

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Wayne D. Houle, PE, Director of Engineering

Action

Discussion

Date: May 16, 2013

Information

Subject: Prioritization of Sidewalk Projects

Action Requested:

Review and recommend to the City Council a priority list of sidewalks, including which sidewalk should be constructed in 2013.

Information / Background:

The new Pedestrian and Cyclist Safety Fund will have approximately \$400,000 for sidewalk or bike facilities in 2013. At the April 18 ETC meeting, I introduced seven sidewalk projects that staff is currently preparing feasibility studies. We have not identified which project should be constructed first. In the future, we will be able to rely on an updated sidewalk plan and policy along with the Living Streets Implementation plan.

Staff is suggesting using the following guidance to prioritize the construction of these projects:

1. Sidewalks in road reconstruction project areas.
2. Sidewalks abutting significant private development that can be funded (in whole or part) by the private developer.
3. Sidewalks on streets with demonstrated safety issues for pedestrians.
4. Sidewalks that abut a public school, public building, community playfield, or neighborhood park.
5. Sidewalks on identified active routes to schools, parks, or commercial destinations or on transit routes.
6. Missing segments of sidewalk along minor arterials.
7. Missing segments of sidewalk along collectors (one side minimum).
8. Sidewalks funded in whole or in part by grants or other agencies.

The first four projects listed below have draft feasibility studies (attached). The next project has been estimated but a draft feasibility study has not been done. The last two projects do not have estimates or draft feasibility studies yet.

- School Rd – from Normandale Rd to School Rd along 60th St W, along School Rd from 60th St W to Concord Ave; \$310,000.
- 42nd St W – from Oakdale Ave to France Ave; \$440,000.
- W Normandale Frontage Rd – from Benton Ave south to Clover Ridge; \$190,000.
- Xerxes Ave – from 60th St W to 56th St W; \$480,000.
- Interlachen Blvd – from Mirror Lakes Dr to Vernon Ave; \$700,000.
- E Normandale Rd - from 70th to 66th.
- Cornelia Ave / West Shore Dr / Dunburry Ln – between 70th St W and 66th St W.

Below is a table that could be utilized to prioritize the sidewalk projects.

Priority	PROJECT						
	School Rd	42nd St W	W Normandale Frontage Rd	Xerxes Ave	Interlachen Blvd	E Normandale Frontage Rd	Cornelia Sidewalks
1	Sidewalks in road reconstruction project areas.	x - 2014 (easterly portion)					
2	Sidewalks abutting significant private development and which can be funded (in whole or part) by the private developer.						
3	Sidewalks on streets with demonstrated safety issues for pedestrians.			?	?	?	
4	Sidewalks that abut a public school, public building, community playfield, or neighborhood park.	x	x				x
5	Sidewalks on identified active routes to schools, parks, or commercial destinations <u>or on transit routes.</u>	x	x		x		x
6	Missing segments of sidewalk along minor arterials.						
7	Missing segments of sidewalk along collectors (one side minimum).			x	x		
8	Sidewalks funded in whole or in part by grants or other agencies.						

Staff is requesting that the ETC prioritize the above projects. The list will then be submitted to the City Council. Once the City Council makes a decision regarding which project to move forward with, staff will begin the public engagement process for the project to be constructed this summer. The Xerxes Ave project is the only project that has had public engagement to date.

Attachments:

Feasibility Studies for School Rd, 42nd St W, W Normandale Rd, and Xerxes Ave Sidewalk Projects.



FEASIBILITY STUDY – S108

ENGINEERING DEPARTMENT

CITY OF EDINA

SIDEWALK IMPROVEMENTS

WEST 60TH STREET AND SCHOOL ROAD

FROM NORMANDALE ROAD TO CONCORD AVENUE

MAY 22, 2012

SUMMARY:

Option A

Option A is the installation of sidewalk from Normandale Road to Concord Avenue along 60th Street and School Road. The total estimated project cost is \$312,000. Based on our sidewalk policy and the location of the sidewalk, funding for this project will come from a combination of special assessments, City funds and Independent School District 272 (ISD 272) funds. The project cost will be split at 25%, 25%, and 50% between ISD 272, the City, and residents, respectively. The project would be completed during the 2012 construction season.

Option B

Option B is the installation of sidewalk along School Road between Ruth Drive and Concord Avenue. The total estimated project cost is \$118,000. Special assessments would not be part of this option. The project cost would be split evenly between ISD 272 and City of Edina at 50% each. The project would be completed during the 2012 construction season.

Staff believes either option would be cost effective and feasible to create a safe pedestrian link to Concord Elementary.

PROJECT MAP:

Options A and B for the W. 60th Street and School Road Sidewalk Project from Normandale Road to Concord Avenue are shown in Figure 1.

Figure 1. Project Area Map



Project Area
School Road Sidewalk
Improvement No. S108

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Proposed Concrete Sidewalk (Option A)
- Proposed Concrete Sidewalk (Option B)



INITIATION & ISSUES: The City Council directed the Engineering Department to do a feasibility study on the proposed sidewalk along the West 60th Street and School Road. The City's 2008 Comprehensive Plan Update indicates the need for a sidewalk along this section of roadway (Attachment A and B).

Staff Issues

The following are existing features that were used in determining the feasibility of the project and are addressed in this report:

- Existing trees and landscaping
- Steep driveways and yards
- Safety of residents and children
- Defined school walking zone
- Project cost and source of funding

EXISTING CONDITIONS: The road is approximately 31-feet wide and the right-of-way for the majority of the roadway is 50-feet. The existing roadway is a bituminous surface with concrete curb and gutter.

An existing sidewalk extends along the west side of the Concord Avenue from Southview Lane down to Valley View Road (Photo 1).



Photo 1. Northwest Corner of School Road and Concord Avenue

An existing sidewalk extends along Normandale Road from Benton Avenue to Concord Avenue (Photo 2).



Photo 2. Northeast Corner of Normandale Road and West 60th Street

**PROPOSED
IMPROVEMENTS:**

Sidewalk Style

A 5-foot wide concrete sidewalk was selected as the minimum width needed for plowing by Public Works. A 4-foot grass boulevard will separate the existing curb from the proposed sidewalk (Photo 3). The separation from the vehicle traffic creates a more pedestrian friendly environment and allows the utility poles to remain in place.

Currently there is concrete curb and gutter and the sidewalk will be constructed with little disturbance to the existing concrete curb and gutter.



Photo 3. Boulevard Style Sidewalk

Location of Sidewalk

The north side of both West 60th Street and School Road and the east side of School Road were selected as the preferred alignment based on available right-of-way and proximity to Concord Elementary School for both options.

Option A

The proposed sidewalk would connect to the existing sidewalks at the intersections of School Road and Concord Avenue and the intersection of Normandale Road and W. 60th Street. The slope of the boulevard area along West 60th Street and School Road, will require the use of lannon stone retaining walls.

Option B

The proposed sidewalk would connect with the existing sidewalk at the intersection of School Road and Concord Avenue. The slope of the boulevard area along School Road, will require the use of lannon stone retaining walls.

