Application

10356 - 2018 Bridges

10676 - CSAH 158 (Vernon Ave) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 2:13 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

*	MEDINA	Minnesota	55340
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 158 (Vernon Ave) Bridge Replacement Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Edina

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project includes the replacement of the CSAH 158 (Vernon Ave) Bridge at Canadian Pacific (CP) rail located in the City of Edina. CSAH 158 (Vernon Ave) is classified as an A-Minor Arterial roadway that functions as a reliever. Attachment 2 provides an illustration of the project location.

CSAH 158 (Vernon Ave) is a significant regional corridor, providing access to users to TH 62 (Crosstown) and TH 100. Additionally, this roadway serves as the main connection through the Grandview District that includes primarily commercial land uses. Closure of this bridge would impact the 20,000 daily users significantly.

The current CSAH 158 (Vernon Ave) bridge design consists of a concrete slab that is experiencing advanced deterioration, spalling, and cracking. The substructure (columns and pier caps) include exposed rebar with rust spots. Additionally, bridge maintenance activities (patching and crack sealing) are no longer effective treatments to extend the service life of the bridge. This bridge is classified as structurally deficient and was assigned a sufficiency rating of 24.0. Photos depicting the bridge's current condition are included in Attachment 3.

The project includes a full replacement of the bridge. The current width of the bridge is approximately 64' that provides two vehicle lanes in each direction, narrow median (approximately 4' wide), and a narrow raised walking area (approximately 4' wide) on both sides. It is anticipated that a wider bridge will be constructed to better accommodate user needs along the corridor. The proposed bridge will include a wider section on the west side when compared to the east side. This design will allow for the introduction

of dedicated turn lanes at Interlachen Blvd, provide improved off-road facilities, and minimize property impacts on the east side. The proposed typical sections and concept for the CSAH 158 (Vernon Ave) Bridge Replacement Project are included in Attachments 4 and 5, respectively. It is anticipated that the new bridge would be designed for a 75-year (or greater) service life.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 158 (Vernon Ave) over CP Rail in Edina

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$7,000,000.00

Match Amount

$2,150,000.00

Minimum of 20% of project total

Project Total

$9,150,000.00

Match Percentage

23.5%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Hennepin County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

County, City, or Lead Agency

Hennepin County

Functional Class of Road

A-Minor Arterial (Reliever)

Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	158
Name of Road *Example; 1st ST., MAIN AVE*	Vernon Ave
Zip Code where Majority of Work is Being Performed	55436
(Approximate) Begin Construction Date	04/03/2023
(Approximate) End Construction Date	11/17/2023

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	Interlachen Blvd
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	Arcadia Ave
Or At	
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	Bridge Replacement, Sidewalk, Trail, ADA, traffic signal, roadway approaches

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	4510
New Bridge/Culvert No.:	TBD
Structure is Over/Under **(Bridge or culvert name):**	Canadian Pacific Rail

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

A) Transportation System Stewardship (P 2.17-2.19)

Hennepin County's annual bridge inspection program ensures planned preservation and maintenance of our bridge assets. This project will replace a structurally deficient and weight restricted bridge that serves 20,400 vehicles daily. Bridge construction activities will be staged and/or accelerated to minimize impacts to roadway users; especially emergency and commercial vehicles.

B) Safety/Security (P 2.20-2.23)

This project will address structural safety issues for this deficient bridge. Further deterioration may lead to its closure to traffic which would significantly impact the traveling public. This is especially important since CSAH 158 (Vernon Ave) provides access between TH 100 and the Grandview District in this commercial area of Edina.

C) Access to Destinations (P 2.24-2.37)

CSAH 158 (Vernon Ave) is the only roadway that provides full access to TH 100 for a distance of over two miles between Benton Ave and CSAH 3 (Excelsior Blvd). The Gradview District includes various retail and convenience store destinations. Additionally, this project will provide significantly better facilities for non-motorized users to support walking and biking in the area.

D) Competitive Economy (P 2.38-2.41)

This project promotes diverse activities along the corridor by accommodating the distribution of goods and services, maintaining a high level of

attractiveness, and providing safe facilities for all modes. Future closure of this bridge would impact delivery services to local businesses.

E) Healthy Environment (P 2.42-2.45)

This project presents an opportunity to provide significantly improved bicycle and pedestrian facilities to promote walking and biking in the area, and thus, reducing vehicle emissions. Additionally, CSAH 158 (Vernon Ave) serves six transit routes that rely on this bridge to access TH 100.

F) Leveraging Transportation Investments to Guide Land Use (P 2.46-2.55)

The proposed bridge project aligns with recommendations included in the City of Edina's Grandview District Transportation Study completed in 2016. CSAH 158 (Vernon Ave) is critical to ensuring adequate circulation of all modes in the area that offers a balance between mobility and access.

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

Hennepin County Board Resolution - 2017 Operating and Capital Budgets (Attachment 6)

List the applicable documents and pages:

Hennepin County Board Resolution - 2018 Regional Solicitation (Attachment 7)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization Modernization and Spot Mobility:** $1,000,000 to $7,000,000*
***Traffic Management Technologies (Roadway System Management):** $250,000 to $7,000,000*
***Bridges Rehabilitation/ Replacement:** $1,000,000 to $7,000,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	05/02/2011 Date process started	04/06/2020 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2.The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement. Yes

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement. Yes

5.The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement. Yes

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$690,000.00
Removals (approx. 5% of total cost)	$480,000.00
Roadway (grading, borrow, etc.)	$60,000.00
Roadway (aggregates and paving)	$230,000.00
Subgrade Correction (muck)	$50,000.00
Storm Sewer	$110,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$45,000.00
Traffic Control	$170,000.00
Striping	$15,000.00
Signing	$5,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$60,000.00
Bridge	$5,200,000.00
Retaining Walls	$375,000.00
Noise Wall (not calculated in cost effectiveness measure)	$200,000.00
Traffic Signals	$325,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$840,000.00
Other Roadway Elements	$0.00
Totals	**$8,855,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$50,000.00
Sidewalk Construction	$50,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$55,000.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$20,000.00
Pedestrian-scale Lighting	$50,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$70,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$295,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$9,150,000.00
Construction Cost Total	$9,150,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	1.14 mi (CSAH 3 - Exelsior Blvd)
Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project (calculated by Council Staff):	0
	Staff identified CSAH 3 (Excelsior Blvd) as the closest parallel A-Minor Arterial roadway that provides similar access and mobility across the Canadian Pacific Rail.
Explanation:	There are nearby local streets that offer similar access across the rail line, however, none of them are identified on the A-Minor Arterial system. Staff will work with the City of Edina to manage traffic diversion on local streets; specifically, commercial, freight, and transit vehicles to ensure that local residents aren't impacted negatively.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	8442
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	999
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1530977891748_2018 RS Map 02 - CSAH 158 (Vernon Ave) Bridge Replacement Project - Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

The project is located on either a Tier 1, Tier 2, or Tier 3 corridor:

(65 Points)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

(10 Points)

The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: Yes

(0 Points)

Measure A: Current Daily Person Throughput

Location	East of Interlachen Blvd
Current AADT Volume	20400.0
Existing Transit Routes on the Project:	46 , 146, 587, 588, 589, 600
Upload "Transit Connections" map	1530978136873_2018 RS Map 04 - CSAH 158 (Vernon Ave) Bridge Replacement Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	1891.0
Current Daily Person Throughput	28411.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	22800

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Hennepin County will engage each of the project stakeholders, including: local residents (especially members of the Grandview and Todd Park neighborhood communities), business owners, City of Edina, and Metro Transit during the planning and design stages of the project. The main goals of the engagement include the following:

- Listen respectfully to public questions and concerns

- Deliver clear project updates across all communication streams

- Maintain formal relationships with critical stakeholders, mainly nearby business owners (such as Davanni's, Starbucks, and Holiday), to ensure project impacts are known and understood

- Coordinate with local partners to avoid conflicts with other planned projects or initiatives

Hennepin County will ensure the project outcome aligns with the goals and recommendations included in Edina's Grandview District Study (Attachment 9). The study included a diverse set of engagement techniques; including: site visits, formal public meetings, and charrettes. Furthermore, a set of evaluation metrics were identified to guide the decision making process in the future.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The existing bridge lacks adequate facilities for bicylists and pedestrians as the current off-road facilities are 4' wide and are located immediately adjacent to vehicle lanes. It is anticipated that the new bridge will include a multi-use facility (approximately 8' wide) on the north side of the bridge and a pedestrian facility (approximately 6' wide) on the south side of the bridge. These facilities are critical to ensuring user comfort and safety across the bridge.

The proposed bridge project is expected to impact the Interlachen Blvd intersection given its close proximity to the bridge structure. This presents an opportunity to make accessibility, mobility, and safety improvements at the existing signalized intersection. The proposed concept includes dedicated westbound right-turn and left-run lanes on the east approach to provide significant mobility improvements along CSAH 158 (Vernon Ave) that serves over 20,000 vehicles daily. A high percentage of westbound vehicles desire to turn right onto Interlachen Blvd, therefore, users will experience reduced delay. ADA improvements (pedestrian ramps and APS) will be incorporated at the intersection to ensure accessibility for all. Furthermore, the project will include signal updates to offer more flexible and adaptive signal operations. The installation of Flashing Yellow Arrows will allow staff to implement more intelligent timing plans that eliminate conflicts between left-turning vehicles and pedestrians. These ADA and signal improvements are especially critical as there are currently transit stops located at the Interlachen Blvd intersection, requiring users to cross CSAH 158 (Vernon Ave) on a regular basis.

The introduction of a multi-use trail will offer bicyclists an alternative option to riding in the

vehicle lane which is typically only done by experienced bicyclists.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

Further investigation is necessary to confirm if land acquisition is required based on the proposed concept given the existing constraints in the area. Attachment 10 illustrates the existing right of way challenges in the area that include a private parking lot located within public right of way, a noise wall recently constructed by MnDOT, and a current development under construction. The proposed bridge design includes a wider structure than the existing bridge in an effort to better accommodate users. It's anticipated that the bridge width will be different on either end of the structure to minimize impacts to local property owners.

Staff will work with the City of Edina and MnDOT to manage traffic diversion (especially freight, commercial, and transit) during construction activities to minimize impacts to local residents. All modes will be provided with accessible routes throughout the entire duration of the project. Proper signage, pavement markings, and other treatments (such as jersey barriers, temporary accessibility ramps, etc.) will be implemented to ensure that users are directed along their intended route in a safe manner. Mobility improvements as a result of construction activities will mainly be related to user comfort levels.

It is anticipated that the east approach at the Vernon Ave/Interlachen Blvd intersection will include a longer pedestrian crossing distance. However, other countermeasures (such as raised medians and curb extensions) will be considered to improve the crossing experience. Additionally, planned ADA improvements will offer significantly better accessibility accommodations that currently include relatively poor designs in all four quadrants.

