



# Engineering Report

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## TRACY AVENUE (MSAS 152) ROADWAY IMPROVEMENTS

TH 62 to Benton Avenue

**IMPROVEMENT NO. BA-399**

**November 3, 2015**

**ENGINEERING DEPARTMENT  
CITY OF EDINA**

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

 Andrew Plowman, PE	44200 Reg. No.	11-3-15 Date
Approved  Chad A. Millner Director of Engineering	43790 Reg. No.	11-3-15 Date



# Engineering Report – BA 399

## ENGINEERING DEPARTMENT

### CITY OF EDINA

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#### STREET IMPROVEMENTS

Tracy Avenue (MSAS 152) – TH 62 to Benton Avenue  
November 3, 2015

#### SUMMARY:

The project involves the reconstruction Tracy Avenue from the north side of the TH 62 north ramp to Benton Avenue. This segment of Tracy Avenue is classified as a Municipal State Aid Street. The project will include; concrete sidewalks, curb and gutter, on-street bike lanes, upgraded storm sewer system, spot water main replacement, replacement of water services from water main to curb stops, upgrades to fire hydrants, retaining walls and replacement of concrete pavement with bituminous pavement. A state aid variance was granted for the horizontal curves on Tracy Avenue at Ridgeway Road and Arbour Lane.

The project will abut the Tracy Avenue Project (BA 368), from Benton Avenue to Vernon Avenue, which was completed in 2012.

The estimated total project cost is \$2,910,000. Funding for the project will be a combination of State Aid funds, special assessments, utility funds and Pedestrian and Cyclist Safety Fund (PACS). The estimated roadway construction cost is \$1,900,000 and will be paid for by a combination of Municipal State Aid funds (80%) and special assessment (20%). The assessment rate per REU is \$6,970.00. The estimated sidewalk cost is \$20,000 and will be paid for by a combination of Municipal State Aid Funds (80%) and PACS Funding (20%). Utility improvements and repairs amount to \$990,000 and will be funded through a combination of Municipal State Aid Funds and the respective utility fund.

The project can be completed during the 2016 construction season. Staff and consultant believe the project is necessary, cost effective and feasible to improve the infrastructure as initiated by Vision Edina's mission statement to "provide effective and valued public services and maintain a sound public infrastructure" and also in City's Living Streets Policy and Living Streets Plan.

# Preliminary Engineering Report

## TRACY AVENUE – TH 62 to BENTON AVENUE

**LOCATION:** The project is located along Tracy Avenue from the north side of the north TH 62 ramps to Benton Avenue as shown in Figure 1 below.

**Figure 1. Project Location Map**

Tracy Avenue consists of the following roadway characteristics:

- Classified as a Collector
- Posted Speed Limit – 30 mph
- Concrete Pavement with integrant curb and gutter
- Width = 36-ft
- ADT = 7,400 vehicles per day
- Length = 3,170-ft (0.60 miles)



**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

**INITIATION & ISSUES:**

The Tracy Avenue project was initiated by the Engineering Department as part of the City's street reconstruction program and identified in the Capital Improvement Program. This project addresses updating aging infrastructure and installation of improvements identified in the Comprehensive Plan associated with the pavement condition, storm sewer, sanitary sewer, and watermain systems, and bike and pedestrian facilities.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, and the Comprehensive Water Resource Management Plan.

**City of Edina 2008 Comprehensive Plan Update**

**Sidewalk Facilities**

Chapter 7 of the plan addresses locations of proposed and existing sidewalk facilities within the City. As shown in Figure 7.10 of Appendix A, there is already an existing sidewalk on Tracy Avenue.

**Bicycle Facilities**

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix A, Tracy Avenue is designated as a primary bike route.

**Living Streets Policy Evaluation**

The vision statement of the Living Streets Policy expresses the need to look at projects differently in the future:

*Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

- Environment: How does the project influence the natural environment, including surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy? What are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

**Equity:** The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

**Environment:** The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or ice buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

**Economy:** The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

**Staff Identified Issues**

The following issues were identified by staff during the preliminary scoping of the project:

- Poor condition of existing concrete pavement
- Lack of bicycle accommodations
- Horizontal curves at Ridgeway Road and Arbour Lane that do not meet 30 mph minimum state aid standards
- Lack of pedestrian and parking accommodations at Countryside Park
- Lack of adequate parking accommodations at Countryside Elementary School

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

**Resident Input**

The Engineering Department follows a practice of notifying residents two years prior to a potential reconstruction project. The residents of this neighborhood were invited to an Open House on September 19, 2014 to discuss the City's process for street reconstruction. A copy of the presentation from this meeting is included in Appendix B.

A street reconstruction informational letter and questionnaire was distributed on May 1, 2015, to 32 property owners that are adjacent to the proposed street reconstruction area from TH 62 to Benton Avenue. A copy of the information letter and questionnaire can be found in Appendix C.

The questionnaire was distributed to ascertain the residents' concerns or thoughts regarding pedestrian accommodations, street lighting and traffic management. The questionnaire also inquired about specific drainage problems and/or if the resident had private underground utilities such as pet containment or irrigation systems.

A return rate of 53%, or 17 of the 32 residents, responded to the questionnaire. A tabulation of the responses has been completed and can be found in Appendix D.

The following is a summary of feedback received from residents:

- 12 of 17 felt speed was an issue along the corridor
- 12 of 17 felt there were intersections that were a problem (5 at TH 62, 3 Olinger, 3 Arbour, 1 Countryside, 1 Benton)
- 12 of 17 Personally or Visitors rarely or never park on Tracy Avenue.
- 9 of 17 do not favor upgrading lighting on corridor.

A neighborhood meeting was held on June 22, 2015. The meeting was attended by 10 residents representing 6 properties. One comment card was received following the meeting. A copy of the sign in sheet and comment card can be found in Appendix E.

At the neighborhood meeting we presented an option to apply for a 25 mph state aid variance for the curves at Ridgeway Road and Arbour Lane. This option avoided any right of way needed from the properties along Tracy Avenue. It should be noted, the proposed design flattens the curves along the corridor to meet a speed of 28 mph, which is a 3 mph increase from the existing condition.

A supplemental letter was sent to residents north of Benton Avenue along Tracy Avenue on June 24 seeking feedback about the 25 mph speed limit. A copy of the letter is shown in Appendix F.

The following is a summary of feedback received from residents:

- 7 of 9 felt the speed limit between TH 62 to Benton Avenue should be posted at 25 mph to match the speed limit north of Benton Avenue.
- 0 of 9 felt the speed limit

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

- 2 of 9 felt the speed limit north of Benton Avenue should be changed to 30 mph, so that Tracy Avenue would have the same speed limit throughout the entire corridor.

**Staff Input**

A draft engineering report was provided to the public works, fire and police departments.

Fire Department: We have met on multiple occasions' discussing this project with our fire department. Most of their concerns relate to the actual construction operations instead of the elements of the project. If this project gets approved, the project specifications will address construction related concerns of the fire department.

Public Works: We have met on multiple occasions' discussing this project with our public works department. We worked together to determine the level of utility improvements related to this project.

Police Department: The police department inquired about the continued use of the 25 mph speed limit currently used north of Benton Avenue. The police department does not support 25 mph speed limit due to the difficulty of enforcing different speed limits. They feel road networks are safer when speed limits are consistent.

**Edina Transportation Commission (ETC) Input**

We presented the project components to the ETC on July 16, 2015. A portion of the meeting minutes, pertaining to the project, can be found in Appendix G.

The ETC inquired about the possibility of a 6-foot bike lane on each side of the roadway. Although the additional width could be accommodated, it is not recommended as the additional width would not match the Tracy Avenue section to the north and it would reduce the boulevard on the east side and the remove lawn areas on the west side. The 5-foot bike lane is consistent with current State Aid guidelines for the speed and ADT of Tracy Avenue.

The primary concern of the ETC was how the bridge across TH 62 was being addressed with the project. Staff has had several conversations with MnDOT about potential improvements on the bridge, including adding width to the sidewalk or striping a shoulder. At this point, MnDOT has no imminent plans to replace the bridge or allow the improvements recommended. The feasibility of replacing the bridge through a City project is difficult, without a great deal of funding dedicated to the effort and time to coordinate with MnDOT through a cooperative agreement process.

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

**EXISTING CONDITIONS: Roadway**

Tracy Avenue between TH 62 and Benton Avenue is a concrete roadway that consists of a two-lane roadway with designated parking facilities. The width of the Tracy Avenue roadway is 36 feet wide, from curb face to curb face. There is currently a 5-ft sidewalk on the east side of the street with a 5-ft boulevard and no bicycle facilities.

The existing right-of-way is 60-ft wide. The roadway is generally centered within the right of way.

**Existing 2 Lane Section with Parking (Looking North)**

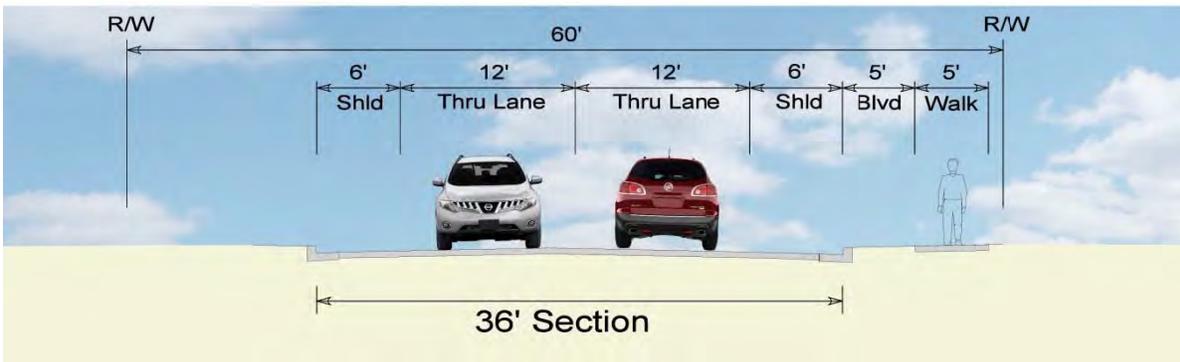


Figure 2 - Existing Typical Section

The existing concrete pavement is generally in poor condition. The concrete pavement was placed in 1961 and has experienced significant cracking and any rehabilitation options are not viable.



Photo 1 – Deterioration of Concrete Pavement

Horizontal Curves at Ridgeway Road and Arbour Lane

## Preliminary Engineering Report TRACY AVENUE – TH 62 to BENTON AVENUE

Tracy Avenue is a Municipal State Aid Street (MSAS 152). The minimum design speed is 30 mph for a roadway to be eligible for state aid funds. In certain circumstances where the design speed is difficult to achieve, the local agency is allowed to apply for a state aid variance.

The two curves within the project area that do not meet the minimum 30 mph design speed and instead meet a design speed of 25 mph.



Figure 2 – Horizontal Curves at Ridgeway Road and Arbour Lane

### Traffic and Crash Data

Traffic measurements were completed in 2008 and 2013, below is the resulting ADT (Average Daily Traffic):

- 2008 – 5,900
- 2013 – 7,400

The 85<sup>th</sup> percentile speed was recorded in six locations along the corridor between 2005 and 2009. The speeds ranged from 29.2 mph to 38.9 mph. The lower speeds were taken at the locations of the horizontal curve near Arbour Lane, which is to be expected.

There has been a total of 4 crashes along the corridor in the last 5 years. A summary of the crash data can be found in Appendix G.

### Geotechnical Information

A geotechnical evaluation report for the corridor was completed and indicates that the soil conditions of the roadway consist of sandy loams, loamy sands, and sandy clay loams with minimal aggregate base under the existing 7-8" of concrete pavement.