**RIGHT-OF-WAY
& EASEMENTS:**

This project utilizes the existing City owned right-of-way and potentially may need to acquire some temporary construction easements to construct the proposed sidewalk.

**MAINTENANCE
OF SIDEWALK:**

Per City Council policy, the Edina Public Works Department will maintain a school zone sidewalk, including snow removal.

FEASIBILITY: The City of Edina 2008 Comprehensive Plan Update has laid out a plan for future sidewalks and the proposed sidewalk along School Road is consistent with the Comprehensive Plan.

Staff believes the construction of either option is cost effective and feasible to create a safe pedestrian link along West 60th Street and School Road.

PROJECT COSTS:

Option A

The total estimated project cost is \$312,000. The total cost includes indirect costs of 15% for engineering and clerical costs and 7.5% for first year finance costs. Funding for this project will come from a combination of special assessments, City funds and ISD 272 funds (See Table 1). For additional funding information see the Sidewalk Finance Policy (Attachment C).

Option A	Percentage	\$ Amount
Sidewalk Cost Participation:		
City of Edina	25%	\$78,000
ISD 272	25%	\$78,000
Special Assessment	50%	\$156,000
Total Project:		\$312,000

Table 1. Option A Estimated Project Cost Participation

Option B

The total estimated project cost is \$118,000. Special assessments would not be part of this option. Funding for this project will come from a cost split between ISD 272 and City of Edina at 50% each (See Table 2).

Option B	Percentage	\$ Amount
Sidewalk Cost Participation:		
City of Edina	50%	\$59,000
ISD 272	50%	\$59,000
Total Project:		\$118,000

Table 2. Option B Estimated Project Cost Participation

**Feasibility Study
School Road Sidewalk Improvement No. S-108
May 22, 2012**

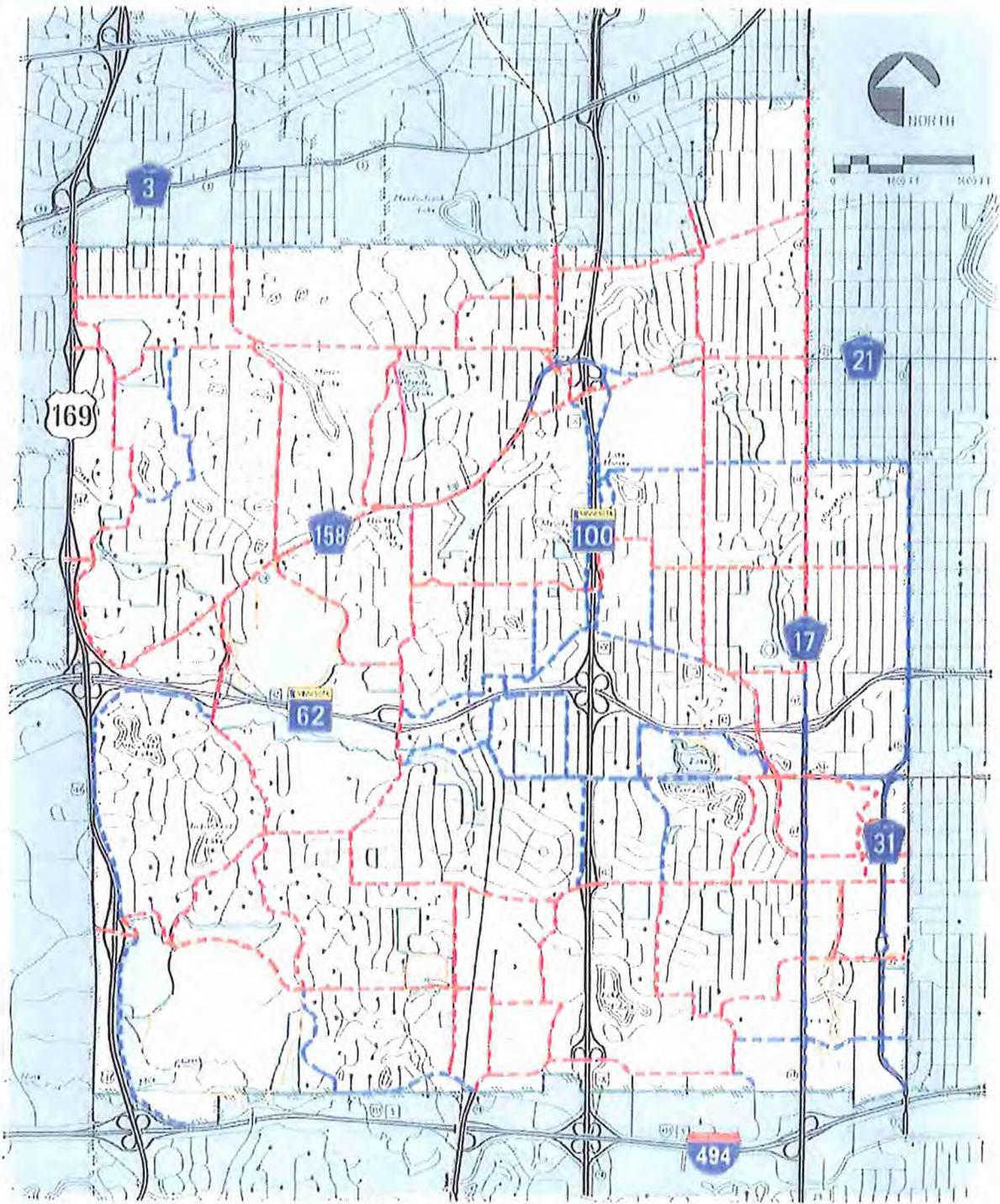
ASSESSMENTS: Funding will be based on the option approved by City Council. (See Options A and B listed above)

PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

Informational Meeting/Open House.....Mid June, 2012
Receive Feasibility Report/Order Public Hearing.....July, 2012
Public Hearing.....August, 2012
Bid OpeningEarly September, 2012
Award ContractEarly September, 2012
Begin ConstructionLate September 2012
Complete ConstructionLate October 2012

ATTACHMENTS:

- A. Sidewalk Facilities Figure 7.10 - 2008 Comprehensive Plan Update
- B. Bicycle Facilities Figure 7.11 - 2008 Comprehensive Plan Update
- C. Sidewalk Finance Policy
- D. Overall Project Map



LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- - - Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- - - Primary Route
- - - Secondary Route



City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

Edina, Minnesota
 55030
 2008
 Comprehensive
 Plan
 Update

FUTURE SIDEWALK FINANCING POLICY CITY OF EDINA

INTRODUCTION:

The City of Edina is experiencing a need to review the financing of future sidewalks and pathways through-out the City. This need came about from recent requests for sidewalks along Maple Road and from Edina School District. This report covers a very aggressive future sidewalk plan and will be included in this year's City Comprehensive Plan. The following describes the thought-process and potential funding mechanisms for these future sidewalks and pathways.

PURPOSE:

Determine preliminary costs to install sidewalks and pathways within the City. Analyze potential financing policy to fund sidewalks.

PROCESS:

All sidewalk requests are and will continue to be "petition initiated" with the exception of State-Aid reconstruction routes.