Hennepin County has a specialized communications team for its Public Works business line who are responsible for responding to various inquiries during the planing, design, and construction phases of a project. This team will be critical in accommodating the needs of those who are most impacted by the project (nearby residents and business owners). This effort centralizes correspondence related to the project, provides clarity on who to contact, and delivers a consistent message.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530982711655_2018 RS Map 03 - CSAH 158 (Vernon Ave) Bridge Replacement Project - Socio Economic Conditions.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Edina	17745.0	0.82	91.0	74.216
Hopkins	1069.0	0.05	90.0	4.422
St. Louis Park	2944.0	0.14	96.0	12.989

Total Project Length

Total Project Length (as entered in the "Project Information" form)

Affordable Housing Scoring

Total Project Length (Miles) or Population

Total Housing Score

Affordable Housing Scoring

Measure A: Bridge Condition

Bridge Sufficiency Rating	24.0
Upload Structure Inventory Report	1530982781811_Attachment 11 - 2018 MN Structure Inventory & Bridge Inspection Report.pdf

Please upload attachment in PDF form.

Measure B: Load-Posting

Load Posted (Check box if the bridge is load-posted):	Yes

Measure A: Multimodal Elements and Existing Connections

Response:

The CSAH 158 (Vernon Ave) Bridge Replacement Project will provide an opportunity to widen the bridge structure and offer space to allocate towards each transportation mode. The following are specific improvements for non-motorized users:

Bicycle Improvements:

The City of Edina has identified this section of CSAH 158 (Vernon Ave) as a secondary route (Attachment 12). Additionally, Metropolitan Council has identified this area as Tier 2 corridor in the Regional Bicycle Transportation Network. It is anticipated that a multi-use facility (approximately 8' wide) will be introduced on the north side of the bridge. This facility will offer bicyclists an off-road option to avoid riding with traffic which typically leads to rider discomfort, especially those new to biking, due to high traffic volumes and vehicle speeds. This multi-use facility will provide a direct connection to Interlachen Blvd (which currently includes on-road bike lanes) and fills a gap in the bikeway network along CSAH 158 (Vernon Ave) where bike accommodations currently terminate at 53rd St.

Pedestrian Improvements

The existing CSAH 158 (Vernon Ave) bridge includes narrow (approximately 4' wide) walkways on both sides of the bridge adjacent to the roadway, leading to a feeling of discomfort for pedestrians. It is anticipated that a multi-use facility will be constructed on the north side and a sidewalk (approximately 6' wide) will be provided on the south side to provide users with facilities on both sides to eliminate the need for unnecessary pedestrian crossings. Additionally, improvements are planned at the Interlachen Blvd intersection,

given its location in relation to the bridge. ADA upgrades (pedestrian ramps and APS) will be included and designed to better serve persons with limited mobility. The intersection geometry will be investigated in the design process to determine the feasibility of constructing curb extensions and raised medians to offer traffic calming elements.

Transit Improvements

CSAH 158 (Vernon Ave) currently serves six Metro Transit bus routes and includes stops in the northeast and southwest quadrants at the Interlachen Blvd intersection. These stops lack adequate waiting areas and require transit users to stand/sit immediately adjacent to the roadway. This project presents an opportunity to expand waiting areas to improve transit experience and user comfort. Additionally, users who rely on transit will be provided with significantly better ADA accommodations to ensure that transit riders with limited mobility can access the stops from all directions. These improvements are key to maintaining consistent transit ridership in an area that offers retail and leisure destinations.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout 1531058377654_Attachment 05 - Proposed Concept.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.	Yes

0%

Anticipated date or date of executed Agreement	12/30/2022

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$9,150,000.00
Enter Amount of the Noise Walls:	$200,000.00
Total Project Cost subtract the amount of the noise walls:	$8,950,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	List of Attachments	47 KB
Attachment 01 - Project Narrative.pdf	Project Narrative	708 KB
Attachment 02 - Project Location Map.pdf	Project Location Map	347 KB
Attachment 03 - Existing Bridge Deficiencies.pdf	Existing Bridge Deficiencies	812 KB
Attachment 04 - Proposed Typical Sections.pdf	Proposed Typical Sections	721 KB
Attachment 05 - Proposed Concept.pdf	Proposed Concept	428 KB
Attachment 06 - Hennepin County Board Resolution - 2017 Operating & Capital Budgets.pdf	Hennepin County Board Resolution - 2017 Operating and Capital Budgets	1.2 MB
Attachment 07 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Hennepin County Board Resolution - 2018 Regional Solicitation	668 KB
Attachment 08 - MnDOT 50 Series Map.pdf	MnDOT 50 Series Map	1.7 MB
Attachment 09 - City of Edina Grandview District Transportation Study.pdf	City of Edina Grandview Transportation Study	1.6 MB
Attachment 10 - Hennepin County Property Map.pdf	Hennepin County Property Map	760 KB
Attachment 11 - 2018 MN Structure Inventory & Bridge Inspection Report.pdf	2018 MN Structure Inventory & Bridge Inspection Report	683 KB
Attachment 12 - City of Edina Existing and Planned Bicycle Facilities.pdf	City of Edina Existing and Planned Bicycle Facilities	947 KB
Attachment 13 - City of Edina Letter of Support.pdf	City of Edina Support Letter	881 KB

Regional Economy

Bridges Project: CSAH 158 (Vernon Ave) Bridge Replacement Project | Map ID: 1528304447248

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Edina
Population: 17745
Employment: 6814
Mfg and Dist Employment: 275

Hopkins
Population: 1069
Employment: 877
Mfg and Dist Employment: 702

St. Louis Park
Population: 2944
Employment: 751
Mfg and Dist Employment: 22

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.015 0.03 0.06 0.09 0.12 Miles

Created: 6/6/2018
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 158 (Vernon Ave) Bridge Replacement Project | Map ID: 1528304447248

Results

Transit with a Direct Connection to project:
146 46 587 588 589 600

**indicates Planned Alignments*

Project Points
Active Stop
Project
Transit Routes

0 0.0225 0.045 0.09 0.135 0.18 Miles

Created: 6/6/2018
LandscapeRSA3

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 158 (Vernon Ave) Bridge Replacement Project | Map ID: 1528304447248

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)

Project Points
Project
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.015 0.03 0.06 0.09 0.12 Miles

Created: 6/6/2018
LandscapeRSA2

METROPOLITAN COUNCIL

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 4510 **CSAH 158(VERNON A) over CP RAIL**

Date: 06/14/2018

+ GENERAL +

Agency Br. No.
District METRO **Maint. Area**
County 27 - HENNEPIN
City EDINA
Township
Desc. Loc. 0.1 MI E OF JCT CSAH 20
Sect., Twp., Range 28 - 117N - 21W
Latitude 44d 54m 44.34s
Longitude 93d 21m 12.81s
Custodian COUNTY
Owner COUNTY
Inspection By HENNEPIN COUNTY
Year Built 1927
MN Year Remodeled 1966
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under RAILROAD
Main Span Type CONC SLAB SPAN
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew 17R
Culvert Type
Barrel Length
Number of Spans
MAIN: 5 APPR: 0 TOTAL: 5
Main Span Length 23.0 ft
Structure Length 115.0 ft
Deck Width 64.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type LOW SLUMP CONC
Wear Surf Install Year 1985
Wear Course/Fill Depth 0.42 ft
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 7,395 sq ft
Roadway Area 5,748 sq ft
Sidewalk Width - L/R 4.0 ft 4.0 ft
Curb Height - L/R 0.83 ft 0.83 ft
Rail Codes - L/R 16 16

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr CSAH 158
Road Name CSAH 158
National Highway System N
Roadwav Function MAINLINE
Roadway Type 2 WAY TRAF
Control Section (TH Only)
Ref. Point
Date Opened to Traffic 10-01-1966
Detour Length 1 mi.
Lanes 4 Lanes ON Bridge
ADT (YEAR) 20,400 (2014)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB	SB-WE
Roadway Width	25.0 ft	25.0 ft
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	53.9 ft	
Lateral Clr. - Lt/Rt		
Appr. Surface Width	54.0 ft	
Bridge Roadway Width	50.0 ft	
Median Width on Bridge	4.0 ft	

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut. CONC - SPRD SOIL
Pier CONC - SPRD SOIL
Historic Status NOT ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load VEHICLE & SEMI
Traffic NOT REQUIRED
Horizontal NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 24.0
Last Inspection Date 10-11-2017
Inspection Frequency 12
Inspector Name HENNEPIN COUNTY
Status P-LOAD POSTED

+ NBI CONDITION RATINGS +

Deck	4
Superstructure	4
Substructure	5
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	3
Underclearances	4
Waterway Adequacy	N
Approach Alignment	7

+ SAFETY FEATURES +

Bridge Railing 0-SUBSTANDARD
GR Transition 0-SUBSTANDARD
Appr. Guardrail 1-MEETS STANDARDS
GR Termini 1-MEETS STANDARDS

+ IN DEPTH INSP. +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening
Navigation Control NOT APPL
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code A-NON WATERWAY
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load UNKN
Operating Rating HS 19.40
Inventory Rating HS 11.60
Posting VEH: 24 SEMI: 40 DBL: 40
Rating Date 10-29-2013
Overweight Permit Codes
A: N B: N C: N

06/14/2018

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 4510 CSAH 158(VERNON A) OVER CP RAIL **INSP. DATE: 10-11-2017**

County:HENNEPIN
City: EDINA
Township:
Section: 28 Township: 117N Range: 21W
Span Type: CONC SLAB SPAN
NBI Deck: 4 Super: 4 Sub: 5 Chan: N Culv: N

Location: 0.1 MI E OF JCT CSAH 20
Route: CSAH 158 Ref. Pt.: 002+00.610
Control Section: Maint. Area:
Local Agency Bridge Nbr:

Length: 115.0 ft
Deck Width: 64.3 ft
Rdwy. Area / Pct. Unsnd: 5,748 sq ft
Paint Area / Pct. Unsnd:
Culvert : N/A

