Agenda
City of Minnetonka
City Council Regular Meeting
Monday, August 10, 2026
6:30 PM
Council Chambers
14600 Minnetonka Blvd.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call: Maxwell, Wilburn, Calvert, Ramaley, Coakley, Foster-Bolton, Schack
4. Approval of Agenda
5. Approval of Minutes:
   - A. July 27, 2026 regular meeting minutes
6. Special Matters:
   - A. 2026 City of Excellence Award
   - B. Recognition of Communications Division Awards
   - C. Strategic Plan quarter two report
7. Reports from City Manager & Council Members
8. Citizens Wishing to Discuss Matters Not on the Agenda
9. Bids and Purchases: None
10. Consent Agenda - Items Requiring a Majority Vote:
    - A. Collective Bargaining Agreement between the City of Minnetonka and Law Enforcement Labor Services (LELS) Local 621
    - B. Resolutions pertaining to levying the 2026 Special Assessments
11. Consent Agenda - Items Requiring Five Votes: None
12. Introduction of Ordinances: None
13. Public Hearings:
    - A. Temporary liquor license for the Minnetonka Rotary Club for Links & Libations event at 14350 Co Rd 62
14. Other Business:
    - A. Resolution for the Kinsel Neighborhood Reconstruction project

15. Appointments and Reappointments:

    A. Planning commission appointment

16. Adjournment

Minnetonka City Council meetings are broadcast live and available for replay on Comcast Channel 16 (SD)/859 (HD) and the city website.

City Council
Agenda Item 5.A
Meeting of August 10, 2026

Title:	July 27, 2026 regular meeting minutes
Report from:	Becky Koosman, City Clerk
Presenter:	Mayor Schack

Action Requested:	Motion
Form of Action:	Minutes
Votes needed:	4 votes

Recommended Action
Motion to approve July 27, 2026 regular meeting minutes.

Strategic Plan Relatability
N/A

Financial Consideration
N/A

ATTACHMENTS:
Minutes

Minutes
Minnetonka City Council
Regular Meeting
Monday, July 27, 2026

1. Call to Order

Mayor Rebecca Schack called the meeting to order at 6:01 p.m.

2. Pledge of Allegiance

All joined in the Pledge of Allegiance.

3. Roll Call

Council Members Patsy Foster-Bolton, Amanda Maxwell, Kimberly Wilburn, Deb Calvert, Paula Ramaley, Kissy Coakley and Rebecca Schack were present

4. Approval of Agenda

Calvert moved, Maxwell seconded a motion to accept the agenda as presented. All voted "yes." Motion carried.

5. Approval of Minutes:

A. July 13, 2026 study session minutes

Calvert moved, Ramaley seconded a motion to approve the minutes. All voted "yes." Motion carried.

6. Special Matters

A. Retirement recognition for Parks and Trails Field Supervisor Todd Kasowski

Public Works Director Will Manchester gave the staff report.

Schack recognized Parks and Trails Field Supervisor Todd Kasowski, thanked him for his years of service to the City of Minnetonka and wished him all the best in his retirement.

Parks and Trails Field Supervisor Todd Kasowski thanked the mayor and council for their support. He explained he has only ever worked for the City of Minnetonka in the Public Works department. He discussed his history with the city noting he began working for the city in 1988. He stated he greatly appreciated helping people, providing great park services for the community, and noted he thoroughly enjoyed his time with the City of

Minnetonka. A standing ovation and round of applause was offered by all in attendance.

7. Reports from City Manager & Council Members

Assistant City Manager Moranda Dammann reported on upcoming city events and council meetings.

Calvert explained she served on the League of Minnesota Cities Improving Services Delivery Committee and noted this committee was discussing new policies for the coming year. She indicated e-bike safety, affordable housing and elections were topics of concern at this time.

Wilburn reminded the public to take care and be safe during the extreme heat.

Ramaley reported she and Councilmember Wilburn served on the League of Minnesota Cities Improving Local Economies Committee. She encouraged residents to bring items of concern to herself or Councilmember Wilburn.

Schack explained she served on the Metro Cities Transportation Policy Committee and noted e-bikes were an issue for this committee as well.

Schack encouraged residents to participate in the primary election, noting early voting was now open.

8. Citizens Wishing to Discuss Matters not on the Agenda: None

9. Bids and Purchases:

A. Bids for the 2026 Sanitary Sewer Lining Project

Public Works Director Will Manchester gave the staff report.

Ramaley asked what the life expectancy would be for the newly lined pipes. Manchester explained the lining makes the old pipes like new noting the pipes would last another 50 to 75 years.

Schack thanked staff for pursuing alternate methods to preserve and protect the city's infrastructure in a cost effective manner.

Wilburn moved, Ramaley seconded a motion to award the contract including alternate 1 for the 2026 Sanitary Sewer Lining Project No. 26908, to Hydro-Klean in the amount of $495,138.90. All voted "yes." Motion carried.

Wilburn moved, Ramaley seconded a motion to authorize the deputy public works director to expend the allocated funds for the project costs without further council approval, provided the total project costs do not exceed the project budget of $640,000.00. All voted "yes." Motion carried.

10. Consent Agenda – Items Requiring a Majority Vote:

Calvert stated she would like to pull Items 10.A and 10.B for further discussion.

A. Conditional use permit for an accessory structure in excess of 1,000 square feet at 12600 Orchard Road

Calvert discussed how the council has received several requests for accessory structures with variances in recent months. She explained the council has been granting these variances because there was a compelling reason. She commented on how wealthy homeowners were benefiting from the requested accessory dwelling units which was bringing about fairness considerations for her. She was of the opinion the council should consider setting further expectations when it comes to accessory structures and hoped the zoning task force could address this concern.

Calvert moved, Ramaley seconded a motion to adopt Resolution 2026-059. All voted "yes." Motion carried.

B. Conditional use permit for an aggregate of accessory structures at 4915 Highland Road

Calvert moved, Ramaley seconded a motion to adopt Resolution 2026-060. All voted "yes." Motion carried.

11. Consent Agenda – Items Requiring Five Votes:

A. Conditional use permit and variance for an accessory structure at 16801 Excelsior Boulevard

Ramaley moved, Maxwell seconded a motion to adopt Resolution 2026-061. All voted "yes." Motion carried.

B. Minnesota Department of Public Safety Crisis Response Grant Agreement

Calvert congratulated the Public Safety team for securing this grant.

Ramaley moved, Maxwell seconded a motion to adopt Resolution 2026-062. All voted "yes." Motion carried.

12. Introduction of Ordinances: None

13. Public Hearings:

A. Off-sale intoxicating liquor license to XCIO LLC, dba Glen Lake Wine & Spirits at 14448 Excelsior Boulevard

Community Development Director Julie Wischnack gave the staff report.

Schack opened the public hearing.

Wilburn moved, Calvert seconded a motion to open the public hearing and continue to the August 31, 2026 city council meeting for final consideration. All voted "yes." Motion carried.

14. Other Business:

A. Resolution for the Libbs Lake Bridge project

Public Works Director Will Manchester gave the staff report.

Calvert stated she believed a raised sidewalk was safer for pedestrians and bikers. However, she understood the neighbors did not want the raised sidewalks. She questioned how the city would take this feedback under consideration in order to bring forward the best project possible. Manchester explained staff heard both sides of this argument and stated staff would be reviewing all options, noting staff was comfortable with the raised sidewalks. He anticipated one foot would be the maximum height.

Ramaley commented she attended the community meeting and noted the majority of the people want the additional height for their boats and for access. She stated she liked this project and thanked staff for their efforts.

Ramaley moved, Calvert seconded a motion to adopt Resolution 2026-063. All voted "yes." Motion carried.

B. Resolution for the Opus Trail Lighting Improvements Project

Public Works Director Will Manchester gave the staff report.

Calvert stated she supported the proposed trail lighting and appreciated how the light pollution would be minimal.

Schack explained this project would be a great investment in Opus and would assist with improving pedestrian safety.

Calvert moved, Wilburn seconded a motion to adopt Resolution 2026-064. All voted "yes." Motion carried.

C. Resolutions for the Minnetonka Community Center Project

Public Works Director Will Manchester gave the staff report.

Calvert asked what the revenue loss would be while this project was being completed. Recreation Services Director Kelly O'Dea estimated the revenue loss for rentals would be $40,000 to $45,000 over the six month time period. However, he anticipated some of these revenues would be recovered through reduced staffing.

Ramaley inquired if the city would be looking at a geothermal unit or solar HVAC for the community center. Manchester reported this was something staff would be looking into.

Calvert stated she supported the proposed investment in the community center because this facility was the heart of the city.

Schack reported the community center was built in the 1980's and she appreciated how accessibility within this facility would be improved through the proposed improvements.

Calvert moved, Ramaley seconded a motion to adopt Resolution 2026-065 and Resolution 2026-066. All voted "yes." Motion carried.

15. Appointments and Reappointments:

A. Council member committee appointment

Assistant City Manager Moranda Dammann gave the staff report.

Ramaley moved, Wilburn seconded a motion to approve council member Amanda Maxwell to serve on the League of Minnesota Cities' (LMC) Improving Fiscal Futures Policy Committee for 2026. All voted "yes." Motion carried.

16. Adjournment

Wilburn moved, Maxwell seconded a motion to adjourn the meeting at 7:14 p.m. All voted "yes." Motion carried.

Respectfully submitted,

Becky Koosman
City Clerk

City Council
Agenda Item 6.A
Meeting of August 10, 2026

Title:	2026 City of Excellence Award
Presenter:	Luke Fischer, League of Minnesota Cities Executive Director and Jen Wolf, Chief Insurance Officer and LMCIT Administrator
Form of Action:	Other

Recommended Action
Informational only.

Background
The City of Minnetonka is proud to have received the 2026 City of Excellence Award in the 30,000-and-over population category for its Drones as First Responders (DFR) program from the League of Minnesota Cities. City of Excellence Awards are given annually by the League of Minnesota Cities and recognizes Minnesota cities for their outstanding programs or projects.

Launched in August 2025, the Minnetonka Police Department's DFR program is the first of its kind in Minnesota. Developed through a collaborative effort involving the police department, fire department, information technology staff, public works and city leadership, the program integrated unmanned aerial systems into daily public safety operations, allowing drones to be dispatched to certain 911 calls and provide aerial support to police and fire personnel responding to emergencies.

City Council
Agenda Item 6.B
Meeting of August 10, 2026

Title:	Recognition of Communications Division Awards
Report from:	Moranda Dammann, Assistant City Manager
Submitted Through:	Erik Nilsson, City Attorney Mike Funk, City Manager
Presenter:	Moranda Dammann, Assistant City Manager

Action Requested:	Informational
Form of Action:	Other
Votes needed:	N/A

Summary Statement
At the 2026 Minnesota Association of Government Communicators (MAGC) Conference, held on July 15, the City of Minnetonka's Communications team earned four statewide awards for excellence in public communications, including two first-place Northern Lights Awards for the Drones as First Responders project and City Olympics logo, and two second-place Silver Awards for the Fire Department hiring campaign and Bucket Brigade fire safety video.

Recommended Action
Recognize award recipients.

Background
The City of Minnetonka's Communications team consists of five dedicated professionals who work collaboratively to keep residents, businesses, and stakeholders informed and engaged. The team is led by Communications Manager Andrew Wittenborg and includes Senior Communications Coordinator Kristin Doran, Communications Coordinators Jon Lyksett and Amy Knapp, and Communications Specialist Jessica Case, who is based within the Police Department and provides communications support for public safety initiatives.

This talented team has played a vital role in keeping our community informed and engaged. They have significantly expanded the City's social media presence, worked tirelessly to ensure our content meets accessibility standards, and successfully managed countless communication campaigns throughout the year. Behind the scenes, they review and edit virtually every memo, brochure, publication, and public communication to ensure information is clear, accurate and consistent. Whether developing content, coordinating messaging, responding to emerging communication needs, or promoting City programs and events, they are the dedicated professionals who help connect our residents every day.

Tonight, we are proud to recognize the City of Minnetonka's Communications team for their outstanding professional achievements. At the 2026 Minnesota Association of Government Communicators (MAGC) Conference, held on July 15, the team earned four statewide awards for excellence in public

communications. They received two Northern Lights Awards (first place) for the Drones as First Responders project and the City Olympics logo, as well as two Silver Awards (second place) for the Fire Department hiring campaign and the Bucket Brigade fire safety video.

These awards reflect the team's creativity, innovation, and commitment to delivering exceptional communications that effectively engage and inform our community.

City Council
Agenda Item 6.C
Meeting of August 10, 2026

Title:	Strategic Plan quarter two report
Report from:	Sarissa Seracki, Senior Management Coordinator
Submitted Through:	Erik Nilsson, City Attorney Moranda Dammann, Assistant City Manager Mike Funk, City Manager
Presenter:	Mike Funk, City Manager

Action Requested:	Motion
Form of Action:	Report
Votes needed:	4 votes

Summary Statement
The strategic plan is an instrumental and living document that guides the work of the city. Quarterly updates keep the city council and community informed on the efforts of the city's six strategic priorities. Quarter two ended June 30, 2026, and the quarter two progress report has been generated.

Recommended Action
Motion to accept the report.

Strategic Plan Relatability
N/A

Financial Consideration
No

Background
At the end of 2023, staff recommended that the city council revisit the strategic profile that was developed in 2020 and participate in a strategic planning session with an outside consultant. In 2024, the city hired Craig R. Rapp with Rapp Consulting Group to conduct the strategic plan update during the April 19-20, 2024, special study sessions. During the sessions, city council affirmed the six priorities: Financial Strength and Operational Excellence, Safe and Healthy Community, Sustainability and Natural Environment, Livable and Well-Planned Development, Infrastructure and Asset Management, and Community Inclusiveness. City council and leadership also discussed the second level of the plan during the special study sessions, which are now referred to as desired outcomes.

Throughout 2024 each strategic priority was brought forth to city council during a study session to further the conversations from the April strategic planning sessions. Some strategic priorities, definitions, desired outcomes, metrics and targets were adjusted after those conversations. Those updates are reflected in the current Strategic Plan. To develop the 2025 actions steps, city staff held two separate

workshops on Oct. 31 and Nov. 1. About 40 city staff members attended those workshops which allowed for collaboration and discussion across city departments.

The Strategic Plan was imported into the city's strategic planning software, Envisio. This software tracks the progress of all other three levels of the plan and generates a community dashboard. The top level of the plan includes six strategic priorities. Each priority is led by a team lead who oversees the development and progress of the two levels below, desired outcomes and action steps. The team lead pulled in a variety of staff who have expertise in specific areas and were assigned as the owner or contributor to the action steps. Additionally, the groups also identified performance metrics to help visually support the desired outcomes.

The 2026 action items were accepted by city council during the Jan. 12, 2026 meeting and the second quarter of the year has been completed. Written updates for the top two levels, strategic priorities and desired outcomes, are included in the report. Written updates for the action steps can be found on the community dashboard. Additionally, there are multiple progress indicators throughout the report. Total plan progress is summarized on the second page of the report by indicating the percentage of action steps that are "complete," "on track," "some disruption" or "major disruption." Similar indicators are available throughout the report for the progress of each strategic priority and desired outcome.

The performance metrics listed below visually show the progress of actions steps and desired outcomes. City staff will continue to enhance performance metrics throughout the year. Additionally, 2026 community survey results that align directly with the strategic plan were added under their appropriate strategic priority.

Performance Metrics

- Financial Strength
- Safe and Healthy Community
- Sustainability, Resilience and Natural Environment
- Infrastructure and Asset Management
- Livable and Well-Planned Development
- Community Inclusiveness

ATTACHMENTS:
Q2 Progress Report

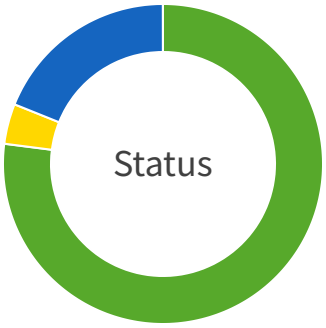
Plan progress report

2025-2027 Strategic Plan (2026)

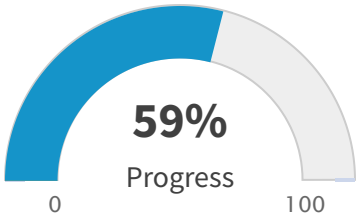
Report Created On: Aug 04, 2026

6	18
Strategic Priority	Desired Outcome

Overall Summary



	%
On Track	77
Some Disruption	4
Completed	19



Report Legend **Priority** No Update Overdue

Strategic Priority 1

Progress 86%

FINANCIAL STRENGTH

A financially responsible organization that delivers results

Owner: Darin Nelson



	%	#
On Track	11	1
Some Disruption	22	2
Completed	67	6

Accomplishments:

The City continues its commitment to achieving key financial and strategic priorities. 2025 financial results include maintaining a Moody's "Very Strong" fund balance rating, with the 2025 governmental fund balance exceeding 30% of revenues; sustaining a Moody's "Very Strong" net direct debt rating, with net direct debt at 0.31% of taxable market value; and achieving a Water & Sewer Utility Fund cash balance of $31.8 million, reaching 149% of the minimum target. The 2025 budget was fully implemented into the Priority Based Budgeting application, with all departments completing program scoring and cost allocations. City staff are reviewing 2025 data to establish a baseline for the 2026 budget, with roll-forward and review anticipated for completion in Q3 2026. The referendum plan for a local sales tax question on the November 2026 ballot was fully developed. A coordinated process to identify, apply for, and monitor grants and other external funding sources has been established. Staff updated the Grant Tracker spreadsheet and scheduled biannual departmental check-ins to enhance grant management.

Challenges:

No significant challenges were encountered in meeting financial targets. However, analysis of Priority Based Budgeting results was temporarily delayed due to staff turnover within the Finance Department, impacting the process throughout most of Q2. Additionally, the 2026 Legislature did not approve the necessary legislation to allow a local sales tax referendum, resulting in the postponement of related planning and communication efforts.

Next Steps:

Continue monitoring fund balances and debt ratios to ensure compliance with Moody's criteria and maintain prudent fiscal management to support strong credit ratings. Regularly review and update minimum cash balance targets for utility funds. In the upcoming quarter, the Finance Department will load the 2026 budget into the Priority Based Budgeting application and collaborate with Tyler Technologies staff to analyze results, aiming to derive actionable insights for resource allocation and identify revenue opportunities for the 2027 budget. Planning and communication for the local sales tax referendum will be paused but can be reactivated if legislative opportunities arise. The new grant process will be implemented in August or September, with ongoing updates to the Grant Tracker and scheduled departmental check-ins to ensure effective grant management.

Desired Outcome 1.1

Progress 100%

High level creditworthiness

Owner: Darin Nelson



	%	#
Completed	100	3

Accomplishments:

- The city maintained a Moody's rating agency fund balance rating of “Very Strong,” with the 2025 governmental fund balance exceeding 30 percent of governmental revenues, supporting the city's AAA rating.
- The city sustained a Moody's rating agency net direct debt rating of “Very Strong,” with net direct debt at 0.31 percent of taxable market value as of December 31, 2025.
- The Water & Sewer Utility Fund cash balance as of December 31, 2025, reached $31.8 million, surpassing the minimum target of $21.4 million and achieving 149% of the target cash balance.

Challenges:

- No significant challenges were encountered in achieving these financial targets.

Next Steps:

- Continue monitoring fund balances and debt ratios to ensure ongoing compliance with Moody's rating criteria.
- Maintain prudent fiscal management practices to support the city's strong financial position and credit ratings.
- Regularly review and update minimum cash balance targets for utility funds to reflect changing operational needs and financial conditions.

Desired Outcome 1.2

Progress 57%

Improve alignment between service expenditures and identified priorities

Owner: Darin Nelson



	%	#
On Track	33	1
Some Disruption	67	2

Accomplishments:

The 2025 budget has been fully implemented into the Priority Based Budgeting application, with all departments completing their program scoring and costing allocations. Program costing and scoring were successfully finalized in Q1 2026. City staff are reviewing the initial results from 2025 data to establish a baseline for the 2026 budget, with the roll forward and review anticipated for completion in Q3 2026.

Challenges:

Analysis of results has been temporarily delayed due to staff turnover within the finance department, which impacted the Priority Based Budgeting process throughout most of Q2.

Next Steps:

In the upcoming quarter, the finance department will focus on loading the 2026 budget into the Priority Based Budgeting application and collaborating with Tyler Technologies staff to analyze results. The goal is to derive actionable insights for resource allocation and identify revenue opportunities for the 2027 budget. Further collaboration with Tyler Technologies and city departments is planned for Q3 and Q4 to support these objectives.

Desired Outcome 1.3

Progress 100%

Expand sources of revenue for Capital Improvement Projects



Owner: Darin Nelson

Accomplishments:
The referendum plan for a local sales tax question on the November 2026 ballot was fully developed. Additionally, a coordinated process to identify, apply for, and monitor grants and other external funding sources supporting strategic priorities has been established. Staff convened to update the Grant Tracker Spreadsheet and scheduled biannual check-ins with each department to enhance grant management.

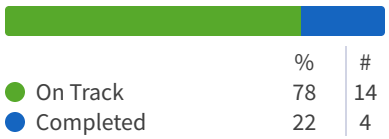
Challenges:
The 2026 Legislature did not approve the necessary legislation to allow local municipalities to request a local sales tax via voter referendum. Consequently, no referendum will take place in fall 2026, and related planning and communication efforts are being scaled back until further legislative action.

Next Steps:
Planning and communication efforts for the local sales tax referendum will be paused but can be quickly reactivated if legislative opportunities arise in the next session. The new grant process will be implemented in August or September, with ongoing updates to the Grant Tracker and scheduled departmental check-ins to ensure effective grant management.

Strategic Priority 2

Progress 61%

SAFE AND HEALTHY COMMUNITY



Create initiatives to enhance community well-being, engage residents to build trust, and prioritize programs, education, hazard mitigation, and emergency response

Owner: Scott Boerboom

Accomplishments:
The Real-Time Operations Center (RTOC) has improved operational flexibility, highlighted by the successful remote deployment of an interior drone during a hazardous materials incident. Patrol division efficiency has increased through collaboration with the Fire Department to reassign lower-priority fire calls, participation in a pilot CAD system with Hennepin County Dispatch, expanded use of AI-assisted report writing, and the addition of two ACE Interns. Investigative capabilities are being enhanced through internal digital forensics training. The Fire Department has fully transitioned specific medical calls to its team, increased peak hours staffing at fire station 4, and completed necessary facility modifications. The station 2 facility project is progressing following the award of state bonding, and a Safer grant application was submitted to support staffing needs. Work has begun on a public-facing dashboard for fire department metrics, and initial research into a pre-hire program for patrol coverage has taken place.

For the Opus area redevelopment, collaboration with Metro Transit Police and public safety partners is

ongoing, including participation in Green Line update meetings and providing light rail vehicle familiarization training to over 200 public safety personnel. Planning is underway for a multi-agency car versus train accident drill. Targeted outreach in the Opus area continues, with quarterly meetings with apartment management, regular engagement with local businesses and religious institutions, and community events at the West Education Center. A new police substation has been secured, and partnerships for security planning integration have been established. The fire department rescue plan review is complete, with new equipment purchased and implementation in progress.

In enhancing public safety mental health response, additional meetings with group home staff have addressed emerging wellness issues. A partnership with Corner House delivered Child Prevention Training for parents. An alternative mental health response model, pairing a police officer with a social worker, was piloted and evaluated. Follow-up visits on mental health-related incidents provided resources and support. Planning has started for a second pilot pairing a firefighter with a social worker, and for a Family Wellness Day to increase awareness of wellness resources. Leadership meetings and advanced mental health training for participating members have been conducted, and coordination with Hennepin EMS Education is underway to integrate mental health response into EMT continuing education.

Challenges:
No major roadblocks have been identified for the RTOC, medical call transition, or dashboard development. The pre-hire program proposal is pending completion due to ongoing work on proposal wording and budgeting. Investigative training experienced delays due to a federal government shutdown, but internal training is mitigating this issue.

For Opus area redevelopment, no significant obstacles have been identified.

In mental health response, early-stage planning for Family Wellness Day requires further development, including finalizing the agenda, securing presenters, and confirming logistics. The second pilot of the alternative mental health response model is still in the planning phase, with implementation and evaluation details pending. Full integration of mental health response training into EMT continuing education is ongoing and dependent on coordination with external partners.

Next Steps:
Continue evaluating and developing future staffing models for the RTOC and fire department in preparation for 2027. Monitor the effectiveness of the new medical call protocol. Finalize staffing plans based on SLO performance analysis and anticipated future hirings. Advance the public-facing dashboard through further data collection. Complete the pre-hire program proposal and finalize budgeting requirements. Await the outcome of the Safer grant application and continue internal digital forensics training.

For the Opus area, additional training sessions will be conducted to enhance train familiarization, with a focus on car versus train crash scenarios. Occupancy of the new police substation will commence within the next few weeks. Continued collaboration with Metro Transit will establish a direct camera connection. Implementation of new rescue equipment will proceed throughout the year, and ongoing intelligence gathering and community engagement will be maintained.

In mental health response, research and implementation of additional wellness strategies will continue.

Planning and launch of the second pilot pairing a firefighter with a social worker is scheduled for October. Planning for Family Wellness Day will advance, including securing speakers and finalizing programming. Mental health and crisis intervention training for all fire department personnel will be finalized and implemented in collaboration with Hennepin EMS Education. Outcomes from pilot programs and training initiatives will be evaluated to inform future strategies.

Desired Outcome 2.1 Progress 65%

Implement service delivery models outlined in the Public Safety Master Plan

Owner: Scott Boerboom



Accomplishments:
The Real-Time Operations Center (RTOC) has enhanced operational flexibility, demonstrated by the successful remote deployment of an interior drone during a hazardous materials incident. Patrol division efficiency improved through collaboration with the Fire Department to reassign lower-priority fire calls, participation in a pilot CAD system with Hennepin County Dispatch, expanded use of AI-assisted report writing, and the addition of two ACE Interns. Investigative capabilities are being strengthened with internal digital forensics training to offset postponed federal training. The Fire Department has fully transitioned specific medical calls to its team, and peak hours staffing at fire station 4 has increased, supported by completed facility modifications. The station 2 facility project is underway following the award of state bonding, and a Safer grant application was submitted to support staffing needs. Efforts to develop a public-facing dashboard for fire department metrics have commenced, and initial research into a pre-hire program for patrol coverage has been conducted.

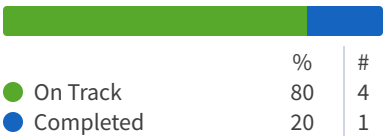
Challenges:
No major roadblocks have been identified for the RTOC, medical call transition, or dashboard development. However, the pre-hire program proposal is pending completion due to ongoing work on proposal wording and budgeting requirements. The investigative training program experienced delays due to a federal government shutdown, but internal training is mitigating this issue.

Next Steps:
Continue evaluating and developing future staffing models for the RTOC and fire department in preparation for 2027. Monitor the effectiveness of the new medical call protocol. Finalize staffing plans based on SLO performance analysis and anticipated future hirings. Advance the public-facing dashboard by further data collection and prototyping. Complete the pre-hire program proposal and finalize budgeting requirements. Await the outcome of the Safer grant application, and continue internal digital forensics training for investigative staff.

Desired Outcome 2.2 Progress 63%

Ensure public safety readiness for the Opus area redevelopment

Owner: Scott Boerboom



Accomplishments:
Ongoing collaboration with Metro Transit Police and public safety partners has been maintained, including participation in regular Green Line update meetings. In March, light rail vehicle familiarization training was provided to over 200 public safety personnel from eight Green Line Extension departments, with thirty-five small group sessions conducted. Planning is underway for a comprehensive car versus train accident drill involving multiple agencies. Targeted outreach in the Opus area continues, with quarterly meetings held with apartment complex management, regular engagement with local businesses and religious institutions, and community events at the West Education Center. A new police substation has been secured in the Opus area, and partnerships have been established for security planning and surveillance integration. The fire department rescue plan review is complete, with new equipment purchased and implementation in progress.

Challenges:
No significant obstacles have been identified at this time.

Next Steps:
Additional training sessions are scheduled to enhance train familiarization, with a focus on car versus train crash scenarios and other public safety situations. Occupancy of the new police substation in the Opus area will commence within the next few weeks. Continued collaboration with Metro Transit to establish a direct surveillance camera connection is planned. Implementation of newly acquired rescue equipment will proceed throughout Q2, Q3, and Q4. Ongoing intelligence gathering and community engagement efforts will be maintained to proactively address emerging public safety needs.

Desired Outcome 2.3 Progress 51%

Enhance public safety mental health response

Owner: Scott Boerboom

	%	#
On Track	100	4

Accomplishments:

- Conducted additional meetings with group home staff to proactively address emerging departmental and community wellness issues.
- Established a partnership with Corner House to deliver complimentary Child Prevention Training for parents, focusing on body safety, communication strategies, boundaries, and online safety. The training was held at the Minnetonka Community Center.
- Developed and piloted an alternative mental health response model, pairing a police officer with a social worker to co-respond to mental health-related calls. Data was collected on program effectiveness, including call volume, patrol time saved, use of force, and other performance measures.
- Conducted follow-up visits on mental health-related incidents, providing resources, referrals, and support to individuals and families.
- Initiated planning for a second pilot of the alternative mental health response model, pairing a firefighter with a social worker, scheduled for October.
- Began early-stage planning for a Family Wellness Day to increase awareness of wellness resources and strengthen relationships among department members and their families.

- Held several meetings between fire and police department leadership to lay the groundwork for a new mental health response pilot program, and enrolled participating members in advanced mental health and crisis intervention training.
- Coordinated with Hennepin EMS Education to integrate person-in-crisis and mental health response into EMT continuing education for all fire department members.

Challenges:

- Early-stage planning for Family Wellness Day requires further development, including finalizing the agenda, securing presenters, and confirming logistics.
- The second pilot of the alternative mental health response model is still in the planning phase, with details on implementation and evaluation metrics to be determined.
- Full integration of mental health response training into EMT continuing education is ongoing and dependent on coordination with external partners.

Next Steps:

- Continue research and implementation of additional strategies to enhance departmental and community wellness.
- Complete planning and launch the second pilot of the alternative mental health response model in October, pairing a firefighter with a social worker.
- Advance planning for Family Wellness Day, including securing speakers, finalizing programming, and promoting the event to department members and their families.
- Finalize and implement mental health and crisis intervention training for all fire department personnel in collaboration with Hennepin EMS Education.
- Evaluate outcomes from pilot programs and training initiatives to inform future wellness and response strategies.

Strategic Priority 3 Progress 52%



	%	#
On Track	91	10
Completed	9	1

SUSTAINABILITY, RESILIENCE AND NATURAL ENVIRONMENT

Be a community that values the natural environment, sustainability, and actions that lead to a more climate resilient community

Owner: Leslie Yetka

Accomplishments

- Continued implementation of the Climate Action and Adaptation Plan (CAAP), including completion of first-quarter work plan actions and ongoing collaboration across departments.

- Increased community engagement through the Resilient Minnetonka program, with more than 35 participants this spring, and planning for outreach events aligned with Earth Day, the farmers market, and SummerFest.
- Advanced natural resource restoration with buckthorn removal and habitat restoration in city parks, while preparing for tree planting through the annual tree sale and grant-funded projects.
- Expanded sustainability and conservation initiatives through home energy assessment promotions, planning for the 2026 SummerFest Everything Electric exhibit, and distribution of more than $27,000 in water efficiency rebates to residents.

Challenges

- Continued outreach is needed to increase participation in sustainability programs, particularly among residents in urban heat island areas and income-qualified households.
- Remaining water efficiency rebate funds must be distributed before the June 2026 grant deadline.
- Ongoing coordination across departments is necessary to support implementation of the CAAP and other sustainability initiatives.

Next Steps

- Continue implementing CAAP work plan actions and maintain regular interdepartmental coordination.
- Complete planned outreach and education efforts, including SummerFest, resilient landscaping events, and targeted promotion of home energy assessments, electrification programs, and carbon-free electricity options.
- Continue habitat restoration, native seed establishment, tree planting, and evaluation of program participation to guide future improvements while fully utilizing available grant funding.

Desired Outcome 3.1 Progress 53%

A more resilient community that both mitigates and adapts to Minnesota's changing climate



Owner: Ally Sutherland

Accomplishments:

- Staff and the sustainability commission developed and implemented a 2026 work plan aligned with the Climate Action and Adaptation Plan (CAAP) to support the city, residents, and businesses in reducing greenhouse gas emissions, with Q2 2026 actions completed.
- Quarterly interdepartmental CAAP Staff Team meetings were held, focusing on planning for newly awarded grants to support the 2026 CAAP work plan.
- Two targeted outreach events were conducted at Ridgedale Library, engaging the public on the Resilient Minnetonka program and the benefits of native vegetation, particularly in urban heat island areas.
- The design team is nearing completion of the stormwater management plan for the Excelsior Blvd road and trail reconstruction project, with educational materials in development.

Challenges:

- No significant challenges identified, but ongoing efforts are required to complete the remaining actions for 2026.

Next Steps:

- Continue implementing the remaining actions in the 2026 CAAP work plan.
- Expand outreach efforts for the Resilient Minnetonka program, with continued focus on urban heat island areas.
- Finalize and distribute educational materials as part of the Excelsior Blvd project's public engagement strategy.

Desired Outcome 3.2

Progress 38%

Protect, manage and enhance the natural environment



Owner: Leslie Yetka

Accomplishments:
- Initiated habitat restoration on approximately 5 acres at Big Willow Park and 2 acres at Jidana Park, with native seed establishment planned.
- Sold approximately 961 trees and shrubs through the city tree sale, nearing the annual goal.
- Planning underway for educational events to connect property owners with resilient landscape practices.

Challenges:
- Habitat restoration at Civic Center Park is pending and scheduled for the fall.
- Additional tree plantings are dependent on grant-funded projects.
- No progress yet on hosting maintenance workshops or garden tours for resilient landscape practices.

Next Steps:
- Complete native seed establishment at Big Willow Park.
- Initiate restoration activities at Civic Center Park.
- Continue tree planting efforts through grant-funded projects.
- Finalize and schedule educational events to showcase resilient landscape practices.

Desired Outcome 3.3

Progress 63%

Community-wide adoption of sustainability and conservation best practices



Owner: Ally Sutherland

Accomplishments:

- Staff and the sustainability commission hosted the 2026 SummerFest Everything Electric exhibit, showcasing four electric vehicles, renewable energy options, and an air source heat pump display. Planning is in progress for a second exhibit at the city's Open House event in October.

- The city continues to provide a 50% discount on home energy assessments and secured a $50,000 grant to fund free home energy audits and residential rebates for electrification and energy efficiency, with an implementation plan underway.
- Additionally, a $25,000 grant from the Metropolitan Council was awarded for the water efficiency rebate program, with an extra $10,000 received due to program success. All $35,000 in funds were distributed through 255 grants, resulting in device installations projected to save over 900,000 gallons of water annually.

Challenges:

- No significant challenges identified, but ongoing efforts are required to complete the remaining actions for 2026.

Next Steps:

- Finalize and launch the implementation of the $50,000 MPCA grant that will support new residential electrification and energy efficiency rebates.
- Prepare and execute the second Everything Electric exhibit at the city's Open House event.
- Monitor and report on the ongoing impact of the water efficiency rebate program.

Strategic Priority 4 Progress 52%



LIVABLE AND WELL-PLANNED DEVELOPMENT

Balance community-wide interests and respect Minnetonka’s unique features while continuing community reinvestment

Owner: Julie Wischnack, FAICP

Accomplishments:
The draft Evaluation and Implementation Plan (EIP) for increasing and diversifying housing was reviewed by the Economic Development Advisory Committee and city council. The report now incorporates program utilization data to inform funding decisions. Community Development staff are assessing the feasibility of placing a manufactured home on a city-owned lot and are identifying properties with expiring affordable housing contracts to initiate outreach for extending affordability. A draft revised zoning ordinance has been prepared for council review.

In support of a positive business environment, collaboration with GIS staff is utilizing ESRI’s Business Analyst Programs to develop a story map of economic data, currently 25% complete. Ongoing direct outreach targets businesses impacted by Cedar Lake Road construction. A standardized template for business retention and expansion is streamlining site visits and referrals, now 74% complete. Business achievements are being promoted through events and a new corporate video series, with these initiatives 75% complete.

For the Opus Area transformation, trail lighting design is complete and approved, with wayfinding signage to be bid soon; installations are scheduled from fall 2026 to spring 2027. A consultant is collaborating with staff on

public space design near the light rail, with public engagement underway and a draft plan scheduled for presentation in September. Infrastructure preparations for the 2027 light rail opening are advancing, including finalizing agreements and progressing sidewalk, paving, and lighting projects.

Next Steps:
Continue research on manufactured home placement and expand outreach to additional properties with expiring affordable housing contracts. Conduct public engagement activities over the next three months to gather feedback for potential zoning ordinance revisions. Advance the economic data story map project and maintain proactive business outreach, particularly to those affected by construction. Promote business achievements through planned events and media initiatives. In the Opus Area, proceed with bidding and contracting for wayfinding and lighting projects, continue public engagement for the station area public space, and finalize infrastructure agreements to support the light rail opening.

Desired Outcome 4.1

Progress 44%

Increase and diversify the types of housing within the city



Owner: Julie Wischnack, FAICP

Accomplishments:
The draft Evaluation and Implementation Plan (EIP) was reviewed by the Economic Development Advisory Committee on June 11 was reviewed by the city council on July 20. The report incorporates program utilization data to guide funding decisions. Community Development staff are assessing the feasibility of placing a manufactured home on a city-owned lot. Ongoing efforts include identifying buildings with expiring affordable housing contracts and initiating outreach to property owners regarding the extension of affordability. A draft revised zoning ordinance has been prepared and summarized for city council consideration.

Next Steps:
Continue research on manufactured home placement and broaden outreach to additional properties with expiring affordable housing contracts. Over the next three months, conduct public engagement activities to collect feedback and inform potential revisions to the proposed zoning ordinance.

Desired Outcome 4.2

Progress 62%

Create a positive business environment, by connecting to small, medium and large businesses



Owner: Julie Wischnack, FAICP

- **Economic Data Accessibility:** Collaboration with GIS staff is leveraging ESRI's Business Analyst Programs to create a story map of Minnetonka's economic data. This project, currently 25% complete, aims to provide businesses with actionable insights for informed decision-making regarding economic trends.

- **Proactive Business Engagement:** Direct outreach to businesses impacted by Cedar Lake Road construction is underway, including sharing updates and resources such as the Emergency Business Program. A standardized template for business retention and expansion is streamlining site visits and referrals, with 74% completion.
- **Recognition and Relationship Building:** Business achievements are being highlighted through various channels, including the Summer 2026 Thrive edition, Minnetonka Business Network events, and a new corporate video series. These initiatives, along with regular events and one-on-one meetings, are 75% complete and are enhancing community engagement and visibility for local businesses.
- **Ongoing attention to these priorities**: is set to further strengthen the city's business environment and support sustained economic growth.

Desired Outcome 4.3

Progress 48%



Continue the transformation of the Opus Area by implementing physical improvements to the area

Owner: Julie Wischnack, FAICP

- **Wayfinding and Lighting Projects in Opus:** Trail lighting design has been completed with city council approval. Wayfinding signage will be bid immediately after the lighting bid opening. Installation for both lighting and signage is scheduled to begin in fall 2026 and conclude by spring 2027.
- **Opus Public Space Design Near Light Rail:** A consultant has commenced collaboration with staff on planning the Opus Station public space and park area. Public outreach and engagement are in progress, with ongoing meetings with the site owner. Multiple engagement events are planned for summer and fall, and a draft plan will be presented to the Park Board and Council in September.
- **Infrastructure Preparation for Light Rail Opening in 2027:** The city is finalizing ownership and maintenance agreements for newly constructed infrastructure. Efforts continue on two sidewalk projects, a roadway paving project, and the trail lighting and wayfinding initiatives.

Strategic Priority 5

Progress 45%



INFRASTRUCTURE AND ASSET MANAGEMENT

Reliable, high-quality infrastructure

Owner: Will Manchester

Accomplishments

- Utility infrastructure projects continue progressing, including the Whitegate forcemain replacement (construction begins in August), Minnetonka Boulevard lift station (final design), and underground utility work along Minnetonka Boulevard. Fleet software implementation and the Enterprise GIS upgrade also continue to advance.
- Roadway and transportation initiatives remain on schedule, with Cedar Lake Road construction, annual pavement management activities, local road maintenance, and planning for the 2028–2032 Capital Improvement Program underway. Regional coordination continues on transit, trail, and highway projects.
- Trail and mobility improvements include construction of the Minnetonka Boulevard Trail, completion of an e-bike safety class, expanded e-bike patrols and public education, and continued design work for Opus area trail lighting.

Challenges

- No significant project challenges have been identified. Ongoing coordination with utility companies, software vendors, and regional partners is needed to maintain project schedules. Council approval is still required before the Opus area trail lighting project can move to bidding.

Next Steps

- Begin construction of the Whitegate forcemain replacement, complete design and bid the Minnetonka Boulevard lift station, finalize Fleet software implementation, and continue the Enterprise GIS upgrade.
- Advance roadway maintenance and pavement planning efforts, present the Transit Cooperation Agreement amendment to the City Council, and continue coordination on regional transportation projects.
- Continue e-bike education and enforcement, complete the Minnetonka Boulevard Trail this fall, and seek Council approval to bid the Opus area trail lighting project in preparation for construction in fall 2026.

Desired Outcome 5.1 Progress 50%

Improve reliability and efficiency of utilities and facilities



Owner: Will Manchester

Accomplishments:

- The Whitegate forcemain replacement project has been awarded, with construction scheduled for August.
- The Minnetonka Boulevard lift station is in final design, with bidding anticipated in July or August.
- Xcel Energy and private utilities are actively burying overhead lines along Minnetonka Boulevard and have started preliminary work for Excelsior Boulevard.
- The Forestry team has implemented Trimble Unity, and the Fleet division is nearing completion of the EKOS platform rollout.
- Ongoing progress on the Enterprise GIS upgrade in partnership with LOGIS.

Challenges:

- No significant challenges identified for utility replacement projects or GIS initiatives.
- Continued coordination with multiple utility companies and software vendors is necessary to maintain project timelines.

Next Steps:

- Initiate construction on the Whitegate forcemain replacement in August.
- Complete design and begin bidding for the Minnetonka Boulevard lift station in July or August.
- Sustain collaboration with Xcel Energy and private utilities to progress overhead line burial and preliminary work on Excelsior Boulevard.
- Finalize EKOS platform implementation for Fleet.
- Continue advancing the Enterprise GIS upgrade with LOGIS.

Desired Outcome 5.2 Progress 50%

Safe, quality, well-maintained roadway system



Owner: Will Manchester

Accomplishments:

- The city's contractor has commenced work on Cedar Lake Road, with the project proceeding on schedule.
- Public works staff are actively milling and paving local roads throughout Minnetonka.
- The capital improvements implementation plan has reached 25% completion.
- Testing and analysis for the next quarter of public streets are underway with a consultant to inform the 2028-2032 Capital Improvement Program cycle; the annual pavement management plan is 50% complete.
- A year-long amendment to extend the Transit Cooperation Agreement is prepared for council review; SouthWest Transit has provided a memo outlining potential microtransit services and collaboration opportunities with Metro Transit. The agreement is 75% complete.
- Ongoing coordination with Three Rivers Park District on the Bryant Lake Region Trail and continued collaboration with MnDOT to communicate upcoming work and impacts along 394.

Challenges:

- No significant challenges reported at this stage.

Next Steps:

- Continue monitoring and supporting the progress of pavement projects to ensure adherence to schedule.
- Finalize testing and analysis for the pavement management plan and begin drafting recommendations for the 2028-2032 CIP cycle.

- Present the Transit Cooperation Agreement amendment to the council on July 13 and further evaluate microtransit collaboration opportunities.
- Maintain coordination with regional and state agencies on trail and transportation projects, ensuring timely communication of project impacts to the public.

Desired Outcome 5.3

Progress 34%



Enhance safety, walkability and connectivity of trail system

Owner: Will Manchester

Accomplishments:

- An E-Bike Safety Class was conducted at Minnetonka High School for parents and students.
- Staff were deployed on e-bikes to increase visibility and enforce regulations, with numerous educational interactions with youth riders regarding rules and safety.
- Police staff utilized e-bikes during Summerfest to enhance mobility, provide faster incident response, and engage with the community about the Department's e-bike program and enforcement efforts.
- The Minnetonka Boulevard Trail Project is under construction and scheduled for completion this fall.
- Trail lighting design for the Opus area is nearing completion.

Challenges:

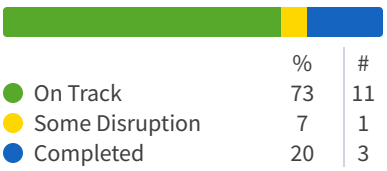
- Opus area trail lighting plan is pending Council approval before moving to the bidding phase.
- Construction for the Opus area trail lighting is not scheduled to begin until fall 2026, which may delay overall project completion.

Next Steps:

- Continue enforcement and educational activities related to e-bike safety and regulations.
- Monitor the progress of the Minnetonka Boulevard Trail Project to ensure timely completion this fall.
- Obtain Council approval for the Opus area trail lighting estimate and plan set, then proceed to the bidding process in late July.
- Prepare for the commencement of Opus area trail lighting construction in fall 2026.

Strategic Priority 6

Progress 59%



COMMUNITY INCLUSIVENESS

Build an engaged, accepting, and compassionate community that embraces diversity and varied perspectives to create an inclusive and equitable city for everyone

Owner: Jayce Alexander

Accomplishments

The city continued to advance its community inclusiveness goals by hosting a successful Sensory-Friendly Event and expanding cross-departmental collaboration. Progress also included strengthening youth engagement and public art partnerships, advancing research on standardized demographic data collection, launching new recreation and Marsh programs, providing sensory accommodations at Summer Fest, and awarding youth scholarships to all qualified applicants.

Challenges

Key challenges include finalizing a standardized approach to demographic data collection, increasing participation in new recreation and Marsh programs through continued outreach, and ensuring the annual youth scholarship goal is met.

Next Steps

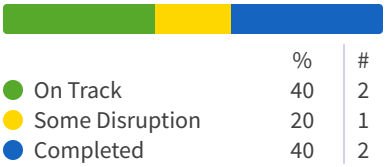
Staff will continue planning for Disability Pride and future sensory-inclusive events, finalize the community engagement strategy and demographic data standards, implement the City Lab program, strengthen community partnerships, promote recreation and Marsh offerings, and monitor scholarship distribution to meet year-end goals.

Desired Outcome 6.1

Progress 73%

All people feel welcome and engaged

Owner: Jayce Alexander



Accomplishments:
Hosted the Sensory Friendly Event at the Fire Station in April as part of the initiative to showcase and celebrate diversity, equity, and inclusion. The Fire and DEI departments collaborated to develop specific language to promote the Sensory Friendly event and effectively reach the intended audience. For the engagement and feedback initiative, the team has convened twice since the last update and is actively developing an engagement strategy for staff on soliciting community feedback.

Next Steps:
Continue planning for the Disability Pride Event scheduled for July. The engagement and feedback team will reconvene next month to further develop and finalize the staff engagement strategy.

Desired Outcome 6.2

Progress 68%

Enhance community representation through art and imagery

Owner: Jayce Alexander

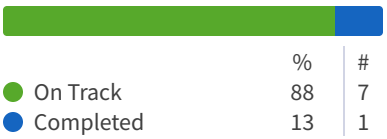


Accomplishments:
DEI summer interns have participated in Youth Advisory Board meetings. Staff has established communication with the Hopkins YAB liaison. The artwork selection and tracking system at The Marsh is up to date, with art currently displayed in the lobby, spa, and moon terrace.

Next Steps:
Continue outreach efforts to local art institutions to foster collaboration and engagement.

Desired Outcome 6.3

Progress 48%



Create and expand equitable opportunities for accessing programs, services and facilities

Owner: Jayce Alexander

Accomplishments:
- Research into models for collecting demographic data in neighboring cities is underway to inform standard practices.
- Police, Fire, Community Development, and Natural Resource Departments, in collaboration with other DEI Staff, are organizing a "City Lab" event for middle school students, providing hands-on educational sessions across four city government areas.
- Multiple new recreation programs have been introduced for youth, teens, adults, and seniors, including camps, fitness classes, and educational sessions.
- New classes and programs are being offered and promoted at the Marsh, with preparations for a transition to paperless operations and the upcoming third anniversary celebration.
- The annual Minnetonka Summer Festival successfully attracted approximately 4,300 attendees, offering free activities and entertainment.
- All qualified applicants have received youth scholarships to date.
- A sensory space was provided at Summer Fest, enhancing event inclusivity and accessibility.

Challenges:
- Standardization of demographic data collection practices is pending collaborative staff review and decision-making.
- Continued outreach and promotion are necessary to increase participation in new recreation programs and events at the Marsh.
- Additional efforts may be needed to reach the goal of providing a minimum of 60 youth scholarships in 2026.

Next Steps:
- Present research findings on demographic data collection to staff and finalize standardized questions for citywide implementation.
- Execute the City Lab event, ensuring each department is prepared for their scheduled sessions.
- Maintain momentum in promoting and evaluating new recreation offerings, with a focus on increasing community engagement.
- Complete the transition to paperless operations at the Marsh and finalize plans for the third anniversary

event.
- Continue planning and coordination to provide sensory spaces at upcoming events, including the Burwell Spooktacular, securing necessary resources and staff.
- Monitor scholarship distribution to ensure the minimum goal is met by year-end.

City Council
Agenda Item 10.A
Meeting of August 10, 2026

Title:	Collective Bargaining Agreement between the City of Minnetonka and Law Enforcement Labor Services (LELS) Local 621
Report from:	Moranda Dammann, Assistant City Manager
Submitted Through:	Finance Director, Darin Nelson City Attorney, Erik Nilsson City Manager, Mike Funk
Presenter:	Moranda Dammann, Assistant City Manager

Action Requested:	Motion
Form of Action:	Contract/Agreement
Votes needed:	4 votes

Summary Statement
The Law Enforcement Labor Services, LELS, Local No. 621, represents seven clerical and technical employees from the Minnetonka Police Department that will be represented by this contract. Senior management staff and LELS Local 621 representatives have reached a tentative agreement on a new two-year collective bargaining agreement (CBA) for fiscal years 2026 and 2027. The union employees voted to ratify the new terms and conditions, and the city council is requested to approve it.

Recommended Action
Motion to approve the agreement.

Strategic Plan Relatability
N/A

Financial Consideration
Yes
The 2026 and projected 2027 departmental budget supports the costs associated with the new terms of the contract.

Background
Law Enforcement Labor Services (LELS), Local No. 621, represents seven (7) employees within the Minnetonka Police Department, including two police records specialists, an administrative community service officer, a community service officer, an administrative assistant, an evidence and property room technician, and a public safety data specialist.

Senior management staff and LELS Local 621 representatives have reached a tentative agreement on a new two-year collective bargaining agreement (CBA) covering 2026-2027. The agreement will be effective beginning December 19, 2025, the first pay period of 2026, through December 16, 2027, the

final pay period of 2027.

In late October 2025, the city was notified that the clerical and technical employees within the Minnetonka Police Department had filed with the Minnesota Bureau of Mediation Services (BMS) to be represented by Law Enforcement Labor Services. The following month, in November 2025, the City received a Status Quo Order from BMS, followed by the City receiving a formal Notice of Desire to Negotiate from BMS in December of 2025. In February 2026, the union presented its initial contract proposal to the City. Between March and June 2026, the city and the union engaged in 4 bargaining sessions.

As this is a new union and contract, each article was subject to negotiations. Notable terms and conditions of employment include the following:

Article 9 Wages and Exhibit A: Five of the seven positions settled at the same increases provided to non-union employees, a 3% cost-of-living adjustment and a 2% market adjustment for 2026, and will remain within the existing class and compensation grid. Due to increased responsibilities resulting from a change in state law, the records specialist position has fallen slightly behind market. It was recommended that the position be moved up one grade, impacting two employees. The budget impact is approximately $13,400, which can be absorbed within the 2026 Police Department budget. The remaining position is being addressed through an MOA, as outlined below.

Article 18 Insurance: For each benefit-earning employee electing health insurance coverage through the employer's sponsored cafeteria benefits program, the employer's monthly contribution toward the 2026 employee's benefits program is:

- Single coverage $1,285
- Employee plus spouse $1,928
- Employee plus child(ren) $1,985
- Family $2,220

For 2027 contributions, there is a re-opener provision.

Article 13 Holidays: Shall be eligible for the same benefits provided to non-union employees under City policy.

Article 14 Vacation leave: The non-union vacation policy was adopted, incorporating the employee's prior equivalent experience.

Article 24 MERIT Program: As received as non-union employees, it was negotiated to continue this performance-based program.

Memorandum of Agreement: As a result of the state-mandated Minnesota Paid Family and Medical Leave (PFML) a memorandum of agreement has been agreed upon stipulating that the city and employee will split the premiums for PFML on a 50/50 basis, with the employee share payable through payroll deductions pursuant to Minn. Stat. 268B.14.

Memorandum of Agreement: When the City implemented its compensation grid in 2024, employees whose wages exceeded Step 7 were grandfathered into the plan and eligible for the annual 3% COLA, but not market adjustments, until their wages fell within the established range. The Public Safety Data Specialist position is subject to this provision. Accordingly, the 2026 wage adjustment is limited to the 3% COLA, resulting in a 2026 hourly rate of $46.976.

The union employees voted to ratify the new terms and conditions, and the city council is requested to approve it.

ATTACHMENTS:
LELS Local 621 2026-2027 Contract
MOA- PFML
MOA- Public Safety Data Specialist

LABOR AGREEMENT

BETWEEN

CITY OF MINNETONKA

AND

LAW ENFORCEMENT LABOR SERVICES LOCAL NO. 621

Representing: Clerical and Technical Employees

Effective December 19, 2025, through December 16, 2027

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LABOR AGREEMENT BETWEEN CITY OF MINNETONKA
AND
LAW ENFORCEMENT LABOR SERVICES (LOCAL NO. 621)

ARTICLE 1: PURPOSE OF AGREEMENT

This AGREEMENT is entered into as of July 27, 2026, between the CITY OF MINNETONKA, hereinafter called the EMPLOYER, and the LAW ENFORCEMENT LABOR SERVICES, INC., LOCAL 621 hereinafter called the UNION.

It is the intent and purpose of this AGREEMENT to:

1.1 Assure sound and mutually beneficial working and economic relationships between the parties hereto.

1.2 Establish procedures for the resolution of disputes concerning this AGREEMENT'S and/or application.

1.3 To set forth herein the basic and full agreement between the parties concerning rates of pay, hours, and other conditions of employment.

The EMPLOYER and the UNION through this AGREEMENT shall continue their dedication to the highest quality police service and protection to the residents of Minnetonka. Both parties recognize the AGREEMENT as a pledge of this dedication.

ARTICLE 2: RECOGNITION

The EMPLOYER recognizes Law Enforcement Labor Services, Inc. as the exclusive representative for all employees in a unit certified by the State of Minnesota Bureau of Mediation Services in Case No. 26PCE0475 as:

All Clerical and Technical employees of the City of Minnetonka Police Department, Minnetonka, Minnesota, who are public employees within the meaning of Minn. Stat. 179A.03, subd. 14, excluding supervisory and confidential employees within the meaning of Minn. Stat. 179A.03, subds. 17 and 4.

ARTICLE 3: DEFINITIONS

3.1 UNION means LAW ENFORCEMENT LABOR SERVICES (LOCAL NO. 621).

3.2 UNION MEMBER means a member of LAW ENFORCEMENT LABOR SERVICES (LOCAL NO. 621).

3.3 EMPLOYEE means an employee whose classification is within the exclusively recognized bargaining unit.

3.4 DEPARTMENT means the Minnetonka Police Department.

3.5 EMPLOYER means the City of Minnetonka.

3.6 CHIEF means the Chief of the Minnetonka Police Department.

3.7 COMPENSATORY TIME is time off in lieu of pay.

3.8 UNION OFFICER means officers elected or appointed by LAW ENFORCEMENT LABOR SERVICES (LOCAL NO. 621).

3.9 BUSINESS DAY means Monday through Friday, excluding any holidays.

ARTICLE 4: DISCRIMINATION

Neither the EMPLOYER nor the UNION shall discriminate against any employee covered by the AGREEMENT because of their membership or non-membership in the UNION.

ARTICLE 5: EMPLOYER SECURITY

The UNION and the bargaining unit employees of the Minnetonka Police Department agree that during the life of this AGREEMENT, they will not cause, encourage, participate in or support any strike. Violations of this Article shall be grounds for disciplinary action up to and including discharge without recourse to the grievance procedure of this contract.

ARTICLE 6: EMPLOYER AUTHORITY

6.1 The EMPLOYER and the UNION agree that certain hours, salaries, and conditions of employment are established by City ordinances, City resolutions, and rules and regulations of the Minnetonka Police Department.
This AGREEMENT supplements hours, salaries, and other conditions of employment to the extent to which they are not in conflict. If in conflict, the law, ordinance, resolution, rule or regulation shall prevail as long as it is consistent with the Public Employees Labor Relations Act.

6.2 The UNION recognizes the prerogative of the EMPLOYER to operate and manage its affairs in all respects in accordance with existing and future laws and regulations of the appropriate authorities including municipal personnel policies and work rules. The prerogatives or authority which the EMPLOYER has not officially abridged, delegated or modified by this AGREEMENT are retained by the EMPLOYER, such as, but not limited to:

6.21 Direct employees.

6.22 Hire, promote, transfer, assign, retain employees in positions and to suspend, demote, discharge or take disciplinary action against employees.

6.23 Relieve employees from duties because of lack of work or other legitimate reasons.

6.24 Maintain the efficiency of the City operations.

6.25 Determine the methods, means, job classifications and personnel by which such operations are to be conducted.

6.26 Take whatever actions may be necessary to carry out the missions of the agency in situations of emergency.

6.27 Determine reasonable schedules of work and establish the methods and processes by which such work is performed.

ARTICLE 7: SPECIAL MEETINGS

The EMPLOYER and the UNION agree to meet and confer on matters of interest to both parties upon the request of either party. Special meetings shall be held within ten (10) calendar days after receipt of the request. Employee representatives of the UNION will not be paid extra compensation, if the meeting is called by the UNION. Compensation on a straight-time basis shall be paid to the representatives of the UNION, if the meeting is called by the EMPLOYER and if the UNION representatives are called in the meeting during off-duty hours and if so paid, not to exceed three (3) hours of their regular hourly rate of pay computed on a straight-time basis.

ARTICLE 8: HOURS OF WORK

The normal work week for employees is forty (40) hours.

ARTICLE 9: WAGES

9.1 EMPLOYEES shall be paid at the rates of pay set forth in Exhibit A, attached hereto and made a part thereof.

9.2 Eligible EMPLOYEES will receive payment for the 2025 Performance Management Program

9.3 The wage article is open for negotiation for 2027 wages

ARTICLE 10: ADDITIONAL HOURS

10.1 The EMPLOYEE shall be eligible for the same benefits provided to non-union employees under City policy as of December 19, 2025.

ARTICLE 11: UNIFORMS AND CLOTHING ALLOWANCE

11.1 The EMPLOYER shall provide each CSO with a complete uniform at hire and shall provide replacement for elements of the uniform as deemed necessary by the Police Chief or designee.

ARTICLE 12: EDUCATION COMPENSATION

12.1 The EMPLOYEE shall be eligible for the same benefits provided to non-union employees under City policy as of December 19, 2025.

ARTICLE 13: HOLIDAYS

13.1 The EMPLOYEE shall be eligible for the same benefits provided to non-union employees under City policy as of December 19, 2025.

13.2 Employees who are required to work on a city observed holiday shall be paid at time and one half (1½) their pay rate for all of the hours of any shift that begins on a listed holiday.

ARTICLE 14: VACATIONS

14.1 Vacation leave is available to regular full-time, based on the number of years employed with the city, plus number of years of prior equivalent experience. The number of years of prior equivalent experience is determined at the time of hire by the human resources division manager, whose decision is final. Vacation will be accrued on a per-pay-period basis and may be used only to the extent that it is earned.

14.2 Vacation may also be used to substitute or supplement PFML, but in no case can the combination of paid benefits from all sources exceed 100% of the employee's regular pay.

14.3 Vacation leave requests require department director or appointing authority approval and may be denied or delayed if, for example, it creates a departmental hardship. Paid holidays that occur during vacation leave will not reduce an employee's vacation leave balance.

14.4 During employment, employees may not elect to waive vacation leave in lieu of a cash payment.

14.5 Upon separation or retirement, employees will receive a cash payment of accrued vacation leave, computed at the employee's rate of pay as of the termination date.

14.6 Vacation leave pay-period accruals will be discontinued when an employee's vacation balance reaches the maximum hours based on the vacation leave schedule in this policy. Vacation leave pay-period accruals will resume after vacation leave is used and the accrual balance is reduced below the maximum amount.

14.7 Vacation Leave Schedule:

Beginning Year	**Through year**	**Accrual per pay period**	**Annual Accrual (in days)**	**Maximum Hours (in Hours)**
0	1	3.70	12	240
2	3	4.00	13	240
4	5	4.31	14	248
6	6	4.62	15	256
7	8	4.93	16	256
9	10	5.24	17	256
11	12	5.54	18	256
13	13	5.85	19	256
14	15	6.16	20	264

16	16	6.47	21	272
17	17	6.77	22	272
18	21	7.08	23	280
22	27	7.39	24	288
28		7.70	25	288

ARTICLE 15: GRIEVANCE PROCEDURE

15.1 This grievance procedure is established for the purpose of resolving disputes involving the interpretation and/or application of this AGREEMENT.

15.2 The EMPLOYER will recognize UNION MEMBERs selected by the UNION as the grievance representatives of the bargaining unit. The UNION shall notify the EMPLOYER in writing of the representative and of their successors when so named.

15.3 A grievance is defined as a dispute over the interpretation or application of this AGREEMENT.

15.4 Grievances shall be resolved in the following manner:

Step 1. An Employee claiming a violation concerning the interpretation or application of this AGREEMENT shall within ten (10) business days after such alleged violation present such grievance in writing, citing the portion of the contract violated and the suggested resolution to the employee's immediate supervisor designated by the EMPLOYER. The EMPLOYER shall give a final answer in such Step 1 grievance to the employee and UNION within ten (10) business days. If a grievance is not resolved in Step 1, such grievance shall be placed in writing by the UNION and referred to Step 2, within ten (10) business days after the EMPLOYER'S final answer in Step 1.

Step 2. The written grievance shall be presented to the Minnetonka Chief of Police by the UNION. The Chief of Police shall give the UNION the EMPLOYER'S Step 2 answer within ten (10) business days after receipt of such Step 2 grievance. If a grievance is not resolved in Step 2, such grievance shall be referred to Step 3 by the UNION within ten (10) business days following the EMPLOYER'S final Step 2 answer.

Step 3. The written grievance shall be presented to the City Manager or another designated EMPLOYER representative by the UNION. The City Manager or other EMPLOYER representative shall give the EMPLOYER'S answer to the UNION within fifteen (15) business days after receipt of such Step 3 grievance. If a grievance is not resolved in Step 3, such grievance shall be referred to Step 4 by the UNION within ten (10) business days following the EMPLOYER'S final Step 3 answer.

Step 4. Unresolved grievances are subject to the arbitration provisions of Minnesota Statutes, Section 179A.21. The arbitrator shall have no right to amend, modify, nullify, ignore, add to, or subtract from the provision of this AGREEMENT. The arbitrator shall consider and decide only the specific issue submitted in writing by the EMPLOYER and the UNION and shall have no authority to make a decision on any other issue. The arbitrator shall be without power to make decisions contrary to or inconsistent with or modifying or varying in any way the application of laws, rules or regulations having the force and effect of law. The arbitrator shall submit a decision in writing within thirty (30) days following close of the hearing or the submission of briefs by the parties, whichever is later, unless the parties agree to an extension. The decision shall be based solely upon the arbitrator's interpretation or application of the express terms of this AGREEMENT and on the facts of the grievance presented.

15.5 All documents, communications and records dealing with a grievance shall be filed separately from the personnel files of the involved employee(s).

15.6 Any grievance not referred in the prescribed manner by the UNION or the employee within the specified time limits stated for each grievance step shall be considered waived.

15.7 The time limits established in the article may be extended by mutual consent of the EMPLOYER and the UNION and shall be in writing.

15.8 All fees and expenses for the arbitrator's service and proceedings shall be borne equally by the EMPLOYER and the UNION provided that each party shall be responsible for compensating its own representatives and witnesses. If either party desires a verbatim record of the proceedings, it may cause such a record to be made, providing it pays for the record. If both parties desire a verbatim record of the proceedings the cost shall be charged equally.

15.9 If, as a result of the written EMPLOYER's response in Step 3 the grievance remains unresolved and if the grievance involves the suspension, demotion, or discharge of an employee who has completed the required probationary period, the grievance may be appealed either to Step 4 of this Article or to another procedure such as Veterans Preference or fair employment. If appealed to any procedure other than Step 4 of this Article, the grievance shall not be subject to the arbitration procedure provided in Step 4 of this Article. The aggrieved employee shall indicate in writing which procedure is to be used-Step 4 of this Article or an alternative procedure-and shall sign a statement to the effect that the choice of an alternate procedure precludes the employee from making an appeal through Step 4 of this Article. The election set forth above shall not apply to claims subject to the jurisdiction of the United States Equal Employment Opportunity Commission.

Should a court of competent jurisdiction rule contrary to EEOC v. Board of Governors of State Colleges and Universities. 957 F 2d 424 (7th Cir.), cert. denied, 506 U.S. 906, 113 S. Ct. 299 (1992), or if Board of Governors is judicially or legislatively overruled, the interpretation of the election of remedies clause specified in the last sentence of the previous paragraph will be deleted from the labor agreement between the City and the UNION.

ARTICLE 16: SENIORITY

16.1 Seniority shall be determined by the Employee's length of continuous employment within the Police Department. Seniority rosters may be maintained by the Chief on the basis of time in grade and time within specific classifications.

16.2 All original appointments shall be probationary and subject to a probationary period of 2080 hours after appointment. Any extended leave will extend the probationary period by the amount of the leave. During the probationary period, the City may remove an employee whose performance does not meet the required work standards. Such removals are not subject to ARTICLE 23 DISCIPLINE.

16.3 A reduction of the work force of the affected specific job classification will be accomplished on the basis of seniority within the specific classification. Employees shall be recalled from layoff on the basis of seniority. An employee on layoff shall have an opportunity to return to work within two years of the time of the employee's layoff before any new employee is hired within the affected job classification.

ARTICLE 17: LOSS OF SENIORITY

17.1 Employees shall lose their seniority for the following reasons:

a) Discharge, if not reversed.
b) Resignation.
c) Unexcused failure to return to work after expiration of a vacation or formal leave of absence, provided that Employees shall be given an opportunity to provide a reasonable explanation for such failure to return to work.
d) Retirement.

ARTICLE 18: INSURANCE

18.1 Health

For each benefit earning employee electing health insurance coverage through the EMPLOYERS sponsored cafeteria benefits program, the EMPLOYER'S monthly contribution toward the 2026 employee's benefits program is:

- Single Coverage $1,285
- Employee plus spouse $1,928
- Employee plus child(ren) $1,985
- Family $2,220

The insurance article is open for negotiations in 2027.

Each benefit earning employee electing health insurance coverage through the EMPLOYER sponsored cafeteria benefits program and who participates in the EMPLOYER sponsored health initiative program receives $100 per month. Each benefit-earning employee who opts out of the Employer sponsored cafeteria benefits program who participates in the employer-sponsored health initiative program receives $50 per month in plan year.

18.2 The city proposes the following language: The EMPLOYER agrees to pay the full cost of a thirty-five thousand dollar ($35,000) life insurance policy for each employee covered by this Agreement covered in the policy.

18.3 Long Term Disability Insurance Language

The EMPLOYER will provide employees with Long Term Disability Insurance provided that a sufficient number of employees enroll to meet the insurer's eligibility requirements.

ARTICLE 19: SICK LEAVE

19.1 The EMPLOYEE shall be eligible for the same benefits provided to non-union employees under City policy as of December 19, 2025.

ARTICLE 20: INJURED ON DUTY LEAVE

20.1 The EMPLOYEE shall be eligible for the same benefits provided to non-union employees under City policy as of December 19, 2025.

ARTICLE 21: DUES CHECK OFF

21.1 The EMPLOYER shall deduct each payroll period an amount sufficient to provide the payment of regular dues established by LAW ENFORCEMENT LABOR SERVICES, INC. from the wages of all employees authorizing such deduction in writing and remit such deductions to the appropriate officer designated by LAW ENFORCEMENT LABOR SERVICES, INC.

21.2 Law Enforcement Labor Services, Inc. shall indemnify the Employer for any successful employee claim for unauthorized employer deduction made by relying on Law Enforcement Labor Services, Inc.'s submission of membership authorizations or certification or regarding the employee's authorization for the dues deduction or for any successful employee claim for unauthorized employer deductions by relying on information from Law Enforcement Labor Services, Inc regarding changing or canceling dues deductions including any reasonable attorney fees and litigation costs.

ARTICLE 22: SAVINGS CLAUSE

This AGREEMENT is subject to the laws of the United States, the State of Minnesota and the signed municipality. In the event any provisions of this AGREEMENT shall be held to be contrary to law by a court of competent jurisdiction from whose final judgment or decree no appeal has been taken within the time provided, such provisions shall be voided. To the extent of a provision of the contract is declared to be contrary to law by a court of final jurisdiction or administrative ruling or is in violation of legislation or administrative regulations, said provision shall be voided and of no effect. All other provisions shall continue in full force and effect. The voided provision may be renegotiated at the request of either party.

ARTICLE 23: DISCIPLINE

23.1 The EMPLOYER will discipline, suspend or discharge employees only for just cause. Discipline may be in one or more of the following forms:

a) Oral Reprimand;
b) Written Reprimand;
c) Suspension;
d) Demotion; or
e) Discharge

23.2 Suspensions, demotions, and discharges will be in written form.

23.3 Written reprimands, notices of suspensions, notices of demotion, and notice of discharge, which are to become part of an employee's personnel file, shall be read and acknowledged by signature of the employee. Employees will receive a copy of such reprimand and/or notices.

23.4 Employees may examine their own individual personnel files at reasonable times and under the direct supervision of the EMPLOYER.

23.5 An employee who is subject of an investigation that may result in a disciplinary action to that employee may have a member of the UNION present during questioning. It will be the responsibility of the employee to make a request for a representative. An employee's waiver of UNION representation shall be in writing.

23.6 Grievances relating to this article shall be initiated by the UNION in Step 2 in the grievance procedure under Article 15.

ARTICLE 24: PERFORMANCE MANAGEMENT PROGRAM

24.1 ORGANIZATIONAL MERIT PAY. The focus of the organizational MERIT pay is achievement of organization-wide goals as established by the City Council. On an annual basis, EMPLOYEEs shall be awarded performance pay in the lump sum amount based on the grade achieved by the organization as follows: for a grade of 4.0, each EMPLOYEE will be awarded $500; for a grade of less than 4.0, the award will be pro-rated based on the actual percentage achieved.

24.2 DEPARTMENTAL MERIT PAY. The focus of the departmental MERIT pay is achievement of department-wide goals and performance indicators as established and evaluated annually. On an annual basis, EMPLOYEEs shall be awarded performance pay in the lump sum amount based on the percentage of goals/indicators achieved by the DEPARTMENT as follows: 100% achievement will be awarded 2.5% (two and one-half percent) of base pay; achievement less than 100% shall be pro-rated based on the actual percentage achieved.

24.3 Compensation for organizational and departmental performance pay will be paid in lump sums at the same time it is awarded to non-organized personnel or once the contract is settled.

ARTICLE 25: SEVERANCE PAY

25.1 To be eligible for severance pay, employees must be regular employees on the date of termination and have a total of 10 years of continuous service as a regular employee. Severance pay is granted to eligible employees when they leave the municipal service in good standing for one of the following reasons:

25.11 Elimination of their classification or position by the City.

25.12 Separation from City employment when the employee is eligible, based on age and/or service requirements, for an annuity from the Public Employees Retirement Association whether or not the employee starts receiving those benefits.

25.13 Mandatory retirement or termination of employment due to health reasons, service-connected injury, illness, or death. A letter from a physician is required to indicate an employee's inability to perform essential functions of the job.

