



AGENDA

REGULAR MEETING OF THE COUNTY BOARD OF COMMISSIONERS

Date: April 14, 2026	District 1	J. Mark Wedel, Chair
Time: 9:00 AM	District 2	Laurie Westerlund
Where: Government Center Board Room	District 3	Travis Leiviska, Vice Chair
307 2nd Street NW	District 4	Bret Sample
Aitkin, MN 56431	District 5	Michael Kearney

For more information and to watch the live stream, click the link on the Aitkin County website (www.co.aitkin.mn.us).
In accordance with Minnesota Statutes §13D.02, one or more commissioners may participate in the meeting via interactive technology. Commissioners joining via interactive technology will be seen and heard in the meeting room and votes will be taken by roll call.

- 1) **J. Mark Wedel, County Board Chair**
 - A) Call to Order
 - B) Pledge of Allegiance
 - C) Approval of the Agenda
 - D) **Citizens Public Comment** - Comments from visitors must be informational and not exceed (5) minutes per person (when there is a large number of speakers to be heard, the Board of Commissioners may shorten this time). The County Board generally will not engage in a discussion or debate but will take the information for consideration as appropriate. As part of the County Board protocol, it is unacceptable for any speaker to slander or engage in character assassination at a public board meeting. Anyone attending virtually wishing to speak during the public comment period should notify the County Administrators office at 218-927-7276 option 8 no later than 2:30 P.M. on the Monday before the meeting.
- 2) **Consent Agenda** - All items on the Consent Agenda are considered to be routine and have been made available to the County Board prior to the meeting. There will be no separate discussion of these items unless a Board member so requests, in which event the item will be removed from this Agenda and considered under a separate motion.
 - A) **Correspondence File - Acknowledge-**
March 24, 2026 - April 13, 2026
 - B) **Approve County Board Minutes-**
March 24, 2026
 - C) **Approve Auditor Vouchers-**
Auditor Warrants - HHS 03.20.26
 - D) **Adopt Resolution-**
LG214 Premises Permits - McGregor Lions Club
 - E) **Approve Commissioner's Vouchers**
Commissioner Warrants 03.27.26
 - F) **Approve Auditor Vouchers-**
Auditor Warrants - R&B 03.27.26
 - G) **Approve Auditor Vouchers-**
Auditor Warrants - HHS 03.27.26
 - H) **Information Only**
2026 LOWER POTENCY EDIBLE REGISTRATION
 - I) **Approve Manual Warrants/Voids/Corrections-**
Manual Warrants 03.30.26
 - J) **Approve Manual Warrants/Voids/Corrections-**
Manual Warrants 03.31.26
 - K) **Approve Manual Warrants/Voids/Corrections-**
ELAN 03.12.26
 - L) **Approve Auditor Vouchers-**
Auditor Warrants - HHS 04.03.26
 - M) **Adopt Resolution-**
2025 Annual Apportionment Percentages of Forfeited Tax Sales
 - N) **Adopt Resolution-**
LG220 App for Exempt Permit - Woodland Chapter MN Deer Hunters Association
 - O) **Adopt Resolution-**
2025 Disbursement to Auditor and Gravel Pit Account
 - P) **Approve Electronic Funds Transfers**
EFT Report thru 03.31.26
 - Q) **Approve-**
Consumption & Display Permits - Paddy's Wild Rice Farm LLC dba Palisade Flats Hunt Club
 - R) **Approve-**
Affidavit for Duplicate of Lost Warrant
 - S) **Adopt Resolution-**
Detour Agreement No. 1062639
 - T) **Approve Commissioner's Vouchers**
Commissioner Warrants 04.10.26
 - U) **Approve-**
2026 Federal Boating Safety Equipment Grant
 - V) **Approve-**
MNIT Cybersecurity Services Contract
 - W) **Approve Auditor Vouchers-**
Auditor Warrants - Sales, Use & Diesel Tax 04.10.26
 - X) **Approve Manual Warrants/Voids/Corrections-**
ELAN 03.26.26
 - Y) **Approve Auditor Vouchers-**
Auditor Warrants - R&B 04.10.26

9:05 a.m.

- 3) J. Mark Wedel - County Board Chair & Veronica Lundquist - District Outreach Coordinator
A) Mississippi River Diversion Channel Inventory - Information Only

9:20 a.m.

- 4) Kathleen Ryan – County Auditor
A) Approve Appointment of Commissioners - Election Canvassing Board

9:30 a.m.

- 5) Bobbie Danielson – Human Resources Director
A) Approve Personnel Committee Recommendation (Shared Social Worker Position, new)
B) Approve Personnel Policy Update (Employee Recognition Policy)

9:35 a.m.

- 6) Mike Dangers – County Assessor
A) Approve Individual Disaster Abatements and Credits
B) 2026 Assessment Summary - Discussion Item

10:00 a.m.

- 7) John Welle – County Engineer
A) MnDOT Intersection Control Evaluation (ICE) Report

10:15 a.m.

- 8) Dennis Thompson – Land Commissioner
A) Aitkin County Land Department 2025 Budget Review
B) 2025 Campground Summary

10:45 a.m.

- 9) Jim Bright – Facilities Coordinator & Chris Sutch – IT Manager
A) Approve MEI Elevator Phone Agreements

10:55 a.m.

- 10) Mark Jeffers – Economic Development Coordinator
A) Approve Award Grants: BD&R Grant
B) Approve Award Grants: Revitalization Grant Program

11:15 a.m.

- 11) Sarah Pratt – Health & Human Services Director
A) Health & Human Services 2025 Annual Report

11:45 a.m.

- 12) Julie Ring - Executive Director Minnesota Association of Counties
A) AMC Executive Director Report - Information Only

12:00 p.m.

- 13) David Minke – County Administrator
A) Approve Summary of County Administrator Performance Review

12:05 p.m.

- 14) Board of Commissioners
A) Commissioner Committee Reports

ADJOURN

AITKIN COUNTY BOARD**March 24, 2026****Call to Order**

The Aitkin County Board of Commissioners met the 24th day of March, 2026 at 9:00 a.m. at the Aitkin Government Center with the following members present in the meeting room: Board Chair J. Mark Wedel, Commissioners Laurie Westerlund, Travis Leiviska, and Bret Sample. Commissioner Michael Kearney was present via interactive technology and was seen and heard in the meeting room. Also present were County Administrator David Minke and Administrative Assistant April Kellerman.

Approval of Agenda

Motion made by Commissioner Westerlund, seconded by Commissioner Sample and upon a roll call vote carried 5-0 to approve the March 24, 2026 agenda.

Citizens' Public Comment made by Richard Anderson, Spalding Township.

Consent Agenda

Motion by Commissioner Sample, seconded by Commissioner Kearney and upon a roll call vote carried 5-0 to approve the Consent Agenda as follows.

- A) Correspondence File March 10, 2026 to March 23, 2026;
- B) Approve March 10, 2026 County Board Minutes;
- C) Approve Auditor Vouchers – Auditor Warrants paid 03.06.26: Road & Bridge \$32,181.55;
- D) Approve Auditor Vouchers – Auditor Warrants paid 03.06.26: Health & Human Services \$506,981.04, Opioid Remediation Settlement \$350.00 for a total of \$507,331.04;
- E) Approve Auditor Vouchers – Sales Use and Diesel Tax paid 03.10.26: General Fund \$132.04, Road & Bridge \$1,079.58, Long Lake Conservation Center \$256.95, Parks \$94.82 for a total of \$1,563.39;
- F) Approve Commissioner Vouchers – Commissioner Warrants paid 03.13.26: General Fund \$110,764.71, Reserves Fund \$232.62, Road & Bridge \$47,376.09, Unorganized Townships \$11,401.62, Health & Human Services \$790.78, State \$5,756.50, Trust \$11,457.40, Forest Development \$14,361.18, Long Lake Conservation Center \$7,394.64, Parks \$5,583.20, Coronavirus Relief Fund \$4,820.00 for a total of \$219,938.74;
- G) Adopt Resolution #20260324-036: LG 220 Application for Exempt Gambling – Ducks Unlimited Aitkin Area;
- H) Approve Auditor Vouchers – Auditor Warrants paid 03.13.26: General Fund \$362.20, Health & Human Services \$68,156.51 for a total of \$68,518.71;
- I) Approve Consolidated Civil Rights, Nondiscrimination, and Program Access Policy;
- J) Approve Auditor Vouchers – Auditor Warrants for Motor Pool paid 03.13.26: General Fund \$13,033.17, Reserves Fund \$74,000.00 for a total of \$87,033.17;
- K) Approve Manual Warrants/Voids/Corrections paid 03.13.26: General Fund \$2,014.41, State \$51,869.56, Long Lake Conservation Center \$350.79 for a total of \$54,234.76;
- L) Approve Manual Warrants/Voids/Corrections – Elan paid 02.26.26: General Fund \$4,746.16, Forest Development \$208.72, Long Lake Conservation Center \$56.32, Road & Bridge \$59.00 for a total of \$5,070.20;
- M) Cash Balance Report – January 2026 – Information Only;
- N) Approve Award Contract 20265: Edwards Oil be awarded Contract 20265 in the amount of \$824,450 and the chairperson of the Aitkin County Board and the Aitkin County Administrator are

authorized and directed to enter into a contract on behalf of Aitkin County upon presentation of proper contract documents;

O) Adopt Resolution #20260324-037: Final Contract Payment Contract 20255 to Lot Pros Inc. in the amount of \$1,509.94;

P) Adopt Resolution #20260324-038 Final Contract Payment Contract 202511 to Sir Lines-A-Lot LLC in the amount of \$3,029.64;

Q) Adopt Resolution #20260324-039 Detour Agreement No. 1062370: **IT IS RESOLVED THAT** Aitkin County enter into MnDOT Agreement No. 1062370 with the State of Minnesota, Department of Transportation for the follow purposes: To provide for payment by the State to the County for the use of County State-Aid Highway No. 28 and County State-Aid Highway No. 12 as a detour route during the construction to be performed upon, along, and adjacent to Trunk Highway No. 18 on bridge No. 0729 over Marmon Creek in Aitkin County under State Project No. 01 02-29 (T.H. 18 =157). **BE IT FURTHER RESOLVED**, that the Aitkin County Engineer is hereby authorized to execute the Agreement and any amendments to the Agreement;

R) Approve purchase of R-Way T4223 Tri Air Trailer from R-Way Trailers for \$54,845;

S) Information Only – 2026 Lower Potency Edible Registration;

T) Approve New Heal& Human Services Advisory Committee Appointment to Sue Finney in District 4 to a 2-year term (January 1, 2026 – December 31, 2027);

U) Adopt Resolution #20260324-040: Search & Rescue Donation from White Pine Township in the amount of \$50.00;

V) Adopt Resolution #20260324-041: Search & Rescue Donation from Wealthwood Township in the amount of \$1,000.00;

Regular Agenda

Brad Pieper, CEO, and Tamara Lowney, VP of Business Development with American Peat Technology, discussed their upcoming business expansion project.

Motion by Commissioner Leiviska, seconded by Commissioner Sample and upon a roll call vote carried 5-0 to Adopt Resolution #20260324-042: Support of a Job Creation Fund Application in Connection with American Peat Technology business expansion project.

The Board discussed: Arrowhead Counties Association, Arrowhead Regional Development Committee, Mississippi Headwaters Board, Lakes and Pines, Aitkin County CARE Board, upcoming AMC Leadership Summit, Aquatic Invasive Species, Aitkin County Water Planning Task Force, Aitkin Airport Commission.

Motion by Commissioner Sample, seconded by Commissioner Westerlund and upon a roll call vote carried 5-0 to call a Special Meeting at 9:00 a.m. on April 21, 2026, at Long Lake Conservation Center for the purpose of conducting a tour.

Motion by Commissioner Leiviska, seconded by Commissioner Westerlund and upon a roll call vote carried 5-0 to host an Employee Appreciation Event in conjunction with County Government month on April 22, 2026.

AITKIN COUNTY BOARD

March 24, 2026

Motion by Commissioner Leiviska, seconded by Commissioner Sample and upon a roll call vote carried 5-0 to close the meeting at 10:11 a.m. under Minnesota Statute §13D.05 subd. 3 (a) for County Administrator David Minke's 6 month performance review.

Motion by Commissioner Kearney, seconded by Commissioner Sample and upon a roll call vote carried 5-0 to reopen the meeting at 10:46 a.m.

Adjourn

Motion by Commissioner Westerlund, seconded by Commissioner Leiviska and upon a roll call vote carried 5-0 to adjourn the meeting at 10:49 a.m. with the next regular meeting on Tuesday, April 14, 2026 at the Aitkin County Government Center.

J. Mark Wedel, Board Chair
Aitkin County Board of Commissioners

David J. Minke, County Administrator
Clerk to the County Board

Print List in Order By: 4
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: Y

Aitkin County



<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
14590	ACKLEY/ISAAC	235.72	3 Transactions
88284	Aitkin Co Recorder	91.00	5 Transactions
86308	Aitkin Public Schools	1,500.00	1 Transactions
361	Arrowhead EMS Association, Inc	120.00	1 Transactions
248	Association of Mn Counties	2,548.00	3 Transactions
14186	Bruneau/Amanda	857.54	2 Transactions
9483	Cahoon/Jeana	4,942.60	7 Transactions
783	Canon Financial Services, Inc	577.06	6 Transactions
10940	Convane, LLC	10.00	1 Transactions
10399	Cox/Lisa	77.81	1 Transactions
11051	Department of Human Services	200,409.12	9 Transactions
10437	Friends of the BLA Treatment Courts	3,500.00	1 Transactions
9100	Frye/Duel	123.30	3 Transactions
10605	Herrick/Richard	251.27	1 Transactions
5561	Housing & Redevelop Authority of Aitkin	107.00	1 Transactions
12917	LEHMAN/NANCY	38.56	1 Transactions
14042	MOEN/JENNIFER	118.57	1 Transactions
9014	PAPER STORM	48.60	3 Transactions
10770	Pool/Jaime	94.90	2 Transactions
10394	Resource Training & Solutions	2,130.50	11 Transactions
9178	Ross/Amy	313.34	4 Transactions
86177	Sheriff Aitkin County	60.00	1 Transactions
4507	Sorensen-Root Thompson Funeral Home	1,725.00	1 Transactions
14390	TANGE, MSW/PHILIP B	922.50	3 Transactions
9567	THOMPSON/ANESSA	172.81	3 Transactions
10944	Waller/Betty	100.00	1 Transactions
5259	Wright County Sheriff's Office	95.00	1 Transactions
Final Total		221,170.20	27 Vendors 77 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
5	216,170.20	Health & Human Services
25	5,000.00	Opioid Remediation Settlement
All Funds	221,170.20	Total

Approved by,
.....
.....



Board of County Commissioners Agenda Request

2D
Agenda Item #

Requested Meeting Date: 04/14/2026

Title of Item: LG214 Premises Permits- McGregor Lions Club

<input type="checkbox"/> REGULAR AGENDA	Action Requested:	<input type="checkbox"/> Direction Requested
<input checked="" type="checkbox"/> CONSENT AGENDA	<input type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Discussion Item
	<input checked="" type="checkbox"/> Adopt Resolution (attach draft)	<input type="checkbox"/> Information Only
	<input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	

Submitted by: Christy M. Bishop	Department: Auditor's Office
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Presenter (Name and Title): N/A	Estimated Time Needed: N/A
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Summary of Issue:

Gambling Premises Permit - McGregor Lions Club at the following location:

The Sandy Beaver
51866 224th PI
McGregor, MN 55760
Workman Township

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
See attached Proposed Resolution

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

Resolution #20260414-xxx LG214 Premises Permit – McGregor Lions Club

NOW THEREFORE BE IT RESOLVED, BE IT RESOLVED, The Aitkin County Board of Commissioners agrees to approve the Premises Permit Application – Form LG214 – of the McGregor Lions Club at the following location – The Sandy Beaver 51866 224th Place McGregor, MN, Workman Township

Adopted this 14th Day of April, 2026 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**

Print List in Order By: 1
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Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

1 General Fund

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
9562	Advanced Business Methods, Inc.	340.67	4 Transactions
117	Aitkin County Sheriff	29.00	1 Transactions
86222	Aitkin Independent Age	9,408.50	14 Transactions
9561	Amazon Business	1,178.16	13 Transactions
208	American Solutions For Business	238.92	1 Transactions
14563	Anoka County Corrections	24,334.00	2 Transactions
248	Association of Mn Counties	1,975.00	5 Transactions
9926	AT&T (VCET)	875.00	1 Transactions
10452	AT&T Mobility	96.01	1 Transactions
10265	AT&T Mobility (Community Correct)	372.71	4 Transactions
15239	AT&T Mobility (P&Z)	316.66	2 Transactions
9203	AT&T Mobility (Sheriff's)	2,481.19	6 Transactions
86467	Auto Value Aitkin	3.99	1 Transactions
552	Betley/Terry J	248.33	2 Transactions
10302	Brainerd Dispatch	323.89	1 Transactions
10118	Bristow/Jane	274.43	2 Transactions
783	Canon Financial Services, Inc	219.42	1 Transactions
13464	Central Lakes Drug Testing	436.00	1 Transactions
15142	Christensen/Charles	248.33	2 Transactions

1 General Fund

Vendor No.	Name	Amount	
9085	Climate Makers Inc	830.00	1 Transactions
10321	Cobb/Colton	195.00	1 Transactions
999999000	CORDIE/KARRIE L	990.00	1 Transactions
5893	CTC - 446126	155.00	1 Transactions
9612	Discovery Publishing, Inc.	303.95	1 Transactions
10231	eGoldfax	202.19	1 Transactions
10773	FP Finance, LLC	263.95	1 Transactions
1775	Galls LLC	411.14	2 Transactions
1754	Garrison Disposal Company, Inc	575.22	1 Transactions
9184	Hunter/Katie	114.18	2 Transactions
2340	Hyytinen Hardware Hank	93.47	3 Transactions
10119	Kearney/Michael	596.43	3 Transactions
10407	Kellerman/April	20.96	2 Transactions
10121	Leiviska/Travis	221.86	3 Transactions
10933	Life Technologies Corporation	142.65	1 Transactions
3018	Marshall & Swift-Boeckh, LLC	413.15	1 Transactions
3150	Mille Lacs Co Sheriff	314.00	2 Transactions
3160	Mille Lacs Energy Coop-Albert Lea	283.03	1 Transactions
3337	Minnesota County Attorneys Association	65.00	1 Transactions
10421	MN Department of Corrections	8,820.00	1 Transactions

1 General Fund

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
10506	Neumann/Gregory J	246.15	2 Transactions
10412	O'Reilly Auto Parts	44.98	1 Transactions
3336	Office Of MN. IT Services	1,338.65	1 Transactions
3789	Pan-O-Gold Baking Company	118.76	2 Transactions
3810	Paulbeck's County Market	12.50	1 Transactions
9808	Performance Foodservice	3,956.39	2 Transactions
10073	Quale/Jolene	94.88	1 Transactions
4010	Rasley Oil Company	435.04	4 Transactions
9489	Redwood Toxicology Laboratory, Inc	285.24	2 Transactions
9360	Redwood Toxicology Laboratory, Inc.	973.22	1 Transactions
9930	SHI International Corp.	22,511.20	1 Transactions
10333	Stevo's Inc	2,030.40	2 Transactions
10813	Stryker Sales, LLC	3,366.56	1 Transactions
10273	T-Mobile USA Inc	165.00	1 Transactions
10455	Temco	480.00	1 Transactions
9691	The Master's Touch, LLC	1,522.50	1 Transactions
86235	The Office Shop Inc	690.50	3 Transactions
13934	The Tire Barn	824.78	2 Transactions
8612	Veenker/Thomas H	245.43	2 Transactions
10389	Versaterm Public Safety US, Inc.	32,900.81	1 Transactions

Aitkin County



1 General Fund

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
11507	Waste Management of Minnesota, Inc	14,822.61	1 Transactions
9932	WEX BANK - Sheriff's Department	7,952.81	2 Transactions
13848	WYATT'S TOWING & Recovery 24-7	610.00	1 Transactions

1 Fund Total: **154,039.80** **General Fund** **62 Vendors** **130 Transactions**

3 Road & Bridge

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
14943	1ST AYD CORPORATION	109.33	1 Transactions
50	Aitkin Body Shop, Inc	56.31	1 Transactions
86222	Aitkin Independent Age	121.50	2 Transactions
9561	Amazon Business	37.29	1 Transactions
783	Canon Financial Services, Inc	192.60	1 Transactions
11895	Cargill, Incorporated	6,036.11	2 Transactions
14887	Cintas Corporation	22.94	2 Transactions
5893	CTC - 446126	350.00	1 Transactions
11185	Department Of Natural Resources	200.00	1 Transactions
8694	Department of Transportation	448.55	1 Transactions
1430	Dotzler Power Equipment	357.16	4 Transactions
13086	DSC Communications	450.00	1 Transactions
10285	Duluth Archaeology Center LLC	2,423.50	1 Transactions
7060	Federated Co-Ops Inc.	960.53	1 Transactions
2340	Hyytinen Hardware Hank	73.53	3 Transactions
3247	MCEA	1,160.00	3 Transactions
15300	MCGREGOR ACE HARDWARE	53.99	1 Transactions
3100	McGregor Oil	3,715.23	2 Transactions
10844	Midcontinent Communications	162.54	1 Transactions

Aitkin County



3 Road & Bridge

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
12927	Midwest Machinery Co.	26.46	2 Transactions
5917	Mike's Bobcat Service, Inc.	140.00	1 Transactions
3160	Mille Lacs Energy Coop-Albert Lea	3,735.31	13 Transactions
10129	MINDRUM/DOMINIC	200.00	1 Transactions
13503	Minnesota Petroleum Service, Inc	2,284.00	4 Transactions
8238	MPCA	345.00	1 Transactions
8436	Northland Parts	531.67	5 Transactions
10720	Nuss Truck Group Inc	16,228.30	4 Transactions
10412	O'Reilly Auto Parts	8.46	1 Transactions
10947	OXYGEN SERVICE CO INC	16.10	1 Transactions
14861	Parman Energy Group	2,192.20	10 Transactions
10455	Temco	20.30	1 Transactions
10354	TURNER/JOHN	200.00	1 Transactions

3 Fund Total: 42,858.91 Road & Bridge 32 Vendors 75 Transactions

WLB1
3/24/26 12:39PM
10 Trust

Aitkin County



Audit List for Board COMMISSIONER'S VOUCHERS ENTRIES

Vendor No.	Name	Amount			
530	Benson Excavating/John K	1,034.79	1	Transactions	
5893	CTC - 446126	350.00	1	Transactions	
10754	Larson Enterprise Of Isle Inc	494.00	1	Transactions	
10541	Logtek, LLC	1,833.10	2	Transactions	
3066	Maxwell/James Henry	398.43	2	Transactions	
4626	Peterson/Rodney	383.87	1	Transactions	
5791	Sappi	6,558.88	4	Transactions	
15229	Thompson/Dennis J	141.25	1	Transactions	
5173	Thomson Reuters-West Publishing	3,333.22	2	Transactions	
9880	Zortman/Todd	133.33	1	Transactions	
10 Fund Total:		14,660.87	Trust	10 Vendors	16 Transactions

Aitkin County



<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
530	Benson Excavating/John K	1,275.00	1 Transactions
12526	Bixby/James	82.13	2 Transactions
10565	Elvecrog/Glenn C	56.75	2 Transactions
2099	Harmon/Elizabeth	34.25	1 Transactions
2270	Hoppe/Russell Peter	79.95	2 Transactions
14014	Hughes/Steven Roger	61.10	2 Transactions
2580	Kangas/Robert R	58.20	2 Transactions
11990	Lange/David	91.55	2 Transactions
10982	PRT USA Inc.	2,157.00	2 Transactions
12077	Stromberg/Kevin	56.75	2 Transactions
15229	Thompson/Dennis J	23.25	1 Transactions
10519	Thoms/Douglas W.	35.00	1 Transactions
4870	Turner/Scott A.	46.60	2 Transactions
4927	Turnock/Franklin Allen	78.50	2 Transactions
10017	Tveit/Galen	61.10	2 Transactions
8612	Veenker/Thomas H	93.00	2 Transactions

11 Fund Total: 4,290.13 Forest Development 16 Vendors 28 Transactions

Aitkin County



13 Taxes & Penalties

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

Vendor No.	Name	Amount			
999999000	ANDERSON/GARY	68.00	1	Transactions	
999999000	KUECHLE/KEVIN	32.00	1	Transactions	
999999000	LACHINSKI/GEORGE	48.00	1	Transactions	
999999000	NYGREN/DUANE	81.00	1	Transactions	
999999000	PETERSON/KRISTINE	18.00	1	Transactions	
999999000	REINECK/ROBERT	24.00	1	Transactions	
999999000	SKINNER/RICHARD	28.00	1	Transactions	
999999000	ZELENAK/BRIAN	34.00	1	Transactions	
13 Fund Total:		333.00		Taxes & Penalties	8 Vendors
					8 Transactions

Aitkin County



19 Long Lake Conservation Cen

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

Vendor No.	Name	Amount			
10365	Antoine Electric, Inc.	2,968.16	1	Transactions	
10477	Kuhns/Julia	198.25	1	Transactions	
3776	Palisade One Stop	114.98	1	Transactions	
3810	Paulbeck's County Market	81.63	2	Transactions	
10076	PFS Minnesota	649.15	1	Transactions	
4070	Riley Auto Supply	185.94	1	Transactions	
10938	Thompson/Clare	250.00	1	Transactions	
4968	Upper Lakes Foods, Inc	1,188.69	2	Transactions	
19 Fund Total:		5,636.80			
			Long Lake Conservation Center	8 Vendors	10 Transactions

WLB1
3/24/26 12:39PM
21 Parks

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

Vendor No.	Name	Amount			
3160	Mille Lacs Energy Coop-Albert Lea	69.21		1 Transactions	
5556	MN Board Of Water & Soil Resources	4,001.79		1 Transactions	
10945	Red Beard Lumber Company	63,750.00		1 Transactions	
5128	Widseth Smith & Nolting Inc	38,250.00		1 Transactions	
21 Fund Total:		106,071.00	Parks	4 Vendors	4 Transactions
Final Total:		327,890.51	140 Vendors	271 Transactions	

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	154,039.80	General Fund
3	42,858.91	Road & Bridge
10	14,660.87	Trust
11	4,290.13	Forest Development
13	333.00	Taxes & Penalties
19	5,636.80	Long Lake Conservation Center
21	106,071.00	Parks
All Funds	327,890.51	Total

Approved by,

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WLB1
3/25/26

4:28PM

Aitkin County



2F

Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

Page 1

Print List in Order By: 1
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

WLB1
3/25/26 4:28PM

Aitkin County



Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

3 Road & Bridge

Vendor Name
No.

Amount

14944 McCoy Construction & Forestry, Inc

169,333.00

1 Transactions

3 Fund Total:

169,333.00

Road & Bridge

1 Vendors

1 Transactions

Final Total:

169,333.00

1 Vendors

1 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
3	169,333.00	Road & Bridge
All Funds	169,333.00	Total

Approved by,

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Print List in Order By: 4
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: Y

Health & Human Services

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
14590	ACKLEY/ISAAC	235.72	3 Transactions
9562	Advanced Business Methods, Inc.	792.40	3 Transactions
88284	Aitkin Co Recorder	26.00	1 Transactions
86308	Aitkin Public Schools	17,039.91	1 Transactions
9561	Amazon Business	57.41	3 Transactions
9608	AMAZON CAPITAL SERVICES (HHS only)	179.47	4 Transactions
248	Association of Mn Counties	400.00	3 Transactions
10957	Bartha/Ivan	152.10	3 Transactions
9716	BOBER/ANDY & JILL	236.10	2 Transactions
10302	Brainerd Dispatch	323.89	3 Transactions
10627	Capello/Nicholas	1,027.32	8 Transactions
11051	Department of Human Services	2,286.70	1 Transactions
10829	Fawcett/Jennifer	279.72	8 Transactions
13830	HAMDORF/BREA	504.30	2 Transactions
12695	HENKE/JENNIFER	74.69	1 Transactions
15157	JOHNSON/SARAH	22.06	1 Transactions
6110	Lakes & Pines CAC, Inc	7,105.83	1 Transactions
86969	MAFAS	40.00	1 Transactions
9456	Meger/Shanda	438.33	3 Transactions
10606	Moen/Jonathan	186.56	2 Transactions
10954	Nguyen/Vuong	4,400.00	1 Transactions
10953	NICWA	625.00	1 Transactions
9135	Peysar/Lois	543.89	4 Transactions
10951	Placebased Media LLC	5,580.00	1 Transactions
89327	Postmaster-Aitkin	370.00	3 Transactions
3950	Public Utilities	749.39	3 Transactions
10903	Schablitsky/Kristina	173.17	2 Transactions
13876	SCHOENROCK/ADAM	248.14	2 Transactions
86177	Sheriff Aitkin County	585.27	1 Transactions
10558	Southwest Health and Human Services	180.00	1 Transactions
10698	Stericycle, Inc	92.36	4 Transactions
10530	The Therapist PLC	585.00	3 Transactions
10955	Twin Pines Resort	1,678.13	1 Transactions
9268	VFW Post 1727, Roberts-Glad Post 1727	3,020.64	2 Transactions
10944	Waller/Betty	100.00	1 Transactions

Aitkin County

Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**



Vendor Name
No.

Amount

Final Total

50,339.50

35 Vendors

84 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	18.47	General Fund
5	33,281.12	Health & Human Services
25	17,039.91	Opioid Remediation Settlement
All Funds	50,339.50	Total

Approved by,

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Board of County Commissioners Agenda Request

2H
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: 2026 LOWER POTENCY EDIBLE REGISTRATION

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
Submitted by: Christy M. Bishop		Department: Auditor
Presenter (Name and Title): N/A		Estimated Time Needed: N/A
Summary of Issue: <p>The following Business will be registered by the Auditors Office as Lower Potency Edible Hemp business subject to completion of all paperwork and all required signatures.</p> <p>TJ's Liquor Inc. dba TJ's Liquor 22039 321st Ave Aitkin, MN 55760 : Malmo Township</p>		
Alternatives, Options, Effects on Others/Comments: 		
Recommended Action/Motion: Information only, no action required.		
Financial Impact: <i>Is there a cost associated with this request?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>What is the total cost, with tax and shipping? \$</i> <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Please Explain:</i>		

Print List in Order By: 1
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: Y

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

WLB1
3/30/26 4:31PM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

1 General Fund

Vendor Name
No.

Amount

10785 Old National Bank

1,200.25

8 Transactions

1 Fund Total:

1,200.25

General Fund

1 Vendors

8 Transactions

Final Total:

1,200.25

1 Vendors

8 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	1,200.25	General Fund
All Funds	1,200.25	Total

Approved by,

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KMR1
3/31/26

10:20AM

Aitkin County



2J

Audit List for Board

MANUAL WARRANTS/VOIDS/CORRECTIONS

Page 1

Print List in Order By: 2
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Page Break By: 1
1 - Page Break by Fund
2 - Page Break by Dept

Explode Dist. Formulas?: Y

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: D
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

Aitkin County



1 General Fund

Vendor No.	Name Account/Formula	Rpt Accr	Amount	Warrant Description Service Dates	Invoice # Paid On Bhf #	Account/Formula Description On Behalf of Name	1099
44	DEPT			Central Services			
	10785 Old National Bank						
3	01-044-904-0000-6360		186.01	MED FSA CLAIMS 2026	03/21/2026	Flex Plan Withdrawals	N
4	01-044-904-0000-6360		208.18	DEP FSA CLAIMS 2024	03/21/2026	Flex Plan Withdrawals	N
5	01-044-904-0000-6360		625.02	DEP FSA CLAIMS 2026	03/21/2026	Flex Plan Withdrawals	N
1	01-044-904-0000-6360		13.76	MED FSA CLAIMS 2026	03/29/2026	Flex Plan Withdrawals	N
2	01-044-904-0000-6360		15.00	MED FSA CLAIMS 2026	03/30/2026	Flex Plan Withdrawals	N
	10785 Old National Bank		1,047.97	5 Transactions			
44	DEPT Total:		1,047.97	Central Services	1 Vendors	5 Transactions	
1	Fund Total:		1,047.97	General Fund		5 Transactions	
	Final Total:		1,047.97	1 Vendors	5 Transactions		

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	1,047.97	General Fund
All Funds	1,047.97	Total

Approved by,

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WLB1
4/2/26 10:30AM

Aitkin County



2K

Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

Page 2

1 General Fund

Vendor Name
No.

Amount

10789 Old National Bank (ELAN)

8,250.09

26 Transactions

1 Fund Total:

8,250.09

General Fund

1 Vendors

26 Transactions

WLB1

4/2/26

10:30AM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

19 Long Lake Conservation Cen

Vendor Name

No.

Amount

10789 Old National Bank (ELAN)

259.92

4 Transactions

19 Fund Total:

259.92

Long Lake Conservation Center

1 Vendors

4 Transactions

Final Total:

8,510.01

2 Vendors

30 Transactions

WLB1
4/2/26 10:30AM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

5 Health & Human Services

Vendor No.	Name	Amount			
10789	Old National Bank (ELAN)	9,296.26	17 Transactions		
5 Fund Total:		9,296.26	Health & Human Services	1 Vendors	17 Transactions
Final Total:		9,296.26	1 Vendors	17 Transactions	

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
5	9,296.26	Health & Human Services
All Funds	9,296.26	Total

Approved by,

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Aitkin County



Recap by Fund	<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
	1	8,250.09	General Fund
	19	259.92	Long Lake Conservation Center
	All Funds	8,510.01	Total
			Approved by,
		
		

Total Elan pd 3.12.26 = \$17,806.27

Print List in Order By: 4 1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: Y

Health & Human Services

<u>Vendor</u>	<u>Name</u>	<u>Amount</u>	
9608	AMAZON CAPITAL SERVICES (HHS only)	320.14	17 Transactions
10962	Arnquist Flooring	138,490.05	1 Transactions
9177	BAYLISS/KELLI	202.90	1 Transactions
9593	Boser/Alissa	1,731.02	11 Transactions
10843	Bowser/Rebecca	1,614.48	1 Transactions
9483	Cahoon/Jeana	986.17	2 Transactions
10142	Campbell/Leigh	202.90	1 Transactions
10735	Children Youth & Families Dept	419.02	1 Transactions
9105	CHOSEN VALLEY TESTING INC.	1,841.50	1 Transactions
9085	Climate Makers Inc	5,130.00	1 Transactions
13545	Contegrity Group, Inc.	20,316.25	2 Transactions
10399	Cox/Lisa	77.81	1 Transactions
10855	Culligan Soft Water	133.00	3 Transactions
11051	Department of Human Services	536.50	1 Transactions
9682	DREWES/VICKI	201.90	1 Transactions
6111	Ekelund/Gordon	202.90	1 Transactions
11908	FIXSEN/FRED	202.90	1 Transactions
12541	FOSTER/DAWN	202.90	1 Transactions
1754	Garrison Disposal Company, Inc	1,018.00	1 Transactions
10655	Geionety/Timothy	1,179.24	1 Transactions
10652	Gilb/Zachary	815.52	12 Transactions
10415	Heins/Darla	202.90	1 Transactions
10539	Henderson/Amy	202.90	1 Transactions
10605	Herrick/Richard	274.94	2 Transactions
10762	JK Mechanical & Electrical Contractors	47,633.13	1 Transactions
10515	Kliber/Kurt	202.90	1 Transactions
13920	LANE/TONI	86.93	1 Transactions
10351	Larsen/Raechel	202.90	1 Transactions
10108	Lewis/Shawn M	202.90	1 Transactions
10182	Loeffelholz/Keith	202.90	1 Transactions
9073	McMillen/Dez	124.77	3 Transactions
88439	Metro Legal Services	120.00	1 Transactions
9689	Mid Central Door	13,267.86	1 Transactions
9692	Minnesota Energy Resources Corporation	1,756.23	3 Transactions
10363	NBS/WahlTek-Payment Processing Ctr	2,150.00	1 Transactions
13296	NORDQUIST/JOHN	202.90	1 Transactions

Aitkin County

Audit List for Board

AUDITOR'S VOUCHERS ENTRIES



Health & Human Services

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
10401	Olson/Shelley	202.90	1 Transactions
10740	Paul Bunyan Communications	90.00	1 Transactions
12010	RADUENZ/ RODNEY	202.90	1 Transactions
9309	Ramsdell/Mandy	5,000.00	1 Transactions
9127	RUSCHMEIER/JEFF A	202.90	1 Transactions
10275	Seebeck/Robert & Patricia	3,008.55	2 Transactions
9618	Seffl/Michelle	202.90	1 Transactions
4893	Sheriff Todd County	127.80	1 Transactions
10961	Sorlie Acoustics, Inc	79,268.95	1 Transactions
4777	Thelen Heating & Roofing Inc	225,551.38	1 Transactions
9567	THOMPSON/ANESSA	154.55	2 Transactions
9736	Timber Lakes Portable Services, LLC	470.00	1 Transactions
11728	Tuil/Jennifer	202.90	1 Transactions
10601	Ukutegebe/Zachariah	202.90	1 Transactions
5128	Widseth Smith & Nolting Inc	10,858.05	1 Transactions
10659	Zapf/Joan	202.90	1 Transactions
Final Total		568,608.84	52 Vendors
			100 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
5	568,608.84	Health & Human Services
All Funds	568,608.84	Total

Approved by,

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Board of County Commissioners Agenda Request



Requested Meeting Date: April 14, 2026

Title of Item: 2025 Annual Apportionment Percentages of Forfeited Tax Sales

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA	Action Requested:		<input type="checkbox"/> Direction Requested
	<input type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Discussion Item	
	<input checked="" type="checkbox"/> Adopt Resolution (attach draft)	<input type="checkbox"/> Information Only	
	<input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>		

Submitted by: Dennis (DJ) Thompson	Department: Land
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Presenter (Name and Title):	Estimated Time Needed:
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Summary of Issue:

The attached annual resolution directs funding of the County Land Department and County Parks and Trails using 2025 forfeited tax sale apportionment per MS 282.08.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Adopt resolution setting percentage of tax forfeited receipts to be used for forest development and parks and trails.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

Resolution #20260414-xxx Apportionment of 2025 Tax Forfeited Funds

WHEREAS, pursuant to Minnesota Statute 282.08, County Boards are authorized to set aside monies from the tax forfeited sale fund for timber and park development.

NOW THEREFORE BE IT RESOLVED, that in compliance with said law, the County Board set aside thirty (30) percent of the remaining receipts to be used for forest development and twenty (20) percent of these receipts remaining are to be used for the maintenance and development of county parks or recreational areas, as defined in Minnesota Statute Section 398.31 to 398.36 to be expended under the supervision of the County Board.

Adopted this 14th Day of April, 2026 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**



Board of County Commissioners Agenda Request

2N
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: LG220 App for Exempt Permit - Woodland Chapter MN Deer Hunters Association

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA <input type="checkbox"/> INFORMATION ONLY	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input checked="" type="checkbox"/> Adopt Resolution (attach draft) <small><i>*provide copy of hearing notice that was published</i></small>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Hold Public Hearing*
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Submitted by: Christy M. Bishop	Department: Auditor's Office
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Presenter (Name and Title):	Estimated Time Needed:
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Summary of Issue:

Event Date: October 17, 2026
 Gambling Permit Application for Woodland Chapter MN Deer Hunters Association. Raffle to be held at The Corner Club 60967 US Highway 169 Hill City, MN 55748 - Macville Township

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
 Motion to adopt attached resolution.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

Resolution #20260414-xxx LG 220 Permit – Woodland Chapter MN Deer Hunters Association

BE IT RESOLVED, The Aitkin County Board of Commissioners agrees to approve the Application for Exempt Permit – Form LG220 – for the Woodland Chapter MN Deer Hunters Association. Raffle to be held at The Corner Club 60967 US Highway 169 Hill City, MN 55748 - Macville Township. (Note: Date of activity for Raffle – October 17, 2026.)

Adopted this 14th Day of April, 2026 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**



Board of County Commissioners Agenda Request

20
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: 2025 Disbursement to Auditor and Gravel Pit Account

<input type="checkbox"/> REGULAR AGENDA	Action Requested:	<input type="checkbox"/> Direction Requested
<input checked="" type="checkbox"/> CONSENT AGENDA	<input type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Discussion Item
	<input checked="" type="checkbox"/> Adopt Resolution (attach draft)	<input type="checkbox"/> Information Only
	<input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	

Submitted by: Dennis (DJ) Thompson	Department: Land
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Presenter (Name and Title):	Estimated Time Needed:
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Summary of Issue:

The attached resolution enables disbursement of forfeited tax sales per MS 282.08 - 282.09 and approved in the 2025 budget.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Adopt resolution for disbursement of forfeited tax sales to Auditor and gravel pit account.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$ 30,385.68

Is this budgeted? Yes No *Please Explain:*

Resolution #20260414-xxx Transfer of 2025 Tax Forfeited Funds

WHEREAS, according to M.S. 282.09, Subdivision 1, the County Board does hereby determine that the \$0.50 fee from each certificate of sale, contract for deed, and each lease executed by the Auditor and the compensation for clerical help on tax forfeited land matters in the County Auditor's office during the 2025 calendar year was \$30,000; AND

WHEREAS, a gravel pit rehabilitation account has been established, and \$0.15 per yard of gravel taken out of county pits will be placed in this account, the 2025 amount to be placed in this account is \$385.68.

NOW THEREFORE, BE IT RESOLVED, that the amount of \$30,000 be transferred from the Forfeited Tax Sales Account (10-923-6900) to the County Auditor account (01-040-5590); AND

BE IT FURTHER RESOLVED, \$385.68 shall be transferred from the Forfeited Tax Sales Account (10-923-6900) to the Gravel Pit Account (11-936-5252).

Adopted this 14th Day of April, 2026 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**



Board of County Commissioners Agenda Request

2P
Agenda Item #

Requested Meeting Date: 04/14/2026

Title of Item: EFT Report

<input type="checkbox"/> REGULAR AGENDA	Action Requested:	<input type="checkbox"/> Direction Requested	
<input checked="" type="checkbox"/> CONSENT AGENDA		<input checked="" type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Discussion Item
<input type="checkbox"/> INFORMATION ONLY		<input type="checkbox"/> Adopt Resolution (attach draft)	<input type="checkbox"/> Hold Public Hearing* <i>*provide copy of hearing notice that was published</i>

Submitted by: Lori Grams	Department: County Treasurer
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Presenter (Name and Title): N/A	Estimated Time Needed:
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Summary of Issue:

Quarterly EFT Report thru 03/31/2026

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

ELECTRONIC FUNDS TRANSFER - QUARTERLY STARTING 2026

Thru March 31, 2026 Board Meeting April 14 , 2026

Abstract Number	Date	Amount	Reason	Voids/No Ach
22451	12/19/2025	\$154,801.18	Commissioner Abstract	22452
22453	12/19/2025	\$11,057.88	Auditor Abstract	Corrects amt
22454	12/18/2025	\$9,709.58	Manual Abstract	from 22451
22456	12/26/2025	\$60,358.03	Auditor Abstract	of \$60.50
22457	12/26/2025	\$758,511.05	Payroll Abstract	22455
22458	12/26/2025	\$9,787.01	Payroll Abstract	22461
22459	12/31/2025	\$112,584.86	Commissioner Abstract	22467
22460	12/31/2025	\$16,891.41	Auditor Abstract	22468
22462	12/30/2025	\$5,808.40	Manual Abstract	22468
22463	1/2/2026	\$5,411.80	Manual Abstract	22469
22464	1/9/2026	\$37,432.89	Auditor Abstract	22480
22465	1/9/2026	\$977,323.04	Payroll Abstract	22491
22466	1/9/2026	\$115,148.17	Auditor Abstract	22495
22467	1/12/2026	\$2,570.13	Auditor Abstract	22503
22470	1/16/2026	\$1,583,444.69	Commissioner Abstract	22508
22471	1/15/2026	\$6,851.71	Manual Abstract	22511
22472	1/16/2026	\$12,001.43	Auditor Abstract	22512
22473	1/15/2026	\$107,817.15	Manual Abstract	22513
22474	1/23/2026	\$394,532.46	Auditor Abstract	22514
22475	1/23/2026	\$829,125.51	Payroll Abstract	22518
22476	1/23/2026	\$1,534.57	Auditor Abstract	
22477	1/30/2026	\$210,750.14	Commissioner Abstract	
22478	1/30/2026	\$1,942.18	Auditor Abstract	
22479	1/29/2026	\$2,239.13	Manual Abstract	
22481	1/30/2026	\$8,107.54	Manual Abstract	
22482	2/6/2026	\$40,198.05	Auditor Abstract	
22483	2/6/2026	\$1,023,271.17	Payroll Abstract	
22484	2/9/2026	\$12,287.37	Auditor Abstract	
22485	2/6/2026	\$10,053.52	Auditor Abstract	
22486	2/13/2026	\$142,028.64	Commissioner Abstract	
22487	2/12/2026	\$2,137.24	Auditor Abstract	
22488	2/13/2026	\$24,505.15	Auditor Abstract	
22489	2/12/2026	\$5,391.90	Manual Abstract	
22490	2/13/2026	\$57,255.87	Manual Abstract	
22492	2/20/2026	\$494,062.96	Auditor Abstract	
22493	2/20/2026	\$800,035.70	Payroll Abstract	
22494	2/20/2026	\$4,280.50	Auditor Abstract	
22496	2/27/2026	\$161,766.38	Commissioner Abstract	
22497	2/17/2026	\$264.62	Manual Abstract	
22498	2/26/2026	\$5,070.20	Manual Abstract	
22499	2/27/2026	\$90,778.00	Auditor Abstract	
22500	2/27/2026	\$1,899.96	Auditor Abstract	
22501	2/27/2026	\$6,523.15	Manual Abstract	
22502	3/6/2026	\$1,030,312.36	Payroll Abstract	
22504	3/6/2026	\$17,715.67	Auditor Abstract	
22505	3/10/2026	\$1,563.39	Auditor Abstract	

ELECTRONIC FUNDS TRANSFER - QUARTERLY STARTING 2026

Thru March 31, 2026 Board Meeting April 14 , 2026

22506	3/13/2026	\$141,093.59	Commissioner Abstract
22507	3/13/2026	\$16,930.49	Auditor Abstract
22509	3/13/2026	\$54,234.76	Manual Abstract
22510	3/16/2026	\$17,806.27	Manual Abstract
22515	3/20/2026	\$796,762.24	Payroll Abstract
22516	3/20/2026	\$3,394.08	Auditor Abstract
22517	3/27/2026	\$113,326.31	Commissioner Abstract
22519	3/27/2026	\$26,620.15	Auditor Abstract
22520	3/26/2026	\$6,799.22	Manual Abstract
22521	3/30/2026	\$1,200.25	Manual Abstract
22522	3/31/2026	\$1,047.97	Manual Abstract
22523	4/1/2026	\$1,008,343.16	Payroll Abstract

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\$11,554,702.23

S:Board Report:2026 EFT Board Report Thru Date



Board of County Commissioners Agenda Request

2Q
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Consumption & Display Permits - Paddy's Wild Rice Farm LLC dba Palisade Flats Hunt Club

<input type="checkbox"/> REGULAR AGENDA	Action Requested:	<input type="checkbox"/> Direction Requested	
<input checked="" type="checkbox"/> CONSENT AGENDA		<input checked="" type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Discussion Item
<input type="checkbox"/> INFORMATION ONLY		<input type="checkbox"/> Adopt Resolution (attach draft)	<input type="checkbox"/> Hold Public Hearing* <i>*provide copy of hearing notice that was published</i>

Submitted by: Christy M. Bishop	Department: Auditor's Office
-------------------------------------------	----------------------------------------

Presenter (Name and Title): n/a	Estimated Time Needed: n/a
-------------------------------------------	--------------------------------------

Summary of Issue:

Application for Consumption and Display Permit : Paddy's Wild Rice Farm, LLC dba Palisade Flats Hunt Club located at 24717 537th Ln Palisade, MN 56469

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
Motion to approve Application for Consumption and Display Permit: Paddy's Wild Rice Farm, LLC dba Palisade Flats Hunt Club

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



Board of County Commissioners Agenda Request

2R

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Affidavit for Duplicate of Lost Warrant

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
Submitted by: Wendie Bright		Department: Auditor's Office
Presenter (Name and Title): N/A		Estimated Time Needed: N/A
Summary of Issue: Affidavit for Duplicate of Lost Warrant Warrant #96385 - 08/01/2025 - Glen's Sign Design - \$360.00		
Alternatives, Options, Effects on Others/Comments: 		
Recommended Action/Motion: Approve Affidavit for Duplicate of Lost Warrant Warrant #96385 - 08/01/2025 - Glen's Sign Design - \$360.00		
Financial Impact: Is there a cost associated with this request? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No What is the total cost, with tax and shipping? \$ Is this budgeted? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>		

AITKIN COUNTY

AFFIDAVIT OF FAILURE TO RECEIVE WARRANT
Made Pursuant to Minnesota Statutes, Section 16A.46



****THIS AFFIDAVIT MUST BE NOTARIZED****

State of Minnesota) County of Aitkin)

Name: Glen's Sign Dezie
(AFFIANTS NAME: INDIVIDUAL OR NAME OF BUSINESS)

Officer's Name: Glen Demange Officer Title: Owner
(IF NOT BUSINESS, LEAVE BLANK)

Address: 24363 State Hwy 210, McGregor, MN 55760
(CURRENT ADDRESS - THE ADDRESS THE NEW PAYMENT WILL BE MAILED TO)

Aitkin County Warrant Number: 96385 for Invoice 1406
(INSERT INVOICE OR VOUCHER INFORMATION)

Issued 8/1/2025, to Glen's Sign Design
(INSERT DATE OF WARRANT) (INSERT NAME ON THE ORIGINAL WARRANT)

24363 State Hwy 210, McGregor MN 55760
(INSERT MAILING ADDRESS ON THE ORIGINAL WARRANT)

In the amount of three hundred sixty dollars (\$ 360.00) Dollars,

was never received by claimant

was received by claimant in the usual course of business; that *

* NOTE: Use space to describe in detail what you did with or what happened to the warrant, giving correct names, addresses, dates, etc., in every instance. If additional space is required, use the reverse side.

If the original warrant ever comes into claimant's possession, said warrant will be promptly returned, in the same condition as when received, to AITKIN COUNTY AUDITOR'S OFFICE, 307 2nd Street NW, Room 121, Aitkin MN 56431, and that claimant will reimburse the County for any loss which may be sustained by reason of any false statement, fault, or act on claimant's part concerning the aforesaid matter; and, that this affidavit is made for the purpose of securing the issuance of a duplicate warrant in the aforesaid amount.

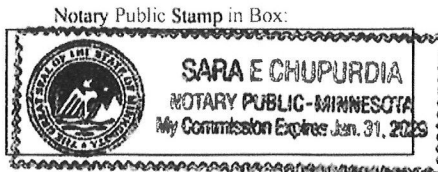
Notary Public:
Subscribed and sworn to before me this
day of March 4th 2026
Sara E Chupurdia
NOTARY PUBLIC SIGNATURE

You must sign this affidavit before a Notary Public:
Glen Demange
(Signature and Title of Affiant)

(Signature and Title of Affiant)

My commission expires Jan. 31, 2029

STATE OF: Minnesota
COUNTY OF: Aitkin



NOTE: A replacement warrant will be issued after approval from the Aitkin County Board of Commissioners.



Board of County Commissioners Agenda Request

2S

Agenda Item #

Requested Meeting Date: 4-14-26

Title of Item: Detour Agreement No. 1062639

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input checked="" type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: John Welle	Department: Highway Department
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Presenter (Name and Title): NA	Estimated Time Needed: NA
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Summary of Issue:

The attached Agreement No. 1062639 is proposed by MnDOT for utilization of Aitkin County State-Aid Highway 11 during the 2026 construction season to accommodate State Highway 169 reconstruction work in the City of Garrison. The various proposed detour routes associated with this project are shown on the attached maps. The detour is proposed to be in place for 160 days from approximately May 12, 2026 to October 16, 2026. For use of the county highway routes as a detour, an estimated payment of \$16,541.83 will be paid to Aitkin County.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
Approve attached resolution.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

Resolution #20260414-xxx Detour Agreement No. 1062639

IT IS RESOLVED THAT Aitkin County enter into MnDOT Agreement No. 1062639 with the State of Minnesota, Department of Transportation for the follow purposes:

To provide for payment by the State to the County for the use of County State-Aid Highway No. 11 as a detour route during the construction to be performed upon, along, and adjacent to Trunk Highway No. 169 from 0.2 miles South of Crow Wing County State Aid Highway 26 to Pike Avenue under State Project No. 1804-90(T.H.169=035).

BE IT FURTHER RESOLVED, that the Aitkin County Engineer is hereby authorized to execute the Agreement and any amendments to the Agreement.

Adopted this 14th Day of April, 2026 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**

Print List in Order By: 1
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

Aitkin County



Audit List for Board

COMMISSIONER'S VOUCHERS ENTRIES

1 General Fund

Vendor No.	Name	Amount	
9562	Advanced Business Methods, Inc.	2,495.42	13 Transactions
50	Aitkin Body Shop, Inc	135.00	2 Transactions
86359	Aitkin Co Attorney	1,275.00	1 Transactions
117	Aitkin County Sheriff	4,175.18	2 Transactions
86222	Aitkin Independent Age	10,395.61	20 Transactions
170	Aitkin Motor Company	92,486.00	2 Transactions
9561	Amazon Business	1,162.44	15 Transactions
14005	American Tower Corporation	425.60	1 Transactions
248	Association of Mn Counties	1,350.00	3 Transactions
10452	AT&T Mobility	202.12	2 Transactions
15240	AT&T Mobility (Central Serv)	960.22	10 Transactions
10087	Atwater Chevrolet Buick GMC	720.00	1 Transactions
14578	AutoSmith	556.76	1 Transactions
999999000	Black/Jay	200.00	1 Transactions
15151	Breitbarth/Chaplain Steve	926.80	1 Transactions
246	Brothers Fire & Security	1,806.21	2 Transactions
783	Canon Financial Services, Inc	225.51	1 Transactions
15080	Charm-Tex, Inc.	19.90	1 Transactions
10520	Charter Communications Holding (Sheriff)	211.12	1 Transactions

1 General Fund

Vendor No.	Name	Amount	
9243	Command Central, LLC	4,100.55	1 Transactions
2763	Countryside Sanitation, LLC	1,444.85	1 Transactions
10855	Culligan Soft Water	159.60	2 Transactions
9832	Darktrace Holdings Limited	69,034.09	1 Transactions
8078	Dead Stock Upholstery	53.25	1 Transactions
1333	Dell Marketing L.P.	1,751.24	1 Transactions
10231	eGoldfax	230.91	1 Transactions
3343	Genz/Kameron	191.40	1 Transactions
5579	Grand Rapids Police Department	502.04	1 Transactions
11327	Hubbard County Sheriff's Office	71.60	1 Transactions
88628	Imperial Dade	2,440.91	2 Transactions
2390	Itasca Co Sheriff	4,433.01	2 Transactions
2448	Janzen/Carroll Mark	50.00	1 Transactions
4812	JC32 Teamsters H&W Fund	37,559.00	4 Transactions
5503	Keefe Supply Company	861.60	4 Transactions
14967	KNOWiNK LLC	750.00	1 Transactions
10933	Life Technologies Corporation	1,304.00	1 Transactions
3225	MACVSO	1,400.00	2 Transactions
14071	Marco Technologies LLC	4,140.72	3 Transactions
12048	McDowell Agency, Inc./The	129.10	1 Transactions

Aitkin County



Audit List for Board

COMMISSIONER'S VOUCHERS ENTRIES

1 General Fund

Vendor No.	Name	Amount	
3150	Mille Lacs Co Sheriff	309.38	1 Transactions
10807	Minke/David	95.00	2 Transactions
13724	Minnesota Continuing Legal Education	99.00	1 Transactions
3337	Minnesota County Attorneys Association	311.25	1 Transactions
9692	Minnesota Energy Resources Corporation	3,033.12	4 Transactions
3426	Morrison County Sheriff's Office	50.00	1 Transactions
3789	Pan-O-Gold Baking Company	119.48	2 Transactions
3810	Paulbeck's County Market	207.01	1 Transactions
9808	Performance Foodservice	4,214.95	2 Transactions
3950	Public Utilities	10,602.79	9 Transactions
10851	Rademacher/Rebekah	42.50	1 Transactions
4036	Ratz/James	165.00	1 Transactions
15054	Raymond Horton, Attorney at Law	630.00	2 Transactions
11538	RCB Collections Range Credit Bureau Inc	30.00	1 Transactions
11187	Regents Of The University of Minnesota	26,050.00	2 Transactions
9151	River Valley Forensic Services PA	250.00	1 Transactions
84172	Riverwood Healthcare Center	13,045.20	10 Transactions
9261	RTVision, Inc.	486.90	1 Transactions
10879	Shred-It	905.10	4 Transactions
4681	Streichers	13.99	1 Transactions

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

1 General Fund

Vendor No.	Name	Amount	
9656	Studaker/Kip Andrew	50.00	1 Transactions
10273	T-Mobile USA Inc	515.00	2 Transactions
10965	Tamarack Sportsman Club	1,079.00	1 Transactions
9691	The Master's Touch, LLC	11,028.64	5 Transactions
86235	The Office Shop Inc	699.75	7 Transactions
13934	The Tire Barn	1,339.37	6 Transactions
10930	Tidholm Productions	217.90	1 Transactions
10252	Tierney/Tim	195.00	1 Transactions
10979	USI Consulting Group Inc	1,450.00	1 Transactions
3518	Voyageur Press Of Mcgregor, Inc	125.00	1 Transactions
9933	WEX BANK - Veteran Services	101.96	1 Transactions
13848	WYATT'S TOWING & Recovery 24-7	415.00	1 Transactions

1 Fund Total: **328,214.05** **General Fund** **71 Vendors** **188 Transactions**

WLB1
4/7/26 11:25AM

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

2 Reserves Fund

Vendor Name
No.

Amount

9561 Amazon Business

1,109.30

2 Transactions

2 Fund Total:

1,109.30

Reserves Fund

1 Vendors

2 Transactions

Aitkin County



Audit List for Board

COMMISSIONER'S VOUCHERS ENTRIES

3 Road & Bridge

Vendor No.	Name	Amount	
9561	Amazon Business	1,956.77	6 Transactions
13620	American Door Works	187.50	1 Transactions
86467	Auto Value Aitkin	499.72	4 Transactions
13725	Beartooth Hardware Inc	19.99	1 Transactions
5246	BNSF Railway Company	40,000.00	1 Transactions
999999000	CEDAR CREEK SAWMILL	442.00	1 Transactions
14887	Cintas Corporation	28.67	2 Transactions
10855	Culligan Soft Water	55.00	1 Transactions
1491	Dutch's Electric, Inc	12,970.00	1 Transactions
7935	East Central Energy	175.76	2 Transactions
10750	EDWARDS OIL, INC	25,287.46	2 Transactions
7060	Federated Co-Ops Inc.	906.47	1 Transactions
11406	Innovative Office Solutions, LLC	41.90	1 Transactions
91187	Lake Country Power	485.87	5 Transactions
999999000	LOGTEK LLC	500.00	1 Transactions
2941	M R Sign Co Inc	622.15	1 Transactions
12927	Midwest Machinery Co.	67,869.27	2 Transactions
9692	Minnesota Energy Resources Corporation	948.25	1 Transactions
3555	Newman Signs Inc	732.81	1 Transactions

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

3 Road & Bridge

Vendor No.	Name	Amount	
9179	NORTH CENTRAL INTERNATIONAL, LLC	806.76	1 Transactions
8436	Northland Parts	108.93	1 Transactions
10720	Nuss Truck Group Inc	706.04	2 Transactions
10412	O'Reilly Auto Parts	53.54	2 Transactions
11387	Olsen/Sarah	257.78	1 Transactions
3950	Public Utilities	273.44	4 Transactions
4010	Rasley Oil Company	97.98	2 Transactions
6097	Verizon Wireless	505.85	1 Transactions
9642	WEX BANK - Highway Dept	1,991.15	15 Transactions

3 Fund Total: 158,531.06 Road & Bridge 28 Vendors 64 Transactions

WLB1

4/7/26

11:25AM

Aitkin County



Audit List for Board

COMMISSIONER'S VOUCHERS ENTRIES

10 Trust

Vendor No.	Name	Amount	
9562	Advanced Business Methods, Inc.	281.99	2 Transactions
10452	AT&T Mobility	654.30	1 Transactions
10855	Culligan Soft Water	126.00	1 Transactions
1754	Garrison Disposal Company, Inc	110.30	1 Transactions
9692	Minnesota Energy Resources Corporation	284.01	1 Transactions
10412	O'Reilly Auto Parts	168.99	1 Transactions
3950	Public Utilities	240.22	1 Transactions
5791	Sappi	9,043.91	5 Transactions

10 Fund Total:

10,909.72

Trust

8 Vendors

13 Transactions

WLB1
4/7/26 11:25AM

Aitkin County



11 Forest Development

Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

Page 10

Vendor No.	Name	Amount			
12927	Midwest Machinery Co.	87.28		1 Transactions	
11 Fund Total:		87.28	Forest Development	1 Vendors	1 Transactions

Aitkin County



19 Long Lake Conservation Cen

Vendor No.	Name	Amount	
9562	Advanced Business Methods, Inc.	198.62	2 Transactions
9561	Amazon Business	447.44	1 Transactions
10365	Antoine Electric, Inc.	891.14	1 Transactions
13725	Beartooth Hardware Inc	67.60	1 Transactions
2763	Countryside Sanitation, LLC	157.95	1 Transactions
10796	Guida/Samuel Andrew	50.00	1 Transactions
2340	Hyytinen Hardware Hank	62.57	2 Transactions
88628	Imperial Dade	1,416.51	5 Transactions
10844	Midcontinent Communications	737.06	1 Transactions
4968	Upper Lakes Foods, Inc	2,302.69	2 Transactions

19 Fund Total: **6,331.58** **Long Lake Conservation Center** **10 Vendors** **17 Transactions**

WLB1
4/7/26 11:25AM

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

21 Parks

<u>Vendor No.</u>	<u>Name</u>	<u>Amount</u>	
1360	Mn Dept Of Natural Resources-Omb	400.00	1 Transactions
3950	Public Utilities	117.61	2 Transactions
12718	Up North Riders	8,664.01	2 Transactions

21 Fund Total: **9,181.62** **Parks** **3 Vendors** **5 Transactions**

WLB1
4/7/26 11:25AM
22 Coronavirus Relief Fund

Aitkin County



Audit List for Board **COMMISSIONER'S VOUCHERS ENTRIES**

Vendor No.	Name	Amount			
9085	Climate Makers Inc	15,500.00		1 Transactions	
22 Fund Total:		15,500.00	Coronavirus Relief Fund	1 Vendors	1 Transactions
Final Total:		529,864.61	123 Vendors	291 Transactions	

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	328,214.05	General Fund
2	1,109.30	Reserves Fund
3	158,531.06	Road & Bridge
10	10,909.72	Trust
11	87.28	Forest Development
19	6,331.58	Long Lake Conservation Center
21	9,181.62	Parks
22	15,500.00	Coronavirus Relief Fund
All Funds	529,864.61	Total

Approved by,

.....

.....



Board of County Commissioners Agenda Request

2U
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: 2026 Federal Boating Safety Equipment Grant

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
Submitted by: Sheriff Daniel Guida		Department: Aitkin County Sheriff's Office
Presenter (Name and Title): N/A		Estimated Time Needed: N/A
Summary of Issue: Approve acceptance of the Boat & Water Equipment Grant. The grant will provide funding for a Lund 1875 Alaskan Sport, 90HP motor, trailer and 40 buoys with stainless steel eye hazard warning. This grant would cover \$53,101.41 in equipments purchases.		
Alternatives, Options, Effects on Others/Comments:		
Recommended Action/Motion: Approving receipt of the 2026 Federal Boating Safety Supp Equipment grant in the amount of \$53,101.41.		
Financial Impact: <i>Is there a cost associated with this request?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>What is the total cost, with tax and shipping? \$</i> <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Please Explain:</i>		

2026 FEDERAL BOATING SAFETY EQUIPMENT GRANT APPLICATION

DEADLINE - November 26, 2025

Aitkin COUNTY	Jen Orpen CONTACT	218-927-7430 PHONE
------------------	----------------------	-----------------------

Request Number	Description of Item <small>Note if use includes activities other than boating safety. County must provide the pro-rated percentage for boating safety that is being requested. SCUBA equipment requires 25% county contribution.</small>	Cost <small>Including Accessories, Shipping, Tax & Set-Up</small>			
		Cost per Item:	Number of Items:	Contribution or Trade-in:	Total Request Amount:
1	2026 Lund 1875 Alaskan Sport Boat 2026 Mercury 90ELPT 4ST Motor 2026 Shoreland'r Roller Galvanized w/ Brakes				\$43,144.00
2	H.D. White Buoy w/ Stainless Steel Eye Hazard Warning	\$238.00	40		\$9,957.41
3					
4					
5					
6					
7					
8					
Signature: <i>Hanni Luu</i>		Date: 11/25/2025			

2026 FEDERAL BOATING SAFETY EQUIPMENT GRANT APPLICATION

Intended Use and Justification

Provide detail on each requested item, including intended use and why it is necessary.

We have a new deputy that has been added to our boat and water team. The new boat will be used to supply him with a new boat and to allow for more options and patrol of our part-time team members.

The buoys would be used to replace the existing ones as some of them are now beat up and need to be updated.

Do not include photographs - please provide only online links if necessary.

STAPLES SPORTS LINCOLN
 1051 320TH STREET
 CUSHING, MN 56443
 218-575-2086

MARINE QUOTE

SOLD TO AITKIN COUNTY SHERIFF		PHONE		DATE 11/19/2025	
ADDRESS		CITY		STATE ZIP	
MAKE OF BOAT LUND	YEAR 2026	MODEL & SIZE 1875 ALASKAN SPORT	SERIAL NO.	\$36,019.00	
MAKE OF MOTOR #1 MERCURY	YEAR 2026	MODEL & HP 90ELPT 4ST	SERIAL NO.		
MAKE OF MOTOR #2	YEAR	MODEL & HP	SERIAL NO.		
MAKE OF TRAILER SHORELAND'R	YEAR 2026	MODEL & SIZE ROLLER GALVANIZED W/BRAKES	SERIAL NO.	\$7,125.00	
OPTIONAL EQUIPMENT/ACCESSORIES		AMOUNT	TOTAL PURCHASE ABOVE		\$43,144.00
GUNMETAL FREEBOARDS			OPTIONAL EQUIPMENT/ACCESSORIES		\$0.00
COMPLETE VINYL FLOOR					
ALUMINUM PROP					
TILT STEERING UPGRADE WITH SEAT SLIDER			DEALER PREP		
FIRE EXTINGUISHER			LABOR/INSTALL		
AUTO BILGE PUMP OPTION			DELIVERY		
LOWRANCE ELITE FS 9 CONSOLE			FREIGHT		
STARTING BATTERY					
DO NOT INSTALL GRAPHICS					
TRAILER DROTTO			SUB-TOTAL		\$43,144.00
			TOTAL TRADE-IN ALLOWANCE		\$0.00
			LESS BALANCE DUE ON ABOVE		
			NET ALLOWANCE		
			NET SALE		\$43,144.00
			SALES TAX 7.375%		
			TITLE-REGISTRATION		
			OFFICE FEES		
			TRAILER SALES TAX 6.875%		
TOTAL OPTIONAL EQUIPMENT/ACCESSORIES		\$0.00	CASH SALE PRICE		\$43,144.00
DESCRIPTION OF TRADE-IN				LESS TOTAL PAYMENTS	
BOAT MAKE	YEAR	SIZE	SERIAL NO.		
MOTOR #1 MAKE	YEAR	HP	SERIAL NO.		
MOTOR #2 MAKE	YEAR	HP	SERIAL NO.	UNPAID BALANCE	
TRAILER MAKE	YEAR	SIZE	SERIAL NO.	OF CASH SALE PRICE	
TOTAL TRADE-IN ALLOWANCE				\$43,144.00	



Quote

Estimate #: ESTRB1005362
 Customer RFP#: 11/25/2025

Ship To
 AITKIN CO SHERIFF
 150111-2
 218 1st St NW
 Aitkin, MN 56431-1260
 US

Bill To
 AITKIN CO SHERIFF
 150111
 217 2nd St NW
 Aitkin, MN 56431-1270
 US

Total:
\$9,957.41

Customer Number	Expires	Sales Rep	Sales Rep Email	Customer Contact
150111-2	2/23/2026			Jen Orpen

Line #	Catalog Number	Item	Units	Rate	Qty	Amount
1	B961RSS	B961RSS : HWWA H.D. WHITE BUOY W/STAINLESS STEEL EYE Hazard Warning - Hazard Area	EA	\$238.00	40	\$9,520.00

Subtotal	\$9,520.00
Shipping and Handling Cost:	\$437.41
Tax Total (%)	\$0.00
Total:	\$9,957.41

Quote Notes:

Jen Orpen 218-927-7430

Rolyan Buoys
 Division of Performance Health Supply, LLC
 W68N158 Evergreen Blvd
 Cedarburg WI 53012-2637
 United States
 www.rolyanbuoys.com
 888 269 2869

GENERAL TERMS AND CONDITIONS

These GENERAL TERMS AND CONDITIONS by and between Performance Health Supply, LLC d/b/a ROLYAN® BUOYS ("Seller") and the party identified on such quote ("Buyer") shall apply to the purchase of Products (as defined below). The terms and conditions contained herein shall supersede any conflicting terms contained in any purchase order, invoice or other documentation used or submitted by either party in connection with the purchase of Products covered by this quote, except as expressly agreed to in writing signed by both parties.

Buyer desires to purchase a product to be produced by Seller at any location where the company does business and operates and Seller desires to sell and supply such goods to Buyer on the terms and conditions set forth herein. Capitalized terms have the definitions set forth herein.

- PRODUCT:** A buoy, and corresponding accessories, manufactured as ROLYAN® BUOYS ("Product").
- QUALITY:** The Product shall meet the quality specifications set forth by ROLYAN® BUOYS on its website located at www.RolyanBuoys.com.
- QUANTITY:** Seller shall supply and sell, and Buyer shall take or pay for no less than the quantity identified in the quote of Product pursuant to the terms herein.
- PRICE:** The price per Product delivered from Seller to Buyer shall be as identified in the quote. All payments shall be in United States Dollars ("Price") is exclusive of any applicable excise duty, tariffs taxes and/or VAT at the prevalent rates.
- PAYMENT:** Payment terms are subject to the approval of Seller and shall be as identified in the Seller quote. The Buyer shall pay the Seller's Invoice on presentation net thirty (30) days.
- TERMS OF DELIVERY:** All product orders will be delivered FOB Seller's facility, with Buyer assuming the cost and risk of transportation. Shipment must be inspected upon arrival. Buyer shall take immediate action on damaged freight by either: (1) noting it on the freight bill or (2) refusing the shipment. Seller is not responsible for damage incurred during shipping.
- RISK & TITLE:** Except in the case of a manufacturer defect, both title and risk of loss to Product shall pass from Seller to Buyer upon loading into the Buyer's, or its designee's transportation vehicle.
- CANCELLATION/RETURN POLICY:** All sales shall be final. Once an order is submitted by the Buyer, the order cannot be cancelled. Except as expressly provided in Section 9 below, in no event shall Seller accept returned Products from Buyer.
- WARRANTY:** Seller warrants that all goods shall be free from manufacturing defects for a period of one year from the date of shipment. OTHER THAN THE FOREGOING WARRANTY, SELLER MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER MATTER RELATING TO THE PRODUCTS. Upon a determination by Seller that a product is defective, Seller sole and exclusive obligation shall be to provide Buyer with a replacement product or a full refund of the purchase price, at the sole discretion of Seller, and to reimburse Buyer for any return freight costs. In no event shall Seller be liable for any other costs or expenses including but not limited to lost profits or direct, indirect, consequential, incidental or punitive damages.
- TERMINATION:** Either party may terminate this Agreement based upon a material breach of the other's obligations under the terms of this Agreement. The terminating party shall so notify the

other party, and termination shall become effective sixty (60) calendar days after receipt of such written notice unless the breaching party has within such time cured the breach or, for matters that cannot be fully cured within such time, commenced, and continued to diligently pursue appropriate corrective action.

11. **INSURANCE:** Seller will maintain the required site Insurance consistent with its operating requirements.

12. **ASSIGNMENT:** Neither party may assign this quote without the prior written consent of the other party, provided, however, that either party may, without being released from its obligations hereunder, (i) assign this quote to any of its Affiliates, provided such Affiliate assumes in writing, all of the assignor's obligations hereof, and (ii) assign this quote in connection with a merger, consolidation, or other business combination, or in connection with the disposition of all, or substantially all of the assets of a party, or the disposition of the relevant portion of a party's business and assets to which this Agreement relates. "Affiliate" means an entity controlling a party, controlled by a party, or under common control with a party.

13. **FORCE MAJEURE:** Neither party shall be held liable for any delay or failure in performance of any part of this quote, to include but not be limited to purchase commitments, from any cause beyond its control or without its fault or negligence, such as acts of God, acts of civil or military authority, government regulations, embargoes, pandemics/epidemics, war, terrorist acts, riots, insurrections, fires, explosions, earthquakes, nuclear accident, floods, power blackouts, volcanic action, and major environmental disturbances.

14. **CONFIDENTIALITY:** Each party understands the importance of maintaining the other party's confidential information and agrees never to use or disclose such information except as necessary to carry out the other party's obligations under this quote/order. The provisions of this section shall survive the termination of this quote/order.

15. **APPLICABLE LAW:** This quote/order shall be governed and construed in accordance with the laws of the state of Illinois, without regard to the choice of law principles thereof.



Board of County Commissioners Agenda Request

2V
Agenda Item #

Requested Meeting Date: 14 APRIL 2026

Title of Item: MNIT Cybersecurity Services Contract

<input type="checkbox"/> REGULAR AGENDA <input checked="" type="checkbox"/> CONSENT AGENDA <input type="checkbox"/> INFORMATION ONLY	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Hold Public Hearing*
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Submitted by: Chris Sutch	Department: IT
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Presenter (Name and Title): Chris Sutch, IT Manager	Estimated Time Needed: 0
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Summary of Issue:

Since the Federal Government has de-funded parts of Multi-State Information Sharing and Analysis Center (MS-ISAC) and moved key services to a paid subscription model, I no longer see value in maintaining our membership. The primary service we relied on was MDBR (Malicious Domain Blocking and Reporting). MNIT now provides its own MDBR service at no cost to counties and other Minnesota agencies. Aitkin also continues to use MNIT's free external vulnerability scanning service through their Threat and Vulnerability Management Unit (TVMU).

County Attorney Ratz has reviewed the agreement with the State including the Work Order Contract and find it to be appropriate as to form and content.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
Approve motion to allow IT Manager Chris Sutch to approve this contract for free services with MNIT.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



Whole-of-State Service Agreement and Work Order Contract

State of Minnesota

Executive Summary

Minnesota IT Services (MNIT), in partnership with the Minnesota Cybersecurity Task Force, launched the Whole-of-State Cybersecurity Plan in 2023 to strengthen local government cyber defenses. The whole-of-state approach presents a strong, united front against cyber threats, and bolsters cybersecurity across Minnesota.

The Cybersecurity Task Force established four goals to advance the Whole-of-State Plan: Mature cyber capabilities throughout the state; collaborate and share information throughout the state; increase participation in programs and services known to work; and strengthen the cyber-resiliency of critical infrastructure. These goals are designed to provide a solid foundation for a long-term, sustainable cybersecurity system that builds on results and moves with the times.

MNIT is creating a framework built on collaboration and inclusion to provide the tools, resources, and information eligible entities need to help secure the data that Minnesotans have entrusted to their organization.

Under the whole-of-state approach, the Statewide Security Monitoring Initiative (SSMI) – also referred to as the State Homeland Security Grant Program (SHSP) - and the State and Local Cybersecurity Program (SLCGP) use funding to create a layered approach to security. This helps protect Minnesotans by advancing stronger, sustainable cybersecurity tools and processes that leverage best practices, build on past successes, meet every organization where they are, educate, and freely share information.

Work Order Contract

This Work Order Contract is between the State of Minnesota, acting through its commissioner of Minnesota IT Services (“State”) and [Aitkin County](#) (“Governmental Unit”), whose designated business address is [307 2nd St NW, Aitkin MN 56431](#). “Governmental Unit” includes any agents, employees, or third-party service providers working on behalf of the Governmental Unit.

The Statewide Security Monitoring Initiative (SSMI) is a program devoted to protecting the data of all Minnesotans by partnering with participating county governments, port cities, and Tribal Nations to ultimately fortify the cybersecurity of the entire state of Minnesota. The State and Local Cybersecurity Grant Program (SLCGP) is a program devoted to protecting the technology, data, and systems that make our government and schools run is one of our highest priorities and aims to make sure that our state, county, municipal, and tribal government, education, public health, critical infrastructure, and peacekeepers have all the cybersecurity tools and resources they need.

Governmental Unit is requesting State to provide certain security services through its SSMI and/or SLCGP program as identified in this Work Order Contract.

Contract


1. Term of Work Order

1.1 Effective date. This Work Order is effective on the date State obtains all required signatures under Minn. Stat. § 16C.05, subd. 2. State will not begin work under this contract until this contract is fully executed and State has been notified by Governmental Unit’s Authorized Representative to begin work.

1.1 Expiration date. This Work Order is effective through June 30, 2027.

2. Service Selection and Authorization

Upon execution of this Work Order, State will provide the services selected by Governmental Unit in Table 1. Some services are performed only by State (“First-Party Services”). Some services include work performed or tools provided by third parties, either in conjunction with or independent of State’s provision of services (“Third-Party Services”). For more information visit <https://mn.gov/mnit/about-mnit/security/wos/>.

SELECTION(S)	SERVICE OFFERING	DESCRIPTION OF SERVICE OFFERING
	<p>1 – External Vulnerability Scans</p>	<p>The Minnesota IT Services (MNIT) Threat and Vulnerability Management Unit (TVMU) provides external vulnerability Management service. MNIT provides a comprehensive vulnerability scanning service that utilizes sophisticated and automated vulnerability scanning and attack surface management technology. MNIT continuously monitors scan results, assesses critical and high-risk vulnerabilities, and communicates actionable information to the participating entity.</p> <p>The term of this contract expires on June 30, 2027.</p> <p>More information available here: https://mn.gov/mnit/about-mnit/security/wos/</p>
	<p>2 – Internal Vulnerability Scans</p>	<p>The MNIT Threat and Vulnerability Management Unit (TVMU) provides internal vulnerability management service to SSMI eligible entities. TVMU provides a comprehensive vulnerability scanning tool that utilizes sophisticated enterprise class scanning technology to conduct in-depth vulnerability and configuration compliance scanning using credentials/agents' technology. The TVMU team conduct regular briefing meetings with participating organizations to discuss scan findings and remediation.</p> <p>The term of this contract expires on June 30, 2027.</p> <p>More information available here: https://mn.gov/mnit/about-mnit/security/wos/</p> <p>Billing is done on a monthly basis, according to the size category the Governmental Unit falls within and the number of addresses scanned. Contact the TVMU team (TVMU@state.mn.us) for more information on Internal Vulnerability Scanning billing.</p>
	<p>3 - SIEM</p>	<p>The Next Generation Security Information and Event Management (SIEM) program is provided at a reduced cost to Minnesota counties, cities, townships, public K12s, Tribal entities, and other partner organizations through the CrowdStrike console.</p> <p>Pricing is based on daily ingest amount and record retention needs. More information available here: https://mn.gov/mnit/about-mnit/security/wos/</p> <p>The term of this contract expires on June 30, 2027.</p> <p>Billing is done monthly based on data ingest and contracted end-point counts. Billing will be based on monthly usage. Contact the Cyber Navigator team (CN.MNIT@state.mn.us) for more</p>


		information on SIEM billing: https://mn.gov/mnit/about-mnit/security/whole-of-state-cybersecurity-plan/ngs.jsp
	4 – MDR	<p>The Managed Detection and Response (MDR) program is provided at a reduced cost to Minnesota counties, cities, townships, public K12s, Tribal entities, and other partner organizations through the CrowdStrike console.</p> <p>More information available here: https://mn.gov/mnit/about-mnit/security/wos/</p> <p>The term of this contract expires on June 30, 2027.</p> <p>Governmental Unit agrees to be billed monthly based on the contracted amount specified in this agreement. If the Governmental Unit's usage exceeds the contracted amount, the Governmental Unit will be invoiced for the overage at the rates specified in this agreement. Contact the Cyber Navigator team (CN.MNIT@state.mn.us) for more information on MDR billing.</p>
	5 - EDR	<p>The Endpoint Detection and Response (EDR) program is provided at a reduced cost to Minnesota counties, cities, townships, public K12s, Tribal entities, and other partner organizations. The EDR program does not include oversight and management from CrowdStrike or MNIT.</p> <p>More information available here: https://mn.gov/mnit/about-mnit/security/wos/</p> <p>The term of this contract expires on June 30, 2027.</p> <p>Governmental Unit agrees to be billed monthly based on the contracted amount specified in this agreement. If the Governmental Unit's usage exceeds the contracted amount, the Governmental Unit will be invoiced for the overage at the rates specified in this agreement. Contact the Cyber Navigator team (CN.MNIT@state.mn.us) for more information on EDR billing.</p>
	6 – MDBR	<p>Malicious Domain Blocking and Reporting (MDBR): A cloud-based solution that uses technology to prevent IT systems from connecting to harmful web domains and limit infections related to malware, ransomware, phishing, and other cyber threats.</p> <p>The term of this contract expires on June 30, 2027.</p> <p>For more full program participation rules and more information see website: https://mn.gov/mnit/about-mnit/security/wos/</p> <p>This is a no charge service. Governmental Unit will not be billed as this service is being covered by the SLCGP grant. For more information, contact the Cyber Navigator team (CN.MNIT@state.mn.us)</p>

Table 1

Governmental unit understands that State is subsidizing some or all these services through a combination of State Homeland Security Grant Program (SHSP) and State and Local Grant Program (SLCGP) funds allocated to Minnesota. This funding includes:

- State and Local Cybersecurity Grant Program for Federal Fiscal Year (FFY) 2023, Funding Opportunity **DHS-23-137-000-01**, as authorized by Section 2220A of Homeland Security Act of 2002, as amended (Pub. L. No. 107-296) (6 U.S.C. § 665g).
- State Homeland Security Grant Program (SHSP) for FFY 2023, Funding Opportunity (**DHS-23-GPD-067-00-01**) as authorized by Section 2002 of the Homeland Security Act of 2002 (Pub. L. No. 107-296, as amended) (6U.S.C. § 603).
- Minnesota State and Local Cybersecurity Grant Program has a State Match requirement for FFY23 ([see Laws of Minnesota 2023, chapter 62, article 1, section 10](#)).

- For more information on these grants and their allocation, please see the MNIT Whole of State program webpage here: <https://mn.gov/mnit/about-mnit/security/wos/>

Governmental unit consents and accepts these services in lieu of direct allocation of funds from these grant programs. Governmental unit agrees that it is responsible for subsidized portion in the event these funding sources are no longer available. For more information on these programs, please refer to <https://mn.gov/mnit/about-mnit/security/wos/>.

Governmental Unit understands and agrees State's provision of services under this Work Order do not include remediation of any security issues identified during State's provision of services.

Governmental Unit understands and agrees that some selected Third-Party Services may require a minimum term commitment ("Minimum Commitment") from Governmental Unit, as identified in Table 1. Governmental Unit agrees to pay for the quantity of services identified in Table 1 with a Minimum Commitment selected for the duration of the Minimum Commitment.

3. Representations and Warranties

3.1 Under Minnesota Statutes Ch. 16E, State is empowered to create and maintain state cyber security systems and ensure overall security of the state's information and technology systems and services; promote cooperation and collaboration among state and local governments in developing intergovernmental information and telecommunications technology systems and services; and enter into contracts with agencies of the federal government, local governmental units, the University of Minnesota and other educational institutions, and private persons and other nongovernmental organizations as necessary to perform its statutory duties.

3.2 Governmental Unit represents and warrants that it possesses the legal authority to enter into this Work Order and that it has taken all actions required by its procedures, by-laws, and applicable laws to exercise that authority, and to lawfully authorize its undersigned signatory to execute this Work Order, or any part thereof, and to bind Governmental Unit to its terms.

4. Consideration and Payment

All service costs and billing considerations are available on <https://mn.gov/mnit/about-mnit/security/wos/> or by contacting the Cyber Navigator team (CN.MNIT@state.mn.us) or TVMU team (TVMU@state.mn.us). MNIT will provide 90 days notice before changing the published rates of these programs.

Billing is compiled after the end of each month and invoices are posted within CosWeb (cosweb.mnit.state.mn.us) for Governmental Unit access, under Computing Services. Governmental Unit billing contact(s) will receive an email message notifying them there is at least one new invoice to review.

Internal Vulnerability Scanning billing is based upon the size category assigned to the Governmental Unit as well as the number for addresses requested to be scanned. These address amounts are audited annually.

MDR billing is based upon the number for MDR licenses requested, so will always be at least that number – if more licenses are in use at the end of the month, Governmental Units will be charged for that larger number of licenses.

EDR billing is based upon the number for EDR licenses requested, so will always be at least that number – if more licenses are in use at the end of the month, Governmental Units will be charged for that larger number of licenses.

SIEM billing is based upon the number for SIEM licenses requested, so will always be at least that number – if more licenses are in use at the end of the month, Governmental Units will be charged for that larger number of licenses.

5. Authorized Representatives

State's Authorized Representative, their delegate, or successor in office is required to sign this Work Order.

6. Third Party Terms

Governmental Unit acknowledges it has reviewed the terms of the agreements State has with its third-party contractors used to provide the services selected by Governmental Unit under this Work Order, which are available at <https://mn.gov/mnit/about-mnit/security/wos/>, as updated. ("Third-Party Terms"). Governmental Unit agrees to comply with the Third-Party Terms to the extent those terms apply to the services ordered and received by Governmental Unit under this Work Order.

7. Assignment, Amendments, Waiver, and Contract Complete.

7.1 Assignment. Neither Party may assign nor transfer any rights or obligations under this Agreement without the prior consent of the other Party and a fully executed assignment agreement, executed and approved by the authorized parties or their successors.

7.2 Amendments. Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the authorized parties or their successors.

7.3 Waiver. If either Party fails to enforce any provision of this Agreement, that failure does not waive the provision or its right to enforce it.

7.4 Contract Complete. This Work Order, including as applicable Third-Party Waivers, Master Control Agreements, and Third-Party Terms incorporated by reference, contains all negotiations and agreements between State and Governmental Unit. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

8. Liability.

8.1 Each party will be responsible for its own acts and behavior and the results thereof.

8.2 Nothing within this Agreement, whether express or implied, shall be deemed to create an obligation on the part of State to indemnify, defend, hold harmless or release Governmental Unit. This shall extend to all agreements related to the subject matter of this Contract, and to all terms subsequently added, without regard to order of precedence.

9. State Audits.

Under Minn. Stat. § 16C.05, subd. 5, Governmental Unit's books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by State, the State Auditor, or Legislative Auditor, as appropriate, for a minimum of six years from the expiration or termination of this Agreement.

10. Government Data Practices.

Governmental Unit and State must comply with the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, (or, if State contracting party is part of the Judicial Branch, with the Rules of Public Access to Records of the

Judicial Branch promulgated by the Minnesota Supreme Court as the same may be amended from time to time) as it applies to all data provided by State under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Governmental Unit under this Contract. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data governed by the Minnesota Government Practices Act, Minn. Stat. Ch. 13, by either Governmental Unit or State.

If the Governmental Unit receives a request to release the data referred to in this clause, Governmental Unit must promptly notify and consult with State’s Authorized Representative as to how the Governmental Unit should respond to the request. Governmental Unit’s response to the request shall comply with applicable law.

11. Governing Law, Jurisdiction, and Venue.

Minnesota law, without regard to its choice-of-law provisions governs this Work Order. Venue for all legal proceedings out of this Work Order, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

12. Termination

State or Governmental Unit may terminate this Work Order at any time, with or without cause, upon 60 days written notice to the other Party. Termination will be effective at the end of the month in which the 60 day period concludes. The State will bill through the end of the next closest month following the termination. For Third-Party Services with a Minimum Commitment, Governmental Unit understands and agrees that termination will terminate provision of services, but Governmental Unit will remain obligated to the amounts owed for the Minimum Commitment. This Work Order will terminate automatically upon execution between State and Governmental Unit of a subsequent Work Order covering the same or additional service selections.

13. Renewal

Governmental Unit shall notify State of its desire to enter into a new Work Order for further provision of services within 60 days of the expiration date of this Work Order.

1. Governmental Unit

The Governmental Unit certifies that the appropriate person has executed the Work Order Contract on behalf of the Governmental Unit as required by applicable laws, articles, bylaws, resolutions, or ordinances.

Print Name: Chris Sutch

Signature: _____

Title: IT Manager

Date: _____

2. State Agency

With delegated authority

Print Name: John Israel

Signature: _____

Title: MNIT CISO Date: _____

3. Commissioner of Administration

As delegated to The Office of State Procurement

Print Name: _____

Signature: _____

Title: _____ Date: _____

Admin ID: _____



Liability Release, Waiver, and Agreement for Application Security Assessment

In exchange for Minnesota IT Services (“MNIT”) providing endpoint detection and response platform using CrowdStrike (“Scanning”), Governmental Unit represents that:

The Governmental Unit UNDERSTANDS THE NATURE OF THE SCANNING, and that MNIT will be deploying automated and/or manual endpoint detection tools to assist the Governmental Unit in detecting, hunting, and responding to cyber threats, risks, and vulnerabilities within the agency’s/Governmental Unit’s data environment. The Governmental Unit acknowledges that after MNIT’s deployment of the tools, MNIT with assistance from the Governmental Unit Security Team will access the sites/resources provided by the Governmental Unit through automated and/or manual processes to review threats provided by the tool. During the assessment, MNIT along with the Governmental Unit Security Team may access protected content within the specific systems in scope for this assessment. The Governmental Unit understands that MNIT is only providing the security assessment and it is the responsibility of the Governmental Unit to carry out the investigation for and remediation of vulnerabilities identified within the Governmental Unit’s data environment. Should The Governmental Unit request additional assistance, MNIT is also able to assist with the assessment of the scanning results and advising on the impact that the vulnerabilities may have on the system. Further, the Governmental Unit acknowledges that the use of MNIT’s CrowdStrike tool involves a risk to the Governmental Unit’s IT equipment and could also cause an impact to the Governmental Unit services, though the likelihood of being impacted is remote. Finally, the Governmental Unit is aware that certain Scanning services could potentially damage software, applications, and/or data installed on its IT equipment. This is to be expected and may require the re-installation of the Governmental Unit’s operating system, applications, programs, and data. The likelihood of potential damage from using Scanning services is remote.

The Governmental Unit UNDERSTANDS THE POTENTIAL LOSS OF DATA due to the scanning process in the detection of malware infections; data may get damaged, deleted, or at worst a data incident may occur. MNIT must inform the Governmental Unit of this possibility in using MNIT’s tool. The Governmental Unit understands that MNIT will not accept liability for any loss of data as a result of the Governmental Unit’s use or misuse of MNIT’s tool. The Governmental Unit is responsible for backing up its own data.

The Governmental Unit UNDERSTANDS MNIT’S PRIVACY OBLIGATION, and that MNIT will not browse through the Governmental Unit data while assisting in the deployment of the Scanning tools or assessment of the results. However, as part of its incident response investigation, MNIT may be engaging in analysis of the data stored within the Governmental Unit’s data environment that would require MNIT to review, examine, study, or separate the data. The Governmental Unit acknowledges its responsibility to protect any personal or private information. Additionally, MNIT may be required to report illegal content such as images or videos to law enforcement agencies, if discovered.

The Governmental Unit FULLY ACCEPTS AND ASSUMES ALL SUCH RISKS AND ALL RESPONSIBILITY for losses, costs, and damages the Governmental Unit incurs as a result of the Governmental Unit’s participation and use, and the Governmental Unit’s potential misuse of MNIT’s tool.

The Governmental Unit HEREBY RELEASES AND DISCHARGES MNIT, the deployer of the scanning tools and the entity performing the security assessment, from all liability, claims, demands, losses, or damages that the Governmental Unit suffers which are caused or alleged to be caused in whole or in part by the Governmental Unit’s use of MNIT’s tool and the requested security assessment.

MY SIGNATURE BELOW CONFIRMS I HAVE READ, UNDERSTAND, AND AGREE TO BE BOUND BY THESE TERMS AND CONDITIONS

Chris Sutch

Name of Governmental Unit Representative

Signature of Governmental Unit Representative

Date

CROWDSTRIKE TERMS AND CONDITIONS

These CrowdStrike Terms and Conditions by and between CrowdStrike, Inc., a Delaware corporation, and any Affiliates performing hereunder (collectively, "**CrowdStrike**") with a principal place of business at 150 Mathilda Place, Suite 300, Sunnyvale, California 94086 and the State of Minnesota, Office of MN.IT Services, for itself and on behalf of Minnesota state agencies ("**Customer**"), with a place of business at 658 Cedar Street, St. Paul, MN 55155 are entered into as of the date signed by the last party (the "**Effective Date**").

These CrowdStrike Terms and Conditions (the "Agreement") are a master agreement that cover all CrowdStrike products and services but provisions regarding specific products or services apply only to the extent Customer has purchased, accessed or used such products or services. The Agreement supersedes any and all licensing or maintenance terms and conditions not agreed to in writing and signed by both parties, including any pre-installation or other "click-through" agreements. A State employee's decision to choose "accept" or an equivalent option associated with a "click-through" agreement or customer portal does not constitute the State's concurrence or acceptance of additional terms or conditions except for FedRamp Rules of Behavior agreements. Customer does not agree to any third party terms and conditions that are in conflict with the Agreement or applicable Minnesota law.

1. Definitions.

"**Affiliate**" means any entity that a party directly or indirectly controls (e.g., subsidiary) or is controlled by (e.g., parent) or with which it is under common control (e.g., sibling) or a Minnesota state entity whose information technology environment is managed in whole or in part by Customer.

"**Agreement**" means these CrowdStrike Terms and Conditions together with each Order.

"**API**" means an application program (or programming) interface.

"**CrowdStrike Competitor**" means a person or entity in the business of developing, distributing, or commercializing Internet security products or services substantially similar to or competitive with CrowdStrike's products or services.

"**CrowdStrike Data**" shall mean the data generated by the CrowdStrike Offerings, including but not limited to, correlative and/or contextual data, and/or detections. For the avoidance of doubt, CrowdStrike Data does not include Customer Data.

"**CrowdStrike Tool**" means any CrowdStrike proprietary software-as-a-service, software, hardware, or other tool that CrowdStrike uses in performing Professional Services, which may be specified in the applicable SOW. CrowdStrike Tools may include CrowdStrike's products.

"**Customer**" means as the context requires, in addition to the entity identified above, any Customer Affiliate that places an Order under these CrowdStrike Terms and Conditions, uses or accesses any Offering hereunder, or benefits from the Customer's use of an Offering.

"**Customer Contractor**" means any individual or entity (other than a CrowdStrike Competitor) that: (i) has access or use of a Product under this Agreement solely on behalf of and for Customer's Internal Use, (ii) has an agreement to provide Customer (or its Affiliates) services, and (iii) is subject to confidentiality obligations covering CrowdStrike's Confidential Information.

"**Customer Contractor Services**" means products, services or content developed or provided by Customer Contractors, including, but not limited to, third party applications complimentary to the Offerings, implementation services, managed services, training, technical support, or other consulting services related to, or in conjunction with, the Offerings.

"**Documentation**" means CrowdStrike's end-user technical documentation included in the applicable Offering.

"**Endpoint**" means any physical or virtual device, such as, a computer, server, laptop, desktop computer, mobile, cellular, container or virtual machine image.

“**Error**” means a reproducible failure of a Product to perform in substantial conformity with its applicable Documentation.

“**Internal Use**” means access or use solely for Customer’s and subject to the Section entitled *Affiliates, Orders and Payment; Affiliates* and the Section entitled *Access and Use Rights*, its Affiliates’, own internal information security purposes. By way of example and not limitation, Internal Use does not include access or use: (i) for the benefit of any person or entity other than Customer or its Affiliates, or (ii) in any event, for the development of any product or service. Internal Use is limited to access and use by Customer’s and its Affiliates’ employees and Customer or Affiliate Contractors (except as set forth in the Section entitled *Customer Contractors*), in either event, solely on Customer’s behalf and for Customer’s benefit.

“**Offerings**” means, collectively, any Products, Product-Related Services, or Professional Services.

“**Order**” means any purchase order or other ordering document (including any SOW) accepted by CrowdStrike or a reseller that identifies the following ordered by Customer: Offering, Offering quantity based on CrowdStrike’s applicable license metrics (e.g., number of Endpoints, size of company (based on number of employees), number of file uploads, or number of queries), price and Subscription/Order Term.

“**Product**” means any of CrowdStrike’s cloud-based software or other products ordered by Customer as set forth in the relevant Order, the available accompanying API’s, the CrowdStrike Data, any Documentation and any Updates thereto that may be made available to Customer from time to time by CrowdStrike.

“**Product-Related Services**” means, collectively, (i) Falcon OverWatch, (ii) Falcon Complete Team, (iii) the technical support services for certain Products provided by CrowdStrike, (iv) training, and (v) any other CrowdStrike services provided or sold with Products. Product-Related Services do not include Professional Services.

“**Professional Services**” means any professional services performed by CrowdStrike for Customer pursuant to an SOW or other Order. Professional Services may include without limitation incident response, investigation and forensic services related to cyber-security adversaries, tabletop exercises, and next generation penetration tests related to cyber-security.

“**Services**” means, collectively, any Product-Related Services and any Professional Services.

“**Statement of Work**” or “**SOW**” means a mutually-agreed executed written document describing the Professional Services to be performed by CrowdStrike for Customer, deliverables, fees, and expenses related thereto.

“**Subscription/Order Term**” means the period of time set forth in the applicable Order during which: (i) Customer is authorized by CrowdStrike to access and use the Product or Product-Related Service, or (ii) Professional Services may be performed.