PROPOSED SIDEWALK REQUIREMENTS:

Currently sidewalks and pathways follow many collector and arterial streets within the City. City staff analyzed the existing pedestrian ways using the following criteria to propose new sidewalks and pathways:

- Identify all existing sidewalks within the City.
- Identify all retail business walking zones within the City.
- Identify all park walking zones within the City.
- Identify all public schools walking zones within the City.
- Identify all public transit facilities within the City.
- Identify all proposed State-Aid funded sidewalks.

Edina School District currently uses a 0.7 mile walking zone policy for elementary schools and 1 mile walking zone for middle and senior high schools. Staff also used the 0.7 mile radius walking zones for all retail business centers, parks, and public elementary schools along with the one mile walking zone radius for middle and senior high schools.

Sidewalks and pathways are proposed for both regional type loops and for destination type walks. The regional loops would allow a pedestrian to circle any one of the four quadrants of the City; typically these routes are found along State-Aid Streets. The destination type walks would allow a person living within any of the above walking zones to access these destinations from their residences.

Sidewalks and pathways within the City are divided into the following four categories:

State-Aid sidewalks and pathways are located adjacent to Municipal State-Aid Streets (MSAS) and are funded from MSAS funds.

School Zone sidewalks and pathways are identified by the City and Edina School District and are located within the identified school walking zones.

Destination Zone sidewalks and pathways are typically located along roadways that are geographically a link between two existing systems and adjacent to a roadway that carries over 750 vehicles per day.

Local / Low Volume Street Zone sidewalks and pathways are any sidewalks or pathways that do not meet any of the above definitions.

FINANCING:

Financing of the proposed sidewalks can be separated into four categories:

1. State-Aid Costs that cover any proposed sidewalk located adjacent to a State-Aid designated roadway.
2. Public School Zone Costs that will be split between City funds, School funds, and Special Property Assessments.
3. Destination Zone Costs that will be split between City funds and Special Property Assessments.
4. Local / Low Volume Street Zone Costs will be financed through Special Property Assessments.

Special property assessment policy will be reviewed per each individual project. The City Council will have the discretion to order a project assessed on a per adjacent lot basis, per local area assessment, or a combination of both.

City staff recommends the following percentages be used for financing these sidewalks and pathways. The Edina School District staff was given this information last July along with a proposed sidewalk - pathway map. However, due to the individual school Site Councils schedules City staff has not received their comments.

STATE-AID COSTS

<u>ENTITY</u>	<u>PERCENT OF COST</u>
STATE-AID	100

SCHOOL ZONE COSTS

<u>ENTITY</u>	<u>PERCENT OF COST</u>
CITY	25
SCHOOL	25
SPECIAL ASSESSMENTS	50

DESTINATION ZONE COSTS

<u>ENTITY</u>	<u>PERCENT OF COST</u>
CITY	25
SPECIAL ASSESSMENTS	75

LOCAL / LOW VOLUME STREET ZONE COSTS

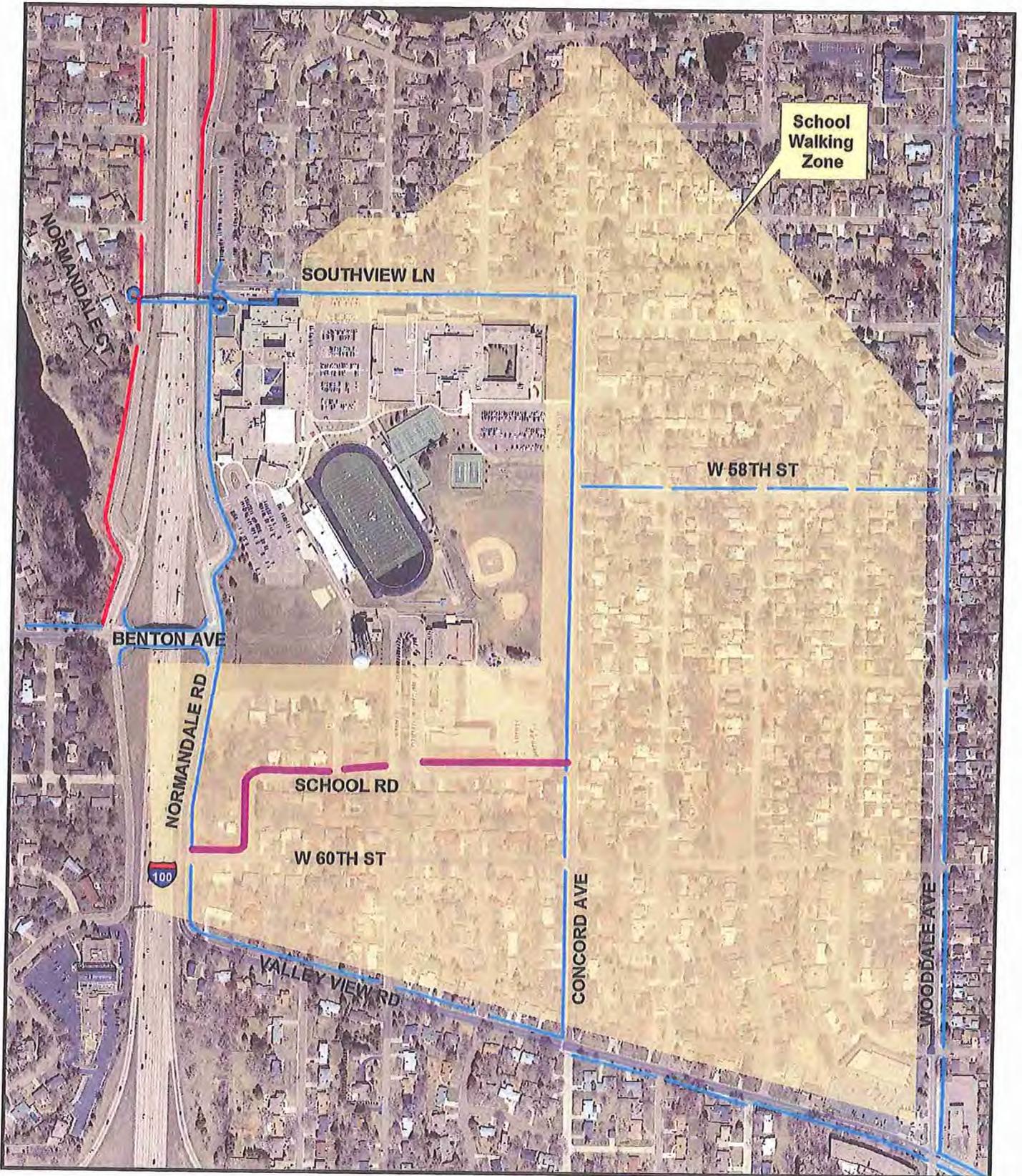
<u>ENTITY</u>	<u>PERCENT OF COST</u>
SPECIAL ASSESSMENTS	100

These percentages would translate into the following costs:

<u>ENTITY</u>	<u>TOTAL COST</u>	<u>10-YR AVERAGE</u>
STATE-AID	\$2,261,000.00	\$226,000.00
CITY	\$495,000.00	\$50,000.00
SCHOOL	\$250,000.00	\$25,000.00
SPECIAL ASSESSMENTS	\$1,114,000.00	\$111,000.00
TOTAL	\$4,120,000.00	\$412,000.00

CONCLUSION:

The City sidewalk funding policy entails a cost split for any proposed sidewalk that is located on a street with Average Daily Traffic of over 750 vehicles within the City. Any proposed sidewalk located on a State-Aid route will be financed through State-Aid financing. Any proposed sidewalk located within a public school walking zone will have a cost split between the Residences, School, and City.