25.2 Employees shall be entitled to severance pay equal to the greater of:

25.21 Four weeks of base hourly pay plus one additional week of base hourly pay for each year of service beyond 10 years, not to exceed a total of 13 weeks appropriate pay, or

25.22 One-third of the employee's accumulated sick leave at the base hourly appropriate pay rate.

25.3 Employees eligible for severance pay in accordance with Section 25.1 who submit a written notice of separation from City employment at least three months prior to that separation and who do not revoke it will receive the amount of severance pay pursuant to the policy plus an additional ten percent of that amount.

ARTICLE 27: DURATION

This AGREEMENT shall be effective December 19, 2025, and shall remain in full force and effect until December 16, 2027, or until a successor Agreement is reached, whichever is later.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT on this 27 day of July 2026.

FOR THE CITY OF MINNETONKA:	FOR LAW ENFORCEMENT LABOR SERVICES (LOCAL NO. 621)
_____	_____
Rebecca Schack, Mayor	Keith Terlinden, Business Agent
_____	_____
Mike Funk, City Manager	Kelly O'Donnell, Union Steward
_____	_____
Moranda Dammann, Asst. City Manager	Mary Thomas, Union Steward

Sarah Donovan, Human Resources Manager

Jim Ahmann, Union Steward

Sarissa Seracki, Senior Management Coordinator

EXHIBIT A:

During the term of this AGREEMENT, the EMPLOYER shall pay members of the UNION wages in accordance with the CITY's compensation grid.

2026 Wages:

Administrative Community Service Officer

Grade 120	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$31.642	$32.591	$33.569	$34.576	$35.613	$36.681	$37.781
Annually	$65,815.36	$67,789.28	$69,823.52	$71,918.08	$74,075.04	$76,296.48	$78,584.48

Community Service Officer

Grade 120	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$31.642	$32.591	$33.569	$34.576	$35.613	$36.681	$37.781
Annually	$65,815.36	$67,789.28	$69,823.52	$71,918.08	$74,075.04	$76,296.48	$78,584.48

Police Records Specialist:

Grade 130	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$33.857	$34.873	$35.919	$36.997	$38.107	39.250	$40.428
Annually	$70,422.56	$72,535.84	$74,711.52	$76,953.76	$79,262.56	$81,640.00	$84,090.24

Administrative Assistant:

Grade 130	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$33.857	$34.873	$35.919	$36.997	$38.107	39.250	$40.428
Annually	$70,422.56	$72,535.84	$74,711.52	$76,953.76	$79,262.56	$81,640.00	$84,090.24

Evidence and Property Room Technician:

Grade 140	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$36.566	$37.663	$38.793	$39.957	$41.156	$42.391	$43.663
Annually	$76,057.28	$78,339.04	$80,689.44	$83,110.56	$85,604.48	$88,173.28	$90,819.04

Public Safety Data Specialist

*Current wage is reflected in MOU.

Grade 140	Step 1 (Start)	Step 2 (6 months)	Step 3 (1 year)	Step 4 (2 year)	Step 5 (3 years)	Step 6 (4 years)	Step 7 (5 years)
Hourly	$36.566	$37.663	$38.793	$39.957	$41.156	$42.391	$43.663
Annually	$76,057.28	$78,339.04	$80,689.44	$83,110.56	$85,604.48	$88,173.28	$90,819.04

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement is entered into between the City of Minnetonka (hereafter "City") and the Law Enforcement Labor Services, Inc (LELS), (hereafter "Union").

WHEREAS, the City and the Union are parties to a Labor Agreement in effect December 19, 2025, through December 16, 2027, covering employees in the Clerical and Technical bargaining unit; and

WHEREAS, the Minnesota PFML law, effective January 1, 2026, requires employers to provide paid family and medical leave to employees who work in the state of Minnesota.

NOW THEREFORE, the parties agree as follows:

1. Effective December 19, 2025, the Employer and Employee will split the premiums for the Minnesota Paid Family and Medical Leave or an alternative private plan on a 50/50 basis, with the Employee share payable through payroll deductions pursuant to Minn. Stat. 268B.14.

IN WITNESS WHEREOF, the parties have caused Memorandum of Agreement to be executed this 27th day of July 2026.

FOR LAW ENFORCEMENT LABOR SERVICES – CLERICAL & TECHNICAL	FOR THE CITY OF MINNETONKA
_____	_____
Keith Terlinden, Business Agent	Mike Funk, City Manager
_____	_____
Jim Ahman , Steward	Moranda Dammann, Assistant City Manager
_____	_____
Kelly O'Donnel, Steward	Sarah Donovan, Human Resources Manager
_____	_____
Mary Thomas, Steward	Sarissa Seracki, Senior Management Coordinator

MEMORANDUM OF AGREEMENT

This Memorandum of Understanding ("MOU") is entered into between the City of Minnetonka ("City") and Law Enforcement Labor Services, 621 ("Union") for the purpose of clarifying the compensation of the Public Safety Data Specialist position.

WHEREAS, the City implemented a new compensation grid in 2024 using a multi-year implementation plan; and

WHEREAS, employees whose wages exceeded Step 7 of the applicable pay range were grandfathered and received only the annual cost-of-living adjustment (COLA) until their wages fell within the established pay range; and

WHEREAS, following negotiations, the parties recognized that the Public Safety Data Specialist position, held by Katie Sjolander, was one of the positions subject to this grandfathering provision;

NOW, THEREFORE, the City and the Union agree as follows:

1. Katie Sjolander shall continue to be compensated consistent with the City's 2024 compensation implementation plan for grandfathered employees.
2. For the 2026 wage adjustment, Katie Sjolander shall receive the 3% COLA only and shall not receive the additional market adjustment.
3. Katie Sjolander's correct 2026 hourly wage shall be **$48.385**
4. This MOU clarifies the application of the City's 2024 compensation implementation plan to the Public Safety Data Specialist position, shall not establish a precedent for future negotiations or interpretation of the Collective Bargaining Agreement, and all other provisions of the Collective Bargaining Agreement shall remain in full force and effect.

FOR LAW ENFORCEMENT LABOR SERVICES – CLERICAL & TECHNICAL	FOR THE CITY OF MINNETONKA
_____	_____
Keith Terlinden, Business Agent	Mike Funk, City Manager
_____	_____
Jim Ahman , Steward	Moranda Dammann, Assistant City Manager
_____	_____
Kelly O'Donnel, Steward	Sarah Donovan, Human Resources Manager
_____	_____
Mary Thomas, Steward	Sarissa Seracki, Senior Management Coordinator

City Council
Agenda Item 10.B
Meeting of August 10, 2026

Title:	Resolutions pertaining to levying the 2026 Special Assessments
Report from:	Melanie Putz, City Assessor
Submitted Through:	Darin Nelson, Finance Director Erik Nilsson, City Attorney Mike Funk, City Manager
Presenter:	Darin Nelson, Finance Director

Action Requested:	Motion
Form of Action:	Other
Votes needed:	4 votes

Summary Statement
Annual process to approve collection of special assessments related to property nuisances, diseased trees and city court fines. The resolution establishes the public hearing for Sept. 14, 2026, at 6:00 pm.

Recommended Action
Motion to adopt resolutions indicating the cost of the improvements, ordering the preparation of special assessment rolls; and setting the public hearing to consider the proposed special assessments.

Strategic Plan Relatability
N/A

Financial Consideration
No

Background
As part of the process of levying special assessments, Minnesota statutes require the city council to adopt resolutions that: 1) indicate the cost of the improvements; 2) order the preparation of special assessment rolls; and 3) set the date for the public hearing to consider the proposed special assessments. Attached are resolutions regarding nuisance abatements that are proposed to be specially assessed in 2026.

The assessment term is based on the total to be assessed, and interest is established at market rates. The finance director has determined that the interest rates for the 2026 nuisance and tree special assessments will be as noted below. These interest rates are benchmarked to the current U.S. prime rate. The term and interest rate for each assessment is as follows:

Nuisance and Tree Term and Interest Structure

Assessment Amount	Term	Interest Rate
<$1,000	1 year	6.75%
$1,000-$2,999	3 years	6.75%
$3,000-$5,000	5 years	6.75%
>$5,000	10 years	6.75%

The process for special assessment includes numerous communications with parcel owners along with opportunities for payment of services provided. Prior to determining the property must be assessed, division staff associated with the specific type of assessment have notified or worked with the property owners regarding the associated work financed by the city. After determination of assessment, staff sends a notice of hearing to each property owner and publishes the notice in the newspaper in early September. After the public hearing in September, property owners are given thirty (30) days to prepay assessments or partial assessments without an interest charge. After this first prepayment deadline, property owners may pay the full amount with interest until required certification to the county on November 30.

- **Privately Installed Sewer and Water Improvement Projects**. No projects to be assessed this year.

- **Nuisance Abatement Project**. There are sixteen one-year nuisance abatement projects in which the city has incurred costs totaling $5,932.50, one three-year nuisance abatement project totaling $1,837.50, and two ten-year nuisance abatement projects totaling $43,789.30. The two ten-year projects were completed through the use of a Nuisance Abatement Agreement signed by the property owners for work that was needed on the properties at 12001 Hilloway Rd and 4123 Highland Rd. It is proposed that the projects be specially assessed for the full cost of the abatements. These projects are proposed to be specially assessed in accordance with Minnesota statutes and city council policies regarding the levying of these nuisance abatement projects. The amounts proposed to be specially assessed are as follows:

2026 Nuisance Abatements-Project No. 4894 (1-year term)

Project No.	Street No.	Street Name	PID	Assessment
N-635	14841	Copperfield Pl	09-117-22-43-0039	$262.50
N-636	15879	Tonkawood Dr	16-117-22-33-0037	$525.00
N-637	5309	Williston Rd	28-117-22-44-0024	$525.00
N-640	1406	Clarendon Dr	04-117-22-31-0008	$262.50
N-641	401	Kenmar Cir	03-117-22-21-0011	$525.00
N-643	10902	Oak Knoll Ter S	01-117-22-33-0053	$262.50
N-644	3332	Martha La	16-117-22-23-0001	$262.50
N-645	16913	Cottage Grove Ave	17-117-22-21-0048	$262.50
N-646	5061	Woodland Rd	28-117-22-32-0011	$262.50
N-647	11836	Pheasant La	14-117-22-43-0016	$525.00
N-649	14317	Excelsior Blvd	27-117-22-33-0034	$945.00
N-650	4039	Thomas Ave	21-117-22-13-0031	$262.50
N-651	6108	Whited Ave	33-117-22-34-0040	$262.50
N-652	3344	Chippewa Rd	13-117-22-13-0078	$262.50
N-653	14400	Woodruff Cir	09-117-22-41-0031	$262.50
N-654	5059	Belwood La	29-117-22-41-0051	$262.50

2026 Nuisance Abatements-Project No. 4894 (3-year term)

Project No.	Street No.	Street Name	PID	Assessment
N-642	12907	Lone Oak Drive	22-117-22-14-0039	$1,837.50

2026 Nuisance Abatements-Project No. 4894 (10-year term)

Project No.	Street No.	Street Name	PID	Assessment
N-634	12001	Hilloway Road	11-117-22-24-0048	$31,645.00
N-648	4123	Highland Rd	21-117-22-13-0045	$12,144.30

ATTACHMENTS:
Resolution - One year NA
Resolution - Three Year NA
Resolution - Ten Year NA

Resolution No. 2026-

Resolution declaring costs for Project No. 4894 (1-year) nuisance abatement projects, ordering the preparation of special assessment rolls, and scheduling a public hearing

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Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

1.01. State law allows the city to make improvements to abate nuisances and allows the city to assess those improvement costs against the benefiting properties.

1.02. City code section 845.045 provides the method by which the city may abate public nuisances. The abatement may take place through an agreement with the property owner, by order of the enforcing officer, or by order of the city council.

1.03. Listed below are the nuisance abatement improvement projects that are proposed to be specially assessed in 2026 over a one-year time period bearing an interest rate of 6.75 percent. These improvements are categorized as general nuisance abatements or as diseased tree removals.

Section 2. Council Action.

2.01. The costs for the following nuisance abatement improvement projects are proposed to be specially assessed over a one-year term bearing an interest rate of 6.75 percent:

2026 Nuisance Abatements – Project No. 4894 (1-year term)				
Project No.	**Street No.**	**Street Name**	**PID**	**Assessment Amount**
N-635	14841	Copperfield Pl	09-117-22-43-0039	$262.50
N-636	15879	Tonkawood Dr	16-117-22-33-0037	$525.00
N-637	5309	Williston Rd	28-117-22-44-0024	$525.00
N-640	1406	Clarendon Dr	04-117-22-31-0008	$262.50
N-641	401	Kenmar Cir	03-117-22-21-0011	$525.00
N-643	10902	Oak Knoll Ter S	01-117-22-33-0053	$262.50
N-644	3332	Martha La	16-117-22-23-0001	$262.50
N-645	16913	Cottage Grove Ave	17-117-22-21-0048	$262.50
N-646	5061	Woodland Rd	28-117-22-32-0011	$262.50
N-647	11836	Pheasant La	14-117-22-43-0016	$525.00
N-649	14317	Excelsior Blvd	27-117-22-33-0034	$945.00
N-650	4039	Thomas Ave	21-117-22-13-0031	$262.50
N-651	6108	Whited Ave	33-117-22-34-0040	$262.50
N-652	3344	Chippewa Rd	13-117-22-13-0078	$262.50
N-653	14400	Woodruff Cir	09-117-22-41-0031	$262.50

N-654	5059	Belwood La	29-117-22-41-0051	$262.50
			Subtotal	**$5,932.50**

2.02. The city clerk is directed to calculate the special assessment rolls to show the proper amount to be specially assessed against each designated property. The city clerk is also directed to keep a copy of the proposed special assessment rolls in the clerk's office for public inspection.

2.03. A public hearing will be held on Monday, September 14, 2026, in the council chambers of the City of Minnetonka at 6:00 p.m. to consider the proposed special assessments. At this public hearing, all persons owning affected property will be given an opportunity to be heard with reference to the special assessments.

2.04. The city clerk is directed to publish notice of the public hearing one time in the official newspaper at least two weeks prior to the hearing and to mail notice of the public hearing to the owner of each parcel described in the assessment rolls, in accordance with state law.

Adopted by the City Council of the City of Minnetonka, Minnesota, on August 10, 2026.

_____
Rebecca Schack, Mayor

Attest:

_____
Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:
Seconded by:
Voted in favor of:
Voted against:
Abstained:
Absent:
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on August 10, 2026.

_____

Becky Koosman, City Clerk

Resolution No. 2026-

Resolution declaring costs for Project No. 4894 (3-year) nuisance abatement projects, ordering the preparation of special assessment rolls, and scheduling a public hearing

---

Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

1.01. State law allows the city to make improvements to abate nuisances and allows the city to assess those improvement costs against the benefitting properties.

1.02. City code section 845.045 provides the method by which the city may abate public nuisances. The abatement may take place through an agreement with the property owner, by order of the enforcing officer, or by order of the city council.

1.03. Listed below are the nuisance abatement improvement projects that are proposed to be specially assessed in 2026 over a three-year time period bearing an interest rate of 6.75 percent. These improvements are categorized as general nuisance abatements or as diseased tree removals.

Section 2. Council Action.

2.01. The costs for the following nuisance abatement improvement projects are proposed to be specially assessed over a three-year term bearing an interest rate of 6.75 percent:

2026 Nuisance Abatements – Project No. 4894 (3-year term)				
Project No.	**Street No.**	**Street Name**	**PID**	**Assessment Amount**
N-642	12907	Lone Oak Drive	22-117-22-14-0039	$1,837.50
			Subtotal	**$1,837.50**

2.02. The city clerk is directed to calculate the special assessment rolls to show the proper amount to be specially assessed against each designated property. The city clerk is also directed to keep a copy of the proposed special assessment rolls in the clerk's office for public inspection.

2.03. A public hearing will be held on September 14, 2026, in the council chambers of the City of Minnetonka at 6:00 p.m. to consider the proposed special assessments. At this public hearing, all persons owning affected property will be given an opportunity to be heard with reference to the special assessments.

2.04. The city clerk is directed to publish notice of the public hearing one time in the official newspaper at least two weeks prior to the hearing and to mail notice of the public hearing to the owner of each parcel described in the assessment rolls, in accordance with state law.

Adopted by the City Council of the City of Minnetonka, Minnesota, on August 10, 2026.

_____
Rebecca Schack, Mayor

Attest:

_____
Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:
Seconded by:
Voted in favor of:
Voted against:
Abstained:
Absent:
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on August 10, 2026.

_____
Becky Koosman, City Clerk

Resolution No. 2026-

Resolution declaring costs for Project No. 4894 (10-year) nuisance abatement projects, ordering the preparation of special assessment rolls, and scheduling a public hearing

---

Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

1.01. State law allows the city to make improvements to abate nuisances and allows the city to assess those improvement costs against the benefitting properties.

1.02. City code section 845.045 provides the method by which the city may abate public nuisances. The abatement may take place through an agreement with the property owner, by order of the enforcing officer, or by order of the city council.

1.03. Listed below are the nuisance abatement improvement projects that are proposed to be specially assessed in 2026 over a ten-year time period bearing an interest rate of 6.75 percent. These improvements are categorized as general nuisance abatements or as diseased tree removals.

Section 2. Council Action.

2.01. The costs for the following nuisance abatement improvement projects are proposed to be specially assessed over a ten-year term bearing an interest rate of 6.75 percent:

2026 Nuisance Abatements – Project No. 4894 (10-year term)				
Project No.	**Street No.**	**Street Name**	**PID**	**Assessment Amount**
N-634	12001	Hilloway Road	11-117-22-24-0048	$31,645.00
N-648	4123	Highland Rd	21-117-22-13-0045	$12,144.30
			Subtotal	**$43,789.30**

2.02. The city clerk is directed to calculate the special assessment rolls to show the proper amount to be specially assessed against each designated property. The city clerk is also directed to keep a copy of the proposed special assessment rolls in the clerk's office for public inspection.

2.03. A public hearing will be held on September 14, 2026, in the council chambers of the City of Minnetonka at 6:00 p.m. to consider the proposed special assessments. At this public hearing, all persons owning affected property will be given an opportunity to be heard with reference to the special assessments.

2.04. The city clerk is directed to publish notice of the public hearing one time in the official newspaper at least two weeks prior to the hearing and to mail notice of the public hearing to the owner of each parcel described in the assessment rolls, in accordance with state law.

Adopted by the City Council of the City of Minnetonka, Minnesota, on August 10, 2026.

_____
Rebecca Schack, Mayor

Attest:

_____
Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:
Seconded by:
Voted in favor of:
Voted against:
Abstained:
Absent:
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on August 10, 2026.

_____
Becky Koosman, City Clerk

City Council
Agenda Item 13.A
Meeting of August 10, 2026

Title:	Temporary liquor license for the Minnetonka Rotary Club for Links & Libations event at 14350 Co Rd 62
Report from:	Fiona Golden, Community Development Coordinator
Submitted Through:	Julie Wischnack, FAICP, Community Development Director Erik Nilsson, City Attorney Mike Funk, City Manager
Presenter:	Julie Wischnack, FAICP, Community Development Director

Action Requested:	Public Hearing and Motion
Form of Action:	License
Votes needed:	5 votes

Summary Statement
The city has received an application for a temporary on-sale liquor license from the Rotary Club of Minnetonka Foundation (The Rotary Club) for an indoor/outdoor fundraising event at the Glen Lake Golf and Practice Center, 14350 County Road 62. This event requires a public hearing.

Recommended Action
Motion to grant the temporary liquor license to The Rotary Club.

Background
The Rotary Club requests approval for its annual Links and Libations fundraising event on Thursday, Sept. 10, 2026, from 1-7 p.m. The Minnetonka Rotary Golf tournament is a charity event that raises money for the Hopkins/Minnetonka communities with 100% of the proceeds providing grants and scholarships to local and international non-profits whose mission is to serve and develop youth in the community.

The event includes a 9-hole golf tournament, wine and beer tasting event, food, a raffle, and a silent auction. Beer, wine, and food will be served both in the clubhouse and on the patio directly outside the clubhouse.

The Rotary Club volunteers will be serving alcohol. All volunteers have completed Minnesota Licensed Beverage Association (MLBA) training. The outside drinking area will be roped off, as is required for an outdoor event with alcohol. All participants will be required to register for the event and show identification that they are 21-years-of-age or older and will be required to wear a wristband verifying their age. The city has not encountered any issues with previous events.

City Council
Agenda Item 14.A
Meeting of August 10, 2026

Title:	Resolution for the Kinsel Neighborhood Reconstruction project
Report from:	Kevin Rudd, P.E., Project Engineer
Submitted Through:	Phil Olson, P.E., City Engineer Will Manchester, P.E., Public Works Director Darin Nelson, Finance Director Erik Nilsson, City Attorney Mike Funk, City Manager
Presenter:	Will Manchester, P.E., Public Works Director

Action Requested:	Motion
Form of Action:	Resolution
Votes needed:	4 votes

Summary Statement
The Kinsel Neighborhood Reconstruction Project proposes street and utility improvements to correct deficiencies of the aged street and utilities, as well as consider trail connections in the area.

Recommended Action
Motion to adopt the resolution receiving the feasibility report, which does not include trails along Kinsel Road, Mayview Road, Glen Moor Road West and South Street, ordering the improvements, authorizing preparations of plans and specifications and authorizing easement acquisition for the Kinsel Neighborhood Reconstruction Project, Project No. 27602.

Strategic Plan Relatability
Infrastructure & Asset Management

The Kinsel Neighborhood Reconstruction Project includes the replacement of street and utility infrastructure to ensure reliable services to residents, supporting strategic profile desired outcome 5.1 – improve reliability and efficiency of utilities and facilities and 5.2- safe, quality, and well-maintained roadway system.

Financial Consideration
Yes

The Kinsel Neighborhood Reconstruction Project is budgeted in 2027 of the 2026 – 2030 Capital Improvements Programs (CIP).

Background
See attached supplemental background report.

ATTACHMENTS:
Supplemental Background Report
Resolution
Location Map
Feasibility Report

Supplemental Background Report

In September 1994, the city council adopted a street reconstruction policy that set forth standards the city would follow in constructing and reconstructing city streets. The policy also established the framework for a pavement management system that maximizes the usefulness of local streets. A certain number of streets are designated each year to be rehabilitated based on this policy.

The Kinsel Neighborhood Reconstruction Project proposes street and utility improvements to correct deficiencies of the aged street and underlying utilities. The project area includes neighborhood roadways generally east of Glen Lake, west of Baker Road and south of Excelsior Boulevard. A project location map is attached showing the roadways included with the project.

Proposed Improvements

The Kinsel Neighborhood Reconstruction Project was selected based on street conditions and known deficiencies of the underlying utilities. The street conditions have deteriorated as a result of both age, limited storm sewer facilities and patching related to utility failures.

Street Improvements

Full roadway reconstruction with new concrete curb and gutter is proposed for all streets within the project area, with the exception of Glenavon Court, which will receive a pavement mill and overlay as it was originally constructed in 2006. Existing street widths throughout the neighborhood generally range from 16 to 30 feet. Due to narrow street corridors and impacts to natural features, staff is proposing a best-fit match that generally maintains streets near their existing width, with a minimum street width of 20 feet. While the city's minimum street width standard is 26 feet, staff finds due to the existing conditions in the neighborhood, this is appropriate. Also, the city has taken this approach on similar neighborhood reconstruction projects in the past including the Groveland and Tonka-Woodcroft neighborhoods.

Utility Improvements

6-inch and 8-inch watermain are proposed to be replaced throughout the project by open cut excavation, including water services to the right-of-way line. All 6-inch watermain will be replaced with 8-inch to improve reliability and fire flows. Watermain under I-494 from Glenavon Avenue to Baker Road is proposed to be replaced by 24-inch pipe lining due to challenges and feasibility of open cut excavation.

Sanitary sewer is in fairly good condition; however, isolated sanitary sewer main and manhole structures have been identified for repair or replacement. Sanitary sewer forcemain is also proposed for replacement along North Street. The forcemain was reviewed for capacity and is sized appropriately at 4-inch and will be replaced with a new 4-inch line. Manhole castings will be replaced throughout the project to eliminate inflow and infiltration.

Storm Sewer Improvements

Storm sewer improvements include the addition of surface drains in the roadway and new storm sewer pipe throughout the neighborhood to improve drainage and conveyance of storm water. Overall drainage patterns are proposed to remain the same as current conditions. Areas of isolated private drainage concerns brought up by property owners will also be reviewed during final design to determine where improvements may be made and staff will work directly with properties on these items.

Storm water management and water quality improvements will be installed to meet or exceed the requirements of both the city and Nine Mile Creek Watershed District (NMCWD). Storm water management features may include underground infiltration chambers, perforated infiltration pipe, stormwater treatment structures, stormwater ponds and native vegetation buffer strips including pollinator-friendly species.

Native and pollinator-friendly seeding will be used along wetland and stormwater management areas. Residents may also contact city staff at any point during construction if they are interested in native seeding on their property, where applicable.

Existing ponds are proposed to be reconstructed and upgraded to accommodate the project area and new storm sewer system. This includes the existing pond located northwest of the Lorence Road and Kinsel Road intersection and the pond in Glen Moor Park, which is proposed to be expanded to improve water quality treatment and floodplain storage. This does not impact the current features of the park including the playground, basketball court, baseball field, picnic tables and benches.

Storm sewer outlets for four landlocked floodplain and ponding areas are proposed with the project. Staff will work with property owners adjacent to these changes since the outlets are being installed where storm sewer infrastructure does not exist today.

The landlocked floodplain area north of North Street and east of Mayview Road was analyzed to maximize flood protection to nearby existing homes and city sanitary sewer lift station infrastructure. The flood risk in this area will be reduced by expanding a ponding area north of North Street and installing an underground chamber. The design of this infrastructure will be refined during final design to reduce impacts to natural features and trees. The ultimate outlet to the area will be constructed with a future reconstruction project, which is consistent with the city's Water Resource Management Plan (WRMP).

The city is currently working with Hennepin County staff on a plan to provide additional flood storage on the medical examiner's building property. If the work moves forward, it will further provide flood protection in the Kinsel neighborhood. The schedule for this work is still unknown; however, the Kinsel reconstruction project will be designed to allow drainage to flow to this area when the project is finalized.

Trail Improvements

The Trail Improvement Plan is a multi-year planning tool that identifies the location of 71 potential trail segments throughout Minnetonka and prioritizes those trails based on the degree of difficulty, cost effectiveness, nature of use and community access. Trails included in this plan are both trails along larger collector roadways that will connect neighborhoods and village centers and other points of origin and destination such as existing trails, parks and schools as well as trails located within neighborhoods or parks. Two trail segments in the Trail Improvement Plan are located within the Kinsel neighborhood. These trails are listed below.

- Segment 65: South Street from Mayview Road to Baker Road
- Segment 67: Kinsel Road/Mayview Road from Excelsior Boulevard to Glen Moor Park

These two trail segments would serve local bike and pedestrian traffic and would connect Kinsel Park, Glen Moor Park, and Baker Road where a future trail segment is being planned.

The two trail segments were analyzed as part of the feasibility report to be combined with the proposed neighborhood reconstruction project to review impacts to the neighborhood and cost efficiencies. This review process included identifying impacts to adjacent properties, considering design alternatives to limit impacts but ensuring that minimum standards are still met, reviewing alternate routes through the neighborhood and reviewing costs. This analysis revealed significant construction impacts to both private property and natural features, including the need for additional easements.

The results of the preliminary design were shared with residents at the neighborhood informational meeting on May 12, 2026. At this meeting, resident feedback was received regarding the trails. Some positive feedback was received; however, many residents were concerned with the impact of trail construction and understanding the need for a trail and who would use it. A summary of comments received is attached in the feasibility report along with individual comments received.

A few comments received at the neighborhood meeting proposed an idea to add a third trail option between Glen Moor Park and the Three Rivers Park District Minnesota River Bluffs Regional Trail. This trail segment consideration would be a less invasive alternate to Segment 65 along South Street. Following the neighborhood meeting, staff reviewed this idea and found that the trail and the roadway could fit within the same footprint as the existing roadway, which would significantly reduce impacts. The existing street width of 30 feet could be replaced with a 22-foot-wide road and 8-foot-wide trail.

On June 16, 2026, staff held a second open house in Glen Moor Park to receive feedback on all three trail segments. A comment card was provided that included voting for each trail segment. The results are summarized below, and individual comment cards are provided in the appendix of the feasibility report.

▪ South Street	0 (0%)	Yes	59 (100%)	No
▪ Kinsel Road/Mayview Road	12 (20%)	Yes	49 (80%)	No
▪ Glen Moor Road West/South	15 (25%)	Yes	45 (75%)	No

Following review of the trail segments and hearing feedback from the public, staff is not recommending construction of any of the three trail segments based on the following findings:

- Construction impacts to adjacent properties are significant due to the existing narrow street widths (16 – 21 ft) and expanding the roadway along with an additional 8-ft trail. The closest building structure to the retaining wall for the trail would be approximately 9-feet. Previous trail segments constructed have not been considered on very narrow existing neighborhood roadways, but collector type areas.
- The trail segments do not provide a regional connection between neighborhoods, but access within the neighborhood.
- The trails are proposed on low traffic volume streets (typically 300 – 500 vehicles/day) as opposed to high ranked trail segments of high traffic corridors (typically 7,000 -10,000 vehicles/day).
- They are not expected to be high use trail segments due to low ranking in Trail Improvement Plan.
- Trails do not connect to a village center, provide business access, school access or transit.

- They are standalone segments which do not connect a gap in the existing trail network.
- Significant density changes in the neighborhood are not anticipated based on location.

On July 21, 2026, the city's internal Trails Team (consisting of citywide department representatives) met to discuss the findings of the feasibility report and results from community engagement. The Trails Team decided that based on all of the information provided, it was not recommended to move forward with including the trail segments in the project. If council chooses to move forward with the staff recommendation, Segment 65 and Segment 67 will be removed from the Trail Improvement Plan

Glen Moor Park

Impacts to Glen Moor Park were reviewed as part of the preliminary design. Storm sewer infrastructure exists beneath the basketball court and playground and needs to be upsized and replaced. Therefore, staff felt it would be helpful to conduct a neighborhood survey to determine how residents use the park and what park amenities are important to the neighborhood. The results of the survey determined that walking, open space and the playground were the most used and wanted park features and will remain in Glen Moor Park following the project.

Based on survey results and review of the area, it was determined that the existing storm sewer could be abandoned and the new storm sewer could be aligned to not impact existing park infrastructure. Park infrastructure improvements are not proposed with this project and the feedback gathered from the neighborhood will be used in future park planning efforts.

Similar to previous projects, portions of the park will need to be used by the contractor as a staging area for construction materials as space is limited within the roadway and right-of-way. Specifically, portions of the park green space at Glen Moor Park would be unavailable for much of the year. Safety precautions will be taken to ensure the public can still use the playground, basketball court and picnic tables throughout most of the summer.

Overhead Power Burial

Power line burial is typically reserved for projects where it is necessary to complete construction. Funding is generally allocated to reconstruction projects to accommodate potential power line burial if it is determined to be necessary during design. For this project, power line burial was determined to be not necessary. Staff understands it is a desired aesthetic improvement for residents; however, due to the cost, is not included in the project.

Easement Acquisition

Temporary and permanent easements will be required from approximately 36 properties to construct and maintain the proposed improvements per the staff recommendation, which does not include trails on Kinsel Road, Mayview Road, Glen Moor Road West and South Street. Staff will further define easement limits during design, meet with property owners and follow the acquisition process necessary for construction of the project.

The number of properties requiring easements is larger than most projects since several existing roadways and underlying utilities within the project area are currently outside of existing right-of-way and would not be considered owned by the city under prescriptive rights. Below is a list of easements needed.

- 19 properties: Replacement of the existing roadway

- 13 properties: Replacement of existing watermain
- 4 properties: Replacement of existing storm sewer or installation of new storm sewer.

If construction of trail segments were to be considered, an additional 7 easements would be required.

Public Involvement

A neighborhood informational meeting was held at the Minnetonka Community Center for residents on May 12, 2026, at 5:00 p.m. A total of 31 residents out of 289 invited properties attended the meeting.

At the meeting, staff presented the project background, existing conditions, proposed improvements, construction impacts and project schedule. Staff discussed how reconstruction projects of this type are very intensive and disruptive to access in and out of the neighborhood due to the extent of excavations required. Also, the project will require tree removal, driveway impacts, landscape impacts and temporary disruptions to utility services. Residents were generally supportive of the project; however, a large number of residents expressed concern for construction of trails in the neighborhood, as they felt it was too impactful and did not provide connections that the neighborhood would use.

Comments and questions at the meetings were typical to these types of projects including scheduling/phasing, trails, access, drainage and water quality improvements, traffic/speeding, driveways, and landscaping/trees. A majority of the comments received have been regarding the impacts and need for the proposed trail segments. A copy of the informational meeting comment cards and emailed comments are included in the appendix of the attached feasibility report.

In response to feedback from the neighborhood, a second informational meeting was held on site at Glen Moor Park for residents on June 16, 2026, to further discuss the proposed trail segments and alternatives. Approximately 50 people attended this meeting. At the meeting, staff distributed comment cards with survey questions for each proposed trail segment. This survey comment card was also posted to the project website for those not in attendance. The results of the trail segment survey are included in the trail improvement section of this report and also included in the appendix of the feasibility report.

Staff highlighted the offer to discuss the project on an individual basis by phone, email or in-person. Staff has had several discussions over the phone and via email and has met in-person with 16 properties to date. Staff will continue to meet for one-on-one site meetings throughout the project's design and construction.

In-line with other city projects, staff will continue to use various strategies to provide project updates including signage, text alerts, email updates, citizen alerts and newsletters. Staff sent out an update to all project subscribers, currently 62, indicating that the city would consider receiving the feasibility report and authorizing plans and specifications at this meeting. The update was also posted to the project webpage.

Estimated Project Costs and Funding

The total estimated construction cost, including engineering, administration and contingency, is $16,050,000. Project funding is included in 2025 and 2027 of the 2026 – 2030 Capital

Improvements Programs (CIP), with proposed revision in 2027 of the draft 2027 – 2031 CIP. The budgeted amounts for the project are shown below, and the fund balances currently can support the estimated project costs.

If council does wish to consider adding trail segments 65 and 67, the approximate increase in funding needed would be $650,000 - $800,000. This would certainly be an option and would need to be reflected in the motion.

	Budget Amount	Proposed Funding	Expense
Construction Costs			$11,600,000
Contingencies			$1,200,000
Engineering, Administration, and Indirect Costs			$1,950,000
Easements			$1,300,000
Street Improvement Fund	$7,100,000	$7,100,000	
Utility Fund	$5,450,000	$5,450,000	
Storm Sewer Fund	$3,500,000	$3,500,000	
Electric Franchise Fund	$500,000	$0	
Total Budget	$16,550,000	$16,050,000	$16,050,000

Schedule

If the council chooses to approve the recommended actions, staff will develop final plans and specifications through late 2026. Plans and specifications would then be brought to the council for consideration to bid the project. Bidding would follow in early 2027 and construction would be scheduled for 2027.

Resolution No. 2026-XXX

Resolution receiving feasibility report, which does not include trails along Kinsel Road, Mayview Road, Glen Moor Road West and South Street, ordering the improvements and authorizing preparation of plans and specifications, and authorizing easement acquisition for the Kinsel Neighborhood Reconstruction Project, Project No. 27602

Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

1.01. A feasibility report was prepared by and/or under the direction of the engineering department of the City of Minnetonka with reference to the proposed Kinsel Neighborhood Reconstruction Project, Project No. 27602.

1.02. This report was received by the City Council on Aug. 10, 2026, with the project to be known as:

Kinsel Neighborhood Reconstruction Project, Project No. 27602.

1.03 The project does not include construction of trails along Kinsel Road, Mayview Road, Glen Moor Road West and South Street.

Section 2. Council Action.

2.01. The feasibility report is hereby accepted and the preparation of plans and specifications are hereby authorized.

2.02. The proposed improvements are hereby ordered as proposed.

2.03. The city engineer is hereby designated as the engineer for this improvement. They may retain any professional help they deem necessary.

2.04. The city attorney and the city engineer are hereby authorized to acquire necessary easements by negotiation or condemnation.

Adopted by the City Council of the City of Minnetonka, Minnesota, on Aug. 10, 2026.

_____

Rebecca Schack, Mayor

ATTEST:

_____

Becky Koosman, City Clerk

ACTION ON THIS RESOLUTION:

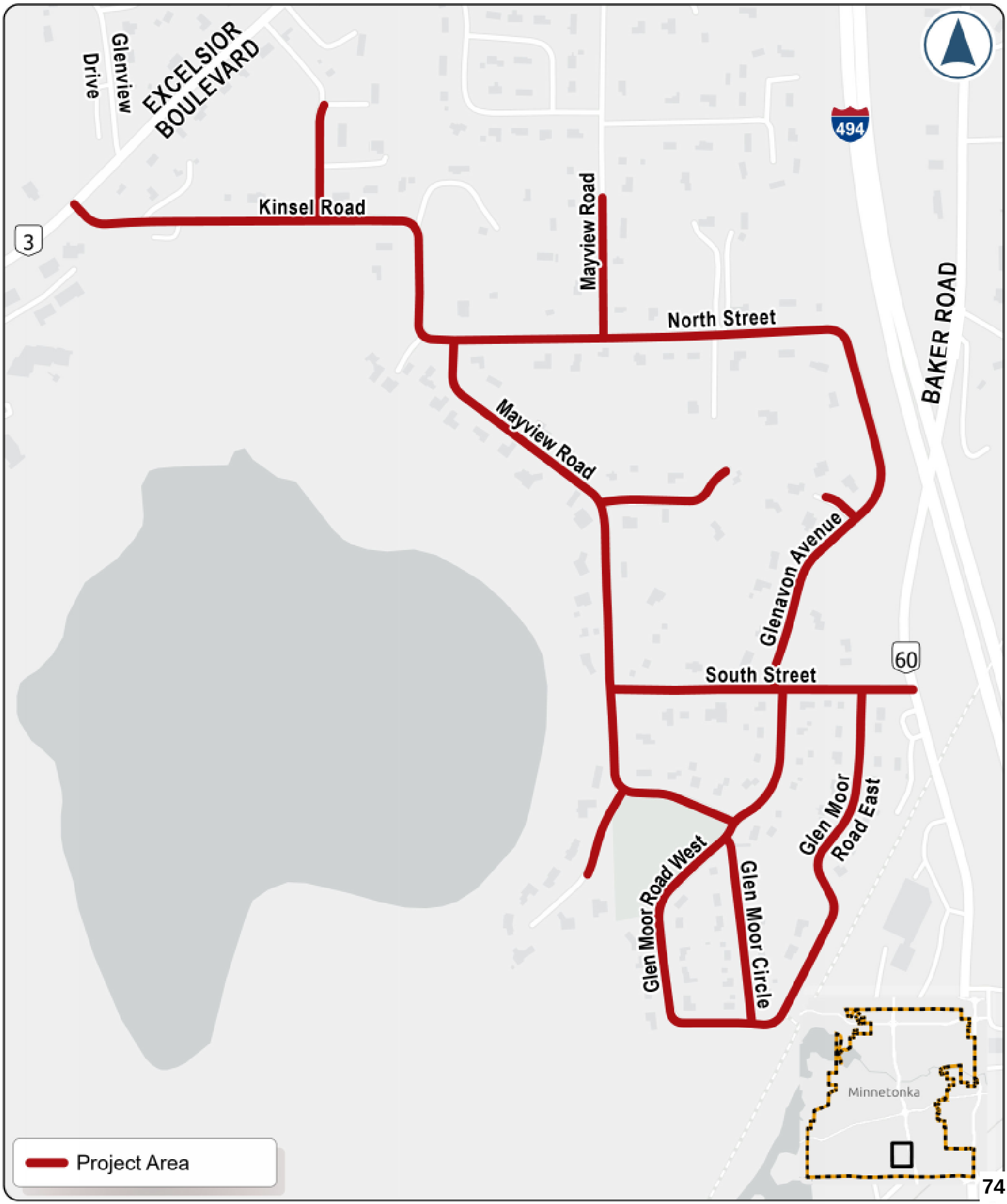
Motion for adoption:
Seconded by:
Voted in favor of:
Voted against:
Abstained:
Absent:
Resolution adopted

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on Aug. 10, 2026.

_____

Becky Koosman, City Clerk

Kinsel Neighborhood Reconstruction



CITY OF MINNETONKA

FEASIBILITY REPORT

KINSEL NEIGHBORHOOD RECONSTRUCTION PROJECT

MINNETONKA | HENNEPIN COUNTY | MINNESOTA

August 10, 2026

Prepared for:

City of Minnetonka

14600 Minnetonka Blvd

Minnetonka, MN 55345

CITY PROJECT NO. 27602

WSB PROJECT NO. 030990-000

August 10, 2026

City of Minnetonka
14600 Minnetonka Blvd
Minnetonka, MN 55345

Re: Feasibility Report
Kinsel Neighborhood Reconstruction Project
City Project No. 27602
City of Minnetonka
WSB Project No. 030990-000

Dear Honorable Mayor and City Council:

We are pleased to present to you the attached Kinsel Neighborhood Reconstruction Project feasibility report. The report addresses the street, sanitary sewer, watermain and drainage improvements, in accordance with the Capital Improvement Plan and Pavement Management Plan.

The project proposes improvements on the following streets:

Street Reconstruction & Utility Improvements

- Kinsel Road from Excelsior Boulevard (CSAH 3) to Mayview Road
- Lorence Road from Kinsel Road
- North Street from Mayview Road to Glenavon Avenue
- Mayview Road from Kinsel Road to Glen Moor Road W.
- Mayview Road from North Street to approximately 550-feet north of North Street
- Glen Moor Road W. from Mayview Road to Glen Moor Road N.
- Glenavon Avenue from North Street to South Street
- 7 Oaks Court from Glen Moor Road N. to the private drive, south of the public cul-de-sac
- Glen Moor Road N. from Glen Moor Road W. to Glen Moor Circle
- Glen Moor Road W. from Glen Moor Circle to Glen Moor Drive S.
- Glen Moor Road S. from Glen Moor Road W. to Glen Moor Road E.
- Glen Moor Road E. from Glen Moor Drive S. to South Street
- Glen Moor Circle from Glen Moor Road S. to South Street
- South Street from Glen Moor Road W. to Baker Road (CSAH 60)

Mill and Overlay

- Glenavon Court from Glenavon Avenue

As part of the Kinsel Neighborhood Reconstruction Project, trail corridors were analyzed, for consideration, as identified in the City of Minnetonka's 2024 Trail Improvement plan. Based on corridor constraints, along with data gained through public engagement, these trail corridors are not recommended for construction as part of the project.

Trail Corridor Considerations

- Trail Corridor 1: 8 – foot bituminous trail along Mayview Road and Glen Moor Road W from Kinsel Park to Glen Moor Park
- Trail Corridor 2: 8 – foot bituminous trail along South Street from Mayview Road to Baker Street (CSAH 60)
- Trail Corridor 3: 8 – foot bituminous trail along Glen Moor Road S. and Glen Moor Road W. from Glen Moor Park to The Minnesota River Bluffs LRT Regional Trail

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- Trail Corridor 3: 8 – foot bituminous trail along Glen Moor Road S. and Glen Moor Road W. from Glen Moor Park to The Minnesota River Bluffs LRT Regional Trail

Sincerely,

WSB



Dustin Tipp, PE
Senior Project Manager

Attachments

ams/dmt

178 E 9TH STREET | SUITE 200 | SAINT PAUL, MN | 55101 | 651.286.8450 | WSBENG.COM

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Letter of Introduction

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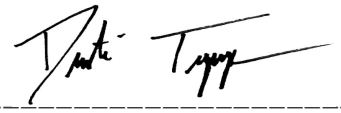
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Certification Sheet

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

Dustin Tipp, PE



Date: August 10, 2026 Lic. No. 56163

Quality Control Review Completed By:

Jake Newhall, PE



Date: August 10, 2026 Lic. No. 49170

1. Executive Summary

The Kinsel Neighborhood Reconstruction Project consists of the reconstruction and public utility improvements for the following roadways within the Kinsel Neighborhood:

- Kinsel Road from Excelsior Boulevard (CSAH 3) to Mayview Road
- Lorence Road from Kinsel Road
- North Street from Mayview Road to Glenavon Avenue
- Mayview Road from Kinsel Road to Glen Moor Road W.
- Mayview Road from North Street to approximately 550-feet north of North Street
- Glen Moor Road W. from Mayview Road to Glen Moor Road N.
- Glenavon Avenue from North Street to South Street
- 7 Oaks Court from Glen Moor Road N. to the private drive, south of the public cul-de-sac
- Glen Moor Road N. from Glen Moor Road W. to Glen Moor Circle
- Glen Moor Road W. from Glen Moor Circle to Glen Moor Drive S.
- Glen Moor Road S. from Glen Moor Road W. to Glen Moor Road E.
- Glen Moor Road E. from Glen Moor Drive S. to South Street
- Glen Moor Circle from Glen Moor Road S. to South Street
- South Street from Glen Moor Road W. to Baker Road (CSAH 60)

Also proposed with the reconstruction project is the mill and overlay of Glenavon Court.

The roadway improvements include the following:

- Removal of existing pavement and correcting subgrade
- Installation of new concrete curb and gutter and pavement
- Modifications to existing roadway widths and alignments
- Removal and replacement of portions of existing trails in Glen Moor Park and Kinsel Park
- Mill and overlay includes removal and replacement of the top layer of pavement and spot concrete curb and gutter repairs.

The public utility improvements include the following:

- Storm Sewer and Drainage Improvements
  - New storm sewer where facilities do not currently exist and replacement of existing storm sewer
  - Additional catch basins to improve drainage
  - Storm sewer outlets to mitigate flooding risks on landlocked basins and stormwater pond improvements
  - Flood mitigation south of Glen Lake
- Sanitary Sewer
  - Spot sanitary sewer repairs to correct issues identified in the televising videos
  - Sanitary sewer structure repairs, casting replacements, and casting adjustments, as identified by the structure condition report
  - Removal and replacement of existing force main on North Street
- Watermain
  - Removal and replacement of existing watermain, hydrants, valves and water services
  - Lining of existing watermain across Interstate-494 from Glenavon Avenue to Baker Road, utilizing trenchless construction methods

Three trail corridor designs were also evaluated for City Council's consideration as part of this project. Trail corridor 1 (Mayview Road and Glen Moor Road W.) and trail corridor 2 (South Street) correspond to segments listed in the City's 2024 Trail Improvement Plan. Trail corridor 3 (Glen Moor Road S. and Glen Moor Road W.) is not listed in the 2024 Trail Improvement Plan and is proposed as an alternate to trail corridor 2. Each design consideration was evaluated for feasibility of construction, private utility and private property impacts, cost, and resident feedback.

A map illustrating the project location is shown on **Figure 1** in **Appendix A** and maps illustrating the three trail corridors for consideration are shown in **Appendix B**.

The total estimated project cost for the Kinsel Neighborhood Reconstruction is approximately $16,050,000. The project will be locally funded with funding coming from the City's Street, Storm, and Utility, funds.

The Kinsel Neighborhood Reconstruction can be completed, including the final lift of bituminous paving and all restoration items, in 2027.

The project is feasible, necessary and cost effective from an engineering standpoint and should be constructed as proposed herein.

2. Introduction

2.1 Scope

This report reviews existing conditions, identifies and evaluates proposed infrastructure improvements, and includes preliminary cost estimates to assess the project's overall feasibility. Private property impacts, private utilities, agency coordination and constructability were considered in the proposed improvements. The project area is as follows:

Street Reconstruction & Utility Improvements

- Kinsel Road from Excelsior Boulevard (CSAH 3) to Mayview Road
- Lorence Road from Kinsel Road
- North Street from Mayview Road to Glenavon Avenue
- Mayview Road from Kinsel Road to Glen Moor Road W.
- Mayview Road from North Street to approximately 550-feet north of North Street
- Glen Moor Road W. from Mayview Road to Glen Moor Road N.
- Glenavon Avenue from North Street to South Street
- 7 Oaks Court from Glen Moor Road N. to the private drive, south of the public cul-de-sac
- Glen Moor Road N. from Glen Moor Road W. to Glen Moor Circle
- Glen Moor Road W. from Glen Moor Circle to Glen Moor Drive S.
- Glen Moor Road S. from Glen Moor Road W. to Glen Moor Road E.
- Glen Moor Road E. from Glen Moor Drive S. to South Street
- Glen Moor Circle from Glen Moor Road S. to South Street
- South Street from Glen Moor Road W. to Baker Road (CSAH 60)

Mill and Overlay

- Glenavon Court from Glenavon Avenue

Trail Corridor Considerations

- Trail corridor 1: 8 – foot bituminous trail along Mayview Road and Glen Moor Road W from Kinsel Park to Glen Moor Park
- Trail corridor 2: 8 – foot bituminous trail along South Street from Mayview Road to Baker Road (CSAH 60)
- Trail Corridor 3: 8 – foot bituminous trail along Glen Moor Road S. and Glen Moor Road W. from Glen Moor Park to the Minnesota River Bluffs LRT Regional Trail

2.2 Data Available

Information and materials used in the preparation of this report include the following:

- City of Minnetonka Capital Improvement Plan (CIP)
- City of Minnetonka Record Drawings
- Topographic Survey, completed by WSB in fall of 2025
- Wetland Delineations, completed by WSB in fall of 2025
- Report of Pavement Evaluation completed by American Engineering Testing (AET), dated February 18, 2025

- Sanitary sewer televising completed by Pipe Services, dated February 20, 2026
- Sanitary Sewer Structure Report, completed by City staff in 2025
- Field observations and discussions with City staff
- Soil borings and Geotechnical Report completed by AET, dated April 7, 2026
- Private Utility maps
- Phase 1A Cultural Resources Assessment by Merjent, dated January 30, 2026
- City of Minnetonka 2024 Trail Improvement Plan
- Public Engagement/Resident Survey Results

2.3 Project History

This project was initiated through the continued development and implementation of the City of Minnetonka's Capital Improvement Plan (CIP). The CIP provides a schedule for the various roadway and utility improvements that are necessary to maintain the City's infrastructure in an effective and efficient manner.

The following conditions have been identified within the project area:

- Deterioration of street conditions.
- Streets, sanitary and watermain that were originally constructed in the 1970s and exhibit deterioration.
- Stormwater drainage issues due to lack of stormwater infrastructure.

3. Existing Conditions

3.1. Surface

The roadways within the Kinsel Neighborhood are located east of Glen Lake, between Excelsior Boulevard (CSAH 3) and Baker Road (CSAH 60). The roads were generally constructed in the 1970's and have had numerous overlays since original construction. The existing roadway widths vary from 16-feet to 30-feet.

The roadways identified for reconstruction consist of paved, rural sections, with areas including bituminous curb and gutter. A Report of Pavement Evaluation was prepared in 2025, by AET, for the streets identified in the report. The pavement cores indicated existing asphalt thicknesses of approximately 4-inches to 10-inches and outlines distresses including longitudinal cracking, edge failures, potholes, transverse cracks, stripping, and fatigue cracking. The report recommends reconstruction of these roadways. **Figure 1** below illustrates the existing pavement conditions.

Glenavon Court consists of a paved urban section with concrete curb and gutter and is listed in fair condition. The roadway was constructed in 2006 and is identified for a mill and overlay.

Soil borings were completed to determine underlying soil conditions, and the soils generally consist of silty and clayey sands. The soil borings and geotechnical recommendations for construction are included in the Report of Geotechnical Exploration, completed by AET in 2026.

The Report of Geotechnical Exploration and Report of Pavement Evaluation can be found in **Appendix D** of this report.



Figure 1 - Mayview Road and North Street

3.2. Municipal Utilities

3.2.1. Sanitary Sewer

The sanitary sewer system within the project area consists primarily of 8-inch polyvinyl chloride (PVC) pipe, installed in 1973, and 21-inch reinforced concrete pipe (RCP), installed in 1972. The sanitary sewer was televised to review existing interior pipe conditions and confirm sanitary service locations. Service laterals extend from the mainline sewer to the property lines and are typically 4-inch PVC services. Based on the televising review, the trunk sanitary sewer along Glen Lake was observed to be in good condition. Minor defects were identified in the sewer system within the neighborhood area, including localized joint deficiencies, service connection defects, cracking, deposits, and obstructions. Sanitary sewer repairs within the neighborhood area are anticipated to be addressed through spot repairs rather than full pipe replacement.

The lift station on North Street is proposed to be rehabilitated with new pumps and control panel as a separate project in coordination with the Kinsel Neighborhood Reconstruction Project. The force main, extending from the lift station was also installed in 1973 with the original street and utility construction.

The sanitary sewer on Glenavon Court is 8” PVC. The pipe was installed in 2006 and is in good condition.

3.2.2. Watermain

The water distribution system within the project area was installed in 1973 and consists of 6-inch, 8-inch, and 24-inch cast iron pipe (CIP). The existing CIP system has had numerous breaks over the years and breaks will become more likely as the pipes have exceeded 50 years of service. In addition, the CIP pipes are likely heavily corroded and have the potential to leak due to the degradation of the pipe.

The watermain on Glenavon Court is 8” ductile iron pipe (DIP). The pipe was installed in 2006 and is in good condition.

3.2.3. Storm Sewer and Drainage

Drainage within the project area is handled by some bituminous curb and gutter routed to storm sewer, primarily located at roadway low points. Existing storm sewer infrastructure within the project area is limited, with many roadway segments relying on surface drainage. There are three existing stormwater ponds located within or adjacent to the project that provide surface water treatment for some of the project area. The western quarter of Kinsel Road discharges to a two-celled existing stormwater pond located just north of Glen Lake. The Lorence Road cul-de-sac drains to an existing stormwater pond northwest of the intersection of Kinsel Road and Lorence Road. Approximately 20 acres of the project area drains through an existing stormwater pond in Glen Moor Park. However, the majority of the project area discharges untreated directly to Glen Lake, to one of several existing landlocked basins within the project area, or east to Baker Road.

As noted, there are several existing landlocked basins within the project area which were analyzed with the Nine Mile Creek Watershed District (NMCWD) wide XPSWMM model as part of the project to determine the risk to adjacent structures. Further discussion on the landlocked areas and proposed outlets is included in the proposed improvements section of the report.

3.3 Glen Moor Park

Glen Moor Park is a 2.4-acre neighborhood level park providing recreation for the surrounding neighborhood. The park contains a children's playground with an adjacent arbor covered seating area, a basketball half court, loop trail system, an open green space used as an informal ballfield with a chain-link backstop, and various picnic spaces with four parallel parking stalls located along Glen Moor Road W. Overall the park is in fair condition, though there are some amenities that are nearing the end of their general lifecycle and will be replaced when appropriate. **Figure 2** below shows the existing park and amenities.



Figure 2 – Glen Moor Park

3.4 Trail System

The existing trails within the project area are limited to the trail systems located within Kinsel Park and Glen Moor Park. Based on field observations and discussions with City staff, the existing trails are generally in good condition.

3.5 Cultural Resources

Merjent was consulted to perform a Phase 1A Resources Assessment for the project area. The area, with an additional ½-mile buffer, was evaluated to determine if any regulated cultural resources would be impacted by construction of the project. Based on the findings of the assessment, no archaeological sites or historical buildings were identified within the study area. Merjent recommends that no survey of the study area is required prior to project construction. An Unanticipated Discoveries Plan will be developed for the project to ensure proper protocols are followed.

The Phase 1A Cultural Resources Assessment can be found in **Appendix E** of this report.

4. Proposed Improvements

4.1 Surface

Reconstruction of the roadways within the Kinsel Neighborhood are intended to improve the design strength of the pavement system and provide a street surface with an extended life. Street grades are generally designed to match closely with existing grades to minimize construction impacts to adjacent properties. Adjustments to street grades will be necessary in places to improve drainage and existing driveways.

Improvements proposed for the roadways include subgrade corrections, new pavement and concrete curb and gutter. The pavement section would consist of the following: 5-inches of bituminous pavement, 6-inches of aggregate base over an acceptable subgrade, and subgrade corrections, where necessary.

The improvements on Glenavon Court will include a 2" mill and overlay and spot concrete curb and gutter replacement. Because Glenavon Court was originally constructed in 2006, a mill and overlay is a cost-effective strategy to extend the life cycle of the roadway. This option allows for the complete removal of deteriorated pavement, while utilizing the existing concrete curb and gutter and aggregate base.

Existing street widths throughout the neighborhood range from 16 to 30 feet. Given the narrow street corridors and potential impacts to natural features, proposed widths generally match existing conditions, with a minimum street width of 20 feet. This falls below the City's standard minimum new street width of 26 feet; however, a reduced width is considered appropriate given the existing constraints within the neighborhood and is consistent with the approach used on comparable neighborhood reconstruction projects. **Table 1** below summarizes the existing and proposed street widths, measured face of curb to face of curb, for each roadway.

Table 1 – Existing vs. Proposed Street Widths

Kinsel Neighborhood Existing and Proposed Street Widths		
Street	**Existing Width (ft)**	**Proposed Width (ft)**
Kinsel Road	24	24
Lorence Road	24	22
North Street	20 - 23	22
Mayview Road	16 - 20	20
Mayview Road (Dead End)	16	20
Mayview (Stub off North St)	19	20
Glenavon Avenue	26	26
7 Oaks Court	26	26
Glen Moor Road N.	30	26
Glen Moor Road W.	30	26
Glen Moor Road S.	30	26
Glen Moor Road E.	26	26
Glen Moor Circle	30	26
South Street	21	20 - 24

Refer to **Figure 2** in **Appendix A** for the proposed street improvements.

4.2 Municipal Utilities

4.2.1 Sanitary Sewer

An internal inspection (televising) was completed to review the structural condition of the existing sanitary sewer pipe and to check for obstructions. After reviewing the information provided by televising, City staff determined that the pipe was in good condition and would not require removal with the project. Obstructions and pipe deficiencies were outlined in the televising report and were identified for spot removal and replacement. All services impacted by the spot repairs will be replaced within the right-of-way and reconnected to the system.

The existing 4-inch PVC force main on North Street would be removed and replaced, from the lift station to the sanitary sewer manhole connection.

City staff performed an inspection of the existing sanitary sewer structures, to determine the condition and outline necessary repairs. The results of these inspections identified casting replacements, casting adjustments and structure lining.

Improvements to Glenavon Court will include adjustment of existing castings.

4.2.2 Watermain

The existing 6-inch, 8-inch and 24-inch CIP watermain within the reconstruction area is proposed to be removed and replaced with DIP watermain. The existing 6-inch and 8-inch mains would be removed and replaced with 8-inch mains, and the 24-inch trunk main would be replaced with an 18-inch trunk main. In review of the City's water distribution model, it was determined that the existing 24-inch trunk main could be downsized to an 18-inch main, while still providing adequate fire flow capacity and flow velocities. All proposed watermain will be equipped with new valves and hydrants to ensure proper operation and fire protection.

The existing water services will be replaced up to and including the curb stops. The services are proposed to be replaced with 1.5-inch copper pipe.

Watermain improvements will also include lining the existing 24" watermain running underneath Interstate 494 from Glenavon Avenue to Baker Road (CSAH 60).

Watermain improvements are not proposed on Glenavon Court.

Refer to **Figure 2** in **Appendix A** for the proposed watermain improvements.

4.2.3 Storm Sewer

Storm sewer, ranging from 15" to 84" in diameter, is proposed to be removed and reconstructed as part of the project. Proposed storm sewer is designed for a 10-year storm event from the direct tributary areas plus the 100-year pond outflows from stormwater ponds and proposed landlocked basin outlets in line with City standards.

The large diameter storm sewer is proposed in the northwest corner of the project area, along Kinsel Road. The storm sewer in this area is proposed to be upsized from existing 48" pipes to 84" respectively based on a flood study completed by NMCWD to help alleviate flooding in the Woodhill Road neighborhood located northwest of the project area.

Refer to **Figure 1** in **Appendix F** for an overview of the storm sewer and drainage improvements.

4.2.4 Stormwater Management and Landlocked Basins

Stormwater management for the project is designed to meet City, NPDES and NMCWD requirements. The geotechnical report generally shows poor soils and high groundwater throughout the project area, making infiltration challenging. Stormwater treatment will be provided by retrofitting and/or expanding existing stormwater ponds and constructing manufactured treatment devices prior to the outfalls to Glen Lake where storage based best management practices are not feasible.

The existing stormwater pond located northwest of the Lorence Road and Kinsel Road intersection is proposed to be retrofit with an iron enhanced sand filter (IESF) bench. This pond primarily takes drainage from untreated offsite areas. This offsite area is proposed to be treated by the IESF retrofit in place of project roadway impervious which cannot be routed to a BMP prior to discharging.

The existing stormwater pond in Glen Moor Park is to be expanded with minor grading into the green space, west of the pond, to provide additional water quality treatment and floodplain storage in the area. Additionally, the outlet from the pond is proposed to be upsized in order to reduce the 100-year elevation in the pond and in turn reduce flood risk to adjacent properties. Manufactured treatment devices are proposed prior to Glen Lake at the outfalls located on Mayview Terrace and South Street. The proposed stormwater treatment structure at South Street is proposed as an offline structure sized to handle the 1.1” storm event. Larger storm events would bypass the treatment structure and drain through the trunk storm sewer outfall to the lake. The proposed stormwater treatment structure off Mayview Terrace was sized to provide treatment of the 1.1” storm event as well. Sumps are proposed in all other locations prior to discharge points.

There are six existing landlocked basins located within the project area that were analyzed as part of the project. Homes and other accessory structures nearby to the landlocked basins were surveyed to confirm critical floodplain elevations. **Figures 2-6** in **Appendix F** outline the existing and proposed high water levels, surveyed adjacent structure elevations, and proposed outlets for each of the landlocked basins. Where possible, outlets were designed to provide two-feet between the 100-year high water level and the surveyed building elevation, based on the City’s freeboard. Where it was not feasible to meet the City’s freeboard requirement, outlets were designed to maximize the vertical separation between the 100-year high water level and building elevation to the extent practical. Note that basins that will remain landlocked, the City’s freeboard requirement is two feet between the back-to-back 100-year elevation and the building elevation.

Landlocked Basin 597

Basin 597 is located east of where Kinsel Road turns south, just east of Lorence Road. Existing homes around the basin were in compliance with the City’s freeboard requirement however there was an existing accessory structure that was below the modeled 100-year high water level of the basin. An 18” outlet pipe is proposed to be constructed from the basin connecting into the storm sewer in Kinsel Road, which will drop the 100-year high water level below the elevation of the accessory structure.

Landlocked Basins 613 and 614

Basins 613 and 614 are both located north of North Street. Basin 613 is just east of Mayview Road and basin 614 is east of basin 613. In the existing condition, one home south of North Street and the City’s sanitary lift station are below the modeled back-to-back 100-year high water

level elevation of 613. One home just south of basin 614, is below the modeled 100-year high water level elevation of Basin 614. Additionally, the City noted that the low point on North Street located just south of basin 614 ponds with water during storm events as it does not currently have storm sewer.

Several outlet alternatives were analyzed for basins 613 and 614 to reduce the high water levels and provide additional flood protection to existing homes and City infrastructure. Options analyzed include a combination of rerouting upstream drainage away from the landlocked basins, adding an equalizer pipe between the two basins, and either constructing an ultimate outlet west to Glen Lake or east under 494. Ultimate outlets for the basins would require either a lift station with forcemain or trenchless construction practices based on the depth of the necessary gravity storm sewer. Outlet options west to Glen Lake were ultimately determined not to be feasible or cost effective and were not consistent with the overall routing for the area planned for in the City's Water Resource Management Plan. The recommended outlet proposed for the basins includes construction of a storm sewer pipe from basin 613 to 614 and the ultimate outlet out of basin 614 north to Mayview Terrace, then turning east under Interstate 494 to an existing stormwater pond on the east side of I-494. This ultimate outlet routing is outside of the existing project extents and requires additional coordination with homeowners and MnDOT and is anticipated to be constructed at a future date.

In the interim condition before the ultimate outlet is constructed, storm sewer at the low point in North Street is proposed to be routed to an underground stormwater storage structure within the City right-of-way, south of North Street, to temporarily store and convey stormwater to basin 613, reducing flooding in the roadway. To offset the additional drainage and maintain the high water level in basin 613, storm sewer will be added to Mayview Road and routed west along North Street where it will ultimately drain to Glen Lake. Additionally, excavation of approximately 2,000 CY of sediment is proposed in basin 613 to expand flood storage. The high water level in basin 614 is reduced because of the rerouting of the low point on North Street to basin 613.

Landlocked Basin 617

Basin 617 is located southeast of the intersection of Glen Moor Circle and Glen Moor Road W. During survey it was confirmed that there is an existing 18" CMP outlet pipe, so the basin is not currently landlocked. With the existing outlet pipe in place, all buildings surrounding the basin are in compliance with the City's freeboard requirements. The existing 18" CMP outlet is proposed to be replaced with an 18" RCP outlet as part of the project, which slightly decreases the high-water level in the basin.

Landlocked Basin 618

Basin 618 is located east of Glenavon Avenue just south of Glenavon Court. The existing home located south of the basin has just under 0.75 feet of freeboard to the modeled existing back-to-back 100-year elevation. It was determined that there is an existing surface overflow from the basin to Glenavon Avenue that is more than 0.5 feet below the current building elevation. A 15" outlet is proposed from the basin to increase freeboard to the existing home. While not able to meet the City's two foot freeboard requirement with the 15" outlet proposed, the piped outlet in combination with the existing overflow provide flood protection to the existing home. It should be noted that the addition of concrete curb and gutter on Glenavon Avenue will reduce the drainage area to the Basin 618 by around 0.5 acres, which also helps to reduce the high water level.

Landlocked Basin 619-2

Basin 619-2 is located north of South Street, west of Glenavon Avenue. The existing homes east and west of the basin as well as an accessory structure west of the basin were surveyed below the existing modeled 100-year high water level elevation of the basin. An 18" outlet pipe is proposed to the basin tying into storm sewer within South Street. With the outlet both homes were shown to achieve the City's two foot of freeboard with respect to the proposed 100-year elevation. The accessory structure is still below the modeled 100-year high water level but is at a reduced risk of flooding due to the drop in the high-water level.

As a result of these storm sewer conveyance and flood protection improvements the project results in increased stormwater rates and volumes directed to Glen Lake. Glen Lake is a large water body, capable of handling increased rates and volumes of stormwater without large changes in water levels. Modifications to the existing overflow outlet on the south side of Glen Lake in combination with grading improvements adjacent to the Glen Lake 100-year floodplain on Hennepin County property are proposed to mitigate for the slight increase in the Glen Lake water level without increasing discharge rates south under Highway 62. Coordination with Hennepin County and NMCWD on these improvements is ongoing and will be continued during final design.

4.3 Private Utilities

Private utility maps were obtained for the preliminary design phase by submitting a Gopher State One Call for the project area. Meetings will be held with private utility stakeholders during preliminary and final design to coordinate private utility impacts and relocations for the planned construction activities. Private utilities may choose to upgrade their systems prior to construction of the improvements.

4.4 Glen Moor Park

In the early stages preliminary design, it was identified that storm sewer infrastructure was located beneath the playground and basketball court. It was unclear what impact the utility improvements would have on these park amenities. City staff conducted a neighborhood survey to evaluate the use and desired amenities in the park space.

As preliminary design progressed, it was identified that the existing storm sewer running beneath the basketball court and playground needed to be upsized and replaced. In lieu of removal and replacement of the existing storm sewer pipes, the pipes would be plugged and abandoned in place, and new storm sewer would be installed and routed around both amenities. As a result, the existing playground and basketball court would remain in place and would not be impacted by the street and utility project.

The existing baseball field and open park space would be used for staging equipment and materials by contractors, as space within the roadway and right-of-way is limited. These areas would be restored to it's existing condition upon completion of the project, including repaving of impacted trails.

Feedback gathered from the neighborhood survey would be used for future park planning efforts.

4.5 Trail Corridor Considerations

The City of Minnetonka's Trail Improvement Plan identifies 71-potential trail segments citywide, prioritized based on constructability, cost effectiveness, nature of use, and community access. Two of these segments, Segment 67 (Kinsel Road/Mayview Road, from excelsior Boulevard to Glen Moor Park) and Segment 65 (South St, from Mayview Road to Baker Road), are located within the Kinsel neighborhood and would connect Kinsel Park, Glen Moor Park, and Baker Road, where a future trail segment is planned.

In the report, Trail Corridor 1 refers to the segment along Kinsel Road, Mayview Road, and Glen Moor Road West. Trail Corridor 2 refers to the segment along South Street, between Mayview Road and Baker Road. Costs and feasibility of construction to include these trail segments in the reconstruction project were evaluated, as it would be more cost effective than constructing the trails later. Each trail consideration was reviewed for feasibility, impacts to private property and private utilities, easement requirements, cost, and resident feedback. A 6-foot concrete sidewalk and 8-foot paved trail, proposed to be installed along the back of curb, were evaluated and found to be similar in costs and impacts. The 8-foot bituminous trail option was chosen to accommodate pedestrians and bicyclists. While all three corridors were found to be feasible, a summary of the findings is as follows:

- Private property impacts include extensive removal of landscaping, trees, and fencing
- Extensive private utility impacts would require relocation
- Retaining walls would be required on Mayview Road and South Street to match existing grades
- Permanent and temporary easements would be required to accommodate private utility relocations and construction of improvements

Figures 3 and 4 below illustrate the existing and proposed typical sections for trail corridors.



Figure 3 – Proposed Trail Typical Section Trail Corridor 1



Figure 4 – Proposed Trail Typical Section Trail Corridor 2

The preliminary designs for the two trail segments were presented to the public at the neighborhood meeting, held on May 12, 2026, with mostly negative feedback being received on both trail segments because of private property impacts and perceived necessity.

As an alternative to Trail Corridor 2, public feedback indicated a desire to evaluate a third trail corridor from Glen Moor Park, along Glen Moor Road West, connecting to the Minnesota River Bluffs Regional

Trail, via an existing informal dirt path that would be improved with this project. This trail segment was found to be less impactful, as the existing street width could be reduced to fit both the trail and street improvements within the existing footprint of the roadway. This trail segment is referred to in the report at Trail Corridor 3.

An open house was held at Glen Moor Park on June 16, 2026, to present the 3-trail corridor options to the public. At the meeting, comment cards were provided to residents to vote on each trail segment and provide feedback. Public feedback indicated limited support for the proposed trail considerations and the results of the votes are summarized below:

- **Trail Corridor 1** – Mayview Road and Glen Moor Road W. Trail: **80%** of responding residents did not support construction
- **Trail Corridor 2** – South Street Trail: **100%** of responding residents did not support construction
- **Trail Corridor 3** – Glen Moor Road S./W. Trail: **75%** of responding residents did not support construction

Estimated cost for the construction of each trail corridor for consideration are shown in Table 2 below:

Table 2 – Trail Corridor Consideration Opinion of Probable Costs

Trail Corridor Considerations (Including Right-of-Way and Easements)		
Trail Corridor 1 – Mayview Rd/Glen Moor Rd W. Trail	$	296,075.00
Trail Corridor 2 – South St Trail	$	263,427.50
Trail Corridor 3 – Glen Moor Rd S./W. Trail	$	76,132.00

Additional information regarding trail layouts, impacts, costs, and public engagement results is provided in **Appendices B, C, and G**.

4.6 Right of Way

To construct the proposed improvements, it is anticipated that temporary and permanent easements will be required. Several existing roadways within the project area are outside of existing right-of-way and would not be considered owned by the City of Minnetonka under a prescriptive right-of-way. All other proposed improvements for the project are expected to be constructed within the existing right-of-way. It is estimated that acquisitions of temporary and/or permanent easements will be required for 36 parcels to construct the street and utility improvements. An additional 7 parcels would require temporary and/or permanent easements for construction of the trail corridors. Easement needs will be coordinated with City staff, City Attorney and affected property owners.

5. Financing

5.1 Opinion of Probable Cost

A detailed breakdown of the Opinion of Probable Cost (OPC) for the proposed project is included in **Appendix C**. The OPC estimates construction costs for 2027, based on historical construction costs for 2025 and 2026. Contingency costs are also included in the total proposed improvement costs. Indirect costs for the street reconstruction improvements include engineering, legal, financing and other administrative costs. Estimated easement acquisition costs are also included and land values are estimated based on comparable sales in the area. Actual easement costs will be determined through appraisals and negotiations with each property owner. **Table 3** below provides a summary of the opinion of probable costs.

Table 3 – Opinion of Probable Costs

Proposed Improvements	**Cost**
Construction Costs	$11,600,000.00
Contingency	$1,200,000.00
Indirect Costs	$1,950,000.00
Right of Way	$1,300,000.00
Total Proposed Improvements	**$16,050,000.00**

The opinion of probable cost is shown in **Appendix C.**

5.2 Funding

Funding for the project will come from City funds as shown in **Table 4** below.