“**Updates**” means any correction, update, upgrade, patch, or other modification or addition made by CrowdStrike to any Product and provided to Customer by CrowdStrike from time to time on an as available basis.

2. Affiliates, Orders and Payment.

2.1 **Affiliates.** Any Affiliate purchasing hereunder, or using or accessing any Offering hereunder, or benefitting from the Customer’s use of an Offering, will be bound by and comply with all terms and conditions of this Agreement. The Customer signing these CrowdStrike Terms and Conditions will remain responsible for Customer’s Affiliates’ acts and omissions unless Customer’s Affiliate has entered into its own Terms and Conditions with CrowdStrike.

2.2 **Orders.** Only those transaction-specific terms stating the Offerings ordered, quantity, price, payment terms, Subscription/Order Term, and billing/provisioning contact information (and for the avoidance of doubt, specifically excluding any pre-printed terms on a Customer or reseller purchase order) will have any force or effect unless a particular Order is executed by both the Customer and an authorized signer of CrowdStrike and returned to Customer (or the applicable reseller). If any such Order is so executed and delivered, then only those specific terms on the face of such Order that expressly identify those portions of this Agreement that are to be superseded will prevail over any conflicting terms herein but only with respect to those Offerings ordered on such Order. Orders are

non-cancellable. Any Order through a reseller is subject to, and CrowdStrike's obligations and liabilities to Customer are governed by, this Agreement.

2.3 Payment and Taxes. Customer will pay the fees for Offerings to a reseller or CrowdStrike as set forth in the applicable Order. Unless otherwise expressly set forth on the Order, Customer will pay the fees and amounts stated on each Order within 30 days after receipt of the applicable invoice. Except as otherwise expressly provided in this Agreement, all fees and other amounts are non-refundable. Fees are exclusive of any applicable sales, use, value added, withholding, and other taxes, however designated. Customer shall pay all such taxes levied or imposed by reason of Customer's purchase of the Offerings and the transactions hereunder, except for taxes based on CrowdStrike's income or with respect to CrowdStrike's employment of its employees.

3. Access & Use Rights.

3.1 Evaluation. If CrowdStrike approves Customer's evaluation use of a CrowdStrike product ("**Evaluation Product**"), the terms herein applicable to Products also apply to evaluation access and use of such Evaluation Product, except for the following different or additional terms: (i) the duration of the evaluation is as mutually agreed upon by Customer and CrowdStrike, provided, that either CrowdStrike or Customer can terminate the evaluation at any time upon written (including email) notice to the other party; (ii) the Evaluation Product is provided "AS-IS" without warranty of any kind, and CrowdStrike disclaims all warranties, support obligations, and other liabilities and obligations for the Evaluation Product; and (iii) Customer's access and use is limited to Internal Use by Customer employees only. For avoidance of doubt, the limitations above do not apply to deployment of CrowdStrike product for proof of concept or proof of value purposes when Customer pays the appropriate pro-rated fees.

3.2 Access & Use Rights. Subject to the terms and conditions of this Agreement (including CrowdStrike's receipt of applicable fees), CrowdStrike grants Customer, under CrowdStrike's intellectual property rights in and to the applicable Product, a non-exclusive, non-transferable (except as expressly provided in the Section entitled *Assignment*), non-sublicensable license to access and use the Products in accordance with any applicable Documentation solely for Customer's Internal Use during the applicable Subscription/Order Term. Customer's access and use is limited to the quantity in the applicable Order. Furthermore, the following additional terms and conditions apply to specific Products (or components thereof):

(a) **Products with Software Components.** If Customer purchases a subscription to a Product with a downloadable object-code component ("**Software Component**"), Customer may, during the Subscription/Order Term install and run multiple copies of the Software Components solely for Customer's and Customer's Affiliates' Internal Use up to the maximum quantity in the applicable Order.

(b) **CrowdStrike Tools.** If CrowdStrike provides CrowdStrike Tools to Customer pursuant to performing Professional Services, the license set forth in the Section entitled *Access & Use Rights* applies to such CrowdStrike Tools as used solely for Customer's Internal Use during the period of time set forth in the applicable Order, or if none is specified, for the period authorized by CrowdStrike. Not all Professional Services engagements will involve the use of CrowdStrike Tools.

3.3 Restrictions. The access and use rights set forth in the Section entitled *Access & Use Rights* do not include any rights to, and Customer will not, with respect to any Offering (or any portion thereof): (i) knowingly allow or authorize a CrowdStrike Competitor to use or view the Offering or Documentation, or to provide management, hosting, or support for an Offering; (ii) alter, publicly display, translate, create derivative works of or otherwise modify an Offering; (iii) sublicense, distribute or otherwise transfer an Offering to any third party (except as expressly provided in the Section entitled *Assignment*); (iv) allow third parties to access or use an Offering (except for Customer Contractors as expressly permitted herein); (v) create public Internet "links" to an Offering or "frame" or "mirror" any Offering content on any other server or wireless or Internet-based device; (vi) reverse engineer, decompile, disassemble or otherwise attempt to derive the source code (if any) for an Offering (except to the extent that such prohibition is expressly precluded by applicable law), circumvent its functions, or attempt to gain unauthorized access to an Offering or its related systems or networks; (vii) use an Offering to circumvent the security of another party's network/information, develop malware, unauthorized surreptitious surveillance, data modification, data exfiltration, data ransom or data destruction; (viii) remove or alter any notice of proprietary right appearing on an Offering; (ix) conduct any stress tests, competitive benchmarking or analysis on, or publish any performance data of, an Offering (provided, that this does not prevent Customer from comparing the Products to other products for

Customer's Internal Use); (x) use any feature of CrowdStrike APIs for any purpose other than in the performance of, and in accordance with, this Agreement; or (xi) cause, encourage or assist any third party to do any of the foregoing. Customer agrees to use an Offering in accordance with laws, rules and regulations directly applicable to Customer and acknowledges that Customer is solely responsible for determining whether a particular use of an Offering is compliant with such laws.

3.4 Installation and User Accounts. CrowdStrike is not responsible for installing Products unless Customer purchases installation services from CrowdStrike. For those Products requiring user accounts, only the single individual user assigned to a user account may access or use the Product. Customer is liable and responsible for all actions and omissions occurring under Customer's and Customer Contractor's user accounts for Offerings. Customer shall notify CrowdStrike if Customer learns of any unauthorized access or use of Customer's user accounts or passwords for an Offering.

3.5 Malware Samples. If CrowdStrike makes malware samples available to Customer in connection with an evaluation or use of the Product ("**Malware Samples**"), Customer acknowledges and agrees that: (i) Customer's access to and use of Malware Samples is at Customer's own risk, and (ii) Customer should not download or access any Malware Samples on or through its own production systems and networks and that doing so can infect and damage Customer's systems, networks, and data. Customer shall use the Malware Samples solely for Internal Use and not for any malicious or unlawful purpose. CrowdStrike will not be liable for any loss or damage caused by any Malware Sample that may infect Customer's computer equipment, computer programs, data, or other proprietary material due to Customer's access to or use of the Malware Samples.

3.6 Third Party Software. CrowdStrike uses certain third party software in its Products, including what is commonly referred to as open source software. Under some of these third party licenses, CrowdStrike is required to provide Customer with notice of the license terms and attribution to the third party. See the licensing terms and attributions for such third party software that CrowdStrike uses at: <https://falcon.crowdstrike.com/opensource>.

3.7 Ownership & Feedback. Products, Product-Related Services and the CrowdStrike Tools are made available for use or licensed, not sold. CrowdStrike owns and retains all right, title and interest (including all intellectual property rights) in and to the Products, Product-Related Services and the CrowdStrike Tools. Any feedback or suggestions that Customer provides to CrowdStrike regarding its Offerings and CrowdStrike Tools (e.g., bug fixes and features requests) is non-confidential and may be used by CrowdStrike for any purpose without acknowledgement or compensation; provided, Customer will not be identified publicly as the source of the feedback or suggestion.

4. Customer Contractors.

4.1 Authorization. Customer authorizes CrowdStrike to give Customer Contractors the rights and privileges to the Offerings necessary to enable and provide for Customer's use and receipt of the Customer Contractor Services. If at any time Customer revokes this authorization, to the extent the Offerings provide for Customer to limit the Customer Contractor's access and use of the Offerings, then Customer is responsible for taking the actions necessary to revoke such access and use. In the event Customer requires CrowdStrike assistance with such revocation or limitation, Customer must contact CrowdStrike Support with written notice of such revocation or limitation at support@crowdstrike.com and CrowdStrike will disable the Customer Contractor's access to Customer's Offerings within a reasonable period of time following receipt of such notice but in any event within 72 hours of receipt of such notice.

4.2 Disclaimer. Customer Contractors are subject to the terms and conditions in the Agreement while they are using the Offerings on behalf of Customer and Customer remains responsible for their acts and omissions during such time. Any breach by a Customer Contractor of this Agreement is a breach by Customer. CrowdStrike may make available Customer Contractor Services to Customer, for example, through an online directory, catalog, store, or marketplace. Customer Contractor Services are not required for use of the Offerings. Offerings may contain features, including API's, designed to interface with or provide data to Customer Contractor Services. CrowdStrike is not responsible or liable for any loss, costs or damages arising out of Customer Contractor's actions or inactions in any manner, including but not limited to, for any disclosure, transfer, modification or deletion of Customer Data (defined in Exhibit A). Whether or not a Customer Contractor is designated by CrowdStrike as, or otherwise claims to be "certified," "authorized," or similarly labeled, CrowdStrike does not: (i) control, monitor, maintain or provide support for, Customer Contractor Services, (ii) disclaims all warranties of any kind, indemnities, obligations, and

other liabilities in connection with the Customer Contractor Services, and any Customer Contractor interface or integration with the Offerings, and (iii) cannot guarantee the continued availability of Customer Contractor Services and related features. If Customer Contractor Services and related features are no longer available for any reason, CrowdStrike is not obligated to provide any refund, credit, or other compensation for, or related to, the Offerings.

4.3 Restrictions on Customer Contractors. Customer shall not give or allow Customer Contractors access to, or use of, intelligence reports provided by, or made accessible in, the Products. For the avoidance of doubt, nothing herein prevents Customer from using intelligence API's in Customer Contractor Services for Customer's Internal Use.

5. Professional Services.

Reserved.

6. **Data Security and Privacy.** See Exhibit A.

7. Confidentiality.

7.1 Definitions. In connection with this Agreement, each party ("**Recipient**") may receive Confidential Information of the other party ("**Discloser**") or third parties to whom Discloser has a duty of confidentiality. "**Confidential Information**" means non-public information in any form that is in the Recipient's possession regardless of the method of acquisition that the Discloser designates as confidential to Recipient, should be reasonably known by the Recipient to be Confidential Information due to the nature of the information disclosed and/or the circumstances surrounding the disclosure, or is not publicly accessible under the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13). Confidential Information shall not include information that is: (i) in or becomes part of the public domain (other than by disclosure by Recipient in violation of this Agreement); (ii) previously known to Recipient without an obligation of confidentiality and demonstrable by the Recipient; (iii) independently developed by Recipient without use of Discloser's Confidential Information; (iv) rightfully obtained by Recipient from third parties without an obligation of confidentiality; or (v) determined to be publicly accessible under the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13). Customer agrees to provide CrowdStrike reasonable notice prior to disclosing any CrowdStrike Confidential Information in response to a valid request made pursuant to the Minnesota Government Data Practices Act to allow CrowdStrike to seek injunctive relief or such other relief as may be appropriate.

7.2 Restrictions on Use. Except as allowed in Section 7.3 (Exceptions), Recipient shall hold Discloser's Confidential Information in strict confidence and shall not disclose any such Confidential Information to any third party, other than to its employees, and contractors, including without limitation, counsel, accountants, and financial advisors (collectively, "Representatives"), its Affiliates and their Representatives, subject to the other terms of this Agreement, and in each case who need to know such information and who are bound by restrictions regarding disclosure and use of such information comparable to and no less restrictive than those set forth herein. Recipient shall not use Discloser's Confidential Information for any purpose other than as set forth in this Agreement. Recipient shall take the same degree of care that it uses to protect its own confidential information of a similar nature and importance (but in no event less than reasonable care) to protect the confidentiality and avoid the unauthorized use, disclosure, publication, or dissemination of the Discloser's Confidential Information. Within 72 hours of Recipient becoming aware of the unauthorized use, disclosure, publication, or dissemination of the Discloser's Confidential Information while in Recipient's control, Recipient shall provide Discloser with notice thereof.

7.3 Exceptions. Recipient may disclose Discloser's Confidential Information: (i) to the extent required by applicable law or regulation; (ii) pursuant to a subpoena or order of a court or regulatory, self-regulatory, or legislative body of competent jurisdiction; (iii) in connection with any regulatory report, audit, or inquiry; or (iv) where requested by a regulator with jurisdiction over Recipient. In the event of such a requirement or request, Recipient shall, to the extent legally permitted: (a) give Discloser prompt written notice of such requirement or request prior to such disclosure; and (b) at Discloser's cost, a reasonable opportunity to review and comment upon the disclosure and request confidential treatment or a protective order pertaining thereto prior to Recipient making such disclosure.

7.4 Destruction. Upon Discloser's written request, Recipient shall use commercially reasonable efforts to destroy the Confidential Information and any copies or extracts thereof. However, Recipient, its Affiliates and their Representatives may retain any Confidential Information that: (i) they are required to keep for compliance purposes under a document retention policy or as required by applicable law, professional standards, a court, or regulatory

agency; or (ii) have been created electronically pursuant to automatic or ordinary course archiving, back-up, security, or disaster recovery systems or procedures; provided, however, that any such retained information shall remain subject to this Agreement. Upon Discloser's request, Recipient will provide Discloser with written confirmation of destruction in compliance with this provision.

7.5 Equitable Relief. Each party acknowledges that a breach of this Section 7 (*Confidentiality*) shall cause the other party irreparable injury and damage. Therefore, each party agrees that those breaches may be stopped through injunctive proceedings in addition to any other rights and remedies which may be available to the injured party at law or in equity without the posting of a bond.

8. Warranties & Disclaimer.

8.1 No Warranty for Pre-Production Versions. Any pre-production feature or version of an Offering provided to Customer is *experimental* and provided "AS IS" without warranty of any kind and will not create any obligation for CrowdStrike to continue to develop, productize, support, repair, offer for sale, or in any other way continue to provide or develop any such feature or Offering. Customer agrees that its purchase is not contingent on the delivery of any future functionality or features, or dependent on any oral or written statements made by CrowdStrike regarding future functionality or features.

8.2 Product Warranty. If Customer has purchased a Product, CrowdStrike warrants to Customer during the applicable Subscription/Order Term that: (i) the Product will operate without Error; and (ii) CrowdStrike has used industry standard techniques to prevent the Products at the time of delivery from injecting malicious software viruses into Customer's Endpoints where the Products are installed. Customer must notify CrowdStrike of any warranty claim during the Subscription/Order Term. Customer's sole and exclusive remedy and the entire liability of CrowdStrike for its breach of this warranty will be for CrowdStrike, at its own expense to do at least one of the following: (a) use commercially reasonable efforts to provide a work-around or correct such Error; or (b) terminate Customer's license to access and use the applicable non-conforming Product and refund the prepaid fee prorated for the unused period of the Subscription/Order Term. CrowdStrike shall have no obligation regarding Errors reported after the applicable Subscription/Order Term.

8.3 Services Warranty. CrowdStrike warrants to Customer that it will perform all Services in a professional and workmanlike manner consistent with generally accepted industry standards. Customer must notify CrowdStrike of any warranty claim for Services during the period the Services are being performed or within 30 days after the conclusion of the Services. Customer's sole and exclusive remedy and the entire liability of CrowdStrike for its breach of this warranty will be for CrowdStrike, at its option and expense, to (a) use commercially reasonable efforts to re-perform the non-conforming Services, or (b) refund the portion of the fees paid attributable to the non-conforming Services.

8.4 Exclusions. The express warranties do not apply if the applicable Product or Service: (i) has been modified, except by CrowdStrike, (ii) has not been installed, used, or maintained in accordance with this Agreement or Documentation, or (iii) is non-conforming due to a failure to use an applicable Update. If any part of a Product or Service references websites, hypertext links, network addresses, or other third party locations, information, or activities, it is provided as a convenience only.

8.5 No Guarantee. CUSTOMER ACKNOWLEDGES, UNDERSTANDS, AND AGREES THAT CROWDSTRIKE DOES NOT GUARANTEE OR WARRANT THAT IT WILL FIND, LOCATE, OR DISCOVER ALL OF CUSTOMER'S OR ITS AFFILIATES' SYSTEM THREATS, VULNERABILITIES, MALWARE, AND MALICIOUS SOFTWARE, AND CUSTOMER AND ITS AFFILIATES WILL NOT HOLD CROWDSTRIKE RESPONSIBLE THEREFOR.

8.6 Disclaimer. EXCEPT FOR THE EXPRESS WARRANTIES IN THIS SECTION 8, CROWDSTRIKE AND ITS AFFILIATES DISCLAIM ALL OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED, STATUTORY OR OTHERWISE. TO THE MAXIMUM EXTENT PERMITTED UNDER APPLICABLE LAW, CROWDSTRIKE AND ITS AFFILIATES AND SUPPLIERS SPECIFICALLY DISCLAIM ALL IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, AND NON-INFRINGEMENT WITH RESPECT TO THE OFFERINGS AND CROWDSTRIKE TOOLS. THERE IS NO WARRANTY THAT THE OFFERINGS OR CROWDSTRIKE TOOLS WILL BE ERROR FREE, OR THAT THEY WILL OPERATE WITHOUT INTERRUPTION OR WILL FULFILL ANY OF CUSTOMER'S PARTICULAR PURPOSES OR NEEDS. THE OFFERINGS AND CROWDSTRIKE TOOLS ARE NOT FAULT-TOLERANT AND ARE NOT DESIGNED OR INTENDED FOR USE IN

ANY HAZARDOUS ENVIRONMENT REQUIRING FAIL-SAFE PERFORMANCE OR OPERATION. NEITHER THE OFFERINGS NOR CROWDSTRIKE TOOLS ARE FOR USE IN THE OPERATION OF AIRCRAFT NAVIGATION, NUCLEAR FACILITIES, COMMUNICATION SYSTEMS, WEAPONS SYSTEMS, DIRECT OR INDIRECT LIFE-SUPPORT SYSTEMS, AIR TRAFFIC CONTROL, OR ANY APPLICATION OR INSTALLATION WHERE FAILURE COULD RESULT IN DEATH, SEVERE PHYSICAL INJURY, OR PROPERTY DAMAGE. Customer agrees that it is Customer's responsibility to ensure safe use of an Offering and the CrowdStrike Tools in such applications and installations. CROWDSTRIKE DOES NOT WARRANT ANY THIRD PARTY PRODUCTS OR SERVICES.

9. Indemnification.

9.1 CrowdStrike's Obligation. CrowdStrike shall at its cost and expense: (i) defend and/or settle any claim brought against Customer by an unaffiliated third party alleging that an Offering infringes or violates that third party's intellectual property rights, and (ii) pay and indemnify any settlement of such claim or any damages awarded to such third party by a court of competent jurisdiction as a result of such claim; provided, that Customer: (a) gives CrowdStrike prompt written notice of such claim; (b) permits CrowdStrike to solely control and direct the defense or settlement of such claim (however, CrowdStrike will not settle any claim in a manner that requires Customer to admit liability without Customer's prior written consent); and (c) provides CrowdStrike all reasonable assistance in connection with the defense or settlement of such claim, at CrowdStrike's cost and expense. In addition, Customer may, at Customer's own expense, participate in defense of any claim. To the extent required by applicable law, any defense under this section shall be subject to the initial consent and approval of the Minnesota Attorney General.

9.2 Remedies. If a claim covered under this Section occurs or in CrowdStrike's opinion is reasonably likely to occur, CrowdStrike may at its expense and sole discretion (and if Customer's access and use of an Offering is enjoined, CrowdStrike will, at its expense): (i) procure the right to allow Customer to continue using the applicable Offering; (ii) modify or replace the applicable Offering to become non-infringing; or (iii) if neither (i) nor (ii) is commercially practicable, terminate Customer's license or access to the affected portion of applicable Offering and refund a portion of the pre-paid, unused fees paid by Customer corresponding to the unused period of the Subscription/Order Term.

9.3 Exclusions. CrowdStrike shall have no obligations under this Section if the claim is based upon or arises out of: (i) any modification to the applicable Offering not made by CrowdStrike; (ii) any combination or use of the applicable Offering with or in any third party software, hardware, process, firmware, or data, to the extent that such claim is based on such combination or use; (iii) Customer's continued use of the allegedly infringing Offering after being notified of the infringement claim or after being provided a modified version of the Offering by CrowdStrike at no additional cost that is intended to address such alleged infringement; (iv) Customer's failure to use the Offering in accordance with the applicable Documentation; and/or (v) Customer's use of the Offering outside the scope of the rights granted under this Agreement.

9.4 Exclusive Remedy. THE REMEDIES SPECIFIED IN THIS SECTION CONSTITUTE CUSTOMER'S SOLE AND EXCLUSIVE REMEDIES, AND CROWDSTRIKE'S ENTIRE LIABILITY, WITH RESPECT TO ANY INFRINGEMENT OF THIRD PARTY INTELLECTUAL PROPERTY RIGHTS.

10. Limitation of Liability.

10.1 TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, EXCEPT FOR LIABILITY FOR ANY AMOUNTS PAID OR PAYABLE TO THIRD PARTIES UNDER SECTION 9 (INDEMNIFICATION), CUSTOMER'S PAYMENT OBLIGATIONS, AND/OR ANY INFRINGEMENT OR MISAPPROPRIATION BY ONE PARTY OF THE OTHER PARTY'S INTELLECTUAL PROPERTY RIGHTS, NEITHER PARTY SHALL BE LIABLE TO THE OTHER PARTY IN CONNECTION WITH THIS AGREEMENT OR THE SUBJECT MATTER HEREOF (UNDER ANY THEORY OF LIABILITY, WHETHER IN CONTRACT, STATUTE, TORT OR OTHERWISE) FOR ANY LOST PROFITS, REVENUE, OR SAVINGS, LOST BUSINESS OPPORTUNITIES, LOST DATA, OR SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR PUNITIVE DAMAGES, EVEN IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES OR LOSSES OR SUCH DAMAGES OR LOSSES WERE REASONABLY FORESEEABLE; OR (B) AN AMOUNT THAT EXCEEDS THE TOTAL FEES PAID OR PAYABLE TO CROWDSTRIKE FOR THE RELEVANT OFFERING DURING THAT OFFERING'S SUBSCRIPTION/ORDER TERM PROVIDED, HOWEVER, THAT IN THE EVENT OF A CLAIM RESULTING FROM A PARTY'S BREACH OF SECTION 7 (CONFIDENTIALITY) OR BREACH OF EXHIBIT A WHICH RESULTS IN THE COMPROMISE OF CUSTOMER DATA OR PERSONAL DATA, THE BREACHING PARTY'S LIABILITY SHALL NOT EXCEED AN

AMOUNT IN EXCESS OF THREE TIMES (3X) THE TOTAL FEES PAID OR PAYABLE TO CROWDSTRIKE FOR THE RELEVANT OFFERING DURING THAT OFFERING'S SUBSCRIPTION/ORDER TERM. THESE LIMITATIONS WILL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF ANY REMEDY SPECIFIED IN THIS AGREEMENT. MULTIPLE CLAIMS SHALL NOT EXPAND THE LIMITATIONS SPECIFIED IN THIS SECTION 10. THIS PROVISION DOES NOT LIMIT EITHER PARTY'S LIABILITY FOR: DEATH OR BODILY INJURY CAUSED BY THEIR NEGLIGENCE; ACTS OF FRAUD OR WILLFUL MISCONDUCT UNDER THE AGREEMENT; OR ANY LIABILITY THAT MAY NOT BE EXCLUDED OR LIMITED BY APPLICABLE LAW.

11. Compliance with Laws. Each party agrees to comply with all U.S. federal, state, local and non-U.S. laws directly applicable to such party in the performance of this Agreement, including but not limited to, applicable export and import, anti-corruption and employment laws. Customer acknowledges and agrees the Offerings shall not be used, transferred, or otherwise exported or re-exported to regions that the United States and/or the European Union maintains an embargo or comprehensive sanctions (collectively, "Embargoed Countries"), or to or by a national or resident thereof, or any person or entity subject to individual prohibitions (e.g., parties listed on the U.S. Department of Treasury's List of Specially Designated Nationals or the U.S. Department of Commerce's Table of Denial Orders) (collectively, "Designated Nationals"), without first obtaining all required authorizations from the U.S. government and any other applicable government. Customer represents and warrants that Customer is not located in, or is under the control of, or a national or resident of, an Embargoed Country or Designated National. CrowdStrike represents and warrants that CrowdStrike is not located in, or is under the control of, or a national or resident of, an Embargoed Country or Designated National.

12. U.S. Government End Users.

12.1 Commercial Items. The following applies to all acquisitions by or for the U.S. government or by any U.S. Government prime contractor or subcontractor at any tier ("Government Users") under any U.S. Government contract, grant, other transaction, or other funding agreement. The Products, CrowdStrike Tools, and Documentation are "commercial items," as that term is defined in Federal Acquisition Regulation ("FAR") (48 C.F.R.) 2.101, consisting of "commercial computer software" and "commercial computer software documentation," as such terms are used in FAR 12.211 and 12.212. In addition, Department of Defense FAR Supplement ("DFARS") 252.227-7015 (Technical Data – Commercial Items) applies to technical data acquired by Department of Defense agencies. Consistent with FAR 12.211 and 12.212 and DFARS (48 C.F.R.) 227.7202-1 through 227.7202-4, the Products, CrowdStrike Tools, and Documentation are being licensed to Government Users pursuant to the terms of this license(s) customarily provided to the public as forth in this Agreement, unless such terms are inconsistent with United States federal law ("Federal Law").

12.2 Disputes with the U.S. Government. If this Agreement fails to meet the Government's needs or is inconsistent in any way with Federal Law and the parties cannot reach a mutual agreement on terms for this Agreement, the Government agrees to terminate its use of the Offerings. In the event of any disputes with the U.S. Government in connection with this Agreement, Section 14.3 of this Agreement shall not apply. Instead the rights and duties of the parties arising from this Agreement, shall be governed by, construed, and enforced in accordance with Federal Procurement Law and any such disputes shall be resolved pursuant to the Contract Disputes Act of 1978, as amended (41 U.S.C. 7101-7109), as implemented by the Disputes Clause, FAR 52.233-1.

12.3 Precedence. This U.S. Government rights in this Section are in lieu of, and supersedes, any other FAR, DFARS, or other clause, provision, or supplemental regulation that addresses Government rights in the Offerings, computer software or technical data under this Agreement.

13. Suspension and Termination. This Agreement shall remain effective until termination in accordance with this Section or as otherwise specified herein. CrowdStrike may immediately suspend Customer's access to, or use of, the Offerings if: (i) CrowdStrike believes that there is a significant threat to the security, integrity, functionality, or availability of the Offerings or any content, data, or applications in the Offerings; (ii) Customer or Customer users are in breach of Section 3.4 (*Restrictions*); or (iii) Customer fails to pay CrowdStrike when undisputed fees are due; provided, however, CrowdStrike will use commercially reasonable efforts under the circumstances to provide Customer with notice and, if applicable, an opportunity to remedy such violation prior to any such suspension. Either party may terminate this Agreement upon 30 days' written notice of a material breach by the other party, unless the breach is cured within the 30-day notice period. Prior to termination and subject to the terms of this Agreement, Customer shall have the right to access and download Customer Data available per the Customer's purchased Products and data retention period in a manner and in a format supported by the Products. Upon termination of this

Agreement for any reason: (a) all Customer's access and use rights granted in this Agreement will terminate; (b) Customer must promptly cease all use of Offerings and de-install all Software Components installed on Customer's Endpoints; and (c) Customer Data will be deleted in accordance with the data retention period purchased by Customer and Section 7.4 Confidentiality; Destruction). Sections 1, 3.4, 7, 10, 12, 13, and 14 and all liabilities that accrue prior to termination shall survive expiration or termination of this Agreement for any reason.

13.1 **Termination by Customer.** Customer may terminate this Agreement at any time for convenience upon thirty (30) calendar days written notice; provided, however, that Customer (a) shall not be entitled to any refund of prepaid fees, (b) shall pay all fees for any Offerings ordered prior to the effective date of termination, and (c) shall pay all fees and expenses that have accrued prior to the effective date of termination. Customer may terminate this Agreement for cause in the event of material breach of the Agreement by CrowdStrike, in which case Customer shall be entitled to a pro-rata refund of fees paid and shall be relieved of all future payment obligations. Upon termination by Customer for any reason Customer shall have the right to access and download Customer Data available per the Customer's purchased Products and data retention period in a manner and in a format supported by the Products.

13.2 **Funding Out Clause.** Customer may immediately cancel this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment of the Offerings covered here. Notwithstanding the foregoing, (1) with each Order, Customer must have provided a purchase order; and (2) Customer's issuance of such purchase order shall signify to CrowdStrike that all funds for the Order, which funds are or will become, pursuant to such Order, due and payable in the then current fiscal year, have been fully appropriated and are available and no longer subject to any appropriations contingency. Cancellation must be by written or facsimile transmission notice to CrowdStrike. Customer will not be assessed any penalty if this Agreement is cancelled because of a decision of the Minnesota Legislature, or other funding source, not to appropriate funds. Customer must provide CrowdStrike notice of the lack of funding within a reasonable time of the Customer's receiving that notice.

14. General.

14.1 **Entire Agreement.** This Agreement constitutes the entire agreement between Customer and CrowdStrike concerning the subject matter of this Agreement and it supersedes all prior and simultaneous proposals, agreements, understandings, or other communications between the parties, oral or written, regarding such subject matter. Notwithstanding the foregoing, if you have a CrowdStrike Limited Warranty Agreement for Falcon Complete (or a preceding or successor named product) fully executed with CrowdStrike, the warranty provided therein stands alone and is not superseded by this Agreement. It is expressly agreed that the terms of this Agreement shall supersede any terms in any procurement Internet portal or other similar non-CrowdStrike document and no such terms included in any such portal or other non-CrowdStrike document shall apply to the Offerings ordered. Any Order through a reseller is subject to, and CrowdStrike's obligations and liabilities to Customer are governed by, this Agreement. CrowdStrike is not obligated under any reseller's agreement with you unless an officer of CrowdStrike executes the agreement. This Agreement shall not be construed for or against any party to this Agreement because that party or that party's legal representative drafted any of its provisions.

14.2 **Assignment.** Neither party may assign this Agreement without the prior written consent of the other party, except to an Affiliate in connection with a corporate reorganization or in connection with a merger, acquisition, or sale of all or substantially all of its business and/or assets. Any assignment in violation of this Section shall be void. Subject to the foregoing, all rights and obligations of the parties under this Agreement shall be binding upon and inure to the benefit of and be enforceable by and against the successors and permitted assigns.

14.3 **Governing Law; Venue.** This Agreement, and the rights and duties of the parties arising from this Agreement, shall be governed by, construed, and enforced in accordance with the laws of the State of Minnesota, excluding its conflicts-of-law principles. The sole and exclusive jurisdiction and venue for actions arising under this Agreement shall be state and federal courts in Ramsey County, Minnesota, and the parties agree to service of process in accordance with the rules of such courts. The Uniform Computer Information Transactions Act and the United Nations Convention on the International Sale of Goods shall not apply. Notwithstanding the foregoing, each party reserves the right to file a suit or action in any court of competent jurisdiction as such party deems necessary to protect its intellectual property rights and, in CrowdStrike's case, to recoup any payments due.

14.4 Independent Contractors; No Third Party Rights. The parties are independent contractors. This Agreement shall not establish any relationship of partnership, joint venture, employment, franchise, or agency between the parties. No provision in this Agreement is intended or shall create any rights with respect to the subject matter of this Agreement in any third party.

14.5 Waiver, Severability & Amendments. The failure of either party to enforce any provision of this Agreement shall not constitute a waiver of any other provision or any subsequent breach. If any provision of this Agreement is held to be illegal, invalid, or unenforceable, the provision will be enforced to the maximum extent permissible so as to affect the intent of the parties, and the remaining provisions of this Agreement will remain in full force and effect. This Agreement may only be amended, or any term or condition set forth herein waived, by written consent of both parties.

14.6 Force Majeure. Neither party shall be liable for, nor shall either party be considered in breach of this Agreement due to, any failure to perform its obligations under this Agreement (other than its payment obligations) as a result of a cause beyond its control, including but not limited to, act of God or a public enemy, act of any military, civil or regulatory authority, change in any law or regulation, fire, flood, earthquake, storm or other like event, disruption or outage of communications (including an upstream server block and Internet or other networked environment disruption or outage), power or other utility, labor problem, or any other cause, whether similar or dissimilar to any of the foregoing, which could not have been prevented with reasonable care. The party experiencing a force majeure event, shall use commercially reasonable efforts to provide notice of such to the other party.

14.7 Notices. All legal notices will be given in writing to the addresses in the first introductory paragraph of this Agreement and will be effective: (i) when personally delivered, (ii) on the reported delivery date if sent by a recognized international or overnight courier, or (iii) five business days after being sent by registered or certified mail (or ten days for international mail). For clarity, Orders, POs, confirmations, invoices, and other documents relating to order processing and payment are not legal notices and may be delivered electronically in accordance with each party's standard ordering procedures.

14.8 Signatures. This Agreement and any Orders may be executed in two counterparts, each of which will be considered an original but all of which together will constitute one agreement. Any signature delivered by electronic means shall be treated for all purposes as an original.

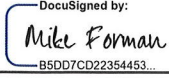
14.9 IT Accessibility. CrowdStrike acknowledges and is fully aware of the accessibility requirements of Minnesota Statutes section 16E.03 and the State of Minnesota Accessibility Standards – available online at http://mn.gov/mnit/images/Stnd_State_Accessibility.pdf or <http://mn.gov/mnit/> – that incorporate both Section 508 of the Rehabilitation Act and Web Content Accessibility Guidelines 2.0 level 'AA'. The Standards apply to web sites, software applications, electronic reports and output documentation, training delivered in electronic formats (including, but not limited to, documents, videos, and webinars), among others.

The extent to which an Offering is, at the time of delivery, capable of providing comparable access to individuals with disabilities consistent with the applicable provisions of Section 508 of the Rehabilitation Act of 1973, in effect as of the Effective Date, is indicated by the comments and exceptions (if any) specified on the applicable Voluntary Product Accessibility Template (VPAT), provided that such Offering is used in accordance with the applicable Documentation and that any assistive technologies and any other products used with the Offering properly interoperate with such Offering. In the event that no VPAT is available for a particular Offering, the outcome may be that an Offering is still being evaluated for accessibility, may be scheduled to meet accessibility standards in a future release, or may not be scheduled to meet accessibility standards at all.

Upon Customer's request and pursuant to Section 3.1 hereof, CrowdStrike will allow Customer sufficient access to each Product prior to initial purchase for Customer evaluation of such Product by testing in Customer's production or non-production environment and review of the then-current VPAT and any additional information provided by CrowdStrike. CrowdStrike acknowledges that given Customer's statutory obligations to provide accessible IT solutions to users, nonconformance with the above referenced standards may limit its ability to purchase an Offering or expand its deployment by purchasing additional quantities of an Offering. If an Offering does not provide the comparable access described above and in the corresponding VPAT, Customer's sole and exclusive remedy and the entire liability of CrowdStrike for such failure will be for CrowdStrike, at its own expense to do at least one of the following: (a) use commercially reasonable efforts to rectify the deficiency; or (b) terminate Customer's license to

access and use the applicable non-conforming Offering and refund the prepaid fee prorated for the unused period of the Subscription/Order Term.

CROWDSTRIKE, INC.

By: 
Name: Mike Forman
Title: VP/Controller
Date: 1/25/2021

State of Minnesota, Office of MN.IT Services:

By: 
Name: Tracy Gerasch
Title: Procurement Director
Date: 1/28/2021



Exhibit A: Data Security and Privacy Schedule

1. Definitions

- a. **"CrowdStrike Systems"** means those computer systems hosting the 'Falcon EPP Platform'.
- b. **"Customer Data"** means the data generated by the Customer's Endpoint and collected by: (i) the Products, and/or (ii) the CrowdStrike Tools, and in either case, sent to the CrowdStrike Systems, which may include government data" in Minnesota Statutes section 13.02, subdivision 7 and "not public" customer data has the meaning in Minnesota Statutes section 13.02, subdivision 8a. Customer Data is considered Customer's Confidential Information (defined in Section 7 Confidentiality) and subject to the exclusions, exceptions and obligations set forth therein and this Exhibit A Data Security and Privacy Schedule.
- c. **"Execution Profile/Metric Data"** means any machine-generated data, such as metadata derived from tasks, file execution, commands, resources, network telemetry, executable binary files, macros, scripts, and processes, that: (i) Customer provides to CrowdStrike in connection with this Agreement or (ii) is collected or discovered during the course of CrowdStrike providing Offerings, excluding any such information or data that identifies Customer or to the extent it includes Personal Data.
- d. **"Personal Data"** means information provided by Customer to CrowdStrike or collected by CrowdStrike from Customer used to distinguish or trace a natural person's identity, either alone or when combined with other personal or identifying information that is linked or linkable by CrowdStrike to a specific natural person. Personal Data also includes such other information about a specific natural person to the extent that the data protection laws applicable in the jurisdictions in which such person resides define such information as Personal Data.
- e. **"Privacy and Security Laws"** means U.S. federal, state and local and non-U.S. laws, including those of the European Union, that regulate the privacy or security of Personal Data and that are directly applicable to CrowdStrike.
- f. **"Privacy Incident"** means violation of the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13); violation of federal data disclosure or privacy requirements in federal laws, rules and regulations; and/or breach of a contractual obligation to protect Customer Data that results in the compromise of such Customer Data. This includes, unauthorized: access to, viewing of, obtaining of, acquisition of, use of, disclosure of, damage to, loss of, modification of, alteration to or destruction of Customer Data protected by such state or federal laws or by contract. Notwithstanding the foregoing, this shall not prevent CrowdStrike from performing its duties as provided for under this Agreement.
- g. **"Security Breach"** means unauthorized access to, or unauthorized acquisition of: (i) Customer Data, or (ii) Personal Data, stored on CrowdStrike Systems that results in the compromise of such Customer Data and/or Personal Data.
- h. **"Security Incident"** means any actual or successful: unauthorized access to, viewing of, obtaining of, acquisition of, use of, disclosure of, modification of, alteration to, loss of, damage to or destruction of Customer Data that results in the compromise of such Customer Data and/or Personal Data.
- i. **"Threat Actor Data"** means any malware, spyware, virus, worm, Trojan horse, or other potentially malicious or harmful code or files, URLs, DNS data, network telemetry, commands, processes or techniques, metadata, or other information or data, in each case that is potentially related to unauthorized third parties associated therewith and that: (i) Customer provides to CrowdStrike in connection with this Agreement, or (ii) is collected or discovered during the course of CrowdStrike providing Offerings, excluding any such information or data that identifies Customer or to the extent that it includes Personal Data.

2. Falcon Platform

The 'Falcon EPP Platform' uses a crowd-sourced environment, for the benefit of all customers, to help customers protect themselves against suspicious and potentially destructive activities. CrowdStrike's Products are designed to detect, prevent, respond to, and identify intrusions by collecting and analyzing data, including machine event data, executed scripts, code, system files, log files, dll files, login data, binary files, tasks, resource information, commands, protocol identifiers, URLs, network data, and/or other executable code and metadata. Customer, rather than CrowdStrike, determines which types of data, whether Personal Data or not, exist on its systems. Accordingly, Customer's endpoint environment is unique in configurations and naming conventions and the machine event data could potentially include Personal Data. CrowdStrike uses the data to: (i) analyze, characterize, attribute, warn of, and/or respond to threats against Customer and other customer, (ii) analyze trends and performance, (iii) improve the functionality of, and develop, CrowdStrike's products and services, and enhance cybersecurity; and (iv) permit Customers to leverage other applications that use the data, but for all of

the foregoing, in a way that does not identify Customer or Customer's Personal Data to other customers. Neither Execution Profile/Metric Data nor Threat Actor Data are Customer's Confidential Information or Customer Data.

3. Processing Personal Data

- a. Provisioning/Use of Offerings. Personal Data may be collected and used during the provisioning and use of the Offerings to deliver, support and improve the Offerings, administer the Agreement and further the business relationship between Customer and CrowdStrike, comply with law, act in accordance with Customer's written instructions, or otherwise in accordance with this Agreement. Customer authorizes CrowdStrike to collect, use, store, and transfer the Personal Data that Customer provides to CrowdStrike as contemplated in this Agreement.
- b. Suspicious/Unknown File Analysis. While using certain CrowdStrike Offerings Customer may have the option to upload (by submission, configuration, and/or, in the case of Services, by CrowdStrike personnel retrieval) files and other information related to the files for security analysis and response or, when submitting crash reports, to make the product more reliable and/or improve CrowdStrike's products and services or enhance cyber-security. These potentially suspicious or unknown files may be transmitted and analyzed to determine functionality and their potential to cause instability or damage to Customer's endpoints and systems. In some instances, these files could contain Personal Data for which Customer is responsible.

4. Compliance with Privacy and Information Security Requirements

- a. CrowdStrike is responsible for the security and protection of Customer Data. If utilizing a third party hosting platform, CrowdStrike remains responsible for the security and protection of Customer Data and CrowdStrike represents that its agreement with the third party hosting platform provider includes terms and conditions sufficient to allow CrowdStrike to comply with its obligations hereunder. The terms, conditions, and provisions of this Security and Data Protection section take precedence and will prevail over any other terms, conditions, and provisions of the Agreement, if in conflict. This Security and Data Protection section, including its sub-sections, survives the completion, termination, expiration, or cancellation of the Agreement. The Information Security Controls identified in Appendix 1 apply except where a higher level, more specific or additional control is required per this Exhibit A.
- b. Customer solely and exclusively owns and retains all right, title and interest, whether express or implied, in and to any and all Customer Data. CrowdStrike has no and acquires no right, title or interest, whether express or implied, in and to Customer Data. CrowdStrike will only use Customer Data for the purposes set forth in the Agreement. CrowdStrike will only access Customer Data as necessary for performance of this Agreement.
- c. Compliance with Laws. CrowdStrike shall comply with all Privacy and Security Laws, the EU-US Privacy Shield Framework and the Swiss-US Privacy Shield Framework as set forth by the US Department of Commerce regarding the collection, use, and retention of Personal Data from the European Economic Area, Switzerland, and the United Kingdom, as applicable. CrowdStrike's privacy notice may be found at <http://www.crowdstrike.com/privacy-notice/>. To the extent necessary to comply with Privacy and Security Laws, including but not limited to when Customer is a controller of Personal Data processed by CrowdStrike originating in the European Union, Switzerland, or the United Kingdom, the Data Protection Addendum set forth here <https://www.crowdstrike.com/data-protection-agreement/> shall apply to CrowdStrike's processing of such Customer Personal Data.
- d. Safeguards. CrowdStrike shall maintain appropriate technical and organizational safeguards commensurate with the sensitivity of the Customer Data and Personal Data processed by it on Customer's behalf, which are designed to protect the security, confidentiality, and integrity of such Customer Data and Personal Data and protect such Customer Data and Personal Data against accidental or unlawful destruction or accidental loss, alteration, unauthorized disclosure or access, including the safeguards set forth on Appendix 1 which substantially conform to the ISO/IEC 27002 control framework. ("Information Security Controls for CrowdStrike Systems").
- e. Access; Contacts. With respect to employees, agents, and subcontractors, CrowdStrike shall limit access to Customer Data and Personal Data to only those employees, agents, and subcontractors who have a need to access the Customer Data and/or Personal Data in order to carry out their roles as contemplated

in the terms of this Agreement. CrowdStrike shall assign and train personnel who shall: (i) liaise with customers regarding any issues concerning the security of Customer Data and/or Personal Data; (ii) receive notice of any Security Breach discovered by CrowdStrike and provide notice of any such Security Breach to Customer; and (iii) coordinate CrowdStrike's Security Breach response and remedial action.

- f. Security Program. CrowdStrike will make best efforts to protect and secure Customer Data related to this Agreement. CrowdStrike will establish and maintain an Information Security Program for GovCloud Offerings ("Program") that includes an information security policy ("Policy") applicable Offerings hosted within the boundary of the applicable FedRAMP or DISA baseline accreditation and authority to operate by the US Federal Government ("GovCloud Offerings"). CrowdStrike's Program and Policy must align with appropriate industry security frameworks and standards such as National Institute of Standards and Technology ("NIST") 800-53 Special Publication Revision 4, Federal Information Processing Standards ("FIPS") 199, or Federal Risk and Authorization Management Program ("FedRAMP"). In accordance with Section 6 of this Exhibit A, CrowdStrike will evidence of the above to Customer on a confidential, need-to-know basis, along with other related information reasonably requested by Customer regarding CrowdStrike's security practices and policies. Unless inconsistent with applicable laws, CrowdStrike and Customer must treat the Policy and related information on security practices and policies that are specific to the State as confidential information and as not public data pursuant to Minnesota Statutes section 13.37.
- g. Data Management. To the extent required by the Policy, CrowdStrike will implement and maintain procedures to physically and logically segregate Customer Data. CrowdStrike will only use Customer Data to the extent necessary to perform its obligations and to improve its Offerings under the Agreement.
- h. Data Encryption. When required by the Policy, CrowdStrike must encrypt all Customer Data at rest and in transit using NIST certified FIPS Publication 140-2 encryption, or applicable law, regulation or rule, whichever is a higher standard.
- i. Data Center and Monitoring/Support Locations. During the term of the Agreement for GovCloud Offerings, CrowdStrike will: (1) locate all production and disaster recovery data centers that store, process or transmit Customer Data only in the continental United States, (2) store, process and transmit Customer Data only in the continental United States.
- j. Security Audits & Remediation. CrowdStrike will audit the security of the CrowdStrike Systems for GovCloud Offerings, including those of the data centers used by CrowdStrike to provide such products and services. This security audit: (1) will be performed at least once every calendar year beginning with 2020; (2) will be performed according to FedRAMP requirements; (3) will be performed by third party security professionals at CrowdStrike's election and expense; (4) will result in the generation of an audit report ("CrowdStrike Audit Report"), which will, to the extent permitted by applicable law, be deemed confidential information and as not public data under the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13); and (5) may be performed for other purposes in addition to satisfying this section. CrowdStrike will, in CrowdStrike's opinion, reasonably remediate or mitigate any control deficiencies identified in the CrowdStrike Audit Report in a commercially reasonable timeframe. If Customer becomes aware of any other CrowdStrike controls that do not substantially meet Customer requirements as set forth in this Exhibit A, Customer may request remediation or mitigation from CrowdStrike. CrowdStrike, in CrowdStrike's opinion, will reasonably remediate or mitigate any such control deficiencies identified by Customer or known by CrowdStrike, in a commercially reasonable timeframe.
- k. Insurance and Liability. CrowdStrike will maintain the insurance described below in force and effect throughout the term of the Agreement. An Umbrella or Excess Liability insurance policy may be used to supplement CrowdStrike's policy limits to satisfy the full policy limits required by the Agreement provided that CrowdStrike warrants that the minimum coverage requirements below are met.

Professional/Technical, Errors and Omissions, including Network Security and Privacy Liability Insurance (or equivalent Network Security and Privacy Liability coverage endorsed on another form of liability coverage or written as a standalone policy):

This policy must provide coverage for all claims CrowdStrike may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to the Agreement, including but not

limited to claims which may arise from failure of CrowdStrike's or a subcontractor's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of confidential or private information, transmission of a computer virus or denial of service.

CrowdStrike is required to carry the following minimum limits:

\$2,000,000 – per claim or event

\$2,000,000 – annual aggregate

Any deductible will be the sole responsibility of the CrowdStrike and, unless CrowdStrike maintains an audited net worth of at least \$100 million, the deductible may not exceed \$100,000 without the written approval of Customer. If CrowdStrike desires authority from Customer to have a deductible in a higher amount, CrowdStrike shall so request in writing, specifying the amount of the desired deductible and providing financial documentation by submitting the most current audited financial statements so that Customer can ascertain the ability of CrowdStrike to cover the deductible from its own resources. The retroactive or prior acts date of such coverage shall not be after the effective date of the Agreement. Claims occurring during the term of the Agreement against such insurance may be made up to (3) years following expiration or termination of the Agreement.

CrowdStrike's policy(ies) shall be primary insurance to any other valid and collectible insurance available to Customer with respect to any claim arising out of CrowdStrike's performance under this Agreement. CrowdStrike is responsible for payment of Agreement related insurance premiums and deductibles. If CrowdStrike is self-insured, a Certificate of Self-Insurance must be provided to Customer. CrowdStrike shall obtain insurance policy(ies) from insurance company(ies) having an "AM BEST" rating of A- (minus); Financial Size Category ("FSC") VII or better, and authorized to do business in the State of Minnesota. CrowdStrike shall provide evidence of coverages meeting or exceeding the requirements of this *Insurance and Liability* Section upon Customer's request. Customer reserves the right to immediately terminate the Agreement if the CrowdStrike is not in compliance with the insurance requirements of this sub-section and retains all rights to pursue any legal remedies against the CrowdStrike.

- l. Compliance with Data Privacy and Security Laws and Standards. CrowdStrike shall comply with all applicable State and federal data privacy and data security laws, rules, and regulations.
- m. Criminal Justice Information Services (CJIS) Compliance: Should Customer determine a CrowdStrike Product would store, transmit or otherwise access Criminal Justice Information (CJI), upon Customer's request made prior to the purchase by Customer of such Product, the parties will meet to discuss a possible amendment to this Agreement stipulating how CrowdStrike shall comply with the applicable requirements, restrictions, and conditions set forth in the FBI Criminal Justice Information Services (CJIS) Security Policy. For the avoidance of doubt, and notwithstanding anything herein to the contrary, under no circumstances shall CrowdStrike be obligated to amend this Agreement per this clause (m).
- n. Remedies. CrowdStrike acknowledges that Customer, because of the unique nature of its data, would suffer irreparable harm in the event that CrowdStrike breaches its obligation to protect the security, availability, and integrity of the Customer Data under this Exhibit A, and monetary damages may not adequately compensate Customer for such a breach. In such circumstances, Customer will be entitled, in addition to monetary relief, to injunctive relief or specific performance as may be necessary to restrain any continuing or further breach by CrowdStrike, without showing or proving any actual damages sustained by Customer.
- o. Business Continuity. CrowdStrike shall have written business continuity and disaster recovery plans that define the roles, responsibilities and procedures necessary to ensure that products and services provided under this Agreement shall be maintained continuously in the event of a disruption to CrowdStrike's operations, regardless of the cause of the disruption. Such plans must, at a minimum, define CrowdStrike's actions to address the impacts of the following key areas likely to cause a disruption to CrowdStrike's operations: loss of key personnel, loss of facility, and loss of information technology. CrowdStrike must conduct testing and review of its business continuity and disaster recovery plan at least annually.
- p. Background Checks. CrowdStrike agrees and acknowledges that all CrowdStrike personnel performing Offerings under this Agreement have undergone background screening, including: (i) Criminal Records

Search: County Felony and Misdemeanor Criminal Records Search: Federal Standard Criminal; (ii) Civil Records Search: County Civil; (iii) Social Security Number Death Master Search Motor Vehicle Records Credit Report; (iv) Bankruptcy Records Search; (v) Sex Offender Registry Search (if applicable); (vi) Government Registries Search; and (vii) Education and Employment. Verification If any provision of this sub-section is found to violate any applicable laws, rules, or State policies, then CrowdStrike will be relieved of all obligations arising under such provision. Notwithstanding anything to the contrary in this sub-section, this sub-section is only applicable and effective to extent that it is consistent with applicable laws, rules, and State policies

5. Security Breach, Security Incident and Privacy Incident Response

In the event CrowdStrike discovers a Security Breach, Security Incident, or Privacy Incident, CrowdStrike shall:

- a. Without undue delay but no later than 48 hours of becoming aware, notify Customer of the discovery of Security Breach, Security Incident, or Privacy Incident. Such notice shall summarize the known circumstances of the Security Incident or Privacy Incident and the corrective action taken or to be taken by CrowdStrike.
- b. Conduct an investigation of the circumstances of the Security Incident, or Privacy Incident.
- c. Use commercially reasonable efforts to remediate the Security Incident, or Privacy Incident.
- d. Use commercially reasonable efforts to communicate and cooperate with Customer concerning its response to the Security Breach, Security Incident, or Privacy Incident.
- e. The decision to notify the affected data subjects in a way that identifies the Customer's involvement and the form of such notice following report of a Security Breach, Security Incident, or Privacy Incident under this Section are the responsibility of the Customer, as allowed for under applicable law.

6. Security Assessment and Provision of Audited Security Controls. Promptly after written (including email) request from Customer, CrowdStrike shall provide Customer with: (i) its most recent SOC II, Type 2 report regarding the CrowdStrike Systems; and (ii) provide its completed Standardized Information Gathering (SIG) questionnaire (or similar document) for the CrowdStrike Systems (the "Security Documentation"). Upon the provision of reasonable notice to CrowdStrike, once every twelve months during the term of the Agreement and during normal business hours unless otherwise decided by CrowdStrike in its sole discretion, CrowdStrike shall make appropriate CrowdStrike personnel reasonably available to Customer to discuss CrowdStrike's manner of compliance with applicable security obligations under this Agreement. In advance of such discussion, CrowdStrike may, in addition to the Security Documentation, provide Customer with access to additional requested information or documentation concerning CrowdStrike's information security practices as they relate to this Agreement, including without limitation, access to any security assessment reports designed to be shared with third parties. Any information or documentation provided pursuant to this assessment process or otherwise pursuant to this Schedule shall be considered CrowdStrike's Confidential Information and subject to the Confidentiality section of the Agreement.

7. Customer Obligations. Customer, along with its Affiliates, represents and warrants that: (i) it owns or has a right of use from a third party, and controls, directly or indirectly, all of the software, hardware and computer systems (collectively, "Systems") where the Products and/or CrowdStrike Tools will be installed or that will be the subject of, or investigated during, the Offerings, (ii) to the extent required under any federal, state, or local U.S. or non-US laws (e.g., Computer Fraud and Abuse Act, 18 U.S.C. § 1030 et seq., Title III, 18 U.S.C. 2510 et seq., and the Electronic Communications Privacy Act, 18 U.S.C. § 2701 et seq.) it has authorized CrowdStrike to access the Systems and process and transmit data through the Offerings and CrowdStrike Tools in accordance with this Agreement and as necessary to provide and perform the Offerings, (iii) it has a lawful basis in having CrowdStrike investigate the Systems, process the Customer Data and the Personal Data; (iv) that it is and will at all relevant times remain duly and effectively authorized to instruct CrowdStrike to carry out the Offerings, and (v) it has made all necessary disclosures, obtained all necessary consents and government authorizations required under applicable law to permit the processing and international transfer of Customer Data and Customer Personal Data from each Customer and Customer Affiliate, to CrowdStrike.

8. Notices. The following individuals shall be the primary contacts at Customer and CrowdStrike for any coordination, communications or notices with respect to Personal Data and this Schedule:

- a. **CrowdStrike:** Drew Bagley, VP & Counsel, Privacy & Cyber Policy (drew.bagley@crowdstrike.com with a copy to legal@crowdstrike.com). For any Security Breach: Jerry Dixon, Chief Information Security Officer (jerry.dixon@crowdstrike.com with a copy to security@crowdstrike.com).
- b. **Customer:** the person who has signed the Agreement or another person as otherwise designated in writing (including by email) by Customer to CrowdStrike. Each party shall promptly notify the other if any of the foregoing contact information changes.

Appendix 1
Information Security Controls for CrowdStrike Systems

Security Control Category	Description
1. Governance	<ul style="list-style-type: none"> a. Assign to an individual or a group of individuals appropriate roles for developing, coordinating, implementing, and managing CrowdStrike’s administrative, physical, and technical safeguards designed to protect the security, confidentiality, and integrity of Personal Data b. Use of data security personnel that are sufficiently trained, qualified, and experienced to be able to fulfill their information security-related functions
2. Risk Assessment	<ul style="list-style-type: none"> a. Conduct periodic risk assessments designed to analyze existing information security risks, identify potential new risks, and evaluate the effectiveness of existing security controls b. Maintain risk assessment processes designed to evaluate likelihood of risk occurrence and material potential impacts if risks occur c. Document formal risk assessments d. Review formal risk assessments by appropriate managerial personnel
3. Information Security Policies	<ul style="list-style-type: none"> a. Create information security policies, approved by management, published and communicated to all employees and relevant external parties. b. Review policies at planned intervals or if significant changes occur to ensure its continuing suitability, adequacy, and effectiveness.
4. Human Resources Security	<ul style="list-style-type: none"> a. Maintain policies requiring reasonable background checks of any new employees who will have access to Personal Data or relevant CrowdStrike Systems, subject to local law b. Regularly and periodically train personnel on information security controls and policies that are relevant to their business responsibilities and based on their roles within the organization
5. Asset Management	<ul style="list-style-type: none"> a. Maintain policies establishing data classification based on data criticality and sensitivity b. Maintain policies establishing data retention and secure destruction requirements c. Implement procedures to clearly identify assets and assign ownership
6. Access Controls	<ul style="list-style-type: none"> a. Identify personnel or classes of personnel whose business functions and responsibilities require access to Personal Data, relevant CrowdStrike Systems and the organization’s premises b. Maintain controls designed to limit access to Personal Data, relevant CrowdStrike Systems and the facilities hosting the CrowdStrike Systems to authorized personnel c. Review personnel access rights on a regular and periodic basis d. Maintain physical access controls to facilities containing CrowdStrike Systems, including by using access cards or fobs issued to CrowdStrike personnel as appropriate e. Maintain policies requiring termination of physical and electronic access to Personal Data and CrowdStrike Systems after termination of an employee f. Implement access controls designed to authenticate users and limit access to CrowdStrike Systems g. Implement policies restricting access to the data center facilities hosting CrowdStrike Systems to approved data center personnel and limited and approved CrowdStrike personnel h. Maintain dual layer access authentication processes for CrowdStrike employees with administrative access rights to CrowdStrike Systems
7. Cryptography	<ul style="list-style-type: none"> a. Implement encryption key management procedures b. Encrypt sensitive data using a minimum of AES/128 bit ciphers in transit and at rest
8. Physical Security	<ul style="list-style-type: none"> a. Require two factor controls to access office premises b. Register and escort visitors on premises
9. Operations Security	<ul style="list-style-type: none"> a. Perform periodic network and application vulnerability testing using dedicated qualified internal resources b. Contract with qualified independent 3rd parties to perform periodic network and application penetration testing c. Implement procedures to document and remediate vulnerabilities discovered during vulnerability and penetration tests

10. Communications Security	<ul style="list-style-type: none"> a. Maintain a secure boundary using firewalls and network traffic filtering b. Require internal segmentation to isolate critical systems from general purpose networks c. Require periodic reviews and testing of network controls
11. System Acquisition, Development and Maintenance	<ul style="list-style-type: none"> a. Assign responsibility for system security, system changes and maintenance b. Test, evaluate and authorize major system components prior to implementation
12. Supplier Relationships	<p>Periodically review available security assessment reports of vendors hosting the CrowdStrike Systems to assess their security controls and analyze any exceptions set forth in such reports</p>
13. Information Security Breach Management	<ul style="list-style-type: none"> a. Monitor the access, availability, capacity and performance of the CrowdStrike Systems, and related system logs and network traffic using various monitoring software and services b. Maintain incident response procedures for identifying, reporting, and acting on Security Breaches c. Perform incident response table-top exercises with executives and representatives from across various business units d. Implement plan to address gaps discovered during exercises e. Establish a cross-disciplinary Security Breach response team
14. Business Continuity Management	<ul style="list-style-type: none"> a. Design business continuity with goal of 99.9% uptime SLA b. Conduct scenario based testing annually
15. Compliance	<ul style="list-style-type: none"> a. Establish procedures designed to ensure all applicable statutory, regulatory and contractual requirements are adhered to

Exhibit B – CrowdStrike Competitors

**Appthority Bitdefender Broadcom/Symantec
Check Point (SandBlast) Cisco (AMP)
Comodo Cybereason Blackberry/Cylance Digital Guardian Elastic/Endgame enSilo
ESET
F-secure
Fidelis Cybersecurity Fireeye
FlashPoint Forcepoint Fortinet
Joe Security Kaspersky Lastline McAfee
Microsoft (Windows Defender Advanced Threat Protection) Palo Alto (Traps)
Panda Security Rapid7 SentinelOne Sophos Tanium Tenable
Trend Micro VMRay
VMWare/Carbon Black Webroot
Ziften Zimperium**

WLB1
4/7/26 3:02PM

Aitkin County



Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

1 General Fund

Vendor Name
No.

Amount

10784 Old National Bank

141.04

16 Transactions

1 Fund Total:

141.04

General Fund

1 Vendors

16 Transactions

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4/7/26 3:02PM

Aitkin County



Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

3 Road & Bridge

Vendor Name
No.

Amount

10784 Old National Bank

1,318.78

27 Transactions

3 Fund Total:

1,318.78

Road & Bridge

1 Vendors

27 Transactions

WLB1

4/7/26

3:02PM

Aitkin County



Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

19 Long Lake Conservation Cen

Vendor Name

No.

Amount

10784 Old National Bank

85.54

9 Transactions

19 Fund Total:

85.54

Long Lake Conservation Center

1 Vendors

9 Transactions

WLB1
4/7/26 3:02PM
21 Parks

Aitkin County

Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**



Vendor No.	Name	Amount			
10784	Old National Bank	141.80		17 Transactions	
21 Fund Total:		141.80	Parks	1 Vendors	17 Transactions
Final Total:		1,687.16	4 Vendors	69 Transactions	

Aitkin County

Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
1	141.04	General Fund
3	1,318.78	Road & Bridge
19	85.54	Long Lake Conservation Center
21	141.80	Parks
All Funds	1,687.16	Total

Approved by,

.....

.....

WLB1
4/8/26 9:10AM

Aitkin County



2X

Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

Page 2

1 General Fund

Vendor Name
No.

Amount

10789 Old National Bank (ELAN)

4,744.30

25 Transactions

1 Fund Total:

4,744.30

General Fund

1 Vendors

25 Transactions

WLB1

4/8/26

9:10AM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

19 Long Lake Conservation Cen

Vendor Name

No.

Amount

10789 Old National Bank (ELAN)

1,538.23

4 Transactions

19 Fund Total:

1,538.23

Long Lake Conservation Center

1 Vendors

4 Transactions

Final Total:

6,282.53

2 Vendors

29 Transactions

WLB1
4/8/26 9:10AM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

3 Road & Bridge

Vendor Name
No.

Amount

10789 Old National Bank (ELAN)

294.82

4 Transactions

3 Fund Total:

294.82

Road & Bridge

1 Vendors

4 Transactions

Final Total:

294.82

1 Vendors

4 Transactions

WLB1
4/8/26 9:10AM

Aitkin County



Audit List for Board **MANUAL WARRANTS/VOIDS/CORRECTIONS**

5 Health & Human Services

Vendor No.	Name	Amount			
10789	Old National Bank (ELAN)	221.87	6 Transactions		
5 Fund Total:		221.87	Health & Human Services	1 Vendors	6 Transactions
Final Total:		221.87	1 Vendors	6 Transactions	

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>
1	4,744.30
19	1,538.23
All Funds	6,282.53

Name

General Fund
Long Lake Conservation Center

Total

Approved by,

.....
.....
.....

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
3	294.82	Road & Bridge
All Funds	294.82	Total

Approved by,

.....

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Aitkin County



Recap by Fund	<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
	5	221.87	Health & Human Services
	All Funds	221.87	Total

Approved by,

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Total Elan pd 3.26.26 = \$6799.22

Print List in Order By: 1
1 - Fund (Page Break by Fund)
2 - Department (Totals by Dept)
3 - Vendor Number
4 - Vendor Name

Explode Dist. Formulas?: N

Paid on Behalf Of Name
on Audit List?: N

Type of Audit List: S
D - Detailed Audit List
S - Condensed Audit List

Save Report Options?: N

WLB1
4/8/26 11:33AM

Aitkin County



Audit List for Board **AUDITOR'S VOUCHERS ENTRIES**

3 Road & Bridge

Vendor Name
No.

Amount

15335 LOT PROS INC.

1,509.94

1 Transactions

13604 Sir Lines-A-Lot LLC

3,029.64

1 Transactions

3 Fund Total:

4,539.58

Road & Bridge

2 Vendors

2 Transactions

Final Total:

4,539.58

2 Vendors

2 Transactions

Aitkin County



Recap by Fund

<u>Fund</u>	<u>AMOUNT</u>	<u>Name</u>
3	4,539.58	Road & Bridge
All Funds	4,539.58	Total

Approved by,

.....

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Board of County Commissioners Agenda Request

3A
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Mississippi River Diversion Channel Inventory

<input checked="" type="checkbox"/> REGULAR AGENDA	Action Requested:	<input type="checkbox"/> Direction Requested
<input type="checkbox"/> CONSENT AGENDA		<input checked="" type="checkbox"/> Discussion Item
<input checked="" type="checkbox"/> INFORMATION ONLY		<input type="checkbox"/> Hold Public Hearing* <i>*provide copy of hearing notice that was published</i>
<input type="checkbox"/> Approve/Deny Motion		
<input type="checkbox"/> Adopt Resolution (attach draft)		

Submitted by: Janet Smude, District Manager	Department: Aitkin Co Soil & Water Conservation District
-------------------------------------------------------	--------------------------------------------------------------------

Presenter (Name and Title): Veronica Lundquist, District Outreach Coordinator	Estimated Time Needed: 15 minutes
-----------------------------------------------------------------------------------------	---------------------------------------------

Summary of Issue:

In 2025, Staff from the Aitkin County SWCD inventoried the banks of the Mississippi River Diversion Channel to gauge the severity of bank erosion. Drone footage and findings will be shared. Proposed next steps will also be outlined

Funding for this effort was provided by the Mississippi River Brainerd 1W1P Phase 1 Grant. Proposed restoration efforts will be supported by the Phase 2 grant.

Efforts have been shared with John Welle, Aitkin County Highway Department / Ditch Authority.

Alternatives, Options, Effects on Others/Comments:

A summary of this project is shared for your information.

Recommended Action/Motion:

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



Board of County Commissioners Agenda Request

4A
Agenda Item #

Requested Meeting Date: April 14th, 2026

Title of Item: Appointment of Commissioners - Election Canvassing Board

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: Kathleen Ryan	Department: Auditor's Office
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Presenter (Name and Title): Kathleen Ryan, County Auditor	Estimated Time Needed: 10 Minutes
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Summary of Issue:

The State Primary Election Canvassing Board has been set for August 13, 2026 at 10:00 am in the County Board Room.
 The State General Election Canvassing Board has been set for November 10, 2026 at 1:00 pm in the County Board Room. The Precincts for the Post Election Review will be chosen at this meeting also.

Per M.S. 204C.31:County canvassing board. The county canvassing board shall consist of the county auditor, the court administrator of the district court, the mayor or chair of the town board of the county's most populous municipality, and two members of the county board selected by the board from its members who are not candidates at the election. Any member of the canvassing board may appoint a designee to appear at the meeting of the board, except that no designee may be a candidate for public office. If one of these individuals fails to appear at the meeting of the canvassing board and in the absence of any selection by the county board from among its own members, the county auditor shall appoint an eligible voter of the county who is not a public official or a candidate for public office to fill the vacancy. Three members constitute a quorum.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
 Selection of 2 (two) County Commissioners that are not candidates during the current election (August 2026 through November 2026).

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



Board of County Commissioners Agenda Request

5A

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Personnel Committee Recommendation (Shared Social Worker Position, new)

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: Bobbie Danielson	Department: Human Resources
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Presenter (Name and Title): Bobbie Danielson, Human Resources Director, and/or Sarah Pratt, HHS Director	Estimated Time Needed: 5 min.
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Summary of Issue:

Counties are responsible for completing MnCHOICES assessments as required by Minnesota Statute 256B.0911. These assessments determine eligibility for support services that are typically needed by residents with chronic needs or disabilities. Assessment numbers continue to rise across the state, and this trend is also evident in Aitkin County, as shown in the three-year data below:

MnCHOICES Assessments
 2023: 267
 2024: 299
 2025: 380

Hours Spent on MnCHOICES
 2023: 3,741
 2024: 4,505
 2025: 4,620

Health and Human Services currently has 3 FTE regularly assigned to completing MnChoices assessments. To help with the workload, a .4 FTE originally hired within Behavioral Health and for emergency MnCHOICES assessments has been completely reassigned to MnCHOICES to help manage the increasing volume. It is critical to minimize wait times for the assessment as delays in the assessment result in delayed services which can have a significant impact on clients.

We have been actively looking for a temporary solution and have reached a conceptual agreement with Crow Wing County to share a position. Under the concept, Aitkin County would hire the position and the position would work equally in Aitkin and Crow Wing Counties and the costs would be split equally.

The intent is to hire this position for up to 2 years. The Aitkin share of the cost would be covered by the existing department budget for 2026 and there would be partial reimbursement from the State of Minnesota.

Alternatives, Options, Effects on Others/Comments:

The Personnel Committee recommends approval of this 2 year temporary Social Worker position.

Recommended Action/Motion:

Motion to authorize the hiring of a full-time Social Worker (new position) for a period of up to two years, with costs shared 50:50 with Crow Wing County, and to authorize the Board Chair and County Administrator to sign a shared employee agreement following review by County Attorney James Ratz.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$ See below.

Is this budgeted? Yes No *Please Explain:*

As stated above, the Aitkin County share of the cost would be covered by the existing department budget for 2026 and there would be partial reimbursement from the State of Minnesota.



Board of County Commissioners Agenda Request

5B

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Personnel Policy Update (Employee Recognition Policy)

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
Submitted by: Bobbie Danielson		Department: HR Department
Presenter (Name and Title): Bobbie Danielson, HR Director		Estimated Time Needed: 2
Summary of Issue: <p>April is National County Government Month, an initiative started in 1991 by the National Association of Counties (NACo). Aitkin County is planning an appreciation event for Wednesday, April 22, 2026.</p> <p>We are requesting to change the policy title from Employee Recognition "Service Awards" to Employee Recognition "Policy".</p> <p>We are also proposing to add the following paragraph to the end of the Employee Recognition Policy. This addition will create a more efficient and practical process for routine employee recognition and appreciation efforts. Establishing this pre-approved framework allows us to be responsive and consistent, while still maintaining appropriate oversight and accountability.</p> <p>6. (new 4/2026) The County Board authorizes the County Administrator to use budgeted funds and, where available, forfeited flexible benefit funds to support employee appreciation, recognition, and wellness activities. This may include events such as the annual National Association of Counties (NACo) County Government Month appreciation event, other recognition events, training events, as well as reasonable costs for meals, refreshments, certificates, plaques, and related items necessary to carry out these activities.</p>		
Alternatives, Options, Effects on Others/Comments:		
Recommended Action/Motion: Motion to edit the policy title to Employee Recognition Policy and to add #6 as outlined above, effective April 14, 2026.		
Financial Impact: <i>Is there a cost associated with this request?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>What is the total cost, with tax and shipping? \$</i> <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>		



Board of County Commissioners Agenda Request

6A
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Individual Disaster Abatements and Credits

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion	<input type="checkbox"/> Direction Requested
	<input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only

Submitted by: Mike Dangers	Department: Assessor
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Presenter (Name and Title): Mike Dangers, County Assessor	Estimated Time Needed: 5 minutes
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Summary of Issue:

On February 28, 2026, a fire damaged the house at 18331 325th Avenue, Isle (Lakeside Township). The owner called us shortly after the fire and applied for a disaster abatement and credit.

The local option disaster abatement and credit is for owners that have lost at least 50% of their home or other structure to a disaster such as a fire or tornado. The benefits are a reduction in property taxes for the year of the disaster plus a tax credit for the following year. These benefits are prorated based on the number of months the property was unusable.

There are attachments to this agenda request. On page 2 is a short spreadsheet that shows the details of the situation. The tax reduction is about \$720 per year. Page 3 has a flowchart summary of how the disaster abatement and credit works. The right hand column pertains to this situation. On page 4 is a copy of the abatement application. The property owner does plan to rebuild on this parcel.

Alternatives, Options, Effects on Others/Comments:

Approval of this is at the Board's discretion. The Board could choose to just approve the abatement or credit (to provide one year of relief) and not both years. If neither the abatement or the credit is approved, the taxes would be reduced for payable 2028, if the owners don't rebuild.

Recommended Action/Motion:

Motion to approve both the abatement and the credit as presented. The cost of this abatement and credit is paid by other property owners in the County through the property tax system. If this was large scale disaster affecting many properties, we could apply to get State reimbursement of the costs.

Financial Impact:

Is there a cost associated with this request? Yes No

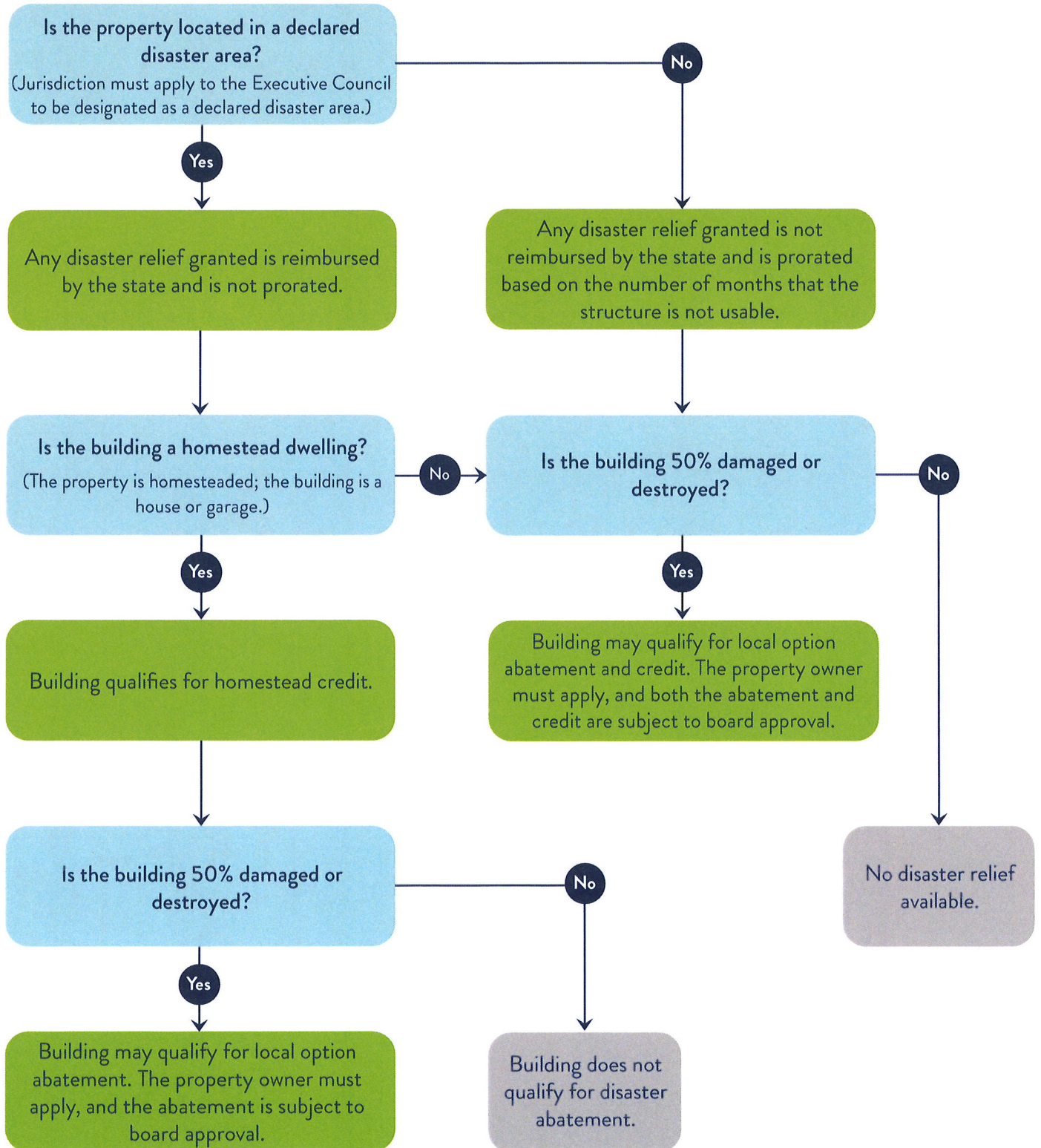
What is the total cost, with tax and shipping? \$ 1440

Is this budgeted? Yes No *Please Explain:*

We have not budgeted a cost for abatements or credits. The cost above does not include the administrative cost to process the paperwork.

Local Option Disaster Abatement and Credit Summary - April 14, 2026 County Board Meeting										
Owner Name	Parcel	Date of Fire	Number of Full Months Unusable	Homestead?	Estimated Market Value Before Fire	Estimated Market Value After Fire	Property Tax for 2026 Payable	Hypothetical 2026 Payable Tax After Fire	Prorated Abatement Amount 2026	Estimated Disaster Credit Amount 2027 Payable
Jacob and Robin Green	16-1-104200	2/28/2026	10	yes	193600	71800	1238	374	720	720

Disaster Relief Qualification



For Office Use Only

Name of applicant _____ Assessment year _____

Approved

CR-LODA

Assessor's signature _____ Date _____

Denied

Application for Local Option Disaster Abatements and Credits

Aitkin County

If your property has been damaged or destroyed by a natural disaster or other type of accident, you may be eligible to receive some property tax relief on this year's and next year's property taxes. The type of tax relief you receive will depend on whether your property is homesteaded, whether it is located within a declared disaster or emergency area, the amount of damage sustained, and a number of other factors. If an assessor has not already reassessed your property, you should contact your county assessor's office and request that an assessor view the damage for the purpose of receiving disaster relief.

Applicant and Property Information

Last Name <u>Green</u>		First Name <u>Jacob</u>		M.I. <u>A.</u>	
Mailing Address - Street <u>18331 325th Ave</u>		City/Town <u>Isle</u>	State <u>MN</u>	Zip Code <u>56342</u>	
Phone Number <u>(651) 443-2308</u>		Email <u>greenjacob250@gmail.com</u>			
Property ID or Parcel Number (found on your property tax statement) <u>161104200</u>					
Address of Damaged Property (if different than mailing address) <u>18331 325th Ave Isle MN 56342</u>					
Is the property homesteaded? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			How many months was the property unable to be occupied or used? Date you left property: <u>2/28/2026</u> Date you returned to property (if applicable): <u>N/A</u>		

Statement of Facts

Applicant's statement of facts. (Please list type of disaster, type of damage, and any other information you deem relevant.)

The house on this property was destroyed by a house fire and was a total loss. (Loss Date: 2/28/2026) Eventually, we plan to rebuild, hopefully this spring/summer.

Sign Here

By signing below, I certify, to the best of my knowledge, the above statements are true and correct.

Signature of Property Owner _____ Date 3/14/2026

Note: Minnesota Statutes, Section 609.41, "Whoever, in making any statement, oral or written, which is required or authorized by law to be made as a basis of imposing, reducing, or abating any tax or assessment, intentionally makes any statement as to any material matter which the maker of the statement knows is false may be sentenced, unless otherwise provided by law, to imprisonment for not more than one year or to payment of a fine of not more than \$3,000.00, or both."

Use of Information

The information on this form is required by Minnesota Statutes, section 273.1233 to properly identify you and determine if you qualify for a disaster abatement and/or credit.

**Return to: Aitkin County Assessor 307 Second St NW Room #120
Aitkin, MN 56431 or email to: assessor@co.aitkin.mn.us**

(cc: make.dangers@aitkincounty.mn.gov)



Board of County Commissioners Agenda Request

6B
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: 2026 Assessment Summary

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input checked="" type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: Mike Dangers	Department: Assessor
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Presenter (Name and Title): Mike Dangers, County Assessor	Estimated Time Needed: 20 minutes
---------------------------------------------------------------------	---------------------------------------------

Summary of Issue:
Please see attached memo.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Financial Impact:
Is there a cost associated with this request? Yes No
What is the total cost, with tax and shipping? \$
Is this budgeted? Yes No *Please Explain:*



AITKIN COUNTY ASSESSOR

Aitkin County Government Center
307 2nd Street NW, Room 310
Aitkin, MN 56431

assessor@aitkincountymn.gov
Phone: 218-927-7327
Fax: 218-927-7379

MEMO

April 8, 2026

To: Aitkin County Board
Township Boards and City Councils

From: Mike Dangers, County Assessor

Re: 2026 Assessment Summary and 2027 Assessment Preview

Spring appeal meetings start on April 20 and the valuation notices were mailed with property tax statements on March 23. This memo, along with the attached charts and schedules, summarize the assessment changes made for the 2026 property assessment.

Generally, the overall changes this year are very similar to last year. Exceptions to this include acreage value increases and pond value increases that will be described later. Most areas of the County are seeing single-digit percentage increases in value, and new construction continues to increase at a similar rate as in the past.

All the value changes we make are to ensure that our average values are within 10% of sales prices as required by the MN Department of Revenue. Most of what assessors do are guided by State Laws, and Department of Revenue directives.

Looking at the attached documents, page 3 shows a comparison of the 2025 and 2026 assessments. The overall estimated market value of the County increased 3.9%, which is slightly more than last year. New Construction value is also slightly higher than last year but less than the highest values ever right after COVID. As an interesting note, the 5 years right before COVID through 2021, our average new construction value was about \$25 million per year. In the 5 years since the pandemic, we've averaged \$49 million per year. Adding new construction (homes, businesses, garages, etc.) generally shifts tax burden away from our longtime taxpayers such as the lifelong County residents that are retirees on fixed incomes.

Also on page 3, the most significant change this year would be the increase in acreage value including rural vacant land and agricultural homestead value increases. Our acreage values are generally lower than counties to the west and south and continued development pressure from metro seasonal buyers drives values up. Only a half hour car ride from our County's southern border, acreage values are at least double what they are here.

On page 4 is the pie chart that shows the sizes of the property classes in the County. Compared to last year, due to value changes, the seasonal and residential homestead slices of the pie decreased by 1% and the rural vacant land increased by 1%. A new change for this year is that our Commercial and Industrial values have increased enough to put them at 3%, which is higher than this has been in several years. The point of the chart is to show that our tax base has a diverse mix of properties, and that mix changes with time.

Page 5 shows a ten-year history of overall estimated market value, net tax capacity, and new construction value. The tax base continues to grow at rates that are lesser than prior years, but significant.

Page 6 is the ten-year history of the sales ratio study for the residential and seasonal class properties in the County. The sales ratio is a measure of the assessment level when the property sells and is calculated by

dividing the estimated market value by the sales price. A 100% ratio is perfect. Assessors around Minnesota attempt to attain a final median ratio in the 90% to 105% range in areas with enough sales. The chart on the right side of the page shows how the sales numbers of these property classes have changed in recent years. The sales numbers are starting to rebound, getting closer to the 10-year average. More sales indicate a greater supply of homes available which is a positive sign for those wanting to move. Though the typical price of these sales continues to increase.

Page 7 is a collection of several assessment statistics. The number of taxable improved parcels with buildings continues to grow faster than the number of taxable parcels. We have seen this number increase by over 500 over 5 years and by almost 1000 (988) over 10 years. Related to this is the increase in homesteads. The homestead count has increased by 105 over 5 years and by 428 over 10 years. This shows we have an increase in population over time, though since homestead doesn't always provide a tax benefit, this isn't the best measure of population growth.

Also on page 7, the number of local board and open book appeals decreased for the fourth year in a row. These numbers do not include the taxpayer contact that we have prior to the meetings, when we are able to find errors and send revised notices to resolve issues before they reach the meetings.

Page 8 shows a statewide map of value changes comparing the 2024 and 2025 assessments. This map shows how our value changes compare to our neighbors and other areas of the State. Our overall value increases continue to be less than several of our neighboring counties.

Page 9 shows the reassessment notification postcard that we plan to send in May. We sent one similar to this each year for the past few years. The QR code shown directs a person to the Aitkin County website. Our staff plans to reassess the following areas for the 2027 Assessment, starting in May: Ball Bluff Township, Balsam Township, Fleming Township, Hazelton Township, Jevne Township, Macville Township, Malmo Township, Turner Township, Unorganized 51-22, Unorganized 52-24, Unorganized 52-25, and Hill City.

Pages 10 through 14 show an itemized list of the major changes to the 2026 assessment. The large number of changes can make it difficult to pinpoint a single reason why a property changed in value. Changes are made to keep our valuations consistent and close to full market value. The assessment staff can answer questions about these changes.

One big change that we needed to make this year is the pond value increase. Dozens of small ponds and very small lakes around the County received large value increases due to a change in how we value these properties. After doing a new analysis, we found that we have been undervaluing these properties 30% or more for years. In some cases, the new values may seem excessive, but recreational buyers looking for a cabin or spot to park a camper on a body of water are driving these increases. The body of water does not need to be pristine or large to add value.

Page 15 shows the final value change percentage for residential and seasonal property with buildings for each township and city. Some areas have much larger changes than others due to reassessments, new construction, or the impact of pond and lakeshore value changes.

Page 16 is the acreage schedule for the whole county that includes the base rates of the different land types for each area. The green townships generally have acreage values that are about 4.5% more than the blue townships. The red townships are about 16% less than the blue. These rates were developed using a 5-year history of acreage sales in each township. This history is tracked by the MN Dept of Revenue.

Page 17 is the Local Board of Appeal and Equalization Schedule. This is also posted on the Aitkin County website under the appeals section on the County Assessor's page.

Please contact Mike if you have any questions.



Countywide Value Changes 2026 Assessment
Taxable Property Only

	2025		2026		% Change
Overall Estimated Market Value	\$ 5,525,516,700		\$ 5,741,484,400		3.9%
New Construction EMV	\$ 46,284,400		\$ 48,916,500		5.7%
Agricultural Homestead EMV	\$ 404,484,010		\$ 422,252,250		4.4%
Residential Homestead EMV	\$ 1,676,068,629		\$ 1,725,747,974		3.0%
Seasonal Recreational EMV	\$ 2,247,752,500		\$ 2,321,840,000		3.3%
Commercial/Industrial EMV	\$ 144,232,100		\$ 150,917,600		4.6%
Apartment EMV	\$ 29,517,900		\$ 33,519,400		13.6%
Rural Vacant Land EMV	\$ 667,073,500		\$ 710,161,900		6.5%

Notes:

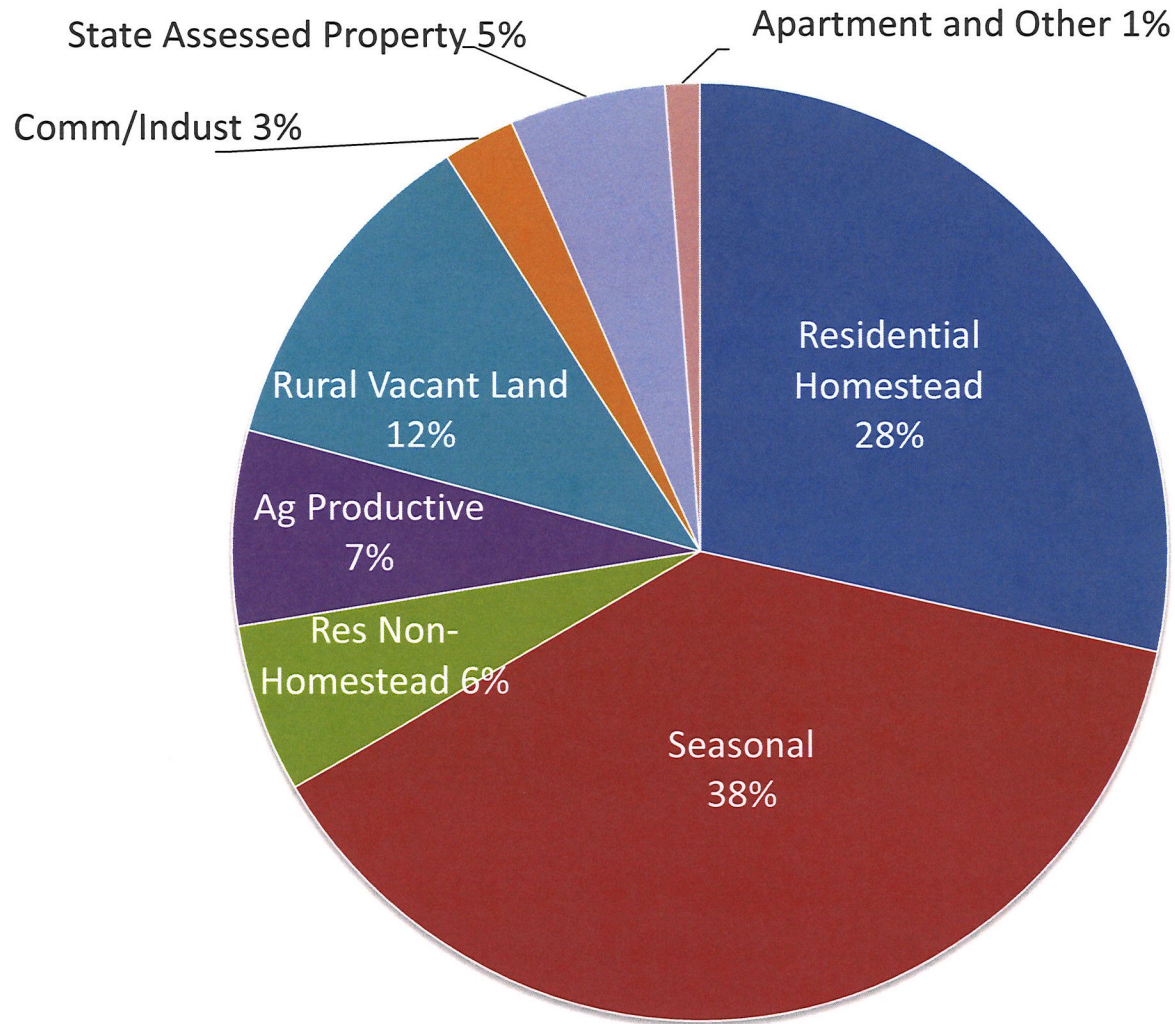
Overall Estimated Market Value is at an all-time high.

These values do not include State Assessed Property - (Pipeline, Railroad, and Power Company)

Rural Vacant Land includes the ag-homestead non-productive land value.

Figures taken from the Assessment Summary Reports in Spring 2025 and 2026.

Aitkin County 2026 Assessment % Share of Estimated Market Value





Ten Year History of Aitkin County Total Valuation

2017 through 2026 Assessment

Asmt Year	County Estimated Market Value	County Net Tax Capacity (NTC)	County New Construction Value
2017	\$ 2,887,138,695	\$ 27,747,676	\$ 25,869,350
2018	\$ 3,011,228,900	\$ 28,990,544	\$ 24,282,800
2019	\$ 3,170,368,200	\$ 30,626,879	\$ 22,081,900
2020	\$ 3,340,653,300	\$ 32,511,167	\$ 24,883,900
2021	\$ 3,468,681,400	\$ 33,825,425	\$ 26,068,900
2022	\$ 4,701,325,706	\$ 48,571,299	\$ 41,971,500
2023	\$ 5,370,783,200	\$ 55,792,789	\$ 50,157,050
2024	\$ 5,619,418,600	\$ 57,913,227	\$ 59,231,000
2025	\$ 5,807,761,900	\$ 60,193,023	\$ 46,284,400
2026	\$ 6,071,575,500	\$ 63,375,815	\$ 48,916,500

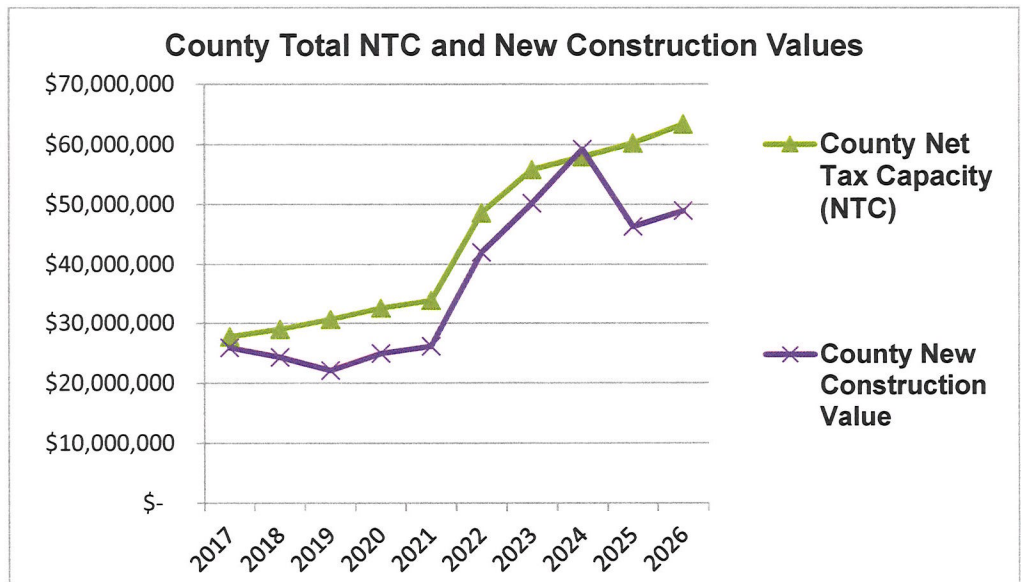
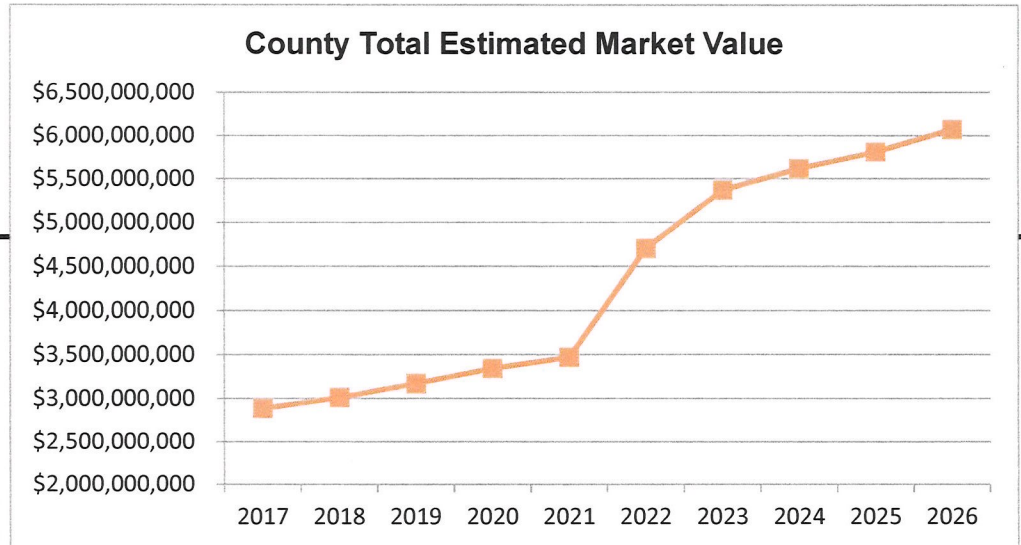
All-time high figures for comparison

	\$ 6,071,575,500	\$ 63,375,815	\$ 59,231,000
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Notes:

Figures taken from the year end assessment summary report except for 2026

2026 EMV and NTC are before we know the updated State assessed values

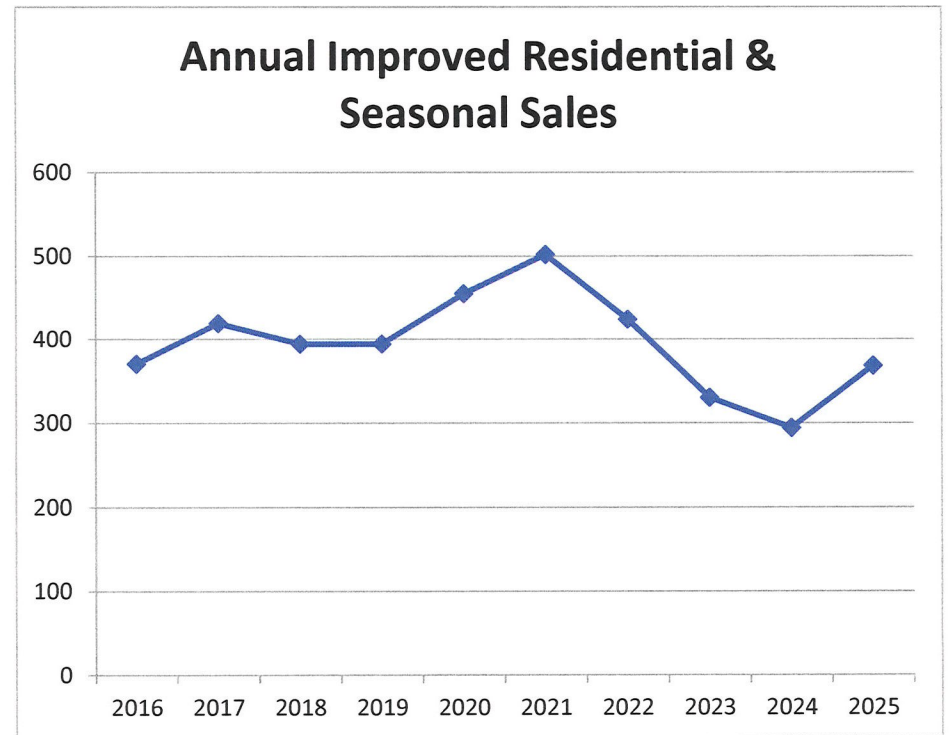




Aitkin County Sales Ratio Study and Assessment Quality Information

Ten Year History of Residential and Seasonal Improved Sales

Study Year	# of Residential and Seasonal Sales	Residential Median Sales Ratio	Seasonal Median Sales Ratio	Residential COD	Seasonal COD
2016	370	96.3	94.8	13.8	16.2
2017	419	93.1	96.0	15.8	18.5
2018	394	92.9	91.1	18.5	17.2
2019	394	95.4	91.6	15.8	14.9
2020	455	93.5	90.6	14.9	14.6
2021	502	93.4	87.8	16.6	18.4
2022	424	93.4	91.6	16.4	15.8
2023	330	95.9	91.1	14.2	15.2
2024	294	96.7	91.6	14.0	17.0
2025	368	96.5	94.6	16.3	14.3



Notes:

Sales Ratio is the assessor's Estimated Market Value divided by the Sale Price of a property.