Open, Posted, Closed: LOAD POSTED Postings: 24 - 40 - 40

Appraisal Ratings - Approach: 7 Waterway: N
MN Scour Code: A-NON WATERWAY Def. Stat: S.D. Suff. Rate: 24.0
Required Bridge Signs - Load Posting: VEHICLE & SEMI Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0
	Notes: 800. No critical structural deficiencies or serious safety hazards are present on this structure.						
38	REINFORCED CONCRETE SLAB	10-11-2017	7,395 SF	7,096	237	62	0
		10-04-2016	7,395 SF	7,209	124	62	0
	Notes: 38. Some large long cracks w/ efflor and rust spots in all spans. Spall w/ rebar exp @ center of bridge and @ several places on E side of E pier. Coping spalled w/ rebar exp. 2' delam @ E abut in S corner. Spall w/ rebar exp in NE corner @ strip seal. Deck widening joint under both gutters has numerous spalls and delams. Patch in SW corner of deck and coping - patch is deteriorated and hollow sounding w/ rebar exp. Coping spalled w/ rebar exp @ joint over both piers. Coping spalled w/ rebar exp in many places along S side of E span. Patch over S end of E pier spalled. 1' X 1' spall w/ rebar exp @ N 1/2 of E abut. '13-rain at time of inspection. Moisture coming thru deck in many areas. Delams @ some of the cracks w/ efflor & rust. '14-340' of mod long cracks w/ efflor. Some also have rust stains. 1 SF spall w/ rebar exp in SE. Other areas of minor spalling in E span. '15-5 full span long cracks w/ efflor in W span; 6 in center span & 5 in E. '16-rust stains from chairs. '17-minor map cracks w/ mod density in 2 E spans.						
510	*WEARING SURFACE*	*10-11-2017*	*5,748 SF*	*5,534*	*190*	*23*	*1*
		10-04-2016	*5,748 SF*	*5,461*	*0*	*287*	*0*
	Notes: 510. Numerous unsealed long, diagonal and trans cracks. Weathered, worn and scaled. Signal loop detectors sawed in WBL @ W end. Left WBL is spalled adjacent to loop detectors. '13-many of the cracks are now large w/ spalls. Few small conc patches. Large spall @ poured joint over W pier in EBL. '14-cracks & spalls, some partially filled w/ bit in NE. Left WBL has severe crack the whole span length w/ spalling @ patches. Left EBL has a severe long crack the entire length w/ spalling. '15-bit patches in each right lane @ poured joints. Crack in left EBL is +1" deep. '16-minor cracks have been sealed. Large cracks w/ spalls unsealed. Many minor unsealed spalls throughout. '17-large cracks w/ spalls sealed. Patch in WBL @ P2 has failed. Most cracks sealed w/ bit hot pour. Few minor unsealed cracks, some losing sealant. Spalls @ large cracks (up to 2" wide) sealed but patch material has settled, creating ponding.						
810	CONC WEAR SURF-CRACKING SEALING	10-11-2017	2,780 LF	2,478	288	14	0
		10-04-2016	2,780 LF	2,550	0	0	230
	Notes: 810. '13-cracks are large, some over 1" wide. Density >5'. '14-'15-no change. '16-2320' of sealed cracks in roadway; 230' of large unsealed cracks. 230' of sealed cracks in walks. '17-most cracks sealed, some minor cracks unsealed. Few mod cracks in walks & apps. Sealant deteriorated in some areas in deck & median. Seal failed on a few in WB walk.						
300	STRIP SEAL DECK JOINT	10-11-2017	135 LF	0	132	3	0
		10-04-2016	135 LF	113	20	0	2
	Notes: 300. Abutments. 1.5' of strip seal gland out of extrusion in SW. Some sand in joints. '13-2' of gland is out in SW. '14-no change. '15-qty changed to match in place. 1' partially out in NW. '16-most have debris. 20' partially pulled out of joints. '17-EAST-WBL=1-5/8"; EBL=1-1/2". WEST-WBL=1-1/4"; EBL=1-1/2". All 4 are filled w/ debris. 3' of gland is out in SW.						
301	POURED SEAL JOINT	10-11-2017	340 LF	165	135	36	4
		10-04-2016	200 LF	129	61	0	10
	Notes: 301. Piers & end of slab 24' behind E abut. Many conc patches along joints. Some deterioration of patches and filler. '13-large spall in rt EBL @ W pier. Areas w/ no joint material. '14-deck adj to joints is spalled in areas. '15-moved most of qty in CS 3 to CS 2 because partially not adhered & missing material should be same CS. '16-multiple areas of bit patching over joint. '17-apps have 35' of long poured joints. Most missing in EBL. Few areas w/ large spalls around joints.						
330	METAL BRIDGE RAILING	10-11-2017	230 LF	202	28	0	0
		10-04-2016	230 LF	228	2	0	0
	Notes: 330. '16-few areas of rust on rail. '17-areas of minor surface rust on S side of top rail of S.						

515	*STEEL PROTECTIVE COATING*	*10-11-2017*	*575 SF*	*0*	*340*	*230*	*5*
		10-04-2016	*575 SF*	*0*	*340*	*230*	*5*

Notes: 515. Galvanized rail painted black. '13-paint is faded on rail. '14, '15-no change. '16-paint faded, some areas w/ galv exposed. Few areas of rust. '17-no change.

331	REINFORCED CONC BRIDGE RAILING	10-11-2017	230 LF	52	153	25	0
		10-04-2016	230 LF	98	130	2	0

Notes: 331. NORTH-Numerous random cracks, some spalls and delams in rail have been sealed. '13-cracks becoming more mod in size. '14-small spall(<.5 SF) over tracks. 6' horiz cracks in top @ E end. '15-horiz cracks are minor to mod in size. Several minor spalls in base @ walk. '16-few areas on rail sealed, most unsealed. '17-some cracks becoming large (1/8").

SOUTH- 8" X 18" spall in rail in SW corner. 4' crack between the W strip seal and the poured joint just to the E. '13-cracks becoming more mod in size. '14-8' of unsealed horiz cracks. 12' of mod horiz cracks. '15-no change. '16-few areas on rail sealed, most unsealed. '17-2 large horiz cracks towards W end.

321	CONCRETE APPROACH SLAB	10-11-2017	1,750 SF	1,686	6	56	2
		10-04-2016	1,080 SF	1,030	0	50	0

Notes: 321. East panel. Conc is spalled. Numerous unsealed long & trans cracks. '13-bit patches in spalls @ conc app roadway. Large(+1") cracks in SE. '14-some spalls filled w/ bit. Spalls & cracks @ MH in SE. '15-patches, spalling, some cracks filled w/ bit. '16-no change. '17-EBL right lane is spalled up to 5" deep @ long poured jt. Bit patches are deteriorating.

822	BITUMINOUS APPROACH ROADWAY	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	0	0	1	0

Notes: 822. West approach. Some sealed trans and diagonal cracks. '13-bit app roadway broken up & ramped because of settlement. in WBL. Large long cracks w/ spalls in EBL & WBL. '14-bit in NW cornier is deteriorated and spalled Water is collecting in joint. bit adj to conc panel is severely deter entire width of deck. Large cracks have developed in spalls & potholes. '15-changed from #320-conc w/ bit O/L. Patch repairs in NW & SW. '16-no change. '17-EB map cracking is partially sealed.

205	REINFORCED CONCRETE COLUMN	10-11-2017	10 EA	2	3	4	1
		10-04-2016	10 EA	3	4	3	0

Notes: 205. Spalling and rebars exp on several columns. Delam on W and E face of S column of E pier. Spall w/ rebar exp on NE corner of S column of E pier. Scaled conc on E face of S column of E pier. '13-spall w/ rebar exp on W face of N column @ W pier. Spall w/ rebar exp in NE corner of 2nd column from N @ E pier. '14-spall w/ rebar exp @ 2nd from N @ E pier corner has expanded in size to 4 SF. '15-columns recently painted to cover graffiti. '16-no change. '17-large vert crack in S column of E pier; spall in this column is 4" deep.

215	REINFORCED CONCRETE ABUTMENT	10-11-2017	227 LF	98	65	58	6
		10-04-2016	227 LF	98	65	58	6

Notes: 215. EAST-Vert cracks, stain and leakage @ top between abut and slab. Vert crack w/ delam on NE and SE corners. Vert cracks from top to bottom. Large patch w/ spalls, delam and rebar exp in SE. Delam in SE @ deck joint. '13-no change. '14-4 vert full height cracks. '15-4 SF delam in SE corner. '16-rust stains. '17-conc patch in top of NE corner.

WEST-Vert cracks, stain and leakage @ top between abut and slab. Spalling in SW w/ water running down. Massive delam in SW. Large vert spall w/ rebar exp in SW. Spalling and rebar exposed in NW. Vert cracks from top to bottom. Vert cracks and delam in NW. Spall in haunch of W abut, 1/3 way in from N end. '13-massive delam in SW is now a spall. Large cracks, some over 1/16" wide. '14-5 full height cracks. '15-21 SF total of spalls in SW. '16-rust stains. '17-no change.

Wingwall notes: Horiz cracks and diagonal crack @ top of all walls. A few rebars exp in NE. '13-no change. '14-minor full height vert crack in SW. '15, '16-no change. '17-rebar exp in NW.

234	REINFORCED CONCRETE PIER CAP	10-11-2017	121 LF	0	77	40	4
		10-04-2016	121 LF	0	82	36	3

Notes: 234. Vert cracks w/ efflor from bottom of slab to top of cap arch. Vert crack w/ efflor @ N end of W cap. Conc spalled w/ rebar exp, loss of section and large vert crack @ S end of W cap. Conc delam'd and rebar exp @ N end of E pier. N end of W cap is starting to delam. S end of W cap was patched and now sounds hollow. S end E cap also patched and is OK. Vert cracks on S end of E pier. '13-no change. '14-vert cracks on S end of E pier have efflor. S end of W cap has 1" vert cracks and is hollow sounding-exp rebar is corroded & hook bar measures 3/4"-orig diam = 1". '15-vert cracks present in all archways. Patch on S end of W pier is fully deteriorated. '16-spall on S end of W pier is deep w/ rebar exp & surface rust. many areas of efflor @ both. '17-rust stain on bottom of 2nd arch from S @ E pier.

883	CONCRETE SHEAR CRACKING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0

Notes: 883.

890	LOAD PST OR VERTICAL CLR SIGNING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	0	1	0	0

Notes: 890. '14-load posting signs for 20T;40T;40T @ approaches & advance warning from all directions except NB 100 to WB Vernon Ave. Called sign shop to look into placing one there. '15-WBL load posting sign @ bridge is slightly obscured

because of trees. '16-no change. '17-foliage has been removed & WBL sign is visible.

891	OTHER BRIDGE SIGNING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0
	Notes: 891. '16-Do Not Enter & Keep Right @ W median.						
892	SLOPES & SLOPE PROTECTION	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	0	1	0	0
	Notes: 892. Minor erosion of dirt slopes. '13-erosion of slopes more moderate. Part of slopes @ wings are paved. '14-'17, annually-no change.						
893	GUARDRAIL	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	0	0	1	0
	Notes: 893. Guardrail is not attached to rail @ SW corner, it is perpendicular to rail. Guardrail attached and turned down @ NE corner. '13-3 spacer blocks missing in NE. '14-no change. '15-50 LF of rail in NE is not attached to posts. '16-no change. '17-new guardrail w/ crashworthy end treatment in NE.						
894	DECK & APPROACH DRAINAGE	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	0	1	0	0
	Notes: 894. Minor erosion in NE and NW corner along wingwalls. CB in NE approach roadway. '14, '15-no change. '16-ponding in deck @ potholes. '17-no change.						
895	SIDEWALK, CURB, & MEDIAN	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	0	0	1	0
	Notes: 895. Curbs are spalled. Crack and spall repaired @ NE corner. Trans cracks in median. Numerous popouts in N walk. SW walk and curb settled and broken. Walk on SE and NW corner settled. Median off W and E approach settled. '13-SE & NW walk ramped w/ bit. Spalled & deteriorated curb in SW disrupts runoff. '14-WB curb @ W end is spalled @ joint. Metal plate in WB walk just W of tracks. '15-top of both curbs spalled & scraped. SW curb patched w/ bit. '16-cracks in walk sealed. '17-concrete patches in curbs & walks.						
899	MISCELLANEOUS ITEMS	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	1	0	0	0
	Notes: 899. AT&T cables buried on S side. Fiber optic cable buried in NE corner. Graffiti on NW wall. '17-noise wall constructed behind new guardrail in NE. Comp joints at E approaches are deteriorated-EBL has 10' of metal bracket & gland that is gone and large, deep spall.						
900	PROTECTED SPECIES	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	1	0	0	0
	Notes: 900. 16, 17-none noted.						

