

**NOTICE OF TELECONFERENCE MEETING**

**DEEPHAVEN PARK COMMITTEE**

**TUESDAY, APRIL 7, 2020**

**7:00 P.M.**

**CITY HALL**

**AGENDA**

- 1. Call Meeting to Order**
- 2. Approve March 10, 2020 Minutes**
- 3. Council Updates**
- 4. Park Reports**
- 5. Discussion Items**
  - a) Discuss 2020 Committee Goals**
  - b) Review Revised Bikeway Survey Results**
  - c) Discuss Security at Thorpe Park Warming House**
  - d) Discuss Summer Meeting Dates**
  - e) Other**
- 6. Next Meeting Date – May 5, 2020**
- 7. Adjournment**

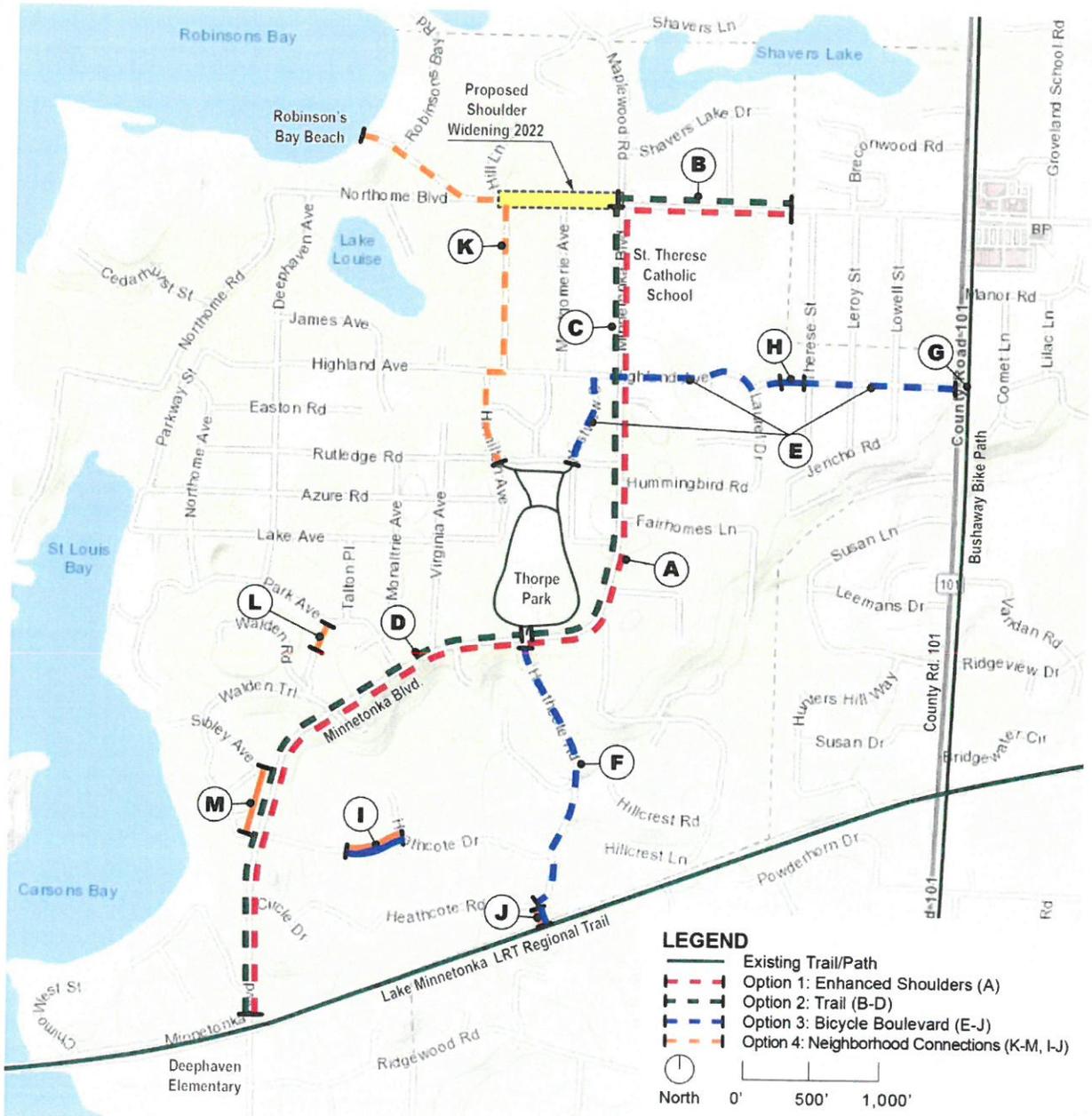
**Enclosed please find the following material for your review:**

- March 10, 2020 Park Committee Minutes**
- Revised Bikeway Survey Results**
- US Security Quote**

**Members of the public may monitor the meeting by following the link on the City of Deephaven's website at [www.cityofdeephaven.org](http://www.cityofdeephaven.org).**