Median Sales Ratio is the middle ratio in an array of all sales ratios. The closer the median is to 100.0, the more accurate the assessment level.

COD is the Coefficient of Dispersion or a measure of how consistent assessor valuations are with respect to the sale price.

The lower the COD, the greater the assessment quality and consistency.

The MN Department of Revenue considers a COD of 20.0 or less as an acceptable number for these property types.

Sales numbers above are only for sales that the Department of Revenue has determined are "good".



Aitkin County Assessor's Office Five Year History of Key Countywide Figures

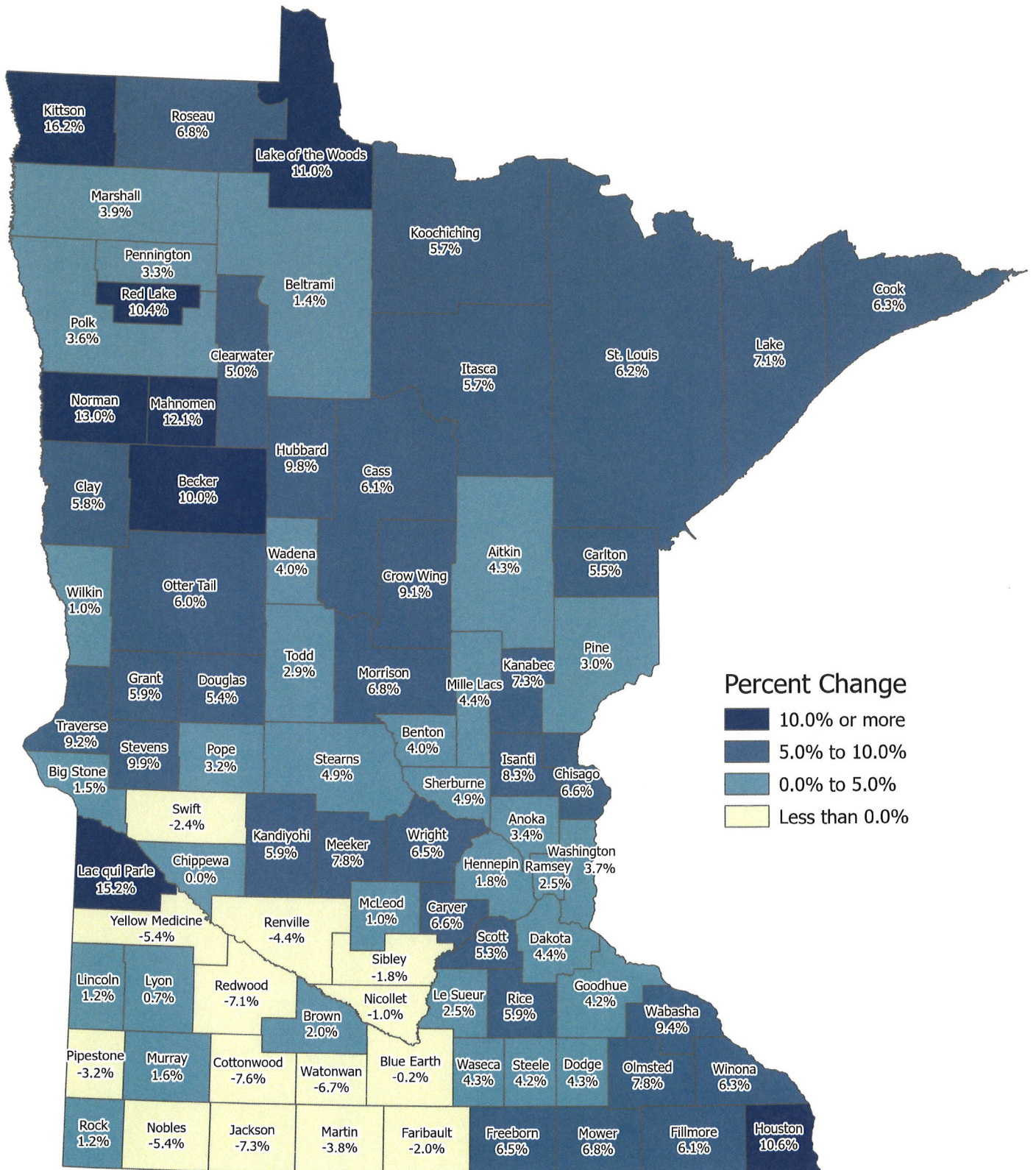
	2021	2022	2023	2024	2025	
A	Number of Taxable Parcels	34,256	34,311	34,350	34,325	34,344
B	Number of Taxable Parcels with Buildings	18,317	18,437	18,580	18,694	18,834
C	Total Building/Improvement Value	1,630,773,500	2,179,498,300	2,451,150,800	2,526,751,600	2,706,701,300
D	Taxable Parcels Reassessed	7,733	7,413	6,561	6,481	6,999
E	Number of CRV's (total sales over \$3000)	1164	910	790	720	835
G	Total Residential Homesteads	5,271	5,309	5,319	5,327	5,376
H	Total Ag Homesteads	821	822	808	806	810
I	Total Ag Productive Acreage (2a)	94,628	94,802	94,325	93,889	94,130
J	SFIA Enrolled Acres	52,641	53,073	55,893	57,372	58,791
K	Average Residential Homestead Market Value	209,000	270,200	305,000	309,300	321,000
L	Average Agricultural Homestead Market Value	313,800	410,700	455,600	508,681	508,500
M	Average Seasonal Residential Parcel Market Value	110,400	142,500	167,000	169,300	175,600
N	Average Commercial/Industrial Parcel Market Value	140,600	150,700	155,900	183,800	199,400
O	Total Homestead Value Exclusion (Not Veterans)	\$ 88,885,650	\$ 72,059,063	\$ 64,487,315	\$ 97,895,240	\$ 95,047,665
P	Total Disabled Veterans Exclusion Value	\$ 25,134,616	\$ 31,617,969	\$ 35,060,068	\$ 40,248,250	\$ 42,568,750
Q	Local Board/Open Book Appeals	61	243	113	98	68
R	New Tax Court Appeals	0	1	0	1	0

Notes:

Number of Parcels does not include personal property.

There are approx 450 personal property parcels not included in the total above.

Percent Change in Total Estimated Market Value 2024-2025





SCAN | ME!

Attention Aitkin County Property Owner:

Appraisers from the County Assessor's Office will be reassessing these areas starting in May 2026 through the rest of the year: Ball Bluff Township, Balsam Township, Fleming Township, Hazelton Township, Jevne Township, Macville Township, Malmo Township, Turner Township, Unorganized 51-22, Unorganized 52-24, Unorganized 52-25, and Hill City.

If an appraiser contacts you, please answer their questions. They will leave a card in your door if you are not there. Please call 218-927-7327 or email assessor@aitkincountymn.gov if you have questions.

4-6-26_v1

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
A	COUNTYWIDE LAND		Increased the campground full utilities site values from \$5000 to \$5500 (10.0%) per unit.
B	COUNTYWIDE LAND		Increased county minimum lakeshore value rate from \$200 to \$225 (12.5%) per foot.
C	COUNTYWIDE LAND		Most pond values were increased for ponds with open water size of about 2.5 acres or larger. They are now given a frontage value of \$175 per foot base for frontage on one side or pond diameter. Most received discounts from that rate due to swampy areas or steep elevation. This was not completed for exempt parcels due to lack of time but will be done as part of exempt assessment as time allows.
D	COUNTYWIDE LAND		Increased swamp (SWP Land Type) base rate from \$460 to \$550 (20%) per acre.
E	COUNTYWIDE LAND		Increased high wooded (HWD) land type base rate from \$3100 to \$3250 (4.8%) per acre.
F	COUNTYWIDE LAND		Increased low wooded (LWD) land type base rate from \$1885 to \$1980 (5%) per acre.
G	COUNTYWIDE LAND		Increased open (OPN) and tillable (TIL) land type base rates from \$2670 to \$2900 (4.8%) per acre.
H	COUNTYWIDE LAND		Increased low open (LOP) and low tillable (LTL) land type base rates from \$1925 to \$2000 (3.9%) per acre.
I	COUNTYWIDE LAND		Acreages between 80 and 100 acres no longer receive a size discount.
J	COUNTYWIDE LAND		New land type low wooded bog (LWB) used for bogs wooded with spruce or tamarack. Usually a Type 8 wetland. Base rate is \$1280 per acre.
K	COUNTYWIDE LAND		Increased communication tower site values (CELLSITE) from \$45,000 to \$50,000 (11%) per site.
L	COUNTYWIDE LAND		Reduced acreage land values of properties with around 10 acres by 10%.
M	COUNTYWIDE BUILDING		Increased unfinished basement value on homes from \$12 to \$15 per square foot (+25%). Because this is built into the rate of the standard home, the homes that do not have a basement have their foundation values reduced by 25%. Extra basements associated with a residence increased by 30%.
N	COUNTYWIDE BUILDING		Increased basement finish values 10% for most basements.

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
O	COUNTYWIDE BUILDING		Increased house Grade 2 Fireplace from \$4800 to \$6000 each (+25%). Increased house grade 5 fireplace by \$1200. Decreased grade 3+ house fireplace by \$600.
P	COUNTYWIDE BUILDING		Increased all Bunkhouse and Hunting Shack values 25%.
Q	COUNTYWIDE BUILDING		Increased Pole Buildings 10%.
R	COUNTYWIDE BUILDING		Increase Single Wide Mobile Homes 10%.
S	COUNTYWIDE BUILDING		Increased D1 basic cabin values 7.5% to match top grade bunkhouse and hunting shack values. Increased D2 and D3 cabins 10%. Increased all other grade home and cabin base rates 5%. (including stick built and doublewide).
T	COUNTYWIDE BUILDING		
1	AITKIN TWP		Increased Cedar Lake frontage base rate from \$2950 to \$3000 (1.7%) per front foot.
2	BALL BLUFF		Increased acreage land values 5.6%. Increased Vanduse Lake frontage base rate from \$925 to \$975 (5.1%) per front foot.
3	BALSAM		No major changes.
4	BEAVER		Increased building rates 4.3%.
5	CLARK		Updated land values on lakes and ponds throughout the township. Value increases depend on the situation.
6	CORNISH		No major changes.
7	FARM ISLAND		Reduced building rates 3.8%. Increased acreage land values 4.5%. Increased Cedar Lake frontage base rate from \$2950 to \$3000 (1.7%) per front foot. Multiple parcels on small lakes were revalued to equalize with pond value increases.
8	FLEMING		Increased Wilkins Lake frontage base rate from \$1450 to \$1550 (6.9%) per front foot. Increased Fleming Lake frontage base rate from \$925 to \$1025 (10.8%) per front foot.

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
9	GLEN		Increased acreage land values 4.5%
10	HAUGEN		Reassessment completed. Reduced acreage land values by 13.6%
11	HAZELTON		Reduced Mille Lacs Lake frontage base rate from \$2300 to \$2100 (-8.7%) per front foot. Increased Tame Fish Lake frontage base rate from \$560 to \$700 (25%) per front foot based on Crow Wing County rate comparison. Increased Birch Lake frontage base rate from \$335 to \$350 (4.7%) per front foot based on Crow Wing County rate comparison. Increased Sherwood Forest building values 9.1%. Reduced buildings outside Sherwood Forest 3.8%. Increased Myr Mar Condo land value 11.6%.
12	HILL LAKE		Increased acreage land values 5.6%
13	IDUN		No major changes.
14	JEVNE		Increased Portage Lake frontage base rate from \$900 to \$975 (8.3%) per front foot.
15	KIMBERLY		No major changes.
16	LAKESIDE		Reduced building rates 7.4% off water and 3.7% on Mille Lacs Lake. Reduced Mille Lacs Lake frontage base rate from \$2300 to \$2100 (-8.7%) per front foot.
17	LEE		No major changes.
18	LIBBY		No major changes.
19	LOGAN		Reduced building values 4.2%.
20	MACVILLE		No major changes.
21	MALMO		Reduced building rates 7.4%. Reduced Mille Lacs Lake frontage base rate from \$2300 to \$2100 (-8.7%) per front foot.
22	MCGREGOR TWP		Reassessment completed.

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
23	MORRISON		No major changes.
24	NORDLAND		Reduced building rates 3.8%. Increased acreage land values 4.5%. Increased Nord Lake frontage base rate from \$1100 to \$1200 (9.1%) per front foot. Increased Section 10 Lake frontage base rate from \$950 to \$1000 (5.3%) per front foot. Increased Lone Lake frontage base rate from \$2000 to \$2100 (5.0%) per front foot.
25	PLINY		No major changes.
26	RICE RIVER		No major changes.
27	SALO		No major changes.
28	SEAVEY		Increased building values 4.4%.
29	SHAMROCK		Reassessment completed. Revalued all backlots around Minnewawa and updated Minnewawa frontage adjustments. Reduced Lakes Storage Valhalla 65 site value from \$35,000 to \$26,000 (-25.7%).
30	SPALDING		No major changes.
31	SPENCER		Reduced Otterbelly Plat home values 5%.
32	TURNER		Increased building rates 9.5%
33	VERDON		Increased building rates 5%
34	WAGNER		Added pond value to ponds over about 2.5 acres in size resulting in large value increases depending on the size of the pond and the amount of open water typically present.
35	WAUKENABO		Reassessment completed. Increased Waukenabo Lake frontage base rate from \$850 to \$1000 (+17.6%) per front foot. Increased Round Lake frontage base rate from \$1800 to \$1900 (+5.6%) per front foot. Increased building rates 4.2%.
36	WEALTHWOOD		Reduced Mille Lacs Lake frontage base rate from \$2300 to \$2100 (-8.7%) per front foot.
37	WHITE PINE		No major changes.
38	WILLIAMS		Increased building rates 10.5%

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
39	WORKMAN		Increased Rat Lake frontage base rate from \$420 to \$475 (13.1%) per front foot.
41	MILLWARD		No major changes.
42	UNORG 51-22		No major changes.
43	UNORG 52-22		No major changes.
44	UNORG 45-24		Reassessment completed.
45	UNORG 47-24		Increased Portage Lake frontage base rate from \$900 to \$975 (8.3%) per front foot. Increased building rates 4.8%.
46	UNORG 52-24		No major changes.
47	UNORG 50-25		Reassessment completed.
48	UNORG 51-25		Reassessment completed.
49	UNORG 52-25		No major changes.
50	UNORG 50-26		Increased building rates 4.4%.
51	UNORG 48-27		No major changes.
52	UNORG 49-27		Increased Moulton Lake frontage base rate from \$275 to \$350 (+27.3%) per front foot. Increased building rates 4.2%.
53	UNORG 50-27		Increased Otter Lake frontage base rate from \$200 to \$260 per front foot (+30%).
54	UNORG 51-27		Reassessment completed. Increased McKinney Lake frontage base rate from \$260 to \$325 (+25.0%) per front foot. Increased Otter Lake frontage base rate from \$200 to \$260 per front foot (+30%).
55	UNORG 52-27		No major changes.
56	AITKIN CITY		Increased apartment and assisted living values 15% for most properties.

2026 Assessment Changes List

Item	Name	Appraiser	Major Changes For Each Area
57	HILL CITY		Increased quadna townhome lot values 28.6%. Increased quadna townhome (not villa) building rates 10.5%. Regraded Quadna condo studio units from D4 to D4.5, not including the lodge. Increased apartment and assisted living values 15% for most properties. Increased commercial land values 10%.
58	MCGRATH CITY		Reassessment completed. Increased building rates 6.7%
59	MCGREGOR CITY		Increased apartment and assisted living values 15% for most properties. Increased commercial land values 10%.
60	PALISADE CITY		No major changes.
61	TAMARACK CITY		No major changes.
(Last Updated on 3/17/26)			

Aitkin County Value Changes and Final Ratios Res/Seasonal Improved 26 Assessment				
	25 Asmt Value Change	26 Asmt Value Change	2025 Good Sale Count	Final County Median Ratio After Changes
Aitkin County	4.8%	2.5%	368	95.3%
Aitkin TWP	2.5%	2.8%	14	95.7%
Ball Bluff	4.0%	5.2%	5	86.6%
Balsam	5.2%	-0.8%	1	98.0%
Beaver	8.1%	11.6%	6	93.3%
Clark	4.8%	10.2%	1	78.5%
Cornish	3.4%	1.8%	0	0.0%
Farm Island	4.2%	1.9%	26	95.5%
Fleming	5.8%	3.6%	13	95.1%
Glen	3.8%	2.9%	10	95.7%
Haugen	2.4%	1.6%	2	95.2%
Hazelton	4.8%	-0.4%	19	91.6%
Hill Lake	3.2%	4.8%	7	99.9%
Idun	3.6%	4.2%	1	126.1%
Jevne	2.1%	3.9%	6	96.6%
Kimberly	2.7%	4.5%	5	118.5%
Lakeside	8.2%	-3.6%	22	94.9%
Lee	2.8%	3.2%	0	0.0%
Libby	3.5%	4.6%	0	0.0%
Logan	5.2%	0.9%	1	121.5%
Macville	3.5%	8.7%	4	98.7%
Malmo	9.3%	-4.3%	7	96.3%
McGregorTWP	1.5%	3.7%	2	118.2%
Morrison	4.7%	3.6%	0	0.0%
Nordland	4.0%	1.6%	24	95.7%
Pliny	3.5%	3.0%	2	91.0%
Rice River	14.3%	4.3%	2	105.6%
Salo	6.7%	1.4%	0	0.0%
Seavey	5.8%	3.0%	1	88.1%
Shamrock	4.1%	3.3%	57	94.7%
Spalding	10.4%	0.9%	2	108.4%
Spencer	3.9%	4.2%	4	80.2%
Turner	1.8%	6.8%	6	92.4%
Verdon	3.2%	9.7%	4	85.2%
Wagner	3.3%	3.5%	5	99.2%
Waukenabo	5.4%	9.0%	17	102.1%
Wealthwood	13.0%	-0.8%	2	102.3%
White Pine	2.1%	4.0%	0	0.0%
Williams	-4.2%	12.2%	5	79.0%
Workman	2.5%	4.3%	6	97.2%
Millward	5.4%	2.4%	2	113.1%
Unorg.45-24	2.4%	2.3%	0	0.0%
Unorg.47-24	2.3%	7.6%	1	84.1%
Unorg.48-27	27.0%	2.9%	2	108.6%
Unorg.49-27	11.0%	6.3%	2	78.6%
Unorg.50-25	11.4%	15.2%	1	79.3%
Unorg.50-26	15.9%	-5.3%	2	92.7%
Unorg.50-27	1.0%	37.1%	0	0.0%
Unorg.51-22	-0.9%	6.3%	0	0.0%
Unorg.51-25	-2.2%	4.1%	0	0.0%
Unorg.51-27	7.7%	10.4%	3	84.6%
Unorg.52-22	-1.5%	-25.8%	0	0.0%
Unorg.52-24	3.7%	21.8%	0	0.0%
Unorg.52-25	2.6%	5.8%	0	0.0%
Unorg.52-27	10.1%	5.0%	0	0.0%
Aitkin City	6.2%	3.5%	34	98.8%
Hill City	3.8%	7.5%	23	96.5%
McGrath	15.0%	4.1%	0	0.0%
McGregor	14.2%	4.2%	3	123.6%
Palisade	2.7%	3.8%	5	90.8%
Tamarack	5.5%	2.7%	1	105.0%

Aitkin County Acreage Land Schedule 2026 Assessment

<u>Unorg 52-27</u>	<u>Hill Lake</u>	<u>Unorg 52-25</u>	<u>Unorg 52-24</u>	<u>Ball Bluff</u>	<u>Unorg 52-22</u>		
<u>Unorg 51-27</u>	<u>Macville</u>	<u>Unorg 51-25</u>	<u>Verdon</u>	<u>Cornish</u>	<u>Unorg 51-22</u>		
<u>Unorg 50-27</u>	<u>Unorg 50-26</u>	<u>Unorg 50-25</u>	<u>Libby</u>	<u>Turner</u>	<u>Balsam</u>		
<u>Unorg 49-27</u>	<u>Waukenabo</u>	<u>Logan</u>	<u>GA/RP</u>	<u>Workman</u>	<u>Shamrock</u>	<u>Haugen</u>	
Blue Zone A Values →		HWD 3575 2860 LWD 2180 1745 OPN 3190 3190 LOP 2200 2200 SWP 605 425 TIL 3190 3190 LTL 2200 2200 LWB 1410 1095					
<u>Unorg 48-27</u>	<u>Morrison</u>	<u>Fleming</u>	<u>Jevne</u>	<u>McGregor</u>	<u>Clark</u>		
<u>Aitkin</u>	<u>Spencer</u>	<u>Kimberly</u>	<u>Unorg 47-24</u>	<u>Spalding</u>	<u>Salo</u>		
<u>Farm Island</u>	<u>Nordland</u>	<u>Glen</u>	<u>GA/RP</u>	<u>Lee</u>	<u>Rice River</u>	<u>Beaver</u>	<u>GA/RP</u>
Green Zone C Values →		HWD 3740 2990 LWD 2275 1825 OPN 3335 3335 LOP 2300 2300 SWP 635 445 TIL 3335 3335 LTL 2300 2300 LWB 1470 1145	Red Zone B Values →		HWD 3090 2470 LWD 1880 1505 OPN 2755 2755 LOP 1900 1900 SWP 525 365 TIL 2755 2755 LTL 1900 1900 LWB 1215 945		
<u>Hazelton</u>	<u>Wealthwood</u>	<u>Malmo</u>	<u>Unorg 45-24</u>	<u>White Pine</u>	<u>Millward</u>		
		<u>Lakeside</u>	<u>Seavey</u>	<u>Pliny</u>			
			<u>Idun</u>	<u>Williams</u>	<u>Wagner</u>		

Land Type Definitions:

HWD: High Wooded
 LWD: Low Wooded
 OPN: High Open Meadow
 LOP: Low Open Meadow
 SWP: Swamp/Waste
 TIL: High Tillable
 LTL: Low Tillable/Rice Paddy
 LWB: Low Wooded Bog
 Values listed above are per acre values.

SITE: Full Building Site Value (Access \$2000, Electric \$3000, Septic \$8000, Well \$7000)
 AGSITE: Full Building Site Value on Ag Property (Land \$3000, Access \$2000, Electric \$3000, Septic \$8000, Well \$7000)
Green Acres and Rural Preserve program values are listed in the second columns above.
 Off public road HWD, LWB, LWD and SWP values are typically 25% less than values listed.
 Tracts under 31 acres carry a positive size adjustment.
 Tracts over 100 acres carry a size discount of up to 15%.

(updated 3/17/26)

2026 Board of Appeal and Equalization Schedule

Date	Twp/City	Time	Meeting Location	
Monday	4/20/2026	Turner Township	11:00	Turner Town Hall
		Jevne Township	1:00	Jevne Town Hall
		Lakeside Township	2:00	Lakeside Town Hall
Tuesday	4/21/2026	Salo Township	9:00	Salo Town Hall
		Spalding Township	11:00	Township Clerk's Residence (19298 Driftwood Street)
		Rice River Township	1:00	Rice River Town Hall
Wednesday	4/22/2026	McGregor Township	9:00	McGregor Town Hall
		Waukenabo Township	1:00	Waukenabo Town Hall
Thursday	4/23/2026	Verdon Township	9:00	Verdon Town Hall
		Ball Bluff Township	11:00	Jacobson Fire Hall
		Morrison Township	2:00	Morrison Town Hall
Friday	4/24/2026	Farm Island Township	9:00	Farm Island Town Hall
		Malmo Township	1:00	Malmo Town Hall
Monday	4/27/2026	Shamrock Township	9:00	Shamrock Town Hall
Tuesday	4/28/2026	Macville Township	9:00	Macville Town Hall
		City of Hill City	11:00	Hill City Community Room
Wednesday	4/29/2026	City of McGregor	9:00	McGregor Ambulance Station (Old Fire Hall)
		Nordland Township	1:00	Bethlehem Lutheran Church
		Spencer Township	2:00	Spencer Town Hall
Thursday	4/30/2026	Clark Township	9:00	Clark Town Hall
		Haugen Township	10:30	Haugen Town Hall
		Glen Township	1:00	Glen/Kimberly Town Hall
Friday	5/1/2026	Wealthwood Township	9:00	Wealthwood Town Hall
		Wagner Township	1:00	Wagner Town Hall
		Fleming Township	1:00	Fleming Town Hall
Monday	5/4/2026	Kimberly Township	9:00	Glen/Kimberly Town Hall
		Hazelton Township	9:00	Hazelton Town Hall
		Aitkin Township	1:00	Members Coop Credit Union Meeting Room
Tuesday	5/5/2026	Seavey Township	10:00	Seavey Town Hall
		Idun Township	11:00	Holden Lutheran Church
		Williams Township	1:00	McGrath Fire Hall
Wednesday	5/6/2026	OPEN BOOK MEETING	9AM to 7PM	Assessor's Office in Government Center
Tuesday	6/16/2026	County Board of Appeal and Equalization	Starts at 3pm	Aitkin County Boardroom Call for Appointment
2026 Reassessment Areas in Blue :	Haugen Township, McGregor Township, McGrath City, Shamrock Township, Unorg 45-24, Unorg 50-25, Unorg 51-25, Unorg 51-27, Waukenabo Township			
Open Book Meeting Areas in Red :	Aitkin City, Balsam Twp, Beaver Twp, Cornish Twp, Fleming Twp, Hill Lake Twp, Lee Twp, Libby Twp, Logan Twp, McGrath, Millward Twp, Pliny Twp, Palisade, Tamarack, All Unorganized, Waukenabo Twp, White Pine Twp, Workman Twp.			
	meetings in red on the schedule are open book held at that location			



Board of County Commissioners Agenda Request

7A

Agenda Item #

Requested Meeting Date: 4-14-26

Title of Item: MnDOT Intersection Control Evaluation (ICE) Reort

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input checked="" type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
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Submitted by: John Welle	Department: Highway Department
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Presenter (Name and Title): John Welle, Aitkin County Engineer	Estimated Time Needed: 15 minutes
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Summary of Issue:

Over the past year MnDOT, with the assistance of Alliant Engineering, Inc., has conducted an evaluation of options for intersection control at the intersection of State Highways 169 and 210 in the City of Aitkin. This evaluation is in preparation for major reconstruction work planned on these two highway segments through the City of Aitkin in 2035. The purpose of the evaluation is to evaluate intersection safety, traffic mobility, and identify appropriate geometric and/or traffic control improvements to address the determined safety or operational deficiencies at the intersection. The Technical Advisory Committee (TAC) included representatives of MnDOT, Aitkin County, and the City of Aitkin. The TAC met three times during 2025 to review progress of the report. The final ICE Report is attached.

Page 34 of the report contains a summary of the four traffic control alternatives that were considered including all-way stop, modified traffic signal/cycle timing, mini-roundabout, and truck route. The recommended alternatives to enhance pedestrian safety and traffic mobility are mini roundabout with a truck route alternative.

This item is being scheduled to make the Board aware of this report and for brief discussion.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
none

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



US 169 & MN 210 (W JCT)

INTERSECTION CONTROL EVALUATION

REPORT

Prepared for:

MnDOT District 3
3725 12th Street North
St. Cloud, MN 56303-2107

Prepared by:

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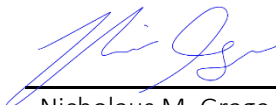
2/10/2026

4000694-00

INTERSECTION CONTROL EVALUATION FOR US 169 & MN 210

City of Aitkin, Aitkin County, MN

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



Nicholaus M. Grage

#54159

Registration No.

2/10/2026

Date

APPROVED

MnDOT District 3 Traffic Engineer

Date

REVIEWED

City of Aitkin Public Works

Date

Aitkin County Engineer

Date

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1. INTRODUCTION

The Minnesota Department of Transportation (MnDOT) has identified the need to conduct an Intersection Control Evaluation (ICE) for the US Highway 169 (US 169) and Minnesota Trunk Highway 210 (MN 210) West Junction (W JCT) intersection in Aitkin, MN ahead of a 2035 resurfacing/reconstruction project in the Capital Highway Improvement Program (CHIP). The CHIP currently includes two reconstruction projects – one project on US 169 and one project on MN 210. The extents of the US 169 resurfacing/reconstruction project are from Westwood Drive to MN 210. The extents of the MN 210 reconstruction project are from 0.8 miles west of US 169 to the Ripple River Bridge.

1.1 PURPOSE AND NEED

The purpose of this ICE is to evaluate intersection safety, traffic mobility, and identify appropriate geometric and/or traffic control improvements to address the determined safety or operational deficiencies at the intersection of US 169 and MN 210 (W JCT). MnDOT is taking a proactive approach at evaluating and implementing cost-effective safety improvements that can begin to address deficiencies in the near and long term. Understanding the nature of the intersection safety problem and the need to address potential future traffic operations deficiencies, MnDOT desires an intersection improvement solution that accomplishes the following goals:

- Reduce the frequency and severity of crashes; and
- Maintain the intersection level of service into the future

To support MnDOT in identifying the appropriate intersection and traffic control improvements that meet the above stated goals, this ICE accomplishes the following:

- Documents the existing geometric, traffic operations, and safety characteristics
- Documents existing year 2025 and horizon years 2030 and 2050 traffic forecasts based upon study area historical traffic volumes and expected population growth
- Develops and evaluates high-level conceptual alternatives that will improve intersection safety characteristics to a varying degree
- Conducts a traffic operations and safety analysis of each alternative
- Develops a matrix comparing preliminary cost estimates, right of way, and other factors to help determine the optimal intersection lane geometrics and traffic control
- Identifies preferred intersection alternatives

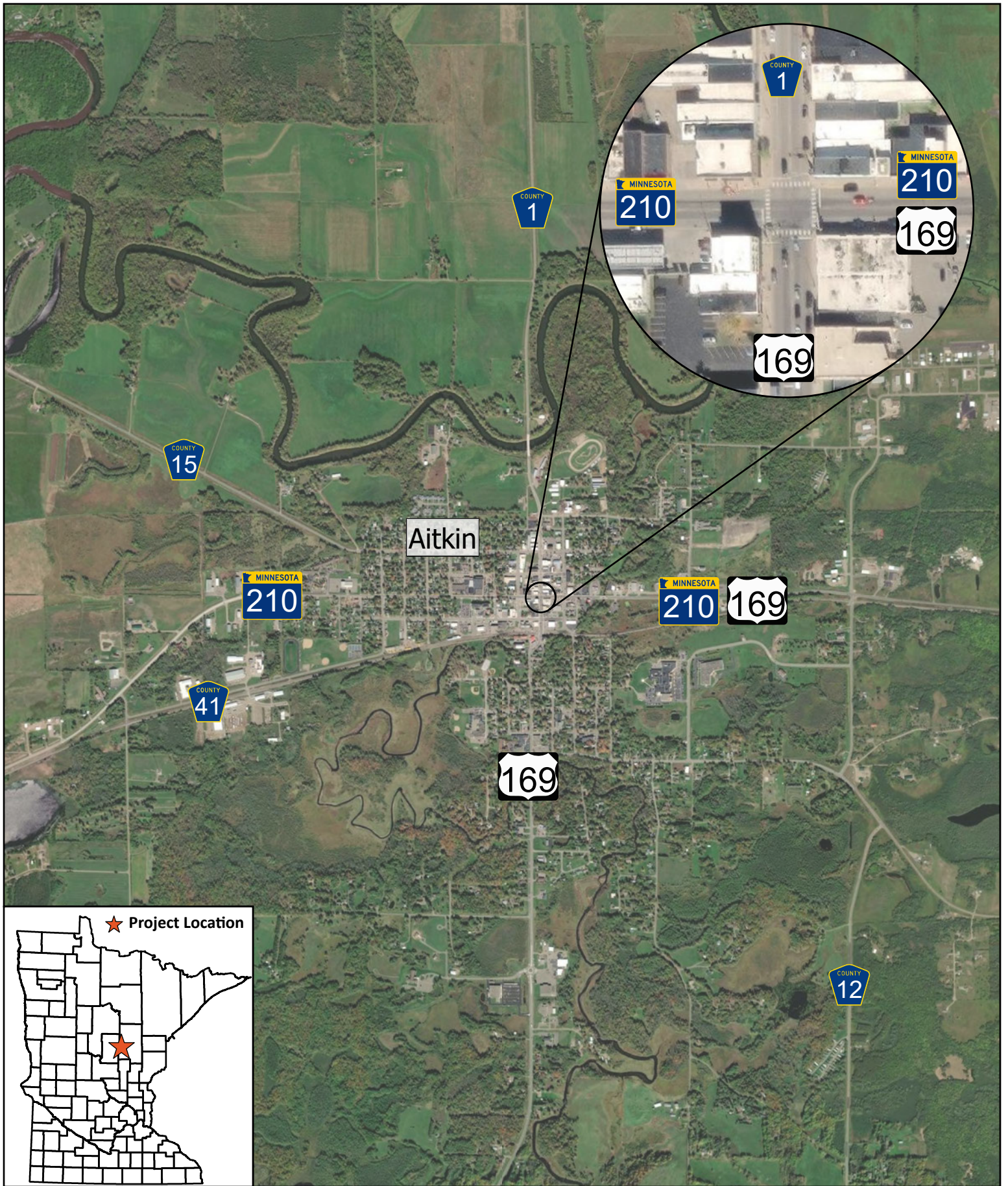
1.2 DESCRIPTION OF LOCATION

The intersection of US 169 and MN 210 (W JCT) is in the City of Aitkin in Aitkin County, MN (see **Figure 1**: Project Location). Land use immediately surrounding the intersection is primarily downtown business district / commercial. The City of Aitkin has a population of 2,168 according to the 2020 Census.

1.3 ELEMENTS OF EVALUATION

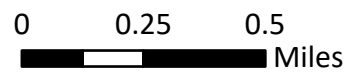
The following elements are included in this ICE:

- Existing Conditions (Section 2.0)
- Preliminary Alternatives Analysis (Section 3.0)
- Conclusions and Recommendations (Section 4.0)



US 169 & MN 210 (W JCT) ICE

Figure 1
Project Location



2. EXISTING CONDITIONS

The following sections document the existing conditions analysis completed for the US 169 and MN 210 (W JCT) intersection.

2.1 ROADWAY AND TRAFFIC CONTROL CHARACTERISTICS

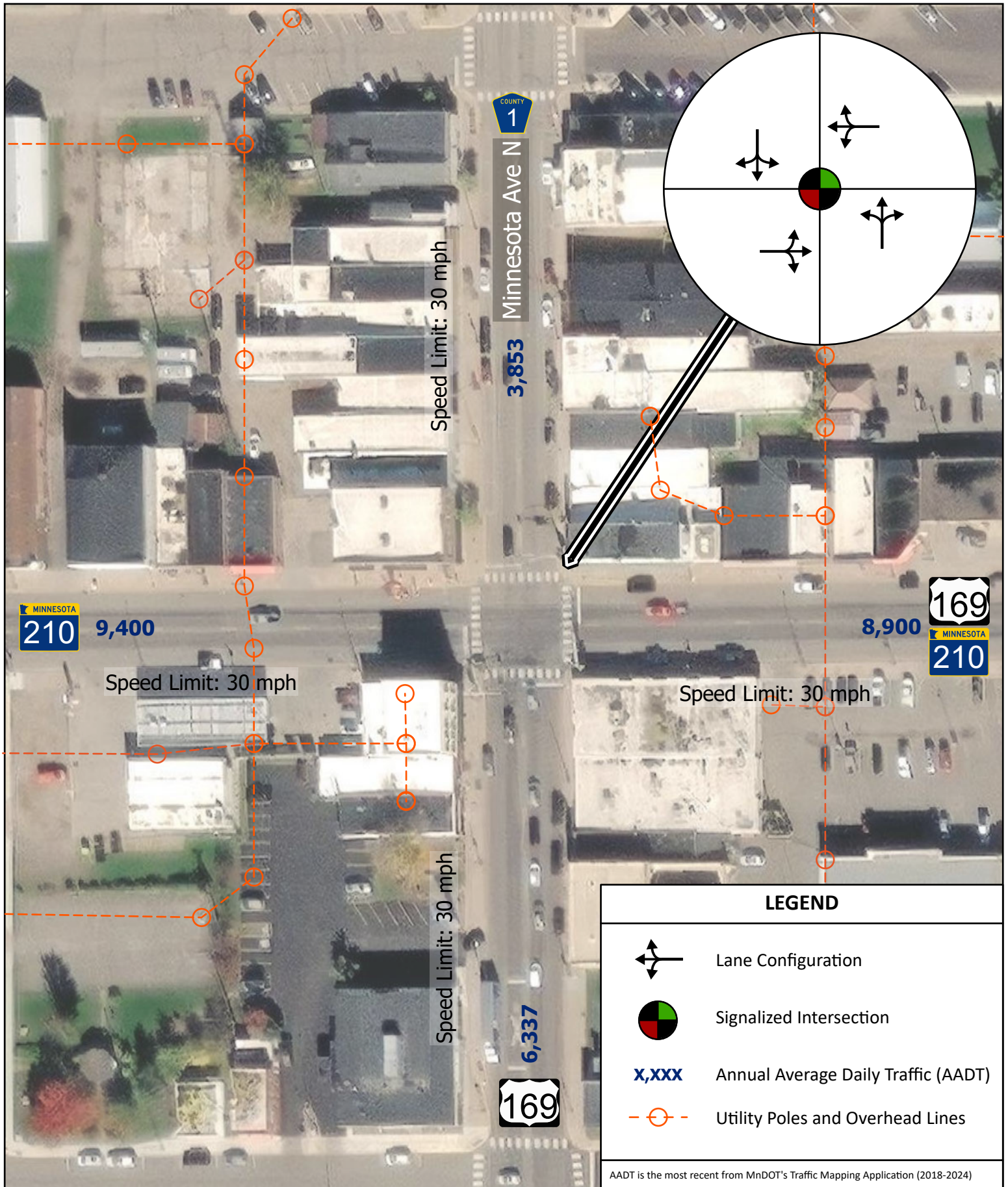
The existing roadway characteristics are summarized below:

- **US 169** is the northbound approach at the intersection and serves as a *Principal Arterial* roadway. US 169 consists of an undivided two-lane cross-section with street parking and sidewalk facilities on both sides of the road. US 169 also follows MN 210 to the east of the study intersection. The posted speed limit is 30 miles per hour (MPH) and the Average Annual Daily Traffic (AADT) is 6,337 (2021).
- **CSAH 1 (Minnesota Avenue N)** is the southbound approach at the intersection and serves as a *Major Collector* roadway. CSAH 1 consists of an undivided two-lane cross-section with street parking and sidewalk facilities on both sides of the road. The posted speed limit is 30 MPH and the AADT is 3,853 (2024).
- **MN 210** is the eastbound and westbound approaches of the intersection and serves as a *Principal Arterial* roadway. MN 210 consists of an undivided two-lane cross-section with street parking and sidewalk facilities on both sides of the road. The posted speed limit is 30 MPH and the AADT for the east and west legs are 8,900 (2018) and 9,400 (2018), respectively.

The existing intersection characteristics are summarized as follows:

- **Intersection Control:** The US 169 and MN 210 (W JCT) intersection is currently controlled by a traffic signal. All four approaches at the intersection have pedestrian pushbuttons and crosswalk pavement markings.
 - The northbound, southbound, and eastbound approaches all operate permissively without any dedicated left-turn phasing. A dedicated westbound left-turn phase was added at the intersection in 2016 which operates protected/permissive.
- **De-facto Right-Turn Lanes:** Each intersection approach has street parking, which is restricted within 30 feet of the intersection to prevent sight line issues. This leaves a small gap between the intersection and the start of street parking. Although this area is not signed or striped as a right-turn lane, it is being used by vehicles to turn right from (on all approaches).

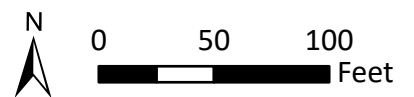
Key intersection characteristics, including lane geometrics and traffic control, are illustrated in **Figure 2**.



US 169 & MN 210 (W JCT) ICE

Figure 2

Existing Conditions



2.2 CRASH EXPERIENCE

Historic crash data from the most recent 10 years of data available, 2015 through 2024, was obtained from MnDOT's Crash Mapping Analysis Tool (MnCMAT2) platform. Characteristics have largely remained unchanged during this time and 10 years of data presents a more statistically relevant evaluation; however, a five-year crash rate analysis has also been included as it is the preferred analysis period for HSIP applications. It should be noted that only data from the year 2015 reflects permissive phasing on all approaches. A westbound left-turn protected/permissive phase was added at the intersection in 2016. Narratives provided by law enforcement were reviewed to ensure data accuracy. Based on the crash data provided, there were 28 reported crashes at the US 169 and MN 210 (W JCT) intersection during the 10-year analysis period (see **Figure 3**: Collision Diagram). The crashes are classified into the following types:

- 9 of 28 Crashes (32 percent) – Sideswipe
- 6 of 28 Crashes (21 percent) – Left-Turn
- 5 of 28 Crashes (18 percent) – Ped/Bike
- 3 of 28 Crashes (11 percent) – Rear End
- 2 of 28 Crashes (7 percent) – Angle
- 1 of 28 Crashes (3.6 percent) – Right-Turn
- 1 of 28 Crashes (3.6 percent) – Head On
- 1 of 28 Crashes (3.6 percent) – Run Off Road

2.2.1 CRASH RATE

History has proven that crashes are a function of exposure. Roadways with higher traffic volumes experience more crashes than similar roadways with lower volumes. Rather than simply documenting the number of crashes that occur at an intersection, the crash rate must be considered. Crash rates normalize different locations with varying traffic volumes, providing a useful tool in comparing the location with respect to safety. Actual crash rates at specific locations can also be compared to average or typical values for an intersection type. Intersection crash rates are defined as the number of crashes occurring per million entering vehicles (MEV).

Crash occurrence is somewhat random by nature. Identifying every intersection with a crash rate above the statewide average in an analysis would produce a large amount of data that may not be statistically relevant with respect to safety deficiencies. The critical crash rate identifies locations that have a crash rate higher than similar facilities by a statistically significant amount. The critical crash rate is calculated by adjusting the systemwide average based on the amount of exposure and a statistical constant indicating level of confidence. At locations where the observed crash rate exceeds the critical crash rate, it is 99.5 percent certain that an intersection or roadway segment could be improved through the modification of the existing traffic control, the configuration of the intersection, or the configuration of the roadway.

COLLISION DIAGRAM

Location: US 169 & MN 210 (W JCT)

Time Period: 2015-2025 Prepared By: CPH Date: 06/10/2025

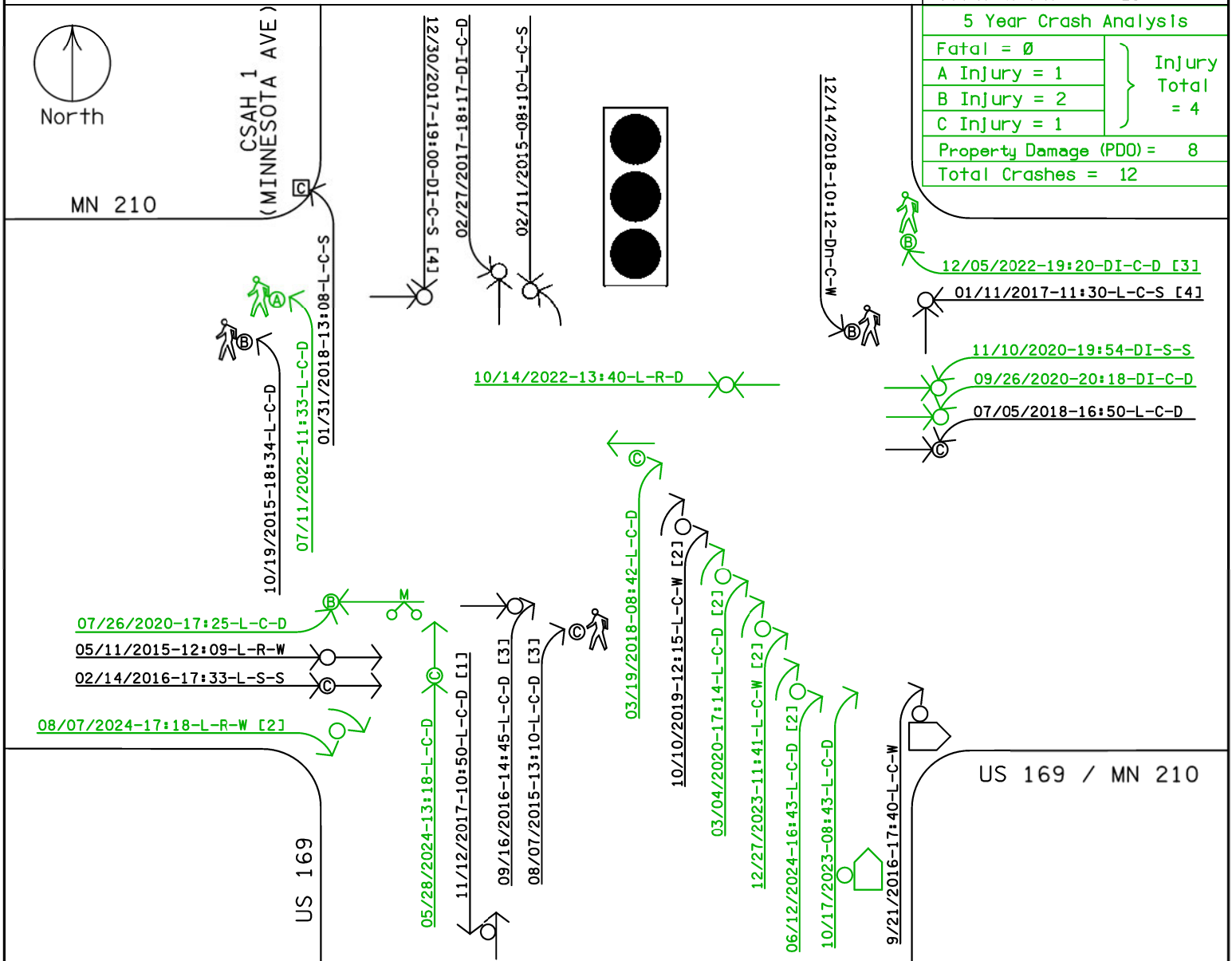
10 Year Crash Analysis

Fatal = 0	}	Injury Total = 11
A Injury = 1		
B Injury = 4		
C Injury = 6		
Property Damage (PDD) = 17		
Total Crashes = 28		

NOT TO SCALE - CRASH LOCATIONS DEPICTED ARE NOT EXACT.

5 Year Crash Analysis

Fatal = 0	}	Injury Total = 4
A Injury = 1		
B Injury = 2		
C Injury = 1		
Property Damage (PDD) = 8		
Total Crashes = 12		



KEY

Vehicle Out of Control	Pedestrian
Vehicle Backing Up	Bicycle
Vehicle Rollover	Motorcycle
Sideswipe Crash	Parked Vehicle
Rear End Crash	Left Turn Crash
Head On Crash	Right Turn Crash
Fixed Object	Right Angle Crash
Fatal Crash	
A Injury Crash	
B Injury Crash	
C Injury Crash	
PDO Crash	

NOTES

- [1] DRIVER IMPAIRED
- [2] TURNED FROM DE FACTO RIGHT-TURN LANE
- [3] RTOR
- [4] RAN RED LIGHT

Light:

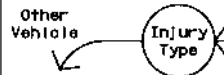
- L = Day/Light
- Dn = Dawn
- Du = Dusk
- DI = Dark, Lighted
- Do = Dark, Lights Off
- D = Dark, Unlighted
- X = Unknown

Weather:

- C = Clear or Cloudy
- R = Rain
- S = Snow or Sleet
- F = Fog/Smog/Smoke
- B = Blowing Sand/Dust
- W = Severe Crosswinds
- X = Other or Unknown

Surface:

- D = Dry
- W = Wet
- S = Snow or Ice
- M = Mud/Dirt/Gravel
- Db = Debris
- O = Oily
- X = Other or Unknown



{Date}-{Time}-{Light}-{Weather}-{Surface}

Vehicle At-Fault

US 169 & MN 210 (W JCT) ICE

Figure 3
Collision Diagram

Table 1 and **Table 2** summarize the observed intersection crash rates compared to the statewide averages for similar traffic control types for the five- and 10-year study periods, respectively.

Table 1. Five-Year Crash Rate Summary

Intersection Crash Analysis (2020-2024)		Rate Category	Crash	Severity ⁵	K/A
Traffic Control	Traffic Signal Low Volume	Intersection	0.46	0.77	3.85
Total Crashes ¹	12	State Average ³	0.64	0.92	1.21
Total Entering Volume ²	25,997,125	Critical ⁴	1.07	1.18	5.90
K/A Crashes	1	Critical Index	0.43	0.65	0.65

1: Crash data obtained from MnCMAT2 and detailed crash narratives.

2: Calculated using AADT obtained from MnDOT's Traffic Mapping Application.

3: MnDOT's 2023 Green Sheets were used to determine state average rates.

4: A confidence level of 99.5% was assumed for critical crash rate and 90% assumed for critical severity and K/A rates.

5: Severity rate factors: 5 for Fatal, 4 for Type-A, 3 for Type-B, 2 for Type-C, and 1 for Property Damage Only crashes.

The observed five-year (2020-2024) crash rate at the intersection (0.46 crashes / MEV) is below both the statewide average for low volume traffic signals (0.64 crashes / MEV) and the corresponding critical crash rate (1.07 crashes / MEV), resulting in a critical crash rate index of 0.43. Therefore, the number of reported crashes is not considered statistically significant.

Table 2. 10-Year Crash Rate Summary

Intersection Crash Analysis (2015-2024)		Rate Category	Crash	Severity ⁵	K/A
Traffic Control	Traffic Signal Low Volume	Intersection	0.52	0.83	1.84
Total Crashes ¹	28	State Average ³	0.64	0.92	1.21
Total Entering Volume ²	54,288,579	Critical ⁴	0.93	1.10	4.04
K/A Crashes	1	Critical Index	0.55	0.75	0.46

1: Crash data obtained from MnCMAT2 and detailed crash narratives.

2: Calculated using AADT obtained from MnDOT's Traffic Mapping Application.

3: MnDOT's 2023 Green Sheets were used to determine state average rates.

4: A confidence level of 99.5% was assumed for critical crash rate and 90% assumed for critical severity and K/A rates.

5: Severity rate factors: 5 for Fatal, 4 for Type-A, 3 for Type-B, 2 for Type-C, and 1 for Property Damage Only crashes.

The observed 10-year (2015-2024) crash rate at the intersection (0.52 crashes / MEV) is below both the statewide average for low volume traffic signals (0.64 crashes / MEV), and the corresponding critical crash rate (0.93 crashes / MEV), resulting in a critical crash rate index of 0.55. Therefore, the number of reported crashes is not considered statistically significant.

2.2.2 CRASH SEVERITY

The purpose for analyzing crash severity is to identify locations that experience a low crash rate but have a high percentage of injury crashes. Conversely, locations which have high crash rates and a large proportion of property damage only (PDO) crashes may not warrant as much priority when deficiencies are being addresses. Crashes are organized into five severity types:

- Fatal (Type K)
- Serious Injury (Type A)
- Minor Injury (Type B)
- Possible Injury (Type C)
- Property Damage Only (Type PDO)

In the five-year analysis period (2020-2024), one crash resulted in serious injury (Type A), two crashes resulted in minor injury (Type B), one crash resulted in possible injury (Type C), and the remaining eight crashes resulted in property damage only (Type PDO). The observed severity rate for the five-year analysis period (0.77) is below both the statewide average (0.92) and the corresponding critical severity rate (1.18), resulting in a critical severity rate index of 0.65. Therefore, the crash severity rate is not considered statistically significant. With one serious injury crash reported, the observed five-year K/A rate (3.85 crashes / MEV) is greater than the statewide average (1.21), but lower than the corresponding critical K/A rate (5.90), resulting in a critical K/A rate index of 0.65. Therefore, the K/A rate is not considered statistically significant.

In the 10-year analysis period (2015-2024), one crash resulted in serious injury (Type A), four crashes resulted in minor injury (Type B), six crashes resulted in possible injury (Type C), and the remaining 17 crashes resulted in property damage only (Type PDO). The observed severity rate for the 10-year analysis period (0.83) is below both the statewide average (0.92) and the corresponding critical severity rate (1.10), resulting in a critical severity rate index of 0.75. Therefore, the crash severity rate is not considered statistically significant. With one serious injury crash reported, the observed 10-year K/A rate (1.84 crashes / MEV) is higher than the statewide average (1.21), but lower than the corresponding critical K/A rate (4.04), resulting in a critical K/A rate index of 0.46. Therefore, the K/A rate is not considered statistically significant.

2.2.3 CRASH ANALYSIS CONCLUSIONS

Based on the analysis of the existing intersection characteristics and crash experience, the following preliminary conclusions were made:

- The US 169 and MN 210 (W JCT) intersection has experienced 28 total reported crashes within the 10-year analysis period. The five- and 10-year crash rates are below both the statewide average and the corresponding critical rate. Therefore, the number of reported crashes is not considered statistically significant.
- The five- and 10-year severity rates are below both the statewide average and the corresponding critical severity rate. Therefore, the severity distribution is not considered statistically significant.
- With one serious injury (Type A) crash reported at the intersection, the five- and 10-year K/A rates are above the statewide average, but below the corresponding critical rate. Therefore, the number of fatal (Type K) and serious injury (Type A) crashes is not considered statistically significant.
- The predominant crash type at the intersection was sideswipe crashes, accounting for nine of the 28 total crashes. Two of the sideswipe crashes were collisions with parked cars, one was a sideswipe-opposing crash with an impaired driver, and the remaining six sideswipe crashes occurred due to confusion over the de facto right-turn lanes. This primarily occurred at the northbound right-turn (four crashes) with one crash occurring at the eastbound right-turn.
- It should be noted that five pedestrian crashes occurred within the 10-year analysis period. Three pedestrian crashes involved a left-turning vehicle and the other two crashes involved a right-turning vehicle (both right-turn on red). 100 percent of the pedestrian crashes resulted in an injury with one serious injury (Type A), three minor injury (Type B), and one possible injury (Type C).

2.3 TRAFFIC VOLUMES

This ICE evaluated intersection geometric and traffic control needs are based upon existing year 2025, forecast year 2030 and forecast year 2050 design horizons.

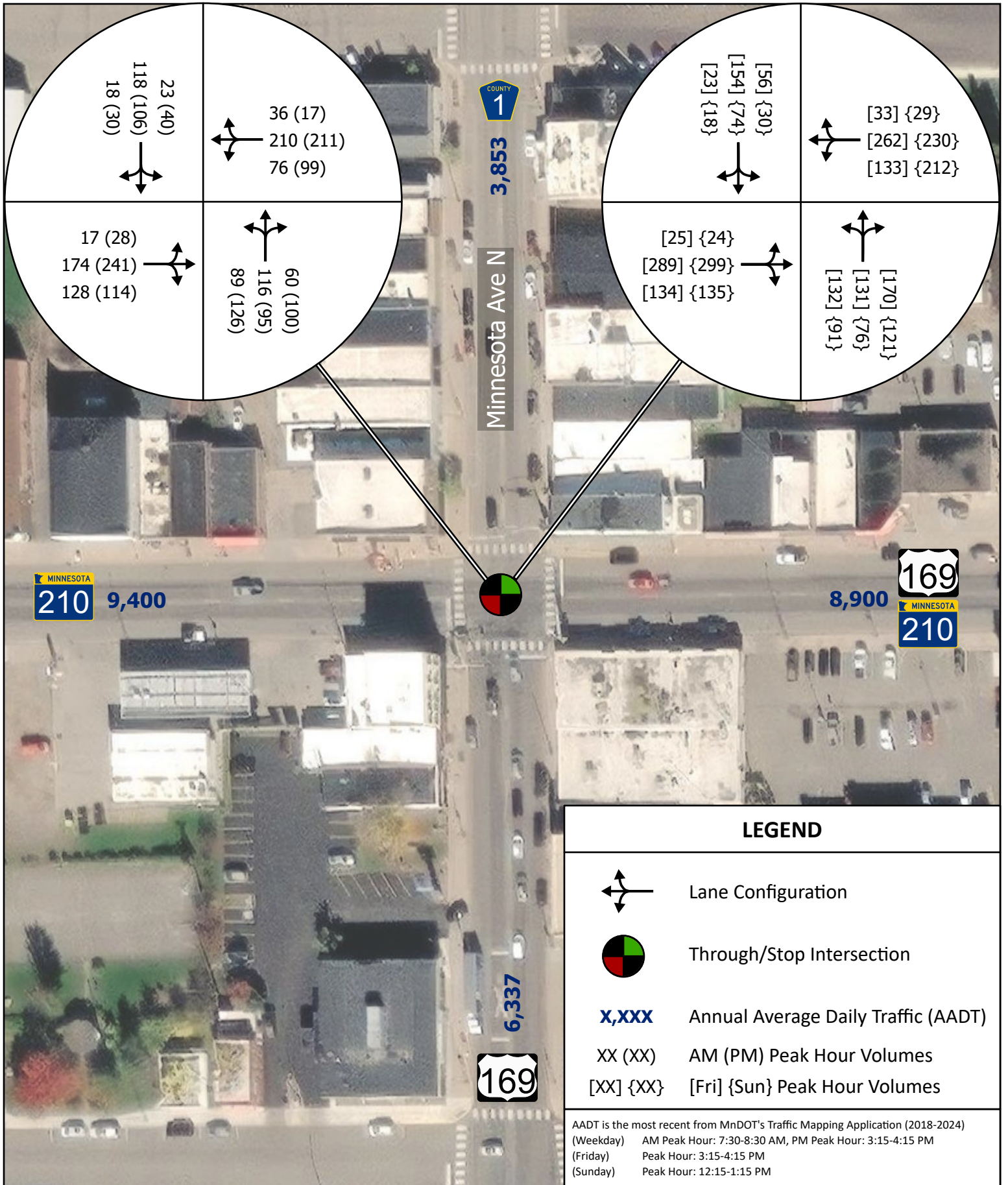
2.3.1 EXISTING TRAFFIC VOLUMES

Weekday turning movement counts were collected by Alliant Engineering the week of May 7th, 2025. The weekday AM and PM peak hours were determined to be 7:30 AM – 8:30 AM and 3:15 PM – 4:15 PM, respectively. Friday and Sunday turning movement counts were collected by Alliant Engineering on May 9th and May 11th, 2025, respectively. The Friday and Sunday peak hours were determined to be 3:15 PM – 4:15 PM and 12:15 – 1:15 PM, respectively. Detailed TMCs are included in **Appendix A**.

SEASONAL AND RECREATIONAL TRAFFIC VOLUMES

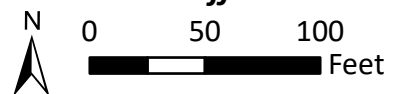
The US 169 and MN 210 (W JCT) intersection experiences high weekend recreational traffic volumes during the summer months. Peak hours associated with the recreational traffic are often higher or, at the very least, directional which can cause distinct operational patterns resulting in increased delay, queuing, and crashes. Two permanent Automatic Traffic Recorder (ATR) stations are located along US 169 just north (Station 4200) and south (Station 2300) of the study intersection. ATR data at Station 2300, located approximately 7 miles south of the study intersection, was found to be more representative of traffic volumes and patterns at the study intersection compared to the data from Station 4200. A detailed analysis was completed to compare TMCs collected in May of 2025 to May ATR data from Station 2300 as well as the summer months of June, July, and August.

Based on the data analyzed, Friday traffic volumes were on average 11 percent higher in the summer months than in May. Sunday traffic volumes were found to be on average five percent higher in the summer months than in May. Therefore, 1.11 and 1.05 volume adjustment factors were applied to the collected TMC data for Friday and Sunday, respectively, to more accurately represent typical weekend recreational traffic volumes. These volumes are a conservative estimate of peak volumes at the intersection. Existing weekday AM and PM peak volumes, and adjusted Friday and Sunday peak volumes, are illustrated in **Figure 4**.



US 169 & MN 210 (W JCT) ICE

Figure 4
Existing Year 2025 Traffic Volumes



2.3.2 TRAFFIC GROWTH RATES

Historic AADT data was obtained to determine traffic growth trends at the US 169 and MN 210 (W JCT) intersection. Recent data shows that traffic volumes have generally increased over time for each of the intersection approaches except for the US 169 south leg, which has shown a steady decrease in traffic volumes starting in 2006. MnDOT’s Traffic Forecast for Cumulative ESAL worksheet recommended a growth rate between 0.50 percent and 1.37 percent for the intersection legs. Average Daily Traffic (ADT) values were estimated using the turning movement counts collected at the intersection in May of 2025. Based on the historic AADT analysis and results of the MnESAL analysis, a 1.0 percent annual traffic growth rate is recommended for the study intersection.

Figure 5 below shows the traffic growth rate analysis for the MN 210 east leg. Historic AADTs are shown in blue and estimated 2025 ADT is shown in purple. Forecast year 2030 and 2050 ADTs were calculated using the recommended 1.0 percent traffic growth rate and are shown in green below. Traffic growth rate charts for the remaining intersection legs, as well as the MnESAL results, are included in **Appendix B**.

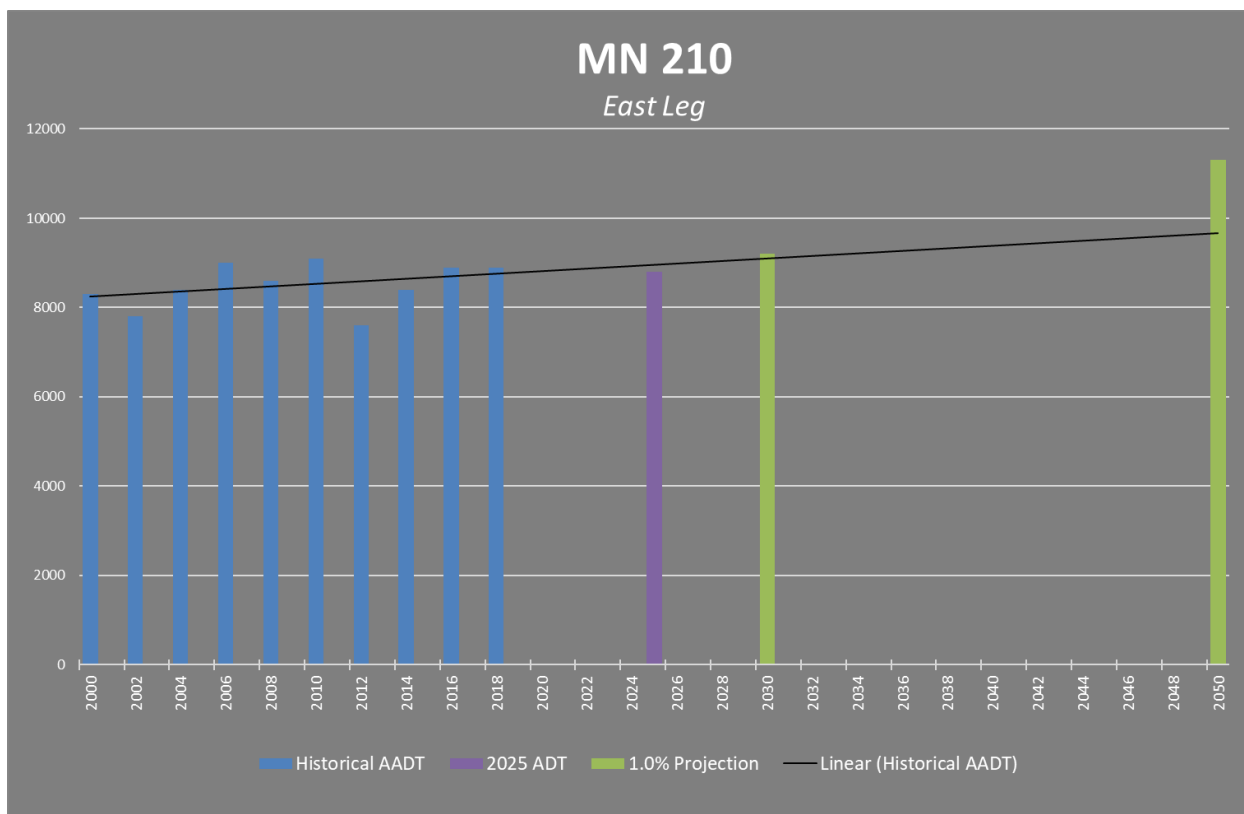
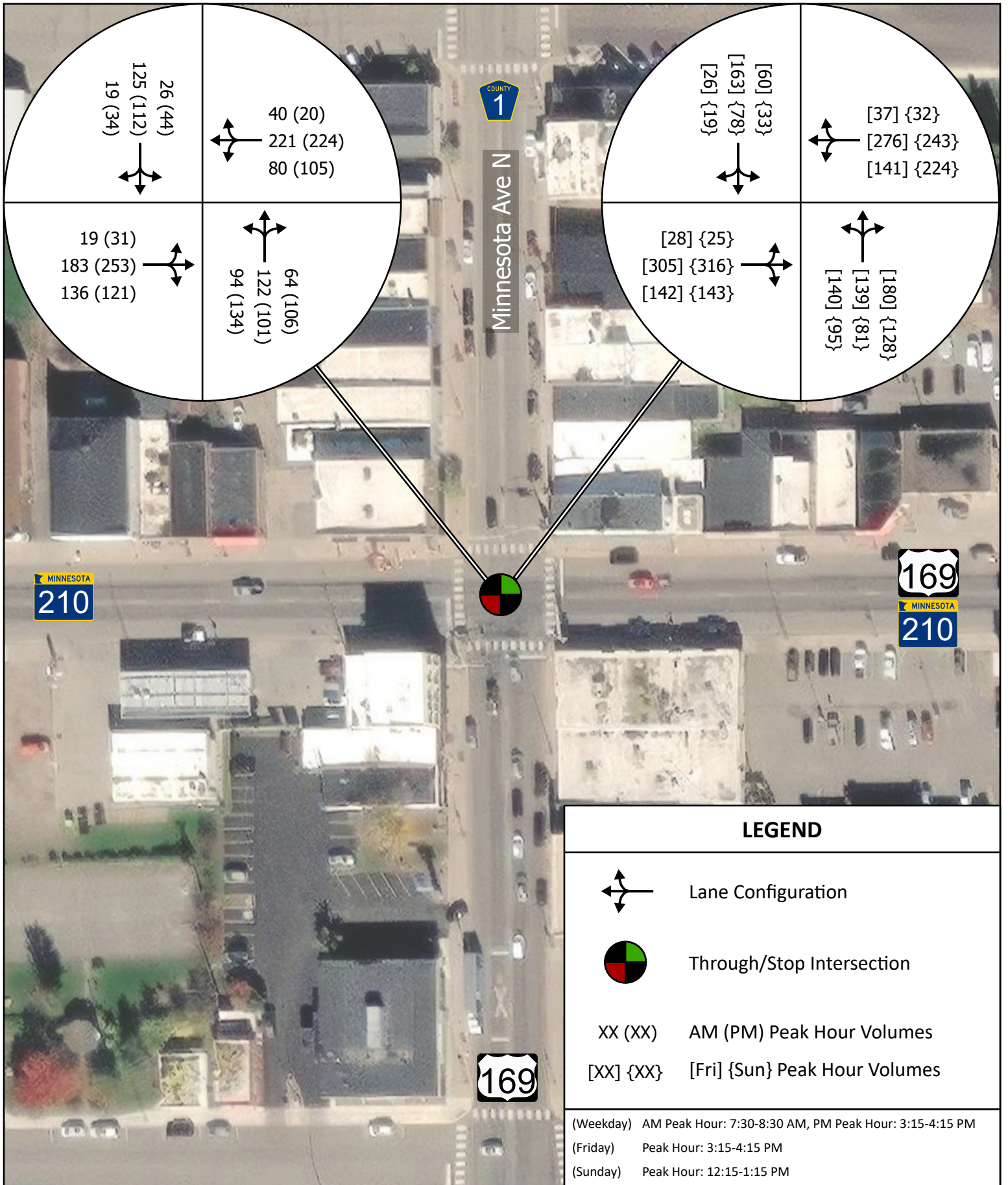


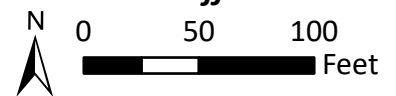
Figure 5. MN 210 East Leg Traffic Growth Rate Chart

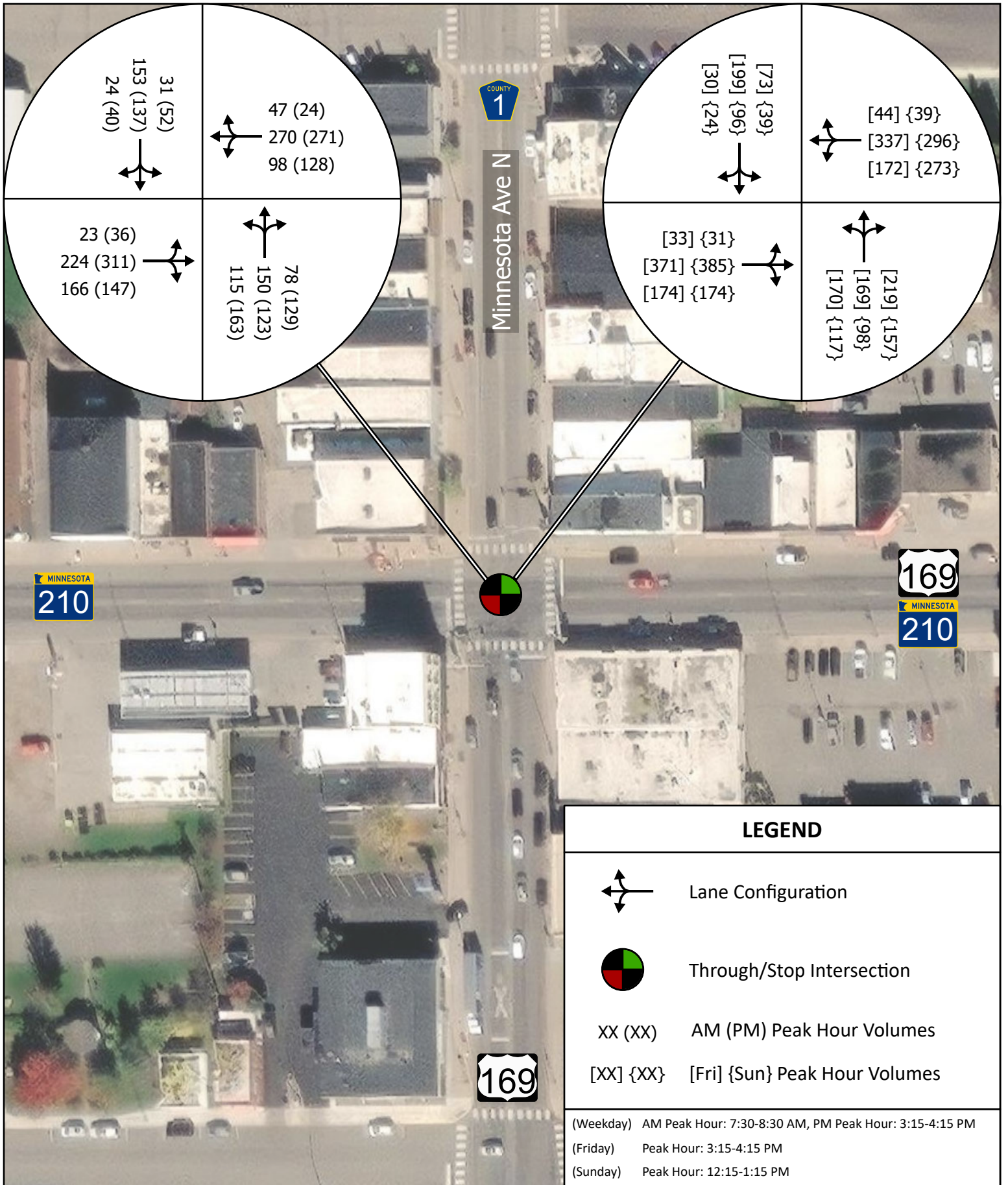
Forecast year 2030 and 2050 volumes were calculated using the recommended 1.0 percent growth rate and are shown in **Figure 6** and **Figure 7**, respectively.



US 169 & MN 210 (W JCT) ICE

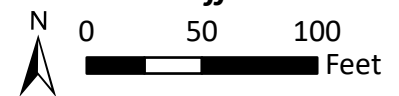
Figure 6
Forecast Year 2030 Traffic Volumes





US 169 & MN 210 (W JCT) ICE

Figure 7
Forecast Year 2050 Traffic Volumes



2.4 TRAFFIC OPERATIONS ANALYSIS

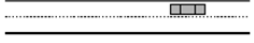
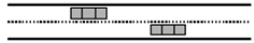




Understanding existing mobility of the study intersection is an important first step to identifying operational concerns. To do so, an assessment of the existing quality of mobility was completed. Using Level of Service (LOS) methodology, the quality of traffic flow was measured at the intersection under existing conditions using existing year 2025, forecast year 2030, and forecast year 2050 peak hour traffic volumes. The intersection was modeled using Synchro/SimTraffic. Results of the operations analysis, including explanation of the level of service methodology, are summarized in the following sections.

2.4.1 LEVEL OF SERVICE METHODOLOGY

LOS is a concept used to estimate the quality of traffic flow through intersections and along roadway segments. In general, the capacity of a street is a measure of its ability to accommodate a certain volume of moving vehicles. Typically, street capacity refers to the maximum number of vehicles that can be expected to be accommodated in a given time period under the prevailing roadway characteristics and conditions. The LOS methodology is standardized by the Transportation Research Board (TRB) and is applied uniformly regardless of jurisdictional boundaries. The LOS method for arterial streets assigns an LOS grade based on delay and driver expectations of acceptable delay for the intersection control type.

LOS results are categorized on an A through F scale. LOS A represents high quality traffic operations where motorists experience little or no delay (i.e., free flow conditions). Conversely, LOS F corresponds to low quality operations with significant delays and potentially congestion. The overall intersection LOS grade is based on the weighted average delay of each movement. The delays can vary greatly based on traffic volume, lane geometry, and intersection traffic control (i.e., traffic signal, through-stop, all way stop). Grades are different at unsignalized and signalized intersections due to drivers' expectations of longer delays at signalized intersections. Although the measure of effectiveness used in determining LOS for different facility types (e.g., arterial street, rural highway, signalized intersection) may differ, the concept of the LOS grade is the same. The general relationship between capacity and LOS is displayed in **Table 3**.

Table 3. Level of Service Grade Definitions

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	 Free Flow: Low volumes and no delays.	0 - 10	0 - 10
B	 Stable Flow: Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C	 Stable Flow: Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D	 Stable Flow: Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E	 Unstable Flow: Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F	 Forced Flow: Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

2.4.2 TRAFFIC OPERATIONS ANALYSIS RESULTS

Results of the existing and no build traffic operations analysis are shown in **Table 4**. Results of the existing traffic operations analysis show that the study intersection operates adequately during the existing 2025 and forecast year 2030 weekday peaks with overall intersection and worst approach LOS C. However, operations deteriorate under forecast year 2050 weekday volumes, resulting in overall intersection LOS D/E and worst approach LOS E/F.

Under existing Friday and Sunday peak hour volumes, the intersection operates with overall intersection LOS E/C with significant worst approach delay (LOS F/D). Operations deteriorate significantly under increased volumes, with overall intersection and worst approach LOS F in 2050. Detailed measures of effectiveness results are included in **Appendix C**.

Table 4. Measures of Effectiveness Summary - Existing Conditions and No Build

Volume Scenario	AM Peak Hour		PM Peak Hour		FRI Peak Hour		SUN Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Existing Year 2025 Conditions	C / C	24.8 / 28.3	C / C	26.7 / 29.4	E / F	56.2 / 84.0	C / D	33.8 / 43.1
Forecast Year 2030 No Build Conditions	C / C	25.7 / 29.5	C / C	29.8 / 32.8	F / F	81.2 / 149.5	D / E	42.3 / 61.7
Forecast Year 2050 No Build Conditions	D / E	40.5 / 55.4	E / F	55.5 / 88.2	F / F	364.6 / 730.2	F / F	210.9 / 530.9

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

3. PRELIMINARY ALTERNATIVES ANALYSIS

To address intersection safety concerns and preserve traffic mobility, a preliminary alternatives analysis was completed. The goal of the alternatives analysis was to identify engineering considerations, expected traffic operations and safety impacts, and to present the key decision-making factors that aid in developing the study recommendations.

3.1 TRAFFIC CONTROL DEVICES

An iterative process was used to develop intersection traffic control and geometric alternatives at the study intersection with the goal of improving safety and preserving mobility for all users into the future. Preliminary analysis considered the following traffic control devices:

- **Traffic Signal** – Continuation of existing traffic signal control with potential lane configuration changes
- **All-Way Stop** – Conversion of existing traffic signal control to all-way stop control, with potential lane configuration changes
- **Roundabout** – Construct a roundabout at the intersection

3.2 WARRANT AND CAPACITY ANALYSIS

A traffic signal and all way stop warrant analysis, as well as a preliminary roundabout capacity analysis, were completed for the US 169 and MN 210 (W JCT) intersection. The traffic signal and all-way stop warrant analysis were completed in accordance with the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD). The MnMUTCD contains specific engineering standards, or warrants, that define the minimum conditions under which further consideration of an all way stop or traffic signal is appropriate. These warrants are important for applying consistency in traffic control across intersections throughout the transportation system.

3.3 TRAFFIC SIGNAL WARRANT ANALYSIS

A signal warrant analysis was completed for the US 169 and MN 210 (W JCT) intersection under existing year 2025, forecast year 2030, and forecast year 2050 traffic volumes. The warrant analysis was conducted in accordance with the MnMUTCD. For a traffic signal to be considered for implementation at the intersection, at least one of the following warrant criteria must be met:

- **Warrant 1:** Eight-Hour Vehicular Volume
- **Warrant 2:** Four-Hour Vehicular Volume
- **Warrant 3:** Peak Hour
- **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

Warrant 1, Warrant 2, and Warrant 3 were reviewed under existing and forecast traffic volumes for weekday conditions. Warrant 7 was reviewed using historical crash data. The remaining traffic signal warrants are not applicable at the US 169 and MN 210 (W JCT) intersection, or minimum warrant standards are not met. The right-turn volumes on the minor street approaches were either included or omitted based on existing lane configurations and the recommended procedures documented in the MnDOT ICE Manual. **Table 5** presents a summary of the MnMUTCD signal warrant analysis results. The detailed signal warrant analysis results are included in **Appendix D**.

Table 5. Signal Warrant Analysis Summary

Volume Scenario	Warrant 1 - Eight-Hour Vehicular Volumes				Warrant 2 - Four-Hour Vehicular Volumes		Warrant 3 - Peak Hour		Warrant 7 - Crash Experience	
	1A	1B	1C	Met?	Hours	Met?	3B	Met?	Crashes	Met?
2025 Existing	12	10	11	YES	12	YES	11	YES	3	NO
2030 No Build	12	10	12	YES	12	YES	11	YES	3	NO
2050 No Build	13	12	12	YES	13	YES	12	YES	3	NO

Results of the signal warrant analysis indicate that all three volume scenarios meet Warrant 1 (Eight-Hour Vehicular Volumes), Warrant 2 (Four-Hour Vehicular Volumes), and Warrant 3 (Peak Hour). Therefore, a traffic signal is warranted under existing and forecast year volume scenarios.

3.4 ALL-WAY STOP WARRANT ANALYSIS

An all-way stop warrant analysis was completed for the US 169 and MN 210 (W JCT) intersection under existing year 2025, forecast year 2030, and forecast year 2050 volumes. The warrant analysis was conducted in accordance with the MnMUTCD. For an all-way stop to be considered, one of the following warrant criteria must be met:

- **Warrant Criteria A** – Signal Justified
- **Warrant Criteria B** – Crash Experience
- **Warrant Criteria C** – Minimum Volumes and Major Approach Maximum Delay

Results of the all-way stop warrant analysis are summarized in **Table 6**.

Table 6. All-Way Stop Warrant Analysis Summary

Volume Scenario	Criteria A - Signal Justified	Criteria B - Crash History		Criteria C - Minimum Volumes and Minor Approach Maximum Delay		
	Met?	Crashes	Met?	C1	C2	Met?
2025 Existing	YES	3	NO	12	29	NO
2030 No Build	YES	3	NO	12	32	YES
2050 No Build	YES	3	NO	14	88	YES

Results of the all-way stop warrant analysis indicate that Criteria A is met under all existing and forecast year volume scenarios. Additionally, Criteria C is met under both forecast year scenarios. Therefore, an all-way stop is warranted for existing and forecast year traffic volumes.

3.5 ROUNDABOUT CAPACITY ANALYSIS

A planning-level roundabout capacity analysis was completed for the US 169 and MN 210 intersection under existing year 2025, forecast year 2030, and forecast year 2050 traffic volumes for weekday conditions. The analysis was conducted in accordance with the Highway Capacity Manual (HCM 2016). The purpose of the analysis was to determine whether a roundabout would be a suitable alternative for the intersection under existing and forecast traffic volumes.

Results of the roundabout capacity analysis using forecast year 2050 weekday and weekend traffic volumes are shown in

Figure 8 and Figure 9, respectively. Results indicate that a single-lane roundabout is expected to accommodate peak hour weekday and weekend traffic volumes for existing year 2025, forecast year 2030, and forecast year 2050. Additional planning-level roundabout capacity analyses are included in Appendix E.

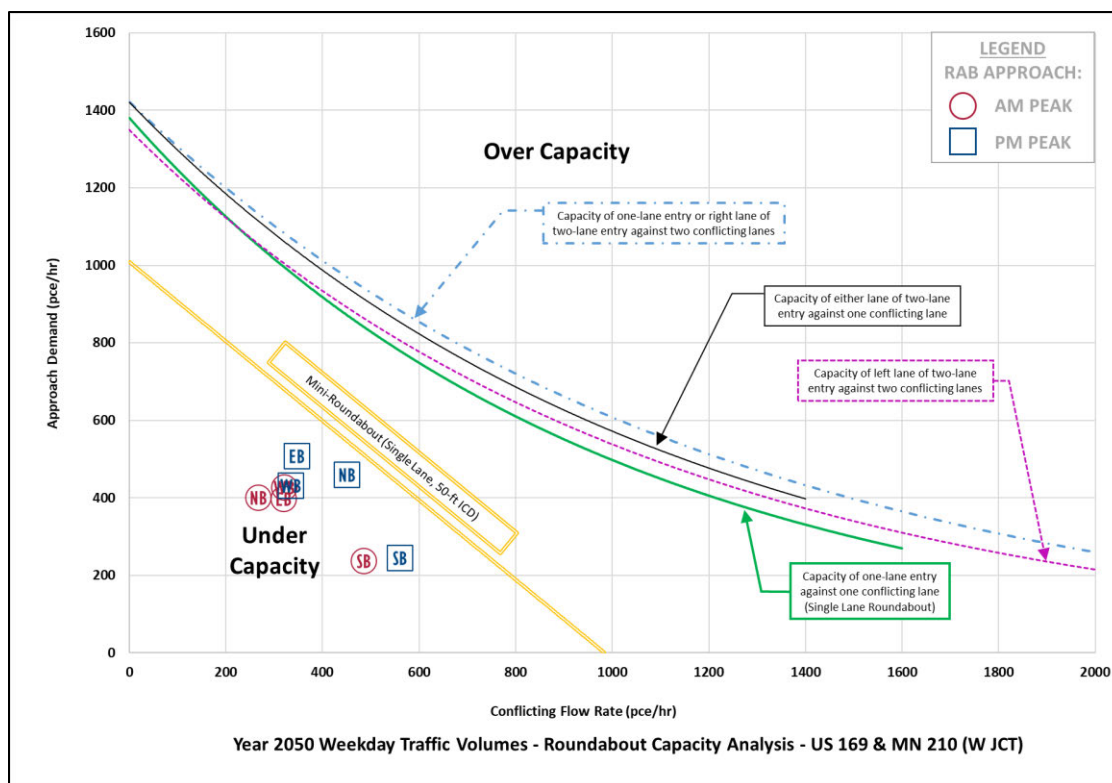


Figure 8. Forecast Year 2050 Weekday Roundabout Capacity Analysis

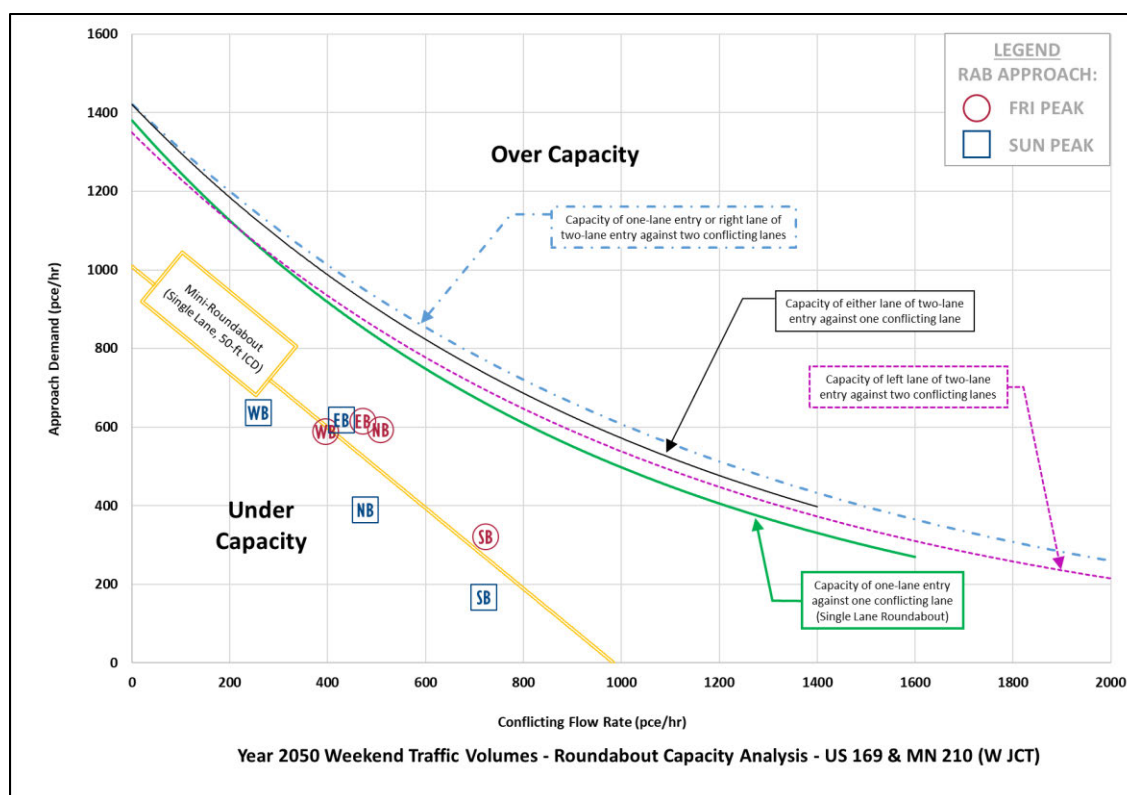
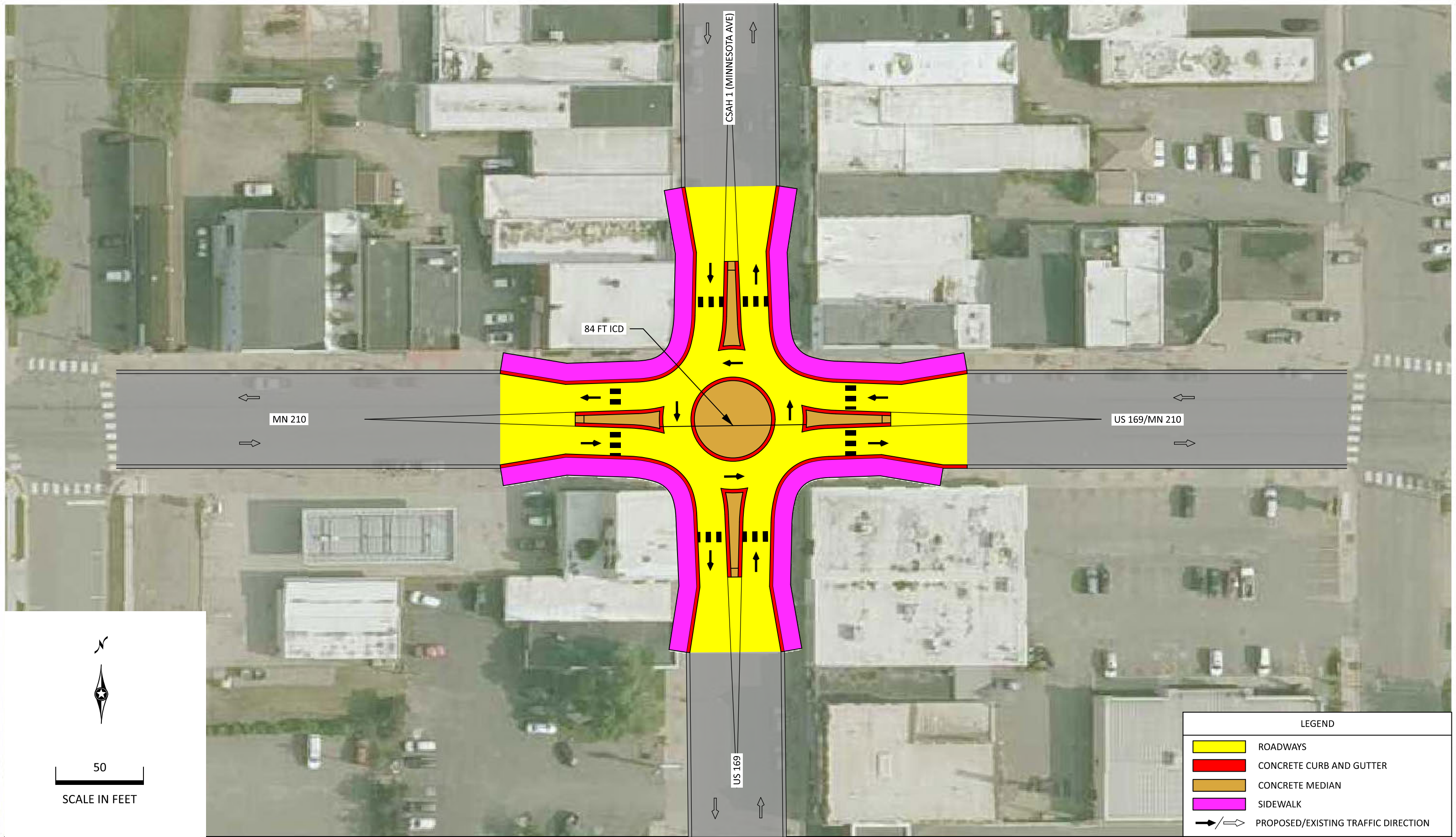


Figure 9. Forecast Year 2050 Weekend Roundabout Capacity Analysis

3.5.1 PREFERRED ALTERNATIVES

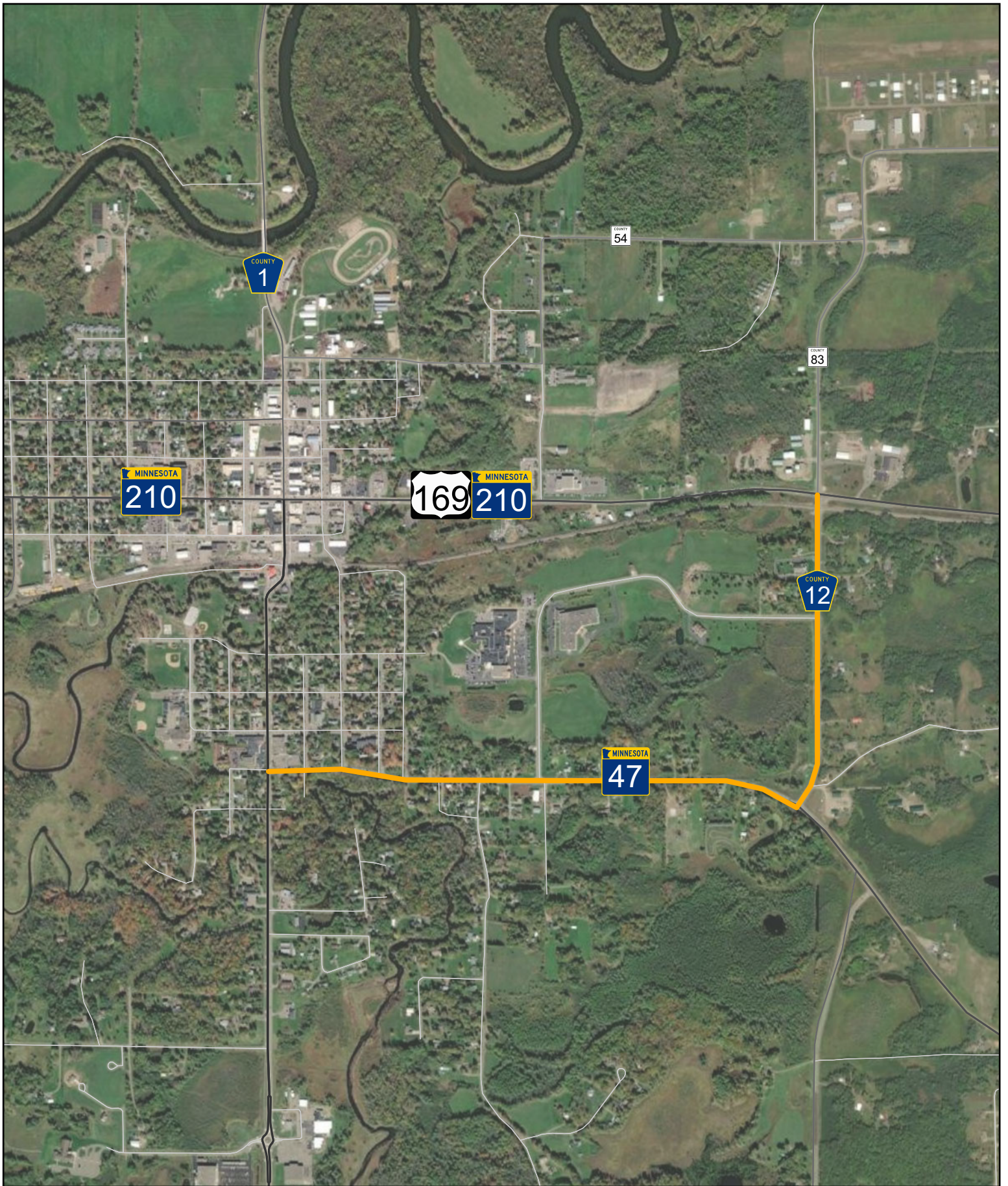
Based on the results of the warrant and capacity analysis, three intersection alternatives were developed. Intersection alternatives are detailed below:

- **Alternative 0: No Build** – Continuation of existing signal control without any changes to existing lane configuration
- **Alternative 1: All-Way Stop** – Implementation of all-way stop control without any changes to existing lane configuration
- **Alternative 2: Modified Signal Timing** – This alternative includes replacement of the existing signal system without any changes to existing lane configurations. The traffic signal will still operate free, with increased green time for the westbound left-turn phase
- **Alternative 2A: Modified Signal Timing + Dedicated Right-Turn Lanes** – This alternative includes replacement of the existing signal system and the same signal timing changes as Alternative 2. Additionally, street parking will be further restricted to provide dedicated right-turn lanes for each approach
- **Alternative 3: Mini Roundabout** – Construct a mini roundabout at the intersection. A high-level conceptual layout of Alternative 3 is included in **Figure 10**
- **Alternative 4: Truck Route** – This alternative would sign a route for MN 47 and CSAH 12 that re-routes heavy commercial vehicle traffic outside of downtown Aitkin. The proposed truck route is shown in **Figure 11**



US 169 & MN 210 (W JCT) ICE

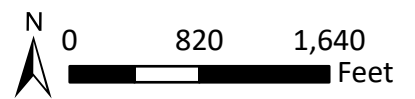
Figure 10
Alternative 3: Mini-Roundabout



US 169 & MN 210 (W JCT) ICE

Figure 11

Alternative 4: Truck Route



3.6 TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis was completed for each alternative under existing year 2025, forecast year 2030, and forecast year 2050 peak hour traffic volumes. Non-roundabout alternatives were modeled using Synchro/SimTraffic. Alternative 3: Mini Roundabout was modeled using VISSIM. The purpose of this analysis is to evaluate and compare the performance of each preferred alternative.

3.6.1 TRAFFIC OPERATIONS ANALYSIS RESULTS – ALTERNATIVES

Results of the alternatives traffic operations analysis for existing year 2025, forecast year 2030, and forecast year 2050 are summarized in **Table 7**, **Table 8**, and **Table 9**, respectively. Detailed measures of effectiveness are included in **Appendix F**.