General Notes: *Bridge 4510 CSAH 158 (Vernon Ave)/CP Rail 10/11/17 PTH and TSM.
Plans show 5 spans. Only middle 3 spans are accessible. West & East abutments on plan are what you would consider the abutments in the field during inspection. For this reason any reference to spans will be for the 3 we can see; West, main span over the tracks, and East.

Recommended Repairs:

205. Repair spalls in columns.
215. Repair delams @ SE and SW abuts.
234. Repair large spall and cracks @ pier caps.
321. Reseal cracks in approach slab. Fill spalls & large cracks w/ hot pour.
810. Reseal numerous cracks in O/L. Fill spalls & large cracks w/ hot pour.
899. Remove graffiti on wing walls.
899. Replace joint @ end of E approaches. Remove joint materials & replace w/ bit.

Deck: [4] Many unsealed, large cracks w/ spalls in O/L. Leakage & efflor, spalls & deteriorated patches in underdeck. Deteriorated bituminous patches.

Transitions: [0] '17-new rail in NE. Concrete railing end post is <18" thick.

Appr Guardrail Terminal : [1] '17-new crashworthy end treatment in NE.

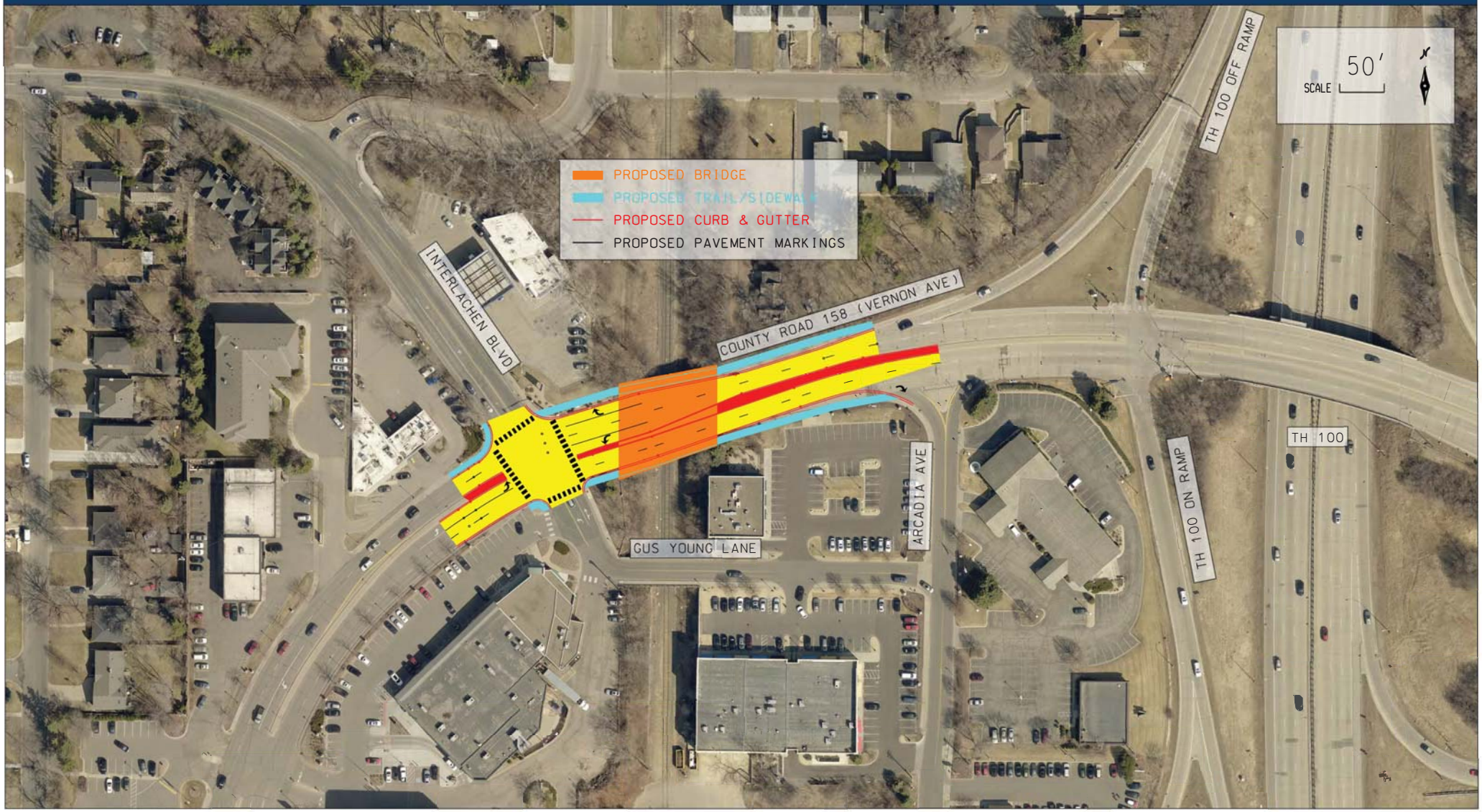
Superstructure: [4] Concrete deck slab and superstructure rating are the same.

Substructure: [5] Large spalls w/ rebar exposed on caps and columns.

CSAH 158 (Vernon Ave) Bridge Replacement Project

Attachment 5 | Project Concept

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 7/6/2018 PWV802 L:\TTPDIR\Regional Solicitation\2018 Regional Solicitation_CSAH 158 - CP 1766 (Bridge)\Layouts\20180620-CSAH158-VernonAveBridge.dgn

CSAH 158 (Vernon Ave) Bridge Replacement Project

List of Attachments

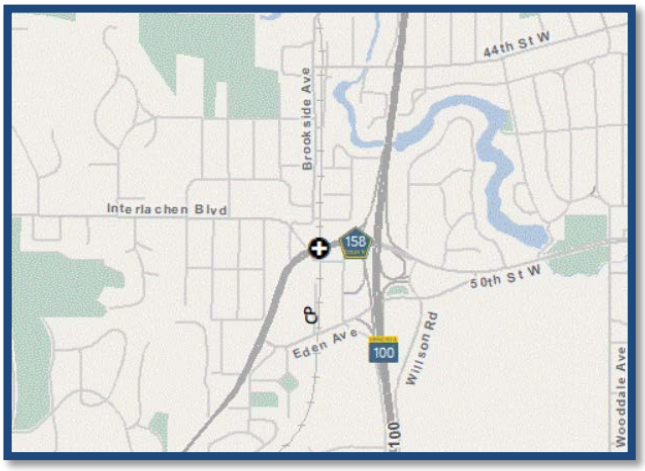
1. Project Narrative
2. Project Location Map
3. Existing Bridge Deficiencies
4. Proposed Typical Section
5. Proposed Concept
6. Hennepin County Board Resolution – 2017 Operating and Capital Budgets
7. Hennepin County Board Resolution – 2018 Regional Solicitation
8. MnDOT 50 Series Map
9. City of Edina Grandview District Transportation Study
10. Hennepin County Property Map
11. 2018 MN Bridge Inspection and Structure Inventory Report
12. City of Edina Existing and Planned Bicycle Facilities
13. City of Edina Letter of Support

Attachment 1 - Project Narrative

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 158 (Vernon Avenue) Bridge Replacement Project
Roadway:	CSAH 158 (Vernon Avenue)
Project Termini:	At Canadian Pacific Railroad
Project Location:	City of Edina

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$9,150,000

Project Information

The proposed project will replace the existing Vernon Avenue Bridge (#4510) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

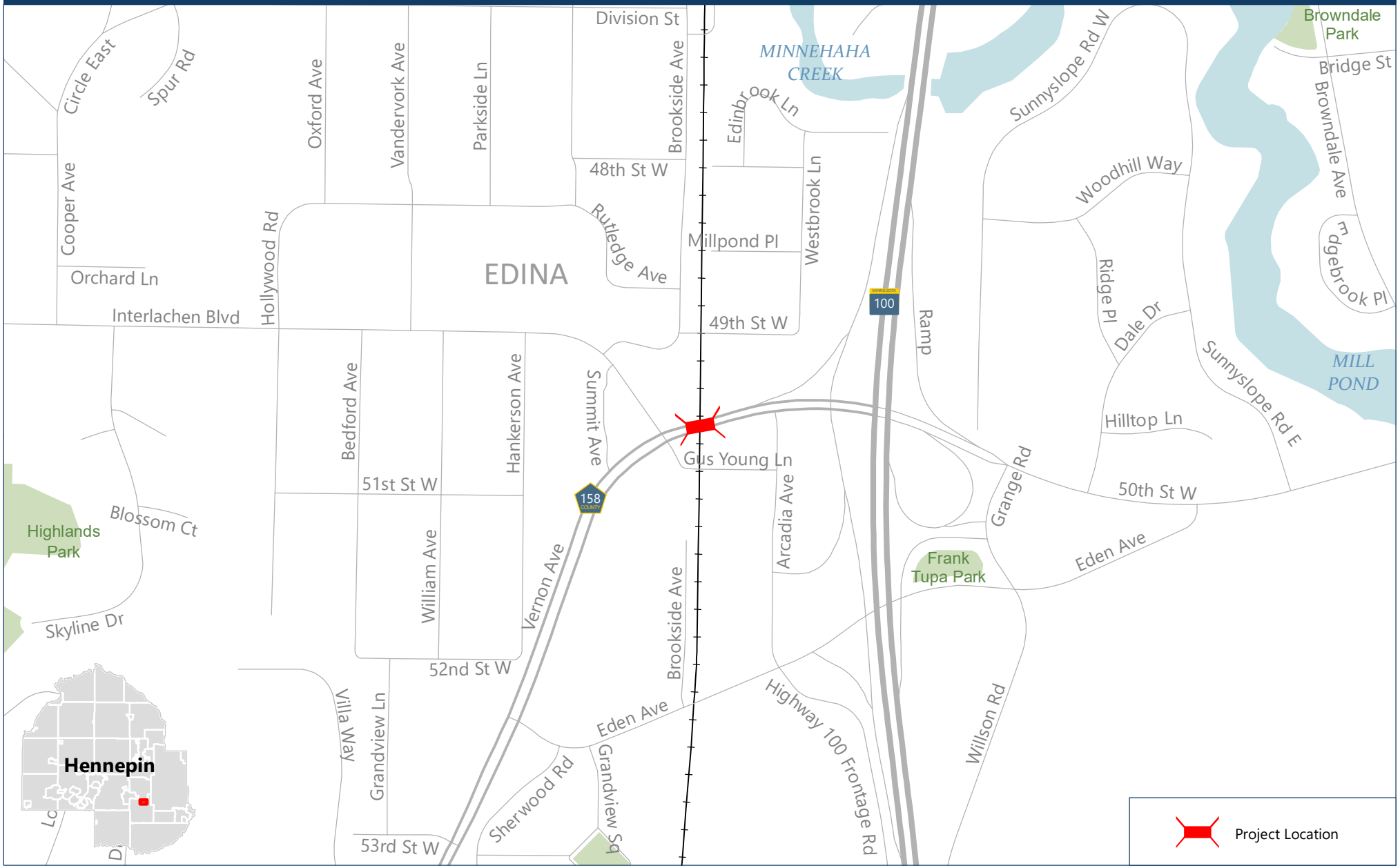
The existing Vernon Avenue Bridge (built in 1927) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including columns, pier caps, deck, and slab) are exhibiting deterioriation.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Vernon Avenue Bridge is a critical east/west route though the Gradview District Area, therefore, it's critical to maintain this asset for the travelling public.

