, and major vegetation.

The physical characteristics of the site have been or will be addressed by the applicant in their current submittal or as conditions of approval.

- (d) The proposed development's fiscal impact and environmental impact.

The proposed development will have no major negative fiscal or environment impact.

(e) Whether the proposed subdivision is in conflict with applicable general and specific plans (e.g. growth management system goals and policies, capital improvement programs, ordinances).

The proposed subdivision is not in conflict with any specific or general plans. Infrastructure improvements in the area have been constructed or planned to ensure this site can develop.

(f) Whether the design or improvement of the proposed subdivision is in conflict with applicable development plans.

The project is not in conflict with applicable city development plans.

(g) That the site is physically suitable for the proposed density of the development.

This site is physically suitable for future mixed use development.

(h) Whether the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage.

The design of the subdivision should not cause substantial environmental damage. Care has been taken to mitigate wetland and flood plain impacts.

(i) Whether the design of the subdivision or the type of improvements are likely to cause serious public health problems.

The design of the subdivision should not cause serious public health problems.

(j) Whether the design of the subdivision or the type of improvements will conflict with easements of record or of easements established by judgment of a court.

The design of the subdivision should not conflict with any easement of record or easement established by judgment of a court.

Planning Commission Recommendation

On June 23, 2026 the Planning Commission publicly heard the petitioner's request for approval of the Preliminary Plat of "River Bank Commercial".

After hearing testimony and discussion, the Planning Commission voted unanimously to recommend the approval of the requested preliminary plat with the finding of fact; that the requirements of Article III, Division 2, "The Preliminary Plat", as contained in the City of Wyoming Subdivision Ordinance have been complied with and with the conditions recommended by staff.

Memorandum

To: Mark Erichson, City Engineer

From: Amanda Sachi, PE
Kris Keller, PE

Date: June 15, 2026

Re: Sunrise Riverbank Commercial –
Development Plan Review
WSB Project No. 033716-000

We reviewed the documents provided by Sunrise Riverbank Properties on May 29, 2026.
Documents reviewed include:

- Sunrise Riverbank Site Development Plans, prepared by Advanced Engineering Concepts dated May 2026
- CVT Report for Wyoming Sunrise River Bank Properties dated 3/8/26
- Pointe North at Carlos Avery Commercial Development Traffic Study 6/1/26

Additional redline comments are provided on the submitted civil plans. Applicant should provide responses to each comment and redline comment. We offer the following comments below.

Civil Comments:

1. General
 - a. Submit for and provide copies to the City of all required permits from regulatory agencies (MCES, Minnesota Pollution Control Agency, Minnesota Department of Health, NPDES, Minnesota Department of Labor and Industry etc.)
 - b. Provide clearing and grubbing limits on plans
 - c. Verify the ROW NW corner of Viking Blvd and Kettle River Blvd.
 - d. Please clarify lines and linetypes on plan/legends throughout planset
 - e. Address redline comments on attached plan set
2. Utilities –
 - a. Sewer service will be extended from the existing sewer line located at the NW quadrant of East Viking Boulevard and Kettle River Boulevard. The City of Wyoming recently upsized the downstream sanitary sewer forcemain to accommodate the additional flows from this area of the community.
 - b. Watermain is proposed to be extended from the recent constructed trunk watermain extended from the north water tower to the northern limits of this development and the existing watermain located at the NW quadrant of East Viking Boulevard and Kettle River Boulevard. Their proposed watermain will complete this watermain loop and provide service to their development and improved overall system reliability.

- c. The development will need to extend water west along Viking Blvd and stub at west parcel boundary limit to provide future connectivity with their residential development and allow adjacent properties access to watermain.
 - i. See redlined comments about connections. A concept figure of the conceptual roundabout is shown on plan comments to help determine watermain location.
 - ii. Verify ROW location. Easements will be required to obtain for additional watermain alignment.
- d. Verify all crossings maintain the 18" minimum clearance from outside of pipe to outside of pipe.
- e. Northern water connect - Wet tap is not necessary on northern connection as that line can be shut down with a valve. See redlines on drawings about connection.
- f. New water and sanitary services to existing commercial buildings should be sized for commercial use. Update water to min 6" service line and sanitary to 6" service line.
- g. Show hydrant tees in profile
 - i. Adjust watermain and/or hydrant locations such that hydrants are located at all system high points. (station 79+50, sheet 13)
- h. Utilities shown are being installed below groundwater. Provide dewatering plan for approval and water appropriations permit prior to construction.

3. Streets

- a. Kettle River Blvd
 - i. Existing gravel road section – Modifications are needed for this section of road as internal proposed roadways are 35 ft face of curb to face of curb while Kettle River Boulevard is proposed at 24 feet wide with no curb and gutter. There are challenges and significant costs associated with making this section of Kettle River Boulevard an urban section and staff is prepared to discuss further details with the applicant on acceptable urban or rural sections for Kettle River Boulevard.
 - 1. Additional investigation needed into soil borings to determine if any soil correction is needed.
 - ii. Existing Paved Road Section – Road will need to be reclaimed and repaved and will require a left and a thru/right lane as it approaches the intersection with East Viking Boulevard, as outlined in the traffic study.
- b. Traffic study suggests the need for a temporary signal at the intersection of CSAH 22 and Kettle River Blvd. Please update plans accordingly.
- c. Adjust RAD2 and RAD3 on Sunrise Ct Cul-de-sac to 44' to meet city standard plate detail WY-ST-9.
- d. Sidewalk on Sunrise Ct. and east portion of 270th Street – Sidewalk needs to be 5' off of back of curb to allow for a 5' boulevard.
- e. Sidewalk – Additional sidewalk needed within the utility easement to connect sidewalk at Cul-de-sac of Sunrise Ct to trail on CSAH22 that leads to the Sunrise Prairie Trail.

4. Easements

- a. Additional easement will be needed along Viking Blvd for additional watermain
- b. Clarify existing and proposed easement lines on drawings and legends.

General

Infrastructure design shall be completed in accordance with the City of Wyoming's Engineering Guidelines and Standards. Infrastructure construction shall be completed in accordance with the latest edition of the City's General Specifications and Standard Detail Plates for Street and Utility Construction.

Memorandum

To: Richard Morris and Jerry Green

From: Erik Seiberlich, Senior Project Manager – Traffic Engineering
Sean Delmore, PE, PTOE, Director of Traffic Engineering

Date: June 1, 2026

Re: *Proposed Pointe North at Carlos Avery Commercial Development Traffic Study*
WSB Project No. 033716-000

INTRODUCTION

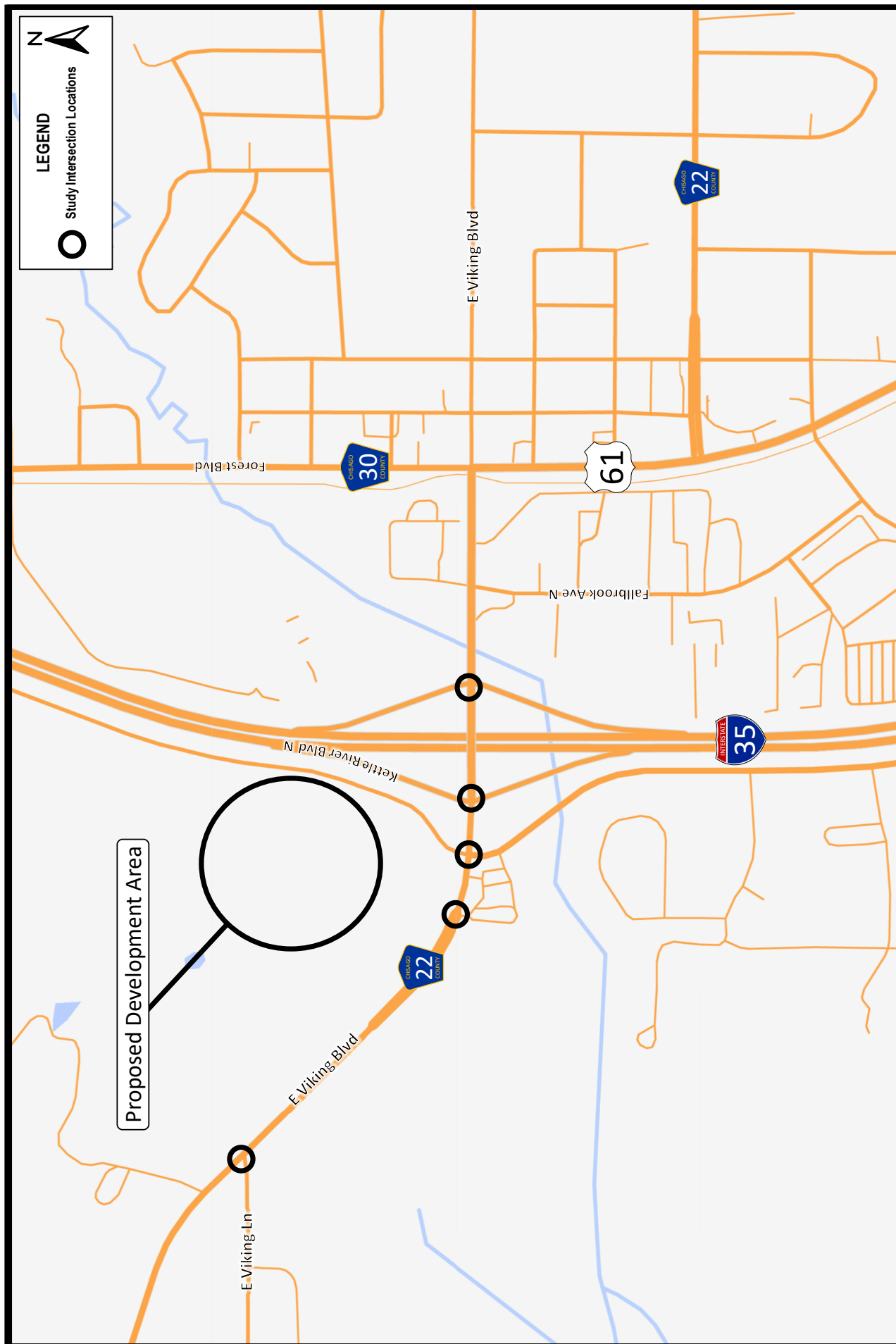
The purpose of this technical memorandum is to summarize the expected traffic impacts due to the proposed Pointe North at Carlos Avery Commercial Development in the City of Wyoming, Chisago County, Minnesota.

The proposed development site is the undeveloped parcels to the west of Kettle River Boulevard and north of CSAH 22. See **Figure 1** for the study area. The proposed development includes a hotel, apartment complex and a Kwik Trip convenience store/gas station. The goal of this traffic analysis is to determine the impact of the proposed development on the local roadway network, and specifically, the following intersections along CSAH 22 that will be impacted by trips generated by the proposed development:

- CSAH 22 & Viking Lane
- CSAH 22 & Business Access
- CSAH 22 & Kettle River Boulevard
- CSAH 22 & I-35 Southbound Ramps
- CSAH 22 & I-35 Northbound Ramps

Proposed Development Characteristics

The development is expected to be completed by year 2028. The proposed development includes the construction of a roughly 85 room hotel, 100 unit apartment complex and a 22 fueling station Kwik Trip convenience store/gas station combination. It should be noted that the proposed convenience store/gas station will not accommodate large trucks or serve as a truck stop. The development will be accessed both from Kettle River Boulevard and from a proposed local roadway that runs east-west along the north side of the development and intersects with Kettle River Boulevard.



**Pointe North at Carlos Avery Development
Traffic Impact Study**
Wyoming, MN

Figure 1. Project Location and Surrounding Network

EXISTING TRANSPORTATION SYSTEM

CSAH 22 (Viking Boulevard) is a two-lane undivided Minor Arterial that runs east-west through the study area. The posted speed limit on CSAH 22 is 40 mph through most of the study intersections except for where the roadway intersects with Viking Lane where the posted limit is 55 mph. CSAH 22 intersects prominent roadways such as I-35 and Kettle River Boulevard in the study area.

I-35 is a 4-lane divided Rural Interstate that runs north-south through the study area. A standard diamond interchange at CSAH 22 serves the Wyoming area.

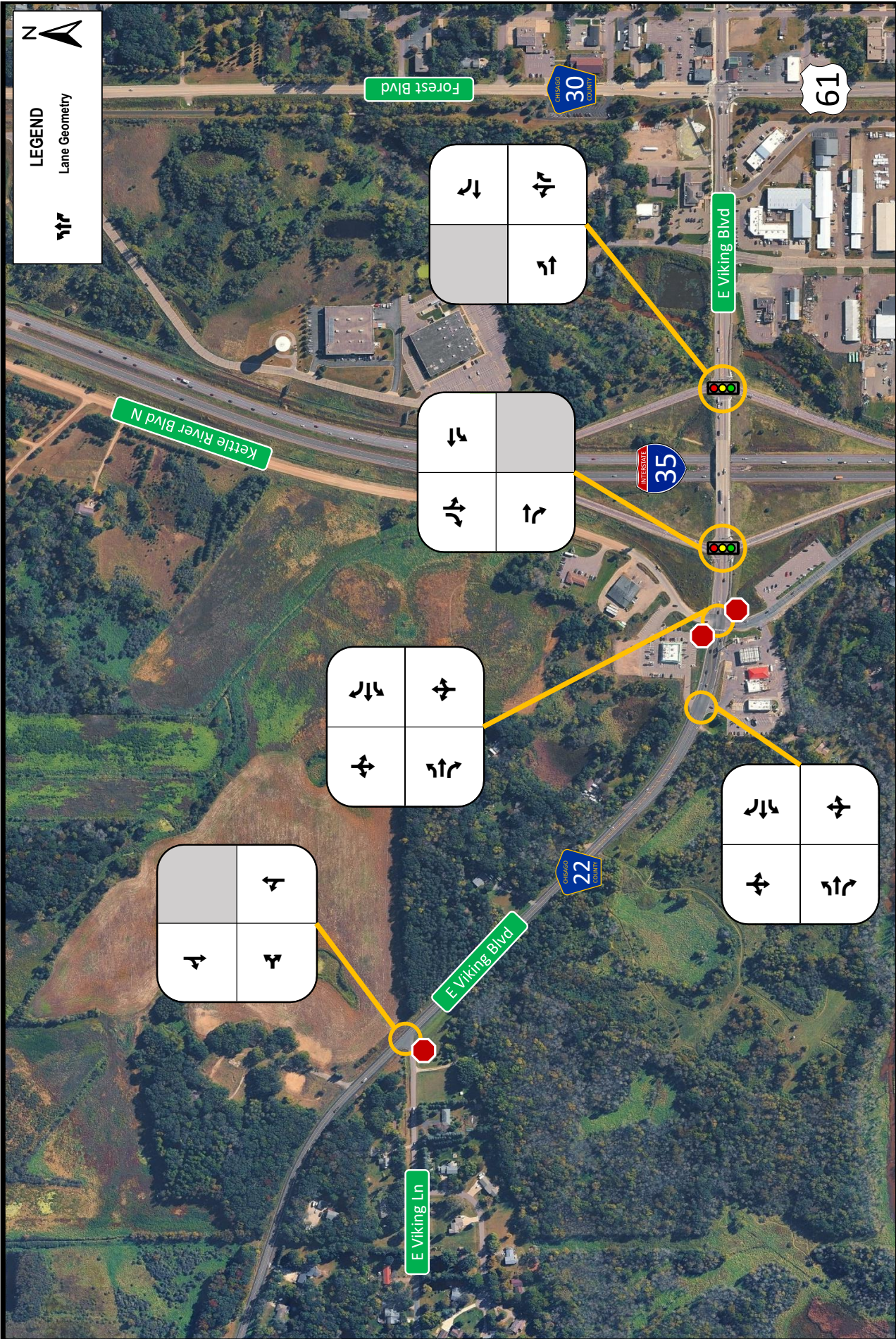
Kettle River Boulevard is a two-lane undivided Major Collector with a posted speed limit of 40 mph south of its intersection with CSAH 22 and an aggregate local roadway with a posted speed limit of 30mph to the north of CSAH 22.

Viking Lane is a two-lane local roadway that intersects with CSAH 22 in the study area. The posted speed limit on Viking Lane is 30 mph.

The following describes the existing geometry and traffic control at the study intersections:

- **CSAH 22 and Viking Lane** – This is a three-legged, minor-approach stop-controlled intersection where Viking Lane is the minor approach. There is a single shared lane for all movements on each approach.
- **CSAH 22 and Business Access** – This is a four-legged, minor-approach stop-controlled intersection where the north and south legs are considered to be the minor approaches. The northbound and southbound approaches each provide one shared lane for all movements while the eastbound and westbound approaches provide dedicated right turn, left turn and through lanes. Turn lane lengths at the intersection are 135' EBL, 300' EBR, 85' WBL and 165' WBR.
- **CSAH 22 and Kettle River Boulevard** – This is a four-legged, minor-approach stop-controlled intersection where the north and south legs are considered to be the minor approaches. The northbound and southbound approaches each provide one shared lane for all movements while the eastbound and westbound approaches provide dedicated right turn, left turn and through lanes. Turn lane lengths at the intersection are 80' EBL, 190' EBR, 85' WBL and 65' WBR.
- **CSAH 22 and I-35 Southbound Ramps** – This is a four-legged traffic signal-controlled intersection. The eastbound approach provides one through lane and a dedicated right turn lane that is 80' in length. The westbound approach provides one through lane and a dedicated left turn lane that is 200' in length. The southbound approach provides a dedicated right turn lane that is 230' in length and a shared through/left turn lane.
- **CSAH 22 and I-35 Northbound Ramps** – This is a four-legged traffic signal-controlled intersection. The eastbound approach provides one through lane and a dedicated left turn lane that is 170' in length. The westbound approach provides one through lane and a dedicated right turn lane that is 170' in length. The northbound approach provides a dedicated right turn lane that is 315' in length and a shared through/left turn lane.

Existing intersection geometry and traffic control along the CSAH 22 corridor may be seen in **Figure 2**.



Pointe North at Carlos Avery Development
Traffic Impact Study
Wyoming, MN
Figure 2. 2026 Existing Lane Geometry & Traffic Control

ANALYSIS PROCESS

The purpose of this analysis is to determine the existing, year of opening and horizon year traffic operations along the CSAH 22 corridor within the vicinity of the proposed development. The following summarizes the study process and evaluation results.

Analysis Tools

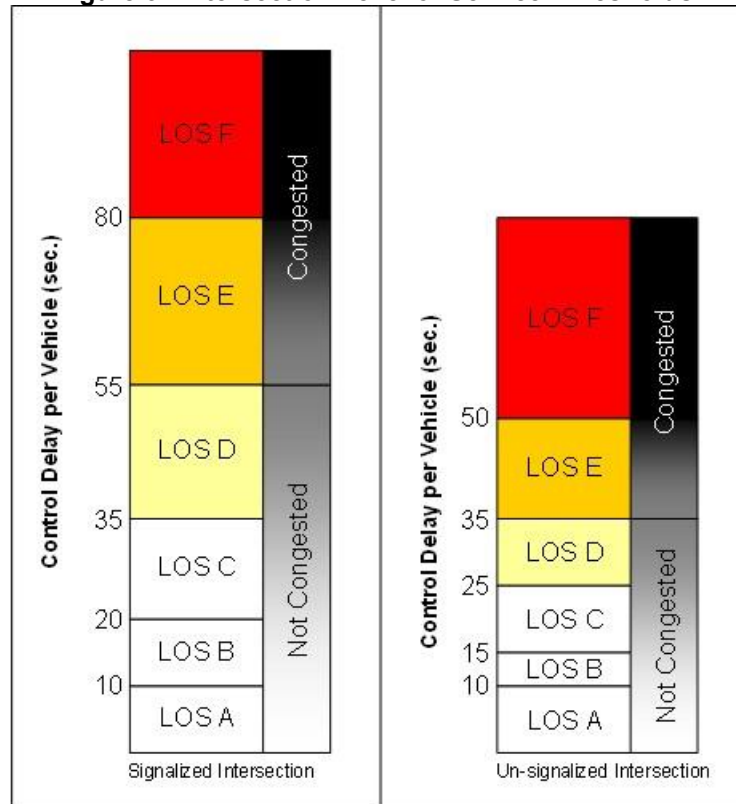
Synchro / SimTraffic and RODEL software were used to simulate existing and future traffic operations in the study area along the CSAH 22 corridor.

Synchro is a macroscopic software application used for optimizing traffic signal timing and performing capacity analysis of roadway networks consisting of stop, yield, and signalized traffic control conditions. The underlying equations are based on Highway Capacity Manual procedures. SimTraffic is a microscopic software application that performs simulation and animation of vehicular traffic based on Synchro inputs. SimTraffic follows individual cars and uses a wide variety of variables (including some random variables) to simulate real-world driver behavior.

RODEL is a traffic modeling software used primarily for designing and analyzing roundabouts, focusing on capacity, delay, and safety using empirical models. Following MnDOT's Facility Design Guide, the confidence level was set at 50% for the analysis.

Intersection Level of Service

Intersection operations are evaluated in terms of average seconds of delay per vehicle, each approach and turning movement for the intersection. The average number of seconds of delay is broken into six ranges assigned letter grades A through F defining each level of service (LOS) as shown in **Figure 3**. The acceptable delay ranges for unsignalized intersections are narrower than those for signalized intersections. This is largely due to various factors, including intangible elements such as driver discomfort and frustration. For example, a one-minute wait at a red light is typically perceived as more tolerable than spending the same amount of time waiting for a gap in traffic at a stop sign - especially when other vehicles are queued behind. It is generally recognized that LOS D is the lowest acceptable LOS for urban intersections. Intersection capacity is also defined in terms of queue lengths of stopped vehicles. A 100-foot queue is approximately equal to four cars. The Facility Design Guide (FDG) states that the unsignalized grading criteria should not be used for roundabouts and will therefore not be reported in the analysis tables.

Figure 3. Intersection Level of Service Thresholds

SOURCE: Highway Capacity Manual, 2010.

TRANSPORTATION SCENARIOS

Three transportation scenarios were analyzed for the proposed development, including:

- Year 2026 Existing Conditions
- Year 2028 Year-of-Opening No-Build Conditions
- Year 2028 Year-of-Opening Build Conditions
- Horizon Year 2045 No-Build Conditions
- Horizon Year 2045 Build Conditions

2026 Existing Conditions

The existing conditions establish a baseline from which to compare future traffic operations with the addition of the proposed development.

Study intersection turning movement volumes for this scenario were established through weekday a.m. (6:00-9:00 a.m.) and p.m. (3:00-6:00 p.m.) peak hour counts taken from video surveillance of the intersections on Wednesday, April 22, 2026. Raw count data is shown in **Appendix A**. Counts were taken for the following five intersections:

- CSAH 22 & Viking Lane
- CSAH 22 & Business Access
- CSAH 22 & Kettle River Boulevard

- CSAH 22 & I-35 Southbound Ramps
- CSAH 22 & I-35 Northbound Ramps

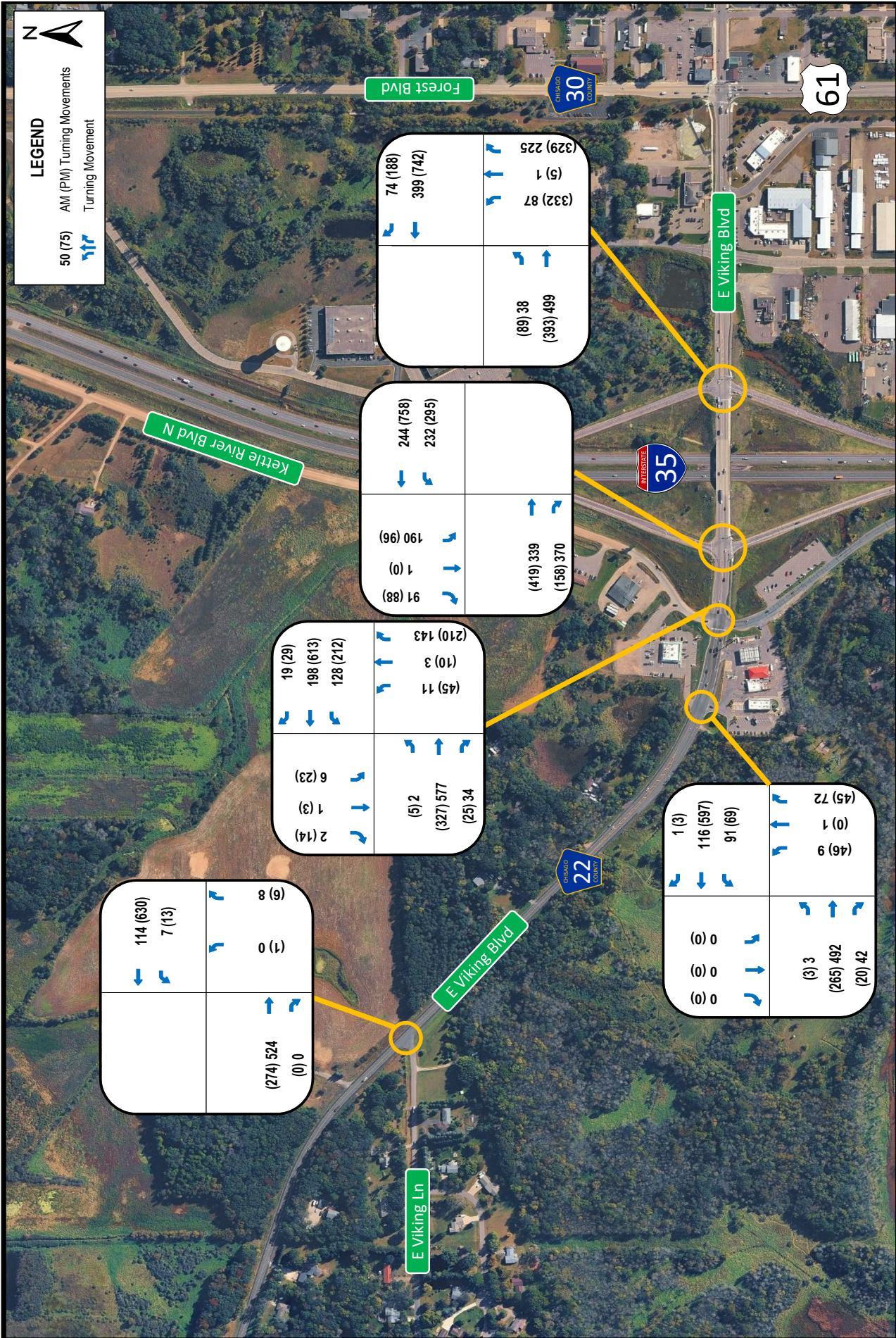
A Synchro/SimTraffic Model was developed to analyze existing traffic conditions near the proposed development. The model inputs used were the existing geometry and traffic control (previously described), and the existing peak hour turning movement counts. Existing signal timings for the traffic signals at the I-35 ramps were provided by MnDOT and incorporated into the Synchro model. **Figure 4** displays the 2026 existing AM and PM peak hour turning movement volumes. **Table 1** displays the existing intersection level of service results. Further results from SimTraffic are shown in **Appendix B**.

Table 1. Existing Peak Hour Level of Service

Intersection			AM Peak				PM Peak			
Control	Location	Approach	Movement Delay* (LOS)			Intersection Delay* (LOS)	Movement Delay* (LOS)			Intersection Delay* (LOS)
			Left	Through	Right		Left	Through	Right	
Thru-Stop	Viking Lane & CSAH 22	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	18 (C)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Business Access & CSAH 22	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	12 (B)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	13 (B)	<10 (A)		<10 (A)	10 (B)	<10 (A)	
Thru-Stop	Kettle River Boulevard & CSAH 22	NB	34 (D)	47 (E)	22 (C)	24 (C)	41 (E)	35 (E)	25 (D)	33 (D)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	26 (D)	<10 (A)	<10 (A)		29 (D)	32 (D)	12 (B)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	CSAH 22 & SB I-35 Off-Ramp	NB				15 (B)				2 (A)
		WB	19 (B)	<10 (A)	<10 (A)		18 (B)	<10 (A)	<10 (A)	
		SB	38 (D)	35 (D)	<10 (A)		48 (D)	<10 (A)	13 (B)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	NB I-35 Off-Ramp & CSAH 22	NB	38 (D)	<10 (A)	10 (B)	<10 (A)	52 (D)	63 (E)	13 (B)	29 (C)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	15 (B)	<10 (A)	
		SB								
		EB	<10 (A)	<10 (A)	<10 (A)		34 (C)	10 (B)	<10 (A)	

* Delay measured in seconds per vehicle

The 2026 Existing Condition traffic operations analysis shows that most approaches along the corridor currently operate at acceptable levels of service. At Kettle River Boulevard, northbound through movements experience LOS E during both peak hours and northbound left turns also experience LOS E during the PM peak hour.



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Figure 4. 2026 Existing Peak Hour Turning Movement Counts

2028 Year-of-Opening No-Build Conditions

2028 Year-of-Opening No-Build conditions provide a baseline from which the impacts of the proposed development can be identified. 2028 Year-of-Opening No-Build conditions entail existing geometry and traffic control at each study intersection with forecasted 2028 No-Build turning movement counts. These turning movement counts include the existing turning movements along the corridor with an additional 0.25% compounding annual growth as well as trips generated by the proposed residential development to the northwest along CSAH 22.

The Chisago County Transportation Plan presents 2045 forecast volumes. For CSAH 22 in the study area, a 3% per year growth rate is shown. This study uses a 0.25% growth rate as it is assumed that the residential development and the proposed commercial development are included in the Transportation Plan's growth rate.

Residential Trip Generation and Distribution

It is assumed that by 2028, 66 dwelling units will be constructed and occupied in the residential development. A trip generation estimate for the proposed residential development is shown in **Table 2**.

Table 2. Peak Hour Trip Generation for Adjacent Residential Development

Trip Generation										
Land Use	Units	# Unit	ITE Code	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
Single Family Detached Housing	Dwellings	30	210	6	15	21	17	11	28	273
Single Family Attached Housing	Dwellings	36	215	4	13	17	10	8	18	237

Trips generated by the adjacent residential development are distributed along the CSAH 22 corridor as follows:

- 5% to and from the northwest via CSAH 22
- 15% to and from the south via Kettle River Boulevard
- 20% to and from the north via I-35
- 50% to and from the south via I-35
- 10% to and from the east via CSAH 22

2028 Year-of-Opening No-Build condition peak hour turning movement counts, including the existing trips with 0.25% compounding annual growth rate and additional trips generated by the adjacent residential development are shown in **Figure 5**.

2028 Year-of-Opening No-Build Analysis

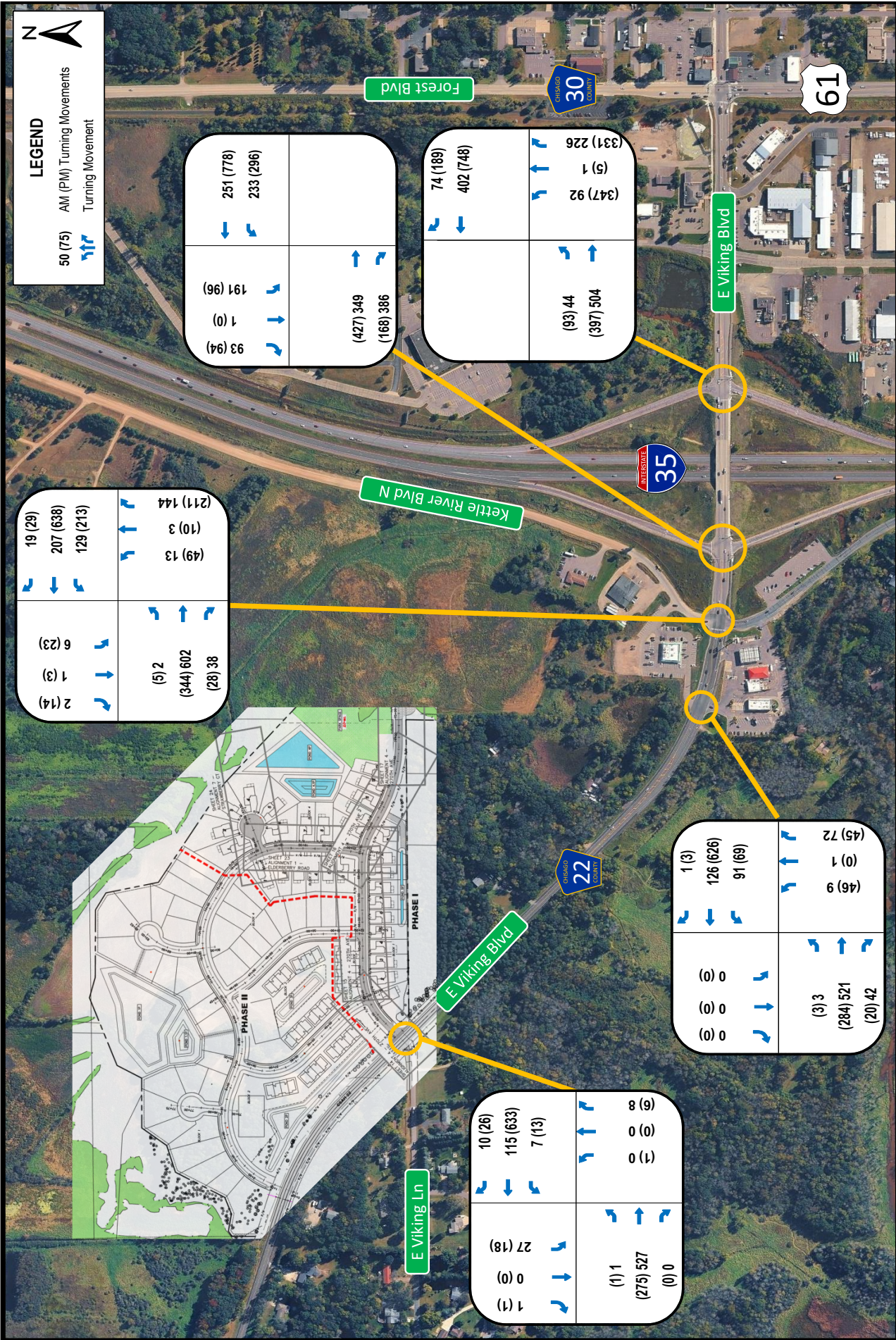
The 2028 Year-of-Opening No-Build peak hour volumes were input into the Synchro/SimTraffic Model used during existing conditions analysis. For this scenario, the north leg was added to the Viking Lane intersection as the access to the proposed residential development which is shown in **Figure 5**. **Table 3** displays the 2028 Year-of-Opening No-Build intersection level of service results.