School Walking Zone

SOUTHVIEW LN

W 58TH ST

BENTON AVE

NORMANDALE RD

SCHOOL RD

W 60TH ST

CONCORD AVE

WOODDALE AVE

VALLEY VIEW RD

100

Project Area
School Road Sidewalk
Improvement No: S108

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Proposed Concrete Sidewalk



Engineering Dept
 July, 2011



FEASIBILITY STUDY – S47

ENGINEERING DEPARTMENT

CITY OF EDINA

SIDEWALK IMPROVEMENTS

WEST 42nd STREET FROM FRANCE AVENUE TO OAKDALE AVENUE
INCLUDING PORTIONS OF CROCKER, GRIMES, AND ALDEN AVENUES
AND SCOTT TERRACE
MAY 23, 2012

SUMMARY:

The estimated project cost is \$435,000. Based on our sidewalk policy and the location of the sidewalk, funding for this project will come from a combination of City funds and special assessments. The project cost will be split between the City (25%) and residents (75%). The project would be completed during the 2012 construction season. Staff believes the project is cost effective and feasible to create a safe pedestrian link between France Avenue and the City of St. Louis Park.

PROJECT MAP:

The West 42nd Street Sidewalk Project from France Avenue to Oakdale Avenue including portions of Crocker, Grimes, and Alden Avenues and Scott Terrace (Figure 1).



Project Area
W 42nd St Sidewalk
Improvement No: S47

— Existing Concrete Sidewalk
— Proposed Concrete Sidewalk



Figure 1. Project Area Map

INITIATION & ISSUES: The City Council directed the Engineering Department to do a feasibility study on the proposed sidewalk along West 42nd Street from France Avenue to Oakdale Avenue. The City's 2008 Comprehensive Plan Update has a plan for future sidewalks and bicycle facilities. The proposed sidewalk along West 42nd Street including portions of Crocker, Grimes, and Alden Avenues and Scott Terrace are consistent with the Comprehensive Plan. (Attachment A & B).

Staff Issues

The following are existing features that were used in determining the feasibility of the project and are addressed in this report:

- Existing fences and walls
- Existing trees and landscaping
- Existing utility poles and overhead utilities
- Existing fire hydrants
- Steep driveways and yards
- Safety of residents and children
- Traffic volumes ranging from approximately 1000 to 2000 vehicles per day
- Project cost and source of funding

EXISTING CONDITIONS: The road is approximately 30-feet wide and the right-of-way for the majority of the roadway is 50-feet. The existing roadway is a bituminous surface with concrete curb and gutter.

Existing sidewalks extend from the south on Oakdale Avenue, Lynn Avenue, Grimes Avenue, Alden Avenue, Scott Terrace, and France Avenue. An existing sidewalk extends along the north side of 42nd Street between Grimes Avenue and Alden Avenue in front of Weber Field and the Golden Years Montessori (Photo 1).



Photo 1. Existing Sidewalk at Weber Field and Golden Years Montessori

**PROPOSED
IMPROVEMENTS:**

Sidewalk Style

Staff is proposing a combination of 4-foot and 5-foot wide concrete boulevard style sidewalks (Photo 2). The 5-foot wide concrete sidewalk will be constructed along the east portion of 42nd Street from France Avenue to Grimes Avenue. It will connect to the existing sidewalk along Weber Field.

The 4-foot wide concrete sidewalks will be constructed along the west portion of 42nd Street from Alden Avenue to Oakdale Avenue and south of 42nd Street.

The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 4-feet and 6-feet in width depending on existing conditions. The separation from the vehicle traffic creates a more pedestrian friendly environment and allows most of the utility poles to remain in place.

Currently there is concrete curb and gutter and the sidewalk will be constructed with little disturbance to the existing concrete curb and gutter.



Photo 2. Boulevard Style Sidewalk

Location of Sidewalk

The north side of West 42nd Street was selected as the preferred alignment based on the amount of potential conflicts along the south side with existing retaining walls, steep slopes, landscaping, and trees and the ability to connect to the existing sidewalk at Weber Field and the Golden Years Montessori School. This project will install sidewalk along portions of Crocker Avenue, Grimes Avenue, Alden Avenue, and Scott Terrace to connect to existing sidewalks.

**RIGHT-OF-WAY
 & EASEMENTS:**

This project utilizes the existing City owned right-of-way. All proposed improvements stay within this right-of-way and no additional easement requirements are anticipated.

**MAINTENANCE
 OF SIDEWALK:**

5-foot wide sidewalks are considered City sidewalk. Maintenance for City sidewalks will be the responsibility of the City including snow removal. 4-foot wide sidewalks are considered local sidewalks. Maintenance for local sidewalks will be the responsibility of the residents including snow removal.

PROJECT COSTS:

The total estimated project cost is \$435,000. The total cost includes indirect costs of 15% for engineering and clerical costs and 7.5% for first year finance costs. Funding for this project will come from a combination of City funds (25%) and special assessments (75%).

Funding Sources	Percentage	\$ Amount
Sidewalk Cost Participation:		
City of Edina	25%	\$108,750
Special Assessment (includes Assessing City of Edina)	75%	\$326,250
Total Project:		\$435,000

ASSESSMENTS:

~~The assessments are based on the City's sidewalk policy. Based on this policy there are 78 residential equivalent units (REU). The estimated assessment per REU is \$4,200 (Figure 2). The City is assessed 5 REU's based on a comparable lots size analysis for an estimated assessment amount of \$21,000.~~



**Proposed Assessment
 W 42nd St Sidewalk
 Improvement No: S47**



- Existing Concrete Sidewalk
- Proposed Concrete Sidewalk
- 1 REU - Estimated Assessment \$3,925
- 5 REU - Estimated Assessment \$19,625

Engineering Dept
 May, 2012

Figure 2. Estimated Assessment Map

**Feasibility Study
West 42nd Street Sidewalk Improvement No. S47
May 23, 2012**

PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

Informational Meeting/Open House.....	Mid June, 2012
Receive Feasibility Report/Order Public Hearing.....	July, 2012
Public Hearing.....	August, 2012
Bid Opening	Early September, 2012
Award Contract	Early September, 2012
Begin Construction	Late September 2012
Complete Construction	Late October 2012