CSAH 158 (Vernon Ave) Bridge Replacement Project

Attachment 2 | Project Location Map

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 6/7/2018

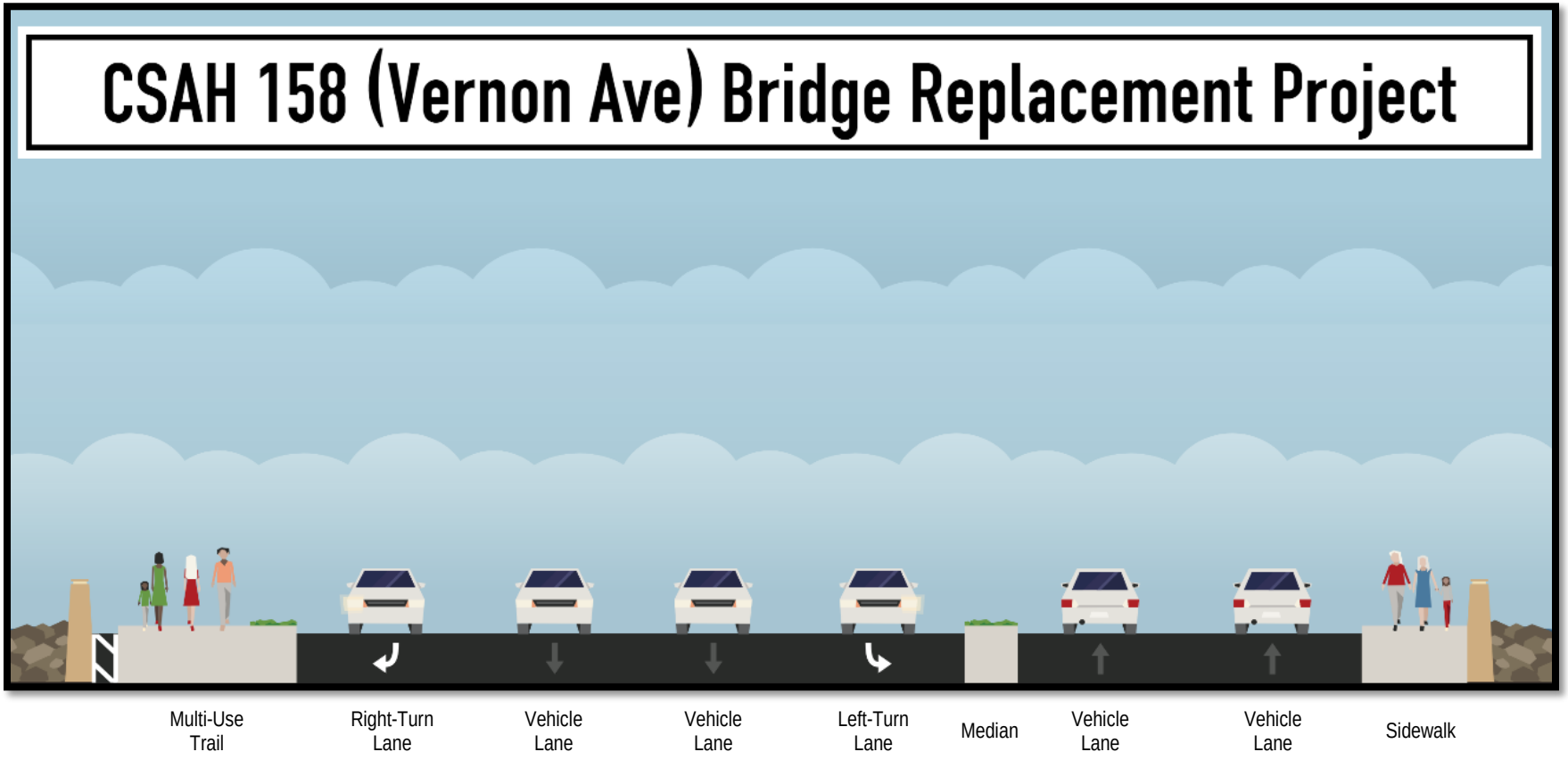
N

0 1,000 2,000 Feet

Attachment 3 - Existing Bridge Deficiencies

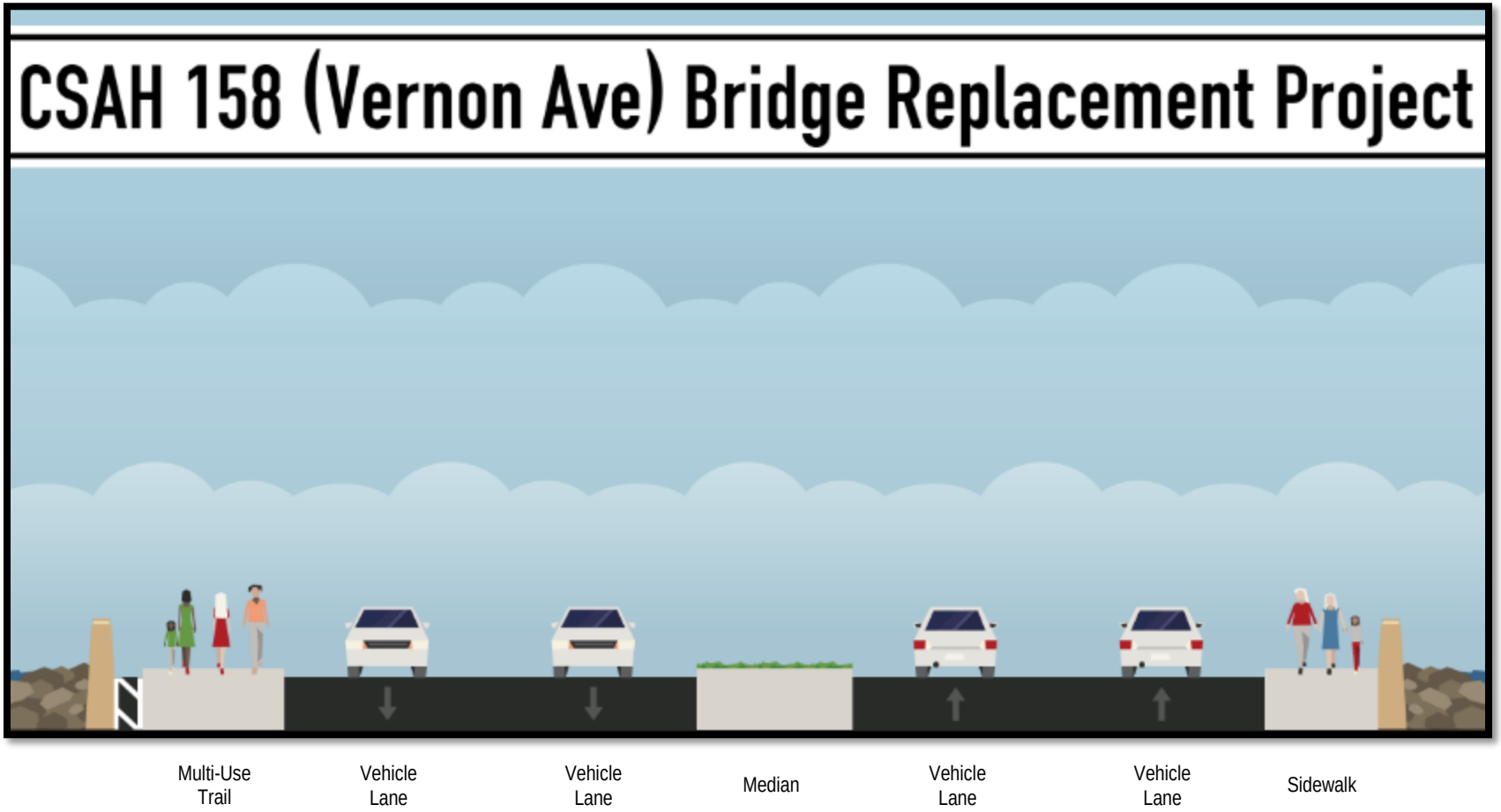
Attachment 4 - Proposed Typical Sections

West End (Near Interlachen Blvd)



Attachment 4 - Proposed Typical Sections

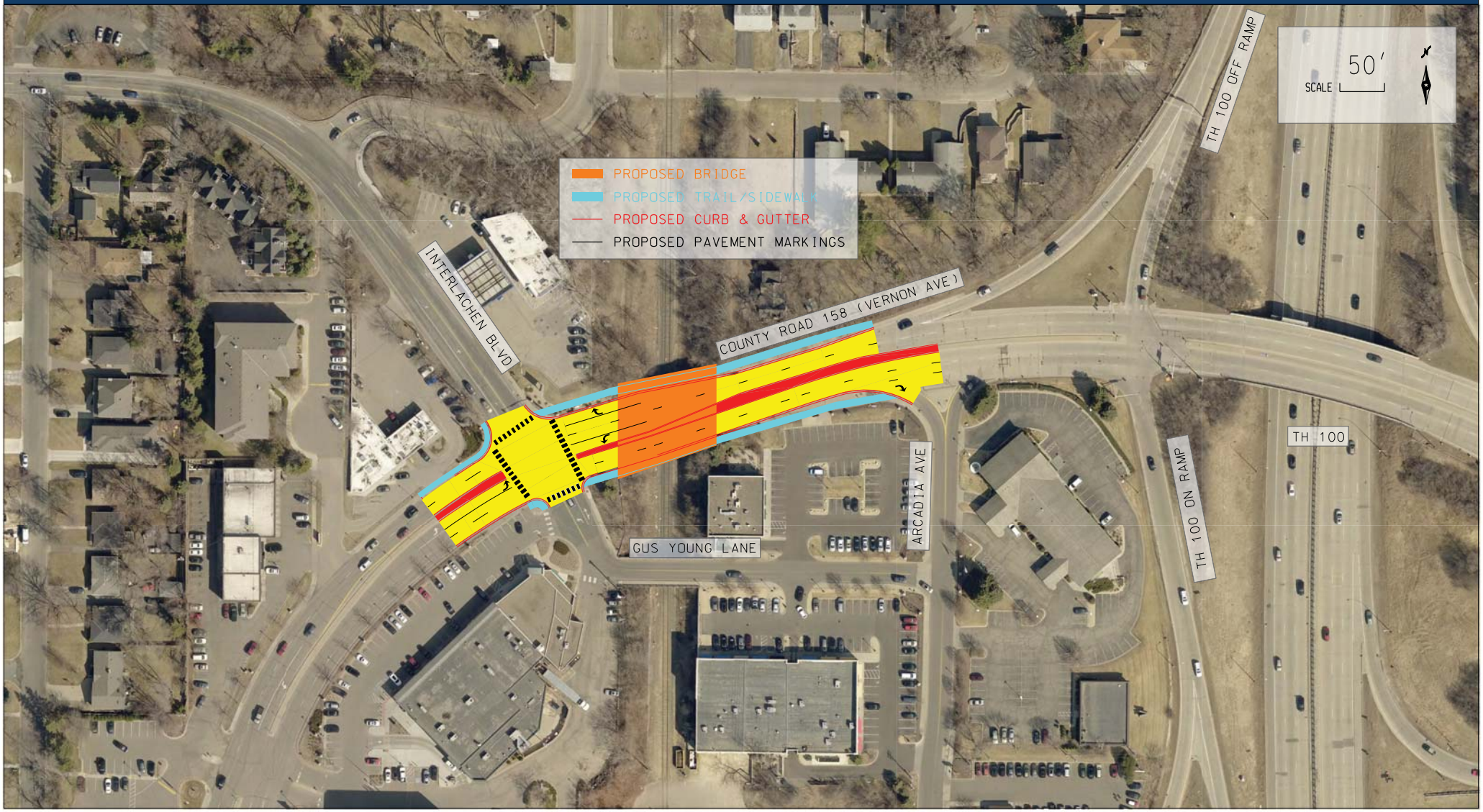
East End (Near TH 100)