Table 4 - Funding Summary

Proposed Improvements	**Cost**
Street Improvement Fund	$7,100,000.00
Utility Fund	$5,450,000.00
Storm Sewer Fund	$3,500,000.00
Total Proposed Improvements	**$16,050,000.00**

6. Project Schedule

The proposed schedule for this improvement is shown in **Table 5** below:

Table 5 – Proposed Project Schedule

Task Number	Task Description	Completion Date
1	Public Information Meeting – Open House	May 12, 2026 and June 16, 2026
2	Presentation of Feasibility Study and Authorize Acquisitions	August 10, 2026
3	Approve Plans and Specifications and Authorize Advertisement for Bids	December 7, 2026
4	Receive Bids	February 2, 2027
5	Order Improvements and Award Contract	February 22, 2027
6	Begin Construction	April 2027
7	Final Completion of Construction	November 2027

Public Engagement

An informational public meeting was held on May 12, 2026, to present the project information and preliminary design to property owners within the project area. At the meeting, staff presented the project background, existing conditions and proposed improvements. Staff discussed project timelines and the impact of construction. The residents' overall sentiment towards the project was generally supportive but questioned the necessity of the trail corridor improvements.

A follow-up public meeting was held at Glen Moor Park on June 16, 2026, to specifically discuss the trail corridor options. The residents were overall not supportive of either of the three trail options proposed by City staff.

A summary of feedback received from both informational meetings is included in **Appendix G**.

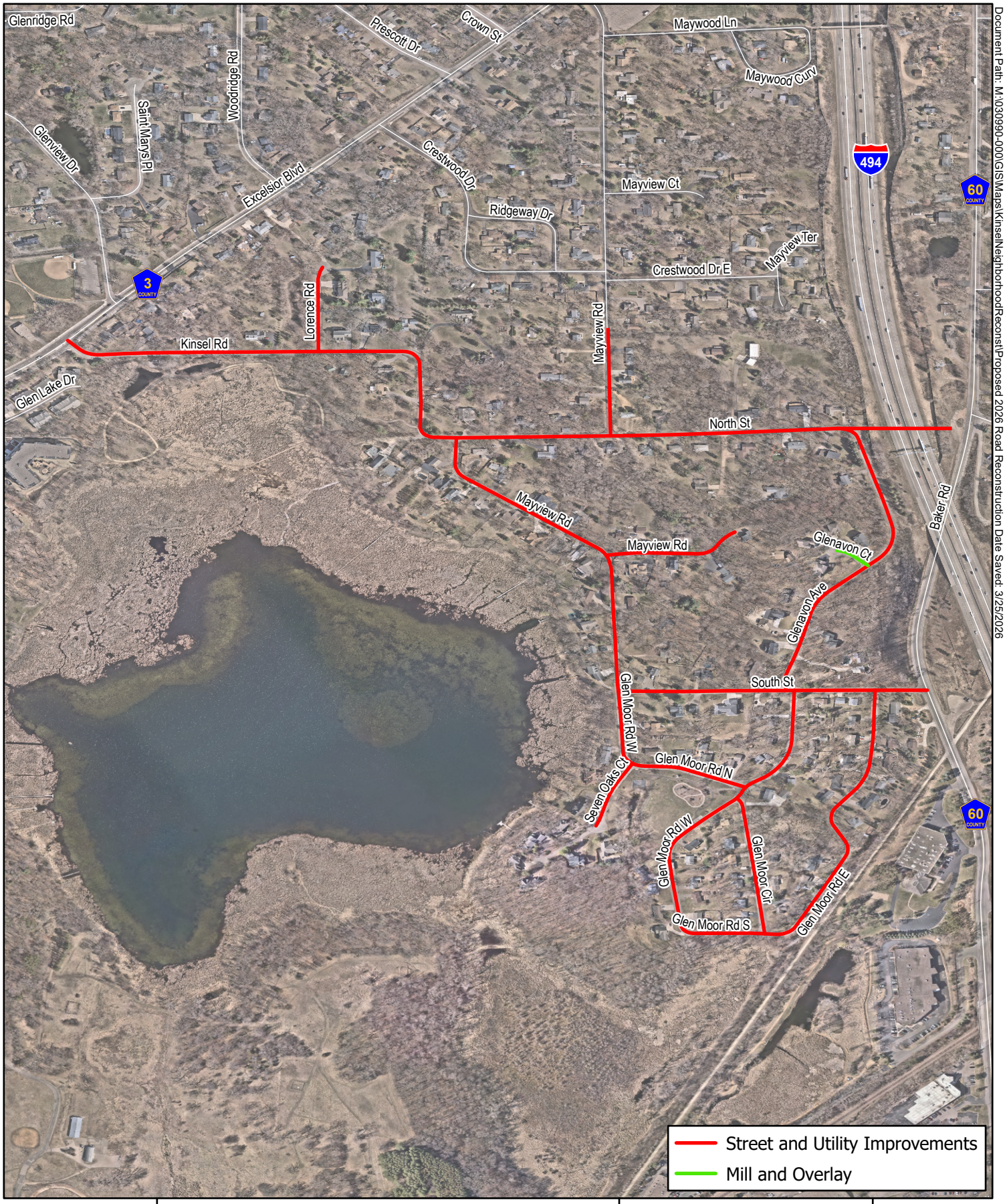
7. Feasibility and Recommendation

This project is feasible, necessary and cost effective from an engineering standpoint. The project funding is subject to financial review by the City. Based on the information contained in this report, it is recommended to proceed with the improvements as outlined herein.

Appendix A

Figure 1 – Project Location Map

Figure 2 – Proposed Improvements



Document Path: M:\030990-000\GIS\Maps\KinselNeighborhoodReconst\Proposed 2026 Road Reconstruction Date Saved: 3/25/2026

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Figure 1 - Project Location Map
Minnetonka, MN

N
0 650 Feet
1 inch = 650 feet

wsb

0 60 120
H: SCALE IN FEET

N

LEGEND

- PERMANENT EASEMENT
- TEMPORARY EASEMENTS
- CONSTRUCTION LIMITS
- TREE REMOVALS
- POTENTIAL TREE REMOVALS
- CLEAR TREES
- ROADWAY PAVEMENT
- DRIVEWAYS
- TRAIL DESIGN
- CURB AND GUTTER
- MILL AND OVERLAY
- LANDLOCKED DRAINAGE BASINS
- RETAINING WALL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED STORM SEWER
- UNDERGROUND STORMWATER CHAMBER
- EXISTING STORM SEWER

EXCELSIOR BOULEVARD
LORENCE RD.
KINSEL RD.
KINSEL RD.
MAYVIEW RD
MAYVIEW RD.
GLEN LAKE

PROP: 22' F-F
EX: 24'
PRO: 24' F-F
EX: 24'
PROP: 24' F-F
EX: 24'
PROP: 22' F-F
EX: 22'
PROP: 20' F-F
EX: 16'

SEE SHEET 2

14000 14010 14018 14027 14108 14109 14112 14016 14008 14011 14019 14007 14196 14194 14200 14199 14201 14017 14319 14325

5231 13907 13913 13921 13929 5235 5230 5236 5240 5250 5251 5259 5242 13800 5246 5252 5258 5301 5327 13908 13736 13920 13832 13824 5320 5318 13732 5322 13901 13825 5336 13730 13891 5356 5360 5342 5346 5404 5433 5347 13601 5408 5412 5429 5453 5418 5424 5436 5442 5457 5454 5474 5500 5508 5516

0 60 120
H: SCALE IN FEET

N

LEGEND

- PERMANENT EASEMENT
- TEMPORARY EASEMENTS
- CONSTRUCTION LIMITS
- TREE REMOVALS
- POTENTIAL TREE REMOVALS
- CLEAR TREES
- ROADWAY PAVEMENT
- DRIVEWAYS
- TRAIL DESIGN
- CURB AND GUTTER
- MILL AND OVERLAY
- LANDLOCKED DRAINAGE BASINS
- RETAINING WALL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED STORM SEWER
- UNDERGROUND STORMWATER CHAMBER
- EXISTING STORM SEWER

MAYVIEW RD.

NORTH ST.

GLENAVON AVE.

GLENAVON CT.

BAKER RD.

I-494

PROP: 21' F-F
EX: 19'

PROP: 22' F-F
EX: 22'

PROP: 22' F-F
EX: 20' - 23'

PROP: 20' F-F
EX: 16'

PROP: 20' F-F
EX: 16' F-F

PROP: 20' F-F
EX: 16'

PROP: 24' F-F
EX: 24' - 28'

SEE SHEET 1

SEE SHEET 3

WSB PROJECT NO.: 030990-000
May 12, 2026

CITY OF MINNETONKA

2027 KINSEL NEIGHBORHOOD RECONSTRUCTION PROJECT
FIGURE 2 - PROPOSED IMPROVEMENTS
CITY OF MINNETONKA, MINNESOTA

SEE SHEET 2

0 60 120
H: SCALE IN FEET

N

LEGEND

- PERMANENT EASEMENT
- TEMPORARY EASEMENTS
- CONSTRUCTION LIMITS
- TREE REMOVALS
- POTENTIAL TREE REMOVALS
- CLEAR TREES
- ROADWAY PAVEMENT
- DRIVEWAYS
- TRAIL DESIGN
- CURB AND GUTTER
- MILL AND OVERLAY
- LANDLOCKED DRAINAGE BASINS
- RETAINING WALL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED STORM SEWER
- UNDERGROUND STORMWATER CHAMBER
- EXISTING STORM SEWER

GLEN LAKE

MAYVIEW RD.

GLENAVON AVE.

SOUTH ST.

BAKER RD.

I-494

GLEN MOOR RD. W.

GLEN MOOR CIR.

GLEN MOOR RD. E.

GLEN MOOR RD. N.

SEVEN OAKS CT.

GLEN MOOR DR. S.

PROP: 20' F-F
EX: 16'

PROP: 24' F-F
EX: 24' - 28'

PROP: 20' F-F
EX: 21'

PROP: 26' F-F
EX: 30'

24' F-F
EX: 21'

PROP: 26' F-F
EX: 26'

PROP: 26' F-F
EX: 28'

Appendix B

Trail Corridor Considerations

0 120 240
H: SCALE IN FEET

N

LEGEND

- TRAIL CORRIDOR 1
- TRAIL CORRIDOR 2
- TRAIL CORRIDOR 3

EXCELSIOR BOULEVARD
LORENCE RD.
KINSEL RD.
MAYVIEW RD.
NORTH ST.
GLENAVON AVE.
GLENAVON CT.
BAKER RD.
I-494
SOUTH ST.
GLEN MOOR RD. W.
GLEN MOOR RD. N.
GLEN MOOR CIR.
GLEN MOOR RD. E.
SEVEN OAKS CT.
GLEN MOOR DR. S.
GLEN LAKE

wsb
WSB PROJECT NO.: 030990-000
June 16, 2026

CITY OF MINNETONKA

2027 KINSEL NEIGHBORHOOD RECONSTRUCTION PROJECT
TRAIL DESIGN CONSIDERATIONS
CITY OF MINNETONKA, MINNESOTA

Appendix C

Opinion of Probable Cost

OPINION OF PROBABLE COST

WSB Project: 2027 Kinsel Neighborhood Reconstruction Project
Project Location: City of Minnetonka
City Project No.: 27602
WSB Project No: 030990-000

Design By: EKM
Checked By: DMT
Date: 7/29/2026

ITEM NO.	MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED TOTAL QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
A. Surface Improvements						
1	2021.501	MOBILIZATION	LS	1	$ 562,000.00	$ 562,000.00
2	2101.502	CLEARING	EACH	226	$ 400.00	$ 90,400.00
3	2101.502	GRUBBING	EACH	226	$ 350.00	$ 79,100.00
4	2101.505	CLEARING	ACRE	0.78	$ 10,000.00	$ 7,800.00
5	2101.505	GRUBBING	ACRE	0.78	$ 10,000.00	$ 7,800.00
6	2104.502	REMOVE SIGN	EACH	34	$ 200.00	$ 6,800.00
7	2104.502	SALVAGE AND REINSTALL MAILBOX	EACH	86	$ 300.00	$ 25,800.00
8	2104.502	SALVAGE SIGN	EACH	20	$ 150.00	$ 3,000.00
9	2104.502	REMOVE STAIRS	EACH	1	$ 2,500.00	$ 2,500.00
10	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L F	290	$ 7.00	$ 2,030.00
11	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	L F	2700	$ 5.00	$ 13,500.00
12	2104.503	REMOVE CURB & GUTTER	L F	200	$ 15.00	$ 3,000.00
13	2104.503	SALVAGE & REINSTALL RETAINING WALL	L F	745	$ 200.00	$ 149,000.00
14	2104.503	SALVAGE AND REINSTALL FENCE	L F	820	$ 100.00	$ 82,000.00
15	2104.503	REMOVE GUARD RAIL	L F	250	$ 50.00	$ 12,500.00
16	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	S Y	1260	$ 14.00	$ 17,640.00
17	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	S Y	3740	$ 6.50	$ 24,310.00
18	2104.504	REMOVE BITUMINOUS PAVEMENT	S Y	36590	$ 4.25	$ 155,507.50
19	2104.518	REMOVE CONCRETE WALK	S Y	40	$ 7.00	$ 280.00
20	2104.518	REMOVE BITUMINOUS WALK	S F	10180	$ 1.75	$ 17,815.00
21	2104.601	SALVAGE & REINSTALL LANDSCAPE STRUCTURES	L S	1	$ 50,000.00	$ 50,000.00
22	2104.604	REMOVE GRAVEL DRIVEWAY	S Y	640	$ 5.00	$ 3,200.00
23	2104.618	SALVAGE & REINSTALL BRICK PAVERS	S F	490	$ 50.00	$ 24,500.00
24	2105.607	SELECT GRANULAR BORROW (CV)	C Y	14000	$ 30.00	$ 420,000.00
25	2106.507	EXCAVATION - COMMON	C Y	17540	$ 30.00	$ 526,200.00
26	2106.507	EXCAVATION - SUBGRADE	C Y	14000	$ 25.00	$ 350,000.00
27	2112.519	SUBGRADE PREPARATION	RDST	125	$ 500.00	$ 62,500.00
28	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	100	$ 250.00	$ 25,000.00
29	2211.507	AGGREGATE BASE (CV) CLASS 5	C Y	6974	$ 45.00	$ 313,830.00
30	2232.504	MILL BITUMINOUS SURFACE (2.0")	S Y	810	$ 3.50	$ 2,835.00
31	2360.504	TYPE SP 9.5 WEAR CRS MIX(3;C)3.0" THICK	S Y	4260	$ 40.00	$ 170,400.00
32	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2;C)	TON	4180	$ 92.00	$ 384,560.00
33	2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (2;C)	TON	6120	$ 89.00	$ 544,680.00
34	2411.618	MODULAR BLOCK RETAINING WALL	S F	2710	$ 80.00	$ 216,800.00
35	2521.518	6" CONCRETE WALK	S F	260	$ 20.00	$ 5,200.00
36	2531.503	CONCRETE CURB & GUTTER DESIGN B612	L F	26000	$ 20.00	$ 520,000.00
37	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	S Y	1180	$ 80.00	$ 94,400.00
38	2531.618	TRUNCATED DOMES	S F	40	$ 55.00	$ 2,200.00
39	2540.602	TEMPORARY MAILBOX	EACH	133	$ 150.00	$ 19,950.00
40	2540.602	WOOD STAIRWAY	EACH	1	$ 3,000.00	$ 3,000.00
41	2554.602	END TREATMENT - ENERGY ABSORBING TERMINAL	EACH	2	$ 6,000.00	$ 12,000.00
42	2554.603	GUARDRAIL DESIGN 31	L F	250	$ 40.00	$ 10,000.00
43	2563.601	TRAFFIC CONTROL	LS	1	$ 30,000.00	$ 30,000.00
44	2564.602	INSTALL SIGN	EACH	20	$ 250.00	$ 5,000.00
45	2564.618	SIGN PANEL TYPE C	S F	220	$ 70.00	$ 15,400.00
46	2573.501	STORM DRAIN INLET PROTECTION	LS	126	$ 250.00	$ 31,500.00
47	2573.501	STABILIZED CONSTRUCTION EXIT	LS	1	$ 15,000.00	$ 15,000.00
48	2574.507	COMMON TOPSOIL BORROW	C Y	3790	$ 35.00	$ 132,650.00
49	2574.508	FERTILIZER TYPE 3	LB	2470	$ 5.00	$ 12,350.00
50	2575.504	SODDING TYPE LAWN	S Y	24820	$ 10.00	$ 248,200.00
51	2575.504	ROLLED EROSION PREVENTION CATEGORY 20	S Y	2730	$ 5.00	$ 13,650.00
52	2575.505	SEEDING	ACRE	2.08	$ 6,000.00	$ 12,480.00
53	2575.508	HYDRAULIC MULCH MATRIX	LB	5250	$ 4.25	$ 22,312.50
54	2575.523	WATER	MGAL	60	$ 50.00	$ 3,000.00
55	2575.608	SEED SOUTHERN BOULEVARD	LB	110	$ 5.00	$ 550.00
56	2575.608	SEED TURFGRASS	LB	290	$ 5.00	$ 1,450.00
57	2575.608	SEED WET DITCH	LB	5	$ 5.00	$ 25.00
58	2582.503	4" SOLID LINE PAINT - MULTI COMP	L F	80	$ 8.00	$ 640.00
					CONSTRUCTION TOTAL	**$ 5,568,245.00**

OPINION OF PROBABLE COST

WSB Project: 2027 Kinsel Neighborhood Reconstruction Project
Project Location: City of Minnetonka
City Project No.: 27602
WSB Project No: 030990-000

Design By: EKM
Checked By: DMT
Date: 7/29/2026

ITEM NO.	MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED TOTAL QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
B. Drainage Improvements						
59	2104.502	REMOVE PIPE APRON	EACH	12	$ 400.00	$ 4,800.00
60	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	20	$ 600.00	$ 12,000.00
61	2104.503	REMOVE SEWER PIPE (STORM)	L F	1653	$ 12.00	$ 19,836.00
62	2104.603	ABANDON STORM SEWER	L F	383	$ 5.00	$ 1,915.00
63	2501.502	15" RC PIPE APRON	EACH	6	$ 1,600.00	$ 9,600.00
64	2501.502	18" RC PIPE APRON	EACH	4	$ 1,800.00	$ 7,200.00
65	2501.502	28" SPAN CAS PIPE-ARCH APRON	EACH	2	$ 4,400.00	$ 8,800.00
66	2501.502	58" SPAN CAS PIPE-ARCH APRON	EACH	1	$ 6,000.00	$ 6,000.00
67	2503.503	15" RC PIPE SEWER CLASS V	L F	6208	$ 70.00	$ 434,560.00
68	2503.503	18" RC PIPE SEWER CLASS V	L F	833	$ 80.00	$ 66,640.00
69	2503.503	21" RC PIPE SEWER CLASS III	L F	214	$ 100.00	$ 21,400.00
70	2503.503	24" RC PIPE SEWER CLASS III	L F	504	$ 115.00	$ 57,960.00
71	2503.503	27" RC PIPE SEWER CLASS III	L F	378	$ 125.00	$ 47,250.00
72	2503.503	30" RC PIPE SEWER CLASS III	L F	38	$ 145.00	$ 5,510.00
73	2503.503	48" RC PIPE SEWER CLASS III	L F	214	$ 270.00	$ 57,780.00
74	2503.503	54" RC PIPE SEWER CLASS III	L F	136	$ 320.00	$ 43,520.00
75	2503.503	84" RC PIPE SEWER CLASS III	L F	229	$ 350.00	$ 80,150.00
76	2503.503	28" SPAN RC PIPE-ARCH SEWER CL IIIA	L F	236	$ 220.00	$ 51,920.00
77	2503.503	58" SPAN RC PIPE-ARCH SEWER CL IIA	L F	25	$ 300.00	$ 7,500.00
78	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	2	$ 1,400.00	$ 2,800.00
79	2506.502	CONST DRAINAGE STRUCTURE DESIGN SPECIAL	EACH	31	$ 2,800.00	$ 86,800.00
80	2506.502	CASTING ASSEMBLY	EACH	96	$ 800.00	$ 76,800.00
81	2506.503	CONST DRAINAGE STRUCTURE DES 48-4020	L F	332	$ 620.00	$ 205,840.00
82	2506.503	CONST DRAINAGE STRUCTURE DES 60-4020	L F	48	$ 900.00	$ 43,200.00
83	2506.503	CONST DRAINAGE STRUCTURE DES 72-4020	L F	22	$ 1,100.00	$ 24,200.00
84	2506.503	CONST DRAINAGE STRUCTURE DES 84-4020	L F	4	$ 1,700.00	$ 6,800.00
85	2506.503	CONST DRAINAGE STRUCTURE DES 96-4020	L F	7	$ 1,900.00	$ 13,300.00
86	2506.503	CONST DRAINAGE STRUCTURE DES 108-4020	L F	14	$ 2,300.00	$ 32,200.00
87	2506.503	CONST DRAINAGE STRUCTURE DES 120-4020	L F	25	$ 2,800.00	$ 70,000.00
					CONSTRUCTION TOTAL	**$ 1,506,281.00**
C. Sanitary Sewer Improvements						
88	2104.502	REMOVE CASTING	EACH	2	$ 1,200.00	$ 2,400.00
89	2104.503	REMOVE SEWER PIPE (SANITARY)	L F	144	$ 20.00	$ 2,880.00
90	2104.503	REMOVE FORCE MAIN	L F	453	$ 15.00	$ 6,795.00
91	2123.610	UTILITY CREW	HOUR	10	$ 1,800.00	$ 18,000.00
92	2503.503	8" PVC PIPE SEWER	L F	144	$ 90.00	$ 12,960.00
93	2503.601	TEMPORARY BYPASS PUMPING	L S	1	$ 15,000.00	$ 15,000.00
94	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	12	$ 1,600.00	$ 19,200.00
95	2503.602	CONNECT TO EXISTING MANHOLES (SAN)	EACH	3	$ 2,400.00	$ 7,200.00
96	2503.603	4" PVC FORCE MAIN	L F	453	$ 70.00	$ 31,710.00
97	2506.502	CASTING ASSEMBLY	EACH	2	$ 1,500.00	$ 3,000.00
98	2506.502	ADJUST FRAME & RING CASTING	EACH	53	$ 400.00	$ 21,200.00
99	2506.602	CHIMNEY SEAL	EACH	55	$ 225.00	$ 12,375.00
100	2506.602	LINE SANITARY SEWER STRUCTURE	EACH	2	$ 12,000.00	$ 24,000.00
					CONSTRUCTION TOTAL	**$ 176,720.00**

OPINION OF PROBABLE COST

WSB Project: 2027 Kinsel Neighborhood Reconstruction Project
Project Location: City of Minnetonka
City Project No.: 27602
WSB Project No: 030990-000

Design By: EKM
Checked By: DMT
Date: 7/29/2026

ITEM NO.	MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED TOTAL QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
D. Watermain Improvements						
101	2104.502	REMOVE MANHOLE	EACH	1	$ 3,500.00	$ 3,500.00
102	2104.502	REMOVE CURB STOP & BOX	EACH	136	$ 100.00	$ 13,600.00
103	2104.502	REMOVE GATE VALVE & BOX	EACH	45	$ 950.00	$ 42,750.00
104	2104.502	REMOVE HYDRANT	EACH	21	$ 700.00	$ 14,700.00
105	2104.502	ABANDON WATER MAIN	EACH	225	$ 25.00	$ 5,625.00
106	2104.503	REMOVE WATER MAIN	L F	13550	$ 6.00	$ 81,300.00
107	2104.503	REMOVE WATER SERVICE	L F	3940	$ 4.00	$ 15,760.00
108	2504.601	TEMPORARY WATER SERVICE	L S	1	$ 150,000.00	$ 150,000.00
109	2504.602	RECONNECT WATER SERVICE	EACH	133	$ 250.00	$ 33,250.00
110	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	4	$ 2,700.00	$ 10,800.00
111	2504.602	HYDRANT	EACH	35	$ 7,400.00	$ 259,000.00
112	2504.602	ADJUST VALVE BOX	EACH	1	$ 600.00	$ 600.00
113	2504.602	ABANDON WATER SERVICE	EACH	1	$ 400.00	$ 400.00
114	2504.602	1.5" CORPORATION STOP	EACH	133	$ 1,700.00	$ 226,100.00
115	2504.602	10" BUTTERFLY VALVE & BOX	EACH	2	$ 9,000.00	$ 18,000.00
116	2504.602	18" BUTTERFLY VALVE	EACH	7	$ 16,000.00	$ 112,000.00
117	2504.602	6" GATE VALVE & BOX	EACH	37	$ 3,000.00	$ 111,000.00
118	2504.602	8" GATE VALVE & BOX	EACH	27	$ 3,600.00	$ 97,200.00
119	2504.602	1.5" CURB STOP & BOX	EACH	133	$ 800.00	$ 106,400.00
120	2504.603	1.5" TYPE K COPPER PIPE	L F	3700	$ 55.00	$ 203,500.00
121	2504.603	6" WATERMAIN DUCTILE IRON CL 52	L F	610	$ 90.00	$ 54,900.00
122	2504.603	8" WATERMAIN DUCTILE IRON CL 52	L F	9880	$ 70.00	$ 691,600.00
123	2504.603	10" WATERMAIN DUCTILE IRON CL 52	L F	20	$ 180.00	$ 3,600.00
124	2504.603	18" WATERMAIN DUCTILE IRON CL 52	L F	3174	$ 200.00	$ 634,800.00
125	2504.603	24" WATERMAIN DUCTILE IRON CL 52	L F	25	$ 325.00	$ 8,125.00
126	2504.603	LINING WATER MAIN 24"	L F	346	$ 425.00	$ 147,050.00
127	2504.604	4" POLYSTYRENE INSULATION	S Y	100	$ 60.00	$ 6,000.00
128	2504.608	DUCTILE IRON FITTINGS	LB	13810	$ 20.00	$ 276,200.00
					CONSTRUCTION TOTAL	**$ 3,327,760.00**
E. Stormwater Basin Improvements						
129		V2B1 (DESIGN SPECIAL STRUCTURE 1)	L S	1	$ 55,000.00	$ 55,000.00
130		DIVERSION STRUCTURE (DESIGN SPECIAL 2)	L S	1	$ 20,000.00	$ 20,000.00
131		SAFL STRUCTURE (DESIGN SPECIAL 3) AT MAYVIEW OUTFALL	L S	1	$ 15,000.00	$ 15,000.00
132		GLEN MOOR PARK POND EXPANSION & DREDGING	L S	1	$ 30,000.00	$ 30,000.00
133		LORENCE POND IESF BENCH RETROFIT	L S	1	$ 270,000.00	$ 270,000.00
134		613 UNDERGROUND CHAMBER	L S	1	$ 125,000.00	$ 125,000.00
135		CHANNEL AND POND EXCAVATION (PONDS SOUTH OF KINSEL CLEANOUT)	L S	1	$ 120,000.00	$ 120,000.00
136		CHANNEL AND POND EXCAVATION (LANDLOCKED BASIN 613)	L S	1	$ 80,000.00	$ 80,000.00
137		GLEN LAKE FLOOD MITIGATION	L S	1	$ 305,500.00	$ 305,500.00
					CONSTRUCTION TOTAL	**$ 1,020,500.00**
					GRAND TOTAL	**$ 11,599,506.00**

DISCLAIMER:
In review of this Opinion of Probable Cost, the Client understands that the Consultant has no control over the availability of labor, equipment or materials, market conditions, or the Contractor's method of pricing. This Opinion of Probable Cost is made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, expressed or implied, regarding the ultimate bids or negotiated cost of the Work.

OPINION OF PROBABLE COST

WSB Project: 2027 Kinsel Neighborhood Reconstruction Project
Project Location: City of Minnetonka
City Project No.: 27602
WSB Project No: 030990-000

Design By: EKM
Checked By: DMT
Date: 7/29/2026

ITEM NO.	MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED UNIT PRICE	TRAIL CORRIDOR 1 - MAYVIEW ROAD		TRAIL CORRIDOR 2 - SOUTH STREET		TRAIL CORRIDOR 3 - GLEN MOOR ROAD W	
					ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST
1	2021.501	MOBILIZATION	LS	-	1	$ 14,100.00	1	$ 12,600.00	1	$ 4,300.00
2	2101.502	CLEARING	EACH	$ 650.00	2	$ 1,300.00	3	$ 1,950.00	2	$ 1,300.00
3	2101.502	GRUBBING	EACH	$ 500.00	2	$ 1,000.00	3	$ 1,500.00	2	$ 1,000.00
4	2101.505	CLEARING	ACRE	$ 8,000.00	0.1	$ 800.00	0.1	$ 800.00	0	$ 800.00
5	2101.505	GRUBBING	ACRE	$ 8,000.00	0.1	$ 800.00	0.1	$ 800.00	0	$ 800.00
6	2104.503	REMOVE FENCE	LF	$ 10.00	134	$ 1,340.00	60	$ 600.00	20	$ 200.00
7	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	S Y	$ 14.00	100	$ 1,400.00	0	$ -	130	$ 1,820.00
8	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	S Y	$ 9.00	80	$ 720.00	0	$ -	50	$ 450.00
9	2106.507	EXCAVATION - COMMON	C Y	$ 45.00	1260	$ 56,700.00	530	$ 23,850.00	250	$ 11,250.00
10	2211.507	AGGREGATE BASE (CV) CLASS 5	C Y	$ 40.00	300	$ 12,000.00	170	$ 6,800.00	170	$ 6,800.00
11	2360.504	TYPE SP 9.5 WEAR CRS MIX(3;C)3.0" THICK	S Y	$ 50.00	80	$ 4,000.00	0	$ -	50	$ 2,500.00
12	2411.618	MODULAR BLOCK RETAINING WALL	S F	$ 80.00	92	$ 7,360.00	2149	$ 171,920.00	0	$ -
13	2521.518	3" BITUMINOUS WALK	S F	$ 4.25	13200	$ 56,100.00	6890	$ 29,282.50	7070	$ 30,047.50
14	2521.518	4" BITUMINOUS WALK	S F	$ 4.50	970	$ 4,365.00	690	$ 3,105.00	830	$ 3,735.00
15	2521.518	6" CONCRETE WALK	SF	$ 16.00	460	$ 7,360.00	470	$ 7,520.00	150	$ 2,400.00
16	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	S Y	$ 100.00	100	$ 10,000.00	0	$ -	130	$ 13,000.00
17	2557.603	INSTALL FENCE	LF	$ 45.00	134	$ 6,030.00	60	$ 2,700.00	20	$ 900.00
		PERMANENT EASEMENT	SF	$ 22.00	3670	$ 80,740.00	0	$ -	0	$ -
		TEMPORARY EASEMENT	SF	$ 3.50	8560	$ 29,960.00	0	$ -	2037	$ 7,129.50
				CONSTRUCTION TOTAL		**$ 296,075.00**		**$ 263,427.50**		**$ 88,432.00**
1		COST SAVINGS - ROAD NARROWING	LS	-	0	$ -	0	$ -	1	$ 12,300.00
				CONSTRUCTION TOTAL (WITH SAVINGS)		**$ 296,075.00**		**$ 263,427.50**		**$ 76,132.00**

DISCLAIMER:
In review of this Opinion of Probable Cost, the Client understands that the Consultant has no control over the availability of labor, equipment or materials, market conditions, or the Contractor's method of pricing. This Opinion of Probable Cost is made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, expressed or implied, regarding the ultimate bids or negotiated cost of the Work.

Appendix D

Geotechnical Evaluation

REPORT OF
GEOTECHNICAL EXPLORATION

Kinsel Neighborhood Reconstruction
Minnetonka, Minnesota

AET Project No. P-0048535

Date:
June 17, 2026

Prepared for:
City of Minnetonka
14600 Minnetonka Blvd
Minnetonka, MN 55345

Geotechnical • Materials
Forensic • Environmental
Building Technology
Petrography/Chemistry

American Engineering Testing
550 Cleveland Avenue North
St. Paul, MN 55114-1804
TeamAET.com • 800.972.6364

June 17, 2026

City of Minnetonka
14600 Minnetonka Blvd
Minnetonka, MN 55345

Attn: Kevin Rudd, PE

RE: Report of Geotechnical Exploration
Kinsel Neighborhood Reconstruction
Minnetonka, Minnesota
AET Report No. P-0048535

Dear Mr. Rudd:

American Engineering Testing, Inc. (AET) is pleased to present the results of our subsurface exploration and geotechnical engineering review for the Kinsel Neighborhood Reconstruction project in Minnetonka, Minnesota. These services were performed according to our proposal dated November 24, 2025.

We are submitting an electronic copy (PDF) of the report to you. Additional copies are being sent on your behalf as noted below. Please contact me if you have any questions about the report. I can also be contacted to arrange construction observation and testing services.

Sincerely,
American Engineering Testing, Inc.

Justin L. Staker, PE (MN)
Senior Engineer
jstaker@teamAET.com
651-523-1265

cc: Dustin Tipp, PE – WSB

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SIGNATURE PAGE

Prepared for:

City of Minnetonka
14600 Minnetonka Blvd
Minnetonka, MN 55345

Attn: Kevin Rudd, PE

Prepared by:

American Engineering Testing, Inc.
550 Cleveland Avenue North
Saint Paul, MN 55114
(651) 659-9001/www.TeamAET.com

Authored by:

Justin L. Staker, PE (MN)
Senior Engineer

Reviewed by:

Neil G. Lund, PE (MN)
Principal Engineer

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

Signature: _____

Typed or Printed Name: Justin L. Staker
Date: 6/17/2026 **License Number: 55534**

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APPENDIX A – Geotechnical Field Exploration and Testing
Boring Log Notes
Unified Soil Classification System
AASHTO Soil Classification System

Boring Location Maps (Figures 1 and 2)
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Gradation Curve

APPENDIX B – Geotechnical Report Limitations and Guidelines for Use

1.0 INTRODUCTION

The City of Minnetonka (City) is proposing pavement, utility, and stormwater BMP improvements throughout the Kinsel Neighborhood. To assist with planning and design, the City authorized American Engineering Testing, Inc. (AET) to conduct a subsurface exploration program at the site, conduct soil laboratory testing, and perform a geotechnical engineering review for the project. This report presents the results of the above services and provides our engineering recommendations based on this data.

2.0 SCOPE OF SERVICES

AET's services were performed according to our proposal to the City dated November 24, 2025. The authorized scope included performing the following:

- GPS staking and arranging to clear the borings of underground utilities
- 40 standard penetration test (SPT) borings to depths ranging from 14½ to 24½ feet
- Up to three optional SPT borings to depths of 14½ feet, to be performed at a later date, if requested by the City and WSB
- Soil laboratory testing
- Geotechnical engineering review based on the collected data and preparation of this report

Following authorization of our proposal, AET identified 41 SPT boring locations on the WSB-provided map; therefore, 41 SPT borings were performed.

Two borings were obstructed prior to the planned depths. Boring B-37 was obstructed at 12½ feet due to possible cobbles, and Boring B-41 was obstructed at 7½ feet due to watermain. Boring B-41 was redrilled as Boring B-41A. Three borings were extended due to swamp deposits or very soft soils at the planned termination depths.

These services were intended for geotechnical purposes only. The scope was not intended to explore for the presence or extent of environmental contamination in the soil or groundwater.

3.0 PROJECT INFORMATION

The City is planning improvements in the Kinsel Neighborhood including approximately 2.5 miles of street reconstruction, open-cut and trenchless utility installations, and stormwater storage/BMPs. Centerline grades are expected to remain within one foot of existing grades. WSB and the City provided proposed boring locations and depths.

Utility improvements include storm sewer, water main, and sanitary sewer. Invert depths are anticipated to extend up to 10 to 24 feet below existing grades, based on the boring layout provided by WSB. A water main crossing beneath I-494 is anticipated to be constructed using horizontal directional drilling (HDD), with the invert elevations assumed to be above the 20-foot-deep borings, B-10 and B-11.

Underground stormwater storage is planned at Glen Moor Park, with potential BMPs in the wooded area adjacent to Glen Lake. BMP bottom elevations have not been provided.

The above-stated information represents our understanding of the proposed construction and is an integral part of our engineering review. It is important that we are contacted if there are changes from that described so that we can evaluate whether modifications to our recommendations are appropriate.

4.0 SUBSURFACE EXPLORATION AND TESTING

4.1 Field Exploration Program

The subsurface exploration program consisted of 42 standard penetration test (SPT) borings (including the redrilled B-41 boring) performed between December 17, 2025, and March 24, 2026. The City and WSB determined the number, location, and planned depths of the borings.

Borings B-10 and B-11 were primarily for the proposed HDD water main crossing beneath I-494. Borings B-23 and B-24 were intended for evaluation of potential stormwater BMPs in the wooded area adjacent to Glen Lake. Borings B-30 to B-35 were for proposed underground stormwater storage at Glen Moor Park. The remaining borings were drilled for both street reconstruction and utility purposes.

Boring locations are shown on the Boring Location Maps (Figures 1 and 2) in Appendix A. Locations were collected by AET personnel using GPS equipment with submeter accuracy. Surface elevations on the boring logs were estimated from MnTOPO LiDAR data. These GPS locations and LiDAR elevations were recorded to provide relative consistency for presenting geotechnical data and do not represent the precision of a licensed land surveyor.

Subsurface boring logs and exploration details of the methods used are included in Appendix A. The logs provide information concerning pavement layering, soil layering, interpreted geologic origins, and moisture condition. A density or consistency description is also noted for the natural soils, which is based on the standard penetration resistance (N-value). N-values are not provided

where frozen soils were judged to influence the blow counts. Coordinates, elevations, and general locations/roadway names are also provided.

4.2 Previous Geotechnical Exploration

A previous pavement evaluation was performed by AET in various areas throughout the City, including the Kinsel Neighborhood, in 2024. Nine direct push (Geoprobe) borings were performed along with pavement cores. The results were presented in our Report of Pavement Evaluation, dated February 18, 2025 (AET Project No. P-0032154). The locations of these previous borings are shown on Figures 1 and 2.

4.3 Laboratory Testing

The laboratory test program included water content tests on most cohesive samples, one gradation, three percent passing the #200 sieve tests, and three organic content tests. Test results are shown on the boring logs in Appendix A, adjacent to the tested samples. The full gradation results are shown following the boring logs. Soils were visually-manually classified by the Unified Soil Classification System (USCS) and the American Association of State Highway and Transportation Officials (AASHTO) system.

5.0 SITE CONDITIONS

5.1 Pavement Section

At the boring locations, we observed a pavement section consisting of bituminous over possible aggregate base. Table 5.1 presents a summary of the thickness of the bituminous and possible aggregate base layers, based on the downhole measurements at the boring locations.

Table 5.1 – Pavement Thickness Summary

Number of Borings	Statistic	Downhole Bituminous Thickness (in)	Possible Aggregate Base Thickness (in)	Total Pavement Section Thickness (in)
35	Average	6.6	10.4	17.0
	Minimum [A]	2½	0	4
	Maximum [A]	12	18	24

Note: A. Minimums and maximums measured downhole in the soil boring to the nearest half inch.

Measured downhole bituminous thicknesses ranged from 2½ to 12 inches. The underlying aggregate base thickness ranged from 4 to 18 inches, except at Boring B-14, where aggregate base was not observed and clayey sand (A-6) extended to a depth of 2 feet. The aggregate base generally consisted of silty sand, sand with silt, sand, and crushed limestone with variable gravel content (A-2-4, A-1-b, and A-1-a).

No pavement cores were performed for this project; however, GPR and pavement cores were performed for the previous AET Project No. P-0032154. That report mentions that the thickness of the bituminous was often thicker than would be expected for a residential area. Additionally, the underlying base was consistently less gravelly, and the pavements may have been originally constructed as “full-depth” or “deep-strength” bituminous sections over a thinner sandy fill layer, with subsequent overlays. These findings are consistent with the downhole measurements taken during this project. AET Report No. P-0032154 has more pavement thickness information, including pavement core logs, boring logs, and GPR figures.

5.2 Subsurface Soils/Geology

In the borings, the soil below the pavement section generally consisted of fill overlying alluvium and/or till, extending to the final drilling depths. The fill depths extended up to 15½ feet, and the fill generally consisted of mixtures of lean clay (A-6), clayey to silty sand (A-4, A-2-6, and A-2-4), and sand or sand with silt (A-3/A-1-b) with variable amounts of gravel. Occasionally, such as in Boring B-03, peat was observed within the A-2-4 fill, while Boring B-40 contained a mixture of organic soils (A-8) from a depth of 3 to 7 feet. Additionally in Boring B-31, atypical fill consisting of crushed bituminous with a petroleum-type odor was observed; Section 5.3 provides additional details.

Below the fill, coarse alluvium was the most commonly encountered deposit and generally consisted of very loose to dense silty sand (A-2-4/A-1-b), sand with silt (A-3/A-1-b), and sand (A-1-b) with variable gravel content. The mixed alluvium consisted of soft to stiff sandy lean clay (A-6) and very soft to very stiff clayey sand (A-2-6/A-6) with variable gravel content. Occasionally, the mixed alluvium clayey sand underlying the swamp deposits contained organic fines or was slightly organic. The fine alluvium consisted of very soft to firm lean clays, occasionally with sand (A-7-6/A-6), and soft silty clay (A-4).

Till was encountered in several borings (in some locations directly beneath fill) and generally consisted of stiff to very stiff sandy lean clay (A-6) and clayey sand (A-6/A-2-6) as well as loose to dense silty sand (A-2-4) with variable gravel content.

Swamp deposits up to depths of 20 feet were encountered in and near the Glen Moor Park area (observed in Borings B-30, B-31, B-32, B-33, B-34, B-35, and B-38) and consisted of peat (fibric, hemic, and sapric) and organic clays (A-8 soils). Bog lime was also occasionally observed within these deposits.

Possible cobbles (suspected because of local high blow count, drill tool action, and/or limited recovery) were noted in multiple borings, including at approximately 2 and 4½ feet (B-02), 14½

to 21½ feet (B-02), 2½ to 3 feet (B-06), 12 feet (B-12), 10 feet (B-23), 3 feet (B-27), and 9½ to 12½ feet (B-37).

5.3 Debris/Odor Observed in Subsurface Soils

Debris/odor was observed in Boring B-31 as follows:

- Fill consisting of mostly crushed bituminous with a petroleum-type odor from a depth of 2 to 6 feet.
- Fill consisting of mostly silty sand with a petroleum-type odor from a depth of 6 to 7 feet.

All existing fills should be re-used or disposed of offsite following Minnesota Pollution Control Agency (MPCA) guidelines for "Best Management Practices." Fill with debris or that is contaminated is considered "Regulated" by the MPCA. Some environmental testing may be required at the time of excavation to characterize the fill for possible contamination levels for re-use, handling, and disposal guidelines. Contaminated soil and soil with debris will likely need to be disposed of in a landfill. Test pits can be performed prior to construction to obtain a full-scale view of the fill and environmentally characterize the fill for handling, disposal planning, and budgeting.

5.4 Groundwater

The boreholes were observed for the presence of groundwater during drilling. Groundwater was observed in the borings listed in Table 5.4 at depths ranging from 4.0 to 23.5 feet (corresponding to elevations ranging from about 887 to 911½ feet). The groundwater depths listed are the shallowest groundwater depths observed while sampling and drilling.

Table 5.4 – Groundwater Observations at Soil Borings

Boring	Ground Surface Elevation (ft)	Date Observed	Observed Groundwater Depth (ft) [A]	Approximate Groundwater Elevation (ft) [B]
B-01	925	12/17/25	23.5	901½
B-02	917	1/28/26	14.7	902½
B-03	913	1/28/26	13.7	899½
B-11	931	1/28/26	19.3	911½
B-16	909	1/30/26	9.5	899½
B-26	908	1/28/26	9.9	898
B-27	908	1/28/26	7.8	900
B-30	907	12/29/25	8.7	898½
B-31	908	12/24/25	4.0 [C]	904
B-32	908	12/23/25	7.8	900
B-33	906	12/24/25	18.9	887

Boring	Ground Surface Elevation (ft)	Date Observed	Observed Groundwater Depth (ft) [A]	Approximate Groundwater Elevation (ft) [B]
B-34	907	12/23/25	9.7	897½
B-35	905	12/23/25	5.7	899½
B-38	906	1/20/26	10.1	896
B-39	915	3/12/26	14.2	901
B-40	906	1/20/26	7.1	899
B-41A	913	3/24/26	13.0	900

Notes: A. Depth below boring ground surface elevation.
B. Elevation rounded to the nearest half foot.
C. As this boring was extended, the groundwater level dropped to a depth of 10.4 feet (approximate elevation 897½ feet), which suggests the measured water level could represent a perched condition.

As most of these borings terminated in moderately fast draining sands, the water levels observed in those locations should provide an indication of the static groundwater level for the dates, times, and locations observed. Groundwater was not observed in the remainder of our borings to the termination depths. However, perched groundwater could occur above the slower draining clayey and organic soils at this site.

Additionally, groundwater levels will be influenced by nearby Glen Lake. Based on the Minnesota DNR Lake & Flood Elevations Online Map, the highest recorded water level was 904.96 feet in 1965, and the ordinary high water level (OHWL) elevation is 904.4 feet.

Longer-term monitoring of water levels using piezometers will provide more accurate water level measurement; however, this was not part of our scope of services. Groundwater levels fluctuate due to varying seasonal and annual rainfall and snowmelt amounts, as well as other factors.

5.5 Subgrade Soil Properties

The soils encountered within the critical subgrade zone (within 3 feet of the top of subgrade elevations) beneath the pavement generally consisted of clayey sand (A-6 and A-2-6) and silty sand (A-4, A-2-4, and A-1-b) with variable amounts of gravel, and to a lesser extent sandy lean clay (A-6).

Where pavements are proposed, organic soils (A-8) were encountered at the following locations:

- In Boring B-38, swamp deposits consisting of sapric peat, organic clay, and hemic peat were encountered from a depth of 2 to 7 feet.

- In Boring B-40, fill consisting of a mixture of hemic peat, sapric peat, and organic clay was encountered from a depth of 3 to 7 feet. This fill had an organic content of 11% from a depth of 4½ to 6½ feet.

These soils are highly compressible, have very low strength, and are very slow draining. These soils will continue to experience on-going settlement from the weight of the fill above. This settlement could be on the order of inches. Additional borings and consolidation testing of the buried organic soils would be required to provide more definitive settlement analysis. The roadway embankments have been in place an estimated 40 years or more; therefore, much of the anticipated settlement has likely occurred. However, the on-going settlement could still negatively affect the performance of buried utilities (including possible rupture and altered slopes) and roadway grades.

Estimates of frost susceptibility, drainage characteristics, and strength/stability characteristics are summarized in Table 5.5. These characteristics are subjective in nature and are intended to provide a generalized overview of the soil properties regarding pavement support.

Table 5.5 – Subgrade Soil Properties

Soil Type	Frost Susceptibility	Drainage Characteristics	Strength and Stability Characteristics
A-8 Soils: Peats and Organic Clay	Very High	Very Slow	Very Low
A-6 Soils: Sandy Lean Clay & Clayey Sand	At Least Moderate	Slow	Low
A-4 Silty Sand	Very High	Slow	Low
A-2-6 Clayey Sand A-2-4 Silty Sand	Moderately High	Moderately Slow	Moderate to low (when wet)
A-1-b Silty Sand	Moderate	Moderately Fast	Moderately High

6.0 PAVEMENT RECOMMENDATIONS

6.1 Definitions

This report references the 2025 MnDOT Standard Specifications for Construction (MnDOT Spec.) and uses the following terms, which are defined below:

Grading grade is the bottom of the aggregate base layer.

Granular Material should meet the requirements of MnDOT Spec. 3149, including Table 3149.2-1, which requires 0% to 20% for the ratio of the percent passing the No. 200 sieve/1-inch sieve.

Select Grading Material is mineral soil, excluding organic soils (5% or more organic material by weight), silt (soil containing 80% or more particles 2 to 75 micrometers in size), and marl (soil consisting of clay and lime or unconsolidated sedimentary rock).

Select Granular Material should meet the requirements of MnDOT Spec. 3149, including Table 3149.2-1, which requires 0% to 12% for the ratio of the percent passing the No. 200 sieve/1-inch sieve.

Top of Subgrade is the surface of material immediately beneath a granular material layer meeting MnDOT Spec. 3149, which is usually placed as a sand subbase layer. If there is no granular material layer, then the top of subgrade is the grading grade.

Uniform soils have the same soil class per the Triaxial Chart in the *MnDOT Grading and Base Manual*, and they have similar color, moisture content, and performance characteristics.

6.2 Embankment Construction and Compaction

We recommend embankments be prepared in accordance with Excavation and Embankment (MnDOT Spec. 2106). Our recommendations for reconstruction are presented below.

We recommend on-site and imported soils used for embankment construction at least meet the definition of Select Grading Materials per MnDOT Spec. 2106.2B.1.

Uniform soils should be used along the project to provide consistent pavement support as well as subgrade drainage and frost characteristics.

Embankment fill for pavement support should be placed per Placing Embankment Materials (MnDOT Spec. 2106.3F) and compacted per Compacting Embankments and Backfills (MnDOT Spec. 2106.3G). Embankment fill material should also meet the moisture requirements set forth in Moisture Control (MnDOT Spec. 2106.3C).

In ASTM terms, this specification requires soil placed within 3 feet of grading grade be compacted to a minimum of 100% of its standard maximum dry unit weight defined in ASTM D 698 (Standard Proctor test). A reduced minimum compaction level of 95% of the standard maximum dry unit weight can be used below 3 feet of grading grade for non-granular materials (those which do not meet the MnDOT specification in Table 3149.2-1 for Granular Material).

6.3 Removals and Excavation

We recommend removing the existing bituminous pavement and aggregate base. These materials may be recycled (reclaimed) and stockpiled for reuse as aggregate base, provided the reclaimed material meets the gradation requirements of MnDOT Table 3138.2-6.

If soft or wet soils are encountered at the base of the excavation, they should be subcut and replaced, or scarified and recompacted. Subgrade instability at this site will likely be a result of wetter clayey or silty soils present beneath the existing subgrade. Excavations should continue to allow for the placement of the recommended pavement sections.

Topsoil and other organic soils, such as peat and organic clay, should also be removed up to a depth of 3 feet below proposed grading grade. However, as indicated in Sections 5.2 and 5.5, deeper swamp deposits and organic fills (A-8 soils) were encountered in Borings B-38 and B-40, extending to a depth of 7 feet each. The base of the excavation in these areas will likely be unstable and require deeper excavation and replacement with suitable materials. Consideration could be given to completely removing these soils. Additional borings could help estimate the extents of these organic soils.

6.4 Subgrade Preparation and Stability

The soils exposed following the recommended excavation and before placement of the optional sand subbase should be prepared per MnDOT Spec. 2112, Subgrade Preparation. This includes scarification, mixing, moisture conditioning, and compaction of the upper 6 inches of the subgrade to provide uniform support.

The final subgrade should have proper stability within the critical subgrade zone. Where clayey soils are exposed, stability should be evaluated using the test roll procedure. If highly variable conditions are present (either stability-wise or soil type), a compaction subcut should be performed to provide a more consistent subgrade condition.

Where granular soils are exposed (i.e., sands to silty sands), we recommend applying surface compaction. This compaction should take place with a self-propelled vibratory roller compactor having a drum diameter of at least 3 feet. Overall stability should be evaluated during the compaction process. Instability will likely be a result of wetter clayey/silty soils beneath the exposed sandy soils.

Unstable soils should be improved by means of scarification, drying, and recompaction; or by subcutting and replacement with Select Grading Material, at a minimum.

We recommend the final soils remaining in place be capable of passing a test roll or judged to be stable prior to placing the aggregate base.

6.5 Optional Sand Subbase

At the boring locations, the existing subgrades soil types are variable with both moderately fast-draining sandy soils and slow-draining clayey soils. A sand subbase layer will improve the subgrade support as well as the frost and drainage characteristics of the pavement system. Therefore, we recommend a minimum 12-inch-thick sand subbase for the roadways. The subbase should at least consist of Select Granular Material (MnDOT Table 3149.2-1).

Where the sand subbase overlies slow-draining soils, it must be provided with a proper means of subsurface drainage, to minimize build-up of water within the sand. For these urban roadway segments, we recommend Subcut Drains in accordance with MnDOT Spec. 2502 (Subsurface Drains) and the details on Standard Plan Sheets 5-297.430 and 5-297.433 (Subsurface Drains, Subcut Drain Type).

If there is a need to vary the thickness of the sand subbase, we recommend the thickness have longitudinal tapers of 1V:20H or flatter for roadways.

6.6 Aggregate Base

The aggregate base placed for pavement support should meet the gradation and quality requirements for Class 5 or 6 per MnDOT Spec. 3138. Aggregate base placement and compaction should be performed according to MnDOT Spec. 2211. All aggregate base material should be tested for compaction using the Penetration Index Method (MnDOT Spec. 2211.3D.2.c) per the requirements of MnDOT Table 2211.3-3.

After the aggregate base has been placed, compacted, and tested, it is the contractor's responsibility to maintain the base in a suitable condition for paving. If the subgrade or aggregate base materials become saturated or contaminated by clayey or silty soils after testing, the base may be rendered unsuitable for paving due to softness and instability. This action would require remedial action before the bituminous pavement is placed.

6.7 Bituminous Pavement Design

In our opinion, the limiting subgrade soils are A-6 soils (sandy lean clay and clayey sand). We estimate these soils will exhibit a soil factor of 100 when properly prepared.

We understand that the City's typical pavement section for 7-ton local roads consists of 5 inches bituminous (2 inches wear and 3 inches non-wear) over 6 inches of aggregate base.

Table 6.7 shows our recommended pavement sections based on a 7-ton design (less than 400 ADT), subgrade soils, and a 20-year design life. The pavement sections are based on the City's typical section. Note that both provided pavement sections will also meet a 9-ton design (less than 150 HCADT) with a total required granular equivalency (GE) of 17.5. We have also provided an alternate pavement section with sand subbase that should improve frost and drainage characteristics of the pavement section.

Table 6.7 – Kinsel Neighborhood Pavement Section

Pavement Course	MnDOT Material Type (Spec.)	Thickness	
		No Subbase	With Subbase
Bituminous Wear Upper	SPWEA240C (PG 58H-34)	2.0"	2.0"
Bituminous Non-Wear	SPNWB230C (PG 58H-34)	3.0"	3.0"
Aggregate Base	Class 5 or 6 (3138)	7"	6"
Sand Subbase	Select Granular Material (3149)	–	12"
Subgrade	Subgrade Preparation (2112)	6"	6"
Total Frost-Free Thickness		**12"**	**23"**
Required GE		**11.5**	**11.5**
Provided GE		**18.25**	**23.25**

Please note that the pavement thicknesses recommended above are minimums, not averages, and they should be noted as such on the project plans and specifications.

6.8 Bituminous Mixes

The bituminous mixtures should meet the most current MnDOT Spec. 2360 (Plant-Mixed Asphalt Pavement) requirements. Compaction of all bituminous mixtures should be by the Maximum Density Method per MnDOT Spec. 2360.3D.1.

6.9 Bituminous Pavement Comments

The bituminous pavement sections listed above are estimated to have a service life of 20 years. However, pavements will not last 20 years without maintenance. Even if placed and compacted properly on stable subgrade conditions, bituminous pavements will likely experience cracking in 1 to 3 years, primarily due to temperature-related expansion and shrinkage. The designs given above assume that a regularly scheduled maintenance program consisting of patching cracks and repairing locally distressed areas would be implemented.

7.0 UTILITY RECOMMENDATIONS

7.1 Utility Installation Discussion

Proposed utilities to be installed using open-cut methods include storm sewer, water main, and sanitary sewer. Invert depths are anticipated to range from 10 to 24 feet below existing grades. Due to the relatively deep utility backfill beneath the roadways, the potential self-compression of the backfill should be considered by the design team and contractor. Even well-compacted clay backfill can undergo compression settlement of up to about 1% to 2% of the backfill height. To help reduce compression settlement, the design team may consider using coarse-grained backfill materials (SM, SP-SM, or SP soils) and/or delaying bituminous placement until the season following completion of utility backfilling.

Groundwater was observed in the borings and at the depths listed in Table 5.4 and should be expected to be encountered throughout much of the project area. Trench bottoms should be properly dewatered to reduce the potential for soil disturbance and to allow for proper bedding and utility placement. Local dewatering procedures will likely be sufficient to remove water from within excavations in the slower draining soils. If waterbearing sandy soils are encountered at or above the proposed utility invert elevations, dewatering by means of well points may be necessary. Dewatering means and methods are the responsibility of the contractor and should be designed such that the drawdown does not influence neighboring buildings, pavements, or utilities.

7.2 Utility Support

Based on the soils encountered at the boring locations, it is our opinion that the soils exposed in the proposed excavations are generally suitable for utility support; however, as discussed in Section 7.1, the backfill type should be considered by the design team. Additionally, swamp deposits and fill consisting of peat and organic clay were encountered in Borings B-38 and B-40 within pavement areas. Swamp deposits and organic soils can also be expected to be encountered away from our borings. See Sections 5.2 and 5.5 for more details.

If encountered, organics should be removed from within utility excavations. Oversized materials such as cobbles and boulders should also be removed to reduce point loads on the pipes.

If unstable or organic soils are encountered and additional subcutting is necessary to provide pipe support, the excavation for pipe foundation improvement should be laterally oversized at the bottom by a horizontal distance (from the outermost plan viewpoint of the pipe) at least equal to the vertical distance between the lowest bottom elevation of the pipe and the lowest

excavation bottom elevation (i.e., 1H:1V lateral oversize). All new fill placed within the excavation below the pipe springline should be well compacted sand and/or gravel.

Where soils with significant gravel content are encountered, we recommend providing a 6-inch-thick layer of Granular Bedding (MnDOT Spec. 3149.2F) directly beneath the pipe, or per the pipe manufacturer's recommendations. The bedding should be shaped to conform to the bottom of the pipe to minimize point or imbalanced loads on the pipe and provide uniform pipe support.

If highly unstable trench bottom soils are encountered or groundwater control is difficult, Coarse Aggregate Bedding (MnDOT Spec. 3149.2.G.2) may be needed. This material should be completely enveloped with a geotextile separation fabric (MnDOT Spec. 3733, Type 5), which reduces the intrusion of fines into the rock void space.

7.3 Backfill and Compaction

The on-site inorganic soils are suitable for reuse as utility trench backfill, provided they can be properly moisture conditioned and compacted. Fill soils should be free of organic matter, rubble, debris, and particles larger than 3 inches in the largest dimension. Organic soils were encountered (within the roadway) in Boring B-38 from a depth ranging from 2 to 9½ feet and Boring B-40 from a depth ranging from 3 to 7 feet. Utility trench backfill soils should match the adjacent subgrade soils when placed within 3 feet of grading grade.

Utility backfill soils should be placed in lift thicknesses appropriate for the compaction equipment used and the soil being compacted. The compactor should be capable of compacting the entire lift thickness to the recommended compaction level. We recommend trench backfill placed with 3 feet of the grading grade be compacted to a minimum of 100% of the Standard Proctor (ASTM D698) maximum dry unit weight. The utility trench backfill below the upper 3 feet can have a minimum compaction level of 95%.

Where it is not feasible to moisture condition soils to near their standard optimum water content (approximately ±2% of the optimum water content), particularly in the wetter clayey soils, imported backfill may be needed to achieve the specified compaction.

7.4 Horizontal Directional Drilling

A water main crossing beneath I-494 is anticipated to be constructed using horizontal directional drilling (HDD), with the invert elevations assumed to be above the 20-foot-deep borings, B-10 and B-11.

The HDD contractor is responsible for the methods and techniques of the pipe installation. This report is not intended to recommend methods or techniques; it has been prepared to provide information regarding the soil and groundwater conditions with general technique comments. These conditions can be assessed by the contractor to aid in determining the method of drilling. If excavation pits are required for the directional drilling operations, the backfill should be placed as discussed in Section 7.3.

ASTM F1962-25a "Use of Maxi-Horizontal Directional Drilling for Placement of Polyethylene Pipe or Conduit Under Obstacles, Including River Crossing" was used in our analysis. Table 7.4 summarizes the encountered subsurface conditions and suitability of HDD according to "Table 1 Soil Conditions and Suitability of Horizontal Directional Drilling" of ASTM F1962.

Table 7.4 – Directional Drilling Soil Information Summary

Boring No.	Depth* (ft)	Soil Types*	Geology	Water Level Depth (ft)	Suitability of HDD
B-10	2-9½	Mostly medium dense silty sand, a little gravel (SM)	Fill	Not Observed	Generally Suitable
	9½-21½	Medium dense silty sand (SM) and sand (SM), Medium dense sandy silt from 12'-13½' (ML)	Coarse Alluvium		
B-11	2-9½	Mixture of stiff clayey sand (SC), medium dense silty sand (SM), medium dense sand (SP), loose sand with silt (SP-SM)	Fill	19.3	Generally Suitable
	9½-19½	Stiff clayey sand (SC) and very stiff sandy lean clay (CL)	Mixed Alluvium		
	19½-21½	Medium dense silty sand (SM)	Coarse Alluvium		

**Soil types and layers are summarized from boring logs for the purposes of this table. See boring logs for more information.*

According to Table 1 of ASTM F1962, the subsurface conditions are considered "Generally Suitable." However, alluvial soils may contain cobbles and/or boulders, and it is possible that cobbles and boulders could be encountered in unexplored areas. If cobbles and/or boulders are encountered, excavation and removal of the cobbles or boulder could be required or, in extreme instances, relocation of the utility could be required.

We recommend that excavations for the directional drilling operations be completed in accordance with OSHA regulations as indicated in Section 9.2. Where applicable, trench boxes and shoring may be needed.

8.0 STORMWATER INFILTRATION

Underground stormwater storage is planned at Glen Moor Park near Borings B-30 to B-35, with potential BMPs in the wooded area adjacent to Glen Lake near Boring B-23 and B-24. Based on the requested 20-foot borings, we assume infiltration depths will be within 15 feet of existing grade. BMP bottom elevations have not been provided.

The Minnesota Pollution Control Agency (MPCA) highly recommends that infiltration practices not be used in existing fill soils (see Design criteria for infiltration | Minnesota Stormwater Manual, refer to the ***Soils*** subsection) due to the potential variability in these materials. Fill soils up to a depths of 7 to 8 feet were encountered at the boring locations. Additionally, swamp deposits consisting of peat (PT) and organic clay (OL) were encountered between depths of 4 to 20 feet.

Naturally deposited lean clay (CL), clayey sand (SC), and organic clay (OL) fall into Hydrologic Soil Group Category D, which are generally not conducive to infiltration. Additionally, peat (PT) and bog lime (OL) are not conducive to infiltration. Naturally deposited sand (SP), sand with silt (SP-SM), and silty sand (SM) fall into Hydrologic Soil Group Categories A and B, which are generally conducive to infiltration. The MPCA's Minnesota Stormwater Manual provides recommendations for design infiltration rates based on soil type. For more information, please see Design infiltration rates | Minnesota Stormwater Manual.

Table 8.0 provides our opinion regarding the MPCA's recommended design infiltration rates for the naturally deposited soil types encountered at the boring locations.

Table 8.0 – Minnesota Stormwater Manual Recommended Design Infiltration Rates

Soil Classification	Hydrologic Soil Group	Recommended Design Infiltration Rate (inches/hour)
Sand (SP)	A	0.8
Sand with Silt (SP-SM)	A/B	0.45 to 0.8
Silty Sand (SM)	B	0.45
Lean Clay (CL), Lean Clay with Sand (CL), Sandy Lean Clay (CL), Clayey Sand (SC), Organic Clay (OL), Peat (PT), and Bog Lime (OL)	D	0.06

These infiltration rates represent the long-term infiltration capacity of a practice and are not meant to exhibit the capacity of the soils in their natural state. These values also assume a minimum separation of 3 feet between the bottom of the infiltration practice and the seasonally high groundwater table or top of bedrock, which are MPCA requirements. Groundwater was

observed in Borings B-30 to B-35 as indicated in Section 5.4 and should be considered by the design team.

Actual design values could be higher if direct field testing with a modified Philip Dunne infiltrometer (ASTM D8152) or double-ring infiltrometer (ASTM D3385) is conducted. This testing should be performed under the direction of a qualified geotechnical engineer. If field testing is opted for, the infiltration test elevation should be chosen in that soil layer below the infiltration device base that appears most limiting to infiltration, provided that the layer is within 5 feet of the proposed base.

We recommend performing in situ infiltration testing of the on-site subgrade soils prior to construction using the double-ring infiltrometer or MPD infiltrometer. The test results can be used to verify the rate does not exceed 8.3 inches per hour. Per the MPCA, NPDES Construction Stormwater General Permit prohibits infiltration if the field measured infiltration rate exceeds 8.3 inches per hour. Soil modifications may be required to slow the rate of infiltration to meet the permit requirements (see Section 8.1).

8.1 Soil Amending

The subgrade soils could be amended in-place to increase or decrease the infiltration rate. The MPCA Construction Stormwater General Permit prohibits the construction of infiltration practices where the field measured rate exceeds 8.3 inches per hour. Site grading procedures should be planned to avoid over compaction, which can potentially reduce infiltration.

Soils can be amended to reduce infiltration rates by mixing either MnDOT 3890 Grade 2 compost (Table 3890.2-2), MnDOT 3877 Loam Topsoil Borrow (Table 3877.2-2), or MnDOT 3877 Sandy Clay Loam Topsoil Borrow (Table 3877.2-3) into the subgrade. The Minnesota Stormwater Manual highly recommends in-situ testing of amended soils prior to project close-out to verify the infiltration rate of the amended soils meet the design requirements. It should be noted that the infiltration rate of the soils below the depth of amendment will not be affected. The Minnesota Stormwater Manual provides guidance on amending soils to reduce the infiltration rate of coarse grained soils (Guidance for amending soils with rapid or high infiltration rates | Minnesota Stormwater Manual).

9.0 CONSTRUCTION CONSIDERATIONS

9.1 Potential Difficulties

9.1.1 Runoff Water in Excavations

Water can be expected to collect in the excavation bottom during times of inclement weather or snowmelt. To allow observation of the excavation bottom, to reduce the potential for soil disturbance, and to facilitate filling operations, we recommend water be removed from within the excavation during construction. Based on the soil conditions encountered in our borings, we anticipate the groundwater can be handled with conventional sump pumping or by using well points if excavating below waterbearing sands. The exposed and prepared subgrade should be sloped to drain water away from the pavement areas.

9.1.2 Disturbance of Soils

The on-site soils can be disturbed under construction traffic, especially if the soils are wet. If soils become disturbed, they should be recompacted or subcut to the underlying undisturbed soils and replaced with new fill. Wet soils may require drying before recompaction.

9.1.3 Cobbles and Boulders

The soils at this site are likely to include cobbles and can include boulders. This may make excavating procedures somewhat more difficult than normal if they are encountered. Oversized particles should not be reused as utility trench backfill or within 3 feet of grading grade.

9.2 Excavation Backsloping

If excavation faces are not retained, the excavations should maintain maximum allowable slopes in accordance with *OSHA Regulations (Standards 29 CFR), Part 1926, Subpart P, "Excavations"* (can be found on https://www.osha.gov/). Even with the required OSHA sloping, water seepage or surface runoff can potentially induce sideslope erosion or sloughing which could require slope maintenance.

9.3 Observation and Testing

The recommendations in this report are based on the subsurface conditions found at our boring locations. Since the soil conditions can be expected to vary away from the boring locations, we recommend on-site observation by a geotechnical engineer/technician during construction to evaluate these potential changes. Soil density testing should also be performed on new fill placed to document that project specifications for compaction have been satisfied.

10.0 TEST STANDARDS

When we refer to an ASTM Standard in this report, we mean that our services were performed in general accordance with that standard. Compliance with any other standards referenced within the specified standard is neither inferred nor implied.

11.0 LIMITATIONS

Within the limitations of scope, budget, and schedule, we have endeavored to provide our services according to generally accepted geotechnical engineering practices at this time and location. Other than this, no warranty, express or implied, is intended.

Important information regarding risk management and proper use of this report is given in Appendix B entitled “Geotechnical Report Limitations and Guidelines for Use.”

Appendix A

Geotechnical Field Exploration and Testing
Boring Log Notes
Unified Soil Classification System
AASHTO Soil Classification System
Boring Location Maps (Figures 1 and 2)
Subsurface Boring Logs
Gradation Curve

Appendix A
Geotechnical Field Exploration and Testing
Report No. P-0048535

A.1 FIELD EXPLORATION
The subsurface conditions at the site were explored by drilling and sampling 42 standard penetration test borings. The locations of the borings appear on the Boring Location Maps, preceding the Subsurface Boring Logs in this appendix.

A.2 SAMPLING METHODS
A.2.1 Split-Spoon Samples (SS)
Standard penetration (split-spoon) samples were collected in general accordance with ASTM: D1586. The ASTM test method consists of driving a 2-inch O.D. split-barrel sampler into the in-situ soil with a 140-pound hammer dropped from a height of 30 inches. The sampler is driven a total of 18 inches into the soil. After an initial set of 6 inches, the number of hammer blows to drive the sampler the final 12 inches is known as the standard penetration resistance or N-value.

A.2.2 Disturbed Samples (DS)/Spin-up Samples (SU)
Sample types described as “DS” or “SU” on the boring logs are disturbed samples, which are taken from the flights of the auger. Because the auger disturbs the samples, possible soil layering and contact depths should be considered approximate.

A.2.3 Sampling Limitations
Unless actually observed in a sample, contacts between soil layers are estimated based on the spacing of samples and the action of drilling tools. Cobbles, boulders, and other large objects generally cannot be recovered from test borings, and they may be present in the ground even if they are not noted on the boring logs.

Determining the thickness of “topsoil” layers is usually limited, due to variations in topsoil definition, sample recovery, and other factors. Visual-manual description often relies on color for determination, and transitioning changes can account for significant variation in thickness judgment. Accordingly, the topsoil thickness presented on the logs should not be the sole basis for calculating topsoil stripping depths and volumes. If more accurate information is needed relating to thickness and topsoil quality definition, alternate methods of sample retrieval and testing should be employed.

A.3 CLASSIFICATION METHODS
Soil descriptions shown on the boring logs are based on the Unified Soil Classification System (USCS). The USCS is described in ASTM: D2487 and D2488. Where laboratory classification tests (sieve analysis or Atterberg Limits) have been performed, accurate classifications per ASTM: D2487 are possible. Otherwise, soil descriptions shown on the boring logs are visual-manual judgments. Charts are attached which provide information on the USCS, the descriptive terminology, and the symbols used on the boring logs.

Visual-manual judgment of the AASHTO Soil Group is also noted as a part of the soil description. A chart presenting details of the AASHTO Soil Classification System is also attached.

The boring logs include descriptions of apparent geology. The geologic depositional origin of each soil layer is interpreted primarily by observation of the soil samples, which can be limited. Observations of the surrounding topography, vegetation, and development can sometimes aid this judgment.

A.4 WATER LEVEL MEASUREMENTS
The groundwater level measurements are shown at the bottom of the boring logs. The following information appears under “Water Level Measurements” on the logs:

- Date and Time of measurement
- Sampled Depth: lowest depth of soil sampling at the time of measurement
- Casing Depth: depth to bottom of casing or hollow-stem auger at time of measurement
- Cave-in Depth: depth at which measuring tape stops in the borehole
- Water Level: depth in the borehole where free water is encountered
- Drilling Fluid Level: same as Water Level, except that the liquid in the borehole is drilling fluid

The true location of the water table at the boring locations may be different than the water levels measured in the boreholes. This is possible because there are several factors that can affect the water level measurements in the borehole. Some of these factors include: permeability of each soil layer in profile, presence of perched water, amount of time between water level readings, presence of drilling fluid, weather conditions, and use of borehole casing.

A.5 LABORATORY TEST METHODS

A.5.1 Water Content Tests

Conducted per AET Procedure 01-LAB-010, which is performed in general accordance with ASTM: D2216 and AASHTO: T265.

A.5.2 Sieve Analysis of Soils (thru #200 Sieve)

Conducted per AET Procedure 01-LAB-040, which is performed in general conformance with ASTM: D6913, Method A.

A.5.3 Percent Finer than #200 Sieve

Conducted per AET Procedure 01-LAB-060, which is performed in general conformance with ASTM: D1140.

A.5.4 Organic Content Tests

Conducted per AET Procedure 20-SOI-010, which is performed in general accordance with ASTM: D2974, Test Method C.

A.6 TEST STANDARD LIMITATIONS

Field and laboratory testing is done in general conformance with the described procedures. Compliance with any other standards referenced within the specified standard is neither inferred nor implied.

A.7 SAMPLE STORAGE

Unless notified to do otherwise, we routinely retain representative samples of the soils recovered from the borings for a period of 30 days.