Table 3. 2028 Year-of-Opening No-Build Scenario Peak Hour Level of Service

Intersection			AM Peak				PM Peak			
Control	Location	Approach	Movement Delay* (LOS)			Intersection Delay* (LOS)	Movement Delay* (LOS)			Intersection Delay* (LOS)
			Left	Through	Right		Left	Through	Right	
Thru-Stop	Viking Lane & CSAH 22	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		11 (B)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Business Access & CSAH 22	NB	<10 (A)	19 (C)	<10 (A)	<10 (A)	14 (B)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Kettle River Boulevard & CSAH 22	NB	29 (D)	37 (E)	14 (B)	18 (C)	46 (E)	49 (E)	29 (D)	38 (E)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	20 (C)	<10 (A)	<10 (A)		38 (E)	30 (D)	18 (C)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	CSAH 22 & SB I-35 Off-Ramp	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	2 (A)
		WB	21 (C)	<10 (A)	<10 (A)		18 (B)	10 (B)	<10 (A)	
		SB	40 (D)	<10 (A)	<10 (A)		46 (D)	<10 (A)	14 (B)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	NB I-35 Off-Ramp & CSAH 22	NB	40 (D)	<10 (A)	10 (B)	<10 (A)	53 (D)	63 (E)	12 (B)	29 (C)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	17 (B)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		35 (D)	10 (B)	<10 (A)	

* Delay measured in seconds per vehicle

The 2028 Year-of-Opening No-Build traffic operations analysis shows that most approaches along the corridor are anticipated to operate at acceptable levels of service. At Kettle River Boulevard, northbound through movements experience an LOS of E during both peak hours and north and southbound left turns also experience an LOS of E during the PM peak hour.



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Figure 5. 2028 Year-of-Opening Peak Hour Turning Movement Counts (No-Build)

2028 Year-of-Opening Build Conditions

In order to represent expected 2028 Build conditions, trips generated by the proposed commercial development will be added to the 2028 year of opening No-Build turning movement counts. The process of forecasting the development generated trips includes:

- Trip generation,
- Trip distribution, and
- Trip assignment.

Trip Generation

Trip generation estimates for the proposed commercial development were generated based on information provided in Trip Generation 12th Edition, published by ITE. For each land use, trips were generated based on the number of dwelling units, hotel rooms and vehicle fueling stations. Because the Kwik Trip convenience store/gas station will not provide amenities for commercial truck drivers, and due to its location, a reduction factor has been applied based on data from similar Kwik Trips. Trips generated by the proposed commercial development are shown in **Table 4**.

Table 4. Peak Hour Trip Generation for Proposed Development

Trip Generation										
Land Use	Units	# Unit	ITE Code	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
Convenience Store/Gas Station Adjusted	Fueling Positions	22	945	83	81	164	87	91	179	2500
Hotel	Rooms	85	310	15	14	29	20	20	40	496
Apartment	Dwellings	100	220	10	31	41	32	20	52	621

Users of the hotel and apartment may visit the convenience store/gas station prior to entering CSAH 22. A 10% reduction of the convenience store/gas station trips was applied to account for these internal capture trips. Adjusted convenience store/gas station trips are shown in **Table 5**. Since most users of the convenience store/gas station are already on the road and modify their trip to visit the gas station, there are three different types of trips:

- Pass By Trips are made by motorists who are already on CSAH 22 or Kettle River Boulevard that modify their trip by proceeding north on Kettle River Boulevard to the convenience store/gas station. Their return trip proceeds on Kettle River Boulevard to the CSAH 22 intersection where they resume their previous route. These trips make up the majority of the convenience store/gas station trips.
- Diverted Trips are made by motorists on I-35 that modify their trip by using an off ramp heading west on CSAH 22 and north on Kettle River Boulevard to the convenience store/gas station. These motorists then head south on Kettle River Boulevard and back east along CSAH 22 before resuming their previous route.
- New Trips are trips would not otherwise have been in the study area prior to the proposed developments construction.

Table 5. Convenience Store/Gas Station Trip Generation by Trip Type

Trip Generation										
Land Use	Units	# Unit	ITE Code	AM Peak			PM Peak			Daily
				# In	# Out	Total	# In	# Out	Total	
Convenience Store/Gas Station	Fueling Positions	22	945	75	73	148	78	82	161	2250
Pass By Trips (65%)				49	47	96	51	53	105	1463
Diverted Trips (15%)				11	11	22	12	12	24	338
New Trips (20%)				15	15	30	16	16	32	450

Trip Distribution

The next step in the traffic forecasting process is to establish trip distribution percentages. Trip distribution percentages for the different land uses and trip types are based on origins and destinations of users and existing traffic patterns. These trip distribution percentages are as follows:

- Hotel Trip Distribution Percentages
 - 5% to and from the northwest via CSAH 22
 - 5% to and from the south via Kettle River Boulevard
 - 25% to and from the north via I-35
 - 55% to and from the south via I-35
 - 10% to and from the east via CSAH 22
- Apartment Trip Distribution Percentages
 - 5% to and from the northwest via CSAH 22
 - 15% to and from the south via Kettle River Boulevard
 - 20% to and from the north via I-35
 - 50% to and from the south via I-35
 - 10% to and from the east via CSAH 22
- Convenience Store/Gas Station Trip Distribution Percentages
 - Diverted (15% of total generated)
 - 50% to and from the north via I-35
 - 50% to and from the south via I-35
 - New (20% of total generated)
 - 20% to and from the northwest via CSAH 22
 - 35% to and from the south via Kettle River Boulevard
 - 45% to and from the east via CSAH 22
 - Pass By Trips (65% of total generated)
 - Based on the proportion of existing travel patterns for each peak hour.

Trip Assignment

Trip generation estimates for the proposed development were then assigned to the local roadway network based on the aforementioned described trip distribution percentages. The assigned development trips were then added to the 2028 Year-of-Opening No-Build turning movements to get the 2028 Year-of-Opening Build turning movements. Development generated peak hour turning movements are shown in **Figure 6**. 2028 Year-of-Opening Build condition peak hour turning movement counts are shown in **Figure 7**.

2028 Year-of-Opening Build Analysis

The 2028 Year-of-Opening Build peak hour volumes were input into the Synchro/SimTraffic Model used in the 2028 Year-of-Opening analysis. **Table 6** displays the 2028 Year-of-Opening Build intersection level of service results.

Table 6. 2028 Year-of-Opening Build Scenario Peak Hour Level of Service

Intersection			AM Peak				PM Peak			
Control	Location	Approach	Movement Delay* (LOS)			Intersection Delay* (LOS)	Movement Delay* (LOS)			Intersection Delay* (LOS)
			Left	Through	Right		Left	Through	Right	
Thru-Stop	Viking Lane & CSAH 22	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	10 (B)	<10 (A)	<10 (A)		12 (B)	<10 (A)	12 (B)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Business Access & CSAH 22	NB	14 (B)	11 (B)	<10 (A)	<10 (A)	12 (B)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Kettle River Boulevard & CSAH 22	NB	38 (E)	39 (E)	39 (E)	40 (E)	180 (F)	179 (F)	152 (F)	122 (F)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	50 (F)	42 (E)	30 (D)		95 (F)	74 (F)	75 (F)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	CSAH 22 & SB I-35 Off-Ramp	NB				13 (B)				3 (A)
		WB	22 (C)	<10 (A)			20 (C)	10 (B)		
		SB	38 (D)	29 (C)	<10 (A)		47 (D)	<10 (A)	15 (B)	
		EB		<10 (A)	<10 (A)			<10 (A)	<10 (A)	
Signalized	NB I-35 Off-Ramp & CSAH 22	NB	38 (D)	<10 (A)	10 (B)	<10 (A)	56 (E)	67 (E)	14 (B)	31 (C)
		WB		<10 (A)	<10 (A)			18 (B)	<10 (A)	
		SB								
		EB	<10 (A)	<10 (A)			36 (D)	10 (B)		

* Delay measured in seconds per vehicle

The 2028 Year-of-Opening Build traffic operations analysis shows unacceptable delays on the minor approaches of the intersection of CSAH 22 and Kettle River Boulevard. In the AM peak hour, all movement on the minor approaches except for southbound right turns are anticipated to experience failing levels of service and in the PM peak hour, all movements are anticipated to experience LOS F. Northbound left turning movements at the intersection of CSAH 22 and the northbound I-35 ramp are also anticipated to experience a LOS E. This is a signalized intersection, however, and this delay may potentially be mitigated with revised signal timings.

2028 Year-of-Opening Build Conditions (Mitigated)

To mitigate the unacceptable delays at Kettle River Boulevard, the installation of a temporary traffic signal is proposed. A temporary signal is proposed as a short term mitigation measure until roundabouts are constructed at the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps. The planned roundabouts are discussed further in later sections of this report. For a traffic signal to be installed, the intersection must first meet warrants laid out in the MUTCD using existing turning movement volumes, lane geometry and speed limits.

Traffic Signal Warrant Analysis

Part 4 of the MN MUTCD contains information pertaining to highway traffic signals, including a series of traffic-signal warrants that define the minimum conditions under which installing a traffic signal could be justified. These traffic signal warrants have been developed as national guidelines to promote continuity of traffic control devices and to ensure that traffic signals are

installed at intersections that benefit from their operations. The following are the nine MN MUTCD traffic signal warrants:

- Warrant 1-Eight-Hour Vehicle Volume
- Warrant 2-Four-Hour Vehicle Volume
- Warrant 3-Peak Hour Vehicle Volume
- Warrant 4-Pedestrian Volume
- Warrant 5-School Crossing
- Warrant 6-Coordinated Signal System
- Warrant 7-Crash Experience
- Warrant 8-Roadway Network
- Warrant 9-Intersection Near a Grade Crossing

According to the MN MUTCD, inclusion of right-turn volumes for warrant analysis is dependent on engineering judgment, site factors and turning movement volumes. By applying engineering judgment, right-turn movements on the east and westbound approaches of the intersection were removed from the analysis due to the presence of right-turn lanes.

The following is the result of the traffic signal warrant analysis. See **Appendix C** for additional information.

- Warrant 1 – Eight-Hour Vehicle Volume: MET
- Warrant 2 – Four-Hour Vehicle Volume: MET
- Warrant 3 – Peak-hour Vehicle Volume: MET
- Warrant 4 – Pedestrian Volume: NOT MET
- Warrant 5 – School Crossing: N/A
- Warrant 6 – Coordinated Signal System: NOT MET
- Warrant 7 – Crash Experience : NOT MET
- Warrant 8 – Roadway Network: NOT MET
- Warrant 9 – Intersection Near a Grade Crossing: N/A

Signal Warrants 1, 2, and 3 are met with existing traffic volumes, lane geometry, and speed limits at the intersection of CSAH 22 and Kettle River Boulevard.

2028 Year-of-Opening Build Conditions (Mitigated) Analysis

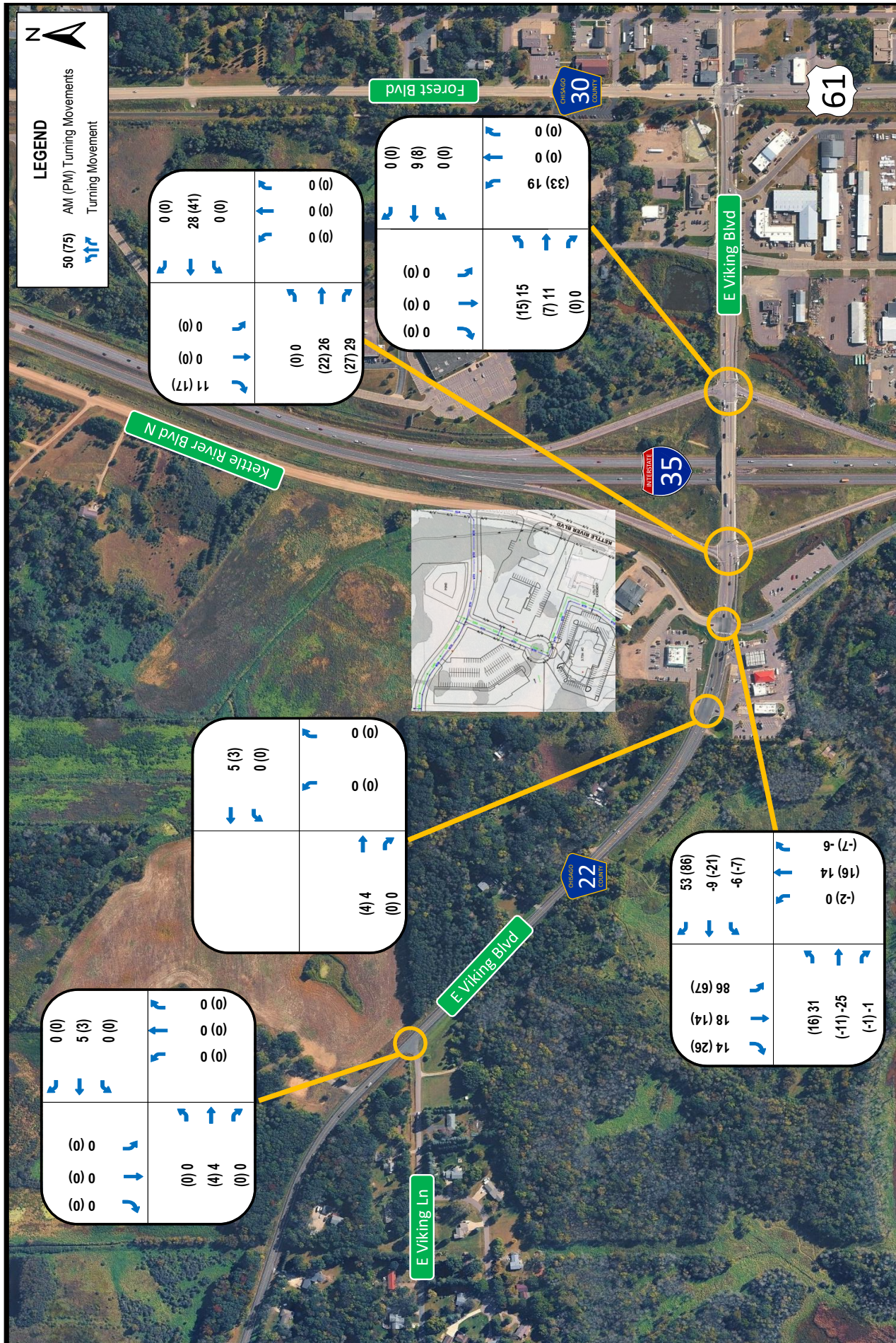
2028 Year-of-Opening Build Condition traffic volumes were input into a modified Synchro model that includes a traffic control signal at the intersection of CSAH 22 and Kettle River Boulevard. The new temporary traffic signal is coordinated with the existing signals at the I-35 north and southbound ramps. **Table 7** displays the 2028 Year-of-Opening Build Conditions Mitigated intersection level of service results.

Table 7. 2028 Year-of-Opening Mitigated Build Scenario Peak Hour Level of Service

Intersection			AM Peak				PM Peak			
Control	Location	Approach	Movement Delay* (LOS)			Intersection Delay* (LOS)	Movement Delay* (LOS)			Intersection Delay* (LOS)
			Left	Through	Right		Left	Through	Right	
Thru-Stop	Viking Lane & CSAH 22	NB	<10 (A)	<10 (A)	<10 (A)	<10 (A)	12 (B)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	10 (B)	<10 (A)	<10 (A)		14 (B)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Thru-Stop	Business Access & CSAH 22	NB	18 (C)	11 (B)	<10 (A)	<10 (A)	17 (C)	<10 (A)	<10 (A)	<10 (A)
		WB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		SB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
		EB	<10 (A)	<10 (A)	<10 (A)		<10 (A)	<10 (A)	<10 (A)	
Signalized	Kettle River Boulevard & CSAH 22	NB	21 (C)	22 (C)	12 (B)	23 (C)	20 (C)	20 (C)	10 (B)	22 (C)
		WB	17 (B)	<10 (A)	<10 (A)		17 (B)	10 (B)	<10 (A)	
		SB	24 (C)	25 (C)	11 (B)		26 (C)	24 (C)	15 (B)	
		EB	12 (B)	13 (B)	<10 (A)		25 (C)	14 (B)	<10 (A)	
Signalized	CSAH 22 & SB I-35 Off-Ramp	NB				13 (B)				2 (A)
		WB	19 (B)	<10 (A)			14 (B)	<10 (A)		
		SB	27 (C)	29 (C)	<10 (A)		33 (C)	<10 (A)	19 (B)	
		EB		10 (B)	<10 (A)			<10 (A)	<10 (A)	
Signalized	NB I-35 Off-Ramp & CSAH 22	NB	29 (C)	<10 (A)	10 (B)	<10 (A)	32 (C)	43 (D)	11 (B)	20 (C)
		WB		<10 (A)	<10 (A)			23 (C)	<10 (A)	
		SB								
		EB	<10 (A)	<10 (A)			22 (C)	<10 (A)		

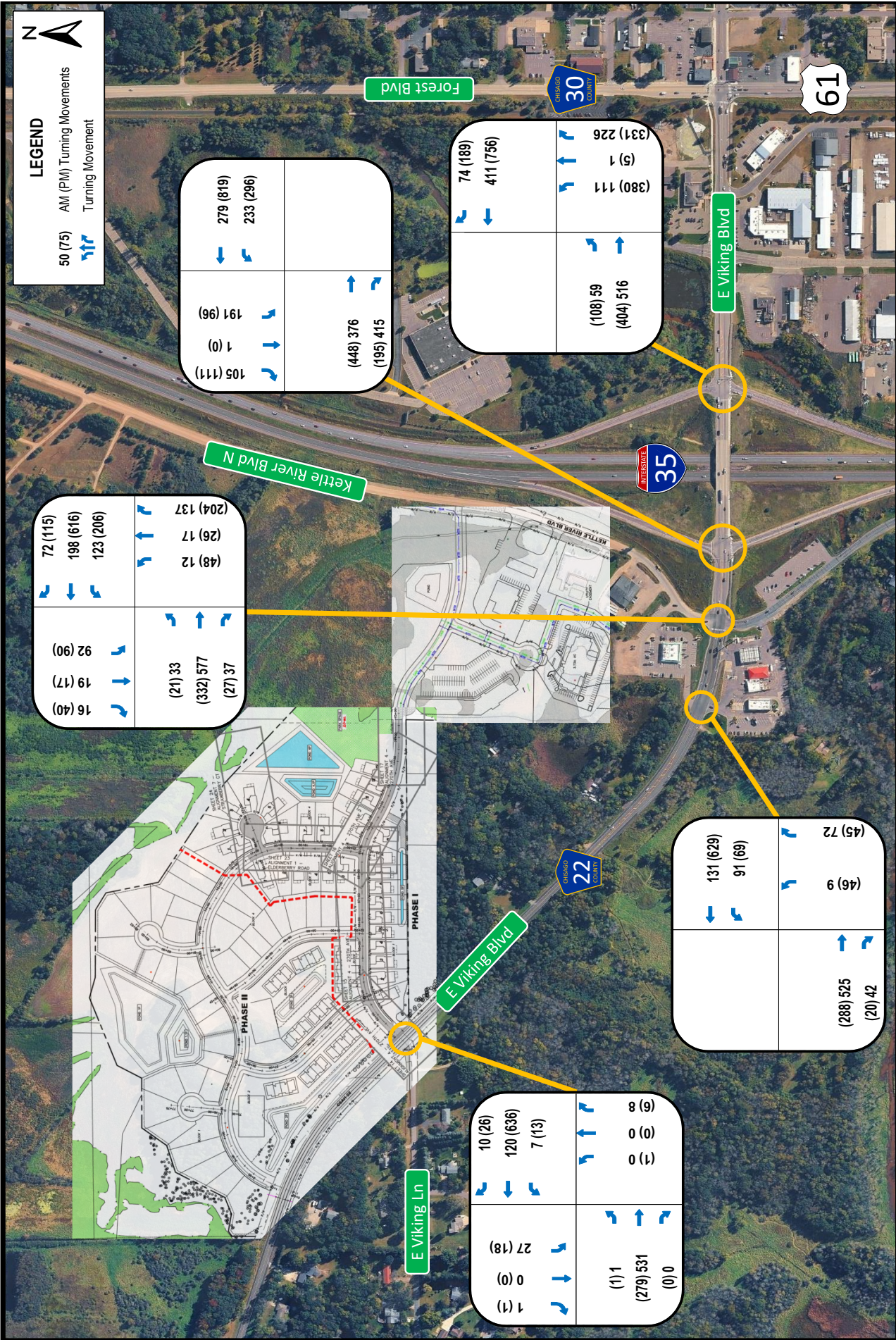
* Delay measured in seconds per vehicle

The 2028 Year-of-Opening Mitigated Build Scenario traffic operations analysis shows that with the installation of a temporary traffic signal at CSAH 22 and Kettle River Boulevard that is coordinated with those at the I-35 ramps, operations are anticipated to be acceptable on all approaches.



Pointe North at Carlos Avery Development
Traffic Impact Study
Wyoming, MN

Figure 6. Development Generated Peak Hour Turning Movements



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Figure 7. 2028 Year-of-Opening Peak Hour Turning Movement Counts (Build)

2045 Horizon Year No-Build Conditions

The construction of roundabouts at the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps is currently in the planning phase and is anticipated to be completed within the next ten years. The temporary traffic signal that is proposed as a mitigation measure for the 2028 Build Condition will be replaced with a roundabout by the year 2045. 2045 Horizon Year No-Build Conditions entail the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps having been converted to roundabouts as well as forecasted No-Build 2045 turning movement counts. These turning movement counts include the existing turning movements along the corridor with an additional 0.25% compounding annual growth as well as trips generated by the proposed residential development to the northwest along CSAH 22. 2045 Horizon Year No-Build condition peak hour turning movement counts are shown in **Figure 8**.

Residential Trip Generation and Distribution

Trips generated by the proposed residential development are shown in **Table 8**. The residential development is assumed to be fully built by the year 2045. As such, residential trips have increased from the 2028 residential trip generation.

Table 8. 2045 Peak Hour Trip Generation for Adjacent Residential Development

Trip Generation										
Land Use	Units	# Unit	ITE Code	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
Single Family Attached Housing	Dwellings	36	215	4	13	17	10	8	18	237
Single Family Detached Housing (Horizon)	Dwellings	70	210	13	36	49	40	25	65	636

Trips generated by the adjacent residential development are distributed along the CSAH 22 corridor as follows:

- 5% to and from the northwest via CSAH 22
- 15% to and from the south via Kettle River Boulevard
- 20% to and from the north via I-35
- 50% to and from the south via I-35
- 10% to and from the east via CSAH 22

2045 Horizon Year No-Build Analysis

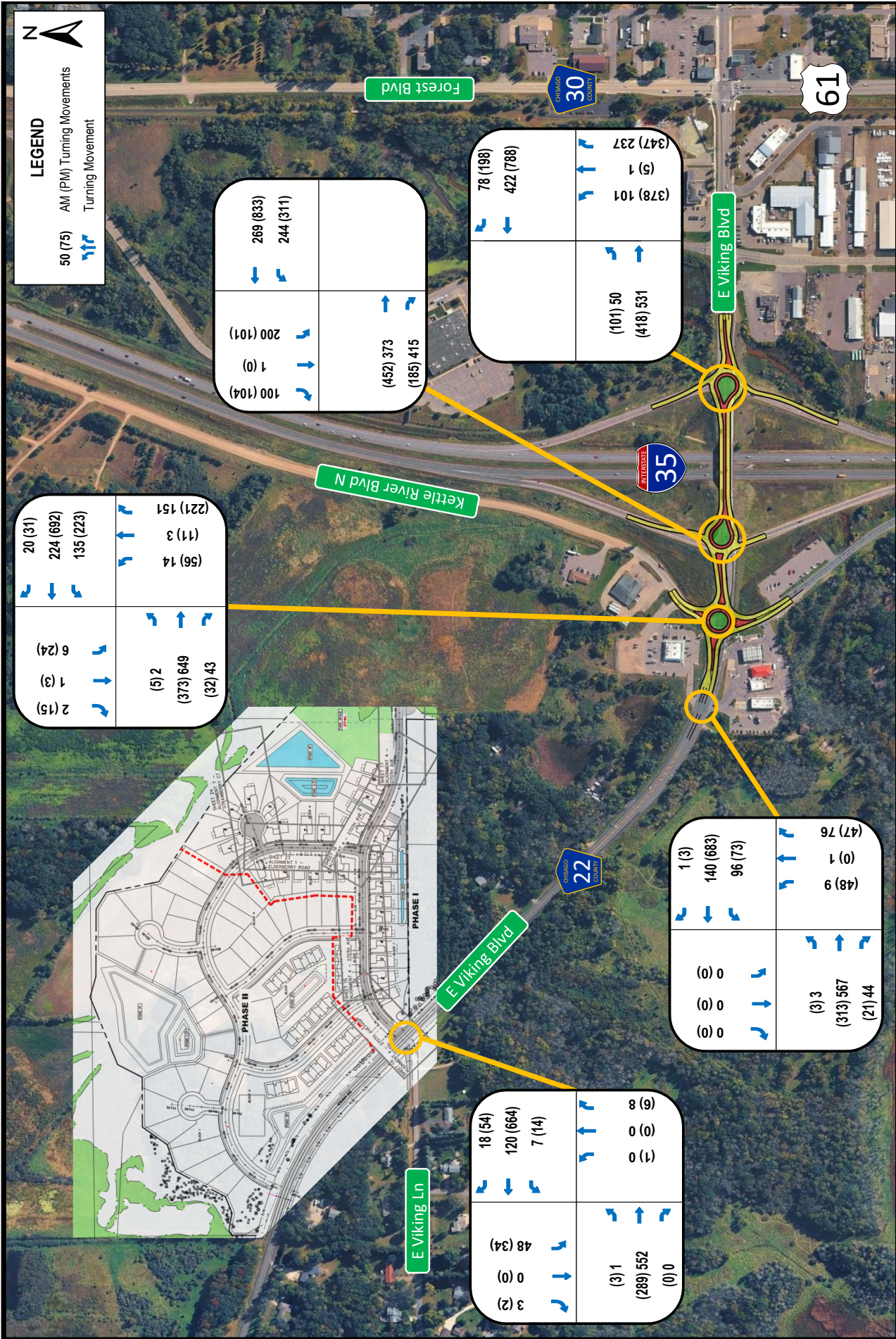
The 2045 Horizon Year No-Build peak hour volumes were modeled in RODEL software using planned roundabout geometry at the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps. **Table 9** displays the 2045 Horizon Year No-Build intersection level of service results.

Table 9. 2045 Horizon Year No-Build Condition Peak Hour Level of Service

Intersection			AM Peak Hour		PM Peak Hour	
Control	Location	Approach	Approach Delay*	Intersection Delay*	Approach Delay*	Intersection Delay*
Roundabout	Kettle River Boulevard & CSAH 22	NB	5	6	5	8
		WB	4		11	
		SB	0		5	
		EB	7		5	
Roundabout	CSAH 22 & SB I-35 Off-Ramp	NB		9		14
		WB	5		19	
		SB	5		9	
		EB	13		8	
Roundabout	NB I-35 Off-Ramp & CSAH 22	NB	6	5	13	26
		WB	5		47	
		SB				
		EB	5		5	

* Delay is measured in seconds.

The 2045 Horizon Year No-Build Scenario traffic operations analysis shows that operations are anticipated to be acceptable at all approaches of the converted roundabout intersections. The anticipated worst delay of 47 seconds is on the westbound approach of the intersection of CSAH 22 with I-35 northbound ramps. Further results from RODEL are shown in **Appendix D**.



Pointe North at Carlos Avery Development
Traffic Impact Study
Wyoming, MN
Figure 8. 2045 Horizon Year Peak Hour Turning Movement Counts (No-Build)

2045 Horizon Year Build Conditions

2045 Horizon Year Build conditions assume the conversion of the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps and utilize forecasted 2045 Build turning movement counts. 2045 Build turning movement counts include forecasted volumes from the 2045 No-Build condition in addition to trips generated by the proposed commercial development as described in previous sections. 2045 Horizon Year Build condition peak hour turning movement counts are shown in **Figure 9**.

2045 Horizon Year Build Analysis

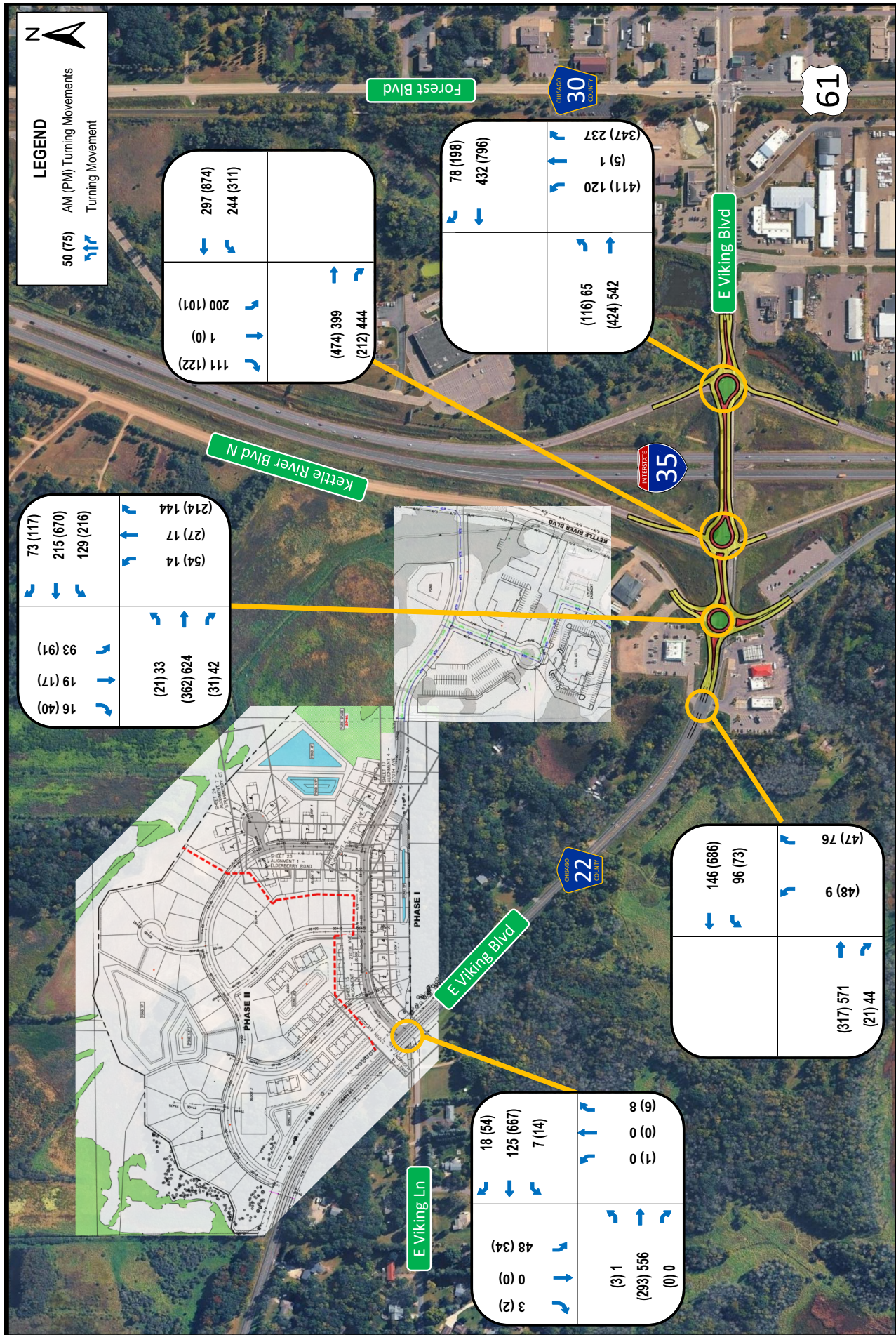
The 2045 Horizon Year Build condition peak hour volumes were modeled in RODEL software using planned roundabout geometry at the intersections of CSAH 22 with Kettle River Boulevard and the I-35 Ramps. **Table 10** displays the 2045 Horizon Year Build intersection level of service results.

Table 10. 2045 Horizon Year Build Scenario Peak Hour Level of Service

Intersection			AM Peak Hour		PM Peak Hour	
Control	Location	Approach	Approach Delay*	Intersection Delay*	Approach Delay*	Intersection Delay*
Roundabout	Kettle River Boulevard & CSAH 22	NB	5	6	5	10
		WB	4		14	
		SB	4		6	
		EB	8		5	
Roundabout	CSAH 22 & SB I-35 Off-Ramp	NB		11		17
		WB	5		23	
		SB	5		9	
		EB	17		9	
Roundabout	NB I-35 Off-Ramp & CSAH 22	NB	6	5	15	36
		WB	5		68	
		SB				
		EB	5		5	

* Delay is measured in seconds.

The 2045 Horizon Year Build Scenario traffic operations analysis shows that operations are anticipated to be acceptable at all approaches of the converted roundabout intersections. The anticipated worst delay of 68 seconds is on the westbound approach of the intersection of CSAH 22 with I-35 northbound ramps. Queue lengths on the westbound approach of this intersection are anticipated to reach 35 vehicles in the PM peak hour. This may be mitigated by providing a right turn bypass lane for the westbound approach. Further results from RODEL are shown in **Appendix D**.



Pointe North at Carlos Avery Development
Traffic Impact Study
 Wyoming, MN

Figure 9. 2045 Horizon Year Peak Hour Turning Movement Counts (Build)

SUMMARY

The following summarizes the findings of the traffic study for the proposed Point North at Carlos Avery Commercial Development in the City of Wyoming, Chisago County, Minnesota:

- The proposed commercial development is expected to generate 234 trips during the AM peak hour and 271 trips during the PM peak hour. Three different land uses contribute to this trip generation including a hotel, apartment complex and convenience store/gas station. Trips from the convenience store/gas station are broken down into three different types: pass by trips, new trips and diverted trips.
- Five existing intersections were analyzed for this study. They include:
 - CSAH 22 & Viking Lane
 - CSAH 22 & Business Access
 - CSAH 22 & Kettle River Boulevard
 - CSAH 22 & I-35 Southbound Ramps
 - CSAH 22 & I-35 Northbound Ramps
- The five study intersections operate in an acceptable manner under existing 2026 conditions, with a level of service D or better. Some movements at Kettle River Boulevard experience LOS E.
- Background growth and growth due to the adjacent residential development are included in the 2028 Year-of-Opening No-Build conditions with a fourth leg being added to the intersection of CSAH 22 and Viking Lane to allow access to the residential development. Operations at the five study with these conditions remain acceptable. Some movements at Kettle River Boulevard experience LOS E.
- The 2028 Year-of-Opening Build conditions include trips generated by the proposed development distributed along the CSAH 22 corridor. With these additional trips, the intersection of CSAH 22 with Kettle River Boulevard experiences extended delays and failing levels of service particularly in the PM peak hour.
- The 2028 Year-of-Opening Mitigated Build conditions include the installation of a temporary traffic signal at the intersection of CSAH 22 and Kettle River Boulevard. With this intersection control modification, operations are acceptable at the five study intersections.
- The 2045 Horizon Year No-Build scenario assumes the construction of roundabouts at the intersections of CSAH 22 with Kettle River Boulevard and the I-35 ramps. Background growth is included in the analysis as well as increased trips from the adjacent residential development. Under these conditions the three roundabout intersections operate acceptably with minimal delays.
- The 2045 Horizon Year Build scenario includes trips generated by the proposed development as well as conditions outlined in the 2045 Horizon Year No-Build scenario. With these increased traffic volumes, the westbound approach of the intersection of CSAH 22 with the northbound I-35 ramps experiences extended delays in the PM peak hour and queues of up to 35 vehicles. This may be mitigated by providing a right turn bypass lane for the westbound approach.