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

Municipal State Aid Street

Tracy Avenue, from TH 62 to Benton Avenue, is a designated Municipal State Aid Street (MSA) and is eligible to receive funding through the State gas tax. The purpose of this fund is to help local governments construct and maintain collector and arterial roadways. The State Aid office of MnDOT has established clearly defined design requirements for MSA streets.

Bicycle Accommodations

According to the City of Edina's Comprehensive Bicycle Transportation Plan, Tracy Avenue is currently a favored street for connection and movement to destinations within and outside of Edina and has been designated as a primary route for cyclists. The primary goal of the Bicycle Transportation Plan is to provide a safe and convenient bicycle transportation network.

Sidewalk Accommodations

According to Chapter 7 of the City of Edina's 2008 Comprehensive Plan, Tracy Avenue has an existing sidewalk, which is intended to remain.

Public Utilities

Sanitary Sewer: The trunk sanitary sewer system along Tracy Avenue will be televised and evaluated. The sanitary system consists of 9-inch diameter clay pipe.

Watermain: The existing watermain is a 12-inch, cast iron pipe, constructed in 1959. The City performed a Pipe Thickness Lost analysis along the corridor, the results can be found in Appendix H. The water main has experienced three breaks of the mainline and one service break. The hydrants in the area are not standard City hydrants.

Storm Sewer: A storm sewer system exists along Tracy Avenue. The trunk storm sewer flows south to approximately 300-feet north of Colonial Way, at which point the storm turns southwest through Countryside Park and ultimately outlets to a pond located adjacent to TH 62. The storm sewer system will be upgraded to current State Aid standards. This will include the addition of catch basins to collect the drainage and sizing the pipes between the catch basins and manholes.

Private Utilities

Private utilities extend within the roadway rights of way and consist of overhead power and underground utilities such as; gas, electric, telephone, cable, and fiber optics. The first utility meeting was held at Public Works to discuss the potential project with the utility companies on September 9, 2015. It was determined there would not be significant relocations based on preliminary concepts, with the exception of Centerpoint Energy. They planned to replace their 24" transmission line along the west side of Tracy

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

Avenue from TH 62 to Olinger Boulevard. A followup meeting was held on October 1, 2015 with Ryan Urich, Centerpoint Energy, to discuss some planned relocations along Tracy Avenue. They are planning to complete the work in the fall of 2015, to avoid the proposed Tracy Avenue roadway construction.

Street lighting consists of “cobra head” lights mounted on wood poles at the intersections of Tracy Avenue and Hillside Road, Olinger Boulevard, Arbour Lane, Ridgeway Road, Highland Road and Countryside Road.

**Landscaping**

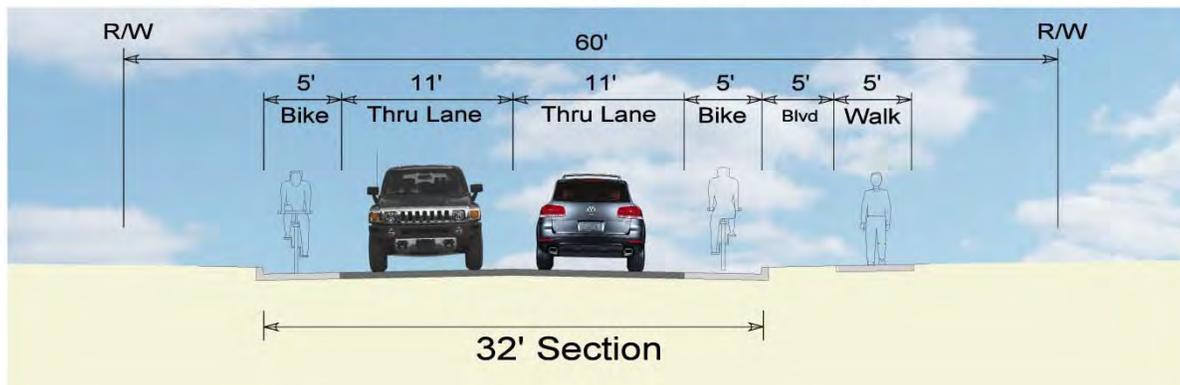
Some properties have vegetation, hardscapes (such as and retaining walls), or other landscaped items within the City right-of-way. A portion of these landscape items will interfere with some of proposed infrastructure improvements and will need to be removed in order to complete the necessary reconstruction work.

**PROPOSED IMPROVEMENTS:**

**Roadway**

The pavement section is proposed to be completely reconstructed to the subgrade. The roadway width is proposed to be decreased from 36 feet to 32 feet. The 5-ft boulevard and 5-ft sidewalk is proposed to remain. Although the boulevard may decrease from 5 feet in certain situations. In general, the roadway will follow the existing centerline alignment, with the exception of the curve flattening areas near Ridgeway Road and Arbour Lane.

**Proposed 2 Lane Section with Bike Lanes (Looking Northbound)**



**Figure 3. Proposed Typical Section**

**Roadway Components Proposed**

1. **Driving Lanes:** The existing driving lanes are 12-16 feet; the minimum state aid standard is 11 feet. It is proposed to reduce the lane width to the minimum width allowed.
2. **On-Street Bike Lanes:** 2-5 foot on-street bike lanes are proposed for the corridor. The following are the factors considered for this proposal:

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

- Tracy Avenue is a Primary Bike Route in the City's Comprehensive Plan.
- The MnDOT Bikeway Guidelines recommend 5 foot bike lanes for this roadway classification and traffic volume.

\*The bike lanes are proposed to be constructed with a B660 Design concrete curb and gutter (5 foot gutter pan), which matches the eastbound bike lane used on the 2012 Tracy Avenue Project. The B660 is used to reduce the necessary space needed for the bike lanes if bituminous pavement was used next to the City standard B618 curb and gutter.



Photo 8- Bike Lane Example

3. Sidewalk (East Side): There is an existing sidewalk on the east side of the roadway. Consideration was made for placing sidewalks on both sides of the roadway, however it was determined this would be difficult based on limited right of way. However, it was determined that it would be beneficial to add sidewalk along Countryside Park, in addition to an on-street parking lane.
4. On-Street Parking: Parking is currently allowed on most segments of the corridor. It is proposed to limit the parking to only certain areas along the corridor; Countryside Park, Countryside Elementary School and the east side of Tracy Avenue south of Benton Avenue (as it ties into the 2013 Tracy Avenue Project). Parking is not considered along the remainder of the corridor for the following reasons:

**Preliminary Engineering Report**  
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- Roadway Curvature: Tracy Avenue is curving both horizontally and vertically. Restricting parking will allow for a safer atmosphere by providing better sight distance and allow for more correction in case a motorist would lose control during slippery conditions.
- Survey Results:
- Proximity of side streets:

Horizontal Curve at Ridgeway Road and Arbour Lane

The existing horizontal curves at Ridgeway Road and Arbour Lane meet a 25 mph speed. The 30 mph horizontal curve would create significant impacts to the adjacent properties. See Figure 4. The impacts would create a situation where the property could be considered unusable and may require a total take acquisition. It is proposed to flatten the curves to attain the highest possible design speed. The proposed curves meet 28 mph, without having significant impacts to adjacent properties, See Figure 5. It is proposed to sign warning curves as 25 mph to aid in warning motorists to reduce speed prior to approaching the curved areas.

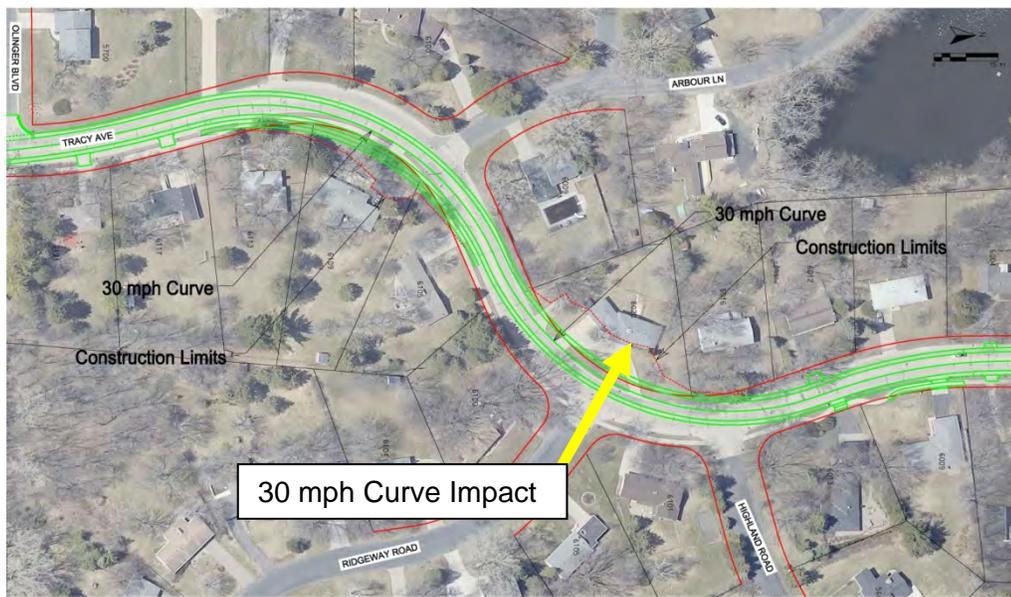


Figure 4. 30 mph Curve Impacts

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

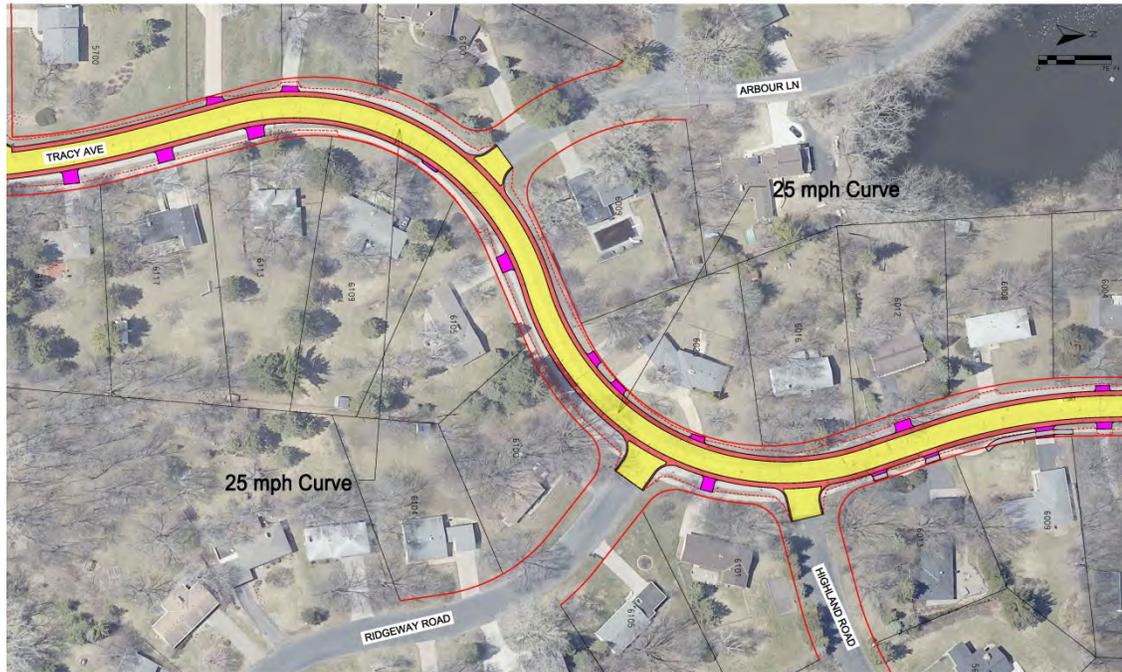


Figure 5. Proposed Design (28 mph curves)

On September 26, 2015, the City was successful in obtaining a MnDOT State Aid variance for the use of a 25 mph design speed on the curves Tracy Avenue at Ridgeway Road and Arbour Lane. See Appendix I for State Aid approval letter.