BORING LOG NOTES

DRILLING AND SAMPLING SYMBOLS

Symbol	Definition
AR:	Sample of material obtained from cuttings blown out the top of the borehole during air rotary procedure.
B, H, N:	Size of flush-joint casing
CAS:	Pipe casing, number indicates nominal diameter in inches
COT:	Clean-out tube
DC:	Drive casing; number indicates diameter in inches
DM:	Drilling mud or bentonite slurry
DR:	Driller (initials)
DS:	Disturbed sample from auger flights
DP:	Direct push drilling; a 2.125 inch OD outer casing with an inner 1½ inch ID plastic tube is driven continuously into the ground.
FA:	Flight auger; number indicates outside diameter in inches
HA:	Hand auger; number indicates outside diameter
HSA:	Hollow stem auger; number indicates inside diameter in inches
LG:	Field logger (initials)
MC:	Column used to describe moisture condition of samples and for the ground water level symbols
N (BPF):	Standard penetration resistance (N-value) in blows per foot (see notes)
NQ:	NQ wireline core barrel
PQ:	PQ wireline core barrel
RDA:	Rotary drilling with compressed air and roller or drag bit.
RDF:	Rotary drilling with drilling fluid and roller or drag bit
REC:	In split-spoon (see notes), direct push and thin-walled tube sampling, the recovered length (in inches) of sample. In rock coring, the length of core recovered (expressed as percent of the total core run). Zero indicates no sample recovered.
SS:	Standard split-spoon sampler (steel; 1.5" is inside diameter; 2" outside diameter); unless indicated otherwise
SU	Spin-up sample from hollow stem auger
TW:	Thin-walled tube; number indicates inside diameter in inches
WASH:	Sample of material obtained by screening returning rotary drilling fluid or by which has collected inside the borehole after "falling" through drilling fluid
WH:	Sampler advanced by static weight of drill rod and hammer
WR:	Sampler advanced by static weight of drill rod
94mm:	94 millimeter wireline core barrel
▼:	Water level directly measured in boring
▽:	Estimated water level based solely on sample appearance

TEST SYMBOLS

Symbol	Definition
CONS:	One-dimensional consolidation test
DEN:	Dry density, pcf
DST:	Direct shear test
E:	Pressuremeter Modulus, tsf
HYD:	Hydrometer analysis
LL:	Liquid Limit, %
LP:	Pressuremeter Limit Pressure, tsf
OC:	Organic Content, %
PERM:	Coefficient of permeability (K) test; F - Field; L - Laboratory
PL:	Plastic Limit, %
q_p:	Pocket Penetrometer strength, tsf (approximate)
q_c:	Static cone bearing pressure, tsf
q_u:	Unconfined compressive strength, psf
R:	Electrical Resistivity, ohm-cms
RQD:	Rock Quality Designation of Rock Core, in percent (aggregate length of core pieces 4" or more in length as a percent of total core run)
SA:	Sieve analysis
TRX:	Triaxial compression test
VSR:	Vane shear strength, remolded (field), psf
VSU:	Vane shear strength, undisturbed (field), psf
WC:	Water content, as percent of dry weight
%-200:	Percent of material finer than #200 sieve

STANDARD PENETRATION TEST NOTES

The standard penetration test consists of driving a split-spoon sampler with a drop hammer counting the number of blows applied in each of three 6" increments of penetration. If the sampler is driven less than 18" (usually in highly resistant material), permitted in ASTM: D1586, the blows for each complete 6" increment and for each partial increment is on the boring log. For partial increments, the number of blows is shown to the nearest 0.1' below the slash.

The length of sample recovered, as shown on the "REC" column, may be greater than the distance indicated in the N column. The disparity is because the N-value is recorded below the initial 6" set (unless partial penetration defined in ASTM: D1586 is encountered) whereas the length of sample recovered is for the entire sampler drive (which may even extend more than 18").

UNIFIED SOIL CLASSIFICATION SYSTEM
ASTM Designations: D 2487, D2488

AMERICAN ENGINEERING TESTING, INC.

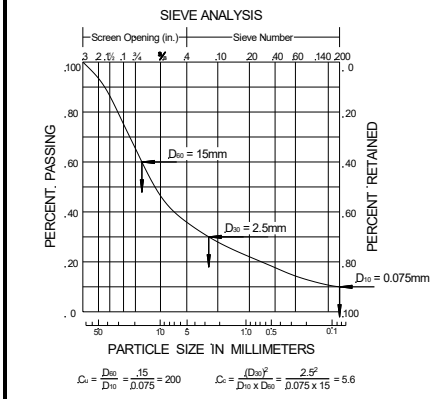
Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification: Group Symbol	Soil Classification: Group Name[B]
Coarse-Grained Soils More than 50% retained on No. 200 sieve	Gravels More than 50% coarse fraction retained on No. 4 sieve	Clean Gravels Less than 5% fines[C]	Cu≥4 and 1≤Cc≤3[E]	GW	Well graded gravel[F]
			Cu<4 and/or 1>Cc>3[E]	GP	Poorly graded gravel[F]
		Gravels with Fines more than 12% fines[C]	Fines classify as ML or MH	GM	Silty gravel[F,G,H]
			Fines classify as CL or CH	GC	Clayey gravel[F,G,H]
	Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands Less than 5% fines[D]	Cu≥6 and 1≤Cc≤3[E]	SW	Well-graded sand[I]
			Cu<6 and/or 1>Cc>3[E]	SP	Poorly-graded sand[I]
		Sands with Fines more than 12% fines[D]	Fines classify as ML or MH	SM	Silty sand[G,H,I]
			Fines classify as CL or CH	SC	Clayey sand[G,H,I]
Fine-Grained Soils 50% or more passes the No. 200 sieve (see Plasticity Chart below)	Silts and Clays Liquid limit less than 50	inorganic	PI>7 and plots on or above "A" line[J]	CL	Lean clay[K,L,M]
			PI<4 or plots below "A" line[J]	ML	Silt[K,L,M]
		organic	Liquid limit–oven dried / Liquid limit – not dried <0.75	OL	Organic clay[K,L,M,N] / Organic silt[K,L,M,O]
	Silts and Clays Liquid limit 50 or more	inorganic	PI plots on or above "A" line	CH	Fat clay[K,L,M]
			PI plots below "A" line	MH	Elastic silt[K,L,M]
		organic	Liquid limit–oven dried / Liquid limit – not dried <0.75	OH	Organic clay[K,L,M,P] / Organic silt[K,L,M,Q]
Highly organic soil			Primarily organic matter, dark in color, and organic in odor	PT	Peat[R]

Notes

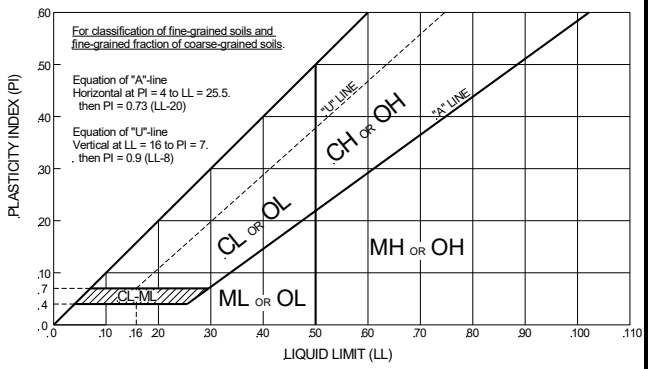
[A]Based on the material passing the 3-in (75-mm) sieve.
[B]If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
[C]Gravels with 5 to 12% fines require dual symbols:
GW-GM well-graded gravel with silt
GW-GC well-graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
[D]Sands with 5 to 12% fines require dual symbols:
SW-SM well-graded sand with silt
SW-SC well-graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay

[E]$Cu = D_{60} / D_{10}$, $Cc = \frac{(D_{30})^2}{D_{10} \times D_{60}}$

[F]If soil contains ≥15% sand, add "with sand" to group name.
[G]If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.
[H]If fines are organic, add "with organic fines" to group name.
[I]If soil contains ≥15% gravel, add "with gravel" to group name.
[J]If Atterberg limits plot is hatched area, soil is a CL-ML silty clay.
[K]If soil contains 15 to 29% plus No. 200 add "with sand" or "with gravel", whichever is predominant.
[L]If soil contains ≥30% plus No. 200, predominantly sand, add "sandy" to group name.
[M]If soil contains ≥30% plus No. 200, predominantly gravel, add "gravelly" to group name.
[N]PI≥4 and plots on or above "A" line.
[O]PI<4 or plots below "A" line.
[P]PI plots on or above "A" line.
[Q]PI plots below "A" line.
[R]Fiber Content description shown below.



$C_u = \frac{D_{60}}{D_{10}} = \frac{15}{0.075} = 200$ $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}} = \frac{2.5^2}{0.075 \times 15} = 5.6$



Plasticity Chart

ADDITIONAL TERMINOLOGY NOTES USED BY AET FOR SOIL IDENTIFICATION AND DESCRIPTION

Grain Size

Term	Particle Size
Boulders	Over 12"
Cobbles	3" to 12"
Gravel	#4 sieve to 3"
Sand	#200 to #4 sieve
Fines (silt & clay)	Pass #200 sieve

Gravel Percentages

Term	Percent
A Little Gravel	3% - 14%
With Gravel	15% - 29%
Gravelly	30% - 50%

Consistency of Plastic Soils

Term	N-Value, BPF
Very Soft	less than 2
Soft	2 - 4
Firm	5 - 8
Stiff	9 - 15
Very Stiff	16 - 30
Hard	Greater than 30

Relative Density of Non-Plastic Soils

Term	N-Value, BPF
Very Loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	Greater than 50

Moisture/Frost Condition

(MC Column)

D (Dry): Absence of moisture, dusty, dry to touch.
M (Moist): Damp, although free water not visible. Soil may still have a high water content (over "optimum").
W (Wet/ Waterbearing): Free water visible, intended to describe non-plastic soils. Waterbearing usually relates to sands and sand with silt.
F (Frozen): Soil frozen

Layering Notes

Laminations: Layers less than ½" thick of differing material or color.
Lenses: Pockets or layers greater than ½" thick of differing material or color.

Peat Description

Term	Fiber Content (Visual Estimate)
Fibric Peat:	Greater than 67%
Hemic Peat:	33 – 67%
Sapric Peat:	Less than 33%

Organic Description (if no lab tests)

Soils are described as *organic*, if soil is not peat and is judged to have sufficient organic fines content to influence the Liquid Limit properties. *Slightly organic* used for borderline cases.

Root Inclusions

With roots: Judged to have sufficient quantity of roots to influence the soil properties.
Trace roots: Small roots present, but not judged to be in sufficient quantity to significantly affect soil properties.

AASHTO SOIL CLASSIFICATION SYSTEM

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

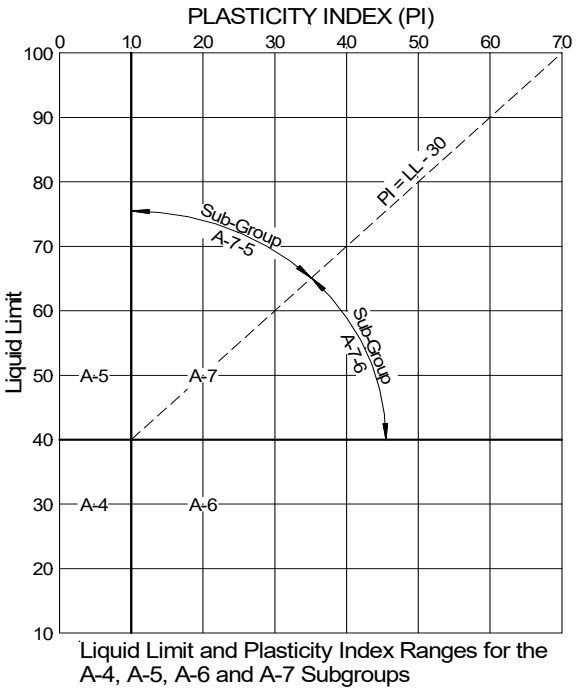
Classification of Soils and Soil-Aggregate Mixtures

General Classification	Granular Materials (35% or less passing No. 200 sieve)							Silt-Clay Materials (More than 35% passing No. 200 sieve)			
Group Classification	A-1			A-2							A-7
	A-1-a	A-1-b	A-3	A-2-4	A-2-5	A-2-6	A-2-7	A-4	A-5	A-6	A-7-5 A-7-6
Sieve Analysis, Percent passing:											
No. 10 (2.00 mm)	50 max.	....	....	....	....	....	....	....	....	....	....
No. 40 (0.425 mm)	30 max.	50 max.	51 min.	....	....	....	....	....	....	....	....
No. 200 (0.075 mm)	15 max.	25 max.	10 max.	35 max.	35 max.	35 max.	35 max.	36 min.	36 min.	36 min.	36 min.
Characteristics of Fraction Passing No. 40 (0.425 mm)											
Liquid limit	....		....	40 max.	41 min.	40 max.	41 min.	40 max.	41 min.	40 max.	41 min.
Plasticity index	6 max.		N.P.	10 max.	10 max.	11 min.	11 min.	10 max.	10 max.	11 min.	11 min.
Usual Types of Significant Constituent Materials	Stone Fragments, Gravel and Sand		Fine Sand	Silty or Clayey Gravel and Sand				Silty Soils		Clayey Soils	
General Ratings as Subgrade	Excellent to Good							Fair to Poor			

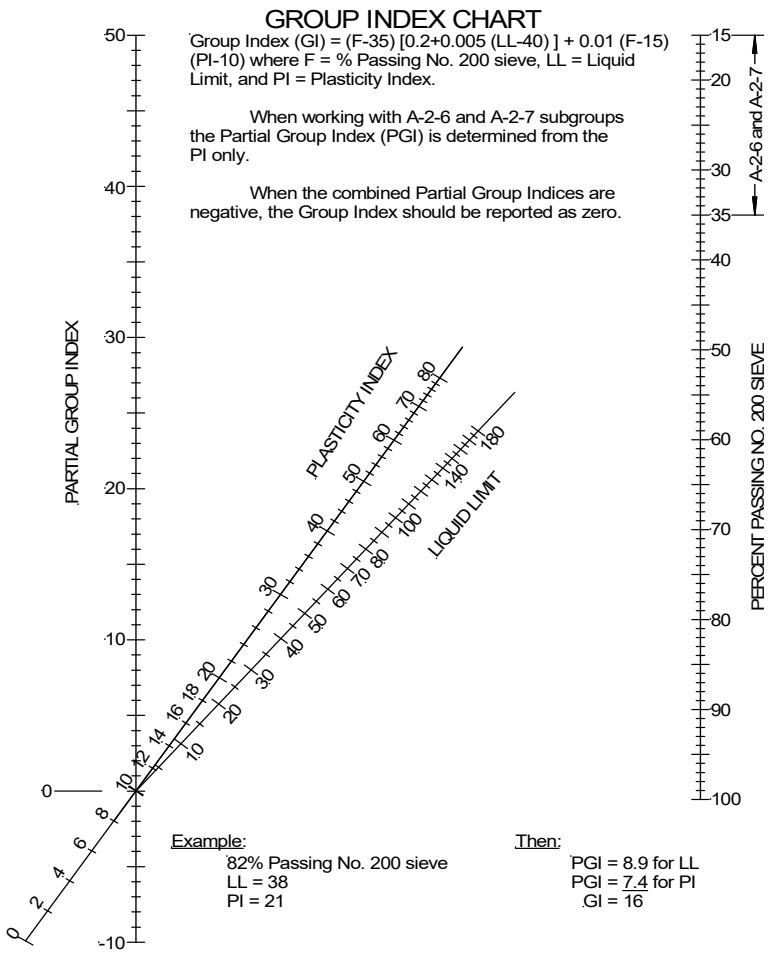
The placing of A-3 before A-2 is necessary in the "left to right elimination process" and does not indicate superiority of A-3 over A-2.

Plasticity index of A-7-5 subgroup is equal to or less than LL minus 30. Plasticity index of A-7-6 subgroup is greater than LL minus 30.

Group A-8 soils are organic clays or peat with organic content >5%.



Liquid Limit and Plasticity Index Ranges for the A-4, A-5, A-6 and A-7 Subgroups



Example:
82% Passing No. 200 sieve
LL = 38
PI = 21

Then:
PGI = 8.9 for LL
PGI = 7.4 for PI
GI = 16

Definitions of Gravel, Sand and Silt-Clay

The terms "gravel", "coarse sand", "fine sand" and "silt-clay", as determinable from the minimum test data required in this classification arrangement and as used in subsequent word descriptions are defined as follows:

GRAVEL - Material passing sieve with 3-in. square openings and retained on the No. 10 sieve.

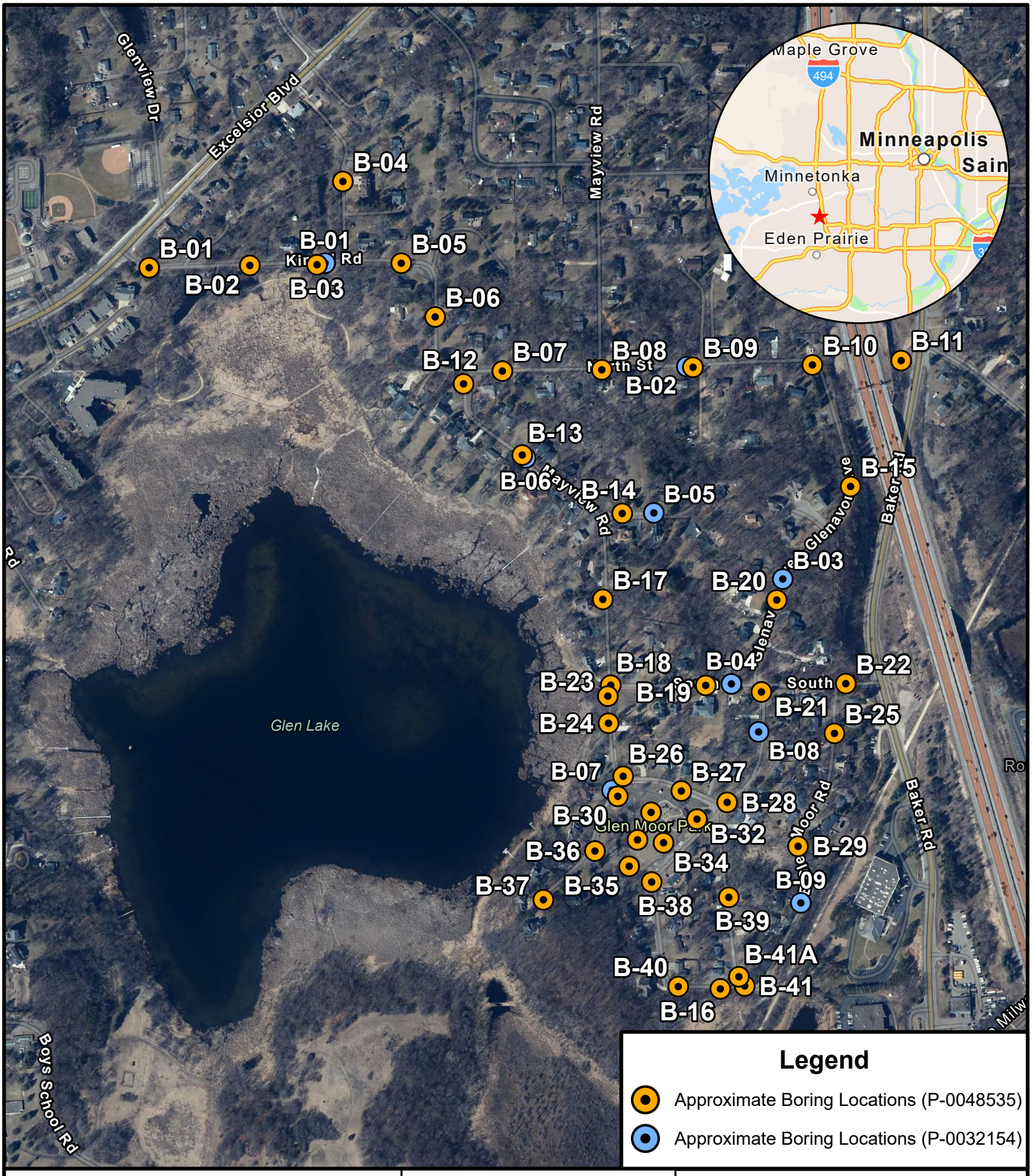
COARSE SAND - Material passing the No. 10 sieve and retained on the No. 40 sieve.

FINE SAND - Material passing the No. 40 sieve and retained on the No. 200 sieve.

COMBINED SILT AND CLAY - Material passing the No. 200 sieve

BOULDERS (retained on 3-in. sieve) should be excluded from the portion of the sample to which the classificaiton is applied, but the percentage of such material, if any, in the sample should be recorded.

The term "silty" is applied to fine material having plasticity index of 10 or less and the term "clayey" is applied to fine material having plasticity index of 11 or greater.



Map Reference:
Met Council 2025

N

0 500 1000

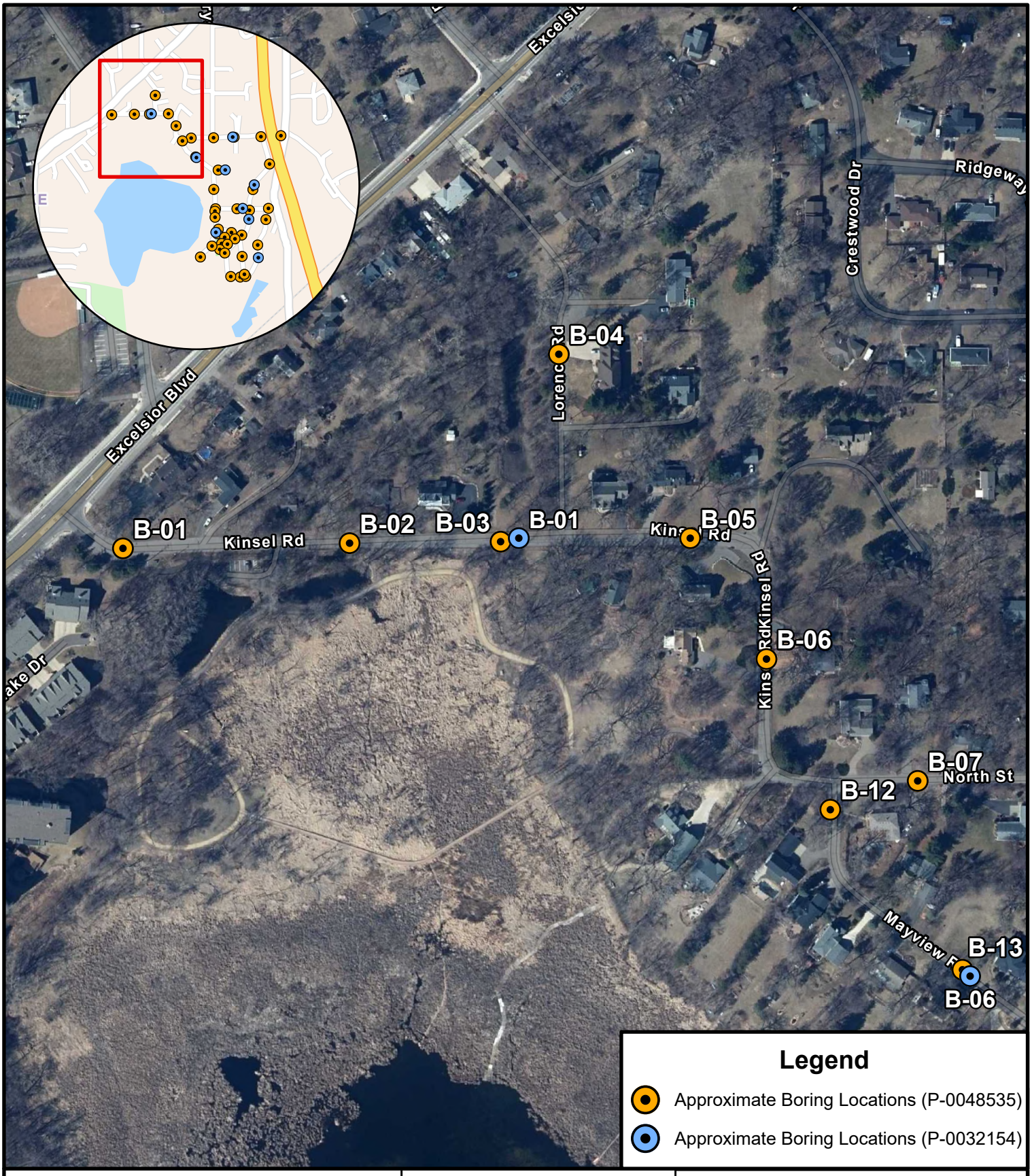
Feet

Figure 1

Boring Location Overview Map

Kinsel Neighborhood
Reconstruction
Minnetonka, MN

Date: 4/9/2026 AET Project No. P-00485



AET

Map Reference:
Met Council 2025

N

0 200 400

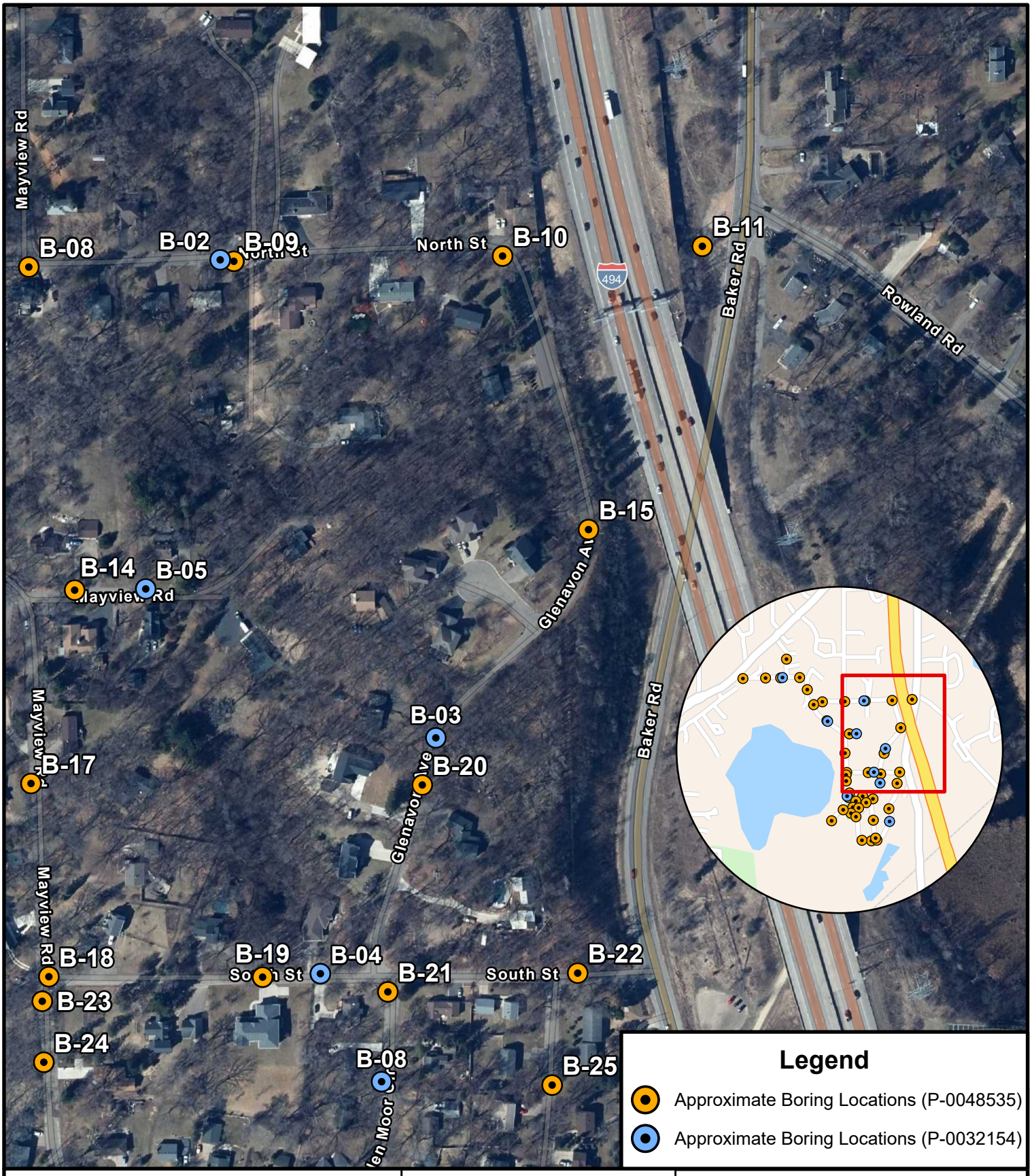
Feet

Figure 2A

Boring Location Detail Map

Kinsel Neighborhood
Reconstruction
Minnetonka, MN

Date: 4/9/2026 AET Project No. P-00485



Map Reference:
Met Council 2025

N

0 200 400

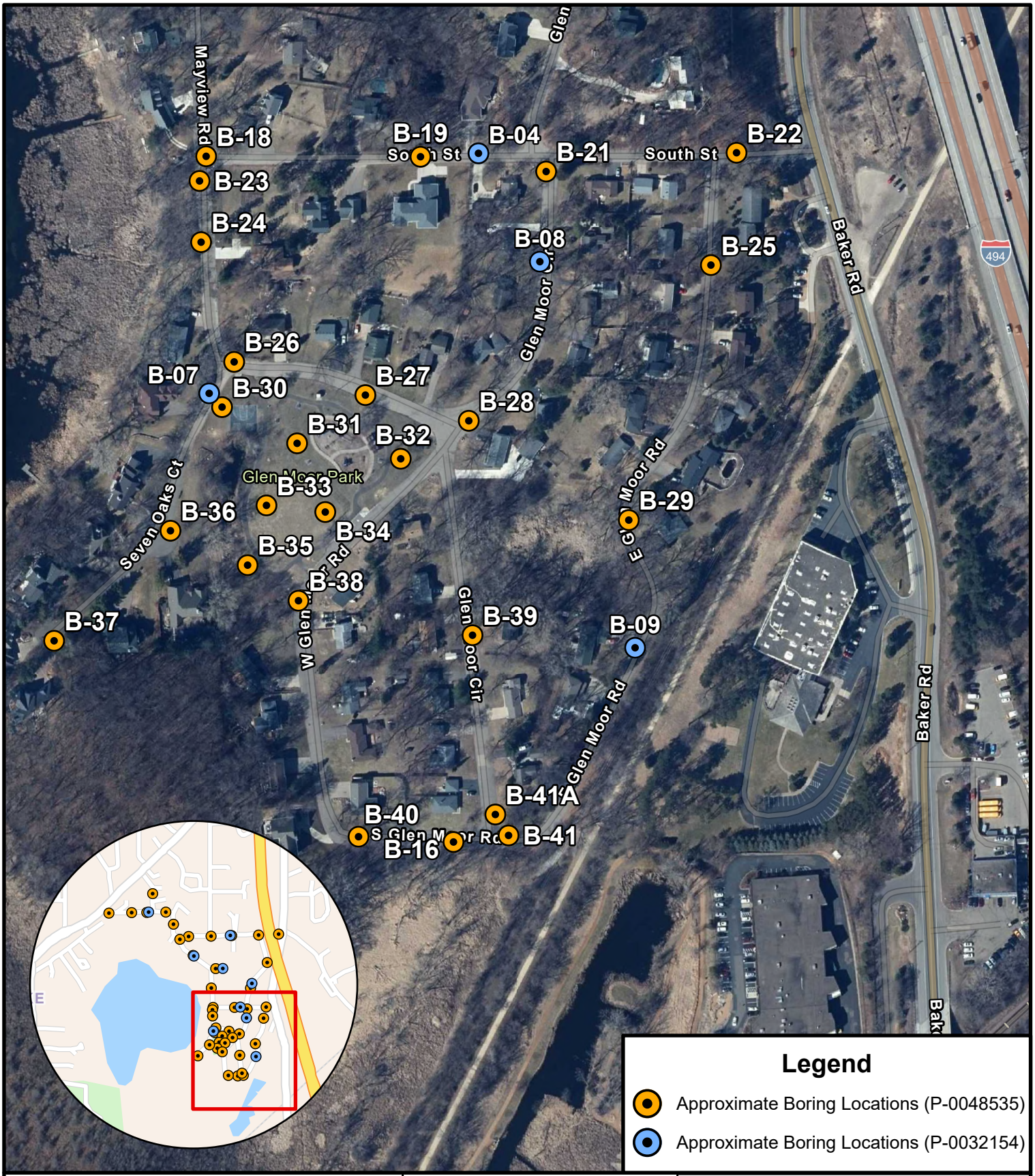
Feet

Figure 2B

Boring Location Detail Map

Kinsel Neighborhood
Reconstruction
Minnetonka, MN

Date: 4/9/2026 AET Project No. P-00485



Map Reference:
Met Council 2025

N

0 200 400

Feet

Figure 2C

Boring Location Detail Map

Kinsel Neighborhood
Reconstruction
Minnetonka, MN

Date: 4/9/2026 AET Project No. P-00485

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-01 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **925** LATITUDE: **44.906868** LONGITUDE: **-93.459680**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL		F/M	SU						
2	9" FILL, mostly silty sand, a little gravel, dark brown, frozen to 1.2' (A-2-4) (possible aggregate base)										
3	FILL, mostly silty sand, a little gravel, brown and a little dark brown (A-2-4)		16	M	SS	16	8				
4											
5			5	M	SS	15	6				
6											
7											
8			4	M	SS	17	9				
9											
10											
11			7	M	SS	13	8				
12											
13	SAND, medium to fine grained, light brown, moist, loose (SP) (A-1-b)	COARSE ALLUVIUM	6	M	SS	15					
14											
15	GRAVELLY SAND, medium to fine grained, light brown, moist, medium dense (SP) (A-1-b)		14	M	SS	6					
16											
17											
18											
19	GRAVEL WITH SAND, brown, moist to waterbearing, medium dense (GP) (A-1-b)										
20											
21			16	M	SS	8					
22											
23				▼							
24											
25											
26			12	W	SS	7					
	END OF BORING										
	Location: Kinsel Rd.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-24½'	**3.25" HSA**	**12/17/25**	**9:40**	**26.5**	**24.5**	**24.6**		**23.6**
		12/17/25	**9:45**	**26.5**	**24.5**	**24.6**		**23.5**
BORING COMPLETED:	**12/17/25**							
DR: **JM**	LG: **JK/CJ** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-02 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **917** LATITUDE: **44.906894** LONGITUDE: **-93.458095**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL		F	SU						
2	9" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)										
3	FILL, mixture of silty sand and sand with silt, a little gravel, possible cobble at 2' and 4.5', trace roots at about 9.5', brown and dark brown, frozen to 3.5' (A-2-4)			F/M	SS	3					
4											
5											
6			15	M	SS	16					
7											
8			4	M	SS	12					
9											
10											
11			5	M	SS	3					
12											
13	SAND WITH GRAVEL, medium to fine grained, light brown, moist, medium dense (SP) (A-1-b)	COARSE ALLUVIUM	11	M	SS	10					
14				▼							
15	SAND WITH SILT AND GRAVEL, possible cobbles, medium to fine grained, brown, waterbearing, dense to medium dense (SP-SM) (A-1-b)		34	W	SS	6					
16											
17											
18											
19											
20											
21			21	W	SS	20					
	END OF BORING										
	Location: Kinsel Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-19½' 3.25" HSA	**1/28/26**	**10:50**	**16.5**	**14.5**	**15.9**		**15.3**
	1/28/26	**11:00**	**16.5**	**14.5**	**15.5**		**14.7**
BORING COMPLETED: **1/28/26**	**1/28/26**	**11:15**	**21.5**	**19.5**	**19.2**		**16.8**
DR: **JM** LG: **JK/SLG** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-03 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **913** LATITUDE: **44.906901** LONGITUDE: **-93.457039**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL		F	SU						
2	8" FILL, mostly silty sand with gravel, dark brown, frozen (A-1-b) (possible aggregate base)										
3	FILL, mixture of silty sand, sand with silt and clayey sand, a little peat, dark brown, brown, a little black, frozen to 3' (A-2-4)			F/M	SS	20					
4											
5											
6			7	M	SS	14					
7											
8			4	M	SS	12					
9											
10	FILL, mixture of sand with silt and sand, a little organic clay with gravel, brown, a little black (A-1-b)										
11			4	M	SS	8					
12											
13			7	▼	SS	12					
14											
15											
16			6	W	SS	18					
17	SAND, a little gravel, medium to fine grained, brown, waterbearing, loose (SP) (A-1-b)	COARSE ALLUVIUM									
18											
19											
20											
21			8	W	SS	20					
	END OF BORING										
	Location: Kinsel Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS							NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG
0-19½' 3.25" HSA	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL	
	1/28/26	**10:00**	**14.0**	**12.0**	**14.0**		**13.7**	
	1/28/26	**10:10**	**14.0**	**12.0**	**14.0**		**13.7**	
BORING COMPLETED: **1/28/26**	**1/28/26**	**10:20**	**19.0**	**17.0**	**19.1**		**16.1**	
DR: **JM** LG: **JK/SLB** Rig: **110**								

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-04 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **922** LATITUDE: **44.907829** LONGITUDE: **-93.456632**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	5" Bituminous pavement	FILL									
2	9" FILL, mostly silty sand with gravel, frozen, brown (A-2-4) (possible aggregate base)			F/M	SU						
3	FILL, mostly sand with gravel, frozen to 1.3', brown (A-1-b)		10	M	SS	7					
4											
5	FILL, mostly silty sand, a little gravel, brown (A-1-b)		6	M	SS	2					
6											
7											
8	FILL, mostly sand with silt, a little gravel, brown (A-1-b)		3	M	SS	4					
9											
10	SAND WITH GRAVEL, medium to fine grained, light brown, moist, loose to medium dense (SP) (A-1-b)	COARSE ALLUVIUM	8	M	SS	8					
11											
12											
13			11	M	SS	0					
14											
15	SAND, a little gravel, medium to fine grained, light brown, moist, loose (SP) (A-1-b)		6	M	SS	9					
16											
17											
18											
19	SAND WITH GRAVEL, coarse to medium grained, brown, moist, loose (SP) (A-1-b)										
20											
21			6	M	SS	8					
	END OF BORING										
	Location: Lorence Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-19½' 3.25" HSA	**12/17/25**	**11:20**	**21.5**	**19.5**	**20.9**		**None**
	12/17/25	**11:30**	**21.5**	**19.5**	**20.9**		**None**
BORING COMPLETED: **12/17/25**							
DR: **JM** LG: **JK/CJ** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-05 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **932** LATITUDE: **44.906918** LONGITUDE: **-93.455714**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7.5" Bituminous pavement	FILL									
2	9.5" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU						
3	FILL, mostly silty sand, a little sand with silt and sandy lean clay, a little gravel, brown, frozen to 2.5' (A-2-4)		30	F/M	SS	12					
4											
5			6	M	SS	8					
6											
7											
8	FILL, mixture of sandy lean clay and silty sand, a little gravel, trace roots, dark brown and brown (A-6)		5	M	SS	18	17				
9											
10	FILL, mostly sand, a little clayey sand with gravel, light brown, a little dark brown (A-1-b)										
11	SAND WITH GRAVEL, medium to fine grained, moist, loose to medium dense (SP) (A-1-b)	COARSE ALLUVIUM	8	M	SS	12					
12											
13			16	M	SS	12					
14											
15											
16			17	M	SS	14					
17											
18			12	M	SS	14					
19											
20											
21			18	M	SS	12					
	END OF BORING										
	Location: Kinsel Rd.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-19½'	**3.25" HSA**	**1/28/26**	**12:10**	**21.5**	**19.5**	**20.0**		**None**
BORING COMPLETED:	**1/28/26**							
DR: **JM**	LG: **JK/SLG** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-06 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **946** LATITUDE: **44.906320** LONGITUDE: **-93.455181**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS				
							WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL		F/M	SU						
2	7" FILL, mostly silty sand, a little gravel, dark brown, frozen to 1.1' (A-2-4) (possible aggregate base)										
3	FILL, mostly sand with silt and gravel, possible cobble 2.5'-3', brown (A-1-b)		27	M	SS	19					
4											
5	FILL, mostly sand with silt, a little clayey sand and gravel, brown, a little black (A-1-b)		4	M	SS	13					
6											
7											
8	FILL, mostly silty sand, a little clayey sand and gravel, trace bituminous, brown (A-1-b)		8	M	SS	10					
9											
10	GRAVELLY SAND, medium to fine grained, light brown, moist, medium dense to loose to medium dense (SP) (A-1-b)	COARSE ALLUVIUM	14	M	SS	11					
11											
12											
13			9	M	SS	2					
14											
15	GRAVELLY SAND WITH SILT, fine to medium grained, light brown, moist, loose (SP-SM) (A-1-b)		9	M	SS	14					
16	**END OF BORING**										
	Location: Kinsel Rd.										

DEPTH:	DRILLING METHOD
0-14½'	**3.25" HSA**
BORING COMPLETED:	**12/22/25**
DR: **JC**	LG: **AG/JT** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/22/25	**1:02**	**16.5**	**14.5**	**14.5**		**None**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-07 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **947** LATITUDE: **44.905716** LONGITUDE: **-93.454123**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
2	18" FILL, mostly silty sand with gravel, dark brown, frozen (A-1-b) (possible aggregate base)			F	SU						
3	FILL, mostly silty sand, a little clayey sand and gravel, dark brown, a little reddish brown, frozen to 2.3' (A-2-4)		7	F/M	SS	23	14				
4											
5	FILL, mixture of clayey sand and silty sand, a little gravel, trace roots, reddish brown and dark brown (A-4)		4	M	SS	24	16				
6											
7	FILL, mostly clayey sand, trace roots, dark brown (A-2-6)										
8			5	M	SS	24	13				
9											
10	FILL, mostly lean clay, a little silty sand, trace roots, brown, a little black (A-4)		6	M/W	SS	24	37				
11											
12											
13	SAND WITH SILT, trace roots, fine to medium grained, light brown, moist, very loose, laminations of silt, silty sand and lean clay (SP-SM) (A-3)	COARSE ALLUVIUM	4	M	SS	20	26				
14	SILTY CLAY, trace roots, brownish gray, a little brown, soft, laminations of silt and lean clay (CL-ML) (A-4)	FINE ALLUVIUM									
	END OF BORING										
	Location: Mayview Rd.										

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/22/25	**1:45**	**14.5**	**12.5**	**14.5**		**None**

BORING COMPLETED: **12/22/25**

DR: **JC** LG: **AG/JT** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-08 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **963** LATITUDE: **44.905731** LONGITUDE: **-93.452558**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
1	10" FILL, mixture of silty sand and clayey sand with gravel, pieces of bituminous, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU		9				
3	FILL, mostly sand with silt, a little gravel, brown, frozen to 3' (A-1-b)		15	F/M	SS	22					
5			3	M	SS	13					
7	FILL, mostly gravelly sand, pieces of geofabric, brown (A-1-b)		14	M	SS	14					
10	SILTY SAND, a little gravel, fine to medium grained, brown, moist, medium dense, lenses of sandy silt and silt, laminations of lean clay (SM) (A-2-4)	COARSE ALLUVIUM	12	M	SS	19					
13	SAND, a little gravel, medium to fine grained, brown, moist, medium dense (SP) (A-1-b)		11	M	SS	19					
	END OF BORING										
	Location: Mayview Rd./North St.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½' 3.25" HSA	**12/22/25**	**2:20**	**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED: **12/22/25**							
DR: **JC** LG: **AG/JT** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-09 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **927** LATITUDE: **44.905759** LONGITUDE: **-93.451124**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	5" Bituminous pavement	FILL		F/M	SU		8				
2	6" FILL, mostly silty sand with gravel, pieces of bituminous, dark brown, frozen (A-2-4) (possible aggregate base)										
3	FILL, mostly silty sand, a little sandy lean clay, a little gravel, brown (A-2-4)		12	M	SS	17	7				
4											
5			5	M	SS	20	10				
6											
7											
8			7	M	SS	13					
9											
10	SILTY SAND, a little gravel, brown, medium dense (SM) (A-2-4)	TILL	12	M	SS	21	9				
11											
12											
13			18	M	SS	24	7				
14	CLAYEY SAND, a little gravel, brown, very stiff (SC) (A-2-6)						13				
15	SILTY SAND, a little gravel, brown, medium dense (SM) (A-2-4)		18	M	SS	24	9				
16											
17											
18			17	M	SS	24	9				
19											
20											
21			19	M	SS	20	9				
	END OF BORING										
	Location: North St.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-19½'	**3.25" HSA**	**12/22/25**	**12:11**	**21.5**	**19.5**	**20.5**		**None**
BORING COMPLETED:	**12/22/25**							
DR: **JC**	LG: **AG/JT** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-10 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **934** LATITUDE: **44.905785** LONGITUDE: **-93.449246**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
2	7" FILL, mostly silty sand, a little gravel, pieces of bituminous, frozen, dark brown (A-2-4) (possible aggregate base)			F	SU						
3	FILL, mostly silty sand, a little gravel, frozen to 2.5', brown (A-1-b)		25	F/M	SS	24					
4											
5	FILL, mixture of silty sand and clayey sand with gravel, brown (A-2-4)		16	M	SS	21	9				
6							8				
7											
8	FILL, mostly silty sand, a little gravel, brown (A-1-b)		11	M	SS	24					
9											
10	SILTY SAND, fine grained, brown, moist, medium dense, lenses of sand and sandy silt (SM) (A-2-4)	COARSE ALLUVIUM	28	M	SS	23					
11											
12	SANDY SILT, brown, moist, medium dense, lenses of sand and silty sand (ML) (A-4)		17	M	SS	24	11				
13											
14	SILTY SAND, a little gravel, fine to medium grained, brown, moist, medium dense (SM) (A-1-b)		20	M	SS	19					
15											
16	SAND, medium to fine grained, light brown, moist, medium dense, lenses and laminations of silty sand (SP) (A-1-b)										
17											
18			21	M	SS	24					
19											
20			27	M	SS	19					
21											
	END OF BORING										
	Location: Glenavon Ave.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-19½'	**3.25" HSA**	**12/23/25**	**9:29**	**21.5**	**19.5**	**21.5**		**None**
BORING COMPLETED:	**12/23/25**							
DR: **JC**	LG: **AG/JT** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-11 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **931** LATITUDE: **44.905833** LONGITUDE: **-93.447849**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly slightly organic sandy lean clay, trace roots, frozen to 1', dark brown (A-6)	FILL		F	SU		32				
3	FILL, mixture of clayey sand and silty sand, brown (A-2-6 and A-2-4)		13	M	SS	24	13				
4	FILL, mostly sand, a little silty sand, brown (A-1-b)										
6	FILL, mixture of sand with silt and lean clay with sand, trace roots, brown (A-1-b)		5	M	SS	10					
8	FILL, mixture of sand and lean clay with sand and silty sand, a little gravel, brown (A-2-4)		16	M	SS	12	7				
10	CLAYEY SAND, a little gravel, brown, stiff, laminations of sand (SC) (A-6)	MIXED ALLUVIUM	14	M	SS	14	11				
13	CLAYEY SAND WITH GRAVEL, brown, stiff, laminations of sand (SC) (A-2-6)		12	M	SS	24	12				
15	SANDY LEAN CLAY, brown, very stiff, lenses and laminations of sand with silt and silty sand (CL) (A-6)		16	M	SS	24	18				
18			16	M	SS	16	14				
20	SILTY SAND, fine to medium grained, brown, wet, medium dense, lenses of fat clay (SM) (A-2-4)	COARSE ALLUVIUM	19	W	SS	16					
	END OF BORING										
	Location: West of Baker Rd.										

DEPTH:	DRILLING METHOD
0-19½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/28/26	**10:00**	**21.5**	**19.5**	**20.8**		**19.3**

BORING COMPLETED: **1/28/26**

DR: **TA** LG: **AJK/JT** Rig: **1C**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-12 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **952** LATITUDE: **44.905574** LONGITUDE: **-93.454734**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
1	9" FILL, mostly silty sand, a little gravel, frozen, brown (A-1-b) (possible aggregate base)			F	SU						
2	SAND, a little gravel, fine to medium grained, brown, frozen to 2.5' then moist, medium dense (SP) (A-1-b)	COARSE ALLUVIUM	12	F/M	SS	20					
5	SAND, a little gravel, medium to coarse grained, brown, moist, medium dense (SP) (A-1-b)		11	M	SS	18					
8	SAND, a little gravel, possible cobble at 12', medium to fine grained, brown, moist, loose (SP) (A-1-b)		9	M	SS	19					
10			9	M	SS	20					
12			50/.2	M	SS	2					
15			8	M	SS	18					
18	SAND, fine grained, brown, moist, medium dense (SP) (A-3)		16	M	SS	20					
20			16	M	SS	18					
21	**END OF BORING**										
	Location: Mayview Rd.										

DEPTH:	DRILLING METHOD
0-19½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**11:13**	**21.5**	**19.5**	**20.5**		**None**

BORING COMPLETED: **12/23/25**

DR: **JC** LG: **AG/JT** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-13 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **928** LATITUDE: **44.904781** LONGITUDE: **-93.453810**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS				
							WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL		F/M	SU		9				
2	18" FILL, mixture of silty sand and clayey sand, a little gravel, frozen to 1', brown (A-2-4) (possible aggregate base)										
3	FILL, mostly sand with silt, a little gravel, pieces of bituminous, brown (A-1-b)		6	M	SS	14					
4											
5	FILL, mostly silty sand, a little gravel, brown (A-2-4)		3	M	SS	17					
6											
7											
8			7	M	SS	11					
9											
10	SILTY SAND, medium to fine grained, brown, moist, medium dense, lenses of clayey sand (SM) (A-2-4)	COARSE ALLUVIUM	13	M	SS	24					
11							16				
12	SANDY LEAN CLAY, brown, stiff (CL) (A-6)	MIXED ALLUVIUM									
13	SILTY SAND, a little gravel, medium to fine grained, brown, moist, loose (SM) (A-1-b)	COARSE ALLUVIUM	10	M	SS	24					
14											
	END OF BORING										
	Location: Mayview Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½' 3.25" HSA	**12/23/25**	**2:12**	**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED: **12/23/25**							
DR: **JC** LG: **AG/JT** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-14 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **958** LATITUDE: **44.904130** LONGITUDE: **-93.452238**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	4" Bituminous pavement	FILL									
2	FILL, mostly clayey sand, frozen to 1', brown (A-6)			F/M	SU		17				
3	FILL, mostly silty sand, a little gravel, brown (A-2-4)		4	M	SS	21	24				
4	FILL, mixture of slightly organic sandy lean clay and silty sand, dark brown and brown (A-6)										
5											
6	FILL, mixture of lean clay and slightly organic lean clay, dark brown and brown (A-6)		6	M	SS	24	30				
7											
8	LEAN CLAY, brown, firm, lenses of sand (CL) (A-6)	FINE ALLUVIUM	7	M	SS	24	27				
9											
10	LEAN CLAY, brown, firm, laminations of sand (CL) (A-6)		6	M/W	SS	24	30				
11											
12											
13	LEAN CLAY, brown, firm, laminations of sand (CL) (A-7-6)		8	M	SS	24	26				
14	SAND, fine to medium grained, brown, moist, loose, lenses of clayey sand (SP) (A-1-b)	COARSE ALLUVIUM									
	END OF BORING										
	Location: Mayview Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½' 3.25" HSA	**12/23/25**	**1:40**	**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED: **12/23/25**							
DR: **JC** LG: **AG/JT** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-15 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **973** LATITUDE: **44.904430** LONGITUDE: **-93.448645**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS				
							WC	DEN	LL	PL	%-#200
1	5" Bituminous pavement 6" FILL, crushed limestone, light brown (A-1-b)	FILL		F/M	SU						17
2 3	FILL, mostly silty sand, a little gravel, brown (A-2-4)	COARSE ALLUVIUM	12	M	SS	18					
4 5	SAND, medium to fine grained, light brown, moist, loose to medium dense, lens of lean clay at about 8' (SP) (A-1-b)										
6			7	M	SS	12					
7 8			14	M	SS	10					
9 10											
11			12	M	SS	16					
12 13											
14			15	M	SS	10					
	END OF BORING Location: Glenavon Ave.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½'	**3.25" HSA**	**1/12/26**	**12:00**	**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED:	**1/12/26**							
DR: **JM**	LG: **JT**	Rig: **1C**						

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-16 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **909** LATITUDE: **44.898831** LONGITUDE: **-93.450694**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
2	18" FILL, mostly silty sand with gravel, brown, frozen (A-2-4) (possible aggregate base)			F	SU	24					
3	FILL, mixture of silty sand and clayey sand, a little gravel, grayish brown, frozen to 3.5' (A-2-4 and A-2-6)			F/M	SS	24	12				
4											
5			12	M	SS	18	14				
6											
7			12	M	SS	6	17				
8											
9	FILL, mostly lean clay with sand, brown and gray, a little black (A-6)		2	▼	SS	16	26				
10											
11			1	W	SS	3	27				
12											
13	SAND, a little gravel, medium to fine grained, grayish brown to brown, waterbearing, very loose to loose (SP) (A-1-b)	COARSE ALLUVIUM	1	W	SS	24					
14											
15			6	W	SS	24					
16											
17			5	W	SS	24					
18											
19			6	W	SS	24					
20	**END OF BORING**										

Location: Glen Moor Dr. S.

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/30/26	**10:30**	**14.0**	**12.0**	**11.9**		**9.9**
1/30/26	**10:40**	**14.0**	**12.0**	**11.6**		**9.5**

BORING COMPLETED: **1/30/26**

DR: **JM** LG: **JK** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-17 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **933** LATITUDE: **44.903172** LONGITUDE: **-93.452543**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL									
2	5" FILL, mostly gravelly silty sand, pieces of bituminous, dark brown, frozen (A-1-b) (possible aggregate base)			F	SU		15				
3	FILL, mostly clayey sand, a little gravel, brown and dark brown, frozen to 2.1' (A-6)		5	F/M	SS	14	17				
5	FILL, mostly lean clay, a little sand and clayey sand, brown, a little light brown (A-6)		6	M	SS	24	25				
7	SILTY SAND, a little gravel, fine to medium grained, brown, moist, loose to very loose, laminations of clayey sand and lean clay (SM) (A-2-4)	COARSE ALLUVIUM	2	M	SS	16					
10	SAND WITH SILT, a little gravel, fine to medium grained, light brown, moist, medium dense, laminations of clayey sand and silty sand (SP-SM) (A-1-b)		13	M	SS	21					
13			21	M	SS	17					
14	**END OF BORING**										

Location: Glen Moor Rd. W.

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**1:05**	**14.5**	**12.5**	**14.3**		**None**

BORING COMPLETED: **12/23/25**

DR: **JC** LG: **AG/JT** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-18 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **918** LATITUDE: **44.902216** LONGITUDE: **-93.452418**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL		F	SU						
2	8" FILL, mostly gravelly silty sand, dark brown, frozen (A-1-b) (possible aggregate base)										
3	FILL, mostly clayey sand, a little gravel, dark brown, frozen (A-2-6)		5	F/M	SS	20	17				
4	FILL, mostly clayey sand, a little gravel, dark brown, frozen to 2.5' (A-6)										
5	SILTY SAND, a little gravel, fine to medium grained, brown, moist, loose, laminations and lenses of clayey sand (SM) (A-2-4)	COARSE ALLUVIUM	7	M	SS	22					
7	CLAYEY SAND, a little gravel, brown, stiff, lens of silty sand below 9.5' (SC) (A-2-6)	TILL	15	M	SS	21	11				
10			18	M	SS	24	11				
13	SILTY SAND, a little gravel, mostly fine grained, brown, moist, medium dense, laminations of clayey sand and sand (SM) (A-4)		21	M	SS	24					
14	**END OF BORING**										

Location: Glen Moor Rd. W./South St.

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**11:54**	**14.5**	**12.5**	**14.5**		**None**

BORING COMPLETED: **12/23/25**

DR: **JC** LG: **AG/JT** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-19 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **930** LATITUDE: **44.902213** LONGITUDE: **-93.450924**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL									
2	9" FILL, mostly silty sand with gravel, dark gray, frozen (A-1-b) (possible aggregate base)			F	SU						
3	FILL, mostly silty sand with gravel, dark brown, frozen (A-1-b)			F/M	SS	18					
4	FILL, mostly silty sand, a little gravel, brown, frozen to 3' (A-1-b)										
5											
6	FILL, mostly silty sand, brown (A-2-4)		4	M	SS	18					
7											
8	CLAYEY SAND, a little gravel, brown, stiff (SC) (A-6)	TILL	12	M	SS	20	12				
9											
10	SILTY SAND, a little gravel, medium to fine grained, brown, loose (SM) (A-2-4)		10	M	SS	20					
11											
12											
13											
14			10	M	SS	20					
	END OF BORING										
	Location: South St.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS							NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL	
0-12½' 3.25" HSA	**1/28/26**	**1:15**	**14.5**	**12.5**	**14.1**		**None**	
BORING COMPLETED: **1/28/26**								
DR: **JM** LG: **JK/SLG** Rig: **110**								

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-20 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **955** LATITUDE: **44.903165** LONGITUDE: **-93.449807**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	4" Bituminous pavement	FILL									
2	6" FILL, mostly silty sand, a little gravel, trace bituminous, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU		13				
3	FILL, mostly clayey sand, dark brown, frozen (A-6)		36	M	SS	20	10				
4											
5	FILL, mixture of silty sand and sandy lean clay, brown (A-2-4 and A-6)	MIXED ALLUVIUM	5	M	SS	6	16				
6	CLAYEY SAND, a little gravel, brown, firm, lenses of silty sand and sand (SC) (A-6)										
7											
8			6	M	SS	6	13				
9											
10											
11			7	M	SS	12	8				
12											
13	SAND, a little gravel, fine to medium grained, brown, moist, loose (SP) (A-1-b)	COARSE ALLUVIUM	6	M	SS	20					
14	**END OF BORING**										
	Location: Glenavon Ave.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½'	**3.25" HSA**	**1/28/26**		**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED:	**1/28/26**							
DR: **TA**	LG: **AJK/JT** Rig: **1C**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-21 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **946** LATITUDE: **44.902140** LONGITUDE: **-93.450048**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	11" Bituminous pavement	FILL		F/M	SU		10				
2	5.5" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)										
3	FILL, mostly clayey sand, a little silty sand, a little gravel, dark brown (A-2-6)	MIXED ALLUVIUM	7	M	SS	24					
4	CLAYEY SAND, a little gravel, brown, stiff (SC) (A-6)										
5											
6			12	M	SS	5	11				
7											
8	SILTY SAND, a little gravel, medium to fine grained, moist, medium dense (SM) (A-2-4)	COARSE ALLUVIUM	15	M	SS	6					
9											
10											
11			24	M	SS	24					
12											
13	SAND, fine to medium grained, light brown, moist, medium dense, lenses of clayey sand (SP) (A-2-4)		21	M	SS	24					
14	**END OF BORING**										
	Location: Glen Moor Cir.										

DEPTH: DRILLING METHOD

0-12½' 3.25" HSA

BORING COMPLETED: **1/12/26**

DR: **JM** LG: **JT** Rig: **1C**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/12/26	**2:00**	**14.5**	**12.5**	**14.5**		**None**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-22 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **938** LATITUDE: **44.902233** LONGITUDE: **-93.448720**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL		F	SU						
2	17" FILL, mostly silty sand, a little gravel, brown, frozen (A-2-4) (possible aggregate base)										
3	FILL, mixture of sandy lean clay and silty sand, brown, frozen (A-6 and A-2-4)		19	F	SS	16	15				
4											
5	SAND WITH SILT, fine to medium grained, brown, moist, loose (SP-SM) (A-1-b)	COARSE ALLUVIUM	6	M	SS	12					
6											
7											
8	SAND, fine to medium grained, brown, moist, very loose, lenses and laminations of silty sand (SP) (A-3)		3	M	SS	12					
9											
10	SAND, fine grained, brown, moist, loose, laminations of silty sand (SP) (A-3)		9	M	SS	12					
11											
12											
13	CLAYEY SAND, a little gravel, brown, very stiff, laminations of sand (SC) (A-6)	MIXED ALLUVIUM	17	M	SS	16	8				
14											
	END OF BORING										
	Location: South St.										

DEPTH:	DRILLING METHOD
0-14½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/28/26	**10:50**	**14.5**	**12.5**	**14.5**		**None**

BORING COMPLETED: **1/28/26**

DR: **TA** LG: **AJK/JT** Rig: **1C**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-23 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **917** LATITUDE: **44.902094** LONGITUDE: **-93.452464**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL									
1	9" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU						
2	FILL, mostly silty sand, a little gravel, brown, frozen (A-2-4)	TILL		F/M	SS	16					
3	SILTY SAND, a little gravel, medium to fine grained, brown, frozen to 3' then moist, medium dense to dense (SM) (A-2-4)		13	M	SS	18					
5			20	M	SS	24					
7			36	M	SS	18					
9	SILTY SAND, a little gravel, possible cobbles at 10', medium to fine grained, brown, moist, medium dense (SM) (A-2-4)		19	M	SS	20					
11			16	M	SS	18					
13			14	M	SS	22					
15			15	M	SS	20					
17			15	M	SS	18					
19	**END OF BORING**										
20	Location: Glen Moor Rd. W.										

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/28/26	**2:30**	**20.0**	**18.0**	**19.9**		**None**

BORING COMPLETED: **1/28/26**

DR: **JM** LG: **JK/SLG** Rig: **110**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-24 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **912** LATITUDE: **44.901792** LONGITUDE: **-93.452453**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
0	6" Bituminous pavement, frozen	FILL									
1	3" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU		8				
2											
3	15" FILL, crushed limestone, light brown, frozen (A-2-4) (possible aggregate base)			F/M	SS	24	21				
4	FILL, mixture of sandy lean clay and clayey sand with gravel, reddish brown and brown, frozen to 3.5' (A-6)										
5			8	M	SS	20					
6	FILL, mostly gravelly silty sand, a little clayey sand, pieces of bituminous, brown (A-1-b)										
7			20	M	SS	20					
8	FILL, mostly silty sand with gravel, brown (A-1-b)										
9	SILTY SAND, a little gravel, fine grained, brown, moist, medium dense, laminations of clayey sand (SM) (A-2-4)	TILL	17	M	SS	22					
10											
11	CLAYEY SAND, a little gravel, brown, very stiff to stiff to very stiff (SC) (A-2-6)		20	M	SS	20	10				
12											
13			17	M	SS	20	10				
14											
15			14	M	SS	24	10				
16											
17			20	M	SS	18	11				
18											
19	CLAYEY SAND, a little gravel, gray, very stiff, laminations of silty sand (SC) (A-2-6)		18	M	SS	20	10				
20	**END OF BORING**										

Location: Glen Moor Rd. W.

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/28/26		**19.0**	**18.0**	**19.8**		**None**

BORING COMPLETED: **1/28/26**

DR: **TA** LG: **JK/JT** Rig: **1C**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-25 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **935** LATITUDE: **44.901679** LONGITUDE: **-93.448899**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6" Bituminous pavement	FILL		F/M	SU		11				
2	8" FILL, mostly silty sand, a little gravel, pieces of bituminous, dark brown, frozen (A-2-4) (possible aggregate base)										
3	FILL, mostly clayey sand, a little gravel, brown (A-2-6)		19	M	SS	20	10				
4											
5	FILL, a mixture of silty sand and clayey sand, a little gravel, brown (A-2-4 and A-2-6)	COARSE ALLUVIUM	12	M	SS	24					
6	SILTY SAND WITH GRAVEL, medium to fine grained, brown, moist, medium dense (SM) (A-1-b)										
7											
8	SILTY SAND WITH GRAVEL, medium to fine grained, brown, moist, medium dense, lenses of sandy lean clay (SM) (A-2-4)		11	M	SS	20					
9											
10											
11			17	M	SS	15					
12											
13											
14			21	M	SS	24					
	END OF BORING										
	Location: E. Glen Moor Rd.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½' 3.25" HSA	**1/12/26**	**10:30**	**14.5**	**12.5**	**14.5**		**None**
BORING COMPLETED: **1/12/26**							
DR: **JM** LG: **JT** Rig: **1C**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-26 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **908** LATITUDE: **44.901201** LONGITUDE: **-93.452223**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	8" Bituminous pavement	FILL									
1	4" FILL, silty sand with gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU		23				
2	FILL, mostly sandy lean clay, a little gravel, dark brown, frozen (A-6)			F/M	SS	12	12				
3	FILL, mixture of silty sand, clayey sand, sand with silt and lean clay, a little gravel, brown and gray, frozen to 3' (A-2-4)		7	M	SS	22	23				
5			10	M	SS	18	21				
8			14	W	SS	16	15				
10											
12	SAND WITH SILT, a little gravel, fine to medium grained, grayish brown, waterbearing, medium dense (SP-SM) (A-2-4)	COARSE ALLUVIUM	14	W	SS	16					
14	**END OF BORING**										

Location: Glen Moor Rd. N.

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**

BORING COMPLETED: **1/28/26**

DR: **JM** LG: **JK/SLG** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/28/26	**12:40**	**14.5**	**12.5**	**14.0**		**11.2**
1/28/26	**12:45**	**14.5**	**12.5**	**13.8**		**9.9**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-27 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **908** LATITUDE: **44.901037** LONGITUDE: **-93.451308**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	8" Bituminous pavement	FILL									
1	7" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU						
2											
3	FILL, mostly silty sand, a little gravel, gray and brown, frozen (A-2-4)			F/M	SS	7					
4	FILL, mostly gravelly silty sand, possible cobble at 3', gray, frozen to 3' (A-1-a)										
5	CLAYEY SAND, a little gravel, pieces of wood, dark gray, firm to soft, laminations of silty sand and sand (SC) (A-6)	MIXED ALLUVIUM	6	M	SS	12	20				
6											
7											
8			4	M	SS	1					
9											
10	SILTY SAND, fine to medium grained, grayish brown, wet, loose to medium dense (SM) (A-2-4)	COARSE ALLUVIUM	9	W	SS	12					
11											
12											
13			13	W	SS	12					
14											
	END OF BORING										
	Location: Glen Moor Rd. N.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS							NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG
0-12½' 3.25" HSA	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL	
	1/28/26	**1:30**	**11.5**	**9.5**	**11.1**		**9.1**	
	1/28/26	**1:40**	**11.5**	**9.5**	**10.6**		**7.8**	
BORING COMPLETED: **1/28/26**	**1/28/26**	**1:50**	**14.5**	**12.5**	**14.5**		**10.5**	
DR: **JM** LG: **JK/SLG** Rig: **110**								

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-28 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **910** LATITUDE: **44.900910** LONGITUDE: **-93.450587**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	8" Bituminous pavement	FILL									
2	16" FILL, mixture of sand with silt with gravel and crushed limestone, brown and light brown, frozen (A-1-b) (possible aggregate base)			F	SU						
3	FILL, mixture of silty sand and clayey sand, a little gravel, brown and reddish brown, frozen to 3.5' (A-2-4 and A-2-6)			F/M	SS	24	12				
4											
5											
6			11	M	SS	20	11				
7											
8			10	M	SS	18	12				
9											
10											
11			15	M	SS	6	12				
12											
13	SANDY LEAN CLAY, a little gravel, grayish brown, stiff (CL) (A-6)	TILL	15	M	SS	24	12				
14											
	END OF BORING										
	Location: Glen Moor Rd. N./Glen Moor Cir.										

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**
BORING COMPLETED:	**1/30/26**
DR: **JM**	LG: **JK** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/30/26	**12:15**	**14.5**	**12.5**	**14.3**		**None**
1/30/26	**12:25**	**14.5**	**12.5**	**14.3**		**None**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-29 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **919** LATITUDE: **44.900420** LONGITUDE: **-93.449472**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	8" Bituminous pavement	FILL									
2	16" FILL, mostly silty sand, a little gravel, dark brown, frozen (A-2-4) (possible aggregate base)			F	SU						
3	FILL, mostly silty sand, a little gravel, brown, frozen to 3' (A-2-4)			F/M	SS	24	8				
4											
5											
6			13	M	SS	20	9				
7											
8	FILL, mixture of clayey sand and silty sand, a little gravel, brown and reddish brown (A-2-6 and A-2-4)		6	M	SS	6	15				
9											
10											
11			13	M	SS	24	11				
12											
13	CLAYEY SAND, a little gravel, brown and light gray mottled, stiff (SC) (A-2-6)	TILL	13	M	SS	20	11				
14	**END OF BORING**										
	Location: E. Glen Moor Rd.										

DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**
BORING COMPLETED:	**1/30/26**
DR: **JM**	LG: **JK** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/30/26	**1:21**	**14.5**	**12.5**	**14.4**		**None**
1/30/26	**1:31**	**14.5**	**12.5**	**14.4**		**None**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-30 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **907** LATITUDE: **44.900978** LONGITUDE: **-93.452307**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly sandy organic silt, a little gravel, trace roots, dark brown (A-8)	FILL	8	M	SS	16	35				
2	FILL, mostly silty sand, a little gravel, trace pieces of bituminous pavement, brown (A-2-4)						9				
3			21	M	SS	18	10				
4											
5	SAPRIC PEAT, brown to black (PT) (A-8)	SWAMP DEPOSIT	13	M	SS	18	112				
6											
7			5	M	SS	16	63				
8				▼			41				
9	LEAN CLAY WITH SAND, gray, very soft (CL) (A-6)	FINE ALLUVIUM	1	W	SS	18	25				
10											
11	SILTY SAND, fine to medium grained, brown, wet, loose, lens of lean clay (SM) (A-2-4)	COARSE ALLUVIUM	7	W	SS	16	19				
12											
13	CLAYEY SAND, firm, brown and gray (SC) (A-6)	MIXED ALLUVIUM	7	W	SS	16	14				
14											
15	SILTY SAND, a little gravel, fine to medium grained, grayish brown, wet, loose to medium dense, lenses of waterbearing sand with silt and laminations of silt (SM) (A-2-4)	COARSE ALLUVIUM	9	W	SS	16	14				
16											
17			14	W	SS	14	16				
18											
19			22	W	SS	20	12				
20	**END OF BORING**										

Location: Glen Moor Park

DEPTH:	DRILLING METHOD
0-14½'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/29/25	**11:02**	**20.0**	**14.5**	**14.0**		**10.7**
12/29/25	**11:15**	**20.0**	**14.5**	**13.5**		**8.7**

BORING COMPLETED: **12/29/25**

DR: **TA** LG: **ZR** Rig: **96**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-31 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **908** LATITUDE: **44.900799** LONGITUDE: **-93.451784**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly organic clay with sand, trace roots, black (A-8)	FILL	6	M	SS	14	34				
2	FILL, mostly clayey sand with gravel, black and brown (A-2-6)						18				
3	FILL, mostly crushed bituminous, a little silty sand, black (A-1-b) (petroleum-type odor)		40	M	SS	18					
4				▼							
5			19	M	SS	14					
6											
7	FILL, mostly silty sand, a little clayey sand and gravel, pieces of bituminous, grayish brown (A-2-4) (petroleum-type odor)		7	M/W	SS	14					
8	HEMIC PEAT, trace wood, black (PT) (A-8)	SWAMP DEPOSIT					345				
9			2	W	SS	20	395				
10	SAPRIC PEAT, black (PT) (A-8)										
11			2	W	SS	20	123				
12	SANDY LEAN CLAY, slightly organic, trace roots, black, soft, laminations of bog lime (CL) (A-6)	MIXED ALLUVIUM					35				
13			2	W	SS	18					59
14	LEAN CLAY, trace roots, gray, soft, lens of bog lime (CL) (A-7-6)	FINE ALLUVIUM					43				
15			6	W	SS	22	29				
16	LEAN CLAY WITH SAND, gray, firm (CL) (A-6)	COARSE ALLUVIUM									
17			10	W	SS	22					
18	SAND WITH SILT, a little gravel, fine to medium grained, brown and gray, waterbearing, loose to medium dense (SP-SM) (A-1-b)										
19			10	W	SS	20					
20	**END OF BORING**										

Location: Glen Moor Park

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**

BORING COMPLETED: **12/24/25**

DR: **AB/SG** LG: **ZR** Rig: **96**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/24/25	**11:27**	**8.0**	**4.0**	**4.4**		**4.0**
12/24/25	**11:58**	**18.0**	**14.0**	**13.7**		**9.4**
12/24/25	**12:09**	**20.0**	**18.0**	**17.4**		**10.4**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-32 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **908** LATITUDE: **44.900723** LONGITUDE: **-93.451061**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly sandy lean clay, a little silty sand, a little gravel, trace roots, brown, frozen (A-6)	FILL		F	SS	12	16				
3	FILL, mostly silty sand, a little gravel, brown (A-2-4)		11	M	SS	24					
5	SAPRIC PEAT, black (PT) (A-8)	SWAMP DEPOSIT	4	M	SS	18	346				
7	ORGANIC CLAY, black, firm (OL) (A-8)		6	M	SS	24	75				
9	CLAYEY SAND, a little gravel, brown, soft, lenses of silty sand, laminations of bog lime (SC) (A-6)	MIXED ALLUVIUM	3	M	SS	6	14				
11	LEAN CLAY, a little gravel, gray, soft, lenses of clayey sand (CL) (A-6)	FINE ALLUVIUM	4	M	SS	12	42				
13	SILTY SAND, a little gravel, medium to fine grained, brown, moist, very loose (SM) (A-2-4)	COARSE ALLUVIUM	4	M	SS	24					
15	SAND, a little gravel, medium to fine grained, brown, waterbearing, loose to medium dense, laminations of clayey sand (SP) (A-1-b)		9	W	SS	24					
17			10	W	SS	24					
19			12	W	SS	24					
20	**END OF BORING** Location: Glen Moor Park										

DEPTH: **0-18'** DRILLING METHOD: **3.25" HSA**

BORING COMPLETED: **12/23/25**

DR: **TA** LG: **JM** Rig: **96**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**11:09**	**20.0**	**18.0**	**13.8**		**9.7**
12/23/25	**11:30**	**20.0**	**18.0**	**12.7**		**7.8**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-33 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **906** LATITUDE: **44.900492** LONGITUDE: **-93.451998**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly clayey sand, trace organic fines, a little gravel, trace roots, black (A-2-6)	FILL	8	M	SS	12	22				
2	FILL, mixture of clayey sand and silty sand, a little gravel, pieces of bituminous, brown (A-2-6 and A-2-4)						11				
3			14	M	SS	16					
4	FILL, mostly silty sand, a little gravel, trace bituminous, brown, gray (A-2-4)										
5			7	M/W	SS	14					
6											
7	FIBRIC PEAT, black and dark brown (PT) (A-8)	SWAMP DEPOSIT	2	W	SS	24	472				
8											
9	HEMIC PEAT, black (PT) (A-8)		1	W	SS	24	406				
10											
11	SAPRIC PEAT, black (PT) (A-8)		2	W	SS	22	129				
12											
13	LEAN CLAY WITH SAND, slightly organic, dark gray, very soft (CL) (A-7-6)	FINE ALLUVIUM	1	W	SS	16	46				
14											
15	LEAN CLAY, slightly organic, trace roots, dark gray, soft (CL) (A-6)		2	W	SS	18	48				
16											
17	ORGANIC CLAY, trace shells and roots, black, soft (OL) (A-8)	SWAMP DEPOSIT	3	W	SS	16	42				
18	BOG LIME, gray (OL) (A-8)						84				
19	SAPRIC PEAT, black, lens of bog lime (PT) (A-8)		4	~~W~~	SS	14	118				
20											
21	CLAYEY SAND, a little gravel, trace shells, gray, very soft, lens of fat clay, laminations of silty sand (SC) (A-6)	MIXED ALLUVIUM	0	W	SS	24	25				
22	**END OF BORING**										

Location: Glen Moor Park

DEPTH:	DRILLING METHOD
0-20'	**3.25" HSA**

BORING COMPLETED: **12/24/25**

DR: **SG/AB** LG: **ZR** Rig: **96**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/24/25	**9:22**	**8.0**	**4.0**	**4.5**		**None**
12/24/25	**10:09**	**22.0**	**20.0**	**19.5**		**18.9**
12/24/25	**10:33**	**22.0**	**20.0**	**19.5**		**18.9**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-34 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **907** LATITUDE: **44.900460** LONGITUDE: **-93.451588**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	OC	LL	PL	%-#200
1	FILL, mostly silty sand, a little gravel and roots, dark brown (A-2-4)	FILL	9	M/F	SS	12					
2	FILL, mostly silty sand, a little gravel and clayey sand, brown (A-2-4)										
3			23	M	SS	24					
4											
5	FILL, mixture of clayey sand and silty sand, a little gravel, brown (A-2-6 and A-2-4)	SWAMP DEPOSIT	3	M	SS	24	15				
6	HEMIC PEAT, black (PT) (a-8)						327				
7	SAPRIC PEAT, black, laminations of sand (PT) (A-8)		6	M	SS	24	125				
8											
9	CLAYEY SAND WITH ORGANIC FINES, dark gray, soft, laminations of sand (SC) (A-2-6/A-8)	MIXED ALLUVIUM	2	▼	SS	24	56	6.4			24
10											
11	SILTY SAND, medium to fine grained, dark gray, wet, loose (SM) (A-2-4)	COARSE ALLUVIUM	6	W	SS	24					
12											
13	SAND, a little gravel, medium to fine grained, brown, waterbearing, loose (SP) (A-1-b)		5	W	SS	24					
14											
15			4	W	SS	24					
16											
17			10	W	SS	24					
18											
19	SAND, medium to fine grained, brown, waterbearing, loose (SP) (A-3)		10	W	SS	24					
20	**END OF BORING**										
	Location: Glen Moor Park										

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**
BORING COMPLETED:	**12/23/25**
DR: **TA**	LG: **JM** Rig: **96**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**12:25**	**20.0**	**18.0**	**11.1**		**10.6**
12/23/25	**12:35**	**20.0**	**18.0**	**11.3**		**9.7**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-35 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **905** LATITUDE: **44.900197** LONGITUDE: **-93.452129**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	FILL, mostly silty sand, trace roots, dark brown, frozen (A-2-4)	FILL		F	SS	24					
2	FILL, mostly silty sand, a little gravel, brown, frozen (A-2-4)										
3	FILL, mostly sand, a little gravel, brown (A-1-b)		9	M	SS	24					
4	HEMIC PEAT, black (PT) (A-8)	SWAMP DEPOSIT									
5			3	▼	SS	24	519				
6	SAPRIC PEAT, black, laminations of sand (PT) (A-8)										
7			4	M	SS	24	274				
8											
9			2	M	SS	0					
10	ORGANIC CLAY, black, soft (OL) (A-8)										
11			3	M	SS	24	35				
12	BOG LIME, gray, laminations of sand (OL) (A-8)										
13			WH	M	SS	6	94				
14	LEAN CLAY, gray, very soft to firm, lenses of sand and silty sand (CL) (A-6)	FINE ALLUVIUM									
15			1	W	SS	18	19				
16											
17			7	W	SS	24	27				
18	SAND WITH SILT, a little gravel, medium to coarse grained, gray, waterbearing, very loose (SP-SM) (A-1-b)	COARSE ALLUVIUM									
19			3	W	SS	24					
20	**END OF BORING**										

Location: Glen Moor Park

DEPTH:	DRILLING METHOD
0-18'	**3.25" HSA**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
12/23/25	**1:20**	**20.0**	**18.0**	**13.8**		**9.0**
12/23/25	**1:30**	**20.0**	**18.0**	**13.8**		**5.7**

BORING COMPLETED: **12/23/25**

DR: **TA** LG: **JM** Rig: **96**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-36 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **916** LATITUDE: **44.900367** LONGITUDE: **-93.452667**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	6.5" Bituminous pavement	FILL		F/M	SU						
2	17.5" FILL, mostly gravelly silty sand, a little sandy lean clay, brown, frozen to 1.3' (A-1-b) (possible aggregate base)						11				
3	FILL, mixture of clayey sand and sandy lean clay, a little gravel, reddish brown (A-6)		30	M	SS	24					
4											
5	FILL, mixture of silty sand and sandy lean clay with gravel, brown (A-2-4 and A-6)	COARSE ALLUVIUM	28	M	SS	10					
6	SILTY SAND WITH GRAVEL, fine to medium grained, brown, moist, medium dense (SM) (A-1-b)										
7											
8	SAND WITH GRAVEL, fine to medium grained, brown, moist, dense, laminations of silty sand, lens of clayey sand (SP) (A-1-b)		34	M	SS	16					
9											
10	SILTY SAND, a little gravel, fine to medium grained, reddish brown, lens of clayey sand (SM) (A-2-4)		9	M	SS	20					
11											
12											
13	CLAYEY SAND, a little gravel, grayish brown, moist, stiff, lenses of silty sand (SC) (A-2-6)	MIXED ALLUVIUM	11	M	SS	24	13				
14											
	END OF BORING										
	Location: 7 Oaks Ct.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-12½'	**3.25" HSA**	**1/20/26**	**10:30**	**14.5**	**12.5**	**14.2**		**None**
BORING COMPLETED:	**1/20/26**							
DR: **JM**	LG: **JT/AJK** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-37 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **940** LATITUDE: **44.899824** LONGITUDE: **-93.453478**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
	2.5" Bituminous pavement	FILL									
1	8" FILL, mostly silty sand with gravel, pieces of bituminous, dark brown (A-1-b) (possible aggregate base)			M			16				
2											
3	FILL, mostly sandy lean clay, a little clayey sand, reddish brown, a little dark brown (A-6)		27	M/F	SS	24	10				
4											
5	FILL, mixture of clayey sand and silty sand, a little gravel, trace roots, brown, frozen (A-6 and A-2-4)		20	M	SS	24					
6											
7	FILL, mostly silty sand, a little gravel, trace roots, brown (A-4)		50/.4	M	SS	9					
8	FILL, mostly silty sand, a little clayey sand with gravel, pieces of bituminous, brown (A-4)										
9											
10	SILTY SAND, a little gravel, possible cobbles, fine to medium grained, light brown, moist, very	TILL	54	M	SS	15	15				
11	dense, lenses of silt with sand (SM) (A-2-4)										
12	LEAN CLAY WITH SAND, possible cobbles, brown, hard, lenses and laminations of gravelly silty sand and clayey sand (CL) (A-6)		50/.4	M	SS	0					
	END OF BORING										
	Location: 7 Oaks Ct.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS							
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL	NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG
0-12½'	**3.25" HSA**	**3/12/26**	**10:09**	**12.9**	**12.5**	**12.2**		**None**	
BORING COMPLETED:	**3/12/26**								
DR: **JM**	LG: **AG**	Rig: **110**							

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-38 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **906** LATITUDE: **44.900022** LONGITUDE: **-93.451774**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	OC	LL	PL	%-#200
1	7" Bituminous pavement	FILL									
1	17" FILL, mostly gravelly silty sand, a little clayey sand, pieces of bituminous, dark gray, frozen (A-1-b) (possible aggregate base)	FILL		F	SU						
2	SAPRIC PEAT, black, lens of organic clay, frozen to 3' (PT) (A-8)	SWAMP DEPOSIT		F/M	SS	20	101				
3							28				
4	ORGANIC CLAY, gray, laminations of sapric peat (OL) (A-8)	SWAMP DEPOSIT									
5	HEMIC PEAT, black (PT) (A-8)	SWAMP DEPOSIT	3	M	SS	8	359				
6											
7	CLAYEY SAND, slightly organic, dark gray, very soft, lens of sandy lean clay (SC) (A-6)	MIXED ALLUVIUM	WH	M	SS	16	35	2.3			44
8											
9	CLAYEY SAND, a little gravel, trace shells, light brown, firm, laminations of silty sand (SC) (A-6)	MIXED ALLUVIUM	5	M/W	SS	14	15				
10											
11	SILTY SAND, a little gravel, fine to medium grained, gray, wet, loose, laminations of silt with sand and sandy lean clay (SM) (A-2-4)	COARSE ALLUVIUM	7	W	SS	24					
12											
13	SAND WITH SILT, a little gravel, fine to medium grained, gray, waterbearing, loose (SP-SM) (A-1-b)	COARSE ALLUVIUM	9	W	SS	24					
14											
15	**END OF BORING**										
16	Location: Glen Moor Rd. W.										

DEPTH:	DRILLING METHOD
0-14½'	**3.25" HSA**
BORING COMPLETED:	**1/20/26**
DR: **JM**	LG: **AJK/JT** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/20/26	**11:35**	**11.5**	**9.5**	**10.5**		**10.1**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-39 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **915** LATITUDE: **44.899852** LONGITUDE: **-93.450561**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	7" Bituminous pavement	FILL									
2	17" FILL, mostly silty sand, a little gravel, dark brown (A-2-4) (possible aggregate base)			M							
3	FILL, mixture of silty sand and clayey sand, a little gravel, brown, a little dark brown (A-2-4 and A-2-6)		37	M	SS	24					
4											
5			12	M	SS	24	10				
6											
7											
8	FILL, mostly silty sand, brown, a little gray and dark brown (A-2-4)		5	M	SS	18					
9											
10	FILL, mixture of silty sand and clayey sand, a little gravel, trace roots, brown and gray (A-4 and A-6)		4	M	SS	17	11				
11											
12											
13			5	M	SS	17	13				
14				▼							
15	FILL, mostly clayey sand, a little silty sand and gravel, trace roots, brown (A-2-6)										
16	SAND WITH SILT, a little gravel, fine to medium grained, brown, waterbearing, very loose, lenses of silty sand (SP-SM) (A-1-b)	COARSE ALLUVIUM	3	M/W	SS	14	17				
17											
18			1	W	SS	19					
19											
20	SAND, a little gravel, medium to fine grained, brown, waterbearing, very loose to loose, laminations of sand with silt and silty sand (SP) (A-1-b)		6	W	SS	24					
21											
22											
23			3	W	SS	21					
24											
	END OF BORING										
	Location: Glen Moor Cir.										

DEPTH: DRILLING METHOD	WATER LEVEL MEASUREMENTS						
	DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-22½' 3.25" HSA	**3/12/26**	**11:40**	**16.5**	**14.5**	**14.6**		**14.2**
	3/12/26	**11:49**	**16.5**	**14.5**	**14.4**		**14.3**
BORING COMPLETED: **3/12/26**	**3/12/26**	**12:12**	**24.5**	**22.5**	**20.4**		**15.6**
DR: **JM** LG: **AG** Rig: **110**	**3/12/26**	**12:16**	**24.5**	**22.5**	**19.3**		**14.5**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-40 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **906** LATITUDE: **44.898857** LONGITUDE: **-93.451356**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	OC	LL	PL	%-#200
1	10" Bituminous pavement	FILL									
2	14" FILL, crushed limestone, brown, frozen (A-1-a) (possible aggregate base)			F	SU						
3	FILL, mostly lean clay, gray (A-7-6)		5	M	SS	14	30				
4	FILL, mixture of hemic and sapric peat, organic clay, a little bog lime, dark brown, black and light gray (A-8)										
5			4	M	SS	24	90	11			
6											
7				▼							
8	FILL, mixture of lean clay, silty sand, a little hemic peat and organic clay, dark grayish brown and brown (A-6)		3	M/W	SS	12	17				
9											
10	LEAN CLAY, gray, very soft, laminations of waterbearing silty sand and sand (CL) (A-7-6)	FINE ALLUVIUM	WH	M	SS	10	32				
11											
12											
13			1	M	SS	24					
14											
15	SAND WITH SILT, a little gravel, fine to medium grained, grayish brown, waterbearing, very loose, lenses of lean clay (SP-SM) (A-2-4)	COARSE ALLUVIUM	2	W	SS	24					
16											
17											
18	LEAN CLAY, gray, firm, lenses of silty sand and silt (CL) (A-6)	FINE ALLUVIUM	6	M	SS	24	30				
19											
20	SAND, a little gravel, fine to medium grained, grayish brown, waterbearing, loose (SP) (A-3)	COARSE ALLUVIUM	5	W	SS	24					
21	**END OF BORING**										
	Location: Glen Moor Dr. S.										

DEPTH:	DRILLING METHOD
0-19½'	**3.25" HSA**
BORING COMPLETED:	**1/20/26**
DR: **JM**	LG: **AJK/JT** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
1/20/26	**1:30**	**11.5**	**9.5**	**11.9**		**7.5**
1/20/26	**1:40**	**11.5**	**9.5**	**11.1**		**7.1**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-41 (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **912** LATITUDE: **44.898863** LONGITUDE: **-93.450310**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
1	12" Bituminous pavement	FILL		M							
2	12" FILL, mostly gravelly silty sand, dark brown (A-1-b) (possible aggregate base)										
3	FILL, mostly silty sand, a little clayey sand and gravel, brown, a little gray (A-4)		19	M	SS	24					
4											
5	FILL, mixture of clayey sand and silty sand, a little gravel, brown (A-2-6 and A-2-4)		6	M	SS	20	13				
6											
7			50	M	SS	6	8				
	FILL, mixture of silty sand and clayey sand, a little gravel, trace roots, pieces of bituminous, dark brown (A-4 and A-6)										
	END OF BORING										
	Obstructed to split spoon at 7.5' due to watermain utility.										
	Glen Moor Dr. S/E Glen Moor Rd.										

DEPTH:	DRILLING METHOD	WATER LEVEL MEASUREMENTS						
		DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
0-7'	**3.25" HSA**	**3/12/26**						**None**
BORING COMPLETED:	**3/12/26**							
DR: **JM**	LG: **AG** Rig: **110**							

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26

SUBSURFACE BORING LOG

AET JOB NO: **P-0048535** LOG OF BORING NO. **B-41A (p. 1 of 1)**

PROJECT: **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

SURFACE ELEVATION: **913** LATITUDE: **44.898967** LONGITUDE: **-93.450402**

DEPTH IN FEET	MATERIAL DESCRIPTION	GEOLOGY	N	MC	SAMPLE TYPE	REC IN.	FIELD & LABORATORY TESTS WC	DEN	LL	PL	%-#200
	3" Bituminous pavement	FILL		M							
1	8" FILL, mostly silty sand, a little gravel, dark brown (A-2-4) (possible aggregate base)		8	M	SS	10	17				
2											
3	FILL, mostly sandy lean clay, reddish brown (A-6)		6	M	SS	18	15				
4											
5	FILL, mostly lean clay with sand, reddish brown (A-6)		7	M	SS	18	20				
6											
7											
8	FILL, mostly sandy lean clay, a little gravel, brown (A-6)		5	M	SS	12	14 16				
9											
10											
11			5	M	SS	10	18				
12							22				
13				▼							
14			5	M	SS	10					
	END OF BORING										
	Location: Glen Moor Cir.										

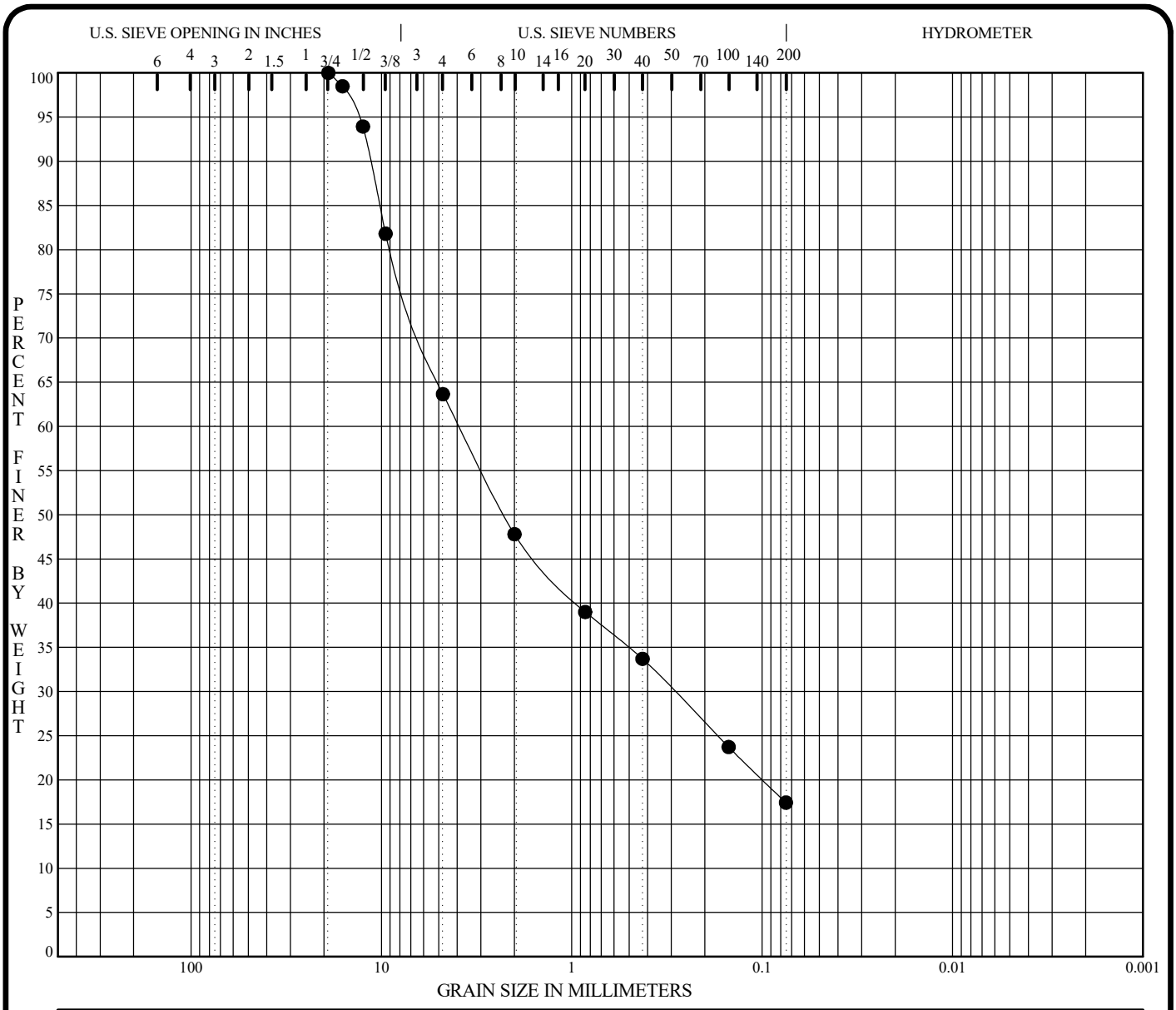
DEPTH:	DRILLING METHOD
0-12½'	**3.25" HSA**
BORING COMPLETED:	**3/24/26**
DR: **RG**	LG: **QH** Rig: **110**

WATER LEVEL MEASUREMENTS

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	DRILLING FLUID LEVEL	WATER LEVEL
3/24/26	**1:20**	**14.5**	**12.5**	**13.7**		**13.3**
3/24/26	**1:29**	**14.5**	**12.5**	**13.5**		**13.0**

NOTE: REFER TO THE ATTACHED SHEETS FOR AN EXPLANATION OF TERMINOLOGY ON THIS LOG

AET_CORP W-LAT-LONG P-0048535 KINSEL NEIGHBORHOOD.GPJ AET+CPT+WELL.GDT 4/22/26



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

Specimen Identification		Classification	MC%	LL	PL	PI	Cc	Cu
● **B-15**	**0.5'**	**Crushed Limestone (A-1-b)**						

Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
● **B-15**	**0.5'**	**19.00**	**3.89**	**0.289**		**36.4**	**46.2**	**17.4**	

PROJECT **Kinsel Neighborhood Reconstruction; Minnetonka, MN**

AET JOB NO. **P-0048535**

DATE **1/12/26**

American Engineering Testing
550 Cleveland Avenue North
St. Paul, MN 55114
Telephone: (651) 659-9001
Fax: (651) 659-1347

GRADATION CURVES

Appendix B

Geotechnical Report Limitations and Guidelines for Use

Appendix B
Geotechnical Report Limitations and Guidelines for Use
Report No. P-0048535

B.1 REFERENCE

This appendix provides information to help you manage your risks relating to subsurface problems which are caused by construction delays, cost overruns, claims, and disputes. This information was developed and provided by GBA[1], of which we are a member firm.

B.2 RISK MANAGEMENT INFORMATION

B.2.1 Understand the Geotechnical Engineering Services Provided for this Report

Geotechnical engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical engineering services is typically a geotechnical engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

B.2.2 Geotechnical Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared solely for the client.

Likewise, geotechnical engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. If you are the least bit uncertain about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

1 Geoprofessional Business Association, 15800 Crabbs Branch Way Suite 300, Rockville, MD 20850 Telephone: 301/565-2733: www.geoprofessional.org, 2019

B.2.3 Read the Full Report
Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. Read and refer to the report in full.

B.2.4 You Need to Inform Your Geotechnical Engineer About Change
Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, always inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. The geotechnical engineer who prepared this report cannot accept responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

B.2.5 Most of the "Findings" Related in This Report Are Professional Opinions
Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed. The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

B.2.6 This Report's Recommendations Are Confirmation-Dependent
The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations only after observing actual subsurface conditions exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.

B.2.7 This Report Could Be Misinterpreted
Other design professionals' misinterpretation of geotechnical engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

B.2.8 Give Constructors a Complete Report and Guidance
Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical engineering report, along with any attachments or appendices, with your contract documents, but be certain to note conspicuously that you have included the material for information purposes only. To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the

report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, only from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and be sure to allow enough time to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

B.2.9 Read Responsibility Provisions Closely

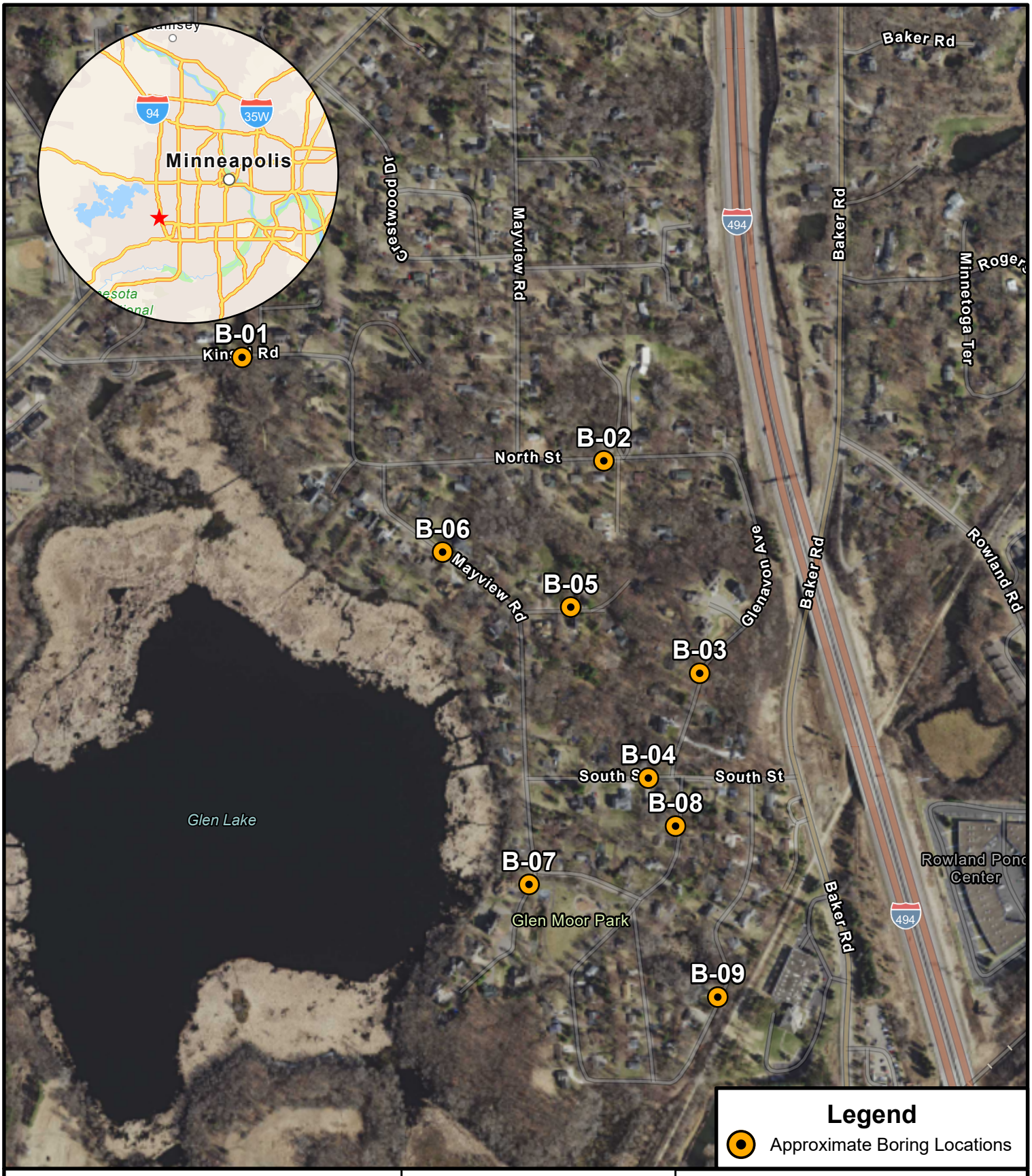
Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. Read these provisions closely. Ask questions. Your geotechnical engineer should respond fully and frankly.

B.2.10 Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical engineering study. For that reason, a geotechnical engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. Unanticipated subsurface environmental problems have led to project failures. If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

B.2.11 Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. Geotechnical engineers are not building-envelope or mold specialists.



AMERICAN ENGINEERING TESTING

Map Reference: MnGeo 2023

N

0 460 920

Feet

Figure 1

Boring Location Map (B-01:B-09)

2025-2028 Street Construction Projects
Minnetonka, Minnesota

Date: 11/8/2024 AET Project No. P-0032

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Kinsel Rd
Lane: WB

Core ID: B-01
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.906919
Longitude: -93.456912



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	10.00

Condition:
Stripping below wear layer and near bottom

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Mayview Rd
Lane: WB

Core ID: B-02
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.905766
Longitude: -93.451220



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	8.20

Condition:
Stripping and debonding at 5 inches and below

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Glenavon Av
Lane: SB

Core ID: B-03
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.903399
Longitude: -93.449712



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	10.00
Recovered Core Thickness (in):	10.30

Condition:
Stripping and debonding at 7 inches and below

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: South St
Lane: WB

Core ID: B-04
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.902230
Longitude: -93.450519



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	3.80

Condition:
Appears to only be partial recovery

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Mayview Rd
Lane: WB

Core ID: B-05
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.904136
Longitude: -93.451741



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	7.50

Condition:
Medium severity stripping below 4 inches

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Mayview Rd
Lane: WB

Core ID: B-06
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.904749
Longitude: -93.453756



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	8.90

Condition:
Good condition

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: 7 Oaks Ct
Lane: SB

Core ID: B-07
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.901045
Longitude: -93.452397



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	5.20

Condition:
Debonding at 2 inches; possible partial recovery

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Glen Moor Cir
Lane: NB

Core ID: B-08
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.901695
Longitude: -93.450091



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	9.80

Condition:
Multiple broken bonds and variable stripping

PAVEMENT CORE LOG

Project: City of Minnetonka 2025-2028 Street Construction Evaluation
AET Project Number: P-0032154
Road Name: Glen Moor Rd
Lane: NB

Core ID: B-09
Date Cored: May 2024
GPS Coordinates:
Latitude: 44.899790
Longitude: -93.449428



Description:

Core Diameter (in):	4
Pavement Downhole Thickness (in):	NA
Recovered Core Thickness (in):	10.20

Condition:
Stripping below 6 inches, mostly low severity

Pavement Condition and Recommendations Summary

City of Minnetonka 2025-2028 Street Reconstruction Projects

Minnetonka, Minnesota

AET Project P-0032154

Completed by Neil Lund

Last update December 2024

Year	Street	Start	End	Area	Length (ft)	Pavement Conditions	General Condition "Rating"	Bituminous Thickness, in. (GPR)	Poss. Agg Base Thickness, in. (GPR)	Bituminous Thickness, in. (Core)	Poss. Agg Base Thickness, in. (Probe)	Bituminous Core Condition(s)	Soil Conditions
2025	Bren Rd E (Reconstruction)	Bren Rd W	RR Tracks	Opus/Bren Rd	1,350	Similar to other segment of Bren Rd E; becomes new pavement shortly into section? Back to older pavement near train station	Good to very good	6.5	7.8	4.3	12	Good	SM, SC
2025	Red Cir Dr - Segment #1	Shady Oak Rd	280 ft E	Opus/Bren Rd	280	Block and edge cracking	Poor	6.6	--	--	--	--	--
2025	Red Cir Dr - Segment #2	North portion		Opus/Bren Rd	250	Significant block and fatigue cracking	Poor	5.4	--	5.4	8	Good on recovered portion; possible stripping, loss at bottom	SM, SC
2025	Red Cir Dr - Segment #3	Driveway	500 ft E	Opus/Bren Rd	500	Substantial block cracking, edge damage	Poor	5.8	--	6.9	12	Good	SM, SC
2025	Bren Rd E (Reclamation)	Bren Rd	Bren Rd W	Opus/Bren Rd	1,950	Chip seal; block cracks	Fair	6.5	7.8	6.8	14	Good	SC
2025	Bren Rd W	RR Tracks	Bren Rd	Opus/Bren Rd	2,570	First segment at east end - no distresses Short segment with significant block/alligator cracking to split with Bren Rd E Variable thereafter, including pockets of edge failure, transverse/longitudinal cracks	Poor to very good	6.9	8.6	5.1	11	Good; some loss near bottom on C-17	Mixed SC, SM, CL
2025	Bren Rd	Shady Oak Rd	Bren Rd W/E	Opus/Bren Rd	590	Chip seal; block cracking with some secondary	Fair	8	8.1	6.4	6	Good	SC, SM
2025	Fletl Rd	Bren Rd W	0.25 mi N	Opus/Bren Rd	1,160	Block cracking; some edge cracking (near driveways)	Fair	7.1	5.6	6.8	12	Good	SM, SC
2025	Wayzata Blvd	Fairfield Rd	Hopkins Crossroad	Wayzata Blvd	2,160	Variable conditions including large patches in a single direciton and near ends of segment. Fatigue, transverse, longitudinal, oxidation, drainage issues, edge damage	Poor	11.2	--	12	2.5	Good	SC
2025	Wayzata Blvd	Hopkins Crossroad	Shelard Pkwy	Wayzata Blvd	3,120	Chip seal; transverse/longitudinal cracks. Poor joint conditions (possible concrete reflection) and drainage/edge issues east of Fidelity bldg. Conditions improve to west of this area	Poor to fair	9.9	--	7.1	no recovery	Good	no recovery
2026	Minnetonka Dr	Williston Rd	494 Underpass	Minnetonka Dr	2,910	Very few distresses. Could delay mill/overlay to later construction year	Good	6.2	8.3	7.8	12	Good	SM
2026	Oakland Rd	494 Overpass	Wayzata Blvd	Oakland Rd	2,920	Chip seal; apparent block cracks; patches; fatigue cracks; edge and drainage issues	Poor	9.5	--	12.6	12	Good; debonding near bottom	SM, SC, some CL
2026	S Frontage Rd	Hopkins Crossroad	Ridgedale Dr	S Frontage Rd	3,900	Fagitue and block damage near Hopkins Crossroad in WB lanes; clears up near end of median. Moderate frequency transverse cracks, with patched areas; edge failures common. Poor conditions after pavement change approaching Ridgedale Dr; improves again at turns	Poor to fair	11.4	--	12	11	Good	SM, some SC
2027	Cedar Lake Rd	Hopkins Crossroad	Hwy 169	Cedar Lake Rd	5,540	Chip seal. Transverse and some longitudinal cracks of varying severity.	Fair to good	5.7	7.4	6.6	6.3	Good	SM, some SC
2027	Kinsel Rd	Excelsior Blvd	Mayview Rd	Glen Lake	1,820	Chip seal, moderate transverse and longitudinal cracking	Fair to good	7.8	--	10	10	Some debonding and stripping at 2 inches, minor stripping near bottom	SM
2027	Lorence Rd	Kinsel Rd	End of cul-de-sac	Glen Lake	440	Chip seal, limited potholes, transverse cracks	Fair to good	8.2	--	--	--	--	--
2027	Mayview Rd	Kinsel Rd	End of cul-de-sac	Glen Lake	1,330	Chip seal; block cracks; some potholes/fatigue and associated patching. Improved condition near cul-de-sac end of segment	Fair to poor	9.0	6.9	8.2	7.2	Stripping near bottom of C-05	SM, some SC
2027	North St	Mayview Rd	Glenavon Av	Glen Lake	1,370	Chip seal; transverse cracks, longitudinal joint decay, patches	Fair to good	7.6	--	8.2	6	Debonding and stripping at 5 inche depth; stripping below this point	SM and SC
2027	Glenavon Ct	Glenavon Av	End of cul-de-sac	Glen Lake	140	Chip seal; block cracks; transverse cracks; patching	Fair	4.1	9.9	--	--	--	--
2027	Glenavon Av	North St	South St	Glen Lake	1,480	Transverse cracks in north portion; pavement change leads to poorer conditions near Glenavon Ct with block cracking, fatigue; few distresses in southern portion	Poor to good	7.6	--	10.3	8	Debonding and stripping below 7 inches	SM and SC
2027	Glen Moor Rd W - Segment #1	Mayview Rd	Glen Moor Rd N	Glen Lake	1,080	Chip seal; potholes; transverse cracks, edge cracks	Fair to poor	9.5	--	--	--	--	--
2027	Glen Moor Rd W - Segment #2	Glen Moor Rd N	Glen Moor Rd S	Glen Lake	780	Fatigue or edge cracking; longitudinal joint decay; local drainage issues (wetland/curb cut)	Poor	8.4	--	--	--	--	--

Pavement Condition and Recommendations Summary

City of Minnetonka 2025-2028 Street Reconstruction Projects

Minnetonka, Minnesota

AET Project P-0032154

Completed by Neil Lund

Last update December 2024

Year	Street	Start	End	Area	Length (ft)	Pavement Conditions	General Condition "Rating"	Bituminous Thickness, in. (GPR)	Poss. Agg Base Thickness, in. (GPR)	Bituminous Thickness, in. (Core)	Poss. Agg Base Thickness, in. (Probe)	Bituminous Core Condition(s)	Soil Conditions
2027	Glen Moor Rd N	Glen Moor Rd W	Glen Moor Cir	Glen Lake	410	Chip seal; substantial longitudinal cracks; edge failures; transverse cracks	Poor	8.7	--	--	--	--	--
2027	7 Oaks Ct	Glen Moor Rd	End of cul-de-sac	Glen Lake	320	Chip seal; block and fatigue cracking; transverse cracks	Fair to poor	5.3	6.1	5.2	11	Debonded at 2 inches	SM and SC
2027	Glen Moor Rd S	Glen Moor Rd W	Glen Moor Rd E	Glen Lake	370	Significant decay, stripping, drainage issues + transverse cracks	Poor	8.6	--	--	--	--	--
2027	Glen Moor Cir	South St	Glen Moor Rd S	Glen Lake	1,310	Chip seal; longitudinal joint decay; transverse cracks in northern portion; mix of transverse and longitudinal cracks beyond this area up to park area. Limited cracking in southern leg, some signs of drainage/edge failure	Fair	9.6	10.3	9.8	11.5	Debonding in multiple layers; some stripping	SM and SC
2027	Glen Moor Rd E	Glen Moor Rd S	South St	Glen Lake	1,360	Chip seal; transverse and longitudinal cracks (sealed); edge failures throughout	Fair to poor	9.1	--	10.2	unknown	Light stripping toward core bottom	SM and SC
2027	South St	Glen Moor Rd W	Baker Rd	Glen Lake	1,090	Chip seal; block cracks; patches at west end; transverse and edge cracks through middle; limited distress at east end	Fair	9.2	--	3.8	7.5	Debonded at 2 inches. Total recovery unclear	SC
2028	Cartway Ln	Ridgedale Dr	Plymouth Rd	Ridgedale Dr	240	Patched areas; longituinal and transverse cracking. Edge failures that will need additional work	Good	7.0	--	--	--	--	--
2028	Ridgedale Dr	Plymouth Rd	Cartway Ln	Ridgedale Dr	1,040	Patched areas; longituinal and transverse cracking, with possible light fatigue cracking in outside wheelpaths	Good	10.5	--	10.4	15	Good	CL

Pavement Condition and Recommendations Summary

City of Minnetonka 2025-2028 Street Reconstruction Projects

Minnetonka, Minnesota

AET Project P-0032154

Completed by Neil Lund

Last update December 2024

Year	Street	Start	End	Area	Length (ft)	Proposed Work	AET Recommendation	Change from Proposed?
2025	Bren Rd E (Reconstruction)	Bren Rd W	RR Tracks	Opus/Bren Rd	1,350	Reconstruction	Understood that the current overlay was temporary. Reconstruct as intended. If reconstructing, conditions are suitable to reuse the materials by reclamation	
2025	Red Cir Dr - Segment #1	Shady Oak Rd	280 ft E	Opus/Bren Rd	280	Reclamation	Reclamation. **"Full-depth removal" can be considered as an alternative.**	
2025	Red Cir Dr - Segment #2	North portion		Opus/Bren Rd	250	Reclamation	Reclamation, with some subgrade corrections possible. **"Full-depth removal" can be considered as an alternative.**	
2025	Red Cir Dr - Segment #3	Driveway	500 ft E	Opus/Bren Rd	500	Reclamation	Reclamation with edge treatement. **"Full-depth removal" can be considered as an alternative.**	
2025	Bren Rd E (Reclamation)	Bren Rd	Bren Rd W	Opus/Bren Rd	1,950	Reclamation	Reclamation. **"Full-depth removal" can be considered as an alternative.**	
2025	Bren Rd W	RR Tracks	Bren Rd	Opus/Bren Rd	2,570	Reclamation	Reclamation. Based on condition, some sections can be left in place. Areas in very poor condition may need extensive subgrade work or reconstruction. **Geotextile fabric may also be present and will hinder reclaim operations**. **"Full-depth removal" can be considered as an alternative.**	
2025	Bren Rd	Shady Oak Rd	Bren Rd W/E	Opus/Bren Rd	590	Reclamation	Reclamation. **"Full-depth removal" can be considered as an alternative.**	
2025	Fletl Rd	Bren Rd W	0.25 mi N	Opus/Bren Rd	1,160	Mill and overlay	Mill and overlay. Edge corrections (deeper milling) may be needed. **"Full-depth removal" can be considered as an alternative.**	
2025	Wayzata Blvd	Fairfield Rd	Hopkins Crossroad	Wayzata Blvd	2,160	Reclamation	Reclamation is ideal with premill. However, limited aggregate base appears to be preesnt. Consider add rock to improve material profile	
2025	Wayzata Blvd	Hopkins Crossroad	Shelard Pkwy	Wayzata Blvd	3,120	Mill and overlay	Mill and overlay based on substantial thickness present. However, east side is poor enough for a reclaim, though plans for 394 (2789-15) indicate 11 inches HMA directly on select grading subcut, which may compromise reclaim material. Consider Texas underseal or similar measure	
2026	Minnetonka Dr	Williston Rd	494 Underpass	Minnetonka Dr	2,910	Mill and overlay	Mill and overlay	
2026	Oakland Rd	494 Overpass	Wayzata Blvd	Oakland Rd	2,920	Mill and overlay	Reclamation may be preferable due to poor surface conditions. Cores in good condition.	**Y**
2026	S Frontage Rd	Hopkins Crossroad	Ridgedale Dr	S Frontage Rd	3,900	Mill and overlay	Mill and overlay, with areas to consider deeper milling including edges. Some sections may benefit from reclaim	
2027	Cedar Lake Rd	Hopkins Crossroad	Hwy 169	Cedar Lake Rd	5,540	Mill and overlay	Mill and overlay. **ALTERNATIVE: full-depth bituminous removal and replacement**	
2027	Kinsel Rd	Excelsior Blvd	Mayview Rd	Glen Lake	1,820	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Lorence Rd	Kinsel Rd	End of cul-de-sac	Glen Lake	440	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Mayview Rd	Kinsel Rd	End of cul-de-sac	Glen Lake	1,330	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	North St	Mayview Rd	Glenavon Av	Glen Lake	1,370	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	

Pavement Condition and Recommendations Summary

City of Minnetonka 2025-2028 Street Reconstruction Projects

Minnetonka, Minnesota

AET Project P-0032154

Completed by Neil Lund

Last update December 2024

Year	Street	Start	End	Area	Length (ft)	Proposed Work	AET Recommendation	Change from Proposed?
2027	Glenavon Ct	Glenavon Av	End of cul-de-sac	Glen Lake	140	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glenavon Av	North St	South St	Glen Lake	1,480	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Rd W - Segment #1	Mayview Rd	Glen Moor Rd N	Glen Lake	1,080	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Rd W - Segment #2	Glen Moor Rd N	Glen Moor Rd S	Glen Lake	780	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Rd N	Glen Moor Rd W	Glen Moor Cir	Glen Lake	410	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	7 Oaks Ct	Glen Moor Rd	End of cul-de-sac	Glen Lake	320	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Rd S	Glen Moor Rd W	Glen Moor Rd E	Glen Lake	370	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Cir	South St	Glen Moor Rd S	Glen Lake	1,310	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2027	Glen Moor Rd E	Glen Moor Rd S	South St	Glen Lake	1,360	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project. Some uncertainty about depth of aggregate base	
2027	South St	Glen Moor Rd W	Baker Rd	Glen Lake	1,090	Reconstruction	Reconstruction; pavement can be reclaimed and reused as part of project	
2028	Cartway Ln	Ridgedale Dr	Plymouth Rd	Ridgedale Dr	240	Mill and overlay	Mill and overlay	
2028	Ridgedale Dr	Plymouth Rd	Cartway Ln	Ridgedale Dr	1,040	Mill and overlay	Mill and overlay	

Appendix E

Cultural Resources Assessment

merjent

p 612.746.3660 ▪ f 612.746.3679 ▪ www.merjent.com

1 Main Street SE ▪ Suite 300 ▪ Minneapolis, Minnesota ▪ 55414

January 30, 2026

Dustin Tipp, P.E.
WSB Engineering
178 E 9th Street, Suite 200
St. Paul, MN 55101

Re: WSB Engineering
Minnetonka Kinsel Neighborhood Reconstruction Project
Phase IA Cultural Resources Assessment

Dear Dustin,

This letter presents the results of a file search completed in support of the Minnetonka Kinsel Neighborhood Reconstruction Project (Project) in Hennepin County, Minnesota. The City of Minnetonka is planning the reconstruction of streets and utilities within the Kinsel Neighborhood. The roadways serve as primary access to single-family residences and exist as local non-municipal state aid, two-lane, undivided roadways with on-street parking. The existing road sections vary in width and location within the right-of-way, complete with a bituminous asphalt pavement surface and bituminous curb. The proposed Project includes reconstructing the roadway sections, replacement/rehabilitation of watermain, spot replacement/rehabilitation of sanitary sewer, the addition of storm sewer to improve drainage and reduce flood potential, and stormwater best management practices to improve stormwater management and meet the requirements of the Nine Mile Creek Watershed District. The reconstructed roadway sections will vary in width based on existing conditions and will have concrete curb and gutter. A bituminous trail is proposed to extend along Mayview Road and South Street. To assist with Project planning, Merjent, Inc. (Merjent) prepared this letter which includes the results of a file search and recommendations.

To adequately address resources that may be affected by the Project, a larger Study Area was created to establish context and understand nearby archaeological site density (see Figure 1, enclosed). The Study Area includes the Project Area plus an additional half-mile buffer. The Study Area includes the Public Land Survey System sections identified in Table 1 below.

Table 1

Township, Range, and Section of the Study Area

County	Township	Range	Sections
Hennepin	117 North	22 West	26, 27, 28, 33, 34, 35

REGULATORY FRAMEWORK

When Project development proceeds, Merjent expects that the Minnesota Field Archaeology Act (Minnesota Statutes Sections 138.31 to138.42) will apply to the Project. Regardless of specific permits required prior to construction, the Private Cemeteries Act (Minnesota Statutes Section 307.08) will apply.

The Minnesota Field Archaeology Act establishes the Office of the State Archaeologist (OSA); requires licenses to engage in archaeology on nonfederal public land; establishes ownership, custody, and use of objects and data recovered during survey; and requires state agencies to submit development plans to the OSA, Minnesota State Historic Preservation Office (SHPO), and the Minnesota Indian Affairs Council for review when there are known or suspected archaeological sites in the area.

Minnesota's Private Cemeteries Act affords all human burial grounds and remains older than 50 years and located outside of platted or identified cemeteries protection from unauthorized disturbance. This statute applies to burials on either public or private lands or waters and includes prehistoric Indian burial mounds as well as historic cemeteries.

The U.S. Army Corps of Engineers (USACE) has jurisdiction for the placement of dredged or fill material in waters of the United States, pursuant to Section 404 of the Clean Water Act (33 United States Code Section 1344; 33 Code of Federal Regulations [CFR] Part 323). This Project may require a Section 404 Regional General Permit. A Section 404 permit would be a federal action associated with the Project that requires compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR Part 800. In addition, Appendix C of 33 CFR Part 325 contains the USACE procedures for the protection of historic properties to fulfill the requirements set forth in the National Historic Preservation Act and other applicable laws.

LITERATURE REVIEW

On December 17, 2025, Merjent retrieved cultural resources site information regarding archaeological sites and historic structures and, on January 7, 2026, retrieved previous survey files from the SHPO. Merjent Cultural Resource Specialists reviewed archaeological site files on the OSA Portal, historic property files on the Minnesota Statewide Historic Inventory Portal, and the General Land Office (GLO) maps and available historical aerial photography accessed online through the OSA Portal.[1] Enclosed Figures 1, 2, and 3 show the features identified during this review and discussed below.

Previously Recorded Archaeological Resources and Historic Cemeteries

According to OSA and SHPO files, there are no previously recorded archaeological sites within the Study Area. Due to Project activities taking place within a disturbed context, it is unlikely intact cultural resources will be encountered.

There is one historic cemetery recorded within the Study Area. The Evangelical Bohemian Presbyterian Church Cemetery is located northeast of the Project Area and does not overlap any Project components. The precise location of the cemetery is not known; it has been located only using historical documentation. It is unlikely any cemetery components are located within the Project Area.

[1] Minnesota OSA. 2026. OSA Portal. Electronic resource, https://osaportal.gisdata.mn.gov/, accessed January 7, 2026.

Previously Recorded Archaeological Surveys

There are no previous archaeological surveys located within the Study Area.

Previously Recorded Standing Historical Buildings and Structures

A total of 74 historical buildings and structures are located within the Study Area, 34 of which are within the Project Area (see Table 2 below). The structures within the Project Area were first recorded in 2010 and are all described as domestic, single dwellings. All structures within the Project Area were determined not eligible for listing on the National Register of Historic Places (NRHP) for the purposes of Section 106 on January 20, 2011.

The remaining 40 historical buildings within the Study Area are located among non-historic buildings within Minnetonka and do not have a direct line-of-sight to the current Project. Therefore, there will be no appreciable change to viewshed. These buildings and structures include linear transportation-related features and domestic dwellings. None of these buildings are recommended as eligible for listing on the NRHP.

Table 2

Historic Buildings and Structures in the Study Area

Inventory Number	Historic Name	Address	Historic Function	NRHP Status
HE-MKC-00009	Glen Lake School	14300 Excelsior Blvd	Education	Unevaluated
HE-MKC-00010	Kinsel Farmhouse	14213 Excelsior Blvd	Domestic	Unevaluated
HE-MKC-00011	Soukup Log Building	14616 Glendale St	Domestic	Unevaluated
HE-MKC-00031	House	13318 North St	Domestic	Not Eligible
HE-MKC-00050	House	5216 Maxview Rd	Domestic	Unevaluated
HE-MKC-00052	Dr. Dickson House	5430 Dickson Rd	Domestic	Unevaluated
HE-MKC-00053	House	5517 Eden Prairie Rd	Domestic	Unevaluated
HE-MKC-00119	House	12800 Jorissen Rd	Domestic	Not Eligible
HE-MKC-00120	House	12808 Jorissen Rd	Domestic	Not Eligible
HE-MKC-00122	House	5303 Baker Rd	Domestic	Not Eligible
HE-MKC-00123	House	5319 Baker Rd	Domestic	Not Eligible
HE-MKC-00124	House	5331 Baker Rd	Domestic	Not Eligible
HE-MKC-00125	House	5339 Baker Rd	Domestic	Not Eligible
HE-MKC-00126	House	5411 Baker Rd	Domestic	Not Eligible
HE-MKC-00127	House	5501 Baker Rd	Domestic	Not Eligible
HE-MKC-00128	House	5312 Rogers Dr	Domestic	Not Eligible
HE-MKC-00129	House	5326 Rogers Dr	Domestic	Not Eligible
HE-MKC-00130	House	5327 Rogers Dr	Domestic	Not Eligible
HE-MKC-00131	House	5335 Rogers Dr	Domestic	Not Eligible
HE-MKC-00132	House	5339 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00133	House	5336 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00134	House	5327 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00135	House	5326 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00136	House	5316 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00137	House	5319 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00138	House	5311 Minnetoga Dr	Domestic	Not Eligible
HE-MKC-00139	House	5304 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00140	House	5303 Minnetoga Terrace	Domestic	Not Eligible
HE-MKC-00141	House	5400 Rowland Rd	Domestic	Not Eligible
HE-MKC-00142	House	5416 Rowland Rd	Domestic	Not Eligible
HE-MKC-00143	House	5417 Rowland Rd	Domestic	Not Eligible
HE-MKC-00144	House	5424 Rowland Rd	Domestic	Not Eligible
HE-MKC-00145	House	5425 Rowland Rd	Domestic	Not Eligible
HE-MKC-00146	House	5432 Rowland Rd	Domestic	Not Eligible
HE-MKC-00147	House	5433 Rowland Rd	Domestic	Not Eligible

Table 2

Historic Buildings and Structures in the Study Area

Inventory Number	Historic Name	Address	Historic Function	NRHP Status
HE-MKC-00148	House	5601 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00149	House	5602 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00150	House	5618 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00151	House	5633 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00152	House	5634 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00153	House	5649 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00154	House	5650 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00155	House	5665 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00156	House	5666 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00157	House	5681 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00158	House	5682 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00159	House	5701 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00160	House	5734 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00161	House	5752 Glen Moor Rd E	Domestic	Not Eligible
HE-MKC-00162	House	5775 Glen Moor Rd W	Domestic	Not Eligible
HE-MKC-00163	House	5600 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00164	House	5603 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00165	House	5616 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00166	House	5619 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00167	House	5635 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00168	House	5651 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00169	House	5733 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00170	House	5750 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00171	House	5751 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00172	House	5764 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00173	House	5765 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00174	House	5778 Glen Moor Cir	Domestic	Not Eligible
HE-MKC-00175	House	5524 Glenavon Ave	Domestic	Not Eligible
HE-MKC-00176	House	5525 Glenavon Ave	Domestic	Not Eligible
HE-MKC-00177	House	5536 Glenavon Ave	Domestic	Not Eligible
HE-MKC-00178	House	5537 Glenavon Ave	Domestic	Not Eligible
HE-MKC-00179	House	13322 North St	Domestic	Not Eligible
HE-MKC-00180	House	13326 North St	Domestic	Not Eligible
HE-MKC-00181	House	13401 North St	Domestic	Not Eligible
HE-MKC-00182	House	5503 Mayview Rd	Domestic	Not Eligible
HE-MKC-00183	House	5504 Mayview Rd	Domestic	Not Eligible
HE-MKC-00321	Bridge 27598	CSAH 60 over CP Rail	Transportation	Not Eligible
HE-MKC-00328	Bridge 27A00	CSAH 62 over RR	Transportation	Not Eligible
HE-MKC-00334	Bridge 27580	CP Rail over Rowland Rd	Transportation	Not Eligible

Note: Resources highlighted in grey are within the Project Area.

General Land Office and Aerial Photo Review

Merjent reviewed nineteenth-century GLO maps and notes on file with the Bureau of Land Management.[2] The GLO map of the Project Area illustrate conditions in 1855 as being prairie, with many lakes and wetlands and connecting streams and rivers (see Figure 2, enclosed). Aerial photographs from 1945 show that roads and sparse homes have been constructed; however, agricultural fields dominate the landscape. Subsequent historic aerial photographs from 1956,

[2] Bureau of Land Management. 2026. General Land Office Records. Electronic resource, https://glorecords.blm.gov/, accessed January 7, 2026.

1960, and 1971 show additional homes and subdivisions being established. By 1971, the landscape of the Project Area looks largely the same as it does currently.

SUMMARY AND RECOMMENDATIONS

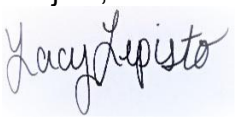
No archaeological sites and 74 historical buildings and structures were identified within the Study Area. Thirty-four historical structures are within the Project Area; however, all have been determined not eligible for listing on the NRHP. There is potential for historic-period sites within the Project Area because the area has been inhabited at least since the late nineteenth century. The Project is located within an area that has been subject to extensive modern development.

Mn Model4 indicates that the Project Area has been well surveyed with varying site potential.[3] The Project Area could contain precontact sites given its location near a water source. However, given that the Project is located in an area that has been subject to extensive modern development including homes, roads, and associated infrastructure, it is unlikely the Project Area contains undisturbed cultural resources. Merjent recommends no survey required ahead of Project construction.

If human remains are encountered during construction activities, all ground disturbing activity must cease, and local law enforcement must be notified per Minnesota Statutes Section 307.08. The City of Minnetonka will also develop an Unanticipated Discoveries Plan for the Project.

If you have any questions regarding this memorandum, please do not hesitate to contact me (lacy.lepisto@merjent.com).

Sincerely,
Merjent, Inc.



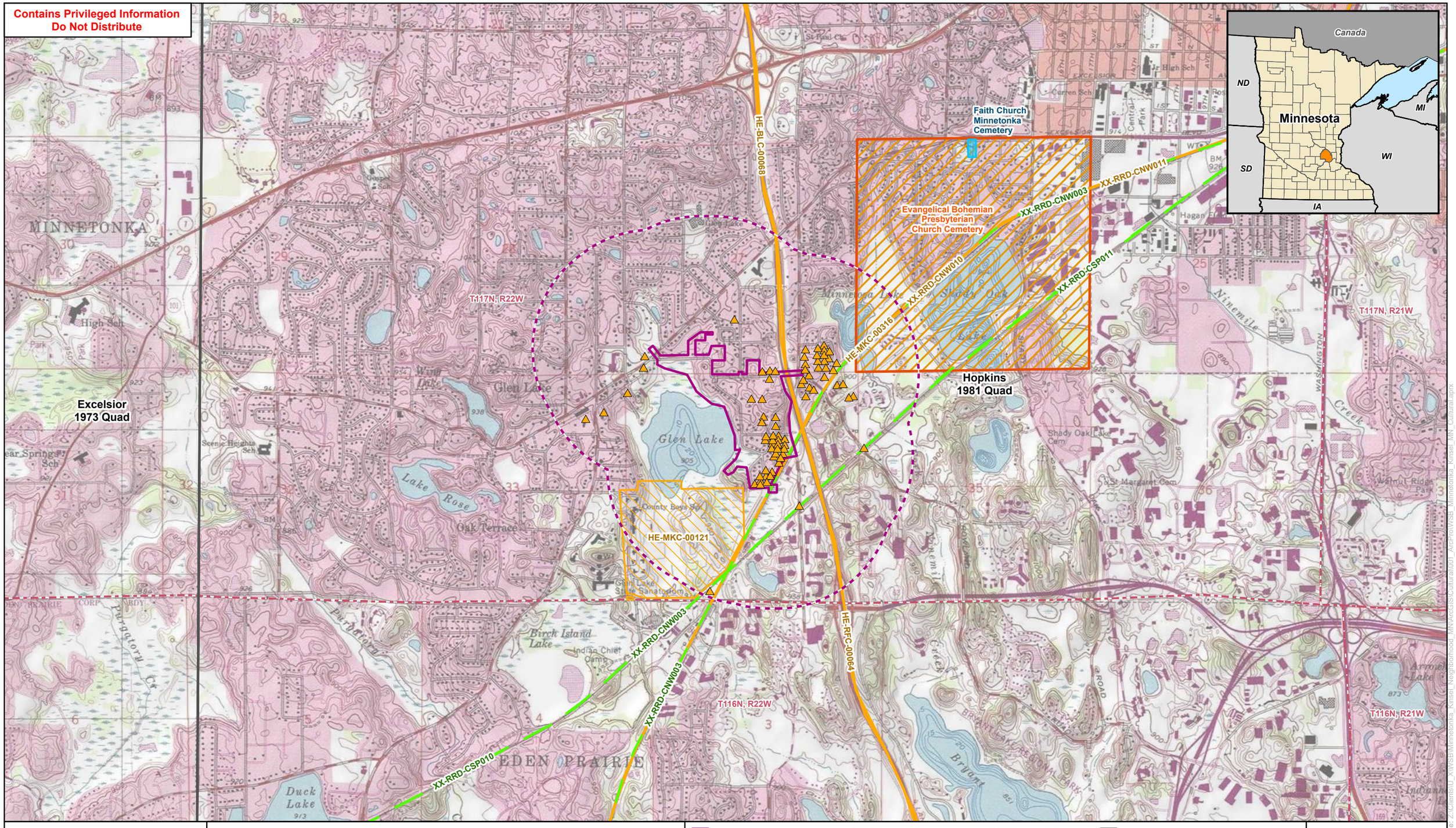
Lacy Lepisto
Cultural Resource Specialist

Enclosed:
Figure 1 Topographic Map (*Contains Confidential and Privileged Information*)
Figure 2 1855 GLO Map (*Contains Confidential and Privileged Information*)
Figure 3 Aerial Map (*Contains Confidential and Privileged Information*)

cc: Justin Messner, WSB Engineering
Linda Naunapper, Merjent

[3] Minnesota OSA. 2026. OSA Portal. Electronic resource, https://osaportal.gisdata.mn.gov/, accessed January 7, 2026.

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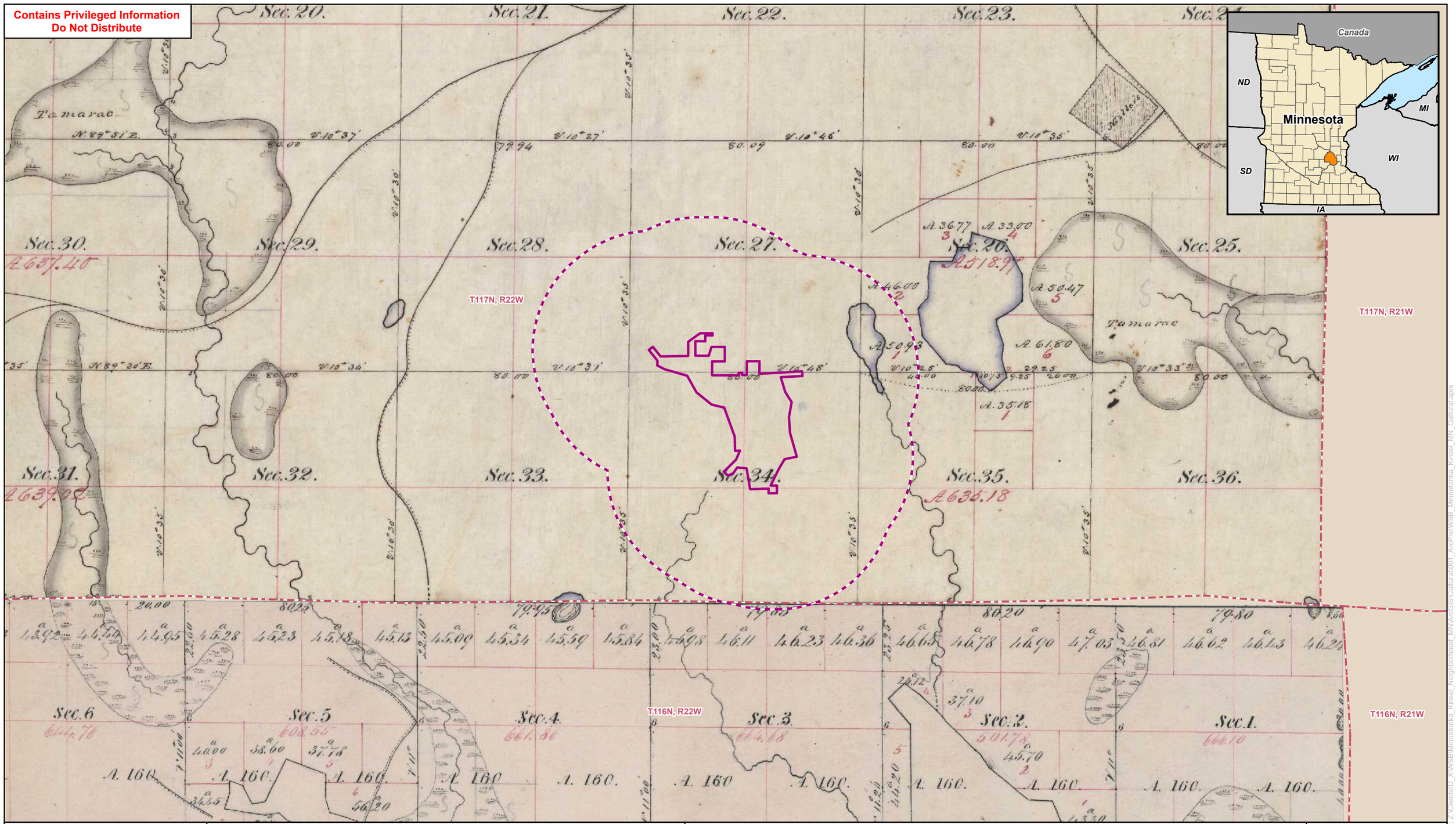
Figure 1: Project Location and Previous Cultural Resources
WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

- Project Area
- Study Area (Half-Mile Buffer)
- SHPO Inventoried Architectural Resource
- SHPO NR Listed or Eligible Architectural Resource
- SHPO Inventoried Architectural Resource
- SHPO Inventoried Architectural Resource
- OSA Historic Cemetery
- Modern Cemetery Boundary
- Quad Map
- Township Boundary

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Figure 2: 1855 GLO Map
WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

Project Area
Study Area (Half-Mile Buffer)
Township Boundary

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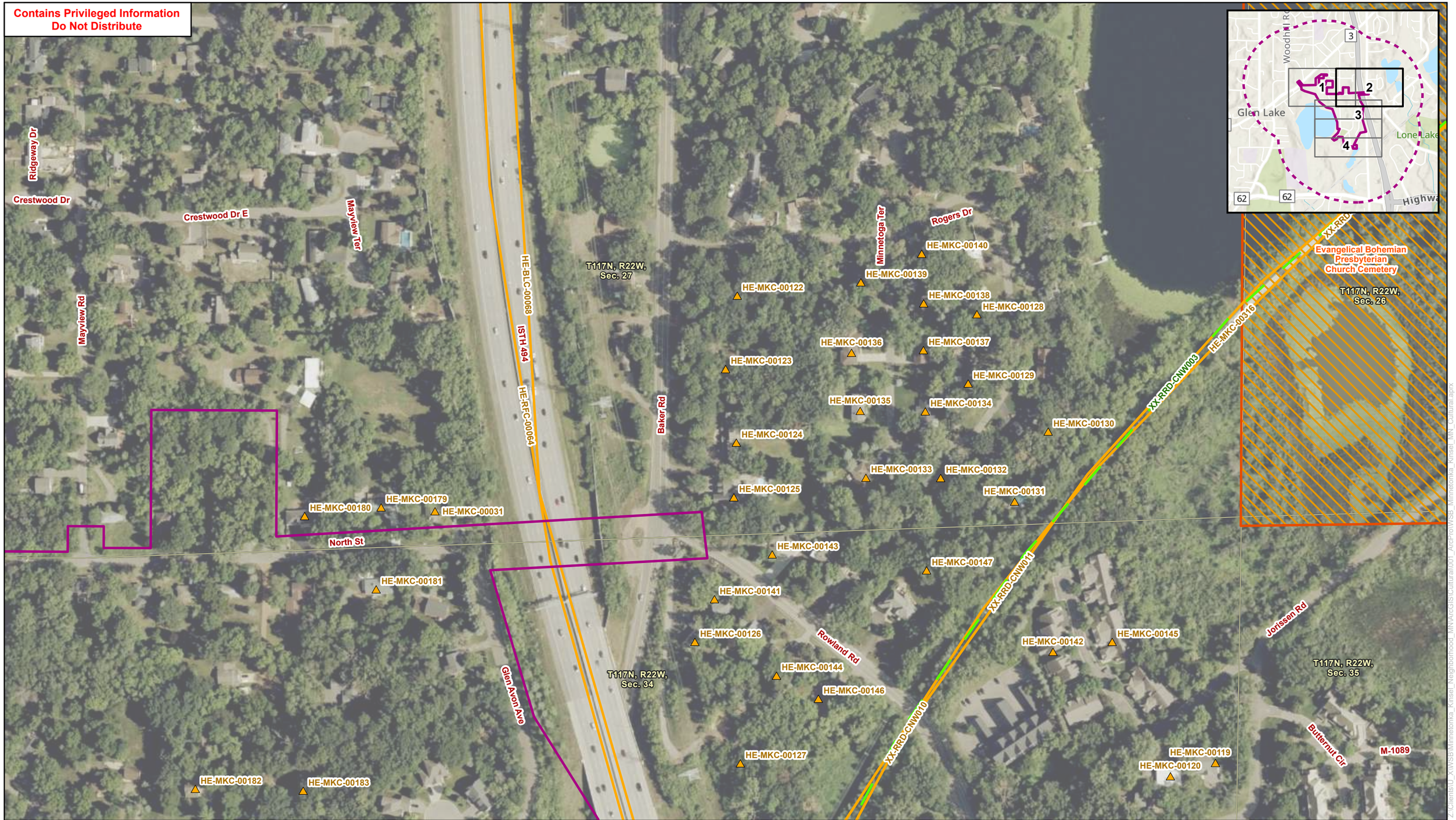
Figure 3.1: Project Location on Modern Aerial
WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

Project Area
Section Boundary
SHPO Inventoried Architectural Resource

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For Environmental Review Purposes Only

Figure 3.2: Project Location on Modern Aerial

WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

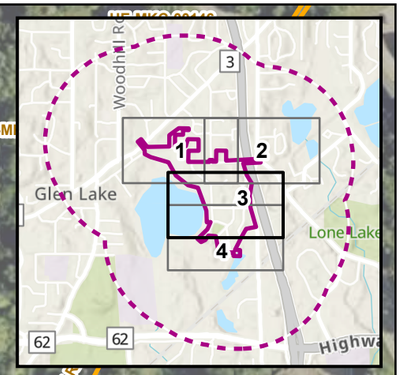
- Project Area
- SHPO Inventoried Architectural Resource
- SHPO NR Listed or Eligible Architectural Resource
- SHPO Inventoried Architectural Resource
- OSA Historic Cemetery
- Section Boundary

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HE-MKC-00149
HE-MKC-00165
HE-MKC-00148
HE-MKC-00150
HE-MKC-00166
HE-MKC-00167
HE-MKC-00152
HE-MKC-00151
HE-MKC-00168
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ISTH 494
Mayview Rd
Glen Avon Ave
Glenmoor Rd N
Glenmoor Cir
Glenmoor Rd W
Glenmoor Rd E
Seven Oaks Ct
Baker Rd
South St
T117N, R22W,
Sec. 34