Appendix A: Turning Movement Counts

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CSAH 22 & Business Ent
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Business Ent
Site Code : 4
Start Date : 4/22/2026
Page No : 1

Groups Printed- vehicles & peds - heavy trucks & bikes

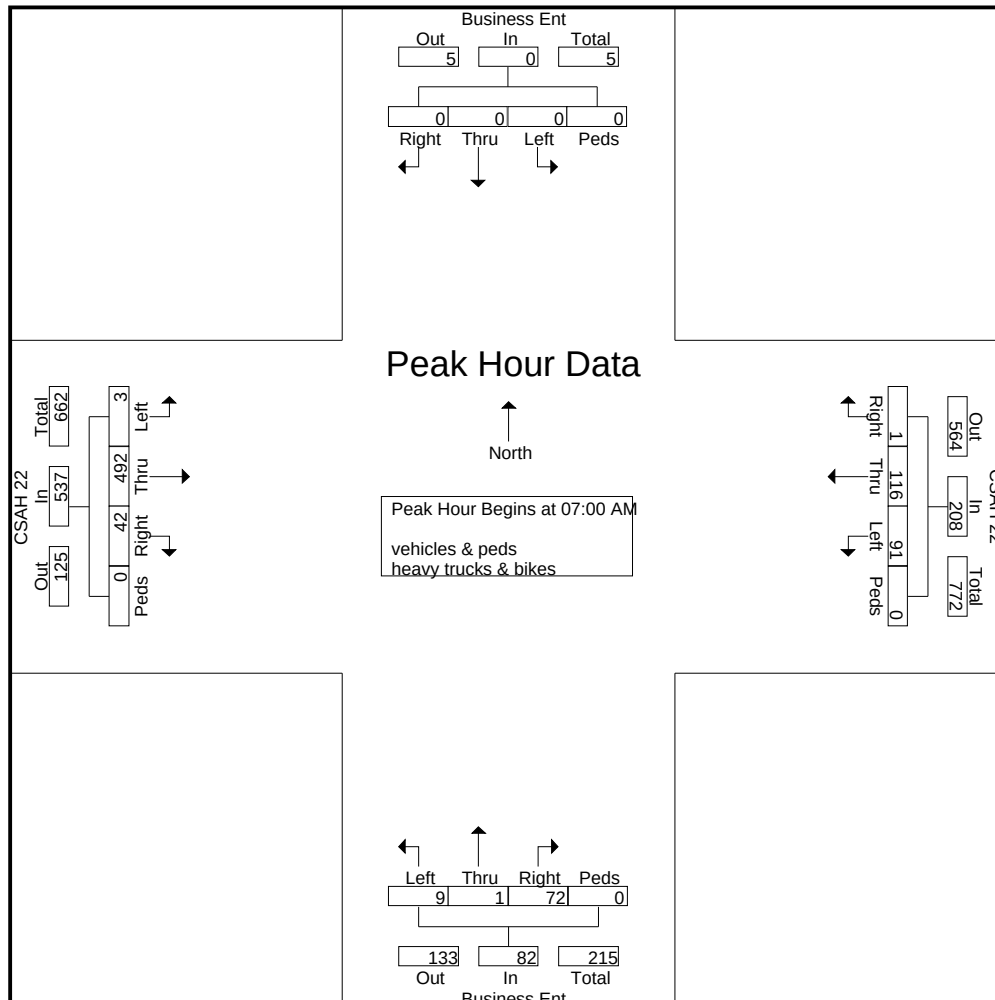
	Business Ent From North					CSAH 22 From East					Business Ent From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	21	11	0	32	6	0	1	0	7	9	78	0	0	87	126
06:15 AM	0	0	0	0	0	0	14	17	0	31	12	0	2	1	15	11	83	0	0	94	140
06:30 AM	0	0	0	0	0	0	19	19	0	38	14	0	1	0	15	11	92	0	0	103	156
06:45 AM	0	0	0	0	0	0	13	12	0	25	20	0	1	0	21	13	121	0	0	134	180
Total	0	0	0	0	0	0	67	59	0	126	52	0	5	1	58	44	374	0	0	418	602
07:00 AM	0	0	0	0	0	1	13	25	0	39	20	0	1	0	21	12	117	1	0	130	190
07:15 AM	0	0	0	0	0	0	26	21	0	47	17	0	3	0	20	15	141	0	0	156	223
07:30 AM	0	0	0	0	0	0	43	26	0	69	22	0	2	0	24	8	116	0	0	124	217
07:45 AM	0	0	0	0	0	0	34	19	0	53	13	1	3	0	17	7	118	2	0	127	197
Total	0	0	0	0	0	1	116	91	0	208	72	1	9	0	82	42	492	3	0	537	827
08:00 AM	0	0	0	0	0	0	26	23	0	49	26	0	4	0	30	13	70	3	0	86	165
08:15 AM	0	0	0	1	1	1	34	15	0	50	12	0	7	0	19	8	70	0	0	78	148
08:30 AM	0	0	0	0	0	1	27	16	0	44	19	0	7	0	26	6	63	0	0	69	139
08:45 AM	0	0	0	0	0	0	34	13	0	47	15	1	1	0	17	5	43	0	0	48	112
Total	0	0	0	1	1	2	121	67	0	190	72	1	19	0	92	32	246	3	0	281	564
03:00 PM	0	0	1	0	1	0	115	15	0	130	12	0	10	0	22	5	37	0	0	42	195
03:15 PM	0	0	0	0	0	0	115	13	0	128	7	0	7	0	14	2	61	0	0	63	205
03:30 PM	0	0	1	0	1	0	121	14	0	135	15	0	9	0	24	2	56	0	0	58	218
03:45 PM	0	0	0	0	0	0	136	11	0	147	6	0	9	1	16	4	76	0	0	80	243
Total	0	0	2	0	2	0	487	53	0	540	40	0	35	1	76	13	230	0	0	243	861
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04:15 PM	0	0	0	0	0	1	123	11	0	135	7	0	11	0	18	6	93	0	0	99	252
04:30 PM	0	0	0	0	0	1	173	15	0	189	9	0	11	0	20	4	56	1	0	61	270
04:45 PM	0	0	0	0	0	0	156	22	0	178	14	0	7	0	21	7	65	1	0	73	272
Total	1	0	0	0	1	2	576	61	0	639	41	0	40	2	83	21	287	4	0	312	1035
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05:15 PM	0	0	0	0	0	0	143	15	0	158	14	0	18	0	32	3	74	2	0	79	269
05:30 PM	0	0	0	0	0	0	118	15	0	133	14	0	14	0	28	7	51	0	0	58	219
05:45 PM	0	1	0	0	1	1	88	13	0	102	10	0	10	2	22	3	56	1	0	60	185
Total	0	1	0	0	1	2	494	64	0	560	53	0	59	2	114	16	232	4	0	252	927
Grand Total	1	1	2	1	5	7	1861	395	0	2263	330	2	167	6	505	168	1861	14	0	2043	4816
Apprch %	20	20	40	20		0.3	82.2	17.5	0		65.3	0.4	33.1	1.2		8.2	91.1	0.7	0		
Total %	0	0	0	0	0.1	0.1	38.6	8.2	0	47	6.9	0	3.5	0.1	10.5	3.5	38.6	0.3	0	42.4	
vehicles & peds	1	1	2	1	5	7	1851	394	0	2252	329	2	167	4	502	168	1852	14	0	2034	4793
% vehicles & peds	100	100	100	100	100	100	99.5	99.7	0	99.5	99.7	100	100	66.7	99.4	100	99.5	100	0	99.6	99.5
heavy trucks & bikes	0	0	0	0	0	0	10	1	0	11	1	0	0	2	3	0	9	0	0	9	23
% heavy trucks & bikes	0	0	0	0	0	0	0.5	0.3	0	0.5	0.3	0	0	33.3	0.6	0	0.5	0	0	0.4	0.5

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CSAH 22 & Business Ent
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Business Ent
Site Code : 4
Start Date : 4/22/2026
Page No : 2

	Business Ent From North					CSAH 22 From East					Business Ent From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	1	13	25	0	39	20	0	1	0	21	12	117	1	0	130	190
07:15 AM	0	0	0	0	0	0	26	21	0	47	17	0	3	0	20	15	141	0	0	156	223
07:30 AM	0	0	0	0	0	0	43	26	0	69	22	0	2	0	24	8	116	0	0	124	217
07:45 AM	0	0	0	0	0	0	34	19	0	53	13	1	3	0	17	7	118	2	0	127	197
Total Volume	0	0	0	0	0	1	116	91	0	208	72	1	9	0	82	42	492	3	0	537	827
% App. Total	0	0	0	0	0	0.5	55.8	43.8	0		87.8	1.2	11	0		7.8	91.6	0.6	0		
PHF	.000	.000	.000	.000	.000	.250	.674	.875	.000	.754	.818	.250	.750	.000	.854	.700	.872	.375	.000	.861	.927

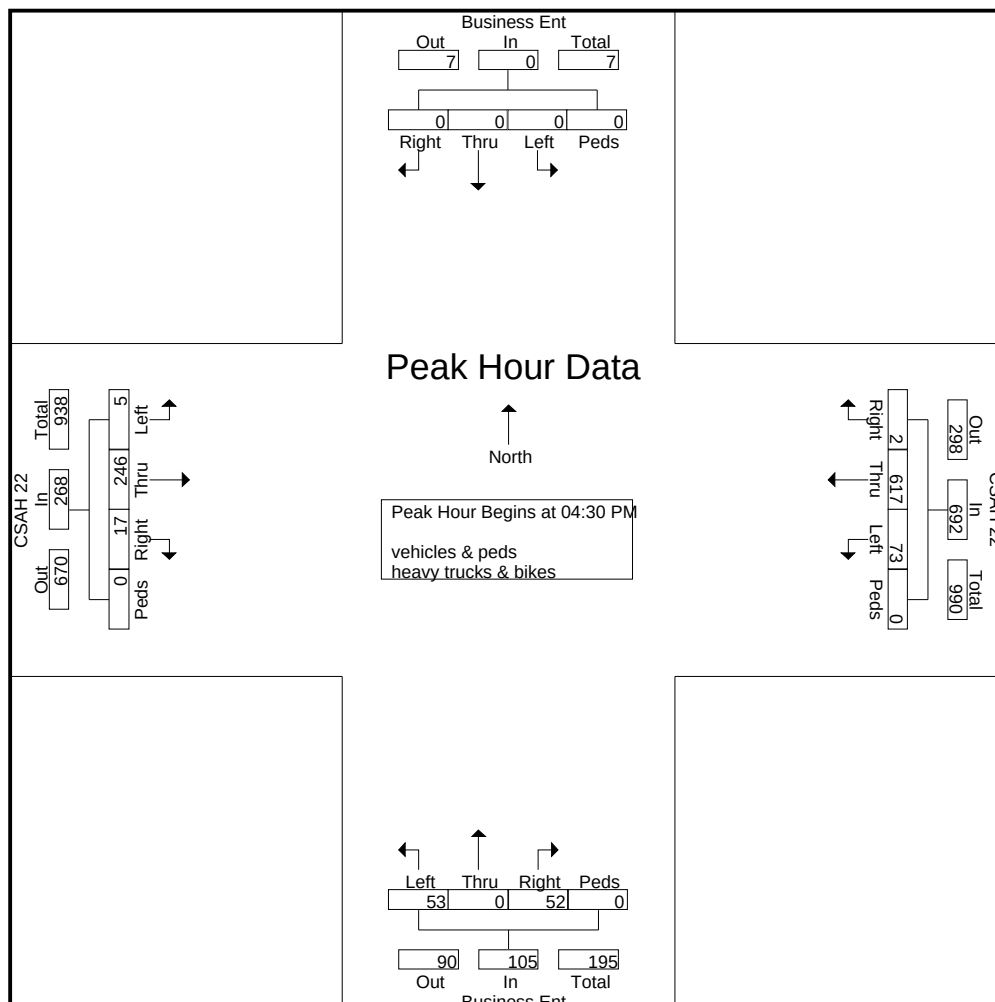


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File Name : CSAH 22 & Business Ent
Site Code : 4
Start Date : 4/22/2026
Page No : 3

	Business Ent From North					CSAH 22 From East					Business Ent From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	173	15	0	189	9	0	11	0	20	4	56	1	0	61	270
04:45 PM	0	0	0	0	0	0	156	22	0	178	14	0	7	0	21	7	65	1	0	73	272
05:00 PM	0	0	0	0	0	1	145	21	0	167	15	0	17	0	32	3	51	1	0	55	254
05:15 PM	0	0	0	0	0	0	143	15	0	158	14	0	18	0	32	3	74	2	0	79	269
Total Volume	0	0	0	0	0	2	617	73	0	692	52	0	53	0	105	17	246	5	0	268	1065
% App. Total	0	0	0	0	0	0.3	89.2	10.5	0		49.5	0	50.5	0		6.3	91.8	1.9	0		
PHF	.000	.000	.000	.000	.000	.500	.892	.830	.000	.915	.867	.000	.736	.000	.820	.607	.831	.625	.000	.848	.979



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I35 NB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 NB Ramp
Site Code : 1
Start Date : 4/22/2026
Page No : 1

Groups Printed- vehicles & peds - heavy trucks & bikes

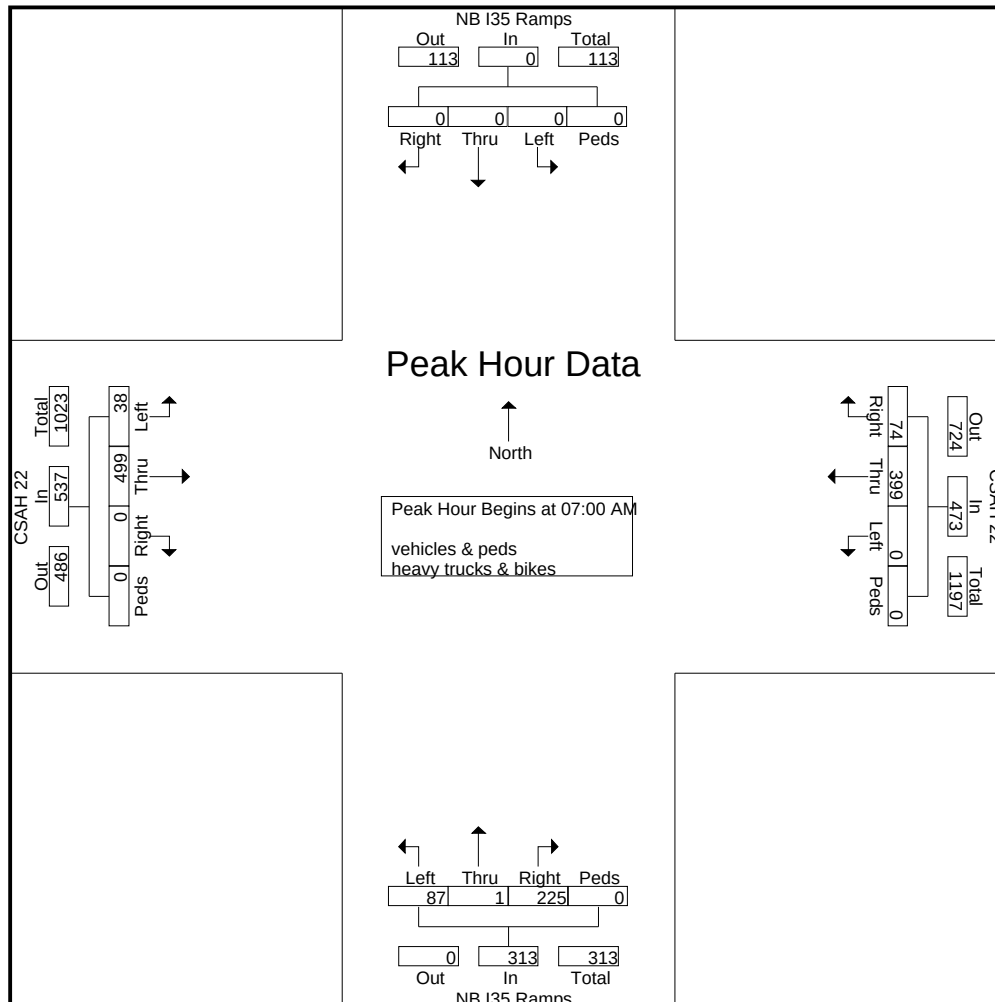
	NB I35 Ramps From North					CSAH 22 From East					NB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	7	83	0	0	90	21	0	5	0	26	0	48	2	0	50	166
06:15 AM	0	0	0	0	0	7	82	0	0	89	28	0	4	1	33	0	82	5	0	87	209
06:30 AM	0	0	0	0	0	16	80	0	0	96	37	0	7	0	44	0	96	9	0	105	245
06:45 AM	0	0	0	0	0	12	98	0	0	110	49	0	5	0	54	0	128	11	0	139	303
Total	0	0	0	0	0	42	343	0	0	385	135	0	21	1	157	0	354	27	0	381	923
07:00 AM	0	0	0	0	0	15	114	0	0	129	46	0	14	0	60	0	104	8	0	112	301
07:15 AM	0	0	0	0	0	20	96	0	0	116	50	0	24	0	74	0	116	12	0	128	318
07:30 AM	0	0	0	0	0	26	101	0	0	127	63	0	23	0	86	0	124	7	0	131	344
07:45 AM	0	0	0	0	0	13	88	0	0	101	66	1	26	0	93	0	155	11	0	166	360
Total	0	0	0	0	0	74	399	0	0	473	225	1	87	0	313	0	499	38	0	537	1323
08:00 AM	0	0	0	0	0	12	68	0	0	80	52	0	24	0	76	0	106	12	0	118	274
08:15 AM	0	0	0	0	0	19	78	0	0	97	44	0	26	0	70	0	89	14	0	103	270
08:30 AM	0	0	0	0	0	26	70	0	0	96	37	0	19	0	56	0	97	17	0	114	266
Total	0	0	0	0	0	57	216	0	0	273	133	0	69	0	202	0	292	43	0	335	810
03:00 PM	0	0	0	0	0	48	144	0	0	192	49	0	55	1	105	0	68	18	0	86	383
03:15 PM	0	0	0	0	0	33	97	0	0	130	65	0	74	2	141	0	84	10	0	94	365
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03:45 PM	0	0	0	0	0	56	134	0	0	190	77	0	67	0	144	0	99	22	0	121	455
Total	0	0	0	0	0	214	543	0	0	757	248	0	267	4	519	0	339	68	0	407	1683
04:00 PM	0	0	0	0	0	50	148	0	0	198	72	0	72	4	148	0	94	19	0	113	459
04:15 PM	0	0	0	0	0	53	156	0	0	209	103	0	80	0	183	0	114	16	0	130	522
04:30 PM	0	0	0	0	0	57	210	0	0	267	77	1	84	2	164	0	78	23	0	101	532
04:45 PM	0	0	0	0	0	36	200	0	0	236	82	3	78	1	164	0	114	23	0	137	537
Total	0	0	0	0	0	196	714	0	0	910	334	4	314	7	659	0	400	81	0	481	2050
05:00 PM	0	0	0	0	0	42	176	0	0	218	67	1	90	0	158	0	87	27	0	114	490
05:15 PM	0	0	0	0	0	44	133	0	0	177	60	0	87	3	150	0	98	34	0	132	459
05:30 PM	0	0	0	0	0	34	110	0	0	144	47	0	79	3	129	0	83	23	0	106	379
05:45 PM	0	0	0	0	0	21	84	0	0	105	59	0	49	0	108	0	80	14	0	94	307
Total	0	0	0	0	0	141	503	0	0	644	233	1	305	6	545	0	348	98	0	446	1635
Grand Total	0	0	0	0	0	724	2718	0	0	3442	1308	6	1063	18	2395	0	2232	355	0	2587	8424
Apprch %	0	0	0	0		21	79	0	0		54.6	0.3	44.4	0.8		0	86.3	13.7	0		
Total %	0	0	0	0	0	8.6	32.3	0	0	40.9	15.5	0.1	12.6	0.2	28.4	0	26.5	4.2	0	30.7	
vehicles & peds	0	0	0	0	0	720	2697	0	0	3417	1285	6	1061	5	2357	0	2219	354	0	2573	8347
% vehicles & peds	0	0	0	0	0	99.4	99.2	0	0	99.3	98.2	100	99.8	27.8	98.4	0	99.4	99.7	0	99.5	99.1
heavy trucks & bikes	0	0	0	0	0	4	21	0	0	25	23	0	2	13	38	0	13	1	0	14	77
% heavy trucks & bikes	0	0	0	0	0	0.6	0.8	0	0	0.7	1.8	0	0.2	72.2	1.6	0	0.6	0.3	0	0.5	0.9

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I35 NB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 NB Ramp
Site Code : 1
Start Date : 4/22/2026
Page No : 2

	NB I35 Ramps From North					CSAH 22 From East					NB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	15	114	0	0	129	46	0	14	0	60	0	104	8	0	112	301
07:15 AM	0	0	0	0	0	20	96	0	0	116	50	0	24	0	74	0	116	12	0	128	318
07:30 AM	0	0	0	0	0	26	101	0	0	127	63	0	23	0	86	0	124	7	0	131	344
07:45 AM	0	0	0	0	0	13	88	0	0	101	66	1	26	0	93	0	155	11	0	166	360
Total Volume	0	0	0	0	0	74	399	0	0	473	225	1	87	0	313	0	499	38	0	537	1323
% App. Total	0	0	0	0	0	15.6	84.4	0	0		71.9	0.3	27.8	0		0	92.9	7.1	0		
PHF	.000	.000	.000	.000	.000	.712	.875	.000	.000	.917	.852	.250	.837	.000	.841	.000	.805	.792	.000	.809	.919

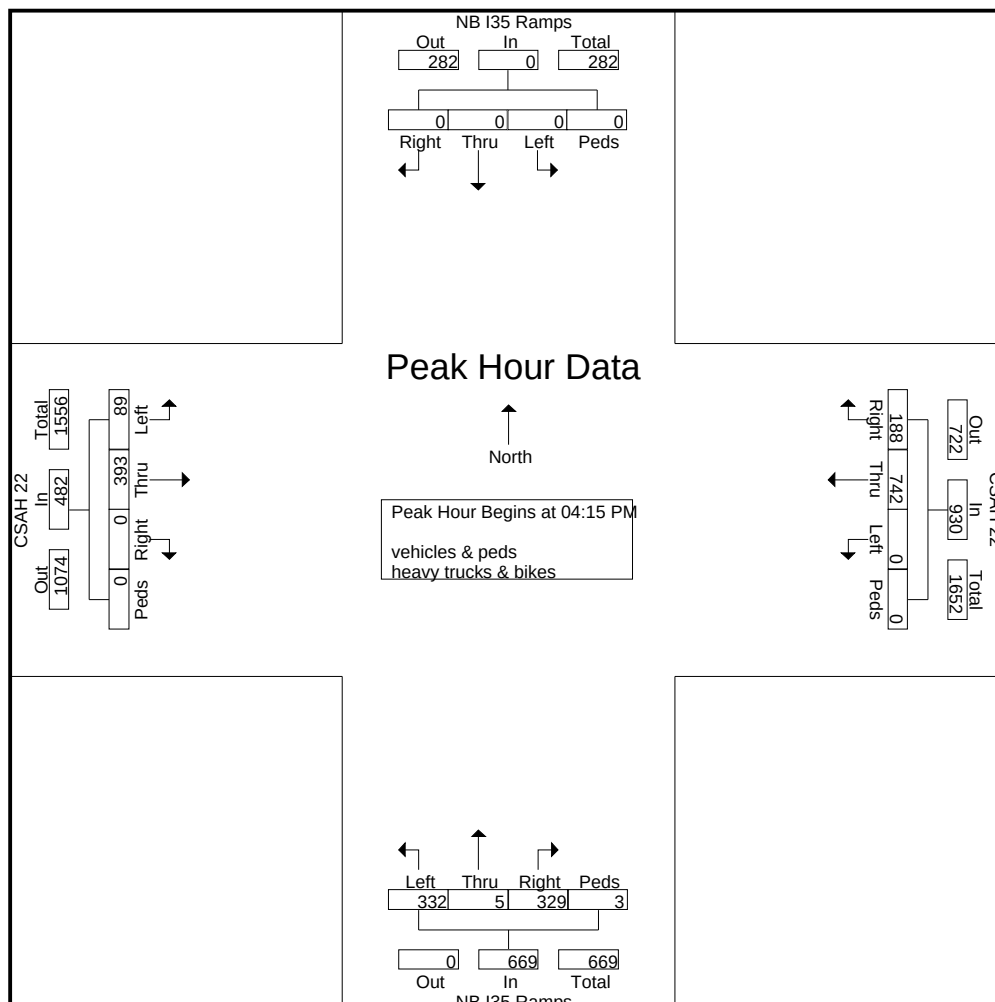


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701 Xenia Ave S, Suite 300
Minneapolis, MN 55614

I35 NB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 NB Ramp
Site Code : 1
Start Date : 4/22/2026
Page No : 3

	NB I35 Ramps From North					CSAH 22 From East					NB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	53	156	0	0	209	103	0	80	0	183	0	114	16	0	130	522
04:30 PM	0	0	0	0	0	57	210	0	0	267	77	1	84	2	164	0	78	23	0	101	532
04:45 PM	0	0	0	0	0	36	200	0	0	236	82	3	78	1	164	0	114	23	0	137	537
05:00 PM	0	0	0	0	0	42	176	0	0	218	67	1	90	0	158	0	87	27	0	114	490
Total Volume	0	0	0	0	0	188	742	0	0	930	329	5	332	3	669	0	393	89	0	482	2081
% App. Total	0	0	0	0	0	20.2	79.8	0	0		49.2	0.7	49.6	0.4		0	81.5	18.5	0		
PHF	.000	.000	.000	.000	.000	.825	.883	.000	.000	.871	.799	.417	.922	.375	.914	.000	.862	.824	.000	.880	.969



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I35 SB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 SB Ramp
Site Code : 2
Start Date : 4/22/2026
Page No : 1

Groups Printed- vehicles & peds - heavy trucks & bikes

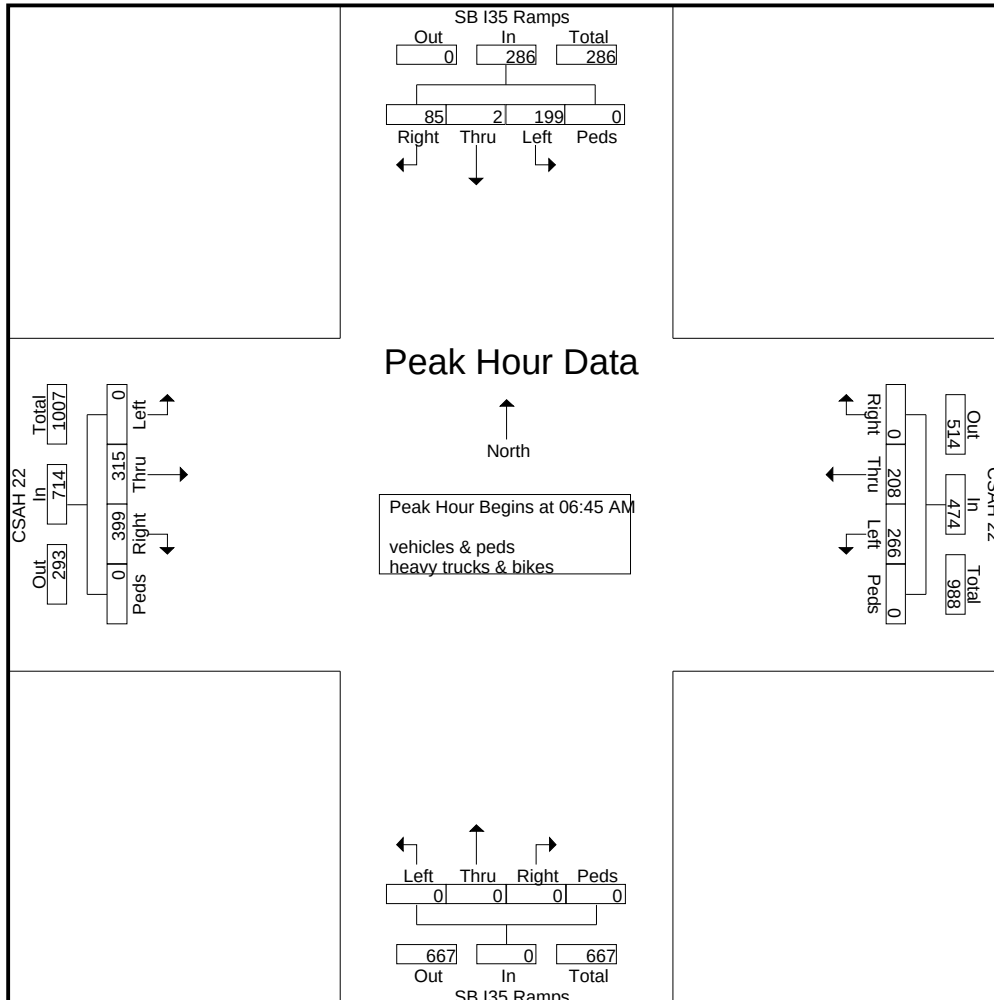
	SB I35 Ramps From North					CSAH 22 From East					SB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
06:00 AM	15	0	24	0	39	0	40	50	0	90	0	0	0	0	0	84	24	0	0	108	237
06:15 AM	25	0	46	0	71	0	36	49	0	85	0	0	0	1	1	86	42	0	0	128	285
06:30 AM	32	0	34	0	66	0	32	55	0	87	0	0	0	0	0	64	75	0	0	139	292
06:45 AM	13	1	63	0	77	0	29	78	0	107	0	0	0	0	0	95	84	0	0	179	363
Total	85	1	167	0	253	0	137	232	0	369	0	0	0	1	1	329	225	0	0	554	1177
07:00 AM	19	0	42	0	61	0	50	82	0	132	0	0	0	0	0	90	66	0	0	156	349
07:15 AM	25	1	51	0	77	0	58	60	0	118	0	0	0	0	0	113	74	0	0	187	382
07:30 AM	28	0	43	0	71	0	71	46	0	117	0	0	0	0	0	101	91	0	0	192	380
07:45 AM	19	0	54	0	73	0	65	44	0	109	0	0	0	0	0	66	108	0	0	174	356
Total	91	1	190	0	282	0	244	232	0	476	0	0	0	0	0	370	339	0	0	709	1467
08:00 AM	22	6	34	0	62	0	56	35	0	91	0	0	0	0	0	65	80	0	0	145	298
08:15 AM	16	0	35	0	51	0	61	44	0	105	0	0	0	0	0	46	71	0	0	117	273
08:30 AM	13	0	33	0	46	0	61	33	0	94	0	0	0	0	0	51	81	0	0	132	272
08:45 AM	25	1	35	0	61	0	54	26	0	80	0	0	0	0	0	37	51	0	0	88	229
Total	76	7	137	0	220	0	232	138	0	370	0	0	0	0	0	199	283	0	0	482	1072
03:00 PM	25	0	23	0	48	0	143	59	0	202	0	0	0	1	1	25	65	0	0	90	341
03:15 PM	22	0	27	0	49	0	140	34	0	174	0	0	0	1	1	36	78	0	0	114	338
03:30 PM	11	0	25	0	36	0	184	58	0	242	0	0	0	1	1	35	81	0	0	116	395
03:45 PM	17	0	24	0	41	0	162	43	0	205	0	0	0	0	0	43	93	0	0	136	382
Total	75	0	99	0	174	0	629	194	0	823	0	0	0	3	3	139	317	0	0	456	1456
04:00 PM	17	0	30	0	47	0	167	56	0	223	0	0	0	4	4	38	86	0	0	124	398
04:15 PM	27	0	23	0	50	0	168	73	0	241	0	0	0	0	0	42	115	0	0	157	448
04:30 PM	25	0	23	0	48	0	211	71	0	282	0	0	0	2	2	37	95	0	0	132	464
04:45 PM	18	0	27	0	45	0	188	81	0	269	0	0	0	1	1	39	117	0	0	156	471
Total	87	0	103	0	190	0	734	281	0	1015	0	0	0	7	7	156	413	0	0	569	1781
05:00 PM	18	0	23	0	41	0	191	70	0	261	0	0	0	0	0	40	92	0	0	132	434
05:15 PM	18	0	26	0	44	0	171	49	0	220	0	0	0	4	4	30	114	0	0	144	412
05:30 PM	14	0	19	0	33	0	159	27	0	186	0	0	0	3	3	32	83	0	0	115	337
05:45 PM	12	0	23	0	35	0	110	25	0	135	0	0	0	2	2	38	71	0	0	109	281
Total	62	0	91	0	153	0	631	171	0	802	0	0	0	9	9	140	360	0	0	500	1464
Grand Total	476	9	787	0	1272	0	2607	1248	0	3855	0	0	0	20	20	1333	1937	0	0	3270	8417
Apprch %	37.4	0.7	61.9	0		0	67.6	32.4	0		0	0	0	100		40.8	59.2	0	0		
Total %	5.7	0.1	9.4	0	15.1	0	31	14.8	0	45.8	0	0	0	0.2	0.2	15.8	23	0	0	38.8	
vehicles & peds	470	9	775	0	1254	0	2599	1230	0	3829	0	0	0	7	7	1327	1928	0	0	3255	8345
% vehicles & peds	98.7	100	98.5	0	98.6	0	99.7	98.6	0	99.3	0	0	0	35	35	99.5	99.5	0	0	99.5	99.1
heavy trucks & bikes	6	0	12	0	18	0	8	18	0	26	0	0	0	13	13	6	9	0	0	15	72
% heavy trucks & bikes	1.3	0	1.5	0	1.4	0	0.3	1.4	0	0.7	0	0	0	65	65	0.5	0.5	0	0	0.5	0.9

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I35 SB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 SB Ramp
Site Code : 2
Start Date : 4/22/2026
Page No : 2

	SB I35 Ramps From North					CSAH 22 From East					SB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	13	1	63	0	77	0	29	78	0	107	0	0	0	0	0	95	84	0	0	179	363
07:00 AM	19	0	42	0	61	0	50	82	0	132	0	0	0	0	0	90	66	0	0	156	349
07:15 AM	25	1	51	0	77	0	58	60	0	118	0	0	0	0	0	113	74	0	0	187	382
07:30 AM	28	0	43	0	71	0	71	46	0	117	0	0	0	0	0	101	91	0	0	192	380
Total Volume	85	2	199	0	286	0	208	266	0	474	0	0	0	0	0	399	315	0	0	714	1474
% App. Total	29.7	0.7	69.6	0		0	43.9	56.1	0		0	0	0	0		55.9	44.1	0	0		
PHF	.759	.500	.790	.000	.929	.000	.732	.811	.000	.898	.000	.000	.000	.000	.000	.883	.865	.000	.000	.930	.965