Metro Transit: We met with Brad Smith of Metro Transit on July 15, 2015. One route runs through the corridor. It is intended that this route will remain. We will work with Brad to determine Metro Transit accommodations during construction.

**Public Utilities**

Sanitary Sewer: Due to equipment issues with our sanitary sewer televising equipment, the condition of the sanitary sewer is unknown. Staff is working to get that information to determine the extent of the repairs, if any, on the sanitary sewer system. Costs have been included based on historical data of street reconstruction projects.

Watermain: It is proposed to replace the segment of water main between south of Hillside Road to Olinger Boulevard, based on existing pipe thickness lost measurements. The remainder of the trunk line is in satisfactory condition and will not be replaced as part of the project.

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

Hydrants within the project area will be replaced with City standard hydrants. Staff is proposing the replacement of water services along the corridor as part of the project.

Storm Sewer: The existing storm sewer is proposed to be replaced to meet the capacity needs based on the City of Edina's Stormwater Management Plan and MSA standards.

**Other Improvements**

In addition to the proposed improvement discussed above, several other improvements are being proposed with the project. These include:

Pedestrian Curb Ramps: All of the pedestrian curb ramps will be constructed to meet the current design standards as dictated by MSA and ADA. The remainder of the existing sidewalk will remain in place, with the exception of spot repairs for damaged concrete.

Lighting: Based on resident responses to the questionnaire, we are recommending to not place additional lighting along the corridor. The existing intersection lighting will be left in place.

Private Utilities: Centerpoint Energy will be replacing their 24" transmission line between TH 62 and Olinger Boulevard in the fall of 2015. It is anticipated they will replace their existing distribution line, on the east side of Tracy Avenue, concurrent with the project.

Centurylink may be adding a fiber line on the east side of Tracy Avenue.

It is anticipated Xcel Energy and Zayo will be performing only spot relocations where it is needed for the roadway project.

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

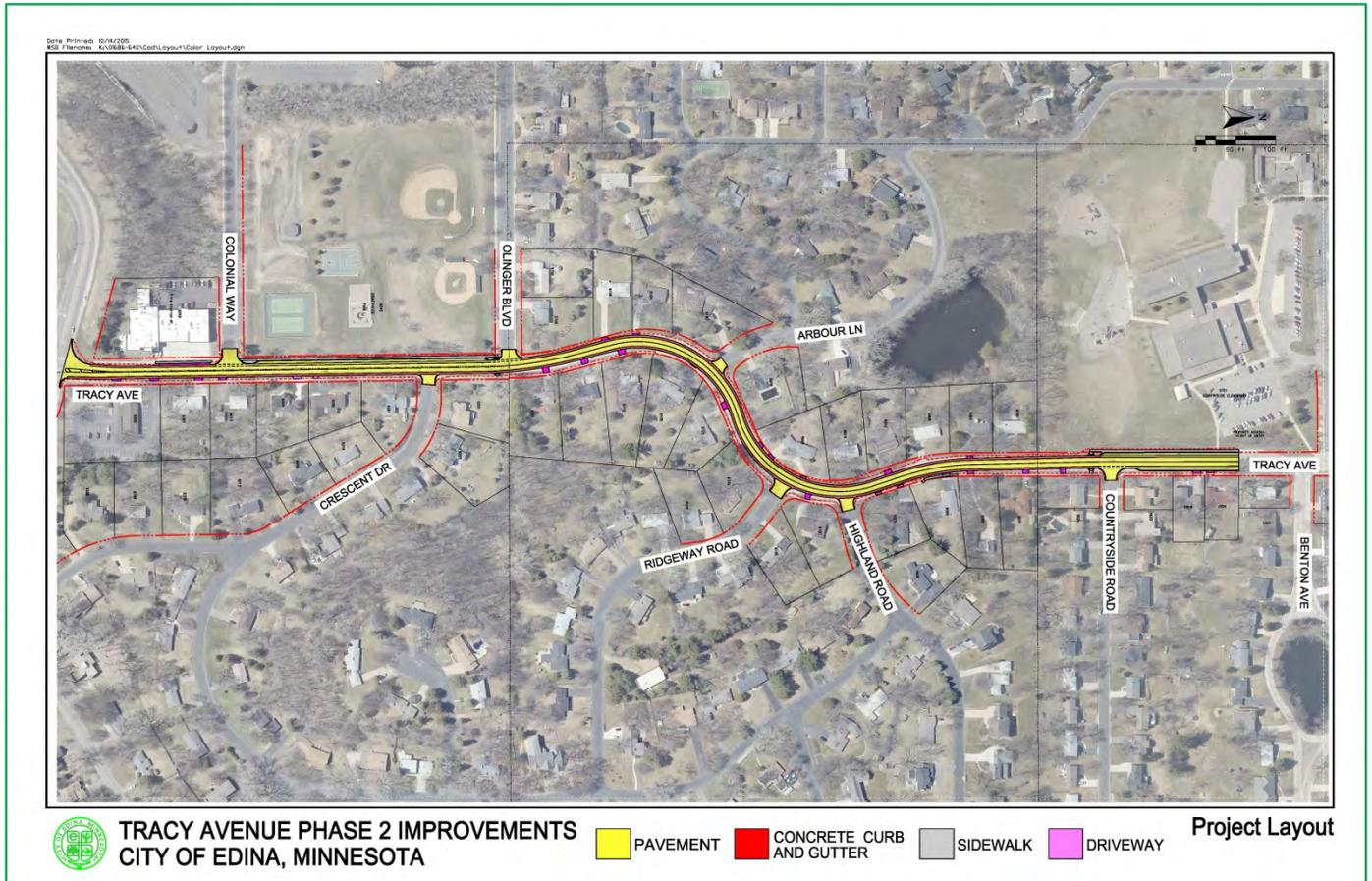


Figure 6 - Proposed Project Layout

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

The right of way for Tracy Avenue is 60 feet. All improvements fit within the existing right of way or parcels owned by the City of Edina.

**PROJECT COSTS:**

**The total estimated project cost is \$2,910,000 (Table 1).** The total cost includes direct costs for engineering, clerical, and construction finance costs from start of the project to final assessment hearing. Funding for the entire project will be from a combination of utility funds, state aid funds, and special assessment. The roadway cost is 80 percent funded by state aid funds and 20 percent funded by special assessments.

**Preliminary Engineering Report  
TRACY AVENUE – TH 62 to BENTON AVENUE**

**Table 1: Project Costs**

<b>PROJECT COSTS<sup>1</sup></b>					
<b>Item</b>	<b>City Utility</b>	<b>Municipal State Aid</b>	<b>PACS Funding</b>	<b>Special Assessment</b>	<b>Total Cost</b>
<b>Roadway</b> (80%MSA/20% Special Assessed)		\$1,520,000		\$380,000	\$1,900,000
<b>Sidewalk</b> (80% MSA/20% PACS)		\$16,000	\$4000		\$20,000
<b>Utilities</b>					
- <b>Storm Sewer<sup>2</sup></b>		\$810,000			\$810,000
- <b>Sanitary Sewer</b>	\$50,000				\$50,000
- <b>Water Main</b>	\$130,000				\$130,000
<b>Total</b>	\$180,000	\$2,346,000	\$4000	\$380,000	\$2,910,000

<sup>1</sup> Costs are Given in 2016 Dollars

<sup>2</sup> Assumes 100% storm sewer participation from MSA. If MSA funds less than 100%, the difference will be included in the City's storm sewer utility fund.

**ASSESSMENTS:**

**City of Edina Assessments**

**A special assessment of \$380,000 is proposed for this project.** The assessments will be levied against the benefitting adjacent properties, see attached preliminary assessment roll and map in Appendix J. The methodology used for these assessments are based on the City Council adopted State Aid Assessment Policy. Per the policy, assessments will be based on a Residential Equivalent Unit (REU) and will be 20% of the project cost with the remaining 80% being funded through Municipal State Aid (monies appropriated through the gas tax fund).

There are 54.53 residential equivalent units (REU) 5 properties are shown as a 1/3 REU, 3 properties are shown as 2/3 REU and 22 properties are shown as 1 REU. The cost per REU is \$6,970.00.

**Countryside Park (City of Edina):**

4 REUs = Layout of City owned property with similar size lots in neighborhood: (4 lots total) / (1 potential access)  
Assessment: \$27,875.00

**Fire Station (City of Edina):**

23,118 SF/1000 SF = 23.118\*0.9 REU's per 1000 SF = 20.806=20.8  
Assessment: \$144,900.00

**6305/6309 Tracy Avenue:**

5070 SF/1000 SF = 5.07\*0.8 REU's per 1000 SF = 4.06 = 4.1  
Assessment: \$28,580.00

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

**FEASIBILITY:** The proposed improvements as outlined in this report are found to be necessary, cost effective, and feasible from an engineering standpoint.

**PROJECT SCHEDULE:** The following schedule is feasible from an engineering standpoint:

Engineering Report Received by City Council .....	November 17, 2015
City Council Conducts Public Hearing and Orders Project.....	December 8, 2015
Receive Bids.....	February / March, 2016
Award Contract.....	March, 2016
Begin Construction .....	May, 2016
Complete Construction .....	Fall, 2016
Assessment Hearing .....	Fall, 2017

**Preliminary Engineering Report**  
**TRACY AVENUE – TH 62 to BENTON AVENUE**

**Appendix:**

- A. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
- B. Neighborhood Meeting Presentation
- C. Informational Letter and Questionnaire
- D. Questionnaire Results
- E. Sign-In Sheet and Comment Card
- F. Supplemental Resident Letter (25 mph Speed Limit)
- G. ETC Meeting Minutes
- H. Crash Data
- I. 2016 Tracy Avenue Pipe Thickness Lost
- J. Variance Approval Letter
- K. Preliminary Assessment Roll and Map