0 100 200 Feet
1:2,400

N W E S

For Environmental Review Purposes Only

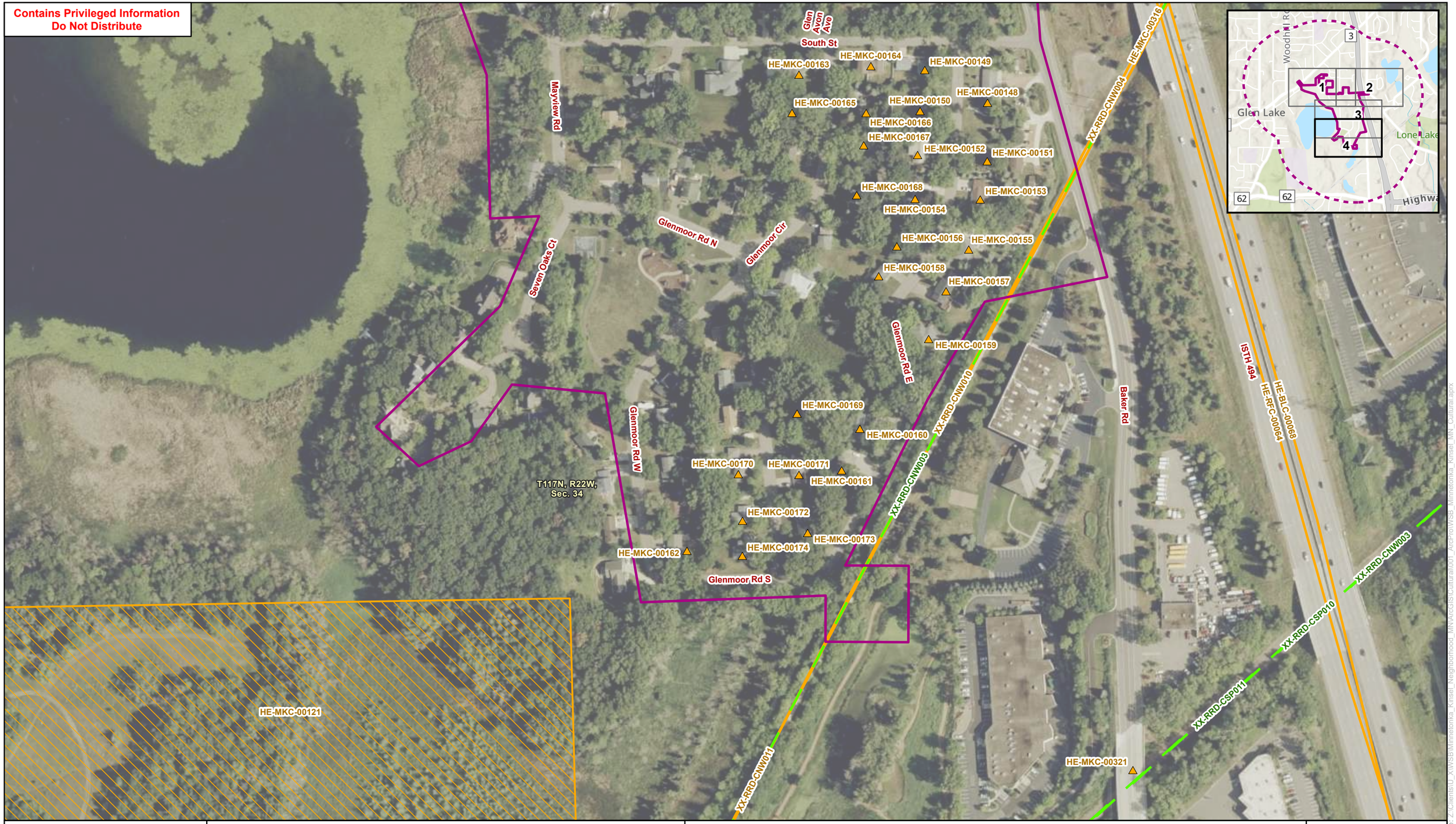
Figure 3.3: Project Location on Modern Aerial
WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

Project Area
SHPO Inventoried Architectural Resource
SHPO NR Listed or Eligible Architectural Resource
SHPO Inventoried Architectural Resource
Section Boundary

merjent

Source: Z:\Clients\0_XWSB\Minnetonka_Kinsel_Neighborhood_MN\ArcGIS\Cultural001_ArcProWSB_Minnetonka_Kinsel_MN_Cultural.aprx; (1/9/2026)

Contains Privileged Information
Do Not Distribute



0 100 200 Feet
1:2,400

N W E S

For Environmental Review Purposes Only

Figure 3.4: Project Location on Modern Aerial

WSB Engineering
Kinsel Neighborhood Reconstruction Project
Hennepin County, Minnesota

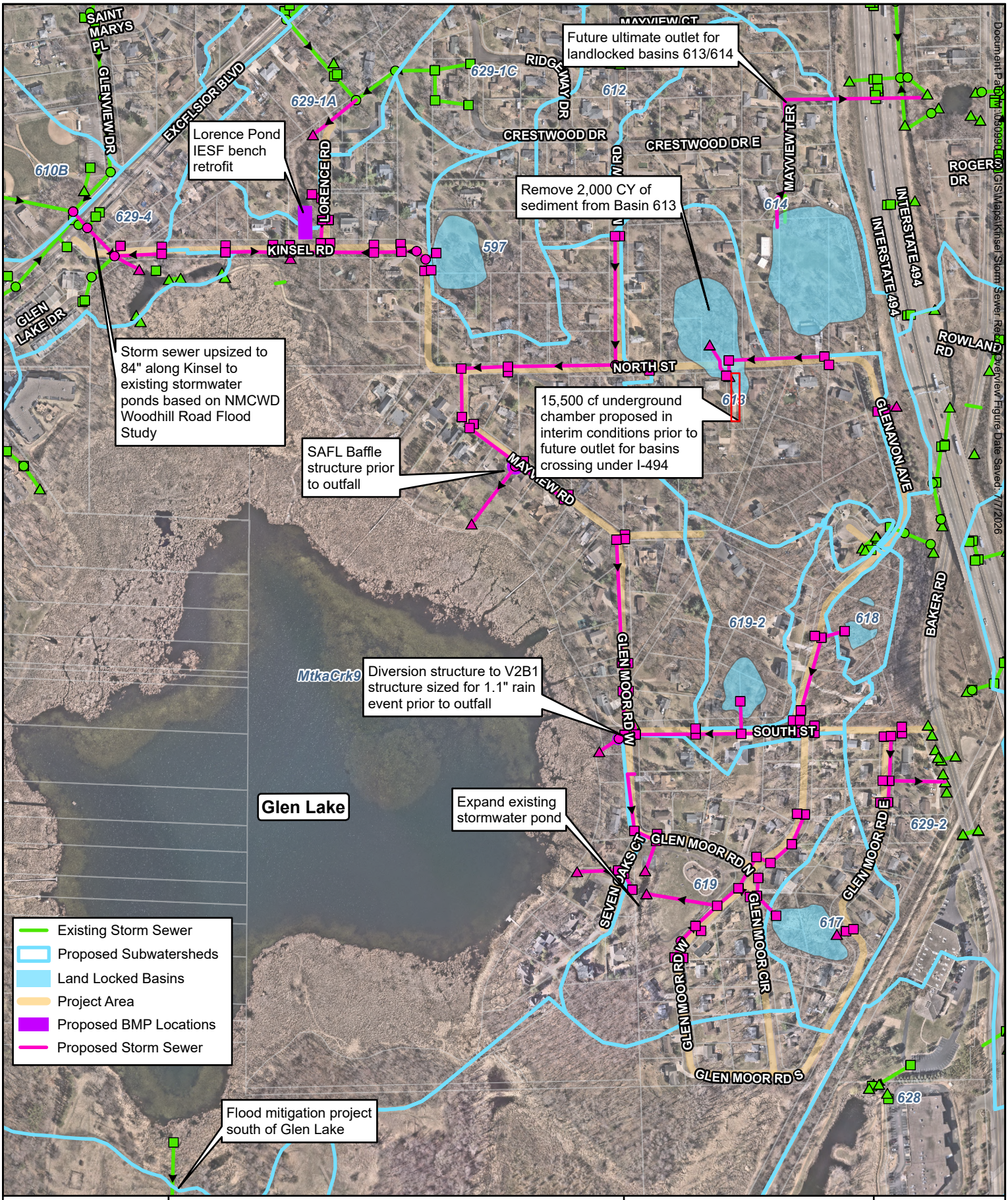
- Project Area
- SHPO Inventoried Architectural Resource
- SHPO NR Listed or Eligible Architectural Resource
- SHPO Inventoried Architectural Resource
- SHPO Inventoried Architectural Resource
- Section Boundary

merjent

Source: Z:\Clients\0_XWSB\Minnetonka_Kinsel_Neighborhood_MN\ArcGIS\Cultural\001_AtoProWSB_Minnetonka_Kinsel_MN_Cultural.aprx (1/9/2026)

Appendix F

Stormwater and Drainage



CITY OF MINNETONKA

Figure 1: Proposed Drainage Conditions Overview

Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N

0 450 Feet

1 inch = 450 feet

wsb

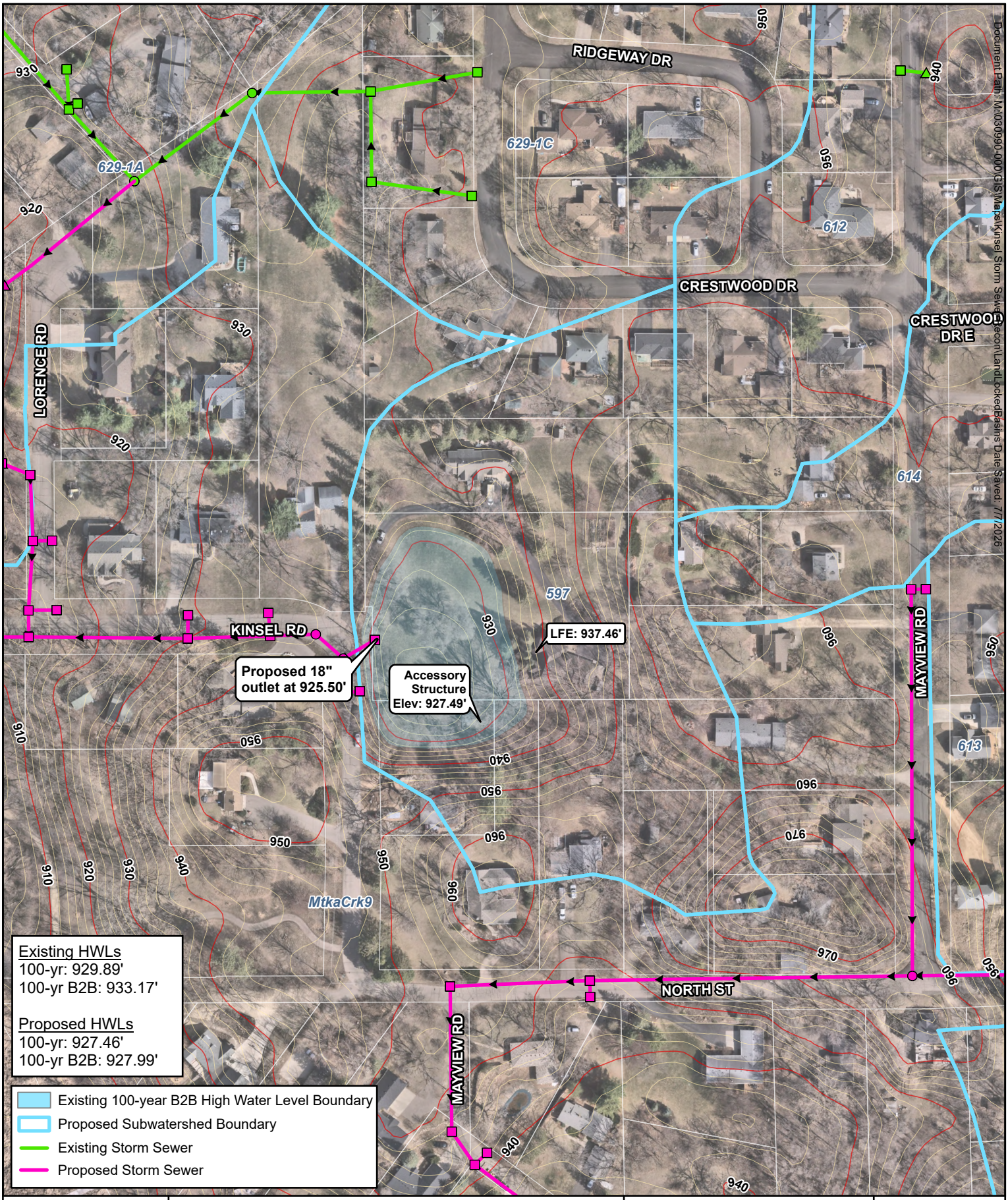
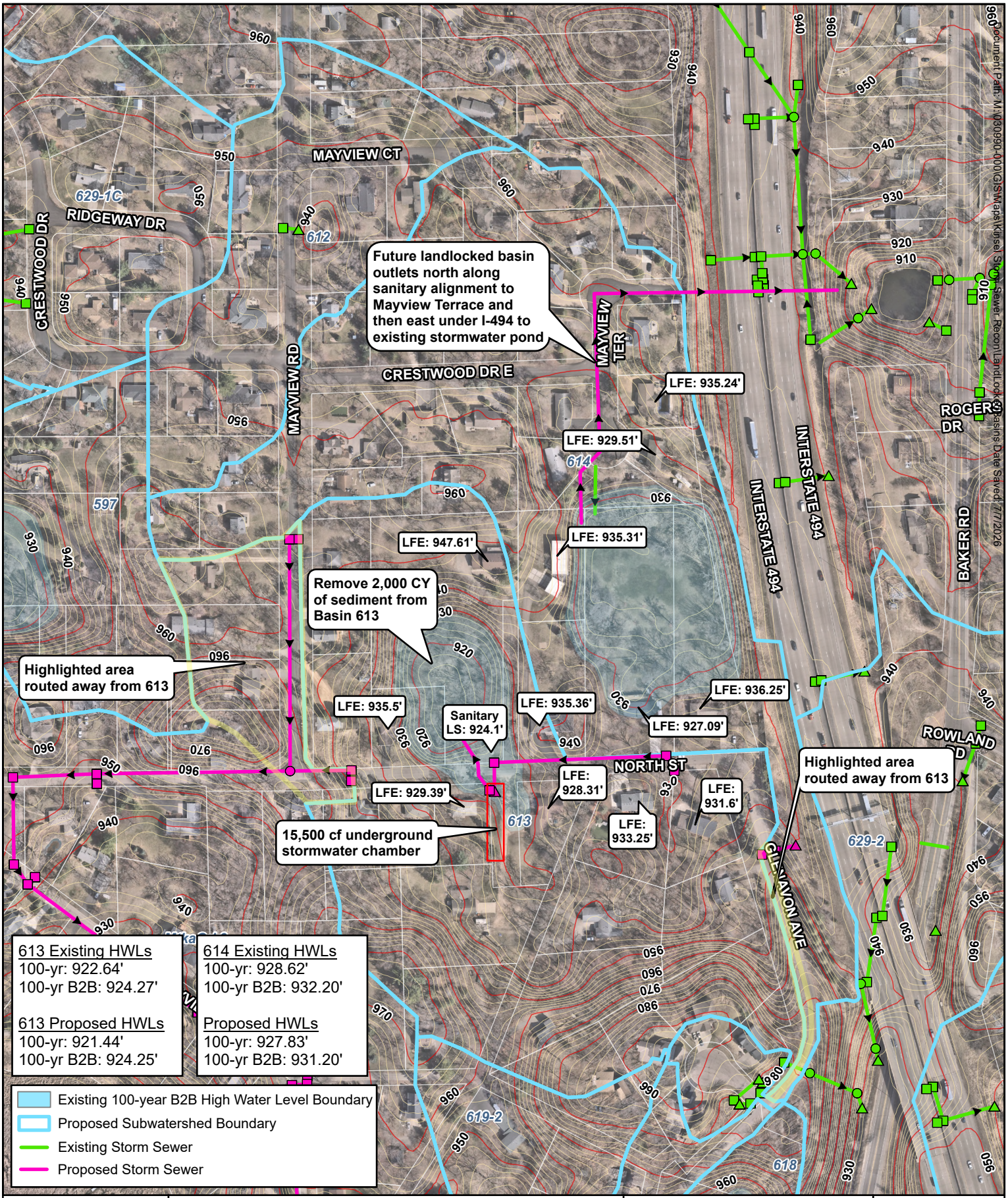


Figure 2: Basin 597 HWLs

Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N
0 150 Feet
1 inch = 150 feet



CITY OF MINNETONKA

Figure 3: Basin 613 & 614 HWLs

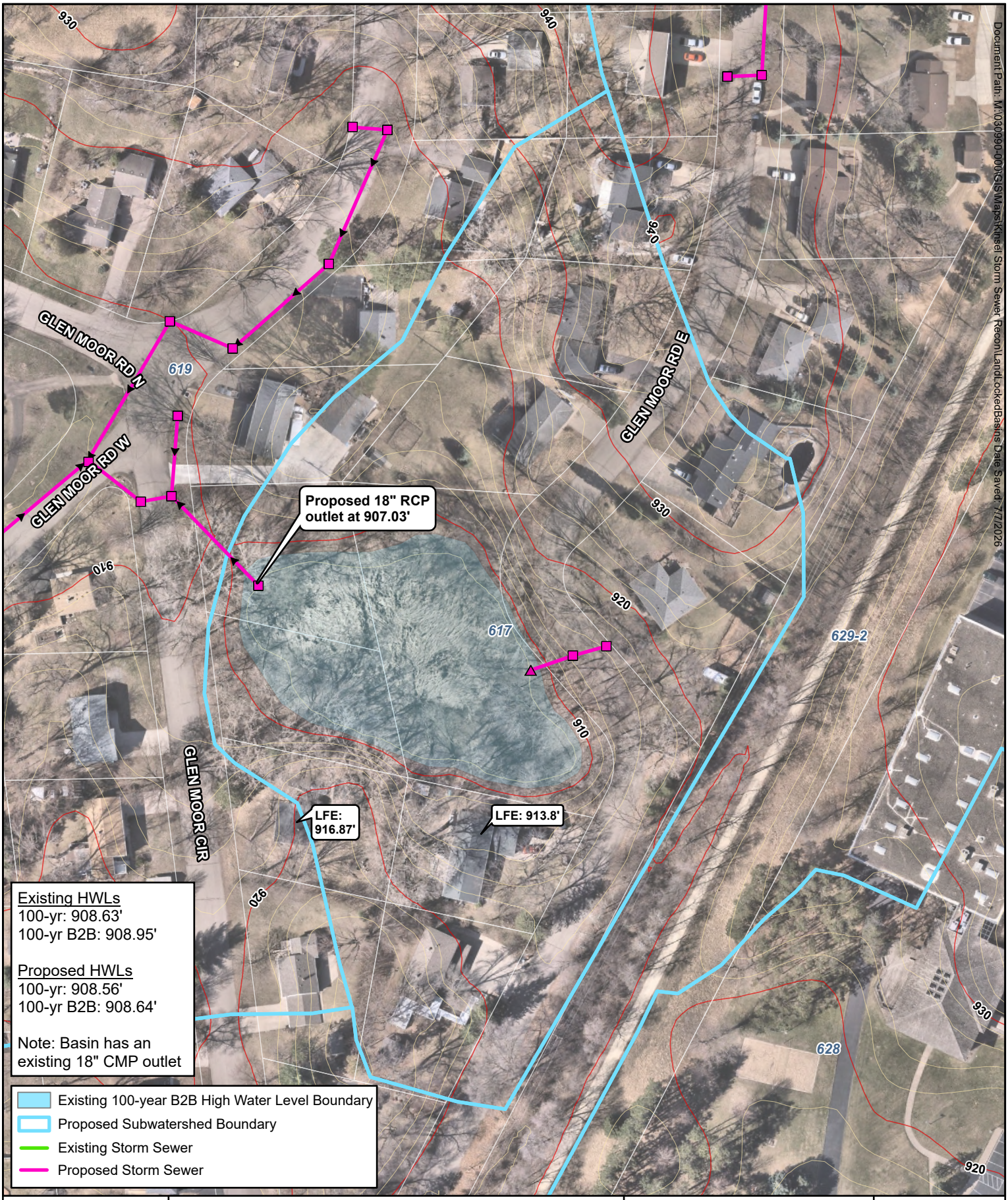
Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N

0 250 Feet

1 inch = 250 feet

wsb



CITY OF MINNETONKA

Figure 4: Basin 617 HWLs

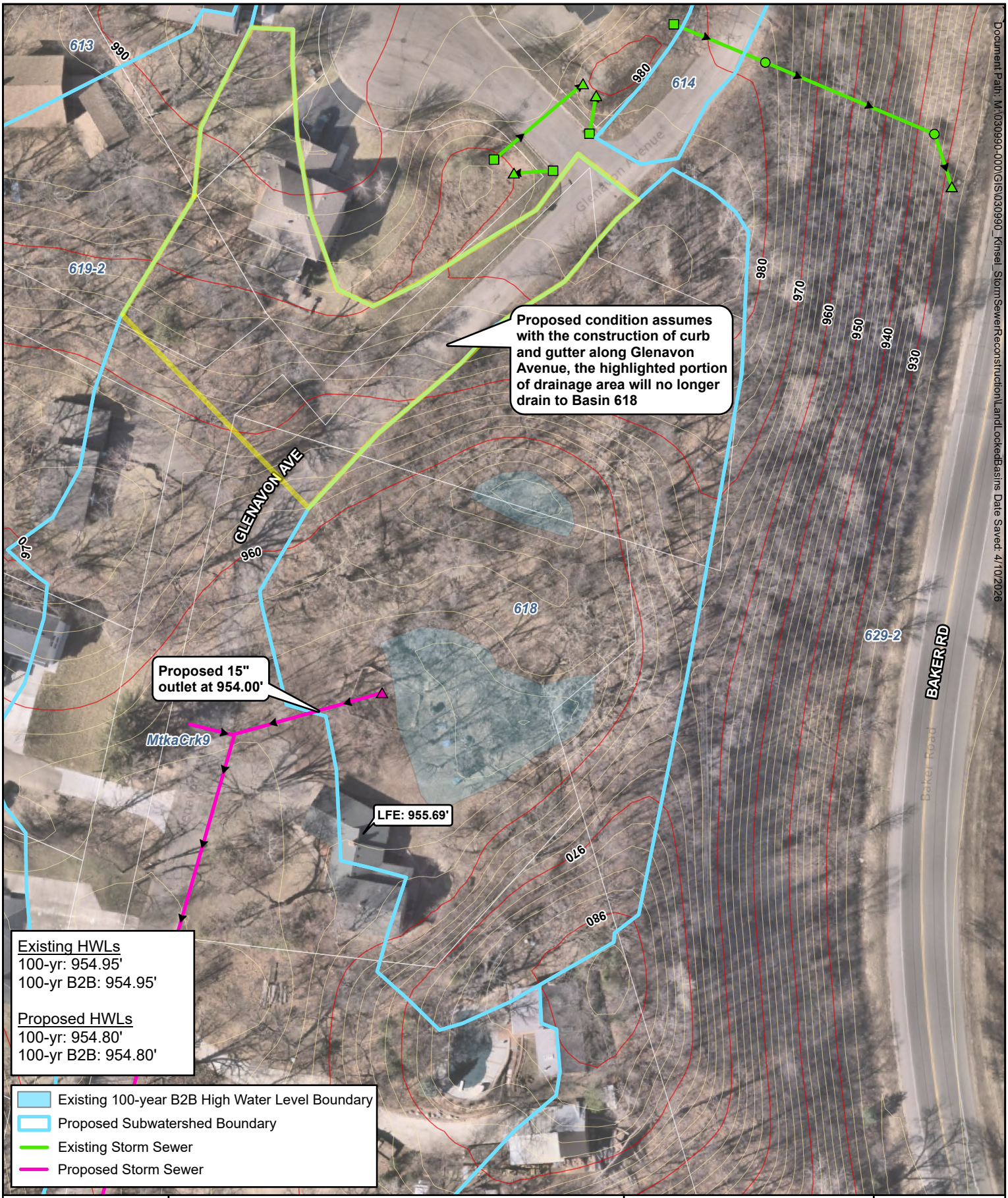
Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N

0 100 Feet

1 inch = 100 feet

wsb



CITY OF MINNETONKA

Figure 5: Basin 618 HWLs

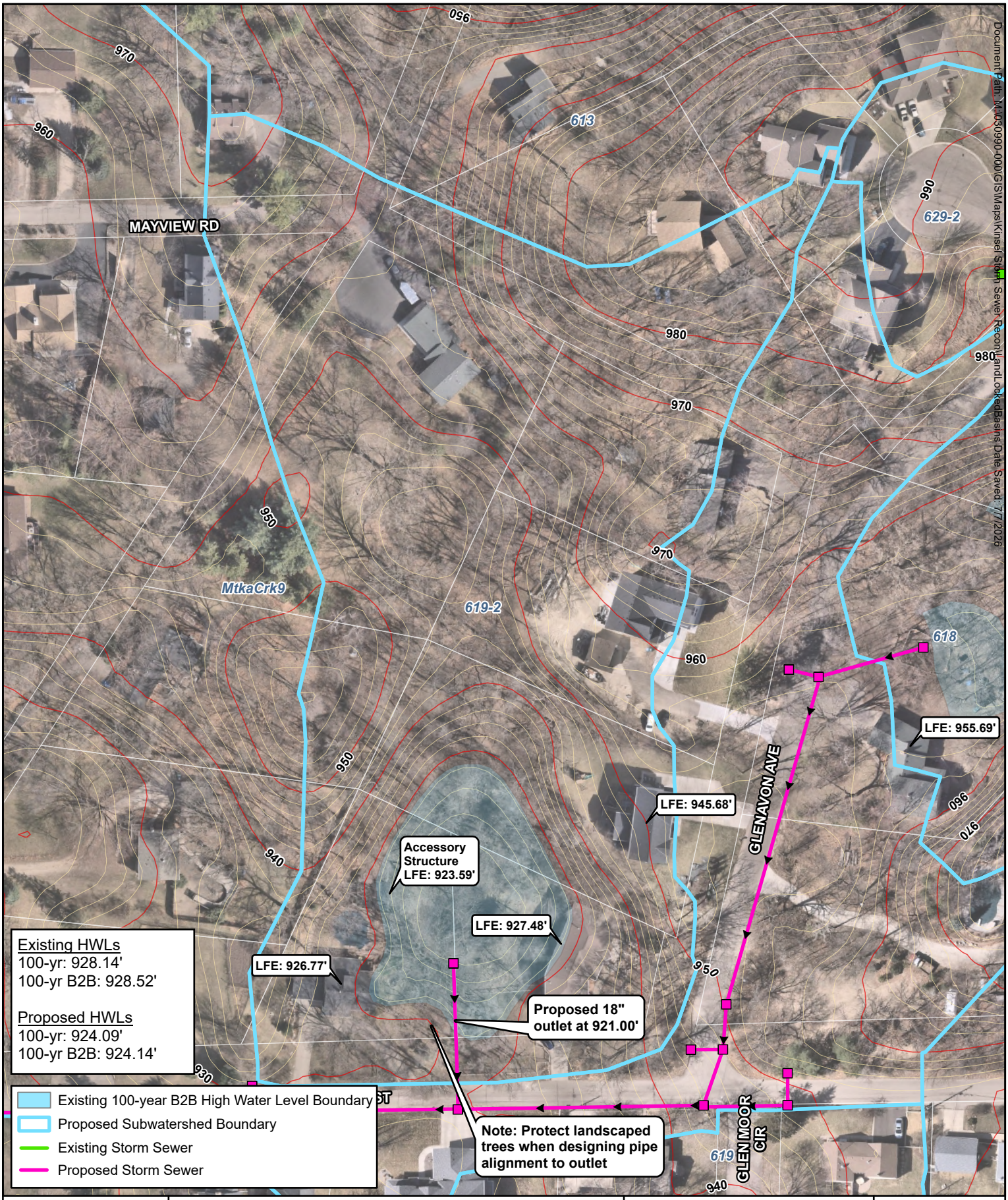
Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N

0 70 Feet

1 inch = 70 feet

wsb



CITY OF MINNETONKA

Figure 6: Basin 619-2 HWLs

Kinsel Neighborhood Street Reconstruction
City of Minnetonka

N

0 100 Feet

1 inch = 100 feet

wsb

Appendix G

Neighborhood Meeting Question Summary

Public Feedback Summary – Trails

Comment Cards and Resident Emails

June 22nd, 2026

To: Kevin Rudd, P.E. City of Minnetonka Project Manager

From: Dustin Tipp, P.E. WSB

Re: C.P. 27602 – Kinsel Neighborhood Reconstruction Project
Neighborhood Meeting Summary

Below is a summary of the questions and answers during the 5pm and 7pm neighborhood meetings for the Kinsel Neighborhood Reconstruction Project

Q: Will temporary water hookups be provided during construction?
A: Yes, temporary water will be provided during construction as watermain is replaced.
Q: Will Xcel power put their facilities underground as part of the project?
A: Power will not be put underground as part of the project, as it would be the City's responsibility to pay for this. The City collects franchise fees to underground overhead power, but those funds are for improvement projects on collector roads.
Q: Why is curb and gutter being installed with the project and how does that extend the life of the pavement?
A: B612 curb and gutter will be installed with this project, as that matches the City standard street design. The curb and gutter acts as a barrier for yards, confines the road edge to extend the life of the pavement, and conveys stormwater to the drainage structures.
Q: Why is the trail being proposed when there is no demand from the neighborhood or desire for the trail?
A: The trial corridor is identified in the City's comprehensive trail and parks plan and will be evaluated as an option due to the reconstruction in the area. The City is seeking public input on the trail in order to provide the information to City Council for consideration.
Q: Will the trail be multimodal?
A: The trail will be considered multimodal, as the proposed width is 8 feet, to accommodate bicyclists and pedestrians.
Q: Can a trail that is not as wide as 8-feet be considered?
A: A 6' concrete walk, in lieu of an 8-foot trail, was evaluated during preliminary design. The impacts, acquisition needs, and cost difference between the 8-foot trail and 6-foot concrete walk were negligible.
Q: Can a connection to the regional trail on East Glen Moor Road be made as part of the project?
A: That option can be evaluated but would need approval from the County to make a connection.
Q: The hill on South Street is icy during the winter and very steep. Can this be fixed with the project?
A: It is being considered during design to lower the roadway at the top of the hill to improve the grade of the street. The icy road conditions will be relayed to maintenance to determine if additional de-icing measures will be necessary. The addition of storm sewer and curb and gutter will improve these conditions, as the water will be removed from the streets through the drainage system.

178 E 9TH STREET | SUITE 200 | ST. PAUL, MN | 55101 | 651.286.8450 | WSBENG.COM

Kinsel Neighborhood Reconstruction Project Trail Informational Meeting Comments

Address:	Trail 1 - Mayview South	Trail 2 - South Street	Trail 3 (Alternative) - Glen Moor Road West/South	Comments:
13320 Glenavon Court	YES	NO	YES	Priority to trail 3 to connect neighborhood to regional trail. Much safer connection than trail 2 option. Appreciate addition of any trails/sidewalks for kids to be able to safely navigate the neighborhood.
13501 South St	NO	NO	YES	we are opposed to Trail 2 on South Street. 3 key reasons for our opposition: 1.Extensive impact to residents' properties: Loss of trees, bushes, yards, Impact to fences, sprinkler systems, Installation of retaining walls in certain sections – who will be responsible for maintaining? 2.Steep hills on South Street; Many bikers may not use trail because of this, We do not see a lot of foot traffic coming off of Baker Road onto South Street so seems excessive and unnecessary to put in a dedication trail 3.No clear purpose on report other than to connect Excelsior to Baker and Kinsel Park to Glen Moor Park. There is already a dedicated bike path on Excelsior that connects Kinsel Park to the regional trail in Hopkins. That same regional trail runs from Hopkins past Baker Road and you can reach Glen Moor Park through the neighborhood
13509 North Street	NO	NO	NO	Not needed new trails widen the road not much save the city money
13509 North Street	NO	NO	YES	
13519 South St	NO	NO	YES	ABSOLUTELY! NO CONCRETE CURB AND GUTTER. ASPHALT CURBING ADEQUATELY DIRECTS WATER. THE COST OF CONCRETE CURB VS ASPHALT IS PROHIBITIVE FOR CITY'S ENGINEER BENEFIT ARGUMENT THAT CONCRETE GUTTERS/CURB WILL HAVE PAYBACK IN INCREASING ROAD LONGEVITY. NOT SURE IF ARGUMENT APPLIES TO LOW TRAFFIC/NARROW ROADS WITH APPROPRIATE BASE APPLIES.
13519 South Street	NO	NO	YES	I am strongly opposed to Trail 1 and Trail 2 because we are trading trees, shrubs, gardens, and green spaces for an asphalt trail. These proposed trails will change the look and feel of our neighborhood. The trails create dangerous situations for bicyclers and road vehicles because of blind intersections, steep hills, and abrupt turns. These trails will have an impact on many properties by taking at least eight additional feet (more for the retaining walls) of their land in addition to the adjustments for the new road. It is truly eye opening to walk along the proposed trails to see what all will be lost. I question the need for the trails.I am also worried about residents within the Kinsel park project who vote for the trails. This week I had a conversation with a neighbor who was at the Glen Moore park meeting. He asked me what I thought about the meeting and he was surprised to learn of exactly how the trails would impact the neighborhood and individuals' property. From that conversation I gained some incite about what neighbors might misunderstand when it does not impact their property.Trail #3 The only reason I would consider this option is because the street is wider at that end of the neighborhood and would not take individuals property. I do question the expense and need for this shorter trail, but I do support better access from the neighborhood street onto the established county trail.
13524 South Street	NO	NO	NO	Dangerous hills/sight lines. Not a good way to spend our tax dollars
13524 South Street	NO	NO	NO	These trails will take mature trees that we would not see new trees that size in our lifetime. They will also take away the quiet cozy neighborhood that we all enjoy today
13732 Kinsel Road	NO	NO	NO	I think the proposed trail 1, 2, & 3 disrupts our neighborhood. Widening the street is all that is necessary. I would like to have installed a small parking area for cars at the entrance to the regional trail at the intersection of Glen Moor Rd East and Glen Moor Rd South. There is a natural entrance to the trail existing already but no place to park. Parking is available on the East side of Baker Rd, but you need to cross busy Baker Rd to go West on the regional trail.
13736 Kinsel Road	YES	NO	YES	South Street has more current traffic, difficult hill
13801 Kinsel Road	YES	NO	YES	This project would be a good addition to the neighborhood
13901 Kinsel Road	NO	NO	NO	Trail not really needed - widen the road 4'
13901 Kinsel Road	NO	NO	YES	
5270 Crestwood Drive	NO	NO	NO	Windy wooded roads with trees & bushes blooming and edging into the street makes it a difficult view for drivers to see buikers, walkers, etc..your going to compound the challenge! No need to do this! No need for more bike traffic that endangers bikers
5270 Crestwood Drive	NO	NO	NO	Why create a bike road through to go through a neighborhood? Please be thoughtful of homeowners, kids, families by creating this on main roads such as Excelsior & Baker. These roads are winding, heavily wooded & should not be disrupted to create a main cut through for bikers. How is that safe or helpful to the neighbors? I would also worry about property value and destroying nature.
5301 Lorence Road	YES		YES	
5360 Mayview Road	NO	NO	NO	Not needed and too impactful for the neighborhood
5418 Mayvew Road	NO	NO	NO	
5418 Mayview Road	NO	NO	NO	A ridiculous project that will increase traffic, harm the neighborhood, reduce safety, basically be unused, create great additional amounts of runoff & therefore damage the 9 mile creek watershed!
5429 Mayview Road	YES	NO	YES	
5436 Mayview Road	NO	NO	NO	
5442 Mayview Road			YES	None of the above. Our streets - south st, Mayview Rd and Kinsel are too hilly & curvy for a safe bike trail.
5453 Mayview Road	NO	NO	NO	No trail please. No easement granted. Expect an expensive lawsuit.
5454 Mayview Road	NO	NO	NO	Too dangerous trails for bikes neighborhood traffic
5457 Mayview Road	NO	NO	NO	There is no room. Houses on Mayview are too close to the street. Mine was built in 1918. It's not needed
5474 Mayview Road	NO	NO	YES	My only biketrail/sidewalk concern is neighbors affected across the street. No room for trail on Mayview + lots of trees taken out + fences
5500 Mayview Road	NO	NO	NO	I am confused as to what the goal of the trail is. Is there input that folks need to get to Kinsel Park via bike from regional trail? The environmental impact seem excessive for whatever the unstated goal is.
5503 Mayview Road	YES	NO		Visibility on Mayview Road is difficult because of hills and curves. Adding a trail will be much more safe for pedestrians. Cyclists will continue to use road because of hills, unless walking their bikes on hills. South Street trail would not be used much because of fast traffic and hill at intersection of Baker Rd. Alternate trail #3 is good alternative to South Street - just not sure it's needed. Road is already safe. I LOVE multi-purpose trails; I use them and think it would be great for the neighborhood!
5508 Mayview Road	NO	NO	NO	Tree Lives Matter!!
5515 Mayview Road	NO	NO	NO	Do not support putting in a trail. I have historic stone gate from early 1900's that cannot be impacted. Additionally, this is a neighborhood that we have fought against having additional traffic in the neighborhood. The trail and wider streets will bring more traffic and make this area even more dangerous. Please call me for more information if desired. I have lived here since 1980.
5516 Mayview Road	NO	NO	NO	Please consider re-installing the "Local Traffic Only" sign for our safety
5516 Mayview Road	NO	NO	NO	No Trails
5521 Mayview Road	NO	NO	NO	
5524 Mayview Road	NO	NO	NO	Grade too steep. Too many blind entrances. Too twisty. It promotes people to use neighborhood as a vehicle shortcut to avoid Baker-Excelsior left. Use Co Rd 4 on east side
5525 Mayview Road	NO	NO	NO	I live in the area for 33 years. Don't see any problem that would require an innovation. Everything is good as is. Don't change anything.
5530 Mayview Road	NO	NO	NO	See letter sent to Kevin and all council members
5530 Mayview Road	NO	NO	NO	I have outlined concerns in detail and sent to the council with Kevin a copy. There is no practical need for this project and it will have a significant negative impact on our community. Please vote no!
5535 Mayview Road	NO	NO	NO	1) I have not been told how my land will be compensated. 2) I have not met any of my neighbors who want this trail. Will you accept the majority rule? 3) This is a quiet "no thru traffic" neighborhood. Have you studied the impact of future traffic and its ramifications? 4) Who will maintain the trail - plowing and repair? 5) The may 12 meeting was for "proposed improvements, street reconstruction, water main replacement, sanitary sewer repair and storm sewer improvements." We were shocked to hear about the trails!
5538 Mayview Road	NO	NO	NO	None of these trails are helpful to our neighborhood - bikers will still use the roadway instead of crossing driveways. Nobody wants to loose our trees, yards and landscaping to an unnessary expense no matter where the money comes from. We want to keep our rural comfort view with our winding streets and asphalt curbs.
5603 Glen Moor Circle	NO	NO	NO	The neighborhood does not need any bike trails. The narrow roads and hills make this very impractical. Taking parts of people's property for this only adds to the problem
5613 West Glen Moor Road	NO	NO	NO	
5613 West Glen Moor Road	NO	NO	NO	
5621 Glen Moor Road North	NO	NO	NO	Would agree to some road improvements with sewer. Would not like trails through neighborhood. Go baker to excelsior or 62 around.
5629 Glen Moor Road North	YES	NO	YES	South Street has too much traffic to be safe
5645 Glen Moor Road North	NO	NO	NO	
5649 East Glen Moor Road	NO	NO	YES	Baker + South Street is a busy intersection + has had many accidents that have been serious. Adding a bike trail would only add more problems.
5650 W Glen Moor Road	NO	NO	NO	I don't feel the trails are needed - it is a quiet neighborhood with everyone sharing the roadway - maybe widen the road a bit in some places.
5650 W Glen Moor Road	NO	NO	NO	There is no need for a trail going through our neighborhood. So many trees would have to be removed and there goes the character. Some street widening would be appropriate but not for a 4-8 ft trail.
5701 Glen Moor Road East	NO	NO	NO	
5701 Glen Moor Road East	NO	NO	NO	Our roads should not include trails. It's difficult enough to navigate them in perfect conditions. Add in additional E-Bikes & Kids on Motorbikes & this becomes a much more dangerous situation. Use taxpayer's money in a better fashion. Who in our neighborhood is in favor of this?
5702 Seven Oaks Court	NO	NO	YES	While I understand the desire to tie the nieghborhood parks into the trail system, it's simply not feasible here. You can't just retrofit it on such a basis. Current plan is destructive and dangerous. Walk through the planned trails and see for yourselves how ridiculous it is.
5702 Seven Oaks Court	NO	NO	NO	Mayview is not feasible
5723 Seven Oaks Court	NO	NO	NO	Minimal widening as possible
5745 Seven Oaks Court	YES	NO	NO	While the widening of Mayview will be of significant impact in a variety of ways, we're very concerned that the increased width of the road will significantly increase traffic speed. While sightlines can be improved, they will still be tight, which we think will create dangerous conditions for pedestrians without a separated sidewalk. It is our not-backed-up-by-data observation/opinion that Mayview has the highest foot traffic of anywhere in the neighborhood, so we view the negative impacts as necessary.
5754 West Glen Moor Road	NO	NO	NO	Compressing our roads to be smaller than they are is absurd. The risk of adding car accidents in poor weather condition is far greater than what any trail would provide!! The neighborhood has gone this long without a trail - why add a huge risk into this area!
5754 West Glen Moor Road	YES	NO	NO	Mayview Road has dangerous walking path, non existant, so walking from Glen Moor Park to Kinsel - having that safe connection is valued as a resident in this neighborhood
5764 Glen Moor Circle	YES			
5764 Glen Moor Circle	YES	NO	NO	
5765 Glen Moor Circle	YES	NO	NO	
5775 Glen Moor Road West	NO	NO	NO	
5775 Glen Moor Road West	NO	NO	NO	I do not want a sidewalk/bike path through the neighborhood.
5776 West Glen Moor Road	NO	NO	NO	I don't want a trail running in front of my home
Total Yes	12	0	15	
Total No	49	59	45	
Total Yes (%)	20%	0%	25%	
Total No (%)	80%	100%	75%	

0 120 240
H: SCALE IN FEET

N

LEGEND

- X "YES" VOTE
- X "NO" VOTE
- ROADWAY PAVEMENT
- TRAIL
- RETAINING WALL

EXCELSIOR BOULEVARD
LORENCE RD.
KINSEL RD.
MAYVIEW RD.
NORTH ST.
GLENAVON AVE.
GLENAVON CT.
I-494
BAKER RD.
SOUTH ST.
GLEN MOOR RD. W.
GLEN MOOR CIR.
GLEN MOOR RD. N.
GLEN MOOR RD. E.
SEVEN OAKS CT.
MINNESOTA RIVER BLUFFS LRT REGIONAL TRAIL
GLEN MOOR DR. S.
GLEN LAKE

wsb
WSB PROJECT NO.: 030990-000
July 1, 2026

2027 KINSEL NEIGHBORHOOD RECONSTRUCTION PROJECT
TRAIL ALTERNATES - FEEDBACK MAP
CITY OF MINNETONKA, MINNESOTA

CITY OF MINNETONKA

From:	Chad Halvorson
To:	Kevin Rudd
Cc:	breinhardt1@msn.com
Subject:	Follow-up: stone gate at 5515 Mayview Rd — possibly historic, worth a closer look?
Date:	Wednesday, May 27, 2026 6:40:13 AM
Attachments:	1957_aerial_5515_mayview_farmstead_driveway.png 1947_aerial_5515_mayview_farmstead_driveway.png

Kevin,

I did some research on the stone gate Bruce mentioned at our meeting yesterday — the one he believes may be the original entry to the farmstead that once occupied what's now the Kinsel neighborhood (I'll call it the Kinsel gate for shorthand).

Based on what I learned, I think it's definitely worth the City doing some investigation of its significance. I know you said, based on Google satellite imagery, that you thought it was not more than 10–20 years old — but a few things I found point to it possibly being closer to 100.

Here's what I came across.

In the 1947 aerial, the gate's location is the driveway entry to a working farmstead. The 1947 Hennepin County aerial of 5515 Mayview shows a working farmstead at this location — homestead, groomed fields, and a long driveway entering the property at the exact spot where the stone gate stands today (1947 and 1957 screenshots attached). The 1957 aerial shows the same layout. Aerial resolution isn't high enough to identify the stone pillars themselves with confidence, though there are two prominent dark areas flanking the driveway entry — more visible in 1947 — that could plausibly be them. Worth a look. As you noticed on site, the current house (built 1979) actually accesses from a different driveway off the road to the north, so the gate doesn't serve as the property's access today. It sits where the old farmstead's entry was, preserved in place. The simplest explanation is that the gate was the original farmstead entry, retained as a feature when the new house was built and routed elsewhere.

The gate was already "old" 40 years ago, per Bruce's daughter. Bruce followed up after our meeting with a note from his daughter — she remembers playing on the wall around 40 years ago. She said it was already "old then," and that there was no wood gate at the time, just the rock-and-cement wall and a farm barn out back. The wood gate has been added since.

A similar technique is already on the National Register, less than 10 miles away. The Schmid Farmstead Ruins in Minnetrista — built in 1876 of mortared rounded fieldstone — were added to the National Register in 2015, recognized as representative of original farmstead-era settlement around Lake Minnetonka. The Schmid site is much more deteriorated than the Kinsel gate, so this isn't a visual comparison — it's about the technique. The Kinsel gate appears to use a similar one.

Where this leaves me. I can't tell if the gate is 10 years old or 140 — that isn't my expertise. But based on what I came across, it does seem like an expert could resolve this. A couple of resources that came up in my reading that might help your team:

- The 1898 Plat Book of Hennepin County (digitized and available through the University of Minnesota Libraries and the Hennepin County Library). Plat books from that era show landowners' names by parcel, so this would identify whoever owned the land at

the time — likely the family that built the gate.
- The Hennepin County abstract of title for the parcel.

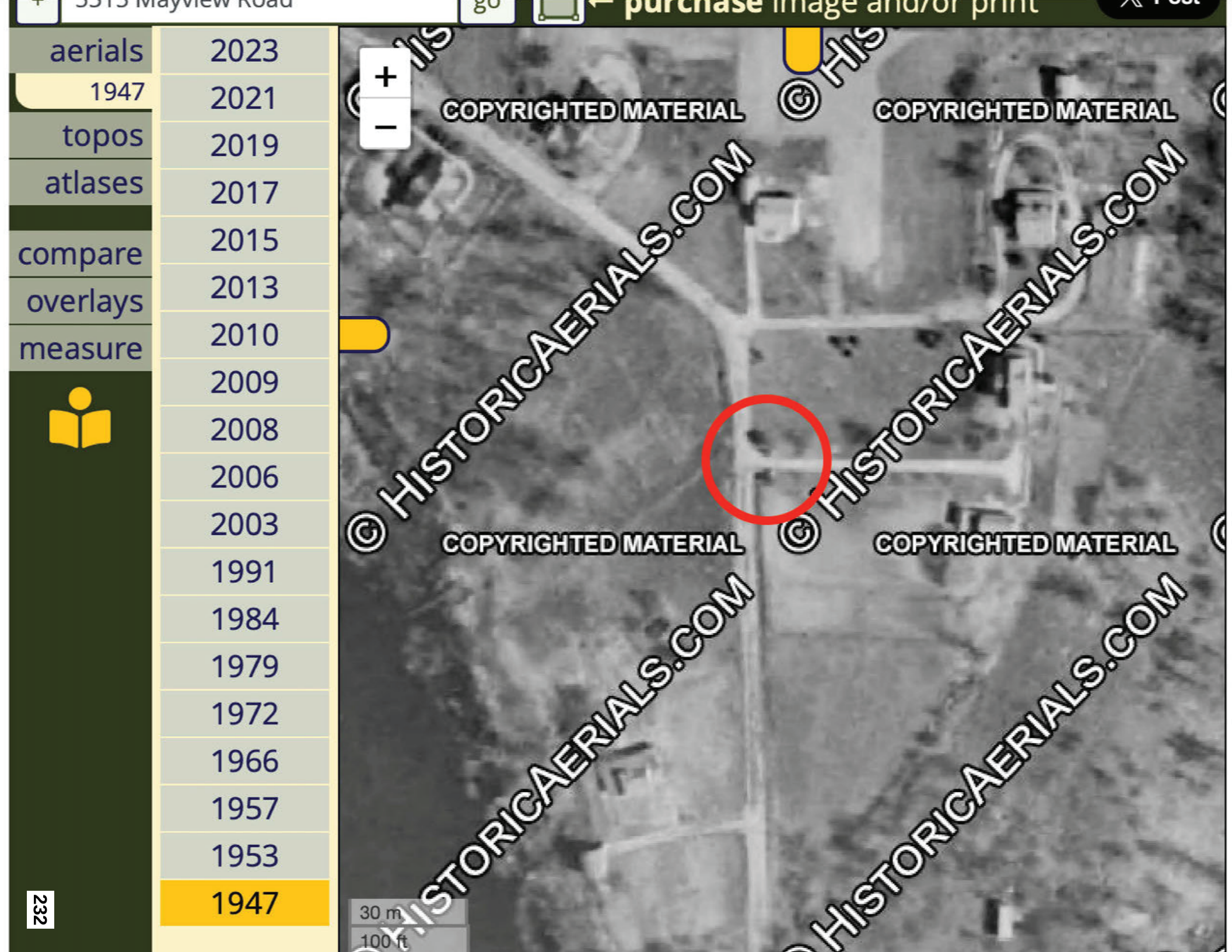
Thanks again for engaging on this topic with Bruce and I today. Look forward to hearing what your team learns about this and if it's something worth preserving.

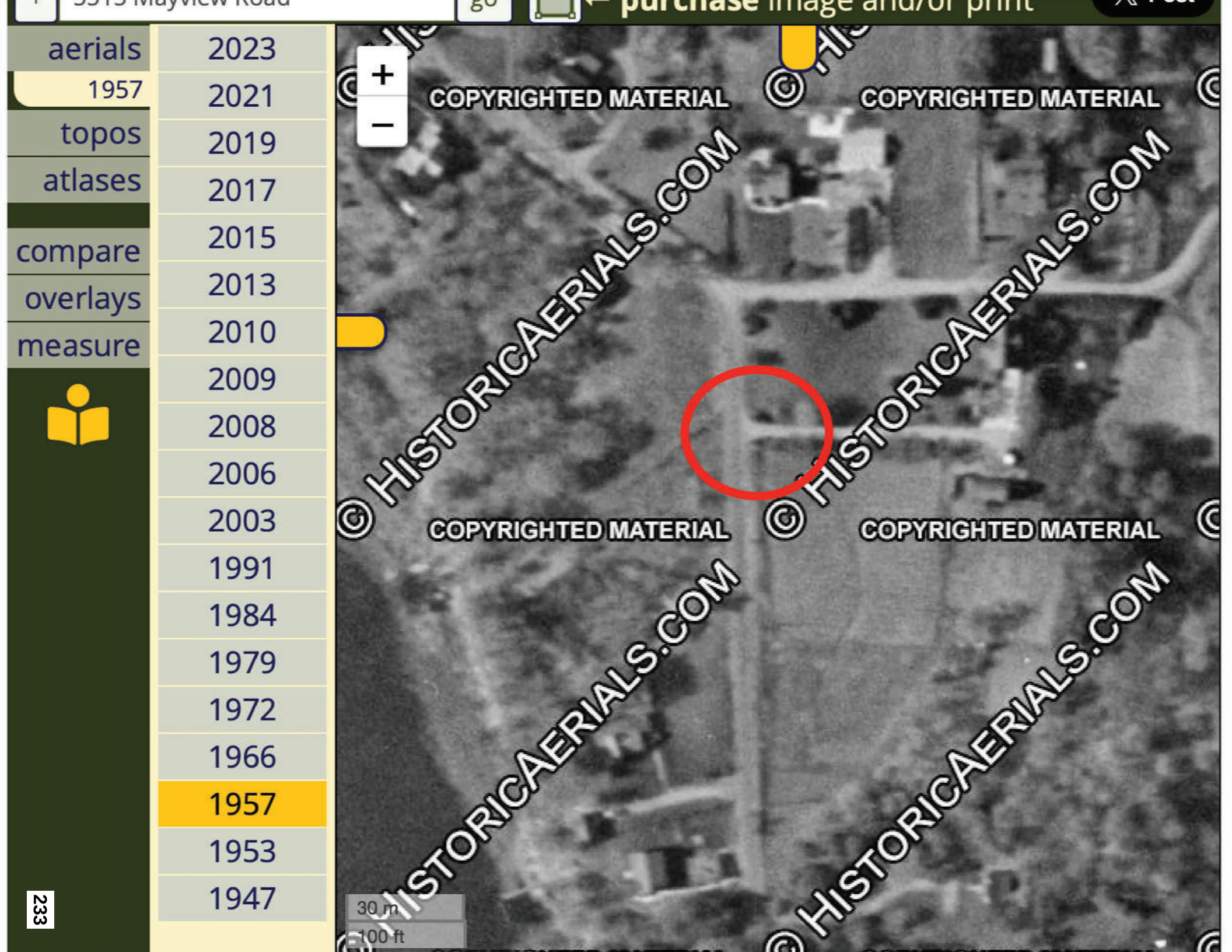
Thanks,

Chad Halvorson

P.S. — I have a framed copy of the original 1907 plat for the neighborhood ("Beautiful Avondale") at home — attaching a photo for interest. The plat was filed in 1907 but the land continued as working farmland for decades, consistent with what the 1947 and 1957 aerials show.

CAUTION: This email originated from outside of the organization. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe.


5515 Mayview Road
go
purchase image and/or print
aerials
1947
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atlases
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overlays
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© HISTORICAERIALS.COM
© HISTORICAERIALS.COM
© HISTORICAERIALS.COM
30 m
100 ft
233

Dear Patsy,

Thank you for being here today. My family has lived at 5516 Mayview Road for ten years — my wife Abbey, our four-year-old son, and I. We also own the property next door at 5508. Both sit directly in the alignment of the proposed East Side of Mayview Road trail segment.

I've put together this packet because I want you to have the full picture before the Feasibility Report comes to Council in June. I support the underlying street and utility work. Here's the headline:

> **Kinsel isn't right for shared-use trails. It's too hilly, the houses are too close to the road, and the city itself already designated these streets local-traffic-only with the NO THRU TRAFFIC sign the city installed at South Street and Baker Road. Put the shared-use trail on the main roads (Excelsior and Baker), and put a sidewalk inside the neighborhood between Kinsel and Glen Moor Park. This packet makes a case for that.**

Here's what's in the folder:

One-page executive summary The core case on a single page, if that's all you have time for.

Questions worth thinking through Arguments that may come up in support of the trail — and what I'd ask you to weigh against each. I've tried to represent each one fairly.

Full letter The complete case with engineering data, AASHTO standards, research citations, a point-by-point analysis of each proposed segment, plus a proposed alternative for both connectivity goals. This is the formal record.

Grade profile A chart built from federal LiDAR elevation data showing the measured grades on each proposed trail segment against AASHTO's published limits. The city has not published this data, as far as I'm aware.

Before and today A photo of the sign that once stood at South Street and Baker Road marked NO THRU TRAFFIC, and what that corner looks like now. The letter asks the Council to account for when it was removed and why.

I'm a neighbor, not an engineer. I put this together myself from publicly available federal data, published design standards, and the city's own project materials, and I may have gotten details wrong. But the terrain numbers are real, the AASHTO standards are published, and those questions deserve answers before a vote.

Thank you for being here, and for taking this seriously.

Chad Halvorson
5516 & 5508 Mayview Road
[redacted]

EXECUTIVE SUMMARY

Opposition to the trail components of the Kinsel Neighborhood Reconstruction Project

To: Councilmember Patsy Foster-Bolton, Ward 1 — Minnetonka City Council From: Chad Halvorson, owner of 5516 and 5508 Mayview Road, 10-year Kinsel resident Date: May 23, 2026 Re: Removal of both proposed trail segments (Trails 65 and 67) from the 2027 project scope

Kinsel isn't right for shared-use trails. It's too hilly, the houses are too close to the road, and the city already designated these streets local-traffic-only with the NO THRU TRAFFIC sign the city installed at South Street and Baker Road. Put the shared-use trail on the main roads (Excelsior and Baker), and put a sidewalk inside the neighborhood between Kinsel and Glen Moor Park. The packet makes a case for that.

I support the underlying street and utility reconstruction. I oppose the trail components. The proposed trails — Trails 65 & 67 (Excelsior to Baker), the North Side of South Street, and the East Side of Mayview Road — should be removed from the project scope before the Feasibility Report is voted on in June 2026. Regional trail connectivity is a legitimate goal; the right corridors to carry it are the arterials the city's presentation deck names as the trail's endpoints — Excelsior Boulevard and Baker Road — not the residential streets in between. This is a request to remove both segments, not study them further.

1. The hills exceed AASHTO's grade ceiling — by federal data, not local opinion.

AASHTO (the national design authority for bike facilities) caps paved trail grades at **5%**. AASHTO does allow a sidepath to match a steeper adjacent road, but the same passage calls such grades "**undesirable**" for safety reasons. A LiDAR-based screening (Addendum A) finds 44% of measured segments on Mayview and 50% on South Street exceed that ceiling, with peaks of −14.4% and −13.5% — roughly three times the AASHTO maximum — on blind hilltops where a rider can't stop in time. At downhill grades over 4%, AASHTO/WSDOT require designing for **30 mph** traffic; required stopping sight distance at 20 mph in wet conditions is **127 feet**, which does not physically exist at the Kinsel hilltops. **AASHTO also recommends against running paved trails along roads with lots of driveways**; Mayview and South Street are dense with driveways, so a road-adjacent trail would cross every driveway plus every cross-street and mid-block crossing. E-bikes — heavier, faster, and slower to stop — produce significantly higher injury severity in trauma-center data. The city's deck addresses none of this; a road-adjacent design also cannot be used as snow storage.

2. The houses sit too close to the road — and the proposed design roughly doubles the existing footprint.

The deck labels the East Side of Mayview trail as having **"Significant Impacts"** and the South Street trail as having **"Moderate impacts to properties"** — meaning permanent easements and changes to driveways, landscaping, retaining walls, sprinkler systems, fences, and trees. The existing Mayview Road varies between roughly 16 and 20 feet wide; the proposed design adds approximately 14 to 16 feet of new improved cross-section (curb, boulevard, and trail) to the east-side parcels — **roughly doubling the existing footprint in the narrowest segments**. The deck does not publish parcel-level easement counts, tree-removal counts, per-segment cost, or twenty-year maintenance and patrol cost. It also includes **no crime-impact analysis, no baseline data, and no commitment to the patrol or lighting that other regional-trail corridors have needed.**

3. The city already designated these streets local-traffic-only — and the safety reasoning behind that decision still holds.

Research on trails and adjacent crime is mixed: Chapel Hill (3 greenways) — no effect on two, an increase on one; Boston greenway — no change; Chicago's 606 — reduced crime, but it's an elevated trail in dense urban Chicago with continuous overlook from apartments above. Kinsel — secluded, hilly, blind-crested, today only local traffic — looks far more like the Chapel Hill case than the 606. The broader research on street-network permeability is consistent: **burglary risk rises as a neighborhood becomes more open to non-local foot traffic.** Kinsel's dead-end streets lose some of their protective character as that happens. Kinsel sits in NeighborhoodScout's lowest-crime sector of Minnetonka — the proposal moves a low-risk neighborhood the wrong direction.

4. The trail components should not be bundled into a vote less than a month after disclosure.

The reconstruction project has been a year-long conversation. The neighborhood has stayed engaged because the water main, sanitary sewer, and stormwater work all needs to happen. The trail components were a different story — we didn't hear about them until the May 12 informational meeting, less than a month before the Feasibility Report comes to Council. A shared-use path through a residential neighborhood is really a Park-and-Trail project — the kind that would normally get its own Park Board review and its own public hearing. Bundling it into the reconstruction vote this late gives it a procedural head start: year-long supporters of the utility work would, in effect, be approving the trails with it. Less than a month isn't enough time for the questions this letter raises.

5. Ask.

I am asking the City Council to (a) **remove both proposed trail segments — Trail 65 (north side of South Street) and Trail 67 (east side of Mayview Rd) — from the project scope**; (b) consider a standard 5-foot sidewalk on Mayview connecting Kinsel Park and Glen Moor Park as the right facility for internal-neighborhood pedestrian connectivity; and (c) route any regional shared-use facility on Excelsior Boulevard and Baker Road — the arterials the deck names as the trail's endpoints — not the residential streets in between.

Full letter, citations, and footnoted sources available on request.

Chad Halvorson • [redacted] • **5516 & 5508 Mayview Road, Minnetonka, MN 55345**

ANTICIPATED OBJECTIONS — AND MY RESPONSES

Arguments likely to come up in support of the trail, with my response to each.

1. Won't a trail reduce accidents — separating pedestrians & cyclists from cars?

A common argument: *Right now bikes and pedestrians share the road with cars. A dedicated path gives everyone their own space and reduces conflicts.*

My response: The premise assumes traffic these streets don't have. Mayview and South Street carry only local residents — no through-route, no commercial corridor — which is exactly why the neighborhood once worked with City Hall to install a NO THRU TRAFFIC sign at South Street and Baker Road. There is no car-vs-bike conflict here to separate. The actual danger is the terrain itself. Federal LiDAR data shows 44% of Mayview and 50% of South Street exceed AASHTO's published 5% maximum, with peaks near -14%. At that pitch, a cyclist reaches dangerous speeds before they can stop — regardless of whether there's a car nearby. A trail doesn't fix the grade. It adds unfamiliar users — visitors, cyclists who don't know the hills — moving at higher speeds, on the same blind-crested geometry, with longer stopping distances. Bruce Reinhardt, a 40-year neighbor, puts it in his own words: "I have seen many close calls on our hill during both winter and summer. I raised my kids here. Now I worry about you and your family, dog walkers and other resident pedestrians on our hill. I don't think we should do anything to attract more auto or pedestrian traffic." Those close calls happen today with only local residents, at local speeds, with no trail.

2. This is a connectivity improvement — it links Excelsior Blvd to Baker Road.

A common argument: *The trail fills a gap in the trail network. Residents and visitors will benefit from a connected route between two major corridors.*

My response: Connectivity on the right corridors is worth pursuing — and Excelsior Boulevard and Baker Road are those corridors. They have the geometry, right-of-way, and traffic volumes to justify a shared-use path. Mayview Road and South Street do not. What this route actually creates is a shortcut for non-residents: Baker Road → South Street → Mayview → Kinsel → Excelsior, cutting through to the Glen Lake business area. This neighborhood dealt with exactly that problem before. Previous residents worked with City Hall to install a NO THRU TRAFFIC sign at South Street and Baker Road. It worked. That sign has since been removed — no public notice, and no public explanation that I'm aware of. Connectivity through a low-volume residential street with blind crests and no right-of-way buffer is not a network improvement. It shifts the burden onto residents.

3. The design can be adjusted to address safety concerns.

A common argument: *Engineers can look at the grade issues and find design solutions — modified alignment, signage, surface treatments.*

My response: The grades are set by the topography, not by the design. A sidepath on Mayview inherits the road's grade. No surface treatment, signage, or alignment tweak brings a -14% pitch within AASHTO's 5% maximum without regrading the road itself — and regrading is not in scope. The constraint here is the terrain itself, not the design on top of it: the terrain has not been shown to meet the published standard for this type of facility. The city's own feasibility materials contain no measured grade data for either of the two proposed segments (Trails 65 and 67), as far as I can find. The AASHTO-compliance question remains open on the public record; the city's own segment-by-segment grade data, when published, would resolve it. AASHTO does include an exception allowing a sidepath to match a steeper adjacent road's grade — but the same passage immediately calls such grades "undesirable" for the very safety reasons the rule exists to prevent. The permission to match does not erase the hazard.

4. Most residents support trails and this is what the community wants.

A common argument: *Trail connectivity is broadly popular and this project reflects community priorities around active transportation.*

My response: Residents support trails in the right places. The question is whether Mayview and South Street, with their grades, blind crests, and tight setbacks, are the right place. The city held one informational meeting before a June vote. That is not enough public process for a decision that permanently alters private property. The Mayview segment alone involves permanent easements, driveway alterations, retaining walls, and landscaping removal on a street where front-yard setbacks are already minimal — the city's own slide deck labels these impacts "Significant." This proposal deserves a proper Park & Trail Board review and a real public hearing, not a vote bundled with a utility project. The clearest evidence of what this neighborhood wants on these streets is that residents previously worked with the City to install a NO THRU TRAFFIC sign at South Street and Baker Road — and the city agreed. That was the community speaking through formal action.

5. Trails typically reduce crime — more people means more eyes on the street.

A common argument: *Research shows that trail connectivity increases foot traffic, which deters crime through natural surveillance. A trail here would make the neighborhood safer, not less safe.*

My response: The research on trails and crime is mixed — which is itself worth noting. A before/after study of three greenways in Chapel Hill, NC found no crime effect on two corridors and an increase on the third. Chicago's 606 trail, in dense urban neighborhoods with apartment buildings overlooking it, showed crime falling nearby. The pattern is consistent across studies: trails in high-density urban settings with continuous overlook tend to show neutral or positive crime effects; trails along low-density residential edges without surveillance tend to show neutral or negative effects. Kinsel — secluded, hilly, and today reached only by local traffic — fits the latter profile. This neighborhood's history makes the same point: the NO THRU TRAFFIC sign once posted here worked precisely because non-local access raises risk. Installing a trail that converts Mayview and South Street into a regional through-route moves in the opposite direction. According to NeighborhoodScout, this area already has one of Minnetonka's lowest crime rates — the proposal moves a low-risk neighborhood in the wrong direction. It's also worth noting that this neighborhood already addressed the question of who passes through it: the city installed a NO THRU TRAFFIC sign on South Street at Baker Road for that reason. A regional trail through the same corridor is the opposite move.

6. You're opposed to connectivity in the neighborhood.

A common argument: *Opposing the trail means opposing pedestrian and bike connectivity.*

My response: This is the opposite of what I'm asking for. The full letter proposes two alternatives I would actively support: a standard sidewalk on Mayview for Kinsel-Park-to-Glen-Moor walking access, and the regional shared-use facility built on Excelsior Boulevard and Baker Road. The position isn't anti-connectivity — it's pro the right tool on the right corridor.

Chad Halvorson
5516 & 5508 Mayview Road
[redacted]

May 23, 2026

Councilmember Patsy Foster-Bolton
Ward 1, Minnetonka City Council
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN 55345

Re: Opposition to the proposed trail components of the Kinsel Neighborhood Reconstruction Project — request that both trail segments (Trails 65 and 67) be removed from the 2027 reconstruction scope and considered separately on their own merits.

Dear Councilmember Foster-Bolton,

I support the necessary street, water main, sanitary sewer, and stormwater improvements. However, I respectfully request that both proposed trail segments — Trail 65 (north side of South Street) and Trail 67 (east side of Mayview Road) — be removed from the 2027 reconstruction scope and evaluated separately on their own merits.

I am writing as a ten-year resident of the Kinsel neighborhood, as one of your constituents in Ward 1, and as the owner of **two properties directly on Mayview Road — 5516 and 5508 — both within the alignment of the proposed East Side of Mayview Road trail segment**, the segment the city's own May 12 deck[1] characterizes as having "Significant Impacts."

My objection is not to trails in general, and not to the goal of regional connectivity. It is to these trails, in this terrain. Kinsel isn't right for shared-use trails: it's too hilly, the houses are too close to the road, and the city already designated these streets local-traffic-only with the NO THRU TRAFFIC sign the city installed at South Street and Baker Road.

If the goal is to connect the regional trail system between Excelsior Boulevard and Baker Road, those are the corridors that should carry the connection — the arterials the city's presentation deck names as the trail's endpoints — not the low-volume residential streets in between. The case rests on three points: (1) the city has not shown how the design meets shared-use-path standards on the Kinsel grades; (2) the city has not studied how introducing a regional-trail connection through this low-volume residential network changes the neighborhood's risk profile; and (3) the city has bundled discretionary trail construction with mandatory utility work, denying residents the separate review the Park-and-Trail components deserve.

1. The hills exceed AASHTO's grade ceiling — by federal data, not local opinion.

Anyone walking Mayview or South Street notices the hills in the first block. The national standard for shared-use paths — AASHTO's Guide for the Development of Bicycle Facilities — caps the maximum grade at 5%, both because that's the ADA threshold and because, above it, "many bicyclists may have difficulty climbing and may end up going downhill too fast for comfort or safe operation."[2] AASHTO does allow a sidepath to match a steeper adjacent road, but the same passage calls such grades **"undesirable" for exactly those safety reasons**. Independent LiDAR data confirms what you see on foot: 44% of measured segments on Mayview and 50% on South Street exceed AASHTO's 5% ceiling, with peaks of −14.4% on Mayview and −13.5% on South Street — roughly three times the AASHTO maximum, on blind-crested terrain. The full per-segment profile and corridor map are attached as Addendum A.

What the grade numbers translate into is design speed. When downhill grade exceeds 4%, the design standard requires the path to be built for 30 mph riders, not the standard 18 mph.[3] AASHTO requires 127 feet of stopping sight distance for a 20 mph rider on wet pavement; at 30 mph that distance is substantially longer.[4] On the actual blind crests in Kinsel — particularly where the proposed Mayview segment meets driveways and intersections — that sight distance is not physically there.

As far as I can find, the city's deck doesn't publish measured grades. The LiDAR analysis in Addendum A is a screening tool, not a formal survey — but the finding isn't marginal: roughly half the corridor exceeds AASHTO's ceiling, and the steepest pitches are two to three times it. The AASHTO-compliance question remains open on the public record; the city's own segment-by-segment grade data, when published, would resolve it.

The deck also doesn't specify a design speed, or address what happens in a Minnesota winter when packed snow narrows the surface. Meanwhile, the trail user is getting heavier and faster: e-bikes routinely hit 20–28 mph, take longer to stop, and produce significantly higher injury severity than conventional bikes in clinical crash data.[5][6] What was already marginal under 2012 design assumptions gets more dangerous each year, not less.

None of this is new information to people who live here. Bruce Reinhardt has called this neighborhood home for over forty years. He puts the grade data in human terms: "I have seen many close calls on our hill during both winter and summer. I raised my kids here. My kids have grown and moved out. I don't have to worry about them riding their bikes on Mayview anymore. Now I worry about you and your family, dog walkers and other resident pedestrians on our hill. I don't think we should do anything to attract more auto or pedestrian traffic." Four decades of direct observation on this hill belongs in the record alongside the feasibility analysis. The close calls Bruce describes predate e-bikes — they happen today, with only local residents, moving at local-resident speeds, on a street that carries no through traffic. A shared-use path doesn't

make that safer. It adds unfamiliar users, higher speeds, and longer stopping distances on top of the hazards already there.

Grades aren't the only engineering concern. There's a second one, specific to trails built right alongside a road, and it comes from AASHTO itself. The same Guide that sets the 5% maximum also recommends against shared-use paths on streets with high driveway density, stating that on such roadways "a one-way bicycle facility may be a more appropriate option." The Guide explains why: "bicyclists on the sidepath, even those going in the same direction, are not within the normal scanning area of drivers turning right or left from the adjacent roadway into a side road or driveway."[7] Mayview and South Street are dense with driveways. A road-adjacent trail on Mayview would cross every driveway on the street, plus every intersection. At blind crests, driver sight distance gets worse when a second class of road user is added on a parallel surface. And because homes and driveways line both sides of these streets, trail users will cross mid-block — creating car-pedestrian conflicts that don't exist today.

2. The houses sit too close to the road — and the proposed design roughly doubles the existing footprint.

The May 12 deck doesn't describe these trails as small additions. Slide 19 labels the East Side of Mayview Road segment as having **"Significant Impacts."** Slide 17 describes the North Side of South Street segment as having **"Moderate impacts to properties."**[14] Slides 26 and 29 spell out what those words mean: **permanent and temporary easements**, plus changes to driveways, landscaping, retaining walls, sprinkler systems, fences, and private utilities.[15]

What "Significant Impacts" actually translates to, in feet, isn't in the deck. The existing Mayview Road varies between roughly **16 and 20 feet wide**, without curb and gutter, with front yards already close to the road. The proposed reconstruction adds curb and gutter, widens the roadway toward the **20–26-foot target the deck specifies** (slide 12), and adds a boulevard buffer plus an 8- to 10-foot shared-use path on the east side. The net effect is **roughly 14 to 16 feet of new improved cross-section — curb, gutter, boulevard, and trail — permanently added to the east-side parcels along the entire alignment. In the narrowest segments, that addition roughly doubles Mayview's existing improved footprint within the public right-of-way**. On a street where front yards are already close to the road, that east-side addition is what "Significant Impacts" actually means.

These are permanent takings of private setback area — in exchange for a trail between two parks residents already walk between today. The deck does not publish — as far as I can find — a count of parcels requiring permanent easements, an estimated tree-removal count, per-segment construction cost, or the twenty-year cost of maintenance, plowing, lighting, and patrol.

Nor does the deck include any crime-impact analysis, baseline burglary or police-call data for the proposed corridor, or any commitment to the additional patrol, lighting, or emergency-response resources comparable regional-trail corridors have required

elsewhere. A decision to introduce regional through-traffic into a previously local-only network needs those analyses. The deck doesn't offer them.

3. The city itself already designated these streets local-traffic-only — and the safety reasoning behind that decision still holds.

This neighborhood has been through exactly this before — and once worked with City Hall to fix it. Non-residents were cutting through the neighborhood — South Street to Mayview to Kinsel Drive to Excelsior Boulevard — as a shortcut to the Glen Lake business district. Previous owners on Mayview worked with the Minnetonka City Council to install a NO THRU TRAFFIC sign on South Street at Baker Road. Bruce Reinhardt remembers what happened next: "I have seen a lot less traffic after the work done at Baker Road and Excelsior Boulevard. Traffic on Baker heading north moves much better now." The sign worked. The city recognized the problem, acted on it, and the neighborhood became quieter and safer as a result.