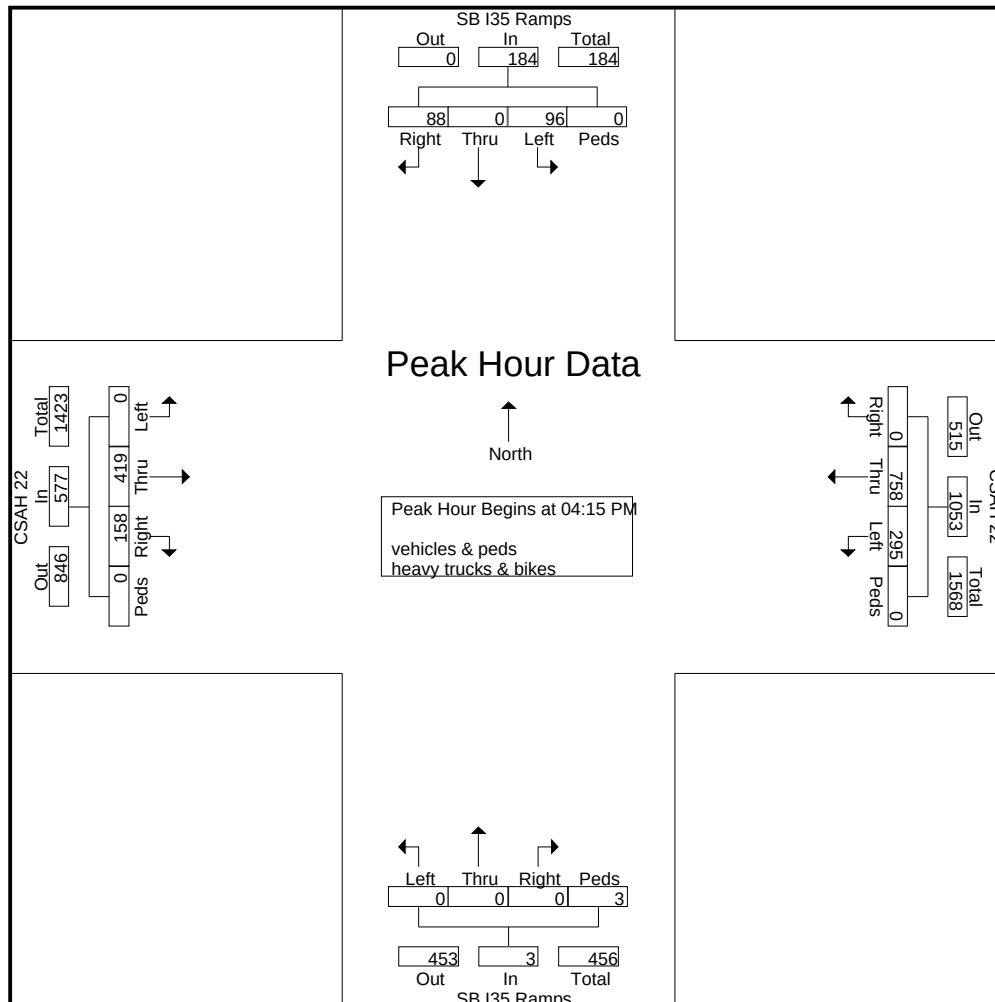


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I35 SB Ramps & CSAH 22
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & I35 SB Ramp
Site Code : 2
Start Date : 4/22/2026
Page No : 3

	SB I35 Ramps From North					CSAH 22 From East					SB I35 Ramps From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	27	0	23	0	50	0	168	73	0	241	0	0	0	0	0	42	115	0	0	157	448
04:30 PM	25	0	23	0	48	0	211	71	0	282	0	0	0	2	2	37	95	0	0	132	464
04:45 PM	18	0	27	0	45	0	188	81	0	269	0	0	0	1	1	39	117	0	0	156	471
05:00 PM	18	0	23	0	41	0	191	70	0	261	0	0	0	0	0	40	92	0	0	132	434
Total Volume	88	0	96	0	184	0	758	295	0	1053	0	0	0	3	3	158	419	0	0	577	1817
% App. Total	47.8	0	52.2	0		0	72	28	0		0	0	0	100		27.4	72.6	0	0		
PHF	.815	.000	.889	.000	.920	.000	.898	.910	.000	.934	.000	.000	.000	.375	.375	.940	.895	.000	.000	.919	.964



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Minneapolis, MN 55614

CSAH 22 & Kettle River Blvd
6am to 7pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Kettle River Blvd
Site Code : 3
Start Date : 4/22/2026
Page No : 1

Groups Printed- vehicles & peds - heavy trucks & bikes

	Kettle River Blvd From North					CSAH 22 From East					Kettle River Blvd From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
06:00 AM	0	0	2	0	2	1	30	23	0	54	15	0	3	0	18	7	91	0	0	98	172
06:15 AM	0	1	0	0	1	3	31	31	0	65	22	0	1	1	24	4	112	1	0	117	207
06:30 AM	1	2	1	0	4	0	42	24	0	66	25	0	0	0	25	4	116	0	0	120	215
06:45 AM	0	0	0	0	0	2	22	22	0	46	28	0	2	0	30	5	151	0	0	156	232
Total	1	3	3	0	7	6	125	100	0	231	90	0	6	1	97	20	470	1	0	491	826
07:00 AM	1	0	1	0	2	1	38	34	0	73	34	0	0	0	34	10	138	1	0	149	258
07:15 AM	0	0	0	0	0	5	45	28	0	78	31	2	2	0	35	8	161	0	0	169	282
07:30 AM	0	0	3	0	3	9	64	35	0	108	40	0	5	0	45	6	142	0	0	148	304
07:45 AM	1	1	2	0	4	4	51	31	0	86	38	1	4	0	43	10	136	1	0	147	280
Total	2	1	6	0	9	19	198	128	0	345	143	3	11	0	157	34	577	2	0	613	1124
08:00 AM	1	0	1	0	2	6	46	26	0	78	41	0	1	0	42	6	102	2	0	110	232
08:15 AM	0	0	2	0	2	9	45	26	0	80	24	1	4	0	29	4	92	0	0	96	207
08:30 AM	0	0	7	0	7	11	39	29	0	79	37	0	5	0	42	2	87	0	0	89	217
08:45 AM	1	0	2	0	3	8	42	31	0	81	20	0	4	0	24	1	64	1	0	66	174
Total	2	0	12	0	14	34	172	112	0	318	122	1	14	0	137	13	345	3	0	361	830
09:00 AM	1	2	9	0	12	9	50	28	0	87	21	1	1	2	25	6	87	2	0	95	219
09:15 AM	2	2	8	0	12	16	51	26	0	93	13	0	1	0	14	4	107	3	0	114	233
09:30 AM	2	0	8	0	10	8	38	22	0	68	23	2	6	0	31	2	81	0	0	83	192
09:45 AM	0	2	8	0	10	11	45	20	0	76	24	0	7	0	31	7	68	0	0	75	192
Total	5	6	33	0	44	44	184	96	0	324	81	3	15	2	101	19	343	5	0	367	836
10:00 AM	3	1	15	0	19	11	48	25	0	84	23	0	1	1	25	5	64	2	0	71	199
10:15 AM	1	0	9	0	10	23	46	17	0	86	23	0	7	1	31	9	67	1	0	77	204
10:30 AM	0	1	8	0	9	18	43	18	0	79	23	2	2	0	27	11	58	0	0	69	184
10:45 AM	4	2	11	0	17	14	30	25	0	69	25	1	6	0	32	5	65	2	0	72	190
Total	8	4	43	0	55	66	167	85	0	318	94	3	16	2	115	30	254	5	0	289	777
11:00 AM	3	1	12	0	16	12	63	17	0	92	19	0	1	0	20	4	66	3	0	73	201
11:15 AM	2	0	12	0	14	26	44	18	0	88	11	1	4	0	16	8	67	0	0	75	193
11:30 AM	3	2	19	0	24	5	71	26	0	102	20	1	6	0	27	7	81	1	0	89	242
11:45 AM	3	0	12	0	15	8	65	37	0	110	23	0	4	0	27	5	72	1	0	78	230
Total	11	3	55	0	69	51	243	98	0	392	73	2	15	0	90	24	286	5	0	315	866
12:00 PM	0	2	7	0	9	9	70	21	0	100	22	2	7	0	31	8	64	2	0	74	214
12:15 PM	1	0	17	0	18	13	59	45	0	117	17	2	7	0	26	7	77	0	0	84	245
12:30 PM	0	3	11	0	14	15	71	17	0	103	34	0	6	0	40	6	77	3	0	86	243
12:45 PM	3	1	20	0	24	15	48	24	0	87	23	0	3	0	26	6	72	0	0	78	215
Total	4	6	55	0	65	52	248	107	0	407	96	4	23	0	123	27	290	5	0	322	917
01:00 PM	3	1	9	0	13	7	65	35	0	107	19	0	11	0	30	4	60	3	0	67	217
01:15 PM	3	1	14	0	18	10	77	27	0	114	30	0	15	0	45	2	57	0	0	59	236
01:30 PM	1	1	6	0	8	6	57	28	0	91	17	0	10	0	27	7	65	2	0	74	200
01:45 PM	4	2	5	0	11	11	59	22	0	92	28	2	6	0	36	5	63	4	0	72	211
Total	11	5	34	0	50	34	258	112	0	404	94	2	42	0	138	18	245	9	0	272	864
02:00 PM	2	5	14	0	21	10	61	33	0	104	22	0	6	2	30	8	58	2	0	68	223
02:15 PM	1	1	6	0	8	8	58	34	0	100	24	2	10	0	36	4	66	0	0	70	214
02:30 PM	4	0	12	1	17	7	87	33	0	127	25	0	11	1	37	1	64	1	0	66	247
02:45 PM	5	0	5	0	10	14	101	38	0	153	24	0	11	0	35	3	64	3	0	70	268
Total	12	6	37	1	56	39	307	138	0	484	95	2	38	3	138	16	252	6	0	274	952
03:00 PM	4	0	14	0	18	11	112	49	0	172	26	0	10	1	37	9	54	1	0	64	291
03:15 PM	5	2	10	0	17	3	114	44	0	161	27	0	10	2	39	3	68	2	1	74	291
03:30 PM	1	1	5	0	7	16	128	47	0	191	38	0	8	1	47	5	75	2	0	82	327

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701 Xenia Ave S, Suite 300
Minneapolis, MN 55614

CSAH 22 & Kettle River Blvd
6am to 7pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Kettle River Blvd
Site Code : 3
Start Date : 4/22/2026
Page No : 2

Groups Printed- vehicles & peds - heavy trucks & bikes

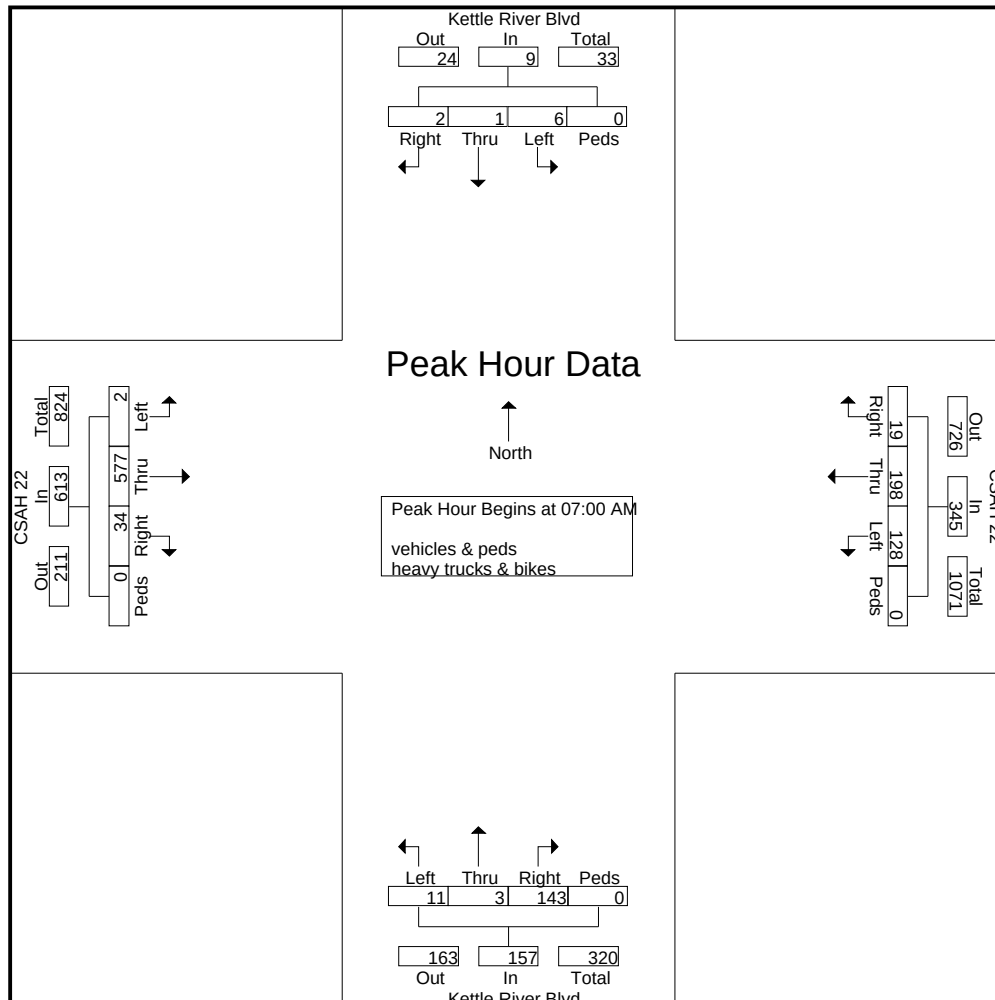
	Kettle River Blvd From North					CSAH 22 From East					Kettle River Blvd From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
03:45 PM	2	1	10	0	13	4	131	43	0	178	53	0	9	0	62	10	74	3	0	87	340
Total	12	4	39	0	55	34	485	183	0	702	144	0	37	4	185	27	271	8	1	307	1249
04:00 PM	4	0	5	0	9	7	124	56	0	187	45	0	15	4	64	9	80	0	1	90	350
04:15 PM	4	0	3	0	7	6	129	50	0	185	54	3	9	0	66	10	94	3	0	107	365
04:30 PM	3	0	10	0	13	10	178	55	0	243	50	1	10	2	63	4	71	1	0	76	395
04:45 PM	2	1	4	0	7	4	159	48	0	211	61	4	15	1	81	8	83	1	0	92	391
Total	13	1	22	0	36	27	590	209	0	826	210	8	49	7	274	31	328	5	1	365	1501
05:00 PM	5	2	6	0	13	9	147	59	0	215	45	2	11	0	58	3	79	0	0	82	368
05:15 PM	2	0	5	0	7	7	144	45	0	196	51	0	14	3	68	7	91	0	0	98	369
05:30 PM	3	2	8	0	13	5	118	49	0	172	36	0	14	3	53	5	73	1	0	79	317
05:45 PM	2	1	11	0	14	8	89	24	0	121	24	0	9	2	35	2	74	0	0	76	246
Total	12	5	30	0	47	29	498	177	0	704	156	2	48	8	214	17	317	1	0	335	1300
06:00 PM	2	1	9	1	13	4	87	28	0	119	33	2	5	4	44	5	65	0	0	70	246
06:15 PM	2	0	10	0	12	5	78	28	0	111	34	2	9	0	45	10	55	2	0	67	235
06:30 PM	1	0	9	0	10	2	69	23	0	94	17	0	1	0	18	6	49	1	0	56	178
06:45 PM	1	3	7	0	11	1	56	20	0	77	18	0	3	2	23	1	52	0	0	53	164
Total	6	4	35	1	46	12	290	99	0	401	102	4	18	6	130	22	221	3	0	246	823
Grand Total	99	48	404	2	553	447	3765	1644	0	5856	1500	34	332	33	1899	298	4199	58	2	4557	12865
Apprch %	17.9	8.7	73.1	0.4		7.6	64.3	28.1	0		79	1.8	17.5	1.7		6.5	92.1	1.3	0		
Total %	0.8	0.4	3.1	0	4.3	3.5	29.3	12.8	0	45.5	11.7	0.3	2.6	0.3	14.8	2.3	32.6	0.5	0	35.4	
vehicles & peds	98	48	404	0	550	446	3738	1639	0	5823	1495	34	330	7	1866	298	4165	58	0	4521	12760
% vehicles & peds	99	100	100	0	99.5	99.8	99.3	99.7	0	99.4	99.7	100	99.4	21.2	98.3	100	99.2	100	0	99.2	99.2
heavy trucks & bikes	1	0	0	2	3	1	27	5	0	33	5	0	2	26	33	0	34	0	2	36	105
% heavy trucks & bikes	1	0	0	100	0.5	0.2	0.7	0.3	0	0.6	0.3	0	0.6	78.8	1.7	0	0.8	0	100	0.8	0.8

wsb
701 Xenia Ave S, Suite 300
Minneapolis, MN 55614

CSAH 22 & Kettle River Blvd
6am to 7pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Kettle River Blvd
Site Code : 3
Start Date : 4/22/2026
Page No : 3

	Kettle River Blvd From North					CSAH 22 From East					Kettle River Blvd From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	1	0	2	1	38	34	0	73	34	0	0	0	34	10	138	1	0	149	258
07:15 AM	0	0	0	0	0	5	45	28	0	78	31	2	2	0	35	8	161	0	0	169	282
07:30 AM	0	0	3	0	3	9	64	35	0	108	40	0	5	0	45	6	142	0	0	148	304
07:45 AM	1	1	2	0	4	4	51	31	0	86	38	1	4	0	43	10	136	1	0	147	280
Total Volume	2	1	6	0	9	19	198	128	0	345	143	3	11	0	157	34	577	2	0	613	1124
% App. Total	22.2	11.1	66.7	0		5.5	57.4	37.1	0		91.1	1.9	7	0		5.5	94.1	0.3	0		
PHF	.500	.250	.500	.000	.563	.528	.773	.914	.000	.799	.894	.375	.550	.000	.872	.850	.896	.500	.000	.907	.924

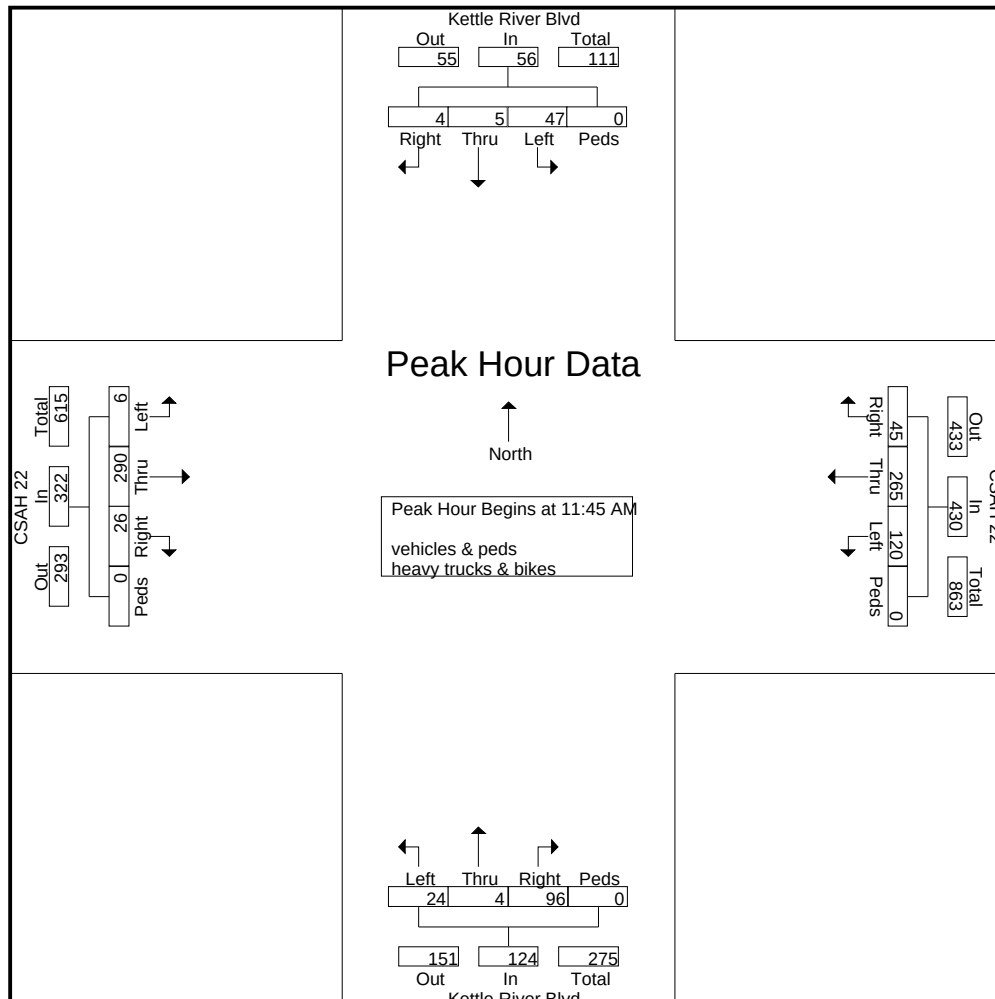


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Minneapolis, MN 55614

CSAH 22 & Kettle River Blvd
6am to 7pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Kettle River Blvd
Site Code : 3
Start Date : 4/22/2026
Page No : 4

	Kettle River Blvd From North					CSAH 22 From East					Kettle River Blvd From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	3	0	12	0	15	8	65	37	0	110	23	0	4	0	27	5	72	1	0	78	230
12:00 PM	0	2	7	0	9	9	70	21	0	100	22	2	7	0	31	8	64	2	0	74	214
12:15 PM	1	0	17	0	18	13	59	45	0	117	17	2	7	0	26	7	77	0	0	84	245
12:30 PM	0	3	11	0	14	15	71	17	0	103	34	0	6	0	40	6	77	3	0	86	243
Total Volume	4	5	47	0	56	45	265	120	0	430	96	4	24	0	124	26	290	6	0	322	932
% App. Total	7.1	8.9	83.9	0		10.5	61.6	27.9	0		77.4	3.2	19.4	0		8.1	90.1	1.9	0		
PHF	.333	.417	.691	.000	.778	.750	.933	.667	.000	.919	.706	.500	.857	.000	.775	.813	.942	.500	.000	.936	.951

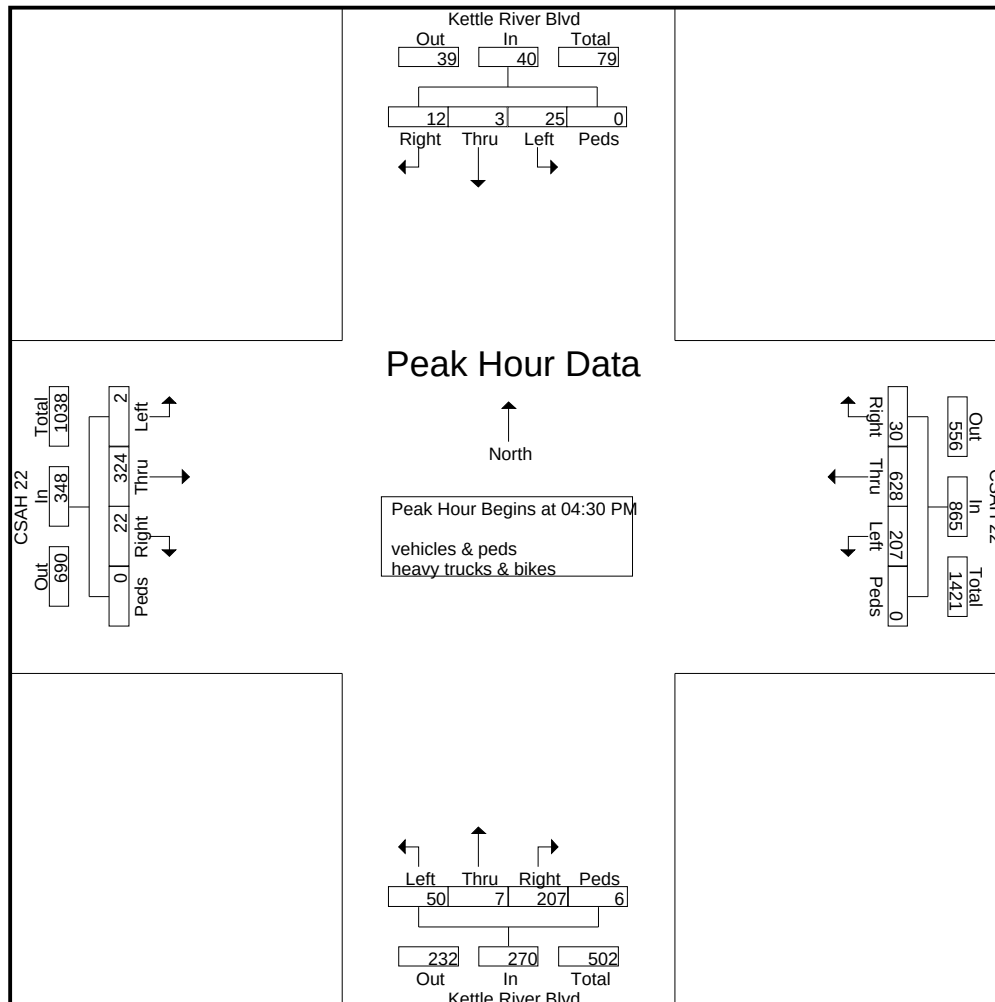


wsb
701 Xenia Ave S, Suite 300
Minneapolis, MN 55614

CSAH 22 & Kettle River Blvd
6am to 7pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Kettle River Blvd
Site Code : 3
Start Date : 4/22/2026
Page No : 5

	Kettle River Blvd From North					CSAH 22 From East					Kettle River Blvd From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	0	10	0	13	10	178	55	0	243	50	1	10	2	63	4	71	1	0	76	395
04:45 PM	2	1	4	0	7	4	159	48	0	211	61	4	15	1	81	8	83	1	0	92	391
05:00 PM	5	2	6	0	13	9	147	59	0	215	45	2	11	0	58	3	79	0	0	82	368
05:15 PM	2	0	5	0	7	7	144	45	0	196	51	0	14	3	68	7	91	0	0	98	369
Total Volume	12	3	25	0	40	30	628	207	0	865	207	7	50	6	270	22	324	2	0	348	1523
% App. Total	30	7.5	62.5	0		3.5	72.6	23.9	0		76.7	2.6	18.5	2.2		6.3	93.1	0.6	0		
PHF	.600	.375	.625	.000	.769	.750	.882	.877	.000	.890	.848	.438	.833	.500	.833	.688	.890	.500	.000	.888	.964



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Minneapolis, MN 55614

CSAH 22 & Viking Ln
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming,MN

File Name : CSAH 22 & Viking Ln
Site Code : 5
Start Date : 4/22/2026
Page No : 1

Groups Printed- vehicles & peds - heavy trucks & bikes

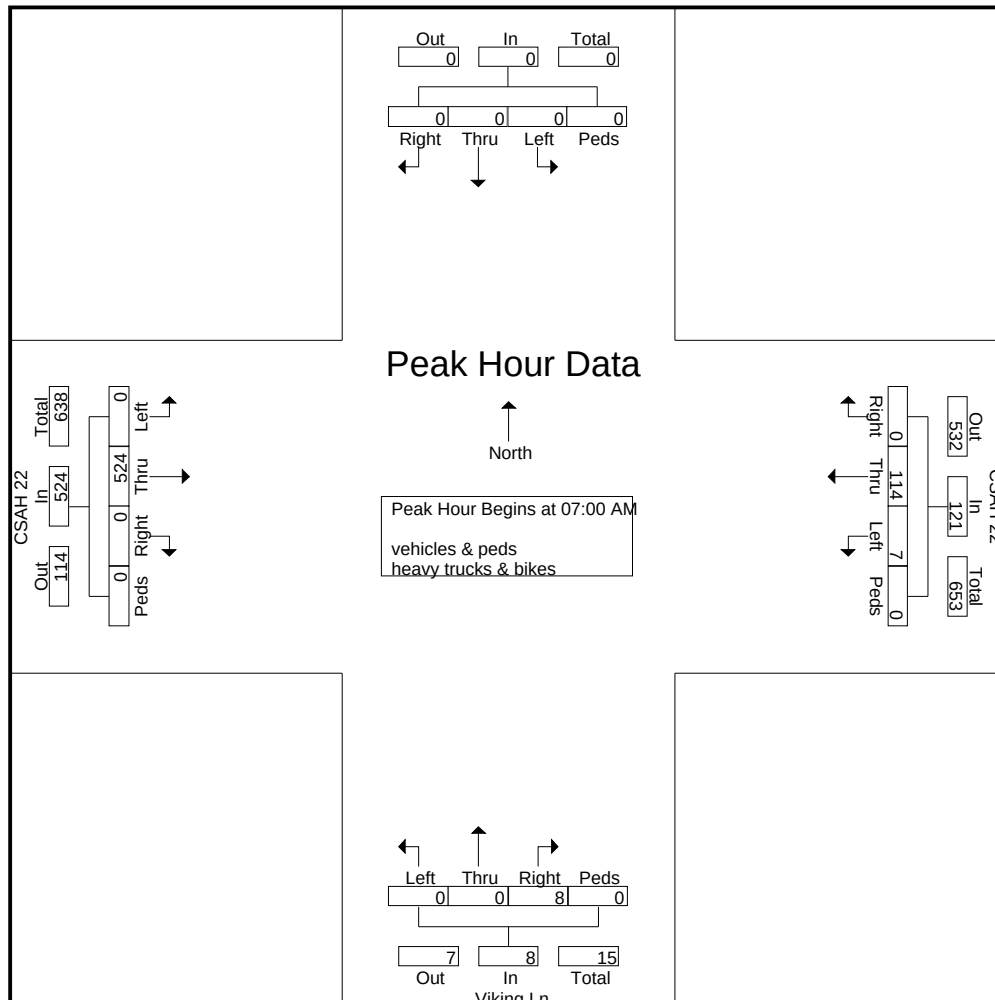
	From North					CSAH 22 From East					Viking Ln From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	22	0	0	22	2	0	0	0	2	0	83	0	0	83	107
06:15 AM	0	0	0	0	0	0	13	2	0	15	0	0	0	1	1	0	93	0	0	93	109
06:30 AM	0	0	0	0	0	0	17	4	0	21	4	0	0	0	4	0	98	0	0	98	123
06:45 AM	0	0	0	0	0	0	14	0	0	14	4	0	0	0	4	0	130	0	0	130	148
Total	0	0	0	0	0	0	66	6	0	72	10	0	0	1	11	0	404	0	0	404	487
07:00 AM	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	0	127	0	0	127	142
07:15 AM	0	0	0	0	0	0	26	2	0	28	3	0	0	0	3	0	147	0	0	147	178
07:30 AM	0	0	0	0	0	0	41	1	0	42	2	0	0	0	2	0	127	0	0	127	171
07:45 AM	0	0	0	0	0	0	33	4	0	37	2	0	0	0	2	0	123	0	0	123	162
Total	0	0	0	0	0	0	114	7	0	121	8	0	0	0	8	0	524	0	0	524	653
08:00 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	86	0	0	86	113
08:15 AM	0	0	0	0	0	0	38	2	0	40	2	0	0	0	2	0	74	0	0	74	116
08:30 AM	0	0	0	0	0	0	33	0	0	33	3	0	0	0	3	0	65	0	0	65	101
08:45 AM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	53	0	0	53	84
Total	0	0	0	0	0	0	128	3	0	131	5	0	0	0	5	0	278	0	0	278	414
03:00 PM	0	0	0	0	0	0	115	5	0	120	3	0	0	0	3	0	40	0	0	40	163
03:15 PM	0	0	0	0	0	0	124	3	0	127	4	0	0	0	4	0	61	0	0	61	192
03:30 PM	0	0	0	0	0	0	125	2	0	127	1	0	0	0	1	0	58	0	0	58	186
03:45 PM	0	0	0	0	0	0	139	3	0	142	3	0	0	1	4	0	76	0	0	76	222
Total	0	0	0	0	0	0	503	13	0	516	11	0	0	1	12	0	235	0	0	235	763
04:00 PM	0	0	0	0	0	0	136	4	0	140	2	0	0	0	2	0	79	0	0	79	221
04:15 PM	0	0	0	0	0	0	139	3	0	142	1	0	0	0	1	0	92	0	0	92	235
04:30 PM	0	0	0	0	0	0	181	1	0	182	3	0	0	0	3	0	57	0	0	57	242
04:45 PM	0	0	0	0	0	0	150	6	0	156	1	0	0	0	1	0	73	0	0	73	230
Total	0	0	0	0	0	0	606	14	0	620	7	0	0	0	7	0	301	0	0	301	928
05:00 PM	0	0	0	0	0	0	160	3	0	163	1	0	1	0	2	0	52	0	0	52	217
05:15 PM	0	0	0	0	0	0	166	2	0	168	0	0	0	0	0	0	76	0	0	76	244
05:30 PM	0	0	0	0	0	0	131	3	0	134	4	0	0	0	4	0	56	0	0	56	194
05:45 PM	0	0	0	0	0	0	86	3	0	89	1	0	0	2	3	0	55	0	0	55	147
Total	0	0	0	0	0	0	543	11	0	554	6	0	1	2	9	0	239	0	0	239	802
Grand Total	0	0	0	0	0	0	1960	54	0	2014	47	0	1	4	52	0	1981	0	0	1981	4047
Apprch %	0	0	0	0		0	97.3	2.7	0		90.4	0	1.9	7.7		0	100	0	0		
Total %	0	0	0	0	0	0	48.4	1.3	0	49.8	1.2	0	0	0.1	1.3	0	48.9	0	0	48.9	
vehicles & peds	0	0	0	0	0	0	1946	54	0	2000	46	0	1	2	49	0	1975	0	0	1975	4024
% vehicles & peds	0	0	0	0	0	0	99.3	100	0	99.3	97.9	0	100	50	94.2	0	99.7	0	0	99.7	99.4
heavy trucks & bikes	0	0	0	0	0	0	14	0	0	14	1	0	0	2	3	0	6	0	0	6	23
% heavy trucks & bikes	0	0	0	0	0	0	0.7	0	0	0.7	2.1	0	0	50	5.8	0	0.3	0	0	0.3	0.6

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701 Xenia Ave S, Suite 300
Minneapolis, MN 55614

CSAH 22 & Viking Ln
6-9am & 3-6pm
vehicles, heavy trucks, peds, bikes
Wyoming, MN

File Name : CSAH 22 & Viking Ln
Site Code : 5
Start Date : 4/22/2026
Page No : 2

	From North					CSAH 22 From East					Viking Ln From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	0	127	0	0	127	142
07:15 AM	0	0	0	0	0	0	26	2	0	28	3	0	0	0	3	0	147	0	0	147	178
07:30 AM	0	0	0	0	0	0	41	1	0	42	2	0	0	0	2	0	127	0	0	127	171
07:45 AM	0	0	0	0	0	0	33	4	0	37	2	0	0	0	2	0	123	0	0	123	162
Total Volume	0	0	0	0	0	0	114	7	0	121	8	0	0	0	8	0	524	0	0	524	653
% App. Total	0	0	0	0	0	0	94.2	5.8	0	100	0	0	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.695	.438	.000	.720	.667	.000	.000	.000	.667	.000	.891	.000	.000	.891	.917