Table 7. Measures of Effectiveness (MOE) - Existing Year 2025

Alternative	AM Peak Hour		PM Peak Hour		FRI Peak Hour		SUN Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Existing Conditions	C / C	24.8 / 28.3	C / C	26.7 / 29.4	E / F	56.2 / 84.0	C / D	33.8 / 43.1
Alternative 1: All-Way Stop	C / D	17.6 / 27.5	C / D	18.7 / 28.0	F / F	60.7 / 95.2	D / E	25.6 / 40.4
Alternative 2: Modified Signal Timing	C / C	20.2 / 27.4	C / C	29.9 / 33.3	E / E	60.3 / 77.6	D / D	35.6 / 41.5
Alternative 2A: Modified Signal Timing +RTLs	B / C	17.8 / 24.8	C / C	25.0 / 25.9	D / D	37.3 / 43.4	C / C	27.3 / 30.8
Alternative 3: Mini Roundabout	A / A	2.1 / 2.5	A / A	2.9 / 3.4	A / A	4.0 / 5.0	A / A	2.9 / 3.6
Alternative 4: Truck Route	C / C	21.4 / 23.7	C / C	26.2 / 28.2	D / E	41.8 / 56.0	C / D	31.9 / 41.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Table 8. Measures of Effectiveness (MOE) - Forecast Year 2030

Alternative	AM Peak Hour		PM Peak Hour		FRI Peak Hour		SUN Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
2030 No Build	C / C	25.7 / 29.5	C / C	29.8 / 32.8	F / F	81.2 / 149.5	D / E	42.3 / 61.7
Alternative 1: All-Way Stop	C / D	19.2 / 30.6	C / D	20.4 / 30.1	F / F	92.9 / 165.0	D / F	30.8 / 52.1
Alternative 2: Modified Signal Timing	C / C	28.2 / 31.9	C / C	32.4 / 34.9	E / F	79.4 / 100.0	D / D	43.2 / 54.3
Alternative 2A: Modified Signal Timing +RTLs	C / C	23.5 / 26.1	C / C	26.5 / 27.8	D / D	39.3 / 44.9	C / C	29.5 / 34.2
Alternative 3: Mini Roundabout	A / A	2.3 / 2.7	A / A	3.1 / 3.6	A / A	4.5 / 5.8	A / A	3.2 / 4.0
Alternative 4: Truck Route	C / C	24.8 / 28.6	C / C	26.9 / 29.9	D / E	49.1 / 70.2	D / E	41.1 / 60.1

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Table 9. Measures of Effectiveness (MOE) - Forecast Year 2050

Alternative	AM Peak Hour		PM Peak Hour		FRI Peak Hour		SUN Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
2050 No Build	D / E	40.5 / 55.4	E / F	55.5 / 88.2	F / F	364.6 / 730.2	F / F	210.9 / 530.9
Alternative 1: All-Way Stop	D / F	34.6 / 61.3	F / F	56.7 / 89.8	F / F	388.3 / 674.2	F / F	176.9 / 418.6
Alternative 2: Modified Signal Timing	D / D	45.7 / 53.0	E / E	56.7 / 64.9	F / F	356.9 / 564.1	F / F	178.7 / 417.0
Alternative 2A: Modified Signal Timing +RTLs	C / D	32.0 / 37.9	D / D	38.1 / 43.5	F / F	191.8 / 290.5	E / F	57.0 / 94.1
Alternative 3: Mini Roundabout	A / A	3.0 / 3.6	A / A	4.5 / 5.2	A / A	7.6 / 9.8	A / A	5.0 / 5.9
Alternative 4: Truck Route	C / D	29.8 / 36.1	D / E	51.0 / 65.3	F / F	262.9 / 547.4	F / F	189.0 / 461.2

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

Key findings of the operations analysis are listed below:

- All alternatives are expected to improve worst approach delay under the forecast year 2050 Friday and Sunday peak hours. Despite this improvement, all alternatives are expected to operate at overall intersection and worst approach LOS E/F by 2050 (weekdays), except for the mini-roundabout alternative.
- Results for Alternative 1: All-Way Stop and Alternative 2: Modified Signal Timing show minimal change from the No Build for weekday peak hours. The remainder of the alternatives show improved overall intersection and worst approach delay for the weekday peak hours.
- Considering the high westbound left -turn volumes at the intersection, the modified signal timing alternatives increase green time for the westbound left-turn phase while maintaining the free operations of the existing signal. Increasing green time for the westbound left-turn phase results in less green time for the eastbound phase. However, eastbound and westbound through volumes are also very high, and without a dedicated westbound left-turn lane, any vehicle waiting to make a westbound left-turn during the permissive turning phase has a small chance of finding a gap in eastbound traffic. Therefore, the westbound queues become substantial. Without making changes to lane configurations, it is difficult to improve operations under a signalized alternative.
 - It should be noted that operations under Alternative 2A: Modified Signal Timing + Dedicated Right-Turn Lanes do improve compared to both the No Build and Alternative 2: Modified Signal Timing (without lane configuration changes). The implementation of left-turn lanes (specifically for the westbound approach) would be expected to improve operations under a signalized alternative.
- Alternative 3: Mini Roundabout is the only alternative that is expected to significantly improve operations under all peak hour volume scenarios into forecast year 2050. Under the mini roundabout alternative, the intersection is expected to operate at overall intersection and worst approach LOS A under all weekday and weekend peak hours.

3.7 SAFETY ANALYSIS

A detailed safety analysis was completed to understand the anticipated safety improvement of each alternative. The safety analysis included investigating the change in crash types and/or the elimination of certain crash types for each alternative.

Alternative 1: All-Way Stop and Alternative 2: Optimized Signal Timing are expected to have the same expected safety as the No Build. The future safety impact of Alternative 2A: Optimized Signal Timing + Dedicated Right-Turn Lanes was estimated by assuming that all sideswipe-same crashes would be eliminated by pushing the start of parking further away from the intersection, and by providing a clearly designated right-turn lane for each approach. The future safety impact of Alternative 3: Mini-Roundabout were estimated using statewide average values for similar intersection types. The statewide average crash rate and severity distribution for single-lane roundabouts from MnDOT's *A Study of Traffic Safety at Roundabouts in Minnesota* were utilized to estimate expected future crashes for the roundabout alternative. The future safety impact of Alternative 4: Truck Route was estimated by assuming all crashes that involved a heavy commercial vehicle would be eliminated. It should be noted that this estimate assumes that 100 percent of trucks will use the truck route, which may be a conservative estimate. **Table 10** summarizes the results of the safety analysis, while detailed results are included in **Appendix G**.

Key findings of the safety analysis are listed below:

- No changes to safety are expected under Alternative 1: All-Way Stop or Alternative 2: Optimized Signal Timing.
- Alternative 2A: Optimized Signal Timing + Dedicated Right-Turn Lanes, Alternative 3: Mini Roundabout, and Alternative 4: Truck Route, are expected to decrease the crash rate compared to the No Build.
 - Although Alternative 2A and Alternative 4 are expected to decrease the crash rate, they are expected to increase the injury rate. These alternatives are expected to eliminate low-severity crash types which causes the injury rate to increase.
- Alternative 3: Mini Roundabout is expected to directly address pedestrian crashes and safety concerns at the intersection by providing traffic calming, two-stage pedestrian crossings, and shorter crossing distances.
 - Roundabouts are typically expected to increase rear-end and sideswipe crash types. However, the particular sideswipe safety issue at this intersection would essentially be eliminated with the construction of a roundabout.

Table 10. Safety Analysis Summary

	Alternative 0 (No Build)	Alternative 1 All-Way Stop	Alternative 2 Modified Signal Timing	Alternative 2A Modified Signal Timing + RTLs	Alternative 3 Mini Roundabout	Alternative 4 Truck Route
Observed/Estimated Crash Rate (Crashes/MEV)	0.52	0.52	0.52	0.39	0.32	0.40
Observed/Estimated Injury Crashes (Percent of Total Crashes)	39.3%	39.3%	39.3%	52.4%	24.5%	50.0%
2050 Estimated Crash Cost (2030 Dollars)	\$521,768	\$521,768	\$521,768	\$507,494	\$170,618	\$509,533

3.8 CONSTRUCTION COST ESTIMATES

High-level cost estimates were generated for the intersection alternatives based on a review of the site and previous project experience. The construction cost estimates are summarized in **Table 11**. These include a 30 percent contingency to account for risk or any unknowns that may not be identified without more detailed engineering. Construction cost estimates include 10 percent for professional service fees but exclude right-of way costs. Professional service fees include final design, plan specifications and estimates, construction administration, and any other work needed to facilitate construction. Further preliminary engineering is necessary to refine the construction cost estimates to accurately account for actual construction limits, grading, wetland impacts, drainage, and other design considerations, or to be suitable for project programming. The cost estimates shown are only intended to be used for the purpose of relative comparison within this ICE report. High-level construction cost estimates are included in **Appendix H**.

Table 11. Planning-Level Construct Cost Estimate Summary

Alternative	Construction Cost Estimate (2030 Dollars)
Alternative 1 All-Way Stop	\$10,000
Alternative 2 Modified Signal Timing	\$500,000
Alternative 2A Modified Signal Timing + RTLs	\$600,000
Alternative 3 Mini Roundabout	\$1,310,256
Alternative 4 Truck Route	\$10,000

During concept layout development it was determined that Alternative 2A: Modified Signal Timing + Dedicated Right-Turn Lanes is not feasible from a construction standpoint. Based on the existing intersection footprint, trucks would not be able to turn from the proposed right-turn lanes without either:

- Encroaching in other lanes on entry and exit, or
- By making geometric modifications that would require significant right of way and business impacts in each quadrant

Truck turning movements were also completed for Alternative 3: Mini Roundabout. Due to space constraints at the intersection, trucks will be required to drive over the splitter island on entry and approach of the proposed mini roundabout. Truck turning movements for Alternative 2A and Alternative 3 are included in **Appendix I**. Alternative 4: Truck Route could be implemented in combination with any of the alternatives to discourage truck traffic from using the intersection to continue east on US 169 / MN 210. However, it should be noted that implementing the proposed truck route would not eliminate 100 percent of truck traffic from the intersection, but it would significantly reduce truck turning movements, specifically the northbound right-turn and westbound left-turn movements.

3.9 BENEFIT/COST ANALYSIS

An economic benefit/cost analysis was completed in accordance with the MnDOT Office of Investment Management's *Benefit/Cost Analysis for Transportation Projects* procedures and assumes a 20-year analysis period. The benefit/cost ratio is a comparison between the estimated traffic operations and safety benefit for the intersection alternatives, the estimated construction cost, and any expected operational maintenance cost over this period (e.g. lighting, street signs). The highest benefit/cost ratio represents the most economically reactive solution. Benefit/cost ratios less than 1.0 may not be considered an economically viable alternative; however, they may be worth considering as a proactive long-term solution. At the end of the analysis period there is remaining capital value with each infrastructure component, which is also accounted for in the total cost. The 20-year traffic operation and safety benefit values are influenced by this decision and reflected in the benefit/cost ratio. The economic benefit/cost analysis for the intersection alternatives are summarized in **Table 12** and provided in detail in **Appendix J**.

Key findings of the benefit/cost analysis are listed below:

- All alternatives, except Alternative 2: Modified Signal Timing, are expected to have a positive B/C ratio greater than 1.0.
 - With a positive operational benefit and very low estimated construction cost, Alternative 1: All-Way Stop is expected to have a very high B/C. However, this alternative is not expected to have a positive impact on existing intersection safety.
 - Alternative 2: Modified Signal Timing is the only alternative with a negative operational benefit and a negative B/C ratio.
 - Alternative 4: Truck Route has the highest benefit/cost ratio of the alternatives (943.6). It should be noted that this alternative assumes that 100 percent of truck traffic will utilize the truck route.
- Alternative 1: All-Way Stop and Alternative 2: Modified Signal timing are not expected to have any impact on existing safety. All other alternatives are expected to have a positive safety benefit, with Alternative 3: Mini Roundabout, having the highest.

Table 12. Benefit/Cost Analysis Summary

	Alternative 1 All-Way Stop	Alternative 2 Modified Signal Timing	Alternative 2A Modified Signal Timing + RTLs	Alternative 3 Mini Roundabout	Alternative 4 Truck Route
Total Traffic Operation Benefit	\$ 5,521,373	\$ (2,055,889)	\$ 16,256,551	\$ 52,440,180	\$ 9,255,800
Total Safety Benefit	\$ -	\$ -	\$ 210,040	\$ 5,134,058	\$ 180,034
Total Cost ¹	\$ 10,000	\$ 500,000	\$ 600,000	\$ 852,886	\$ 10,000
Benefit to Cost Ratio	552.1	-4.1	27.4	67.5	943.6

¹Total cost is a 20-year estimate (2030-2050) that includes the discounted construction cost plus professional fees minus the remaining capital value at the end of the analysis period.

3.10 ALTERNATIVES EVALUATION MATRIX

A comparison matrix summarizing the key decision factors with respect to the project goals is provided in **Table 13**. The key decision-making factors include:

- **Pros and Cons** – Qualitative assessment of key advantages and disadvantages of the preferred intersection alternatives
- **Safety Evaluation** – Assessment of expected impact on motorist safety and the degree to which existing safety deficiency is improved
- **Traffic Operations Evaluation** – Documentation of anticipated future traffic operations
- **Economic Evaluation** – Construction cost estimates and benefit/cost ratios

Table 13. Alternatives Evaluation Matrix


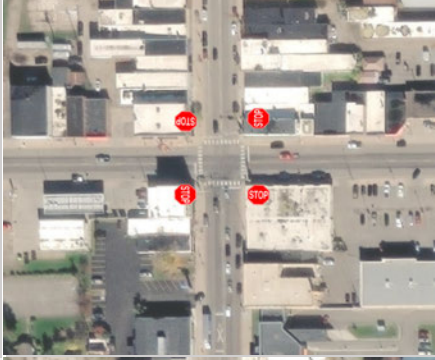

Alternative	Concept Layout	Description	Pros and Cons	Expected Safety (10-Year Analysis)	Warrant Evaluation	Expected Operations	Benefit/Cost Analysis
No Build		The "No Build" alternative carries the current geometry and traffic control (traffic signal) forward without any changes to existing lane configuration	<p>Pros:</p> <ol style="list-style-type: none"> 1. No construction cost 2. No R/W acquisition 3. Traffic signal warrants are met under existing and forecast year traffic volumes <p>Cons:</p> <ol style="list-style-type: none"> 1. No improvement to known safety concerns 2. No improvement to future operation concerns 3. Ongoing maintenance and electricity costs 	<p>Fully or partially addressed known safety issues:</p> <p>None</p> <p>Unaddressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) 2. Left-turn crashes (6 of 28 existing) 3. Ped/bike crashes (5 of 28 existing) <p>Potential new safety issues:</p> <p>None</p>	<p>2025 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2030 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2050 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met 	<p>Intersection Overall Delay / LOS -- Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 24.8s / C -- 28.3s / C (2025 AM) - 26.7s / C -- 29.4s / C (2025 PM) - 56.2s / E -- 84.0s / F (2025 FRI) - 33.8s / C -- 43.1s / D (2025 SUN) <p>- 25.7s / C -- 29.5s / C (2030 AM)</p> <ul style="list-style-type: none"> - 29.8s / C -- 32.8s / C (2030 PM) - 81.2s / F -- 149.5s / F (2030 FRI) - 42.3s / D -- 61.7s / E (2030 SUN) <p>- 40.5s / D -- 55.4s / E (2050 AM)</p> <ul style="list-style-type: none"> - 55.5s / E -- 88.2s / F (2050 PM) - >300s / F -- >300s / F (2050 FRI) - 210.9s / F -- <300s / F (2050 SUN) 	<p>Operational Benefit:</p> <p>N/A</p> <p>Safety Benefit:</p> <p>N/A</p> <p>Total Cost:</p> <p>N/A</p> <p>B/C Ratio:</p> <p>N/A</p>
Alternative 1 All-Way Stop Control		This alternative replaces existing signalized traffic control with all-way stop control without any change to existing lane configuration	<p>Pros:</p> <ol style="list-style-type: none"> 1. May reduce angle and left-turn crashes 2. No R/W acquisition expected 3. Low cost <p>Cons:</p> <ol style="list-style-type: none"> 1. No improvement to known safety concerns 2. May potentially result in non-compliance or roll-throughs 3. Anticipated to increase mainline rear-end crashes; potentially severe angle and left-turn crashes due to non-compliance 4. Minimal improvement to overall intersection/worst approach delay 	<p>Fully or partially addressed known safety issues:</p> <ol style="list-style-type: none"> 1. Established right of way priority for vehicles and pedestrians 2. May positively improve (but not eliminate) angle and left-turn crashes <p>Unaddressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) <p>Potential new safety issues:</p> <ol style="list-style-type: none"> 1. Expect an increase in non compliance/rolling stops 2. Increase in mainline rear-end crashes 	<p>2025 Volumes</p> <ul style="list-style-type: none"> A: Signal Justified: MET B: Crash History: not met C1: Volume condition: MET C2: Delay condition: not met <p>2030 Volumes</p> <ul style="list-style-type: none"> A: Signal Justified: MET B: Crash History: not met C1: Volume condition: MET C2: Delay condition: MET <p>2050 Volumes</p> <ul style="list-style-type: none"> A: Signal Justified: MET B: Crash History: not met C1: Volume condition: MET C2: Delay condition: MET 	<p>Intersection Overall Delay / LOS -- Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 17.6s / C -- 27.5s / D (2025 AM) - 18.7s / C -- 28.0s / D (2025 PM) - 60.7s / F -- 95.2s / F (2025 FRI) - 25.6s / D -- 40.4s / E (2025 SUN) <p>- 19.2s / C -- 30.6s / D (2030 AM)</p> <ul style="list-style-type: none"> - 20.4s / C -- 30.1s / D (2030 PM) - 92.9s / F -- 165.0s / F (2030 FRI) - 30.8s / D -- 52.1s / F (2030 SUN) <p>- 34.6s / D -- 61.3s / F (2050 AM)</p> <ul style="list-style-type: none"> - 56.7s / F -- 89.8s / F (2050 PM) - >300s / F -- >300s / F (2050 FRI) - 176.9s / F -- <300s / F (2050 SUN) 	<p>Operational Benefit:</p> <p>\$5.5M</p> <p>Safety Benefit:</p> <p>N/A</p> <p>Total Cost:</p> <p>\$10,000</p> <p>B/C Ratio:</p> <p>552.1</p>
Alternative 2 Modified Signal Timing		This alternative replaces aging infrastructure with a new traffic signal system and optimizes signal timing, without any changes to existing lane configuration	<p>Pros:</p> <ol style="list-style-type: none"> 1. No R/W acquisition needed 2. Traffic signal warrants are met under existing and forecast year traffic volumes 3. Moderate cost <p>Cons:</p> <ol style="list-style-type: none"> 1. No improvement to known safety concerns 2. Although a minor improvement to worst approach delay is expected, no improvement to overall intersection delay is expected 3. Ongoing maintenance and electricity costs 	<p>Fully or partially addressed known safety issues:</p> <p>None</p> <p>Unaddressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) 2. Left-turn crashes (6 of 28 existing) 3. Ped/bike crashes (5 of 28 existing) <p>Potential new safety issues:</p> <p>None</p>	<p>2025 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2030 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2050 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met 	<p>Intersection Overall Delay / LOS -- Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 20.2s / C -- 27.4s / C (2025 AM) - 29.9s / C -- 33.3s / C (2025 PM) - 60.7s / E -- 77.6s / E (2025 FRI) - 35.6s / D -- 41.5s / D (2025 SUN) <p>- 28.2s / C -- 31.9s / C (2030 AM)</p> <ul style="list-style-type: none"> - 21.4s / C -- 34.9s / C (2030 PM) - 79.4s / E -- 100.0s / F (2030 FRI) - 43.2s / D -- 54.3s / D (2030 SUN) <p>- 45.7s / D -- 53.0s / D (2050 AM)</p> <ul style="list-style-type: none"> - 56.7s / E -- 64.9s / E (2050 PM) - >300s / F -- >300s / F (2050 FRI) - 178.7s / F -- <300s / F (2050 SUN) 	<p>Operational Benefit:</p> <p>\$2.1M</p> <p>Safety Benefit:</p> <p>N/A</p> <p>Total Cost:</p> <p>\$500,000</p> <p>B/C Ratio:</p> <p>4.1</p>

Table 13. Alternatives Evaluation Matrix (Continued)

Alternative	Concept Layout	Description	Pros and Cons	Expected Safety (10-Year Analysis)	Warrant Evaluation	Expected Operations	Benefit/Cost Analysis
Alternative 2A Modified Signal Timing + Dedicated Right-Turn Lanes		This alternative replaces aging infrastructure with a new traffic signal system and optimizes signal timing. Additionally, dedicated right-turn lanes will be constructed for each intersection approach	<p>Pros:</p> <ol style="list-style-type: none"> 1. Improve safety by mitigating sideswipes between trucks and cars that result from de facto right turn lane use 2. Moderate improvement to operations 3. Traffic signal warrants are met under existing and forecast year traffic volumes <p>Cons:</p> <ol style="list-style-type: none"> 1. Reconstructing intersection corners to provide dedicated right-turn lanes for all approaches would require significant building impacts 2. Loss of convenient parking for businesses 3. Does not address safety concerns with left-turn and ped/bike crashes 4. Improvements do not fully address future operational concerns 5. Ongoing maintenance and electricity costs 	<p>Fully or partially addressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) <p>Unaddressed known safety issues:</p> <ol style="list-style-type: none"> 1. Left-turn crashes (6 of 28 existing) 2. Ped/bike crashes (5 of 28 existing) <p>Potential new safety issues:</p> <p>None</p>	<p>2025 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2030 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met <p>2050 Volumes</p> <ul style="list-style-type: none"> -Warrant 1 (8-hour): MET -Warrant 2 (4-hour): MET -Warrant 3 (peak hour): MET -Warrant 7 (crash history): not met 	<p>Intersection Overall Delay / LOS --</p> <p>Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 17.8s / B -- 24.8s / C (2025 AM) - 25.0s / C -- 25.9s / C (2025 PM) - 37.3s / D -- 43.4s / D (2025 FRI) - 27.3s / C -- 30.8s / C (2025 SUN) <p>- 23.5s / C -- 26.1s / C (2030 AM)</p> <p>- 26.5s / C -- 27.8s / C (2030 PM)</p> <p>- 39.3s / D -- 44.9s / D (2030 FRI)</p> <p>- 29.5s / C -- 34.2s / C (2030 SUN)</p> <p>- 32.0s / C -- 37.9s / D (2050 AM)</p> <p>- 38.1s / D -- 43.5s / D (2050 PM)</p> <p>- 191.8s / F -- 290.5s / F (2050 FRI)</p> <p>- 57.0s / E -- 94.1s / F (2050 SUN)</p>	<p>Operational Benefit:</p> <p>\$16.3M</p> <p>Safety Benefit:</p> <p>\$210,000</p> <p>Total Cost:</p> <p>\$600,000</p> <p>B/C Ratio:</p> <p>27.4</p>
Alternative 3 Mini Roundabout		This alternative constructs a mini-roundabout at the intersection	<p>Pros:</p> <ol style="list-style-type: none"> 1. Improve safety by mitigating frequency and severity of ped/bike crashes 2. Effectively eliminates angle and left-turn crashes 3. Effectively eliminates existing sideswipe safety issue caused by defacto right-turn lane use, without impacts to adjacent buildings 4. Provides traffic calming and two-stage crossing for pedestrians 5. Expected to significantly improve overall intersection and side-street delay under all volume scenarios 6. No R/W acquisition expected <p>Cons:</p> <ol style="list-style-type: none"> 1. May increase frequency of rear-end and sideswipe crashes 2. High cost 3. Special design for trucks - trucks will be required to mount the entering and exiting splitter islands in order to complete their movement 	<p>Fully or partially addressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) 2. Left-turn crashes (6 of 28 existing) 3. Ped/bike crashes (5 of 28 existing) <p>Unaddressed known safety issues:</p> <p>None</p> <p>Potential new safety issues:</p> <p>None</p>	<p>A single-lane roundabout is expected to accommodate peak hour traffic volumes under existing and forecast volume scenarios</p>	<p>Intersection Overall Delay / LOS --</p> <p>Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 2.1s / A -- 2.5s / A (2025 AM) - 2.9s / A -- 3.4s / A (2025 PM) - 4.0s / A -- 5.0s / A (2025 FRI) - 2.9s / A -- 3.6s / A (2025 SUN) <p>- 2.3s / A -- 2.7s / A (2030 AM)</p> <p>- 3.1s / A -- 3.6s / A (2030 PM)</p> <p>- 4.5s / A -- 5.8s / A (2030 FRI)</p> <p>- 3.2s / A -- 4.0s / A (2030 SUN)</p> <p>- 3.0s / A -- 3.6s / A (2050 AM)</p> <p>- 4.5s / A -- 5.2s / A (2050 PM)</p> <p>- 7.6s / A -- 9.8s / A (2050 FRI)</p> <p>- 5.0s / A -- 5.9s / A (2050 SUN)</p>	<p>Operational Benefit:</p> <p>\$52.4M</p> <p>Safety Benefit:</p> <p>\$5.1M</p> <p>Total Cost:</p> <p>\$850,000</p> <p>B/C Ratio:</p> <p>67.5</p>
Alternative 4 Truck Route		This alternative designates a specific route for trucks without using the US 169 & MN 210 intersection. The truck route would be promoted by signing, and would utilize MN 47 and CSAH 12 to route around the study intersection	<p>Pros:</p> <ol style="list-style-type: none"> 1. Effectively eliminates existing sideswipe safety issue by re-routing trucks, without impacts to adjacent buildings 2. Significant improvement to intersection operations 3. Can be implemented in combination with any of the other intersection improvement alternatives 4. No R/W acquisition expected 5. Low cost <p>Cons:</p> <ol style="list-style-type: none"> 1. Improvement to safety and operations are estimated assuming that 100 percent of existing truck volume will re-route 2. Coordination with local agencies and stakeholders (residents along MN 47 and CSAH 12) would be required before implementing a truck route 3. Potential pavement and intersection improvements along the proposed truck route would need to be evaluated before implementation 	<p>Fully or partially addressed known safety issues:</p> <ol style="list-style-type: none"> 1. Sideswipes (9 of 28 existing) as a consequence of de facto right-turn lane use) <p>Unaddressed known safety issues:</p> <ol style="list-style-type: none"> 1. Left-turn crashes (6 of 28 existing) 2. Ped/bike crashes (5 of 28 existing) <p>Potential new safety issues:</p> <p>None</p>	<p>N/A</p>	<p>Intersection Overall Delay / LOS --</p> <p>Worst Approach Delay / LOS:</p> <ul style="list-style-type: none"> - 21.4s / C -- 23.7s / C (2025 AM) - 26.2s / C -- 28.2s / C (2025 PM) - 41.8s / D -- 56.0s / E (2025 FRI) - 31.9s / C -- 41.7s / D (2025 SUN) <p>- 24.8s / C -- 28.6s / C (2030 AM)</p> <p>- 26.9s / C -- 29.9s / C (2030 PM)</p> <p>- 49.1s / D -- 70.2s / E (2030 FRI)</p> <p>- 41.1s / D -- 60.1s / E (2030 SUN)</p> <p>- 29.8s / C -- 36.1s / D (2050 AM)</p> <p>- 51.0s / D -- 65.3s / E (2050 PM)</p> <p>- 262.9s / F -- >300s / F (2050 FRI)</p> <p>- 189.0s / F -- <300s / F (2050 SUN)</p>	<p>Operational Benefit:</p> <p>\$9.3M</p> <p>Safety Benefit:</p> <p>\$180,000</p> <p>Total Cost:</p> <p>\$10,000</p> <p>B/C Ratio:</p> <p>943.6</p>

4. CONCLUSIONS AND RECOMMENDATIONS

Recommendations for the US 169 and MN 210 (W JCT) intersection are made based upon discussions with MnDOT District 3 and local agencies, results of the intersection operations and safety analysis, results of the benefit-cost analysis, and consideration of key decision factors presented in this report. Based on the information presented in this ICE, a mini roundabout is recommended at the intersection.

Alternative 1: All-Way Stop and Alternative 2: Modified Signal Timing are not viable intersection alternatives because they are not expected to improve intersection safety, which is a primary goal of this study. Although Alternative 2A: Modified Signal Timing + Dedicated Right-Turn Lanes is expected to have a safety improvement, this alternative is not feasible from a construction standpoint. Based on the existing intersection footprint, trucks would not be able to turn from the proposed right-turn lanes without either encroaching in other lanes on entry and exit, or by making geometric modifications that would require significant right of way and business impacts in each quadrant. Alternative 3: Mini Roundabout is expected to provide the following benefits:

- A mini roundabout is the only alternative that is expected to significantly improve both overall intersection and worst approach operations, even during weekend peaks into forecast year 2050
- Traffic calming
- Significant improvement for pedestrians – downtown Aitkin attracts substantial pedestrian volumes, specifically during the summer months. A mini roundabout will provide a two-stage crossing for pedestrians and will decrease the total crossing distance
- Can be constructed within the existing intersection footprint with none to minimal right of way impacts

Alternative 4: Truck Route resulted in the highest benefit/cost ratio of the alternatives due to its positive operational and safety benefits combined with an extremely low construction cost estimate. Although the benefit/cost ratio for this alternative is high, it is not expected to have as significant of an impact to safety and operations as Alternative 3: Mini Roundabout. Specifically, the truck route alternative is not expected to improve pedestrian safety.

It should be noted that due to space constraints, trucks will be required to drive over the splitter islands on entry and exit of the mini roundabout. If Alternative 3: Mini Roundabout and Alternative 4: Truck Route were implemented together to minimize the number of trucks utilizing the intersection, vehicles and pedestrians could navigate the intersection more comfortably, and splitter islands would require less maintenance over time. Alternative 4: Truck Route could be considered for implementation with the proposed Alternative 3: Mini Roundabout. Coordination with local agencies and stakeholders, as well as an evaluation of existing pavement condition and intersection safety along the proposed truck route, would be needed prior to implementation.

5. APPENDICES

- A. Turning Movement Counts
- B. Traffic Forecasting Results
- C. Existing & No Build Detailed MOE
- D. Signal Warrant Analysis Results
- E. Roundabout Capacity Analysis Results
- F. Intersection Alternatives Detailed MOE
- G. Safety Analysis Results
- H. Detailed Cost Estimates
- I. Truck Turning Movements
- J. Benefit/Cost Analysis Results

APPENDIX A: TURNING MOVEMENT COUNTS

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/7/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 1 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total	
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes			
0:00	--	--	--	1	1	--	--	--	--	3	3	--	--	--	--	--	0	--	--	1	1	--	2	--	6	--	
0:15	--	--	--	2	2	--	--	--	2	2	4	--	--	--	1	--	1	--	--	2	2	--	2	--	9	--	
0:30	--	--	--	2	2	--	--	--	3	--	3	--	--	--	--	--	0	--	--	1	2	--	3	--	8	--	
0:45	--	1	--	1	2	--	--	1	1	1	3	--	--	--	--	--	0	--	--	1	1	--	2	--	7	--	
Hour Total	--	1	--	6	7	--	--	1	6	6	13	--	--	--	1	--	1	--	--	3	6	--	9	--	30	--	
1:00	--	--	--	1	1	--	--	--	1	--	1	--	--	--	--	--	0	--	--	--	1	--	1	--	3	--	
1:15	--	--	--	--	0	--	--	--	4	1	5	--	--	--	--	--	0	--	--	1	1	--	2	--	7	--	
1:30	--	--	--	--	0	--	--	--	2	1	3	--	--	--	--	--	0	--	--	1	1	--	2	--	5	--	
1:45	--	1	--	--	1	--	--	1	3	--	4	--	--	--	--	--	0	--	--	--	--	--	0	--	5	--	
Hour Total	--	1	--	1	2	--	--	1	10	2	13	--	--	--	--	--	--	--	--	2	3	--	5	--	20	--	
2:00	--	1	--	1	2	--	--	--	1	--	1	--	--	--	--	--	0	--	--	3	2	--	5	--	8	--	
2:15	--	--	--	--	0	--	--	--	--	--	0	--	--	--	--	--	0	--	--	--	3	--	3	--	3	--	
2:30	--	1	--	--	1	--	--	--	1	--	1	--	--	--	--	--	0	--	--	--	1	--	1	--	3	--	
2:45	--	--	--	--	0	--	--	--	3	--	3	--	--	--	--	--	0	--	--	--	--	--	0	--	3	--	
Hour Total	--	2	--	1	3	--	--	--	5	--	5	--	--	--	--	--	--	--	--	3	6	--	9	--	17	--	
3:00	--	1	--	--	1	--	--	--	1	1	2	--	--	--	1	--	1	--	--	--	1	--	1	--	5	--	
3:15	--	--	--	--	0	--	--	--	1	--	1	--	--	--	2	--	2	--	--	--	1	--	1	--	4	--	
3:30	--	--	--	1	1	--	--	--	--	--	0	--	--	1	--	--	1	--	--	--	--	--	0	--	2	--	
3:45	--	--	--	1	1	--	--	--	--	3	3	--	--	--	--	--	0	--	--	1	1	--	2	--	6	--	
Hour Total	--	1	--	2	3	--	--	--	2	4	6	--	--	1	3	--	4	--	--	1	2	1	4	--	17	--	
4:00	--	--	1	--	1	--	--	--	4	1	5	--	--	--	1	--	1	--	--	1	2	--	3	--	10	--	
4:15	--	--	--	2	2	--	--	--	7	2	9	1	--	--	1	1	2	--	--	1	4	--	5	--	18	1	
4:30	--	2	--	1	3	--	--	--	8	--	8	--	--	1	--	--	1	--	--	5	2	--	7	--	19	--	
4:45	--	--	3	2	5	--	--	--	3	1	4	--	--	--	1	--	1	--	--	1	7	--	8	--	18	--	
Hour Total	--	2	4	5	11	--	--	--	22	4	26	1	--	1	3	1	5	--	--	8	15	--	23	--	65	1	
5:00	--	2	--	2	4	--	--	--	4	2	6	--	--	--	1	--	1	--	--	2	8	--	10	--	21	--	
5:15	--	5	1	5	11	--	--	--	8	4	12	1	--	1	2	--	3	--	--	3	10	--	13	--	39	1	
5:30	--	7	2	6	15	--	--	--	15	7	22	1	--	1	5	4	10	--	--	3	15	--	18	--	65	1	
5:45	--	5	4	2	11	--	--	--	18	17	35	--	--	2	5	2	9	--	--	4	16	--	20	--	75	--	
Hour Total	--	19	7	15	41	--	--	--	45	30	75	2	--	4	12	7	23	--	--	12	49	--	61	--	200	2	
6:00	--	10	1	8	19	--	--	--	8	11	19	--	--	--	3	3	6	--	--	8	23	--	31	--	75	--	
6:15	--	13	3	7	23	--	--	--	1	17	13	31	--	--	6	4	2	12	--	--	8	20	2	30	--	96	--
6:30	--	9	4	8	21	--	--	--	3	19	15	37	--	--	3	5	2	10	--	--	9	20	4	33	--	101	--
6:45	--	17	2	9	28	--	--	--	--	29	20	49	--	--	1	9	3	13	--	--	23	28	4	55	--	145	--
Hour Total	--	49	10	32	91	--	--	--	4	73	59	136	--	--	10	21	10	41	--	--	48	91	10	149	--	417	--
7:00	--	10	8	8	26	--	--	--	2	35	26	63	--	--	1	14	3	18	--	--	12	31	4	47	--	154	--
7:15	--	21	16	14	51	--	--	--	4	28	35	67	1	--	3	15	5	23	--	--	13	40	5	58	--	199	1
7:30	--	23	22	10	55	--	--	--	5	43	33	81	--	--	3	14	3	20	--	--	18	52	11	81	--	237	--
7:45	--	24	40	15	79	--	--	--	3	43	44	90	--	--	5	33	8	46	--	--	24	53	9	86	--	301	--
Hour Total	--	78	86	47	211	--	--	--	14	149	138	301	1	--	12	76	19	107	--	--	67	176	29	272	--	891	1
8:00	--	29	42	19	90	2	--	--	3	40	26	69	1	--	6	44	3	53	--	--	19	63	10	92	--	304	3
8:15	--	13	12	16	41	--	--	--	6	48	25	79	1	--	9	27	4	40	1	--	15	42	6	63	--	223	2
8:30	--	18	16	23	57	--	--	--	2	30	20	52	--	--	9	9	2	20	--	--	18	40	3	61	--	190	--
8:45	--	17	13	11	41	--	--	--	1	38	21	60	--	--	9	17	5	31	--	--	20	51	9	80	--	212	--
Hour Total	--	77	83	69	229	2	--	--	12	156	92	260	2	--	33	97	14	144	1	--	72	196	28	296	--	929	5
9:00	--	17	25	29	71	--	--	--	2	47	20	69	--	--	3	18	6	27	--	--	31	47	6	84	--	251	--
9:15	--	30	14	26	70	1	--	--	6	26	18	50	1	--	9	14	4	27	1	--	32	43	9	84	3	231	6
9:30	--	15	11	23	49	1	--	--	6	34	17	57	1	--	8	14	5	27	--	--	31	45	9	85	1	218	3
9:45	--	21	16	23	60	--	--	--	6	46	21	73	--	--	8	15	8	31	--	--	29	35	8	72	--	236	--
Hour Total	--	83	66	101	250	2	--	--	20	153	76	249	2	--	28	61	23	112	1	--	123	170	32	325	4	936	9
10:00	--	21	24	20	65	--	--	--	4	50	20	74	--	--	9	16	3	28	1	--	31	55	5	91	--	258	1
10:15	--	25	23	31	79	--	--	--	6	37	19	62	--	--	9	19	4	32	--	--	20	55	6	81	1	254	1
10:30	--	14	17	21	52	--	--	--	2	36	19	57	--	--	6	20	3	29	1	--	35	56	7	98	--	236	1
10:45	--	16	21	27	64	--	--	--	2	46	24	72	--	--	3	31	5	39	--	--	28	57	7	92	--	267	--
Hour Total	--	76	85	99	260	--	--	--	14	169	82	265	--	--	27	86	15	128	2	--	114	223	25	362	1	1015	3
11:00	--	22	27	29	78	--	--	--	7	43	24	74	--	--	5	19	11	35	--	--	31	39	10	80	1	267	1
11:15	--	15	20	24	59	1	--	--	7	52	22	81	--	--	5	23	8	36	--	--	25	40	8	73	1	249	2
11:30	--	25	19	21	65	1	--	--	4	41	25	70	1	--	5	18	6	29	--	--	23	44	21	88	--	252	2
11:45	--	22	18	17	57	--	--	--	4	49	26	79	2	--	10	18	7	35	1	--	29	50	7	86	--	257	3
Hour Total	--	84	84	91	259	2	--	--	22	185	97	304	3	--	25	78	32	135	1	--	108	173	46	327	2	1025	8
12:00	--	22	21	28	71	1	--	--	11	51	26	88	--	--	12	28	8	48	--	--	29	47	5	81	1	288	2
12:15	--	23	17	22	62	1	--	--	4	62	25	91	1	--	8	18	6	32	1	--	26	56	9	91	--	276	3
12:30	--	20	8	30	58	2	--	--	10	42	31	83	2	--	8	14	3	25	1	--	29	42	9	80	1	246	6
12:45	--	18	20	24	62	--	--	--	5	59	17	81	--	--	6	29	7	42	--	--	33	41	8	82	1	267	1
Hour Total	--	83	66	104	253	4	--	--	30	214	99	343	3	--	34	89	24	147	2	--	117	186	31	334	3	1077	12
13:00	--	22	22	23	67	--	--	--	7	47	22	76	--	--	5	20	4	29	2	--	25	45	5	75	--	247	2
13:15	--	22	17	29	68	--	--	--	3	43	18	64	--	--	8	15	6	29	1	--	27	38	7	72	2	233	3
13:30	--	25	25	30	80	--	--	--	10	48	29	87	3	--	6	16	6	28	4	--	18	41	9	68	1	263	8
13:45	--	15	20	22	57	2</																					

Hour Total	--	72	70	98	240	--	--	22	175	87	284	2	--	34	114	23	171	2	--	108	179	23	310	3	1005	7	
15:00	--	24	26	18	68	3	--	2	50	28	80	3	--	8	22	3	33	1	--	32	46	2	80	1	261	8	
15:15	--	34	33	32	99	2	--	6	54	23	83	4	--	10	30	8	48	1	--	22	46	5	73	2	303	9	
15:30	--	28	31	23	82	4	--	4	62	28	94	6	--	11	37	6	54	7	--	27	49	6	82	1	312	18	
15:45	--	31	14	20	65	2	--	11	62	32	105	2	--	11	18	9	38	1	--	27	64	1	92	3	300	8	
Hour Total	--	117	104	93	314	11	--	23	228	111	362	15	--	40	107	26	173	10	--	108	205	14	327	7	1176	43	
16:00	--	33	17	25	75	3	--	7	63	31	101	1	--	8	21	7	36	--	--	23	52	5	80	4	292	8	
16:15	--	29	22	24	75	--	--	4	62	34	100	--	--	4	23	7	34	--	--	26	42	11	79	2	288	2	
16:30	--	30	18	19	67	--	--	8	76	36	120	2	--	7	28	7	42	1	--	27	54	16	97	2	326	5	
16:45	--	32	23	27	82	1	--	4	60	27	91	1	--	6	18	2	26	1	--	24	66	2	92	--	291	3	
Hour Total	--	124	80	95	299	4	--	23	261	128	412	4	--	25	90	23	138	2	--	100	214	34	348	8	1197	18	
17:00	--	30	20	28	78	--	--	5	41	39	85	--	--	12	30	9	51	--	--	22	53	6	81	--	295	--	
17:15	--	18	19	19	56	1	--	7	48	25	80	--	--	8	24	1	33	2	--	15	44	4	63	--	232	3	
17:30	--	17	13	17	47	--	--	5	43	22	70	--	--	2	18	2	22	--	--	26	45	9	80	2	219	2	
17:45	--	14	14	20	48	--	--	6	35	18	59	--	--	5	19	3	27	4	--	20	30	6	56	2	190	6	
Hour Total	--	79	66	84	229	1	--	23	167	104	294	--	--	27	91	15	133	6	--	83	172	25	280	4	936	11	
18:00	--	15	17	19	51	--	--	1	41	15	57	3	--	4	15	5	24	--	--	19	30	5	54	--	186	3	
18:15	--	18	11	12	41	1	--	5	24	16	45	1	--	4	14	4	22	1	--	15	20	7	42	--	150	3	
18:30	--	17	14	21	52	--	--	--	31	15	46	--	--	2	10	--	12	--	--	19	31	3	53	--	163	--	
18:45	--	15	21	12	48	--	--	2	20	20	42	--	--	5	7	3	15	1	--	12	38	7	57	1	162	2	
Hour Total	--	65	63	64	192	1	--	8	116	66	190	4	--	15	46	12	73	2	--	65	119	22	206	1	661	8	
19:00	--	12	22	19	53	--	--	1	31	12	44	1	--	7	14	--	21	--	--	12	23	7	42	--	160	1	
19:15	--	5	6	7	18	--	--	--	16	10	26	1	--	2	13	1	16	--	--	17	13	1	31	--	91	1	
19:30	--	17	10	15	42	--	--	2	20	10	32	1	--	3	11	1	15	--	--	13	24	6	43	--	132	1	
19:45	--	14	11	17	42	--	--	--	16	10	26	1	--	1	9	2	12	--	--	10	11	5	26	--	106	1	
Hour Total	--	48	49	58	155	--	--	3	83	42	128	4	--	13	47	4	64	--	--	52	71	19	142	--	489	4	
20:00	--	7	11	14	32	--	--	--	22	9	31	--	--	3	6	1	10	--	--	3	14	1	18	--	91	--	
20:15	--	8	3	6	17	--	--	2	8	18	28	--	--	3	5	1	9	1	--	6	13	2	21	--	75	1	
20:30	--	5	4	14	23	--	--	4	15	7	26	--	--	1	6	3	10	--	--	5	17	3	25	1	84	1	
20:45	--	3	3	4	10	--	--	3	16	12	31	1	--	3	4	1	8	--	--	12	14	2	28	--	77	1	
Hour Total	--	23	21	38	82	--	--	9	61	46	116	1	--	10	21	6	37	1	--	26	58	8	92	1	327	3	
21:00	--	4	7	6	17	--	--	2	15	6	23	--	--	5	7	--	12	--	--	5	6	3	14	--	66	--	
21:15	--	7	--	5	12	--	--	--	11	2	13	--	--	--	4	--	4	--	--	5	4	1	10	--	39	--	
21:30	--	5	6	4	15	1	--	1	9	2	12	--	--	2	1	3	1	--	--	4	7	1	12	--	42	2	
21:45	--	4	5	3	12	1	--	1	23	11	35	--	--	13	34	--	47	--	--	4	16	1	21	--	115	1	
Hour Total	--	20	18	18	56	2	--	4	58	21	83	--	--	18	47	1	66	1	--	18	33	6	57	--	262	3	
22:00	--	3	1	--	4	--	--	3	7	6	16	--	--	3	4	--	7	--	--	1	9	--	10	--	37	--	
22:15	--	4	2	5	11	--	--	1	10	6	17	--	--	--	--	1	1	--	--	2	3	2	7	--	36	--	
22:30	--	4	4	3	11	--	--	--	10	--	10	--	--	--	--	--	0	--	--	--	4	3	--	7	--	28	--
22:45	--	1	--	3	4	--	--	--	6	1	7	--	--	1	2	--	3	2	--	--	7	--	7	--	21	2	
Hour Total	--	12	7	11	30	--	--	4	33	13	50	--	--	4	6	1	11	2	--	7	22	2	31	--	122	2	
23:00	--	3	--	1	4	--	--	1	4	3	8	--	--	--	--	--	0	--	--	--	3	--	3	--	15	--	
23:15	--	--	4	--	4	--	--	--	3	4	7	--	--	--	--	--	0	--	--	1	3	--	4	--	15	--	
23:30	--	--	1	1	2	--	--	--	--	--	0	--	--	--	--	--	0	--	--	2	2	--	4	--	6	--	
23:45	--	1	1	--	2	--	--	1	3	1	5	1	--	--	--	1	1	--	--	2	4	--	6	--	14	1	
Grand Total	--	1204	1059	1238	3501	31	--	261	2562	1407	4230	51	--	386	1175	279	1840	40	--	1357	2546	383	4286	37	13857	159	
% of App.	0.0%	34.4%	30.2%	35.4%			0.0%	6.2%	60.6%	33.3%			0.0%	21.0%	63.9%	15.2%			0.0%	31.7%	59.4%	8.9%					
% of Total	0.0%	8.7%	7.6%	8.9%	25.3%	19.5%	0.0%	1.9%	18.5%	10.2%	30.5%	32.1%	0.0%	2.8%	8.5%	2.0%	13.3%	25.2%	0.0%	9.8%	18.4%	2.8%	30.9%	23.3%			
Cars Total	--	1171	1024	1187	3382	31	--	249	2333	1372	3954	49	--	376	1131	272	1779	39	--	1275	2331	380	3986	37	13101	156	
Cars % of Movement	0.0%	97.3%	96.7%	95.9%	96.6%	19.9%	0.0%	95.4%	91.1%	97.5%	93.5%	31.4%	0.0%	97.4%	96.3%	97.5%	96.7%	25.0%	0.0%	94.0%	91.6%	99.2%	93.0%	23.7%	94.5%		
Trucks Total	--	33	35	51	119	--	--	12	229	35	276	2	--	10	44	7	61	1	--	82	215	3	300	--	756	3	
Trucks % of Movement	0.0%	2.7%	3.3%	4.1%	3.4%	0.0%	0.0%	4.6%	8.9%	2.5%	6.5%	66.7%	0.0%	2.6%	3.7%	2.5%	3.3%	33.3%	0.0%	6.0%	8.4%	0.8%	7.0%	0.0%	5.5%		

ALLIANT ENGINEERING, INC.

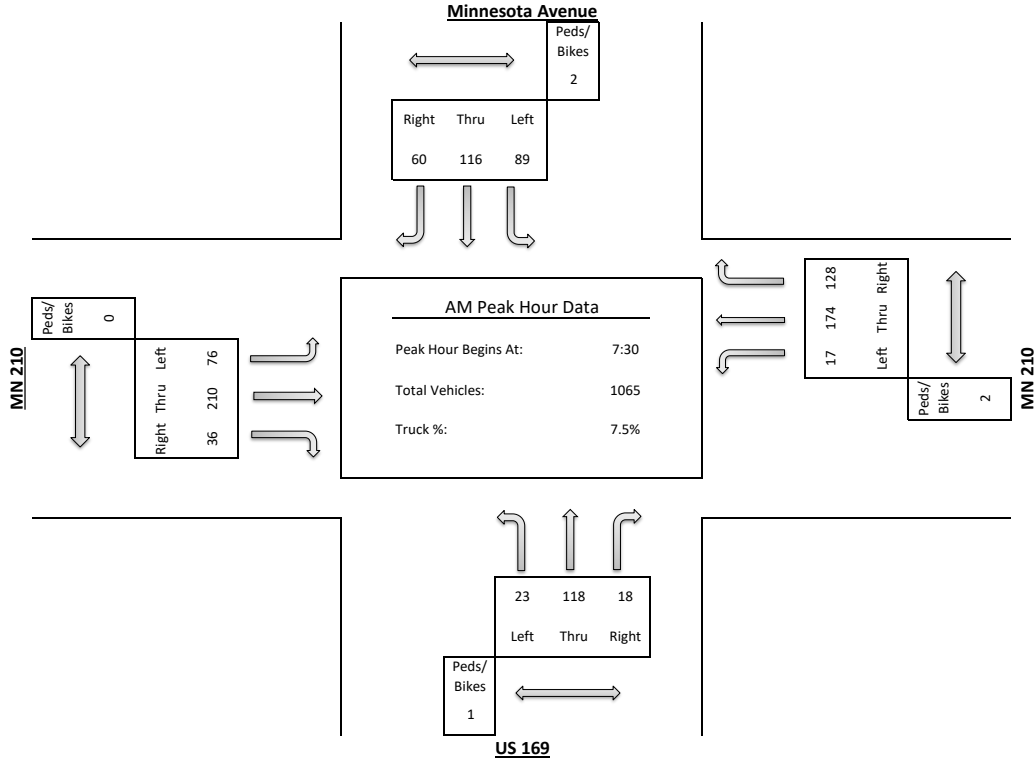
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/7/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 3 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:30	--	23	22	10	55	--	--	5	43	33	81	--	--	3	14	3	20	--	--	18	52	11	81	--	237	--
7:45	--	24	40	15	79	--	--	3	43	44	90	--	--	5	33	8	46	--	--	24	53	9	86	--	301	--
8:00	--	29	42	19	90	2	--	3	40	26	69	1	--	6	44	3	53	--	--	19	63	10	92	--	304	3
8:15	--	13	12	16	41	--	--	6	48	25	79	1	--	9	27	4	40	1	--	15	42	6	63	--	223	2
Hour Total	--	89	116	60	265	2	--	17	174	128	319	2	--	23	118	18	159	1	--	76	210	36	322	--	1065	5
% of App.	0.0%	33.6%	43.8%	22.6%			0.0%	5.3%	54.5%	40.1%			0.0%	14.5%	74.2%	11.3%			0.0%	23.6%	65.2%	11.2%				
% of Total	0.0%	8.4%	10.9%	5.6%	24.9%	40.0%	0.0%	1.6%	16.3%	12.0%	30.0%	40.0%	0.0%	2.2%	11.1%	1.7%	14.9%	20.0%	0.0%	7.1%	19.7%	3.4%	30.2%	0.0%		
Cars Total	--	86	107	54	247	2	--	16	153	125	294	2	--	22	99	18	139	1	--	74	195	36	305	--	985	5
Cars % of Movement	0.0%	96.6%	92.2%	90.0%	93.2%	40.0%	0.0%	94.1%	87.9%	97.7%	92.2%	40.0%	0.0%	95.7%	83.9%	100%	87.4%	20.0%	0.0%	97.4%	92.9%	100%	94.7%	0.0%	92.5%	
Trucks Total	--	3	9	6	18	--	--	1	21	3	25	--	--	1	19	--	20	--	--	2	15	--	17	--	80	--
Trucks % of Movement	0.0%	3.4%	7.8%	10.0%	6.8%	--	0.0%	5.9%	12.1%	2.3%	7.8%	--	0.0%	4.3%	16.1%	0.0%	12.6%	--	0.0%	2.6%	7.1%	0.0%	5.3%	--	7.5%	



ALLIANT ENGINEERING, INC.

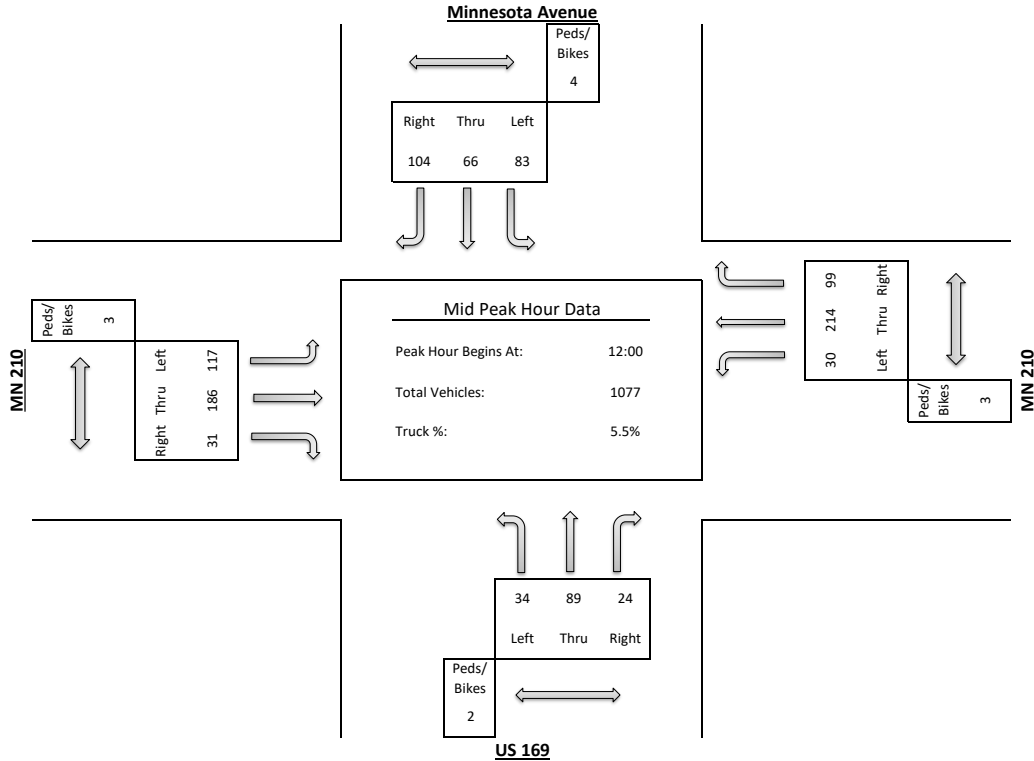
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/7/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 4 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
12:00	--	22	21	28	71	1	--	11	51	26	88	--	--	12	28	8	48	--	--	29	47	5	81	1	288	2
12:15	--	23	17	22	62	1	--	4	62	25	91	1	--	8	18	6	32	1	--	26	56	9	91	--	276	3
12:30	--	20	8	30	58	2	--	10	42	31	83	2	--	8	14	3	25	1	--	29	42	9	80	1	246	6
12:45	--	18	20	24	62	--	--	5	59	17	81	--	--	6	29	7	42	--	--	33	41	8	82	1	267	1
Hour Total	--	83	66	104	253	4	--	30	214	99	343	3	--	34	89	24	147	2	--	117	186	31	334	3	1077	12
% of App.	0.0%	32.8%	26.1%	41.1%			0.0%	8.7%	62.4%	28.9%			0.0%	23.1%	60.5%	16.3%			0.0%	35.0%	55.7%	9.3%				
% of Total	0.0%	7.7%	6.1%	9.7%	23.5%	33.3%	0.0%	2.8%	19.9%	9.2%	31.8%	25.0%	0.0%	3.2%	8.3%	2.2%	13.6%	16.7%	0.0%	10.9%	17.3%	2.9%	31.0%	25.0%		
Cars Total	--	81	65	102	248	4	--	30	193	98	321	3	--	33	87	24	144	2	--	108	166	31	305	3	1018	12
Cars % of Movement	0.0%	97.6%	98.5%	98.1%	98.0%	33.3%	0.0%	100%	90.2%	99.0%	93.6%	25.0%	0.0%	97.1%	97.8%	100%	98.0%	16.7%	0.0%	92.3%	89.2%	100%	91.3%	25.0%	94.5%	
Trucks Total	--	2	1	2	5	--	--	--	21	1	22	--	--	1	2	--	3	--	--	9	20	--	29	--	59	--
Trucks % of Movement	0.0%	2.4%	1.5%	1.9%	2.0%	--	0.0%	0.0%	9.8%	1.0%	6.4%	--	0.0%	2.9%	2.2%	0.0%	2.0%	--	0.0%	7.7%	10.8%	0.0%	8.7%	--	5.5%	



ALLIANT ENGINEERING, INC.

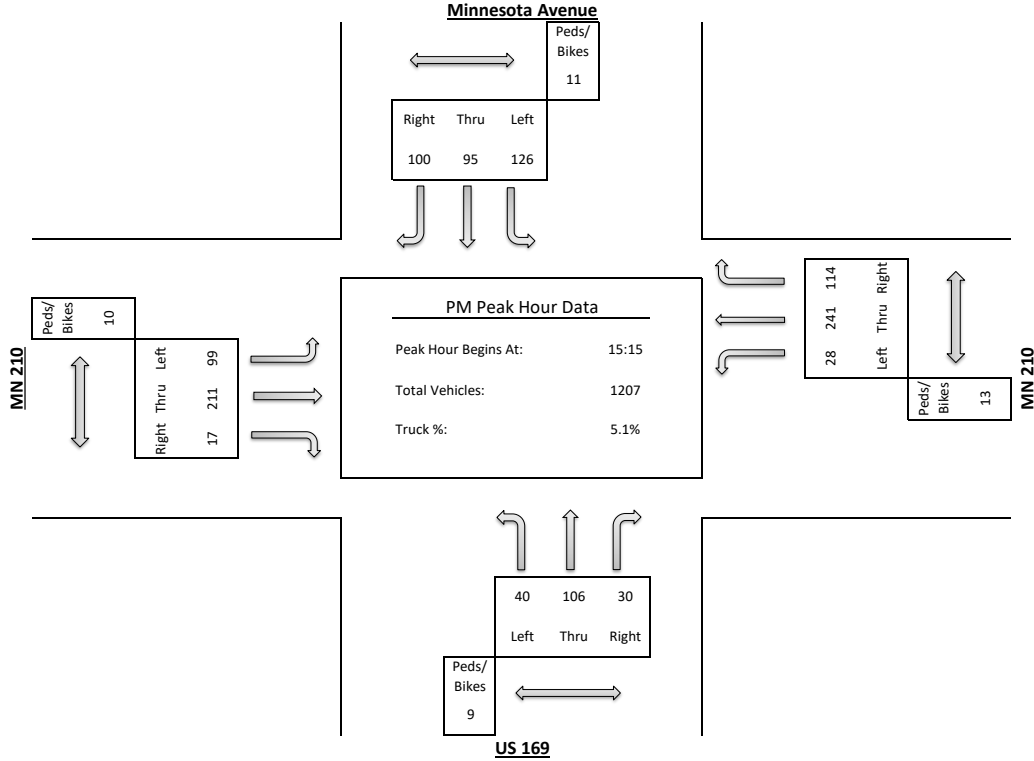
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/7/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 5 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total	
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes			
15:15	--	34	33	32	99	2	--	6	54	23	83	4	--	10	30	8	48	1	--	22	46	5	73	2	303	9	
15:30	--	28	31	23	82	4	--	4	62	28	94	6	--	11	37	6	54	7	--	27	49	6	82	1	312	18	
15:45	--	31	14	20	65	2	--	11	62	32	105	2	--	11	18	9	38	1	--	27	64	1	92	3	300	8	
16:00	--	33	17	25	75	3	--	7	63	31	101	1	--	8	21	7	36	--	--	23	52	5	80	4	292	8	
Hour Total	--	126	95	100	321	11	--	28	241	114	383	13	--	40	106	30	176	9	--	99	211	17	327	10	1207	43	
% of App.	0.0%	39.3%	29.6%	31.2%			0.0%	7.3%	62.9%	29.8%			0.0%	22.7%	60.2%	17.0%			0.0%	30.3%	64.5%	5.2%					
% of Total	0.0%	10.4%	7.9%	8.3%	26.6%	25.6%	0.0%	2.3%	20.0%	9.4%	31.7%	30.2%	0.0%	3.3%	8.8%	2.5%	14.6%	20.9%	0.0%	8.2%	17.5%	1.4%	27.1%	23.3%			
Cars Total	--	122	93	99	314	11	--	27	229	110	366	13	--	36	97	30	163	9	--	97	189	17	303	10	1146	43	
Cars % of Movement	0.0%	96.8%	97.9%	99.0%	97.8%	25.6%	0.0%	96.4%	95.0%	96.5%	95.6%	30.2%	0.0%	90.0%	91.5%	100%	92.6%	20.9%	0.0%	98.0%	89.6%	100%	92.7%	23.3%	94.9%		
Trucks Total	--	4	2	1	7	--	--	1	12	4	17	--	--	4	9	--	13	--	--	--	2	22	--	24	--	61	--
Trucks % of Movement	0.0%	3.2%	2.1%	1.0%	2.2%	--	0.0%	3.6%	5.0%	3.5%	4.4%	--	0.0%	10.0%	8.5%	0.0%	7.4%	--	0.0%	2.0%	10.4%	0.0%	7.3%	--	5.1%		



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
Date: 5/8/2025
Duration: 0000-2400

Site Code: 200
Ref Pt: N/A
Page No: 1 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
0:00	--	1	1	2	4	--	--	--	3	--	3	--	--	--	5	--	5	--	--	--	3	--	3	--	15	--
0:15	--	--	1	1	2	--	--	--	3	--	3	--	--	--	--	--	0	1	--	--	4	--	4	--	9	1
0:30	--	--	1	2	3	--	--	--	1	--	1	--	--	1	--	1	--	--	1	--	--	--	1	--	6	--
0:45	--	1	--	2	3	--	--	--	2	2	4	--	--	1	--	--	1	--	--	1	2	--	3	--	11	--
Hour Total	--	2	3	7	12	--	--	--	9	2	11	--	--	2	5	--	7	1	--	2	9	--	11	--	41	1
1:00	--	--	--	1	1	--	--	--	3	--	3	--	--	--	--	--	0	--	--	1	1	--	2	--	6	--
1:15	--	--	--	1	1	--	--	--	--	1	1	--	--	--	--	--	0	--	--	--	--	--	0	--	2	--
1:30	--	--	--	1	1	--	--	--	1	--	1	--	--	1	--	1	--	--	1	--	--	--	1	--	4	--
1:45	--	1	--	1	2	--	--	--	3	2	5	--	--	--	1	--	1	--	--	1	--	--	1	--	9	--
Hour Total	--	1	--	4	5	--	--	--	7	3	10	--	--	2	--	2	--	--	3	1	--	4	--	21	--	
2:00	--	--	--	1	1	--	--	--	2	--	2	--	--	--	--	--	0	--	--	2	6	--	8	--	11	--
2:15	--	--	1	--	1	--	--	--	--	1	1	--	--	--	--	--	0	--	--	1	--	1	--	3	--	
2:30	--	--	--	--	0	--	--	--	--	--	0	--	--	1	--	1	--	--	--	2	--	2	--	3	--	
2:45	--	1	1	--	2	--	--	--	2	1	1	--	--	--	--	--	0	--	--	1	--	1	--	4	--	
Hour Total	--	1	2	1	4	--	--	--	2	2	4	--	--	--	1	--	1	--	--	2	10	--	12	--	21	--
3:00	--	--	--	--	0	--	--	--	1	--	1	--	--	--	--	--	0	--	--	--	--	--	0	--	1	--
3:15	--	--	--	1	1	--	--	--	1	--	1	--	--	2	--	2	--	--	--	2	--	2	--	6	--	
3:30	--	1	--	--	1	--	--	--	2	--	2	--	--	1	--	1	--	--	1	--	--	--	1	--	5	--
3:45	--	--	--	1	1	--	--	--	6	--	6	--	--	1	--	1	--	--	1	1	--	2	--	10	--	
Hour Total	--	1	--	2	3	--	--	--	10	--	10	--	--	1	3	--	4	--	--	2	3	--	5	--	22	--
4:00	--	--	--	1	1	--	--	--	1	--	1	--	--	1	--	1	--	--	--	--	--	--	0	--	3	--
4:15	--	2	--	--	2	--	--	--	3	--	3	--	--	--	--	--	0	--	--	7	--	7	--	12	--	
4:30	--	1	--	1	2	1	--	--	3	--	3	--	--	1	1	--	2	1	--	1	4	--	5	--	12	2
4:45	--	--	1	--	1	--	--	--	5	1	6	--	--	--	1	1	--	--	1	6	--	7	--	15	--	
Hour Total	--	3	1	2	6	1	--	--	12	1	13	--	--	1	2	1	4	1	--	2	17	--	19	--	42	2
5:00	--	1	--	3	4	--	--	--	10	1	11	--	--	1	2	3	--	--	4	6	--	10	--	28	--	
5:15	--	5	--	8	13	--	--	--	8	4	12	--	--	--	1	1	--	--	5	6	1	12	--	38	--	
5:30	--	4	--	4	8	--	--	--	11	7	18	1	--	1	2	5	--	--	2	13	--	15	--	46	1	
5:45	--	5	3	7	15	--	--	--	13	15	28	--	--	1	7	3	11	--	--	7	18	--	25	--	79	--
Hour Total	--	15	3	22	40	--	--	--	42	27	69	1	--	2	10	8	20	--	--	18	43	1	62	--	191	1
6:00	--	6	2	8	16	--	--	--	12	7	19	--	--	1	3	3	7	--	--	4	23	1	28	--	70	--
6:15	--	4	4	8	16	--	--	1	20	12	33	2	--	1	5	--	6	--	--	6	19	--	25	--	80	2
6:30	--	19	4	9	32	--	--	--	20	13	33	--	--	--	11	--	11	--	--	10	14	4	28	--	104	--
6:45	--	7	9	9	25	--	--	2	22	21	45	--	--	4	7	3	14	--	--	11	27	3	41	--	125	--
Hour Total	--	36	19	34	89	--	--	3	74	53	130	2	--	6	26	6	38	--	--	31	83	8	122	--	379	2
7:00	--	14	2	8	24	--	--	--	22	28	50	--	--	4	10	4	18	--	--	12	29	4	45	--	137	--
7:15	--	18	14	13	45	--	--	3	27	29	59	--	--	8	18	5	31	1	--	15	42	11	68	--	203	1
7:30	--	27	23	20	70	1	--	6	42	30	78	--	--	4	25	3	32	--	--	19	50	11	80	--	260	1
7:45	--	23	33	18	74	--	--	2	45	44	91	--	--	3	37	6	46	--	--	24	52	12	88	--	299	--
Hour Total	--	82	72	59	213	1	--	11	136	131	278	--	--	19	90	18	127	1	--	70	173	38	281	--	899	2
8:00	--	24	51	17	92	--	--	4	33	27	64	1	--	11	42	6	59	--	--	16	54	10	80	--	295	1
8:15	--	8	27	19	54	--	--	4	37	15	56	--	--	3	27	5	35	--	--	21	35	6	62	--	207	--
8:30	--	13	20	19	52	--	--	8	38	17	63	--	--	3	16	6	25	--	--	28	50	6	84	--	224	--
8:45	--	20	28	23	71	--	--	4	43	24	71	--	--	7	18	1	26	--	--	25	38	2	65	--	233	--
Hour Total	--	65	126	78	269	--	--	20	151	83	254	1	--	24	103	18	145	--	--	90	177	24	291	--	959	1
9:00	--	10	20	22	52	--	--	--	55	18	73	--	--	6	18	8	32	2	--	27	38	6	71	--	228	2
9:15	--	18	18	20	56	--	--	5	45	20	70	--	--	15	24	5	44	--	--	18	35	7	60	--	230	--
9:30	--	28	15	22	65	--	--	1	34	19	54	2	--	10	19	5	34	--	--	37	50	7	94	1	247	3
9:45	--	28	18	20	66	--	--	2	47	24	73	1	--	7	17	4	28	1	--	24	50	10	84	--	251	2
Hour Total	--	84	71	84	239	--	--	8	181	81	270	3	--	38	78	22	138	3	--	106	173	30	309	1	956	7
10:00	--	22	18	31	71	3	--	3	38	20	61	--	--	6	12	3	21	--	--	19	43	4	66	--	219	3
10:15	--	23	24	18	65	--	--	1	38	14	53	--	--	8	21	3	32	--	--	30	40	8	78	1	228	1
10:30	--	17	17	32	66	1	--	3	28	9	40	--	--	6	15	5	26	1	--	26	38	4	68	--	200	2
10:45	--	26	24	22	72	--	--	10	32	21	63	--	--	2	22	3	27	--	--	20	38	7	65	--	227	--
Hour Total	--	88	83	103	274	4	--	17	136	64	217	--	--	22	70	14	106	1	--	95	159	23	277	1	874	6
11:00	--	26	27	27	80	2	--	4	48	24	76	--	--	9	24	4	37	3	--	18	40	8	66	--	259	5
11:15	--	17	25	37	79	--	--	6	51	24	81	1	--	10	26	6	42	1	--	31	52	14	97	1	299	3
11:30	--	21	27	27	75	--	--	4	46	24	74	1	--	11	30	5	46	--	--	21	48	11	80	--	275	1
11:45	--	25	18	21	64	1	--	2	32	32	66	1	--	9	19	3	31	1	--	38	43	9	90	2	251	5
Hour Total	--	89	97	112	298	3	--	16	177	104	297	3	--	39	99	18	156	5	--	108	183	42	333	3	1084	14
12:00	--	17	11	34	62	1	--	5	43	16	64	--	--	10	18	5	33	1	--	34	41	6	81	1	240	3
12:15	--	16	28	34	78	--	--	4	51	23	78	--	--	6	24	9	39	--	--	31	39	7	77	2	272	2
12:30	--	19	9	27	55	1	--	4	54	23	81	1	--	8	25	6	39	2	--	33	61	8	102	--	277	4
12:45	--	14	26	32	72	3	--	6	43	24	73	3	--	8	21	7	36	--	--	32	45	6	83	--	264	6
Hour Total	--	66	74	127	267	5	--	19	191	86	296	4	--	32	88	27	147	3	--	130	186	27	343	3	1053	15
13:00	--	23	19	29	71	2	--	5	58	22	85	1	--	4	18	6	28	2	--	31	47	4	82	2	266	7
13:15	--	26	21	23	70	3	--	4	53	18	75	3	--	5	19	5	29	--	--	32	44	8	84	--	258	6
13:30	--	9	21	16	46	3	--	4	57	25	86	1	--	11	17	3	31	1	--	29	63	10	102	--	265	5
13:45	--	25	22	17	64	2	--	6	51	30	87	2	--	8	22	4	34	--	--	21	45	4	70	2	255	6
Hour Total	--	83	83	85	251	10	--	19	219	95	333	7	--													

Hour Total	--	90	75	112	277	5	--	7	235	112	354	6	--	27	94	22	143	3	--	120	203	15	338	3	1112	17
15:00	--	27	25	34	86	--	--	4	63	21	88	1	--	5	26	8	39	--	--	26	68	7	101	--	314	1
15:15	--	28	32	31	91	1	--	5	57	34	96	1	--	10	33	6	49	1	--	25	43	8	76	--	312	3
15:30	--	26	25	25	76	1	--	8	73	18	99	1	--	18	23	3	44	2	--	23	51	2	76	--	295	4
15:45	--	34	26	26	86	2	--	6	62	24	92	2	--	21	21	5	47	1	--	24	39	3	66	1	291	6
Hour Total	--	115	108	116	339	4	--	23	255	97	375	5	--	54	103	22	179	4	--	98	201	20	319	1	1212	14
16:00	--	28	18	18	64	1	--	6	74	20	100	--	--	9	23	6	38	2	--	34	53	10	97	1	299	4
16:15	--	33	32	18	83	3	--	3	60	26	89	1	--	5	20	9	34	--	--	14	61	7	82	4	288	8
16:30	--	33	16	37	86	--	--	12	60	12	84	2	--	4	26	16	46	--	--	34	61	6	101	--	317	2
16:45	--	28	23	24	75	--	--	7	60	25	92	1	--	6	19	10	35	1	--	27	46	9	82	--	284	2
Hour Total	--	122	89	97	308	4	--	28	254	83	365	4	--	24	88	41	153	3	--	109	221	32	362	5	1188	16
17:00	--	24	17	21	62	--	--	8	51	30	89	1	--	7	27	6	40	1	--	21	46	4	71	1	262	3
17:15	--	30	28	16	74	--	--	4	41	20	65	--	--	10	16	1	27	1	--	27	44	7	78	1	244	2
17:30	--	20	17	23	60	--	--	5	36	16	57	--	--	3	23	4	30	--	--	25	42	5	72	--	219	--
17:45	--	15	17	24	56	--	--	3	41	24	68	--	--	6	14	7	27	2	--	18	42	6	66	--	217	2
Hour Total	--	89	79	84	252	--	--	20	169	90	279	1	--	26	80	18	124	4	--	91	174	22	287	2	942	7
18:00	--	16	15	8	39	--	--	3	46	22	71	--	--	3	10	3	16	--	--	17	35	5	57	--	183	--
18:15	--	12	11	17	40	--	--	7	31	14	52	--	--	5	6	3	14	2	--	14	31	3	48	--	154	2
18:30	--	12	12	15	39	--	--	5	26	9	40	2	--	5	12	3	20	1	--	14	30	2	46	--	145	3
18:45	--	10	11	19	40	--	--	5	24	16	45	--	--	2	11	--	13	--	--	15	30	7	52	--	150	--
Hour Total	--	50	49	59	158	--	--	20	127	61	208	2	--	15	39	9	63	3	--	60	126	17	203	--	632	5
19:00	--	7	12	20	39	--	--	1	15	16	32	--	--	2	12	3	17	--	--	6	22	--	28	--	116	--
19:15	--	7	15	27	49	--	--	2	17	18	37	3	--	2	5	2	9	--	--	6	21	5	32	--	127	3
19:30	--	8	16	22	46	--	--	3	19	27	49	2	--	2	10	--	12	--	--	11	20	--	31	--	138	2
19:45	--	12	7	19	38	--	--	2	18	14	34	1	--	4	6	5	15	--	--	8	20	4	32	--	119	1
Hour Total	--	34	50	88	172	--	--	8	69	75	152	6	--	10	33	10	53	--	--	31	83	9	123	--	500	6
20:00	--	9	3	24	36	--	--	3	30	11	44	1	--	4	3	3	10	--	--	12	17	1	30	2	120	3
20:15	--	6	12	21	39	--	--	2	21	10	33	--	--	1	4	--	5	1	--	8	23	4	35	1	112	2
20:30	--	1	7	20	28	--	--	3	21	16	40	2	--	2	6	3	11	--	--	5	11	1	17	--	96	2
20:45	--	9	4	15	28	--	--	2	23	8	33	--	--	4	10	3	17	1	--	7	19	1	27	--	105	1
Hour Total	--	25	26	80	131	--	--	10	95	45	150	3	--	11	23	9	43	2	--	32	70	7	109	3	433	8
21:00	--	9	9	12	30	--	--	--	12	16	28	1	--	3	3	--	6	--	--	9	17	3	29	--	93	1
21:15	--	--	3	7	10	--	--	--	13	11	24	1	--	1	1	3	5	--	--	6	14	4	24	--	63	1
21:30	--	6	2	6	14	--	--	1	6	9	16	--	--	1	2	1	4	--	--	6	11	2	19	--	53	--
21:45	--	4	4	4	12	1	--	3	8	4	15	--	--	1	1	1	3	--	--	4	18	--	22	--	52	1
Hour Total	--	19	18	29	66	1	--	4	39	40	83	2	--	6	7	5	18	--	--	25	60	9	94	--	261	3
22:00	--	4	--	5	9	--	--	--	12	2	14	--	--	1	9	--	10	--	--	1	13	1	15	--	48	--
22:15	--	5	2	4	11	--	--	1	9	9	19	--	--	--	9	--	9	2	--	5	8	--	13	--	52	2
22:30	--	3	2	4	9	--	--	3	12	7	22	--	--	2	2	--	4	--	--	4	6	1	11	--	46	--
22:45	--	3	3	2	8	--	--	1	7	1	9	--	--	--	1	1	2	--	--	1	5	1	7	1	26	1
Hour Total	--	15	7	15	37	--	--	5	40	19	64	--	--	3	21	1	25	2	--	11	32	3	46	1	172	3
23:00	--	2	3	8	13	--	--	--	8	1	9	--	--	1	1	--	2	--	--	1	14	--	15	--	39	--
23:15	--	--	--	4	4	--	--	1	9	1	11	--	--	1	--	--	1	--	--	1	8	--	9	--	25	--
23:30	--	--	1	6	7	--	--	--	6	2	8	--	--	--	1	--	1	--	--	1	8	1	10	--	26	--
23:45	--	1	3	--	4	--	--	1	8	--	9	--	--	--	--	1	1	--	--	--	4	--	4	--	18	--
Grand Total	--	1178	1142	1418	3738	38	--	240	2661	1358	4259	50	--	392	1143	288	1823	39	--	1352	2620	354	4326	27	14146	154
% of App.	0.0%	31.5%	30.6%	37.9%			0.0%	5.6%	62.5%	31.9%			0.0%	21.5%	62.7%	15.8%			0.0%	31.3%	60.6%	8.2%				
% of Total	0.0%	8.3%	8.1%	10.0%	26.4%	24.7%	0.0%	1.7%	18.8%	9.6%	30.1%	32.5%	0.0%	2.8%	8.1%	2.0%	12.9%	25.3%	0.0%	9.6%	18.5%	2.5%	30.6%	17.5%		
Cars Total	--	1145	1108	1351	3604	37	--	233	2411	1337	3981	45	--	373	1096	279	1748	38	--	1288	2383	349	4020	27	13353	147
Cars % of Movement	0.0%	97.2%	97.0%	95.3%	96.4%	25.2%	0.0%	97.1%	90.6%	98.5%	93.5%	30.6%	0.0%	95.2%	95.9%	96.9%	95.9%	25.9%	0.0%	95.3%	91.0%	98.6%	92.9%	18.4%	94.4%	
Trucks Total	--	33	34	67	134	1	--	7	250	21	278	5	--	19	47	9	75	1	--	64	237	5	306	--	793	7
Trucks % of Movement	0.0%	2.8%	3.0%	4.7%	3.6%	14.3%	0.0%	2.9%	9.4%	1.5%	6.5%	71.4%	0.0%	4.8%	4.1%	3.1%	4.1%	14.3%	0.0%	4.7%	9.0%	1.4%	7.1%	0.0%	5.6%	

ALLIANT ENGINEERING, INC.

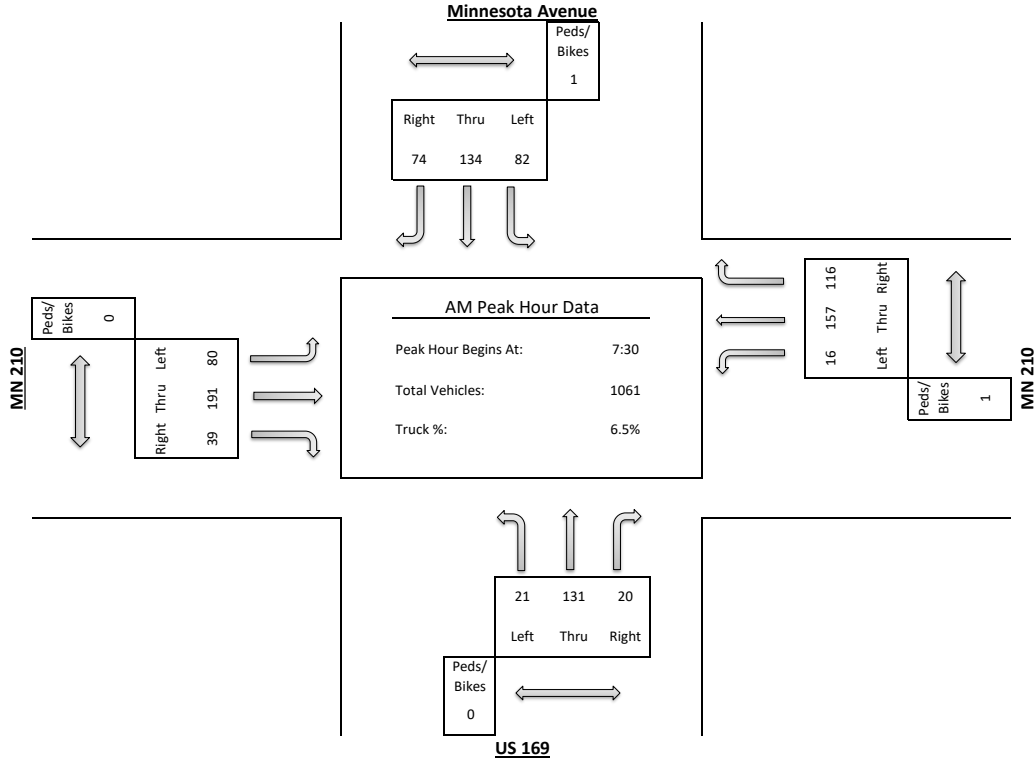
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/8/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 3 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:30	--	27	23	20	70	1	--	6	42	30	78	--	--	4	25	3	32	--	--	19	50	11	80	--	260	1
7:45	--	23	33	18	74	--	--	2	45	44	91	--	--	3	37	6	46	--	--	24	52	12	88	--	299	--
8:00	--	24	51	17	92	--	--	4	33	27	64	1	--	11	42	6	59	--	--	16	54	10	80	--	295	1
8:15	--	8	27	19	54	--	--	4	37	15	56	--	--	3	27	5	35	--	--	21	35	6	62	--	207	--
Hour Total	--	82	134	74	290	1	--	16	157	116	289	1	--	21	131	20	172	--	--	80	191	39	310	--	1061	2
% of App.	0.0%	28.3%	46.2%	25.5%			0.0%	5.5%	54.3%	40.1%			0.0%	12.2%	76.2%	11.6%			0.0%	25.8%	61.6%	12.6%				
% of Total	0.0%	7.7%	12.6%	7.0%	27.3%	50.0%	0.0%	1.5%	14.8%	10.9%	27.2%	50.0%	0.0%	2.0%	12.3%	1.9%	16.2%	0.0%	0.0%	7.5%	18.0%	3.7%	29.2%	0.0%		
Cars Total	--	81	128	68	277	1	--	16	137	113	266	1	--	20	115	20	155	--	--	78	177	39	294	--	992	2
Cars % of Movement	0.0%	98.8%	95.5%	91.9%	95.5%	50.0%	0.0%	100%	87.3%	97.4%	92.0%	50.0%	0.0%	95.2%	87.8%	100%	90.1%	0.0%	0.0%	97.5%	92.7%	100%	94.8%	0.0%	93.5%	
Trucks Total	--	1	6	6	13	--	--	--	20	3	23	--	--	1	16	--	17	--	--	2	14	--	16	--	69	--
Trucks % of Movement	0.0%	1.2%	4.5%	8.1%	4.5%	--	0.0%	0.0%	12.7%	2.6%	8.0%	--	0.0%	4.8%	12.2%	0.0%	9.9%	--	0.0%	2.5%	7.3%	0.0%	5.2%	--	6.5%	



ALLIANT ENGINEERING, INC.

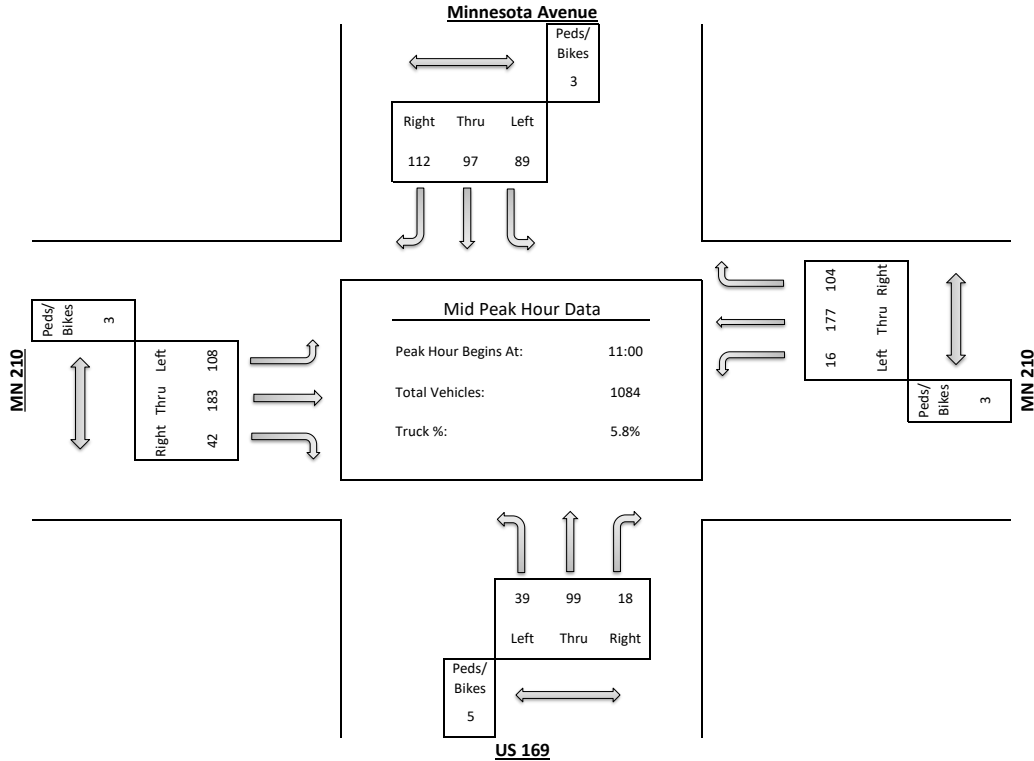
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/8/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 4 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
11:00	--	26	27	27	80	2	--	4	48	24	76	--	--	9	24	4	37	3	--	18	40	8	66	--	259	5
11:15	--	17	25	37	79	--	--	6	51	24	81	1	--	10	26	6	42	1	--	31	52	14	97	1	299	3
11:30	--	21	27	27	75	--	--	4	46	24	74	1	--	11	30	5	46	--	--	21	48	11	80	--	275	1
11:45	--	25	18	21	64	1	--	2	32	32	66	1	--	9	19	3	31	1	--	38	43	9	90	2	251	5
Hour Total	--	89	97	112	298	3	--	16	177	104	297	3	--	39	99	18	156	5	--	108	183	42	333	3	1084	14
% of App.	0.0%	29.9%	32.6%	37.6%			0.0%	5.4%	59.6%	35.0%			0.0%	25.0%	63.5%	11.5%			0.0%	32.4%	55.0%	12.6%				
% of Total	0.0%	8.2%	8.9%	10.3%	27.5%	21.4%	0.0%	1.5%	16.3%	9.6%	27.4%	21.4%	0.0%	3.6%	9.1%	1.7%	14.4%	35.7%	0.0%	10.0%	16.9%	3.9%	30.7%	21.4%		
Cars Total	--	85	96	106	287	3	--	14	157	101	272	3	--	37	96	18	151	5	--	103	167	41	311	3	1021	14
Cars % of Movement	0.0%	95.5%	99.0%	94.6%	96.3%	21.4%	0.0%	87.5%	88.7%	97.1%	91.6%	21.4%	0.0%	94.9%	97.0%	100%	96.8%	35.7%	0.0%	95.4%	91.3%	97.6%	93.4%	21.4%	94.2%	
Trucks Total	--	4	1	6	11	--	--	2	20	3	25	--	--	2	3	--	5	--	--	5	16	1	22	--	63	--
Trucks % of Movement	0.0%	4.5%	1.0%	5.4%	3.7%	--	0.0%	12.5%	11.3%	2.9%	8.4%	--	0.0%	5.1%	3.0%	0.0%	3.2%	--	0.0%	4.6%	8.7%	2.4%	6.6%	--	5.8%	



ALLIANT ENGINEERING, INC.

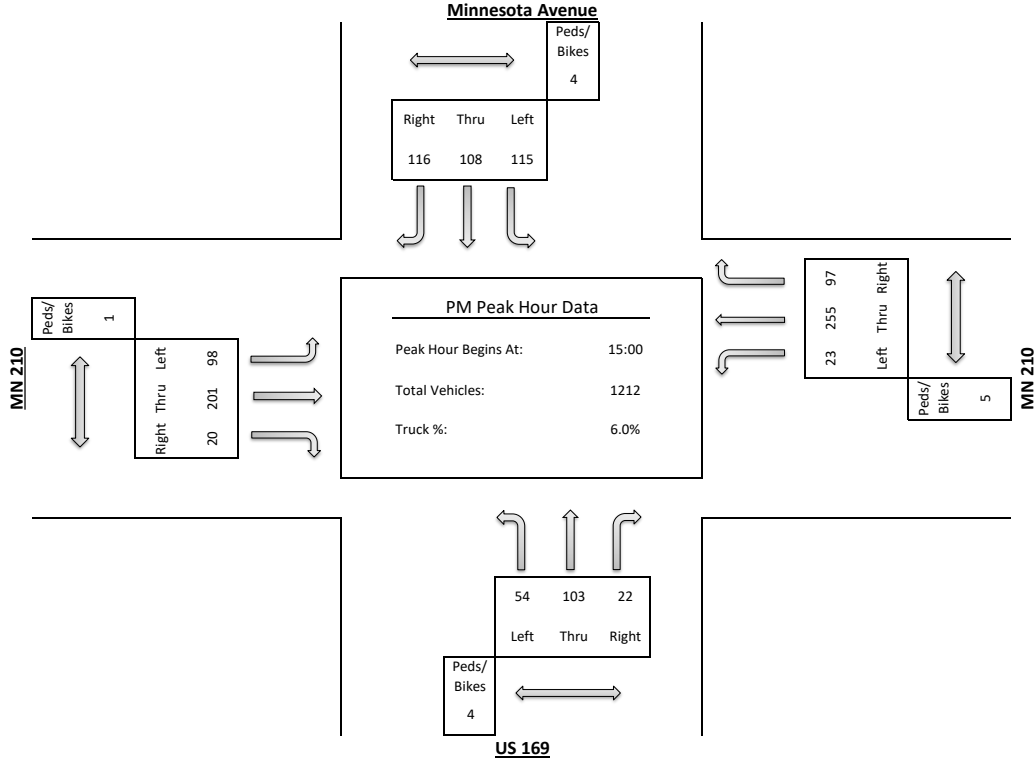
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/8/2025
 Duration: 0000-2400

Site Code: 200
 Ref Pt: N/A
 Page No: 5 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
15:00	--	27	25	34	86	--	--	4	63	21	88	1	--	5	26	8	39	--	--	26	68	7	101	--	314	1
15:15	--	28	32	31	91	1	--	5	57	34	96	1	--	10	33	6	49	1	--	25	43	8	76	--	312	3
15:30	--	26	25	25	76	1	--	8	73	18	99	1	--	18	23	3	44	2	--	23	51	2	76	--	295	4
15:45	--	34	26	26	86	2	--	6	62	24	92	2	--	21	21	5	47	1	--	24	39	3	66	1	291	6
Hour Total	--	115	108	116	339	4	--	23	255	97	375	5	--	54	103	22	179	4	--	98	201	20	319	1	1212	14
% of App.	0.0%	33.9%	31.9%	34.2%			0.0%	6.1%	68.0%	25.9%			0.0%	30.2%	57.5%	12.3%			0.0%	30.7%	63.0%	6.3%				
% of Total	0.0%	9.5%	8.9%	9.6%	28.0%	28.6%	0.0%	1.9%	21.0%	8.0%	30.9%	35.7%	0.0%	4.5%	8.5%	1.8%	14.8%	28.6%	0.0%	8.1%	16.6%	1.7%	26.3%	7.1%		
Cars Total	--	111	98	113	322	3	--	23	238	97	358	5	--	49	94	22	165	4	--	91	183	20	294	1	1139	13
Cars % of Movement	0.0%	96.5%	90.7%	97.4%	95.0%	23.1%	0.0%	100%	93.3%	100%	95.5%	38.5%	0.0%	90.7%	91.3%	100%	92.2%	30.8%	0.0%	92.9%	91.0%	100%	92.2%	7.7%	94.0%	
Trucks Total	--	4	10	3	17	1	--	--	17	--	17	--	--	5	9	--	14	--	--	7	18	--	25	--	73	1
Trucks % of Movement	0.0%	3.5%	9.3%	2.6%	5.0%	100.0%	0.0%	0.0%	6.7%	0.0%	4.5%	0.0%	0.0%	9.3%	8.7%	0.0%	7.8%	0.0%	0.0%	7.1%	9.0%	0.0%	7.8%	0.0%	6.0%	



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/9/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
6:00	--	--	2	1	3	--	--	6	28	1	35	--	--	4	1	8	13	--	--	--	7	10	17	--	68	--
6:15	--	1	2	2	5	--	--	7	27	2	36	--	--	6	3	5	14	--	--	3	14	8	25	--	80	--
6:30	--	--	9	6	15	--	--	6	25	6	37	--	--	10	5	9	24	--	--	--	23	12	35	--	111	--
6:45	--	2	7	4	13	--	--	15	36	1	52	--	--	14	5	18	37	--	--	2	25	17	44	1	146	1
Hour Total	--	3	20	13	36	--	--	34	116	10	160	--	--	34	14	40	88	--	--	5	69	47	121	1	405	1
7:00	--	5	6	2	13	--	--	19	26	4	49	--	--	10	13	18	41	--	--	2	11	27	40	--	143	--
7:15	--	3	18	4	25	--	--	17	38	15	70	--	--	18	14	21	53	--	--	2	20	36	58	--	206	--
7:30	--	5	26	4	35	--	--	22	50	10	82	--	--	42	27	24	93	--	--	4	39	27	70	1	280	1
7:45	--	8	27	9	44	--	--	27	56	7	90	--	--	20	38	17	75	--	--	1	51	40	92	--	301	--
Hour Total	--	21	77	19	117	--	--	85	170	36	291	--	--	90	92	80	262	--	--	9	121	130	260	1	930	1
8:00	--	6	40	1	47	1	--	22	53	13	88	--	--	28	40	22	90	2	--	3	28	42	73	1	298	4
8:15	--	7	27	5	39	1	--	18	46	8	72	--	--	25	17	31	73	--	--	7	46	15	68	1	252	2
8:30	--	5	17	5	27	--	--	23	39	10	72	2	--	16	17	14	47	--	--	4	35	11	50	2	196	4
8:45	--	11	22	6	39	--	--	24	48	8	80	--	--	21	15	36	72	--	--	4	47	20	71	1	262	1
Hour Total	--	29	106	17	152	2	--	87	186	39	312	2	--	90	89	103	282	2	--	18	156	88	262	5	1008	11
9:00	--	3	22	4	29	--	--	26	41	9	76	--	--	10	21	33	64	--	--	3	51	23	77	1	246	1
9:15	--	3	15	2	20	1	--	17	48	8	73	--	--	20	16	32	68	1	--	5	43	23	71	2	232	4
9:30	--	11	25	10	46	--	--	30	48	6	84	--	--	21	20	27	68	--	--	4	40	22	66	2	264	2
9:45	--	7	19	3	29	1	--	27	60	4	91	--	--	18	22	32	72	--	--	8	36	18	62	1	254	2
Hour Total	--	24	81	19	124	2	--	100	197	27	324	--	--	69	79	124	272	1	--	20	170	86	276	6	996	9
10:00	--	6	22	6	34	--	--	39	45	5	89	--	--	30	20	43	93	--	--	3	42	25	70	--	286	--
10:15	--	4	20	6	30	--	--	49	63	9	121	--	--	18	21	34	73	--	--	5	43	17	65	--	289	--
10:30	--	7	15	5	27	2	--	25	46	7	78	--	--	10	20	31	61	--	--	2	70	22	94	--	260	2
10:45	--	11	22	5	38	3	--	32	54	9	95	--	--	17	14	43	74	3	--	5	50	36	91	1	298	7
Hour Total	--	28	79	22	129	5	--	145	208	30	383	--	--	75	75	151	301	3	--	15	205	100	320	1	1133	9
11:00	--	7	24	5	36	--	--	19	42	12	73	--	--	19	27	35	81	--	--	2	61	19	82	2	272	2
11:15	--	9	24	6	39	2	--	35	73	9	117	--	--	18	19	46	83	1	--	4	46	20	70	2	309	5
11:30	--	6	19	5	30	--	--	28	45	2	75	2	--	24	21	39	84	--	--	4	53	24	81	3	270	5
11:45	--	5	24	7	36	2	--	39	59	7	105	--	--	25	25	37	87	1	--	2	60	24	86	1	314	4
Hour Total	--	27	91	23	141	4	--	121	219	30	370	2	--	86	92	157	335	2	--	12	220	87	319	8	1165	16
12:00	--	5	19	13	37	--	--	32	67	5	104	3	--	30	26	44	100	--	--	5	51	18	74	--	315	3
12:15	--	6	27	8	41	1	--	34	65	9	108	--	--	36	19	41	96	3	--	3	48	26	77	--	322	4
12:30	--	8	27	5	40	1	--	39	50	7	96	1	--	22	24	46	92	1	--	5	50	30	85	4	313	7
12:45	--	9	31	7	47	4	--	35	40	4	79	3	--	26	27	36	89	3	--	9	52	23	84	9	299	19
Hour Total	--	28	104	33	165	6	--	140	222	25	387	7	--	114	96	167	377	7	--	22	201	97	320	13	1249	33
13:00	--	12	30	7	49	2	--	44	39	10	93	1	--	22	29	37	88	--	--	9	58	18	85	--	315	3
13:15	--	10	34	5	49	2	--	39	51	6	96	1	--	23	30	44	97	1	--	7	56	23	86	5	328	9
13:30	--	7	20	12	39	3	--	34	64	4	102	--	--	13	37	37	87	--	--	2	58	27	87	--	315	3
13:45	--	4	18	3	25	1	--	35	67	9	111	2	--	16	27	31	74	4	--	8	49	33	90	2	300	9
Hour Total	--	33	102	27	162	8	--	152	221	29	402	4	--	74	123	149	346	5	--	26	222	101	348	7	1258	24
14:00	--	5	28	5	38	--	--	38	55	4	97	2	--	25	18	33	76	2	--	5	69	21	95	9	306	13
14:15	--	3	32	7	42	--	--	26	55	8	89	1	--	16	26	36	78	4	--	5	59	16	80	4	289	9
14:30	--	10	29	11	50	--	--	31	62	7	100	--	--	23	15	46	84	4	--	5	48	32	85	2	319	6
14:45	--	5	17	4	26	--	--	33	53	6	92	3	--	28	19	28	75	2	--	2	51	31	84	2	277	7
Hour Total	--	23	106	27	156	--	--	128	225	25	378	6	--	92	78	143	313	12	--	17	227	100	344	17	1191	35
15:00	--	5	18	5	28	4	--	32	68	7	107	--	--	35	25	32	92	--	--	6	50	28	84	7	311	11
15:15	--	14	42	3	59	2	--	32	46	6	84	1	--	32	46	41	119	1	--	5	55	33	93	3	355	7
15:30	--	15	38	6	59	--	--	33	55	7	95	--	--	28	26	34	88	1	--	6	76	33	115	4	357	5
15:45	--	7	33	4	44	3	--	30	71	7	108	1	--	31	18	34	83	1	--	7	68	27	102	2	337	7
Hour Total	--	41	131	18	190	9	--	127	240	27	394	2	--	126	115	141	382	3	--	24	249	121	394	16	1360	30
16:00	--	13	25	6	44	3	--	23	64	9	96	1	--	27	28	43	98	1	--	3	60	27	90	1	328	6
16:15	--	4	30	6	40	2	--	25	62	6	93	--	--	36	29	43	108	1	--	7	44	27	78	--	319	3
16:30	--	6	33	8	47	--	--	29	60	3	92	--	--	29	17	38	84	1	--	5	73	46	124	1	347	2
16:45	--	12	19	9	40	--	--	27	56	11	94	1	--	21	28	41	90	2	--	5	55	31	91	1	315	4
Hour Total	--	35	107	29	171	5	--	104	242	29	375	2	--	113	102	165	380	5	--	20	232	131	383	3	1309	15
17:00	--	6	28	8	42	--	--	32	56	5	93	--	--	22	28	25	75	--	--	--	67	27	94	1	304	1
17:15	--	4	13	4	21	1	--	32	38	10	80	1	--	21	22	35	78	--	--	7	49	26	82	1	261	3
17:30	--	2	19	2	23	--	--	30	55	8	93	--	--	16	21	43	80	1	--	4	46	32	82	--	278	1
17:45	--																									

ALLIANT ENGINEERING, INC.