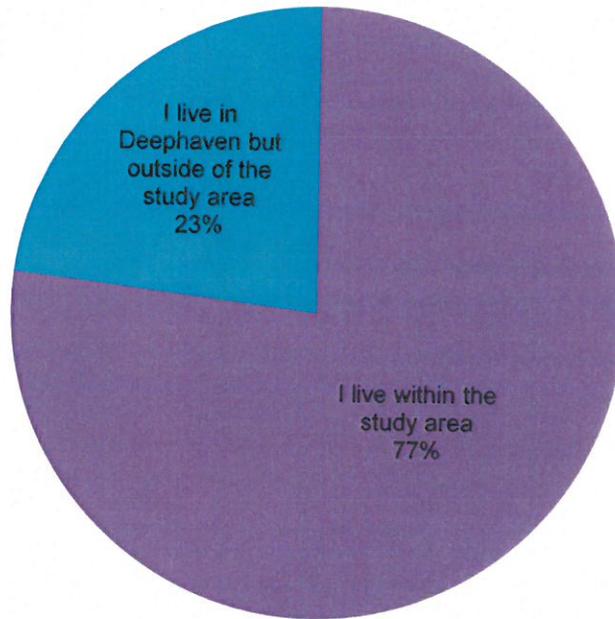
# DEEPHAVEN BIKEWAY FEASIBILITY STUDY SURVEY SUMMARY

The following pages contain a summary of responses received for the Deephaven Bikeway Feasibility Study survey by people that identified as residents of Deephaven. The summary includes responses from an online survey that was live between February 5<sup>th</sup> and March 1<sup>st</sup>, 2020, as well as survey responses that were completed at the project open house on February 4<sup>th</sup>, 2020. A total of 215 surveys were completed by Deephaven residents.



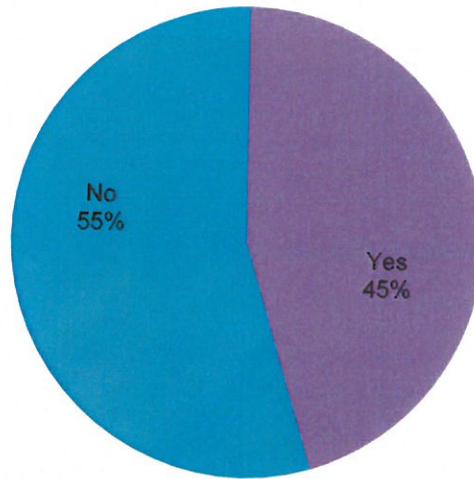
Map displaying all of the bikeway options and segments.

1. To help us analyze the feedback we receive from this survey, we would like to understand where survey participants live in relation to the project study area.



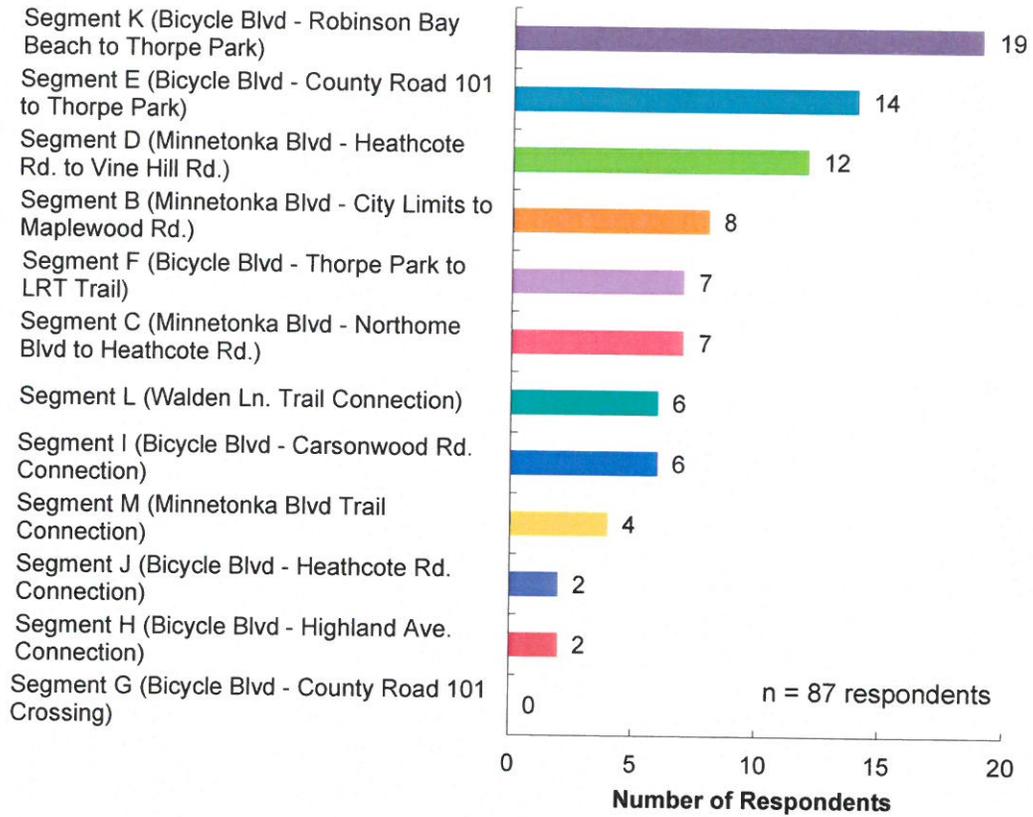
Value	Percent	Count
I live within the study area	77.2%	166
I live in Deephaven but outside of the study area	22.8%	49
	<b>Totals</b>	<b>215</b>