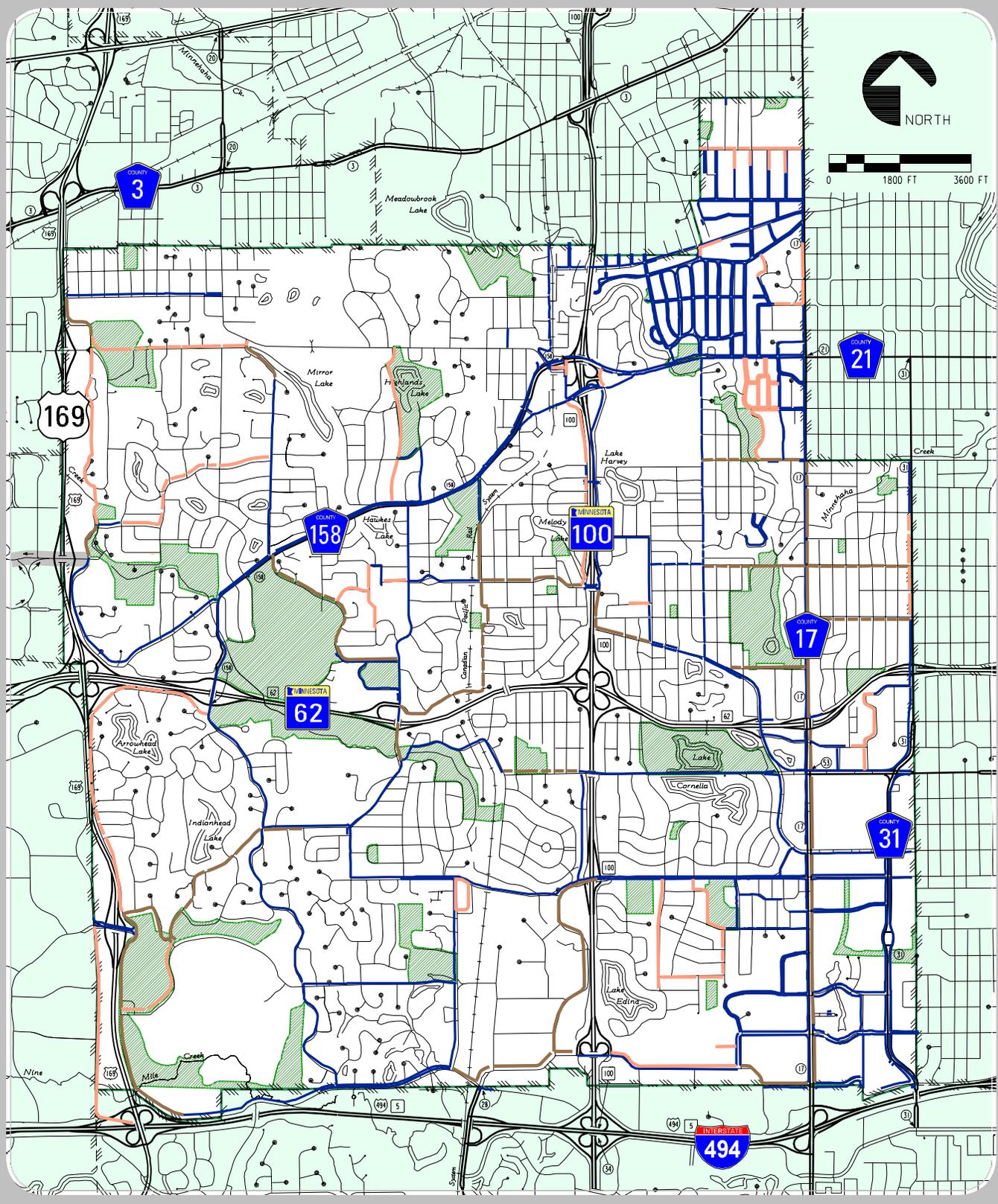
**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix A**

**City Comprehensive Plan Update-Sidewalk and Bicycle  
Facilities (Fig. 7.10 and Fig. 7.11)**



**LEGEND:**

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

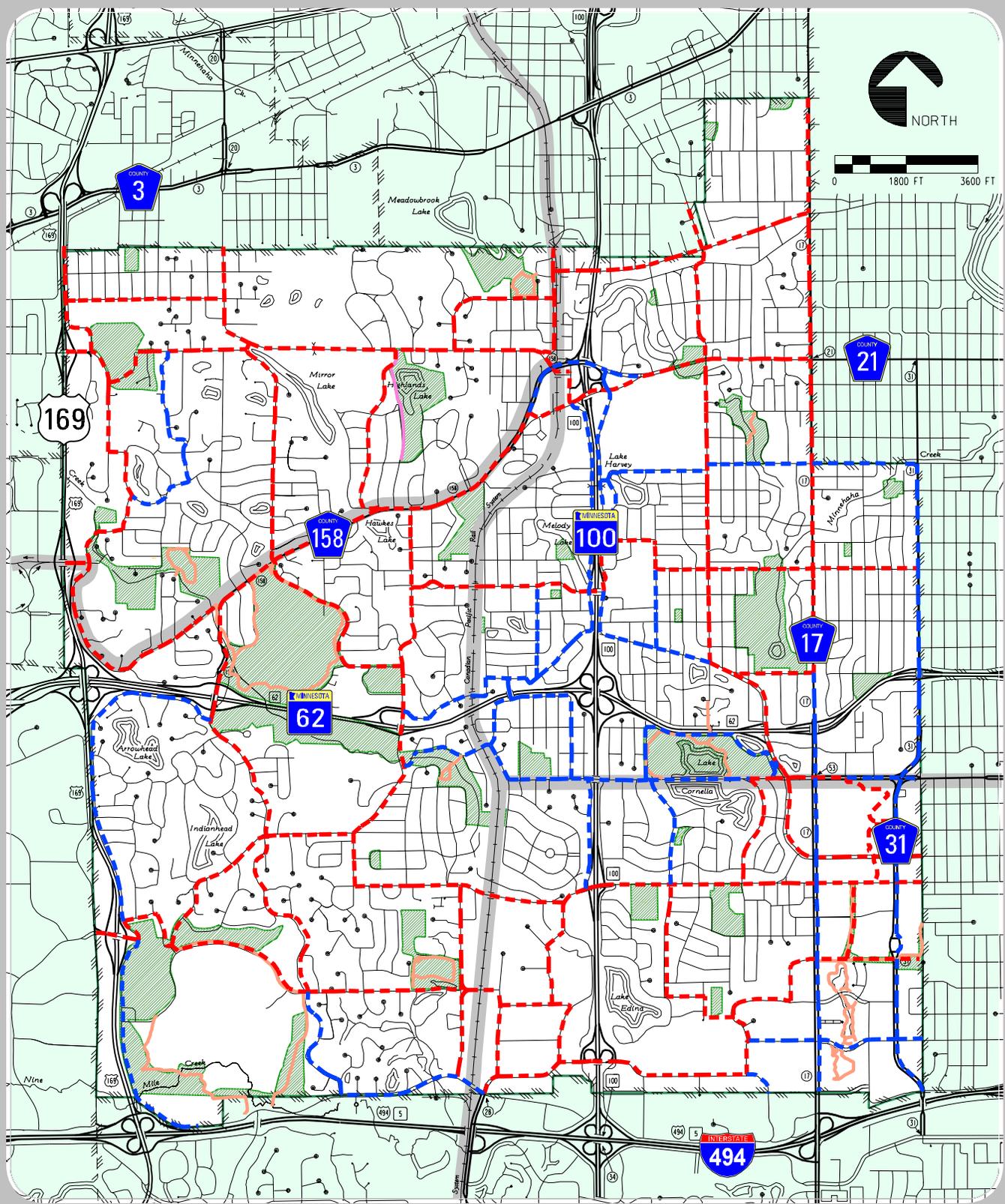
*Note: Park Pathways are included on Figure 7.11*



**City of Edina  
2008 Comprehensive Plan Update**

**Sidewalk Facilities**

Figure 7.10



**LEGEND:**

 Existing Park Pathway	 Existing Hennepin County Corridors	 Proposed Park Pathway	<b>From the 2007 Edina Comprehensive Bicycle Transportation Plan</b>	
			 Primary Route	 Secondary Route



**City of Edina  
2008 Comprehensive Plan Update**

**Bicycle Facilities**

Figure 7.11



**FEASIBILITY STUDY – BA 399**  
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**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix B**

**Neighborhood Meeting Presentation**



The CITY of  
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# Tracy Avenue Roadway Reconstruction BA-399

Informational Meeting



# Agenda

- Introductions
- Process
- Timeline
- Project Details
- Questionnaire Results
- Proposed Improvements
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



The CITY of  
**EDINA**

# Introductions



The CITY of  
**EDINA**

- WSB Project Manager – Andrew Plowman



- City of Edina

Engineering Coordinator  
Sharon Allison



Director of Engineering  
Chad Millner



Transportation Planner  
Mark Nolan



# Process



The CITY of  
**EDINA**



# Typical Timeline



The CITY of  
**EDINA**

- June – September Preliminary Report and Estimates Provided
- November/December Public Hearing
- January – March Plan Preparation and Bidding
- April/May Construction Begins
- October/November Construction Concludes
- Spring, 2017 Warranty Work
- Fall, 2017 Final Assessment Hearing

# Why My Street?



The CITY of  
**EDINA**

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.



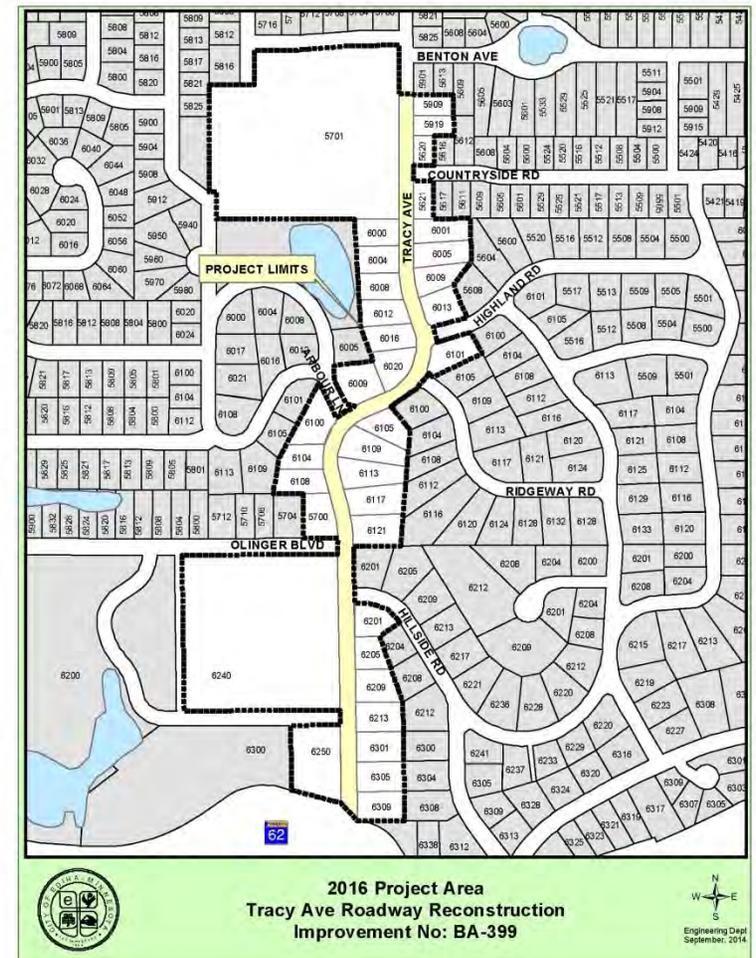
The CITY of  
**EDINA**

## What is Included?

- Always Included:
  - Roadway – replacing the entire roadbed
  - Curb and gutter
  - Utility Upgrades
- Sometimes Included:
  - Sump pump drainage system
  - Streetlights
  - Traffic Management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

# Project Details

- Tracy Avenue (MSAS 152)
- TH 62 to Benton Avenue
- 0.6 Miles of Roadway Reconstruction
- Note: Tracy Avenue Roundabout Project (South of Highway 62) to be built at the same time



# Project Details

- Edina Municipal State Aid Streets
  - State Aid Funds
  - Covers 80% of Roadway Costs
  - State Aid Minimum Standards
    - Lane Widths
    - Pavement Design
    - Design Speed

City of Edina  
Municipal State Aid Streets



# Project Details

- Existing Roadway Details
  - Concrete Pavement
  - Pavement is deteriorating
  - Parking is Allowed on portions
  - ~ 37-ft Roadway Width
  - 6,000 ADT