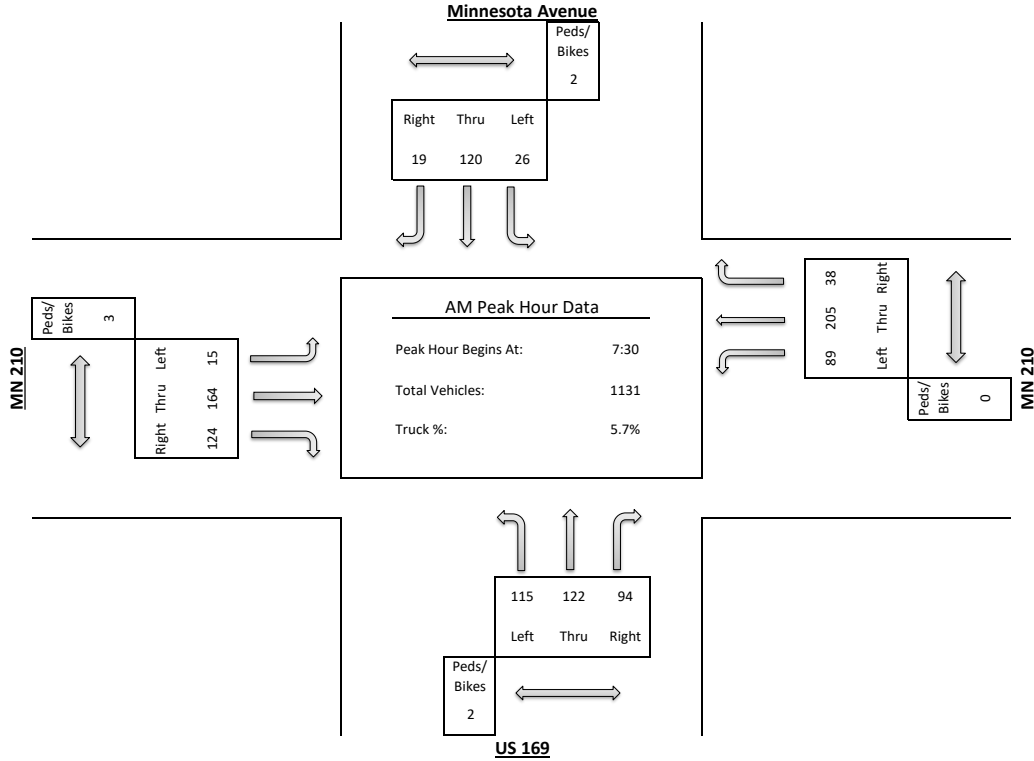
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/9/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:30	--	5	26	4	35	--	--	22	50	10	82	--	--	42	27	24	93	--	--	4	39	27	70	1	280	1
7:45	--	8	27	9	44	--	--	27	56	7	90	--	--	20	38	17	75	--	--	1	51	40	92	--	301	--
8:00	--	6	40	1	47	1	--	22	53	13	88	--	--	28	40	22	90	2	--	3	28	42	73	1	298	4
8:15	--	7	27	5	39	1	--	18	46	8	72	--	--	25	17	31	73	--	--	7	46	15	68	1	252	2
Hour Total	--	26	120	19	165	2	--	89	205	38	332	--	--	115	122	94	331	2	--	15	164	124	303	3	1131	7
% of App.	0.0%	15.8%	72.7%	11.5%			0.0%	26.8%	61.7%	11.4%			0.0%	34.7%	36.9%	28.4%			0.0%	5.0%	54.1%	40.9%				
% of Total	0.0%	2.3%	10.6%	1.7%	14.6%	28.6%	0.0%	7.9%	18.1%	3.4%	29.4%	0.0%	0.0%	10.2%	10.8%	8.3%	29.3%	28.6%	0.0%	1.3%	14.5%	11.0%	26.8%	42.9%		
Cars Total	--	24	107	19	150	2	--	87	186	38	311	--	--	111	115	93	319	2	--	15	151	120	286	2	1066	6
Cars % of Movement	0.0%	92.3%	89.2%	100%	90.9%	33.3%	0.0%	97.8%	90.7%	100%	93.7%	0.0%	0.0%	96.5%	94.3%	98.9%	96.4%	33.3%	0.0%	100%	92.1%	96.8%	94.4%	33.3%	94.3%	
Trucks Total	--	2	13	--	15	--	--	2	19	--	21	--	--	4	7	1	12	--	--	--	13	4	17	1	65	1
Trucks % of Movement	0.0%	7.7%	10.8%	0.0%	9.1%	0.0%	0.0%	2.2%	9.3%	0.0%	6.3%	0.0%	0.0%	3.5%	5.7%	1.1%	3.6%	0.0%	0.0%	0.0%	7.9%	3.2%	5.6%	100.0%	5.7%	



ALLIANT ENGINEERING, INC.

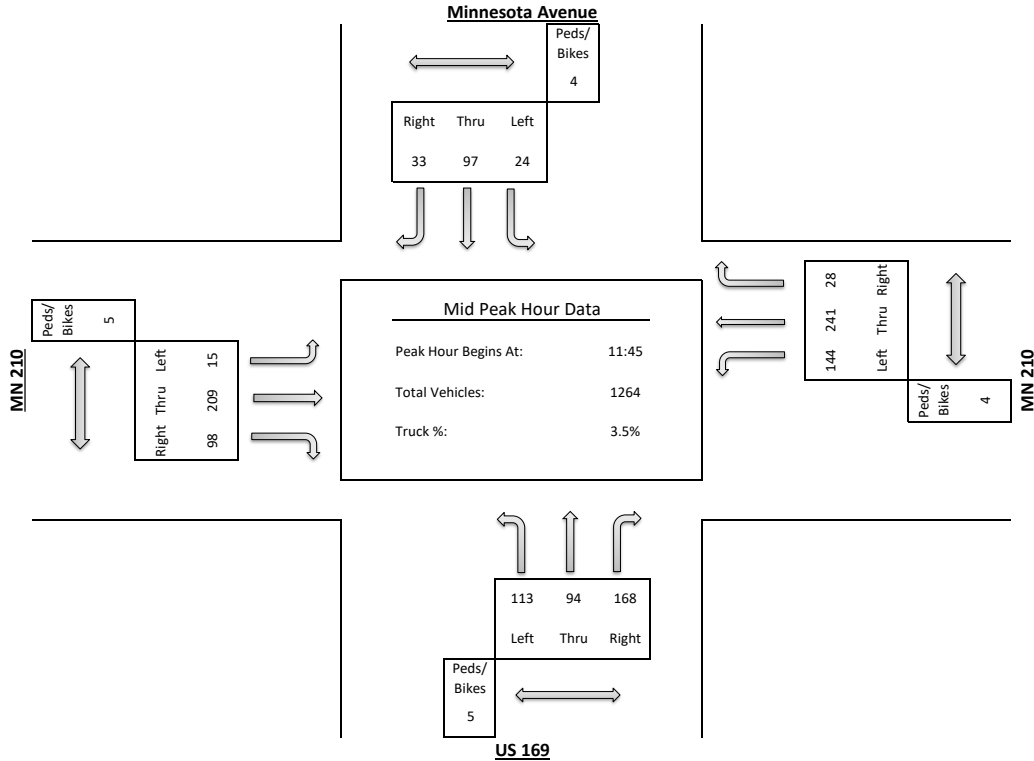
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/9/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 3 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
11:45	--	5	24	7	36	2	--	39	59	7	105	--	--	25	25	37	87	1	--	2	60	24	86	1	314	4
12:00	--	5	19	13	37	--	--	32	67	5	104	3	--	30	26	44	100	--	--	5	51	18	74	--	315	3
12:15	--	6	27	8	41	1	--	34	65	9	108	--	--	36	19	41	96	3	--	3	48	26	77	--	322	4
12:30	--	8	27	5	40	1	--	39	50	7	96	1	--	22	24	46	92	1	--	5	50	30	85	4	313	7
Hour Total	--	24	97	33	154	4	--	144	241	28	413	4	--	113	94	168	375	5	--	15	209	98	322	5	1264	18
% of App.	0.0%	15.6%	63.0%	21.4%			0.0%	34.9%	58.4%	6.8%			0.0%	30.1%	25.1%	44.8%			0.0%	4.7%	64.9%	30.4%				
% of Total	0.0%	1.9%	7.7%	2.6%	12.2%	22.2%	0.0%	11.4%	19.1%	2.2%	32.7%	22.2%	0.0%	8.9%	7.4%	13.3%	29.7%	27.8%	0.0%	1.2%	16.5%	7.8%	25.5%	27.8%		
Cars Total	--	23	94	33	150	4	--	137	224	28	389	4	--	111	94	166	371	5	--	13	200	97	310	5	1220	18
Cars % of Movement	0.0%	95.8%	96.9%	100%	97.4%	22.2%	0.0%	95.1%	92.9%	100%	94.2%	22.2%	0.0%	98.2%	100%	98.8%	98.9%	27.8%	0.0%	86.7%	95.7%	99.0%	96.3%	27.8%	96.5%	
Trucks Total	--	1	3	--	4	--	--	7	17	--	24	--	--	2	--	2	4	--	--	2	9	1	12	--	44	--
Trucks % of Movement	0.0%	4.2%	3.1%	0.0%	2.6%	--	0.0%	4.9%	7.1%	0.0%	5.8%	--	0.0%	1.8%	0.0%	1.2%	1.1%	--	0.0%	13.3%	4.3%	1.0%	3.7%	--	3.5%	



ALLIANT ENGINEERING, INC.

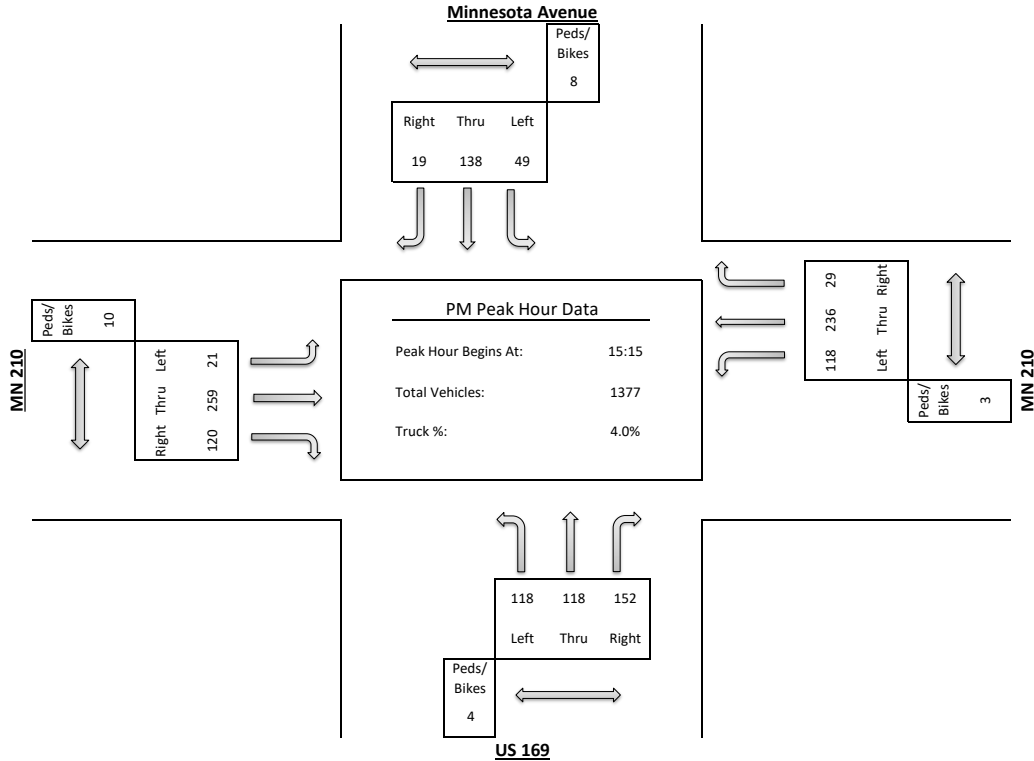
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/9/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
15:15	--	14	42	3	59	2	--	32	46	6	84	1	--	32	46	41	119	1	--	5	55	33	93	3	355	7
15:30	--	15	38	6	59	--	--	33	55	7	95	--	--	28	26	34	88	1	--	6	76	33	115	4	357	5
15:45	--	7	33	4	44	3	--	30	71	7	108	1	--	31	18	34	83	1	--	7	68	27	102	2	337	7
16:00	--	13	25	6	44	3	--	23	64	9	96	1	--	27	28	43	98	1	--	3	60	27	90	1	328	6
Hour Total	--	49	138	19	206	8	--	118	236	29	383	3	--	118	118	152	388	4	--	21	259	120	400	10	1377	25
% of App.	0.0%	23.8%	67.0%	9.2%			0.0%	30.8%	61.6%	7.6%			0.0%	30.4%	30.4%	39.2%			0.0%	5.3%	64.8%	30.0%				
% of Total	0.0%	3.6%	10.0%	1.4%	15.0%	32.0%	0.0%	8.6%	17.1%	2.1%	27.8%	12.0%	0.0%	8.6%	8.6%	11.0%	28.2%	16.0%	0.0%	1.5%	18.8%	8.7%	29.0%	40.0%		
Cars Total	--	43	131	18	192	8	--	116	222	28	366	3	--	114	113	152	379	4	--	20	245	120	385	10	1322	25
Cars % of Movement	0.0%	87.8%	94.9%	94.7%	93.2%	32.0%	0.0%	98.3%	94.1%	96.6%	95.6%	12.0%	0.0%	96.6%	95.8%	100%	97.7%	16.0%	0.0%	95.2%	94.6%	100%	96.3%	40.0%	96.0%	
Trucks Total	--	6	7	1	14	--	--	2	14	1	17	--	--	4	5	--	9	--	--	1	14	--	15	--	55	--
Trucks % of Movement	0.0%	12.2%	5.1%	5.3%	6.8%	--	0.0%	1.7%	5.9%	3.4%	4.4%	--	0.0%	3.4%	4.2%	0.0%	2.3%	--	0.0%	4.8%	5.4%	0.0%	3.8%	--	4.0%	



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/11/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
6:00	--	--	1	1	2	--	--	2	2	--	4	--	--	1	--	3	4	--	--	1	2	3	6	--	16	--
6:15	--	--	1	--	1	--	--	4	8	--	12	--	--	4	--	1	5	--	--	--	6	3	9	1	27	1
6:30	--	--	8	1	9	1	--	7	4	--	11	--	--	2	1	2	5	--	--	--	5	4	9	--	34	1
6:45	--	--	4	1	5	--	--	5	5	1	11	--	--	6	3	6	15	--	--	--	5	6	11	1	42	1
Hour Total	--	--	14	3	17	1	--	18	19	1	38	--	--	13	4	12	29	--	--	1	18	16	35	2	119	3
7:00	--	1	4	1	6	--	--	7	9	--	16	--	--	8	6	2	16	--	--	--	9	4	13	--	51	--
7:15	--	--	4	--	4	--	--	11	7	1	19	1	--	5	5	8	18	--	--	1	9	5	15	1	56	2
7:30	--	4	7	3	14	--	--	19	15	2	36	--	--	7	2	7	16	--	--	1	23	16	40	--	106	--
7:45	--	3	8	3	14	--	--	23	23	3	49	--	--	13	6	8	27	--	--	2	19	24	45	1	135	1
Hour Total	--	8	23	7	38	--	--	60	54	6	120	1	--	33	19	25	77	--	--	4	60	49	113	2	348	3
8:00	--	2	7	1	10	--	--	18	30	2	50	1	--	14	4	10	28	--	--	1	23	23	47	--	135	1
8:15	--	1	7	--	8	--	--	19	24	2	45	1	--	11	2	14	27	--	--	1	11	12	24	1	104	2
8:30	--	6	13	5	24	--	--	24	22	--	46	--	--	13	5	11	29	--	--	1	15	21	37	--	136	--
8:45	--	4	13	2	19	--	--	27	35	2	64	--	--	20	13	12	45	4	--	3	29	34	66	4	194	8
Hour Total	--	13	40	8	61	--	--	88	111	6	205	2	--	58	24	47	129	4	--	6	78	90	174	5	569	11
9:00	--	--	10	4	14	--	--	24	25	3	52	--	--	5	9	19	33	--	--	1	31	19	51	1	150	1
9:15	--	3	22	1	26	--	--	43	24	4	71	--	--	14	11	13	38	--	--	2	31	20	53	1	188	1
9:30	--	4	15	1	20	1	--	57	29	2	88	--	--	21	9	22	52	--	--	1	40	18	59	--	219	1
9:45	--	1	19	2	22	--	--	58	37	6	101	--	--	23	25	17	65	--	--	8	37	34	79	--	267	--
Hour Total	--	8	66	8	82	1	--	182	115	15	312	--	--	63	54	71	188	--	--	12	139	91	242	2	824	3
10:00	--	3	26	3	32	--	--	53	42	14	109	6	--	29	16	11	56	--	--	4	57	34	95	2	292	8
10:15	--	9	29	4	42	--	--	49	51	8	108	2	--	39	11	31	81	--	--	1	39	43	83	2	314	4
10:30	--	4	23	2	29	--	--	46	47	4	97	--	--	26	13	19	58	--	--	1	48	29	78	--	262	--
10:45	--	5	23	5	33	2	--	33	41	4	78	--	--	36	17	25	78	--	--	3	41	26	70	3	259	5
Hour Total	--	21	101	14	136	2	--	181	181	30	392	8	--	130	57	86	273	--	--	9	185	132	326	7	1127	17
11:00	--	13	18	6	37	1	--	61	44	8	113	2	--	22	14	33	69	--	--	3	75	26	104	--	323	3
11:15	--	7	23	3	33	--	--	34	55	7	96	2	--	14	14	24	52	2	--	7	66	21	94	1	275	5
11:30	--	3	12	2	17	--	--	57	54	7	118	--	--	28	9	27	64	--	--	4	47	45	96	--	295	--
11:45	--	7	26	3	36	--	--	37	61	5	103	--	--	37	25	37	99	--	--	2	50	31	83	--	321	--
Hour Total	--	30	79	14	123	1	--	189	214	27	430	4	--	101	62	121	284	2	--	16	238	123	377	1	1214	8
12:00	--	4	13	3	20	--	--	46	63	3	112	--	--	23	25	22	70	--	--	5	56	34	95	1	297	1
12:15	--	7	16	2	25	1	--	53	54	7	114	--	--	21	13	28	62	--	--	4	66	34	104	--	305	1
12:30	--	10	21	9	40	--	--	46	62	7	115	2	--	22	14	19	55	--	--	3	68	32	103	--	313	2
12:45	--	4	15	3	22	--	--	64	53	8	125	--	--	21	26	28	75	--	--	12	68	30	110	--	332	--
Hour Total	--	25	65	17	107	1	--	209	232	25	466	2	--	87	78	97	262	--	--	24	258	130	412	1	1247	4
13:00	--	6	18	3	27	1	--	38	49	4	91	--	--	23	18	39	80	4	--	4	81	31	116	1	314	6
13:15	--	3	10	4	17	1	--	37	54	8	99	--	--	32	12	26	70	--	--	5	56	33	94	--	280	1
13:30	--	4	11	1	16	--	--	48	49	2	99	--	--	22	11	30	63	--	--	1	28	23	52	--	230	--
13:45	--	6	17	5	28	--	--	42	63	4	109	--	--	17	14	23	54	3	--	2	52	22	76	--	267	3
Hour Total	--	19	56	13	88	2	--	165	215	18	398	--	--	94	55	118	267	7	--	12	217	109	338	1	1091	10
14:00	--	5	20	2	27	--	--	64	50	4	118	--	--	9	12	21	42	--	--	1	45	18	64	--	251	--
14:15	--	1	13	5	19	--	--	53	42	6	101	--	--	11	17	17	45	--	--	2	37	24	63	--	228	--
14:30	--	6	15	3	24	--	--	44	46	3	93	--	--	17	10	21	48	--	--	5	46	26	77	--	242	--
14:45	--	3	14	5	22	2	--	27	47	5	79	2	--	20	9	24	53	--	--	1	43	26	70	4	224	8
Hour Total	--	15	62	15	92	2	--	188	185	18	391	2	--	57	48	83	188	--	--	9	171	94	274	4	945	8
15:00	--	6	11	1	18	--	--	36	37	3	76	1	--	22	16	34	72	--	--	3	43	28	74	--	240	1
15:15	--	7	15	3	25	--	--	37	40	5	82	--	--	27	15	23	65	1	--	3	31	13	47	1	219	2
15:30	--	3	17	3	23	--	--	30	53	2	85	1	--	21	9	18	48	--	--	1	47	10	58	1	214	2
15:45	--	2	17	3	22	--	--	27	45	4	76	--	--	14	9	27	50	--	--	1	44	20	65	1	213	1
Hour Total	--	18	60	10	88	--	--	130	175	14	319	2	--	84	49	102	235	1	--	8	165	71	244	3	886	6
16:00	--	4	17	1	22	1	--	28	39	7	74	1	--	18	17	23	58	--	--	8	35	21	64	2	218	4
16:15	--	2	9	3	14	--	--	26	38	3	67	--	--	15	21	26	62	--	--	2	31	22	55	--	198	--
16:30	--	3	7	--	10	--	--	30	35	6	71	--	--	15	8	28	51	--	--	2	32	22	56	--	188	--
16:45	--	5	10	--	15	2	--	21	39	1	61	--	--	8	5	24	37	1	--	--	42	14	56	2	169	5
Hour Total	--	14	43	4	61	3	--	105	151	17	273	1	--	56	51	101	208	1	--	12	140	79	231	4	773	9
17:00	--	3	14	1	18	--	--	16	36	8	60	1	--	17	10	23	50	--	--	5	56	26	87	2	215	3
17:15	--	2	4	1	7	1	--	30	36	5	71	--	--	12	12	24	48	1	--	1	46	15	62	1	188	3
17:30	--	6	10	2	18	1	--	29	42	1	72	--	--	13	10	17	40	--	--	3	28	17	48	--	178	1
17:45	--	2	7	3	12	--	--	37	34	3	74	--	--	19	12	16	47	--	--	8	31	12	51	--	184	--
Hour Total	--	13	35	7	55	2	--	112	148	17	277	1	--	61	44	80	185	1	--	17	161	70	248	3	765	7
18:00	--	--	13	1	14	--	--	21	30	4	55	--	--	13	9	16	38	2	--	2	29	10	41	--	148	2
18:15	--	5	13	2	20	--	--	28	32	5	65	--	--	11	9	17	37	--	--	--	18	16	34	--	156	--
18:30	--	2	5	5	12	--	--	24	32	7	63	--	--	7	8	15	30	--	--	2	26	15	43	--	148	--
18:45	--	2	13	3	18	--	--	22	33	2	57	--	--	8	9	11	28	--	--	2	38	10	50	--	153	--
Hour Total	--	9	44	11	64	--	--	95	127	18	240	--	--	39	35	59	133	2	--	6	111	51	168	--	605	2
Grand Total	--	193	688	131	1012	15	--	1722	1927	212	3861	23	--	876	580	1002	2458	18	--	136	1941	1105</				

ALLIANT ENGINEERING, INC.

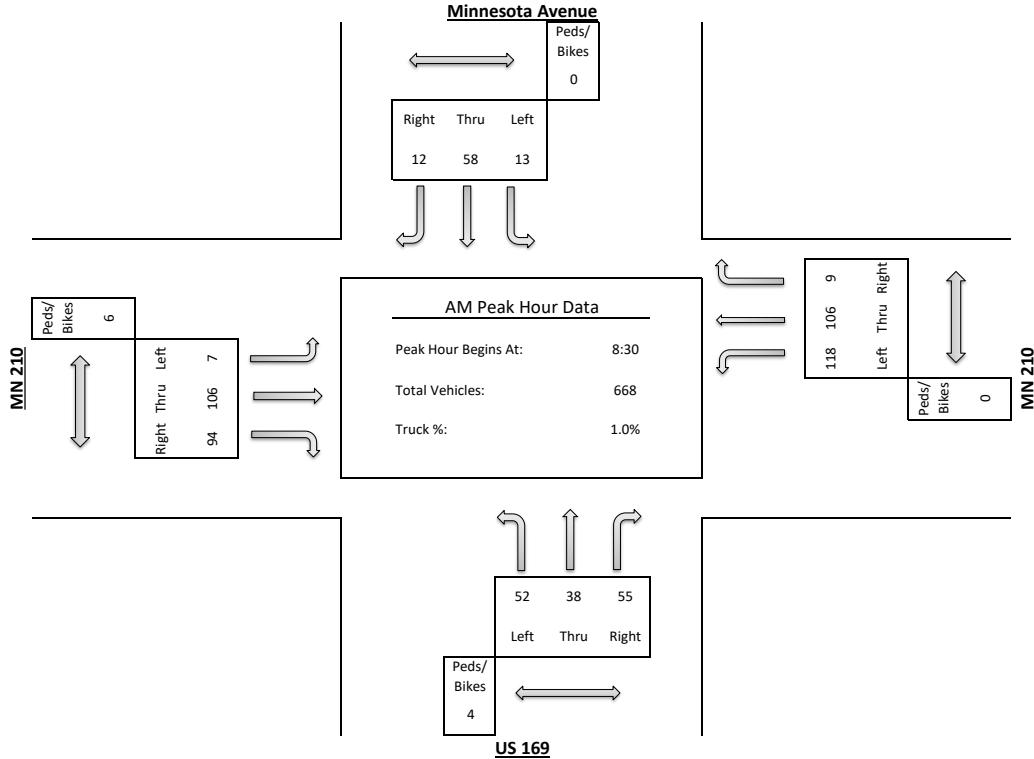
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/11/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total	
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes			
8:30	--	6	13	5	24	--	--	24	22	--	46	--	--	13	5	11	29	--	--	1	15	21	37	--	136	--	
8:45	--	4	13	2	19	--	--	27	35	2	64	--	--	20	13	12	45	4	--	3	29	34	66	4	194	8	
9:00	--	--	10	4	14	--	--	24	25	3	52	--	--	5	9	19	33	--	--	1	31	19	51	1	150	1	
9:15	--	3	22	1	26	--	--	43	24	4	71	--	--	14	11	13	38	--	--	2	31	20	53	1	188	1	
Hour Total	--	13	58	12	83	--	--	118	106	9	233	--	--	52	38	55	145	4	--	7	106	94	207	6	668	10	
% of App.	0.0%	15.7%	69.9%	14.5%			0.0%	50.6%	45.5%	3.9%			0.0%	35.9%	26.2%	37.9%			0.0%	3.4%	51.2%	45.4%					
% of Total	0.0%	1.9%	8.7%	1.8%	12.4%	0.0%	0.0%	17.7%	15.9%	1.3%	34.9%	0.0%	0.0%	7.8%	5.7%	8.2%	21.7%	40.0%	0.0%	1.0%	15.9%	14.1%	31.0%	60.0%			
Cars Total	--	13	58	12	83	--	--	118	104	9	231	--	--	52	38	55	145	4	--	4	104	94	202	6	661	10	
Cars % of Movement	0.0%	100%	100%	100%	100%	0.0%	0.0%	100%	98.1%	100%	99.1%	0.0%	0.0%	100%	100%	100%	100%	40.0%	0.0%	57.1%	98.1%	100%	97.6%	60.0%	99.0%		
Trucks Total	--	--	--	--	0	--	--	--	2	--	2	--	--	--	--	--	0	--	--	--	3	2	--	5	--	7	--
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	1.9%	0.0%	0.9%	--	0.0%	0.0%	0.0%	0.0%	--	--	0.0%	42.9%	1.9%	0.0%	2.4%	--	1.0%		



ALLIANT ENGINEERING, INC.

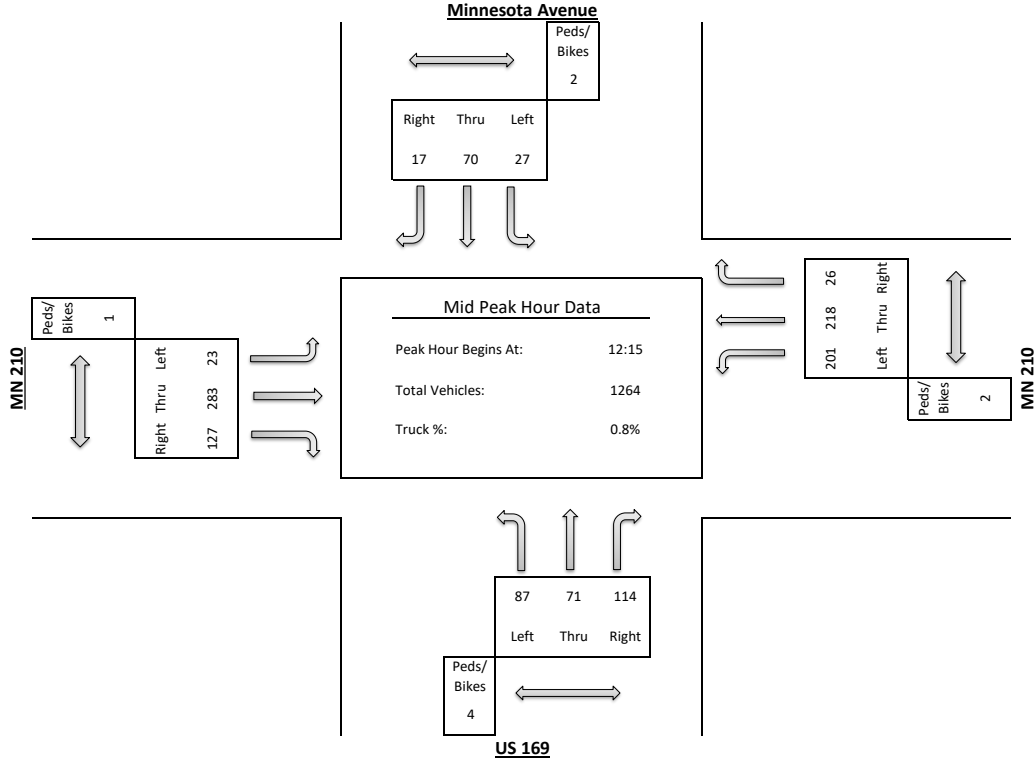
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/11/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 3 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
12:15	--	7	16	2	25	1	--	53	54	7	114	--	--	21	13	28	62	--	--	4	66	34	104	--	305	1
12:30	--	10	21	9	40	--	--	46	62	7	115	2	--	22	14	19	55	--	--	3	68	32	103	--	313	2
12:45	--	4	15	3	22	--	--	64	53	8	125	--	--	21	26	28	75	--	--	12	68	30	110	--	332	--
13:00	--	6	18	3	27	1	--	38	49	4	91	--	--	23	18	39	80	4	--	4	81	31	116	1	314	6
Hour Total	--	27	70	17	114	2	--	201	218	26	445	2	--	87	71	114	272	4	--	23	283	127	433	1	1264	9
% of App.	0.0%	23.7%	61.4%	14.9%			0.0%	45.2%	49.0%	5.8%			0.0%	32.0%	26.1%	41.9%			0.0%	5.3%	65.4%	29.3%				
% of Total	0.0%	2.1%	5.5%	1.3%	9.0%	22.2%	0.0%	15.9%	17.2%	2.1%	35.2%	22.2%	0.0%	6.9%	5.6%	9.0%	21.5%	44.4%	0.0%	1.8%	22.4%	10.0%	34.3%	11.1%		
Cars Total	--	26	70	16	112	2	--	201	214	26	441	2	--	87	70	114	271	4	--	22	281	127	430	1	1254	9
Cars % of Movement	0.0%	96.3%	100%	94.1%	98.2%	22.2%	0.0%	100%	98.2%	100%	99.1%	22.2%	0.0%	100%	98.6%	100%	99.6%	44.4%	0.0%	95.7%	99.3%	100%	99.3%	11.1%	99.2%	
Trucks Total	--	1	--	1	2	--	--	--	4	--	4	--	--	--	1	--	1	--	--	1	2	--	3	--	10	--
Trucks % of Movement	0.0%	3.7%	0.0%	5.9%	1.8%	--	0.0%	0.0%	1.8%	0.0%	0.9%	--	0.0%	0.0%	1.4%	0.0%	0.4%	--	0.0%	4.3%	0.7%	0.0%	0.7%	--	0.8%	



ALLIANT ENGINEERING, INC.

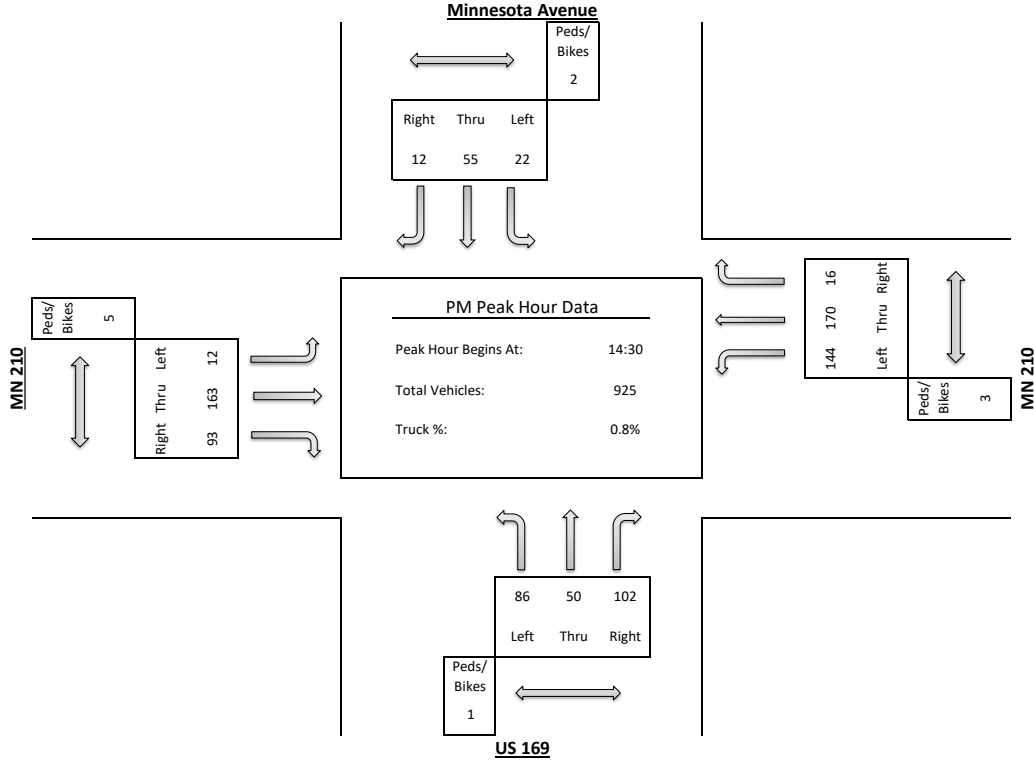
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: US 169 & MN 210 (W Jct)
 Date: 5/11/2025
 Duration: 0600-1900

Site Code: 200
 Ref Pt: N/A
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

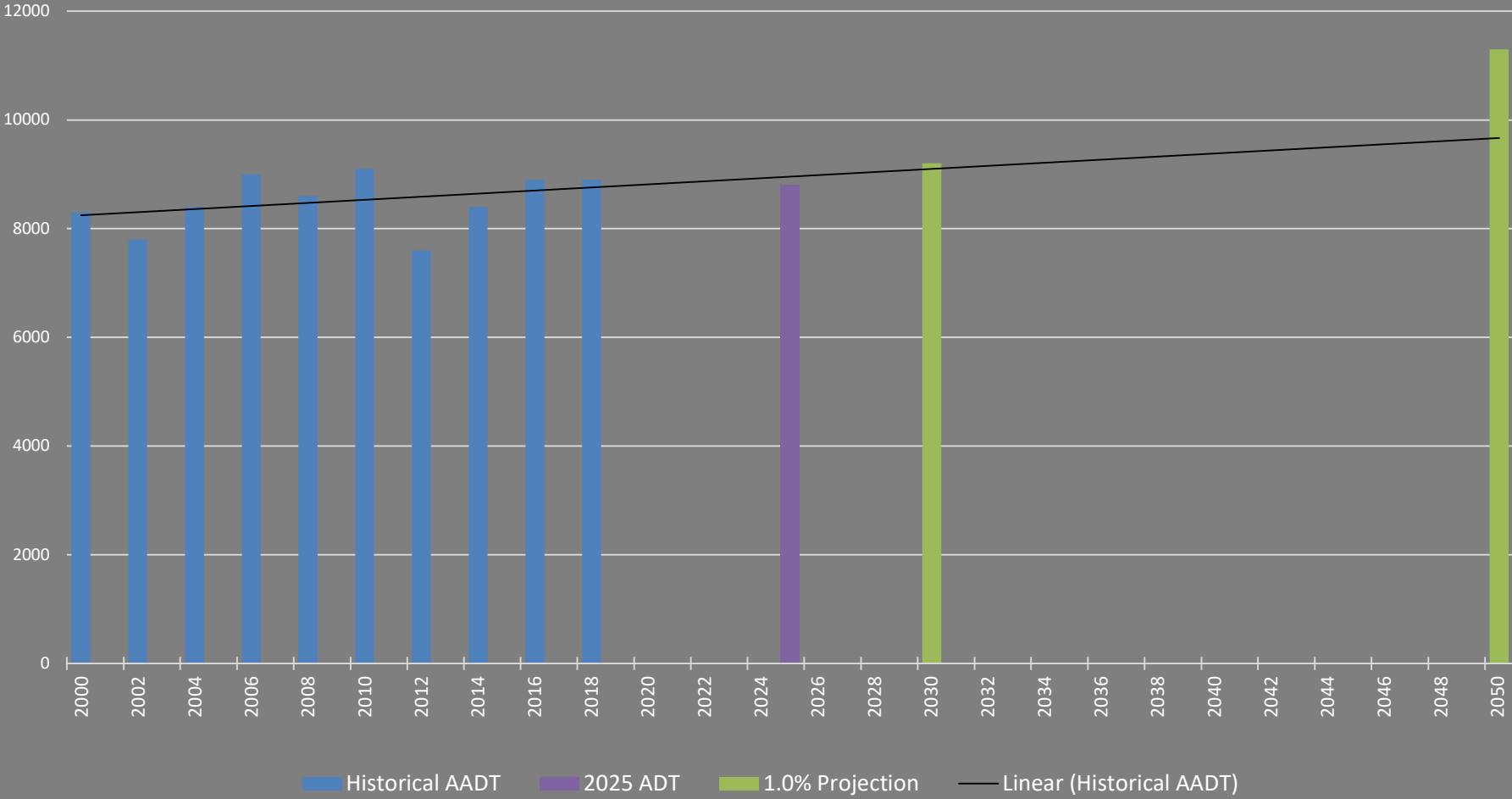
Start Time	Minnesota Avenue Southbound						MN 210 Westbound						US 169 Northbound						MN 210 Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
14:30	--	6	15	3	24	--	--	44	46	3	93	--	--	17	10	21	48	--	--	5	46	26	77	--	242	--
14:45	--	3	14	5	22	2	--	27	47	5	79	2	--	20	9	24	53	--	--	1	43	26	70	4	224	8
15:00	--	6	11	1	18	--	--	36	37	3	76	1	--	22	16	34	72	--	--	3	43	28	74	--	240	1
15:15	--	7	15	3	25	--	--	37	40	5	82	--	--	27	15	23	65	1	--	3	31	13	47	1	219	2
Hour Total	--	22	55	12	89	2	--	144	170	16	330	3	--	86	50	102	238	1	--	12	163	93	268	5	925	11
% of App.	0.0%	24.7%	61.8%	13.5%			0.0%	43.6%	51.5%	4.8%			0.0%	36.1%	21.0%	42.9%			0.0%	4.5%	60.8%	34.7%				
% of Total	0.0%	2.4%	5.9%	1.3%	9.6%	18.2%	0.0%	15.6%	18.4%	1.7%	35.7%	27.3%	0.0%	9.3%	5.4%	11.0%	25.7%	9.1%	0.0%	1.3%	17.6%	10.1%	29.0%	45.5%		
Cars Total	--	21	55	12	88	2	--	144	166	16	326	3	--	85	50	102	237	1	--	12	162	93	267	5	918	11
Cars % of Movement	0.0%	95.5%	100%	100%	98.9%	18.2%	0.0%	100%	97.6%	100%	98.8%	27.3%	0.0%	98.8%	100%	100%	99.6%	9.1%	0.0%	100%	99.4%	100%	99.6%	45.5%	99.2%	
Trucks Total	--	1	--	--	1	--	--	--	4	--	4	--	--	1	--	--	1	--	--	--	1	--	1	--	7	--
Trucks % of Movement	0.0%	4.5%	0.0%	0.0%	1.1%	--	0.0%	0.0%	2.4%	0.0%	1.2%	--	0.0%	1.2%	0.0%	0.4%	--	--	0.0%	0.0%	0.6%	0.0%	0.4%	--	0.8%	



APPENDIX B: TRAFFIC FORECASTING RESULTS

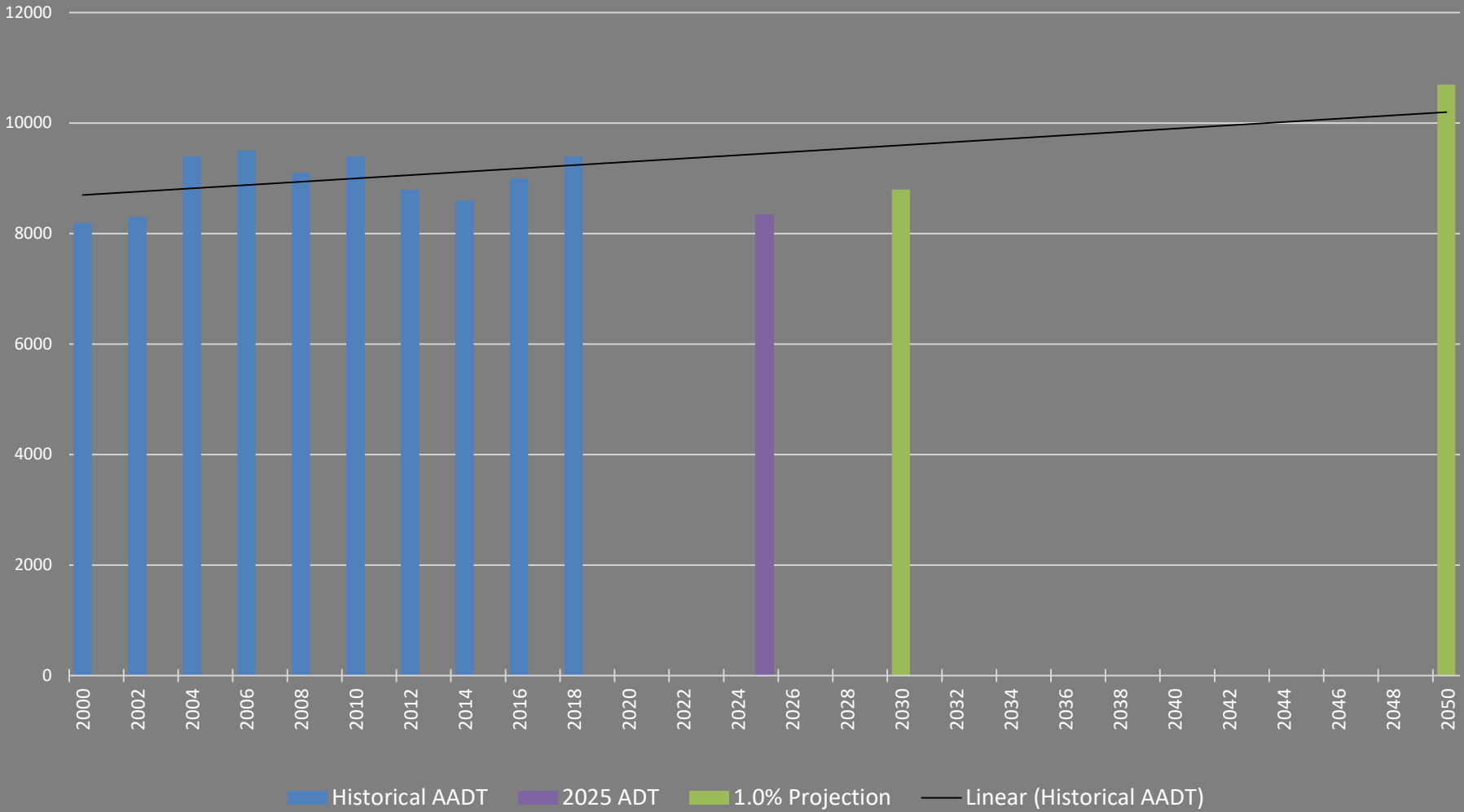
MN 210

East Leg



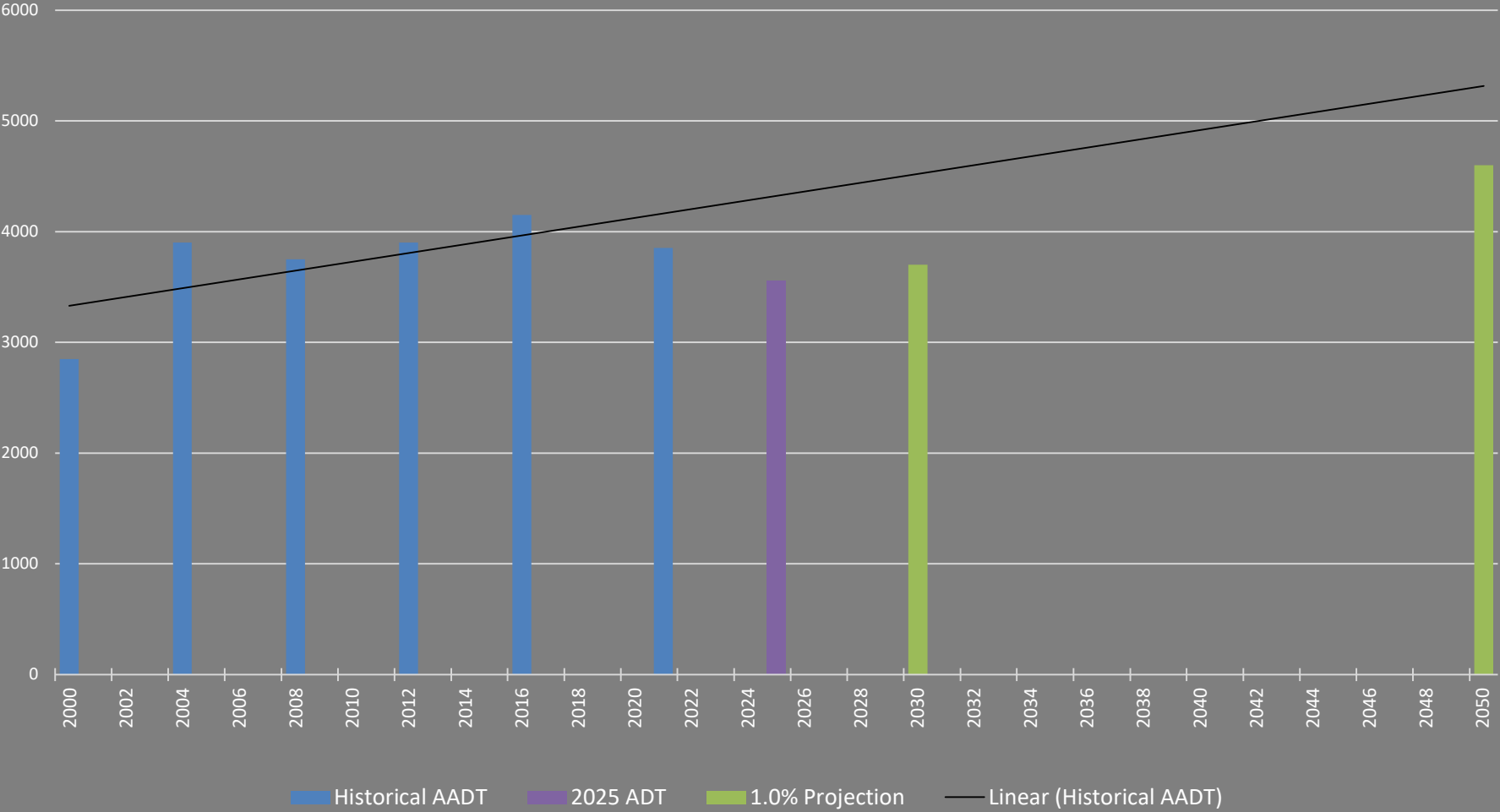
MN 210

West Leg



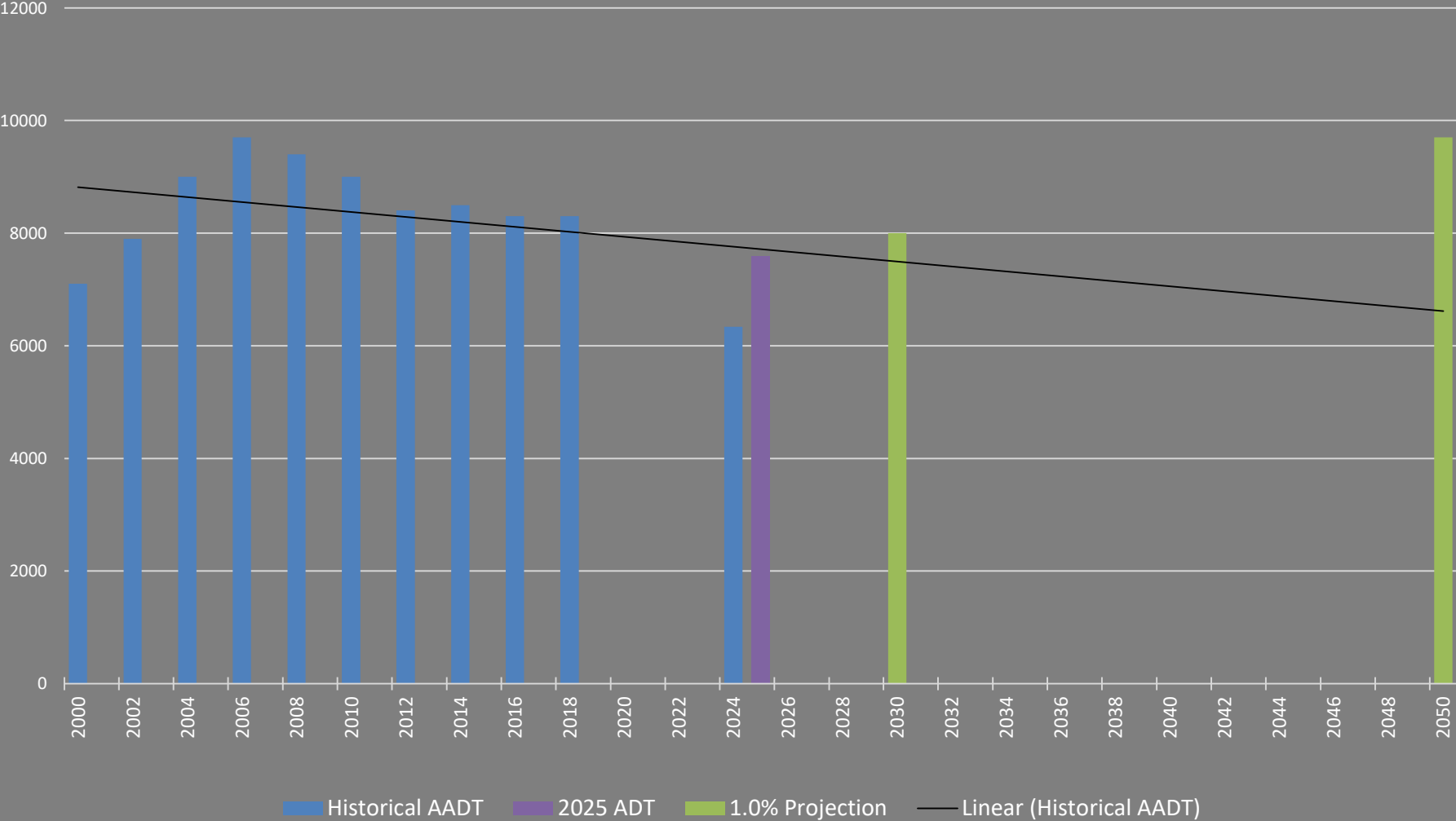
Minnesota Ave N

North Leg



US 169

South Leg

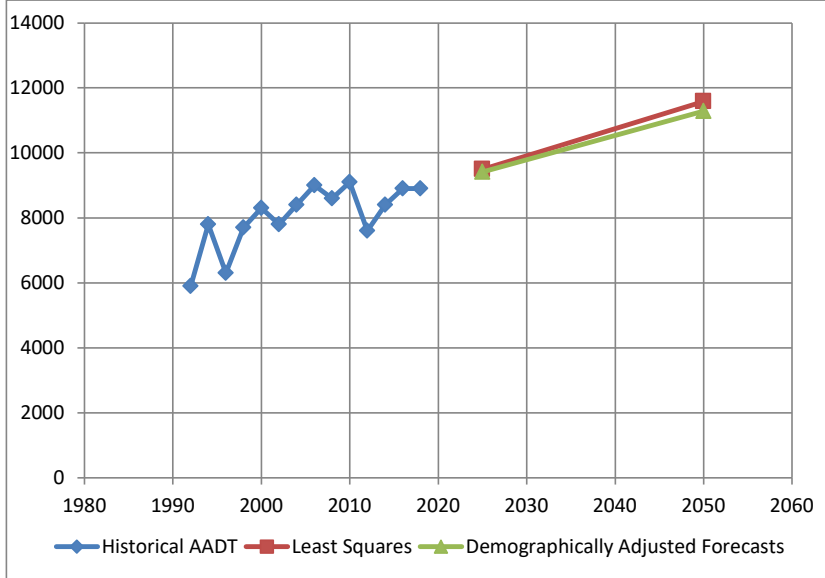


LEAST SQUARES WORKSHEET

SEGMENT A1

ROUTE: _____ SP#: _____ DATE : 07/22/25
 LOCATION: MN 210 (East Leg) at US 169 Seq # 74
 BASE YEAR: 2025 FORECAST YEAR: 2050 # of lanes 2

COUNTED YEAR	FLOW MAP AADT (SEG A)
1992	5900
1994	7800
1996	6300
1998	7700
2000	8300
2002	7800
2004	8400
2006	9000
2008	8600
2010	9100
2012	7600
2014	8400
2016	8900
2018	8900



LEAST SQUARES BASED FORECASTS:

Year	AAADT	Calc	ADT Calc
2018	9140	-240	8900
2025	9727		9487
2050	11823		11583

Statistics	AAADT
R 2	0.52
SLOPE	83.85
INTERCEPT	-160062
N	14

Raw Least Squares Forecasts	
YEAR	AAADT
2018	8900
2025	9490
2050	11580

Slope Over Base Year
0.88%

Demographically Adjusted Forecasts	
YEAR	AAADT
2018	8900
2025	9420
2050	11290

Slope Over Base Year
0.79%

NOTE:
 County Adjustment Factors were developed to Apply to Projected AADT. They are based on 1992-2007 VMT, Population, Labor Force, Household, and Employment Data.

COUNTY	COUNTY FACTOR	GROWTH PROFILE
AITKIN	0.95	HIGH GROWTH AREA

LEAST SQUARES WORKSHEET

SEGMENT B1

Corresponds : SEGMENT A1

ROUTE: _____

SP#: _____

DATE : 07/22/25

LOCATION: MN 210 (West Leg) at US 169

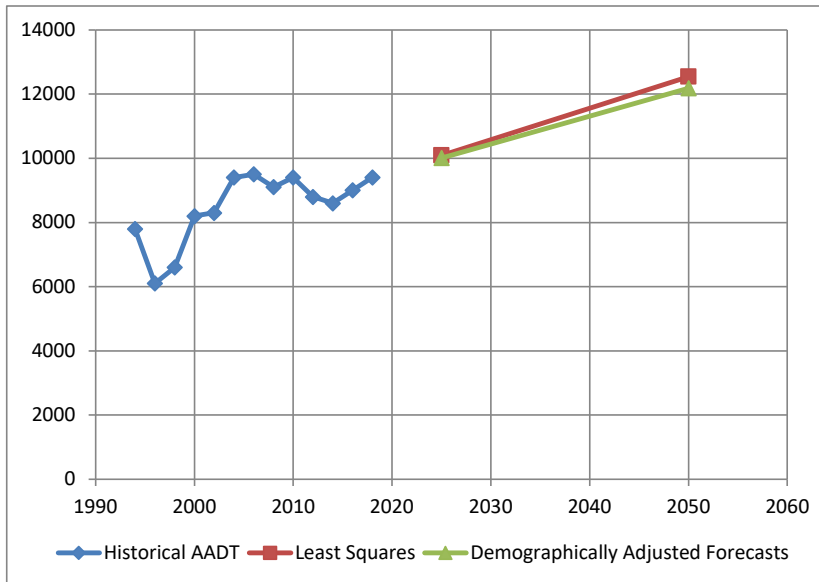
Seq # 73

BASE YEAR: 2025

FORECAST YEAR: 2050

of lanes 2

COUNTED YEAR	FLOW MAP AADT (SEG A)
1994	7800
1996	6100
1998	6600
2000	8200
2002	8300
2004	9400
2006	9500
2008	9100
2010	9400
2012	8800
2014	8600
2016	9000
2018	9400



LEAST SQUARES BASED FORECASTS:

Year	AA DT	Calc	AD T Calc
2018	9657	-257	9400
2025	10346		10088
2050	12804		12547

Statistics	AA DT
R 2	0.50
SLOPE	98.35
INTERCEPT	-188816
N	13

Raw Least Squares Forecasts	
YEAR	AA DT
2018	9400
2025	10090
2050	12550

Slope Over Base Year
0.97%

Demographically Adjusted Forecasts	
YEAR	AA DT
2018	9400
2025	10010
2050	12190

Slope Over Base Year
0.87%

NOTE:
County Adjustment Factors were developed to Apply to Projected AADT. They are based on 1992-2007 VMT, Population, Labor Force, Household, and Employment Data.

COUNTY	COUNTY FACTOR	GROWTH PROFILE
AITKIN	0.95	HIGH GROWTH AREA

LEAST SQUARES WORKSHEET

SEGMENT B3

Corresponds : SEGMENT A1

ROUTE: _____

SP#: _____

DATE : 07/22/25

LOCATION: US 169 (South Leg) at MN 210

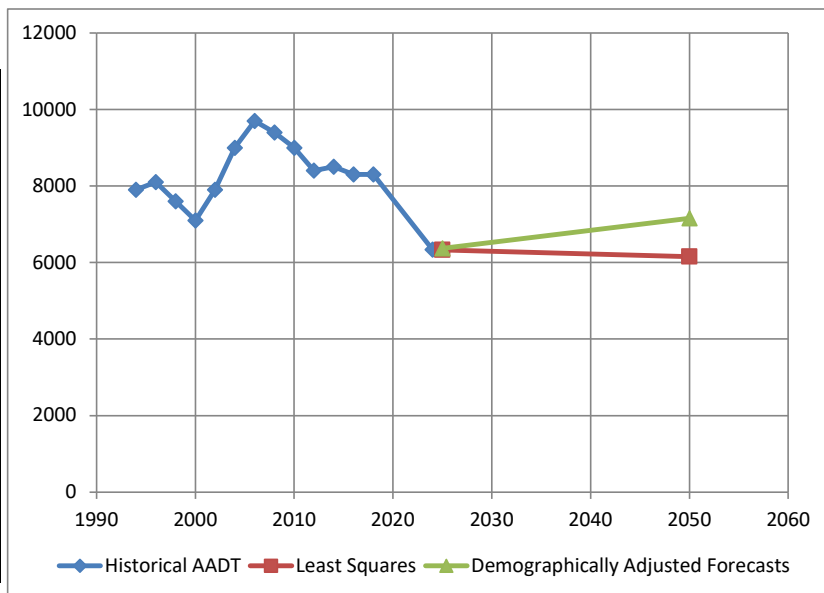
Seq # 72

BASE YEAR: 2025

FORECAST YEAR: 2050

of lanes 2

COUNTED YEAR	FLOW MAP AADT (SEG A)
1994	7900
1996	8100
1998	7600
2000	7100
2002	7900
2004	9000
2006	9700
2008	9400
2010	9000
2012	8400
2014	8500
2016	8300
2018	8300
2024	6337



LEAST SQUARES BASED FORECASTS:

Year	AADT	Calc	ADT Calc
2024	8131	-1794	6337
2025	8124		6330
2050	7942		6148

Statistics	AADT
R 2	0.01
SLOPE	-7.27
INTERCEPT	22849
N	14

Raw Least Squares Forecasts	
YEAR	AADT
2024	6340
2025	6330
2050	6150

Slope Over Base Year
-0.11%

Demographically Adjusted Forecasts	
YEAR	AADT
2024	6340
2025	6370
2050	7160

Slope Over Base Year
0.50%

NOTE:
County Adjustment Factors were developed to Apply to Projected AADT. They are based on 1992-2007 VMT, Population, Labor Force, Household, and Employment Data.

COUNTY	COUNTY FACTOR	GROWTH PROFILE
AITKIN	0.95	HIGH GROWTH AREA

APPENDIX C: EXISTING & NO BUILD MOE

Existing Year 2025 Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	24.3	25.5	16.6	28.7	27.4	20.9	31.1	31.2	18.5	22.8	22.7	9.8	24.8
	Total Delay (hr)	0.1	1.2	0.6	0.6	1.7	0.2	0.8	1.0	0.3	0.1	0.8	0.1	7.5
	Movement LOS	C	C	B	C	C	C	C	C	B	C	C	A	C
	Movement Volume	16	171	134	77	208	34	90	118	62	22	117	23	1072
	Movement 95th Queue (ft)	227	227	57	220	220	46	261	261	57	162	162	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		21.7			27.0			28.3			20.9		
Approach LOS		C			C			C			C			

Existing Year 2025 Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.1	29.3	20.0	27.9	27.8	22.7	33.9	33.4	20.4	25.0	22.4	8.4	26.7
	Total Delay (hr)	0.2	2.1	0.7	0.9	1.7	0.1	1.2	0.9	0.6	0.3	0.6	0.1	9.4
	Movement LOS	C	C	B	C	C	C	C	C	C	C	C	A	C
	Movement Volume	30	246	111	103	211	15	123	92	103	38	102	31	1205
	Movement 95th Queue (ft)	274	274	57	230	230	32	251	251	56	160	160	50	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		26.5			27.6			29.4			20.4		
Approach LOS		C			C			C			C			

Existing Year 2025 Conditions - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	43.4	43.3	36.0	89.1	82.2	76.5	56.9	61.0	43.4	47.0	42.2	22.0	56.2
	Total Delay (hr)	0.3	3.6	1.4	3.6	6.4	0.7	2.2	2.4	2.2	0.7	1.9	0.1	25.5
	Movement LOS	D	D	D	F	F	E	E	E	D	D	D	C	E
	Movement Volume	27	287	136	137	259	32	132	138	176	55	157	24	1560
	Movement 95th Queue (ft)	469	469	54	793	793	47	578	578	58	282	282	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		41.1			84.0			52.8			41.3		
Approach LOS		D			F			D			D			

Existing Year 2025 Conditions - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	32.5	29.8	21.5	44.1	42.6	39.1	37.7	36.9	23.7	32.4	28.6	8.8	33.8
	Total Delay (hr)	0.2	2.6	0.8	2.9	2.9	0.3	1.1	0.9	0.8	0.3	0.6	0.0	13.4
	Movement LOS	C	C	C	D	D	D	D	D	C	C	C	A	C
	Movement Volume	26	306	138	217	229	27	97	79	117	30	70	18	1354
	Movement 95th Queue (ft)	321	321	52	395	395	44	247	247	57	123	123	39	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		27.5			43.1			31.9			26.5		
Approach LOS		C			D			C			C			

Forecast Year 2030 No Build Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	23.7	27.1	17.0	32.1	29.8	22.1	28.2	31.3	18.0	25.2	22.1	10.0	25.7
	Total Delay (hr)	0.1	1.4	0.7	0.8	2.0	0.3	0.7	1.1	0.3	0.2	0.8	0.1	8.5
	Movement LOS	C	C	B	C	C	C	C	C	B	C	C	A	C
	Movement Volume	20	179	134	81	229	40	91	123	63	24	126	23	1133
	Movement 95th Queue (ft)	245	245	58	267	267	47	244	244	57	159	159	47	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		22.8			29.5			27.3			20.9		
Approach LOS		C			C			C			C			

Forecast Year 2030 No Build Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	28.4	32.6	21.9	33.8	32.9	25.1	35.7	36.2	25.4	25.8	21.7	10.4	29.8
	Total Delay (hr)	0.3	2.4	0.7	1.0	2.1	0.1	1.4	1.1	0.8	0.3	0.7	0.1	11.0
	Movement LOS	C	C	C	C	C	C	D	D	C	C	C	B	C
	Movement Volume	31	252	117	102	222	18	135	105	109	43	108	36	1278
	Movement 95th Queue (ft)	303	303	54	267	267	36	310	310	57	162	162	55	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		29.1			32.8			32.6			20.5		
Approach LOS		C			C			C			C			

Forecast Year 2030 No Build Conditions - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	49.4	44.5	34.0	153.6	149.2	135.1	74.1	78.0	61.3	56.9	53.1	29.5	81.2
	Total Delay (hr)	0.4	3.9	1.4	7.0	12.2	1.5	3.1	3.2	3.3	0.9	2.6	0.2	39.7
	Movement LOS	D	D	C	F	F	F	E	E	E	E	D	C	F
	Movement Volume	25	304	141	151	272	36	140	141	185	57	171	29	1652
	Movement 95th Queue (ft)	467	467	54	1340	1340	49	685	685	60	401	401	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		41.6			149.5			70.2			51.3		
Approach LOS		D			F			E			D			

Forecast Year 2030 No Build Conditions - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	34.9	31.6	24.0	63.7	60.5	56.5	44.5	42.9	26.4	38.4	32.6	13.7	42.3
	Total Delay (hr)	0.3	2.9	1.0	4.3	4.3	0.5	1.3	1.0	1.0	0.3	0.7	0.1	17.7
	Movement LOS	C	C	C	E	E	E	D	D	C	D	C	B	D
	Movement Volume	27	319	145	224	241	29	102	81	128	32	79	25	1432
	Movement 95th Queue (ft)	378	378	52	550	550	45	287	287	54	143	143	43	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)		29.5			61.7			36.6			30.5		
Approach LOS		C			E			D			C			

Forecast Year 2050 No Build Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	30.6	34.7	27.0	59.3	54.9	49.2	43.8	48.7	30.4	29.5	27.2	14.9	40.5
	Total Delay (hr)	0.2	2.2	1.4	1.7	4.3	0.6	1.5	2.0	0.7	0.2	1.1	0.1	16.0
	Movement LOS	C	C	C	E	D	D	D	D	C	C	C	B	D
	Movement Volume	27	224	177	97	271	41	120	147	77	30	148	25	1384
	Movement 95th Queue (ft)	359	359	62	550	550	52	406	406	58	204	204	52	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	31.3			55.4			42.9			26.0			
	Approach LOS	C			E			D			C			

Forecast Year 2050 No Build Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	39.9	42.0	31.1	92.1	86.9	79.4	56.5	56.9	45.2	41.8	37.8	23.1	55.5
	Total Delay (hr)	0.4	3.8	1.3	3.8	6.9	0.5	2.7	2.1	1.7	0.6	1.5	0.3	25.6
	Movement LOS	D	D	C	F	F	E	E	E	D	D	D	C	E
	Movement Volume	39	314	145	134	271	20	164	126	128	50	137	43	1571
	Movement 95th Queue (ft)	459	459	52	690	690	41	477	477	58	260	260	55	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	38.7			88.2			53.2			35.9			
	Approach LOS	D			F			D			D			

Forecast Year 2050 No Build Conditions - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	59.3	57.7	47.6	757.1	717.0	722.4	499.5	449.0	463.0	110.1	99.5	67.1	364.6
	Total Delay (hr)	0.6	6.0	2.3	41.4	74.9	8.6	25.8	24.1	29.8	2.4	5.8	0.6	222.3
	Movement LOS	E	E	D	F	F	F	F	F	F	F	F	E	F
	Movement Volume	33	364	164	172	329	39	175	183	222	78	208	32	1999
	Movement 95th Queue (ft)	681	681	56	5743	5743	47	3802	3802	62	798	798	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	54.8			730.2			469.6			98.8			
	Approach LOS	D			F			F			F			

Forecast Year 2050 No Build Conditions - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	47.7	45.4	38.1	552.6	509.5	543.5	53.4	53.8	39.1	46.7	43.5	21.0	210.9
	Total Delay (hr)	0.4	5.1	1.9	44.4	45.1	5.3	1.9	1.6	1.8	0.5	1.2	0.2	109.4
	Movement LOS	D	D	D	F	F	F	D	D	D	D	D	C	F
	Movement Volume	30	393	171	266	291	34	121	97	162	39	95	27	1726
	Movement 95th Queue (ft)	585	585	53	4414	4414	45	412	412	55	209	209	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	43.4			530.9			47.4			40.5			
	Approach LOS	D			F			D			D			

APPENDIX D: SIGNAL WARRANT ANALYSIS RESULTS

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)

2025 Existing

Background	Project Data			Analysis	Volumes	Direction	Analysis Approach			Roadway			Speed	Lanes	RT %
	Project: 2025 MnDOT District 3 ICE Reports			Date: 7/18/2025	Scenario: 2025 Existing	WB	Major Approach 1			US 169 / MN 210			30	1	100%
	Intersection: US 169 & MN 210 (W JCT)					EB	Major Approach 3			MN 210			30	1	100%
	Population < 10,000?	YES	Exist. Traffic Control:	Analyst: CPH	Format: 15 MIN	NB	Minor Approach 2			US 169			30	1	100%
70% Factor Used:	YES	Signal			SB	Minor Approach 4			Minnesota Avenue N			30	1	100%	

Hour	Major Approaches					Minor Approaches					Traffic Signal Warrants					Existing Signal Justification						AWSC Warrants		
	Approach			Volumes Met		Approach			Volumes Met		8-Hour			4-Hr	Peak	60%			80%			C1	C2	80% of C1&C2
	WB	EB	Total	A	B	NB	SB	Max	A	B	1A	1B	1C (1A/1B)	2	3B	1A	1B	1C (1A/1B)	1A	1B	1C (1A/1B)	300	200	D
	1	3		350	525	2	4		105	53														
12 - 1 AM	11	11	22			12	7	12																
1 - 2 AM	4	10	14			5	2	5																
2 - 3 AM	12	4	16			4	1	4																
3 - 4 AM	5	10	15			3	4	4																
4 - 5 AM	19	13	32			6	4	6																
5 - 6 AM	62	69	131			40	20	40																
6 - 7 AM	122	130	252			89	38	89																
7 - 8 AM	281	278	559	X	X	213	127	213	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
8 - 9 AM	291	254	545	X	X	269	145	269	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
9 - 10 AM	309	270	579	X	X	239	138	239	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
10 - 11 AM	277	217	494	X		274	106	274	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
11 - Noon	333	297	630	X	X	298	156	298	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
12 - 1 PM	343	296	639	X	X	267	147	267	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
1 - 2 PM	338	333	671	X	X	251	122	251	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
2 - 3 PM	338	354	692	X	X	277	143	277	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
3 - 4 PM	319	375	694	X	X	339	179	339	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
4 - 5 PM	362	365	727	X	X	308	153	308	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
5 - 6 PM	287	279	566	X	X	252	124	252	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
6 - 7 PM	203	208	411	X		158	63	158	X	X	X		X/-	X				X/X	X		X/X	X	X	X
7 - 8 PM	123	152	275			172	53	172	X	X								X/X			X/-		X	X
8 - 9 PM	109	150	259			131	43	131	X	X								X/X			X/-			X
9 - 10 PM	94	83	177			66	18	66		X								X/-						X
10 - 11 PM	46	64	110			37	25	37										X/-						
11 - Midnight	38	37	75			28	5	28																

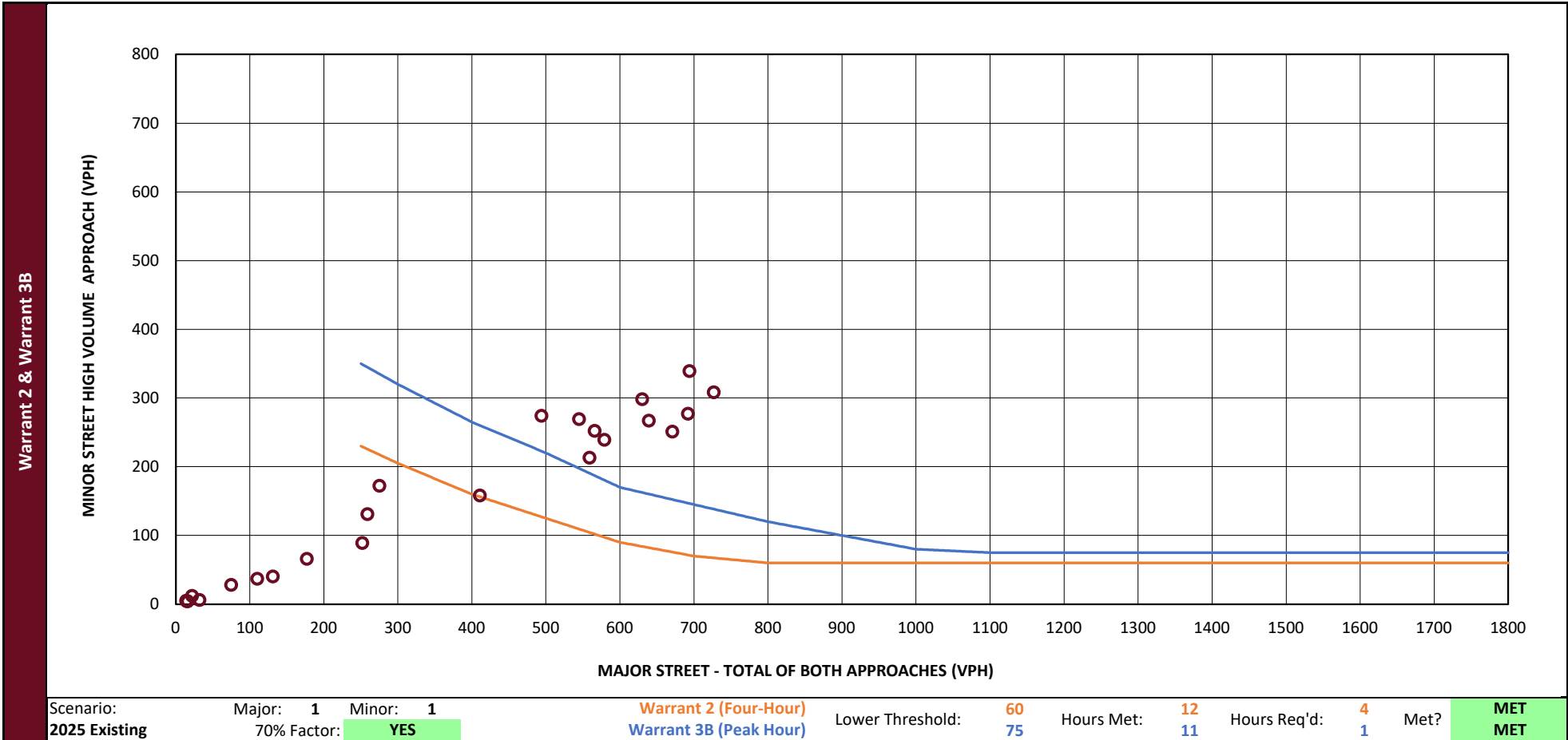
Summary	Signal Warrants ¹				Met	Req'd	Warrant Met?	Existing Signal Justification ²				Met 60%	Met 80%	Req'd	Justification Criteria Met?				
	Warrant 1							Existing Signal Justification: Reduced Warrant 1A				15	12	8	JUSTIFIED				
1A: 8-Hour (Minimum Vehicular Volume)							12	8	MET	Existing Signal Justification: Reduced Warrant 1B				12	11	8	JUSTIFIED		
1B: 8-Hour (Interruption of Continuous Traffic)							10	8	MET	Existing Signal Justification: Reduced Warrant 1C				15	12	8	JUSTIFIED		
1C: 8-Hour (Combination of 1A & 1B at 80%)							11	8	MET	All-Way Stop Warrants¹				Met	Req'd.	Warrant Met?			
Warrant 2: 4-Hour							12	4	MET	All-Way Stop: Crit. A (Signal Justified)				3	1	MET			
Warrant 3B: Peak Hour							11	1	MET	All-Way Stop: Crit. B (Crash History)				3	5	NO			
Warrant 7							All-Way Stop: Crit. C1 & C2 (Min Vols, Same Hrs)				12	8	MET		MET				
7B: Crash History							3	5	NO	All-Way Stop: Crit. C2 (Minor App. Delay)				29.4			30	NO	
7C: Condition A or Condition B (80%)							12	8	MET	All-Way Stop: Crit. D (80% of B, C1, & C2)				-			-	NO	

¹ Source: U.S. Dept. of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

² Source: MnDOT Traffic Engineering Manual, Chapter 9-5.02.05 "Traffic Control Signal Removal Justification Criteria"

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)



Source: U.S. Department of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

Warrant 2 (Four-Hour) Notes:

100%: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3B (Peak Hour) Notes:

100%: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)

2030 No Build

Background	Project Data			Analysis	Volumes	Direction	Analysis Approach			Roadway			Speed	Lanes	RT %
	Project: 2025 MnDOT District 3 ICE Reports			Date: 7/18/2025	Scenario: 2030 No Build	WB	Major Approach 1			US 169 / MN 210			30	1	100%
	Intersection: US 169 & MN 210 (W JCT)					EB	Major Approach 3			MN 210			30	1	100%
	Population < 10,000?	YES	Exist. Traffic Control:	Analyst: CPH	Format: 15 MIN	NB	Minor Approach 2			US 169			30	1	100%
70% Factor Used:	YES	Signal			SB	Minor Approach 4			Minnesota Avenue N			30	1	100%	

Hour	Major Approaches					Minor Approaches					Traffic Signal Warrants					Existing Signal Justification						AWSC Warrants		
	Approach			Volumes Met		Approach			Volumes Met		8-Hour			4-Hr	Peak	60%			80%			C1	C2	80% of C1&C2
	WB	EB	Total	A	B	NB	SB	Max	A	B	1A	1B	1C (1A/1B)	2	3B	1A	1B	1C (1A/1B)	1A	1B	1C (1A/1B)	300	200	D
	1	3		350	525	2	4		105	53														
12 - 1 AM	11	11	22			12	8	12																
1 - 2 AM	4	10	14			5	2	5																
2 - 3 AM	13	4	17			4	1	4																
3 - 4 AM	5	11	16			3	4	4																
4 - 5 AM	21	14	35			6	4	6																
5 - 6 AM	68	75	143			44	21	44																
6 - 7 AM	130	138	268			97	41	97		X					X		X/X			X/-				
7 - 8 AM	298	295	593	X	X	226	136	226	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
8 - 9 AM	310	268	578	X	X	285	156	285	X	X	X	X	X/X	X	X	X	X	X/X	X	X	X/X	X	X	X
9 - 10 AM	329	286	615	X	X	253	149	253	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
10 - 11 AM	293	230	523	X		289	114	289	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
11 - Noon	353	314	667	X	X	318	168	318	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
12 - 1 PM	365	312	677	X	X	285	160	285	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
1 - 2 PM	358	353	711	X	X	266	131	266	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
2 - 3 PM	360	374	734	X	X	294	155	294	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
3 - 4 PM	338	396	734	X	X	363	192	363	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
4 - 5 PM	385	387	772	X	X	326	165	326	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
5 - 6 PM	305	295	600	X	X	266	134	266	X	X	X	X	X/X	X	X	X	X/X	X	X	X/X	X	X	X	
6 - 7 PM	217	223	440	X		170	69	170	X	X	X		X/X	X		X	X	X/X	X	X	X/X	X	X	X
7 - 8 PM	132	161	293			185	58	185	X	X			X/-			X	X	X/X	X		X/-		X	X
8 - 9 PM	117	159	276			140	45	140	X	X						X	X	X/X			X/-			X
9 - 10 PM	101	90	191			72	18	72		X							X/-							
10 - 11 PM	51	70	121			39	27	39																
11 - Midnight	41	41	82			30	5	30																

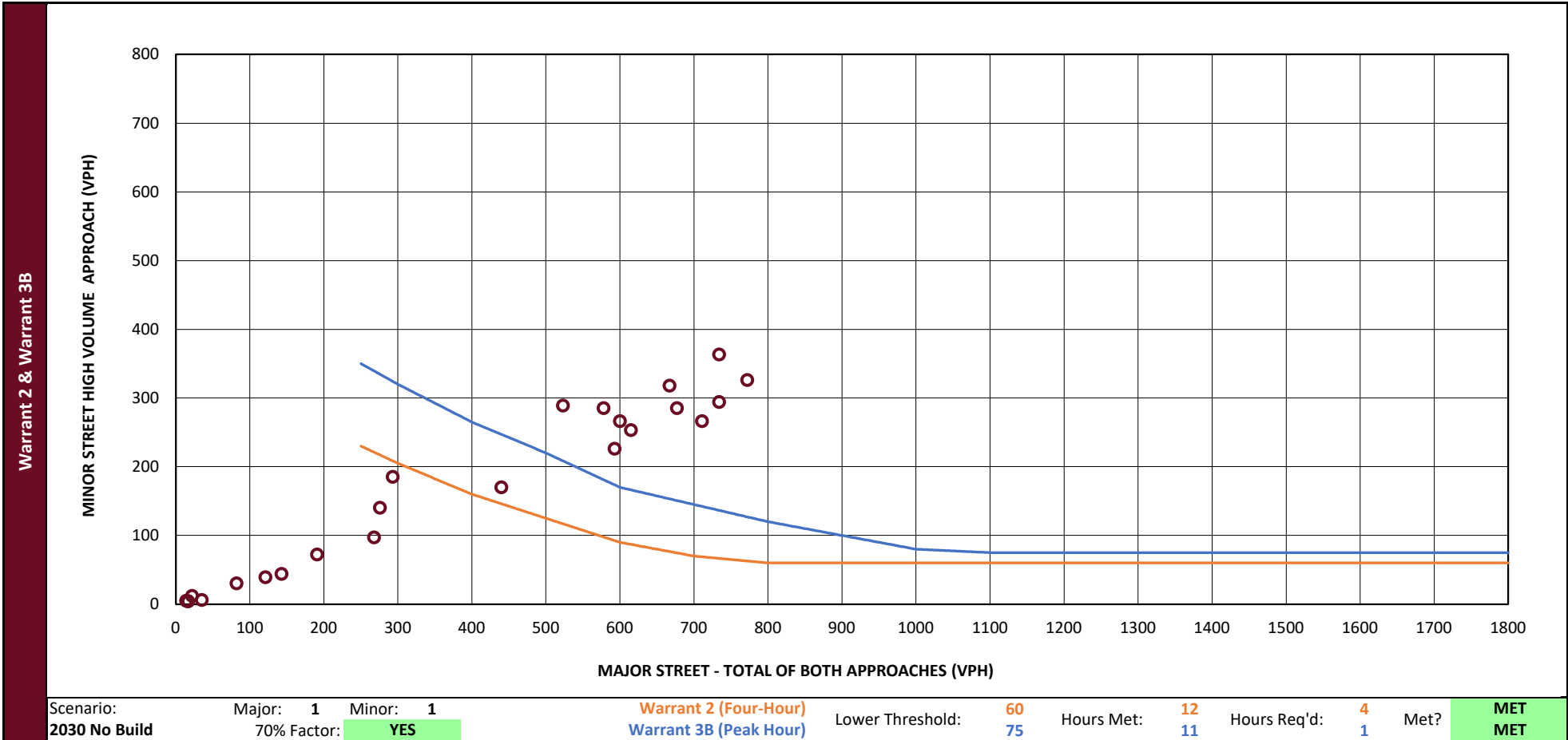
Summary	Signal Warrants ¹				Existing Signal Justification ²			Justification Criteria Met?				
	Met	Req'd	Warrant Met?	Met 60%	Met 80%	Req'd	Met	Req'd	Met			
Warrant 1					Existing Signal Justification: Reduced Warrant 1A			15	13	8	JUSTIFIED	
1A: 8-Hour (Minimum Vehicular Volume)	12	8	MET		Existing Signal Justification: Reduced Warrant 1B			12	12	8	JUSTIFIED	MET
1B: 8-Hour (Interruption of Continuous Traffic)	10	8	MET	MET	Existing Signal Justification: Reduced Warrant 1C			15	12	8	JUSTIFIED	
1C: 8-Hour (Combination of 1A & 1B at 80%)	12	8	MET	MET	All-Way Stop Warrants¹			Met	Req'd.	Warrant Met?		
Warrant 2: 4-Hour	12	4	MET	MET	All-Way Stop: Crit. A (Signal Justified)			3	1	1	MET	
Warrant 3B: Peak Hour	11	1	MET	MET	All-Way Stop: Crit. B (Crash History)			3	5	5	NO	
Warrant 7					All-Way Stop: Crit. C1 & C2 (Min Vols, Same Hrs)			12	8	8	MET	MET
7B: Crash History	3	5	NO	NO	All-Way Stop: Crit. C2 (Minor App. Delay)			32.8	30	30	MET	
7C: Condition A or Condition B (80%)	13	8	MET	NO	All-Way Stop: Crit. D (80% of B, C1, & C2)			-	-	-	NO	

¹ Source: U.S. Dept. of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

² Source: MnDOT Traffic Engineering Manual, Chapter 9-5.02.05 "Traffic Control Signal Removal Justification Criteria"

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)



Source: U.S. Department of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

Warrant 2 (Four-Hour) Notes:

100%: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3B (Peak Hour) Notes:

100%: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)

2050 No Build

Background	Project Data			Analysis	Volumes	Direction	Analysis Approach			Roadway			Speed	Lanes	RT %
	Project: 2025 MnDOT District 3 ICE Reports			Date: 7/18/2025	Scenario: 2050 No Build	WB	Major Approach 1			US 169 / MN 210			30	1	100%
	Intersection: US 169 & MN 210 (W JCT)					EB	Major Approach 3			MN 210			30	1	100%
	Population < 10,000?	YES	Exist. Traffic Control:	Analyst: CPH	Format: 15 MIN	NB	Minor Approach 2			US 169			30	1	100%
70% Factor Used:	YES	Signal			SB	Minor Approach 4			Minnesota Avenue N			30	1	100%	

Hour	Major Approaches					Minor Approaches					Traffic Signal Warrants					Existing Signal Justification						AWSC Warrants		
	Approach			Volumes Met		Approach			Volumes Met		8-Hour			4-Hr	Peak	60%			80%			C1	C2	80% of C1&C2
	WB	EB	Total	A	B	NB	SB	Max	A	B	1A	1B	1C (1A/1B)	2	3B	1A	1B	1C (1A/1B)	1A	1B	1C (1A/1B)	300	200	D
	1	3		350	525	2	4		105	53														
12 - 1 AM	16	16	32			21	11	21																
1 - 2 AM	8	15	23			10	4	10																
2 - 3 AM	18	7	25			8	2	8																
3 - 4 AM	9	15	24			6	7	7																
4 - 5 AM	26	19	45			11	8	11																
5 - 6 AM	82	90	172			54	30	54										X / -						
6 - 7 AM	159	170	329			118	51	118	X	X			X / -				X / X	X		X / -	X			X
7 - 8 AM	362	359	721	X	X	277	165	277	X	X	X	X	X / X	X	X	X	X	X / X	X	X	X / X	X	X	X
8 - 9 AM	376	328	704	X	X	350	189	350	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
9 - 10 AM	398	351	749	X	X	307	180	307	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
10 - 11 AM	359	281	640	X	X	353	139	353	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
11 - Noon	430	383	813	X	X	385	204	385	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
12 - 1 PM	443	383	826	X	X	346	192	346	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
1 - 2 PM	436	429	865	X	X	325	159	325	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
2 - 3 PM	437	456	893	X	X	358	187	358	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
3 - 4 PM	412	484	896	X	X	438	234	438	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
4 - 5 PM	466	471	937	X	X	398	201	398	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
5 - 6 PM	370	362	732	X	X	326	162	326	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
6 - 7 PM	263	270	533	X	X	206	84	206	X	X	X	X	X / X	X	X	X	X / X	X	X	X / X	X	X	X	X
7 - 8 PM	160	198	358	X		224	72	224	X	X	X		X / -	X			X / X	X		X / X	X	X	X	X
8 - 9 PM	145	196	341			171	57	171	X	X			X / -				X / X	X		X / X	X	X	X	X
9 - 10 PM	122	110	232			87	29	87		X							X / -			X / -				
10 - 11 PM	65	87	152			50	36	50																
11 - Midnight	53	53	106			39	10	39																

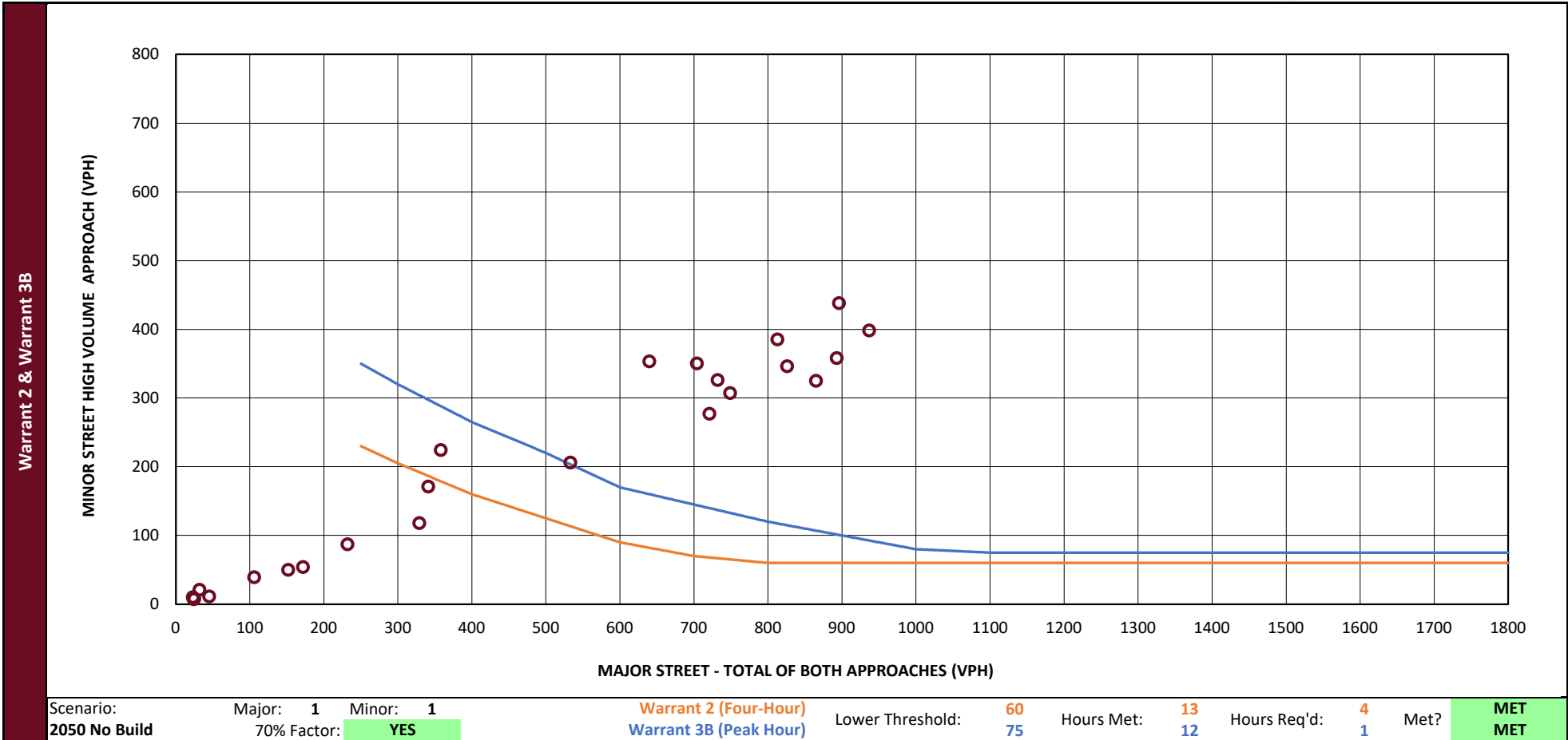
Summary	Signal Warrants ¹				Existing Signal Justification ²				Justification Criteria Met?				
	Met	Req'd	Warrant Met?	Met 60%	Met 80%	Req'd	Justification Criteria Met?	Met	Req'd	Warrant Met?	Met		
Warrant 1					Existing Signal Justification: Reduced Warrant 1A				16	15	8	JUSTIFIED	
1A: 8-Hour (Minimum Vehicular Volume)	13	8	MET		Existing Signal Justification: Reduced Warrant 1B				15	12	8	JUSTIFIED	MET
1B: 8-Hour (Interruption of Continuous Traffic)	12	8	MET	MET	Existing Signal Justification: Reduced Warrant 1C				15	14	8	JUSTIFIED	
1C: 8-Hour (Combination of 1A & 1B at 80%)	12	8	MET	MET	All-Way Stop Warrants¹				Met	Req'd.		Warrant Met?	
Warrant 2: 4-Hour	13	4	MET	MET	All-Way Stop: Crit. A (Signal Justified)				3	1		MET	
Warrant 3B: Peak Hour	12	1	MET	MET	All-Way Stop: Crit. B (Crash History)				3	5		NO	
Warrant 7					All-Way Stop: Crit. C1 & C2 (Min Vols, Same Hrs)				14	8		MET	MET
7B: Crash History	3	5	NO		All-Way Stop: Crit. C2 (Minor App. Delay)				88.2	30		MET	
7C: Condition A or Condition B (80%)	15	8	MET	NO	All-Way Stop: Crit. D (80% of B, C1, & C2)				-	-		NO	

¹ Source: U.S. Dept. of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

² Source: MnDOT Traffic Engineering Manual, Chapter 9-5.02.05 "Traffic Control Signal Removal Justification Criteria"

TRAFFIC CONTROL WARRANTS ANALYSIS

2025 MnDOT District 3 ICE Reports, US 169 & MN 210 (W JCT)



Source: U.S. Department of Transportation FHWA Manual on Uniform Traffic Control Devices (2009 Edition)

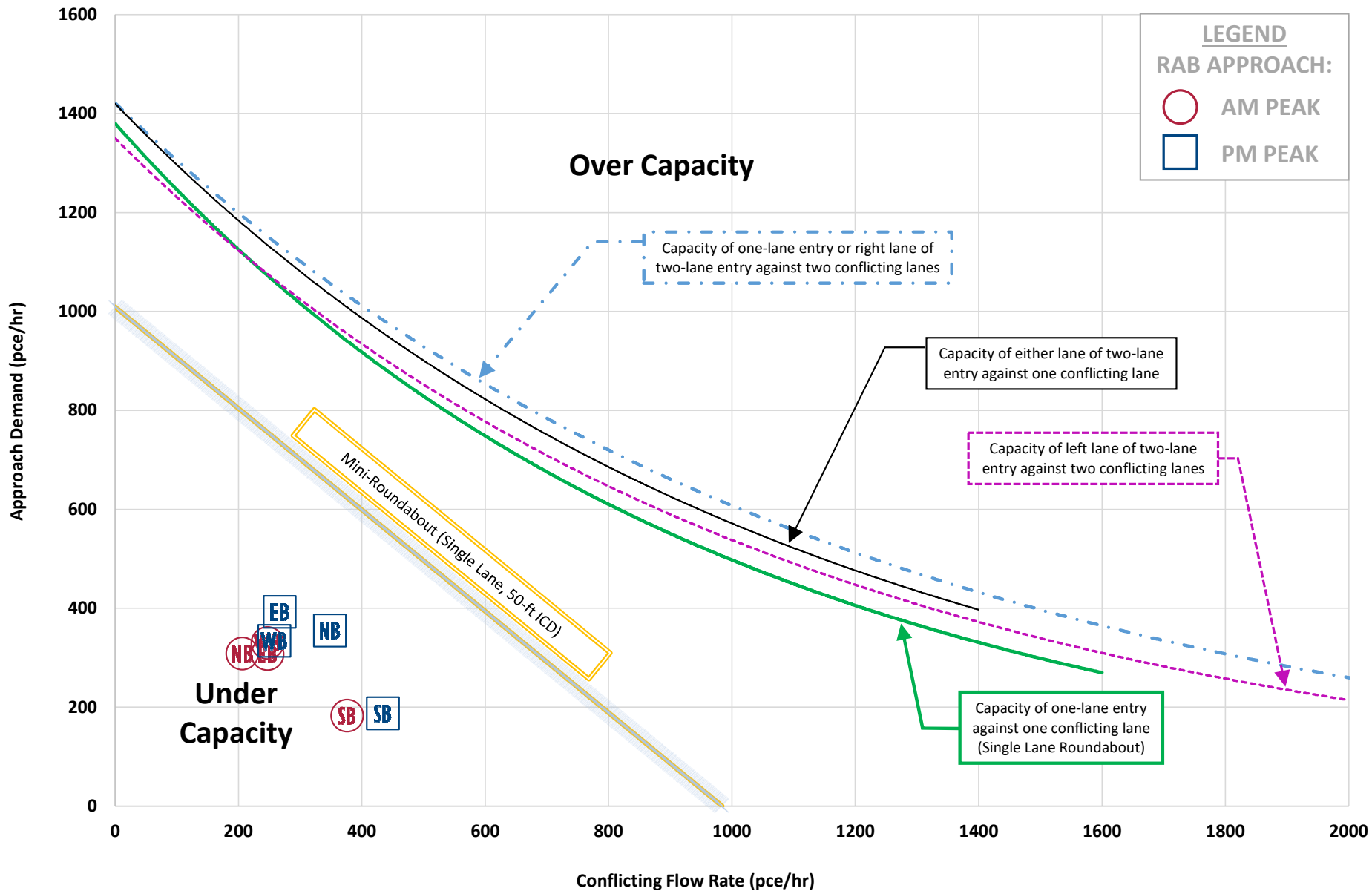
Warrant 2 (Four-Hour) Notes:

100%: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

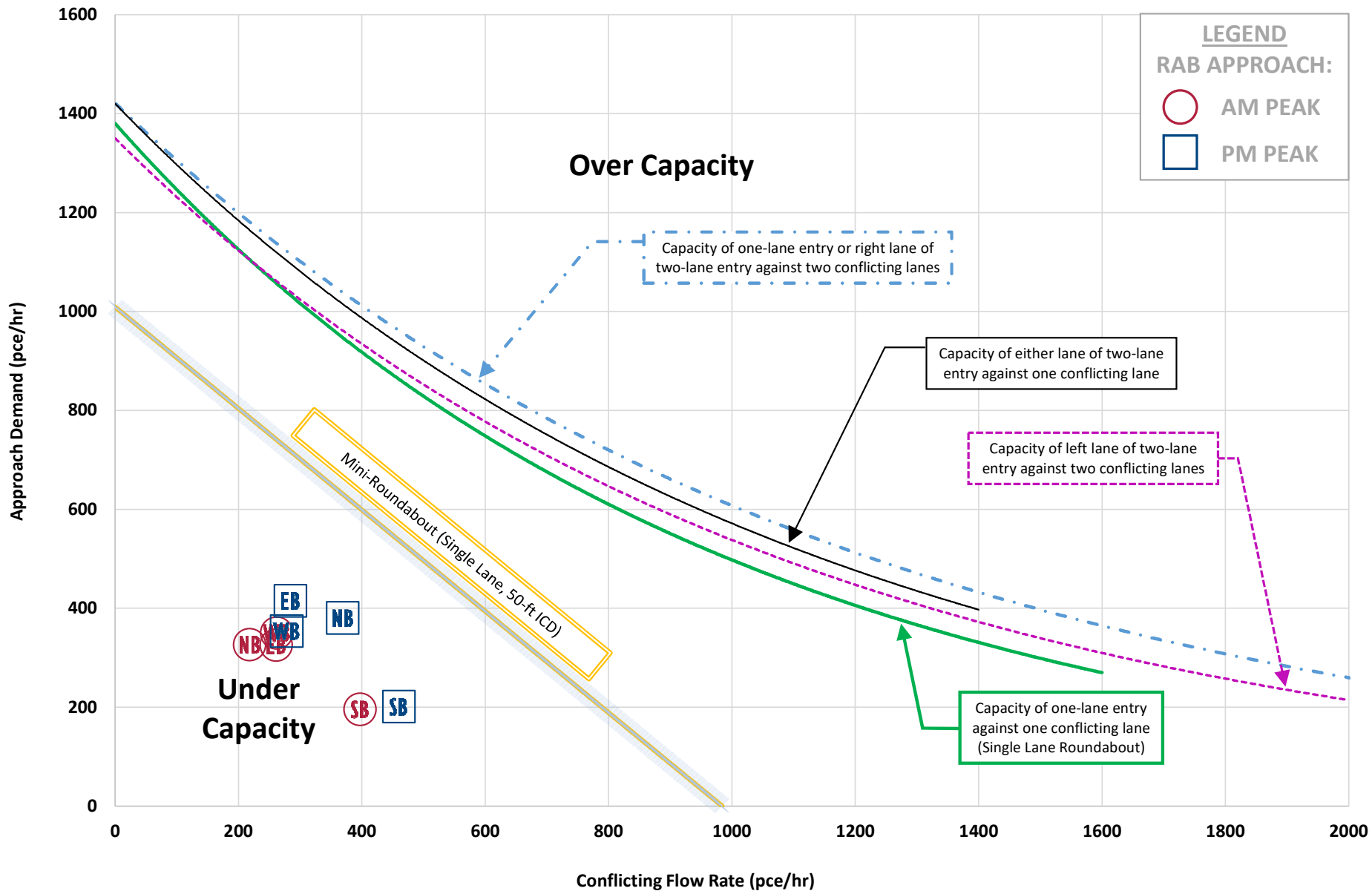
Warrant 3B (Peak Hour) Notes:

100%: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
 70%: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

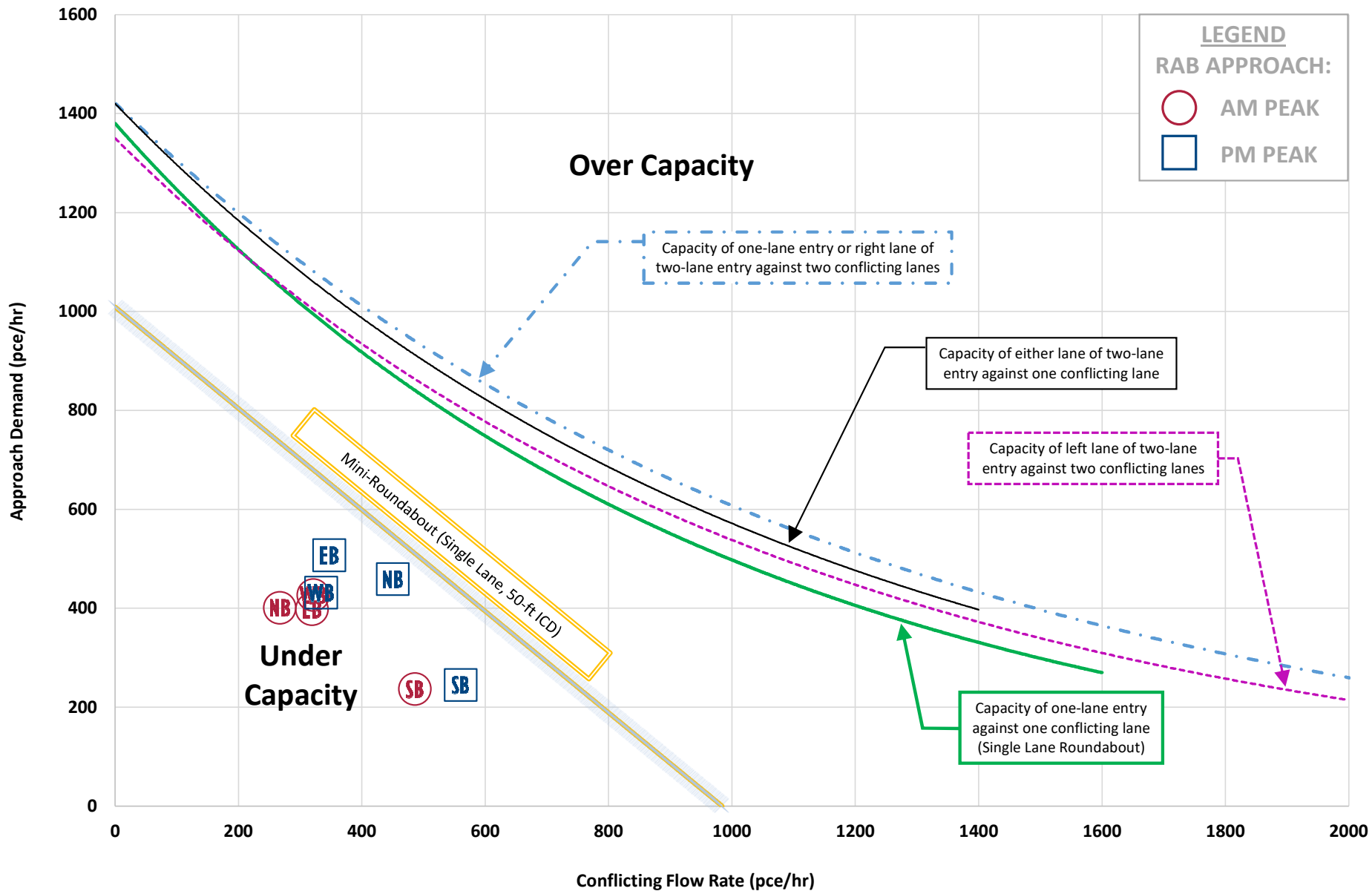
APPENDIX E: ROUNDABOUT CAPACITY ANALYSIS RESULTS



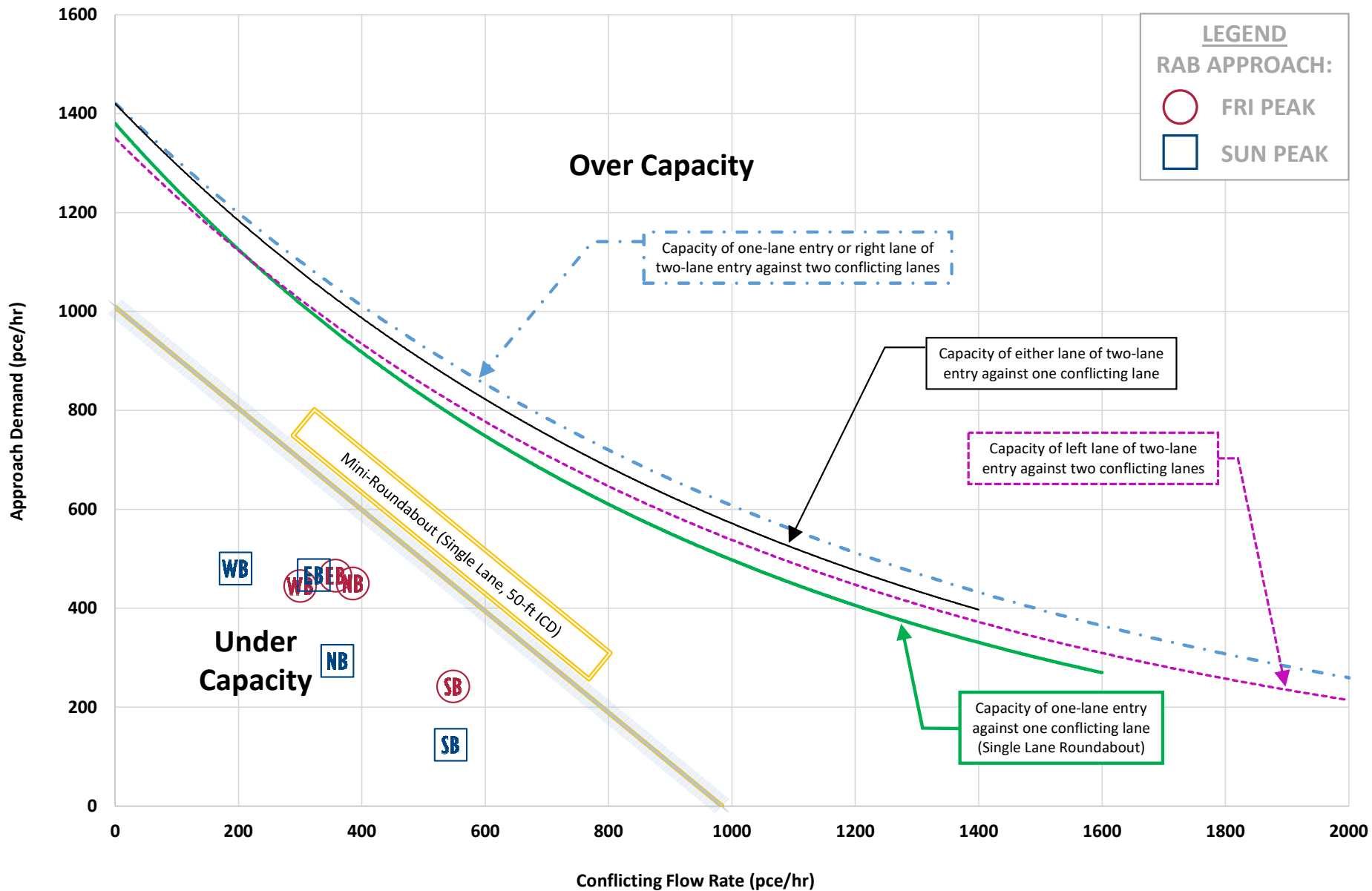
Year 2025 Weekday Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)



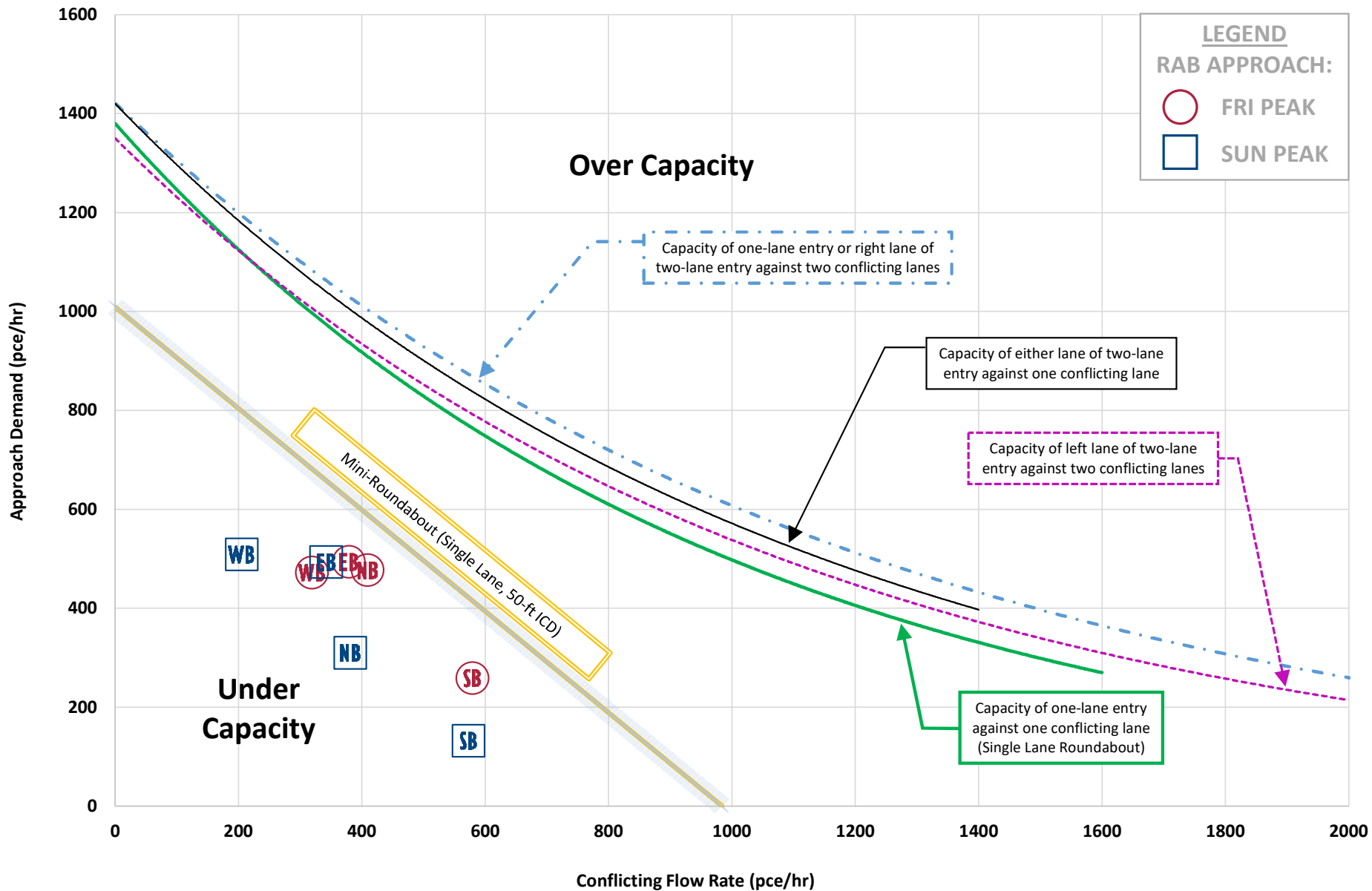
Year 2030 Weekday Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)



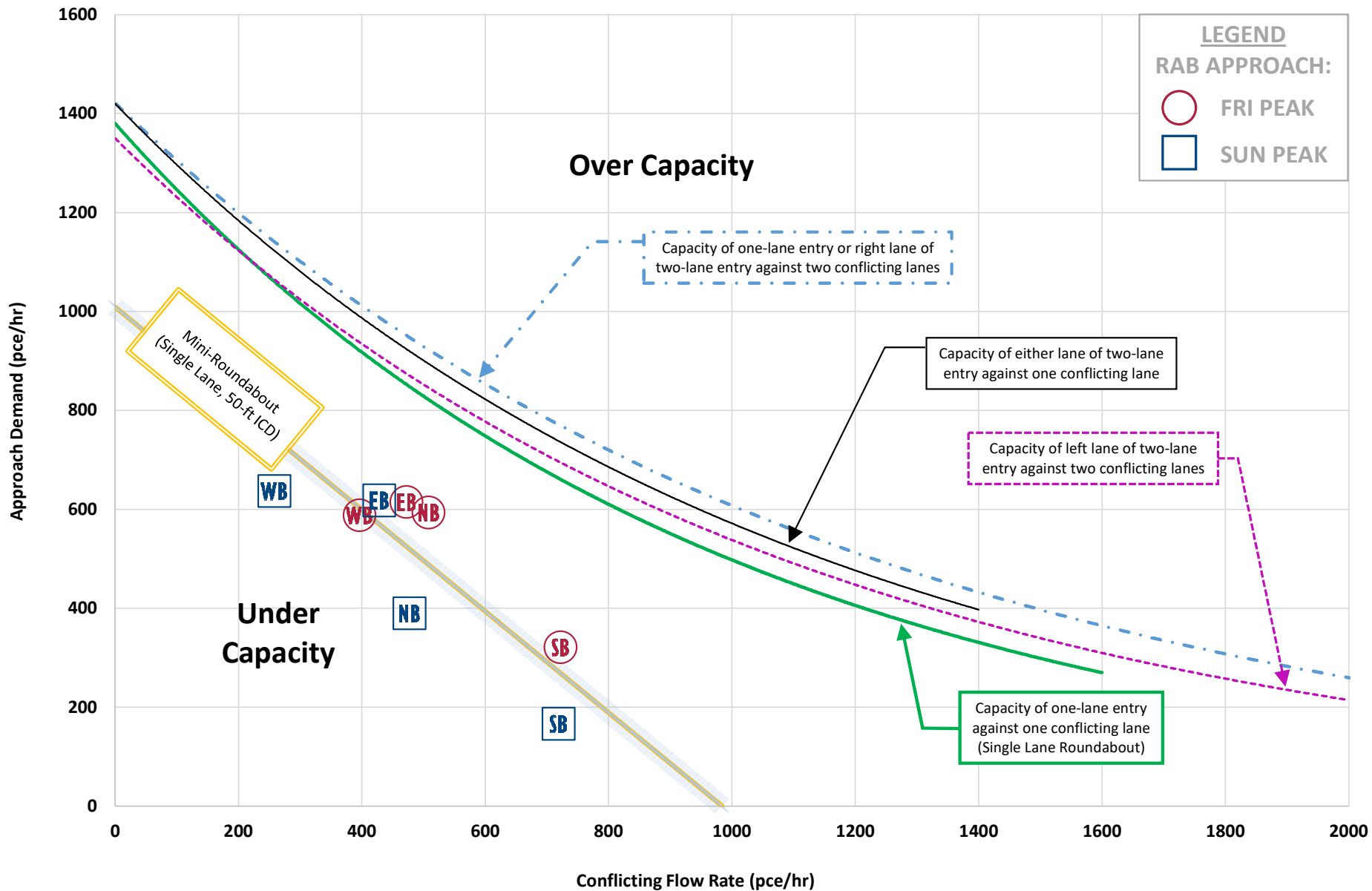
Year 2050 Weekday Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)



Year 2025 Weekend Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)



Year 2030 Weekend Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)



Year 2050 Weekend Traffic Volumes - Roundabout Capacity Analysis - US 169 & MN 210 (W JCT)

APPENDIX F: ALTERNATIVES MOE

Existing Year 2025 Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	24.3	25.5	16.6	28.7	27.4	20.9	31.1	31.2	18.5	22.8	22.7	9.8	24.8
	Total Delay (hr)	0.1	1.2	0.6	0.6	1.7	0.2	0.8	1.0	0.3	0.1	0.8	0.1	7.5
	Movement LOS	C	C	B	C	C	C	C	C	B	C	C	A	C
	Movement Volume	16	171	134	77	208	34	90	118	62	22	117	23	1072
	Movement 95th Queue (ft)	227	227	57	220	220	46	261	261	57	162	162	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	21.7			27.0			28.3			20.9			
Approach LOS	C			C			C			C				

Existing Year 2025 Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.1	29.3	20.0	27.9	27.8	22.7	33.9	33.4	20.4	25.0	22.4	8.4	26.7
	Total Delay (hr)	0.2	2.1	0.7	0.9	1.7	0.1	1.2	0.9	0.6	0.3	0.6	0.1	9.4
	Movement LOS	C	C	B	C	C	C	C	C	C	C	C	A	C
	Movement Volume	30	246	111	103	211	15	123	92	103	38	102	31	1205
	Movement 95th Queue (ft)	274	274	57	230	230	32	251	251	56	160	160	50	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	26.5			27.6			29.4			20.4			
Approach LOS	C			C			C			C				

Existing Year 2025 Conditions - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	43.4	43.3	36.0	89.1	82.2	76.5	56.9	61.0	43.4	47.0	42.2	22.0	56.2
	Total Delay (hr)	0.3	3.6	1.4	3.6	6.4	0.7	2.2	2.4	2.2	0.7	1.9	0.1	25.5
	Movement LOS	D	D	D	F	F	E	E	E	D	D	D	C	E
	Movement Volume	27	287	136	137	259	32	132	138	176	55	157	24	1560
	Movement 95th Queue (ft)	469	469	54	793	793	47	578	578	58	282	282	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	41.1			84.0			52.8			41.3			
Approach LOS	D			F			D			D				

Existing Year 2025 Conditions - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	32.5	29.8	21.5	44.1	42.6	39.1	37.7	36.9	23.7	32.4	28.6	8.8	33.8
	Total Delay (hr)	0.2	2.6	0.8	2.9	2.9	0.3	1.1	0.9	0.8	0.3	0.6	0.0	13.4
	Movement LOS	C	C	C	D	D	D	D	D	C	C	C	A	C
	Movement Volume	26	306	138	217	229	27	97	79	117	30	70	18	1354
	Movement 95th Queue (ft)	321	321	52	395	395	44	247	247	57	123	123	39	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	27.5			43.1			31.9			26.5			
Approach LOS	C			D			C			C				

2025 All-Way Stop - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	11.5	13.9	11.8	26.9	28.6	22.0	15.9	18.3	13.1	8.3	10.6	6.3	17.6
	Total Delay (hr)	0.1	0.7	0.5	0.6	1.7	0.2	0.4	0.6	0.2	0.1	0.3	0.0	5.4
	Movement LOS	B	B	B	D	D	C	C	C	B	A	B	A	C
	Movement Volume	16	171	134	77	208	34	90	118	62	22	117	22	1071
	Movement 95th Queue (ft)	142	142	58	196	196	58	142	142	58	91	91	51	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	12.9			27.5			16.3			9.7			
	Approach LOS	B			D			C			A			

2025 All-Way Stop - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	14.5	17.8	14.1	26.6	28.9	24.1	16.3	18.7	13.4	9.9	12.0	6.6	18.7
	Total Delay (hr)	0.1	1.2	0.5	0.8	1.8	0.1	0.6	0.5	0.4	0.1	0.3	0.1	6.5
	Movement LOS	B	C	B	D	D	C	C	C	B	A	B	A	C
	Movement Volume	30	246	111	103	211	15	123	92	103	38	102	31	1205
	Movement 95th Queue (ft)	153	153	56	186	186	46	143	143	55	98	98	53	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	16.5			28.0			16.1			10.6			
	Approach LOS	C			D			C			B			

2025 All-Way Stop - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	54.0	63.3	49.8	96.6	94.7	93.1	49.7	59.9	45.4	20.4	21.2	10.7	60.7
	Total Delay (hr)	0.4	5.2	2.0	3.9	7.4	0.9	1.9	2.4	2.3	0.3	0.9	0.1	27.7
	Movement LOS	F	F	E	F	F	F	E	F	E	C	C	B	F
	Movement Volume	27	287	136	137	259	32	132	138	176	55	157	24	1560
	Movement 95th Queue (ft)	612	612	51	900	900	58	581	581	57	154	154	52	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	58.7			95.2			51.2			19.9			
	Approach LOS	F			F			F			C			

2025 All-Way Stop - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	20.3	22.5	18.9	40.3	40.9	37.0	15.1	16.5	14.0	9.0	10.9	6.0	25.6
	Total Delay (hr)	0.2	2.0	0.8	2.6	2.8	0.3	0.4	0.4	0.5	0.1	0.2	0.0	10.3
	Movement LOS	C	C	C	E	E	E	C	C	B	A	B	A	D
	Movement Volume	26	306	138	217	229	27	97	79	117	30	70	18	1354
	Movement 95th Queue (ft)	212	212	50	307	307	54	123	123	55	62	62	41	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	21.3			40.4			15.0			9.7			
	Approach LOS	C			E			C			A			

2025 Modified Signal Timing - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	15.3	15.6	10.4	29.6	27.7	20.8	24.7	24.4	16.0	16.7	16.4	8.1	20.2
	Total Delay (hr)	0.1	0.8	0.4	0.7	1.7	0.2	0.6	0.8	0.3	0.1	0.5	0.1	6.3
	Movement LOS	B	B	B	C	C	C	C	C	B	B	B	A	C
	Movement Volume	16	171	134	77	208	34	90	118	62	22	117	23	1072
	Movement 95th Queue (ft)	164	164	61	237	237	47	219	219	57	140	140	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	13.4			27.4			22.6			15.3			
Approach LOS	B			C			C			B				

2025 Modified Signal Timing - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	30.3	32.7	22.3	30.1	30.3	23.8	37.2	37.6	24.8	28.7	26.9	11.5	29.9
	Total Delay (hr)	0.3	2.3	0.7	0.9	1.9	0.1	1.3	1.0	0.7	0.3	0.8	0.1	10.4
	Movement LOS	C	C	C	C	C	C	D	D	C	C	C	B	C
	Movement Volume	30	246	111	103	211	15	123	92	103	38	102	31	1205
	Movement 95th Queue (ft)	306	306	55	239	239	31	284	284	57	181	181	49	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	29.5			29.9			33.3			24.5			
Approach LOS	C			C			C			C				

2025 Modified Signal Timing - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	48.9	54.6	43.0	79.3	77.9	67.8	61.4	65.5	48.6	62.0	52.4	28.7	60.3
	Total Delay (hr)	0.4	4.5	1.7	3.3	6.0	0.7	2.4	2.6	2.5	0.9	2.3	0.2	27.5
	Movement LOS	D	D	D	E	E	E	E	E	D	E	D	C	E
	Movement Volume	27	287	136	137	259	32	132	138	176	55	157	24	1560
	Movement 95th Queue (ft)	528	528	54	752	752	46	576	576	59	339	339	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	50.8			77.6			57.6			52.2			
Approach LOS	D			E			E			D				

2025 Modified Signal Timing - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	32.0	36.0	26.9	41.9	41.5	38.9	38.9	40.8	24.8	31.0	28.5	9.7	35.6
	Total Delay (hr)	0.2	3.2	1.1	2.7	2.8	0.3	1.1	1.0	0.8	0.3	0.6	0.0	14.1
	Movement LOS	C	D	C	D	D	D	D	D	C	C	C	A	D
	Movement Volume	26	306	138	217	229	27	97	79	117	30	70	18	1354
	Movement 95th Queue (ft)	375	375	49	385	385	43	259	259	56	126	126	41	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	33.1			41.5			33.8			26.3			
Approach LOS	C			D			C			C				

2025 Modified Signal Timing + Right-Turn Lanes - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	13.1	14.2	8.0	26.0	25.7	16.4	21.6	22.6	10.5	16.0	14.5	5.9	17.8
	Total Delay (hr)	0.1	0.7	0.3	0.6	1.6	0.2	0.6	0.8	0.2	0.1	0.5	0.0	5.7
	Movement LOS	B	B	A	C	C	B	C	C	B	B	B	A	B
	Movement Volume	16	171	134	77	208	34	90	118	62	22	117	23	1072
	Movement 95th Queue (ft)	121	121	89	199	199	81	182	182	98	121	121	49	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	11.6			24.8			19.5			13.5			
	Approach LOS	B			C			B			B			

2025 Modified Signal Timing + Right-Turn Lanes - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.8	30.8	14.5	26.0	26.3	17.4	30.6	32.7	14.1	24.7	22.4	6.2	25.0
	Total Delay (hr)	0.2	2.2	0.5	0.8	1.6	0.1	1.1	0.9	0.4	0.3	0.6	0.1	8.8
	Movement LOS	C	C	B	C	C	B	C	C	B	C	C	A	C
	Movement Volume	30	246	111	103	211	15	123	92	103	38	102	31	1205
	Movement 95th Queue (ft)	264	264	122	210	210	50	247	247	121	143	143	67	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	25.9			25.8			25.9			20.0			
	Approach LOS	C			C			C			B			

2025 Modified Signal Timing + Right-Turn Lanes - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	42.0	42.2	22.8	45.2	43.9	31.2	45.0	44.1	22.3	34.3	32.9	10.6	37.3
	Total Delay (hr)	0.3	3.5	0.9	1.9	3.4	0.3	1.7	1.8	1.1	0.5	1.4	0.1	16.9
	Movement LOS	D	D	C	D	D	C	D	D	C	C	C	B	D
	Movement Volume	27	287	136	137	259	32	132	138	176	55	157	24	1560
	Movement 95th Queue (ft)	419	419	128	394	394	79	394	394	132	245	245	72	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	36.3			43.4			35.8			31.0			
	Approach LOS	D			D			D			C			

2025 Modified Signal Timing + Right-Turn Lanes - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	30.8	29.7	15.5	31.7	30.8	23.8	32.7	33.9	14.0	30.1	26.0	5.0	27.3
	Total Delay (hr)	0.2	2.6	0.6	2.1	2.1	0.2	0.9	0.8	0.5	0.3	0.5	0.0	10.8
	Movement LOS	C	C	B	C	C	C	C	C	B	C	C	A	C
	Movement Volume	26	306	138	217	229	27	97	79	117	30	70	18	1354
	Movement 95th Queue (ft)	311	311	127	278	278	68	183	183	119	114	114	38	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	25.6			30.8			25.6			23.8			
	Approach LOS	C			C			C			C			

2025 Mini Roundabout - Weekday Peak Hours

Traffic Control	Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	2.5	A	2.3	A	1.9	A	1.8	A	2.1	A	3.4	A	3.2	A	2.3	A	2.6	A	2.9	A
		Left	2.5	A	2.5	A	1.6	A	1.8	A			3.3	A	3.5	A	2.5	A	2.7	A		
		Through	2.6	A	2.3	A	1.9	A	1.8	A			3.4	A	3.2	A	2.3	A	2.5	A		
		Right	2.3	A	2.4	A	1.9	A	1.8	A			3.3	A	3.1	A	2.1	A	3.0	A		

2025 Mini Roundabout - Weekend Peak Hours

Traffic Control	Intersection	Approach or Movement	FRI Peak Hour										SUN Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	5.0	A	3.9	A	3.0	A	3.5	A	4.0	A	3.6	A	2.7	A	1.9	A	3.1	A	2.9	A
		Left	5.0	A	3.8	A	3.1	A	3.5	A			3.5	A	3.4	A	2.0	A	3.0	A		
		Through	5.0	A	3.9	A	3.0	A	3.5	A			3.4	A	2.6	A	1.9	A	3.1	A		
		Right	5.0	A	3.9	A	2.7	A	3.5	A			3.7	A	2.8	A	1.8	A	3.2	A		

2025 Truck Route - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	23.2	23.7	13.2	26.0	23.2	20.5	27.1	25.6	15.0	19.7	19.1	7.4	21.4
	Total Delay (hr)	0.1	1.0	0.5	0.5	1.3	0.2	0.7	0.8	0.2	0.1	0.6	0.0	6.0
	Movement LOS	C	C	B	C	C	C	C	C	B	B	B	A	C
	Movement Volume	12	153	131	73	189	33	87	111	58	20	104	21	992
	Movement 95th Queue (ft)	174	174	51	160	160	44	185	185	53	103	103	40	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	19.0			23.6			23.7			17.5			
Approach LOS	B			C			C			B				

2025 Truck Route - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.5	28.9	17.9	29.5	28.1	22.8	32.4	30.0	20.6	23.2	22.8	8.9	26.2
	Total Delay (hr)	0.2	2.0	0.6	0.9	1.7	0.1	1.2	0.9	0.6	0.2	0.7	0.1	9.2
	Movement LOS	C	C	B	C	C	C	C	C	C	C	C	A	C
	Movement Volume	26	242	115	102	204	18	128	102	102	38	111	32	1220
	Movement 95th Queue (ft)	248	248	50	214	214	37	236	236	51	146	146	49	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	25.5			28.2			28.0			20.4			
Approach LOS	C			C			C			C				

2025 Truck Route - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	39.6	37.5	26.3	59.5	55.0	49.4	43.2	43.4	32.7	38.0	37.2	18.0	41.8
	Total Delay (hr)	0.2	2.9	1.0	2.3	4.2	0.5	1.6	1.6	1.6	0.5	1.6	0.1	18.1
	Movement LOS	D	D	C	E	D	D	D	D	C	D	D	B	D
	Movement Volume	21	273	135	134	257	33	127	126	171	46	151	26	1500
	Movement 95th Queue (ft)	379	379	48	471	471	45	379	379	48	258	258	43	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	34.1			56.0			39.0			35.1			
Approach LOS	C			E			D			D				

2025 Truck Route - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	30.8	27.0	18.8	43.7	40.1	39.9	35.4	34.0	22.1	28.8	28.4	9.3	31.9
	Total Delay (hr)	0.2	2.2	0.7	2.7	2.7	0.4	1.0	0.8	0.8	0.2	0.6	0.1	12.4
	Movement LOS	C	C	B	D	D	D	D	C	C	C	C	A	C
	Movement Volume	21	286	133	214	226	31	97	77	120	29	79	21	1334
	Movement 95th Queue (ft)	287	287	51	368	368	46	238	238	52	126	126	42	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	24.7			41.7			29.6			25.4			
Approach LOS	C			D			C			C				

Forecast Year 2030 All-Way Stop - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	12.2	14.8	12.5	29.0	32.2	24.7	15.7	19.5	12.8	9.1	11.2	7.0	19.2
	Total Delay (hr)	0.1	0.7	0.5	0.7	2.2	0.3	0.4	0.7	0.2	0.1	0.4	0.0	6.3
	Movement LOS	B	B	B	D	D	C	C	C	B	A	B	A	C
	Movement Volume	20	179	134	81	229	40	91	123	63	24	126	23	1133
	Movement 95th Queue (ft)	147	147	56	228	228	60	152	152	58	95	95	50	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	13.7			30.6			16.7			10.4			
	Approach LOS	B			D			C			B			

Forecast Year 2030 All-Way Stop - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	16.2	20.7	15.8	28.7	31.2	25.0	17.9	19.5	15.2	10.1	12.5	7.5	20.4
	Total Delay (hr)	0.1	1.5	0.5	0.9	2.0	0.1	0.7	0.6	0.5	0.1	0.4	0.1	7.5
	Movement LOS	C	C	C	D	D	C	C	C	C	B	B	A	C
	Movement Volume	31	252	117	102	222	18	135	105	109	43	108	36	1278
	Movement 95th Queue (ft)	183	183	52	217	217	47	150	150	56	97	97	58	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	18.9			30.1			17.5			11.0			
	Approach LOS	C			D			C			B			

Forecast Year 2030 All-Way Stop - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	109.7	99.8	77.0	167.0	165.0	157.0	56.1	67.2	54.3	26.1	26.3	16.2	92.9
	Total Delay (hr)	0.8	8.7	3.1	7.6	13.7	1.7	2.3	2.7	2.9	0.4	1.3	0.1	45.3
	Movement LOS	F	F	F	F	F	F	F	F	F	D	D	C	F
	Movement Volume	25	304	141	151	272	36	140	141	185	57	171	29	1652
	Movement 95th Queue (ft)	949	949	53	1299	1299	58	598	598	56	200	200	54	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	93.5			165.0			58.7			25.1			
	Approach LOS	F			F			F			D			

Forecast Year 2030 All-Way Stop - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	22.0	25.9	22.2	52.2	52.2	50.1	16.6	17.4	14.3	9.8	12.2	6.6	30.8
	Total Delay (hr)	0.2	2.4	0.9	3.5	3.8	0.4	0.5	0.4	0.5	0.1	0.3	0.0	13.0
	Movement LOS	C	D	C	F	F	F	C	C	B	A	B	A	D
	Movement Volume	27	319	145	224	241	29	102	81	128	32	79	25	1432
	Movement 95th Queue (ft)	260	260	52	423	423	55	132	132	55	75	75	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	24.6			52.1			15.9			10.6			
	Approach LOS	C			F			C			B			

Forecast Year 2030 Modified Signal Timing - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.9	30.7	19.5	31.3	30.0	23.4	34.7	35.7	20.6	24.9	26.0	10.5	28.2
	Total Delay (hr)	0.2	1.6	0.8	0.7	2.0	0.3	0.9	1.2	0.4	0.2	0.9	0.1	9.3
	Movement LOS	C	C	B	C	C	C	C	D	C	C	C	B	C
	Movement Volume	20	179	134	81	229	40	91	123	63	24	126	23	1133
	Movement 95th Queue (ft)	262	262	56	252	252	48	288	288	58	180	180	45	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	26.0			29.5			31.9			23.8			
Approach LOS	C			C			C			C				

Forecast Year 2030 Modified Signal Timing - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	31.3	38.1	27.0	32.3	31.7	24.9	38.0	38.7	27.3	29.3	28.6	10.0	32.4
	Total Delay (hr)	0.3	2.8	0.9	1.0	2.1	0.1	1.5	1.2	0.9	0.4	0.9	0.1	12.2
	Movement LOS	C	D	C	C	C	C	D	D	C	C	C	A	C
	Movement Volume	31	252	117	102	222	18	135	105	109	43	108	36	1278
	Movement 95th Queue (ft)	352	352	53	273	273	34	308	308	55	183	183	52	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	34.3			31.5			34.9			25.2			
Approach LOS	C			C			C			C				

Forecast Year 2030 Modified Signal Timing - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	69.3	61.8	48.7	101.8	99.7	95.2	91.6	96.8	82.1	75.3	62.6	43.3	79.4
	Total Delay (hr)	0.5	5.4	2.0	4.6	8.2	1.1	3.8	4.0	4.4	1.2	3.0	0.3	38.5
	Movement LOS	E	E	D	F	F	F	F	F	F	E	E	D	E
	Movement Volume	25	304	141	151	272	36	140	141	185	57	171	29	1652
	Movement 95th Queue (ft)	607	607	55	883	883	47	884	884	60	448	448	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	58.3			100.0			89.4			63.2			
Approach LOS	E			F			F			E				

Forecast Year 2030 Modified Signal Timing - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	44.7	40.0	31.1	55.5	53.7	50.1	45.1	46.4	29.4	37.0	37.2	14.8	43.2
	Total Delay (hr)	0.3	3.7	1.3	3.7	3.9	0.4	1.3	1.1	1.1	0.3	0.8	0.1	18.0
	Movement LOS	D	D	C	E	D	D	D	D	C	D	D	B	D
	Movement Volume	27	319	145	224	241	29	102	81	128	32	79	25	1432
	Movement 95th Queue (ft)	404	404	53	513	513	43	308	308	55	166	166	43	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	37.6			54.3			39.0			33.0			
Approach LOS	D			D			D			C				

Forecast Year 2030 Modified Signal Timing + Right-Turn Lanes - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	25.5	27.3	12.0	28.2	26.9	17.2	29.6	30.7	12.0	23.4	20.6	5.5	23.5
	Total Delay (hr)	0.1	1.4	0.5	0.7	1.8	0.2	0.8	1.1	0.2	0.2	0.7	0.0	7.7
	Movement LOS	C	C	B	C	C	B	C	C	B	C	C	A	C
	Movement Volume	20	179	134	81	229	40	91	123	63	24	126	23	1133
	Movement 95th Queue (ft)	239	239	120	229	229	76	240	240	109	149	149	58	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	21.0			26.1			26.1			19.0			
	Approach LOS	C			C			C			B			

Forecast Year 2030 Modified Signal Timing + Right-Turn Lanes - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	29.5	33.4	15.4	27.1	27.7	17.9	32.4	34.0	14.7	28.1	23.4	5.7	26.5
	Total Delay (hr)	0.3	2.4	0.5	0.8	1.8	0.1	1.3	1.0	0.5	0.3	0.7	0.1	9.8
	Movement LOS	C	C	B	C	C	B	C	C	B	C	C	A	C
	Movement Volume	31	252	117	102	222	18	135	105	109	43	108	36	1278
	Movement 95th Queue (ft)	282	282	121	231	231	39	247	247	129	147	147	63	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	27.8			27.0			27.4			21.1			
	Approach LOS	C			C			C			C			

Forecast Year 2030 Modified Signal Timing + Right-Turn Lanes - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	46.2	45.1	24.5	47.2	45.6	29.5	45.4	44.7	24.8	39.1	36.3	11.0	39.3
	Total Delay (hr)	0.3	3.9	1.0	2.1	3.7	0.3	1.9	1.8	1.3	0.6	1.7	0.1	18.7
	Movement LOS	D	D	C	D	D	C	D	D	C	D	D	B	D
	Movement Volume	25	304	141	151	272	36	140	141	185	57	171	29	1652
	Movement 95th Queue (ft)	449	449	131	437	437	83	411	411	134	267	267	87	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	39.0			44.9			37.0			34.1			
	Approach LOS	D			D			D			C			

Forecast Year 2030 Modified Signal Timing + Right-Turn Lanes - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	31.6	31.8	17.4	34.6	34.6	28.0	36.4	34.4	14.9	30.8	28.4	6.1	29.5
	Total Delay (hr)	0.2	2.9	0.7	2.3	2.5	0.2	1.1	0.8	0.5	0.3	0.6	0.0	12.1
	Movement LOS	C	C	B	C	C	C	D	C	B	C	C	A	C
	Movement Volume	27	319	145	224	241	29	102	81	128	32	79	25	1432
	Movement 95th Queue (ft)	351	351	130	306	306	85	209	209	122	120	120	61	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	27.5			34.2			27.0			24.9			
	Approach LOS	C			C			C			C			

2030 Mini Roundabout - Weekday Peak Hours

Traffic Control	Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	2.7	A	2.4	A	2.1	A	1.9	A	2.3	A	3.6	A	3.2	A	2.3	A	2.8	A	3.1	A
		Left	2.6	A	2.6	A	2.1	A	2.0	A	2.3	A	3.5	A	3.2	A	2.2	A	2.8	A	3.1	A
		Through	2.7	A	2.4	A	2.1	A	1.9	A	2.3	A	3.5	A	3.3	A	2.3	A	2.8	A	3.1	A
		Right	2.8	A	2.5	A	1.7	A	1.8	A	2.3	A	3.7	A	3.1	A	2.2	A	3.0	A	3.1	A

2030 Mini Roundabout - Weekend Peak Hours

Traffic Control	Intersection	Approach or Movement	FRI Peak Hour										SUN Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	5.8	A	4.4	A	3.3	A	4.1	A	4.5	A	4.0	A	2.8	A	2.3	A	3.5	A	3.2	A
		Left	5.8	A	4.5	A	3.6	A	4.0	A			3.9	A	3.0	A	2.4	A	3.4	A		
		Through	5.7	A	4.4	A	3.2	A	4.1	A			4.0	A	2.8	A	2.2	A	3.5	A		
		Right	5.8	A	4.3	A	2.8	A	4.1	A			4.0	A	2.8	A	2.2	A	3.5	A		

Forecast Year 2030 Truck Route - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	24.4	26.7	16.0	33.2	27.8	24.4	28.8	30.4	17.8	24.2	20.6	7.0	24.8
	Total Delay (hr)	0.1	1.4	0.7	0.7	1.8	0.3	0.8	1.1	0.3	0.1	0.8	0.0	8.1
	Movement LOS	C	C	B	C	C	C	C	C	B	C	C	A	C
	Movement Volume	17	179	148	73	221	38	100	126	64	22	130	20	1138
	Movement 95th Queue (ft)	220	220	46	216	216	46	227	227	53	129	129	39	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	22.0			28.6			27.1			19.5			
Approach LOS	C			C			C			B				

Forecast Year 2030 Truck Route - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	30.1	30.1	18.6	30.7	30.0	24.0	32.6	29.2	21.4	22.3	22.5	9.2	26.9
	Total Delay (hr)	0.2	2.1	0.6	0.9	1.7	0.1	1.3	0.9	0.7	0.2	0.7	0.1	9.5
	Movement LOS	C	C	B	C	C	C	C	C	C	C	C	A	C
	Movement Volume	27	240	116	102	195	19	136	102	109	36	113	36	1231
	Movement 95th Queue (ft)	262	262	51	230	230	36	240	240	51	134	134	47	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	26.6			29.9			28.1			19.9			
Approach LOS	C			C			C			B				

Forecast Year 2030 Truck Route - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	45.2	43.5	31.7	74.1	68.7	66.8	48.0	51.1	37.9	37.9	36.7	21.5	49.1
	Total Delay (hr)	0.3	3.5	1.3	3.0	5.5	0.8	1.9	1.9	1.9	0.6	1.6	0.2	22.5
	Movement LOS	D	D	C	E	E	E	D	D	D	D	D	C	D
	Movement Volume	26	283	146	139	272	40	136	132	179	53	159	28	1593
	Movement 95th Queue (ft)	415	415	49	584	584	49	444	444	49	258	258	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	39.8			70.2			44.9			35.2			
Approach LOS	D			E			D			D				

Forecast Year 2030 Truck Route - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	29.2	31.2	23.1	62.4	57.8	60.8	41.2	40.6	26.7	32.3	33.0	10.9	41.1
	Total Delay (hr)	0.2	2.8	1.0	4.2	4.2	0.6	1.2	1.0	1.0	0.3	0.7	0.1	17.3
	Movement LOS	C	C	C	E	E	E	D	D	C	C	C	B	D
	Movement Volume	24	314	144	226	245	35	99	83	128	34	76	25	1433
	Movement 95th Queue (ft)	351	351	49	572	572	49	282	282	52	143	143	44	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	28.7			60.1			35.1			28.7			
Approach LOS	C			E			D			C				

Forecast Year 2050 All-Way Stop - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	17.2	21.3	20.5	60.8	61.9	59.0	31.9	35.1	24.0	13.4	16.8	8.1	34.6
	Total Delay (hr)	0.1	1.3	1.0	1.7	4.9	0.7	1.1	1.5	0.5	0.1	0.7	0.1	13.7
	Movement LOS	C	C	C	F	F	F	D	E	C	B	C	A	D
	Movement Volume	27	224	177	97	271	41	120	147	77	30	148	25	1384
	Movement 95th Queue (ft)	208	208	60	594	594	60	303	303	58	127	127	56	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	20.7			61.3			31.5			15.2			
Approach LOS	C			F			D			C				

Forecast Year 2050 All-Way Stop - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	62.0	66.5	55.7	92.4	89.7	74.4	36.2	39.9	34.0	18.0	20.8	11.0	56.7
	Total Delay (hr)	0.7	6.0	2.3	3.8	7.1	0.4	1.7	1.5	1.3	0.2	0.8	0.1	25.9
	Movement LOS	F	F	F	F	F	F	E	E	D	C	C	B	F
	Movement Volume	39	314	145	134	271	20	164	126	128	50	137	43	1571
	Movement 95th Queue (ft)	682	682	53	681	681	51	331	331	56	141	141	58	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	63.0			89.8			36.6			18.4			
Approach LOS	F			F			E			C				

Forecast Year 2050 All-Way Stop - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	337.2	339.8	300.5	691.9	669.3	637.1	375.1	346.3	357.9	63.0	63.7	43.4	388.3
	Total Delay (hr)	3.4	35.5	14.4	37.5	69.3	7.6	19.4	18.6	23.1	1.4	3.7	0.4	234.3
	Movement LOS	F	F	F	F	F	F	F	F	F	F	F	E	F
	Movement Volume	33	364	164	172	329	39	175	183	222	78	208	32	1999
	Movement 95th Queue (ft)	2995	2995	52	5022	5022	57	2989	2989	55	422	422	55	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	328.2			674.2			359.4			61.5			
Approach LOS	F			F			F			F				

Forecast Year 2050 All-Way Stop - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	71.8	82.8	74.1	433.6	402.5	439.5	22.9	24.6	19.9	14.2	14.9	7.4	176.9
	Total Delay (hr)	0.6	9.3	3.7	34.9	36.0	4.3	0.8	0.7	0.9	0.2	0.4	0.1	91.9
	Movement LOS	F	F	F	F	F	F	C	C	C	B	B	A	F
	Movement Volume	30	393	171	266	291	34	121	97	162	39	95	27	1726
	Movement 95th Queue (ft)	929	929	46	3465	3465	56	181	181	52	92	92	50	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	79.7			418.6			22.1			13.5			
Approach LOS	F			F			C			B				

Forecast Year 2050 Modified Signal Timing - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	37.3	43.1	36.2	54.7	51.7	47.8	55.6	58.9	37.7	40.0	34.5	17.1	45.7
	Total Delay (hr)	0.3	2.7	1.8	1.6	4.1	0.6	1.9	2.5	0.8	0.3	1.4	0.1	18.1
	Movement LOS	D	D	D	D	D	D	E	E	D	D	C	B	D
	Movement Volume	27	224	177	97	271	41	120	147	77	30	148	25	1384
	Movement 95th Queue (ft)	448	448	61	518	518	48	499	499	58	237	237	48	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	39.9			52.0			53.0			33.2			
Approach LOS	D			D			D			C				

Forecast Year 2050 Modified Signal Timing - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	50.8	57.0	49.4	66.8	64.7	55.4	61.9	60.3	53.0	46.3	46.4	29.7	56.7
	Total Delay (hr)	0.6	5.2	2.1	2.8	5.2	0.3	2.9	2.2	2.0	0.6	1.8	0.4	26.1
	Movement LOS	D	E	D	E	E	E	E	E	D	D	D	C	E
	Movement Volume	39	314	145	134	271	20	164	126	128	50	137	43	1571
	Movement 95th Queue (ft)	588	588	55	547	547	36	499	499	58	283	283	54	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	54.3			64.9			58.7			43.3			
Approach LOS	D			E			E			D				

Forecast Year 2050 Modified Signal Timing - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	110.3	105.4	93.5	542.9	530.7	491.0	600.4	537.3	557.6	147.5	140.5	103.7	356.9
	Total Delay (hr)	1.1	11.1	4.5	29.3	54.1	5.9	30.7	28.4	35.3	3.2	8.2	1.0	212.8
	Movement LOS	F	F	F	F	F	F	F	F	F	F	F	F	F
	Movement Volume	33	364	164	172	329	39	172	180	217	78	208	32	1988
	Movement 95th Queue (ft)	1111	1111	56	4444	4444	44	4494	4494	60	989	989	47	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	102.2			531.7			564.1			138.5			
Approach LOS	F			F			F			F				

Forecast Year 2050 Modified Signal Timing - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	64.8	62.4	54.1	432.3	401.9	426.3	56.5	58.7	41.6	49.0	46.8	23.9	178.7
	Total Delay (hr)	0.6	7.1	2.7	34.6	35.4	4.1	2.0	1.7	2.0	0.5	1.3	0.2	92.2
	Movement LOS	E	E	D	F	F	F	E	E	D	D	D	C	F
	Movement Volume	30	393	171	266	291	34	121	97	162	39	95	27	1726
	Movement 95th Queue (ft)	715	715	54	3716	3716	44	434	434	55	221	221	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	60.1			417.0			50.7			43.5			
Approach LOS	E			F			D			D				

Forecast Year 2050 Modified Signal Timing + Right-Turn Lanes - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	32.8	36.4	19.4	40.6	38.4	28.4	39.3	38.3	15.6	24.4	26.6	6.3	32.0
	Total Delay (hr)	0.3	2.3	1.0	1.2	3.0	0.3	1.4	1.6	0.3	0.2	1.1	0.0	12.7
	Movement LOS	C	D	B	D	D	C	D	D	B	C	C	A	C
	Movement Volume	27	224	177	97	271	41	120	147	77	30	148	25	1384
	Movement 95th Queue (ft)	350	350	128	431	431	89	332	332	123	186	186	63	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	29.1			37.9			33.6			23.8			
	Approach LOS	C			D			C			C			

Forecast Year 2050 Modified Signal Timing + Right-Turn Lanes - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	42.6	44.5	24.2	45.6	43.4	29.9	43.1	42.0	23.2	38.7	34.0	9.1	38.1
	Total Delay (hr)	0.5	4.0	1.0	1.9	3.4	0.2	2.0	1.6	0.9	0.5	1.3	0.1	17.4
	Movement LOS	D	D	C	D	D	C	D	D	C	D	C	A	D
	Movement Volume	39	314	145	134	271	20	164	126	128	50	137	43	1571
	Movement 95th Queue (ft)	470	470	133	399	399	65	387	387	135	215	215	98	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	38.4			43.5			36.7			30.4			
	Approach LOS	D			D			D			C			

Forecast Year 2050 Modified Signal Timing + Right-Turn Lanes - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	90.3	84.4	62.8	274.5	274.5	229.0	315.3	292.0	269.8	89.8	77.1	44.7	191.8
	Total Delay (hr)	0.9	8.9	3.0	14.5	27.5	2.7	16.3	15.6	17.3	1.9	4.5	0.4	113.5
	Movement LOS	F	F	E	F	F	F	F	F	F	F	E	D	F
	Movement Volume	33	364	164	172	329	39	175	183	222	78	208	32	1999
	Movement 95th Queue (ft)	917	917	132	2473	2473	103	2753	2753	137	622	622	99	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	78.4			271.2			290.5			77.0			
	Approach LOS	E			F			F			E			

Forecast Year 2050 Modified Signal Timing + Right-Turn Lanes - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	45.4	43.5	28.4	97.6	91.9	86.4	46.6	49.4	23.4	36.1	38.5	7.8	57.0
	Total Delay (hr)	0.4	4.9	1.4	7.7	8.0	0.8	1.7	1.4	1.1	0.4	1.0	0.1	28.9
	Movement LOS	D	D	C	F	F	F	D	D	C	D	D	A	E
	Movement Volume	30	393	171	266	291	34	121	97	162	39	95	27	1726
	Movement 95th Queue (ft)	538	538	133	1037	1037	106	345	345	131	169	169	74	
	Storage Bay Distance (ft)	0	0	75	0	0	75	0	0	75	0	0	75	
	Approach Delay (sec/veh)	39.2			94.1			37.4			32.8			
	Approach LOS	D			F			D			C			

2050 Mini Roundabout - Weekday Peak Hours

Traffic Control	Intersection	Approach or Movement	AM Peak Hour										PM Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	3.6	A	3.1	A	2.7	A	2.5	A	3.0	A	5.2	A	4.8	A	3.3	A	4.0	A	4.5	A
		Left	3.7	A	3.1	A	2.3	A	2.5	A			5.3	A	4.9	A	3.3	A	4.0	A		
		Through	3.7	A	2.9	A	2.8	A	2.6	A			5.0	A	4.7	A	3.3	A	4.1	A		
		Right	3.4	A	3.2	A	2.3	A	2.4	A			5.3	A	4.7	A	3.3	A	3.5	A		

2050 Mini Roundabout - Weekend Peak Hours

Traffic Control	Intersection	Approach or Movement	FRI Peak Hour										SUN Peak Hour									
			EB		WB		NB		SB		Intersection		EB		WB		NB		SB		Intersection	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
Roundabout	US 169 & MN 210	Approach	9.8	A	7.4	A	4.4	A	7.2	A	7.6	A	5.9	A	4.2	A	2.6	A	5.9	A	5.0	A
		Left	9.5	A	7.9	A	4.7	A	7.2	A			6.1	A	4.5	A	2.8	A	5.8	A		
		Through	10.1	B	7.5	A	4.3	A	7.3	A			6.0	A	4.2	A	2.5	A	5.9	A		
		Right	9.7	A	7.2	A	4.1	A	7.3	A			5.7	A	4.2	A	2.8	A	6.0	A		

Forecast Year 2050 Truck Route - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	27.4	31.0	19.8	40.9	35.4	31.2	34.1	33.2	22.2	24.0	24.2	10.8	29.8
	Total Delay (hr)	0.1	1.8	0.9	1.0	2.6	0.4	1.2	1.3	0.4	0.2	0.9	0.1	10.9
	Movement LOS	C	C	B	D	D	C	C	C	C	C	C	B	C
	Movement Volume	18	199	165	86	253	45	127	140	70	30	129	28	1290
	Movement 95th Queue (ft)	271	271	48	306	306	47	281	281	52	147	147	42	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	26.0			36.1			31.3			22.2			
	Approach LOS	C			D			C			C			

Forecast Year 2050 Truck Route - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	44.0	43.7	33.4	67.5	63.8	69.7	57.4	65.0	50.0	41.4	37.2	18.4	51.0
	Total Delay (hr)	0.4	3.8	1.4	2.6	5.2	0.5	2.7	2.3	1.8	0.6	1.5	0.2	23.0
	Movement LOS	D	D	C	E	E	E	E	E	D	D	D	B	D
	Movement Volume	32	304	143	132	280	26	165	123	129	51	144	46	1575
	Movement 95th Queue (ft)	450	450	49	559	559	42	603	603	51	264	264	49	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	40.6			65.3			57.4			34.5			
	Approach LOS	D			E			E			C			

Forecast Year 2050 Truck Route - FRI Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	67.8	59.9	50.5	553.2	547.4	525.3	305.4	287.7	270.1	82.3	69.6	52.3	262.9
	Total Delay (hr)	0.6	6.0	2.5	28.4	55.5	7.0	14.3	13.3	17.8	1.4	3.8	0.5	151.1
	Movement LOS	E	E	D	F	F	F	F	F	F	F	E	D	F
	Movement Volume	30	346	169	168	332	45	161	164	228	61	196	32	1932
	Movement 95th Queue (ft)	659	659	47	4543	4543	44	2034	2034	51	463	463	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	57.4			547.4			285.6			70.4			
	Approach LOS	E			F			F			E			

Forecast Year 2050 Truck Route - SUN Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
US 169 & MN 210	Movement Delay (sec/veh)	43.9	41.5	34.6	476.7	442.3	496.1	52.1	50.1	37.1	40.1	39.6	16.0	189.0
	Total Delay (hr)	0.4	4.5	1.7	38.8	40.5	5.9	1.8	1.5	1.7	0.4	1.1	0.1	98.4
	Movement LOS	D	D	C	F	F	F	D	D	D	D	D	B	F
	Movement Volume	28	380	172	269	299	43	122	100	159	37	97	28	1734
	Movement 95th Queue (ft)	478	478	46	3900	3900	46	398	398	50	183	183	46	
	Storage Bay Distance (ft)	0	0	25	0	0	25	0	0	25	0	0	25	
	Approach Delay (sec/veh)	39.6			461.2			45.3			35.6			
	Approach LOS	D			F			D			D			

APPENDIX G: SAFETY ANALYSIS RESULTS

US 169 & MN 210 (W JCT)
Crash Cost Analysis

	Right Angle	Left Turn	Rear End	Sideswipe	Run Off Road	Head On	Right Turn	Other	Total
All Crashes	2	6	3	9	1	1	1	5	23
Fatal	0	0	0	0	0	0	0	0	
A Injury	0	0	0	0	0	0	0	1	
B Injury	0	1	0	0	0	0	0	3	
C Injury	0	1	2	1	1	0	0	1	23
PDO	2	4	1	8	0	1	1	0	
Cross-Street Crashes	0	0	0	0	0	0	0	0	0
Fatal									
A Injury									
B Injury									
C Injury									
PDO									0
Alternative 0 (No Build)									
Total Crashes	2.0	6.0	3.0	9.0	1.0	1.0	1.0	5.0	28.0
Fatal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C Injury	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
B Injury	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0
C Injury	0.0	1.0	2.0	1.0	1.0	0.0	0.0	1.0	6.0
PDO	2.0	4.0	1.0	8.0	0.0	1.0	1.0	0.0	17.0
Crash Rate = 0.52									
Alternative 1 All-Way Stop									
No Change									
Total Crashes	2.0	6.0	3.0	9.0	1.0	1.0	1.0	5.0	28.0
Fatal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A Injury	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
B Injury	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0
C Injury	0.0	1.0	2.0	1.0	1.0	0.0	0.0	1.0	6.0
PDO	2.0	4.0	1.0	8.0	0.0	1.0	1.0	0.0	17.0
Crash Rate = 0.52									
Alternative 2 Modified Signal Timing									
No Change									
Total Crashes	2.0	6.0	3.0	9.0	1.0	1.0	1.0	5.0	28.0
Fatal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A Injury	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
B Injury	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0
C Injury	0.0	1.0	2.0	1.0	1.0	0.0	0.0	1.0	6.0
PDO	2.0	4.0	1.0	8.0	0.0	1.0	1.0	0.0	17.0
Crash Rate = 0.52									
Alternative 2A Modified Signal Timing + RTLs									
Eliminate RT Sideswipes, Collision with Parked Cars									
Total Crashes	2.0	6.0	3.0	2.0	1.0	1.0	1.0	5.0	21.0
Fatal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A Injury	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
B Injury	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0
C Injury	0.0	1.0	2.0	1.0	1.0	0.0	0.0	1.0	6.0
PDO	2.0	4.0	1.0	3.0	0.0	1.0	1.0	0.0	10.0
Crash Rate = 0.39									
Alternative 3 Mini Roundabout									
Use Statewide Average for Single-Lane RAB									
Total Crashes									
Fatal									
A Injury									
B Injury									
C Injury									
PDO									
Crash Rate = 0.32									
Alternative 4 Truck Route									
Eliminate crashes that involve a HCV									
Total Crashes	2.0	6.0	3.0	4.0	1.0	0.0	1.0	5.0	22.0
Fatal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A Injury	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
B Injury	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0
C Injury	0.0	1.0	2.0	1.0	1.0	0.0	0.0	1.0	6.0
PDO	2.0	4.0	1.0	3.0	0.0	0.0	1.0	0.0	11.0
Crash Rate = 0.40									

2030 Annual Crash Costs

Scenario	Traffic Control	Severity	Severity Proportion	Crash Rate	Total Entering Volume	Average Crashes / Year (No.)	Cost / Crash (\$)	Cost / Year (\$)
Alternative 0 (No Build)	Traffic Signal	K	0.0%	0.52	5,570,020	0.000	\$ 15,900,000	\$ -
		A	3.6%			0.100	\$ 1,700,000	\$ 170,000.00
		B	14.3%			0.400	\$ 380,000	\$ 152,000.00
		C	21.4%			0.600	\$ 180,000	\$ 108,000.00
		PDO	60.7%			1.700	\$ 18,000	\$ 30,600.00
		Total	100%			2.800	\$ 460,600.00	
Alternative 1 All-Way Stop	0	K	0.0%	0.52	5,570,020	0.000	\$ 15,900,000	\$ -
		A	3.6%			0.100	\$ 1,700,000	\$ 170,000.00
		B	14.3%			0.400	\$ 380,000	\$ 152,000.00
		C	21.4%			0.600	\$ 180,000	\$ 108,000.00
		PDO	60.7%			1.700	\$ 18,000	\$ 30,600.00
		Total	100%			2.800	\$ 460,600.00	
Alternative 2 Modified Signal Timing	Traffic Signal	K	0.0%	0.52	5,570,020	0.000	\$ 15,900,000	\$ -
		A	3.6%			0.100	\$ 1,700,000	\$ 170,000.00
		B	14.3%			0.400	\$ 380,000	\$ 152,000.00
		C	21.4%			0.600	\$ 180,000	\$ 108,000.00
		PDO	60.7%			1.700	\$ 18,000	\$ 30,600.00
		Total	100%			2.800	\$ 460,600.00	
Alternative 2A Modified Signal Timing + RTLs	Traffic Signal	K	0.0%	0.39	5,570,020	0.000	\$ 15,900,000	\$ -
		A	4.8%			0.100	\$ 1,700,000	\$ 170,000.00
		B	19.0%			0.400	\$ 380,000	\$ 152,000.00
		C	28.6%			0.600	\$ 180,000	\$ 108,000.00
		PDO	47.6%			1.000	\$ 18,000	\$ 18,000.00
		Total	100%			2.100	\$ 448,000.00	
Alternative 3 Mini Roundabout	Roundabout	K	0.0%	0.32	5,570,020	0.000	\$ 15,900,000	\$ -
		A	1.0%			0.017	\$ 1,700,000	\$ 29,498.55
		B	6.8%			0.121	\$ 380,000	\$ 46,156.56
		C	16.8%			0.302	\$ 180,000	\$ 54,346.74
		PDO	75.5%			1.357	\$ 18,000	\$ 24,424.80
		Total	100%			1.798	\$ 154,426.65	
Alternative 4 Truck Route	Traffic Signal	K	0.0%	0.40	5,570,020	0.000	\$ 15,900,000	\$ -
		A	4.5%			0.100	\$ 1,700,000	\$ 170,000.00
		B	18.2%			0.400	\$ 380,000	\$ 152,000.00
		C	27.3%			0.600	\$ 180,000	\$ 108,000.00
		PDO	50.0%			1.100	\$ 18,000	\$ 19,800.00
		Total	100%			2.200	\$ 449,800.00	

Cost/Crash reflects MnDOT's Cost-Effectiveness & Benefit-Cost Analysis for Transportation Projects Appendix A, published July 2021. (http://www.dot.state.mn.us/planning/program/appendix_a.html)

2050 Annual Crash Costs

Scenario	Traffic Control	Severity	Severity Proportion	Crash Rate	Total Entering Volume	Average Crashes / Year (No.)	Cost / Crash (\$)	Cost / Year (\$)
Alternative 0 (No Build)	Traffic Signal	K	0.0%	0.52	6,154,022	0.000	\$ 15,900,000	N/A
		A	3.6%			0.113	\$ 1,700,000	\$ 192,576.00
		B	14.3%			0.453	\$ 380,000	\$ 172,185.60
		C	21.4%			0.680	\$ 180,000	\$ 122,342.40
		PDO	60.7%			1.926	\$ 18,000	\$ 34,663.68
		Total	100%			3.172	\$ 521,767.68	
Alternative 1 All-Way Stop	0	K	0.0%	0.52	6,154,022	0.000	\$ 15,900,000	N/A
		A	3.6%			0.113	\$ 1,700,000	\$ 192,576.00
		B	14.3%			0.453	\$ 380,000	\$ 172,185.60
		C	21.4%			0.680	\$ 180,000	\$ 122,342.40
		PDO	60.7%			1.926	\$ 18,000	\$ 34,663.68
		Total	100%			3.172	\$ 521,767.68	
Alternative 2 Modified Signal Timing	Traffic Signal	K	0.0%	0.52	6,154,022	0.000	\$ 15,900,000	N/A
		A	3.6%			0.113	\$ 1,700,000	\$ 192,576.00
		B	14.3%			0.453	\$ 380,000	\$ 172,185.60
		C	21.4%			0.680	\$ 180,000	\$ 122,342.40
		PDO	60.7%			1.926	\$ 18,000	\$ 34,663.68
		Total	100%			3.172	\$ 521,767.68	
Alternative 2A Modified Signal Timing + RTLs	Traffic Signal	K	0.0%	0.39	6,154,022	0.000	\$ 15,900,000	N/A
		A	4.8%			0.113	\$ 1,700,000	\$ 192,576.00
		B	19.0%			0.453	\$ 380,000	\$ 172,185.60
		C	28.6%			0.680	\$ 180,000	\$ 122,342.40
		PDO	47.6%			1.133	\$ 18,000	\$ 20,390.40
		Total	100%			2.379	\$ 507,494.40	
Alternative 3 Mini Roundabout	Roundabout	K	0.0%	0.32	6,154,022	0.000	\$ 15,900,000	N/A
		A	1.0%			0.019	\$ 1,700,000	\$ 32,591.40
		B	6.8%			0.134	\$ 380,000	\$ 50,995.95
		C	16.8%			0.334	\$ 180,000	\$ 60,044.85
		PDO	75.5%			1.499	\$ 18,000	\$ 26,985.68
		Total	100%			1.986	\$ 170,617.88	
Alternative 4 Truck Route	Traffic Signal	K	0.0%	0.40	6,154,022	0.000	\$ 15,900,000	N/A
		A	4.5%			0.113	\$ 1,700,000	\$ 192,576.00
		B	18.2%			0.453	\$ 380,000	\$ 172,185.60
		C	27.3%			0.680	\$ 180,000	\$ 122,342.40
		PDO	50.0%			1.246	\$ 18,000	\$ 22,429.44
		Total	100%			2.492	\$ 509,533.44	

Cost/Crash reflects MnDOT's Cost-Effectiveness & Benefit-Cost Analysis for Transportation Projects Appendix A, published July 2021. (http://www.dot.state.mn.us/planning/program/appendix_a.html)

US 169 & MN 210 (W JCT) - Present Value Crash Benefit - 2050 Forecast

Year	Annual Crash Cost						Crash Benefit						Present Value Crash Benefit					
	Alternative 0 (No Build)	Alternative 1 All-Way Stop	Alternative 2 Modified Signal Timing	Alternative 2A Modified Signal Timing + RTLs	Alternative 3 Mini Roundabout	Alternative 4 Truck Route	Alternative 0 (No Build)	Alternative 1 All-Way Stop	Alternative 2 Modified Signal Timing	Alternative 2A Modified Signal Timing + RTLs	Alternative 3 Mini Roundabout	Alternative 4 Truck Route	Alternative 0 (No Build)	Alternative 1 All-Way Stop	Alternative 2 Modified Signal Timing	Alternative 2A Modified Signal Timing + RTLs	Alternative 3 Mini Roundabout	Alternative 4 Truck Route
2030	\$ 460,600	\$ 460,600	\$ 460,600	\$ 448,000	\$ 154,427	\$ 449,800	\$ -	\$ -	\$ -	\$ 12,600	\$ 306,173	\$ 10,800	\$ -	\$ -	\$ -	\$ 12,600	\$ 306,173	\$ 10,800
2031	\$ 463,658	\$ 463,658	\$ 463,658	\$ 450,975	\$ 155,236	\$ 452,787	\$ -	\$ -	\$ -	\$ 12,684	\$ 308,422	\$ 10,872	\$ -	\$ -	\$ -	\$ 12,302	\$ 299,149	\$ 10,545
2032	\$ 466,717	\$ 466,717	\$ 466,717	\$ 453,949	\$ 156,046	\$ 455,773	\$ -	\$ -	\$ -	\$ 12,767	\$ 310,671	\$ 10,943	\$ -	\$ -	\$ -	\$ 12,011	\$ 292,269	\$ 10,295
2033	\$ 469,775	\$ 469,775	\$ 469,775	\$ 456,924	\$ 156,855	\$ 458,760	\$ -	\$ -	\$ -	\$ 12,851	\$ 312,920	\$ 11,015	\$ -	\$ -	\$ -	\$ 11,726	\$ 285,534	\$ 10,051
2034	\$ 472,834	\$ 472,834	\$ 472,834	\$ 459,899	\$ 157,665	\$ 461,747	\$ -	\$ -	\$ -	\$ 12,935	\$ 315,169	\$ 11,087	\$ -	\$ -	\$ -	\$ 11,448	\$ 278,938	\$ 9,812
2035	\$ 475,892	\$ 475,892	\$ 475,892	\$ 462,874	\$ 158,474	\$ 464,733	\$ -	\$ -	\$ -	\$ 13,018	\$ 317,417	\$ 11,159	\$ -	\$ -	\$ -	\$ 11,175	\$ 272,482	\$ 9,579
2036	\$ 478,950	\$ 478,950	\$ 478,950	\$ 465,848	\$ 159,284	\$ 467,720	\$ -	\$ -	\$ -	\$ 13,102	\$ 319,666	\$ 11,230	\$ -	\$ -	\$ -	\$ 10,909	\$ 266,161	\$ 9,351
2037	\$ 482,009	\$ 482,009	\$ 482,009	\$ 468,823	\$ 160,094	\$ 470,707	\$ -	\$ -	\$ -	\$ 13,186	\$ 321,915	\$ 11,302	\$ -	\$ -	\$ -	\$ 10,649	\$ 259,974	\$ 9,127
2038	\$ 485,067	\$ 485,067	\$ 485,067	\$ 471,798	\$ 160,903	\$ 473,693	\$ -	\$ -	\$ -	\$ 13,269	\$ 324,164	\$ 11,374	\$ -	\$ -	\$ -	\$ 10,394	\$ 253,919	\$ 8,909
2039	\$ 488,125	\$ 488,125	\$ 488,125	\$ 474,772	\$ 161,713	\$ 476,680	\$ -	\$ -	\$ -	\$ 13,353	\$ 326,413	\$ 11,445	\$ -	\$ -	\$ -	\$ 10,145	\$ 247,993	\$ 8,696
2040	\$ 491,184	\$ 491,184	\$ 491,184	\$ 477,747	\$ 162,522	\$ 479,667	\$ -	\$ -	\$ -	\$ 13,437	\$ 328,662	\$ 11,517	\$ -	\$ -	\$ -	\$ 9,902	\$ 242,193	\$ 8,487
2041	\$ 494,242	\$ 494,242	\$ 494,242	\$ 480,722	\$ 163,332	\$ 482,653	\$ -	\$ -	\$ -	\$ 13,520	\$ 330,910	\$ 11,589	\$ -	\$ -	\$ -	\$ 9,664	\$ 236,518	\$ 8,283
2042	\$ 497,301	\$ 497,301	\$ 497,301	\$ 483,697	\$ 164,141	\$ 485,640	\$ -	\$ -	\$ -	\$ 13,604	\$ 333,159	\$ 11,661	\$ -	\$ -	\$ -	\$ 9,431	\$ 230,966	\$ 8,084
2043	\$ 500,359	\$ 500,359	\$ 500,359	\$ 486,671	\$ 164,951	\$ 488,627	\$ -	\$ -	\$ -	\$ 13,688	\$ 335,408	\$ 11,732	\$ -	\$ -	\$ -	\$ 9,204	\$ 225,533	\$ 7,889
2044	\$ 503,417	\$ 503,417	\$ 503,417	\$ 489,646	\$ 165,761	\$ 491,613	\$ -	\$ -	\$ -	\$ 13,771	\$ 337,657	\$ 11,804	\$ -	\$ -	\$ -	\$ 8,982	\$ 220,219	\$ 7,699
2045	\$ 506,476	\$ 506,476	\$ 506,476	\$ 492,621	\$ 166,570	\$ 494,600	\$ -	\$ -	\$ -	\$ 13,855	\$ 339,906	\$ 11,876	\$ -	\$ -	\$ -	\$ 8,764	\$ 215,020	\$ 7,512
2046	\$ 509,534	\$ 509,534	\$ 509,534	\$ 495,596	\$ 167,380	\$ 497,587	\$ -	\$ -	\$ -	\$ 13,939	\$ 342,155	\$ 11,947	\$ -	\$ -	\$ -	\$ 8,552	\$ 209,934	\$ 7,331
2047	\$ 512,593	\$ 512,593	\$ 512,593	\$ 498,570	\$ 168,189	\$ 500,573	\$ -	\$ -	\$ -	\$ 14,022	\$ 344,403	\$ 12,019	\$ -	\$ -	\$ -	\$ 8,345	\$ 204,960	\$ 7,153
2048	\$ 515,651	\$ 515,651	\$ 515,651	\$ 501,545	\$ 168,999	\$ 503,560	\$ -	\$ -	\$ -	\$ 14,106	\$ 346,652	\$ 12,091	\$ -	\$ -	\$ -	\$ 8,142	\$ 200,096	\$ 6,979
2049	\$ 518,709	\$ 518,709	\$ 518,709	\$ 504,520	\$ 169,808	\$ 506,547	\$ -	\$ -	\$ -	\$ 14,190	\$ 348,901	\$ 12,163	\$ -	\$ -	\$ -	\$ 7,944	\$ 195,338	\$ 6,809
2050	\$ 521,768	\$ 521,768	\$ 521,768	\$ 507,494	\$ 170,618	\$ 509,533	\$ -	\$ -	\$ -	\$ 14,273	\$ 351,150	\$ 12,234	\$ -	\$ -	\$ -	\$ 7,751	\$ 190,686	\$ 6,644
	\$ 10,314,861	\$ 10,314,861	\$ 10,314,861	\$ 10,032,691	\$ 3,412,968	\$ 10,073,001	\$ -	\$ -	\$ -	\$ 282,169	\$ 6,901,893	\$ 241,860	\$ -	\$ -	\$ -	\$ 210,040	\$ 5,134,058	\$ 180,034

Discount Rate 3.1%
 Construction Year 2030
 Design Year 2050

APPENDIX H: DETAILED COST ESTIMATES

**ENGINEER'S CONCEPTUAL OPINION OF PROBABLE COST
US 169 & MN 210 (W JCT.) - Mini Roundabout**

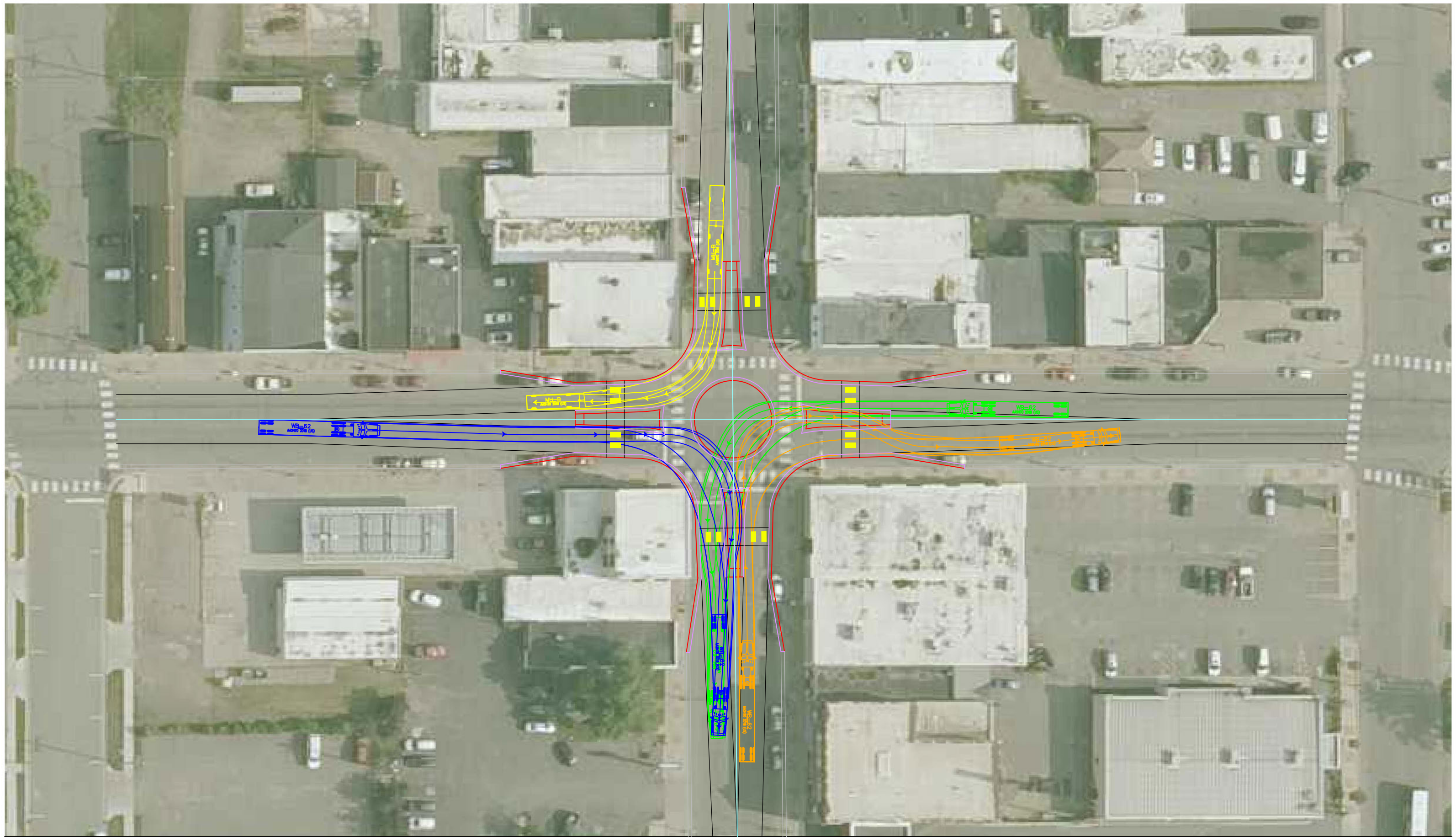
*Date Prepared:
October 14, 2025*

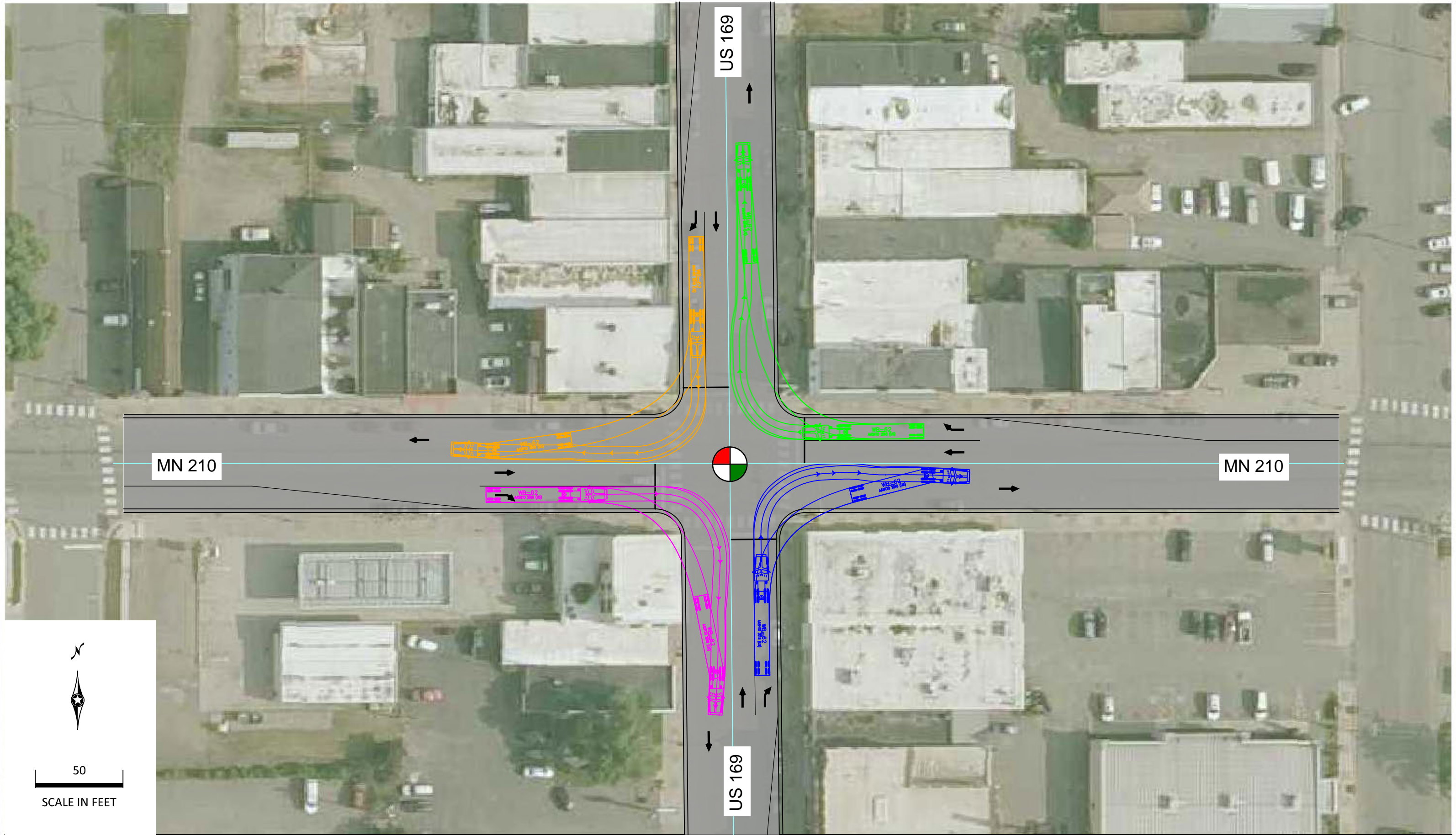
Item #	Description	Unit	Unit Price	Quantity	Total
Roadway Paving					
2104.502	Remove Signal System	EACH	\$20,000.00	1	\$20,000
2104.503	Remove Curb & Gutter	LIN FT	\$8.00	900	\$7,200
2104.507	Remove Bituminous Pavement	SQ YD	\$10.00	2800	\$28,000
2104.518	Remove Concrete Walk	SQ FT	\$3.00	7800	\$23,400
2106.507	Excavation - Common	CU YD	\$12.00	2100	\$25,200
2106.507	Common Embankment (CV)	CU YD	\$5.00	1100	\$5,500
2106.507	Select Granular Embankment (CV)	CU YD	\$25.00	1300	\$32,500
2211.507	Aggregate Base (CV) Class 6	CU YD	\$40.00	1000	\$40,000
2360.504	Type SP 12.5 Wearing Course Mix	TON	\$100.00	800	\$80,000
2521.518	6" Concrete Walk	SQ FT	\$15.00	10500	\$157,500
2531.503	Concrete Curb and Gutter	LIN FT	\$35.00	1400	\$49,000
2531.618	Truncated Domes	SQ FT	\$75.00	300	\$22,500
Subtotal Paving and Grading Costs					\$448,300
Drainage and Erosion					
	Drainage			10%	\$49,000
	Turf Establishment & Erosion Control			5%	\$25,000
Subtotal Drainage and Erosion Costs					\$74,000
Signing and Striping					
	Signing & Pavement Marking			6%	\$29,000
Subtotal Signing and Striping Costs					\$29,000
Temp Traffic Control / Mobilization / Staging					
	Temporary Pavement & Drainage			5%	\$25,000
2563.601	Traffic Control			7%	\$34,000
2021.501	Mobilization			10%	\$49,000
Subtotal Temp Traffic Control / Mobilization / Staging					\$108,000
Traffic Signals / Lighting / Maintenance					
	Lighting			15%	\$74,000
Subtotal Traffic Signals / Lighting / Maintenance					\$74,000
Indirect Costs & Contingency					
Construction Subtotal					\$775,800
30% Contingency					\$233,000
2025 Construction Cost Plus Contingency					\$1,008,800
2030 Inflation Adjustment Factor (Assume 5% Annually)				5%	
2030 Construction Cost Plus Contingency					\$1,287,513

Notes and Assumptions:

1. Pavement Section is 7" Bit, 8" Agg Base Class 6, 15" Select Granular
2. Concrete Median is 6" Concrete Walk, 14" Agg Base Class 6, 15" Select Granular
3. Concrete Sidewalk is 6" Concrete Walk, 6" Agg Base Class 6
4. Density of Bituminous to be 113 lb/sy*in
5. Utility costs not included in estimate.
6. All existing concrete walk within limits of Mini-RAB to be removed and replaced.
7. R/W and Easement Costs not included in estimate.

APPENDIX I: TRUCK TURNING MOVEMENTS





US 169 & MN 210 (W JCT) ICE

APPENDIX J: BENEFIT/COST ANALYSIS RESULTS

Daily and Annual Vehicle Hours Traveled (Weekday Peak Hours)

2030 Vehicle Hours Traveled (VHT) - Weekday Peak Hours

Time Period	Grouping	Percent of Grouping by Volume	2030 ALT 0 Total Delay (Veh-Hr)	2030 ALT 1 Total Delay (Veh-Hr)	2030 ALT 2 Total Delay (Veh-Hr)	2030 ALT 2A Total Delay (Veh-Hr)	2030 ALT 3 Total Delay (Veh-Hr)	2030 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	2.7%	0.22	0.17	0.24	0.20	0.02	0.22
1:00 AM	AM OFF	1.8%	0.15	0.11	0.16	0.14	0.01	0.14
2:00 AM	AM OFF	1.5%	0.13	0.09	0.14	0.12	0.01	0.12
3:00 AM	AM OFF	1.5%	0.13	0.09	0.14	0.12	0.01	0.12
4:00 AM	AM OFF	6.1%	0.51	0.39	0.56	0.47	0.04	0.50
5:00 AM	AM OFF	19.1%	1.61	1.21	1.76	1.47	0.14	1.55
6:00 AM	AM	39.5%	3.32	2.49	3.63	3.04	0.28	3.20
7:00 AM	AM	100.0%	8.40	6.30	9.20	7.70	0.72	8.10
8:00 AM	AM	87.4%	7.34	5.51	8.04	6.73	0.63	7.08
9:00 AM	OFF	88.7%	7.45	5.59	8.16	6.83	0.64	7.18
10:00 AM	OFF	95.4%	8.01	6.01	8.78	7.35	0.69	7.73
11:00 AM	OFF	96.5%	8.11	6.08	8.88	7.43	0.70	7.82
12:00 PM	OFF	89.3%	9.91	6.78	10.71	8.75	0.99	8.48
1:00 PM	OFF	82.3%	9.14	6.26	9.88	8.07	0.91	7.82
2:00 PM	OFF	83.0%	9.22	6.31	9.96	8.14	0.92	7.89
3:00 PM	PM	100.0%	11.10	7.60	12.00	9.80	1.11	9.50
4:00 PM	PM	98.8%	10.97	7.51	11.86	9.69	1.09	9.39
5:00 PM	PM	77.5%	8.60	5.89	9.30	7.60	0.86	7.36
6:00 PM	PM	54.8%	6.08	4.16	6.57	5.37	0.61	5.20
7:00 PM	PM OFF	40.9%	4.54	3.11	4.91	4.01	0.45	3.89
8:00 PM	PM OFF	27.4%	3.04	2.08	3.29	2.68	0.30	2.60
9:00 PM	PM OFF	22.2%	2.46	1.69	2.66	2.17	0.25	2.11
10:00 PM	PM OFF	10.2%	1.13	0.77	1.22	1.00	0.11	0.97
11:00 PM	PM OFF	3.9%	0.43	0.30	0.47	0.38	0.04	0.37
2030 Daily Vehicle Hours Traveled (VHT)			122.0	86.5	132.5	109.3	11.5	109.3
2030 Annual Vehicle Hours Traveled (VHT)			41390.8	29345.1	44964.7	37063.3	3913.4	37093.8

2050 Vehicle Hours Traveled (VHT) - Weekday Peak Hours

Time Period	Grouping	Percent of Grouping by Volume	2050 ALT 0 Total Delay (Veh-Hr)	2050 ALT 1 Total Delay (Veh-Hr)	2050 ALT 2 Total Delay (Veh-Hr)	2050 ALT 2A Total Delay (Veh-Hr)	2050 ALT 3 Total Delay (Veh-Hr)	2050 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	3.6%	0.59	0.50	0.66	0.46	0.04	0.40
1:00 AM	AM OFF	2.5%	0.40	0.34	0.45	0.31	0.03	0.27
2:00 AM	AM OFF	2.0%	0.32	0.27	0.36	0.25	0.02	0.22
3:00 AM	AM OFF	2.2%	0.36	0.31	0.41	0.29	0.03	0.25
4:00 AM	AM OFF	7.0%	1.13	0.96	1.27	0.88	0.08	0.77
5:00 AM	AM OFF	19.4%	3.15	2.68	3.54	2.47	0.22	2.14
6:00 AM	AM	39.8%	6.45	5.49	7.25	5.06	0.46	4.38
7:00 AM	AM	100.0%	16.20	13.80	18.20	12.70	1.15	11.00
8:00 AM	AM	87.5%	14.18	12.08	15.93	11.12	1.01	9.63
9:00 AM	OFF	88.0%	14.25	12.14	16.01	11.17	1.01	9.68
10:00 AM	OFF	95.3%	15.44	13.15	17.34	12.10	1.10	10.48
11:00 AM	OFF	95.9%	15.54	13.24	17.46	12.18	1.10	10.55
12:00 PM	OFF	89.4%	22.79	23.24	23.24	15.55	1.74	20.73
1:00 PM	OFF	82.1%	20.94	21.35	21.35	14.29	1.60	19.05
2:00 PM	OFF	83.3%	21.24	21.65	21.65	14.49	1.63	19.32
3:00 PM	PM	100.0%	25.50	26.00	26.00	17.40	1.95	23.20
4:00 PM	PM	99.1%	25.27	25.77	25.77	17.24	1.93	22.99
5:00 PM	PM	77.8%	19.83	20.22	20.22	13.53	1.52	18.04
6:00 PM	PM	55.0%	14.02	14.29	14.29	9.56	1.07	12.75
7:00 PM	PM OFF	41.1%	10.47	10.68	10.68	7.15	0.80	9.53
8:00 PM	PM OFF	27.7%	7.06	7.20	7.20	4.82	0.54	6.42
9:00 PM	PM OFF	22.3%	5.68	5.80	5.80	3.88	0.44	5.17
10:00 PM	PM OFF	10.6%	2.71	2.76	2.76	1.85	0.21	2.47
11:00 PM	PM OFF	4.7%	1.19	1.22	1.22	0.81	0.09	1.08
2050 Daily Vehicle Hours Traveled (VHT)			264.7	255.1	279.0	189.6	19.8	220.5
2050 Annual Vehicle Hours Traveled (VHT)			89801.1	86553.6	94662.2	64309.2	6704.9	74811.2

Daily and Annual Vehicle Hours Traveled (Friday Peak Hour)

2030 Vehicle Hours Traveled (VHT) - Friday Peak Hour

Time Period	Grouping	Percent of Grouping by Volume	2030 ALT 0 Total Delay (Veh-Hr)	2030 ALT 1 Total Delay (Veh-Hr)	2030 ALT 2 Total Delay (Veh-Hr)	2030 ALT 2A Total Delay (Veh-Hr)	2030 ALT 3 Total Delay (Veh-Hr)	2030 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	2.7%	0.23	0.17	0.25	0.21	0.02	0.22
1:00 AM	AM OFF	1.8%	0.15	0.11	0.17	0.14	0.01	0.15
2:00 AM	AM OFF	1.5%	0.13	0.10	0.14	0.12	0.01	0.12
3:00 AM	AM OFF	1.5%	0.13	0.10	0.14	0.12	0.01	0.12
4:00 AM	AM OFF	6.2%	0.52	0.39	0.57	0.48	0.04	0.50
5:00 AM	AM OFF	19.5%	1.64	1.23	1.79	1.50	0.14	1.58
6:00 AM	AM	44.7%	3.75	2.81	4.11	3.44	0.32	3.62
7:00 AM	AM	100.0%	8.40	6.30	9.20	7.70	0.71	8.10
8:00 AM	AM	109.9%	9.23	6.93	10.11	8.46	0.78	8.90
9:00 AM	OFF	108.5%	9.11	6.83	9.98	8.35	0.77	8.79
10:00 AM	OFF	82.4%	32.61	37.31	31.71	15.57	1.70	18.69
11:00 AM	OFF	84.7%	33.55	38.37	32.61	16.01	1.75	19.23
12:00 PM	OFF	92.6%	36.68	41.96	35.66	17.51	1.92	21.03
1:00 PM	OFF	92.1%	36.49	41.74	35.48	17.42	1.91	20.92
2:00 PM	OFF	88.3%	34.96	39.99	33.99	16.68	1.83	20.04
3:00 PM	PM	100.0%	39.60	45.30	38.50	18.90	2.07	22.70
4:00 PM	PM	94.9%	37.59	43.00	36.55	17.94	1.96	21.55
5:00 PM	PM	79.4%	31.44	35.97	30.57	15.01	1.64	18.02
6:00 PM	PM	92.3%	7.76	5.82	8.49	7.11	0.65	7.48
7:00 PM	PM OFF	47.5%	3.99	2.99	4.37	3.66	0.34	3.85
8:00 PM	PM OFF	31.8%	2.67	2.00	2.92	2.45	0.22	2.57
9:00 PM	PM OFF	25.7%	2.16	1.62	2.37	1.98	0.18	2.08
10:00 PM	PM OFF	11.8%	0.99	0.74	1.09	0.91	0.08	0.96
11:00 PM	PM OFF	4.5%	0.38	0.28	0.42	0.35	0.03	0.37
2030 Daily Vehicle Hours Traveled (VHT)			334.2	362.1	331.2	182.0	19.1	211.6
2030 Annual Vehicle Hours Traveled (VHT)			4344.1	4706.9	4305.4	2366.0	248.3	2750.7

2050 Vehicle Hours Traveled (VHT) - Friday Peak Hour

Time Period	Grouping	Percent of Grouping by Volume	2050 ALT 0 Total Delay (Veh-Hr)	2050 ALT 1 Total Delay (Veh-Hr)	2050 ALT 2 Total Delay (Veh-Hr)	2050 ALT 2A Total Delay (Veh-Hr)	2050 ALT 3 Total Delay (Veh-Hr)	2050 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	3.7%	0.60	0.51	0.67	0.47	0.04	0.41
1:00 AM	AM OFF	2.5%	0.41	0.35	0.46	0.32	0.03	0.28
2:00 AM	AM OFF	2.0%	0.32	0.28	0.36	0.25	0.02	0.22
3:00 AM	AM OFF	2.3%	0.37	0.32	0.42	0.29	0.03	0.25
4:00 AM	AM OFF	7.1%	1.15	0.98	1.29	0.90	0.08	0.78
5:00 AM	AM OFF	19.8%	3.21	2.74	3.61	2.52	0.22	2.18
6:00 AM	AM	44.7%	7.24	6.17	8.13	5.67	0.50	4.91
7:00 AM	AM	100.0%	16.20	13.80	18.20	12.70	1.13	11.00
8:00 AM	AM	110.0%	17.82	15.18	20.02	13.97	1.24	12.10
9:00 AM	OFF	108.4%	17.55	14.95	19.72	13.76	1.22	11.92
10:00 AM	OFF	82.1%	182.52	192.13	174.65	93.23	3.50	124.01
11:00 AM	OFF	84.7%	188.47	198.39	180.34	96.27	3.61	128.05
12:00 PM	OFF	92.4%	205.44	216.24	196.57	104.94	3.94	139.57
1:00 PM	OFF	92.2%	205.11	215.90	196.25	104.77	3.93	139.35
2:00 PM	OFF	88.1%	195.96	206.27	187.50	100.10	3.76	133.14
3:00 PM	PM	100.0%	222.40	234.10	212.80	113.60	4.26	151.10
4:00 PM	PM	94.8%	210.94	222.04	201.84	107.75	4.04	143.32
5:00 PM	PM	79.3%	176.36	185.63	168.74	90.08	3.38	119.82
6:00 PM	PM	92.7%	15.01	12.79	16.87	11.77	1.04	10.19
7:00 PM	PM OFF	47.4%	7.68	6.54	8.63	6.02	0.53	5.22
8:00 PM	PM OFF	32.0%	5.18	4.41	5.82	4.06	0.36	3.51
9:00 PM	PM OFF	25.7%	4.17	3.55	4.68	3.27	0.29	2.83
10:00 PM	PM OFF	12.3%	1.99	1.69	2.23	1.56	0.14	1.35
11:00 PM	PM OFF	5.4%	0.87	0.75	0.98	0.69	0.06	0.59
2050 Daily Vehicle Hours Traveled (VHT)			1687.0	1755.7	1630.8	888.9	37.4	1146.1
2050 Annual Vehicle Hours Traveled (VHT)			21930.7	22824.1	21200.2	11556.3	485.7	14899.4

Daily and Annual Vehicle Hours Traveled (Sunday Peak Hour)

2030 Vehicle Hours Traveled (VHT) - Sunday Peak Hour

Time Period	Grouping	Percent of Grouping by Volume	2030 ALT 0 Total Delay (Veh-Hr)	2030 ALT 1 Total Delay (Veh-Hr)	2030 ALT 2 Total Delay (Veh-Hr)	2030 ALT 2A Total Delay (Veh-Hr)	2030 ALT 3 Total Delay (Veh-Hr)	2030 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	2.1%	0.38	0.28	0.39	0.26	0.02	0.37
1:00 AM	AM OFF	1.4%	0.25	0.19	0.26	0.18	0.01	0.25
2:00 AM	AM OFF	1.2%	0.21	0.16	0.22	0.15	0.01	0.21
3:00 AM	AM OFF	1.2%	0.21	0.16	0.22	0.15	0.01	0.21
4:00 AM	AM OFF	4.9%	0.87	0.64	0.89	0.60	0.04	0.85
5:00 AM	AM OFF	15.4%	2.72	2.00	2.78	1.89	0.14	2.65
6:00 AM	AM	10.3%	1.82	1.33	1.86	1.26	0.09	1.76
7:00 AM	AM	28.9%	5.12	3.76	5.23	3.56	0.26	4.97
8:00 AM	AM	46.7%	8.27	6.07	8.46	5.75	0.42	8.04
9:00 AM	OFF	66.0%	11.67	8.57	11.94	8.11	0.59	11.34
10:00 AM	OFF	91.4%	16.17	11.88	16.54	11.24	0.81	15.72
11:00 AM	OFF	98.0%	17.35	12.74	17.74	12.05	0.87	16.86
12:00 PM	OFF	100.0%	17.70	13.00	18.10	12.30	0.89	17.20
1:00 PM	OFF	87.7%	15.52	11.40	15.87	10.78	0.78	15.08
2:00 PM	OFF	76.8%	13.59	9.98	13.90	9.44	0.68	13.21
3:00 PM	PM	71.4%	12.63	9.28	12.92	8.78	0.64	12.28
4:00 PM	PM	62.7%	11.11	8.16	11.36	7.72	0.56	10.79
5:00 PM	PM	62.2%	11.01	8.08	11.25	7.65	0.55	10.69
6:00 PM	PM	49.6%	8.77	6.44	8.97	6.10	0.44	8.53
7:00 PM	PM OFF	37.5%	6.63	4.87	6.78	4.61	0.33	6.44
8:00 PM	PM OFF	25.1%	4.44	3.26	4.54	3.08	0.22	4.31
9:00 PM	PM OFF	20.3%	3.59	2.64	3.67	2.50	0.18	3.49
10:00 PM	PM OFF	9.3%	1.65	1.21	1.69	1.15	0.08	1.60
11:00 PM	PM OFF	3.6%	0.63	0.46	0.64	0.44	0.03	0.61
2030 Daily Vehicle Hours Traveled (VHT)			172.3	126.6	176.2	119.7	8.7	167.5
2030 Annual Vehicle Hours Traveled (VHT)			2240.2	1645.3	2290.8	1556.7	112.7	2176.9

2050 Vehicle Hours Traveled (VHT) - Sunday Peak Hour

Time Period	Grouping	Percent of Grouping by Volume	2050 ALT 0 Total Delay (Veh-Hr)	2050 ALT 1 Total Delay (Veh-Hr)	2050 ALT 2 Total Delay (Veh-Hr)	2050 ALT 2A Total Delay (Veh-Hr)	2050 ALT 3 Total Delay (Veh-Hr)	2050 ALT 4 Total Delay (Veh-Hr)
12:00 AM	AM OFF	2.9%	3.19	2.68	2.69	0.85	0.05	2.88
1:00 AM	AM OFF	2.0%	2.17	1.82	1.83	0.58	0.03	1.96
2:00 AM	AM OFF	1.6%	1.72	1.45	1.45	0.46	0.03	1.55
3:00 AM	AM OFF	1.8%	1.98	1.66	1.67	0.52	0.03	1.78
4:00 AM	AM OFF	5.6%	6.13	5.15	5.17	1.63	0.10	5.52
5:00 AM	AM OFF	15.6%	17.12	14.38	14.42	4.54	0.27	15.41
6:00 AM	AM	10.8%	11.81	9.92	9.96	3.13	0.18	10.64
7:00 AM	AM	29.3%	32.06	26.93	27.02	8.50	0.50	28.87
8:00 AM	AM	47.1%	51.47	43.24	43.38	13.65	0.80	46.35
9:00 AM	OFF	66.3%	72.55	60.94	61.14	19.23	1.13	65.32
10:00 AM	OFF	91.5%	100.14	84.12	84.40	26.55	1.56	90.16
11:00 AM	OFF	97.8%	107.04	89.92	90.21	28.37	1.67	96.37
12:00 PM	OFF	100.0%	109.40	91.90	92.20	29.00	1.70	98.50
1:00 PM	OFF	88.1%	96.37	80.96	81.22	25.55	1.50	86.77
2:00 PM	OFF	76.4%	83.53	70.17	70.40	22.14	1.30	75.21
3:00 PM	PM	71.6%	78.36	65.83	66.04	20.77	1.22	70.55
4:00 PM	PM	63.2%	69.17	58.10	58.29	18.33	1.08	62.27
5:00 PM	PM	62.5%	68.34	57.40	57.59	18.11	1.06	61.53
6:00 PM	PM	49.6%	54.22	45.55	45.70	14.37	0.84	48.82
7:00 PM	PM OFF	37.4%	40.94	34.39	34.50	10.85	0.64	36.86
8:00 PM	PM OFF	25.2%	27.59	23.18	23.25	7.31	0.43	24.84
9:00 PM	PM OFF	20.3%	22.22	18.67	18.73	5.89	0.35	20.01
10:00 PM	PM OFF	9.7%	10.60	8.91	8.93	2.81	0.17	9.55
11:00 PM	PM OFF	4.3%	4.66	3.92	3.93	1.24	0.07	4.20
2050 Daily Vehicle Hours Traveled (VHT)			1072.8	901.2	904.1	284.4	16.7	965.9
2050 Annual Vehicle Hours Traveled (VHT)			13946.4	11715.5	11753.7	3696.9	217.2	12556.8

US 169 & MN 210 (W JCT) --- Benefit / Cost Analysis for Alternative 1 All-Way Stop 2050 Forecast

BASE 2030	Total
DELAY (Stop)	47,975

2050 No Improvement	Total	2030 No Improvement	Total
DELAY (Stop)	125,678	DELAY (Stop)	47,975

2050 Improvement	Total	2030 Improvement	Total
DELAY (Alt)	121,093	DELAY (Alt)	35,697

2050 Changes:	Total
DELAY	(4,585) -3.6%

Category	COST ITEM				
	1	2	3	4	5
Capital Value (\$)	-	\$0	\$0	-	\$0
Remaining Life (%) - 20yr	44%	84%	27%	44%	96%
Remaining Cap. Value	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Assume Expected Life of 30 Years. Analysis Period is 20 years.