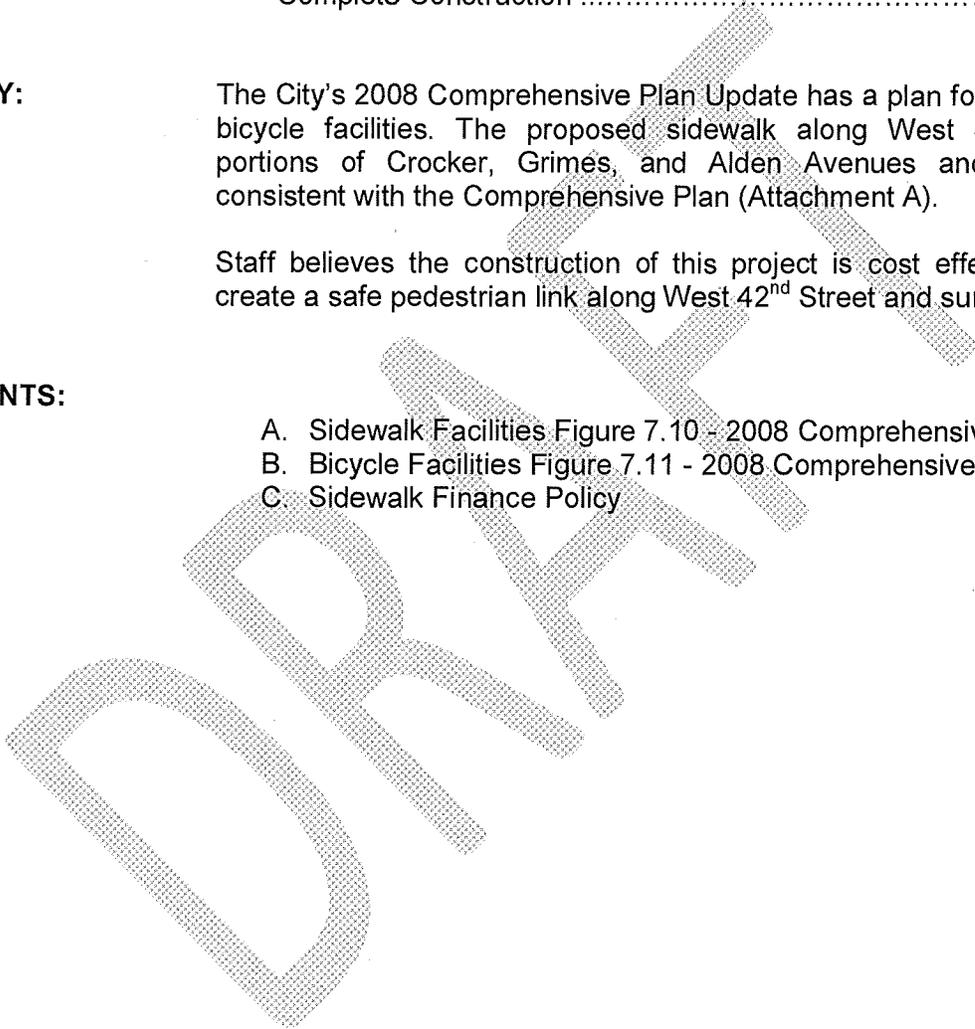
FEASIBILITY:

The City's 2008 Comprehensive Plan Update has a plan for future sidewalks and bicycle facilities. The proposed sidewalk along West 42nd Street including portions of Crocker, Grimes, and Alden Avenues and Scott Terrace are consistent with the Comprehensive Plan (Attachment A).

Staff believes the construction of this project is cost effective and feasible to create a safe pedestrian link along West 42nd Street and surrounding streets.

ATTACHMENTS:

- A. Sidewalk Facilities Figure 7.10 - 2008 Comprehensive Plan Update
- B. Bicycle Facilities Figure 7.11 - 2008 Comprehensive Plan Update
- C. Sidewalk Finance Policy





FEASIBILITY STUDY – S 105

ENGINEERING DEPARTMENT

CITY OF EDINA

SIDEWALK IMPROVEMENTS

NORMANDALE ROAD

FROM CLOVER RIDGE TO BENTON AVENUE

MAY 21, 2012

EXECUTIVE SUMMARY: The estimated project cost is \$150,000. Funding for this project is from the construction funds. No special assessments are part of this project. Construction would be completed during the 2012 construction season. Staff believes the construction of this project is cost effective and feasible to create a safe pedestrian link along Normandale Road.

LOCATION: The Normandale Road Sidewalk Project runs along the west side of the Normandale Road from Valley View Road north up to Benton Avenue. The sidewalk would be located within City owned right-of-way. (See Figure 1)



Project Area
West Frontage Road Sidewalk
Improvement No: S105

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Proposed State-Aid Sidewalk
- Proposed Concrete Sidewalk



Figure 1. Project Area Map

**Feasibility Study
Normandale Road Sidewalk Improvement No. S-105
May 21, 2012**

INITIATION & ISSUES: This project was initiated by a petition accepted by City Council on June 16, 2009. The petition was signed by 91 residents living in the surrounding neighborhood. The City Council directed the Engineering Department to do a feasibility study on the proposed sidewalk along Normandale Road from Clover Ridge to Benton Avenue. The City of Edina 2008 Comprehensive Plan Update has laid out a plan for future sidewalks and bicycle facilities and the proposed sidewalk along Normandale Road is consistent with the Comp Plan. (Attachment A and B)

Staff Issues

The following are existing features that were used in determining the feasibility of the project and are addressed in this report: (Photo 1)

- Existing fences and walls
- Existing trees and landscaping
- Existing utility poles
- Steep boulevard slopes
- Connection to existing sidewalk north of Benton Avenue
- Safety of residents and children



Photo 1. Looking West at Normandale road and Valley View Road

EXISTING CONDITIONS: The road is approximately 25-feet wide with adequate right-of-way. The existing roadway is a bituminous surface with concrete curb and gutter.

Existing sidewalks extend north to Eden Avenue, and west and east along Benton Avenue from the intersection of Benton Avenue and Normandale Road. The proposed sidewalk would connect to the existing sidewalks at the intersection of Benton Avenue and Normandale Road. (Photos 2 and 3)



Photo 2. Looking South at Normandale road and Benton Avenue



Photo 3. Looking North at Normandale Road and Benton Avenue

**PROPOSED
IMPROVEMENTS:**

The Normandale Road Sidewalk Improvements consist of a 6-foot wide bituminous sidewalk with a 5-foot grass boulevard to separate the existing curb from the proposed sidewalk (Photo 4). The separation from the vehicle traffic creates a more pedestrian friendly environment.

Currently there is concrete curb and gutter and the sidewalk will be constructed with little disturbance to the existing concrete curb and gutter.