CSAH 158 (Vernon Ave) Bridge Replacement Project

Attachment 5 | Project Concept

HENNEPIN COUNTY
MINNESOTA



Publication date: 7/10/2018 PWV802 L:\TTPDIR\Regional Solicitation\2018 Regional Solicitation_CSAH 158 - CP 1766 (Bridge)\Layouts\20180620-CSAH158-VernonAveBridge.dgn

Hennepin County, Minnesota

RESOLUTION NO. 16-0338R1

The following Resolution was offered by

WHEREAS, the Budget and Capital Investment Committee of the Hennepin County Board of Commissioners has conducted a series of public meetings for the purpose of hearing public testimony and reviewing the County Administrator's proposed 2017 budget for the departments of the county;

BE IT RESOLVED, that the Hennepin County Board of Commissioners adopt a final net tax levy of $759,408,857 and budget of $1,937,726,503 for 2017; and

BE IT FURTHER RESOLVED, that the 2017 Operating and Capital Budgets as proposed by the County Administrator on September 13, 2016 be amended as follows:

1. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $687,000, and the 2017 staff complement be increased by 1.0 FTE for the Nurse-Family Partnership Program;**
2. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $88,000 and staff complement be increased by 1.0 grant FTE for the Pre-Exposure Prophylaxis project;**
3. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $35,000 for the Health Care for the Homeless medical respite care program;**
4. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $519,000; and the 2017 staffing complement be increased by 1.0 grant FTE for the purchase of medical and support services for persons living with HIV/AIDS.**
5. **That the Department of Community Corrections and Rehabilitation 2017 revenue and expenditure budget be increased by $60,379 to account for the grant funding from the US Department of Justice, Office of Justice Programs, Office of Juvenile Justice and Delinquency Prevention to perform a research study on trauma and justice involved youth;**
6. **That the Human Resources Department 2017 revenue and expenditure budget be increased by $1,375,000 for Hennepin Workforce Career Connections programming; that the Department of Community Corrections and Rehabilitation's 2017 revenue and expenditure budget be increased by $200,000 for contextualized GED and construction training services provided by Summit Academy OIC through the amended agreement A154775; and that the increase be funded by a Minnesota Department of Employment and Economic Development's career pathways using the Hennepin Career Connections Framework grant appropriation of $200,000; and that the Department of Community Corrections and Rehabilitation's 2017 revenue and expenditure budget be increased by $115,800 to develop employer-recognized certificates and training programs to prepare clients for employment along with earning a wage during the training program;**
7. **That the 2017 Public Works revenue and expenditure budget be increased by $400,000 to account for additional state aid for transportation maintenance funding from the Minnesota Department of Transportation;**
8. **That the Hennepin Justice Integration Program 2017 revenue and expenditure budget be increased by $150,000 to create a unique juvenile identifier to share appropriate information between Human Services and Public Safety Justice Partners;**

9. **That the Hennepin County Sheriff's Office 2017 revenue and expenditure budget be increased by $100,000 to pay for personal services associated with the Presidential Inauguration detail;**

10. **That the Hennepin County Sheriff's Office 2017 revenue and expenditure budget be increased by $90,046 to pay for training, software upgrades, and subcontracting needed to improve forensic science services;**

11. **That the 2017 Capital Budget be decreased by $6,671,000 in bond funding, due to a $4,000,000 deferral in project 1002293 HCMC Surgery Center Expansion & Relocation from 2017 to 2018 and a $2,671,000 deferral in project 1003286 Southdale Courts Relocation from 2017 to 2018 within the 2017-2021 Capital Improvement Program;**

12. **That the reconstruction of CSAH 61 / Flying Cloud Drive (CP 2090400), for the 2017 Capital Budget be increased by $6,783,000 and the 2017-2021 CIP and total project budget be decreased by a net of $2,150,000; for the reconstruction of CSAH 81 / Bottineau Blvd (CP 2020300), that the 2017 Capital Budget be increased by $1,893,359 and the 2017-2021 CIP and total project budget be decreased by a net of $106,641; for the reconstruction of CSAH 102 / Douglas Drive (CP 2100700), that the 2017 Capital Budget be increased by $1,673,086 and the 2017-2021 CIP and total project budget be increased by the same amount; and for the reconstruction of CSAH 112 (CP 2091101), that the 2017 Capital Budget be increased by $3,000,000 and the total project budget be increased by a net of $688,348;**

13. **That Hennepin County has reviewed the pertinent data on bridges requiring replacement, rehabilitation, or removal, and has identified and prioritized these deficient bridges that require upgrades and that Hennepin County intends to upgrade the bridges as soon as funds are available; that CP 2167600 replacing deficient bridges numbered 27007 and 27008 running northbound and southbound across Lowry Avenue and CP 2167500 replacing bridge number 27006 crossing Victory Memorial Parkway be added as provisional projects within the 2017-2021 Capital Improvement Program; and further, that the Prioritized Bridge Improvement List be hereby approved, and Hennepin County hereby requests financial assistance from the Minnesota Department of Transportation with eligible approach grading and engineering costs on bridges as provided by law;**

Project Number and Name	Bridge Number	Year Built	Avg. Daily Traffic	Sufficiency Rating	Estimated Construction Cost	Proposed Construction Year
2111500 CSAH 146 (Brown Road): Replace Bridge over Long Lake Creek, south of Fox St., in Orono	90622	1921	1,250	48.9	$1,390,000	2017
2040800 CR 202 (Elm Creek Road): Replace Bridge over Elm Creek within the Elm Creek Park Reserve in Dayton	8081	1973	580	20.5	$2,534,000	2018
2163400 CSAH 15 (Shoreline Drive): Replace bridge over Browns Bay & Tanager Channel in Orono	27592	1979	19,700	41.5	$2,500,000	2020
2167500 CSAH 81 (W Broadway Avenue): Replace bridge at Victory Memorial Parkway in Robbinsdale	27006	1964	3,550	68.7	$1,500,000	2021
2167600 CSAH 81 (W Broadway Avenue): Replace northbound and southbound bridges over Lowry Avenue in Robbinsdale	27007 27008	1964	14,300	44.2	$13,500,000	2021

2163500 CSAH 19 (Shadywood Road): Rehabilitate bridge over Narrows Channel of Lake Minnetonka, on the border between the cities of Orono and Tonka Bay	27516	1958	5,800	76.7	$2,500,000	2021
_____ CSAH 158 (Vernon Avenue): Replace bridge over Canadian Pacific Railroad in Edina	4510	1927	20,400	26.0	$2,500,000	Post 2021
_____CSAH 51 (North Shore Drive): Replace bridge over Hendrickson Channel in Orono	7258	1959	4,550	38.4	$2,000,000	Post 2021
_____CSAH 152 (Washington Avenue): Replace Bassett Creek Tunnel culvert in Minneapolis	91333	1923	9,700	39.0	$1,500,000	Post 2021
_____CSAH 66 (Golden Valley Road): Replace Bassett Creek culvert in Golden Valley	90605	1953	9,400	40.3	$1,300,000	Post 2021
_____CSAH 4 (Eden Prairie Road): Replace bridge over Twin Cities and Western Railroad in Eden Prairie	27502	1960	14,800	55.9	$1,800,000	Post 2021
_____CSAH 51 (North Shore Drive): Replace bridge over Noerenberg Channel in Orono	7194	1961	4,600	60.6	$2,000,000	Post 2021
_____CSAH 10: Replace bridge over Rush Creek in Corcoran	90462	1921	2,700	70.3	$750,000	Post 2021

14. **That the 2017 Capital Budget be decreased by $3,340,000 for capital project 2961701 – the reconstruction of CSAH 24 from CSAH 201 to 0.4 miles east;**

15. **That the project budget for CP 2155600, TH 252 Improvements from I-694 to TH 610, be increased by $100,000 in state aid to support planning and concept development of safety improvements, including necessary access modifications, along the Trunk Highway 252 corridor by Brooklyn Center, Brooklyn Park, the Minnesota Department of Transportation and Metro Transit;**

16. **That the Facility Services 2017 revenue and expenditure budget be decreased by $243,048 to reflect the reduction in costs due to the vacating of staff and closure of Century Plaza and that the 2017 Hennepin County contingency budget be increased by $243,048;**

17. **That the 2017 Hennepin County Emergency Management revenue and expenditure budget be increased by $120,000 to purchase additional equipment, perform maintenance updates along with software upgrades to the Outdoor Warning Siren System, and the 2017 Contingency expenditure budget and property tax requirement be decreased by $120,000;**

18. **That the Hennepin County Attorney's Office 2017 revenue and expenditure budget be increased by $120,000 and 2.0 FTEs for the remaining portion of the African American Advocacy services and Victim Emergency funds grant in which $100,000 will be received from the State of Minnesota, Department of Public Safety and $20,000 for the county match; and the 2017 Contingency expenditure and property tax budget be decreased by $20,000;**

19. **That the Hennepin County Board of Commissioners supports the recommendations for the advancement of the Child Protection system developed by the Child Protection Oversight Committee as noted below:**