2. Do you live directly adjacent to one of the segments that is a part of this study?

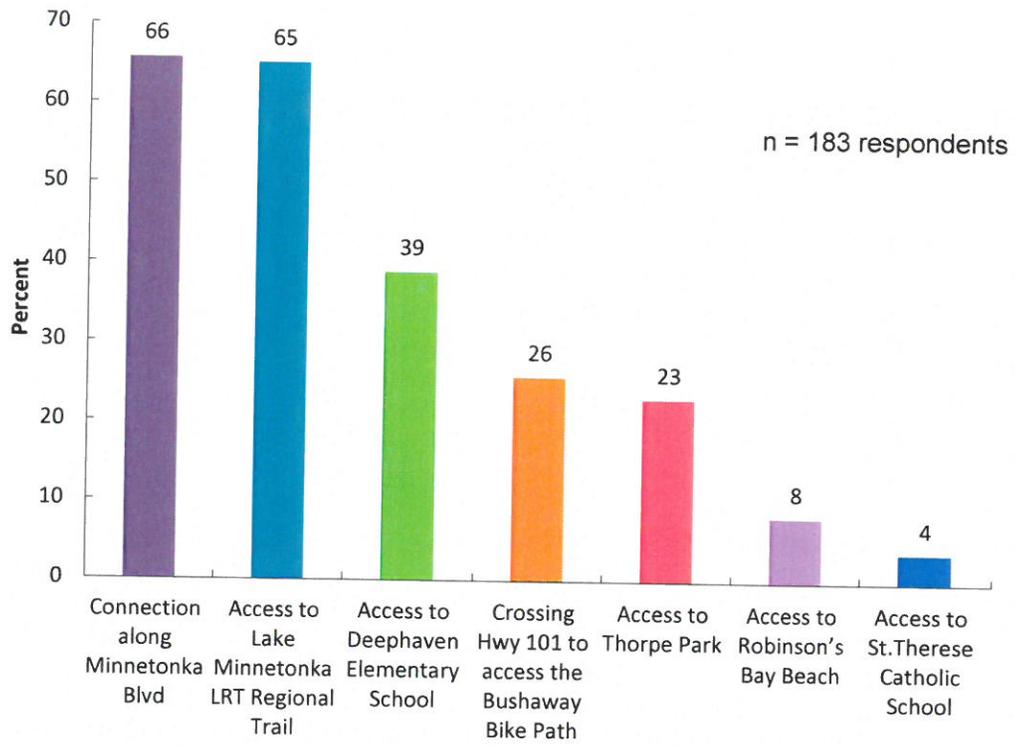


Value	Percent	Count
Yes	45.4%	89
No	54.6%	107
	<b>Totals</b>	<b>196</b>

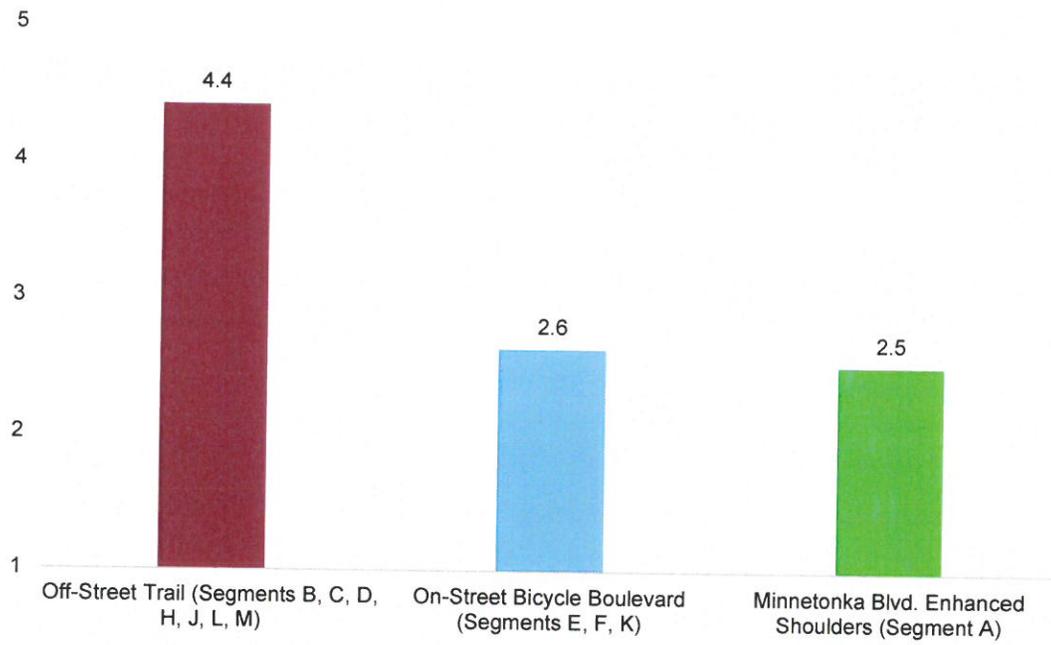
3. Which segment is your home located on?