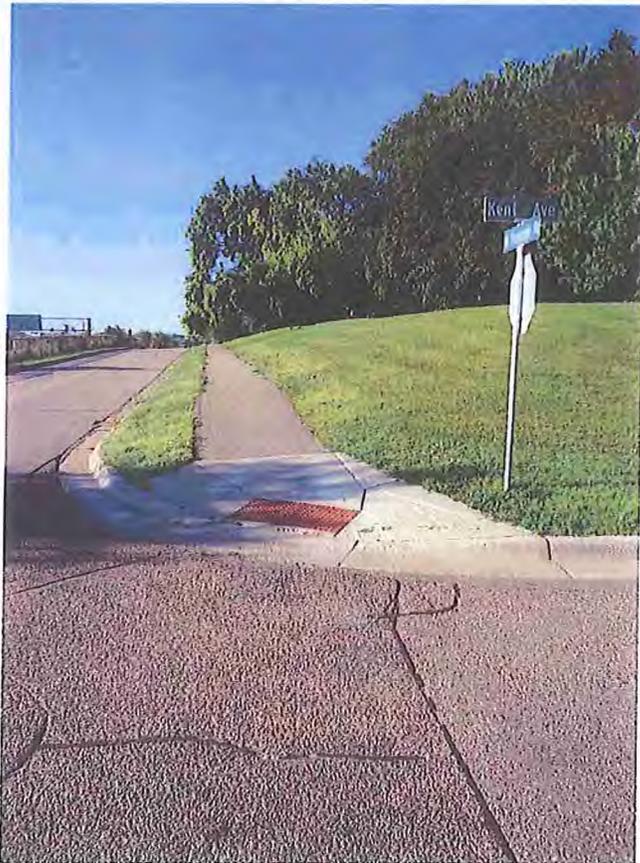


Photo 4. Boulevard Style Bituminous Sidewalk

**RIGHT-OF-WAY
& EASEMENTS:**

This project utilizes the existing City owned right-of-way. All proposed improvements stay within this right-of-way and no additional easement requirements are anticipated.

**MAINTENANCE
OF SIDEWALK:**

Per City Council policy, the Edina Public Works Department will maintain the sidewalk, including snow removal.

Feasibility Study
Normandale Road Sidewalk Improvement No. S-105
May 21, 2012

PROJECT COSTS: The total estimated project cost is \$150,000. The total cost includes indirect costs of 15% for engineering and clerical costs and 7.5% for first year finance costs. This is identified in the Capital Improvement Program. Funding for this project is from the construction funds.

ASSESSMENTS: This project is funded by the City; therefore there is **NO** special assessment to any property owners.

PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

Informational Meeting/Open House.....	Mid June, 2012
Receive Feasibility Report/Order Public Hearing.....	Early July, 2012
Public Hearing.....	Late July, 2012
Bid Opening	Early August, 2012
Award Contract	Late August, 2012
Begin Construction	September 2012
Complete Construction	October 2012

FEASIBILITY: The City of Edina 2008 Comprehensive Plan Update has laid out a plan for future sidewalks and the proposed sidewalk along Normandale Road is consistent with the Comp Plan.

Staff believes the construction of this project is cost effective and feasible to create a safe pedestrian link along Normandale Road.

ATTACHMENTS:

- A. Sidewalk Facilities Figure 7.10 - 2008 Comprehensive Plan Update
- B. Bicycle Facilities Figure 7.11 - 2008 Comprehensive Plan Update

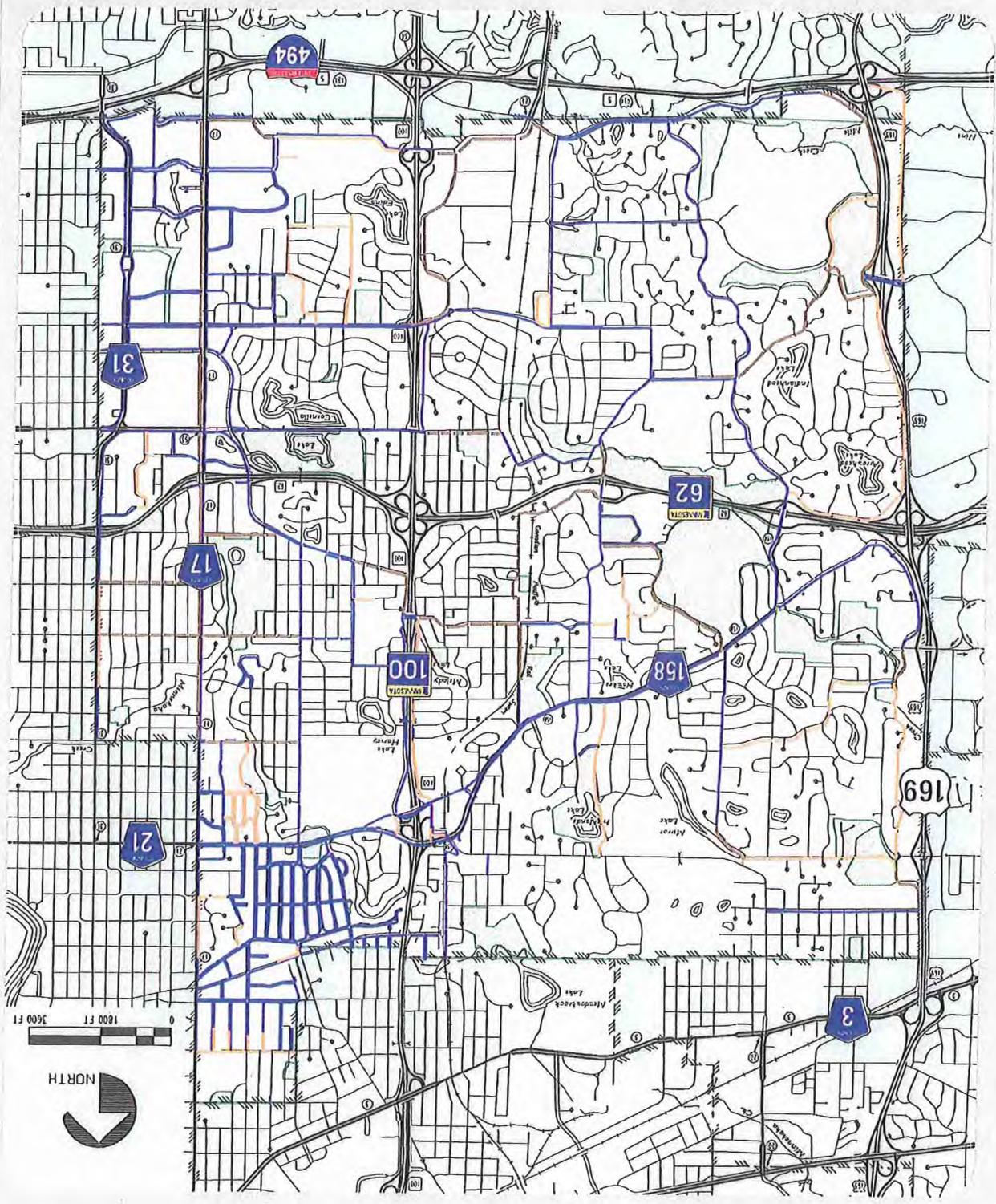


City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Note: Park Pathways are included on Figure 7.11

- LEGEND:**
- Existing Sidewalk
 - Proposed School / Business Sidewalk
 - Proposed Sidewalk
 - State-Aid Sidewalk