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

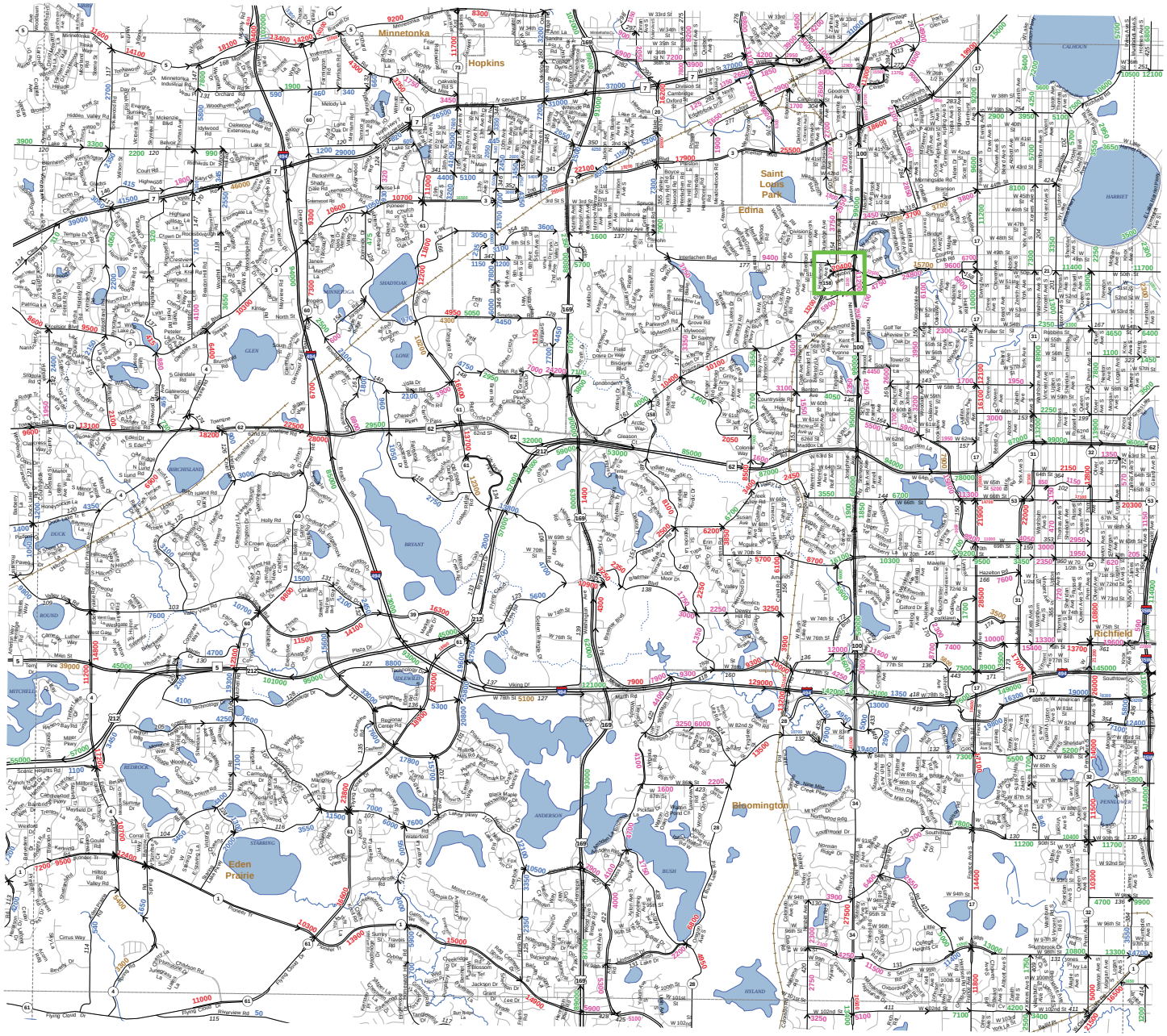
RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board

Attachment 8 - MnDOT 50 Series Map

2015 Publication Traffic Volumes Metro Street Series - 4D



N

0 0.25 0.5 0.75 1 Mi.

Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

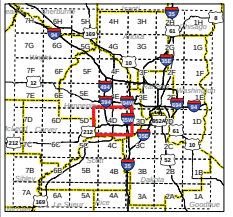
Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
http://www.dot.state.mn.us/traffic/data/index.html

MAP LEGEND

AADT Year
- 2015 2014
- 2013 2012
- 2011 and older

- Interstate 94
- US Highway 169
- MN Highway 55
- CSAH 55
- MSAS 101
- County Road 55
- Other Roads
- Railroads
- Street Series Grid
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov'ts
- State Forests
- State Parks



Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2015 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

To view this data using an online interactive map please visit: http://www.dot.state.mn.us/traffic/data/tma.html

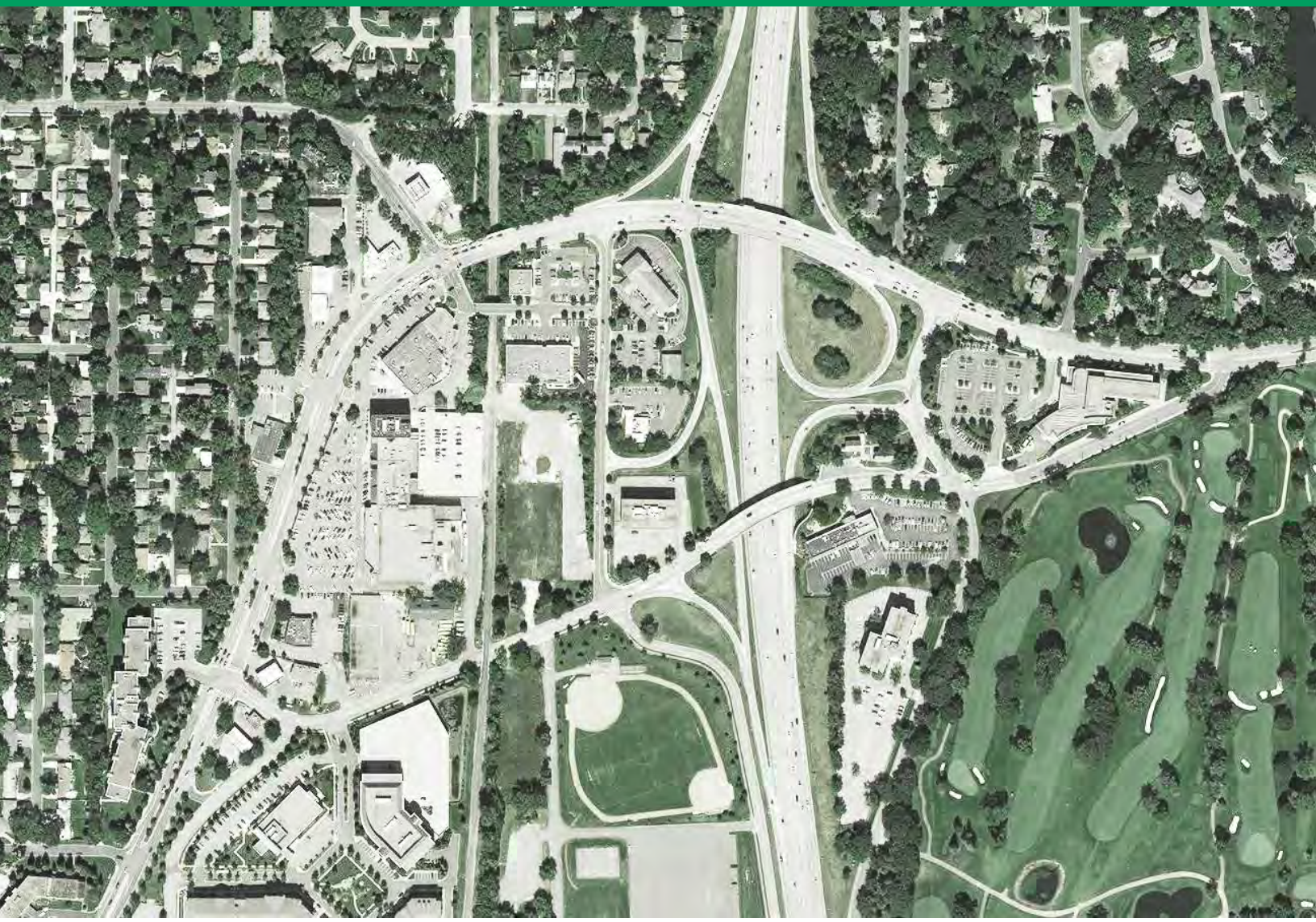
Attachment 9 - City of Edina Grandview District Transportation Study

City of Edina

Grandview District

Transportation Study

August 31st, 2016



PERFORMANCE DRIVEN DESIGN.

NELSON NYGAARD

alta PLANNING + DESIGN

Executive Summary

The Grandview District evolved and changed dramatically throughout its history. Recently, the District has been studied in numerous processes, culminating in the "Grandview District Framework Plan." That plan recommended a transportation study be conducted in order to fully understand the impacts and tradeoffs of proposed redevelopment and network changes on all modes of travel. This study addresses that recommendation and uses the Framework Plan as a starting point for understanding potential change in the area. However, this study aims to do more than provide a review, alternatives, and recommendations; it also seeks to align itself with the culture, possibility, and potential for the District to be rejuvenated into a place where Living Streets meets everyday life.

To that end, this document describes a series of recommendations for all modes of transportation, which could be implemented within a range of timeframes. Which general timeframe a specific project appears in depends on contextual issues such as key safety improvements, opportunities related to potential related projects, timing of planned infrastructure improvements, and scale of required planning and funding related to a particular proposal. These enhancements were analyzed for impacts to all modes of transportation and are summarized as follows:

Short Term Changes (0-5 Years)

- Pedestrian crossing and intersection improvements for Vernon and Eden Avenues with controlled intersections, adjusted signal timing, and/or striping
- Adjustments to signal timing and driveway access at the intersection of Interlachen Boulevard and Vernon Avenue
- New direct access from Eden Avenue to Jerry's for all modes
- Conversion of two off-ramps from Highway 100 from existing free-rights to proposed standard signal-controlled right turns
- Reconfiguration of Arcadia Avenue along the former Public Works site to accommodate pedestrians and bikers

Mid Term Changes (5-15 Years)

- North part of Arcadia Avenue converted to a shared street
- Vernon and Eden Avenues converted to support bikes, pedestrians, greenspace, and traffic management
- Add infrastructure to support bicycling on Eden Avenue over Highway 100
- Continued simplification of Highway 100 on-ramps; new northbound access at 50th Street
- Reopen a signalized intersection at 53rd Street and Vernon Avenue
- Enhanced bus stops on Vernon and Eden Avenues
- New frontage road, providing southbound access to Highway 100 and access to development parcels on west side of Highway 100
- Improve parking options at municipal ramp and current School District site, with associated policy improvements

Long Term Changes (15-30 Years)

- Complete pedestrian and bicycle connection along 50th Street, across Highway 100
- New pedestrian and cyclist connection over Highway 100 to City Hall
- New frontage road providing northbound access to Highway 100 and access to development parcels on east side of Highway 100
- Reconfiguration of Eden Avenue, Lind Road, and the library parking lot with improvements for all modes
- Direct connection for high-capacity transit line at a new transit hub on the former Public Works development site
- New District parking options incorporated into the former Public Works site, with associated parking policy

This plan also includes a brief overview of a Far Term Plan that considers the possibility of "lid" over Highway 100. The primary transportation implication of that degree of density, is that it would require implementation of a high-capacity transit system.

Figure 1.3 Previous planning studies whose results have informed the direction and goals of this transportation study.

3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.

4. Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.

5. Organize parking as an effective resource for the District by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.

6. Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.