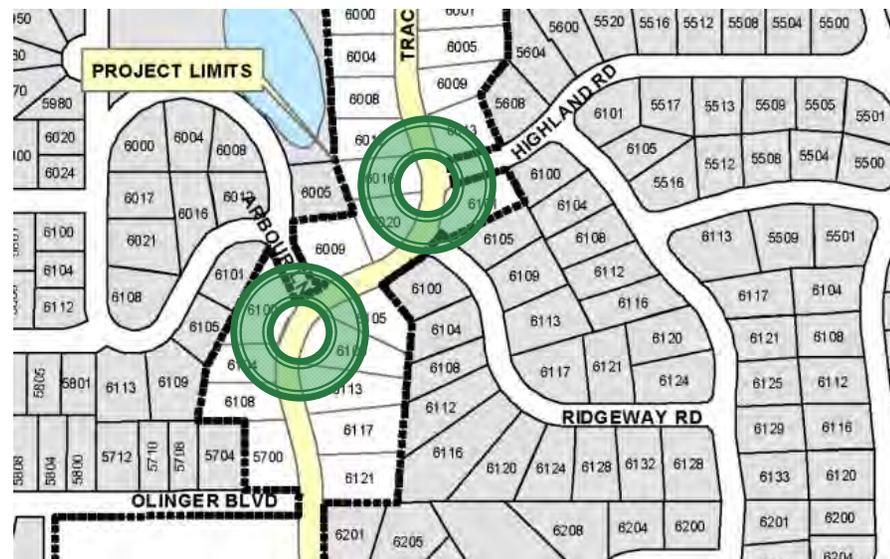


# Project Details



The CITY of  
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- State Aid Minimum Design Speed = 30 mph
  - 20 mph Curves
  - @ Highland and Arbour





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## Questionnaire Results

- 17 of 32 (53%) Questionnaire's Returned
- 12 of 17 felt Speed was an issue
- 12 of 17 felt there were issues with intersections
  - 5 TH 62
  - 3 Olinger, Arbour
  - 1 Countryside, Benton
- 13 of 17 Rarely or Never Park on Street
- 10 of 17 Do not favor improving Street Lighting

# Utility Improvements

- New Hydrants and Gate Valves
- Water Main Repairs
- Sanitary Sewer Spot Repairs
- Storm Sewer Upgrades



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# Roadway Improvements



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- Roadway Replacement – Bituminous Pavement
- On-Street Bike Lanes
- Keep Sidewalk on East Side  
(Only Spot Repairs)



# Roadway Improvements



The CITY of  
**EDINA**

- Why Bike Lanes?



# Roadway Improvements

- Driveway Apron Replacement



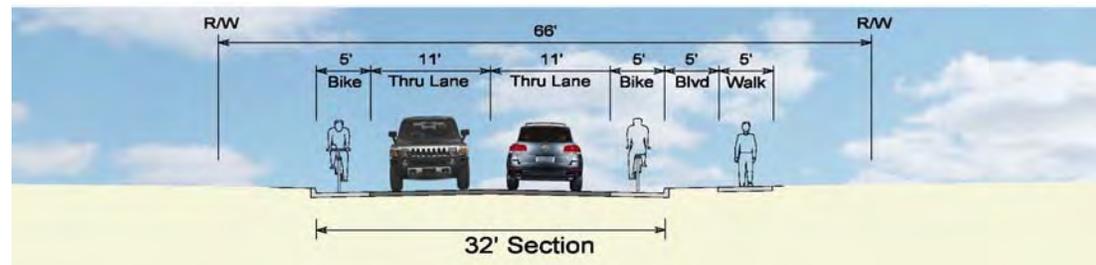
The CITY of  
**EDINA**

# Roadway Improvements



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- Proposed Typical Section
  - State Aid Requirements
    - 2 x 11 ft. Driving Lanes
    - 2 x 5 ft. Bike Lanes
    - ~ 5 ft Boulevard
    - 5 ft Sidewalk (east side only)



# Roadway Improvements

- “Flatten” Curves between Ridgeway and Olinger
  - Variance for 25 mph
  - 30 mph not attainable without significant property impacts
  - Curvature Signage will be added



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## Funding

- Projects are funded by a combination of State Aid Funds, special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements
- Residential Equivalent Unit (REU) – 1 Single Family Home



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## Funding

- State Aid Money (Gas Tax) Covers 80 percent of Roadway
- Special assessments to residents cover 20 percent of roadway costs. (City Streets – 100 percent)
- Sidewalks are not included in special assessments.

# Funding



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- Utility Fund covers 100 percent of:
  - Concrete Curb and Gutter
  - Sanitary Sewer
  - Storm Sewer
  - Water Main
  - Sump Pump Pipe
- The Utility Fund is a collection of utility service charges paid to the City



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## Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

# Do Taxes Cover Street Projects?



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- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.



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## Preliminary Assessments

- Assessments 20% of Roadway Cost
- Divided by Resident Equivalent Units (REU)
- Tracy Avenue Residences: 1 REU per Property
- Residences bordering Side Street: 1/3REU per property
- Total = 55.55 REU's for the project
- Estimated Assessment Range = \$5,500-\$8,500/REU
- State Aid Funds or Utility Fund covering the remaining



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## Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
  1. Pay entire amount upon receiving bill to avoid finance charges
  2. Pay 25 percent; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

# What you can expect?



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- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

# What you can expect?

- Dust, noise, vibrations, and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



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## What you can expect?

- Your driveway may be inaccessible for 3-5 days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems mostly likely will be damaged.



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# Property Impacts



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- Items located within the City's right-of-way may be damaged
  - Irrigation and pet containment systems will be repaired.
  - You can remove plantings and other landscape features before the project.
  - The City will seed in the right-of-way after the project is complete.

# Public Hearing Process

- Public has right to speak at Public Hearing
- Assessment Approval need 4:1 in favor



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# Communication Tools



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- Become a neighborhood captain to help facilitate project communication.

Let us know of someone in your neighborhood who might fit this role.

- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

## City Extra



The CITY of  
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“City Extra” emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, [www.EdinaMN.gov](http://www.EdinaMN.gov).  
Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It’s the best way to stay informed.

# How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed



The CITY of  
**EDINA**

# Contact Us

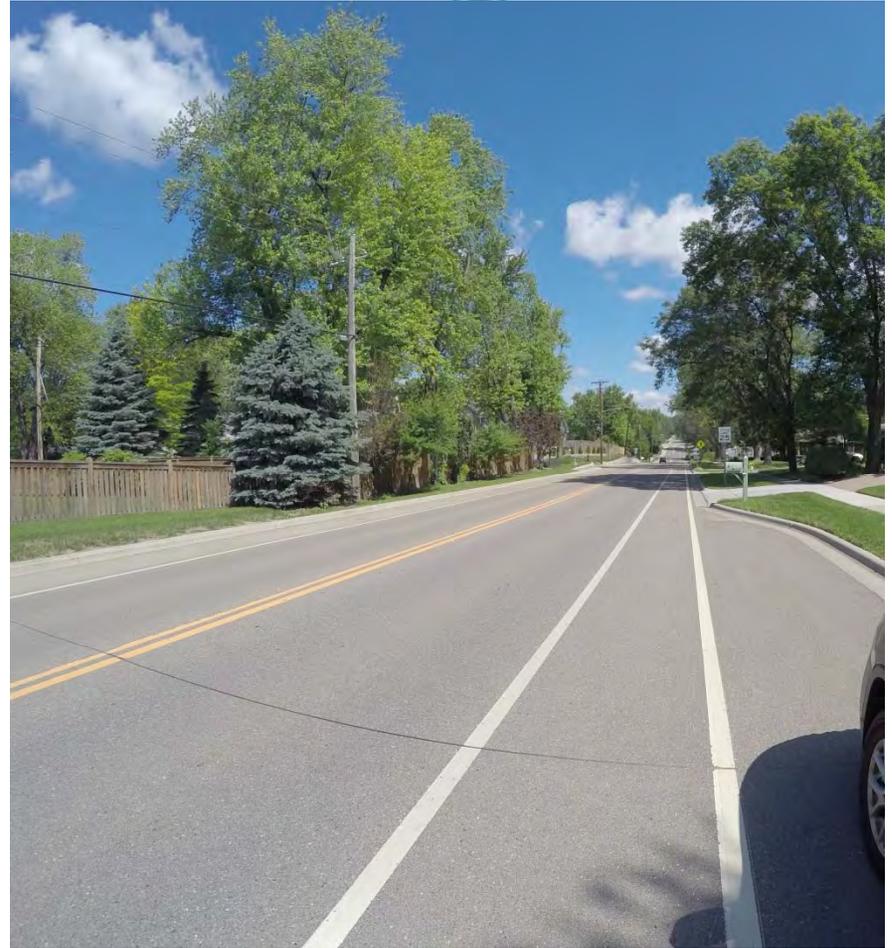
Email: [mail@edinamn.gov](mailto:mail@edinamn.gov)  
Call: 952-826-0371  
Visit: Engineering Department  
7450 Metro Blvd.



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# Q & A

Thank you,  
Questions?





**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix C**

**Informational Letter and Questionnaire**



May 1, 2015

## 2016 Neighborhood Roadway Reconstruction Tracy Avenue (TH-62 to Benton Avenue)

Dear Resident:

Tracy Avenue is on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2016. See the attached map identifying your project area.

We would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by May 15, 2015.

### How the City will use your input:

- Your responses will help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses. One new component that staff is considering is incorporating elements of the City's Living Streets Policy. The draft plan guides the City in designing safe streets that balance the needs of drivers, pedestrians, bicyclists and transit users in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a preliminary engineering report is completed in early September. You will not be billed for the special assessment until fall 2017. The special assessment is payable over 15 years.
- The special assessment is for a portion of the cost of the new roadway. Tracy Avenue is a Municipal State Aid Street and State Aid funds cover 80% of the roadway cost while the other 20% is covered by special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project design process. We will present the preliminary engineering report at the public hearing in December. If approved by City Council, construction would begin in spring/early summer and end in late fall of 2016.

If you have any questions, please contact me at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov), or WSB Project Manager Andrew Plowman at 763-287-7149 or [aplowman@wsbeng.com](mailto:aplowman@wsbeng.com).

Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner".