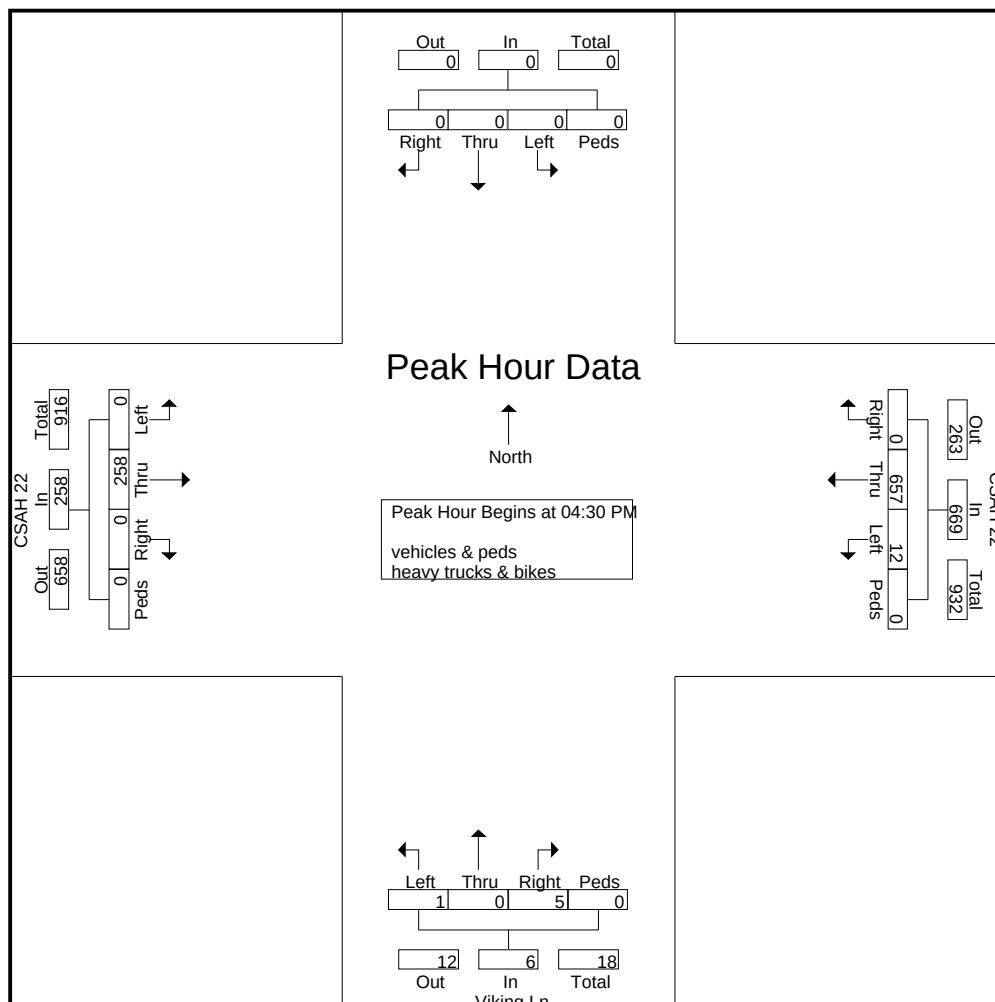


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CSAH 22 & Viking Ln
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File Name : CSAH 22 & Viking Ln
Site Code : 5
Start Date : 4/22/2026
Page No : 3

	From North					CSAH 22 From East					Viking Ln From South					CSAH 22 From West					
Start Time	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Right	Thru	Left	bikes	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	181	1	0	182	3	0	0	0	3	0	57	0	0	57	242
04:45 PM	0	0	0	0	0	0	150	6	0	156	1	0	0	0	1	0	73	0	0	73	230
05:00 PM	0	0	0	0	0	0	160	3	0	163	1	0	1	0	2	0	52	0	0	52	217
05:15 PM	0	0	0	0	0	0	166	2	0	168	0	0	0	0	0	0	76	0	0	76	244
Total Volume	0	0	0	0	0	0	657	12	0	669	5	0	1	0	6	0	258	0	0	258	933
% App. Total	0	0	0	0	0	0	98.2	1.8	0		83.3	0	16.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.907	.500	.000	.919	.417	.000	.250	.000	.500	.000	.849	.000	.000	.849	.956



Appendix B: SimTraffic Results

2026 Existing Conditions Synchro Results (AM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement		LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
L	T														R	L	T	R	Delay	LOS	Delay	LOS	Left-Turn
					Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage										
Thru-Stop	1: Viking Lane & CSAH 22	NB	0	0	5	A	A	A	0	A	0	A	NB	6	30								
		WB	8	6	0	A	A	A	0	A			WB				3	25					
		SB	0	0	0	A	A	A	0	A			SB										
		EB	0	2	0	A	A	A	0	A			EB										
Thru-Stop	2: Business Access & CSAH 22	NB	6	7	4	A	A	A	7	A	3	A	NB				28	56					
		WB	6	8	3	A	A	A	0	A			WB	32	77	120	33	75		1	23	200	
		SB	0	0	0	A	A	A	0	A			SB										
		EB	8	13	4	A	B	A	0	A			EB	2	24	185	77	176		22	46	350	
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	34	47	22	D	E	C	47	E	24	C	NB				62	178					
		WB	8	2	1	A	A	A	0	A			WB	33	94	130							
		SB	26	8	3	D	A	A	8	A			SB				8	27					
		EB	5	4	3	A	A	A	3	A			EB				1	30		1	13	240	
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	15	B	NB										
		WB	19	7	0	B	A	A	8	A			WB	90	183	260	56	124					
		SB	38	35	6	D	D	A	29	C			SB				110	226		29	69	300	
		EB	0	9	3	A	A	A	3	A			EB				74	214		45	145	120	
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	38	0	10	D	A	B	0	A	0	A	NB				58	128		57	116	440	
		WB	0	4	1	A	A	A	0	A			WB				41	114		5	31	220	
		SB	0	0	0	A	A	A	0	A			SB										
		EB	6	5	0	A	A	A	3	A			EB	15	48	260	47	124					

2026 Existing Conditions Synchro Results (PM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
Left-Turn																Through			Right-Turn					
L	T				R	L	T	R	Delay	LOS	Delay	LOS	Ave Queue	Max Queue		Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage		
Thru-Stop	1: Viking Lane & CSAH 22	NB	18	0	4	C	A	A	2	A	1	A	NB	7	30									
		WB	6	7	0	A	A	A	0	A			WB				3	31						
		SB	0	0	0	A	A	A	0	A			SB											
		EB	0	1	0	A	A	A	0	A			EB											
Thru-Stop	2: Business Access & CSAH 22	NB	6	0	3	A	A	A	0	A	0	A	NB				31	64						
		WB	8	12	4	A	B	A	0	A			WB	32	125	120	84	171		4	30	200		
		SB	0	0	0	A	A	A	0	A			SB											
		EB	7	10	3	A	B	A	0	A			EB	2	23	185	50	95		12	31	350		
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	41	35	25	E	E	D	35	E	33	D	NB				102	310						
		WB	5	2	1	A	A	A	0	A			WB	35	102	130					12	100		
		SB	29	32	12	D	D	B	32	D			SB				26	74						
		EB	8	4	2	A	A	A	6	A			EB	3	24	100	1	19			4	240		
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	2	A	NB											
		WB	18	9	0	B	A	A	9	A			WB	97	232	260	124	275						
		SB	48	0	13	D	A	B	3	A			SB				73	170		36	106	300		
		EB	0	7	2	A	A	A	2	A			EB				68	185		22	142	120		
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	52	63	13	D	E	B	63	E	29	C	NB				230	418		78	184	440		
		WB	0	15	5	A	B	A	0	A			WB				180	482		49	204	220		
		SB	0	0	0	A	A	A	0	A			SB											
		EB	34	10	0	C	B	A	0	A			EB	53	128	260	91	210						

2028 Day of Open No-Build Condition Synchro Results (AM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
																Left-Turn			Through			Right-Turn		
																Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Thru-Stop	1: Viking Lane & CSAH 22	NB	0	0	6	A	A	A	0	A	0	A	NB	8	36									
		WB	3	1	0	A	A	A	0	A			WB	3	44									
		SB	9	0	4	A	A	A	0	A			SB	23	57									
		EB	1	1	0	A	A	A	1	A			EB											
Thru-Stop	2: Business Access & CSAH 22	NB	9	19	6	A	C	A	19	C	8	A	NB	31	70									
		WB	4	0	0	A	A	A	0	A			WB	24	62	120								
		SB	0	0	0	A	A	A	0	A			SB											
		EB	2	2	1	A	A	A	0	A			EB	5	185							8	300	
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	29	37	14	D	E	B	37	E	18	C	NB	48	136									
		WB	8	1	1	A	A	A	0	A			WB	36	98	130								
		SB	20	6	7	C	A	A	6	A			SB	7	36									
		EB	2	2	0	A	A	A	0	A			EB	1	18	100	1	28				1	13	240
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	2	A	NB											
		WB	21	7	0	C	A	A	9	A			WB	97	188	260	55	130						
		SB	40	0	7	D	A	A	2	A			SB				118	283				36	164	300
		EB	0	8	3	A	A	A	3	A			EB				67	213				44	145	120
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	40	0	10	D	A	B	1	A	0	A	NB	62	146							57	120	440
		WB	0	4	1	A	A	A	0	A			WB	43	128							6	27	220
		SB	0	0	0	A	A	A	0	A			SB											
		EB	7	5	0	A	A	A	4	A			EB	16	56	260	45	126						

2028 Day of Open No-Build Condition Synchro Results (PM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
Left-Turn																Through			Right-Turn					
L	T				R	L	T	R	Delay	LOS	Delay	LOS	Ave Queue	Max Queue		Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage		
Thru-Stop	1: Viking Lane & CSAH 22	NB	0	0	3	A	A	A	0	A	1	A	NB				8	31						
		WB	3	3	1	A	A	A	0	A			WB				4	50						
		SB	11	0	6	B	A	A	1	A			SB				15	47						
		EB	0	1	0	A	A	A	0	A			EB					4						
Thru-Stop	2: Business Access & CSAH 22	NB	14	0	5	B	A	A	0	A	0	A	NB				35	77						
		WB	3	1	0	A	A	A	0	A			WB	13	46	120								
		SB	0	0	0	A	A	A	0	A			SB											
		EB	4	1	1	A	A	A	0	A			EB	1	26	185								
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	46	49	29	E	E	D	49	E	38	E	NB				109	275						
		WB	5	2	1	A	A	A	0	A			WB	39	91	130								
		SB	38	30	18	E	D	C	30	D			SB				29	82						
		EB	5	2	0	A	A	A	3	A			EB	3	29	100			12		1	13	240	
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	2	A	NB											
		WB	18	10	0	B	B	A	9	A			WB	99	239	260	145	274						
		SB	46	0	14	D	A	B	3	A			SB				71	166			38	87	300	
		EB	0	7	2	A	A	A	2	A			EB				80	220			25	127	120	
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	53	63	12	D	E	B	63	E	29	C	NB				232	383			82	239	440	
		WB	0	17	6	A	B	A	0	A			WB				207	454			66	245	220	
		SB	0	0	0	A	A	A	0	A			SB											
		EB	35	10	0	D	B	A	0	A			EB	55	138	260	97	215						

2028 Day of Open Build Condition Synchro Results (AM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
																Left-Turn			Through			Right-Turn		
					L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Thru-Stop	1: Viking Lane & CSAH 22	NB	0	0	5	A	A	A	0	A	0	A	0	A	NB				6	34				
		WB	2	1	0	A	A	A	0	A					WB				1	25				
		SB	10	0	5	B	A	A	0	A					SB				22	62				
		EB	1	2	0	A	A	A	1	A					EB									
Thru-Stop	2: Business Access & CSAH 22	NB	14	11	6	B	B	A	11	B	4	A	4	A	NB				30	73				
		WB	4	0	0	A	A	A	0	A					WB	24	75	120						
		SB	0	0	0	A	A	A	0	A					SB									
		EB	3	2	1	A	A	A	0	A					EB		5	185					4	350
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	38	39	39	E	E	E	39	E	40	E	40	E	NB				81	202				
		WB	8	2	1	A	A	A	0	A					WB	35	101	130				1	13	100
		SB	50	42	30	F	E	D	42	E					SB				76	202				
		EB	3	2	1	A	A	A	1	A					EB	7	33	100	1	27		2	29	240
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	13	B	13	B	NB									
		WB	22	6	0	C	A	A	9	A					WB	93	211	260	58	129				
		SB	38	29	7	D	C	A	25	C					SB				115	217		33	74	300
		EB	0	9	4	A	A	A	3	A					EB				79	218		50	145	120
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	38	0	10	D	A	B	0	A	0	A	0	A	NB				70	130		55	121	440
		WB	0	5	1	A	A	A	0	A					WB				49	144		7	39	220
		SB	0	0	0	A	A	A	0	A					SB									
		EB	7	5	0	A	A	A	4	A					EB	22	57	260	48	151				

2028 Day of Open Build Condition Synchro Results (PM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
																Left-Turn			Through			Right-Turn		
					L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Thru-Stop	1: Viking Lane & CSAH 22	NB	9	0	3	A	A	A	1	A	1	A	1	A	NB				7	30				
		WB	2	3	1	A	A	A	0	A					WB				3	22				
		SB	12	0	12	B	A	B	1	A					SB				15	44				
		EB	0	1	0	A	A	A	0	A					EB									
Thru-Stop	2: Business Access & CSAH 22	NB	12	0	5	B	A	A	0	A	0	A	0	A	NB				34	79				
		WB	3	1	0	A	A	A	0	A					WB	13	50	120						
		SB	0	0	0	A	A	A	0	A					SB									
		EB	3	1	1	A	A	A	0	A					EB	1	26	185					4	350
Thru-Stop	3: Kettle River Boulevard & CSAH 22	NB	180	179	152	F	F	F	179	F	122	F	122	F	NB				349	657				
		WB	5	2	1	A	A	A	0	A					WB	37	100	130				3	22	100
		SB	95	74	75	F	F	F	74	F					SB				118	280				
		EB	6	2	0	A	A	A	4	A					EB	11	38	100	1	17		1	17	240
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	3	A	3	A	NB									
		WB	20	10	0	C	B	A	10	B					WB	102	246	260	143	297				
		SB	47	0	15	D	A	B	4	A					SB				72	147		43	112	300
		EB	0	7	2	A	A	A	2	A					EB				72	209		19	124	120
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	56	67	14	E	E	B	67	E	31	C	31	C	NB				256	439		87	264	440
		WB	0	18	6	A	B	A	0	A					WB				219	524		60	245	220
		SB	0	0	0	A	A	A	0	A					SB									
		EB	36	10	0	D	B	A	0	A					EB	64	142	260	92	214				

2028 Day of Open Build Condition with Mitigation Synchro Results (AM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
																Left-Turn			Through			Right-Turn		
					L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Thru-Stop	1: Viking Lane & CSAH 22	NB	0	0	4	A	A	A	0	A	0	A	0	A	NB				6	34				
		WB	2	1	0	A	A	A	0	A					WB				2	24				
		SB	10	0	5	B	A	A	0	A					SB				22	62				
		EB	1	2	0	A	A	A	1	A					EB									
Thru-Stop	2: Business Access & CSAH 22	NB	18	11	7	C	B	A	11	B	4	A	4	A	NB				32	75				
		WB	6	1	1	A	A	A	0	A					WB	23	74	120						
		SB	0	0	0	A	A	A	0	A					SB									
		EB	3	2	1	A	A	A	0	A					EB		5	185	1	19			7	350
Signalized	3: Kettle River Boulevard & CSAH 22	NB	21	22	12	C	C	B	22	C	23	C	23	C	NB				53	123				
		WB	17	6	2	B	A	A	0	A					WB	50	120	130	33	98		15	60	100
		SB	24	25	11	C	C	B	25	C					SB				56	129				
		EB	12	13	3	B	B	A	5	A					EB	24	110	100	149	286		14	56	240
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	13	B	13	B	NB									
		WB	19	5	0	B	A	A	8	A					WB	87	198	260	39	114				
		SB	27	29	6	C	C	A	24	C					SB				94	193		31	85	300
		EB	0	10	4	A	B	A	4	A					EB				65	198		46	144	120
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	29	0	10	C	A	B	0	A	0	A	0	A	NB				60	125		57	130	440
		WB	0	5	2	A	A	A	0	A					WB				46	132		8	39	220
		SB	0	0	0	A	A	A	0	A					SB									
		EB	8	4	0	A	A	A	4	A					EB	22	56	260	16	66				

2028 Day of Open Build Condition with Mitigation Synchro Results (PM Peak Hour)

Intersection		Control	Location	Appr	Total Delay by Movement			LOS by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
					L	T	R	L	T	R	Delay	LOS	Delay	LOS		Left-Turn			Through			Right-Turn		
					L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Thru-Stop	1: Viking Lane & CSAH 22	NB	12	0	3	B	A	A	1	A	1	A	1	A	NB				7	30				
		WB	3	4	1	A	A	A	0	A					WB				2	31				
		SB	14	0	9	B	A	A	1	A					SB				16	56				
		EB	0	1	0	A	A	A	0	A					EB									
Thru-Stop	2: Business Access & CSAH 22	NB	17	0	6	C	A	A	0	A	0	A	0	A	NB				37	93				
		WB	4	3	3	A	A	A	0	A					WB	14	50	120						
		SB	0	0	0	A	A	A	0	A					SB									
		EB	4	1	1	A	A	A	0	A					EB	1	26	185						
Signalized	3: Kettle River Boulevard & CSAH 22	NB	20	20	10	C	C	B	20	C	22	C	22	C	NB				77	167				
		WB	17	10	4	B	B	A	0	A					WB	80	154	130	128	237		41	125	100
		SB	26	24	15	C	C	B	24	C					SB				59	134				
		EB	25	14	3	C	B	A	17	B					EB	21	95	100	100	195		10	47	240
Signalized	4: CSAH 22 & SB I-35 Off-Ramp	NB	0	0	0	A	A	A	0	A	2	A	2	A	NB									
		WB	14	8	0	B	A	A	7	A					WB	78	200	260	57	203				
		SB	33	0	19	C	A	B	4	A					SB				59	134		47	109	300
		EB	0	9	3	A	A	A	2	A					EB				76	230		26	145	120
Signalized	5: NB I-35 Off-Ramp & CSAH 22	NB	32	43	11	C	D	B	43	D	20	C	20	C	NB				180	333		80	175	440
		WB	0	23	9	A	C	A	0	A					WB				248	652		73	245	220
		SB	0	0	0	A	A	A	0	A					SB									
		EB	22	5	0	C	A	A	0	A					EB	54	126	260	30	118				

Appendix C: Signal Warrant Analysis



SIGNAL WARRANTS ANALYSIS

Year: 2026
Condition: Existing

LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

WARRANT 1 - EIGHT HOUR VOLUME

POPULATION < 10,000?	Yes
0.70 FACTOR USED?	Yes
EXISTING SIGNAL ?	No
0.80 FACTOR USED?	No

Speed	Approach Description	Lanes
40	Major App 1 CSAH 22 (EB)	1
40	Major App 3 CSAH 22 (WB)	1
40	Minor App 2 Kettle River Blvd (NB)	1
30	Minor App 4 Kettle River Blvd (SB)	1

Notes:

		THRESHOLDS 1A/1B/1C: 350/525 105/53 105/53 280/420 84/42 84/42												
HOUR		MAJOR APP 1	MAJOR APP 3	TOTAL 1+3	MINOR APP. 2	MINOR APP. 4	MAJOR 1A/1B	MINOR 2 1A/1B	MINOR 4 1A/1B	MET SAME 1A/1B	MAJOR 1C A/B	MINOR 2 1C A/B	MINOR 4 1C A/B	MET SAME 1C (A/B)
12:00 AM	- 1:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
1:00 AM	- 2:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
2:00 AM	- 3:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
3:00 AM	- 4:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
4:00 AM	- 5:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
5:00 AM	- 6:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/
6:00 AM	- 7:00 AM	471	225	696	96	7	X/X	/X	/	/X	X/X	X/X	/	X/X
7:00 AM	- 8:00 AM	579	326	905	157	9	X/X	X/X	/	X/X	X/X	X/X	/	X/X
8:00 AM	- 9:00 AM	348	284	632	137	14	X/X	X/X	/	X/X	X/X	X/X	/	X/X
9:00 AM	- 10:00 AM	348	280	628	99	44	X/X	/X	/	/X	X/X	X/X	/X	X/X
10:00 AM	- 11:00 AM	259	252	511	113	55	X/	X/X	/X	X/	X/X	X/X	/X	X/X
11:00 AM	- 12:00 PM	291	341	632	90	69	X/X	/X	/X	/X	X/X	X/X	/X	X/X
12:00 PM	- 1:00 PM	295	355	650	123	65	X/X	X/X	/X	X/X	X/X	X/X	/X	X/X
1:00 PM	- 2:00 PM	254	370	624	138	50	X/X	X/X	/	X/X	X/X	X/X	/X	X/X
2:00 PM	- 3:00 PM	258	445	703	135	55	X/X	X/X	/X	X/X	X/X	X/X	/X	X/X
3:00 PM	- 4:00 PM	279	668	947	181	55	X/X	X/X	/X	X/X	X/X	X/X	/X	X/X
4:00 PM	- 5:00 PM	333	799	1132	267	36	X/X	X/X	/	X/X	X/X	X/X	/	X/X
5:00 PM	- 6:00 PM	318	675	993	206	47	X/X	X/X	/	X/X	X/X	X/X	/X	X/X
6:00 PM	- 7:00 PM	224	389	613	124	45	X/X	X/X	/	X/X	X/X	X/X	/X	X/X
7:00 PM	- 8:00 PM	0	0	0	0	0	/	/	/	/	/	/	/	/
8:00 PM	- 9:00 PM	0	0	0	0	0	/	/	/	/	/	/	/	/
9:00 PM	- 10:00 PM	0	0	0	0	0	/	/	/	/	/	/	/	/
10:00 PM	- 11:00 PM	0	0	0	0	0	/	/	/	/	/	/	/	/
11:00 PM	- 12:00 AM	0	0	0	0	0	/	/	/	/	/	/	/	/

	Met (Hr)	Required (Hr)	Warrant Satisfied?
Warrant 1A	10	8	Satisfied
Warrant 1B	12	8	Satisfied
Warrant 1C (Cond A)	13	8	Satisfied
Warrant 1C (Cond B)	13	8	

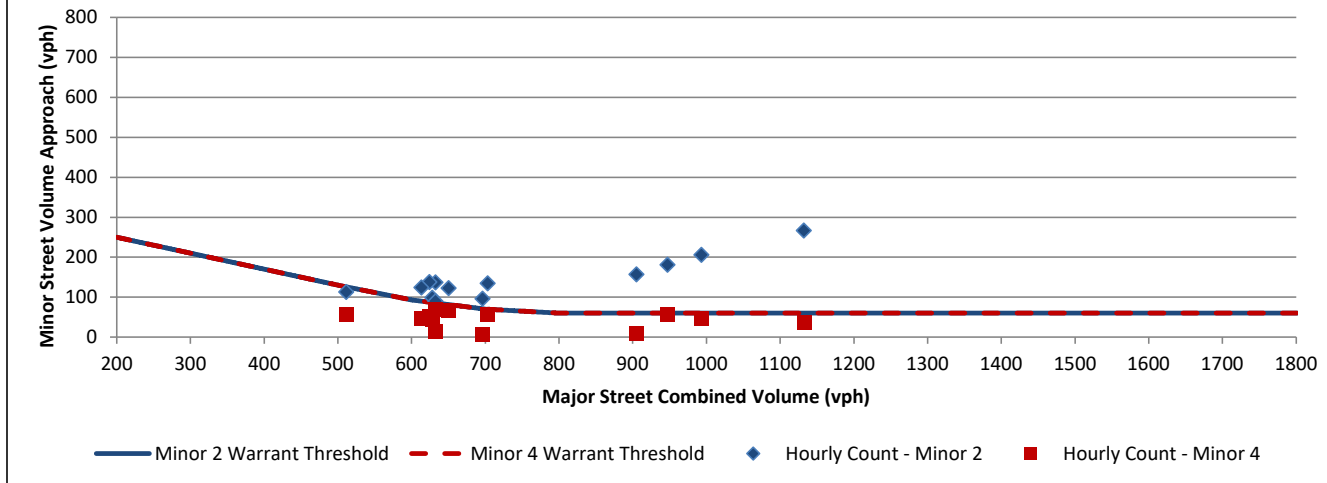
LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

		Speed	Approach Description	Lanes
0.70 FACTOR USED?	Yes	40	Major App1: CSAH 22 (EB)	1
POPULATION < 10,000?	Yes	40	Major App3: CSAH 22 (WB)	1
		40	Minor App2: Kettle River Blvd (NB)	1
		30	Minor App4: Kettle River Blvd (SB)	1

Notes:

WARRANT 2 - FOUR HOUR VOLUME

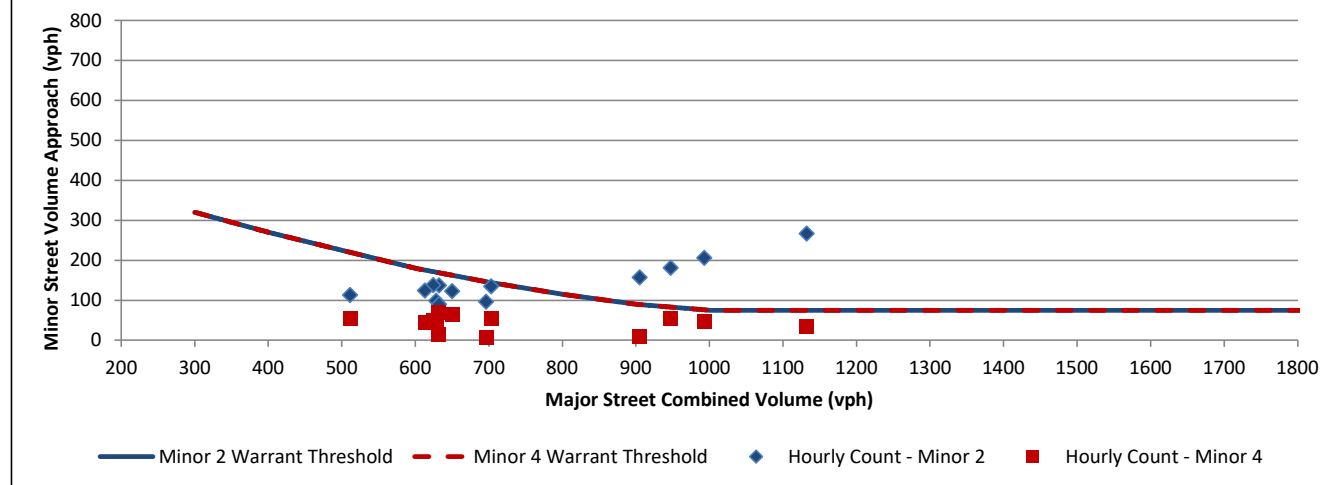
Figure 2: Four-Hour Warrant Analysis



	Met (Hr)	Required (Hr)	Warrant Satisfied?
Warrant 2	12	4	Satisfied

WARRANT 3 - PEAK HOUR VOLUME

Figure 3: Peak Hour Warrant Analysis



	Met (Hr)	Required (Hr)	Warrant Satisfied?
Warrant 3	4	1	Satisfied

LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

WARRANT 4 - PEDESTRIAN VOLUME

		Speed	Approach Description
0.70 FACTOR USED?	Yes	40	Major App1: CSAH 22 (EB)
POPULATION < 10,000?	Yes	40	Major App3: CSAH 22 (WB)
		40	Minor App2: Kettle River Blvd (NB)
		30	Minor App4: Kettle River Blvd (SB)

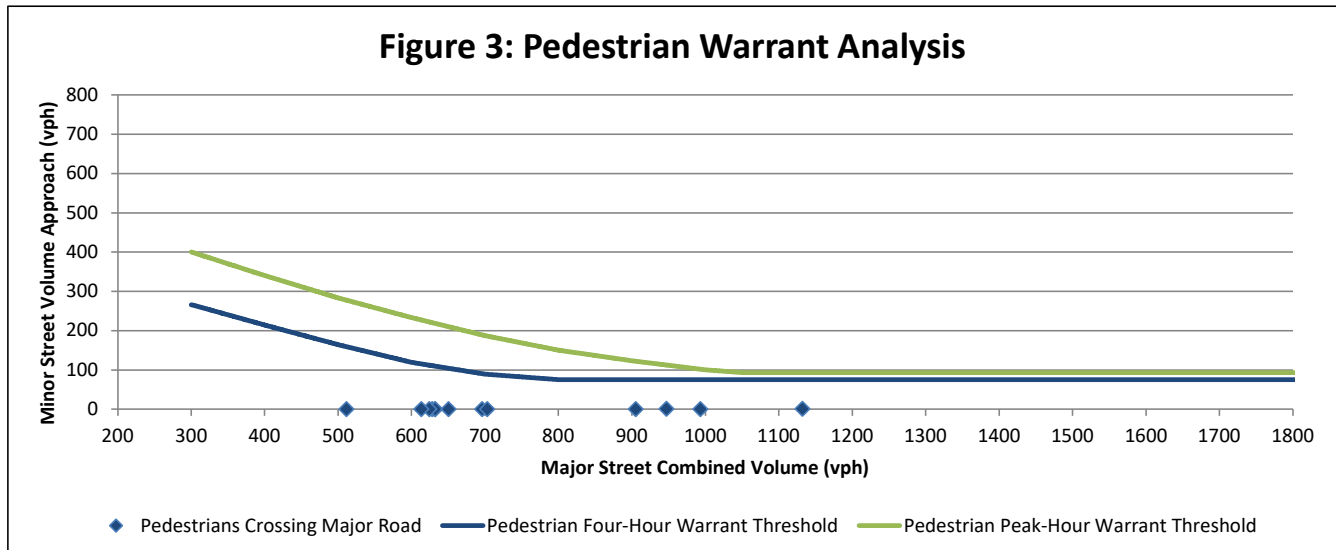
HOUR	MAJOR APP 1	MAJOR APP. 3	TOTAL 1+3	PEDS X-ING MAJOR
12:00 AM - 1:00 AM	0	0	0	0
1:00 AM - 2:00 AM	0	0	0	0
2:00 AM - 3:00 AM	0	0	0	0
3:00 AM - 4:00 AM	0	0	0	0
4:00 AM - 5:00 AM	0	0	0	0
5:00 AM - 6:00 AM	0	0	0	0
6:00 AM - 7:00 AM	471	225	696	0
7:00 AM - 8:00 AM	579	326	905	0
8:00 AM - 9:00 AM	348	284	632	0
9:00 AM - 10:00 AM	348	280	628	0
10:00 AM - 11:00 AM	259	252	511	0
11:00 AM - 12:00 PM	291	341	632	0
12:00 PM - 1:00 PM	295	355	650	0
1:00 PM - 2:00 PM	254	370	624	0
2:00 PM - 3:00 PM	258	445	703	0
3:00 PM - 4:00 PM	279	668	947	1
4:00 PM - 5:00 PM	333	799	1132	1
5:00 PM - 6:00 PM	318	675	993	0
6:00 PM - 7:00 PM	224	389	613	0
7:00 PM - 8:00 PM	0	0	0	0
8:00 PM - 9:00 PM	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0
10:00 PM - 11:00 PM	0	0	0	0
11:00 PM - 12:00 AM	0	0	0	0

	Met (Hr)	Required (Hr)
Warrant 4 (4-Hour Pedestrian Vol.)	0	4
Warrant 4 (Peak Pedestrian Vol.)	0	1

Is crossing within 300' of other signal or stop sign controlling the major approach?	No
If Yes, will proposed signal inhibit the progression of traffic on the major approach?	N/A

Warrant 4 Satisfied?	Not Satisfied
----------------------	---------------

Figure 3: Pedestrian Warrant Analysis



LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

Page 4

WARRANT 5 - SCHOOL CROSSING

Is the principal reason for the signal to accommodate the movement of schoolchildren across the major road?

No

Are there at least 20 schoolchildren crossing the major road in the highest crossing hour?

N/A

If both above questions are answered yes, calculate the available gaps below:

Are needed gaps greater than available gaps?

N/A

Is crossing within 300' of other signal or stop sign controlling the major approach?

N/A

If Yes, will proposed signal inhibit the progression of traffic on the major approach?

N/A

Warrant 5 met?

No

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Part A

Is the street a one-way street or a street that has traffic predominately in one direction?

No

Do adjacent traffic control signals provide adequate platooning?

N/A

Part B

Is the street a two-way street?

Yes

Do adjacent traffic control signals provide adequate platooning?

Yes

Will proposed signal provide for progressive operation of traffic?

Yes

Will proposed signal spacing be less than 1000 feet?

Yes

Provide proof of platooning issues:

N/A

Warrant 6 met?

No

LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

WARRANT 7 - CRASH EXPERIENCE

THRESHOLDS 1A/1B/1C: 280/420 84/42 84/42

HOUR	MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MINOR APP. 2	MINOR APP. 4	MAJOR 7 A/B	MINOR 2 7 A/B	MINOR 4 7 A/B	MET SAME 7 (A/B)
12:00 AM - 1:00 AM	0	0	0	0	0	/	/	/	/
1:00 AM - 2:00 AM	0	0	0	0	0	/	/	/	/
2:00 AM - 3:00 AM	0	0	0	0	0	/	/	/	/
3:00 AM - 4:00 AM	0	0	0	0	0	/	/	/	/
4:00 AM - 5:00 AM	0	0	0	0	0	/	/	/	/
5:00 AM - 6:00 AM	0	0	0	0	0	/	/	/	/
6:00 AM - 7:00 AM	471	96	567	225	7	X/X	X/X	/	X/X
7:00 AM - 8:00 AM	579	157	736	326	9	X/X	X/X	/	X/X
8:00 AM - 9:00 AM	348	137	485	284	14	X/X	X/X	/	X/X
9:00 AM - 10:00 AM	348	99	447	280	44	X/X	X/X	/X	X/X
10:00 AM - 11:00 AM	259	113	372	252	55	X/X	X/X	/X	X/X
11:00 AM - 12:00 PM	291	90	381	341	69	X/X	X/X	/X	X/X
12:00 PM - 1:00 PM	295	123	418	355	65	X/X	X/X	/X	X/X
1:00 PM - 2:00 PM	254	138	392	370	50	X/X	X/X	/X	X/X
2:00 PM - 3:00 PM	258	135	393	445	55	X/X	X/X	/X	X/X
3:00 PM - 4:00 PM	279	181	460	668	55	X/X	X/X	/X	X/X
4:00 PM - 5:00 PM	333	267	600	799	36	X/X	X/X	/	X/X
5:00 PM - 6:00 PM	318	206	524	675	47	X/X	X/X	/X	X/X
6:00 PM - 7:00 PM	224	124	348	389	45	X/X	X/X	/X	X/X
7:00 PM - 8:00 PM	0	0	0	0	0	/	/	/	/
8:00 PM - 9:00 PM	0	0	0	0	0	/	/	/	/
9:00 PM - 10:00 PM	0	0	0	0	0	/	/	/	/
10:00 PM - 11:00 PM	0	0	0	0	0	/	/	/	/
11:00 PM - 12:00 AM	0	0	0	0	0	/	/	/	/

	Met (Hr)	Required (Hr)
Warrant 7 (Cond A)	13	8
Warrant 7 (Cond B)	13	8

Has there been an adequate trial of alternatives that has failed to reduce the crash frequency?

No

Crash History (within a 12-month period)

	Number of Crashes:	
Right Angle:		TOTAL: 0
Left Turn:	0	Required: 5
Pedestrian:	0	

Warrant 7 met?