That sign has since been removed. The history of why it was removed — and what changed — belongs in the Council's record before the June vote. If this project advances with the trail components intact, the trail would, in effect, route regional pedestrian and bicycle traffic along the same corridor the City once posted as local-only. The NO THRU TRAFFIC designation acknowledged that Kinsel streets are not through-routes. The proposed trail treats them as one.

The research on trails and neighborhood crime is mixed. Three greenways studied in Chapel Hill, NC: no effect on two, an increase on the third. A five-mile Boston greenway: no significant change. Chicago's 606 — an elevated trail in dense urban Chicago with continuous overlook from surrounding apartment buildings — showed crime falling faster in adjacent neighborhoods than in similar comparison neighborhoods.[8] The pattern across these studies is consistent: trails in high-visibility, high-density urban contexts — continuous overlook from buildings, foot traffic, surveillance from above — show neutral or net-positive crime effects. **Trails along low-density, low-surveillance residential edges show neutral or net-negative effects**. Kinsel is the second kind of place: secluded, hilly, low-density, blind-crested, today served only by local vehicular traffic. Kinsel also sits in the southern half of Minnetonka, which NeighborhoodScout identifies as the city's lowest-crime sector.[9]

One of the most-cited studies in this area is from Liverpool, where researchers measured what happened when residents closed off back-alley access that burglars had been using to reach back doors and yards. Burglary in the treated areas dropped 37%, with benefits extending to nearby streets and the program paying for itself nearly twice over.[10] Liverpool isn't a direct match for a front-of-property road-adjacent trail. But combined with the broader research on how street-network permeability affects burglary risk,[11][12] it reaches the same conclusion: residential burglary risk rises as a neighborhood becomes more open to non-local foot traffic. Kinsel's dead-end streets get measurable protection from being part of a low-traffic layout, and that protection diminishes as outside access grows. The proposed trail adds non-local pedestrian

and bicycle access to streets that today carry only local vehicular traffic — with a stated future regional-trail connection.[13]

The research doesn't let me predict how much the trail would change crime in Kinsel. What it does support is the direction: this proposal moves a neighborhood from low-traffic toward higher-traffic — and the published crime profile already puts this part of Minnetonka among the city's lowest.

4. The trail components should not be bundled into a vote less than a month after disclosure.

The reconstruction project has been a year-long conversation. The neighborhood has stayed engaged because the water main, sanitary sewer, and stormwater work all needs to happen. The trail components were a different story — we didn't hear about them until the May 12 informational meeting, less than a month before the Feasibility Report comes to Council.[16] A shared-use path through a residential neighborhood isn't really part of a utility reconstruction. It's a Park-and-Trail project — the kind that would normally get its own Park Board review, its own cost-benefit analysis, and its own public hearing.

Bundling makes it harder to evaluate the trail components on their own merits, and easier for them to advance on the utility work's calendar. Residents who've supported the utility work all year would, in effect, be approving the trails with it. Less than a month also isn't enough time to work through the engineering, crime-research, and neighborhood-impact questions raised earlier in this letter — questions a standalone trail process would have surfaced months ago.

5. What I am asking the Council to do.

The core issues in this letter — the grades, the setbacks, the local-only history of these streets — are facts about the place, not gaps that further study fills. The hills aren't going to flatten; the crime research isn't going to change; and the city's own deck has already labeled the Mayview impacts "Significant." On that record, here's what I'm asking the Council to do before the Feasibility Report is voted on in June 2026:

1. **Remove both proposed trail segments — Trail 65 on South Street and Trail 67 on Mayview Road — from the 2027 project scope.** The street, water main, sanitary sewer, and stormwater work should proceed on schedule. The trail components should not be deferred, redesigned around the grade problems, or folded into any future Local Street Rehabilitation project for Kinsel.

2. **Consider a standard 5-foot concrete sidewalk on one side of Mayview Road between Kinsel Park and Glen Moor Park — the right facility for residents who walk between the two parks today.** A sidewalk handles walking access between the parks without the design problems the shared-use path creates:
   - **Pedestrian-only** — no runaway-cyclist or e-bike hazards on the blind crests.

- **Walking speed** — so the stopping-sight-distance failures that disqualify a shared-use path don't apply.
- **Smaller footprint** — 5 feet on one side versus 8 to 10 feet plus a boulevard buffer — a fraction of the easements, tree removal, and "Significant Impacts" the trail would require.
- Internal to the neighborhood — not part of a regional through-route — so the security and non-local-traffic concerns this letter documents don't apply.

A sidewalk would be useful for residents walking between the parks. A shared-use path is a different project, solving a different problem.

3. **Route the regional trail on Excelsior Boulevard and Baker Road — not through Kinsel.** The deck names Excelsior and Baker as the trail's endpoints; they have the right-of-way and the geometry for a regional shared-use facility. The residential streets in between do not. The specific alignment is the city, county, and regional park authorities' call. Together with the Kinsel-internal sidewalk in #2 above, this gives the Council a complete alternative: the right tool on the right corridor for each connectivity goal.

You walked Kinsel today. You saw the hills, the blind crests, and the houses already set so close to the road. That picture is the case. Project Engineer Kevin Rudd has walked the same corridor — what each of you saw on the ground is what's in this packet, sourced and written down, so the Council can review it before the June vote.

Respectfully,



Chad Halvorson
Owner, 5516 & 5508 Mayview Road
Minnetonka, MN 55345
c[redacted]

cc:

Mayor Rebecca Schack
Councilmember Deb Calvert (At Large, Seat A)
Councilmember Kimberly Wilburn (At Large, Seat B)
Councilmember Amanda Maxwell (Ward 2)
Councilmember Paula Ramaley (Ward 3)
Councilmember Kissy Coakley (Ward 4)
Mitch Hatcher, Engineering Project Manager
Phil Olson, City Engineer
Kevin Rudd, Project Engineer

References

[1] City of Minnetonka, “Kinsel Neighborhood Reconstruction Project: Public Informational Meeting,” presentation slides, May 12, 2026 (see slides 15–20 on proposed trails and slide 33 on schedule).

[2] AASHTO, Guide for the Development of Bicycle Facilities — 4th ed. (2012) and 5th ed. (December 2024). Recommended maximum grade of 5% for shared-use paths; consistent with U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG) and unchanged across editions. The 5th edition shifts the default design user from “experienced and confident” to “interested but concerned,” further strengthening the comfort and safety thresholds the design must meet.

[3] FDOT Design Manual Section 224.9 and WSDOT Design Manual Chapter 1515, both applying AASHTO's Guide for the Development of Bicycle Facilities: design speed of 18 mph for paths with grades ≤ 4%; 30 mph for paths with downhill grades greater than 4%.

[4] AASHTO Guide for the Development of Bicycle Facilities, stopping sight distance: 38.7 m (≈127 ft) at a 20 mph design speed in wet pavement conditions; greater distance is required at higher design speeds.

[5] National Transportation Safety Board, “Micromobility: Data Challenges Associated with Assessing the Prevalence and Risk of Electric Scooter and Electric Bicycle Fatalities and Injuries,” Safety Research Report SRR-22/01 (November 2022): 53 e-bike-associated deaths documented 2017–2022 in available federal data, with the NTSB concluding that fatalities associated with e-bike ridership have increased exponentially and that crash data on these vehicles is significantly under-collected. See also Consumer Product Safety Commission, “Micromobility Products-Related Deaths, Injuries, and Hazard Patterns, 2017–2022” (2023), documenting rapid year-over-year growth in e-bike-related ED visits.

[6] “Increased injury severity and hospitalization rates following crashes with e-bikes versus conventional bicycles: an observational cohort study from a regional level II trauma center in Switzerland” (2022), Patient Safety in Surgery, DOI 10.1186/s13037-022-00318-9 (NIH/PMC8897912): e-bike crashes produced significantly higher injury severity scores and higher hospitalization rates than conventional-bicycle crashes; the difference in injury severity remained significant after controlling for the median-age gap between groups.

[7] AASHTO, Guide for the Development of Bicycle Facilities (4th ed., 2012), Chapter 5: “For longer distances on urban and suburban streets with a considerable number of driveways and street crossings, two-way sidepaths can create operational concerns. For roadways with high driveway density, frequent street crossings, or overall high driveway volumes, a one-way bicycle facility may be a more appropriate option.” The same chapter documents the mechanism: “bicyclists on the sidepath, even those going in the same direction, are not within the normal scanning area of drivers turning right or left from the adjacent roadway into a side road or driveway.” Note: the 5th edition (December 2024) elevates side paths to a dedicated Chapter 7 (“Design of Separated Bike Lanes and Side Paths”), reflecting the design profession’s increased focus on the safety issues road-adjacent shared-use paths create.

[8] Greenway empirical studies: (a) Chapel Hill (NC) before/after analysis of three greenways with similar comparison neighborhoods — two corridors showed no effect on crime; one showed increased crime density near the trail after opening (UNC Master’s Paper, “Greenways and Crime on Nearby Properties: An Investigation of Reported Crimes Along Three Greenways”). (b) Five-mile Boston greenway — no significant increase in police calls from adjacent residences (American Trails synthesis). (c) Chicago “The 606” (Bloomingdale Trail) — reduced crime in neighborhoods closest to the trail (UPI/UIC 2017); notably, an elevated, highly visible trail in a dense urban environment with continuous overlook from surrounding multifamily buildings, the opposite geometry from Kinsel. See also Rails-to-Trails Conservancy, “Rail-Trails and Safe Communities: The Experience on 372 Trails” (1998), which reported ~3% of trails experiencing any major crime — drawn predominantly from rail corridors that already carried through-traffic before becoming trails.

[9] NeighborhoodScout, “Minnetonka, MN Crime Rates and Statistics”: city-wide chance of becoming a crime victim is approximately 1 in 58. The published profile notes that “Minnetonka residents generally consider the southwest part of the city to be the safest, with your chance of being a victim of crime ranging from 1 in 20 in the northeast neighborhoods to 1 in 39 in the southwest.” The Kinsel and Glen Lake area sits in the southern half of the city — the sector the same source identifies as having Minnetonka’s lowest crime rates.

[10] Bowers, K. J., Johnson, S. D., & Hirschfield, A. F. G. (2004). “Closing Off Opportunities for Crime: An Evaluation of Alley-Gating,” European Journal on Criminal Policy and Research, 10(4): 285–308 (DOI 10.1007/s10610-005-5502-0). Liverpool alley-gating intervention: closing previously open pedestrian access to the back and side of residential properties produced a 37% reduction in burglary in treated areas, with benefits extending to nearby properties, no meaningful crime displacement, and a benefit-cost ratio of approximately 1.86:1. Listed as a rated program on the U.S. DOJ National Institute of Justice CrimeSolutions database.

[11] Johnson, S. D., & Bowers, K. J. (2010). “Permeability and Burglary Risk: Are Cul-de-Sacs Safer?” Journal of Quantitative Criminology, 26(1), 89–111 (DOI 10.1007/s10940-009-9084-8). Residential burglary risk varies continuously with how open a neighborhood's streets are to outside traffic; dead-end streets and cul-de-sacs show significantly lower burglary rates than through-roads, and burglary risk rises on segments connected to more accessible routes.

[12] Bevis, C., & Nutter, J. B. (1977). “Changing Street Layouts to Reduce Residential Burglary,” two-phase Minneapolis study cited in the U.S. Department of Justice / ASU Center for Problem-Oriented Policing review of street-layout interventions: burglary rates in cul-de-sac, dead-end, and L-type blocks were significantly lower than in matched control blocks, with no observed displacement of offenses to more accessible streets in the same tract. See also Beavon, D. J. K., Brantingham, P. L., & Brantingham, P. J. (1994), “The influence of street networks on the patterning of property offences,” in Crime Prevention Studies, vol. 2 (Clarke, ed.), Criminal Justice Press, 115–148 — reaching the same conclusion via after-the-fact data from two suburban municipalities.

[13] City of Minnetonka project deck, slide 16: connection from Excelsior Boulevard to Baker Road via Trails 65 & 67, with a stated “future connection to regional trail.”

[14] City of Minnetonka project deck, slide 19: trail proposed on the east side of Mayview Road labeled “Significant Impacts.” Slide 17: trail proposed along the north side of South Street described as having “Moderate impacts to properties.”

[15] City of Minnetonka project deck, slides 26 and 29: permanent and temporary easements; impacts to driveways, landscaping, retaining walls, sprinkler systems, pet fences, and private utilities.

[16] City of Minnetonka project deck, slide 33: Feasibility Report to City Council in June 2026; Final Design and 1-on-1 Meetings June–December 2026; Bidding Winter 2027; Construction Spring–Fall 2027.

Measured Longitudinal Grades: Mayview Road & South Street

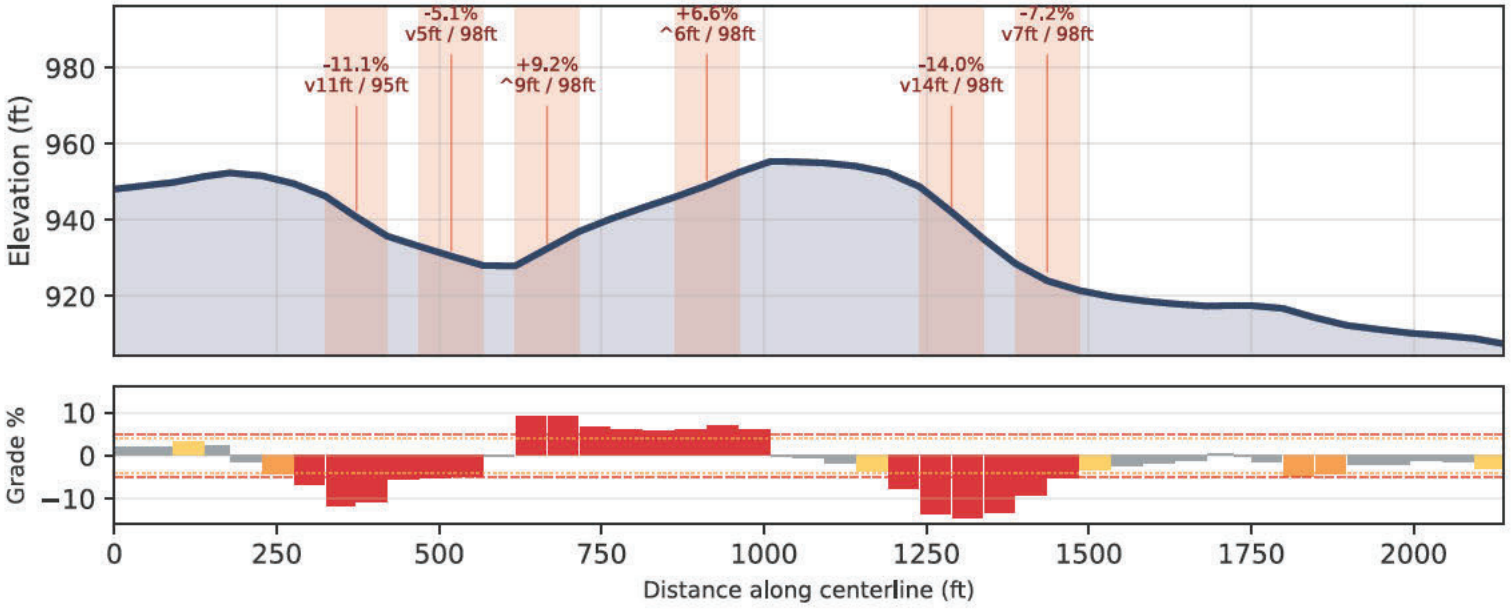
Kinsel Neighborhood, Minnetonka, MN - Proposed trail corridor (traced from Slide 16 of the City's May 12, 2026 deck)

Data: USGS 3DEP 1 m LiDAR-derived bare-earth elevation, sampled at ~15 m / 50 ft intervals along OSM road centerlines

Grade >= 5% (above AASHTO max for shared-use paths)
Grade 4-5% (downhill triggers 30 mph design speed)
Grade 3-4%
Grade < 3%

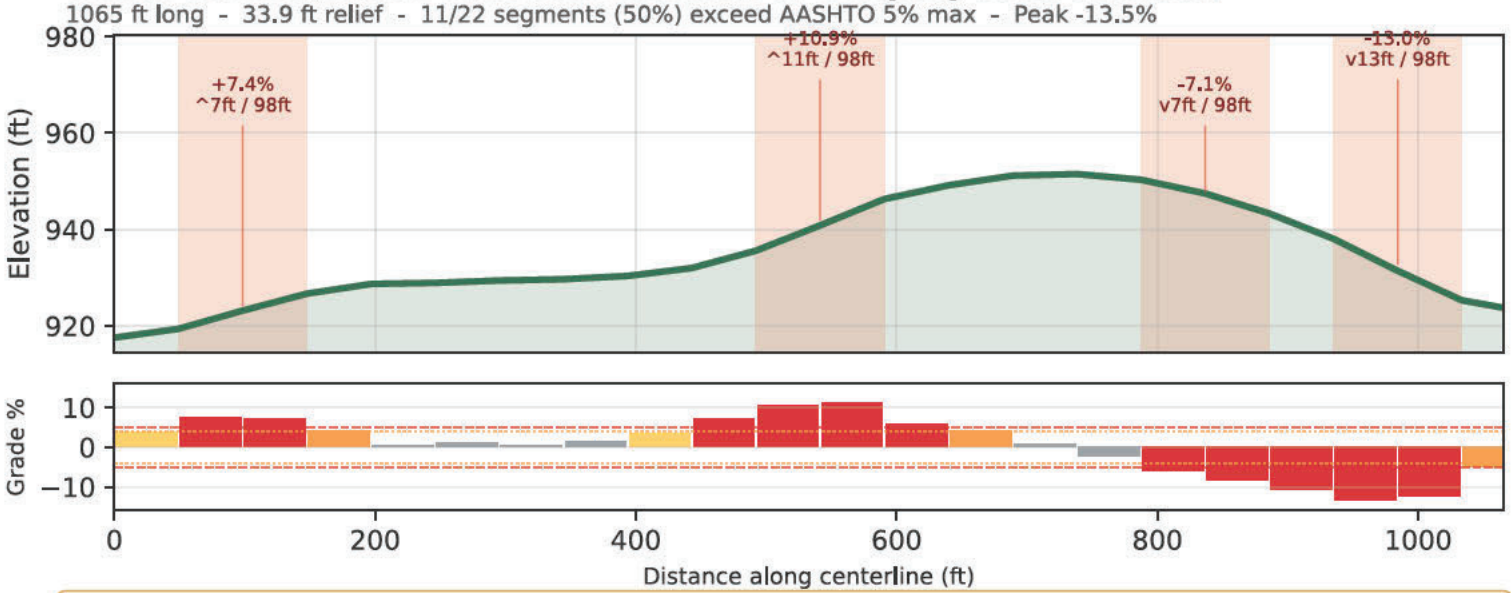
Mayview Road (entire north-south stretch of the proposed corridor)

2138 ft long - 47.9 ft relief - 20/45 segments (44%) exceed AASHTO 5% max - Peak -14.4%



South Street (entire east-west stretch of the proposed corridor)

1065 ft long - 33.9 ft relief - 11/22 segments (50%) exceed AASHTO 5% max - Peak -13.5%



WHY THIS MATTERS — THE GRADES EXCEED AASHTO'S SHARED-USE-PATH CEILING

1. 20/45 (44%) of measured 50-ft segments on Mayview exceed AASHTO's 5% max grade for shared-use paths. On South Street, 11/22 (50%) exceed the same.
2. Where downhill grade exceeds 4%, AASHTO requires a 30 mph design speed and proportionally greater stopping sight distance. The May 12 deck shows no design-speed analysis acknowledging this.
3. Peak grades: -14.4% on Mayview, -13.5% on South Street — roughly 3x the AASHTO maximum. A trail inherits the road's grade. No engineering remedy changes this.
4. Until the City publishes its own segment-by-segment measured grades against AASHTO Chapter 5 along this corridor, the AASHTO-compliance question is open.

Method: Elevations measured every ~50 ft along the road centerlines using USGS LiDAR data (1-meter resolution, bare-earth).

Map: Mayview Road & South Street Corridors on Satellite Imagery

Kinsel Neighborhood, Minnetonka, MN - Esri World Imagery basemap (z=17), corridor traced from Slide 16 of the City's

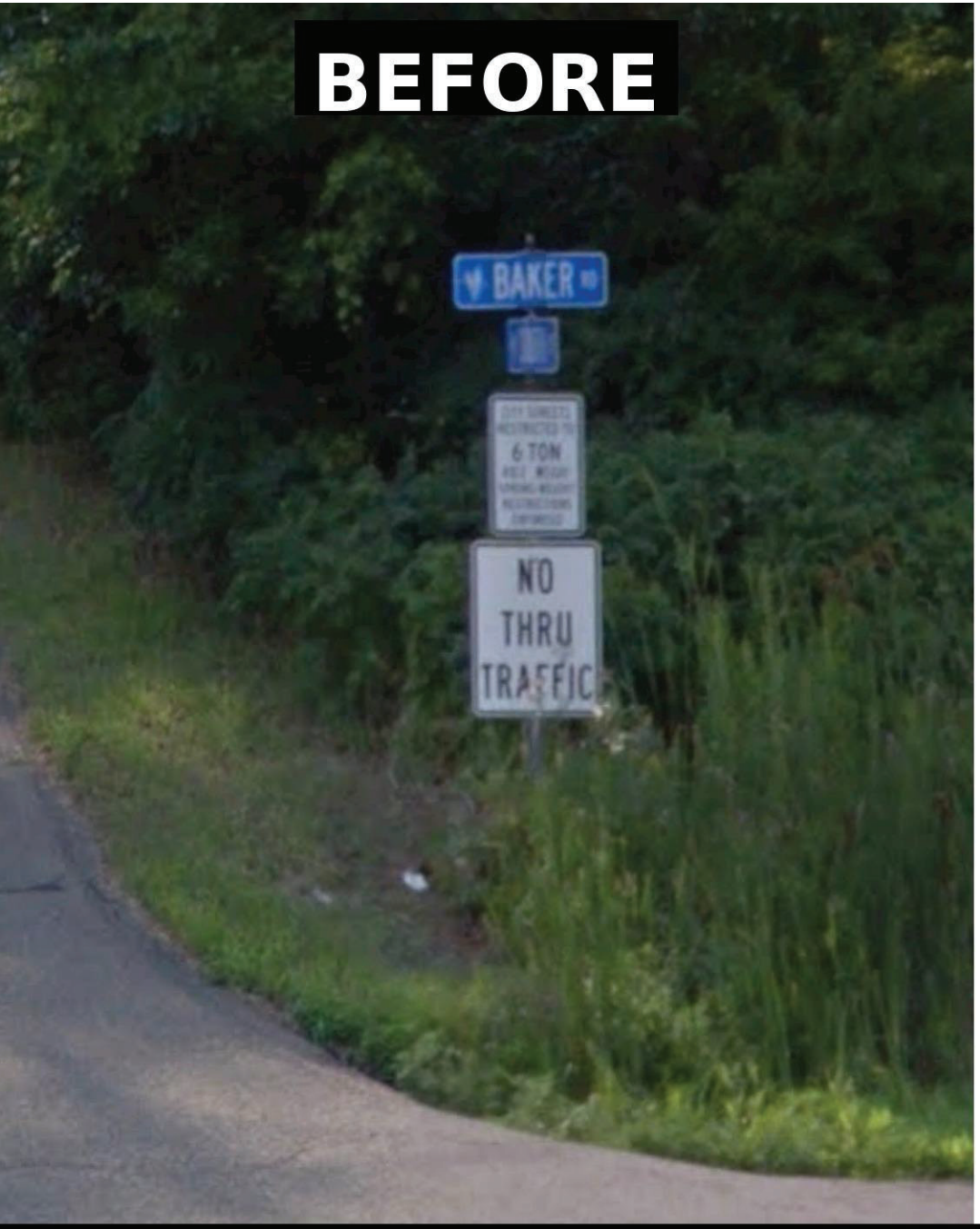
Red dots mark sample points within stretches measured at |grade| >= 5% over >= 80 ft.



Mayview Road - north-south stretch of the corridor

South Street - east-west stretch of the corridor

Sample points within stretches of |grade| >= 5%





SOUTH STREET WHERE IT ENDS AT BAKER ROAD

From:	Patrick H
To:	Patsy Foster-Bolton
Cc:	Kevin Rudd
Subject:	Kinsel Reconstruction = remove both Trail 65 & 67 from the 2027 project scope
Date:	Wednesday, June 10, 2026 2:33:16 PM

Patsy Foster-Bolton and Kevin Rudd,

I am writing to ask you to remove the trail 65 & 67 from the Kinsel Neighborhood Reconstruction Project. I do not want to lose 8-10 feet of my lawn to increased traffic through our quiet neighborhood. It would result in the removal of a mature tree that shades my home during the summer sun.

I live on the east side of Mayview Road and my property would be directly negatively impacted. Mayview Road should be a local traffic only designated street.

It would be better to route the trail on Excelsior and Baker which were designed as major arteries from the start.

Best regards,

Patrick

--
Patrick C. Horner
[redacted]
5453 Mayview Road

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From: Ann Farrell Voice
To: Kevin Rudd; Patsy Foster-Bolton
Cc: Brian Farrell
Subject: Re: Kinsel Neighborhood Reconstruction — Letter and Survey Responses
Date: Thursday, July 23, 2026 11:35:00 AM

Dear Kevin and Councilmember Foster-Bolton,

Thank you both for your responses and for clarifying the city's current position regarding underground power lines. I appreciate the additional context.

I do want to respectfully reiterate that the power line issue, while important, was not the primary concern in our letter. My main concern remains the proposed inclusion of Trails 65 and 67, particularly the Mayview route.

Brian and I continue to strongly object to these trails because we believe they would create a through-traffic situation in a neighborhood that is not designed for it. Mayview Road and the surrounding streets are too narrow, steep, and constrained to safely accommodate a shared-use trail. Blind crests, numerous driveways, homes close to the roadway, mature trees, natural habitat, and private property impacts all make this an unsafe and impractical route for connecting cyclists from Excelsior Boulevard to the regional trail. Furthermore, any biker or walker hoping to shortcut from Excelsior to Baker already does so on a very private, quiet road. Most don't because of the aforementioned hills and driveways.

We understand that the undergrounding of power lines may be complicated and expensive. We raised it because it seemed practical to ask whether that work had been explored while the streets are already being reconstructed. However, the more urgent issue for us is that neither response directly addressed our objections to Trails 65 and 67.

Could you please clarify whether the city is still considering these trails as part of the reconstruction plan, and how residents' safety, property, environmental, and local-traffic concerns will be evaluated before any decision is made?

Thank you again for your time and attention.

Sincerely,
Ann Farrell
5658 Seven Oaks Court
Minnetonka, MN

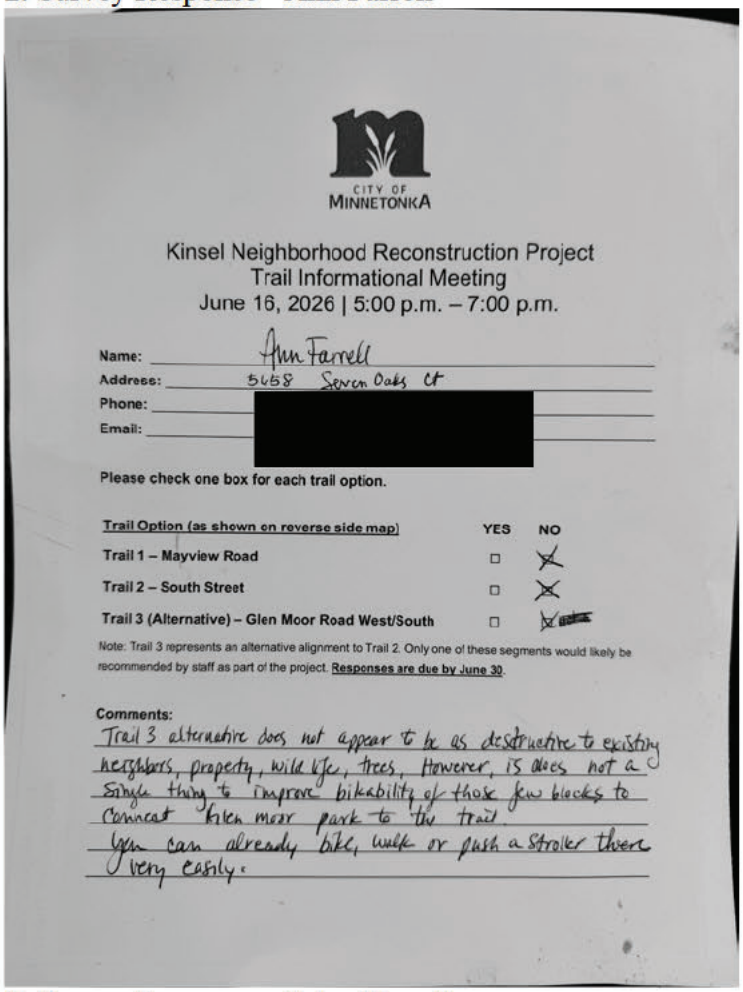
From: Ann Farrell Voice [redacted]>
Sent: Monday, June 22, 2026 2:26:09 PM
To: Patsy Foster-Bolton; Kevin Rudd
Cc: Brian Farrell
Subject: Kinsel Neighborhood Reconstruction — Letter and Survey Responses

Dear Councilmember Foster-Bolton and Mr. Rudd,

Please find our letter linked below, along with two attached survey responses from the June 16 meeting:

1. Farrell Letter RE: Kinsel Neighborhood Reconstruction, Trails 65 and 67, and Underground Power Lines

2. Survey Response - Ann Farrell



CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Ann Farrell
Address: 5658 Seven Oaks Ct
Phone: [redacted]
Email:

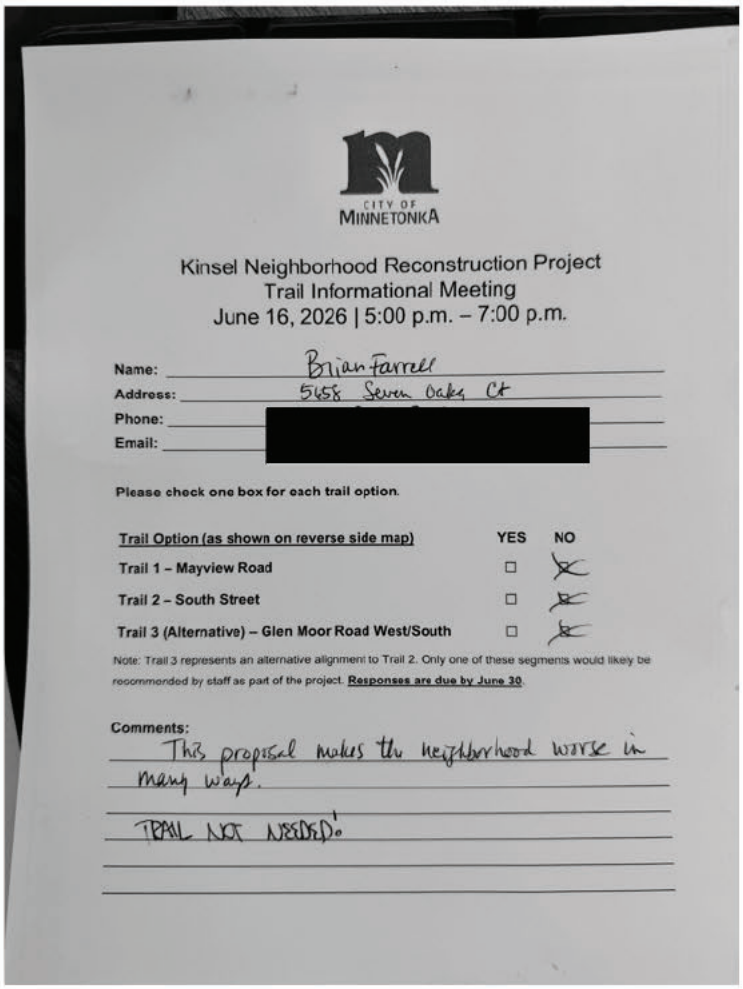
Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30.**

Comments:
Trail 3 alternative does not appear to be as destructive to existing neighbors, property, wild life, trees, However, it does not a single thing to improve bikability of those few blocks to Connect Glen Moor park to the trail.
You can already bike, walk or push a stroller there very easily.

3. Survey Response - Brian Farrell



CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Brian Farrell
Address: 5458 Seven Oaks Ct
Phone: [redacted]
Email:

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	X
Trail 2 – South Street	☐	X
Trail 3 (Alternative) – Glen Moor Road West/South	☐	X

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30.**

Comments:
This proposal makes the neighborhood worse in many ways.
TRAIL NOT NEEDED!

--
Ann Farrell
[redacted]
Swan Song Celebrations
Vocal Performance & Private Coaching | AnnFarrellVoice.com

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--
Ann Farrell
[redacted]
Swan Song Celebrations
Vocal Performance & Private Coaching | AnnFarrellVoice.com

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Mitch Hatcher

From: [redacted]
Sent: Thursday, May 14, 2026 2:06 PM
To: Mitch Hatcher
Subject: Kinsel Project
Attachments: image_3077d312.png

Hello Mitch,

We met at the Kinsel Reconstruction Project on Tuesday evening. I used AI to add a curb in front of our home, and I'm wondering if you can take a quick look to see if this is an accurate reflection of what the planned curbing would look like. As I've been looking more closely while driving throughout the city, I've seen some where the asphalt butts up directly to the vertical curb, rather than having an apron. Please remind me, were we told the new road would be higher or lower than the existing one?

A few of us also looked at the area we discussed along Kinsel Park and really do think a bump out (or whatever you called it) for parking a couple of cars off the roadway at that entrance to the park makes a lot of sense, and it appears that the park would be able to accommodate that, if you have a chance to take a look at some point.

Last question (for now anyway 😊); I was planning on putting in a rock garden on the slope to the right side of the driveway this summer. Given the reconstruction plans, and where the water access is, I'm thinking that should be postponed until after this reconstruction has been completed, do you concur?

Regards,

Valerie Larson
13825 Kinsel Road

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NO-BO

Mitch Hatcher

From: Audrey Nelson [redacted]
Sent: Monday, June 1, 2026 11:08 AM
To: Mitch Hatcher; Phil Olson; Patsy Foster-Bolton; Rebecca Schack; Deborah Calvert; Kimberly Wilburn
Subject: Kinsel Neighborhood Reconstruction Project

I am writing to express concerns about the proposed Kinsel Neighborhood Reconstruction Project.

I am particularly concerned about the proposed trail along South Street, Mayview and Kinsel Rd. This roadway is steep and becomes very slippery during the winter months, making travel difficult for vehicles. Given the existing challenges with winter maintenance, I question how snow will be managed with the addition of a paved trail and retaining wall. Where will snow be plowed and stored without impacting the roadway or trail?

The proposed retaining wall would also result in the loss of many mature trees that contribute significantly to the character and beauty of the neighborhood. In addition to the environmental impact, the retaining wall would be visually unattractive and alter the natural appearance of the area.

The proposed trail would increase traffic through a neighborhood that is valued for its quiet surroundings and mature tree canopy. These changes could negatively affect the character of the community.

I am also concerned that Glen Moor Road South currently experiences stormwater pooling issues, yet no stormwater improvements are proposed in this area as part of this project.

I respectfully ask the City to reconsider the proposed trail alignment and evaluate alternatives that better preserve the neighborhood's character, mature trees, and existing infrastructure needs.

Audrey & Eric Nelson,

Homeowner

5775 Glen Moor Road West, Minnetonka

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Mitch Hatcher

From: [redacted]
Sent: Wednesday, June 17, 2026 10:19 PM
To: Deborah Calvert; Patsy Foster-Bolton; Amanda Maxwell; Paula Ramaley; Kissy Coakley; Kevin Rudd; Mitch Hatcher; Rebecca Schack; Kimberly Wilburn
Subject: Kinsel Neighborhood Reconstruction Project

I wanted to send a brief message regarding the proposed Kinsel Street Reconstruction Project.

I wholeheartedly concur with my neighbors overwhelming sentiment that we object to the proposal to add Trails to the Kinsel Road project.

In my view, the proposed Trails are not needed, a waste of valuable resources ($$$) and would detract from the character of the neighborhood. The additional loss of mature trees and landscaping would be priceless.

Lastly, I would like to request that the Minnetonka Public Works Department reinstall the signs “Not a Through Street” at both Kinsel Road / Excelsior Blvd and Sixth Street / Baker Road.

Thank you for your time and consideration.

Sincerely,

Jackie Akin
5723 Seven Oaks Court
Minnetonka , MN 5345
[redacted]

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Mitch Hatcher

From: Debra Olivero [redacted]
Sent: Wednesday, June 24, 2026 2:11 PM
To: Mitch Hatcher
Subject: Fwd: Kinsel Reconstruction - Trail Comments
Attachments: Kinsel trail comments.pdf

Hi Mike,
Since Kevin is out of the office until July 16, I wanted to send you my comments on the proposed trails for the Kinsel neighborhood.
I'm also forwarding the email I sent a couple weeks ago to Kevin on the subject (Kevin did reply - so I knew the comment card was coming).
Thanks and please let me know if you have any questions.
Deb Olivero
P.s. Kevin has been a great resource on this project - we especially appreciated his visit to our house to walk through the changes with us!

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Begin forwarded message:

From: Debra Olivero [redacted]
Date: June 10, 2026 at 11:44:19 AM CDT
To: Kevin Rudd <krudd@minnetonkamn.gov>, pbolton@minnetonkamn.gov
Subject: Kinsel Reconstruction - Proposed Trail Feedback & Questions

Kinsel Reconstruction - Proposed Trail Feedback / Questions

Hi Kevin and Patsy,
This is Deb Olivero; I live in the Kinsel neighborhood at 5503 Mayview Road. I really appreciate the time you both have taken on the Kinsel Reconstruction Project. Kevin - we met when you came out to my house to walk through the specific changes impacting my property and Patsy - we met at the neighborhood meeting at Bill and Wendy George's driveway.

I will be out of town on June 16th and will miss the meeting at Glen Moor Park about the proposed trails in our neighborhood. I do have thoughts on this topic and a few ideas / questions. So, here goes - please let me know if you would like to discuss.

I am a big fan of multi-purpose trails. I use trails frequently for walking and biking in Minnetonka, Eden Prairie, Hennepin County, Minneapolis etc. Some neighbors are against the proposed trails because they think it will increase crime in our neighborhood. I completely disagree with that argument; let's be inclusive and get more people using our trails!

If the proposed trails are an "all or nothing" proposition, I'm in favor of adding multi-purpose trails to the Kinsel neighborhood, substituting the new alternative segment (MN River Bluffs trail to Glen Moor Park) for the South Street Segment. I will personally use the new trail several times a week (as weather permits) as would oodles of our neighbors!

If the city of Minnetonka is open to thinking about portions of the trail independently, I would suggest including only the Mayview Road segment (from Kinsel Park to South Street Intersection) in the Kinsel Reconstruction project primarily from the perspective of pedestrian safety. The South Street and the Glen Moor segments (Mayview Rd to Glen Moor Park) will be minimally used and those streets are currently safe to walk. The visibility at the intersection at South Street / Glenavon does need to be improved for the safety of everyone - car traffic, pedestrians and cyclists. The new alternative segment from MN River Bluffs Bike Trail to Glen Moor Park will also be minimally used and is not really needed for pedestrian safety.

I do want to comment that cyclists will not using any of the proposed trails, unless they are walking their bikes up the steep hills (which is how I get up Mayview Road after biking MN River Bluffs Trail). Serious cyclists will continue to use the streets to climb the hills and zoom downhill. Neighborhood kids may use the trails on small bikes to get to Glen Moor park. Cyclists will not go to Kinsel park, they will go around the park on the street - the hill in the park to Kinsel Road is too steep for a cyclist either up or down.

Are there any trail options that are more in the 4-6 foot range as opposed to 8-10 feet? It looks like much of the proposed trails are on existing easements, but our neighbors on South Street and Mayview Road have been using (and caring for) that land as their own for decades. Taking an additional 8-10 feet for the proposed trails is a big deal for the folks on those streets.

If it is decided to forgo the proposed trails - is there any possibility of slightly widening Mayview Road - giving more space for pedestrians, maybe marking lines on the road or something? Neighbors use Mayview Road for walking with their kids and their pets. Doing something to improve the safety on Mayview Road would be a good thing!

Change is a big deal and some people are just not going to like it - plain and simple. If the trail design is for the "greater good" - go for it! Heavens - I don't like the idea of losing two very beautiful mature trees from my yard (not the easement), but I understand the need for new water main, fire hydrants and a wider street. Please keep in mind as you make

upcoming decisions that most of the neighborhood grumbling is just human nature's dislike/fear of change.

Thanks again! I'm looking forward to the project proceeding! Well actually looking forward to the project being completed - next year's construction is going to be an adventure ;-)

Deb Olivero
[redacted]
5503 Mayview Road
Minnetonka, MN 55345

Mitch Hatcher

From: Bruce Reinhardt [redacted]
Sent: Sunday, June 28, 2026 2:22 PM
To: Kevin Rudd
Cc: Mitch Hatcher
Subject: Re: MINNETONKA, KINSEL Rd RECONSTRUCTION PROJECT

Hello Kevin and Mitch
Sorry for bothering you guys again. I made some changes and additions to my previous email dated June 22, 2026.
All I did was correct the spelling of Patsy Foster Bolton name. I also added a short paragraph at the end.

For obvious reasons please destroy the previous email where I refer to PATSY AS BETSY. it was an honest mistake. No disrespect intended.

Please use this new mail dated June 28th to express my opinions, concerns and opposition.

Thank you,
Bruce Reinhardt
Sent from my iPad

> On Jun 24, 2026, at 3:14 PM, Bruce Reinhardt [redacted] wrote:
> Hello Mitch
> Kevin had requested that I send my comments to him before the end of June. I just realized Kevin is out of the office until July 16th. I am hoping you can forward this email to the individual that is collecting this information on behalf of Kevin while he is out of the office. If you have time, please confirm that you received this.
> Thank you, I really appreciate it.
> Bruce Reinhardt.
> Sent from my iPad
>
>> On Jun 22, 2026, at 4:37 PM, Bruce Reinhardt <breinhardt1@msn.com> wrote:
>>
>>
>>>>> From:
>>>>> Bruce Reinhardt
>>>>> 5521 Mayview rd.
>>>>> Minnetonka, MN 55345
>>>>> To: Mr. Kevin Rudd Project Engineer Hello Kevin It was nice to see
>>>>> you at the Glen Moor Park meeting. I have been taking notes ever
>>>>> since you and I first met at the May 12th. meeting. Sorry for this long email. This project is a big deal to me. I just want to make sure I cover every thing that has been on my mind. With respect to your time. Having this email to reference should help speed up a future meeting at my house.
>>
>>>>> I really appreciate you and your associates hosting meetings and providing updates and answering questions. I left the meeting at Glen Moor Park with a better understanding that Engineering is just gathering information to share with the City Council so they can make the best decision on how to proceed. I think I saw Council Women Patsy Foster Bolton at the park meeting. I did not get a chance to say hello and thank her for showing up. I am happy to see her taking an interest.
>>

>>>>> For the record, I am all in for new water and sewer if the city feels we need it. I am not sure about a curb unless you can easily drive over the curb on to my lawn or property when needed. I have seen that curb style in residential neighborhoods before so I know it can be done. I plan to put in a new driveway next year 2027. I want to widen the enterence in to my driveway. When do we talk about my plan so we can work on it togerther before the city paves or pours concrete?
>>
>>>>> I know there are some safety concerns on sections of Mayview, South street and Kinsel. I am not qualified to make suggestions. I am hoping that Engineering will work with the residents affected by the reconstruction. I think every one would agree we do need to have safe and efficient routes for our police, fire trucks, ambulances and school buses. I am just hoping that you don't make it to easy for non residents to get from Baker Rd to the Glen Lake business area. We do not need more non resident traffic in our neighborhoods.
>>>>> For the record, I am not in favor of any of the proposed walking/biking Trails #1 & #2 (Trail 65 & Trail 67) in the residential areas. However, if the Glen Moor Park resIdent are all in for the Trail #3 then I would probably say yes to the Alternative Trail #3 if it eliminates or disqualifies Trails #1 and #2.
>>>>> For the record, in my opinion, I do not see where my neighbors and I on Mayview, South St. and Kinsel Rd. will benefit from the proposed Trails #1 and #2. I personally do not see how it would increase property value if the trail reduces the size of my front yard and reduces parking by shortening my driveway and I lose a beautiful tree.
>>
>>>>> Will the trails be designated as No Parking on Path. Will overflow parking park on the street? I have not spoken to one neighbor that thinks it's a good idea to remove healthy trees, disrupt the existing landscape to add a walking / bicycle path that wlll get very little use. In my opinion, that Million Dollars could be better spent in Minnetonka where the City Council will get thank you Hugs rather than verbal Criticism for spending money on a path to the park that very few people want or will use.
>>
>>>>> I think I mentioned that I am retired. I am home most of the time. I have lived here on Mayview Rd. for almost 45 years. Since this subject came up I have been trying to get a head count of pedestrian traffic on my road. It's summer time. It's a peek time for walkers, joggers, bikers. On a nice summer day on a weekend or Holiday you may see up to 20 humans and 10 happy dogs per day. On week days it drops to less than 10 humans per day. In the fall when the weather changes the count will begin to drop from 10 to maybe 5. There is always the same 5 dedicated dog walkers.
>>
>>>>> I suggest the city do their own head count if it's important. I am sure on any given day I count some humans twice. Usually if they walk up the hill they will eventually walk back down the hill. Sorry, I can't aways keep track of who is who. In the fall and winter you will count more Amazon, UPS and Fed X delivery trucks than humans on most days. I am also seeing more and more non resident speeders cutting through my neighborhood from Baker Rd. to Excelsior Blvd. We need the NO THRU TRAFFIC sign replaced at Baker Rd. and South St.

>>>>> At the recent meeting I was told that the proposed Paths / Trails will be open year round. The city will take care of snow removal. I live on a very steep hill with about 200 feet of property on Mayview Rd. I compliment the city snow plow workers for their hard work but I know there is only so much they can do. I find it hard to believe that the city will dedicate the money to keep the walking path clean free of snow and ice during the long winters (INDEFINITELY?)at no cost to me. I predict the city will either give up on the winter maintenance after a few years or start adding the cost on to my taxes. I have lived on what is called suicide hill for almost 44 winters. I can't count how many times I have slipped and fallen just crossing the street to get to my mail box across the road.

>>>>> Kevin, I am sure you can tell by the photo's I gave to you at the meeting that there is a huge risk you take by walking or driving on suicide hill in the winter. If the city pays for the path does that mean that the city owns the path and assumes responsibility for slip and fall cases filed by walkers and bicycle riders injured on the path? I'm sure you can understand why I really Do Not want that responsibility. Can you ask your legal department?

>>>>> Last week I provided you with two photos. The incident with the Fed-X truck occurred two winters ago. What you don't see is that traffic on Mayview was halted for about two hours. The tow truck driver was doing his best to get the Fed-X truck away from the telephone pole without damaging the Fed-X truck. That telephone poll is at the end of my

driveway. I have dealt with that pole for almost 45 years. I slid into it when I first moved in. That was in 1982 and the bill was $1000.00 back then. Every winter I watch many vehicles attempt to make it to the top of the hill. I cheer them on from my living-room window. Unfortunately, many don't make it over the top and end up sliding backwards or sideways out of control down the hill into a snow bank. When we meet I would like to discuss moving this telephone pole and widening the road where the pole sits now. This can be done when the city does the road construction in 2027. My street is over 20 feet wide. I am willing to give up even more of my property to make the hill safer for the dog walkers and risk takers attempting to drive up the slippery hill. Let's talk about it when we meet.

>>>>> Kevin, At the same time we meet, I would like to revisit the possible Historical Value of the Stone Wall on Marsha Schwamberger's property (next door to me) 1515 Mayview rd. You may recall Chad Halverson had done some extensive research which he outlined in an email to you on May 27, 2026. From what I understand, if Trail #1 on Mayview Rd. Is approved the city may have to move this wall or work around the wall. I know Marsha is also digging into this. I will follow up.

>>>>> I am pretty flexible. You pick a time and a date that works for
>>>>> you. Either give me a call at [redacted] or email me
>>>>> [redacted] Thank you for all you help. I really do
>>>>> appreciate it
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Mitch Hatcher

From: Stephen Roberts [redacted] >
Sent: Monday, June 29, 2026 4:39 PM
To: Mitch Hatcher
Attachments: Bike Path Survey.pdf

Mitch;

Very concerned about the impact to the 9-mile creek watershed.

Please confirm regulatory compliance as per below. Note that my neighbor (new construction) was required to install a 'rain garden' driveway (something like that) to handle runoff, and did so at significant cost and inconvenience – so I trust the same will be required of any new bike path (must absorb water, whatever) – and that the City will not simply 'exempt' itself from burdens laid upon the back of everyday individuals (who are citizens, not serfs).

Please confirm.

Note that:

Minnesota law authorizes watershed districts to adopt rules and require permits to protect water resources. Nine Mile Creek states that its rule authority comes from Minnesota Statutes chapters 103B and 103D, including §103D.341, which authorizes watershed districts to adopt rules to carry out watershed-law purposes such as controlling erosion/siltation and protecting water quality.

Nine Mile Creek Rule 4.0 says the district regulates stormwater runoff to:

- manage peak runoff rates,
- reduce runoff volume,
- treat stormwater before it reaches surface waters and wetlands,
- and minimize impervious surface.

A District permit with an approved stormwater-management plan is required before activities covered by the rule begin. The rule applies to land-disturbing activities that disturb **50 cubic yards or more of earth**, **5,000 square feet or more of surface area or vegetation**, or certain subdivisions.

Once the stormwater criteria apply, the project generally must retain runoff onsite from the regulated impervious surface. The NMCWD rule requires retention onsite of **1.1 inches of runoff** from the regulated impervious surface, plus peak-flow control and pollutant-removal standards: at least **60% annual total phosphorus removal** and **90% annual total suspended solids removal**.

That is where a **rain garden**, **infiltration basin**, **pervious driveway**, **filtration basin**, or similar BMP comes in. Minnetonka's stormwater page expressly describes infiltration basins, "such as rain gardens," as tools that help prevent increased runoff and improve water quality.

Regards, Steve

Stephen Roberts, MD
Founder

Neotonica, Inc
[redacted]

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Mitch Hatcher

From: Riter, Tami [redacted]
Sent: Tuesday, June 30, 2026 2:27 PM
To: Mitch Hatcher
Subject: FW: Kinsel Neighborhood Reconstruction Project - Proposed Trail Options response
Attachments: Kinsel Neighborhood Reconstuction Project_response.pdf

Mitch – sending your way in Kevin's absence. Please confirm receipt.

From: Riter, Tami [redacted]
Sent: Tuesday, June 30, 2026 2:23 PM
To: krudd@minnetonkamn.gov
Cc: Tami Riter [redacted]>
Subject: Kinsel Neighborhood Reconstruction Project - Proposed Trail Options response

Kevin – My husband and I were not able to make it to the reconstruction project meeting that was held on June 16th, but we are attaching our response regarding the proposed trail options.

While we are opposed to any trail in the neighborhood, if the city were to move forward, we would be in favor of Trail 3 that was proposed as an alternative to Trail 2.

As stated on the attachment, we are opposed to Trail 2 on South Street. 3 key reasons for our opposition:

1. Extensive impact to residents' properties
    a. Loss of trees, bushes, yards
    b. Impact to fences, sprinkler systems
    c. Installation of retaining walls in certain sections – who will be responsible for maintaining?

2. Steep hills on South Street
    a. Many bikers may not use trail because of this
    b. We do not see a lot of foot traffic coming off of Baker Road onto South Street so seems excessive and unnecessary to put in a dedication trail

3. No clear purpose on report other than to connect Excelsior to Baker and Kinsel Park to Glen Moor Park
    a. There is already a dedicated bike path on Excelsior that connects Kinsel Park to the regional trail in Hopkins
    b. That same regional trail runs from Hopkins past Baker Road and you can reach Glen Moor Park through the neighborhood

Thanks for you consideration of our feedback.

Regards,
Tami

Tami J. Riter, CPA, MBT
Director, Tax Compliance
[redacted]

1601 Utica Avenue South, Suite 1000
Minneapolis, MN 55416

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From: Kyle Wesely
To: Kevin Rudd
Subject: Re: Kinsel Project - Additional Comments/Questions
Date: Tuesday, June 23, 2026 8:51:27 AM
Attachments: image002.png
image005.png
Kinsel Project Comment Card.pdf

Good morning - Please see the attached comment card.

Thanks!

Kyle

On Thu, May 28, 2026 at 4:49 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Kyle,
>
> I did a quick cost estimate for the private street maintenance that we discussed and found that the cost may be between $25-$50k. With the full watermain replacement and water service replacement to the curb stop, I estimate that the cost will be closer to $75-$100k. This is a very rough estimate and I am not even sure how accurate I am since I never estimate projects of this scope and size, so if you are wanting a more realistic number, I would ask a contractor for an estimate. Additionally, the price of oil drastically changes construction and material costs. That being said, the street appears to be in good condition and I don't anticipate your street or utilities to need replacement anytime soon.
>
> I hope this helps,
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Kevin Rudd
> **Sent:** Thursday, May 28, 2026 9:22 AM
> **To:** 'Kyle Wesely' <kvwesely@gmail.com>
> **Subject:** RE: Kinsel Project - Additional Comments/Questions
>
> Hi Kyle,

Please see the attached documents regarding the private ownership of the street and utilities.

Thanks,

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov
14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

From: Kyle Wesely <[redacted]
Sent: Thursday, May 28, 2026 8:04 AM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Re: Kinsel Project - Additional Comments/Questions

Sounds great. Tracy Call, another neighbor, will be joining, too.

Kyle

Sent from my mobile device

On Thu, May 28, 2026 at 7:54 AM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Great, I will plan to meet you at your property at 1pm then.
>
> Thanks!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406

From: Kyle Wesely <[redacted]
Sent: Wednesday, May 27, 2026 5:51 PM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Re: Kinsel Project - Additional Comments/Questions

Hi Kevin - I'd be happy to discuss in person, and tomorrow I'll be available from 10a-2p. Please let me know what time would work best for you and I'll plan accordingly.

Thanks!

Kyle

Sent from my mobile device

On Wed, May 27, 2026 at 4:38 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Kyle,
>
> I appreciate the compliments regarding the neighborhood meeting and I also thought it went well! I am glad you had a chance to talk with Phil about the Seven Oaks Ct extension and I will compile the documents we have regarding the private ownership and send them to you in the next few days.
>
> I am also interested in learning more about the drainage issue you are describing. If I could meet you at your property, I could get a better understanding of what you are experiencing. I have availability tomorrow from 9:30am-1:30pm or from 2-5pm if you would like to meet. I could also look at more times next week.

Let me know!

Thank you,

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov
14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

From: Kyle Wesely [redacted]
Sent: Wednesday, May 27, 2026 9:00 AM
To: Kevin Rudd <krudd@minnetonkamn.gov>; Mitch Hatcher <mhatcher@minnetonkamn.gov>; Phil Olson <polson@minnetonkamn.gov>
Subject: Kinsel Project - Additional Comments/Questions

Good morning, Kinsel Project Team - Thank you for taking the time to share information about the upcoming Kinsel reconstruction project a couple weeks ago. I know community meetings can get testy, and the team was informative, calm, and thoughtful.

I wanted to share some additional thoughts/questions now that I've had more time to think.

Sidewalks

As I understand it, research of driver speed indicates that drivers will naturally go the speed they are comfortable going. Narrow roads with short sight lines will naturally slow traffic. For the most part, traffic acts accordingly and walking through the neighborhood mostly feels safe other than tight corners, with the exception of South Street. If the roads are widened and sight lines improved, traffic will not be averaging the same speed, and I'm not sure people will think about that effect in relation to the question of sidewalks. I'd love to see communication with some of that framing, since I think adding separated sidewalks is an important aspect of the project.

7 Oaks Ct

There was some discussion between myself (Kyle & Carrie Wesely of 5745 7 Oaks Ct),

Eric & Julie Lovestrand next door to us, and Phil regarding what we believe to be private ownership of the upper section of 7 Oaks Ct. Any insights on whether that is actually privately owned? We also discussed how that section is currently fully excluded from the project.

If it is privately owned, I believe that would be a five-way split including 5702 and 5703.

Regardless of the ownership, I wanted to talk further regarding how that road currently functions in winter. As of now, there is minimal crown in both the road and the cul de sac. Both the road and cul de sac are also heavily shaded, creating exceptionally icy conditions. This winter, my parked truck, temporarily parked in the south side of the cul de sac below our driveway, slid down the road and was only stopped because it hit a rock. Had it not hit a rock at the north corner of the cul de sac, it would have continued sliding down the road, which could have caused substantial property damage or worse.

When water does flow, it flows across the entire road with nowhere to go but down the full width of the road down the hill. 5702 in particular then gets water flowing into their driveway since there is no flow control mechanism, which I know has caused various issues for them in the past. I'm sure the owners of 5702 would be happy to discuss this in detail if you wanted.

So, regardless of the ownership, I'm wondering what could be done to improve the water control of the road and cul de sac of the upper portion of 7 Oaks Ct.

Thank you for the time and effort.

Kyle

--

Kyle Wesely

[redacted]

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--
Kyle Wesely
[redacted]

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From: Mary Ericksen
To: Kevin Rudd
Subject: Re: Kinsel Neighborhood Project
Date: Thursday, June 25, 2026 10:47:52 AM
Attachments: image003.png
image004.png

Hi Kevin
Attached are our surveys way at the bottom of this email
Thank you, Mary Ericksen

On Mon, 18 May 2026 at 5:47 pm, Mary Ericksen [redacted] wrote:

> Thank you, we'll see you at the end of our driveway.
> Mary
>
> On Mon, May 18, 2026 at 4:30 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:
>
> > Great, let's plan on meeting tomorrow at 3:30pm.
> >
> > Thank you!
> >
> > **Kevin Rudd, PE** | Project Engineer
> > City of Minnetonka | minnetonkamn.gov
> > 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> > Office: 952-939-8236 | Cell: 651-728-3406
> >
> > ---
> >
> > **From:** Mary Ericksen [redacted]
> > **Sent:** Monday, May 18, 2026 4:13 PM
> > **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> > **Subject:** Re: Kinsel Neighborhood Project
> >
> > Hi, Kevin.
> >
> > We are free anytime between 3:30-4:30 tomorrow, Tuesday the 19th.
> >
> > Thanks,
> >
> > Mary
> >
> > On Mon, May 18, 2026 at 8:53 AM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

Hi Mary,

Thank you for reaching out and attending the neighborhood meeting. Below is my availability this week, please let me know if there is a time that works for you, otherwise I can check next week too.

5/19 Tuesday: 2pm-4:30pm

5/20 Wednesday: 12pm-4:30pm

5/22 Friday: 8:30am-9:30am

Thanks again,

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov
14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

From: Mary Ericksen <mwericksen@gmail.com>
Sent: Friday, May 15, 2026 5:45 PM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Kinsel Neighborhood Project

Hi, Kevin.

I was at the meeting this past Tuesday and heard about the proposed trail along the north side of South St. We live on the corner of South and Glenavon Ave. We would like to talk to you about what is being considered for the trail and get an idea of how Glenavon will look.

Would you be able to come over sometime next week?

Thank you, Mary and Gary Ericksen

[redacted]

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From: Bruce Reinhardt
To: Kevin Rudd
Cc: Mitch Hatcher
Subject: Re: MINNETONKA, KINSEL Rd RECONSTRUCTION PROJECT
Date: Sunday, June 28, 2026 2:22:44 PM

Hello Kevin and Mitch
Sorry for bothering you guys again. I made some changes and additions to my previous email dated June 22, 2026. All I did was correct the spelling of Patsy Foster Bolton name. I also added a short paragraph at the end.

For obvious reasons please destroy the previous email where I refer to PATSY AS BETSY. it was an honest mistake. No disrespect intended.

Please use this new mail dated June 28th to express my opinions, concerns and opposition.

Thank you,
Bruce Reinhardt
Sent from my iPad

> On Jun 24, 2026, at 3:14 PM, Bruce Reinhardt [redacted] wrote:
> Hello Mitch
> Kevin had requested that I send my comments to him before the end of June. I just realized Kevin is out of the office until July 16th. I am hoping you can forward this email to the individual that is collecting this information on behalf of Kevin while he is out of the office. If you have time, please confirm that you received this.
> Thank you, I really appreciate it.
> Bruce Reinhardt.
> Sent from my iPad
>
>> On Jun 22, 2026, at 4:37 PM, Bruce Reinhardt [redacted] wrote:
>>
>>
>>>>>> From:
>>>>> Bruce Reinhardt
>>>>> 5521 Mayview rd.
>>>>> Minnetonka, MN 55345
>>>>> To: Mr. Kevin Rudd Project Engineer
>>>>> Hello Kevin
>>>>> It was nice to see you at the Glen Moor Park meeting. I have been taking notes ever since you and I first met at the
>>>>> May 12th. meeting. Sorry for this long email. This project is a big deal to me. I just want to make sure I cover every thing that has been on my mind. With respect to your time. Having this email to reference should help speed up a future meeting at my house.
>>
>>>>> I really appreciate you and your associates hosting meetings and providing updates and answering questions. I left the meeting at Glen Moor Park with a better understanding that Engineering is just gathering information to share with the City Council so they can make the best decision on how to proceed. I think I saw Council Women Patsy Foster Bolton at the park meeting. I did not get a chance to say hello and thank her for showing up. I am happy to see her taking an interest.
>>
>>>>> For the record, I am all in for new water and sewer if the city feels we need it. I am not sure about a curb unless you can easily drive over the curb on to my lawn or property when needed. I have seen that curb style in residential neighborhoods before so l know it can be done. I plan to put in a new driveway next year 2027. I want to widen the enterence in to my driveway. When do we talk about my plan so we can work on it togerther before the city paves or pours concrete?
>>

>>>>> I know there are some safety concerns on sections of Mayview, South street and Kinsel. I am not qualified to make suggestions. I am hoping that Engineering will work with the residents affected by the reconstruction. I think every one would agree we do need to have safe and efficient routes for our police, fire trucks, ambulances and school buses. I am just hoping that you don't make it to easy for non residents to get from Baker Rd to the Glen Lake business area. We do not need more non resident traffic in our neighborhoods.
>>>>> For the record, I am not in favor of any of the proposed walking/biking Trails #1 & #2 (Trail 65 & Trail 67) in the residential areas. However, if the Glen Moor Park resIdent are all in for the Trail #3 then I would probably say yes to the Alternative Trail #3 if it eliminates or disqualifies Trails #1 and #2.
>>>>> For the record, in my opinion, I do not see where my neighbors and I on Mayview, South St. and Kinsel Rd. will benefit from the proposed Trails #1 and #2. I personally do not see how it would increase property value if the trail reduces the size of my front yard and reduces parking by shortening my driveway and I lose a beautiful tree.
>>
>>>>> Will the trails be designated as No Parking on Path. Will overflow parking park on the street? I have not spoken to one neighbor that thinks it's a good idea to remove healthy trees, disrupt the existing landscape to add a walking / bicycle path that wlll get very little use. In my opinion, that Million Dollars could be better spent in Minnetonka where the City Council will get thank you Hugs rather than verbal Criticism for spending money on a path to the park that very few people want or will use.
>>
>>>>> I think I mentioned that I am retired. I am home most of the time. I have lived here on Mayview Rd. for almost 45 years. Since this subject came up I have been trying to get a head count of pedestrian traffic on my road. It's summer time. It's a peek time for walkers, joggers, bikers. On a nice summer day on a weekend or Holiday you may see up to 20 humans and 10 happy dogs per day. On week days it drops to less than 10 humans per day. In the fall when the weather changes the count will begin to drop from 10 to maybe 5. There is always the same 5 dedicated dog walkers.
>>
>>>>> I suggest the city do their own head count if it's important. I am sure on any given day I count some humans twice. Usually if they walk up the hill they will eventually walk back down the hill. Sorry, I can't aways keep track of who is who. In the fall and winter you will count more Amazon, UPS and Fed X delivery trucks than humans on most days. I am also seeing more and more non resident speeders cutting through my neighborhood from Baker Rd. to Excelsior Blvd. We need the NO THRU TRAFFIC sign replaced at Baker Rd. and South St.

>>>>> At the recent meeting I was told that the proposed Paths / Trails will be open year round. The city will take care of snow removal. I live on a very steep hill with about 200 feet of property on Mayview Rd. I compliment the city snow plow workers for their hard work but I know there is only so much they can do. I find it hard to believe that the city will dedicate the money to keep the walking path clean free of snow and ice during the long winters (INDEFINITELY?)at no cost to me. I predict the city will either give up on the winter maintenance after a few years or start adding the cost on to my taxes. I have lived on what is called suicide hill for almost 44 winters. I can't count how many times I have slipped and fallen just crossing the street to get to my mail box across the road.

>>>>> Kevin, I am sure you can tell by the photo's I gave to you at the meeting that there is a huge risk you take by walking or driving on suicide hill in the winter. If the city pays for the path does that mean that the city owns the path and assumes responsibility for slip and fall cases filed by walkers and bicycle riders injured on the path? I'm sure you can understand why I really Do Not want that responsibility. Can you ask your legal department?

>>>>> Last week I provided you with two photos. The incident with the Fed-X truck occurred two winters ago. What you don't see is that traffic on Mayview was halted for about two hours. The tow truck driver was doing his best to get the Fed-X truck away from the telephone pole without damaging the Fed-X truck. That telephone poll is at the end of my driveway. I have dealt with that pole for almost 45 years. I slid into it when I first moved in. That was in 1982 and the bill was $1000.00 back then. Every winter I watch many vehicles attempt to make it to the top of the hill. I cheer them on from my living-room window. Unfortunately, many don't make it over the top and end up sliding backwards or sideways out of control down the hill into a snow bank. When we meet I would like to discuss moving this telephone pole and widening the road where the pole sits now. This can be done when the city does the road construction in 2027. My street is over 20 feet wide. I am willing to give up even more of my property to make the hill safer for the dog walkers and risk takers attempting to drive up the slippery hill. Let's talk about it when we meet.

>>>>> Kevin, At the same time we meet, I would like to revisit the possible Historical Value of the Stone Wall on

Marsha Schwamberger’s property (next door to me) 1515 Mayview rd. You may recall Chad Halverson had done some extensive research which he outlined in an email to you on May 27, 2026. From what I understand, if Trail #1 on Mayview Rd. Is approved the city may have to move this wall or work around the wall. I know Marsha is also digging into this. I will follow up.

>>>>> I am pretty flexible. You pick a time and a date that works for you. Either give me a call at 612-209-2910 or email me breinhardt1@msn.com
>>>>> Thank you for all you help. I really do appreciate it
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From:	Riter, Tami
To:	Kevin Rudd
Cc:	Tami Riter
Subject:	Kinsel Neighborhood Reconstruction Project - Proposed Trail Options response
Date:	Tuesday, June 30, 2026 2:23:40 PM
Attachments:	image001.png Kinsel Neighborhood Reconstuction Project_response.pdf

Kevin – My husband and I were not able to make it to the reconstruction project meeting that was held on June 16th, but we are attaching our response regarding the proposed trail options.

While we are opposed to any trail in the neighborhood, if the city were to move forward, we would be in favor of Trail 3 that was proposed as an alternative to Trail 2.

As stated on the attachment, we are opposed to Trail 2 on South Street. 3 key reasons for our opposition:

1. Extensive impact to residents' properties
    a. Loss of trees, bushes, yards
    b. Impact to fences, sprinkler systems
    c. Installation of retaining walls in certain sections – who will be responsible for maintaining?

2. Steep hills on South Street
    a. Many bikers may not use trail because of this
    b. We do not see a lot of foot traffic coming off of Baker Road onto South Street so seems excessive and unnecessary to put in a dedication trail

3. No clear purpose on report other than to connect Excelsior to Baker and Kinsel Park to Glen Moor Park
    a. There is already a dedicated bike path on Excelsior that connects Kinsel Park to the regional trail in Hopkins
    b. That same regional trail runs from Hopkins past Baker Road and you can reach Glen Moor Park through the neighborhood

Thanks for you consideration of our feedback.

Regards,
Tami

Tami J. Riter, CPA, MBT
Director, Tax Compliance
☎ + 1 [redacted]

From: Kevin Rudd
To: Riter, Tami
Cc: Tami Riter
Subject: Re: Kinsel Neighborhood Reconstruction Project - Proposed Trail Options response
Date: Tuesday, July 21, 2026 1:44:45 PM
Attachments: image001.png

Hi Tami,

Thank you for your patience on my response, I was out on my honeymoon and caught a cold on the way back.

You provided a lot of good feedback and I will include this in the report to council. To answer your question, any walls required for the trail would be maintained by the City. Please let me know if you have any further questions or if there is anything you would like to discuss.

Thanks again,

Kevin Rudd

From: Riter, Tami [redacted]>
Sent: Tuesday, June 30, 2026 2:23:29 PM
To: Kevin Rudd
Cc: Tami Riter
Subject: Kinsel Neighborhood Reconstruction Project - Proposed Trail Options response

Kevin – My husband and I were not able to make it to the reconstruction project meeting that was held on June 16th, but we are attaching our response regarding the proposed trail options.

While we are opposed to any trail in the neighborhood, if the city were to move forward, we would be in favor of Trail 3 that was proposed as an alternative to Trail 2.

As stated on the attachment, we are opposed to Trail 2 on South Street. 3 key reasons for our opposition:

1. Extensive impact to residents' properties
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Thanks for you consideration of our feedback.

Regards,
Tami

Tami J. Riter, CPA, MBT
Director, Tax Compliance
[redacted]

1601 Utica Avenue South, Suite 1000
Minneapolis, MN 55416

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From: [redacted]
To: Kevin Rudd
Subject: Re: Kinsel Neighborhood Reconstruction Project
Date: Thursday, June 18, 2026 2:02:56 PM
Attachments: image003.png

Hi Kevin,

Thank you for you for meeting with us and your prompt response.
In addition to my initial letter, there is currently the DNR Path the connects to the trail system, Hennepin county will be adding a bike trail to on Baker, and there is sufficient trails on Excelsior Blvd.
I would like you to advocate for our neighborhood in you report.

Thank you,
Jackie

On Thursday, June 18, 2026 at 01:43:51 PM CDT, Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Jackie,
>
> I appreciate you taking the time to provide feedback on the trials. You have good points here and I will include your comments in the report to council. Please let me know if you have any questions or if you would like to meet at your property to discuss any aspects of the project.
>
> Thanks again,
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> **From:** [redacted]
> **Sent:** Wednesday, June 17, 2026 10:19 PM
> **To:** Deborah Calvert <dcalvert@minnetonkamn.gov>; Patsy Foster-Bolton <pbolton@minnetonkamn.gov>; Amanda Maxwell <amaxwell@minnetonkamn.gov>; Paula Ramaley <pramaley@minnetonkamn.gov>; Kissy Coakley <kcoakley@minnetonkamn.gov>; Kevin Rudd <krudd@minnetonkamn.gov>; Mitch Hatcher <mhatcher@minnetonkamn.gov>; Rebecca Schack <rschack@minnetonkamn.gov>; Kimberly Wilburn <kwilburn@minnetonkamn.gov>
> **Subject:** Kinsel Neighborhood Reconstruction Project
>
> I wanted to send a brief message regarding the proposed Kinsel Street Reconstruction Project.

I wholeheartedly concur with my neighbors overwhelming sentiment that we object to the proposal to add Trails to the Kinsel Road project.

In my view, the proposed Trails are not needed, a waste of valuable resources ($$$) and would detract from the character of the neighborhood. The additional loss of mature trees and landscaping would be priceless.

Lastly, I would like to request that the Minnetonka Public Works Department reinstall the signs “Not a Through Street” at both Kinsel Road / Excelsior Blvd and Sixth Street / Baker Road.

Thank you for your time and consideration.

Sincerely,

Jackie Akin
5723 Seven Oaks Court
Minnetonka , MN 5345
(952)237-6662

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From: Michele
To: Kevin Rudd
Cc: Michele Carstens
Subject: Re: Kinsel Neighborhood 6.16.26 Meeting
Date: Wednesday, June 17, 2026 1:26:31 PM

Hello Kevin,
I should have added some additional comments to the trail map survey.
Since I arrived late, I didn't have the luxury of hearing comments from the group, so can't directly address the areas of specific concerns.

See below.

I support the trail options in general as there are many walkers along neighborhood roads and they use random choices on side of road to walk along and width of road occupied.
As you can see, visibility is not great on the somewhat winding roads and I feel safety would be greatly improved with a designated multi-use trail option.

As you noted, now is the time to do it.
As you can see, it is a fairly high aged neighborhood population at this time, but that has been and will continue to turn over to younger families as time goes on.
I would think this feature would add value to a buyer.