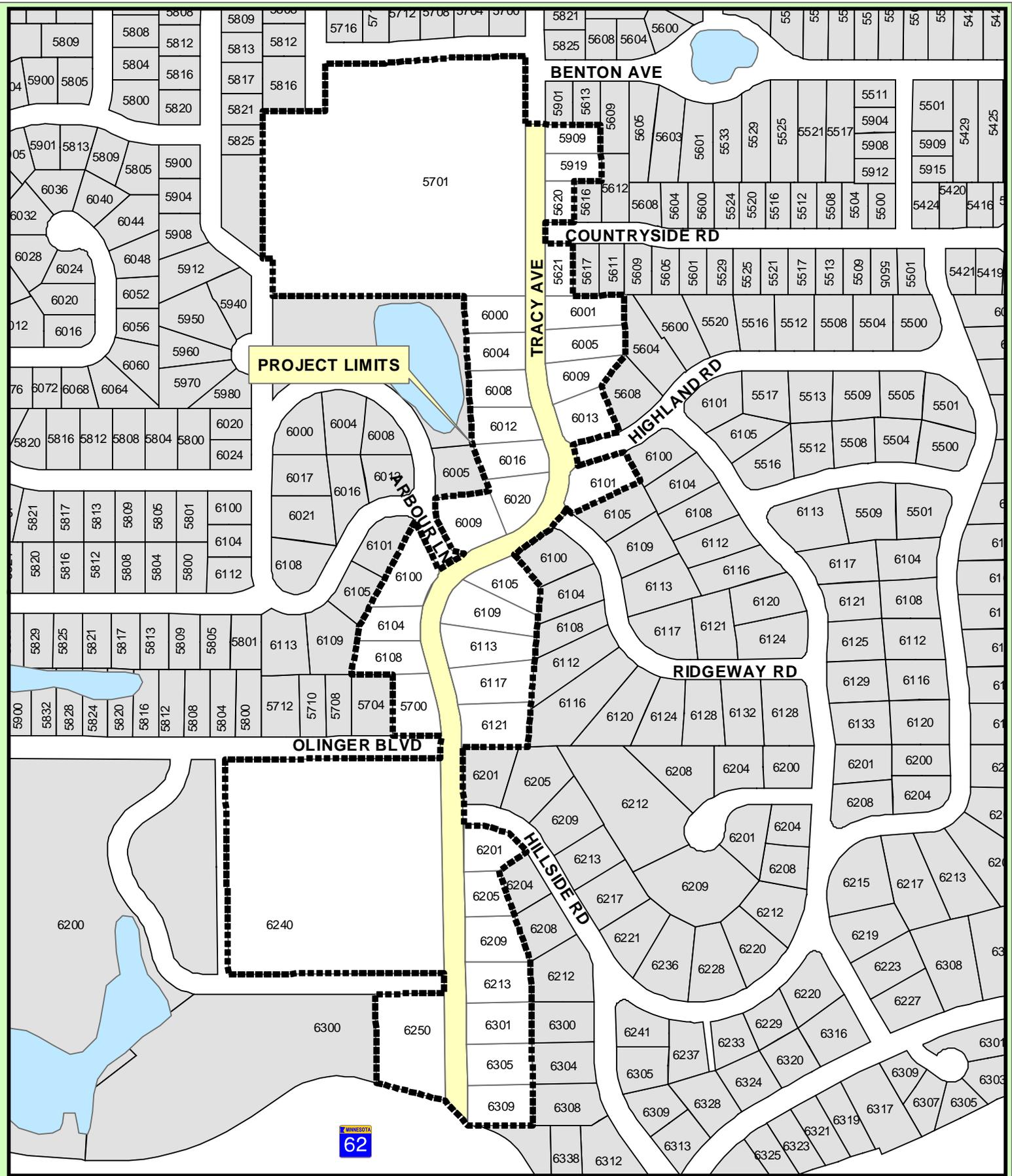
Chad Millner, PE  
Director of Engineering

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

---

### ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439  
[www.EdinaMN.gov](http://www.EdinaMN.gov) • 952-826-0371 • Fax 952-826-0392



**2016 Project Area**  
**Tracy Ave Roadway Reconstruction**  
**Improvement No: BA-399**



Engineering Dept  
September, 2014



## Resident Questionnaire Instructions

### Tracy Avenue (TH-62 to Benton Avenue)

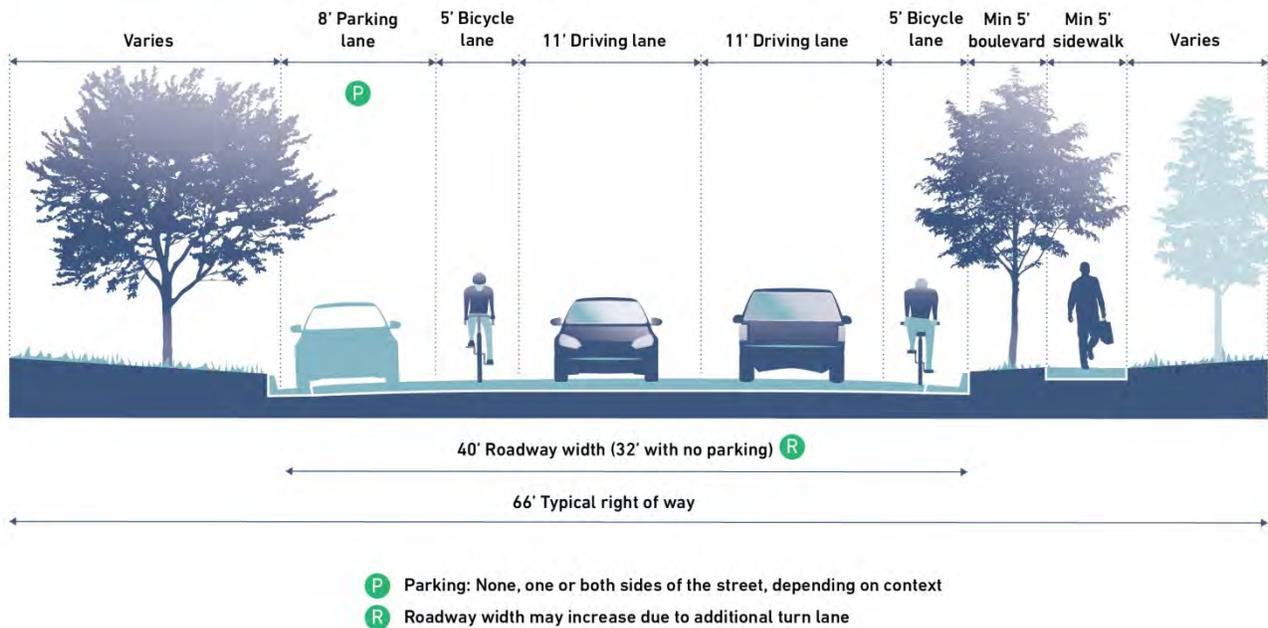
Thank you for your time. Your responses to the attached questionnaire will help us design this project. The background information below will help you in filling out the questionnaire. Each numeral relates to the corresponding survey question.

For all roadway reconstruction projects staff seeks to incorporate design elements from the City’s Living Streets Policy (<http://edinamn.gov/LivingStreets>) and draft Living Streets Plan. This plan guides the City in how it designs new streets to be safer and more accessible by seeking to balance the needs of motorists, pedestrians, bicyclists and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

#### **I – VII. Multi-Modal Transportation**

Multi-modal transportation describes a roadway system that is designed to safely accommodate all users. According to the draft Living Streets Plan, Tracy Avenue is considered a Collector street. The proposed typical section for these types of streets is shown in Figure I. Please note that according to the draft Plan sidewalks are required on Collector streets on at least one side. Additionally, bicycle lanes are required on all Primary Bike Routes, and Tracy is a Primary Bike Route. The need and number of parking areas is under consideration.

#### **Living Streets: Collector-Street Type**



**FIGURE I – EXAMPLE COLLECTOR STREET TYPICAL SECTION**

### **VIII. Drainage Service Connection**

A typical sump pump discharges onto a homeowner's lawn. There are several sump pump drainage issues to look for. First, if your lawn drains back to your house, sump pump discharges can cause problems with your lawn, your neighbor's lawn or your basement. If the sump pump discharge runs down the gutter line, it can promote algae growth in the street. Finally, discharging the sump pump into the sanitary sewer system using floor drains or laundry tubs is against the law, both by City Ordinance and State Statute.

To prevent the issues mentioned above, your street reconstruction project could include a City sump drain system along the roadway to collect groundwater, storm water runoff, and discharges from private sump pumps, roof drains or any other runoff from private property. If the topography and final street designs favor a sump drain system, you could connect to it. That is why survey questions I.C. and I.D. ask about your sump pump preferences. Keep in mind that installation of the pipe from your house to the City sump drain system would be your responsibility, including plumbing modifications. However, the City sump drain system is funded through the storm sewer utility fund.

### **IX. Local Drainage Problems**

As part of the storm sewer and sump drain design process, we would like to know if storm water run-off stands in the street or sidewalk in front of your house. If this or similar situations are occurring in your area, please describe it in this section of the questionnaire. We will review for possible corrective action.

### **X. Private Underground Utilities**

It is very important that you fill out this section. Some residents install private underground utilities in the roadway right-of-way (the area from the edge of the roadway to your property line). The most common private utilities include lawn irrigation and pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged during the street reconstruction project, they will be repaired. However, if the contractor knows the location of these private utilities, crews can attempt to avoid damaging them during construction.

### **XI. Residential Streetlights**

As part of all reconstruction projects, staff typically asks residents for their input on neighborhood streetlight systems. Staff is trying to understand if the neighborhood favors upgrading the streetlight system or if the existing streetlight system meets the needs of the neighborhood. Most street light improvements are funded at least partially by special assessments.

### **VII. Email Updates**

One of the primary tools for communicating with you during construction is the City Extra email notification service. The City Extra service is free and allows you to sign up to receive email messages from the City regarding this project.

By signing up for City Extra email notification service, you will receive project updates as they occur. The updates will include information such as when access to your driveway might be limited, when your water may be shut off for water main replacement and when to have your contractor repair your irrigation system if it was damaged during construction.

### **Need Help?**

If you have any questions about how to fill out the questionnaire, please contact me at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) or the WSB Project Manager, Andrew Plowman at 763-287-7149 or [aplowman@wsbeng.com](mailto:aplowman@wsbeng.com).



## Resident Questionnaire **Tracy Avenue (TH-62 to Benton Avenue)**

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

**I. How satisfied are you with the speed of traffic on Tracy Avenue?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way:

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**II. How satisfied are you with the motorist behavior of traffic on Tracy Avenue?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way:

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**III. Do you feel any intersection along Tracy Avenue is unsafe?**

- Yes
- No

If yes, which intersection(s): \_\_\_\_\_

Which, if any, of the following factors contribute to your feeling that the intersection(s) is unsafe (select all that apply)?

- Lack of Traffic Control (traffic signal, roundabout, stop sign, yield sign, etc.)
- Issue with Sight Line
- Drivers Failing to Stop at Stop Sign
- Lack of Marked Crosswalk
- Drivers turning corner too fast

Insufficient lighting

**IV. How frequently do you or a member of your household park on Tracy Avenue?**

- Very Frequently (daily or nearly daily)
- Frequently (2-3x per week)
- Occasionally (1-4x per month)
- Rarely (less than once per month)
- Never

**V. How frequently do visitors to your household park on Tracy Avenue?**

- Very Frequently (daily or nearly daily)
- Frequently (2-3x per week)
- Occasionally (1-4x per month)
- Rarely (less than once per month)
- Never

**VI. How frequently do you or a member of your household walk, jog or run along Tracy Avenue?**

- Very Frequently (daily or nearly daily)
- Frequently (2-3x per week)
- Occasionally (1-4x per month)
- Rarely (less than once per month)
- Never

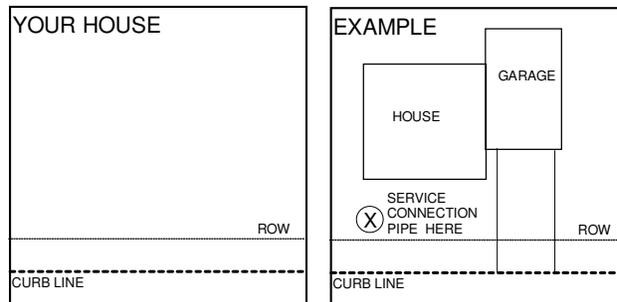
**VII. How frequently do you or a member of your household ride a bicycle along Tracy Avenue?**

- Very Frequently (daily or nearly daily)
- Frequently (2-3x per week)
- Occasionally (1-4x per month)
- Rarely (less than once per month)
- Never

**VIII. Drainage Service Connection:**

- A. Does your home have a drain tile/footing drain?     Yes                       No                       Unknown
- B. Does your home have a sump pump?                       Yes                       No                       Unknown
- C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)?     Yes                       No
- D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)?     Yes                       No

Please sketch in the space to the right: your house, garage, driveway, and sump pump discharge location.