B/C Analysis Summary	
<i>Value(Discounted)</i>	
BENEFITS	
1. Travel Time Savings:	\$ 5,521,373
TOTAL	\$ 5,521,373

COSTS		<i>Value(Discounted)</i>
1. Roadway/Interchange	\$	-
2. Bridges	\$	-
3. Maintenance	\$	(2,948)
4. Contingency Costs	\$	-
5. Right-of-way (ROW)	\$	-
Remaining Capital	\$	-
TOTAL	\$	(2,948)

Benefit/Cost Analysis Results	
20-Yr Operation Benefit	\$ 5,521,373
20-Yr Safety Benefit	\$ -
COSTS	\$ 10,000
B/C Ratio:	552.137

Cost Category	Improvement Description	Estimated NA	Estimated NA	Estimated NA
1	Roadway Paving	\$0	\$0	\$0
1	Drainage and Erosion	\$0	\$0	\$0
1	Misc	\$0	\$0	\$0
2	Bridge	\$0	\$0	\$0
2				
3	Traffic Signal/Lighting	\$0	\$0	\$0
3				
3				
Total Estimated Construction Costs		\$0	\$0	\$0
4	Indirect Costs & Contingency	\$0	\$0	\$0
5	Right-of-Way/Easement Costs	\$0	\$0	\$0
4	Professional Services	\$0	\$0	\$0
Total Project Costs		\$0	\$0	\$0

YEAR	Annual VHT		Annualized Savings		Discounted Value (3.1%)
	2050 No Improvement	2050 Improvement	Improvement w/ VHT Savings	'00 cost per hour 26.00	
2030	47,975	35,697	12,278	\$ 533,060.92	\$ 533,060.92
2031	51,860	39,967	11,893	\$ 516,361.37	\$ 500,835.47
2032	55,745	44,237	11,508	\$ 499,661.83	\$ 470,066.00
2033	59,631	48,507	11,124	\$ 482,962.28	\$ 440,694.08
2034	63,516	52,777	10,739	\$ 466,262.74	\$ 412,663.49
2035	67,401	57,046	10,354	\$ 449,563.20	\$ 385,920.12
2036	71,286	61,316	9,970	\$ 432,863.65	\$ 360,411.90
2037	75,171	65,586	9,585	\$ 416,164.11	\$ 336,088.74
2038	79,056	69,856	9,201	\$ 399,464.56	\$ 312,902.43
2039	82,941	74,125	8,816	\$ 382,765.02	\$ 290,806.60
2040	86,827	78,395	8,431	\$ 366,065.48	\$ 269,756.63
2041	90,712	82,665	8,047	\$ 349,365.93	\$ 249,709.60
2042	94,597	86,935	7,662	\$ 332,666.39	\$ 230,624.23
2043	98,482	91,205	7,277	\$ 315,966.84	\$ 212,460.83
2044	102,367	95,474	6,893	\$ 299,267.30	\$ 195,181.19
2045	106,252	99,744	6,508	\$ 282,567.76	\$ 178,748.59
2046	110,138	104,014	6,124	\$ 265,868.21	\$ 163,127.72
2047	114,023	108,284	5,739	\$ 249,168.67	\$ 148,284.62
2048	117,908	112,554	5,354	\$ 232,469.13	\$ 134,186.65
2049	121,793	116,823	4,970	\$ 215,769.58	\$ 120,802.40
2050	125,678	121,093	4,585	\$ 199,070.04	\$ 108,101.72
TOTAL				\$ 7,154,314	\$ 5,521,373

COST 1: Roadways/Interchange Construction		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
TOTAL	\$ -	\$ -

COST 2: Bridge		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
TOTAL	\$ -	\$ -

Note: Trucks on average account for approximately 6% of network traffic. Passenger vehicle occupancy assumed to be 1.68.

MnDOT Office of Investment Management, Benefit Cost Analysis Trucks (Value of Time) \$ 39.30

Standard Values, Appendix A, Fiscal Year 2022

COST 3: Maintenance & Operation			COST 4: Contingency Construction Costs			COST 5: Right of Way (ROW)		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -	2030	\$ -	\$ -	2030	\$ -	\$ -
2031	\$ (200)	\$ (194)	2031	\$ -	\$ -	2031	\$ -	\$ -
2032	\$ (200)	\$ (188)	2032	\$ -	\$ -	2032	\$ -	\$ -
2033	\$ (200)	\$ (182)	2033	\$ -	\$ -	2033	\$ -	\$ -
2034	\$ (200)	\$ (177)	2034	\$ -	\$ -	2034	\$ -	\$ -
2035	\$ (200)	\$ (172)	2035	\$ -	\$ -	2035	\$ -	\$ -
2036	\$ (200)	\$ (167)	2036	\$ -	\$ -	2036	\$ -	\$ -
2037	\$ (200)	\$ (162)	2037	\$ -	\$ -	2037	\$ -	\$ -
2038	\$ (200)	\$ (157)	2038	\$ -	\$ -	2038	\$ -	\$ -
2039	\$ (200)	\$ (152)	2039	\$ -	\$ -	2039	\$ -	\$ -
2040	\$ (200)	\$ (147)	2040	\$ -	\$ -	2040	\$ -	\$ -
2041	\$ (200)	\$ (143)	2041	\$ -	\$ -	2041	\$ -	\$ -
2042	\$ (200)	\$ (139)	2042	\$ -	\$ -	2042	\$ -	\$ -
2043	\$ (200)	\$ (134)	2043	\$ -	\$ -	2043	\$ -	\$ -
2044	\$ (200)	\$ (130)	2044	\$ -	\$ -	2044	\$ -	\$ -
2045	\$ (200)	\$ (127)	2045	\$ -	\$ -	2045	\$ -	\$ -
2046	\$ (200)	\$ (123)	2046	\$ -	\$ -	2046	\$ -	\$ -
2047	\$ (200)	\$ (119)	2047	\$ -	\$ -	2047	\$ -	\$ -
2048	\$ (200)	\$ (115)	2048	\$ -	\$ -	2048	\$ -	\$ -
2049	\$ (200)	\$ (112)	2049	\$ -	\$ -	2049	\$ -	\$ -
2050	\$ (200)	\$ (109)	2050	\$ -	\$ -	2050	\$ -	\$ -
TOTAL	\$ (4,000)	\$ (2,948)	TOTAL	\$ -	\$ -	TOTAL	\$ -	\$ -

Note: Assume maintenance and operation costs of the to be -200 per year.

Remaining Capital Value		
YEAR	Remaining Capital Value	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
TOTAL	\$ -	\$ -

US 169 & MN 210 (W JCT) --- Benefit / Cost Analysis for Alternative 2 Modified Signal Timing 2050 Forecast

BASE 2030	Total
DELAY (Stop)	47,975

2050 No Improvement	Total	2030 No Improvement	Total
DELAY (Stop)	125,678	DELAY (Stop)	47,975

2050 Improvement	Total	2030 Improvement	Total
DELAY (Alt)	127,616	DELAY (Alt)	51,561

2050 Changes:	Total
DELAY	1,938 1.5%

Category	COST ITEM				
	1 Roadway	2 Bridge	3 Traffic Signal/Lighting	4 Contingency Construction Costs	5 ROW
Capital Value (\$)	-	\$0	\$0	-	\$0
Remaining Life (%) - 20yr	44%	84%	27%	44%	96%
Remaining Cap. Value	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Assume Expected Life of 30 Years. Analysis Period is 20 years.

B/C Analysis Summary	
BENEFITS	Value(Discounted)
1. Travel Time Savings:	\$ (2,055,889)
TOTAL	\$ (2,055,889)

COSTS		Value(Discounted)
1. Roadway/Interchange	\$	-
2. Bridges	\$	-
3. Maintenance	\$	(38,169)
4. Contingency Costs	\$	-
5. Right-of-way (ROW)	\$	-
Remaining Capital	\$	-
TOTAL	\$	(38,169)

Benefit/Cost Analysis Results	
20-Yr Operation Benefit	\$ (2,055,889)
20-Yr Safety Benefit	\$ -
COSTS	\$ 500,000
B/C Ratio*	-4.112

Category	Improvement Description	Estimated NA	Estimated NA	Estimated NA
1	Roadway Paving	\$0	\$0	\$0
1	Drainage and Erosion	\$0	\$0	\$0
1	Misc	\$0	\$0	\$0
2	Bridge	\$0	\$0	\$0
2				
3	Traffic Signal/Lighting	\$0	\$0	\$0
3				
3				
Total Estimated Construction Costs		\$0	\$0	\$0
4	Indirect Costs & Contingency	\$0	\$0	\$0
5	Right-of-Way/Easement Costs	\$0	\$0	\$0
4	Professional Services	\$0	\$0	\$0
Total Project Costs		\$0	\$0	\$0

BENEFIT 1: Travel Time Savings (VHT)					
YEAR	Annual VHT		Annualized Savings		Discounted Value (3.1%)
	2050 No Improvement	2050 Improvement	Improvement w/ VHT Savings	'00 cost per hour 26.00	
2030	47,975	51,561	-3586	\$ (155,687.63)	\$ (155,687.63)
2031	51,675	55,183	-3507	\$ (152,280.67)	\$ (147,701.91)
2032	55,375	58,804	-3429	\$ (148,873.72)	\$ (140,055.67)
2033	59,076	62,426	-3350	\$ (145,466.77)	\$ (132,735.71)
2034	62,776	66,048	-3272	\$ (142,059.81)	\$ (125,729.32)
2035	66,476	69,669	-3194	\$ (138,652.86)	\$ (119,024.26)
2036	70,176	73,291	-3115	\$ (135,245.90)	\$ (112,608.75)
2037	73,876	76,913	-3037	\$ (131,838.95)	\$ (106,471.43)
2038	77,576	80,534	-2958	\$ (128,432.00)	\$ (100,601.37)
2039	81,276	84,156	-2880	\$ (125,025.04)	\$ (94,988.06)
2040	84,977	87,778	-2801	\$ (121,618.09)	\$ (89,621.36)
2041	88,677	91,399	-2723	\$ (118,211.13)	\$ (84,491.51)
2042	92,377	95,021	-2644	\$ (114,804.18)	\$ (79,589.12)
2043	96,077	98,643	-2566	\$ (111,397.23)	\$ (74,905.16)
2044	99,777	102,264	-2487	\$ (107,990.27)	\$ (70,430.91)
2045	103,477	105,886	-2409	\$ (104,583.32)	\$ (66,158.01)
2046	107,177	109,508	-2330	\$ (101,176.37)	\$ (62,078.39)
2047	110,878	113,129	-2252	\$ (97,769.41)	\$ (58,184.28)
2048	114,578	116,751	-2173	\$ (94,362.46)	\$ (54,468.23)
2049	118,278	120,373	-2094	\$ (90,955.51)	\$ (50,974.47)
2050	121,978	124,000	-2015	\$ (87,548.56)	\$ (47,768.41)
2051	125,678	127,626	-1936	\$ (84,141.60)	\$ (44,817.86)
TOTAL				\$ (2,706,261)	\$ (2,055,889)

COST 1: Roadways/Interchange Construction		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

COST 2: Bridge		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

Note: Trucks on average account for approximately 6% of network traffic. Passenger vehicle occupancy assumed to be 1.68.

MnDOT Office of Investment Management, Benefit Cost Analysis Trucks (Value of Time) \$ 39.30

Standard Values, Appendix A, Fiscal Year 2022

COST 3: Maintenance & Operation			COST 4: Contingency Construction Costs			COST 5: Right of Way (ROW)		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -	2030	\$ -	\$ -	2030	\$ -	\$ -
2031	\$ (2,500)	\$ (2,425)	2031	\$ -	\$ -	2031	\$ -	\$ -
2032	\$ (2,500)	\$ (2,352)	2032	\$ -	\$ -	2032	\$ -	\$ -
2033	\$ (2,500)	\$ (2,281)	2033	\$ -	\$ -	2033	\$ -	\$ -
2034	\$ (2,500)	\$ (2,213)	2034	\$ -	\$ -	2034	\$ -	\$ -
2035	\$ (2,500)	\$ (2,146)	2035	\$ -	\$ -	2035	\$ -	\$ -
2036	\$ (2,500)	\$ (2,082)	2036	\$ -	\$ -	2036	\$ -	\$ -
2037	\$ (2,500)	\$ (2,019)	2037	\$ -	\$ -	2037	\$ -	\$ -
2038	\$ (2,500)	\$ (1,958)	2038	\$ -	\$ -	2038	\$ -	\$ -
2039	\$ (2,500)	\$ (1,899)	2039	\$ -	\$ -	2039	\$ -	\$ -
2040	\$ (2,500)	\$ (1,842)	2040	\$ -	\$ -	2040	\$ -	\$ -
2041	\$ (2,500)	\$ (1,787)	2041	\$ -	\$ -	2041	\$ -	\$ -
2042	\$ (2,500)	\$ (1,733)	2042	\$ -	\$ -	2042	\$ -	\$ -
2043	\$ (2,500)	\$ (1,681)	2043	\$ -	\$ -	2043	\$ -	\$ -
2044	\$ (2,500)	\$ (1,630)	2044	\$ -	\$ -	2044	\$ -	\$ -
2045	\$ (2,500)	\$ (1,581)	2045	\$ -	\$ -	2045	\$ -	\$ -
2046	\$ (2,500)	\$ (1,534)	2046	\$ -	\$ -	2046	\$ -	\$ -
2047	\$ (2,500)	\$ (1,488)	2047	\$ -	\$ -	2047	\$ -	\$ -
2048	\$ (2,500)	\$ (1,443)	2048	\$ -	\$ -	2048	\$ -	\$ -
2049	\$ (2,500)	\$ (1,400)	2049	\$ -	\$ -	2049	\$ -	\$ -
2050	\$ (2,500)	\$ (1,358)	2050	\$ -	\$ -	2050	\$ -	\$ -
2051	\$ (2,500)	\$ (1,317)	2051	\$ -	\$ -	2051	\$ -	\$ -
TOTAL	\$ (62,500)	\$ (38,169)	TOTAL	\$ -	\$ -	TOTAL	\$ -	\$ -

Note: Assume maintenance and operation costs of the Traffic Signal to be -2500 per year.

Remaining Capital Value		
YEAR	Remaining Capital Value	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

US 169 & MN 210 (W JCT) --- Benefit / Cost Analysis for Alternative 2A Modified Signal Timing + RTLs 2050 Forecast

BASE 2030	Total
DELAY (Stop)	47,975

2050 No Improvement	Total	2030 No Improvement	Total
DELAY (Stop)	125,678	DELAY (Stop)	47,975

2050 Improvement	Total	2030 Improvement	Total
DELAY (Alt)	79,562	DELAY (Alt)	40,986

2050 Changes:	Total
DELAY	(46,116) -36.7%

Category	COST ITEM				
	1 Roadway	2 Bridge	3 Traffic Signal/Lighting	4 Contingency Construction Costs	5 ROW
Capital Value (\$)	-	\$0	\$0	-	\$0
Remaining Life (%) - 20yr	44%	84%	27%	44%	96%
Remaining Cap. Value	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Assume Expected Life of 30 Years. Analysis Period is 20 years.

B/C Analysis Summary	
BENEFITS	Value(Discounted)
1. Travel Time Savings:	\$ 16,256,551
TOTAL	\$ 16,256,551

COSTS		Value(Discounted)
1. Roadway/Interchange	\$	-
2. Bridges	\$	-
3. Maintenance	\$	(638,169)
4. Contingency Costs	\$	-
5. Right-of-way (ROW)	\$	-
Remaining Capital	\$	-
TOTAL	\$	(638,169)

Benefit/Cost Analysis Results	
20-Yr Operation Benefit	\$ 16,256,551
20-Yr Safety Benefit	\$ 210,040
COSTS	\$ 600,000
B/C Ratio*	27.444

Category	Improvement Description	Estimated NA	Estimated NA	Estimated NA
1	Roadway Paving	\$0	\$0	\$0
1	Drainage and Erosion	\$0	\$0	\$0
1	Misc	\$0	\$0	\$0
2	Bridge	\$0	\$0	\$0
2				
3	Traffic Signal/Lighting	\$0	\$0	\$0
3				
3				
Total Estimated Construction Costs		\$0	\$0	\$0
4	Indirect Costs & Contingency	\$0	\$0	\$0
5	Right-of-Way/Easement Costs	\$0	\$0	\$0
4	Professional Services	\$0	\$0	\$0
Total Project Costs		\$0	\$0	\$0

YEAR	Annual VHT		Annualized Savings		Discounted Value (3.1%)
	2050 No Improvement	2050 Improvement	Improvement w/ VHT Savings	'00 cost per hour 26.00	
2030	47,975	40,986	6989	\$ 303,443.22	\$ 303,443.22
2031	51,675	42,823	8852	\$ 384,337.10	\$ 372,780.89
2032	55,375	44,660	10715	\$ 465,230.98	\$ 437,674.55
2033	59,076	46,497	12579	\$ 546,124.86	\$ 498,328.76
2034	62,776	48,334	14442	\$ 627,018.75	\$ 554,939.79
2035	66,476	50,171	16305	\$ 707,912.63	\$ 607,695.94
2036	70,176	52,008	18168	\$ 788,806.51	\$ 656,777.85
2037	73,876	53,845	20031	\$ 869,700.39	\$ 702,358.77
2038	77,576	55,682	21894	\$ 950,594.28	\$ 744,604.87
2039	81,276	57,519	23758	\$ 1,031,488.16	\$ 783,675.48
2040	84,977	59,356	25621	\$ 1,112,382.04	\$ 819,723.37
2041	88,677	61,193	27484	\$ 1,193,275.92	\$ 852,894.98
2042	92,377	63,030	29347	\$ 1,274,169.80	\$ 883,330.70
2043	96,077	64,867	31210	\$ 1,355,063.69	\$ 911,165.06
2044	99,777	66,704	33073	\$ 1,435,957.57	\$ 936,526.98
2045	103,477	68,541	34937	\$ 1,516,851.45	\$ 959,539.97
2046	107,177	70,378	36800	\$ 1,597,745.33	\$ 980,322.37
2047	110,878	72,215	38663	\$ 1,678,639.22	\$ 998,987.50
2048	114,578	74,052	40526	\$ 1,759,533.10	\$ 1,015,643.90
2049	81,276	57,519	23758	\$ 1,031,488.16	\$ 577,496.83
2050	84,977	59,356	25621	\$ 1,112,382.04	\$ 604,060.81
2051	125,678	79,562	46116	\$ 2,002,214.74	\$ 1,054,577.94
TOTAL				\$ 23,744,360	\$ 16,256,551

COST 1: Roadways/Interchange Construction		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

COST 2: Bridge		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

Note: Trucks on average account for approximately 6% of network traffic. Passenger vehicle occupancy assumed to be 1.68.

MnDOT Office of Investment Management, Benefit Cost Analysis Trucks (Value of Time) \$ 39.30

Standard Values, Appendix A, Fiscal Year 2022

COST 3: Maintenance & Operation			COST 4: Contingency Construction Costs			COST 5: Right of Way (ROW)		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ (600,000)	\$ (600,000)	2030	\$ -	\$ -	2030	\$ -	\$ -
2031	\$ (2,500)	\$ (2,425)	2031	\$ -	\$ -	2031	\$ -	\$ -
2032	\$ (2,500)	\$ (2,352)	2032	\$ -	\$ -	2032	\$ -	\$ -
2033	\$ (2,500)	\$ (2,281)	2033	\$ -	\$ -	2033	\$ -	\$ -
2034	\$ (2,500)	\$ (2,213)	2034	\$ -	\$ -	2034	\$ -	\$ -
2035	\$ (2,500)	\$ (2,146)	2035	\$ -	\$ -	2035	\$ -	\$ -
2036	\$ (2,500)	\$ (2,082)	2036	\$ -	\$ -	2036	\$ -	\$ -
2037	\$ (2,500)	\$ (2,019)	2037	\$ -	\$ -	2037	\$ -	\$ -
2038	\$ (2,500)	\$ (1,958)	2038	\$ -	\$ -	2038	\$ -	\$ -
2039	\$ (2,500)	\$ (1,899)	2039	\$ -	\$ -	2039	\$ -	\$ -
2040	\$ (2,500)	\$ (1,842)	2040	\$ -	\$ -	2040	\$ -	\$ -
2041	\$ (2,500)	\$ (1,787)	2041	\$ -	\$ -	2041	\$ -	\$ -
2042	\$ (2,500)	\$ (1,733)	2042	\$ -	\$ -	2042	\$ -	\$ -
2043	\$ (2,500)	\$ (1,681)	2043	\$ -	\$ -	2043	\$ -	\$ -
2044	\$ (2,500)	\$ (1,630)	2044	\$ -	\$ -	2044	\$ -	\$ -
2045	\$ (2,500)	\$ (1,581)	2045	\$ -	\$ -	2045	\$ -	\$ -
2046	\$ (2,500)	\$ (1,534)	2046	\$ -	\$ -	2046	\$ -	\$ -
2047	\$ (2,500)	\$ (1,488)	2047	\$ -	\$ -	2047	\$ -	\$ -
2048	\$ (2,500)	\$ (1,443)	2048	\$ -	\$ -	2048	\$ -	\$ -
2049	\$ (2,500)	\$ (1,400)	2049	\$ -	\$ -	2049	\$ -	\$ -
2050	\$ (2,500)	\$ (1,358)	2050	\$ -	\$ -	2050	\$ -	\$ -
2051	\$ (2,500)	\$ (1,317)	2051	\$ -	\$ -	2051	\$ -	\$ -
TOTAL	\$ (652,500)	\$ (638,169)	TOTAL	\$ -	\$ -	TOTAL	\$ -	\$ -

Note: Assume maintenance and operation costs of the Traffic Signal to be -2500 per year.

Remaining Capital Value		
YEAR	Remaining Capital Value	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

US 169 & MN 210 (W JCT) --- Benefit / Cost Analysis for Alternative 3 Mini Roundabout 2050 Forecast

BASE 2030	Total
DELAY (Stop)	47,975

2050 No Improvement	Total	2030 No Improvement	Total
DELAY (Stop)	125,678	DELAY (Stop)	47,975

2050 Improvement	Total	2030 Improvement	Total
DELAY (Alt)	7,408	DELAY (Alt)	4,274

2050 Changes:	Total
DELAY	(118,270) -94.1%

Category	COST ITEM				
	1	2	3	4	5
	Roadway	Bridge	Traffic Signal/Lighting	Contingency Construction Costs	ROW
Capital Value (\$)	630,300	\$0	\$103,000	\$ 293,320	\$0
Remaining Life (%)-20yr	44%	84%	27%	44%	96%
Remaining Cap. Value	\$ 277,332	\$ -	\$ 27,810	\$ 129,061	\$ -

Note: Assume Expected Life of 30 Years. Analysis Period is 20 years.

B/C Analysis Summary	
BENEFITS Value(Discounted)	
1. Travel Time Savings:	\$ 52,440,180
TOTAL	\$ 52,440,180

COSTS Value(Discounted)	
1. Roadway/Interchange	\$ (630,300)
2. Bridges	\$ -
3. Maintenance	\$ (157,963)
4. Contingency Costs	\$ (293,320)
5. Right-of-way (ROW)	\$ -
Remaining Capital	\$ 228,697
TOTAL	\$ (852,886)

Benefit/Cost Analysis Results	
20-Yr Operation Benefit	\$ 52,440,180
20-Yr Safety Benefit	\$ 5,134,058
COSTS	\$ 852,886
B/C Ratio*	67.505

Category	Improvement Description	Estimated	Estimated	Estimated
		NA	NA	NA
1	Roadway Paving	\$448,300	\$0	\$0
1	Drainage and Erosion	\$74,000	\$0	\$0
1	Misc	\$108,000	\$0	\$0
2	Bridge	\$0	\$0	\$0
2				
3	Traffic Signal/Lighting	\$103,000	\$0	\$0
3				
3				
Total Estimated Construction Costs		\$733,300	\$0	\$0
4	Indirect Costs & Contingency	\$219,990	\$0	\$0
5	Right-of-Way/Easement Costs	\$0	\$0	\$0
4	Professional Services	\$73,330	\$0	\$0
Total Project Costs		\$1,026,620	\$0	\$0

YEAR	Annual VHT		Annualized Savings		Discounted Value (3.1%)
	2050 No Improvement	2050 Improvement	Improvement w/ VHT Savings	'00 cost per hour 26.00	
2030	47,975	4,274	43701	\$ 1,897,359.40	\$ 1,897,359.40
2031	51,675	4,424	47252	\$ 2,051,531.29	\$ 1,989,846.06
2032	55,375	4,573	50803	\$ 2,205,703.17	\$ 2,075,055.60
2033	59,076	4,722	54353	\$ 2,359,875.05	\$ 2,153,342.01
2034	62,776	4,871	57904	\$ 2,514,046.94	\$ 2,225,044.60
2035	66,476	5,020	61455	\$ 2,668,218.82	\$ 2,290,488.51
2036	70,176	5,170	65006	\$ 2,822,390.71	\$ 2,349,985.28
2037	73,876	5,319	68557	\$ 2,976,562.59	\$ 2,403,833.38
2038	77,576	5,468	72108	\$ 3,130,734.47	\$ 2,452,318.72
2039	81,276	5,617	75659	\$ 3,284,906.36	\$ 2,495,715.10
2040	84,977	5,766	79210	\$ 3,439,078.24	\$ 2,534,284.71
2041	88,677	5,916	82761	\$ 3,593,250.12	\$ 2,568,278.59
2042	92,377	6,065	86312	\$ 3,747,422.01	\$ 2,597,937.02
2043	96,077	6,214	89863	\$ 3,901,593.89	\$ 2,623,490.00
2044	99,777	6,363	93414	\$ 4,055,765.77	\$ 2,645,157.60
2045	103,477	6,513	96965	\$ 4,209,937.66	\$ 2,663,150.35
2046	107,177	6,662	100516	\$ 4,364,109.54	\$ 2,677,669.66
2047	110,878	6,811	104067	\$ 4,518,281.42	\$ 2,688,908.15
2048	114,578	6,960	107618	\$ 4,672,453.31	\$ 2,697,049.98
2049	81,276	5,617	75659	\$ 3,284,906.36	\$ 1,839,112.74
2050	84,977	5,766	79210	\$ 3,439,078.24	\$ 1,867,535.00
2051	125,678	7,408	118270	\$ 5,134,968.96	\$ 2,704,617.49
TOTAL				\$ 74,272,174	\$ 52,440,180

COST 1: Roadways/Interchange Construction		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$(630,300)	\$(630,300)
2031	-	-
2032	-	-
2033	-	-
2034	-	-
2035	-	-
2036	-	-
2037	-	-
2038	-	-
2039	-	-
2040	-	-
2041	-	-
2042	-	-
2043	-	-
2044	-	-
2045	-	-
2046	-	-
2047	-	-
2048	-	-
2049	-	-
2050	-	-
2051	-	-
TOTAL	\$(630,300)	\$(630,300)

COST 2: Bridge		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	-	-
2031	-	-
2032	-	-
2033	-	-
2034	-	-
2035	-	-
2036	-	-
2037	-	-
2038	-	-
2039	-	-
2040	-	-
2041	-	-
2042	-	-
2043	-	-
2044	-	-
2045	-	-
2046	-	-
2047	-	-
2048	-	-
2049	-	-
2050	-	-
2051	-	-
TOTAL	\$ -	\$ -

Note: Trucks on average account for approximately 6% of network traffic. Passenger vehicle occupancy assumed to be 1.68.

MnDOT Office of Investment Management, Benefit Cost Analysis Trucks (Value of Time) \$ 39.30 Standard Values, Appendix A, Fiscal Year 2022

COST 3: Maintenance & Operation			COST 4: Contingency Construction Costs			COST 5: Right of Way (ROW)		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$(103,000)	\$(103,000)	2030	\$(293,320)	\$(293,320)	2030	-	-
2031	\$(3,600)	\$(3,492)	2031	-	-	2031	-	-
2032	\$(3,600)	\$(3,387)	2032	-	-	2032	-	-
2033	\$(3,600)	\$(3,285)	2033	-	-	2033	-	-
2034	\$(3,600)	\$(3,186)	2034	-	-	2034	-	-
2035	\$(3,600)	\$(3,090)	2035	-	-	2035	-	-
2036	\$(3,600)	\$(2,997)	2036	-	-	2036	-	-
2037	\$(3,600)	\$(2,907)	2037	-	-	2037	-	-
2038	\$(3,600)	\$(2,820)	2038	-	-	2038	-	-
2039	\$(3,600)	\$(2,735)	2039	-	-	2039	-	-
2040	\$(3,600)	\$(2,653)	2040	-	-	2040	-	-
2041	\$(3,600)	\$(2,573)	2041	-	-	2041	-	-
2042	\$(3,600)	\$(2,496)	2042	-	-	2042	-	-
2043	\$(3,600)	\$(2,421)	2043	-	-	2043	-	-
2044	\$(3,600)	\$(2,348)	2044	-	-	2044	-	-
2045	\$(3,600)	\$(2,277)	2045	-	-	2045	-	-
2046	\$(3,600)	\$(2,209)	2046	-	-	2046	-	-
2047	\$(3,600)	\$(2,142)	2047	-	-	2047	-	-
2048	\$(3,600)	\$(2,078)	2048	-	-	2048	-	-
2049	\$(3,600)	\$(2,016)	2049	-	-	2049	-	-
2050	\$(3,600)	\$(1,955)	2050	-	-	2050	-	-
2051	\$(3,600)	\$(1,896)	2051	-	-	2051	-	-
TOTAL	\$(178,600)	\$(157,963)	TOTAL	\$(293,320)	\$(293,320)	TOTAL	\$ -	\$ -

Note: Assume maintenance and operation costs of the Roundabout to be -3600 per year.

Remaining Capital Value		
YEAR	Remaining Capital Value	Discounted Value (3.1%)
2030	-	-
2031	-	-
2032	-	-
2033	-	-
2034	-	-
2035	-	-
2036	-	-
2037	-	-
2038	-	-
2039	-	-
2040	-	-
2041	-	-
2042	-	-
2043	-	-
2044	-	-
2045	-	-
2046	-	-
2047	-	-
2048	-	-
2049	-	-
2050	-	-
2051	434,203	228,697
TOTAL	\$ 434,203	\$ 228,697

US 169 & MN 210 (W JCT)

Alternative 3 Mini Roundabout
(Assume Install in 2030)

ALTERNATIVE COST ESTIMATE - 7/1/2021

	Concept Layout: Roundabout
	Estimated Costs
Bridge	\$0
Roadway Paving / Construction	\$448,300
Drainage and Erosion	\$74,000
Traffic Signal/Lighting	\$103,000
Misc	\$108,000
Total Estimated Construction Costs	\$733,300
Indirect Costs & Contingency	\$219,990
Right-of-Way/Easement Costs	\$0
Professional Services	\$73,330
Total Project Costs	\$1,310,256

Notes:

US 169 & MN 210 (W JCT) --- Benefit / Cost Analysis for Alternative 4 Truck Route 2050 Forecast

BASE 2030	Total
DELAY (Stop)	47,975

2050 No Improvement	Total	2030 No Improvement	Total
DELAY (Stop)	125,678	DELAY (Stop)	47,975

2050 Improvement	Total	2030 Improvement	Total
DELAY (Alt)	102,267	DELAY (Alt)	42,021

2050 Changes:	Total
DELAY	(23,411) -18.6%

Category	COST ITEM				
	1 Roadway	2 Bridge	3 Traffic Signal/Lighting	4 Contingency Construction Costs	5 ROW
Capital Value (\$)	-	\$0	\$0	-	\$0
Remaining Life (%)-20yr	44%	84%	27%	44%	96%
Remaining Cap. Value	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Assume Expected Life of 30 Years. Analysis Period is 20 years.

B/C Analysis Summary	
BENEFITS	Value(Discounted)
1. Travel Time Savings:	\$ 9,255,800
TOTAL	\$ 9,255,800

COSTS		Value(Discounted)
1. Roadway/Interchange	\$	-
2. Bridges	\$	-
3. Maintenance	\$	-
4. Contingency Costs	\$	-
5. Right-of-way (ROW)	\$	-
Remaining Capital	\$	-
TOTAL	\$	-

Benefit/Cost Analysis Results	
20-Yr Operation Benefit	\$ 9,255,800
20-Yr Safety Benefit	\$ 180,034
COSTS	\$ 10,000
B/C Ratio*	943.583

Category	Improvement Description	Estimated NA	Estimated NA	Estimated NA
1	Roadway Paving	\$0	\$0	\$0
1	Drainage and Erosion	\$0	\$0	\$0
1	Misc	\$0	\$0	\$0
2	Bridges	\$0	\$0	\$0
2				
3	Traffic Signal/Lighting	\$0	\$0	\$0
3				
3				
Total Estimated Construction Costs		\$0	\$0	\$0
4	Indirect Costs & Contingency	\$0	\$0	\$0
5	Right-of-Way/Easement Costs	\$0	\$0	\$0
4	Professional Services	\$0	\$0	\$0
Total Project Costs		\$0	\$0	\$0

YEAR	Annual VHT		Annualized Savings		Discounted Value (3.1%)
	2050 No Improvement	2050 Improvement	Improvement w/ VHT Savings	'00 cost per hour, 26.00	
2030	47,975	42,021	5954	\$ 258,493.96	\$ 258,493.96
2031	51,675	44,890	6785	\$ 294,586.16	\$ 285,728.58
2032	55,375	47,759	7616	\$ 330,678.37	\$ 311,091.72
2033	59,076	50,628	8448	\$ 366,770.58	\$ 334,671.32
2034	62,776	53,497	9279	\$ 402,862.79	\$ 356,551.68
2035	66,476	56,366	10110	\$ 438,954.99	\$ 376,813.69
2036	70,176	59,234	10941	\$ 475,047.20	\$ 395,534.87
2037	73,876	62,103	11773	\$ 511,139.41	\$ 412,789.56
2038	77,576	64,972	12604	\$ 547,231.62	\$ 428,649.04
2039	81,276	67,841	13435	\$ 583,323.82	\$ 443,181.61
2040	84,977	70,710	14267	\$ 619,416.03	\$ 456,452.71
2041	88,677	73,579	15098	\$ 655,508.24	\$ 468,525.07
2042	92,377	76,448	15929	\$ 691,600.45	\$ 479,458.79
2043	96,077	79,316	16760	\$ 727,692.65	\$ 489,311.41
2044	99,777	82,185	17592	\$ 763,784.86	\$ 498,138.07
2045	103,477	85,054	18423	\$ 799,877.07	\$ 505,991.55
2046	107,177	87,923	19254	\$ 835,969.28	\$ 512,922.41
2047	110,878	90,792	20086	\$ 872,061.48	\$ 518,979.01
2048	114,578	93,661	20917	\$ 908,153.69	\$ 524,207.68
2049	81,276	67,841	13435	\$ 583,323.82	\$ 326,584.13
2050	84,977	70,710	14267	\$ 619,416.03	\$ 336,363.71
2051	125,678	102,267	23411	\$ 1,016,430.31	\$ 535,359.65
TOTAL				\$ 13,302,323	\$ 9,255,800

COST 1: Roadways/Interchange Construction		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

COST 2: Bridge		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -

Note: Trucks on average account for approximately 6% of network traffic. Passenger vehicle occupancy assumed to be 1.68.

MnDOT Office of Investment Management, Benefit Cost Analysis Trucks (Value of Time) \$ 39.30

Standard Values, Appendix A, Fiscal Year 2022

COST 3: Maintenance & Operation			COST 4: Contingency Construction Costs			COST 5: Right of Way (ROW)		
YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)	YEAR	CHANGE with Improvement	Discounted Value (3.1%)
2030	\$ -	\$ -	2030	\$ -	\$ -	2030	\$ -	\$ -
2031	\$ -	\$ -	2031	\$ -	\$ -	2031	\$ -	\$ -
2032	\$ -	\$ -	2032	\$ -	\$ -	2032	\$ -	\$ -
2033	\$ -	\$ -	2033	\$ -	\$ -	2033	\$ -	\$ -
2034	\$ -	\$ -	2034	\$ -	\$ -	2034	\$ -	\$ -
2035	\$ -	\$ -	2035	\$ -	\$ -	2035	\$ -	\$ -
2036	\$ -	\$ -	2036	\$ -	\$ -	2036	\$ -	\$ -
2037	\$ -	\$ -	2037	\$ -	\$ -	2037	\$ -	\$ -
2038	\$ -	\$ -	2038	\$ -	\$ -	2038	\$ -	\$ -
2039	\$ -	\$ -	2039	\$ -	\$ -	2039	\$ -	\$ -
2040	\$ -	\$ -	2040	\$ -	\$ -	2040	\$ -	\$ -
2041	\$ -	\$ -	2041	\$ -	\$ -	2041	\$ -	\$ -
2042	\$ -	\$ -	2042	\$ -	\$ -	2042	\$ -	\$ -
2043	\$ -	\$ -	2043	\$ -	\$ -	2043	\$ -	\$ -
2044	\$ -	\$ -	2044	\$ -	\$ -	2044	\$ -	\$ -
2045	\$ -	\$ -	2045	\$ -	\$ -	2045	\$ -	\$ -
2046	\$ -	\$ -	2046	\$ -	\$ -	2046	\$ -	\$ -
2047	\$ -	\$ -	2047	\$ -	\$ -	2047	\$ -	\$ -
2048	\$ -	\$ -	2048	\$ -	\$ -	2048	\$ -	\$ -
2049	\$ -	\$ -	2049	\$ -	\$ -	2049	\$ -	\$ -
2050	\$ -	\$ -	2050	\$ -	\$ -	2050	\$ -	\$ -
2051	\$ -	\$ -	2051	\$ -	\$ -	2051	\$ -	\$ -
TOTAL	\$ -	\$ -	TOTAL	\$ -	\$ -	TOTAL	\$ -	\$ -

Note: Assume maintenance and operation costs of the Traffic Signal to be per year.

Remaining Capital Value		
YEAR	Remaining Capital Value	Discounted Value (3.1%)
2030	\$ -	\$ -
2031	\$ -	\$ -
2032	\$ -	\$ -
2033	\$ -	\$ -
2034	\$ -	\$ -
2035	\$ -	\$ -
2036	\$ -	\$ -
2037	\$ -	\$ -
2038	\$ -	\$ -
2039	\$ -	\$ -
2040	\$ -	\$ -
2041	\$ -	\$ -
2042	\$ -	\$ -
2043	\$ -	\$ -
2044	\$ -	\$ -
2045	\$ -	\$ -
2046	\$ -	\$ -
2047	\$ -	\$ -
2048	\$ -	\$ -
2049	\$ -	\$ -
2050	\$ -	\$ -
2051	\$ -	\$ -
TOTAL	\$ -	\$ -



Board of County Commissioners Agenda Request



Requested Meeting Date: March 10, 2026

Title of Item: Aitkin County Land Department 2025 Budget Review

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
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Submitted by: Dennis (DJ) Thompson	Department: Land
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Presenter (Name and Title): Dennis (DJ) Thompson, Land Commissioner	Estimated Time Needed: 15 Minutes
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Summary of Issue:

I would like to present to the Board a review of the Land Department's 2025 budget.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



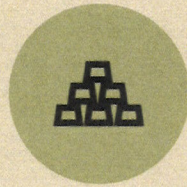
AITKIN COUNTY LAND DEPARTMENT

2025 Budget Review

Accounts



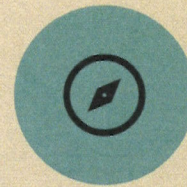
CONSOLIDATED
CONSERVATION
(CON CON)



FORFEITED TAX
SALES (FTS)



RESOURCE
DEVELOPMENT



SURVEY & GIS



PARKS & TRAILS

Con Con

	2025 Budgeted	2025 Actual	Difference
Revenue	\$ 370,200	\$ 365,195	- \$5,005
Expenses	\$ 411,607	\$ 381,390	- \$30,217

- \$41,407 = Budgeted use of fund balance
- \$16,195 = Actual use of fund balance
- Lower than expected revenue from timber
- Lower than expected expenses for Survey & GIS
- End of the year account balance = \$464,462
- No budgeted use of fund balance for 2026
- County policy is to maintain an account balance of at least \$285,000

Forfeited Tax Sales

	2025 Budgeted	2025 Actual	Difference
Revenue	\$ 1,419,061	\$ 1,479,508	+ \$60,447
Expenses	\$ 879,061	\$ 858,388	- \$20,673

- Account is zeroed out every year with net proceeds apportioned out
- Higher than expected revenue and lower than expected expenses
- For 2025, apportioned \$201,548 which was the net proceeds from 2024
- Revenue from unclaimed surplus was \$113,936
- Better year for loggers with some revenue from land sales
- Report on apportionment for 2025 revenue will be available in the coming months

Resource Development

	2025 Budgeted	2025 Actual	Difference
Revenue	\$ 460,100	\$ 1,062,724	+ \$602,624
Expenses	\$ 612,337	\$ 1,084,046	+ \$471,709

- **\$152,237 = Planned use of fund balance**
- **\$21,322 = Actual use of fund balance**
- **End of the year account balance = \$432,969**
- **Inflated revenues and expenses are due to the new tax forfeiture law**

Survey & GIS

	2025 Budgeted	2025 Actual	Difference
Revenue	\$ 439,965	\$ 365,913	- \$70,052
Expenses	\$ 439,965	\$ 365,913	- \$70,052

- Account is budgeted to break even, half from Con Con and half from Resource Development
- 2020 was the last year levy funds were used for Survey & GIS
- Land Survey and Mapping Technician position has been vacant for a year

Parks & Trails

	2025 Budgeted	2025 Actual	Difference
Revenue	\$ 779,925	\$ 874,174	+ \$94,249
Expenses	\$ 768,927	\$ 930,457	+ \$161,530

- Money for the Grant in Aid (GIA) program and bonding money for Mille Lacs ATV Trail flow through this account and are reimbursement based
- Different fiscal calendars can result in significant swings in fund balance

Questions





Board of County Commissioners Agenda Request

8B
Agenda Item #

Requested Meeting Date: March 10, 2026

Title of Item: 2025 Campground Summary

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
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Submitted by: Dennis (DJ) Thompson	Department: Land
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Presenter (Name and Title): Dennis (DJ) Thompson, Land Commissioner	Estimated Time Needed: 15 Minutes
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Summary of Issue:

I would like to give a presentation on the 2025 Camping season at the County Campgrounds.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

2025 Campground Summary

AITKIN COUNTY LAND DEPARTMENT



Current Rates

Campground	Current Rate/Night
Aitkin	\$ 30.00
Berglund	\$ 30.00
Snake River	\$ 20.00
Jacobson	\$ 20.00
Jacobson CCs	\$ 45.00

2025 Revenue

Campground	2025 Revenue
Aitkin	\$ 17,877.22
Berglund	\$ 12,140.19
Snake River	\$ 3,325.00
Jacobson	\$ 6,785.00
Total =	\$ 40,127.41

Yearly Revenue Comparison

2019 \$23,061

2020 \$29,540

2021 \$39,156

2022 \$32,840

2023 \$35,315

2024 \$41,186

2025 \$40,127

Rate Increase in 2024



2025 Expenses

2025 Yearly Totals	
Garbage	\$ 6,310.28
Sewer	\$ 6,570.00
Utilities	\$ 4,216.08
Mowing	\$ 10,534.00
License MDH	\$ 730.00
Reservation Software	\$ 2,251.00
Road Work/Repairs	\$ 1,949.80
Parks Tech. Hours	\$ 25,000.00
	\$ 57,561.16

Expenses vs. Revenue

Campground	Yearly Expense	Yearly Revenue
Aitkin	\$ 18,209.89	\$ 17,877.22
Berglund	\$ 16,564.72	\$ 12,140.19
Snake River	\$ 12,772.91	\$ 3,325.00
Jacobson	\$ 10,013.64	\$ 6,785.00

Number of Campers

	<u>From 2023 to 2024</u>	<u>From 2024 to 2025</u>
Aitkin	- 33%	- 7%
Berglund	- 19%	+ 11%
Snake River	- 37%	- 7%
Jacobson	+ 28%	-12%

Questions





Board of County Commissioners Agenda Request

9A

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: MEI Elevator Phone Agreements

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: Jim Bright	Department: Maintenance
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Presenter (Name and Title): Jim Bright, Facilities Coordinator and Chris Sutch, IT Director	Estimated Time Needed: 10 Min.
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Summary of Issue:

MEI Total Elevator Solutions provided 12-month Wireless Sales Agreements for telephones to be placed in the elevators located in the Government Center, Judicial Center, Sheriff's Office and Health & Human Services.

County Attorney has reviewed Agreements.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Approve Wireless Sales Agreements between MEI Total Elevator Solutions and Aitkin County for telephone services in elevators located in the Government Center, Judicial Center, Sheriff's Office and Health & Human Services for a total of \$5,136.00 for the first 12 months.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$ \$5,136.00

Is this budgeted? Yes No *Please Explain:*

Initial costs include the Installation and Wireless Service & Device Monitoring Fees for 12 months. IT will be paying for the installation of the phones totaling \$2,400.00 and Maintenance will be paying the annual Service & Device Monitoring fees totaling \$2,736.00.

WIRELESS SALES AGREEMENT

This Wireless Sales Agreement ("**Agreement**") is dated as of this 9th day of February (the "**Effective Date**") between MEI Total Elevator Solutions ("**MEI**"), and AITKIN COUNTY COURTHOUSE, having an address of 209 2ND STREET NW, AITKIN, MN 56431. ("**Customer**"). MEI and Customer are collectively referred to herein as the "**Parties**" or individually as a "**party**". MEI proposes to furnish certain maintenance services to Customer as provided herein.

Building /Equipment Information:

Building Name	Building Address	Elevator ID or Serial #	Elevator Location	# of Cellular Devices
AITKIN COUNTY COURTHOUSE	209 2ND ST NW AITKIN MN 56431-1269	MN1054614	AITKIN CO GOV CENTER - ELV 1	1
AITKIN COUNTY COURTHOUSE	209 2ND ST NW AITKIN MN 56431-1269	MN00793	ELEV 1 - AITKIN CO COURTHOUSE	1

1. Purchase Price

Customer shall pay to MEI the amount of **\$2,568.00** for the Initial Term, which will be billed **annually**. This amount covers the initial equipment fees and service for the first year of the Initial Term. Thereafter, Customer shall deliver to MEI payments in the amount of MEI's then-current rates for the Wireless Services ONLY ("**Wireless Service & Device Monitoring Fees**"), payable in the same frequency specified above. This proposed pricing is only valid if signed within ninety (90) days from date of proposal as stated in the first page of this Agreement.

- Equipment Fees: 2 Cellular Device(s) & Install x \$600 per Cellular Device = **\$1,200.00**
 - Equipment Fees are a one-time fee to purchase the equipment needed to fulfill this agreement; however, this fee is exclusive of the need for additional equipment.
- Wireless Service & Device Monitoring Fees: 2 Cellular Device(s) \$684.00 per Cellular Device = **\$1,368.00**
 - The Wireless Service & Device Monitoring Annual Fee listed above is for the first year of the Initial Term. This is exclusive of applicable taxes and shall be adjusted by MEI on an annual basis.

2. TERM AND TERMINATION

Each of the Services will be provided for the term starting on the first of the month following device installation and continuing for 12 months thereafter (the "**Initial Term**"). Upon expiration of the Initial Term, the term shall automatically renew on an annual basis (each a "**Renewal Term**", and together with the Initial Term, "**Term**"), unless either Party gives the other Party written notice of its intent to terminate this Agreement at least 30 days prior to the expiration of the then current term.

Except as provided in the last sentence of this Section 2, if this Agreement is terminated for any reason before the end of the Initial Term, or before the equipment portion of the Agreement is fully paid for by Customer, a final equipment billing will be created and will become immediately due and payable to MEI. Additionally, if this Agreement is terminated, for any reason not permitted by the Agreement or if MEI terminates its service or this Agreement due to Customer's Event of Default, an early termination charge will become immediately due and payable to MEI for the Service(s) involved, and Customer agrees to pay 100% of the Fees due for remaining months in the Term. Customer agrees the early termination charge: (i) is a fair estimate of the damages to MEI and is not a penalty; and (ii) shall be paid to MEI not later than the later of any due date identified on the invoice or twenty (20) days after the date the affected Service is terminated. Notwithstanding the foregoing, if MEI's wireless carrier is not able to provide service coverage to the building, either Party may terminate this Agreement upon 15 days advance written notice to the other Party, with such party having cure rights during such 15-day period.

3. PAYMENT TERMS

All Fees are due and payable to MEI upon receipt of invoice. If Customer fails or refuses to pay MEI all or any part of the Fees when due, MEI may use any remedy specified in the T&C. Fee invoices issued under this Agreement will be billed as of the first business day of the Service cycle, for Services to be provided during said cycle.

4. ADDITIONAL TERMS

The provision of Services and payment therefore is subject to, and Customer agrees to be bound by, the MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS ("**T&C**"), as published by MEI from time to time, a current copy of which is attached hereto. This Agreement: (i) may be executed in counterparts, including electronic counterparts, each of which shall be deemed an original but all of which shall be deemed one and the same Agreement; (ii) is binding upon and inures to the benefit of MEI and Customer and their respective successors, transferees, or assignees; (iii) together with the T&C, constitutes the entire agreement between the Parties with respect to the subject matter hereof, superseding all prior agreements, representations, communications and understandings, oral or written; and (iv) may not be amended except by a written agreement signed by both Parties. If there is a conflict between the terms of this Agreement, and the T&C, the Agreement shall govern and supersede the T&C.

Signatures: Each Party represents and warrants to the other that: (a) it is in good standing under the laws of the state of its formation; (b) the execution, delivery and performance of this Agreement have been duly authorized; and (c) the persons signing this Agreement are authorized to do so.

MEI Total Elevator Solutions

By: _____

Signature: _____

Title: _____

Date: _____

Accepted by:

(CUSTOMER)

By: _____

Signature: _____

Title: _____

Date: _____

MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

1. Controlling Terms & Conditions. The terms of this Wireless Sales Agreement ("**Agreement**") prevail over any contradictory terms and conditions in any purchase order, acceptance acknowledgment, or other form used in the performance of this Agreement. To the extent Customer's purchase order or any other statement of Customer contains any terms or conditions in addition to or different from the terms of this Agreement, such terms and conditions: (i) are hereby rejected by MEI and waived by Customer, and (ii) shall not affect this Agreement nor be binding upon MEI. Neither MEI's delivery of the Equipment and the Services described in the Agreement (the "**Product**") nor any other action at any time on the part of MEI shall constitute acceptance of additional or different terms. Customer's written acknowledgment of an Agreement or commencement of performance, including Customer's use of any Product provided by MEI, will constitute acceptance of the terms and conditions of this Agreement. In the event of any conflict between these Terms and the Agreement, the terms of the Agreement shall govern.

2. Standard Warranty. MEI warrants that the Product, including materials and equipment to be furnished as part of the installation by MEI, shall be of good quality, in conformance with all legal requirements, and will be free from defects in material and workmanship for twelve (12) months from the date of installation (the "**Standard Warranty**"). This Standard Warranty shall not apply to: (i) any Product that has been subject to misuse, misapplication, neglect (including without limitation improper maintenance and storage), accident, improper installation by others, modification (including without limitation use of unauthorized parts of attachments), adjustment or repair; or (ii) damage, loss, or diminution of or to any Product related to normal wear and tear, or usage of wear parts. (iii) damage caused by disasters such as fire, flood, wind, lightning, electrical surge or power outage; (iv) corrosion from exposure to liquids or atmospheres; (v) any parts or components installed or modified by a non-mechanic after the completion of the installation; or (vi) Customer's failure to properly clean or care for the Product after completion of the installation. Notwithstanding any contrary provision or agreement, MEI's maximum liability for Products, whether in contract, negligence, or strict liability in tort, is limited to the repair or replacement of the Product at issue, or the parts thereof.

3. Purchase and Payment. Pursuant to the Agreement, Customer agrees to purchase, the Product or Services described in the Agreement. Except as defined herein, all capitalized terms have the meaning ascribed to them in the Agreement. Customer agrees to pay all sums specified in the Agreement within 2 days of the due date, without any deduction or setoff. MEI reserves the right to add all applicable taxes as prescribed by law. Customer shall pay any and all of Customer's third-party vendor fees, such as accounts receivable / payable administrators. All credit card payments made by Customer may be subject to the addition of credit card processing fees. If customer elects to pay MEI by credit card, Customer agrees to these fees. Customer agrees to receive MEI's invoices electronically, and if Customer requires other delivery, shall pay MEI's then-current delivery fee. If in MEI's reasonable judgment, Customer's financial condition or any other circumstance causes MEI to be insecure with respect to Customer's performance of any obligation under this Agreement, MEI may accelerate and demand immediate payment of any amounts owed MEI, suspend performance, or require cash payment or satisfactory security.

4. Shipment Terms & Risk of Loss. All shipments shall be made FOB MEI's docks in Mankato, MN, and title to and all risk of loss concerning the Product shall pass to Customer upon the delivery of the Product to the carrier. Customer shall at its sole cost and expense, be responsible for obtaining all licenses and permits and for satisfying all formalities as may be required to import the goods into any other country in accordance with then prevailing laws, rules and regulations. Any extra charge incurred for additional services, including loading, storage and handling, will be paid by Customer. The delivery dates specified in this Agreement are estimates only and MEI's failure to meet the same shall not be deemed a breach of this Agreement. Delays in securing Customer's approval of any matter shall, at MEI's discretion, extend the date of delivery.

5. Inspection & Acceptance. Customer shall promptly inspect all shipments after arrival of the Product at the original shipping destination and notify MEI in writing within three (3) days of arrival, of any shortages or other failures to conform to this Agreement. Customer shall allow MEI a reasonable opportunity to inspect such Product to enable MEI to verify the alleged nonconformity. Customer's failure to timely notify MEI in writing of any alleged nonconformity of the Product shall constitute an immediate and irrevocable acceptance of the Product. Customer's rejection of any Product shall not shift risk of loss of such Product until the Product is returned to MEI, freight prepaid, pursuant to MEI's written authorization.

6. Use of Equipment. Customer is responsible for the use of all Equipment and applications in connection with the applicable Service (including any downstream use and use of the Services in a manner not intended by Customer) and ensuring that Customer's use thereof is in compliance with the terms and conditions set forth in Section 12 hereof. Customer acknowledges that non-compliance or misuse of the Equipment or Services may cause transmissions to fail, be blocked or misrouted, result in Service not intended by Customer and/or may subject Customer to additional charges beyond those set forth in the Agreement. MEI shall have no liability for Customer's Equipment or Customer's failure to maintain or meet requirements applicable to Customer's Equipment. Under no circumstances shall MEI be responsible for or obligated to make any changes to its equipment, operations, network or systems to accommodate Customer. Notwithstanding anything contained in the Agreement or these Terms, if any Equipment is altered, modified, or misused by Customer (or any party under Customer's direction or control), MEI may terminate the Agreement immediately upon written notice to Customer.

7. DISCLAIMER OF WARRANTIES. MEI MAKES NO REPRESENTATIONS OR WARRANTIES WHATSOEVER, DIRECTLY OR INDIRECTLY, WHETHER EXPRESS, IMPLIED OR OTHERWISE, INCLUDING WARRANTIES AS TO THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, CONDITION, QUALITY, PERFORMANCE (INCLUDING THAT THE SERVICES ARE ERROR-FREE OR UNINTERRUPTED USE OF THE SERVICES) OR NON-INFRINGEMENT OF THE SERVICES OR EQUIPMENT OR THEIR USE. MEI hereby assigns to Customer any transferable warranties with respect to the Equipment that are made by the manufacturer of such Equipment to MEI.

8. LIMITATION OF LIABILITY. MEI SHALL HAVE NO LIABILITY TO ANY PERSON FOR, AND CUSTOMER HEREBY EXPRESSLY WAIVES, ALL INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, LIQUIDATED, OR PUNITIVE DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF WARRANTY OR OTHER CONTRACT, NEGLIGENCE OR OTHER TORT, STRICT LIABILITY OR OTHERWISE, INCLUDING WITHOUT LIMITATION, FORESEEABLE BUSINESS LOSSES, LOSS OF PROFITS AND RELIANCE DAMAGES, OR LOSSES RELATED TO LOSS OF TIME, LABOR CHARGES OR OTHER EXPENSES, OMISSIONS, INTERRUPTIONS, ERRORS, OR DEFECTS IN FURNISHING WIRELESS SERVICE AND DEVICE MONITORING; FAILURES OR DEFECTS IN WIRELESS NETWORK OR SYSTEMS, USE OF THE EQUIPMENT OR SERVICE, OR DISABLING OF EQUIPMENT, USE OR INABILITY TO USE THE WIRELESS SERVICE OR EQUIPMENT, ANY INTERRUPTION, DEFECT, ERROR, VIRUS, OR DELAY IN OPERATION OR TRANSMISSION, ANY FAILURE TO TRANSMIT OR ANY LOSS OF DATA ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT. IN NO EVENT SHALL MEI BE LIABLE FOR LOSSES, DAMAGES, CLAIMS OR EXPENSES OF ANY KIND ARISING OUT OF THE USE OR ATTEMPTED USE OF, OR THE INABILITY TO ACCESS, LIFE SUPPORT OR MONITORING SYSTEMS OR DEVICES, 911 OR E911, OR OTHER EMERGENCY NUMBERS OR SERVICES. THE PARTIES EXPRESSLY AGREE THAT THE LIMITATIONS SET FORTH HEREIN ARE AGREED ALLOCATIONS OF RISK AND SHALL SURVIVE THE DETERMINATION OF ANY COURT OF COMPETENT JURISDICTION THAT ANY REMEDY PROVIDED HEREIN FAILS OF ITS ESSENTIAL PURPOSE. UNDER NO CIRCUMSTANCES SHALL MEI'S LIABILITY HEREUNDER FOR ANY CAUSE EXCEED THE PURCHASE PRICE PAID BY CUSTOMER FOR THE PRODUCT IN RESPECT OF WHICH THE CLAIM IS MADE. No action may be brought by Customer against MEI after one (1) year from the date of delivery of the Product, and Customer agrees that this provision shall be grounds for dismissal of any suit or claim asserted by Customer after such time.

9. Indemnification. Customer shall indemnify (and at MEI's option, defend) and hold MEI, its affiliates and their respective officers, directors, agents and employees harmless from any and all claims, suits, demands, losses, liabilities, damages (including injury and death) and expenses (including reasonable attorneys' fees) (collectively, "**Claims**"), arising out of or relating to: (a) Customer's use, misuse or disposal of the Products; (b) Customer's non-compliance with any law; and (c) breach of these Terms by Customer.

10. Other Limitations. All technical advice and recommendations are: (a) furnished by MEI gratis, (b) believed by MEI to be reliable; and (c) intended for use by persons having skill and know how, at their own risk, and MEI assumes no responsibility for, and is not liable for, or (d) damages incurred from their use by Customer. Any plans and specifications prepared or modified by MEI: (a) are exclusively for the Product, (b) may not be used by Customer or others for any purpose; and (c) must be reviewed and confirmed by Customer as adequate for Customer's intended use and purpose. MEI is not responsible for discovering deficiencies in Customer's plans or designs. Customer is exclusively responsible for analysis of Product impact on any building / structure design.

11. Default & Remedies. An event of default ("**Event of Default**") under the Agreement or these T&C shall occur upon the occurrence of all or any one of the following events: (i) Customer does not pay any amount due to MEI under the Agreement; (ii) Customer ceases doing business as a going concern; (iii) Customer makes an assignment for the benefit of its creditors or admits in writing its inability to pay its debts as they become due; (iv) Customer files, or has filed against it, a petition in bankruptcy or for its reorganization, arrangement, composition or readjustment under any state insolvency law or Customer liquidates all or a substantial part of its assets not in the ordinary course of its business, dissolves or takes other similar action; (v) Customer has taken or allowed any action or permitted any condition, that has compromised the health, safety, or code compliance of the Product or Service; or (vi) Customer shall default in the performance of any of its obligations arising under the Agreement, these T&C, any service schedule, or any other agreement between Customer and MEI, and such default is not cured within fifteen (15) days of MEI providing notice of same. MEI shall not be default of this Agreement unless and until Customer has notified MEI in writing of the alleged default, and MEI has had thirty (30) days to remedy the alleged default.

12. General Provisions.

a. **Intellectual Property; Confidentiality.** All specifications, documentation and any other intellectual property involved in the manufacturing the Product is the property of MEI. All non-public, confidential or proprietary information of MEI is confidential, solely for the use in performing hereunder and may not be disclosed, used or copied unless authorized in advance by MEI in writing.

b. **Assignment.** Customer may not assign its rights or obligations under this Agreement to any third party, by operation of law or otherwise, without MEI's prior written consent.

c. **Force Majeure.** MEI shall not be liable to Customer for any delay or failure of delivery of Product or other nonperformance caused in whole or part by any contingency or event beyond MEI's reasonable control, including without limitation, acts of any government or any agency or subdivision thereof, war, riots, acts of God, pandemic or epidemic, machinery breakage, or any shortage of or inability to secure labor, transportation facilities, fuel, energy, raw materials, supplies, or machinery at reasonable prices or from regular sources. In the event of the occurrence of any of the foregoing, MEI may distribute its available goods among its customers on such a basis as MEI shall deem fair and equitable, without liability to Customer.

d. **Modification & Waiver.** No addition to, or modification or waiver of, any provision of this Agreement shall be binding upon MEI unless set forth in a written document signed by MEI. Any waiver shall be limited to the circumstance or event specifically referenced in the written waiver document and shall not be deemed a waiver of any other term of this Agreement or of the same circumstance or event upon any recurrence thereof. No delay or omission in the exercise of any right, power, or remedy hereunder shall impair such right, power, or remedy or be considered to be a waiver of any default or acquiescence therein.

e. **Governing Law; Forum; WAIVER OF JURY TRIAL.** The validity, operation, and performance of this Agreement (including all matters arising out of or relating to this Agreement) shall be governed and controlled by the laws of the State of Minnesota and the United States of America, notwithstanding conflict of law provisions. The United Nations Convention on Contracts for the International Sale of Goods will not apply to this Agreement. Any claim, cause of action, suit or demand allegedly arising out of or related to this Agreement shall be brought exclusively in the state or federal courts located in Minneapolis, Minnesota, and the parties irrevocably consent to jurisdiction in, and venue of such courts. CUSTOMER IRREVOCABLY WAIVES ANY AND ALL RIGHT TO TRIAL BY JURY IN ANY LEGAL PROCEEDING ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE TRANSACTIONS CONTEMPLATED HEREBY.

f. **Material Terms.** Customer agrees that these Terms are a material part of the transaction between and MEI, and without Customer agreeing to be bound by all of the Terms, MEI would not have sold the Products or provided the services on terms (including price) as favorable to Customer as are contained in the Agreement.

13. Services Provisions. Customer's use of the wireless services must be consistent with all wireless carrier rules and regulations. Wireless service uses radio technologies and is subject to transmission and service area limitations, interruptions and dropped calls caused by atmospheric, topographical or environmental conditions, cell site availability, Equipment or its installation, governmental regulations, system limitations, maintenance or other conditions or activities affecting wireless Service operation. Customer will comply in all material respects, with all federal, state and local laws, rules, regulations and ordinances applicable to Customer, and the Services and Equipment provided hereunder. All Customer equipment must meet, at Customers' expense, all industry standards and technical requirements for compatibility, as determined by MEI or its wireless carrier, which may be modified from time to time. The current standards and technical requirements are attached hereto as Attachment A. Notwithstanding anything to the contrary contained herein, if Customer alters, switches or replaces any MEI provided cellular device or equipment with any other device (even if the same meet the requirements set forth in Attachment A,) then: (a) MEI shall have no obligation, responsibility or liability with respect to the operability or compatibility of such customer devices; and (B) Customer is solely responsible for monitoring its devices and equipment.

ATTACHMENT A to MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

All Customer Equipment shall comply with the following requirements

1. Equipment shall be Certified (as defined below) by Carrier for use on its network according to its specifications, which Carrier may change from time to time.

(a) If Customer Equipment is not certified, Carrier shall work with Customer's designated vendors to select a device that has already been certified by Carrier through its Open Development ("OD") Certification Process ("**Certified Devices**") or to determine if the Equipment can be Certified. If device certification is required, Customer shall review the certification requirements on the OD portal or contact Carrier's authorized third-party lab for Equipment testing prior to certification. Any fees or costs charged by the authorized third-party lab shall be borne by Customer.

(b) Before Customer makes any modifications to previously Certified Devices, Customer shall review such modifications with their Carrier OD Device manager. Customer may be required to resubmit the modified Certified Device for re-certification in accordance with the OD Certification Process. Customer shall be responsible for any fees or costs charged by its designated authorized third-party lab.

(c) If Carrier does not re-certify the Certified Devices by the end of the certification period or after modification, if applicable, Carrier will not activate additional devices on the Carrier network.

(d) IN CERTIFYING EQUIPMENT, CARRIER MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, CONCERNING THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, NON-INFRINGEMENT, CONDITION OR QUALITY OF THE EQUIPMENT, AND EXPRESSLY DISCLAIMS ALL WARRANTIES.

(e) For purposes of the Agreement, "**Certified**" means that a sample of a particular model of Equipment has been evaluated in accordance with the Carrier Equipment testing process or the OD Certification process and the model represented by such sample has been determined to be acceptable for use on the Carrier network. Certified does not mean that Carrier has made any determinations as to the call quality or other functionality of such Equipment or in any way represents or warrants that such Equipment will operate: (i) without error on the Carrier network (including the network of any other carrier accessed while roaming or otherwise); (ii) on such network without periodic upgrades or modifications; or (iii) indefinitely on such network.

2. The Equipment shall: (a) have a grant of certification under the FCC equipment authorization rules in 47 CFR Part 2; (b) comply with all Cellular Telecommunications & Internet Association ("**CTIA**") guidelines for radio frequency ("**RF**") emissions and specific absorption rate ("**SAR**") level disclosure; and (c) be authenticatable in compliance with CTIA guidelines for random A-Key authentication as such guidelines may be amended from time-to-time.

3. Customer shall ensure that all Equipment activated on the Carrier network is assigned a unique Equipment ID.

4. All Equipment supporting 4G and higher data transmission services must be compatible with Carrier's Over-the-Air ("**OTA**") parameter administration ("**OTAPA**") and Carrier's OTA service provisioning ("**OTASP**"), to allow remote configuration of services, including service activation and access on the Verizon network and Carrier's roaming partners' network(s). All Equipment utilizing LTE or 5G for IoT transmission must be compatible with Carrier's OTA device management ("**OTADM**") or Lightweight M2M ("**LWM2M**") protocol, as applicable, which allows Customer to remotely manage such Equipment in the field and also allows for firmware updates, enabling of services, and application of configuration updates to Customer's Equipment. Customer is responsible for (i) ensuring the latest original equipment manufacturer ("**OEM**") firmware including adequate security, to prevent the Equipment and any information contained on the Equipment, from unauthorized access, use, destruction, modification or disclosure, and (ii) any data usage charges associated with an OTA security or firmware upgrade. Customer must utilize a firmware over-the-air ("**FOTA**") service that allows Customer to provide network and radio layer updates to Customer's Equipment. Equipment purchased from Carrier typically supports Carrier's FOTA service which Customer may elect to subscribe to in order to manage FOTA updates. Subscribing to Carrier's FOTA service, where applicable, will enable Carrier to assist Customer in performing FOTA updates to Customer's Equipment, as necessary, to keep the Equipment functional on Verizon's network if Customer have no other means to update the Equipment firmware. Should Customer fail to comply with this section, Carrier will take any action necessary to protect its network.

WIRELESS SALES AGREEMENT

This Wireless Sales Agreement ("**Agreement**") is dated as of this 9th day of February (the "**Effective Date**") between MEI Total Elevator Solutions ("**MEI**"), and AITKIN COUNTY, having an address of 218 1ST ST NW, AITKIN, MN 56431-1260. ("**Customer**"). MEI and Customer are collectively referred to herein as the "**Parties**" or individually as a "**party**". MEI proposes to furnish certain maintenance services to Customer as provided herein.

Building /Equipment Information:

Building Name	Building Address	Elevator ID or Serial #	Elevator Location	# of Cellular Devices
AITKIN COUNTY SHERIFFS DEPARTM	217 2ND STREET NW AITKIN MN 56431	MN06945	ELEV - GOVERNMENT CENTER	1

1. Purchase Price

Customer shall pay to MEI the amount of **\$1,284.00** for the Initial Term, which will be billed **annually**. This amount covers the initial equipment fees and service for the first year of the Initial Term. Thereafter, Customer shall deliver to MEI payments in the amount of MEI's then-current rates for the Wireless Services ONLY ("**Wireless Service & Device Monitoring Fees**"), payable in the same frequency specified above. This proposed pricing is only valid if signed within ninety (90) days from date of proposal as stated in the first page of this Agreement.

- Equipment Fees: 1 Cellular Device(s) & Install x \$600 per Cellular Device = **\$600.00**
 - Equipment Fees are a one-time fee to purchase the equipment needed to fulfill this agreement; however, this fee is exclusive of the need for additional equipment.
- Wireless Service & Device Monitoring Fees: 1 Cellular Device(s) \$684.00 per Cellular Device = **\$684.00**
 - The Wireless Service & Device Monitoring Annual Fee listed above is for the first year of the Initial Term. This is exclusive of applicable taxes and shall be adjusted by MEI on an annual basis.

2. TERM AND TERMINATION

Each of the Services will be provided for the term starting on the first of the month following device installation and continuing for 12 months thereafter (the "**Initial Term**"). Upon expiration of the Initial Term, the term shall automatically renew on an annual basis (each a "**Renewal Term**", and together with the Initial Term, "**Term**"), unless either Party gives the other Party written notice of its intent to terminate this Agreement at least 30 days prior to the expiration of the then current term.

Except as provided in the last sentence of this Section 2, if this Agreement is terminated for any reason before the end of the Initial Term, or before the equipment portion of the Agreement is fully paid for by Customer, a final equipment billing will be created and will become immediately due and payable to MEI. Additionally, if this Agreement is terminated, for any reason not permitted by the Agreement or if MEI terminates its service or this Agreement due to Customer's Event of Default, an early termination charge will become immediately due and payable to MEI for the Service(s) involved, and Customer agrees to pay 100% of the Fees due for remaining months in the Term. Customer agrees the early termination charge: (i) is a fair estimate of the damages to MEI and is not a penalty; and (ii) shall be paid to MEI not later than the later of any due date identified on the invoice or twenty (20) days after the date the affected Service is terminated. Notwithstanding the foregoing, if MEI's wireless carrier is not able to provide service coverage to the building, either Party may terminate this Agreement upon 15 days advance written notice to the other Party, with such party having cure rights during such 15-day period.

3. PAYMENT TERMS

All Fees are due and payable to MEI upon receipt of invoice. If Customer fails or refuses to pay MEI all or any part of the Fees when due, MEI may use any remedy specified in the T&C. Fee invoices issued under this Agreement will be billed as of the first business day of the Service cycle, for Services to be provided during said cycle.

4. ADDITIONAL TERMS

The provision of Services and payment therefore is subject to, and Customer agrees to be bound by, the MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS ("**T&C**"), as published by MEI from time to time, a current copy of which is attached hereto. This Agreement: (i) may be executed in counterparts, including electronic counterparts, each of which shall be deemed an original but all of which shall be deemed one and the same Agreement; (ii) is binding upon and inures to the benefit of MEI and Customer and their respective successors, transferees, or assignees; (iii) together with the T&C, constitutes the entire agreement between the Parties with respect to the subject matter hereof, superseding all prior agreements, representations, communications and understandings, oral or written; and (iv) may not be amended except by a written agreement signed by both Parties. If there is a conflict between the terms of this Agreement, and the T&C, the Agreement shall govern and supersede the T&C.

Signatures: Each Party represents and warrants to the other that: (a) it is in good standing under the laws of the state of its formation; (b) the execution, delivery and performance of this Agreement have been duly authorized; and (c) the persons signing this Agreement are authorized to do so.

MEI Total Elevator Solutions

By: _____

Signature: _____

Title: _____

Date: _____

Accepted by:

(CUSTOMER)

By: _____

Signature: _____

Title: _____

Date: _____

MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

1. Controlling Terms & Conditions. The terms of this Wireless Sales Agreement ("**Agreement**") prevail over any contradictory terms and conditions in any purchase order, acceptance acknowledgment, or other form used in the performance of this Agreement. To the extent Customer's purchase order or any other statement of Customer contains any terms or conditions in addition to or different from the terms of this Agreement, such terms and conditions: (i) are hereby rejected by MEI and waived by Customer, and (ii) shall not affect this Agreement nor be binding upon MEI. Neither MEI's delivery of the Equipment and the Services described in the Agreement (the "**Product**") nor any other action at any time on the part of MEI shall constitute acceptance of additional or different terms. Customer's written acknowledgment of an Agreement or commencement of performance, including Customer's use of any Product provided by MEI, will constitute acceptance of the terms and conditions of this Agreement. In the event of any conflict between these Terms and the Agreement, the terms of the Agreement shall govern.

2. Standard Warranty. MEI warrants that the Product, including materials and equipment to be furnished as part of the installation by MEI, shall be of good quality, in conformance with all legal requirements, and will be free from defects in material and workmanship for twelve (12) months from the date of installation (the "**Standard Warranty**"). This Standard Warranty shall not apply to: (i) any Product that has been subject to misuse, misapplication, neglect (including without limitation improper maintenance and storage), accident, improper installation by others, modification (including without limitation use of unauthorized parts of attachments), adjustment or repair; or (ii) damage, loss, or diminution of or to any Product related to normal wear and tear, or usage of wear parts. (iii) damage caused by disasters such as fire, flood, wind, lightning, electrical surge or power outage; (iv) corrosion from exposure to liquids or atmospheres; (v) any parts or components installed or modified by a non-mechanic after the completion of the installation; or (vi) Customer's failure to properly clean or care for the Product after completion of the installation. Notwithstanding any contrary provision or agreement, MEI's maximum liability for Products, whether in contract, negligence, or strict liability in tort, is limited to the repair or replacement of the Product at issue, or the parts thereof.

3. Purchase and Payment. Pursuant to the Agreement, Customer agrees to purchase, the Product or Services described in the Agreement. Except as defined herein, all capitalized terms have the meaning ascribed to them in the Agreement. Customer agrees to pay all sums specified in the Agreement within 2 days of the due date, without any deduction or setoff. MEI reserves the right to add all applicable taxes as prescribed by law. Customer shall pay any and all of Customer's third-party vendor fees, such as accounts receivable / payable administrators. All credit card payments made by Customer may be subject to the addition of credit card processing fees. If customer elects to pay MEI by credit card, Customer agrees to these fees. Customer agrees to receive MEI's invoices electronically, and if Customer requires other delivery, shall pay MEI's then-current delivery fee. If in MEI's reasonable judgment, Customer's financial condition or any other circumstance causes MEI to be insecure with respect to Customer's performance of any obligation under this Agreement, MEI may accelerate and demand immediate payment of any amounts owed MEI, suspend performance, or require cash payment or satisfactory security.

4. Shipment Terms & Risk of Loss. All shipments shall be made FOB MEI's docks in Mankato, MN, and title to and all risk of loss concerning the Product shall pass to Customer upon the delivery of the Product to the carrier. Customer shall at its sole cost and expense, be responsible for obtaining all licenses and permits and for satisfying all formalities as may be required to import the goods into any other country in accordance with then prevailing laws, rules and regulations. Any extra charge incurred for additional services, including loading, storage and handling, will be paid by Customer. The delivery dates specified in this Agreement are estimates only and MEI's failure to meet the same shall not be deemed a breach of this Agreement. Delays in securing Customer's approval of any matter shall, at MEI's discretion, extend the date of delivery.

5. Inspection & Acceptance. Customer shall promptly inspect all shipments after arrival of the Product at the original shipping destination and notify MEI in writing within three (3) days of arrival, of any shortages or other failures to conform to this Agreement. Customer shall allow MEI a reasonable opportunity to inspect such Product to enable MEI to verify the alleged nonconformity. Customer's failure to timely notify MEI in writing of any alleged nonconformity of the Product shall constitute an immediate and irrevocable acceptance of the Product. Customer's rejection of any Product shall not shift risk of loss of such Product until the Product is returned to MEI, freight prepaid, pursuant to MEI's written authorization.

6. Use of Equipment. Customer is responsible for the use of all Equipment and applications in connection with the applicable Service (including any downstream use and use of the Services in a manner not intended by Customer) and ensuring that Customer's use thereof is in compliance with the terms and conditions set forth in Section 12 hereof. Customer acknowledges that non-compliance or misuse of the Equipment or Services may cause transmissions to fail, be blocked or misrouted, result in Service not intended by Customer and/or may subject Customer to additional charges beyond those set forth in the Agreement. MEI shall have no liability for Customer's Equipment or Customer's failure to maintain or meet requirements applicable to Customer's Equipment. Under no circumstances shall MEI be responsible for or obligated to make any changes to its equipment, operations, network or systems to accommodate Customer. Notwithstanding anything contained in the Agreement or these Terms, if any Equipment is altered, modified, or misused by Customer (or any party under Customer's direction or control), MEI may terminate the Agreement immediately upon written notice to Customer.

7. DISCLAIMER OF WARRANTIES. MEI MAKES NO REPRESENTATIONS OR WARRANTIES WHATSOEVER, DIRECTLY OR INDIRECTLY, WHETHER EXPRESS, IMPLIED OR OTHERWISE, INCLUDING WARRANTIES AS TO THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, CONDITION, QUALITY, PERFORMANCE (INCLUDING THAT THE SERVICES ARE ERROR-FREE OR UNINTERRUPTED USE OF THE SERVICES) OR NON-INFRINGEMENT OF THE SERVICES OR EQUIPMENT OR THEIR USE. MEI hereby assigns to Customer any transferable warranties with respect to the Equipment that are made by the manufacturer of such Equipment to MEI.

8. LIMITATION OF LIABILITY. MEI SHALL HAVE NO LIABILITY TO ANY PERSON FOR, AND CUSTOMER HEREBY EXPRESSLY WAIVES, ALL INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, LIQUIDATED, OR PUNITIVE DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF WARRANTY OR OTHER CONTRACT, NEGLIGENCE OR OTHER TORT, STRICT LIABILITY OR OTHERWISE, INCLUDING WITHOUT LIMITATION, FORESEEABLE BUSINESS LOSSES, LOSS OF PROFITS AND RELIANCE DAMAGES, OR LOSSES RELATED TO LOSS OF TIME, LABOR CHARGES OR OTHER EXPENSES, OMISSIONS, INTERRUPTIONS, ERRORS, OR DEFECTS IN FURNISHING WIRELESS SERVICE AND DEVICE MONITORING; FAILURES OR DEFECTS IN WIRELESS NETWORK OR SYSTEMS, USE OF THE EQUIPMENT OR SERVICE, OR DISABLING OF EQUIPMENT, USE OR INABILITY TO USE THE WIRELESS SERVICE OR EQUIPMENT, ANY INTERRUPTION, DEFECT, ERROR, VIRUS, OR DELAY IN OPERATION OR TRANSMISSION, ANY FAILURE TO TRANSMIT OR ANY LOSS OF DATA ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT. IN NO EVENT SHALL MEI BE LIABLE FOR LOSSES, DAMAGES, CLAIMS OR EXPENSES OF ANY KIND ARISING OUT OF THE USE OR ATTEMPTED USE OF, OR THE INABILITY TO ACCESS, LIFE SUPPORT OR MONITORING SYSTEMS OR DEVICES, 911 OR E911, OR OTHER EMERGENCY NUMBERS OR SERVICES. THE PARTIES EXPRESSLY AGREE THAT THE LIMITATIONS SET FORTH HEREIN ARE AGREED ALLOCATIONS OF RISK AND SHALL SURVIVE THE DETERMINATION OF ANY COURT OF COMPETENT JURISDICTION THAT ANY REMEDY PROVIDED HEREIN FAILS OF ITS ESSENTIAL PURPOSE. UNDER NO CIRCUMSTANCES SHALL MEI'S LIABILITY HEREUNDER FOR ANY CAUSE EXCEED THE PURCHASE PRICE PAID BY CUSTOMER FOR THE PRODUCT IN RESPECT OF WHICH THE CLAIM IS MADE. No action may be brought by Customer against MEI after one (1) year from the date of delivery of the Product, and Customer agrees that this provision shall be grounds for dismissal of any suit or claim asserted by Customer after such time.

9. Indemnification. Customer shall indemnify (and at MEI's option, defend) and hold MEI, its affiliates and their respective officers, directors, agents and employees harmless from any and all claims, suits, demands, losses, liabilities, damages (including injury and death) and expenses (including reasonable attorneys' fees) (collectively, "**Claims**"), arising out of or relating to: (a) Customer's use, misuse or disposal of the Products; (b) Customer's non-compliance with any law; and (c) breach of these Terms by Customer.

10. Other Limitations. All technical advice and recommendations are: (a) furnished by MEI gratis, (b) believed by MEI to be reliable; and (c) intended for use by persons having skill and know how, at their own risk, and MEI assumes no responsibility for, and is not liable for, or (d) damages incurred from their use by Customer. Any plans and specifications prepared or modified by MEI: (a) are exclusively for the Product, (b) may not be used by Customer or others for any purpose; and (c) must be reviewed and confirmed by Customer as adequate for Customer's intended use and purpose. MEI is not responsible for discovering deficiencies in Customer's plans or designs. Customer is exclusively responsible for analysis of Product impact on any building / structure design.

11. Default & Remedies. An event of default ("**Event of Default**") under the Agreement or these T&C shall occur upon the occurrence of all or any one of the following events: (i) Customer does not pay any amount due to MEI under the Agreement; (ii) Customer ceases doing business as a going concern; (iii) Customer makes an assignment for the benefit of its creditors or admits in writing its inability to pay its debts as they become due; (iv) Customer files, or has filed against it, a petition in bankruptcy or for its reorganization, arrangement, composition or readjustment under any state insolvency law or Customer liquidates all or a substantial part of its assets not in the ordinary course of its business, dissolves or takes other similar action; (v) Customer has taken or allowed any action or permitted any condition, that has compromised the health, safety, or code compliance of the Product or Service; or (vi) Customer shall default in the performance of any of its obligations arising under the Agreement, these T&C, any service schedule, or any other agreement between Customer and MEI, and such default is not cured within fifteen (15) days of MEI providing notice of same. MEI shall not be default of this Agreement unless and until Customer has notified MEI in writing of the alleged default, and MEI has had thirty (30) days to remedy the alleged default.

12. General Provisions.

a. **Intellectual Property; Confidentiality.** All specifications, documentation and any other intellectual property involved in the manufacturing the Product is the property of MEI. All non-public, confidential or proprietary information of MEI is confidential, solely for the use in performing hereunder and may not be disclosed, used or copied unless authorized in advance by MEI in writing.

b. **Assignment.** Customer may not assign its rights or obligations under this Agreement to any third party, by operation of law or otherwise, without MEI's prior written consent.

c. **Force Majeure.** MEI shall not be liable to Customer for any delay or failure of delivery of Product or other nonperformance caused in whole or part by any contingency or event beyond MEI's reasonable control, including without limitation, acts of any government or any agency or subdivision thereof, war, riots, acts of God, pandemic or epidemic, machinery breakage, or any shortage of or inability to secure labor, transportation facilities, fuel, energy, raw materials, supplies, or machinery at reasonable prices or from regular sources. In the event of the occurrence of any of the foregoing, MEI may distribute its available goods among its customers on such a basis as MEI shall deem fair and equitable, without liability to Customer.

d. **Modification & Waiver.** No addition to, or modification or waiver of, any provision of this Agreement shall be binding upon MEI unless set forth in a written document signed by MEI. Any waiver shall be limited to the circumstance or event specifically referenced in the written waiver document and shall not be deemed a waiver of any other term of this Agreement or of the same circumstance or event upon any recurrence thereof. No delay or omission in the exercise of any right, power, or remedy hereunder shall impair such right, power, or remedy or be considered to be a waiver of any default or acquiescence therein.

e. **Governing Law; Forum; WAIVER OF JURY TRIAL.** The validity, operation, and performance of this Agreement (including all matters arising out of or relating to this Agreement) shall be governed and controlled by the laws of the State of Minnesota and the United States of America, notwithstanding conflict of law provisions. The United Nations Convention on Contracts for the International Sale of Goods will not apply to this Agreement. Any claim, cause of action, suit or demand allegedly arising out of or related to this Agreement shall be brought exclusively in the state or federal courts located in Minneapolis, Minnesota, and the parties irrevocably consent to jurisdiction in, and venue of such courts. CUSTOMER IRREVOCABLY WAIVES ANY AND ALL RIGHT TO TRIAL BY JURY IN ANY LEGAL PROCEEDING ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE TRANSACTIONS CONTEMPLATED HEREBY.

f. **Material Terms.** Customer agrees that these Terms are a material part of the transaction between and MEI, and without Customer agreeing to be bound by all of the Terms, MEI would not have sold the Products or provided the services on terms (including price) as favorable to Customer as are contained in the Agreement.

13. Services Provisions. Customer's use of the wireless services must be consistent with all wireless carrier rules and regulations. Wireless service uses radio technologies and is subject to transmission and service area limitations, interruptions and dropped calls caused by atmospheric, topographical or environmental conditions, cell site availability, Equipment or its installation, governmental regulations, system limitations, maintenance or other conditions or activities affecting wireless Service operation. Customer will comply in all material respects, with all federal, state and local laws, rules, regulations and ordinances applicable to Customer, and the Services and Equipment provided hereunder. All Customer equipment must meet, at Customers' expense, all industry standards and technical requirements for compatibility, as determined by MEI or its wireless carrier, which may be modified from time to time. The current standards and technical requirements are attached hereto as Attachment A. Notwithstanding anything to the contrary contained herein, if Customer alters, switches or replaces any MEI provided cellular device or equipment with any other device (even if the same meet the requirements set forth in Attachment A,) then: (a) MEI shall have no obligation, responsibility or liability with respect to the operability or compatibility of such customer devices; and (B) Customer is solely responsible for monitoring its devices and equipment.

ATTACHMENT A to MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

All Customer Equipment shall comply with the following requirements

1. Equipment shall be Certified (as defined below) by Carrier for use on its network according to its specifications, which Carrier may change from time to time.

(a) If Customer Equipment is not certified, Carrier shall work with Customer's designated vendors to select a device that has already been certified by Carrier through its Open Development ("OD") Certification Process ("Certified Devices") or to determine if the Equipment can be Certified. If device certification is required, Customer shall review the certification requirements on the OD portal or contact Carrier's authorized third-party lab for Equipment testing prior to certification. Any fees or costs charged by the authorized third-party lab shall be borne by Customer.

(b) Before Customer makes any modifications to previously Certified Devices, Customer shall review such modifications with their Carrier OD Device manager. Customer may be required to resubmit the modified Certified Device for re-certification in accordance with the OD Certification Process. Customer shall be responsible for any fees or costs charged by its designated authorized third-party lab.

(c) If Carrier does not re-certify the Certified Devices by the end of the certification period or after modification, if applicable, Carrier will not activate additional devices on the Carrier network.

(d) IN CERTIFYING EQUIPMENT, CARRIER MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, CONCERNING THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, NON-INFRINGEMENT, CONDITION OR QUALITY OF THE EQUIPMENT, AND EXPRESSLY DISCLAIMS ALL WARRANTIES.

(e) For purposes of the Agreement, "Certified" means that a sample of a particular model of Equipment has been evaluated in accordance with the Carrier Equipment testing process or the OD Certification process and the model represented by such sample has been determined to be acceptable for use on the Carrier network. Certified does not mean that Carrier has made any determinations as to the call quality or other functionality of such Equipment or in any way represents or warrants that such Equipment will operate: (i) without error on the Carrier network (including the network of any other carrier accessed while roaming or otherwise); (ii) on such network without periodic upgrades or modifications; or (iii) indefinitely on such network.

2. The Equipment shall: (a) have a grant of certification under the FCC equipment authorization rules in 47 CFR Part 2; (b) comply with all Cellular Telecommunications & Internet Association ("CTIA") guidelines for radio frequency ("RF") emissions and specific absorption rate ("SAR") level disclosure; and (c) be authenticatable in compliance with CTIA guidelines for random A-Key authentication as such guidelines may be amended from time-to-time.