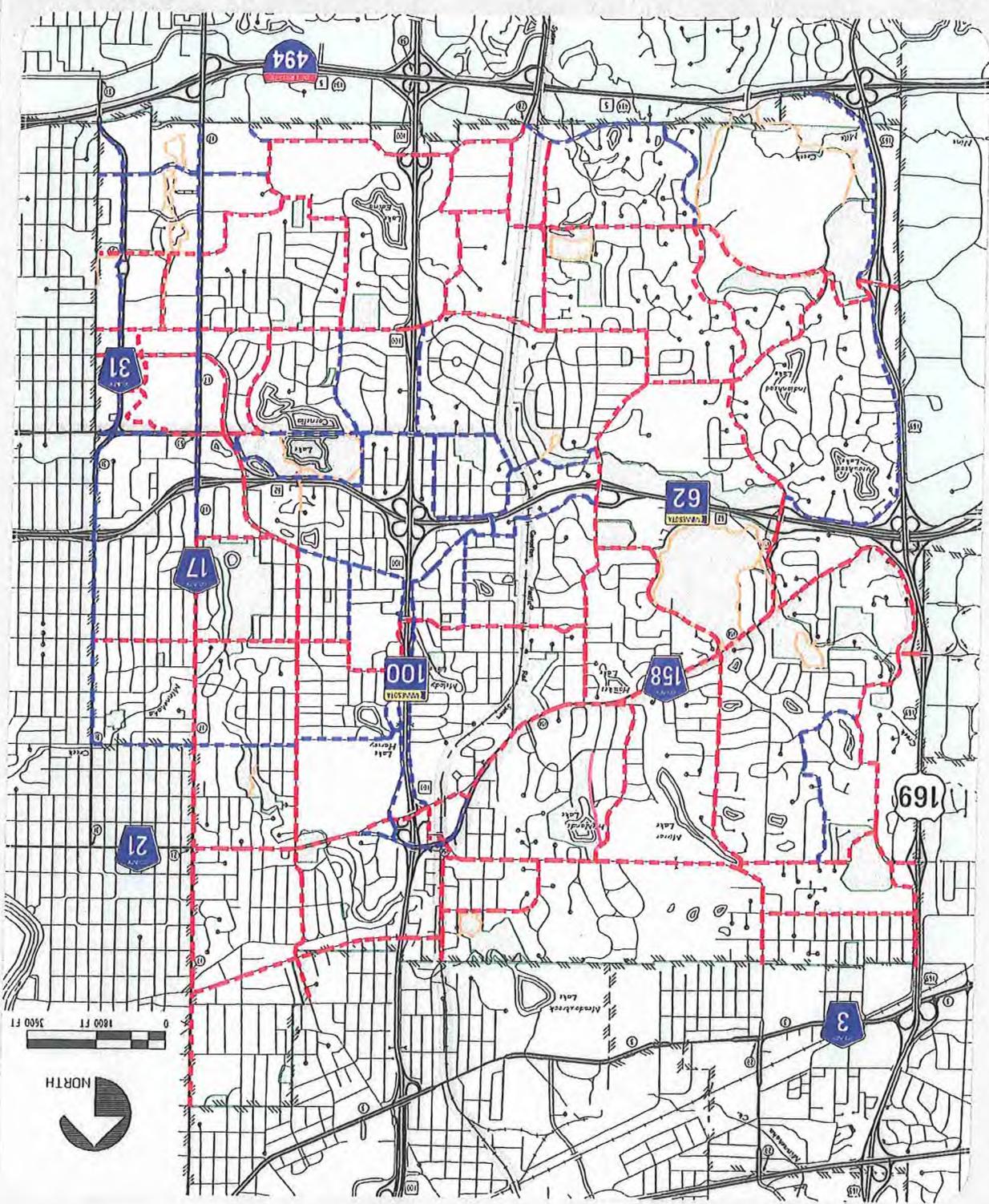


City of Edina 2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

LEGEND:
Existing Park Pathway
Existing Hennepin County Corridors
Proposed Park Pathway
Primary Route
Secondary Route
From the 2007 Edina Comprehensive Bicycle Transportation Plan





REVISED FEASIBILITY STUDY – S46

ENGINEERING DEPARTMENT

CITY OF EDINA

SIDEWALK IMPROVEMENTS

XERXES AVENUE SIDEWALK BETWEEN WEST 56TH STREET AND WEST 60TH STREET

MAY 24, 2012

SUMMARY:

The estimated total project cost is \$480,000. Funding for the entire project will come from Municipal State Aid funds since Xerxes Avenue is County State Aid Road (CSAH 31). A number of engineering challenges exist but these can be overcome during design and construction of the sidewalk. The major challenge is getting assistance from Excel Energy to relocate utility poles. The project could be completed during the 2012 construction season. Staff believes the project is feasible to create a safe pedestrian link along Xerxes Avenue.

LOCATION:

The Xerxes Avenue Sidewalk Project runs along the west side of Xerxes Avenue from 56th Street to 60th Street, a distance of approximately 2500 feet (See Figure 1).



Project Area
Xerxes Ave Sidewalk
Improvement No: S46

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Proposed State-Aid Sidewalk
- Proposed Concrete Sidewalk



Figure 1. Project Area Map

INITIATION & ISSUES: The City Council directed the Engineering Department to do a feasibility study on the proposed sidewalk along the west side of Xerxes Avenue from 56th Street to 60th Street. The City's 2008 Comprehensive Plan Update has a plan for future sidewalks and bicycle facilities. The proposed sidewalk along Xerxes Avenue is consistent with the Comprehensive Plan. (Attachments A & B).

The following are existing features that were used in determining the feasibility of the project and are addressed in this report:

- Missing segment of sidewalk between 56th Street and 60th Street on west side of Xerxes Avenue
- Existing fences, walls, and out-walk sidewalks
- Right-of-way issues
- Steep slopes
- Existing trees and landscaping
- Safety of residents
- Snow removal
- Existing utility poles located within construction area
- Traffic volume between approximately 8,700 and 15,200 vehicles per day

EXISTING CONDITIONS: The existing roadway is a Hennepin County Roadway (CSAH 31) and is a bituminous surface with concrete curb and gutter, approximately 41 feet wide with a concrete sidewalk that runs the full length on the east side of the roadway. The City of Minneapolis is located along the east side of CSAH 31. The sidewalk on the west extends both north of 56th Street and south of 60th Street along Xerxes Avenue (See Photos 1 and 2).



Photo 1. North of 56th Street on Xerxes Avenue



Photo 2. South of 60th Street on Xerxes Avenue

The existing boulevard along the west side of Xerxes Avenue has locations of steep boulevard grades, concrete stairs and sidewalks, lannon stone and block retaining walls, large mature trees, utility poles, and fire hydrants (See Photos 3, 4, and 5).



Photo 3. 5616 Xerxes Looking South on France Avenue



Photo 4. 5608 Xerxes Avenue looking South



Photo 5. 5740 Xerxes Avenue looking North

**Feasibility Study
Xerxes Avenue Sidewalk Improvement No. S46
May 24, 2012**

**PROPOSED
IMPROVEMENTS:**

The Xerxes Avenue Sidewalk Improvements would consist of a 5 foot wide concrete walk with a 4 foot grass boulevard from 56th Street to 60th Street on the west side of CSAH 31 (See Photo 6). There is existing concrete curb and gutter along Xerxes Avenue and the sidewalk will be constructed with little disturbance to the existing concrete curb and gutter.



Photo 6. Boulevard Style Sidewalk

There are four (4) utility poles that are located within the construction area that may need to be either removed or relocated by Xcel Energy. In a few select cases, the sidewalk may be adjusted to limit utility pole work.