**IX. Local Drainage Problems**

Please describe specific surface water drainage problems in your neighborhood:

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---



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**X. Private Underground Utilities**

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)

- Yes                       No

B. Do you have an underground electric pet containment system in the City's right-of-way?

- Yes                       No

**XI. Residential Streetlights:**

Is the existing streetlight system meeting the needs of the neighborhood?

- Yes                       No

**Please describe why you feel that way:**

---



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Do you favor improving your streetlights with either a different style street light or more lights?

- Yes                       No

**Please describe why you feel that way:**

---

---

---

**VI. Other Comments or Concerns Related to Street Reconstruction**

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**VII. Email Updates**

A. Do you have access to email to participate in the City Extra email notification service?

Yes

No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by May 15.**



**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix D**

**Questionnaire Results**





**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix E**

**Sign-In Sheet and Comment Card**

**TRACY AVENUE**  
**(BENTON AVE TO TH-62)**  
**INFORMATIONAL MEETING**  
**JUNE 22, 2015**

	NAME	ADDRESS
1	Bruce Artmann	6117 Tracy
2	Mark + Beth Wilkins	5919 Tracy
3	Paul + Mary Udell	6020 Tracy
4	Phil + Diane Larson	6109 Tracy
5	Paul + Mary Udell	6008 Tracy
6	Bill + Peggy Coogman	6104 Tracy
7		
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QUESTION / COMMENT CARD I WOULD LIKE TO SEE SOME  
CLOSER PARKING FOR MY RESIDENCE. I THINK  
IT WOULD BE BETTER BUILT ON THE WEST SIDE. I  
RECOGNIZE THIS WOULD IMPACT THOSE RESIDENCES.

I WOULD ALSO LIKE TO KNOW IF THERE IS A  
REPLACEMENT POLICY FOR THE RETAINING WALL  
ON MY PROPERTY.

Name BRUCE ARTMANN

PLEASE PRINT

Address 6117 TRACY AVE

PLEASE PRINT



**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix F**

**Supplemental Resident Letter (25 mph Speed Limit)**



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**Construction Project Follow-up**  
**Tracy Avenue**  
**(Vernon Avenue to Benton Avenue)**

June 24, 2015

Dear Resident:

In 2012, Tracy Avenue was reconstructed from Vernon to Benton Avenues. Many of the improvements were transportation related. They included driving lane widths, parking areas, bicycle lanes, and speed limit. We are seeking feedback on the speed limit but would welcome comments on any other part of the project.

Bicycle lanes were added to both sides of the street, which according to Minnesota State Statute allows for the reduction of the speed limit from 30 mph to 25 mph. Next year, Tracy Avenue from Benton Avenue to just north of Highway 62 will be reconstructed, with current plans to include bicycle lanes like those north of Benton Avenue. While we are working with the consulting firm on this design for next year, we want to ensure the traffic management on Tracy Avenue from Vernon to Benton Avenues is appropriate. We are considering the following options and would like your input. In all options the curves would be signed with an appropriate speed limit and the school speed zone would still be maintained when children are present:

- Reducing the speed limit on Tracy Avenue from Benton Avenue to Highway 62 from 30 mph to 25 mph (to match the speed limit north of Benton Avenue).
- Keeping the speed limit at 30 mph south of Benton Avenue (matching the speed limit south of Highway 62).
- Changing the speed limit on Tracey Avenue north of Benton Avenue back to 30 mph, so that Tracy Avenue would have the same speed limit the entire length of the roadway. The variable message sign would continue to be utilized to inform drivers of their speed.

The Edina Police Department has stated in the past that it is more difficult to enforce different speed limits throughout the city. Nevertheless, we would like to hear your opinion or preference regarding the speed limit on your street since it was changed in 2012.

Please send your comments or questions to me at [mnolan@EdinaMN.gov](mailto:mnolan@EdinaMN.gov) or contact me at 952-826-0322.

Regards,

A handwritten signature in black ink, appearing to read "Mark K. Nolan".

Mark K. Nolan, AICP  
Transportation Planner

---

**ENGINEERING DEPARTMENT**

7450 Metro Boulevard • Edina, Minnesota 55439  
[www.EdinaMN.gov](http://www.EdinaMN.gov) • 952-826-0371 • Fax 952-826-0392



**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix G**

**ETC Meeting Minutes**

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COUNCIL CHAMBERS  
July 16, 2015, 2015  
6:00 P.M.**

**ROLL CALL** Answering roll call were members Bass, Boettge, Campbell, Iyer, Janovy, LaForce, Loeffelholz, Nelson, Olson, and Spanhake.

**ABSENT** Rummel

**2016 Tracy Avenue Reconstruction Update**

Mr. Andy Plowman with WSB and Associates presented the update. Mr. Plowman said the project area is from TH-62 to Benton Avenue which is phase two to complete all of Tracy Avenue from Vernon Avenue to TH-62. He said there are two curves along the roadway with posted speed limit of 30 mph where accidents have occurred, especially in the winter, and staff will be requesting a variance from MNDOT to reduce the design speed to 25 mph. The rest of the project will include replacing the asphalt, add on-street bike lane, parking in some areas, and keeping the sidewalk on the east side and do spot repairs. Mr. Plowman said the bike lane will not cross the bridge over TH-62 so they are evaluating widening the sidewalk over the bridge.

Additionally, Mr. Plowman said the roundabout to the south at Valley Lane and Tracy Avenue will be constructed at the same time so they will work together to minimize impacts for users of the roadway.

**Discussion**

Member Nelson said the real issue in this phase of construction is at the bridge and asked if a traffic signal was discussed. Mr. Plowman said the bridge is MNDOT's jurisdiction and the area is not on their schedule for improvements. He said staff applied for funding for a roundabout in the past but was not successful.

Member Janovy asked about current on-street parking and how this would change. Mr. Plowman said some areas aren't wide enough to add parking or because of other conflicts and also, residents at the informational meeting did not see a need for it, except closer to the park. She asked about speed and volume and Mr. Plowman said speed is over the posted limit. She asked if there was room for a 6-ft bike lane and Mr. Plowman said yes, because parking isn't along the entire corridor.

Member Olson asked if the speed limit would be handled similarly to W. 70<sup>th</sup> where it was reduced to 25 mph because the bike lanes were added. Planner Nolan said residents were surveyed about the 25 mph speed limit north of Benton Avenue and what to do to the south and from eight respondents, six liked 25 mph and two liked 30 mph. He said staff is still evaluating what the speed limit will be.

Member Loeffelholz said crossing the bridge is unsafe and Mr. Plowman said this is why they are having discussions with MNDOT about improving the sidewalk. Planner Nolan added that they are planning to extend the sidewalk on the east side from the bridge to the new roundabout at Valley Lane.

Member LaForce said he was not aware that the roundabout at Valley Lane and Tracy Avenue was a done deal and planner Nolan it isn't until Council approves it; he said staff is moving forward with design plans.

Member Iyer noted that the bike lane stops at the bridge and Mr. Plowman said they anticipate adding a 'share the road' sign for the bridge and this decision will be made during the design process.

Member Spanhake said the sidewalk over the bridge is pretty high and looks dangerous when you're on a bike. Mr. Plowman said they could talk with MNDOT about striping a 4-ft shoulder over the bridge. She recommended that they keep the speed

limit consistent along the corridor and planner Nolan concurred but said staff wanted to get residents' feedback on 25 mph vs 30 mph.

Student member Campbell said as part of the cross-country team, they stayed away from Tracy Avenue towards the Crosstown because they had to cross over to the other side at the bridge. He said this this is also a pedestrian issue, not just biking.

Member Iyer said there always seems to be an after-thought to some projects. He said they knew this project was coming and they also knew the Crosstown was an issue and asked why there wasn't a plan for it. Chair Bass said similar to Hennepin County's Bike Plan where they identified gaps in their plan, it might be a useful exercise for the ETC to identify their top 25 gaps. Planner Nolan added that staff does talk with MNDOT but staff only has so much influence. He said a gap study over the next couple years was a good idea.

Member Nelson said he liked the design – straightening out the curves, parking by the school and park, and sidewalk alongside the park. He reiterated the issues at the Crosstown bridge and said this was discussed at least a couple years prior and a traffic signal was suggested as a possible solution. He said staff should continue to work with MNDOT to move this forward.

Member Janovy concurred. She recommended a 6-ft bike lane instead of 5-ft because of speed, proximity to schools, the Nine Mile Trail, etc. She said even though the survey response does not support streetlights, she believed it should be reviewed because pedestrians are usually walking in the dark. She said she shared the concern about the gap from Valley Lane to the fire station and hoped that during this process it can be figured out to help people's comfort.

Chair Bass asked if they planned to add a sidewalk south of the bridge in the area where a natural trail has been created by pedestrians and Mr. Plowman said yes, if MNDOT agrees with their plan to make improvements on the bridge that would connect to the sidewalk.

Member LaForce said he understood MNDOT's responsibility under the Crosstown bridge but the bridge itself is a continuation of a City street and this is how residents see it. He said he is not convinced that staff has done all they can. Mr. Plowman said city engineer Millner has had conversations and continues to talk with MNDOT about the bridge but it is about funding. Member Nelson said it is a sightline issue because of the railings and if MNDOT doesn't have the money maybe the City does to make these improvements.

In conclusion, chair Bass said she is sure that staff has spoken to MNDOT repeatedly and *suggested* the ETC *consider how they might exert some influence*. She said it would be nice to at least have an anticipated improvement date.



**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix H**

**Crash Data**





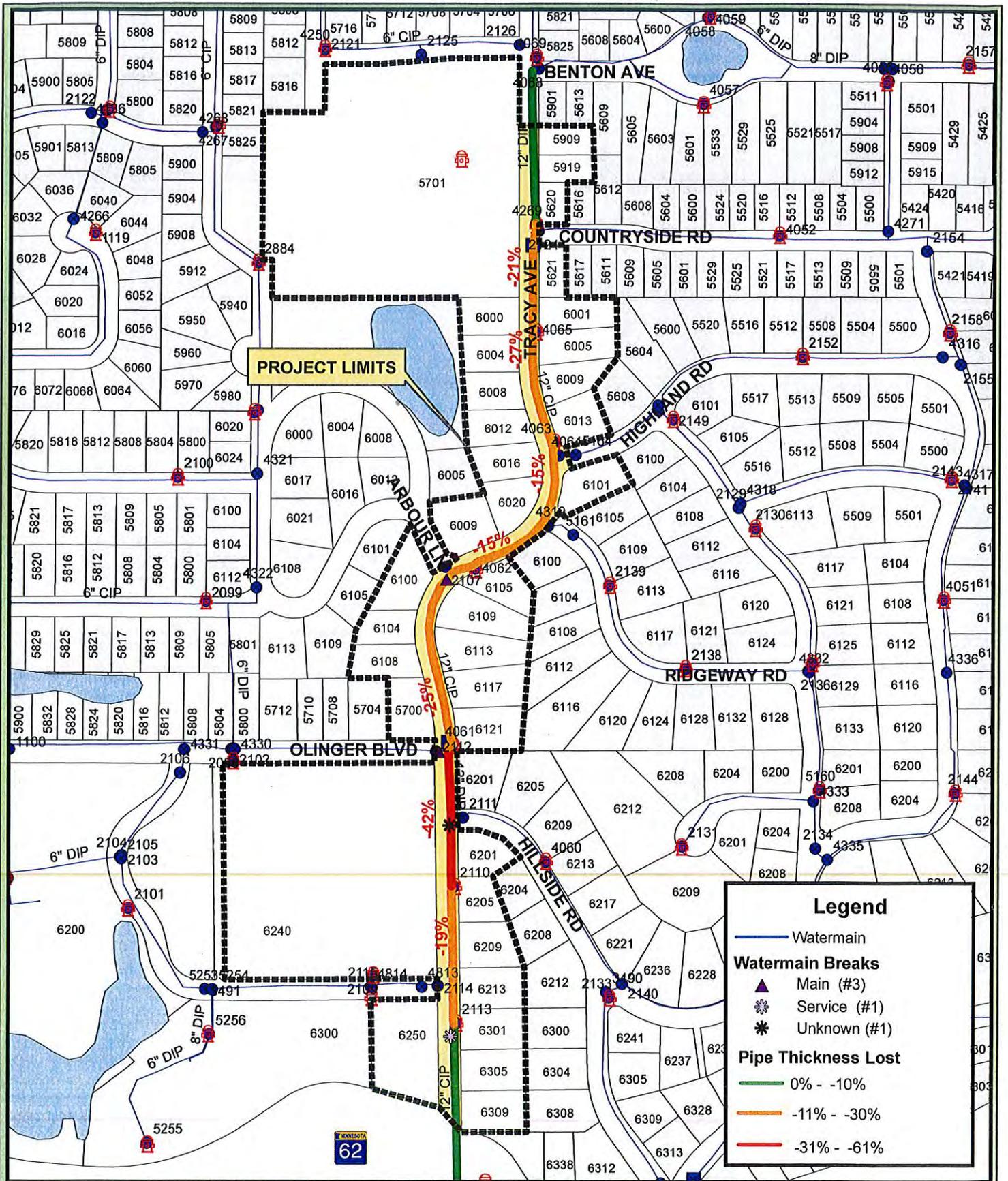
**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix I**