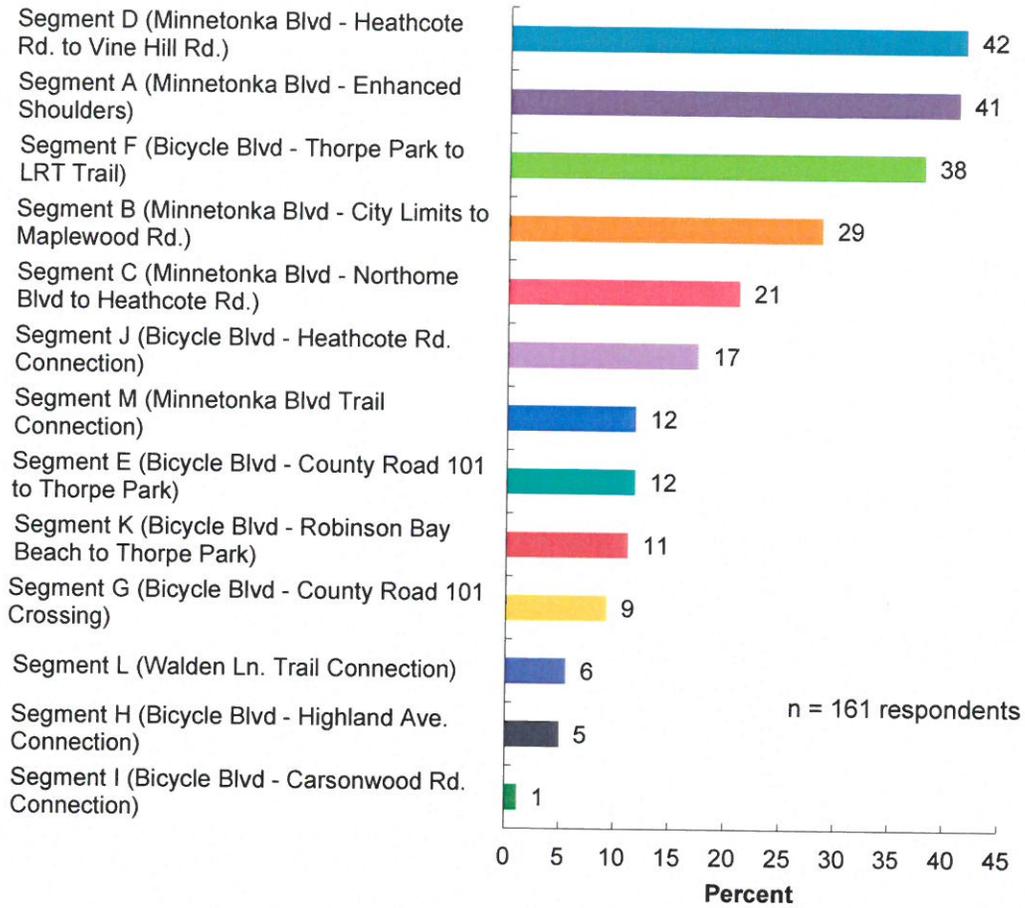
4. Which of the following connections are the most important to you for biking? (Check up to 3)



How comfortable would you feel bicycling on the following facilities?  
(5= very comfortable, 1= very uncomfortable)



8. Which bikeway segments would you consider your highest priorities for implementation?  
(Check up to 3)



9. Please share any additional comments you have about any of the bikeway options:

- Our children should have safe access via bicycle to Deephaven Elementary.
- No enhancements are needed. LRT trail gives excellent access to locations from Minneapolis through the Minnetonka area, Long Lake and Victoria.
- None, Mtka blvd and our neighborhood really don't need anymore traffic.
- Thanks for doing the work! I think the Minnetonka stuff is great for Safety, but the Segment J really gets used, and it would be a nice to have . . (the Minnetonka stuff is safety related . .
- Would like to make sure that any widening efforts of Minnetonka Blvd for biking would not impact the trees/sound barriers of residents that live on Minnetonka Blvd
- I currently don't feel safe with my kids walking on Minnetonka Blvd - we live at 18735 Minnetonka Blvd. I would find immense value and joy in being able to walk my kids to school and walk to the LRT, I am 100% in favor of a bike trail in front of my house
- Mtka blvd is main priority. From Park to Walden up and down hill. Curves and narrowing uphill to park is narrow for bike lane at 3.5 ft. Perhaps a suggestion would be to restripe road with 10 foot vehicle lanes which would allow bike lanes at 4.5 feet instead of reading into answers you acquire from this survey in Q4 incorrectly.
- The need of more off street trails connecting schools (including high school) to different parts of neighborhoods and other locations like parks and beaches is important to me. Keep people off the major streets.
- Minnetonka Blvd is a scenic and beautiful drive. It should be opened up to walkers and bikers with a dedicated trail. On road and on shoulder trails would be too dangerous with all the distracted drivers and small children. Developing a dedicated trail would be a HUGE draw for families settling here.
- They're all useless to those of us South of the school. We're still scared to ride on Vine Hill.
- Please do not make the shoulders narrower in Minnetonka Boulevard. They are highly used by bikers now and are nice to have.
- Sidewalks are hugely important to our family
- What about sidewalks? Along Mtka Blvd
- With the exception of Minnetonka Blvd I feel safe biking throughout Deephaven as is. We (our family) can generally find an alternative route to our destination within or around Deephaven without having to bike on Minnetonka Blvd
- I think safe access to Deephaven Beach should be considered as well - this is the primary beach used in the City. Also, is there a connection possibly in Chimo West to connect up with M so that kids could get from Deephaven to Deephaven Beach without having to go on Minnetonka Blvd. We already have the sidewalk from the school to Chimo West. I'd rather have smaller trails that locals can use in the neighborhoods than a dedicated and expensive one on Minnetonka Blvd that won't be used by locals as much as it will be used by road bike groups.
- From my home on Highland Ave and James Ave, my greatest concern is safely biking along narrow Mtka Blvd to reach the commercial area at 101 and Mtka Blvd, and also biking down Mtka Blvd to reach the LRT Trail access near Deephaven Elementary. Ideally this would be a separated trail, but even an enhanced shoulder (hopefully kept more clear of debris) would improve access--and if a wider shoulder runs along only one side of the road, some safe crossing options (a crossing light, for example, or even a flashing warning light like near the elementary school) would lower the stress. Thank you! I stay here because I love the trees and the biking!
- There is already a bike crossing from Thorpe to Heathcoate. Most important thing is to make the LRT accessible from Heathcoate. No need for huge shoulders or sidewalks on Minnetonka Blvd. it would still feel unsafe for kids regardless. Best bet is to make small roads accessible to trail.