Between 56th Street and 59th Street, there are approximately five (5) trees (elm, oak, and box elder) ranging in diameter from 4" to 30" that will need to be removed (See Photo 7).



Photo 7. 5628 Xerxes Ave - Tree Removal

Along the project there is a combination of a concrete out-walks, concrete staircases, lannon stone retaining walls and steep boulevard areas. The existing concrete out-walks, concrete staircases, and retaining walls will need to be adjusted, removed and/or relocated within the right-of-way line (See Photos 8 and 9). In areas of steep boulevard areas, new lannon stone retaining walls will be installed at the right of way line.



Photo 8. 5740 Xerxes Ave – Retaining Wall Adjustment



Photo 9. 5924 Xerxes Ave – Retaining Wall Installation and Concrete Stair Adjustments

**RIGHT-OF-WAY
& EASEMENTS:**

This project utilizes the existing County owned right-of-way that runs parallel to Xerxes Avenue. The City will work closely with the County for all permits and approvals. All proposed permanent improvements will stay within this right-of-way. Temporary construction easements will be required to construct portions of the lannon stone retaining walls, concrete out-walks, concrete stairs, and driveway pavements.

**MAINTENANCE
OF SIDEWALK:**

The proposed sidewalk would be maintained by the City, including snow plowing and associated general maintenance.

PROJECT COSTS:

The total estimated project cost is \$480,000. The total cost includes indirect costs of 15% for engineering and clerical costs and 7.5% for first year finance costs. Funding for the entire project will come from Municipal State Aid funds since Xerxes Avenue is a County State Aid Road.

ASSESSMENTS:

Special assessments to the property owners are not part of this project.

PROJECT SCHEDULE:

The following schedule is feasible from an engineering standpoint with assistance Excel Energy to relocate utility poles:

Informational Meeting/Open House.....Early June, 2012
Receive Feasibility Report/Order Public Hearing.....Mid June, 2012
Public Hearing..... Mid July, 2012

**Feasibility Study
Xerxes Avenue Sidewalk Improvement No. S46
May 24, 2012**

Bid OpeningAugust, 2012
Award ContractEarly September, 2012
Begin ConstructionLate September 2012
Complete ConstructionLate October 2012

FEASIBILITY:

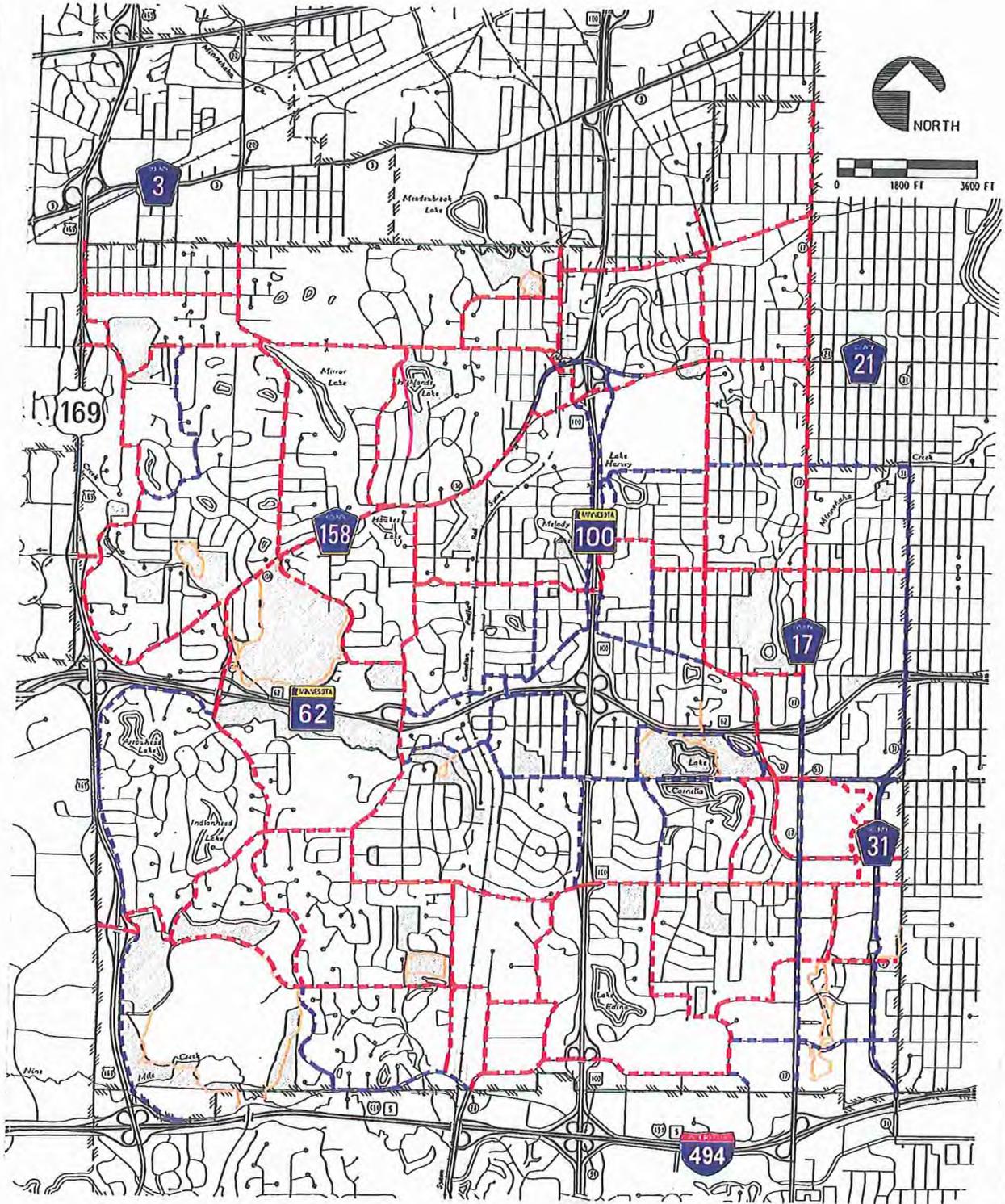
The City of Edina 2008 Comprehensive Plan Update has laid out a plan for future sidewalks and the proposed sidewalk along Xerxes Avenue is consistent with the Comprehensive Plan.

A number of engineering challenges exist but these can be overcome during design and construction of the sidewalk. The major challenge is getting assistance from Excel Energy to relocate utility poles.

Staff recognizes the challenges but believes the construction of this project is feasible, cost effective and necessary to create a safe pedestrian link along Xerxes Avenue.

ATTACHMENTS:

- A. Sidewalk Facilities Figure 7.10 - 2008 Comprehensive Plan Update
- B. Bicycle Facilities Figure 7.11 - 2008 Comprehensive Plan Update



LEGEND: Existing Park Pathway Existing Hennepin County Corridors Proposed Park Pathway From the 2007 Edina Comprehensive Bicycle Transportation Plan
 --- Primary Route --- Secondary Route



**City of Edina
 2008 Comprehensive Plan Update**

Bicycle Facilities

Figure 7.11

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