**2016 Tracy Avenue Pipe Thickness Lost**



**2016 Tracy Ave  
Pipe Thickness Lost  
Improvement No: BA-399**



**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

**Appendix J**

**Variance Approval Letter**

**Minnesota Department of Transportation  
State Aid Division**

395 John Ireland Boulevard, MS 500  
Saint Paul, MN 55155-1899



September 29, 2015

Mr. Chad Millner, P.E.  
Edina City Engineer  
7450 Metro Blvd  
Edina, MN 55439

**RE:** Request for Variance; 2015-08  
Tracy Avenue (MSAS 152) from TH 62 to Benton Ave; SAP 120-152-015

Dear Mr. Millner,

Per City of Edina Resolution 2015-79, the City has requested variance from *Minnesota Rules*; **8820.9941 On-Road Bicycle Facility for Urban; New or Reconstruction Projects; Design Speed:**

1. Horizontal Curve at Highland Road: 25 mph in lieu of minimum 30 mph.
2. Horizontal Curve at Arbor Lane: 25 mph in lieu of minimum 30 mph.

Based on the discussion, concerns, and recommendations presented by the September 24, 2015 State Aid Variance Advisory Committee, I hereby **approve** the variance as requested contingent on consideration of advance warning signing and striping.

Sincerely,

A handwritten signature in blue ink that reads "Mitchell J. Rasmussen".

*MJR* Mitchell J Rasmussen, P.E.  
State Aid Engineer

cc: DSAE-Metro

An Equal Opportunity Employer





**FEASIBILITY STUDY – BA 399**  
**ENGINEERING DEPARTMENT**  
**CITY OF EDINA**

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**STREET IMPROVEMENTS**  
**Tracy Avenue – TH 62 to Benton Avenue**  
**November 3, 2015**

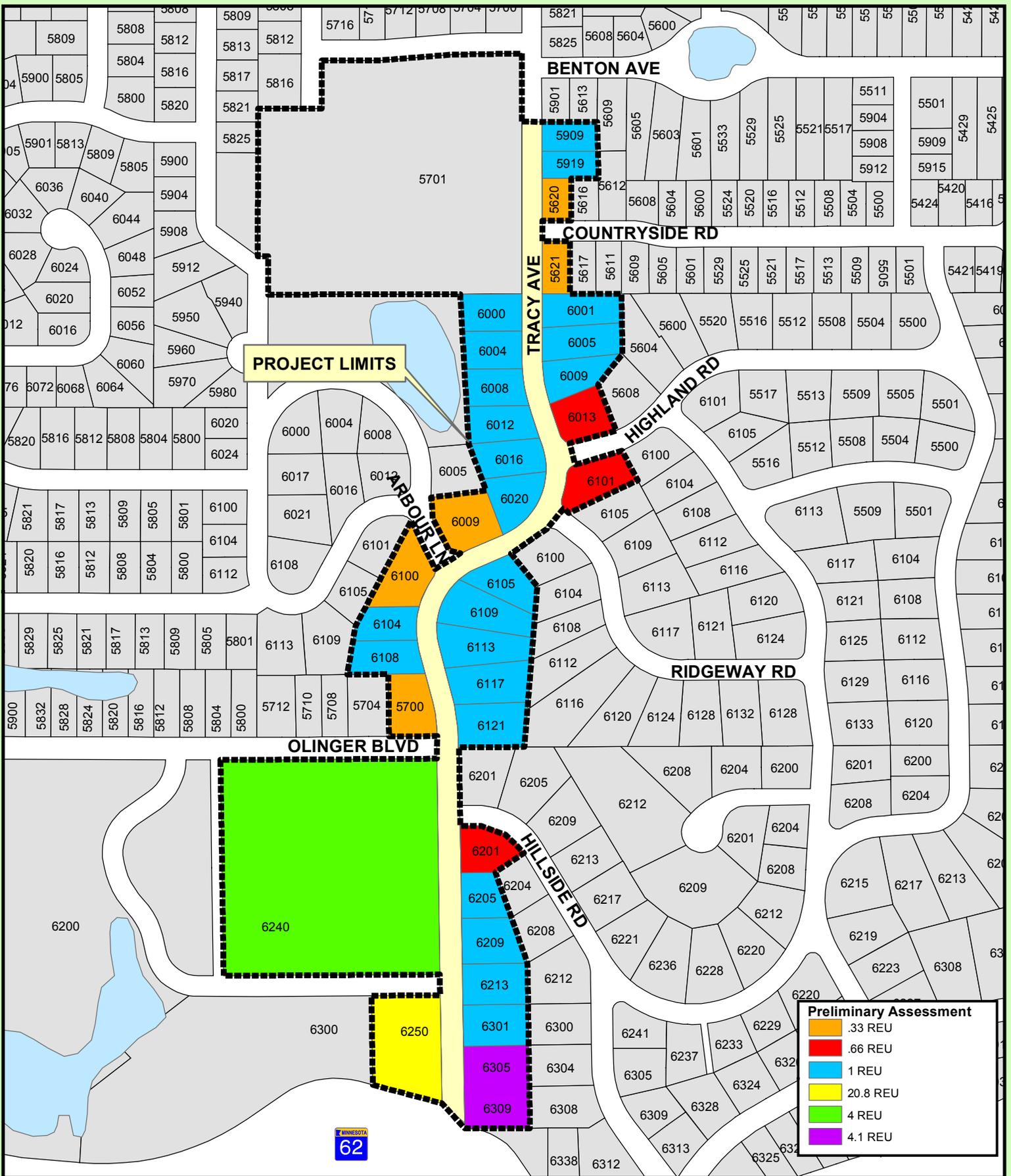
**Appendix K**

**Assessment Roll and Map**

Tracy Avenue Preliminary Assessment Roll

	PID	Owner	Address	Assessable REU	Assessable Amount
1	3211721430024	Stephen Davis & Barbara Davis	6009 Arbour La	0.33	\$ 2,300.00
2	3211721430055	William C Rodgers & Judith E Rodgers	6100 Arbour La	0.33	\$ 2,300.00
3	3211721420054	Indept School Dist No 273	5701 Benton Ave	0	\$ -
4	3211721420064	Neil Contardi/Trustee	5620 Countryside Rd	0.33	\$ 2,300.00
5	3211721420027	Lynn Thoresen	5621 Countryside Rd	0.33	\$ 2,300.00
6	3211721430005	Dennis R Seemann & Claudia J Seemann	5700 Olinger Blvd	0.33	\$ 2,300.00
7	3211721420055	Paul A Thorp & Ann L Thorp	5909 Tracy Ave	1	\$ 6,970.00
8	3211721420063	Mark H Wilkins & Beth C Wilkins	5919 Tracy Ave	1	\$ 6,970.00
9	3211721430018	Leland S Myhre & Monica K Myhre	6000 Tracy Ave	1	\$ 6,970.00
10	3211721430047	Robert Livingston & Alice V Livingston	6001 Tracy Ave	1	\$ 6,970.00
11	3211721430019	Yvonne Westman	6004 Tracy Ave	1	\$ 6,970.00
12	3211721430048	Scott Acker	6005 Tracy Ave	1	\$ 6,970.00
13	3211721430020	Paul Hardman/Trustee	6008 Tracy Ave	1	\$ 6,970.00
14	3211721430049	Lance T Sanders & DeGalynn W Sanders	6009 Tracy Ave	1	\$ 6,970.00
15	3211721430021	David Johnson & Barbara Johnson	6012 Tracy Ave	1	\$ 6,970.00
16	3211721430050	Bruce D Utne & Cathy K Utne	6013 Tracy Ave	0.66	\$ 4,600.00
17	3211721430022	Donna White/Trust	6016 Tracy Ave	1	\$ 6,970.00
18	3211721430023	Myrtle Uphoff	6020 Tracy Ave	1	\$ 6,970.00
19	3211721430039	Herman Bains	6101 Tracy Ave	0.66	\$ 4,600.00
20	3211721430056	William E Cosgrove & Margaret F Cosgrove	6104 Tracy Ave	1	\$ 6,970.00
21	3211721430034	John W Klus & Leslie A Klus	6105 Tracy Ave	1	\$ 6,970.00
22	3211721430057	Harvey Havir & Mary Havir	6108 Tracy Ave	1	\$ 6,970.00
23	3211721430035	Philip A Larson & Diane M Larson	6109 Tracy Ave	1	\$ 6,970.00
24	3211721430036	Scott D Haarstad & Carol E Haarstad	6113 Tracy Ave	1	\$ 6,970.00
25	3211721430037	Bruce J Artmann & Cheryl Artmann	6117 Tracy Ave	1	\$ 6,970.00
26	3211721430038	Cheri Groth	6121 Tracy Ave	1	\$ 6,970.00
27	0511621120003	Alexandre V Pimkine & Adriana Stamenova	6201 Tracy Ave	0.66	\$ 4,600.00
28	0511621120016	J H Glaeser & Dianne K Glaeser	6205 Tracy Ave	1	\$ 6,970.00
29	0511621120015	Kin Wong	6209 Tracy Ave	1	\$ 6,970.00
30	0511621120014	Karl Dick & Delite E Dick	6213 Tracy Ave	1	\$ 6,970.00
31	0511621210001	City of Edina (Countryside Park)	6240 Tracy Ave	4	\$ 27,880.00
32	0511621210002	City of Edina (Fire Station)	6250 Tracy Ave	20.8	\$ 144,900.00
33	0511621120013	Daniel Macinnes & Christina S Macinnes	6301 Tracy Ave	1	\$ 6,970.00
34	0511621120012	Jehovah's Witnesses Inc	6305 Tracy Ave		\$ 28,580.00
35	0511621120011	Jehovah's Witnesses Inc	6309 Tracy Ave	4.1	\$ -
			<b>Total REU</b>	<b>54.53</b>	<b>\$ 380,000.00</b>

Total Roadway Cost	\$	1,900,000.00
Assessable Cost	\$	380,000.00
REU's		54.53
Cost Per REU	\$	6,970.00



## Preliminary Assessments Tracy Ave Roadway Reconstruction Improvement No: BA-399