- These maps are very busy. In general mtka Blvd needs to be safe. We live in a small community where we can't even walk our kids to the elementary school.
- The curves and speed at which people drive on Mtka Blvd make it too dangerous to have our kids ride on the road (even with a designated portion of the road dedicated to bikes). As a home owner on Westview Dr. options A, C and D directly impact me. I strongly advocate for an off-road trail, as walk-ability and safety of navigating our area is needed and will improve our community greatly.
- I'm not really sure what's contemplated for segment L utility easement, but that's our property and there's no way a real path could be accommodated without having to expand the existing easement, which would require payment to us and our neighbors.
- We live in Amesbury North and ride the trail almost every day in summer. So safe access to the trail is a priority to us. We also go to Deephaven Beach in the evenings so the Heathcote connection is a wonderful idea or the Mtka Blvd option. Thank you for the ideas and questionnaire!
- Thank you to the City and the Park Committee for exploring options for people to get around the community safer by bike and connecting Deephaven to other communities and the investments they have made for biking and walking. If Chowen's Corner is redeveloped to incorporate businesses that attract more residents (and tax revenue), there will need to be options for people to travel there other than by car. Adding sidewalks to both parts of Section B should be worked into any redevelopment anticipated for this area and connect (with City of Minnetonka investment) to 101. Section E was my 4th priority for connecting Deephaven residents. The flags that are out there now aren't stopping drivers. Given the expense of some of the Minnetonka Blvd sections, would the City consider reducing the width of the driving lane to 10' which would provide a wider shoulder for bikes/people to travel on? Reducing the lane width would also slow people down in general and people driving at slower speeds encroach less on people travelling in shoulders. I could see value in the improvements to section K since I see people of all ages walking to Robinson's. It would make sense to have a discussion that includes reducing Northhome's speed to match the rest of the City that was reduced in 2019. Not sure why that wasn't included.
- My kids bike from cottagewood to fiends houses in the thorpe park area.
- Considering that the stretch of Minnetonka Blvd from Chowen corner heading East and also South already have side walks, it makes a lot of sense to implement Segment A.
- My house backs up to Minnetonka blvd and I recently repaired my fence along the blvd. If my fence has to be moved, who pays for it?
- Would it be possible to get a cross path between Amsbury North to the LRT?
- We probably wouldn't bike on Minnetonka Blvd, even with a separate trail. We don't bike on 101 and prefer the quiet and scenery of the regional trail. It would be awesome to connect the side streets so we can bike within Deephaven to parks, beaches and the regional trail. A project to expand Minnetonka Blvd seems like a waste (and doesn't take advantage of our cities quiet neighborhood streets and existing trail).
- Who will pay for fences to be moved if needed. Feel that Minnetonka Blvd it too busy, hilly and winding for increased bike traffic. Accident waiting to happen.
- I am very disappointed that this is finally being considered but you are totally leaving out us who live in the southern part of Deephaven. We are most lacking in access to schools and parks and trails and are totally left out of this plan. Our children can not bike down vine hill road or cross it. Please explain why this is not part of the plan!
- Would love to tie these improvements to Vine Hill Road. Bicycling along those shoulders feels very dangerous, especially with the hill. Thank you for taking steps in this direction!
- Be nice to have a better and safer option down Vine Hill Road to the south of Deephaven Elementary too.
- I would prefer the bike access not mix with traffic on Minnetonka Blvd. If bike access to Minn Blvd is required a separate bike lane should be used instead of an expanded shoulder.

Without this separation it'll be too dangerous for kids to use. We also need to address the LRT trail crossing Minnetonka Blvd in front of city hall. We should have a crosswalk similar to the crossing of county rd 19 in Tonka Bay. This area is going to be the scene of a tragic accident likely with a kid on their way to school and trying to get across that very wide crossing. With a curve on Minn Blvd in either direction the cars have little time to react to people trying to cross. Most bikers don't obey the stop signs on the trail and the cars stop for trail users when they shouldn't creating a false sense of safety and confusion.