No

LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

WARRANT 8 - ROADWAY NETWORK

Part of street or highway system that serves as the principal roadway network for through traffic flow
Rural or suburban highway outside, entering, or traversing a city
Appears as a major route on an official plan

Major Approach Road	Minor Approach Road
Yes	No
Yes	No
Yes	No

Does the intersection have a total existing or immediately projected entering volume of at least 1,000 vehicles per

Yes

Does the intersection have 5-Year projected traffic volumes that meet Warrants 1, 2, or 3?

Yes

Does the intersection have a total existing or immediately projected entering volume of at least 1,000 vehicles per

No

Warrant 8 met?

No

WARRANT 9 - INTERSECTION NEAR GRADE CROSSING

Is the principal reason for installation of a signal the proximity of the intersection to a grade crossing controlled by a stop or yield control?

No

Is the center of the railroad track less than 140 feet from the stop line or yield line?

N/A

Clear storage distance (closest to)

N/A

Approach crossing grade

N/A

Rail traffic per day

0

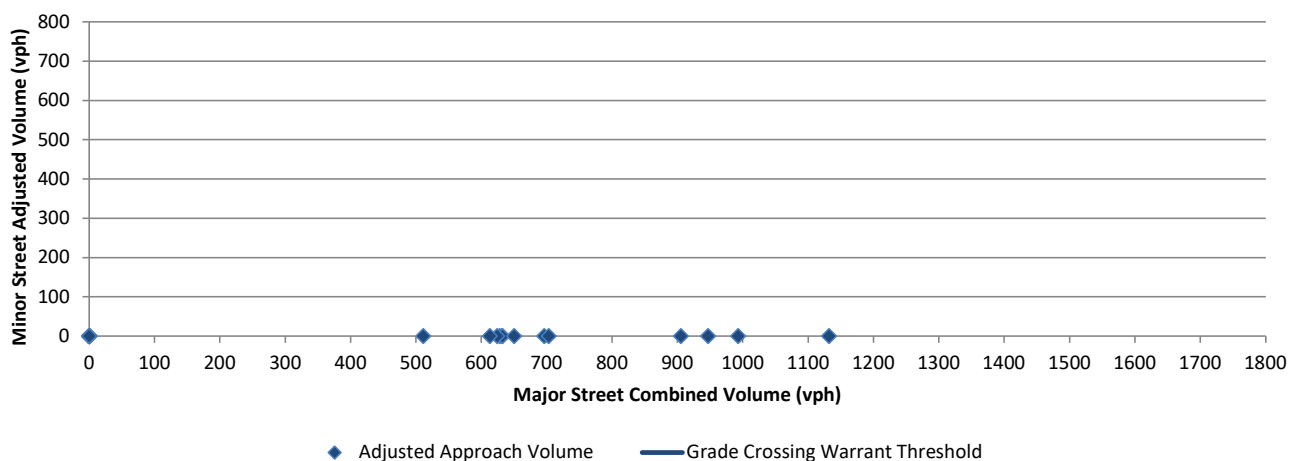
Percent of high-occupancy buses on minor-street approach

0%

Percent of tractor-trailer trucks on minor-street approach

0%

Figure 4: Grade Crossing Warrant Analysis



	Met (Hr)	Required (Hr)
Warrant 9	0	1

Warrant 9 met?

No

LOCATION: CSAH 22 & Kettle River Boulevard
COUNTY: Chisago
REF. POINT:
DATE: 5/19/2026
OPERATOR: Dane

WARRANT SUMMARY

Warrant 1	Met
Condition A	Met
Condition B	Met
Condition C	Met
Warrant 2	Met
Warrant 3	Met
Warrant 4	Not Met
Warrant 5	Not Met
Warrant 6	Not Met
Warrant 7	Not Met
Warrant 8	Not Met
Warrant 9	Not Met

Notes:

Appendix D: RODEL Results

2045 Horizon No-Build Condition Rodel Results (AM Peak Hour)

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [AM] Feet [] RHD []
 Name [Option 4A_KettleRiver No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 64 []

Approach Geometry					Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (v/h)	Xwalk Fact
1 SB - West Frontage	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
3 NB - Kettle River...	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - West Frontage	2.0	1.00	0	6	1	2	0							0.920	
2 EB - CSAH22	2.0	1.00	0	2	649	43	0							0.920	
3 NB - Kettle River...	2.0	1.00	0	14	3	151	0							0.920	
4 WB - CSAH22	2.0	1.00	0	135	224	20	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F			
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - West Frontage	None	9	373	1100	0.0082	0.00	0.00	0.00		A		A
2 EB - CSAH22	None	694	142	1234	0.5622	6.76	6.76	4.03		A		A
3 NB - Kettle River...	None	168	657	934	0.1799	4.88	0.26	0.70		A		A
4 WB - CSAH22	None	379	19	1306	0.2902	4.02	0.48	1.25		A		A
All Intersection							5.63					A

Calibration [] Accidents [] Economics [] Bypass [] Run

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [AM] Feet [] RHD []
 Name [Option 4A_SB Ramp No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 51 []

Approach Geometry					Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (v/h)	Xwalk Fact
1 SB - I35 Exit Ramp	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
3 NB - NA	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - I35 Exit Ramp	2.0	1.00	0	200	1	100	0							0.920	
2 EB - CSAH22	2.0	1.00	0	0	373	415	0							0.920	
3 NB - NA	2.0	1.00	0	0	0	0	0							0.920	
4 WB - CSAH22	2.0	1.00	0	244	269	0	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F			
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - I35 Exit Ramp	None	301	513	1013	0.2971	5.23	0.51	1.34		A		A
2 EB - CSAH22	None	788	445	1054	0.7479	13.35	4.29	10.12		B		B
3 NB - NA	None	0	0	0	0.0000	0.00	0.00	0.00		A		A
4 WB - CSAH22	None	513	0	1317	0.3895	4.61	0.76	1.96		A		A
All Intersection							9.03					A

Calibration [] Accidents [] Economics [] Bypass [] Run

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [AM] Feet [] RHD []
 Name [Option 4A_NB Ramp No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 63 []

Approach Geometry					Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (v/h)	Xwalk Fact
1 SB - NA	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
3 NB - I35 Exit Ra...	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - NA	2.0	1.00	0	0	0	0	0							0.920	
2 EB - CSAH22	2.0	1.00	0	50	531	0	0							0.920	
3 NB - I35 Exit Ramp	2.0	1.00	0	101	1	237	0							0.920	
4 WB - CSAH22	2.0	1.00	0	0	422	78	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F			
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - NA	None	0	0	0	0.0000	0.00	0.00	0.00		A		A
2 EB - CSAH22	None	581	0	1317	0.4411	5.02	0.94	2.43		A		A
3 NB - I35 Exit Ramp	None	339	581	973	0.3484	5.86	0.66	1.71		A		A
4 WB - CSAH22	None	500	152	1227	0.4074	5.09	0.83	2.13		A		A
All Intersection							5.24					A

Calibration [] Accidents [] Economics [] Bypass [] Run

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

2045 Horizon No-Build Condition Rodel Results (PM Peak Hour)

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
Name [Option 4A_KettleRiver No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 67

Approach Geometry						Entry Geometry						Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n		E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (vh)	Xwalk Fact	
1 SB - West Frontage	Y	0	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000	
2 EB - CSAH22	Y	90	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000	
3 NB - Kettle River...	Y	180	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000	
4 WB - CSAH22	Y	270	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000	

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3	
1 SB - West Frontage	2.0	1.00		0	24	3	15	0							0.920
2 EB - CSAH22	2.0	1.00		0	5	373	32	0							0.920
3 NB - Kettle River...	2.0	1.00		0	56	11	221	0							0.920
4 WB - CSAH22	2.0	1.00		0	223	692	31	0							0.920

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - West Frontage	None	42	971	751	0.0559	5.29	0.07	0.19	A A
2 EB - CSAH22	None	410	250	1171	0.3500	4.88	0.64	1.67	A A
3 NB - Kettle River...	None	288	402	1083	0.2660	4.69	0.43	1.13	A A
4 WB - CSAH22	None	946	72	1275	0.7418	10.73	3.85	9.18	B B
All Intersection						8.14			A

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
Name [Option 4A_SB Ramp No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 53

Approach Geometry						Entry Geometry						Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n		E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (vh)	Xwalk Fact	
1 SB - I35 Exit Ram	Y	0	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
2 EB - CSAH22	Y	90	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
3 NB - NA	Y	180	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
4 WB - CSAH22	Y	270	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3	
1 SB - I35 Exit Ram	2.0	1.00		0	101	0	104	0							0.920
2 EB - CSAH22	2.0	1.00		0	0	452	185	0							0.920
3 NB - NA	2.0	1.00		0	0	0	0	0							0.920
4 WB - CSAH22	2.0	1.00		0	311	833	0	0							0.920

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - I35 Exit Ram	None	205	1143	640	0.3203	8.56	0.63	1.63	A A
2 EB - CSAH22	None	637	412	1073	0.5935	8.34	1.89	4.73	A A
3 NB - NA	None	0	0	0	0.0000	0.00	0.00	0.00	A A
4 WB - CSAH22	None	1144	0	1317	0.8685	18.77	9.68	20.91	C C
All Intersection						14.37			B

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [26-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
Name [Option 4A_NB Ramp No-Build] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 66

Approach Geometry						Entry Geometry						Circ Geom			Exit Geometry				Entry Capacity Mods	
Leg Name	Bearing	G	V	n		E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (vh)	Xwalk Fact	
1 SB - NA	Y	0	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
2 EB - CSAH22	Y	90	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
3 NB - I35 Exit Ra...	Y	180	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	
4 WB - CSAH22	Y	270	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000	

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3	
1 SB - NA	2.0	1.00		0	0	0	0	0							0.920
2 EB - CSAH22	2.0	1.00		0	101	418	0	0							0.920
3 NB - I35 Exit Ra...	2.0	1.00		0	378	5	347	0							0.920
4 WB - CSAH22	2.0	1.00		0	0	788	198	0							0.920

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - NA	None	0	0	0	0.0000	0.00	0.00	0.00	A A
2 EB - CSAH22	None	519	0	1317	0.3940	4.64	0.77	1.99	A A
3 NB - I35 Exit Ramp	None	730	519	1010	0.7229	12.78	3.75	8.96	B B
4 WB - CSAH22	None	986	484	1031	0.9566	47.48	25.69	50.83	E E
All Intersection						26.20			D

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

2045 Horizon Build Condition Rodel Results (AM Peak Hour)

Project: CSAH 22 Date: 21-May-2026 Model: Rodel 2017 Timeslice: 7.5 Full Geometry: Peak: AM Feet: RHD
Name: Option 4A_KettleRiver Flows: 2045 Delay: Queuing Results: Veh Peak60/15m PHF Flow Profile: Conf: 50 Light: 59

Approach Geometry					Entry Geometry					Circ Geom					Exit Geometry					Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	→ Cap (v/h)	Xwalk Fact			
1 SB - West Frontage	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000			
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000			
3 NB - Kettle River...	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000			
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000			

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - West Frontage	2.0	1.00	0	93	19	16	0							0.920	
2 EB - CSAH22	2.0	1.00	0	33	824	42	0							0.920	
3 NB - Kettle River...	2.0	1.00	0	14	17	144	0							0.920	
4 WB - CSAH22	2.0	1.00	0	129	215	73	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)		Opp Rate (veh/hr)		Capacity (veh/hr)		Ave VCR		Ave Del (sec/veh)		Max Q (veh)		Max Q95% (veh)		LOS A-F			
		Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - West Frontage	None	128		358		1108		0.1155		3.82		3.82	0.15		0.40		A		A
2 EB - CSAH22	None	699		241		1177		0.5941		7.62		7.62	1.86		4.66		A		A
3 NB - Kettle River ...	None	175		750		880		0.1989		5.30		5.30	0.30		0.80		A		A
4 WB - CSAH22	None	417		64		1280		0.3258		4.31		4.31	0.57		1.48		A		A
All Intersection												6.02							A

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project: CSAH 22 Date: 21-May-2026 Model: Rodel 2017 Timeslice: 7.5 Full Geometry: Peak: AM Feet: RHD
Name: Option 4A_SB Ramp Flows: 2045 Delay: Queuing Results: Veh Peak60/15m PHF Flow Profile: Conf: 50 Light: 47

Approach Geometry					Entry Geometry					Circ Geom					Exit Geometry					Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	→ Cap (v/h)	Xwalk Fact			
1 SB - I35 Exit Ramp	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
3 NB - NA	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - I35 Exit Ram	2.0	1.00	0	200	1	111	0							0.920	
2 EB - CSAH22	2.0	1.00	0	0	399	444	0							0.920	
3 NB - NA	2.0	1.00	0	0	0	0	0							0.920	
4 WB - CSAH22	2.0	1.00	0	244	297	0	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)		Opp Rate (veh/hr)		Capacity (veh/hr)		Ave VCR		Ave Del (sec/veh)		Max Q (veh)		Max Q95% (veh)		LOS A-F			
		Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - I35 Exit Ramp	None	312		541		997		0.3130		5.43		5.43	0.56		1.45		A		A
2 EB - CSAH22	None	843		445		1054		0.8001		16.51		16.51	6.11		13.90		C		C
3 NB - NA	None	0		0		0		0.0000		0.00		0.00	0.00		0.00		A		A
4 WB - CSAH22	None	541		0		1317		0.4107		4.77		4.77	0.83		2.14		A		A
All Intersection												10.73							B

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project: CSAH 22 Date: 21-May-2026 Model: Rodel 2017 Timeslice: 7.5 Full Geometry: Peak: AM Feet: RHD
Name: Option 4A_NB Ramp Flows: 2045 Delay: Queuing Results: Veh Peak60/15m PHF Flow Profile: Conf: 50 Light: 58

Approach Geometry					Entry Geometry					Circ Geom					Exit Geometry					Entry Capacity Mods	
Leg Name	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	→ Cap (v/h)	Xwalk Fact			
1 SB - NA	Y	0	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
2 EB - CSAH22	Y	90	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
3 NB - I35 Exit Ra...	Y	180	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			
4 WB - CSAH22	Y	270	0	12.00	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000			

Volume Modifiers			Turning Volumes (veh/hr)						Arrival Volume Ratios			Arrival Volume Times (min)			PHF
Leg Name	%Truck	Factor	U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1 SB - NA	2.0	1.00	0	0	0	0	0							0.920	
2 EB - CSAH22	2.0	1.00	0	65	542	0	0							0.920	
3 NB - I35 Exit Ra...	2.0	1.00	0	120	1	237	0							0.920	
4 WB - CSAH22	2.0	1.00	0	0	432	78	0							0.920	

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)		Opp Rate (veh/hr)		Capacity (veh/hr)		Ave VCR		Ave Del (sec/veh)		Max Q (veh)		Max Q95% (veh)		LOS A-F			
		Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Entry	Byp	Leg
1 SB - NA	None	0		0		0		0.0000		0.00		0.00	0.00		0.00		A		A
2 EB - CSAH22	None	607		0		1317		0.4608		5.19		5.19	1.03		2.63		A		A
3 NB - I35 Exit Ramp	None	358		607		958		0.3738		6.19		6.19	0.74		1.92		A		A
4 WB - CSAH22	None	510		186		1207		0.4225		5.30		5.30	0.88		2.28		A		A
All Intersection												5.47							A

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

2045 Horizon Build Condition Rodel Results (PM Peak Hour)

Project [CSAH 22] Date [21-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
 Name [Option 4A_KettleRiver] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 61 []

Approach Geometry						Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods		
	Leg Name	Y	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	--> Cap (v/h)	Xwalk Fact
1	SB - West Frontage	Y	0	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
2	EB - CSAH22	Y	90	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
3	NB - Kettle River...	Y	180	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000
4	WB - CSAH22	Y	270	0	12.00	1	19.00	1	140.00	110.00	25.00	150.00	22.00	1	19.00	1	12.00	1	0	1.000

Calibration [] Accidents [] Economics [] Bypass [] Run []

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - West Frontage	None	148	939	769	0.1924	6.02	6.02	0.30	A
2 EB - CSAH22	None	414	324	1128	0.3669	5.19	5.19	0.70	A
3 NB - Kettle River ...	None	295	474	1041	0.2835	5.00	5.00	0.48	A
4 WB - CSAH22	None	1003	102	1258	0.7975	13.58	13.58	5.54	B
All Intersection						9.75			A

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [21-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
 Name [Option 4A_SB Ramp] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 49 []

Approach Geometry						Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods			
	Leg Name	S	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	-- Cap (v/h)	Xwalk Fact	
1	SB - I35 Exit Ram	Y		0	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
2	EB - CSAH22	Y		90	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
3	NB - NA	Y		180	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
4	WB - CSAH22	Y		270	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000

Volume Modifiers				Turning Volumes (veh/hr)							Arrival Volume Ratios			Arrival Volume Times (min)			PHF
	Leg Name	%Truck	Factor		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3		
1	SB - I35 Exit Ram	2.0	1.00		0	101	0	122	0							0.920	
2	EB - CSAH22	2.0	1.00		0	0	474	212	0							0.920	
3	NB - NA	2.0	1.00		0	0	0	0	0							0.920	
4	WB - CSAH22	2.0	1.00		0	311	874	0	0							0.920	

Calibration [] Accidents [] Economics [] Bypass [] Run []

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - I35 Exit Ramp	None	223	1181	617	0.3612	9.42	9.42	0.76	A
2 EB - CSAH22	None	686	411	1074	0.6389	9.33	9.33	2.33	A
3 NB - NA	None	0	0	0	0.0000	0.00	0.00	0.00	A
4 WB - CSAH22	None	1185	0	1317	0.8996	23.14	23.14	13.20	C
All Intersection						17.16			C

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results

Project [CSAH 22] Date [21-May-2026] Model [Rodel 2017] Timeslice [7.5] Full Geometry [] Peak [PM] Feet [] RHD []
 Name [Option 4A_NB Ramp] Flows [2045] Delay [Queuing] Results [Veh] Peak60/15m [] PHF Flow Profile [] Conf [50] Light [] 60 []

Approach Geometry						Entry Geometry					Circ Geom			Exit Geometry				Entry Capacity Mods			
	Leg Name	Y	Bearing	G	V	n	E	n	L'	R	Φ	D	C	n	Ex	n	Vx	n	→ Cap (v/h)	Xwalk Fact	
1	SB - NA	Y		0	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
2	EB - CSAH22	Y		90	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
3	NB - I35 Exit Ra...	Y		180	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000
4	WB - CSAH22	Y		270	0	12.00	1	19.00	1	140.00	110.00	25.00	140.00	22.00	1	19.00	1	12.00	1	0	1.000

Volume Modifiers				Turning Volumes (veh/hr)							Arrival Volume Ratios			Arrival Volume Times (min)			PHF
	Leg Name	%Truck	Factor			U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Ratio1	Ratio2	Ratio3	Time1	Time2	Time3	
1	SB - NA	2.0	1.00			0	0	0	0	0							0.920
2	EB - CSAH22	2.0	1.00			0	116	424	0	0							0.920
3	NB - I35 Exit Ra...	2.0	1.00			0	411	5	347	0							0.920
4	WB - CSAH22	2.0	1.00			0	0	796	198	0							0.920

Calibration [] Accidents [] Economics [] Bypass [] Run []

Peak 60min Results	Bypass Type	Flow Rate (veh/hr)	Opp Rate (veh/hr)	Capacity (veh/hr)	Ave VCR	Ave Del (sec/veh)	Max Q (veh)	Max Q95% (veh)	LOS A-F
Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Byp Leg
1 SB - NA	None	0	0	0	0.0000	0.00	0.00	0.00	A
2 EB - CSAH22	None	540	0	1317	0.4100	4.76	4.76	0.83	A
3 NB - I35 Exit Ramp	None	763	540	997	0.7650	15.10	15.10	4.91	C
4 WB - CSAH22	None	994	531	1002	0.9916	68.29	68.29	35.27	F
All Intersection						35.69			E

Results 60 Results 15 Int / Slope - 60 Int / Slope - 15 Economics Global Results



City Of Wyoming
26885 Forest Blvd, PO Box 188
Wyoming, MN 55092
Phone (651) 462-4947
permits@wyomingmn.org

SUBDIVISION APPLICATION: PRELIMINARY PLAT

A preliminary plat application is filed after the Planning Commission has reviewed the sketch plan application for the proposed subdivision. The application is reviewed by the Plat Review Committee and then forwarded on to the Planning Commission for a public hearing. After the public hearing the application is considered by the City Council.

Applicant(s): Name(s) NTD-COM, LLC - RICHARD MORRIS
Address 7380 FRANCE AVENUE SOUTH, SUITE 250
City EDINA State MN Zip 55435
Phone Number [REDACTED] Email [REDACTED]

Owner(s) - If other than Applicant(s):

Name(s) _____
Address _____
City _____ State _____ Zip _____
Phone Number _____ Email _____

Signature of owner(s) [Signature] Date 4-16-26

Legal description of property: OUTLOT A, SUNRISE RIVERBANK AND PART OF
THE NE1/4 OF SECTION 19, TOWNSHIP 33, RANGE 21

Property Identification Number: R.21.10302.33 AND R.21.00012.20

Present use of property: VACANT

Proposed use of property: HOTEL / APARTMENT / CONVENIENCE STORE

Present zoning of property: MIXED USE DISTRICT (MUD) AND COMMERCIAL (C)

Total acreage of property: 16.68 ACRES
Number of proposed lots: 3 LOTS / 1 OUTLOT

Total acreage in wetlands or floodplain: _____
Acreage of proposed parkland dedication: N/A

☒ 4 full size copies of the proposed preliminary plat

☒ 2 reduced copies (no larger than 11 X 17)

☒ 1 electronic version legibly detailing all features

☐ Environmental Assessment Worksheet, if necessary

☐ A copy of proposed protective covenants, if applicable N/A

☒ Grading, drainage and erosion control plans

☐ Septic site evaluation reports N/A

☒ Wetlands delineation report

☒ Applications for any necessary variances, conditional use permits, or rezoning

☐ Copies of permit application submittals to all agencies with jurisdiction over wetlands or water bodies and channels on the development site

☐ List of any special assessments

Applicant(s) Signature: [Signature] Date 4-16-26

As the applicant for this request, I agree to reimburse the City for all expenses incurred by the City in employing planning, engineering, legal, and other professional consultants in reviewing this application. This may include the replenishment of any escrow funds as required as part of this application. Such costs shall be paid by me, the applicant, regardless of the outcome of the review and prior to commencing any work on the project.

A public hearing can be scheduled only after a complete application has been received.

OFFICE USE ONLY

Application # D-26-004

Date Application Received 4/20/26

Date Complete Application Received 6/1/26

120 Days 9/29/26

By: [Signature]

Fee: \$450.00 + \$70.00/Lot + Consultant Escrow = \$

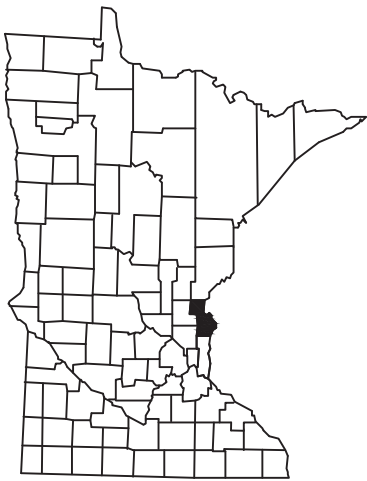
Date Paid 4/20/26

Check # [Signature]

Consultant Escrow = \$1,000 without improvements or \$10,000 with improvements + \$500.00/lot for 30+ lots

Revised 12/09/22

CHISAGO COUNTY



SUNRISE RIVERBANK COMMERCIAL

SUNRISE RIVERBANK PROPERTIES, LLC

WYOMING, MN 55092

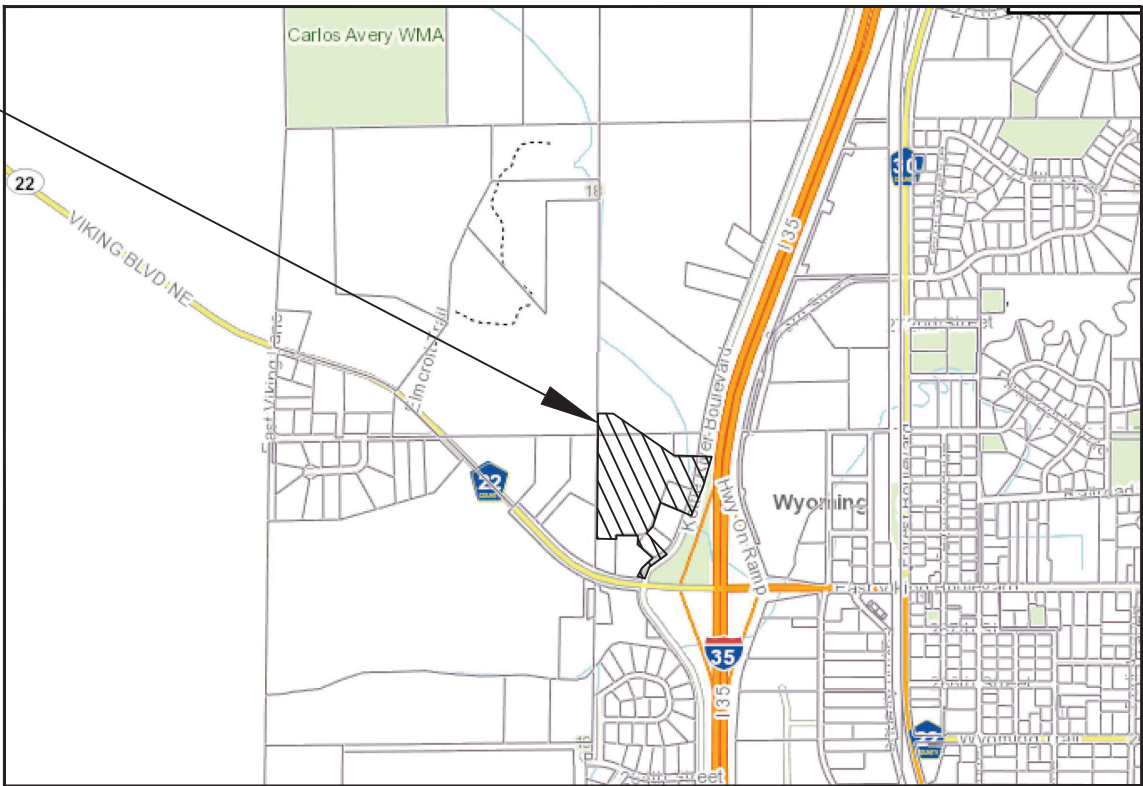
PROJECT LOCATION

CONTACTS

CITY ADMINISTRATOR	CITY OF WYOMING – ATTN: ROBB LINWOOD PHONE: (651) 462-0575	
SUPERINTENT PUBLIC WORKS	CITY OF WYOMING – ATTN: STEVE REEVES PHONE: (651) 462-0580	
ZONING ADMINISTRATOR	CITY OF WYOMING – ATTN: FRED WECK PHONE: (651) 462-0575	
WATER	CITY OF WYOMING – PHONE: (651) 462-0580	
SANITARY	CITY OF WYOMING – PHONE: (651) 462-0580	
TELEPHONE	FRONTIER PHONE: (866) 226-5170	
CABLE	MIDCONTINENT PHONE: (800) 888-1300	
GAS	XCEL ENERGY PHONE: (800) 895-4999	
ELECTRIC	XCEL ENERGY PHONE: (800) 895-4999	CONNEXUS ENERGY PHONE: (763) 323-2600
FIRE DEPT.	CITY OF WYOMING – ATTN: JESSE MILLIGAN PHONE: (651) 462-0575	
CITY ENGINEER	WSB – ATTN: MARK ERICHSON, PE PHONE: (651) 286-8463	
PROJECT SURVEYOR	EG RUD & SONS INC. – ATTN: JASON RUD PHONE: (651) 361-8225	

DEVELOPER:
SUNRISE RIVERBANK PROPERTIES, LLC
ATTN: JERRY GREEN
7241 OHMS LANE, SUITE 275
EDINA, MN 55439
PHONE: 715-563-4165
EMAIL: green9389@msn.com

PROJECT ENGINEER:
ADVANCED ENGINEERING CONCEPTS
ATTN: SEAN P. BOHAN, P.E.
1360 INTERNATIONAL DRIVE
EAU CLAIRE, WI 54701
PHONE: 715.552.0330
EMAIL: sbohan@aec.engineering



LOCATION MAP

SCHEDULE OF REQUIRED PERMITS		
APPROVALS NEEDED	DATE SUBMITTED	APPROVAL
MPCA: CONSTRUCTION STORMWATER GENERAL PERMIT		
CITY OF WYOMING: LAND USE APPLICATION		

LEGEND

EXISTING	PROPOSED	
		---BENCHMARK
		---CONTROL POINT
		---SIGN
		---CURB STOP
		---WELL
		---HYDRANT
		---GATE VALVE
		---CURB INLET
		---AREA DRAIN
		---SAN MH
		---STORM MH
		---SAN CLEANOUT
		---GAS MANHOLE
		---LIGHT POLE
		---UTILITY POLE
		---GUY WIRE
		---GUY POLE
		---PULL BOX
		---ELEC PED
		---CABLE PED
		---MAILBOX
		---TELE PED
		---IRON PIPE
		---ROW POST
		---REBAR
		---WATER MAIN
		---SANITARY SEWER
		---STORM SEWER
		---OVERHEAD UTILITY
		---TELEPHONE LINE
		---GAS LINE
		---ELECTRIC LINE
		---CABLE TV LINE
		---TREELINE
		---EXISTING TREES
		---MARSH
		---FENCE LINE
		---WOVEN WIRE FENCE
		---RETAINING WALL
		---CONTOURS MAJOR
		---CONTOURS MINOR

ABBREVIATIONS:
BC=BACK OF CURB
BLK=BLOCK NUMBER
BOT=BOTTOM (ELEV)
CL=CENTERLINE
CS=CURB STOP
ELEV=ELEVATION
EOP=EDGE OF PAVEMENT
EX=EXISTING
FES=FLARED END SECTION
FF=FINISHED FLOOR (ELEV)
FM=FORCE MAIN
FL=FLOWLINE
GF=GARAGE FLOOR (ELEV)
GLG=GROUND LINE GROOVE
HWL=HIGH WATER LEVEL
INV=INVERT
LF=LINEAR FEET
LL=LOWEST LEVEL OPENING ALLOWED
LO=LOOKOUT STYLE HOME
LT=LEFT
MIN=MINIMUM
NWL=NORMAL WATER LEVEL
PC=POINT OF CURVE
PE=HIGH DENSITY POLYETHYLENE
PRC=CURVE REVERSAL POINT
PT=POINT OF TANGENCY
RAD=RADIUS
RT=RIGHT
R/W=RIGHT OF WAY
SAN=SANITARY SEWER
SP=SPOT ELEVATION
STA=STATION
STM=STORM SEWER
TC=TOP OF CURB
T.O.P.=TOP OF PIPE
TYP=TYPICAL
W=WATER FITTINGS
WAT=WATER
WM=WATERMAIN
WO=WALKOUT STYLE HOME

ABRIDGED

SHEET SCHEDULE

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET INDEX & ALIGNMENT REPORT
3	EXISTING CONDITIONS & DEMOLITION PLAN
4-5	SITE & UTILITY PLAN
6-7	GRADING PLANS
8-9	STORMWATER POLLUTION PREVENTION PLAN
10-11	CROSS COUNTRY UTILITIES
12	ALIGNMENT 4.1 - PLAN AND PROFILE
13-14	ALIGNMENT 4 - PLAN AND PROFILE
15	CROSS COUNTRY WATERMAIN
16	ALIGNMENT 4.1 - STORM PLAN AND PROFILE
17-18	ALIGNMENT 4 - STORM PLAN AND PROFILE
19-20	POND CROSS SECTION
21-26	DETAILS

AEC PROJECT #: 25033 PLANS DATED: APRIL 2026



ADVANCED ENGINEERING CONCEPTS
1360 INTERNATIONAL DR.
EAU CLAIRE, WI 54701
PH 715-552-0330
INFO@AEC.ENGINEERING
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PHASE I COMMERCIAL



Know what's below.
Call before you dig.



0 40 80 160

LEGEND

- (1105)--- EXISTING CONTOURS-MNR
- (1105)--- EXISTING CONTOURS-MJR
- [Hatched Box] REMOVE CONC./PAVEMENT
- [Wavy Line] UTILITY REMOVAL
- [Sawtooth Line] FULL DEPTH SAWCUT
- [Red Dotted Box] WETLAND DISTURBANCE

GENERAL NOTES:

1. UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY AND ARE NOT SHOWN IN THEIR ENTIRETY. CONTRACTOR SHALL NOTIFY UTILITIES A MINIMUM OF 3 DAYS PRIOR TO ANY EXCAVATION FOR FIELD VERIFICATION OF LOCATIONS. THE CLIENT, CITY, AND THE ENGINEER ARE NOT RESPONSIBLE OR LIABLE FOR ANY DAMAGE CAUSED TO EXISTING UTILITIES.
2. CLEARING AND GRUBBING SHALL ONLY BE IN THOSE LOCATIONS DIRECTED BY THE ENGINEER AND/OR OWNER. CONTRACTOR SHALL PROTECT ALL TREES, SHRUBS, AND CORRESPONDING ROOT SYSTEMS FROM DAMAGE. ALL WORK WITH POTENTIAL IMPACT ON UN-CLEARED TREES AND/OR SHRUBS SHALL BE COORDINATED WITH THE ENGINEER AND/OR OWNER.
3. CONTRACTOR SHALL NOT DISTURB ANY R/W IRONS. ANY REMOVAL SHALL BE APPROVED BY THE ENGINEER, OTHERWISE THE CONTRACTOR SHALL BE BILLED FOR REPLACEMENT.
4. CONTRACTOR SHALL VERIFY THE AMOUNT OF PAVEMENT REMOVAL WITH THE PROJECT MANAGER.
5. CONTRACTOR TO COORDINATE LOCATIONS AND LIMITS OF SAWCUTS WITH THE PROJECT MANAGER.
6. NO TREES OR STUMPS ARE TO BE BURIED ON SITE. CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS FOR BURNING OR MATERIAL DISPOSAL.
7. CONTRACTOR TO REPAIR AND RESTORE ANY DAMAGED OR DISTURBED AREAS OF PAVEMENT, CONCRETE, LANDSCAPING, ELECTRICAL, AND AUTOMATIC IRRIGATION, ETC. TO ITS ORIGINAL CONDITION ON ADJACENT PROPERTIES.
8. IF DURING THE COURSE OF CONSTRUCTION THE CONTRACTOR FINDS ANY DISCREPANCIES OR CONFLICTS BETWEEN THE PROPOSED SITE IMPROVEMENTS INDICATED ON THE PLANS AND THE PHYSICAL CONDITIONS OF THE SITE, OR ANY ERRORS OR OMISSIONS WITHIN THE PLANS OR IN THE SITE LAYOUT AS PROVIDED BY THE ENGINEER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE ENGINEER. UNTIL AUTHORIZED TO PROCEED, ANY WORK PERFORMED AFTER SUCH DISCOVERY WILL BE AT THE CONTRACTOR'S SOLE RISK AND EXPENSE.
9. TOPOGRAPHIC SURVEY PERFORMED BY EG RUD SURVEYING OCTOBER, 2021.