I supported options 1 and 3 in the voting form turned in. I know various bikers and walkers who would make use of the improved connection to the widely used LRT, if offered. Not sure of the pricing but you noted it would not be much.

Thank you,
Michele Carstens

Sent from my iPhone

> On May 13, 2026, at 8:30 AM, Kevin Rudd <krudd@minnetonkamn.gov> wrote:
>
> Hi Michele & Curtis,
>
> Thank you for coming to the meeting yesterday and providing feedback. This is an interesting idea that we will definitely look into. I will also provide this feedback to the City Council.
>
> Thanks again,
>
> Kevin Rudd, PE | Project Engineer
> City of Minnetonka | minnetonkamn.gov
>
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> -----Original Message-----
> From: Home Xfinity[redacted]>
> Sent: Tuesday, May 12, 2026 7:20 PM
> To: Kevin Rudd <krudd@minnetonkamn.gov>
> Subject: Kinsel Neighborhood 5.12.26 Meeting
>
> Hi Kevin,
>

> Thank you for providing information and accepting feedback tonight on the Kinsel Neighborhood project.
>
> To reiterate our experience, the water retention area adjacent to 13736 Kinsel Rd seldom has water and certainly not to the levels shown in the full blue graphic area on the map. Most likely water retention would be in the spring time.
>
> As relates to the proposed bike path, the suggestion of several meeting participants would be to replace the proposed South Street path leg with a Glen Moor Road W alternative after the Mayview Road path portion.
> Ideally, connecting from the Glen Moor Park area directly into the widely used Minnesota River Bluffs LRT Regional trail. Today we already take an informal path through trees to access this LRT trail.
>
> This alternative avoids the large terrain drops, visibility restrictions on curves and high noise level issues associated on and after the proposed South Street leg, which should provide a safer usage experience.
>
> Let us know if you have any questions on this input.
>
> Michele and Curtis Carstens
>
>
>
>
>
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>
>

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From: Patsy Foster-Bolton
To: Tracy Call; Kevin Rudd
Cc: Pam Kosanke
Subject: Re: Kinsel Neighborhood Reconstruction Project
Date: Tuesday, June 16, 2026 1:02:20 PM

Hello,
Thank you for reaching out and sharing your concerns regarding Trails 65 and 67 as part of the Kinsel neighborhood reconstruction project.
I understand there are strong feelings about these proposed trail connections, and I appreciate hearing from residents who live in the neighborhood. City staff and council members are aware of the concerns that have been raised and are continuing to listen to community feedback as the project develops.
If you are available, there will be a neighborhood meeting tonight at the park where the City Engineer will be present to discuss the project and present alternative options. I encourage you to attend and share your thoughts directly, as resident input is an important part of the process.
Thank you for taking the time to contact me and for being engaged in this discussion.
Best regards,
Patsy Foster-Bolton

From: Tracy Call <t.call@agencymb.com>
Sent: Tuesday, June 16, 2026 11:56:08 AM
To: Kevin Rudd; Patsy Foster-Bolton
Cc: Pam Kosanke
Subject: Kinsel Neighborhood Reconstruction Project

Dear Kinsel Project Team,

Thank you for the opportunity to provide feedback on the Kinsel Neighborhood Reconstruction Project. Pam and I have lived at 5724 Seven Oaks Court for many years and have a deep appreciation for this unique neighborhood. We raised our son here, have spent countless hours walking these streets with our dogs, and regularly bike and walk the Luce Line Trail. This neighborhood has been a significant part of our daily lives for decades.

Like many of our neighbors, we understand and support the need for the utility, stormwater, and roadway improvements included in this project. We appreciate the City's efforts to maintain and improve critical infrastructure, and we recognize that these investments are necessary for the long-term health of the community.

Our concerns are primarily related to the proposed trail additions. As daily users of both this neighborhood and the surrounding trail systems, we simply do not believe these trail routes fit the realities of the area. The mature trees, natural habitat, and unique character of the neighborhood are what make it special. Introducing additional trail infrastructure into such a constrained space would come at a significant cost to those qualities.

Attached is our formal statement regarding the project. We respectfully request that it be

included in today's meeting materials and/or incorporated into the official project record for consideration as decisions are made moving forward.

Thank you for your time, your work on this project, and your consideration of resident feedback.

Sincerely,
Pam and Tracy Call
5724 Seven Oaks Court
Minnetonka, MN

Please note: My working hours may not be your working hours. Please do not feel obligated to reply outside of your normal work schedule.

Tracy Call
Founder | CEO
612-210-9438| tracy@mediabridgeadvertising.com
212 3rd Ave N #400, Minneapolis, MN 55401

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From:	Tracy Call
To:	Kevin Rudd; Patsy Foster-Bolton
Cc:	Pam Kosanke
Subject:	Kinsel Neighborhood Reconstruction Project
Date:	Tuesday, June 16, 2026 11:56:28 AM
Attachments:	Kinsel Neighborhood Reconstruction Project.pdf

Dear Kinsel Project Team,

Thank you for the opportunity to provide feedback on the Kinsel Neighborhood Reconstruction Project. Pam and I have lived at 5724 Seven Oaks Court for many years and have a deep appreciation for this unique neighborhood. We raised our son here, have spent countless hours walking these streets with our dogs, and regularly bike and walk the Luce Line Trail. This neighborhood has been a significant part of our daily lives for decades.

Like many of our neighbors, we understand and support the need for the utility, stormwater, and roadway improvements included in this project. We appreciate the City's efforts to maintain and improve critical infrastructure, and we recognize that these investments are necessary for the long-term health of the community.

Our concerns are primarily related to the proposed trail additions. As daily users of both this neighborhood and the surrounding trail systems, we simply do not believe these trail routes fit the realities of the area. The mature trees, natural habitat, and unique character of the neighborhood are what make it special. Introducing additional trail infrastructure into such a constrained space would come at a significant cost to those qualities.

Attached is our formal statement regarding the project. We respectfully request that it be included in today's meeting materials and/or incorporated into the official project record for consideration as decisions are made moving forward.

Thank you for your time, your work on this project, and your consideration of resident feedback.

Sincerely,
Pam and Tracy Call
5724 Seven Oaks Court
Minnetonka, MN

Please note: My working hours may not be your working hours. Please do not feel obligated to reply outside of your normal work schedule.

Tracy Call
Founder | CEO
612-210-9438| tracy@mediabridgeadvertising.com
212 3rd Ave N #400, Minneapolis, MN 55401

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From: Tammy Anderson
To: Patsy Foster-Bolton; Kevin Rudd
Subject: 2027 Kinsey reconstruction project
Date: Tuesday, June 16, 2026 10:08:32 AM

My name is Tammy Anderson. I live at 13516 South St, Minnetonka, MN 55345.

I am STRONGLY OPPOSED to both of the Trail 65 & 67 projects. Please remove both from the 2027 project scope.

Sincerely,

Tammy Anderson
952-237-1161

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From:	Olena Horner
To:	Patsy Foster-Bolton
Cc:	Kevin Rudd; Patrick Horner
Subject:	Kinsel Reconstruction = remove both Trail 65 & Trail 67 from the 2027 project scope
Date:	Monday, June 15, 2026 6:33:27 PM

Patsy Foster-Bolton and Kevin Rudd,

I saw the notice about the proposed Trail 65 and Trail 67 in the Kinsel Neighborhood Reconstruction Project and I have significant concerns. It seems like the benefit of adding the trail would not be worth the major costs that it would incur for the affected homeowners and the city. The very few cyclists that use the route would be well served with the new road alone without the additional hassle of the trail system construction.

We have lived on Mayview Road for twenty years and directly observe the non-vehicle usage of the road mainly by bikes and dog walkers. It is a quiet, local-traffic-only route which is why people purchased here in the first place. Glen Lake has many retired homeowners who cannot easily move homes if the neighborhood changes. More traffic and less privacy are bad outcomes for this group.

Losing 8-10 feet of yard is a major imposition for many homes with an already small set back from the street. The reconstruction of driveways, fences, mature trees, and having traffic that much closer to your windows is a bad outcome in exchange for the benefit of a marginal number of trail users.

As a homeowner on the east side of Mayview Road, my property will be directly affected by the proposed project. The planned changes to the road grade will require reconstruction of my driveway, resulting in additional disruption and uncertainty regarding the associated costs. The revised grade will also create a steeper driveway, making access more difficult during winter weather. In addition, the required demolition and reconstruction of my driveway will temporarily prevent vehicle access to my property during construction, making it more difficult for me to commute to work and manage daily transportation needs.

Thus, these impacts represent a significant burden for me and other affected homeowners and should be carefully considered as part of the project's overall cost-benefit analysis.

I would like to arrange a site visit to review my concerns in person with you.

Sincerely,

Olena Horner

--
Olena Horner, Ph.D.
Analyst | Institutional Analysis | idr.umn.edu
University of Minnesota - Twin Cities | umn.edu
glus0005@umn.edu

From: James Carnahan
To: Patsy Foster-Bolton
Cc: Kevin Rudd
Subject: 2027 Kinsel reconstruction
Date: Sunday, June 14, 2026 2:23:26 PM

We are Jim and Betsy Carnahan living at 5454 Mayview Road. We have been here 2 years now, drawn here by the unique quiet character of this hilly and limited traffic neighborhood.
I am writing to ask you to remove the trail 65 and trail 67 plan from the street and sewer updates on Mayview road. The proposed bike path will be too hilly and the neighborhood is full of blind crests and driveways with little visibility to stree traffic; much less bike traffic. We urge you to vote no to this plan.
Jim and Betsy Carnahan
5454 Mayview rd
Minnetonka Mn 55345.

Sent from my iPhone
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From: Judy Kaster
To: Kevin Rudd
Subject: Kinsel reconstruction
Date: Friday, June 5, 2026 10:21:54 AM

I am writing to say I am unhapppy about the proposed street reconstruction on Mayview Road. We have lived here for 48 years and have not found the traffic to be a problem, but it certainly will be if you widen the street. There are several hills on our short street, and more traffic could mean unsafe roads. In addition the neighborhood will lose several large shade trees. I hope you will reconsider this project.

Sincerely,
Judy Kaster

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From: Kevin Rudd
To: Debra Olivero
Subject: Re: Kinsel trail - comments
Date: Tuesday, July 21, 2026 2:31:21 PM

Hi Debra,

Thank you for returning the comment card and for your patience regarding my response; I was on my honeymoon and I came back with a stubborn cold.

I will also include the comment card in the report to council. Please let me know if you have any questions!

Thank you,

Kevin Rudd

From: Debra Olivero [redacted]
Sent: Wednesday, June 24, 2026 2:02:04 PM
To: Kevin Rudd
Subject: Kinsel trail - comments

Hi Kevin,
Here are my comments about proposed trails in Kinsel area - on the official comment form. This is in addition to the earlier email I sent to you.
Thanks for all your thoughtful work on this project!
Deb Olivero

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From: Kevin Rudd
To: Mary Ericksen
Subject: Re: Kinsel Neighborhood Project
Date: Tuesday, July 21, 2026 1:59:35 PM
Attachments: image003.png
image004.png

Hi Mary,

Thank you for sending your surveys over and for your patience for my response; I went on my honeymoon and came back with a frustrating cold. I will make sure these surveys get included in the report to council.

Let me know if you have any questions!

Thanks again,

Kevin Rudd

From: Mary Ericksen [redacted]
Sent: Thursday, June 25, 2026 10:47:26 AM
To: Kevin Rudd
Subject: Re: Kinsel Neighborhood Project

Hi Kevin
Attached are our surveys way at the bottom of this email
Thank you, Mary Ericksen

On Mon, 18 May 2026 at 5:47 pm, Mary Ericksen <[redacted]> wrote:

> Thank you, we'll see you at the end of our driveway.
> Mary
>
> On Mon, May 18, 2026 at 4:30 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:
>
> > Great, let's plan on meeting tomorrow at 3:30pm.
> >
> > Thank you!
> >
> > **Kevin Rudd, PE** | Project Engineer
> > City of Minnetonka | minnetonkamn.gov
> > 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> > Office: 952-939-8236 | Cell: 651-728-3406
> >
> > **From:** Mary Ericksen [redacted]
> > **Sent:** Monday, May 18, 2026 4:13 PM
> > **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> > **Subject:** Re: Kinsel Neighborhood Project

Hi, Kevin.
We are free anytime between 3:30-4:30 tomorrow, Tuesday the 19th.
Thanks,
Mary

On Mon, May 18, 2026 at 8:53 AM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Mary,
>
> Thank you for reaching out and attending the neighborhood meeting. Below is my availability this week, please let me know if there is a time that works for you, otherwise I can check next week too.
>
> 5/19 Tuesday: 2pm-4:30pm
> 5/20 Wednesday: 12pm-4:30pm
> 5/22 Friday: 8:30am-9:30am
>
> Thanks again,
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> **From:** Mary Ericksen [redacted]
> **Sent:** Friday, May 15, 2026 5:45 PM
> **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> **Subject:** Kinsel Neighborhood Project
>
> Hi, Kevin.
> I was at the meeting this past Tuesday and heard about the proposed trail along the north side of South St. We live on the corner of South and Glenavon Ave. We would like to talk to you about what is being considered for the trail and get an idea of how Glenavon will look.
> Would you be able to come over sometime next week?
> Thank you, Mary and Gary Ericksen
> [redacted]
>
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From:	[redacted]
To:	Patsy Foster-Bolton; Deborah Calvert; Kimberly Wilburn; Rebecca Schack; Kimberly Wilburn; Amanda Maxwell; Paula Ramaley; Kissy Coakley
Cc:	Kevin Rudd; "Scott Delambert"; "Chad Halvorson"
Subject:	Please vote no to the proposed "add-on trail" as part of the Kinsel Reconstruction Project. (See letter attached)
Date:	Thursday, June 4, 2026 7:27:52 PM
Attachments:	Please Vote No to Kinsel Neighborhood Trail Project!.docx Kinsel_Trail_Letter_ExecSummary.pdf FW_ Kinsel Neighborhood Reconstruction Project_Trail Opposition .msg

---

Date: June 4th, 2026

To: All Minnetonka City Council Members

From: Deborah deLambert, Local Resident

RE: Please vote no to the proposed "add-on trail" as part of the Kinsel Reconstruction Project. (Please See letter attached and also below)

As a 30-year + resident of the Kinsel neighborhood (5530 Mayview Road), I am writing to express my strong opposition to the proposed trail as part of the Kinsel Reconstruction project.

I'm sure you already know that many, if not most, of the local residents feel the same way. I am also sending an attached executive summary, authored by our neighbor, Chad Halvorson, who succinctly outlined compelling points on why this doesn't make sense for our neighborhood. Additionally, I have attached an email that my husband emailed to the Council, a few weeks ago which also highlights some of our key concerns.

The following are my biggest concerns:

- **Increased Traffic & Subsequent Safety Issues:**

Traffic has increased dramatically since the "No Through Traffic" sign on the north side of South Street was removed several years ago. Now, there is rarely a day that goes by where I don't see (non-resident) cars racing through our neighborhood as a short-cut to get somewhere else--with no regard for the local residents with pets and small children. We don't need more traffic! Adding this mixed-use trail will exacerbate the situation on many levels, which will only increase the potential for collisions and related accidents.

- **Cost & Waste of Resources:**

Spending a million+ dollars on a project that few people want or need (which was previously identified as a significantly lower priority trail project) seems frivolous and fiscally irresponsible. It's also impractical. Over the years, I have never seen a bicycle in Kinsel park, and only rarely and briefly do I see children on bikes at Glen Moor Park. The reality is neither park is a destination for bike enthusiasts who typically ride for miles on a given day.

- **Significant Impact on Local Residents & Neighborhood Aesthetic:**

Most local residents along Mayview Road and South Street will be significantly impacted by the loss of mature trees, lawns, retaining walls, and landscaping due to the Reconstruction Infrastructure Project. My husband and I are among them. We understand this project is necessary, but destroying the other side of the street to build a low-priority trail Is adding insult to injury.The impact on the look and feel of this beloved community—the reason why

most of us moved to the area decades ago—will be permanently destroyed.

In closing, I'm wondering who is championing the effort to spend what will likely be well over $1M to put in a low priority trail that is not needed and will have a permanently detrimental impact to our neighborhood.

Please keep the best interest of local residents in mind and vote against the trail components of the Kinsel Reconstruction Project.

Respectfully,

Deborah deLambert

P.S. Can someone please confirm if this issue will be addressed at the June 8th Council meeting? It appears that it is not currently posted on the city website. Thank you.

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From:	knops.org
To:	Patsy Foster-Bolton
Cc:	Kevin Rudd
Subject:	Kinsel Neighborhood Reconstruction Project
Date:	Monday, June 1, 2026 6:11:26 PM

Dear Ms. Foster-Bolton,

My husband attended a recent open house regarding the upcoming project for our neighborhood. While no one would welcome the disruption, we understand that utility upgrades are needed. However, I was quite dismayed to learn about the two planned trails, 65 and 67.

They are both so ill-considered as to be absurd. While I see the desire to link trails and parks, these trail connections would be dangerous (especially the very, very steep hill on South St. to Baker Rd.).

We actually bought snow tires for our (heavy because electric battery) car because even if we brake to a full stop at the top of the hill and crawl down, the car would slide down onto Baker if there's ice. That's how steep it is. A bicycle wouldn't stand a chance. That's trail 65 and it would connect to Glen Moor Pk., which is used by children. It's just a really, really dumb and extremely dangerous idea. Why not use the de facto back/south entrance? It's closer to the trail anyway. Or just skip it altogether if that's not feasible for some reason (might be county land)?

Trail 67 would obliterate many old oaks and other valuable trees, as well as a large part of many of my neighbors' front yards. It's not like they can move their homes farther back on their lots. It would also be dangerous due to the many blind entrances, curves, and also steep hills. If the danger isn't enough, it would, in addition, also drastically alter the cozy, almost rural feel of the area.

Why would the city want to make our neighborhood more dangerous and less atttractive, while simultaneously devaluing our properties, especially in these unstable times? It makes no sense.

Finally, what happened to the "No Thru Traffic" sign that used to be posted on South St. at Baker? It's time to get that back up. These streets were designed for local traffic only. The feel of this neighborhood was a big part of why we bought our home.

Thank you for signing up for this job, for taking care of our neighborhood and city. Your service is truly appreciated. I was happy to vote for you .

Sincerely,

Maria Knops
5702 Seven Oaks Ct.
Minnetonka MN 55345
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From: [redacted]
To: Patsy Foster-Bolton; Kevin Rudd
Subject: Trail 65 and Trail 67 Kinsel Project
Date: Sunday, May 31, 2026 4:51:48 PM

Patsy and Kevin,
I live in the Kinsel neighborhood. I drive on South Street and Mayview Road.
We do not want a formal bike trail on our country style roads.
It will bring unwanted traffic and it looks like you would be taking land from some of the neighbors yards. This does not benefit them.
People are free to bike on these roads already. I have lived here 30 years and have rarely seen people biking on these hilly roads.
A few years ago the city tried putting divider lines on these narrow roads. People complained. It was removed.
Please cancel the Trail 65 and Trail 67 proposal. We want to keep our neighborhood the way it is. Thank you,
Gayle Hill
N Glen Moor Road

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From:	Wendy George
To:	Kevin Rudd; Patsy Foster-Bolton
Cc:	Bill George
Subject:	Kinsel Neighborhood Reconstruction Project
Date:	Friday, May 29, 2026 8:43:08 AM

Kinsel Neighborhood Reconstruction Project

To Kevin Rudd

Copy to Patsy Foster-Bolton

We attended the Kinsel Neighborhood Reconstruction Project update meeting on 5/12 and then met with Kevin on 5/19 at our neighbor's house. Council member Patsy Foster-Bolton met with neighbors on 5/23 in our neighborhood. You have encouraged us to write to you with our concerns.

- We strongly disapprove of the proposal to add an asphalt multi-use trail to the construction project. Is there any data to show a need for this? There was no mention of the trail in any of the city communications mailed to our home. Those who did not attend the 5/12/2026 meeting might not have information on how this will impact their property.
- Based on the project update meeting the trail was not a top priority but added because of the construction project.
- Estimated cost for the trail is one million dollars!
- We are opposed to the trails through the neighborhood which will take at least an additional eight feet of property from all homes involved. The bike trail down Mayview involves a steep hill and then an abrupt turn onto South Street. To turn the corner on a bike you would have to come to a complete stop to manage the turn onto South Street.
- This trail would take bikers through a dangerous intersection at Glen Moor Circle and Glenavon Avenue then down a steep hill onto a terribly busy Baker Road.
- Bike riders do come through the neighborhood to access the established regional bike trail from a dirt path on Glen Moor Road East. Once bike riders reach the regional trail there is easy access to Baker Road.
- We also believe increasing visibility and sight lines by adding the additional eight feet of trail will decrease safety with the likely increase of vehicle speed.
- The environmental impact; As you walk along the proposed trail one sees the amount of damage it would cause to properties. The loss of mature trees, bushes, fences, gardens, less yard space and the change in character of the neighborhood is unacceptable. The loss of shade, animal and insect habitat and the beauty of nature is unacceptable. We should be stewards of the environment surrounding Glen Lake.
- In many places along the trail, there are proposed retaining walls which are expensive, create more loss of property and again, change the character of the neighborhood. We question the cost of building the walls and the maintenance of clearing snow from the trails, etc.
- We are also genuinely concerned about the expense, the need for and the look of concrete curbs and gutters in our neighborhood. We would like to stay with asphalt curbs. This is a small, rural-feeling neighborhood surrounding Glen Lake. The streets are hilly and winding. We do not want to encourage more travel through our neighborhood. It will change the look of the neighborhood.

- We have concerns about the actual impact of the project itself on our property. With the potential loss of a large, mature, white pine, multiple wildflower gardens that took years to develop and our yard in general.

In closing, The Kinsel Neighborhood Reconstruction Project is needed for street and utility reconstruction, but we are concerned about the need for a curb and gutter because it will change the look and feel of the neighborhood, not to mention it is very expensive.

We do not support the addition of a trail to this neighborhood. It is not a city priority or a neighborhood priority. The City Council and city leadership must look at what we would lose for the gain of an asphalt trail. These neighborhood streets are safe for pedestrians now. We have lived in our home on South Street for fifty years, walked the neighborhood almost daily and taken our grandchildren in a stroller to Glen Moor park and felt safe as a pedestrian. There is easy access to a regional trail within our streets. We are asking the City Council to preserve nature, people's property, and the character of our neighborhood instead of adding more asphalt for the convenience of who?

All leaders who will be voting for and supporting the Kinsel Neighborhood Reconstruction Project need to come and walk or ride the streets, especially along the proposed multi-purpose trail to see firsthand the impact it will have on the individuals of our neighborhood.

Sincerely,

Wendy and Bill George

13519 South Street, Mtka. MN

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From: Rachel Williams
To: Kevin Rudd
Subject: Kinsel Neighborhood project feedback
Date: Thursday, May 28, 2026 10:22:19 AM

Hi Kevin,
Thank you for your presentation on May 12. I have gathered feedback from my household to share.

Regarding the overall project:
1. We are happy with the upgraded curbs for drainage control and upgrades to the water systems under the road.
2. We are very happy that the roads will be widened in key places and a bike/walking path provided through much of the neighborhood, especially along Mayview.
3. We believe that the trail would be better positioned going through Glen Moor park and formalizing the shortcut to the regional trail that the neighborhood already uses. Bikes and pedestrians do not feel safe at the intersection of Baker Road and South street and it is not clear that this would connect them to where they would want to go anyway (if headed north, they would probably use the bike trail along Excelsior, if headed east, they are likely using the regional trail, and if headed south, the shortcut also benefits them). It makes sense to consolidate pedestrian and bike crossings of Baker at the regional trail and avoid steep hills.
4. For the portion of the route through Kinsel Park, it would be good to consider modifying path maintenance in winter. Currently the paths are not plowed, leading many people to walk on Kinsel Road in winter to avoid the icy hills.
5. Please also consider what can be done to control speeds on Kinsel Road as part of this project. We currently see occasional cars along the road traveling in excess of 50 mph. The other improvements are only likely to increase car and pedestrian traffic along Kinsel with the improved connectivity.
6. With the curbs along Kinsel, we ask that they be designed with frequent curb cuts along the park side as we have a significant turtle population that nests in yards. Baby turtles and other baby animals will get trapped by a long continuous curb when trying to return to the lakes. We are also open to other proven solutions, but please communicate to the neighborhood that this issue is being addressed.

Property specific issues that do not need to be in the public record with city council:
14016 Kinsel Road
1. Please note that we have a household member whose mobility next summer is uncertain (potential back surgery soon). Please coordinate driveway access as much as possible.
2. We are very concerned about the many trees marked for potential removal along the road for our home in particular. Although we have a few invasive trees already marked for removal, we have identified three large trees of particular concern and would like to discuss with you and potentially the city forester. Since we rent, the property owner, Gwen Bader, would also need to be involved in the decision. How are the project details being communicated with property owners who don't live locally?
We expect that the removal of the trees would impact the ecosystem, property value, privacy, and passive cooling (critical since we don't have central cooling in our home). Please also communicate about any plans for tree replacements included in the project.

Thank you,
Rachel

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From: Chad Halvorson
To: Kevin Rudd
Subject: Re: Kinsel Neighborhood Reconstruction project
Date: Tuesday, May 26, 2026 4:26:19 PM
Attachments: image003.png
image002.png

Hi Kevin -

It was good seeing you today. Thanks again for taking the time to talk through the project with me. We got into some debate on the merits of a shared use path based on safety re: grade of terrain and permeability of the neighborhood. Thanks for engaging with me on that.

My letter and research was intended to demonstrate a constructive point of view that looks at the safety issues and implications of inviting more users — local or not — into the hazardous terrain of Kinsel. The elevator pitch I tried to land this morning was essentially:

> ***A trail through Kinsel is like putting a diving board over a shallow pool, or painting a crosswalk at the crest of a blind hill: the hazard was always there; the structure just brings more people to it. The hills, blind crests, and driveways aren't going anywhere. What changes is the volume — significantly more users on streets that today see very few. And the volume is the harm. It's a frozen pond with a "Skate Here!" sign: every new user — local or not — thins the ice.***
>
> ***Widening the street to a consistent width throughout the neighborhood will improve the safety profile for the low volume of pedestrians and bikes we currently have — as long as we also restore the "NO THRU TRAFFIC" sign at the entry points of this quiet, secluded lakeside neighborhood.***

Hopefully the above can act as a very short summary of the crux of my point of view on this. Please share with whomever might find it useful in understanding the key takeaway I was trying to land in the letter.

Thanks again,

Chad

On Mon, May 25, 2026 at 8:53 PM Chad Halvorson [redacted]> wrote:

> Kevin -
>
> Hope you had a good Memorial Day weekend. Looking forward to seeing you tomorrow.
>
> For agenda, my main questions and topics are:
>
> - What are the specific impacts being proposed along my two properties?
> - What trees are at risk as we have some very large, mature trees.
> - What about the fence that runs along both properties? Will the city replace that?
> - Any risk to my retaining walls or irrigation?
> - Are there erosion or landslide risks with the grade of the terrain once they start working?

That's just off top of my head. Looking for a complete picture of what to expect and discussing mitigating factors that may be available.

Thanks,

Chad

On Sat, May 23, 2026 at 8:50 AM Chad Halvorson [redacted] wrote:

> Sounds good. See you then.
>
> Also, neighbors are meeting with our council member today to walk the neighborhood. I have a letter prepared for her re: opposition to the trails. I will Cc you on that.
>
> Thanks,
>
> Chad

On Wed, May 20, 2026 at 2:21 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Sounds good. I will meet you at your properties then.
>
> Thank you!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Chad Halvorson [redacted]
> **Sent:** Wednesday, May 20, 2026 2:19 PM
> **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> **Subject:** Re: Kinsel Neighborhood Reconstruction project
>
> Tuesday works for me. Let's do 1030
>
> On Wed, May 20, 2026 at 2:13 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

Hi Chad,

I completely forgot Monday is Memorial Day and I will not be available. Please see my current availability below and let me know if there is a time that works for you…

- Tuesday 5/26 from 9-10am, 10:30-11am, or 1:30-5pm
- Wednesday 5/27 from 9am-2pm, 3-5pm
- Thursday 5/28 from 9am-5pm

I can look into the week after if none of these times work for you.

Thanks,

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov
14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

From: Chad Halvorson [redacted]
Sent: Wednesday, May 20, 2026 11:37 AM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Re: Kinsel Neighborhood Reconstruction project

Hi Kevin -

Let's do 10am on Monday the 25th. Does that work for you?

Thanks,

Chad

On Wed, May 20, 2026 at 9:48 AM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Chad,
>
> Nice talking with you as well. I think it would be a good idea to meet at your properties to look at the specific impacts. Are you available tomorrow from 9-10am or 11am-4pm? Otherwise, I am also available Monday 5/25 9am-4:30pm, Tuesday 5/26 9am-11am or 1:30pm-5pm.
>
> We will likely need a half hour to an hour.
>
> Thank you!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Chad Halvorson <[redacted]
> **Sent:** Tuesday, May 19, 2026 6:34 PM
> **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> **Subject:** Re: Kinsel Neighborhood Reconstruction project
>
> Hi Kevin
>
> It was good seeing you today. Thanks for making the time to meet with us.
>
> I'm wondering if you can share with me the details around the proposed changes in Work that would be done to my two properties 5516 and 5508.

Given the unique terrain related to my property relative to the street I want to develop a very good clear understanding of what's being proposed and what kind of impact comes with that to both properties.

If it makes sense to discuss at my property. Let me know a few times that work for you in the next week or so and I can make time.

Thanks

Chad

On Fri, Apr 24, 2026 at 3:57 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Chad,
>
> You are right in the fact that moving the road closer to your property would have significant impacts and constructability challenges, so we decided to widen the road by shifting the eastern pavement edge. We mailed out an invitation for a project neighborhood meeting scheduled on May 12th. If you have not received the invitation yet, you should in the next few days. We will have exhibits showing the proposed construction and the impacts to your property available to look at and ask questions about.
>
> Also, I can meet you at your property to discuss the impacts in person after the neighborhood meeting if you would like.
>
> Thank you!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406

From: Chad Halvorson [redacted]
Sent: Friday, April 24, 2026 3:44 PM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Re: Kinsel Neighborhood Reconstruction project

Hi Kevin

Any updates since our call last fall? Key questions were surrounding impact of my two properties which have very little room between the road and the 10ft+ drop that's held by retaining wall. When we had spoke the prevailing thought was that widening would make more sense on the opposite side of the street because the lots are even with road and have utility poles, whereas my lots drop many feet immediately after the street. Ie roof of house is even with street.

Please share any updates or drawings proposing the plan if you have them.

Thanks

Chad

On Mon, Nov 24, 2025 at 4:25 PM Chad Halvorson [redacted]

> Perfect. Thank you for the detail. No worries. Appreciate it. Just wanted to

confirm.

On Mon, Nov 24, 2025 at 5:20 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Chad,
>
> Those are surveyors for the project taking elevation measurements of your home's access. These measurements are used to determine flood risks associated with your property as we will be improving drainage in the neighborhood. I asked the surveyors to knock on doors before taking this measurement, so I assume they did and you just weren't home to answer.
>
> Thanks!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Chad Halvorson <[redacted]
> **Sent:** Monday, November 24, 2025 4:11 PM
> **To:** Kevin Rudd <krudd@minnetonkamn.gov>
> **Subject:** Re: Kinsel Neighborhood Reconstruction project
>
> Kevin - There were two guys at my property today with a device they seemed to attach to my house in the backyard. I was not home, but my security camera saw them.
>
> Was this related to the surveying that was being done? Images attached for reference.

Thanks,

Chad

On Mon, Nov 10, 2025 at 2:47 PM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Chad,
>
> I just called the number you have below and left a voicemail. The best way to reach me would be to call my cell at 651-728-3406.
>
> Thank you!
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
>
> CITY OF MINNETONKA 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Chad Halvorson[redacted]
> **Sent:** Monday, November 10, 2025 1:30 PM
> **To:** Kevin Rudd <krudd@minnetonkamn.gov>; Mitch Hatcher <mhatcher@minnetonkamn.gov>
> **Subject:** Kinsel Neighborhood Reconstruction project

Hi Kevin and Mitch -

I left a voice message earlier, but thought I would drop a note as well.

My wife and I own two properties on Mayview Road (5516 and 5508). I have a couple questions re: the proposed project relating to how it may affect my properties' unique geography and topography along Mayview road.

When would be a good time for a phone call?

Thanks,

Chad Halvorson

612-280-6670

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From:	Chad Halvorson
To:	Patsy Foster-Bolton
Cc:	Rebecca Schack; Deborah Calvert; Kimberly Wilburn; Amanda Maxwell; Paula Ramaley; Kissy Coakley; Kevin Rudd; Mitch Hatcher; Phil Olson; Matt Kumka
Subject:	Kinsel Reconstruction Project — packet from Saturday"s neighborhood walk
Date:	Sunday, May 24, 2026 1:01:38 PM
Attachments:	Kinsel_Trail_Patsy_Packet.pdf

Dear Councilmember Foster-Bolton,

Thank you for walking Kinsel with me and several neighbors this past Saturday. I handed you the printed packet during the walk; the same materials are attached here for the rest of the Council, the Mayor, and project staff in advance of the June Feasibility Report vote.

I'm a ten-year Kinsel resident, your Ward 1 constituent, and the owner of 5516 and 5508 Mayview Road — both within the proposed East Side of Mayview Road trail alignment.

My ask: remove both proposed trail segments from the project scope before the June 2026 Feasibility Report vote.

- Trail 65 — North Side of South Street (Glen Moor Rd to Baker Rd)
- Trail 67 — East Side of Mayview Road (Mayview to South Street)

I support the underlying utility and street reconstruction — water main, sanitary sewer, and stormwater work is necessary and overdue. I would also support a standard, pedestrian-only sidewalk inside the neighborhood connecting Kinsel Park and Glen Moor Park — the right facility for residents walking between the two parks.

The proposed shared-use trails are a different matter: separate, optional, discretionary, and the wrong design for this terrain. The packet proposes routing any regional shared-use facility on Excelsior Boulevard and Baker Road — the arterials the city's deck itself names as the trail's endpoints. The full case against the proposed trails is documented in the attached packet:

- One-page cover note and one-page executive summary
- Q&A on arguments likely to be raised in support of the trail
- Eight-page letter making the four-point case — terrain, setbacks, the city's prior NO THRU TRAFFIC designation, and the bundling problem.
- Grade-profile chart from federal LiDAR elevation data (Addendum A)
- Before/after photo of the removed "NO THRU TRAFFIC" sign at South Street and Baker Road

Project Engineer Kevin Rudd has visited the neighborhood and met with neighbors. Your Saturday walk added another direct, on-the-ground record. Between those visits and the data in the attached letter, the case is on the record before the June vote.

Thank you for your time.

Respectfully,

Chad Halvorson
5516 & 5508 Mayview Road

From: [redacted]
To: Kevin Rudd
Cc: Patsy Foster-Bolton
Subject: Kinsel Neighborhood Reconstruction Project/Trail Opposition
Date: Saturday, May 23, 2026 8:49:39 AM

Kevin—

Thanks for coming out the other day. I enjoyed meeting you.

I am firmly opposed to the trail component that was added to the otherwise reasonable Kinsel Neighborhood Reconstruction plan.

Following are some of the reasons I am opposed to the proposed trail component:

1. The proposed trail is basically a shortcut to a future proposed trail (Baker to Excelsior) which on it's face makes no sense. And the Baker to Excelsior proposed trail has been designated a much higher priority than the Kinsel Neighborhood trail. The "do it while we're doing the road/sewer project" argument is weak.
2. It is a poor and wasteful use of City funds which is a disservice to Minnetonka taxpayers.
3. The "benefits" are overwhelmingly outweighed by the cost—loss of at least a dozen mature oak and maple trees along Mayview Road and South Street, certain damage awards to affected homeowners well into six figures (the proposed trail is within literally a few feet of 3 houses). I believe the estimated cost of $1,000,000 you cited is low.
4. The proposed trail CREATES a multi-faceted safety hazard thereby putting the City at risk for future liability claims. The proposed trail does not meet national guidelines when it comes to hills. The grades are too steep. The speed of bikes and especially e-bikes going downhill would quite naturally exceed what is safe on an 8' wide surface—and the City would be responsible for having created the hazard. Immediately adjacent utility poles add to the hazard. Aso, the proposed trail would bisect homeowners' driveways effectively creating multiple additional intersections introducing new collision

points.

Aside and additionally there are questions to which there seem to be no answers...

The reconstruction project has been in the works for well over a year. When it was introduced, there was no trail component.

When was the trail component added and why was the public made aware of it only a month before the Council is scheduled to vote on it?

What person or body is responsible for thinking the proposed trail was a good idea and that it should be moved forward/implemented?

To sum up...I support the street and utilities re construction and defer to the judgement and recommendations of the City as it relates to the details of same but I strongly oppose construction of the trail.

As such, I respectfully request that the proposed trail be removed from the 2027 Kinsel Neighborhood Reconstruction Project scope.

Scott de Lambert
5530 Mayview Road
31+ year resident

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From: Alyssa Edmundson
To: Kevin Rudd
Subject: Re: Kinsel Neighborhood Reconstruction Project Page
Date: Friday, May 22, 2026 11:30:10 AM
Attachments: image002.png

Hi Kevin,

Thanks again for coming out yesterday. We are wanting to share our opinion on the trail to be passed on to the council. We are opposed to the trail being on South St. With losing a lot of our privacy after the hedges and trees are cut down, we don't like the idea of the trail traffic being so close to our door and around our little kids. If there has to be a trail, we prefer the idea of it going through the park. However, we also don't think a trail is necessary. Many bikers and walkers find their way from the Kinsel park trail through the neighborhood just fine as it is.

Thanks, and have a great weekend!
Alyssa

Get Outlook for iOS

From: Kevin Rudd <krudd@minnetonkamn.gov>
Sent: Wednesday, May 20, 2026 9:00:58 AM
To: [redacted]
Subject: Kinsel Neighborhood Reconstruction Project Page

Hi Alyssa,

Please see the link below for the project webpage. The neighborhood presentation and an exhibit showing the proposed improvements can be found on the project website. Please let me know if you have any questions ahead of our 10am meeting tomorrow at 5602 East Glen Moor Rd.

https://www.minnetonkamatters.com/kinsel-reconstruction

Thanks!

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov
14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

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From: [redacted]
To: Kevin Rudd
Cc: Rebecca Schack; Deborah Calvert; Kimberly Wilburn; Patsy Foster-Bolton; Amanda Maxwell; Paula Ramaley; Kissy Coakley
Subject: FW: Kinsel Neighborhood Reconstruction Project
Date: Friday, May 22, 2026 11:15:33 AM

Kevin,
After having time to research further, and being against the trails, all three need to be removed from the project.
The initial information we received DID NOT include the trails, and we were not informed until the May 12th meeting that the city wanted to include them.
This is not acceptable; residents need time to research the impact it will have. For us, our home at 13524 South Street, could possibly lose 4 trees and very possibly a 5th tree being an Oak that is at least 100 years old.
The city has for many years had tree sales, to increase greenspace, and now you want to take it away.
Not only will we lose trees but also privacy.
Several years ago, we had the city add a “no Thru Traffic” sign because we had an increase in non-resident traffic on South Street and Mayview. A neighbor went to the city council, and they worked with city hall to get a sing on South Street just off Bake Rd “No Thru Traffic”
Non-residents were using this as a cut through to get to Glen Lake business The sign helped to reduce non-resident and made our roads safer. Now that sign is gone.
Having a trail will increase non-resident traffic and increase the possibility of accidents..
We want to keep our neighbor the same sleepy gem where we can enjoy quiet ties relaxing in our yards.
Thank you

From: [redacted]
Sent: Wednesday, May 20, 2026 11:44 AM
To: 'Kevin Rudd' <krudd@minnetonkamn.gov>
Cc: 'rschack@eminnetonka.com' <rschack@eminnetonka.com>; ':deb@debcalvert.org' <:deb@debcalvert.org>; 'kwilburn@minnetonkamn.gov' <kwilburn@minnetonkamn.gov>; 'amaxwell@minnetonkamn.gov' <amaxwell@minnetonkamn.gov>; 'pramaley@minnetonkamn.gov' <pramaley@minnetonkamn.gov>; 'kcoakley@minnetonkamn.gov' <kcoakley@minnetonkamn.gov>
Subject: Kinsel Neighborhood Reconstruction Project

Kevin,

Thank you for your time meeting with us yesterday.
I do understand the needed improvements to water main replacement, sanitary sewer, and storm sewer repair, however I am AGAINST adding a trail along the north side of South Street and the east side of Mayview road, for the following reasons:

- Loss of trees and privacy, which will change the dynamics of our quiet hidden

gem of a neighborhood.

- Increase in safety concerns. There are hills and blind corners which does not allow a good view of what is ahead, be it a walker, biker, or walker with a dog.
- Increase in motor traffic, diving faster thinking the road is clear.
- Use of E-bikes – who is going to monitor and enforce the laws? They don't follow rules now on trails and it will be more dangerous when the trails are next to the road.
- Damage to residents yards due to the city cleaning the trails in the winter, blowing snow and salt onto private property.
- There will be more storm runoff. Winter will bring added salt to the street and trail which in turn will run into the lake.
- The cost of the trail versus how many will use it.

Carol Meyer
13524 South street
Mtka. MN. 55345

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From:	[redacted]
To:	Kevin Rudd
Cc:	Rebecca Schack; deb@debcalvert.org; Kimberly Wilburn; Amanda Maxwell; Paula Ramaley; Kissy Coakley
Subject:	RE: Kinsel Neighborhood Reconstruction Project
Date:	Friday, May 22, 2026 10:49:28 AM

Hello Kevin,

Thank you for your time to discuss the Kinsel project at our home. (13524 South Street)

I understand the need to replace the roads in the Kinsel neighborhood.

Please remove all three trail segments from the project scope. These changes to this neighborhood would destroy the small village feel and leave me feeling less safe as a pedestrian and bike rider.

Curt Meyer
Avid dog walker
Bicycle rider
Reside at 13524 South Street for 30+ years

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From: [redacted]
To: Kevin Rudd
Subject: Kinsel Neighborhood Reconstruction Project – Resident Comments
Date: Friday, May 22, 2026 10:23:52 AM

Mr. Rudd:

We want to thank you and the Project Personnel engaged in the Kinsel Neighborhood Reconstruction Project for conducting the project Public Informational Meeting May 12, 2026. The presentation and opportunity to review project maps and discuss with you and Project Personnel was very informative and helpful.

Background

Our home at 5424 Mayview Road was originally constructed in 1926, we have occupied the home since May, 1986. We were drawn to the neighborhood because of long term friends who built a new home at 5349, Mayview Road in 1979; prior to the extension of Highway 62 west from Shady Oak Road to Conty Road 101. Over the years we visited them many, many times. They were aware of our interest in living in their area and when they became aware of our current home possibly being available for purchase; well, the rest is history. The diverse character of the homes and adjacent properties, relative privacy, unique 'cabin country' nature of the Glen Lake area attracted and has kept us in our home.

General Comments

Our comments primarily relate to Mayview Road between South Street to Kinsel Road. We generally support the proposed infrastructure/utility improvements as outlined in the meeting with several comments regarding pavement reconstruction:

- water main system improvements,
- sanitary sewer repairs and
- storm water management improvements.
- full pavement reconstruction (with clarifications regarding the specific expansion of road width (not to exceed 20-22 feet), propose a sloped concrete curbing which ensures curb cut like access to historical rear areas of our property. The current bituminous curb has always enabled movement of our vehicles, trailer and yard equipment, to garden house and firewood storage areas. We anticipate full restoration of lawn, mail boxes, gardens, retaining walls, plantings, etc. if

disturbed or moved.

Trail Expansion and Extension

We do not support the proposed trail expansion and extension plan for the north side of Mayview Road (between South Street and Kinsel Park) as outlined in the proposal. The impact of widening Mayview Road in addition to the eight (8) foot width required for a trail pathway will result in substantial, negative and permanent changes to the character of the Mayview Road neighborhood environment, landscaping, and aesthetics enjoyed on this section of Mayview Road for well over 50+ years. The costs associated with the proposed trail would not be justified by the benefit of trail utilization. Have project personnel studied current pedestrian utilization of Mayview Road? Groups of cyclists and runners currently use Kinsel and Mayview Roads for group recreational rides/runs and training purposes who would be very unlikely to utilize the trail due to the topography on this section of Mayview Road. Casual bikers, individual runners, walkers and families currently and historically use Mayview Road for periodic walks or rides without incident. Trail utilization volume would not justify the cost of the trail installation and property and property value loss incurred by current property owners. Have city personnel assessed the impact of a trail on property values? We would encourage City staff to work with Hennepin County and Three Rivers Park District to discuss and develop an alternative trail connector from the Minnesota River Bluffs LRT Regional Trail at Baker Road north to the Excelsior Boulevard Trail extension completed several years ago. There is also an existing pedestrian bridge south of Excelsior Boulevard across I-494 which connects to Mayview Road on the south side of Immaculate Heart of Mary Church and the Excelsior Boulevard trail to the north of said property. This would allow similar connectivity to Kinsel Park and nearby retail areas.

We appreciate this opportunity to provide these comments and look forward to meeting with you at our property to review the project impact. Please feel free to reach out to set up a time for a site visit to discuss this further.

Sincerely,

Marlene LaMoure Urbach John Urbach

Marlene LaMoure Urbach and John Urbach
5424 Mayview Road
Minnetonka, MN 55345
[redacted]

From: [redacted]
To: Kevin Rudd
Cc: Rebecca Schack; deb@debcalvert.org; Kimberly Wilburn; Amanda Maxwell; Paula Ramaley; Kissy Coakley
Subject: Kinsel Neighborhood Reconstruction Project
Date: Wednesday, May 20, 2026 11:44:09 AM

Kevin,

Thank you for your time meeting with us yesterday.
I do understand the needed improvements to water main replacement, sanitary sewer, and storm sewer repair, however I am AGAINST adding a trail along the north side of South Street and the east side of Mayview road, for the following reasons:

- Loss of trees and privacy, which will change the dynamics of our quiet hidden gem of a neighborhood.
- Increase in safety concerns. There are hills and blind corners which does not allow a good view of what is ahead, be it a walker, biker, or walker with a dog.
- Increase in motor traffic, diving faster thinking the road is clear.
- Use of E-bikes – who is going to monitor and enforce the laws? They don't follow rules now on trails and it will be more dangerous when the trails are next to the road.
- Damage to residents yards due to the city cleaning the trails in the winter, blowing snow and salt onto private property.
- There will be more storm runoff. Winter will bring added salt to the street and trail which in turn will run into the lake.
- The cost of the trail versus how many will use it.

Carol Meyer
13524 South street
Mtka. MN. 55345

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From: Debra Olivero
To: Kevin Rudd
Subject: Kinsel Reconstruction - Friday meeting - 5503 Mayview Road
Date: Monday, May 18, 2026 7:58:44 PM

Hi Kevin,

We are really looking forward to talking with you this Friday 11-12 at our house at 5503 Mayview Road about the Kinsel Reconstruction project. My husband and I will both be home and are very interested in learning more about the project, what the cul de sac will look like, impacts to our property and impacts to our life during the construction. Phew - we have a lot of questions ;-). The rest of this email covers the questions we have thought about thus far. Hopefully it helps our conversation Friday - it's a lot to get through in an hour.
Please let me know if you have questions!
Thanks,
Deb Olivero
952-232-8061

Stub part of Mayview (5501, 5503, 5504, 5509, 5505, 5515):
Can we see a Map of proposed changes to or specific section of Mayview Road? That would really help with our questions. If we could get PDF or photo of map before Friday - that would sure be appreciated!
Will road be widened? If so, which side? How much etc?
Where will circle part of cul de sac be located(turn around)?
Will Mailboxes be relocated? Currently all our mailboxes are at corner, it would be awesome if we could get mail delivered to our house.
Would there be a change to our address with changing to cul de sac?
Any changes to easements in our area? There are 3 easements on our stub section starting from the road by the fire hydrant on our property - one easement angles to North Street, one goes up the hill to Glenavon, third easement angles back to Mayview. Are the easements going to be used for the cul de sac?
T Mobile Fiber was installed a year or so ago. There is a big underground box on other side of road (between 5505 and 5515) and box on our side of road (5501, in open field). How will service be impacted? I work from home and use internet all day every day.

Specific Impacts to 5503 Mayview Road:
Will this project be needing any of our land?
We have Irrigation system with many sprinkler heads at the road. What is impact? How will that work?
Any impact to the driveway to our house (especially rock walls)? Also, our driveway curves a bit - and is much wider than 1 car width - what will it look like with curb?
We have a Driveway to our barn and will need driveway opening in curb to get to it.
Are any of our trees slated for removal?
There is a Fire Hydrant in our yard - any changes to that? It is pretty close to the current road.
Will Electrical Poles be impacted?
What about our Tree Carvings?

Kinsel Reconstruction - other areas:

Intersection of South Street and Glenavon. Because of hill on NE side of corner, it is difficult to see traffic coming from other direction. Cars often just "glide" through the stop sign and see oncoming South street traffic too late. Can anything be done to improve that corner?

Biking/Walking Trail:

1. I am very much in favor of a walking trail on Mayview Road where it is runs along lake. People walk that road frequently and the road is very narrow - walking on that road is dangerous - especially if any vehicles are parked on road.
2. I question the need for a trail on South Street (although I like the look of the retaining wall in the presentation). The intersection at Baker / South Street is not friendly for walkers / bikers (the hill is very steep coming into neighborhood). I just don't see people using the South Street Trail that much (and road bikers will just continue to use the road). Most people walk/bike down Glen Moor Road W or Glen Moor Circle to the Bike Trail entrance on Glen Moor Rd E. That's the way I go. If there needs to be a Trail - why not connect up to existing Minnesota River Bluffs Regional trail, use Hennepin County property to Glen Moor Rd W to the Kinsel park. Then start up the trail again on Glen Moor Rd W to Mayview Road.
3. I'd love to see the Minnesota River Bluffs Regional trail go under Baker Road so there is no intersection. Right now it is dangerous. Bikers / Walkers have a stop sign - and most use it - BUT some cars stop for the bikes/walkers. That really creates a problem - because other cars are screaming through. Bikers / Walkers are always rushing across Baker Rd - it is bad. I realize this is probably not in city of Minnetonka responsibility - but am including the recommendation anyways

Impacts during Construction:
Ok - fair warning - the questions on the construction part really hit on an emotional level - this project is going to completely disrupt our lives this next year - it is already starting. Anyway - here goes - you will get the idea pretty quick.

How in the world will we get access to our house during construction? Where will we park? There is no where near us with parking available? How will our cars be safe when not at our house? How do we get groceries to the house? How does my husband get his boat out on weekends in the summer (driveway to barn)? How do we get our mail? How long will road be completely impassable? How long will there be construction on our street? I just don't see anyway this will work? What kind of utility disruptions will there be? How much of our yard is going to be taken up with equipment? Will we be provided a schedule of when construction will hit our road? What about construction on Mayview Road (the part that goes next to lake)? Will we be able to reach our house during that construction?

CAUTION: This email originated from outside of the organization. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe.

From: Kevin Rudd
To: "Mary Ericksen"
Subject: RE: Kinsel Neighborhood Project
Date: Monday, May 18, 2026 4:30:40 PM
Attachments: image001.png
image003.png
image004.png

Great, let's plan on meeting tomorrow at 3:30pm.

Thank you!

Kevin Rudd, PE | Project Engineer
City of Minnetonka | minnetonkamn.gov

14600 Minnetonka Blvd. | Minnetonka, MN 55345
Office: 952-939-8236 | Cell: 651-728-3406

From: Mary Ericksen <[redacted]
Sent: Monday, May 18, 2026 4:13 PM
To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Re: Kinsel Neighborhood Project

Hi, Kevin.
We are free anytime between 3:30-4:30 tomorrow, Tuesday the 19th.
Thanks,
Mary

On Mon, May 18, 2026 at 8:53 AM Kevin Rudd <krudd@minnetonkamn.gov> wrote:

> Hi Mary,
>
> Thank you for reaching out and attending the neighborhood meeting. Below is my availability this week, please let me know if there is a time that works for you, otherwise I can check next week too.
>
> 5/19 Tuesday: 2pm-4:30pm
> 5/20 Wednesday: 12pm-4:30pm
> 5/22 Friday: 8:30am-9:30am
>
> Thanks again,
>
> **Kevin Rudd, PE** | Project Engineer
> City of Minnetonka | minnetonkamn.gov
>
> 14600 Minnetonka Blvd. | Minnetonka, MN 55345
> Office: 952-939-8236 | Cell: 651-728-3406
>
> ---
>
> **From:** Mary Ericksen [redacted]
> **Sent:** Friday, May 15, 2026 5:45 PM

To: Kevin Rudd <krudd@minnetonkamn.gov>
Subject: Kinsel Neighborhood Project

Hi, Kevin.
I was at the meeting this past Tuesday and heard about the proposed trail along the north side of South St. We live on the corner of South and Glenavon Ave. We would like to talk to you about what is being considered for the trail and get an idea of how Glenavon will look.
Would you be able to come over sometime next week?
Thank you, Mary and Gary Ericksen

[redacted]

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CAUTION: This email originated from outside of the organization. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe.

From: Barbara Steiner
To: Kevin Rudd
Subject: Resident Feedback re Kinsel Project
Date: Sunday, May 17, 2026 10:33:07 AM

Kevin Rudd,
I greatly appreciated your invitation to the informational meeting on Tue May 12 at the Minnetonka Community Center. I found it quite informative. I also am pleased that The City is asking for feedback from its residents.

Frankly, I would be just fine with not having a trail installed. But if it were, I do have some concerns about the proposed trail running along side South Street.

1) On the east end, the trail would connect up with Baker Rd, an intersection which is not ideal for the safety of pedestrians.

2) Heading west, the proposed trail would cross through a surprisingly busy intersection at Glenavon & South Street. We live on that corner, and with all the cars, pedestrians, bikes, buses, garage & delivery trucks, we have witnessed many close-calls at that intersection.

3) To install the trail along South Street, a sizable amount of private land would be cleared & then owned by The City. This would greatly impact South Street residents.

I heard a counter-proposal at the meeting, suggested by a resident, to connect the new City Trail up to the Three Rivers Trail, run it along Glen Moor Rd W, though Glen Moor Park, and on up Mayview Rd to Kinsel Park.
I support this idea for the following reasons :

1) It actually connects up existing trails.

2) Glen Moor Rd W is already much less busy street due to its distance from major roads.

3) Glen Moor Rd W is already wider than South Street, therefore less private land would be disturbed.

My husband & I have lived at 5600 Glen Moor Circle for 40 years.
We love our community, and the support that the City of Minnetonka gives to its residents.
We thank Minnetonka for its interest in upgrading its infrastructure, and trust that in moving forward with the Kinsel Project, it will continue to respect our land, our neighbors and help us maintain our neighborhood charm.

Sincerely,
Barbara Steiner
[redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe.

From: Home Xfinity
To: Kevin Rudd
Subject: Kinsel Neighborhood 5.12.26 Meeting
Date: Tuesday, May 12, 2026 7:20:23 PM

Hi Kevin,

Thank you for providing information and accepting feedback tonight on the Kinsel Neighborhood project.

To reiterate our experience, the water retention area adjacent to 13736 Kinsel Rd seldom has water and certainly not to the levels shown in the full blue graphic area on the map. Most likely water retention would be in the spring time.

As relates to the proposed bike path, the suggestion of several meeting participants would be to replace the proposed South Street path leg with a Glen Moor Road W alternative after the Mayview Road path portion.
Ideally, connecting from the Glen Moor Park area directly into the widely used Minnesota River Bluffs LRT Regional trail. Today we already take an informal path through trees to access this LRT trail.

This alternative avoids the large terrain drops, visibility restrictions on curves and high noise level issues associated on and after the proposed South Street leg, which should provide a safer usage experience.

Let us know if you have any questions on this input.

Michele and Curtis Carstens

CAUTION: This email originated from outside of the organization. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Maria Knops

Address: 5702 Seven Oaks Ct.

Phone [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒ destructive!
Trail 2 – South Street	☐	☒ dangerous!
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

While I understand the desire to tie the neighborhood parks into the trail system, it's simply not feasible here. You can't just retrofit it on such a basis. Current plan is destructive and dangerous. Walk through the planned trails and see for yourselves how ridiculous it is.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Maria Knops

Address: 5702 Seven Oaks Ct.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒ destructive!
Trail 2 – South Street	☐	☒ dangerous!
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

While I understand the desire to tie the neighborhood parks into the trail system, it's simply not feasible here. You can't just retrofit it on such a basis. Current plan is destructive and dangerous. Walk through the planned trails and see for yourselves how ridiculous it is.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Tami and Dean Riter

Address: 13501 South Street, Minnetonka

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☑	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

We are opposed to a trail option on South Street. Here are 3 key reasons for our opposition:

(1) Extensive impact to residents property including loss of trees, impact to fences/sprinkler systems, loss of privacy, installation of retaining walls needed (who will be responsible for maintaining?)

(2) Steep hills on south street; many bikers will either go another route or will need to get off bikes to walk up hills. Will bikers actually use trail?

(3) No clear purpose in report other than to connect Baker to Excelsior.
- future trail on Baker will resolve this
- currently have dedicated bike path on Excelsior that connects up w/Regional trail

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Colleen Haggar

Address: 5270 Crestwood Dr

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Why create a bike road through to go through a neighborhood? Please be thoughtful of homeowners, kids, families by creating this on main roads such as Excelsior & Baker. These roads are winding, heavily wooded & should not be disrupted to create a main cut through for bikers. How is that safe or helpful to the neighbors? I would also worry about property value and destroying nature

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: T HAGGAR

Address: 5270 Crestwood Dr

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Windy Wooded Roads with trees +bushes blooming and edging into the street makes it a difficult view for drivers to see bikers, walkers etc .... Your going to compound the challenge!
No Need todo this!
No Need for more bike traffic that endangers bikers

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: DEBORAH ZACHMAN

Address: 5436 MAYVIEW ROAD

Phone: [redacted]

Email:

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Abbey Halvorsan

Address: 5516 Mayview Road

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Please consider re-installing the "Local Traffic Only" sign for our safety

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Abbey Halvorson

Address: 5508 Mayview Road

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

TREE LIVES MATTER!!

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Scott deLambert

Address: 5530 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments: See letter sent to Kevin and all council members

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Carol Meyer
Address: 13524 South Street
Phone: [redacted]
Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

These trails will take mature trees that we would not see new trees that size in our lifetime. ~~If~~ they will also take away the quiet cozy neighborhood that we all enjoy today. ~~there is~~ Also

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: STEVE CARLSON

Address: 5603 GLEN MOOR CIRCLE

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

THE NEIGHBORHOOD DOES NOT NEED ANY BIKE TRAILS. THE NARROW ROADS AND HILLS MAKE THIS VERY IMPRACTICABLE. TAKING PARTS OF PEOPLE'S PROPERTY FOR THIS [redacted] ONLY ADDS TO THE PROBLEMS.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Deborah deLambert

Address: 5530 Mayview Road

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

I have outlined concerns in detail and sent to the Council with Kevin on copy. There is no practical need for this project and it will have a significant negative impact on our community. Please vote NO!!

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Valerie Lewis

Address: 5621 N. Glen Moor Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Would agree to some Road improvements w/ Sewer. Would not like trails through neighborhood. Go Baker to Excelsior or 62 around.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Melissa Wagner

Address: 13320 Glenavon Ct

Phone: [redacted]

[redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Priority to trail 3 to connect neighboorhood to Regional trail. Much safer connection than Trail 2 option. Appreciate addition of any trails/ sidewalks for kids to be able to safely navigate the neighborhood.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Jackie Akin

Address: 5723 Seven Oak Ct

Phone [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☐

NO TRAILS

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Minimal widening as possible

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Tom Kanitz

Address: 5301 Lorence Road

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Michele Carstens

Address: 13736 Kinsel Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

South Street has more current traffic, difficult hill

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Chad Halvorson

Address: 5516 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

No Trails

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Bob Ellingson

Address: 13901 Kinsel Rd

Phone: —

Email: —

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Trail not really needed - widen the road 4'

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Vicki RuB Erickson

Address: 13509 North Street

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Not needed new trails widen the Road not much save the city Money

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Jim Carnahan

Address: 5454 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Too dangerous trails for bikes neighborhood traffic.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Eric Nelson

Address: 5775 Glen Moor Rd. W.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: CAROL GRAMS

Address: 13901 Kinsel Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☑	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: STEVE BONGARD

Address: 5457 MAYVIEW RD

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

THERE IS NO ROOM. HOUSES ON MAYVIEW AND TOO CLOSE TO THE STREET (MYRNA WAS BORN IN 1928) IT'S NOT WIDE

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Gayle And Mark Hill

Address: 3645 N Glen Moor Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Kylene and Jason Holasek

Address: 5716 W. Glen Moor, Mtka 55345

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

I don't want a trail running in front of my home.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Melissa Pilney

Address: 5524 Mayview Rd. Mtka MN 55345

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

too grade too steep.
too many blind entrances -
too twisty -

It promotes people to use neighborhood as a vehicle shortcut to avoid Baker-Excelsior Lott.
-use Co Rd 4 on east side - ///

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Kelly Laughlin

Address: 5500 Mayview Rd.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

① I am confused as to what the goal of the trail is ... is there input that folks need to get to Kinsle Park via bike from regional trail.

② the environmental impact seem excessive for whatever the unstated gaal is ...

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Marsha Schwamberger
Address: 5515 Mayview Road
Phone: [redacted]
Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Do not support putting in a trail. I have historic stone gates from early 1900's that cannot be impacted. Additionally, this is a neighborhood that we have fought against having additional traffic in the neighborhood. The trail and wider streets will bring more traffic and make this area even more dangerous. Please call me for more information, if desired. I've lived here since 1980.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Audrey Nelson

Address: 5775 Glen Moor Rd W

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

I do not want a sidewalk/Bike Path through the neighborhood.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: PATRICK HORNER

Address: 5453 MAYVIEW ROAD

Phone:

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

NO TRAIL PLEASE

NO EASEMENT GRANTED

EXPECT AN EXPENSIVE LAWSUIT

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: ROBERT L. ERICKSON

Address: 13509 NORTH ST

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Paul Chermin

Address: 5360 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Not needed and too impactful for the neighborhood

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Mark Sauerer

Address: 5629 Glen Moor Rd W

Phone: [redacted]

Email: [redacted]

Please ch [redacted]

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

South Street has to much traffic to be safe.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Curt Meyer
Address: 13529 SOUTH STREET
Phone [redacted]
Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

DANGEROUS HILLS, SIGHT LINES ~~IA~~.

NOT A GOOD WAY TO SPEND OUR TAX DOLLARS

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: MARIA & GERD KNOPS

Address: 5702 SEVEN OAKS CT

Phone: [redacted]

[redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

~~NO~~ MAYVIEW IS NOT FEASIBLE

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Erika Hohenstein

Address: 5474 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

~~Dog bike track~~

My only bike trail/sidewalk concern is neighbors affected across the street - no room for trail on Mayview + lots of trees taken out & fences.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Eric miller

Address: 5613 W Glen moor Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Megan Miller

Address: 5613 W Glen Moor Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Jerry + Sue Burmeister

Address: 5649 E. Glen Moor Rd.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒ if happens	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Baker + South Street Is a busy intersection + has had many Accidents that have been serious. Adding a bike trail would only add more problems.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Jeff Ronbeck

Address: 13801 Kinsel Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

This project would be a good addition to the neighborhood.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Scott Jolstad

Address: 5765 Glen Moor Circle

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Melissa Law
Address: 5754 West Glen Moor Rd
Phone: [redacted]
Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☑	☐
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:
Mayview Road has dangerous walking path, non existant, so walking from Glen Moor Park to Kinsel - having that safe connection is highly valued as a resident in this neighborhood

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Josiah Johnson

Address: 5764 Glen Moor Circle, Minnetonka MN 55345

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Emily Johnson

Address: 5764 Glen Moor Circle Minneapolis MN 55345

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Mary Burns

Address: 13732 Kinsel Rd. MTKA MN 55345

Phone: [redacted]

Email: [redacted]

Please ch [redacted]

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

(1) I think proposed trail 1, 2 & 3 disrupts our neighborhood. Widening the street is all that is necessary

(2) I would like to have installed a small parking area for cars at the entrance to the regional trail at the intersection of Glen Moor Rd EAST and Glen Moor Rd SOUTH. There is a natural entrance to the trail existing already but no place to park. Parking is available on the EAST side of BAKER Rd. but you need to cross busy Baker Rd to go West on the Regional Trail.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Kyle & Carrie Wesely

Address: 5745 Seven Oaks Ct

Phone [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

While the widening of Mayview will be of significant impact in a variety of ways, we're very concerned that the increased width of the road will significantly increase traffic speed. While sightlines can be improved, they will still be tight, which we think will create dangerous conditions for pedestrians without a separated sidewalk. It is our not-backed-up-by-data observation/opinion that Mayview has the highest foot traffic of anywhere in the neighborhood, so we view the negative impacts as necessary.

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: _____

Address: _____

Phone: [redacted] _____

Email: [redacted] _____

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	**YES**	**NO**
Trail 1 – Mayview Road	☐	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

_____

_____

_____

_____

_____

_____

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Steve Roberts

Address: 5418 Mayview Road

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

A ridiculous project that will increase traffic, harm the neighborhood, reduce safety, basically be unused, create great additional amounts of runoff + therefore damage the Minnehaha Creek watershed. &

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: VICTOR CHORNENKY

Address: 5525 MAYVIEW Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

I live in the area for 33 years. Don't see any problem that would require an innovation. Everything is good as is. Don't change anything.

VICTOR CHORNENKY

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Genevieve Roberts

Address: 5418 Mayview Road

Phone: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: David Joens

Address: 5429 Mayview Rd, MTKA

Phone: [redacted]

Email:

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☒	☐
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Nancy A Erickson

Address: 5535 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

1) I have not been told how my land will be compensated.

2) I have not met any of my neighbors who want this trail. Will you accept the majority rule?

3) This is a quiet "no thru traffic" neighborhood. Have you studied the impact of future traffic and its ramifications?

4) Who will maintain the trail - plowing and repair?

5) The May 12 meeting was for "proposed improvements - street reconstruction, water main replacement, sanitary sewer repair and storm sewer improvements." We were shocked to hear about the trails!

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: DEBORAH ZACHMAN

Address: 5436 MAYVIEW ROAD

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Marilynn Unze

Address: 5650 W. Glen Moor Rd.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

There is no need for a trail going through our neighborhood. So many trees would have to be removed and there goes the character. Some street widening would be appropriate but not for a 4-8ft. trail.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: KATHRYN HAGEN

Address: 5701 E. GLEN MOOR RD

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Our roads should not include trails. It's difficult enough to navigate them in perfect conditions. Add in additional E-Bikes & Kids on Motobikes & this becomes a much more dangerous situation. Use taxpayer's money in a better fashion. Who in our neighborhood is in favor of this?

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Lee and Judy Kaster

Address: 5442 Mayview Rd

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☐
Trail 2 – South Street	☐	☐
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

None of the above. Our streets - South St, Mayview Rd and Kinsel are too hilly & curvy for a safe bike trail.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: DEREK HAGEN

Address: 5701 EAST GLEN MOOR RD

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: DAVID UHZE

Address: 5650 W. GLENMOOR RD.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

I DON'T FEEL THE TRAILS ARE NEEDED - IT IS A QUIET NEIGHBORHOOD WITH EVERYONE SHARING THE ROADWAY - MAYBE WIDEN THE ROAD A BIT IN SOME PLACES.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Tami and Dean Riter

Address: 13501 South Street, Minnetonka

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☑	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

We are opposed to a trail option on South Street. Here are 3 key reasons for our opposition:

(1) Extensive impact to residents property including loss of trees, impact to fences/sprinkler systems, loss of privacy, installation of retaining walls needed (who will be responsible for maintaining?)

(2) Steep hills on south street; many bikers will either go another route or will need to get off bikes to walk up hills. Will bikers actually use trail?

(3) No clear purpose in report other than to connect Baker to Excelsior.
- future trail on Baker will resolve this
- currently have dedicated bike path on Excelsior that connects up w/Regional trail

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Joe & Kathy Herzog

Address: _____

Phone: _____ [redacted]

Email: _____ [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

None of these trails are helpful to our neighborhood-bikers will still use the roadway instead of crossing driveways. Nobody wants to loose our trees, yards and landscaping to an unnessary expense no matter where the money comes from. We want to keep our rural comfort view with our winding streets and asphalt curbs.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Colleen Haggar

Address: 5270 Crestwood Dr

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒
Trail 2 – South Street	☐	☒
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☒

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Why create a bike road through to go through a neighborhood? Please be thoughtful of homeowners, kids, families by creating this on main roads such as Excelsior & Baker. These roads are winding, heavily wooded & should not be disrupted to create a main cut through for bikers. How is that safe or helpful to the neighbors? I would also worry about property value and destroying nature

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: T HAGGAR

Address: 5270 Crestwood Dr

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☑
Trail 2 – South Street	☐	☑
Trail 3 (Alternative) – Glen Moor Road West/South	☐	☑

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

Windy Wooded Roads with trees + bushes blooming and edging into the street makes it a difficult view for drivers to see bikers, walkers etc .... Your going to compound the challenge!
No Need todo this!
No Need for more bike traffic that endangers bikers

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Trail Informational Meeting
June 16, 2026 | 5:00 p.m. – 7:00 p.m.

Name: Maria Knops

Address: 5702 Seven Oaks Ct.

Phone: [redacted]

Email: [redacted]

Please check one box for each trail option.

Trail Option (as shown on reverse side map)	YES	NO
Trail 1 – Mayview Road	☐	☒ destructive!
Trail 2 – South Street	☐	☒ dangerous!
Trail 3 (Alternative) – Glen Moor Road West/South	☒	☐

Note: Trail 3 represents an alternative alignment to Trail 2. Only one of these segments would likely be recommended by staff as part of the project. **Responses are due by June 30**.

Comments:

While I understand the desire to tie the neighborhood parks into the trail system, it's simply not feasible here. You can't just retrofit it on such a basis. Current plan is destructive and dangerous. Walk through the planned trails and see for yourselves how ridiculous it is.

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Informational Meeting
May 12, 2026 | 5:00 p.m.

Name: Carol Grams and Bob Ellingson
Address: 13901 Kinsel Rd
Phone: [redacted]
Email: [redacted]

Comments:

Thank you for utility improvements - good to get ahead of it to prevent further deterioration.

We don't really like curb + gutter - it's a monotonous look and our neighborhood now has an individual, rural feeling. But we know it's a futile argument —

We like ~~hi~~ walking/biking trails. To make it worth the impact it needs to connect to the regional trail. ~~Best~~ A good place is around the bend from Glen Moor Park - South St. is too ~~steep~~ steep!

→ HAVE to consult, work with three Rivers on safe trail access

CITY OF MINNETONKA

Kinsel Neighborhood Reconstruction Project
Informational Meeting
May 12, 2026 | 5:00 p.m.

Name: Kyle Wesely

Address: 5345 seven Oaks Ct

Phone: [redacted]

Email: [redacted]

Comments:

From Glen Moore

A separated trail to Kinsel Park, even if < 8ft, would be very helpful for safety

DO want curb + gutter

the connection w/ Excelsior bike improvements could be valuable to the overall bike network

City Council
Agenda Item 15.A
Meeting of August 10, 2026

Title:	Planning commission appointment
Report from:	Sarissa Seracki, Senior Management Coordinator
Submitted Through:	Erik Nilsson, City Attorney Moranda Dammann, Assistant City Manager Mike Funk, City Manager
Presenter:	Mike Funk, City Manager

Action Requested:	Motion
Form of Action:	Other
Votes needed:	4 votes

Summary Statement
Mayor Schack recommends appointing Hindi Abdi to the planning commission.

Recommended Action
Motion to approve Hindi Abdi's appointment to the planning commission.

Strategic Plan Relatability
N/A

Financial Consideration
No

Background
Section 2.02 of the City Charter states members of such bodies [boards and commissions] will be appointed by the mayor, subject to approval by the city council. The city also strives to have balanced and diversified boards and commissions. This highlights the importance of revisiting the recruitment process each year to ensure the city is reaching all residents and improving accessibility of the application. The candidate below applied during the May 6-June 22, 2026 boards and commissions recruitment period. Planning commission candidates were interviewed at the July 27, 2026 city council special study session. Mayor Schack reviewed city council's candidate interview notes, and recommends the appointment listed below:

Appointment:
- Hindi Abdi, to the planning commission, the fill the current vacancy, effective Aug. 11, 2026 and expiring on Jan. 31, 2027.