- Finding ways to connect to the existing paths throughout Thorpe Park makes far more sense than significantly modifying long stretches of Minnetonka Blvd, especially after just completing a major, and expensive, resurfacing project. Any bike lane improvements should have been considered prior to the resurfacing project. The new shoulders are already an improvement for biking than the old road. If something must be done, connecting Thorpe to the regional trail would be ideal, perhaps a safe route down through Heathcote so children in Deephaven Park and surrounding areas can safely get to Deephaven Elem, Cottagewood, etc.
- Promoting biking on Hamilton Ave is dangerous. People drive fast (they use it as a connection to Northome), the road has many patches/potholes and the hill has limited visibility.
- Minnetonka Blvd is clearly the critical piece to making Deephaven more bike friendly. Trying to cobble together side street connections seems like an inefficient use of time since most bikers will continue to use mtka Blvd regardless. Bottom line mtka Blvd needs to be safer.
- Lack of sidewalks and bikeways is a public safety issue. I don't need sidewalks or bike lanes on every street but people should be able to safely get from one end of Deephaven to the other without riding on Mtka Blvd.
- none Of these bike way options would benefit me. I know I live in deephaven but outside the study area but my children would still not be able to bike safely to school along vine hill.
- The highest priority should focus on Minnetonks boulevard. The only solution that will truly address the needs of our families is something off street. Enhanced/wider shoulders are still not safe for children or many adults. It will incease access to Thorpe, the elementary school, Deephaven Beach and the LRT to focus on trails along Minnetonka Blvd. Getting Minnetonka Blvd safe to walk and bike along will be a huge boon to quality of life and our shared community experience.
- I strongly support being as bike friendly as possible, especially since the younger children are out on bikes. Cars need to slow down, and walking, running, biking all need to be safer, particularly in the winter.
- I think it's important to have safe access to walkers and bikers (Of All ages) in our condensed city between our major community hubs and resources: Deephaven Elementary and the Community Center, the LRT, Thorpe Park, St Therese and the stores at Northome and Minnetonka Blvd, Robinson Bay Beach & the Cottagewood Store. Not only does it promote a healthy lifestyle for our residents but it makes it easier to use our community resources and makes economic viability of the small businesses within Deephaven more likely. It's fun to ride your bike to the candy store or a restaurant or walk to school or to the spa! The more we link our community the more connections our residents can make. I believe the top priority is to make Minnetonka Blvd safe for bikes and pedestrians and link it from the city boundary with Minnetonka to the LRT. Second priority is to connect Heathcote to the LRT for people to have a safe quick secondary access to Thorpe park and the Deephaven beach. Thirdly J & K. On top of all this slowing traffic both actual speed limits and psychologically. Personally I walk a ton and it doesn't feel safe on Minnetonka Blvd with people speeding and not staying in their lanes. I don't always have an option to walk on a side street to get where I'm going. Kudos to the city for putting in the sidewalk on the corner of Minnetonka and Vine Hill - that area is much safer for pedestrians now.
- Use all these for walking. I would hope all trails would be for walkers as well as bikes.
- none
- I am really not interested in the whole thing. We have bigger fish to fry in Deephaven. I am surprised that we are all still alive with the terrible water.
- Need a path along ridge wood. Very dangerous are to walk/bike.

- The Carsonwood - Heathcote Drive path has been open for the 42 years we have lived adjacent to the path on Carsonwood Road/Ave. Bicyclists are welcome as are walkers including people with dogs. The trail is maintained during the time snow is not present. We would strongly prefer that the path remain as it is rather than be replaced with an asphalt or crushed rock path that will deteriorate over time as evidenced by the paths at Thorpe Park as well as many of the roads in Deephaven. Our current Carsonwood Associate dues are \$60 per year which we use to pay for insurance on the adjacent wetlands as well as maintain the trail, so there is little economic hardship leaving the trail as it is. I am all for making Deephaven more bicyclist and pedestrian friendly, but this proposal does not do that.
- Safety of bicycles along Minnetonka Blvd should be priority! Any possible ways to connect neighborhoods like the Park area to Walden, Carsonwood to Heathcote, etc. would be great for safety. But in the case of Waldne to Carsonwood, a designated, marked cross walk should be identified like Thorpe to Heathcote.
- Biking on Vinehill or even trying to cross Vinehill with children which we have personally experienced is extremely dangerous. The Minnetonka regional trail is a great asset to the community but not if you can't get there safely.
- It seems to me the main safety issue on Mtka Blvd is speeding cars. Can we reduce the speed limit (30 mph), and/or add speed reduction technologies like speed bumps, signage, etc.?
- Whatever is put in place, I believe the city should remember we live in a society where people leave dog poop bagged and unbagged along trails as well as trash. Also some of the trail options, are not well lit and the burden is on drivers to be aware of pedestrians and cyclists who are wearing dark clothes, not single file, distracted by technology and often of an age lacking full development of the prefrontal cortex.
- Option 2: Minnetonka Blvd Trail is not worth the high cost and loss of trees.
- There needs to be a dedicated bike path running adjacent to Minnetonka Blvd from deephaven school to chowens corner. It's been a problem for years. We have lived in deephaven for 25 years. We never allowed our family to bike the existing Minnetonka bike shoulder for safety reasons. The path needs to be set off from the existing roadway. We understand this will be expensive. Spend the \$\$\$\$. We live in a community of million dollar homes. We can do a special assessment if necessary. Be creative. Get aggressive. I'm sure there is grant money available. Don't wait until one person is injured or killed. Everybody knows I'm the current bike lane On MTKA Blvd is a death trap.
- No changes should cause hardship or impact property between homes. Work should be limited to shoulders along Minnetonka Blvd.
- Mntka blvd is a barrier in our city. It is used as a commuting route from neighboring cities and traffic can be 40 mph. to make it safer for peds and bikes, Deephaven should reclaim it, lower the speed limit 30 mph typ, 25mph from school to thorpe, and add stop sign at heathcote and vinehill/chimo 3way "stop"
- Want what is safest for all which is a trail. In an attempt to reduce our families carbon footprint and offer safe green transportation for our children, a trail is best.
- When this process started, I was not a homeowner on the Boulevard - even then, I was equally protective of the wooded/rural nature of the stretch of the Boulevard from Vine Hill Bridge to Thorpe Park - Segment D on your diagram. That is one of the most beautiful stretches of road in the western suburbs. Please don't mess with it! To widen that stretch to accommodate a separate trail would destroy it. Does your study reflect how many trees would come down to facilitate a trail expansion? And just so you understand that I'm not a bike hater, I ride the LRT on my commute from Downtown Minneapolis daily for 9-10 months a year. I'm an active cyclist, but I'm not willing to sacrifice the beauty of the Boulevard for my cycling. Ya'll have come up with some really creative ways of providing trail access to several neighborhoods. Kudos for thinking outside the box. I'm happy to discuss further if I can be of help. Josh Hackney. [josh@joshhackney.com](mailto:josh@joshhackney.com)
- I do not support any of these initiatives. The money would be better utilized to fix the roads in Deephaven or address drainage issues.