3. Customer shall ensure that all Equipment activated on the Carrier network is assigned a unique Equipment ID.

4. All Equipment supporting 4G and higher data transmission services must be compatible with Carrier's Over-the-Air ("OTA") parameter administration ("OTAPA") and Carrier's OTA service provisioning ("OTASP"), to allow remote configuration of services, including service activation and access on the Verizon network and Carrier's roaming partners' network(s). All Equipment utilizing LTE or 5G for IoT transmission must be compatible with Carrier's OTA device management ("OTADM") or Lightweight M2M ("LWM2M") protocol, as applicable, which allows Customer to remotely manage such Equipment in the field and also allows for firmware updates, enabling of services, and application of configuration updates to Customer's Equipment. Customer is responsible for (i) ensuring the latest original equipment manufacturer ("OEM") firmware including adequate security, to prevent the Equipment and any information contained on the Equipment, from unauthorized access, use, destruction, modification or disclosure, and (ii) any data usage charges associated with an OTA security or firmware upgrade. Customer must utilize a firmware over-the-air ("FOTA") service that allows Customer to provide network and radio layer updates to Customer's Equipment. Equipment purchased from Carrier typically supports Carrier's FOTA service which Customer may elect to subscribe to in order to manage FOTA updates. Subscribing to Carrier's FOTA service, where applicable, will enable Carrier to assist Customer in performing FOTA updates to Customer's Equipment, as necessary, to keep the Equipment functional on Verizon's network if Customer have no other means to update the Equipment firmware. Should Customer fail to comply with this section, Carrier will take any action necessary to protect its network.

WIRELESS SALES AGREEMENT

This Wireless Sales Agreement ("**Agreement**") is dated as of this 9th day of February (the "**Effective Date**") between MEI Total Elevator Solutions ("**MEI**"), and AITKIN COUNTY - HEALTH & HUMAN, having an address of 204 1ST ST NW, AITKIN, MN 56431-1260. ("**Customer**"). MEI and Customer are collectively referred to herein as the "**Parties**" or individually as a "**party**". MEI proposes to furnish certain maintenance services to Customer as provided herein.

Building /Equipment Information:

Building Name	Building Address	Elevator ID or Serial #	Elevator Location	# of Cellular Devices
AITKIN COUNTY - HEALTH & HUMAN	201 1ST ST AITKIN MN 56431	MN17312	ELEV - HEALTH & HUMAN SERVICE	1

1. Purchase Price

Customer shall pay to MEI the amount of **\$1,284.00** for the Initial Term, which will be billed **annually**. This amount covers the initial equipment fees and service for the first year of the Initial Term. Thereafter, Customer shall deliver to MEI payments in the amount of MEI's then-current rates for the Wireless Services ONLY ("**Wireless Service & Device Monitoring Fees**"), payable in the same frequency specified above. This proposed pricing is only valid if signed within ninety (90) days from date of proposal as stated in the first page of this Agreement.

- Equipment Fees: 1 Cellular Device(s) & Install x \$600 per Cellular Device = **\$600.00**
 - Equipment Fees are a one-time fee to purchase the equipment needed to fulfill this agreement; however, this fee is exclusive of the need for additional equipment.
- Wireless Service & Device Monitoring Fees: 1 Cellular Device(s) \$684.00 per Cellular Device = **\$684.00**
 - The Wireless Service & Device Monitoring Annual Fee listed above is for the first year of the Initial Term. This is exclusive of applicable taxes and shall be adjusted by MEI on an annual basis.

2. TERM AND TERMINATION

Each of the Services will be provided for the term starting on the first of the month following device installation and continuing for 12 months thereafter (the "**Initial Term**"). Upon expiration of the Initial Term, the term shall automatically renew on an annual basis (each a "**Renewal Term**", and together with the Initial Term, "**Term**"), unless either Party gives the other Party written notice of its intent to terminate this Agreement at least 30 days prior to the expiration of the then current term.

Except as provided in the last sentence of this Section 2, if this Agreement is terminated for any reason before the end of the Initial Term, or before the equipment portion of the Agreement is fully paid for by Customer, a final equipment billing will be created and will become immediately due and payable to MEI. Additionally, if this Agreement is terminated, for any reason not permitted by the Agreement or if MEI terminates its service or this Agreement due to Customer's Event of Default, an early termination charge will become immediately due and payable to MEI for the Service(s) involved, and Customer agrees to pay 100% of the Fees due for remaining months in the Term. Customer agrees the early termination charge: (i) is a fair estimate of the damages to MEI and is not a penalty; and (ii) shall be paid to MEI not later than the later of any due date identified on the invoice or twenty (20) days after the date the affected Service is terminated. Notwithstanding the foregoing, if MEI's wireless carrier is not able to provide service coverage to the building, either Party may terminate this Agreement upon 15 days advance written notice to the other Party, with such party having cure rights during such 15-day period.

3. PAYMENT TERMS

All Fees are due and payable to MEI upon receipt of invoice. If Customer fails or refuses to pay MEI all or any part of the Fees when due, MEI may use any remedy specified in the T&C. Fee invoices issued under this Agreement will be billed as of the first business day of the Service cycle, for Services to be provided during said cycle.

4. ADDITIONAL TERMS

The provision of Services and payment therefore is subject to, and Customer agrees to be bound by, the MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS ("**T&C**"), as published by MEI from time to time, a current copy of which is attached hereto. This Agreement: (i) may be executed in counterparts, including electronic counterparts, each of which shall be deemed an original but all of which shall be deemed one and the same Agreement; (ii) is binding upon and inures to the benefit of MEI and Customer and their respective successors, transferees, or assignees; (iii) together with the T&C, constitutes the entire agreement between the Parties with respect to the subject matter hereof, superseding all prior agreements, representations, communications and understandings, oral or written; and (iv) may not be amended except by a written agreement signed by both Parties. If there is a conflict between the terms of this Agreement, and the T&C, the Agreement shall govern and supersede the T&C.

Signatures: Each Party represents and warrants to the other that: (a) it is in good standing under the laws of the state of its formation; (b) the execution, delivery and performance of this Agreement have been duly authorized; and (c) the persons signing this Agreement are authorized to do so.

MEI Total Elevator Solutions

By: _____

Signature: _____

Title: _____

Date: _____

Accepted by:

(CUSTOMER)

By: _____

Signature: _____

Title: _____

Date: _____

MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

1. Controlling Terms & Conditions. The terms of this Wireless Sales Agreement ("**Agreement**") prevail over any contradictory terms and conditions in any purchase order, acceptance acknowledgment, or other form used in the performance of this Agreement. To the extent Customer's purchase order or any other statement of Customer contains any terms or conditions in addition to or different from the terms of this Agreement, such terms and conditions: (i) are hereby rejected by MEI and waived by Customer, and (ii) shall not affect this Agreement nor be binding upon MEI. Neither MEI's delivery of the Equipment and the Services described in the Agreement (the "**Product**") nor any other action at any time on the part of MEI shall constitute acceptance of additional or different terms. Customer's written acknowledgment of an Agreement or commencement of performance, including Customer's use of any Product provided by MEI, will constitute acceptance of the terms and conditions of this Agreement. In the event of any conflict between these Terms and the Agreement, the terms of the Agreement shall govern.

2. Standard Warranty. MEI warrants that the Product, including materials and equipment to be furnished as part of the installation by MEI, shall be of good quality, in conformance with all legal requirements, and will be free from defects in material and workmanship for twelve (12) months from the date of installation (the "**Standard Warranty**"). This Standard Warranty shall not apply to: (i) any Product that has been subject to misuse, misapplication, neglect (including without limitation improper maintenance and storage), accident, improper installation by others, modification (including without limitation use of unauthorized parts of attachments), adjustment or repair; or (ii) damage, loss, or diminution of or to any Product related to normal wear and tear, or usage of wear parts. (iii) damage caused by disasters such as fire, flood, wind, lightning, electrical surge or power outage; (iv) corrosion from exposure to liquids or atmospheres; (v) any parts or components installed or modified by a non-mechanic after the completion of the installation; or (vi) Customer's failure to properly clean or care for the Product after completion of the installation. Notwithstanding any contrary provision or agreement, MEI's maximum liability for Products, whether in contract, negligence, or strict liability in tort, is limited to the repair or replacement of the Product at issue, or the parts thereof.

3. Purchase and Payment. Pursuant to the Agreement, Customer agrees to purchase, the Product or Services described in the Agreement. Except as defined herein, all capitalized terms have the meaning ascribed to them in the Agreement. Customer agrees to pay all sums specified in the Agreement within 2 days of the due date, without any deduction or setoff. MEI reserves the right to add all applicable taxes as prescribed by law. Customer shall pay any and all of Customer's third-party vendor fees, such as accounts receivable / payable administrators. All credit card payments made by Customer may be subject to the addition of credit card processing fees. If customer elects to pay MEI by credit card, Customer agrees to these fees. Customer agrees to receive MEI's invoices electronically, and if Customer requires other delivery, shall pay MEI's then-current delivery fee. If in MEI's reasonable judgment, Customer's financial condition or any other circumstance causes MEI to be insecure with respect to Customer's performance of any obligation under this Agreement, MEI may accelerate and demand immediate payment of any amounts owed MEI, suspend performance, or require cash payment or satisfactory security.

4. Shipment Terms & Risk of Loss. All shipments shall be made FOB MEI's docks in Mankato, MN, and title to and all risk of loss concerning the Product shall pass to Customer upon the delivery of the Product to the carrier. Customer shall at its sole cost and expense, be responsible for obtaining all licenses and permits and for satisfying all formalities as may be required to import the goods into any other country in accordance with then prevailing laws, rules and regulations. Any extra charge incurred for additional services, including loading, storage and handling, will be paid by Customer. The delivery dates specified in this Agreement are estimates only and MEI's failure to meet the same shall not be deemed a breach of this Agreement. Delays in securing Customer's approval of any matter shall, at MEI's discretion, extend the date of delivery.

5. Inspection & Acceptance. Customer shall promptly inspect all shipments after arrival of the Product at the original shipping destination and notify MEI in writing within three (3) days of arrival, of any shortages or other failures to conform to this Agreement. Customer shall allow MEI a reasonable opportunity to inspect such Product to enable MEI to verify the alleged nonconformity. Customer's failure to timely notify MEI in writing of any alleged nonconformity of the Product shall constitute an immediate and irrevocable acceptance of the Product. Customer's rejection of any Product shall not shift risk of loss of such Product until the Product is returned to MEI, freight prepaid, pursuant to MEI's written authorization.

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7. DISCLAIMER OF WARRANTIES. MEI MAKES NO REPRESENTATIONS OR WARRANTIES WHATSOEVER, DIRECTLY OR INDIRECTLY, WHETHER EXPRESS, IMPLIED OR OTHERWISE, INCLUDING WARRANTIES AS TO THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, CONDITION, QUALITY, PERFORMANCE (INCLUDING THAT THE SERVICES ARE ERROR-FREE OR UNINTERRUPTED USE OF THE SERVICES) OR NON-INFRINGEMENT OF THE SERVICES OR EQUIPMENT OR THEIR USE. MEI hereby assigns to Customer any transferable warranties with respect to the Equipment that are made by the manufacturer of such Equipment to MEI.

8. LIMITATION OF LIABILITY. MEI SHALL HAVE NO LIABILITY TO ANY PERSON FOR, AND CUSTOMER HEREBY EXPRESSLY WAIVES, ALL INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, LIQUIDATED, OR PUNITIVE DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF WARRANTY OR OTHER CONTRACT, NEGLIGENCE OR OTHER TORT, STRICT LIABILITY OR OTHERWISE, INCLUDING WITHOUT LIMITATION, FORESEEABLE BUSINESS LOSSES, LOSS OF PROFITS AND RELIANCE DAMAGES, OR LOSSES RELATED TO LOSS OF TIME, LABOR CHARGES OR OTHER EXPENSES, OMISSIONS, INTERRUPTIONS, ERRORS, OR DEFECTS IN FURNISHING WIRELESS SERVICE AND DEVICE MONITORING; FAILURES OR DEFECTS IN WIRELESS NETWORK OR SYSTEMS, USE OF THE EQUIPMENT OR SERVICE, OR DISABLING OF EQUIPMENT, USE OR INABILITY TO USE THE WIRELESS SERVICE OR EQUIPMENT, ANY INTERRUPTION, DEFECT, ERROR, VIRUS, OR DELAY IN OPERATION OR TRANSMISSION, ANY FAILURE TO TRANSMIT OR ANY LOSS OF DATA ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT. IN NO EVENT SHALL MEI BE LIABLE FOR LOSSES, DAMAGES, CLAIMS OR EXPENSES OF ANY KIND ARISING OUT OF THE USE OR ATTEMPTED USE OF, OR THE INABILITY TO ACCESS, LIFE SUPPORT OR MONITORING SYSTEMS OR DEVICES, 911 OR E911, OR OTHER EMERGENCY NUMBERS OR SERVICES. THE PARTIES EXPRESSLY AGREE THAT THE LIMITATIONS SET FORTH HEREIN ARE AGREED ALLOCATIONS OF RISK AND SHALL SURVIVE THE DETERMINATION OF ANY COURT OF COMPETENT JURISDICTION THAT ANY REMEDY PROVIDED HEREIN FAILS OF ITS ESSENTIAL PURPOSE. UNDER NO CIRCUMSTANCES SHALL MEI'S LIABILITY HEREUNDER FOR ANY CAUSE EXCEED THE PURCHASE PRICE PAID BY CUSTOMER FOR THE PRODUCT IN RESPECT OF WHICH THE CLAIM IS MADE. No action may be brought by Customer against MEI after one (1) year from the date of delivery of the Product, and Customer agrees that this provision shall be grounds for dismissal of any suit or claim asserted by Customer after such time.

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10. Other Limitations. All technical advice and recommendations are: (a) furnished by MEI gratis, (b) believed by MEI to be reliable; and (c) intended for use by persons having skill and know how, at their own risk, and MEI assumes no responsibility for, and is not liable for, or (d) damages incurred from their use by Customer. Any plans and specifications prepared or modified by MEI: (a) are exclusively for the Product, (b) may not be used by Customer or others for any purpose; and (c) must be reviewed and confirmed by Customer as adequate for Customer's intended use and purpose. MEI is not responsible for discovering deficiencies in Customer's plans or designs. Customer is exclusively responsible for analysis of Product impact on any building / structure design.

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b. **Assignment.** Customer may not assign its rights or obligations under this Agreement to any third party, by operation of law or otherwise, without MEI's prior written consent.

c. **Force Majeure.** MEI shall not be liable to Customer for any delay or failure of delivery of Product or other nonperformance caused in whole or part by any contingency or event beyond MEI's reasonable control, including without limitation, acts of any government or any agency or subdivision thereof, war, riots, acts of God, pandemic or epidemic, machinery breakage, or any shortage of or inability to secure labor, transportation facilities, fuel, energy, raw materials, supplies, or machinery at reasonable prices or from regular sources. In the event of the occurrence of any of the foregoing, MEI may distribute its available goods among its customers on such a basis as MEI shall deem fair and equitable, without liability to Customer.

d. **Modification & Waiver.** No addition to, or modification or waiver of, any provision of this Agreement shall be binding upon MEI unless set forth in a written document signed by MEI. Any waiver shall be limited to the circumstance or event specifically referenced in the written waiver document and shall not be deemed a waiver of any other term of this Agreement or of the same circumstance or event upon any recurrence thereof. No delay or omission in the exercise of any right, power, or remedy hereunder shall impair such right, power, or remedy or be considered to be a waiver of any default or acquiescence therein.

e. **Governing Law; Forum; WAIVER OF JURY TRIAL.** The validity, operation, and performance of this Agreement (including all matters arising out of or relating to this Agreement) shall be governed and controlled by the laws of the State of Minnesota and the United States of America, notwithstanding conflict of law provisions. The United Nations Convention on Contracts for the International Sale of Goods will not apply to this Agreement. Any claim, cause of action, suit or demand allegedly arising out of or related to this Agreement shall be brought exclusively in the state or federal courts located in Minneapolis, Minnesota, and the parties irrevocably consent to jurisdiction in, and venue of such courts. CUSTOMER IRREVOCABLY WAIVES ANY AND ALL RIGHT TO TRIAL BY JURY IN ANY LEGAL PROCEEDING ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE TRANSACTIONS CONTEMPLATED HEREBY.

f. **Material Terms.** Customer agrees that these Terms are a material part of the transaction between and MEI, and without Customer agreeing to be bound by all of the Terms, MEI would not have sold the Products or provided the services on terms (including price) as favorable to Customer as are contained in the Agreement.

13. Services Provisions. Customer's use of the wireless services must be consistent with all wireless carrier rules and regulations. Wireless service uses radio technologies and is subject to transmission and service area limitations, interruptions and dropped calls caused by atmospheric, topographical or environmental conditions, cell site availability, Equipment or its installation, governmental regulations, system limitations, maintenance or other conditions or activities affecting wireless Service operation. Customer will comply in all material respects, with all federal, state and local laws, rules, regulations and ordinances applicable to Customer, and the Services and Equipment provided hereunder. All Customer equipment must meet, at Customers' expense, all industry standards and technical requirements for compatibility, as determined by MEI or its wireless carrier, which may be modified from time to time. The current standards and technical requirements are attached hereto as Attachment A. Notwithstanding anything to the contrary contained herein, if Customer alters, switches or replaces any MEI provided cellular device or equipment with any other device (even if the same meet the requirements set forth in Attachment A,) then: (a) MEI shall have no obligation, responsibility or liability with respect to the operability or compatibility of such customer devices; and (B) Customer is solely responsible for monitoring its devices and equipment.

ATTACHMENT A to MEI WIRELESS SALE AGREEMENT TERMS AND CONDITIONS

All Customer Equipment shall comply with the following requirements

1. Equipment shall be Certified (as defined below) by Carrier for use on its network according to its specifications, which Carrier may change from time to time.

(a) If Customer Equipment is not certified, Carrier shall work with Customer's designated vendors to select a device that has already been certified by Carrier through its Open Development ("OD") Certification Process ("**Certified Devices**") or to determine if the Equipment can be Certified. If device certification is required, Customer shall review the certification requirements on the OD portal or contact Carrier's authorized third-party lab for Equipment testing prior to certification. Any fees or costs charged by the authorized third-party lab shall be borne by Customer.

(b) Before Customer makes any modifications to previously Certified Devices, Customer shall review such modifications with their Carrier OD Device manager. Customer may be required to resubmit the modified Certified Device for re-certification in accordance with the OD Certification Process. Customer shall be responsible for any fees or costs charged by its designated authorized third-party lab.

(c) If Carrier does not re-certify the Certified Devices by the end of the certification period or after modification, if applicable, Carrier will not activate additional devices on the Carrier network.

(d) IN CERTIFYING EQUIPMENT, CARRIER MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, CONCERNING THE SUITABILITY, DURABILITY, FITNESS FOR USE, MERCHANTABILITY, NON-INFRINGEMENT, CONDITION OR QUALITY OF THE EQUIPMENT, AND EXPRESSLY DISCLAIMS ALL WARRANTIES.

(e) For purposes of the Agreement, "**Certified**" means that a sample of a particular model of Equipment has been evaluated in accordance with the Carrier Equipment testing process or the OD Certification process and the model represented by such sample has been determined to be acceptable for use on the Carrier network. Certified does not mean that Carrier has made any determinations as to the call quality or other functionality of such Equipment or in any way represents or warrants that such Equipment will operate: (i) without error on the Carrier network (including the network of any other carrier accessed while roaming or otherwise); (ii) on such network without periodic upgrades or modifications; or (iii) indefinitely on such network.

2. The Equipment shall: (a) have a grant of certification under the FCC equipment authorization rules in 47 CFR Part 2; (b) comply with all Cellular Telecommunications & Internet Association ("**CTIA**") guidelines for radio frequency ("**RF**") emissions and specific absorption rate ("**SAR**") level disclosure; and (c) be authenticatable in compliance with CTIA guidelines for random A-Key authentication as such guidelines may be amended from time-to-time.

3. Customer shall ensure that all Equipment activated on the Carrier network is assigned a unique Equipment ID.

4. All Equipment supporting 4G and higher data transmission services must be compatible with Carrier's Over-the-Air ("**OTA**") parameter administration ("**OTAPA**") and Carrier's OTA service provisioning ("**OTASP**"), to allow remote configuration of services, including service activation and access on the Verizon network and Carrier's roaming partners' network(s). All Equipment utilizing LTE or 5G for IoT transmission must be compatible with Carrier's OTA device management ("**OTADM**") or Lightweight M2M ("**LWM2M**") protocol, as applicable, which allows Customer to remotely manage such Equipment in the field and also allows for firmware updates, enabling of services, and application of configuration updates to Customer's Equipment. Customer is responsible for (i) ensuring the latest original equipment manufacturer ("**OEM**") firmware including adequate security, to prevent the Equipment and any information contained on the Equipment, from unauthorized access, use, destruction, modification or disclosure, and (ii) any data usage charges associated with an OTA security or firmware upgrade. Customer must utilize a firmware over-the-air ("**FOTA**") service that allows Customer to provide network and radio layer updates to Customer's Equipment. Equipment purchased from Carrier typically supports Carrier's FOTA service which Customer may elect to subscribe to in order to manage FOTA updates. Subscribing to Carrier's FOTA service, where applicable, will enable Carrier to assist Customer in performing FOTA updates to Customer's Equipment, as necessary, to keep the Equipment functional on Verizon's network if Customer have no other means to update the Equipment firmware. Should Customer fail to comply with this section, Carrier will take any action necessary to protect its network.



Board of County Commissioners Agenda Request

10A

Agenda Item #

Requested Meeting Date: 04-14-2026

Title of Item: Award Grants, BD&R Grant

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
Submitted by: Mark Jeffers		Department: Economic Development
Presenter (Name and Title): Mark Jeffers, Economic Development Coordinator		Estimated Time Needed: 10 minutes
Summary of Issue: <p>The Aitkin County Economic Development Committee has received and reviewed grant funding requests for the Business Development & Recreation Grant Program. Grant applications and grant award summary are included.</p> <p>The Committee was unanimous on the recommendation. The Committee recommends and requests approval to award the following grants at this time:</p> <p>Women Leading the Way Event \$2,000 Farm to Fridge at the Beanery \$2,000 Food as Medicine Speaker Series \$2,000</p> <p>The purpose of this grant fund is to leverage county funds, private funds, and volunteer efforts to enhance small business development activities in Aitkin County, with a focus on increasing sustained tourism and recreational events. Organizations may apply individually or submit a joint application. To demonstrate their commitment to the grant request, organizations must provide a 1:1 match of funds in good faith. The Aitkin County Board of Commissioners has approved this funding to be used directly for the benefit of the Aitkin County community through the Aitkin County Business Development & Recreation Grant</p>		
Alternatives, Options, Effects on Others/Comments: <div style="height: 50px;"></div>		
Recommended Action/Motion: Economic Development requests approval of a motion to award the recommended grants.		
Financial Impact: Is there a cost associated with this request? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No What is the total cost, with tax and shipping? \$ Is this budgeted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>		

Business Development and Recreation Grant

#	Facility Name	Project Name	Contact Name	Email	City	Phone	\$ requested	\$ Awarded
1	Long Lake Conservation Foundation	Nature Rocks	Dave McMillan	dave@longlakecc.org	Palisade	218.768.4653	\$ 2,000	-
2	American Peat Technology	Food as Medicine Speaker Series	Kelley Rajala	clearlakegardens@gmail.com	Aitkin	707.331.6850	\$ 1,975	\$ 1,975
3	The Beanery	Farm to Fridge	Katy Cassidy & Amanda Lowe	explorethealingfood@gmail.com	Aitkin	763.280.1027	\$ 1,920	\$ 1,920
4	APT	Women Leading the Way	Katrina Rutz	krutz@americanpeattech.com	Aitkin	218.820.2009	\$ 2,000	\$ 2,000
5	Petal & Leaf Nursery	signage	Andrea Bohn	bohnandrea@icloud.com	McGregor	218.670.0629	\$ 2,000	-
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24								
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26								
							\$ 9,895	\$ 5,895



#2

Application for Aitkin County Business Development & Recreation Grant Program January 1, 2026 - December 31, 2026

1. Grant requests should be submitted by EMAIL to:

Mark.jeffers@aitkincountymn.gov

subject line: BD&R2026 or

by mail to:

Mark Jeffers

Aitkin County Government Center

307 2nd Street NW, Room 316

Aitkin, MN 56431

APPLICANT INFORMATION

PROGRAM INFORMATION

Project/Event Name: Food as Medicine Speaker Series at the Aitkin Farmers Market

Date(s) of Project/Event: 4th Saturday of each Month - May through October 2026

Location of Project/Event: Tractor Supply Parking Lot, 190 Southgate Dr, Aitkin, MN 56431

Organization/Community Name: American Peat Technology

Person in Charge of Project: Kelley Rajala (and Peggy Jones)

Organization Mailing Address: Contact Person's Phone #: 707-331-6850

Contact Person's Email: clearlakegardens@gmail.com

Description/focus/purpose of your organization: American Peat Technology (APT) is an Aitkin-based environmental technology company serving the soil & plant health, water treatment, battery mineral, and spirits distillation industries. As a community-owned business, we are heavily invested in Aitkin's public health, economic development and rural vitality. We are committed to supporting local initiatives related to local agriculture, soil health and Aitkin's food economy. We are also a new business member of the Greater Mille Lacs Chapter of Minnesota's Sustainable Farming Association and happy to be a sponsor of this event series.

FUNDING:

Amount requested from Aitkin County \$1,975

Amount of your organization's match \$1,979

Total projected budget \$3,954

PROJECT/EVENT DESCRIPTION: Be concise and complete

We will be producing a series of free monthly public educational events at the Aitkin Farmer's Market on the importance of fresh, local and seasonal food as it relates to personal health and wellbeing. Each session will have a 'Food as Medicine' theme featuring an educational talk and a cooking demonstration taught by a nutrition and food expert. The content will cover the topics of "food as medicine" - where food and health meet, food access, preparation, preservation and seasonal, local food sourcing. We will hold this event adjacent to the Aitkin Farmers Market on the fourth Saturday from May to October. The event series will promote our local farms, food producers and food access programs such as Find Food Aitkin County.

What do you hope to accomplish, how it will be done and specifically how the grant funds will be used.

Our goals are to:

- Raise public awareness about the impact of food choices on participants' health and wellbeing.
- Draw people to the farmers market to promote those farms and businesses.
- Direct people to the resources of the Find Food Aitkin County program.
- Attract individuals to Aitkin County that value wellness and food to come back consistently (each month).

We want to help people learn about:

- The direct connection between what they eat and the quality of their health.
- How to take control over their physical and mental wellbeing through food education and local sourcing.
- The benefits of local, healthy, seasonal foods.
- Local farms, food businesses and food resources in Aitkin County and how they can get involved year-round.

County funds would help cover the cost of the presenter, supplies for the food demos, rent equipment, and public marketing for the event series.

Explain how your project will bring visitors to or provide a positive and sustainable economic impact on Aitkin County.

We believe this event series is a great compliment to Aitkin's "Naturally Better" program. It will help position Aitkin County as a regional leader in sustainable agriculture and healthy living. The event will also create exposure and direct sales to local farm, food, and health businesses.

"Holistic wellness" and "buying local" are two trends that are attracting a lot of attention from the general public. By highlighting Aitkin's existing resources, the Food as Medicine event series could have long-lasting impacts on the participants to draw them back to the farms, food businesses, and health resources we have in Aitkin County. We believe the Food as Medicine event series will draw a wide variety of people throughout the region. We expect that seasonal residents will attend and leave the event with a greater interest in sourcing their food locally, rather than bringing all their food up from the cities. This would have a long term economic benefit for our local farms and businesses.

List target audience:

- Area residents who are wanting and/or needing to improve their physical and mental health
- Seasonal residents who currently don't shop locally
- People interested in homesteading, gardening and food preservation
- People who enjoy cooking and eating
- Sustainability enthusiasts

How many people usually attend this project/event? 150

If awarded, how many incremental visitors do you hope to attract? 300

4. PROJECT BUDGET: in the space below, provide a budget for the entire event.

Category	Each Session	Total	Grant Funds	Applicant Funds
Speaker Fee	\$200	\$1,200	\$600	\$600
Food	\$134	\$804	\$400	\$404
Material & Supplies	\$75	\$450	\$200	\$250
Marketing & Promotion	\$100	\$600	\$600	\$0
Tent	\$50	\$300	\$0	\$300
Chair rental	\$50	\$300	\$175	\$125
Sound system	\$50	\$300	\$0	\$300
TOTALS	\$659	\$3,954	\$1,975	\$1,979



Name: Kelley Rajala, agent for American Peat Technology and the Greater Mille Lacs Chapter, Minnesota Sustainable Farming Association

Date: 2/17/26

#3



Application for Aitkin County Business Development & Recreation Grant Program

January 1, 2026 - December 31, 2026

1. Grant requests should be submitted by EMAIL to:

Mark.jeffers@aitkincountymn.gov

subject line: BD&R2026 or

by mail to:

Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431

APPLICANT INFORMATION

PROGRAM INFORMATION

Project/Event Name: Farm to Fridge Project at The Beanery

Date(s) of Project/Event: Every Wednesday from May 6th through August 26th, 2026)

Location of Project/Event: The Beanery- 221 Minnesota Ave N, Aitkin, MN 56431

Organization/Community Name: The Beanery and Explore Healing Food and Movement

Person in Charge of Project: Katy Cassady and Amanda Lowe

Organization Mailing Address: 221 Minnesota Ave N, Aitkin, MN 56431

Contact Person's Phone #: 763-280-1027

Contact Person's Email: explorehealingfood@gmail.com

Description/focus/purpose of your organization:

Explore Healing Food and Movement strengthens local food systems by connecting consumers directly with regional farmers and food producers through structured purchasing programs, curated food initiatives, and collaborative retail partnerships. Our work increases market access for small farms while driving consumer traffic to local businesses.

Website: <https://www.explorehealingfoodandmovement.com/>

FUNDING:

Amount requested from Aitkin County \$1,920

Amount of your organization's match \$2,624

Total projected budget \$4,704

PROJECT/ EVENT DESCRIPTION: Be concise and complete

Farm to Fridge Initiative – Downtown Aitkin Retail Pilot

The Farm to Fridge Initiative is a 16-week seasonal retail pilot (May–August) designed to increase downtown foot traffic, expand direct-to-consumer farm sales, and strengthen Aitkin County's agri-tourism economy.

Each Wednesday, locally grown produce and value-added products sourced through the Aitkin Food Hub will be stocked in a dedicated retail fridge located at The Beanery in downtown Aitkin. In addition, two prepared grab-and-go meals will be produced weekly using participating farms' ingredients to increase product turnover and consumer engagement.

The project creates a consistent midweek retail destination for seasonal residents, tourists, and local families seeking convenient, high-quality local food options beyond farmers market hours.

What do you hope to accomplish, how it will be done and specifically how the grant funds will be used.

Our Goals

Over the 16-week pilot, we aim to:

- Sell out of the local farm products and prepared foods in the fridge each week
- Increase weekly downtown visits by **20-30 additional, recurring customers per week**
- Attract **100 incremental visitors to the downtown Aitkin area** (May–August projection)
- Support purchasing from **3-5 local farms** on a recurring weekly basis
- Increase cross-shopping activity at surrounding downtown businesses
- Bring awareness to the vibrant sustainable agriculture community in Aitkin county

Implementation Plan

Each week:

1. Coordinate product availability with participating farms.
2. Purchase and transport products through the Aitkin Food Hub distribution system.
3. Stock and merchandise the retail fridge in the high-visibility area of The Beanery.
4. Produce two seasonal, value-added prepared to-go items to increase product exposure and average transaction size.

5. Promote participating farms, on-farm events, and featured products through in-store signage and social media marketing (through Facebook).

This structured weekly schedule ensures consistency, predictable revenue for farms, and repeat customer engagement.

Use of Grant Funds

Grant funding will support core operational costs necessary to execute the pilot:

- Transportation and logistics for weekly farm product pickup
- Labor for coordination with producers and weekly ordering
- Merchandising, cleaning, and restocking of retail fridge
- Development and preparation of value-added food items

Explain how your project will bring visitors to or provide a positive and sustainable economic impact on Aitkin County.

This project supports sustainable economic development in four key ways:

1. Increased Local Farm Revenue

By creating a consistent wholesale purchasing channel, the initiative provides reliable income to small farms beyond farmers market sales.

2. Downtown Business Traffic

Locating the retail fridge inside The Beanery drives customers into the downtown corridor, increasing the likelihood of additional purchases at nearby businesses.

3. Retention of Seasonal Spending

Many seasonal residents bring food from urban areas. By offering convenient access to local products, we retain more food dollars within Aitkin County.

4. Agri-Tourism Development

Promoting farm events and producers directly within a downtown retail setting strengthens the connection between rural agricultural experiences and the downtown commercial district, reinforcing Aitkin County's identity as a local food destination.

Target audience:

- Seasonal property owners
- Families
- Health-conscious consumers

- Adults ages 20–40
- Visitors seeking authentic rural Minnesota food experiences

How many people usually attend this project/event? 25 people/ week

If awarded, how many incremental visitors do you hope to attract? 250-400 people
(May-August)

4. PROJECT BUDGET: in the space below, provide a budget for the entire event.

Category	Each Week	Total	Grant Funds	Applicant Funds
Ingredient			\$480	
Transportation	\$30	\$480		
Ingredients	\$144	\$2,304		\$2,304
To-Go Meal Prep	\$60	\$960	\$960	
Operations and Project Coordination	\$30	\$480	\$480	
Marketing & Promotion	\$5	\$120		\$80
Materials & Supplies	\$15	\$360		\$240
TOTALS	\$284	\$4,704	\$1920	\$2,624

Signature: *Kathryn Cassady*

Names: Kathryn Cassady, owner and food business contractor of Explore Healing Food and Movement in collaboration with Amanda Lowe, owner of The Beanery in Aitkin, MN

Date: 2/23/2026



Application for Aitkin County Business Development & Recreation Grant Program January 1, 2026 - December 31, 2026

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Mark.jeffers@aitkincountymn.gov
subject line: BD&R2026 or
by mail to:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431
- Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee. Application deadline is **May 31, 2026**.
- Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.
- The purpose of this grant fund is to leverage county funds, private funds, and volunteer efforts to enhance small business development activities in Aitkin County, with a focus on increasing sustained tourism and recreational events. Organizations may apply individually or submit a joint application. To demonstrate their commitment to the grant request, organizations must provide a 1:1 match of funds in good faith. The Aitkin County Board of Commissioners has approved this funding to be used directly for the benefit of the Aitkin County community through the Aitkin County Business Development & Recreation Grant.

APPLICANT INFORMATION

PROGRAM INFORMATION

Project/Event Name: Women Leading the Way 2026
Date(s) of Project/Event: 4/22/26
Location of Project/Event: The 40 Club Convention Center – Aitkin, MN
Organization/Community Name: American Peat Technology
Person in Charge of Project: Katrina Rutz
Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code): 36203 350th Ave Aitkin, MN 56431
Contact Person’s Phone #: 218-820-2009
Contact Person’s Email: krutz@americanpeattech.com

Description/focus/purpose of your organization: American Peat Technology (APT), founded in 2003, is headquartered in Aitkin, Minnesota, where it manufactures high-value, natural peat-based products used in agriculture, water treatment, and consumer goods. As Minnesota’s largest peat harvester, APT manages 480 permitted acres and operates two Aitkin-based manufacturing facilities totaling over 100,000 square feet, with approximately 43 year-round employees. The company is privately owned by 53 families, all with ties to Aitkin County.



Women Leading the Way is a grassroots community event organized and led by APT. Our team brings together valued community partners, including Riverwood Healthcare Center and the DAC of Aitkin, to support this critically important initiative. APT contributes both financial and in-kind support and actively engages other local businesses to invest in the event. The combined impact of APT's direct investment and the contributions of our community partners provides the funding necessary to make this event possible. Rooted in the company's core value of stewardship, the event reflects a commitment to investing in the long-term strength and vitality of Aitkin County. The organization's purpose is to create meaningful opportunities for women and girls of all ages to build confidence, foster leadership skills, and develop supportive connections across generations. *Women Leading the Way* operates on the belief that confident women contribute to stronger families, workplaces, and communities. Through intentional programming and community collaboration, the initiative aims to cultivate future leaders while reinforcing a culture of support, growth, and local engagement.

FUNDING:

Amount requested from Aitkin County	\$ 2,000.00
<small>(Minimum \$100.00, maximum request is 2,000.00). The Economic Development Committee may recommend to the Board of Commissioners to increase or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.</small>	
Amount of your organization's match	\$ 12,479.00
Total projected budget	\$ <u>14,479.00</u>

PROJECT/EVENT DESCRIPTION: Be concise and complete; attach supporting information if needed.

Women Leading the Way 2026 will be held on April 22, 2026, at the 40 Club Convention Center in Aitkin. The one-day event is designed to bring together approximately 180-200 women and girls from Aitkin County and surrounding communities for a day of connection, reflection, and leadership development. The program includes a keynote speaker, facilitated panel discussions, structured network opportunities, and community engagement activities focused on building confidence and personal growth. Grant funds will be used to offset venue and keynote speaker expenses, ensuring the continued sustainability and accessibility of the event. By attracting attendees from neighboring communities, supporting local venue and vendors, and generating proceeds for BIO Girls, a nonprofit dedicated to building confidence in adolescent girls, the event creates both immediate economic activity and long-term community impact. Women Leading the Way is designed not only as a single-day event, but as a recurring initiative that strengthens today's and the future workforce in Aitkin County through empowerment, connection, and sustained engagement.

What do you hope to accomplish, how it will be done and specifically how the grant funds will be used.

Women Leading the Way is a one-day, multigenerational event designed to bring women and girls together to connect, reflect, and build confidence. In 2025, the event welcomed 180 attendees from Aitkin County and surrounding communities. In 2026, we project 180-200 attendees, with continued growth from neighboring counties. The event includes a keynote speaker, panel discussions, networking opportunities, and structured reflection activities designed to foster leadership development, personal growth, and community connection. Proceeds from the event support BIO Girls, a nonprofit organization focused on building confidence and self-esteem in adolescent girls. Grant funds will be used to offset venue expenses, speaker costs, and event materials, allowing the event to remain financially accessible while increasing regional marketing efforts to attract additional visitors to Aitkin County.

Explain how your project will bring visitors to or provide a positive and sustainable economic impact on Aitkin County.

Women Leading the Way contributes directly to local economic activity by attracting attendees from across Aitkin County and neighboring communities. Participants utilize local restaurants, retail businesses, gas stations, and service providers before and after the event. The event is hosted at the 40 Club Convention Center, supporting a local venue and food service providers. With projected



attendance of up to 200 participants, the event generates measurable economic activity in a single day while also strengthening Aitkin County's reputation as a destination for leadership and community development events. By establishing this as an annual event, Women Leading the Way supports sustained tourism and recurring economic benefit for the region.

List target audience: Women Leading the Way is designed for women and girls of all ages and backgrounds throughout Aitkin County and surrounding communities. The target audience includes elementary, high school, and college students; young women entering the workforce; established professionals; business owners; healthcare and education leaders; nonprofit volunteers; and retirees. The event intentionally fosters multigenerational participation, creating meaningful connections between young girls, emerging leaders, and experienced professionals. By bringing together participants from both within Aitkin County and neighboring communities, the event supports regional engagement while contributing to local tourism and economic activity.

How many people usually attend this project/event? In 2025, we had 180 attendees.

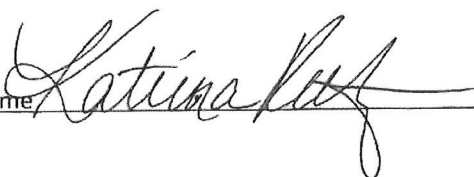
If awarded, how many incremental visitors do you hope to attract? With enhanced regional marketing, we aim to increase attendance to 180-200 participants, including additional visitors from neighboring communities.

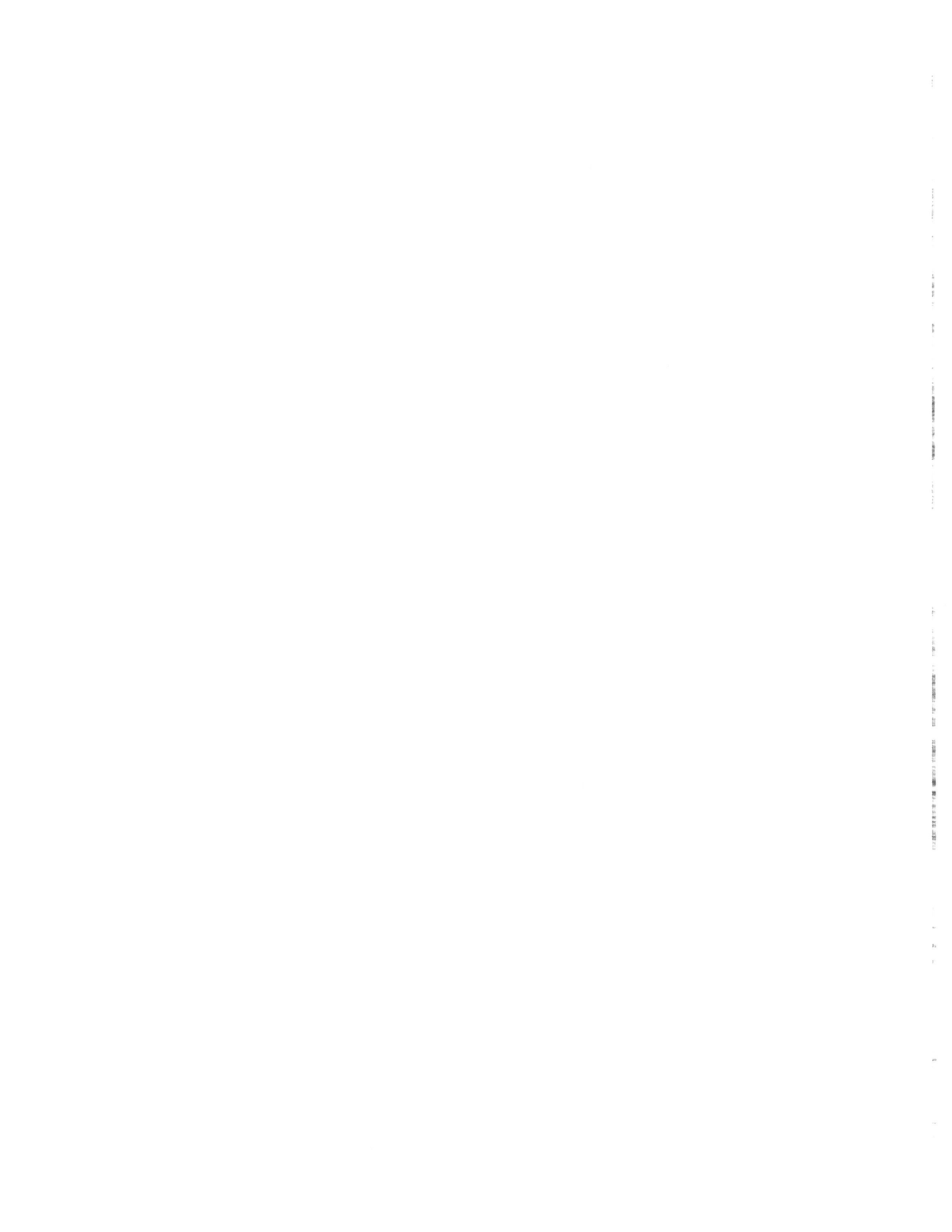
4. **PROJECT BUDGET:** in the space below, provide a budget for the entire event.

Category	Grant Funds	Applicant Funds	Total
Venue & Food	\$1,200.00	\$6,961.00	\$8,161.00
Keynote Speaker	\$800.00	\$4,200.00	\$5,000.00
Sound Management	\$0	\$350.00	\$350.00
Lanyards	\$0	\$268.00	\$268.00
Programs	\$0	\$200.00	\$200.00
Miscellaneous Expenses	\$0	\$500.00	\$500.00
TOTALS	\$2,000.00	\$12,479.00	\$14,479.00

The requested \$2,000 will directly support venue rental and keynote speaker expenses, which represent the largest cost categories of the event. By offsetting these foundational expenses, grant funding helps ensure the continued sustainability and growth of the event while maintaining accessible ticket pricing for attendees.

Contact Signature:

Name  Date: 3/5/26





5

Application for Aitkin County Business Development & Recreation Grant Program January 1, 2026 - December 31, 2026

- Grant requests should be submitted by EMAIL to:
Mark.jeffers@aitkincountymn.gov
subject line: BD&R2026 or
by mail to:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431
- Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee. Application deadline is **May 31, 2026**.
- Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.
- The purpose of this grant fund is to leverage county funds, private funds, and volunteer efforts to enhance small business development activities in Aitkin County, with a focus on increasing sustained tourism and recreational events. Organizations may apply individually or submit a joint application. To demonstrate their commitment to the grant request, organizations must provide a 1:1 match of funds in good faith. The Aitkin County Board of Commissioners has approved this funding to be used directly for the benefit of the Aitkin County community through the Aitkin County Business Development & Recreation Grant.

APPLICANT INFORMATION

PROGRAM INFORMATION

Project/Event Name: Petal & Leaf Nursery and Landscape (New signage)

Date(s) of Project/Event: April 2026

Location of Project/Event: McGregor, MN

Organization/Community Name: Petal & Leaf Nursery and Landscape

Person in Charge of Project: Andrea Bohn

Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code):

45621 State Hwy 65 McGregor, MN 55760

P.O. Box 231

Contact Person's Phone #: 218-670-0629

Contact Person's Email: bohnandrea@icloud.com

Description/focus/purpose of your organization:

Retail greenhouse/Landscape yard



FUNDING:

Amount requested from Aitkin County

\$2,000

(Minimum \$100.00, maximum request is 2,000.00). The Economic Development Committee may recommend to the Board of Commissioners to increase or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.

Amount of your organization's match

\$2,000

Total projected budget

\$4,000

PROJECT/EVENT DESCRIPTION: Be concise and complete; attach supporting information if needed.

Main Highway Signage - A professionally designed and installed roadside sign to increase visibility from Hwy 165 which will capture seasonal tourism traffic. Direct customers safely to the business and increase overall sales and community awareness.

What do you hope to accomplish, how it will be done and specifically how the grant funds will be used.

I hope to accomplish visible signage that helps direct customers to a business in the area. Glen sign design has professionally designed a sign that will be installed Spring of 2026.

Explain how your project will bring visitors to or provide a positive and sustainable economic impact on Aitkin County.

Petal & Leaf will contribute to Aitkin County by: Attracting visitors and encouraging local shopping, support home gardening, offer educational workshops and partner with local schools and organizations.

List target audience:

Mixed ages & genders. Assuming most of our clientele will consist of women of all ages of families looking to complete landscape needs.
How many people usually attend this project/event?
We are a new business. This is still unsure.

If awarded, how many incremental visitors do you hope to attract?

I would hope to bring in close to a thousand customers in the 2026 season.

PETAL & LEAF NURSERY AND LANDSCAPE

Aitkin County Business Development & Recreation Grant Program Application

February 16, 2026

Mark Jeffers

Aitkin County Board of Commissioners

Grant Application

Aitkin County Business Development & Recreation Grant Program

Applicant- Andrea Bohn

Business Name- Petal & Leaf Nursery and Landscape

Location- McGregor, MN

County- Aitkin County

Amount Requested- \$2,000

Executive Summary

Petal & Leaf is a woman-owned retail greenhouse opening May 2, 2026, in McGregor, MN. The business will provide high quality flowers, vegetable plants, gardening supplies, and seasonal decor to residents and visitors of Aitkin County.

We are requesting \$2,000 to support startup marketing and signage expenses, specifically the installation of a visible and professionally designed highway sign, as well as interior greenhouse signage for pricing, product education and customer navigation.

These additions will increase visibility, attract tourism traffic, and strengthen the overall economic vitality of the McGregor area.

Business Description

Petal & Leaf is a locally owned greenhouse dedicated to serving the gardening and landscaping needs of both year-round residents and seasonal visitors. Products will include:

- Annual Flowers
- Vegetable and herb plants
- Hanging baskets and custom planters

- * Soil, fertilizer and planting supplies
- * Seasonal garden decor

As a small business in the Aitkin county community, Petal & Leaf is committed to community engagement, customer education, and supporting local growth.

Mission Statement

Petal & Leaf exists to cultivate beauty, sustainability and community by providing high quality plants and gardening resources while creating a welcoming space where residents and visitors can grow with confidence.

Purpose of Grant Funds

1. Main Highway Signage

A professionally designed and installed roadside sign to increase visibility from Highway 65. This will:

- * Capture seasonal tourism traffic
- * Direct customers safely to the business
- * Increase overall sales and community awareness

2. Interior Greenhouse Signage

Clear, attractive signage throughout the greenhouse for:

- * Product pricing
- * Plant care instructions
- * Promotional materials
- * Branding consistency

Effective signage is critical for customer experience, operational efficiency, and marketing success- particularly for a new business in a rural and tourism-driven area.

Community & Economic Impact

Petal & Leaf will contribute to Aitkin County by:

- * Attracting visitors and encouraging local shopping
- * Supporting home gardening and local food sustainability
- * Offering educational workshops
- * Partnerships with Local Schools and Organizations

Improved signage will directly increase business visibility, drawing in both residents and the many seasonal visitors who travel through the area each year.

Long-Term Sustainability

With strong community roots and a clear seasonal sales model, Petal & Leaf is positioned for steady growth. Strategic marketing and visible branding will establish the greenhouse as a recognizable and trusted destination within Aitkin County.

The requested grant funds will provide essential startup infrastructure that will support long-term revenue generation and business stability.



Board of County Commissioners Agenda Request

10B

Agenda Item #

Requested Meeting Date: 04-14-2026

Title of Item: Award Grants: Revitalization Grant Program

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
---------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------

Submitted by: Mark Jeffers	Department: Economic Development
--------------------------------------	--------------------------------------------

Presenter (Name and Title): Mark Jeffers, Economic Development Coordinator	Estimated Time Needed: 10 minutes
--------------------------------------------------------------------------------------	---------------------------------------------

Summary of Issue:

The Aitkin County Economic Development Committee has received and reviewed grant funding requests for the Revitalization Grant Program. Grant applications and grant award summary are included.

The Committee was unanimous on the recommendation. The Committee recommends and requests approval to award the following grants at this time:

McGregor VFW	\$1,600
MacDonald Enterprises	\$5,000
Rialto Theatre	\$5,000
Petal & Leaf Nursery	\$5,000

This grant program is designed to assist local businesses in upgrading and revitalizing the exterior presence of their properties. By investing in visible improvements, we aim to support community vitality and promote economic growth. A welcoming and professional exterior image fosters pride, encourages commerce, and demonstrates a commitment to local success.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*

Aitkin County has received Federal Fiscal Recovery Funding through the American Rescue Plan Act.

2026 Revitalization Grant

#	Facility Name	Project Name	Contact Name	Email	City	Phone	\$ requested	\$ Awarded
1	McGregor VFW	signage for building			McGregor		\$ 1,600	\$ 1,600
2	REMAX	Front of building remodel	Jared Lundgren	jaredl@remax.net	Aitkin		\$ 5,000	\$ -
3	MacDonald Enterprises	The Landing	Jim MacDonald	218-927-2569	Aitkin		\$ 5,000	\$ 5,000
4	Rialto Theatre	canopy improvement	Kirk Peysar	kpeysar@yahoo.com	Aitkin		\$ 5,000	\$ 5,000
5	Petal & Leaf Nursery	outbuilding expansion	Andrea Bohn	bohndrea@icloud.com	McGregor		\$ 5,000	\$ 5,000
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
							\$ 21,600	\$ 16,600

#1



Application for Aitkin County Business Revitalization Grant Program 2026

1. How to Apply
Submit completed applications via:
 - a. Email: mark.jeffers@aitkincountymn.gov
(Subject line: *Revitalization Grant 2026*)
 - b. Mail:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431
2. Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee.
3. Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.

APPLICANT INFORMATION

PROGRAM INFORMATION

Business Name: MCGREGOR JFW

Address: 80 EAST DELLING AVENUE
MCGREGOR MN

Person in Charge of Project: PAT C

Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code):

Contact Person's Phone #:

Contact Person's Email:

Description of your organization:



Mission Statement of your organization:

OUR MISSION IS TO SUPPORT ACTIVE ; INACTIVE VETERANS ; FAMILIES

FUNDING:

Amount requested from Aitkin County \$ 1,600.00
 (Minimum \$1000, maximum request is \$5,000). The Economic Development Committee may recommend to the Board of Commissioners to increase or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.

Amount of the business' match \$ 1715.41

Total projected budget \$ 3315.41

PROJECT DESCRIPTION: Be concise and complete; attach supporting information if needed.

LIGHTED SIGN FOR JFW POST 2747

PROJECT BUDGET: in the space below, provide a budget for the entire project.

Category	Grant Funds	Applicant Funds	Total
TOTALS			

SEE ATTACHED SIGN QUOTE



4. **PROJECT BUDGET:** in the space below, provide a budget for the entire event.

Category	Grant Funds	Applicant Funds	Total
TOTALS			

*SEE ATTACHED
SIGNED
DATE*

Contact Signature:

Name *[Signature]*

Date: *21 OCT 25*

All SignMonkey Signs are Built in the USA. No Tariffs!

Signs > Sign Details

Design #412644 v1

08/27/2025 Estimated Size: 48.00" x 140.00" , 47 square feet



1600 Grant

\$3,315.41 Buy

Total Price for complete sign ready to install.

Order Today Ships FREE: 9/15/2025 *

Edit Sign

Free Design Help

Print Sign Permit Drawings

Share Sign

Description

Sign Includes

Easy Sign Installation

Your sign will come complete with everything you

#3



Application for Aitkin County Business Revitalization Grant Program 2026

1. How to Apply

Submit completed applications via:

a. Email: mark.jeffers@aitkincountymn.gov
(Subject line: *Revitalization Grant 2026*)

b. Mail:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431

- 2. Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee.
- 3. Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.

APPLICANT INFORMATION

PROGRAM INFORMATION

X Business Name: *MAC DONALD Enterprises DBA The Landing*

Address: *170 SOUTH GATE DRIVE AITKIN, MN 56431*

Person in Charge of Project: *Jim MAC DONALD*

Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code):
170 SOUTH GATE DRIVE AITKIN, MN 56431

X Contact Person's Phone #: *218-927-2669*

Contact Person's Email: *X*

Description of your organization: *Liquor OFF sale - BAR + RESTAURANT*



Mission Statement of your organization:

FUNDING:

Amount requested from Aitkin County \$ 5000.00
 (Minimum \$1000, maximum request is \$5,000). The Economic Development Committee may recommend to the Board of Commissioners to increase or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.

Amount of the business' match \$ 14,239.00

Total projected budget \$

PROJECT DESCRIPTION: Be concise and complete; attach supporting information if needed.

Replace siding, window trim boards, Fascia boards 1/2 Plywood siding, metal drip edge top of Blocks
 Replace other 1x4 Trim boards on building
 Then seal and paint everything. Fix brick work. Remove & replace old sign & wiring

PROJECT BUDGET: in the space below, provide a budget for the entire project.

Category	Grant Funds	Applicant Funds	Total
Materials Plywood 1x4		2,869.00	
Flashing / Screws misc		4,830.00	
Labour		2,800.00	
Painting + Labour		720.00	
Remove & replace sign			
Electric work Estimate		1,120.00	
Brick work Estimate		1,900.00	
TOTALS		\$ 14,239.00	



23 Feb 2016

The Landing -

To take off and replace rotten siding + soffit. Take off and replace window trim + trim around edges. Put on flashing metal.

Remove and ~~replace~~ replace signs. Labor and materials is estimated at \$8,419.00

Any unforeseen damage rotten boards behind siding - inner damage to soffit will be \$55.00 per hr per worker plus materials

Thank you.

Dave Paulson
Dave Paulson
36325 360th St
Aitkin MN
56431



Will your organization accept a grant if it is partially funded? Y N Explain:

Along with your application, please attach all documents that will assist the committee in their decision. Examples may include drawings or sketches of planned awning or signage upgrades, detailed quotes of work to be accomplished (if available).

Business Owner Signature:

Name James Mac Donald Date: 2-14-26

#4



Application for Aitkin County Business Revitalization Grant Program 2026

1. How to Apply

Submit completed applications via:

a. Email: mark.jeffers@aitkincountymn.gov
(Subject line: *Revitalization Grant 2026*)

b. Mail:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431

2. Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee.
3. Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.

APPLICANT INFORMATION

PROGRAM INFORMATION

Business Name: [Rialto Theatre](#)

Address: [220 Minnesota Avenue N](#)
[Aitkin, MN 56431](#)

Person in Charge of Project: [Kirk Peysar](#)

Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code):

[220 Minnesota Avenue N](#)
[Aitkin, MN 56431](#)

Contact Person's Phone #: [218-851-2453](#)

Contact Person's Email: krpeysar@yahoo.com

Description of your organization:

[The Rialto Theatre is a historic, art deco movie theatre that has been in business in its current location on Minnesota Avenue since 1937.](#)



Mission Statement of your organization:

Whether it's a first-run film or a throwback feature offered for a special engagement, the Rialto Theatre's mission has not changed in its 89 years of existence, to provide motion picture entertainment to the Aitkin and surrounding communities.

FUNDING:

Amount requested from Aitkin County \$ 5,000
 (Minimum \$1000, maximum request is \$5,000). The Economic Development Committee may recommend to the Board of Commissioners to increase or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.

Amount of the business' match \$29,358.77*

Total projected budget \$34,358.77*

PROJECT DESCRIPTION: Be concise and complete; attach supporting information if needed.

The canopy, one of the most defining characteristics of the theatre, was sagging and in desperate need of repair. The original project estimate was \$29,575. However, the scope and cost of the project has increased; issues uncovered during the initial work, along with drainage changes required to meet current city building codes (with the wider sidewalks installed by the city in ~~xxx~~ ²⁰²⁵ require additional engineering, sidewalk alterations, and other changes.

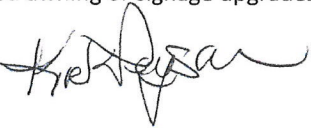
PROJECT BUDGET: in the space below, provide a budget for the entire project.

Category	Grant Funds	Applicant Funds	Total
Original proposal, dated 7/17/2025	\$5,000	\$24,575.00	\$29,575.00
Structural engineer costs		\$3,500.00	\$3,500.00
Building permit		\$659.80	\$659.80
Nor-Son fees (project mgmt)		\$623.97	\$623.97
* Additional costs are pending and will be finalized when the design is completed. While the final project cost is TBD, it will likely be approximately \$40,000. Only confirmed costs are included in this application.			
TOTALS	\$5,000	\$29,358.77*	\$34,358.77*



Will your organization accept a grant if it is partially funded? Y N Explain:

Along with your application, please attach all documents that will assist the committee in their decision. Examples may include drawings or sketches of planned awning or signage upgrades, detailed quotes of work to be accomplished (if available).

Business Owner Signature: 

Name Kirk Peysar Date: 3/1/2026

Enclosures:

- Original project estimate (2 pages)
- Exhibit A/Change order (2 pages)
- Building permit (1 page)



Proposal

Proposal No. 1157
Date: 7/17/25

Proposal Submitted To:

Work To Be Performed At:

Kirk Peysar
krpeysar@yahoo.com
218-851-2453

Rialto Theatre
200 Minnesota Ave N
Aitkin, MN 56431

We hereby propose to provide all materials, labor and equipment necessary to complete the following scope of work:

Review and diagnose sagging canopy at the Rialto Theatre in Aitkin, MN
Provide budget for corrective work at canopy
Perform corrective work at canopy

All material is guaranteed to be as specified, and the above work to be performed and completed in a substantial workmanlike manner on a cost-plus fee basis with payments, rates, and fee to be made as follows:

Net 10 days upon completion

Project Manager \$117/hr
Project Superintendent \$101/hr
Estimator \$117/hr

Fee 20%

Remove lighting
Remove and replace sagging plywood lid
Shore up structural framing
Estimate to correct unseen structural connection issues
Re-paint plywood lid following structural work
Reinstall metal flashings surrounding plywood lid
Re-roof canopy (\$7,500 allowance included which can be removed)
Supervision
Scaffolding and temporary barricades
Haul off debris

Total estimate: \$29,575.00

Nor-Son, Inc. An Integrated Consulting, Design & Construction Services Firm • 800.858.1722 toll free • www.nor-son.com

Minnesota Headquarters • 7900 Hastings Road • Baxter, MN 56425 • 218.828.1722 main • 218.828.0487 fax

Twin Cities Office • 700 East Lake Street, Suite 213 • Wayzata, MN 55391 • 612.216.1800 main • 218.828.0487 fax

North Dakota Office • 474 45th Street South, Suite B • Fargo, ND 58103 • 701.364.4071 main • 701.364.9095 fax

MN Lic: 0001969
ND Lic: 425961

Accounts not paid in full in 10 days are subject to a finance charge of 1 ½% per month (Annual percentage rate 18%)

Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements are contingent upon strikes, accidents or delays beyond our control.

Owner is to carry fire, tornado, theft and other necessary insurance on described work above. Workmen's Compensation and Liability Insurance on above work will be taken out by Nor-Son, Inc.

Note: This proposal may be withdrawn by Nor-Son, Inc. if not accepted within 30 days

Submitted by	Date	Accepted By	Date
_____	_____	_____	_____
Project Manager Name		Kirk Peysar	

Nor-Son, Inc. An Integrated Consulting, Design & Construction Services Firm • 800.858.1722 toll free • www.nor-son.com

Minnesota Headquarters • 7900 Hastings Road • Baxter, MN 56425 • 218.828.1722 main • 218.828.0487 fax

Twin Cities Office • 700 East Lake Street, Suite 213 • Wayzata, MN 55391 • 612.216.1800 main • 218.828.0487 fax

North Dakota Office • 474 45th Street South, Suite B • Fargo, ND 58103 • 701.364.4071 main • 701.364.9095 fax

MN Lic. #0001969
ND Lic. #25361

EXHIBIT A

NAME OF PROJECT: Rialto Theatre
ADDRESS: 220 Minnesota Ave N,
Aitkin, MN 56431
PROJECT NO.: 25.2064

Sandman Structural Engineers
7119 Forthun Rd
Baxter, MN 56425

Gregg Matlock
218-454-3543
Gregg.matlock@sandmanse.com

COMMITMENT #:25.2064 – 01.700
PHASE:01.700 Engineering Services

For project described as the Rialto Theatre. This subcontract is for the following:

The following scope clarifications and terms are included in this subcontract agreement:

General Inclusions:

1. Coordination with other trades.
2. Clean-up of work area and disposal of trash in dumpsters provided by others.
3. 100% hard hats, safety vests, and safety glasses while on project.
4. Retainage: 0%

Specific Inclusions:

1. Services to include:
 - a. Brief overview of the structure
 - b. Provide preliminary direction of scope of work
 - c. Provide Final Drawings

Cost of Work:

1. Total cost of work is \$3,500.00.
2. Costs include all necessary material, labor, equipment, fuel, tools, supervision, overhead, profit, tax, benefits, insurance, and incidentals for a complete scope of work.

Subcontractor's Initials & Date



CHANGE ORDER

PROJECT:
Realto Theatre: Canopy Replacement

CONTRACT INFORMATION:
Contract For: Kirk Peysar

CHANGE ORDER INFORMATION:
Change Order Number: 1

Date: 2/9/2026

OWNER:
Rialto Theatre
200 Minnesota Ave N
Aitkin, MN 56431

ARCHITECT:

CONTRACTOR:
Nor-Son Construction, LLC
7900 Hastings Rd
Baxter, MN 56425

THE CONTRACT IS CHANGED AS FOLLOWS:

Strutrucal Engineer Costs: \$3,500
Building Permit: \$659.80
Nor-Son Fee: \$623.97
Total: \$4,783.77

PCO No.	Description	Amount
1	Structural Engineer Engaged and Building Permit Costs	\$4,783.77

Change Order Total \$4,783.77

The original Contract Sum was	\$0.00
Net change by previously authorized Change Orders	\$0.00
The Contract Sum prior to this Change Order was	\$0.00
The Contract Sum will be changed by this Change Order in the amount of	\$4,783.77
The new Contract Sum including this Change Order will be	\$4,783.77
The Contract Time will be (increased) (decreased) (unchanged)	0 days
The new date of Substantial Completion will be:	

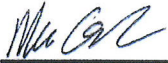
NOT VALID UNTIL SIGNED BY THE CONTRACTOR AND OWNER.

Nor-Son Construction LLC

Owner- Kirk Peysar

CONTRACTOR

OWNER





Signature

Signature

2/9/2026

DATE

DATE



130 Southgate Drive - Suite 200
Aitkin, MN 56431
Telephone: (218) 927-2527
<https://www.ci.aitkin.mn.us>

INVOICE

BILL TO

Nor-Son Construction
7900 Hasting Road
Baxter, MN56425
Dave Linder

INVOICE DATE: 01/14/2026
PERMIT #: 2026-005
PID: 56-1-114100
OWNER NAME: PEYSAR, KIRK R TRUSTEE
PROPERTY ADDRESS: 220 MINNESOTA AVE N
PROJECT DESCRIPTION: Remove interior wood, replace roof, reattach lights

DESCRIPTION	AMOUNT
Building Fees - Up to \$2000 Value	\$62.25
Building Fees - Over \$2000 Value	\$328.67
Plan Check Fee - Commercial (Valuation)	\$254.10
State Surcharge - Building (Value)	\$14.78
TOTAL DUE	\$659.80

Make all checks payable to: CITY OF AITKIN

THANK YOU FOR YOUR PROMPT PAYMENT!



#5

Application for Aitkin County Business Revitalization Grant Program 2026

1. How to Apply
Submit completed applications via:
 - a. Email: mark.jeffers@aitkincountymn.gov
(Subject line: *Revitalization Grant 2026*)
 - b. Mail:
Mark Jeffers
Aitkin County Government Center
307 2nd Street NW, Room 316
Aitkin, MN 56431
2. Funding recommendations will be considered at the regularly scheduled monthly meeting of the Aitkin County Economic Development Committee.
3. Committee recommendations will be submitted to the Aitkin County Board of Commissioners for final approval.

APPLICANT INFORMATION

PROGRAM INFORMATION

Business Name: Petal & Leaf Nursery and Landscape LLC

Address:
45621 State HWY 65
McGregor, MN 55760

Person in Charge of Project: Andrea Bohn

Organization Mailing Address (Street Name or P.O. Box or Route and Box # and City and Zip Code):
P.O. Box 231 McGregor, MN 55760

Contact Person's Phone #: 218-670-0629

Contact Person's Email: bohnandrea@icloud.com

Description of your organization: Retail Greenhouse/Landscape yard.



Mission Statement of your organization:

Petal & Leaf exists to cultivate beauty, sustainability and ~~our~~ community by providing high quality plants and gardening resources while creating a welcoming space where residents & visitors can grow with confidence.

FUNDING:

Amount requested from Aitkin County \$5,000
 (Minimum \$1000, maximum request is \$5,000). The Economic Development Committee may recommend to the Board of Commissioners to increase

or decrease the amount awarded at their discretion. The Aitkin County Board of Commissioners grants the final approval for funding.

Amount of the business' match \$5,000

Total projected budget \$10,000

PROJECT DESCRIPTION: Be concise and complete; attach supporting information if needed.

Petal & Leaf is seeking grant funding to construct an outbuilding to support and expand the greenhouse. This structure will serve as a space for customer gathering, where they will check out, shop for all other gardening needs and be the welcoming face into the greenhouse.

PROJECT BUDGET: in the space below, provide a budget for the entire project.

Category	Grant Funds	Applicant Funds	Total
New outbuilding	\$5,000	\$5,000	\$10,000
TOTALS			



Will your organization accept a grant if it is partially funded? N Explain: petal & leaf is a new business to the area and will take all the funding offered.

Along with your application, please attach all documents that will assist the committee in their decision. Examples may include drawings or sketches of planned awning or signage upgrades, detailed quotes of work to be accomplished (if available).

Business Owner Signature: *Andrea Bohn*

Name Andrea Bohn Date: 2/21/2020

PETAL & LEAF NURSERY AND LANDSCAPE

Aitkin County Business Revitalization Grant Program

February 21, 2026

Mark Jeffers

Aitkin County Board of Commissioners

Grant Application

Aitkin County Business Development & Recreation Grant Program

Applicant- Andrea Bohn

Business Name- Petal & Leaf Nursery and Landscape

Location- McGregor, MN

County- Aitkin County

Amount Requested- \$5,000

Executive Summary

Petal & Leaf is a woman-owned retail greenhouse opening May 2, 2026, in McGregor, MN. The business will provide high quality flowers, vegetable plants, gardening supplies, and seasonal decor to residents and visitors of Aitkin County.

We are requesting \$5,000 to support the construction of a permanent outbuilding to support and expand greenhouse operations. This structure will serve as a space for customers to gather, where they will check out, shop for all other gardening needs and be the welcoming face to the greenhouse.

As our business continues to grow the need for operational space becomes essential. The proposed outbuilding will create a more organized, functional environment that supports both production and retail operations.

Business Description

Petal & Leaf is a locally owned greenhouse dedicated to serving the gardening and landscaping needs of both year-round residents and seasonal visitors. Products will include:

- * Annual Flowers
- * Vegetable and herb plants
- * Hanging baskets and custom planters

- * Soil, fertilizer and planting supplies
- * Seasonal garden decor

As a small business in the Aitkin county community, Petal & Leaf is committed to community engagement, customer education, and supporting local growth.

Mission Statement

Petal & Leaf exists to cultivate beauty, sustainability and community by providing high quality plants and gardening resources while creating a welcoming space where residents and visitors can grow with confidence.

Purpose of Grant Funds

1. Main outbuilding/office space

The construction of an outbuilding is necessary to:

- * Free up greenhouse space for additional plant production and retail displays
- * Improve workflow efficiency during peak spring and summer months
- * Give customers the overall best experience when visiting/shopping

Community & Economic Impact

This investment will strengthen Petal & Leaf's long-term sustainability by improving the efficiency and increasing revenue potential. A more organized and expanded growing environment allows us to better serve local gardeners, homeowners and seasonal residents. The project will also:

- * Keep gardening dollars local
- * Provide increased access to quality plants and supplies in a rural community
- * Enhance the visual and economic vitality of the area
- * Create a stronger foundation for future educational workshops or community events

Improved signage will directly increase business visibility, drawing in both residents and the many seasonal visitors who travel through the area each year.

Funding & Financial Need

Grant funding is necessary to complete this project in a timely and financially responsible manner. As a growing small business, reinvesting revenue back into the inventory and seasonal operations limits available capital for infrastructure expansion.

In addition to grant funding, personal investment and business revenue will contribute toward site preparation, materials, and labor costs. This project represents a strategic and necessary investment in long-term stability and growth.

Long-Term Sustainability

With strong community roots and a clear seasonal sales model, Petal & Leaf is positioned for steady growth. Strategic marketing and visible branding will establish the greenhouse as a recognizable and trusted destination within Aitkin County. The requested grant funds will provide essential startup infrastructure that will support long-term revenue generation and business stability.



Board of County Commissioners Agenda Request

11A

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Health & Human Services 2025 Annual Report

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
Submitted by: Paula Arimborgo		Department: H&HS Administration
Presenter (Name and Title): Sarah Pratt, H&HS Director		Estimated Time Needed: 30 minutes
Summary of Issue: A presentation on Health & Human Services 2025 Annual Report. This report provides key highlights from 2023-2025 focusing on major programs, services, and financial metrics.		
Alternatives, Options, Effects on Others/Comments: 		
Recommended Action/Motion: 		
Financial Impact: <i>Is there a cost associated with this request?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>What is the total cost, with tax and shipping? \$</i> <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>		



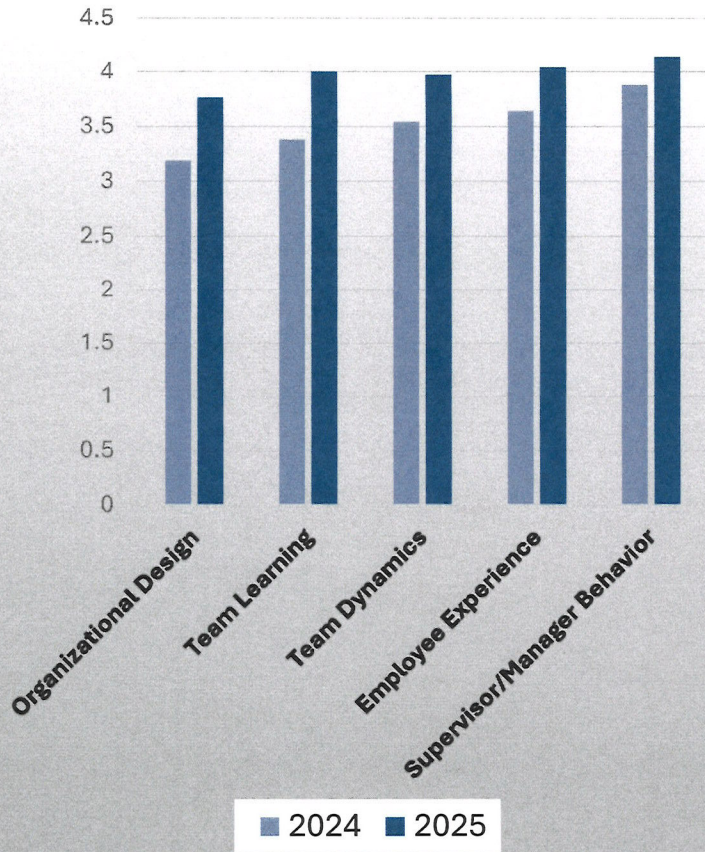
HEALTH & HUMAN SERVICES 2025 ANNUAL REPORT

PRESENTATION OVERVIEW

Mission: To provide outstanding service in a fiscally responsible manner through innovation and collaboration with respect for all.

- ▶ Psychological Safety Survey
- ▶ Strategic Plan Initiatives
- ▶ HHS Programs
 - ▶ Behavioral Health
 - ▶ Child & Family Services
 - ▶ Home & Community Based Services
 - ▶ Financial Assistance
 - ▶ Child Support
 - ▶ Public Health
- ▶ Staffing
- ▶ Financial Recovery
- ▶ Budget
- ▶ Risks & Challenges Ahead

Survey Results



Psychological Safety Survey

- 2024 - 57 participants
- 2025 - 52 participants

STRATEGIC PLAN INITIATIVES

EMPOWER STRENGTH-BASED GROWTH

- **Gallup Clifton Strengths Assessment**
 - 100% of HHS employees completed
- **Strengths-Based Development Training**
 - ≈88% of HHS employees completed

SUPPORT EMPLOYEE-DRIVEN PROCESS INNOVATION

- **Care Convenings:** dialogue on growth mindset, self-care, & advocacy
- **Talent Flex System:** aligns tasks with strengths and developmental goals
- **Decision-Making Playbook:** transparent decision processes
- **Clarity Portal:** anonymous assumption-testing to prevent misinformation

Civil Commitments

- 2023 – 12
- 2024 – 15
- 2025 – 5

Active Adult Mental Health Cases

- 2023 – 45
- 2024 – 35
- 2025 – 32

ADULT MENTAL HEALTH

COMPREHENSIVE RE-ENTRY



Adult Protection Reports Received

- 2023 – 165
- 2024 – 115
- **2025 – 183**

Cases Opened for Investigation

- 2023 – 36
- 2024 – 45
- **2025 – 69**

Emergency Protection Services

- 2023 – 18
- 2024 – 20
- **2025 – 46**

ADULT PROTECTION SERVICES

CHILD & FAMILY SERVICES

Children Served by Children's Mental Health Case Management Services

- 2023 – 17
- 2024 – 26
- **2025 – 27**

Child Care Providers

- 2023 – 19
- 2024 – 18
- **2025 – 16**

Adult Community Residential Services Beds

- 2023 -42
- 2024 – 42
- **2025 – 38**

Child Community Residential Setting Beds

- 2023 -0
- 2024 – 2
- **2025 - 2**

Adult Family Foster Care Beds

- 2023 -23
- 2024 -23
- **2025 - 22**

LICENSING SERVICES



Child Protection Reports

- 2023 – 329
- 2024 – 294
- **2025 – 303**

Children Entered Foster Care

- 2023 – 20
- 2024 – 10
- **2025 – 9**

Children Exited Foster Care

- 2023 – 20
- 2024 – 12
- **2025 – 16**

Children in Out-of-Home Placement

- 2023 – 41
- 2024 – 38
- **2025 – 35**

CHILD PROTECTION SERVICES

	2023	2024	2025
MnCHOICES Assessments	267	299	380
Hours spent completing MnCHOICES Assessments	3,741	4,505	4,620
People served by a Disability Waiver for the year	199	224	200
Hours Documented in all Disability Waiver Case Management	6,162	8,895.25	6,690

ADULTS WITH CHRONIC ILLNESS, BRAIN INJURY, PHYSICAL DISABILITIES, AND DEVELOPMENTAL DISABILITIES

	2023	2024	2025
Hours documented in Elderly Waiver Service Coordination	6,634	6,281.25	4,900
MnCHOICES Assessments	248 Legacy	69	72
Individuals served through Family Residential and Customized Living Situations	36	36	32
Individuals served through the Elderly Waiver & Alternative Care to help people stay in their homes	242	229	212
Individuals served through Care Coordination who reside in Community Skilled Nursing	38	29	28

SERVICES FOR OLDER ADULTS

Monthly average of individuals receiving Medical Assistance

- 2023 – 4,568
- 2024 – 3,768
- 2025 – 3,550

Monthly average of individuals receiving General Assistance or MN supplemental Assistance

- 2023 – 110
- 2024 – 116
- 2025 – 127

Households received Emergency Assistance

- 2023 – 14
- 2024 – 11
- 2025 – 7

Monthly average of Children Accessing Childcare with Assistance

- 2023 – 34
- 2024 – 38
- 2025 – 47

FINANCIAL ASSISTANCE

Minnesota Family Investment Program & Diversionary Work Program Benefits Per Month

	2023	2024	2025
Adults	23	29	44
Children	61	65	87
Households	37	48	52

Supplemental Nutrition Assistance Benefits Per Month

	2023	2024	2025
Individuals	1,225	1,196	1,238
Households	711	691	717

FINANCIAL ASSISTANCE

FINANCIAL ASSISTANCE

Medical Assistance Spending (Annual Estimate)

2023 \$45,318,694

2024 \$44,912,917

2025 \$45,938,529

Number of Persons Receiving Housing Supports – Monthly Average

- 2023 – 54
- 2024 – 58
- 2025 – 65

Average Number of Cases Per Month for All Program Types

- 2023 – 3,289
- 2024 – 2,875
- 2025 – 2,832

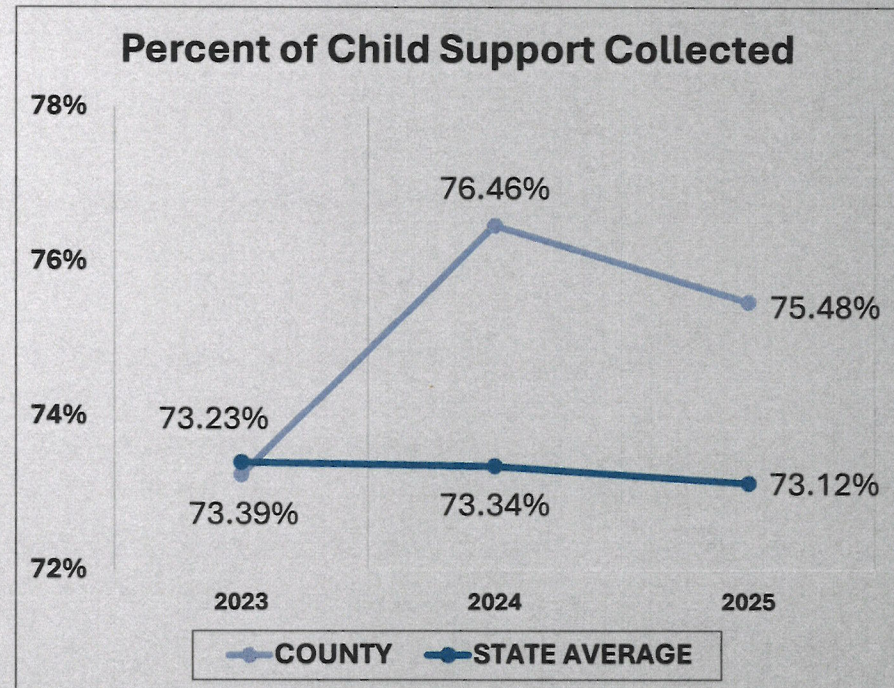
CHILD SUPPORT

Child Support Cases

- 2023 – 510
- 2024 – 489
- **2025 – 441**

Child Support Collected for Families

- 2023 – \$1,459,227
- 2024 – \$1,479,010
- **2025 – \$1,385,234**



Children Served Through Follow Along Program

- 2023 – 142
- 2024 – 139
- 2025 – 128

Children Served Through Child & Teen Checkups Program

- 2023 – 1183
- 2024 – 1163
- 2025 – 728

Home Visits By Public Health Nurses for Maternal & Child Health

- 2023 – 184
- 2024 – 143
- 2025 – 194

Reimbursement for all Billable Services

- 2023 – \$20,550
- 2024 – \$31,940
- 2025 – \$31,635

PUBLIC HEALTH PREVENTION PROGRAMS

**Number of Clinics
Held in Aitkin
County**

- 2023 – 25
- 2024 – 20
- **2025 – 11**

**Number of
Children Served at
Aitkin County
Clinics**

- 2023 – 224
- 2024 – 182
- **2025 – 103**

**Number of Adults
Served at Aitkin
County Clinics**

- 2023 – 11
- 2024 – 12
- **2025 – 4**

**Number of Aitkin
County Citizens
Served Through
any Clinic in MN**

- 2023 – 176
- 2024 – 249
- **2025 – 183**

CHILDREN'S DENTAL SERVICES (CDS)



**Number of
Households
Served:**

2023 – 181
2024 – 188
2025 – 178



**Number of
Participants
Served:**

2023 – 232
2024 – 221
2025 – 332



**WIC Dollars
Redeemed in
Aitkin County:**

2023 – \$177,888
2024 – \$97,673
2025 - \$213,809

**WOMEN
INFANTS AND
CHILDREN
(WIC)
PROGRAM**

Total Number of Clinics	Total Number of Locations	Total Number of People Vaccinated	Reimbursement
<ul style="list-style-type: none"> • 2023 – 40+ • 2024 – 29 • 2025 – 26 	<ul style="list-style-type: none"> • 2023 – 20 • 2024 – 15 • 2025 – 20 	<ul style="list-style-type: none"> • 2023 – 632 • 2024 – 431 • 2025 – 580 	<ul style="list-style-type: none"> • 2023 – \$17,778 • 2024 – \$126,081 • 2025 - \$43,051

DISEASE PREVENTION AND CONTROL



OPIOID SETTLEMENT

Number of Funding Applications Received

- 2023 – 5
- 2024 – 6
- **2025 – 10**

Number of Funding Applications Approved

- 2023 – 2
- 2024 – 5
- **2025 – 8**

Amount of Funding spent in Calendar Year

- 2023 – \$24,156
- 2024 – \$36,866
- **2025 – \$123,023**

Accrued Total of Funding Spent

- 2023 – \$26,321
- 2024 – \$63,187
- **2025 - \$186,210**



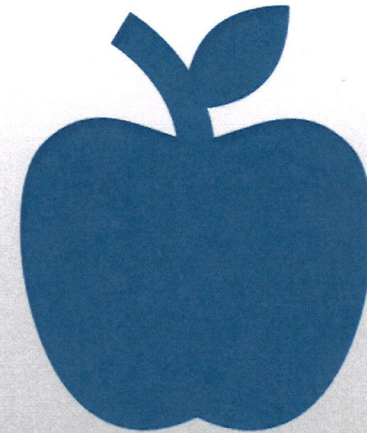
STATEWIDE HEALTH IMPROVEMENT PARTNERSHIP (SHIP)

- **Financial Support to Community Partners**

- 2023 - \$8,308
- 2024 - \$12,074
- **2025 - \$11,242**

- **Aitkin Food Hub Net**

- 2023 - \$12,121
- 2024 - \$12,157
- **2025 - \$3,816**



HEALTH EDUCATION

- **Number of Outreach Program Packets Distributed**

- 2023 – N/A program began in 2025
- 2024 – N/A program began in 2025
- **2025 - 446**

Number of Completed Compliance Checks



Congratulate & Educate

2023 – 20; 6 sold to underage buyers

2024 – 28; 9 sold to underage buyers

2025 – 29; 4 sold to underage buyers



Compliance

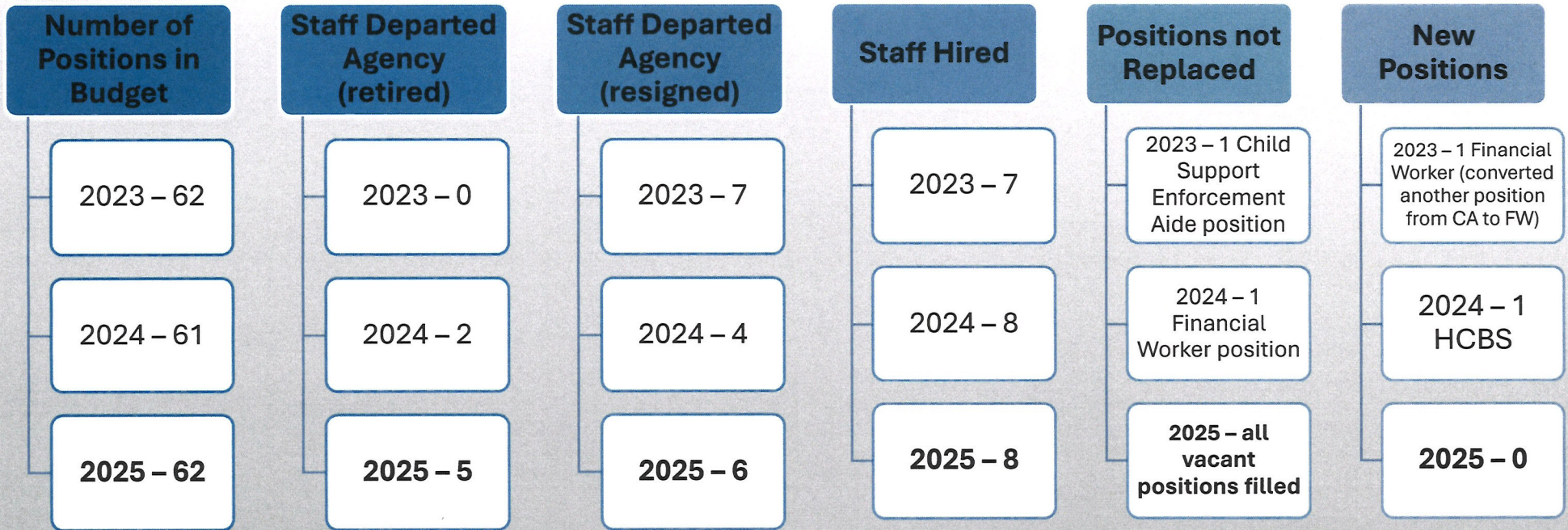
2023 – 22; 3 sold to underage buyers

2024 – 20; 4 sold to underage buyers

2025 – 20; 5 sold to underage buyers

COMMERCIAL TOBACCO FREE/ TOBACCO PREVENTION

STAFFING



Collected Public Assistance Program Overpayments

- 2023 - \$28,525
- 2024 - \$20,799
- **2025 - \$18,192**

Collected in Agency Claims

- 2023 - \$19,443
- 2024 - \$23,138
- **2025 - \$29,983**

Total Collected in Medical Assistance Estate Recovery

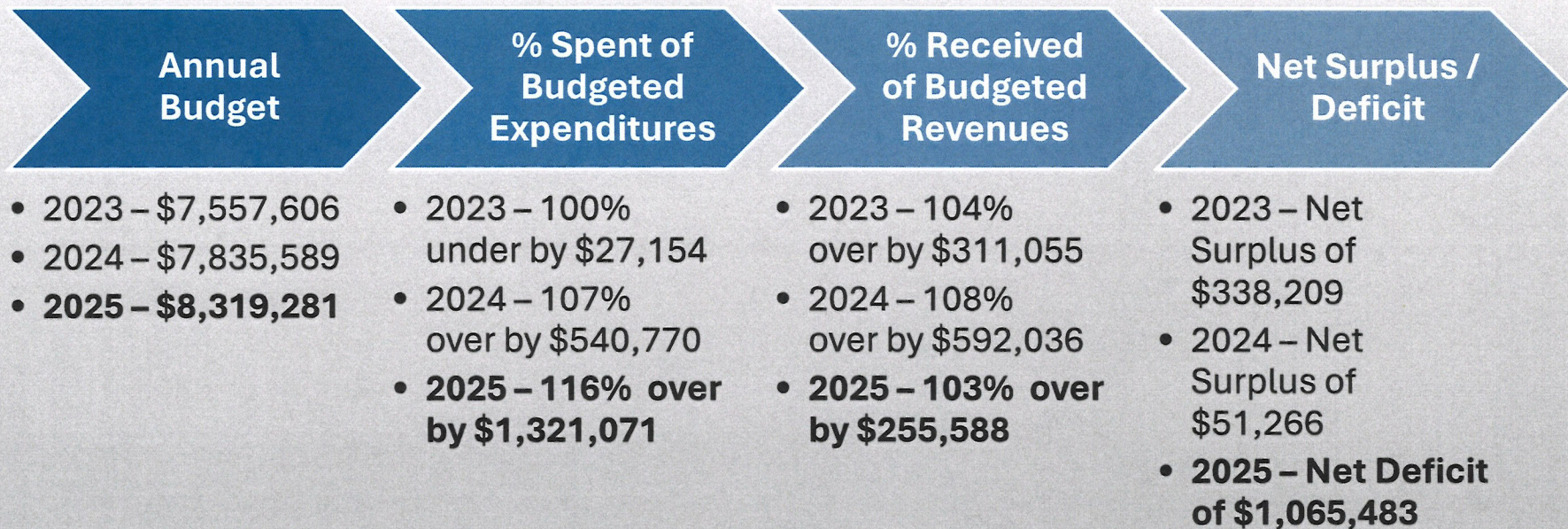
- 2023 - \$256,564
- 2024 - \$272,744
- **2025 - \$388,445**

Incentive Achieved for Aitkin County

- 2023 - 69,939
- 2024 - \$67,190
- **2025 - \$103,611**

FINANCIAL RECOVERY

BUDGET



RISKS & CHALLENGES AHEAD

- **HR 1 (One Big Beautiful Bill Act)**
 - SNAP benefit cost share based on payment error rate
 - Cost shift change of SNAP administrative costs from 50% to 25%
 - Work requirements for SNAP and Medicaid
 - More frequent eligibility requirements
 - Outdated systems cause duplication of work and errors
- **Minnesota African American Preservation and Child Welfare Disproportionality Act**
 - County Investments in staffing, training, and resource development
 - Unclear definitions and guidance
 - Significant administrative burden on counties
 - Requirement of Active Efforts
- **Potential Costs Shifts and Revenue Changes in the Home and Community Based Program**
 - Potential cost shifts back to counties – subcommittee will be providing 14 cost saving options to hopefully offset
 - Changes in MnCHOICES reimbursement in 2027
 - Increased number of MnCHOICES assessments
 - Increased care coordination cases due to health plan closures

RISKS & CHALLENGES AHEAD

- **Staffing**
 - Minnesota Paid Family Leave
 - New mandates in Financial and Child Protection
 - Increased need in Home and Community-Based Services
- **Governor's Proposed Budget**
 - Transition the Medicaid program from multiple managed care organizations to a single statewide administrative service organization
 - Shifts some Medical Assistance eligibility responsibilities from counties and tribal nations by July 1st, 2028
 - Funds a study for all Medicaid eligibility processing to be transferred to the state by 2032
 - The state will manage the new federal Medical Assistance work requirements rather than passing that work on to counties
 - Reforms waiver case management by phasing out contracted case management by July 1, 2031
 - Funding for outdated technology systems such as MAXIS
 - Adding staffing at state level to address back log of MnCHOICES assessment across the state
 - Conduct a Comprehensive Study on role of the state, counties and Tribal Nations administering human services programs. Recommended changes in the 2029 legislative session.

QUESTIONS



Board of County Commissioners Agenda Request

12A
Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: AMC Executive Director Report

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input checked="" type="checkbox"/> Information Only
Submitted by: David Minke		Department: Administration
Presenter (Name and Title): Julie Ring, Executive Director Minnesota Association of Counties		Estimated Time Needed: 15 minutes
Summary of Issue: <p>Aitkin County, along with all other counties in Minnesota, is a member of the Association of Minnesota Counties (AMC). Commissioner Kearney serves as the District 1 Director and in that role is a member of the AMC board of Directors.</p> <p>For 2026, Aitkin County dues were \$15,477.</p> <p>AMC Executive Director Julie Ring will present information on AMC, current issues and activities and answer questions.</p>		
Alternatives, Options, Effects on Others/Comments:		
Recommended Action/Motion:		
Financial Impact: <i>Is there a cost associated with this request?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>What is the total cost, with tax and shipping? \$</i> <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>		



Board of County Commissioners Agenda Request

13A

Agenda Item #

Requested Meeting Date: April 14, 2026

Title of Item: Summary of County Administrator Performance Review

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA	Action Requested: <input checked="" type="checkbox"/> Approve/Deny Motion <input type="checkbox"/> Adopt Resolution (attach draft) <input type="checkbox"/> Hold Public Hearing <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Information Only
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Submitted by: David Minke	Department: Administration
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Presenter (Name and Title): David Minke, County Administrator	Estimated Time Needed: 5 minutes
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Summary of Issue:

On March 24, the County Board conducted its 6-month performance review of County Administrator David Minke.

The review was conducted during a closed meeting as allowed by Minnesota Statutes §13D.05 Subd. 3a. Under that statute, "At its next open meeting, the public body shall summarize its conclusions regarding the evaluation." Below is a proposed summary of the conclusions.

Commissioners reviewed Administrator Minke's performance in the areas of Professional Knowledge, Leadership and Ethics, Communication, Financial Management and Budget, Human Resources and Organizational Culture, and Intergovernmental Relations. Commissioners concluded that Administrator Minke met or exceeded expectations in these areas.

Alternatives, Options, Effects on Others/Comments:

Recommended Action/Motion:
Motion to approve the summary of the conclusions of the performance review.

Financial Impact:

Is there a cost associated with this request? Yes No

What is the total cost, with tax and shipping? \$

Is this budgeted? Yes No *Please Explain:*



Aitkin County Board of Commissioners Committee Reports Forms

14A

Agenda Item #

Committee	Freq	Scheduled	Representative
Association of MN Counties (AMC)			
Environment & Natural Resources Policy			Environmental Services Director
General Government			Commissioner Leiviska
Health & Human Services			HHS Director
Public Safety Committee			Commissioner Westerlund
Transportation Policy			Commissioner Kearney
Age-Friendly Changemakers			Kearney
Aitkin Airport Commission	Monthly	1st Wednesday	Wedel
Aquatic Invasive Species (AIS)	Monthly	3rd Thursday	Wedel and Sample
Aitkin County CARE Board	Monthly	3rd Thursday	Westerlund
Aitkin County Community Corrections	Quarterly	Varies	Wedel and Westerlund
Aitkin County HRA (Liaison)	Monthly	4th Wednesday	Sample
Anoka County JPA Advisory Board	3x per year	1st Thursday in Feb, June and	Westerlund
Aitkin County Opioid Settlement Sub-committee	TBD	TBD	Sample
Aitkin County Water Planning Task Force	Bi-monthly	3rd Wednesday	Wedel
Aitkin Economic Development Administration	Quarterly	3rd Thursday	Wedel
Arrowhead Counties Association	8 or 9x yearly Sept. to May	1x a month, 3rd Wed.	Kearney, Alt. Westerlund
Arrowhead Economic Opportunity Agency	Bi-monthly (begin Feb.)	3rd Wednesday	Kearney, ALT. Leiviska
Arrowhead Regional Development Comm.	Quarterly	3rd Thursday	Kearney, ALT. Leiviska
ATV Committee	Monthly		Leiviska and Westerlund
Big Sandy Lake Management Plan	Monthly	2nd Wednesday	Sample Alt. Kearney
Brainerd 1 Watershed 1 Plan	Monthly	4th Tuesday	Wedel
Budget Committee	Monthly	1st Tuesday	Leiviska and Wedel
East Central Regional Library Board	Monthly	2nd Monday	Leiviska Alt. Sample
Economic Development	Monthly	4th Wednesday	Wedel and Sample
Emergency Management	As needed		Wedel
Environmental Assessment Worksheet	As needed		Kearney and Sample
Extension	4x year	Monday	Kearney and Westerlund
Facilities	As needed		Wedel and Sample
H&HS Advisory (Liaison)	Monthly except July	1st Wednesday	Wedel and Kearney
Historical Society (Liaison)	Monthly	4th Wednesday	Leiviska
Joint Counties Natural Resource Board	Odd Months	4th Monday	Sample Alt. Kearney
Lakes and Pines	Monthly	3rd Monday	Leiviska Alt. Kearney
Law Library	Quarterly	Set by Judge	Leiviska Alt. Kearney
MCIT			Westerlund Alt. Minke
McGregor Airport Commission	Monthly	Last Wednesday	Sample
Mille Lacs Fisheries Input Group	8-10x yr		Westerlund
Mille Lacs Watershed	10x year	3rd Monday	Leiviska, Alt. Westerlund
Mississippi Grand Rapids 1W1P			Kearney
Mississippi Headwaters Board	Monthly	4th Friday	Kearney Alt. Sample
MN Rural Counties	8x year	Varies	Westerlund, Alt. Leiviska
Natural Resources Advisory Committee	8-10x yr	2nd Monday	Kearney and Sample
NE MN Office Job Training	As called		Leiviska
Northeast MN ATP	Quarterly	2nd Wednesday	Kearney (Leiviska, Alt.) and
Northeast MN Emergency Communications Board (ECB)	5-6x yr	4th Thursday	Leiviska (Sheriff Guida Alt.)
Northeast Waste Advisory Council	Quarterly	2nd Monday	Sample Alt. Westerlund
Northern Counties Land Use Coordinating Board	Monthly	1st Thursday	Westerlund Alt. Kearney
Ordinance	As needed		Leiviska and Sample
Personnel/Insurance	As needed	2nd Tuesday	Kearney and Wedel
Planning Commission	Monthly	3rd Monday	Kearney Alt. Westerlund
Rum 1W1P Policy Committee	Monthly	Unknown	Westerlund, Alt. Leiviska
Snake River 1W1P Policy			Leiviska Alt. Sample
Sobriety Court	Bi-Monthly	3rd Thursday	Wedel
Solid Waste Advisory	As needed		Wedel and Sample
Toward Zero Deaths	Monthly	2nd Wednesday	Wedel
Tri-County Community Health Services	Bi-Monthly	2nd Thursday	Westerlund