NOTE:

CONTRACTOR TO FIELD VERIFY EXISTING UTILITY LOCATIONS

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: SEAN P. BOHAN LICENSE # 46834

SIGNATURE: DATE:

PROJ. NO.

25033



ADVANCED ENGINEERING CONCEPTS
1360 INTERNATIONAL DR
EAU CLAIRE, WI 54701
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info@aec-engineering.com
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EXISTING CONDITIONS & DEMOLITION PLAN

SUNRISE RIVERBANK COMMERCIAL
SUNRISE RIVERBANK PROPERTIES, LLC
4492 EAST VIKING BOULEVARD
WYOMING, MN 55092

DWG NAME
25031 PG3
EXISTING

DATE
4/2026

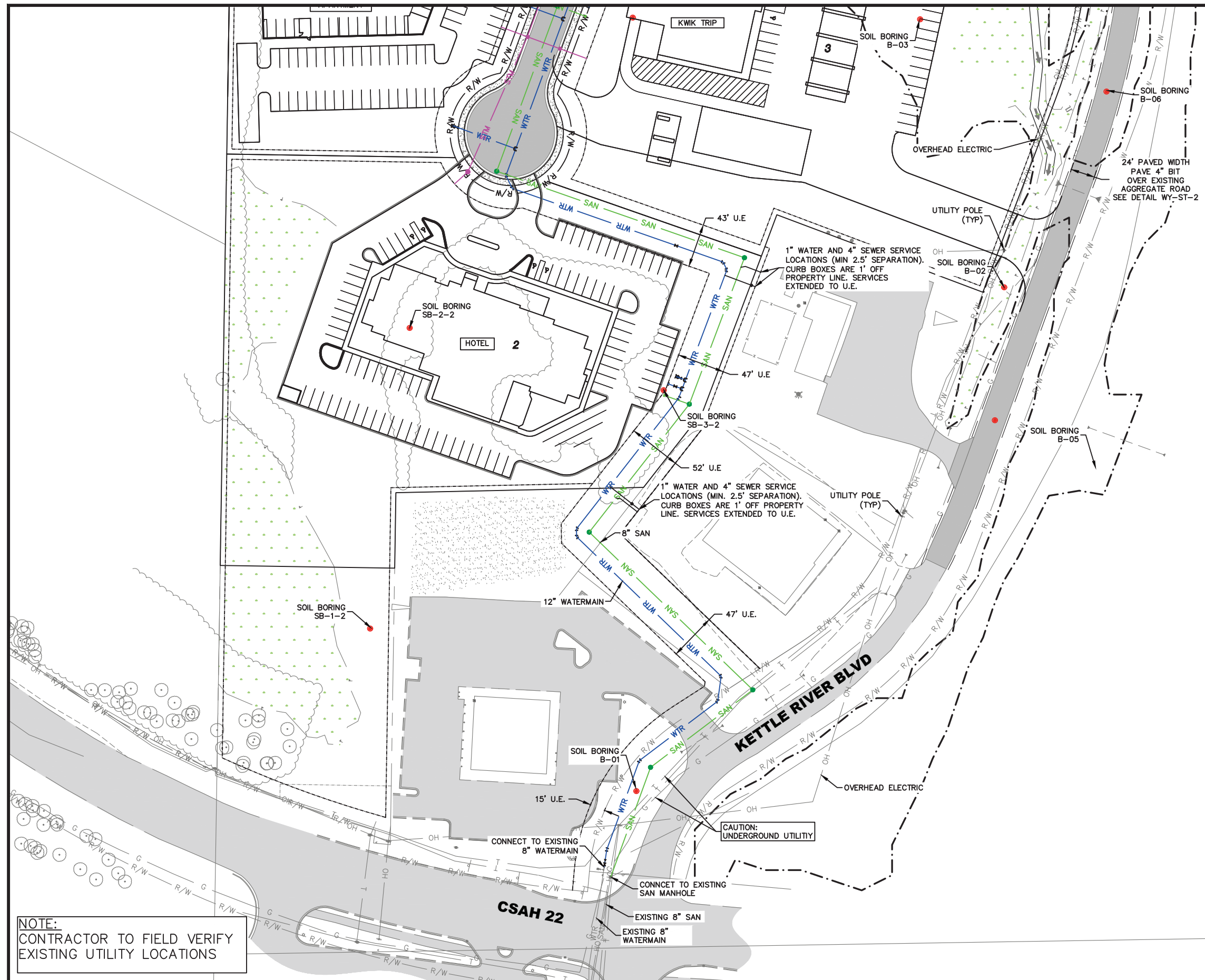
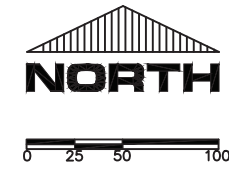
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NOTE:
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PRINT NAME: SEAN P. BOHAN LICENSE # 46834										DATE 4/2026			
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COMMERCIAL

CONNECT TO EXISTING
12" WATERMAIN

SOIL BORING

EXISTING
12" WATERMAIN

270TH AVE

KETTLE RIVER BLVD

UTILITY POLE (TYP)

48" CULVERT
CAUTION:
UNDERGROUND UTILITY

CAUTION
UNDERGROUND UTILITIES

1" WATER AND 4" SEWER SERVICE
LOCATIONS (MIN 2.5' SEPARATION).
CURB BOXES ARE 1' OFF
PROPERTY LINE. SERVICES
EXTENDED TO U.E.

OH ———
SOIL BORING
B-02

D ENGINEERING CONCE
 O INTERNATIONAL DR
 U CLAIRE, WI 54701
 PH: 715-552-0330
 fo@aec.engineering
 RIGHT 2026 AEC LLC.

UTILITY NOTES:

1. STORM AND SANITARY PIPE LENGTHS ARE TO CENTER OF MANHOLE. CONTRACTOR TO VERIFY ACTUAL LENGTH REQUIRED.
2. MANHOLES ARE 48"Ø UNLESS OTHERWISE NOTED.
2. ALL LENGTHS OF PIPE INCLUDE FLARED END SECTION (F.E.S.). CONTRACTOR WILL ONLY BE PAID FOR L.F. OF PIPE, NOT INCLUDING LENGTH OF F.E.S.
3. MAINTAIN A MINIMUM 7.5' WATERMAIN COVER. ALL WATERMAIN MUST BE INSTALLED ACCORDING TO CITY OF WYOMING. REFER TO STANDARD DETAILS FOR ALL UTILITY INSTALLATION. CONTACT CITY INSPECTOR AT LEAST 72 HOURS PRIOR TO START OF UTILITY CONSTRUCTION SO THAT INSPECTION CAN BE SCHEDULED.
4. 12" CLEARANCE WHEN WATERMAIN GOES OVER SANITARY, WATERMAIN, OR STORM SEWER & 18" SEPARATION WHEN WATERMAIN PASSES UNDER SANITARY, WATERMAIN OR STORM SEWER.
5. UPON COMPLETION OF STORM SEWER INSTALLATION, STORM SEWER INLETS SHALL BE PROTECTED FROM SEDIMENT BY SILT FENCE, HAY BALES, OR EQUIVALENT MEASURES. PROTECTION SHALL REMAIN IN PLACE UNTIL ASPHALT AREAS HAVE BEEN PAVED AND ALL NONE PAVED AREAS HAVE 100% VEGETATION ESTABLISHED.
6. CONTRACTOR MUST PROTECT THE SANITARY LATERAL FROM ANY SAND, ROCK, ECT. ENTERING THE PIPE DURING CONSTRUCTION.
7. SANITARY SEWER LATERALS SHALL HAVE MINIMUM SLOPE OF $\frac{1}{4}$ " PER FOOT FOR ALL 4-INCH PIPE.
8. SANITARY SEWER SERVICE SHALL BE PVC (SDR 26 & SDR 35 OR AS LABELED).
9. WATER SERVICE SHALL BE 1" POLY OR APPROVED EQUAL.
10. STORM SEWER SHALL BE CLASS 3 RCP.
11. THE PIPE DIAMETER'S LISTED ARE THE NOMINAL INSIDE DIAMETER.
12. SAN. SERVICE WYE LOCATION IS REFERENCED FROM THE DOWN STREAM MANHOLE.
13. HYDRANT PACKAGE INCLUDES HYDRANT, 6" VALVE & BOX, & HYDRANT LEAD

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 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: SEAN P. BOHAN LICENSE # 46834

SIGNATURE: _____ DATE: _____

PROJ. NO.
25033



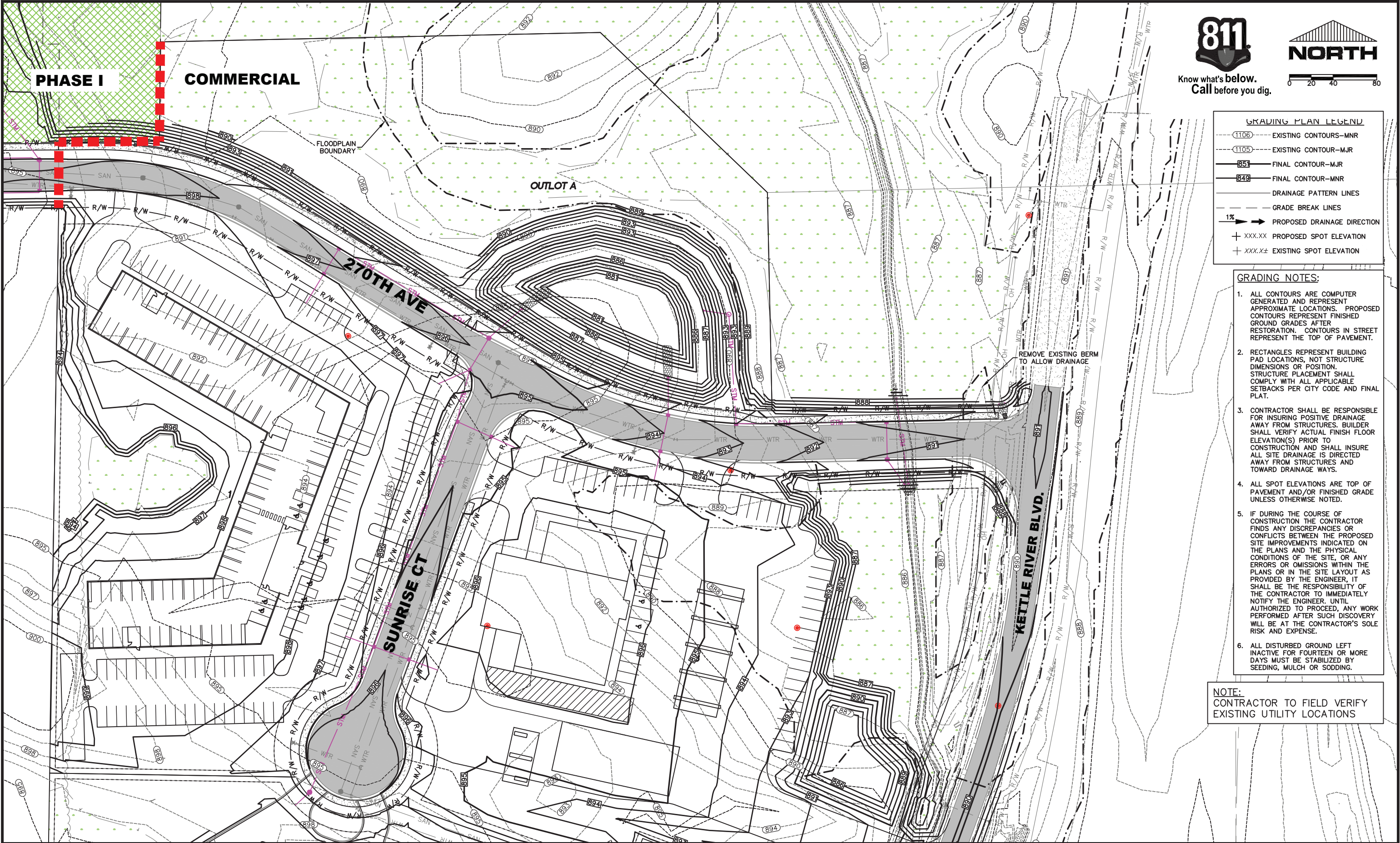
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SITE & UTILITY PLAN

SUNRISE RIVERBANK COMMERCIAL
SUNRISE RIVERBANK PROPERTIES, LLC
4492 EAST VIKING BOULEVARD
WYOMING, MN 55092

DWG NAME 25033 PG4 SITE
DATE 4/2026

26



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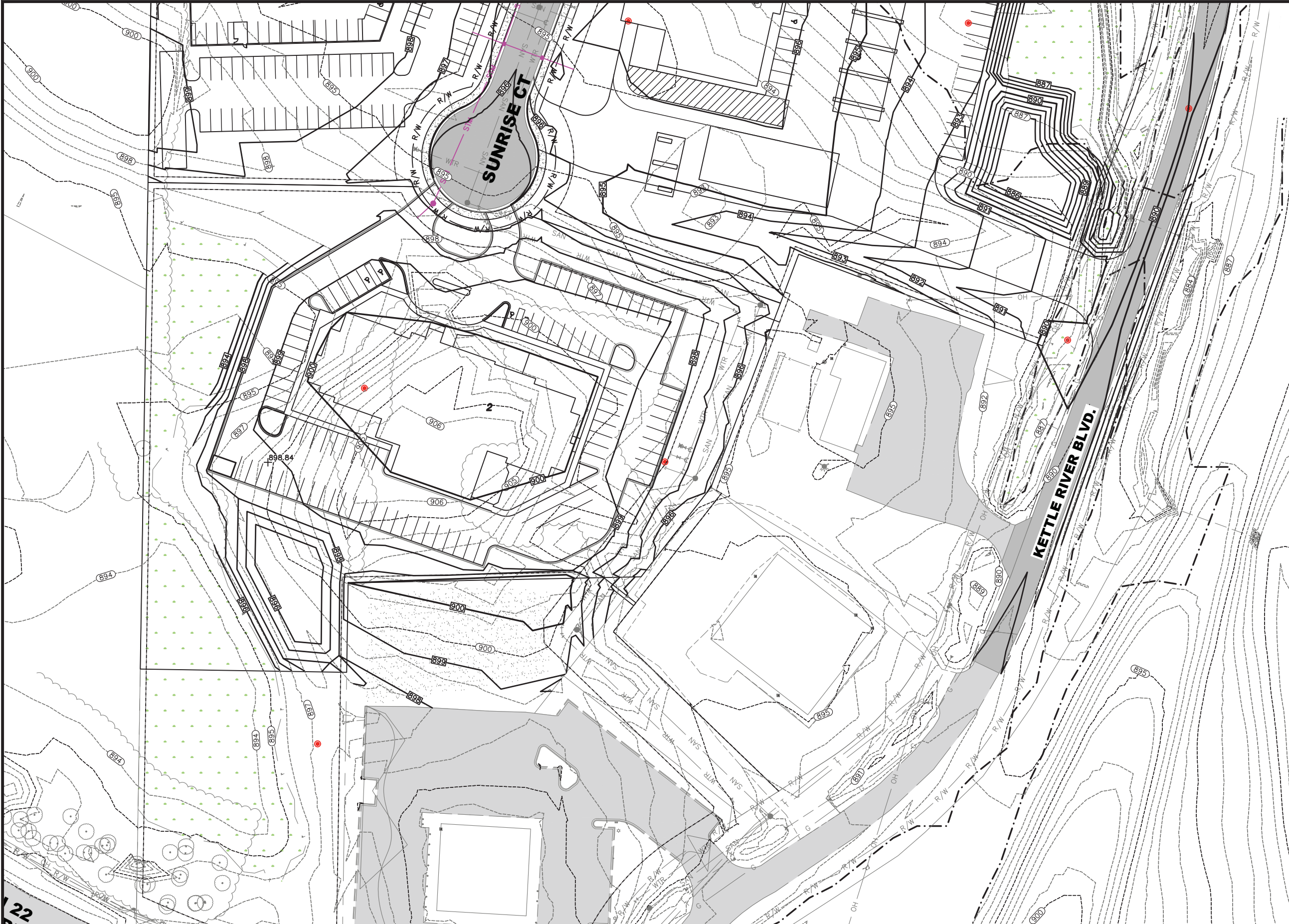


- GRADING PLAN LEGEND**
- (1106)--- EXISTING CONTOURS-MNR
 - (1105)--- EXISTING CONTOUR-MJR
 - (851)--- FINAL CONTOUR-MJR
 - (849)--- FINAL CONTOUR-MNR
 - DRAINAGE PATTERN LINES
 - GRADE BREAK LINES
 - 1% → PROPOSED DRAINAGE DIRECTION
 - + XXX.XX PROPOSED SPOT ELEVATION
 - + XXX.X± EXISTING SPOT ELEVATION

- GRADING NOTES:**
- ALL CONTOURS ARE COMPUTER GENERATED AND REPRESENT APPROXIMATE LOCATIONS. PROPOSED CONTOURS REPRESENT FINISHED GROUND GRADES AFTER RESTORATION. CONTOURS IN STREET REPRESENT THE TOP OF PAVEMENT.
 - RECTANGLES REPRESENT BUILDING PAD LOCATIONS, NOT STRUCTURE DIMENSIONS OR POSITION. STRUCTURE PLACEMENT SHALL COMPLY WITH ALL APPLICABLE SETBACKS PER CITY CODE AND FINAL PLAT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING POSITIVE DRAINAGE AWAY FROM STRUCTURES. BUILDER SHALL VERIFY ACTUAL FINISH FLOOR ELEVATION(S) PRIOR TO CONSTRUCTION AND SHALL INSURE ALL SITE DRAINAGE IS DIRECTED AWAY FROM STRUCTURES AND TOWARD DRAINAGE WAYS.
 - ALL SPOT ELEVATIONS ARE TOP OF PAVEMENT AND/OR FINISHED GRADE UNLESS OTHERWISE NOTED.
 - IF DURING THE COURSE OF CONSTRUCTION THE CONTRACTOR FINDS ANY DISCREPANCIES OR CONFLICTS BETWEEN THE PROPOSED SITE IMPROVEMENTS INDICATED ON THE PLANS AND THE PHYSICAL CONDITIONS OF THE SITE, OR ANY ERRORS OR OMISSIONS WITHIN THE PLANS OR IN THE SITE LAYOUT AS PROVIDED BY THE ENGINEER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE ENGINEER. UNTIL AUTHORIZED TO PROCEED, ANY WORK PERFORMED AFTER SUCH DISCOVERY WILL BE AT THE CONTRACTOR'S SOLE RISK AND EXPENSE.
 - ALL DISTURBED GROUND LEFT INACTIVE FOR FOURTEEN OR MORE DAYS MUST BE STABILIZED BY SEEDING, MULCH OR SODDING.

NOTE:
CONTRACTOR TO FIELD VERIFY EXISTING UTILITY LOCATIONS

					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.		PROJ. NO. 25033		ADVANCED ENGINEERING CONCEPTS 1360 INTERNATIONAL DR EAU CLAIRE, WI 54701 PH: 715-552-0330 info@aec.engineering COPYRIGHT 2026 AEC LLC.	GRADING PLAN	SUNRISE RIVERBANK COMMERCIAL SUNRISE RIVERBANK PROPERTIES, LLC 4492 EAST VIKING BOULEVARD WYOMING, MN 55092	DWG NAME 25033 PG4 GRADING	6 26
					PRINT NAME: SEAN P. BOHAN LICENSE # 46834	DATE							
NO.	DATE	REVISIONS	DRAFTED BY	CHECKED	SIGNATURE: _____ DATE: _____	4/2026							



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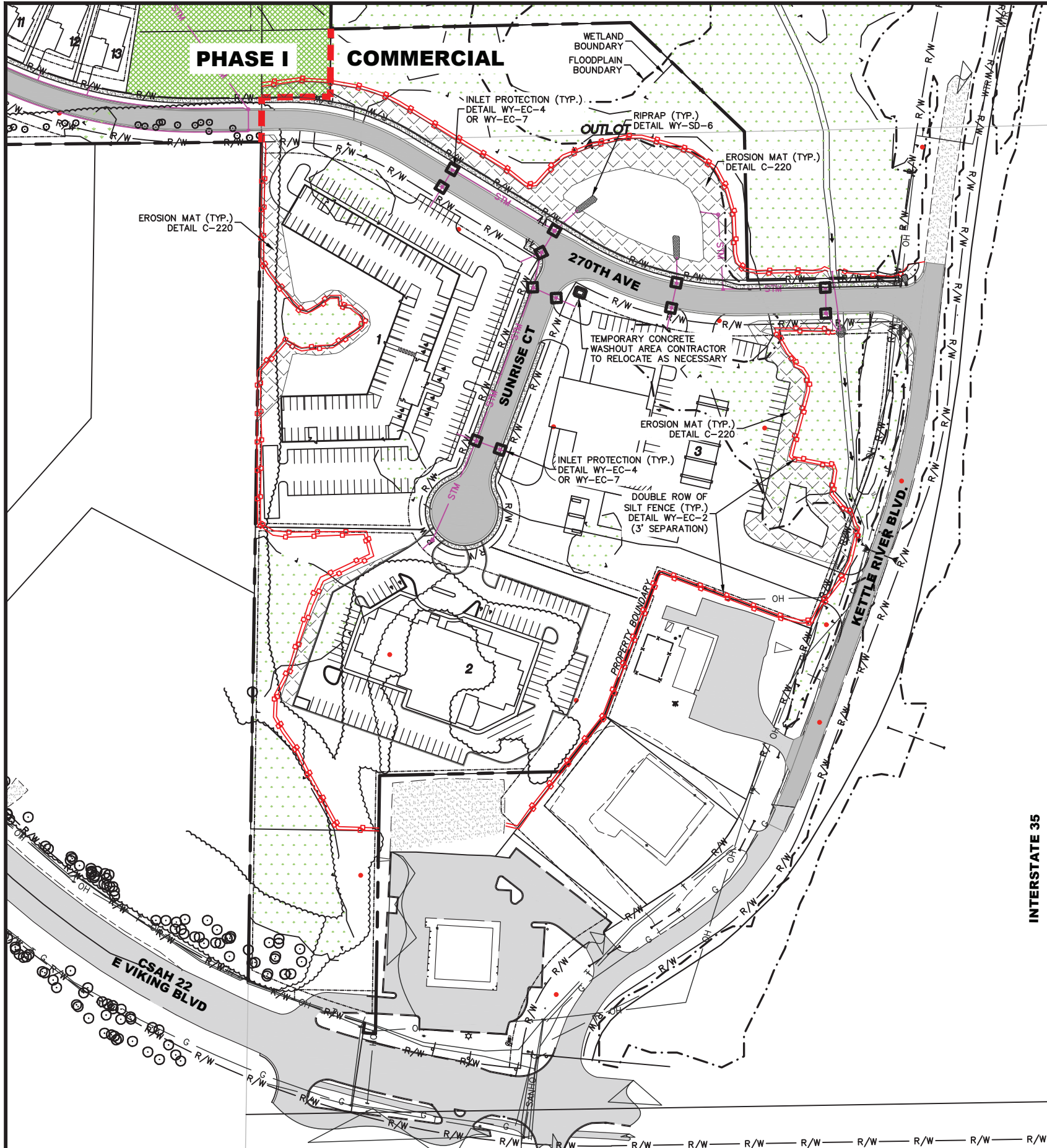
GRADING PLAN LEGEND	
	EXISTING CONTOURS-MNR
	EXISTING CONTOUR-MJR
	FINAL CONTOUR-MJR
	FINAL CONTOUR-MNR
	DRAINAGE PATTERN LINES
	GRADE BREAK LINES
	PROPOSED DRAINAGE DIRECTION
	PROPOSED SPOT ELEVATION
	EXISTING SPOT ELEVATION

- GRADING NOTES:**
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NOTE:
CONTRACTOR TO FIELD VERIFY EXISTING UTILITY LOCATIONS

INTERSTATE 35

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				PRINT NAME: SEAN P. BOHAN LICENSE # 46834		25033	DATE 4/2026					26	
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EROSION CONTROL LEGEND

- SILT FENCE
DETAIL WY-EC-2
- STONE TRACKING PAD
DETAIL WY-EC-1
- EROSION MAT
DETAIL C-220
- EROSION LOGS
DETAIL WY-EC-9
- RIPRAP
DETAIL WY-SD-6
- INLET PROTECTION
SILT BOX
DETAIL WY-EC-4 OR
DETAIL WY-EC-7

THE EROSION CONTROL ON THIS PLAN HAS BEEN PREPARED AS A GUIDE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING, MODIFYING AND IMPLEMENTING AN ALTERNATE EROSION CONTROL PLAN BASED ON THEIR MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES OF CONSTRUCTION.

- EROSION CONTROL NOTES:**
1. THE PRIMARY CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED PER DETAIL WY-EC-1.
 2. TOPSOIL SHALL BE STOCKPILED IN DESIGNATED AREAS AS DETERMINED AT PRE-CONSTRUCTION MEETING.
 3. RESTORATION SHALL BE EXECUTED IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED.
 4. GRADED SURFACES SHALL BE LEFT IN A SMOOTH, UNIFORM CONDITION FREE OF RUTS, DEPRESSIONS, IRREGULARITIES, LOOSE UNCOMPACTED SOIL, ETC.
 5. CONTRACTOR TO PERFORM WEEKLY INSPECTIONS OF ALL EROSION CONTROL MEASURES, OR AFTER A RAIN EVENT OF 1/2" OR MORE. MAINTENANCE TO BE PERFORMED AS NEEDED TO MAINTAIN EROSION CONTROL.
 6. ACCESS INTO THE SITE DURING CONSTRUCTION SHALL ONLY BE AT LOCATIONS WITH TRACKING PADS.
 7. MAINTAIN EROSION CONTROL UNTIL 100% VEGETATION IS ESTABLISHED. ADDITIONAL EROSION CONTROL MAY BE NEEDED (EROSION MAT AND SILT FENCE). FINE GRADING AND RESEEDING MAY ALSO BE REQUIRED UNTIL VEGETATION IS FULLY ESTABLISHED IN ORDER TO PROVIDE SUFFICIENT NATURAL EROSION CONTROL IN PLACE OF STRUCTURAL MEASURES.
 8. CONTRACTOR SHALL ADJUST THE APPROPRIATE STRUCTURAL AND NON-STRUCTURAL BMP'S BASED ON PROGRESS OF FILLING AND GRADING THE SITE.
 9. SILT FENCE IS TO BE INSTALLED DOWN GRADIENT OF ANY STOCKPILES TO REMAIN LONGER THAN 7 DAYS.
 10. CONTRACTOR SHALL PROVIDE APPROPRIATE PLANNING AND PREVENTATIVE MEASURES TO PREVENT POLLUTION FROM CONSTRUCTION SITE OPERATIONS INCLUDING BUT NOT LIMITED TO MATERIALS, STAGING, WASTE, WASHOUT AREAS, EQUIPMENT FUELING AND MAINTENANCE, AND SPILL PREVENTION AND CONTROL.
 11. A COPY OF THE SWPPP SHALL BE KEPT ON-SITE DURING ALL LAND-DISTURBING CONSTRUCTION ACTIVITIES.
 12. INSTALL CONCRETE WASHOUT AREA PER DETAIL WHERE APPLICABLE.

NOTE:
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PRINT NAME: SEAN P. BOHAN		LICENSE # 46834		
SIGNATURE: _____		DATE: _____		
NO.	DATE	REVISIONS	DRAFTED BY	CHECKED

PROJ. NO. 25033		ADVANCED ENGINEERING CONCEPTS 1360 INTERNATIONAL DR EAU CLAIRE, WI 54701 PH: 715-552-0330 info@aec.engineering COPYRIGHT 2026 AEC LLC.	STORMWATER POLLUTION PREVENTION PLAN 1/2	SUNRISE RIVERBANK COMMERCIAL SUNRISE RIVERBANK PROPERTIES, LLC 4492 EAST VIKING BOULEVARD WYOMING, MN 55092	DWG NAME 25033 PG6 EROSION	8
					DATE 4/2026	26

GENERAL EROSION NOTES

1.

The stormwater pollution prevention plan is comprised of the drawing, the standard details, the plan narrative, plus the permit & all subsequent reports & related documents.
2.

All contractors & subcontractors involved with stormwater pollution prevention shall obtain a copy of the Stormwater Pollution Prevention Plan and the State of Minnesota National Pollutant Discharge Elimination System General Permit (NPDES Permit) & become familiar with their contents.
3.

Contractor shall implement best management practices as required by the SWPPP. Additional best management practices shall be implemented as dictated by conditions at no additional cost to owner throughout all phases of construction.
4.

Best management practices (BMP's) & controls shall conform to Federal, State, or local requirements. Contractor shall implement additional controls as directed by the permitting agency or owner.
5.

Site Map must clearly delineate all state waters. Permits for any construction activity impacting state waters or regulated wetlands must be maintained on site at all times.
6.

Contractor shall minimize clearing to the maximum extent practical or as required by the general permit.
7.

General Contractor shall denote on plan the temporary parking & storage area which shall also be used as the equipment maintenance & cleaning area, employee parking area, & area for locating portable facilities, office trailers, & toilet facilities.
8.

All wash water (concrete trucks, vehicle cleaning, equipment cleaning, etc.) shall be detained and properly treated or disposed.
9.

Sufficient oil & grease absorbing materials & flotation booms shall be maintained on site or readily available to contain & clean-up fuel or chemical spills & leaks.
10.

Dust on the site shall be controlled. The use of motor oils & other petroleum based or toxic liquids for dust suppression operations is prohibited.
11.

Rubbish, trash, garbage, litter, or other such materials shall be deposited into sealed containers. Materials shall be prevented from leaving the premises through the action of wind or stormwater discharge into drainage ditches or waters of the state.

12.

All stormwater pollution prevention measures presented on this plan, & in the stormwater pollution prevention plan, shall be initiated as soon as practical.
13.

Disturbed portions of the site where construction activity has stopped for at least 14 days, shall be temporarily seeded.
14.

Disturbed portions of the site where construction activity has been permanently stopped shall be permanently seeded. These areas shall be seeded no later than 14 days after the last construction activity occurring in these areas. Refer to the grading plan and/or landscape plan.
15.

If the action of vehicles traveling over the gravel construction entrances is not sufficient to remove the majority of dirt or mud, then the tires must be washed before the vehicles enter a public road. If washing is used, provisions must be made to intercept the wash water & trap the sediment before it is carried off the site.
16.

All materials spilled, dropped, or washed into storm drains must be removed immediately.
17.

Contractors or subcontractors will be responsible for removing sediment that may have collected in the storm sewer drainage systems in conjunction with the stabilization of the site.
18.

On-site soil stockpiles & borrow areas shall be protected from erosion & sedimentation through implementation of best management practices. Stockpile and borrow area locations shall be noted on the site map & permitted in accordance with general permit requirements.
19.

Slopes shall be left in a roughened condition during the grading phase to reduce runoff velocities & erosion.
20.

Due to grade changes during the development of the project, the contractor shall be responsible for adjusting the erosion control measures (silt fences, bio logs, etc.) to prevent erosion.
21.

All construction shall be stabilized at the end of each working day. This includes backfilling of trenches for utility construction & placement of gravel or bituminous paving for road construction.

MAINTENANCE

- All measures stated on this erosion & sediment control plan, & in the storm water pollution prevention plan, shall be maintained in fully functional condition until no longer required for a completed phase of work or final stabilization of the site. All erosion & sedimentation control measures shall be checked by a qualified person at least once every seven calendar days & within 24 hours of the end of a 0.5" rainfall event, & cleaned & repaired in accordance with the following:
1.

Inlet protection devices & barriers shall be repaired or replaced if they show signs of undermining, or deterioration.
2.

All seeded areas shall be checked regularly to see that a good stand is maintained. Areas should be fertilized, watered, and reseeded as needed.
3.

Silt fences shall be repaired to their original conditions if damaged. Sediment shall be removed from the silt fences when it reaches one-half the height of the silt fence.
4.

The construction entrances shall be maintained in a condition which will prevent tracking of flow of mud onto public right-of-way. This may require periodic top dressing of the construction entrances as conditions demand.
5.

The temporary parking & storage area shall be kept in good condition (suitable for parking & storage). This may require periodic top dressing of the temporary parking as conditions demand.

OVERALL SEQUENCE OF CONSTRUCTION

1.

Install construction tracking control entry/exits (close off entrances that will not be used).
2.

Install silt fence around perimeter of site
3.

Prepare temporary parking & storage area within existing paved areas.
4.

Install utilities (water, sewer, and storm sewer).
5.

Begin the excavation of the building pads. All suitable material shall be stockpiled within the building pad and protected with additional silt fence.
6.

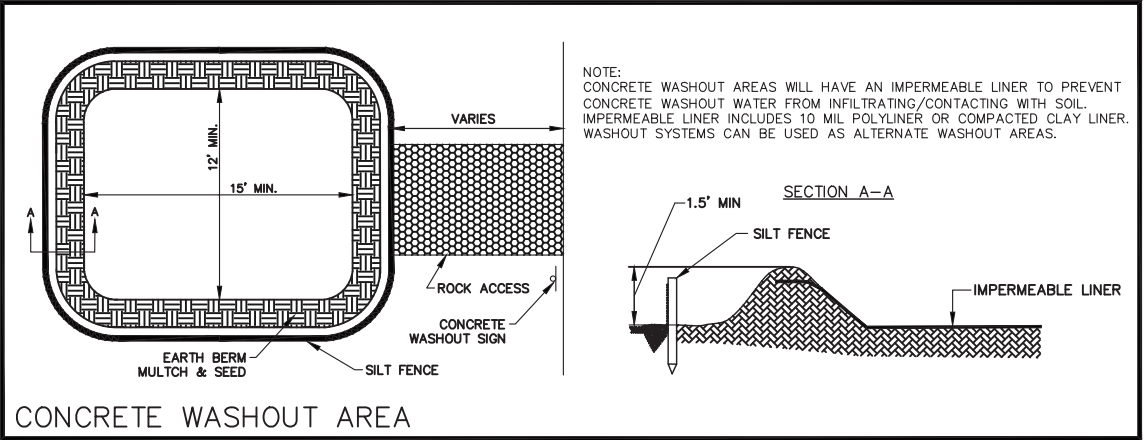
Place sand and base course within the paved areas.
7.

Pour curb and gutter and pave.
8.

Complete grading and install permanent seeding and plantings around site.
9.

Remove all temporary erosion and sediment control devices (if site is stabilized).

TEMPORARY EROSION AND SEDIMENT CONTROL PROVISIONS	
ITEM	SCHEDULE
SILT FENCES AND STABILIZED VEHICLE EXITS	PRIOR TO CONSTRUCTION AND IMMEDIATELY AS DICTATED
TEMPORARY SEDIMENT BASINS	MUST BE INSTALLED PRIOR TO UPSTREAM GRADING ACTIVITY
SURFACE ROUGHENING	IMMEDIATELY
COVER CROPS	MNDOT SEED MIXTURE #150 @ 40 LB/AC. TYPE 1 DISC ANCHORED MULCH
EARTHEN BERMS	AS DICTATED BY GRADING OPERATIONS
SEE INSPECTION AND MAINTENANCE REQUIREMENTS CONTAINED IN GENERAL PROVISIONS	
PERMANENT EROSION AND SEDIMENT CONTROL PROVISIONS	
ITEM	SCHEDULE
FINAL STABILIZATION	MIN. 4" TOPSOIL AND THEN MNDOT SEED MIX 260 APPLIED @ 100 LB/AC, TYPE 1 MULCH APPLIED @ 2 TONS/AC, DISC ANCHORED
STREET & STORM SEWER MAINTENANCE	PUBLIC STORM SEWER (WITHIN R.O.W.) MAINTENANCE TO BE PERFORMED BY CITY AFTER ACCEPTANCE; PRIVATE STORM SEWER (OUTSIDE OF R.O.W.) TO BE MAINTAINED BY OWNER.



**UNAPPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
JUNE 23, 2026
7:00 PM**

CALL TO ORDER:

Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for June 23, 2026, to order at 7:00 PM

CALL OF ROLL:

On a Call of the Roll, the following members of the Wyoming Planning Commission were present: Mark Lobermeier, Dan Iverson, and Ken Rutford

ABSENT: Katie West and Mark Holl

Also Present: Fred Weck, Zoning Administrator, Kim Lindquist, City Planner, and Mayor Lisa Iverson.

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM: NONE

APPROVAL OF MINUTES:

1. Consider approving the minutes of the “Regular Meeting” of the Wyoming, Minnesota Planning Commission for June 9, 2026

A MOTION WAS MADE BY COMMISSIONER IVERSON, SECONDED BY COMMISSIONER RUTFORD, TO APPROVE THE MINUTES OF THE “REGULAR MEETING” OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR JUNE 9, 2026, AS SUBMITTED.

*Voting Aye: Rutford, Iverson, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West and Holl*

SCHEDULED PUBLIC HEARINGS:

2. Preliminary Plat D-26-004: “Sunrise River Bank Commercial”:
Location: East Viking Boulevard, Greenwood Golf Course Site
Applicant: Richard Morris of NTD-COM, LLC
Owner: NTD-COM, LLC, Richard Morris
Property ID Number: 21.00012.20 and 21.10302.33

City Planner Lindquist gave an overview of the Preliminary Plat for the commercial portion of the Sunrise River Bank development. She explained that the 15.6-acre lot was being split into 3 developable parcels, and an outlot with dedicated public right-of-way. She noted that this was a fairly wet site with wetlands and floodplains on the site, but noted that there had been a reduction in the floodplain and the delineated wetlands on the property. She stated that there would be a temporary traffic signal at Kettle River Boulevard and Viking that would be programmed to align

with the signalization at the I-35 ramps, which should address some of the concerns that were forecasted in the traffic study. She noted that it was deemed temporary because it would be replaced when the roundabout goes in. She noted that they were also recommending that the private drive off Viking Boulevard for Village Inn be removed. She reviewed the site characteristics, stormwater management, utilities, and new public roadways planned for the development. She noted that the City was anticipating receiving a fee in lieu of Park Dedication fees for this project. She explained that staff recommended approval subject to the conditions included in the staff report.

Commissioner Rutford asked where the roundabouts were planned in this area.

Zoning Administrator Weck pointed out the general locations on an area map and noted that when construction was completed, it would make access for the existing businesses in the area better.

Commissioner Rutford asked about the floodplains and stated that City Planner Lindquist had said something about not going off of the original plats.

City Planner Lindquist explained that the DNR has generalized maps, but there had been an analysis done of this site, so the City was using that information, which was acceptable to the DNR.

Commissioner Rutford stated that the proposed traffic lights will be temporary and asked who would pay for them.

City Planner Lindquist stated that the applicant would be required to pay for the temporary signal.

Commissioner Rutford stated that his main concerns were related to traffic and how the flow may change as the area grows.

Chair Lobermeier invited the applicant to address the Commission.

Jason Rud, E.G. Rud and Sons, explained that they were the land surveyors working on this project with A.C.E., who was handling the civil engineering. He stated that they have been working on this project for years and felt that there had been true collaboration with City staff to get things where they are. He noted that there have been changes and things removed since the Sketch Plan phase of the project to ensure that the proposed lots meet all of the City's zoning standards. He acknowledged that he had seen the staff report and was comfortable with what had been included.

Chair Lobermeier stated that the lot for the apartment building didn't have a building location included and noted that the plat makes it mostly look like parking.

Zoning Administrator Weck indicated the building location and stated that the individual lines Chair Lobermeier was referring to were meant to show the individual units.

City Planner Lindquist stated that the parking would be underground.

Mr. Rud stated that what he was seeing was the underground parking available in the lower level.

Chair Lobermeier asked if the west end of 270th would be treated as a temporary cul-de-sac or a hammerhead because it may be a while before it is extended.

Mr. Rud stated that he believed the developer intended to start on the residential project in 2026 and hoped that the construction would be contiguous for 270th as well.

Commissioner Iverson stated that included in the packet materials was a memo to City Engineer Erichson dated June 15, 2026, that had proposed conditions. He asked if Mr. Rud had seen the conditions and if he was on board with them.

Mr. Rud stated that he and Kevin had reviewed them, and they appeared to be primarily related to engineering, but noted that he didn't believe there was anything alarming included.

MOTION BY COMMISSIONER RUTFORD, SECONDED BY COMMISSIONER IVERSON, TO OPEN THE PUBLIC HEARING AT 7:25 P.M.

Voting Aye: Rutford, Iverson, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West and Holl

Tony Buttacavoli, Executive Director, Family Pathways, stated that he would like to get an update on the geography of their property with relation to the easement for utilities and drainage. He stated that he believed there was an elevated drainage area behind their property to help move water, but noted that they did not have an agreement with the developer about it. He clarified that they have had conversations and weren't against it, but wanted to make it clear that they did not have a formal agreement. He asked if there would be a culvert system or if everything was going to be buried.

Zoning Administrator Weck stated that with just a sewer and water pipe, they shouldn't be doing anything else in the area.

Mr. Buttacavoli asked about the direction of the drainage and if it would go under Kettle River.

Chair Lobermeier noted that he didn't think it would go under Kettle River and thought it would go up to 270th.

Zoning Administrator Weck explained the details on where the sewer and water would go in, where they would be changing the grading elevations, but noted that it should stay the same for them.

Ken Rutford, 4700 East Viking Boulevard, stated that looking at the plans of where the water will go and the buildings behind them. He asked where sand, salt, and water runoff it would all go when there were snow removals. He stated that one of the properties abuts his property, and he is concerned that runoff could enter his and his neighbors' land. He stated that he also looked at the traffic study, how the area has been growing, schools, and land turnovers for other projects. He noted that he had done some research on hotels in the area and shared fill rates for some of the area hotels. He stated that they need commercial businesses to lower taxes for the residents. He stated that he would like to know what the County has planned for County Road 22, what they think of the project, and the traffic.

Zoning Administrator Weck stated that the County and MnDOT have looked at this project and were okay with the proposed design.

He stated that this was prime real estate and would like to see something looking out over the highway that represents Wyoming and its people and provides a place where people want to stop to eat and shop. He reiterated that his biggest concern was with the water and where it would go.

Kevin Strelcheck, A.C.E., stated that there would be no increase and the water would drain exactly where it drains today, into the ditch across the interstate, and would not go into Mr. Rutford's backyard. He explained that they cannot discharge stormwater, a larger volume, or peak flow out of the holdings ponds greater than what exists today. He stated that everything within the roads and right-of-way would drain into the roads, then into a pond, and the emergency overflow would go to the north, with none heading south towards Mr. Rutford's property.

MOTION BY COMMISSIONER IVERSON, SECONDED BY COMMISSIONER Rutford, TO CLOSE THE PUBLIC HEARING AT 7:37 P.M.

Voting Aye: Rutford, Iverson, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West and Holl

Commissioner Iverson stated that the concerns raised were valid, but based on the comments of the experts, he would like to see this project move forward as soon as possible.

Chair Lobermeier stated that he would echo those concerns and believed that expressing those concerns was a good reminder for the Commission to ensure that all the right steps are taken to make sure there weren't any issues and that they can build in as much assurance as possible. He stated that he was happy to see the traffic signal because that will be a good interim solution. He noted that the City has seen how helpful it was last fall with the Haunted Hayride and will be a help until they can get something else in place.

Commissioner Rutford stated that another concern he had was that they would pave this little portion of Kettle River and asked what would happen to the rest of it.

Chair Lobermeier explained that his understanding was that it would be paved all the way to 270th. He stated that he was excited to see something finally happen in this location, but agreed that the City wants it to happen in the most careful and thoughtful way. He stated that they had seen Mr. Rud and his associates at the City several times throughout the planning process and felt they had shown they have the ability to try to address concerns as they have arisen.

MOTION BY COMMISSIONER LOBERMEIER, SECONDED BY COMMISSIONER IVERSON, TO RECOMMEND APPROVAL OF THE PRELIMINARY PLAT D-26-004: "SUNRISE RIVER BANK COMMERCIAL": LOCATION: EAST VIKING BOULEVARD, GREENWOOD GOLF COURSE SITE, APPLICANT: RICHARD MORRIS OF NTD-COM, LLC, OWNER: NTD-COM, LLC, RICHARD MORRIS, PROPERTY ID NUMBER: 21.00012.20 AND 21.10302.33, SUBJECT TO THE 8 CONDITIONS INCLUDED IN THE STAFF REPORT.

Voting Aye: Rutford, Iverson, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West and Holl

NEW BUSINESS: NONE

OLD BUSINESS: NONE

COMMUNICATIONS: NONE

UPDATES:

The "Mastell Addition" Preliminary & Final Plats were approved.

A MOTION WAS MADE BY COMMISSIONER RUTFORD, SECONDED BY COMMISSIONER IVERSON, TO ADJOURN THE JUNE 23, 2026 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 7:43 PM.

Voting Aye: Rutford, Iverson, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West and Holl

RESERVED FOR RECORDING DATA

RESOLUTION NO. 26-06-76

**RESOLUTION APPROVING THE PRELIMINARY PLAT OF
"SUNRISE RIVER BANK COMMERCIAL"
AT
PROPERTY I.D. NUMBERS 21.00012.20 & 21.10302.33**

WHEREAS, the City of Wyoming is a political subdivision, organized and existing under the laws of the State of Minnesota; and,

WHEREAS, the City Council of the City of Wyoming has adopted zoning and subdivision regulations, per Ordinances 2009-4 and 2010-08, including subsequent amendments, to promote the orderly, economic and safe development and utilization of land within the City; and,

WHEREAS, Richard Morris of NTD-COM, LLC has applied for approval of the Preliminary Plat of Subdivision for the creation of three new lots and one outlot on property legally described as:

Outlot A Sunrise Riverbank;

And

That part of the Northwest Quarter of the Northeast Quarter of Section 19, Township 33 North, Range 21 West, described as follows:

Commencing at the north quarter corner of Section 19, thence South 2 degrees 14 minutes 23 seconds East, assumed bearing, along the North-South quarter line of Section 19, a distance of 925.08 feet; thence North 87 degrees 45 minutes 37 seconds East 353.82 feet; thence North 34 degrees 52 minutes East, 200 feet; thence North 17 degrees

28 minutes 13 seconds East, 208 feet to the point of beginning; thence continuing North 17 degrees 28 minutes 13 seconds East, 200 feet; thence South 72 degrees 31 minutes 47 seconds East, 219 feet, more or less to the westerly right-of-way line of Interstate Highway No. 35; thence southwesterly along said right-of-way line, 200 feet more or less, to its intersection with a line which bears South 72 degrees 31 minutes 47 seconds East from the point of beginning; thence North 72 degrees 31 minutes 47 seconds West, along said line, 219 feet more or less to the point of beginning.

WHEREAS, on June 23, 2026, the Planning Commission held a public hearing in accordance with the Ordinance and laws of the State of Minnesota; and,

WHEREAS, the City Council and Planning Commission have reviewed the application, as submitted, and have made the following findings of fact:

1. The requirements of Article III, Division 2, "The Preliminary Plat", as contained in the City of Wyoming Subdivision Ordinance have been complied with.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Wyoming hereby **GRANTS** the Preliminary Plat as requested by the applicant with the following conditions:

1. All required local, state and/or federal permitting must be obtained.
2. The applicant shall pay for the design and installation of a temporary traffic signal at the intersection of Kettle River Blvd and CSAH 22. The temporary signal shall be installed with the first development parcel.
3. The applicant shall remove the CSAH 22 access into the Village Inn after paving of Kettle River Blvd.
4. The applicant shall submit preliminary stormwater information, including estimated impervious surfaces for the individual lots and ponding capacity to ensure adequate storage is available in the project prior to final plat approval.
5. The applicant shall submit preliminary flood plain information, including estimated filling and compensatory storage for the individual lots and roadways prior to final plat approval.
6. The applicant shall pay a park dedication fee of 5% of the fair market value of Lot 2 Block 1 (the hotel) and Lot 3 Block 1 (the gas station) prior to final plat approval. The applicant shall pay a park dedication fee for the apartment site prior to issuance of a building permit; the fee will be determined by the number of units in the building and the fee schedule at that time.
7. The applicant provide final grading and drainage plans for the City Engineer review prior to issuance of a grading permit or installation of site utilities. Individual site plan grading and utility work shall be required prior to issuance of grading and building permits for the individual developments. The applicant shall address all

comments in the June 15, 2026, Development Plan Review Memorandum and the Civil Plan sheet mark ups.

8. The applicant install a sidewalk along the public drainage and utility easement around the hotel site onto Kettle River Blvd.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF WYOMING THIS 7th DAY OF JULY 2026.

Lisa Iverson, Mayor

ATTEST:

This Document Drafted by:
The City of Wyoming
26885 Forest Boulevard
Wyoming, Minnesota 55092

Robb Linwood, City Administrator



Request for Council Action

Date: July 2, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: Approval of Economic Development District and Economic Development Plan

Method: New Business

Background Information:

Over the past several years, the Wyoming City Council and Economic Development Authority (EDA) have evaluated the City's municipal facilities and long term operational needs. Through facility studies, planning efforts, property acquisition, design development, construction bidding, and financing discussions, the City has worked to identify solutions that address the needs of City Hall, Police Department, and Fire Department operations while positioning the community for future growth.

As part of this process, the City Council evaluated statutory financing options available under Minnesota law to support public facility improvements. Based on that evaluation, the Council identified the use of the Economic Development Authority as the preferred financing mechanism for the project. Legal counsel subsequently prepared an Economic Development Plan and Economic Development District pursuant to Minnesota Statutes Sections 469.090 through 469.1082.

On June 22, 2026, following the required public hearing, the Wyoming Economic Development Authority approved the establishment of Economic Development District No. 1 and adopted the accompanying Economic Development Plan. In accordance with the City's enabling resolution, those actions are subject to approval by the City Council before becoming effective. The proposed Economic Development District is coterminous with the corporate boundaries of the City of Wyoming, allowing the EDA to carry out economic development activities throughout the community. The Economic Development Plan establishes the public purpose, objectives, and statutory authority necessary for the EDA to facilitate economic development and redevelopment projects, including public facilities that support continued community growth.

The plan identifies a broad range of eligible public improvements and economic development activities, including City Hall, police and public safety facilities, fire safety facilities, public infrastructure, and other projects that promote development and redevelopment throughout the City. It also provides the EDA with the authority to utilize financing mechanisms authorized under Minnesota law, including lease revenue financing and other revenue supported obligations, when approved by the EDA and City Council, as appropriate.

Approval of the Economic Development District and Economic Development Plan provides the statutory framework necessary for the EDA to support future economic development activities and eligible public improvement projects throughout the City. Adoption of the district and plan does not authorize the issuance of debt or approve any specific financing. Any future financing or project approvals will require separate action by the EDA and City Council.

Recommendation: Staff and legal counsel recommend that the Wyoming city council approve the Resolution 26-07-77 a resolution approving an economic development district and economic development plan therefor

**ECONOMIC DEVELOPMENT PLAN
for Economic Development District No. 1**

of the

City of Wyoming Economic Development Authority

June 22, 2026

Drafted By:

KUTAK ROCK LLP (JSB)
60 South Sixth Street, Suite 3400
Minneapolis, Minnesota 55402

I. DEFINITIONS

The terms defined below have, for purposes of this Economic Development Plan, the meanings herein specified, unless the context specifically requires otherwise:

“Act” means the EDA Act.

“Bond” means any tax-exempt or taxable bonds issued by the City or EDA to finance the Public Costs of the Development District, and any obligations issued to refund such bonds.

“City” means the City of Wyoming, Minnesota.

“City Council” means the City Council of the City.

“County” means Chisago County, Minnesota.

“Development District” means Economic Development District No. 1 of the EDA established hereby, as the same may be amended, the boundaries of which are generally illustrated in the map attached as **Exhibit A**.

“Development Plan” means this Economic Development Plan for the Development District, dated June 22, 2026, as it may be amended or supplemented from time to time.

“EDA” means the City of Wyoming Economic Development Authority.

“EDA Act” means Minnesota Statutes, Sections 469.090 to 469.1082.

“Governing Body” means the duly elected City Council.

“Project” means acquisition, construction and equipping of City Hall facilities, police/public safety facilities and fire safety facilities, or other public facilities to promote development in cooperation with the City or any other development of public or private property, consistent with the needs of the City as a whole, to be constructed in the Development District.

“Public Costs of the Development District” means all legally permissible costs incurred or to be incurred by or on behalf of the EDA in carrying out the Development Plan, including but not limited to: (a) the costs of any public facilities, public infrastructure and redevelopment activities consistent with the Development Plan as originally adopted or subsequently amended; (b) costs of administering the Development District; and (c) debt service payments on any obligations issued to finance Public Costs of the Development District authorized by the Development Plan.

“State” means the State of Minnesota.

II. STATEMENT OF NEED AND PUBLIC PURPOSE

The EDA finds that there is a need for development within the City and the Development District to provide employment opportunities, to improve the local tax base, to provide public facilities, and to improve the general economy of the City and the State. The sound development of the economic security of the residents of the City depends upon proper development of marginal and other property, which includes property that meets any one of a number of conditions, including without limitation properties whose values are too low to pay for the public services required or rendered and properties whose lack of use or improper or obsolete use has resulted in stagnant or unproductive land that could otherwise contribute to the public health, safety, and welfare.

The EDA finds that certain existing public facilities are outdated or lack adequate space to serve the needs of the City's population. The Development District will allow the City to encourage commercial development to stimulate future development of the City by providing access to public services and facilities to the citizens of and businesses in the City. Each Project will be evaluated, from time to time, by the City and the EDA to determine that it is in the best interest of the health, safety and welfare of the City.

The acquisition, construction and equipping of City Hall facilities, police/public safety facilities and fire safety facilities, or other public facilities to promote development in cooperation with the City is anticipated to provide a stimulating effect for development of other parcels in the City. The EDA specifically finds that the Development Plan will afford maximum opportunity, consistent with the needs of the City as a whole, for the development of the City by private enterprise and that the Development Plan shall conform to the general plan for the development of the City as a whole, subject to permitted variances or other exceptions as approved from time to time.

The EDA also finds that the welfare of the City and the State requires the active promotion, retention, attraction, encouragement, and development of economically sound industry and commerce through governmental action for the purpose of preventing the emergence of blighted lands and areas of chronic unemployment. It shall also be the policy of the EDA to facilitate and encourage such action as may be necessary to prevent the economic deterioration of such areas to the point where the process can be reversed only by total redevelopment. Through the use of the powers conferred on the EDA pursuant to the Act, promoting economic development may prevent the occurrence of conditions requiring redevelopment and prevent the emergence of blight, marginal land, and substantial and persistent unemployment.

III. STATUTORY AUTHORITY

Pursuant to the Act, the EDA is authorized to exercise the powers of an economic development authority and the powers of a municipal housing and redevelopment authority established under Minnesota Statutes, Sections 469.001 to 469.047. It is the intention of the EDA, notwithstanding the enumeration of specific goals and objectives in the Development Plan, that the EDA shall have and enjoy with respect to the Development District the full range of powers and duties conferred upon the EDA pursuant to the Act and such other legal authority as the EDA may have or enjoy from time to time. The EDA is authorized under the Act to undertake and administer the Development Plan and the Development District, and to finance Public Costs of the Development

District through project revenues and, if applicable, the issuance of Bonds as necessary and appropriate.

IV. STATEMENT OF OBJECTIVES

The EDA seeks to accomplish the following general objectives within the Development District:

A. Promote the prompt development and redevelopment of property within the Development District in a manner consistent with the City comprehensive plan, which property is currently less productive because of substandard conditions, incompatible or obsolete uses, lack of adequate community services, or general blight.

B. Promote the development of adequate public facilities necessary to serve the Development District and the City as whole, including without limitation the development of a City Hall facilities, police/public safety facilities and fire safety facilities, or other public facilities to promote development in cooperation with the City.

C. Construct, acquire or finance any public facilities, including sanitary sewer, water, storm drainage and roads, deemed necessary and desirable for the development or redevelopment of the Development District.

D. Assist in development or redevelopment through provision of public services, demolition and relocation, soil and terrain corrections or site improvements, or land acquisition, all in cases deemed appropriate by the EDA.

E. Employ any powers of the EDA under the Act for the benefit of the Development District in such cases and upon such terms as the EDA may deem appropriate.

V. DEVELOPMENT DISTRICT

The Development District boundaries are coterminous with the boundaries of the City and are illustrated in the map attached as **Exhibit A**.

VI. PROPERTY ACQUISITION

The EDA may acquire such property, or interests therein, as the EDA may deem necessary or desirable to carry out the objectives of the Development Plan. Acquisition may be accomplished by negotiation, lease, purchase, gift, devise, or as otherwise permitted by law. The EDA may hold and dispose of the property in accordance with the Act.

VII. DEVELOPMENT DISTRICT FINANCING

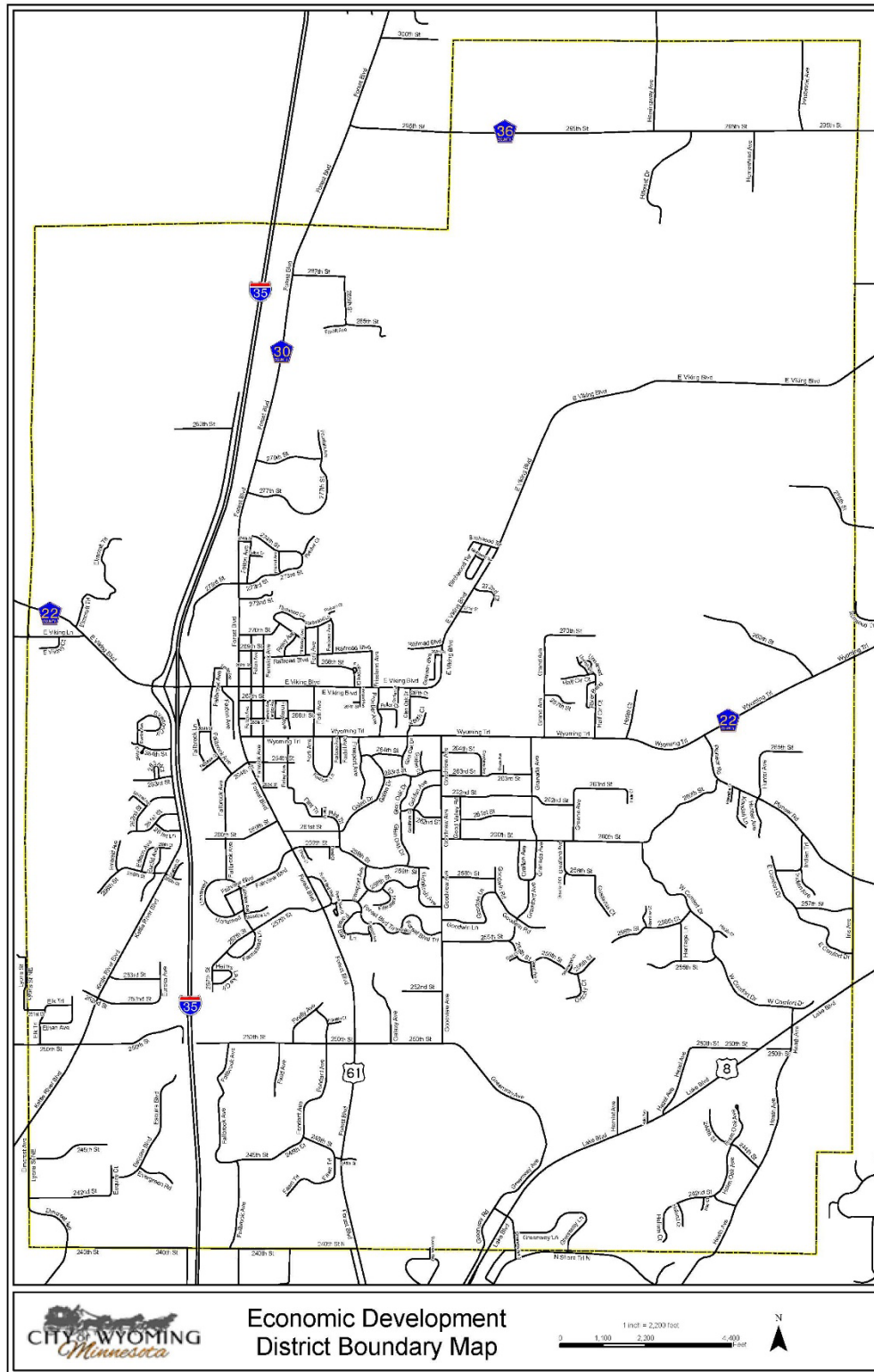
The EDA may use revenues from any source available to it to pay any Public Costs of the Development District. As authorized by law, the EDA may finance certain Public Costs of the Development District related to a Project primarily through the issuance of lease revenue obligations

in connection with which the EDA may acquire a leasehold interest in the property on which the Project will be located, lease such facilities back to the City, and pledge the lease revenues from the City to pay debt service on certain Bonds of the EDA. In addition, as authorized by law, the EDA may finance certain Public Costs of the Development District primarily through the issuance of revenue obligations secured by one or more other revenues available to the EDA, including without limitation EDA general revenues, specific facility rents and charges, tax increment financing or any other revenues available to the EDA.

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EXHIBIT A

Map of Economic Development District



RESOLUTION NO. 27-07-77

**CITY OF WYOMING
COUNTY OF CHISAGO
STATE OF MINNESOTA**

**RESOLUTION APPROVING AN ECONOMIC DEVELOPMENT DISTRICT AND
ECONOMIC DEVELOPMENT PLAN THEREFOR**

WHEREAS, the Board of Commissioners (the “Board”) of the City of Wyoming Economic Development Authority (the “EDA”) has proposed establishing an Economic Development District No. 1 (the “Development District”) that is coterminous with the boundaries of the City of Wyoming, Minnesota (the “City”) and on June 22, 2026, following notice thereof duly published in accordance with Minnesota Statutes, 469.090 to 469.1082 (collectively the “Act”), held a public hearing thereon and adopted a document entitled “Economic Development Plan for Economic Development District No. 1” (the “Development Plan”) therefor, pursuant to the Act; and

WHEREAS, in accordance with Resolution No. 1-22-97A (the “Enabling Resolution”), establishment of the Development District and adoption of the Development Plan are subject to approval by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council (the “Council”) of the City of Wyoming, Minnesota (the “City”) that:

1. The City hereby concurs with the Board that the Development District is proper and desirable to establish and develop within the City and is in the public interest because it will help facilitate various economic development and redevelopment projects throughout the City, including without limitation the acquisition, construction and equipping of City Hall facilities, police/public safety facilities and fire safety facilities, or other public facilities to promote development in cooperation with the City, and its effect will be to carry out the objectives of the Development Plan by providing public facilities in the City, will afford the maximum opportunity, consistent with the needs of the City as a whole, for the development of underutilized property by private enterprise, and otherwise promote certain public purposes and accomplish certain objectives as specified in the Plan.

2. In accordance with the Enabling Resolution, the City hereby concurs in the establishment of the Development District and adoption of the Development Plan, as presented to the Council on this date, including without limitation the findings and statements of objectives contained therein, are hereby approved, established, and adopted.

Adopted this 7th day of July, 2026.

Lisa Iverson, Mayor

ATTEST:

Robb Linwood, City Administrator



Request for Council Action

Date: July 1, 2026

Presented to: Mayor Iverson and City Council Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: Call for Public Hearing – Minnesota Investment Fund (MIF) Application for Rosenbauer America Expansion

Method: New Business

Background Information:

Rosenbauer America has announced plans for a significant expansion of its Wyoming manufacturing campus. The proposed project represents an estimated \$19.8 million private capital investment and includes construction of a new two story service, training, and customer support facility, expansion of warehouse operations, additional testing and service capacity, and renovations to existing facilities. The project will modernize manufacturing and service operations while supporting the company's continued growth in Wyoming.

The expansion is expected to create approximately 57 new full-time positions, further strengthening Wyoming's employment base while supporting the continued growth of one of the City's largest employers and an internationally recognized manufacturer of fire apparatus and emergency response vehicles.

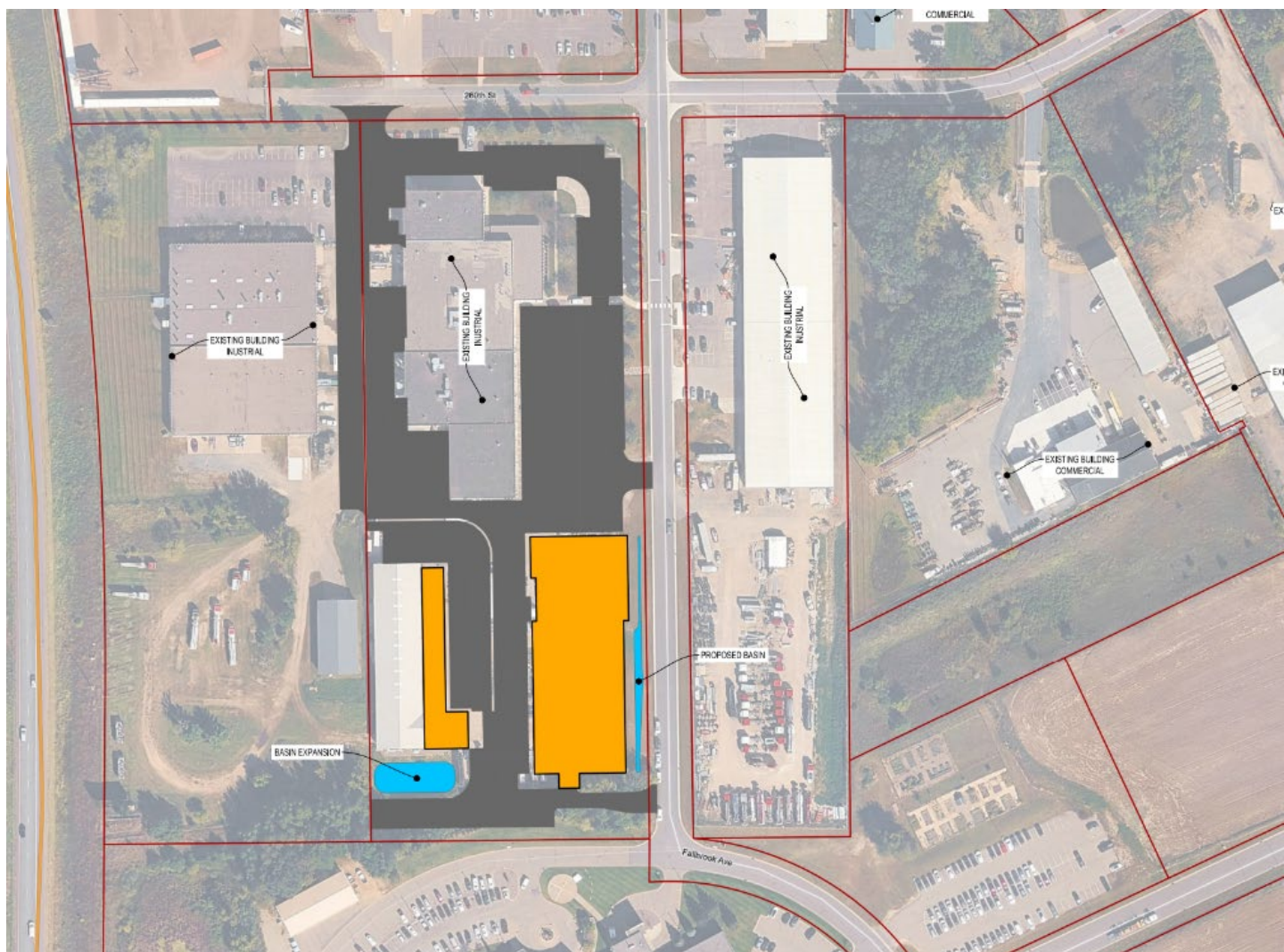
To support the project, Rosenbauer has been identified as eligible to apply for assistance through two competitive programs administered by the Minnesota Department of Employment and Economic Development (DEED):

- \$200,000 through the Minnesota Investment Fund (MIF), administered by the City of Wyoming. If awarded, the funding is provided by the State of Minnesota and is contingent upon Rosenbauer meeting specified capital investment and job creation commitments. The city serves as the local governmental sponsor for the application and does not provide funding for the project.
- \$800,000 through the Job Creation Fund (JCF), a performance based State incentive tied to the company's investment and job creation commitments.

As part of the Minnesota Investment Fund application process, DEED requires the City to hold a public hearing prior to submitting the application. The purpose of the hearing is to provide information regarding the proposed project, the requested state funding, and an opportunity for public comment.

This expansion represents one of the largest private investments in Wyoming in recent years. Beyond the nearly \$20 million private investment, the project will create high quality manufacturing jobs, expand the City's industrial tax base, increase production capacity, and reinforce Rosenbauer America's long term commitment to the Wyoming community.

Recommendation: Staff recommends the City Council call for a public hearing on August 5, 2026, regarding the City's proposed application to the Minnesota Department of Employment and Economic Development for \$200,000 in Minnesota Investment Fund (MIF) assistance in support of the Rosenbauer America expansion project and approve the attached Notice of Public Hearing for the Minnesota Investment Fund Application for publication. Calling the public hearing and authorizing publication of the notice are required steps in the DEED application process and do not commit City funds toward the project.



**NOTICE OF
PUBLIC HEARING
CITY OF WYOMING CITY COUNCIL**

Notice is hereby given that on August 5, 2026, at Wyoming City Hall located at 26885 Forest Blvd, Wyoming, MN 55092. The City of Wyoming will hold a public hearing at 7:00PM concerning submittal of an application to the Minnesota Department of Employment and Economic Development for a grant under the Minnesota Investment Fund (MIF) program. The City of Wyoming is requesting approximately \$200,000 to assist with the expansion of Rosenbauer America. The funds will be used for the creation of jobs. All interested parties are invited to attend the public hearing at which time you will be given the opportunity to express comments on the project. Written testimony will also be accepted at the public hearing. Written comments must be received by noon on August 5th, 2026, at Wyoming City Hall, 26885 Forest Blvd, Wyoming, MN 55092. Specific questions can be directed to Robb Linwood at 462-0575. The City of Wyoming makes reasonable accommodation for any known disability and to meet the needs of non-English speaking residents that may interfere with a person's ability to participate in this public hearing. Persons needing an accommodation must notify Robb Linwood at 651-462-0575 no later than July 30, 2026, to allow adequate time to make needed arrangements.

/s/ Robb Linwood
City Administrator-Clerk
Published in the
Chisago County Press