- Bushaway's solution is ideal. A trail separated from traffic is safest. And, Mtka Blvd is the only place to do that. The hills down Heathcote or Hill St. are steep with lots of blind spots...and really tough to climb back up!
- Making it safe for bikes to travel n/s on Minnetonka Blvd to Vinehill to Hwy 7 seems like an obvious priority. My son rode his bike to STS every day, every season, and Mtka Blvd was worrisome. He is now a hs junior and will rarely brave the Hwy 7 & Vinehill intersection as a solo rider despite being a skilled, safe rider.
- Incredibly important to connect community and enhance safety and access. Painting a bike figure on a road in no way addresses bike safety - only people who already ride on roadways would use this to point to that they should be riding in road - not kids, families, recreational riders trying to access neighborhoods, school and trail.
- I'm totally against losing more trees along Minnetonka Blvd from St. Therese to Vine Hill Road!!
- Very good approach/study. Thanks to Mayor and council for the leadership.
- I missed the open house so I'm sorry if this has already been addressed: with the Minnetonka Blvd repaving work already completed last year, are there any options remaining to widen shoulders to create better/safer bike lanes? From my neighborhood, I'm interested in better/safer access to the regional trails. Thanks for working on this!!
- I applaud your efforts to improve bike access. Segment J should contain an improved access to the LRT.
- Please improve connectivity to the retail / commerce activity hub at the corner of Hwy 101 and Minnetonka Blvd. I see senior citizens and children walking and biking on that route regularly and it isn't safe. Citizens want to be able to walk and bike to Lakewinds, Spasso, Caribou, etc...this improves community livability and viability for all.
- Bicycle groups and individual riders are a safety hazard on the existing roadway shoulders.
- I now live in Cottagewood but previously lived on Minnetonka Blvd between Thorpe Park and Deephaven Elementary. I can tell you that my experience is that biking on the shoulder is not a safe option. Too many cars going at relatively high speeds, lots of curves/blind spots, and many home owners coming in and out of driveways. I like the idea of the separated shared use path much better. It makes the area both bike & pedestrian friendly - and gives my neighbors and me in Cottagewood a way to access Thorpe Park and Deephaven Beach, which is nearly impossible to do without a car currently.
- Minnetonka Blvd is the highest priority as cars and bikes are so close together. Our kids ride on that road and I am afraid of what could happen some day if we do not do something. Vehicle traffic on this route will only go up over time. We need a fix now. The side streets are already much safer and respectful to bikers.
- Any option to have a separate walking/biking path/trail would be amazing along mtka Blvd where there is such high bike traffic.
- This project is a total waste of time and my taxpayer's money. Your questions focus on a very small segment of the city's population. Please stop pushing this on us. David Cooke 19350 Cedarhurst St. 952 237 4404
- Interested in minor improvements, most value for the expenditure. NOT the multi-million dollar plan that would require tree removal.
- The most efficient and cost effective start of this project is to create a path along Minnetonka Blvd - City Limits to Maplewood road. Right now it is too dangerous to walk, and could make an immediate impact on walkability to shops, restaurants, etc. In addition, better access by widening the shoulder 2022 is simple, cost effective, and immediately impactful. Thank you for considering.
- Is doing nothing a viable option? Or is this money that someone needs to spend?
- Why is the south side of Deephaven not being included in the feasibility study? Our kiddos go to Deephaven Elementary and would love to bike to school. At this time, we go out of our way not to ride on Vine Hill because of safety concerns. We do use the crossing lights at MCEC - however, then they need to cross the parking lots during high-traffic times which is also not ideal. Thank you.

- Please sweep edges of roads to make it safer for cyclist to ride on the shoulder. If the shoulder looks messy, I am forced to the road which is more dangerous. If the landowners in Heathcote don't mind us cutting through now, I would not vote for paving that and putting it on a map. Crossing across Minnetonka from Thorpe to Heathcote is dangerous still.
- I am a property owner on Minnetonka Blvd. This would affect our property. But I would gladly pay-higher taxes if biking accessibility was enhanced to the CRT. Do it right!! It's too dangerous to bike on Minnetonka Blvd currently.
- This form is too complicated! Speed limit too high on Blvd! Painted Pedestrian crossings on Blvd!



**USA Security, Inc.**  
 Phone: (952) 829-5919  
 Fax: (952) 829-5861  
 6251 Bury Drive  
 Eden Prairie, MN 55346

**Quote**  
 No.: **27444**  
 Date: 2/3/2020

Prices are firm until: 5/3/2020

Prepared for:

City of Deephaven  
 Deephaven, MN USA

Prepared by: Chris Daniels  
 Account No.: 25878  
 Phone: (952) 474-4755

Description	Quantity	Unit Price	Total
<b>Pricing is built as logical step points.</b>			
<b>Pricing assumes all previous step points completed together</b>			
<b>Step 1</b>			
<b>First step provides four electronic locks on a 'set and forget' schedule.</b>			
<b>locks can be overridden by key</b>			
<b>OUTSIDE OF USA SCOPE: Electrical hookup needed for lock power supply</b>			
Infinias Ethernet Enabled Door Controller			
SURFACE MOUNT ID BACK BOX (SEIDC32 Reader)	1	\$502.64	\$502.64
Power Supply Charger with Multi-Output Access Power Controller 12 or 24VDC at 6 AMP, PTC Protected Outputs	1	\$21.24	\$21.24
Rechargeable battery, 7.0 Ah ,12 Volt.	1	\$382.79	\$382.79
Includes:			
(1) Set of battery leads	2	\$36.55	\$73.10
(1) Battery bracket for NCL enclosure			
6400 US32D Von Duprin Electric Strike			
Wire 18/2 500' Box Plenum N/S	4	\$463.25	\$1,853.00
Access Install (Cabling, Devising, Testing & Approval)	2	\$89.99	\$179.98
Access Production (Enrollment Sessions Qty, Length, PreBuild Hours)	32	\$110.00	\$3,520.00
MISC CONDUIT & PARTS	2	\$125.00	\$250.00
Project Management, Inventory, Planning, Documentation, Misc.	4	\$30.00	\$120.00
<b>Step 1</b>	1	\$500.00	\$500.00
			<b>\$7,402.75</b>
<b>Step 2</b>			
<b>Step 2 provides local wireless access point for schedule changes at the facility via wifi</b>			
UNIFI Access Point, Long Range, AC			
8 PORT , SMART MANAGED SWITCH, 1G POE Plus, 130 Watts +2-PORT 100/1000SFP	1	\$150.00	\$150.00
8U Wall Mount Rack (*TWO PART OPEN AIR NO LOCK)	1	\$465.80	\$465.80
Access Install (Cabling, Devising, Testing & Approval)	1	\$121.00	\$121.00
Access Production (Enrollment Sessions Qty, Length, PreBuild Hours)	8	\$110.00	\$880.00
Project Management, Inventory, Planning, Documentation, Misc.	1	\$125.00	\$125.00
<b>Step 2</b>	1	\$175.00	\$175.00
			<b>\$1,916.80</b>
<b>Step 3</b>			
<b>Step 3 provides card readers at each of the four doors</b>			
Infinias Ethernet Enabled Door Controller			
SURFACE MOUNT ID BACK BOX (SEIDC32 Reader)	3	\$502.64	\$1,507.92
13.56MHz Card Reader - Mini Size - Black - Bluetooth	3	\$21.24	\$63.72
Wire 18/6 500' Box Plenum Shielded	4	\$216.75	\$867.00
Access Install (Cabling, Devising, Testing & Approval)	2	\$149.99	\$299.98
Access Production (Enrollment Sessions Qty, Length, PreBuild Hours)	16	\$110.00	\$1,760.00
Project Management, Inventory, Planning, Documentation, Misc.	2	\$125.00	\$250.00
<b>Step 3</b>	1	\$375.00	\$375.00
			<b>\$5,123.62</b>
<b>Step 4</b>			

Quote

No.: 27444

Date: 2/3/2020

Description	Quantity	Unit Price	Total
<b>Step 4 provides off site alarm monitoring for after hours notification of premises breach</b>			
Vista-211P 8 Zone integrated IP Control Panel	1	\$272.00	\$272.00
Honeywell Control Panel, expand 8 zone, Vista LTE	1	\$340.00	\$340.00
Keypad Alpha/Numeric Honeywell- RF receiver built in	1	\$260.00	\$260.00
Wireless Glass Break Detector, Surface, 25ft.	2	\$122.38	\$244.76
5800MINI (Replaces 5811)	2	\$49.99	\$99.98
RECESSED 3/4" W/3/8" GAP CL LP, Brown, SPDT	2	\$9.99	\$19.98
Wire 18/4 500' Box Plenum Non-Shielded	1	\$149.99	\$149.99
MISC CONDUIT & PARTS	1	\$30.00	\$30.00
Video Production (Enrollment Sessions Qty & Length, PreBuild Hours)	2	\$125.00	\$250.00
Intrusion Install (Cabling, Devising, Testing & Approval)	8	\$110.00	\$880.00
Project Management, Inventory, Planning, Documentation, Misc.	1	\$175.00	\$175.00
<b>Monthly alarm monitoring service of \$32.00 / month would be required for off site monitoring Step 4</b>			<b>\$2,721.71</b>

Your Price: \$17,164.88

Total: \$17,164.88

Accepted by: \_\_\_\_\_

Date: \_\_\_\_\_

**Disclaimer**

Taxes and local state/county fees are the responsibility of the customer. This quote is for estimation purposes and is not a guarantee of cost for services. Quote is based on current information from client and the project requirements. Actual cost may change once project elements are finalized or negotiated. Door hardware: This quote/proposal is based on the good faith that all doors and its mechanical hardware are in a working and properly adjusted condition. // Fire Life Safety Considerations: Unless specifically stated in this quote it is assumed that customer (client) will pull and/or request the fire permit and inspection if required for the work quoted. // High Voltage Considerations: Unless specifically stated in this quote it is assumed the customer (client) will schedule necessary high voltage work with a qualified electrician and ensure any local permitting has been addressed as/if needed. // Drywall patching or painting is not included. Trenching is not included.