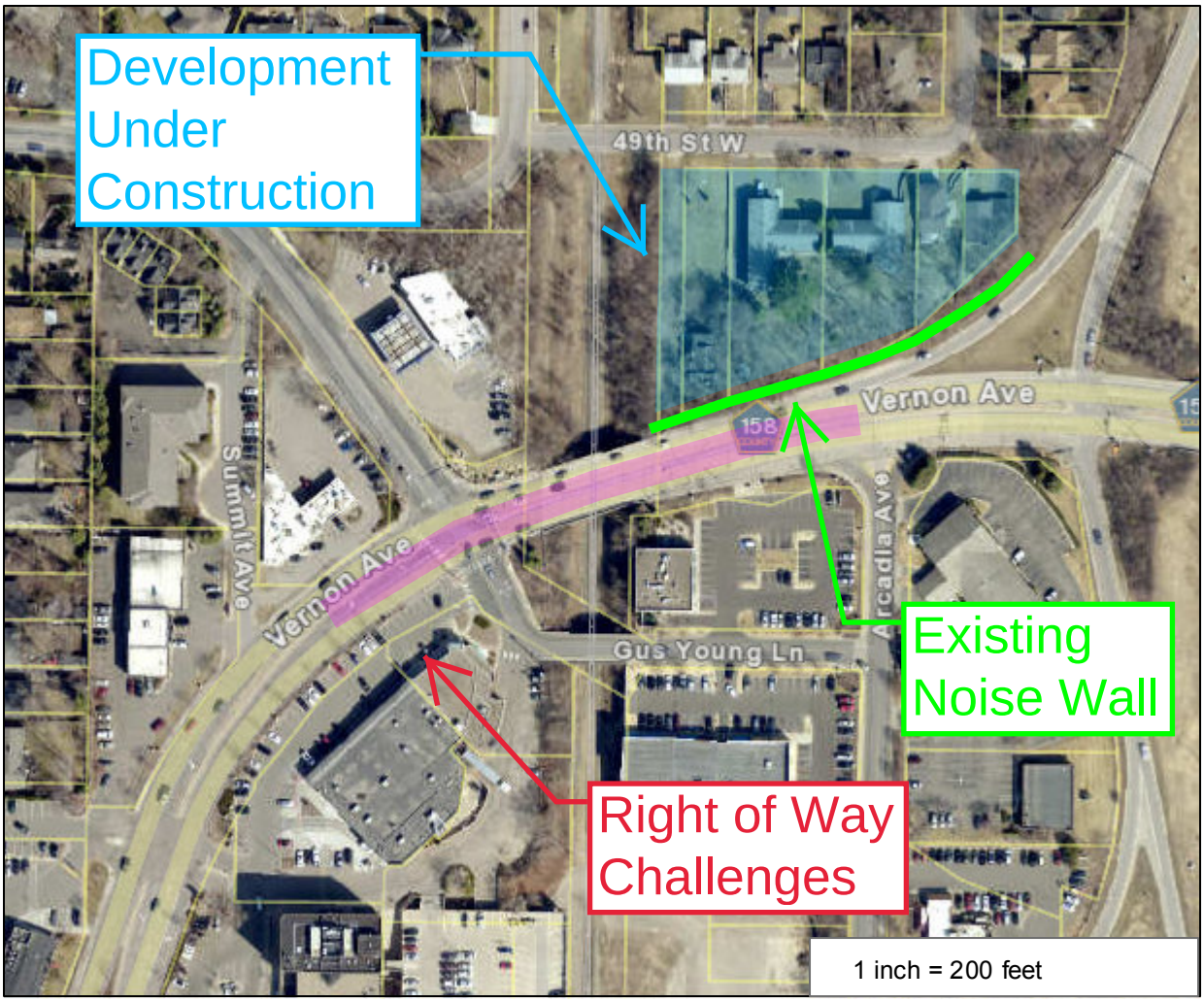
7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage.

The Framework document both called for the Transportation Study and provided a basis for its assumptions about urban design and redevelopment opportunities. Because of this strong connection, the Transportation Study specifically sought out input from those who had worked on the previous studies, the "Grandview Alumni." Their knowledge and participation formed the core of the public process and were instrumental in the design recommendations made for this report.

The process for the study itself was organized around three phases, each culminating in an intensive week of design and stakeholder engagement. The process was designed to first establish a shared understanding of the project during Convene Week, then explore potential solutions during Imagine Week, and finally review refined solutions during Recommend Week. Each phase is described in more detail, below.

Attachment 10 - Hennepin County Property Map

Date: 7/7/2018



No results

Comments:

CSAH 158 (Vernon Ave)
Bridge Replacement Project

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 4510 CSAH 158(VERNON A) over CP RAIL

Date: 06/14/2018

+ GENERAL +

Agency Br. No.
District METRO **Maint. Area**
County 27 - HENNEPIN
City EDINA
Township
Desc. Loc. 0.1 MI E OF JCT CSAH 20
Sect., Twp., Range 28 - 117N - 21W
Latitude 44d 54m 44.34s
Longitude 93d 21m 12.81s
Custodian COUNTY
Owner COUNTY
Inspection By HENNEPIN COUNTY
Year Built 1927
MN Year Remodeled 1966
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under RAILROAD
Main Span Type CONC SLAB SPAN
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew 17R
Culvert Type
Barrel Length
Number of Spans
MAIN: 5 APPR: 0 TOTAL: 5
Main Span Length 23.0 ft
Structure Length 115.0 ft
Deck Width 64.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type LOW SLUMP CONC
Wear Surf Install Year 1985
Wear Course/Fill Depth 0.42 ft
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 7,395 sq ft
Roadway Area 5,748 sq ft
Sidewalk Width - L/R 4.0 ft 4.0 ft
Curb Height - L/R 0.83 ft 0.83 ft
Rail Codes - L/R 16 16

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr CSAH 158
Road Name CSAH 158
National Highway System N
Roadwav Function MAINLINE
Roadway Type 2 WAY TRAF
Control Section (TH Only)
Ref. Point
Date Opened to Traffic 10-01-1966
Detour Length 1 mi.
Lanes 4 Lanes ON Bridge
ADT (YEAR) 20,400 (2014)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB	SB-WE
Roadway Width	25.0 ft	25.0 ft
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	53.9 ft	
Lateral Clr. - Lt/Rt		
Appr. Surface Width	54.0 ft	
Bridge Roadway Width	50.0 ft	
Median Width on Bridge	4.0 ft	

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut. CONC - SPRD SOIL
Pier CONC - SPRD SOIL
Historic Status NOT ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load VEHICLE & SEMI
Traffic NOT REQUIRED
Horizontal NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 24.0
Last Inspection Date 10-11-2017
Inspection Frequency 12
Inspector Name HENNEPIN COUNTY
Status P-LOAD POSTED

+ NBI CONDITION RATINGS +

Deck	4
Superstructure	4
Substructure	5
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	3
Underclearances	4
Waterway Adequacy	N
Approach Alignment	7

+ SAFETY FEATURES +

Bridge Railing 0-SUBSTANDARD
GR Transition 0-SUBSTANDARD
Appr. Guardrail 1-MEETS STANDARDS
GR Termini 1-MEETS STANDARDS

+ IN DEPTH INSP. +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening
Navigation Control NOT APPL
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code A-NON WATERWAY
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load UNKN
Operating Rating HS 19.40
Inventory Rating HS 11.60
Posting VEH: 24 SEMI: 40 DBL: 40
Rating Date 10-29-2013
Overweight Permit Codes
A: N B: N C: N

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 4510 CSAH 158(VERNON A) OVER CP RAIL **INSP. DATE: 10-11-2017**

County:HENNEPIN
City: EDINA
Township:
Section: 28 Township: 117N Range: 21W
Span Type: CONC SLAB SPAN
NBI Deck: 4 Super: 4 Sub: 5 Chan: N Culv: N

Location: 0.1 MI E OF JCT CSAH 20
Route: CSAH 158 Ref. Pt.: 002+00.610
Control Section: Maint. Area:
Local Agency Bridge Nbr:

Length: 115.0 ft
Deck Width: 64.3 ft
Rdwy. Area / Pct. Unsnd: 5,748 sq ft
Paint Area / Pct. Unsnd:
Culvert : N/A

Open, Posted, Closed: LOAD POSTED Postings: 24 - 40 - 40

Appraisal Ratings - Approach: 7 Waterway: N
MN Scour Code: A-NON WATERWAY Def. Stat: S.D. Suff. Rate: 24.0
Required Bridge Signs - Load Posting: VEHICLE & SEMI Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0
	Notes: 800. No critical structural deficiencies or serious safety hazards are present on this structure.						
38	REINFORCED CONCRETE SLAB	10-11-2017	7,395 SF	7,096	237	62	0
		10-04-2016	7,395 SF	7,209	124	62	0
	Notes: 38. Some large long cracks w/ efflor and rust spots in all spans. Spall w/ rebar exp @ center of bridge and @ several places on E side of E pier. Coping spalled w/ rebar exp. 2' delam @ E abut in S corner. Spall w/ rebar exp in NE corner @ strip seal. Deck widening joint under both gutters has numerous spalls and delams. Patch in SW corner of deck and coping - patch is deteriorated and hollow sounding w/ rebar exp. Coping spalled w/ rebar exp @ joint over both piers. Coping spalled w/ rebar exp in many places along S side of E span. Patch over S end of E pier spalled. 1' X 1' spall w/ rebar exp @ N 1/2 of E abut. '13-rain at time of inspection. Moisture coming thru deck in many areas. Delams @ some of the cracks w/ efflor & rust. '14-340' of mod long cracks w/ efflor. Some also have rust stains. 1 SF spall w/ rebar exp in SE. Other areas of minor spalling in E span. '15-5 full span long cracks w/ efflor in W span; 6 in center span & 5 in E. '16-rust stains from chairs. '17-minor map cracks w/ mod density in 2 E spans.						
510	*WEARING SURFACE*	*10-11-2017*	*5,748 SF*	*5,534*	*190*	*23*	*1*
		10-04-2016	*5,748 SF*	*5,461*	*0*	*287*	*0*
	Notes: 510. Numerous unsealed long, diagonal and trans cracks. Weathered, worn and scaled. Signal loop detectors sawed in WBL @ W end. Left WBL is spalled adjacent to loop detectors. '13-many of the cracks are now large w/ spalls. Few small conc patches. Large spall @ poured joint over W pier in EBL. '14-cracks & spalls, some partially filled w/ bit in NE. Left WBL has severe crack the whole span length w/ spalling @ patches. Left EBL has a severe long crack the entire length w/ spalling. '15-bit patches in each right lane @ poured joints. Crack in left EBL is +1" deep. '16-minor cracks have been sealed. Large cracks w/ spalls unsealed. Many minor unsealed spalls throughout. '17-large cracks w/ spalls sealed. Patch in WBL @ P2 has failed. Most cracks sealed w/ bit hot pour. Few minor unsealed cracks, some losing sealant. Spalls @ large cracks (up to 2" wide) sealed but patch material has settled, creating ponding.						
810	CONC WEAR SURF-CRACKING SEALING	10-11-2017	2,780 LF	2,478	288	14	0
		10-04-2016	2,780 LF	2,550	0	0	230
	Notes: 810. '13-cracks are large, some over 1" wide. Density >5'. '14-'15-no change. '16-2320' of sealed cracks in roadway; 230' of large unsealed cracks. 230' of sealed cracks in walks. '17-most cracks sealed, some minor cracks unsealed. Few mod cracks in walks & apps. Sealant deteriorated in some areas in deck & median. Seal failed on a few in WB walk.						
300	STRIP SEAL DECK JOINT	10-11-2017	135 LF	0	132	3	0
		10-04-2016	135 LF	113	20	0	2
	Notes: 300. Abutments. 1.5' of strip seal gland out of extrusion in SW. Some sand in joints. '13-2' of gland is out in SW. '14-no change. '15-qty changed to match in place. 1' partially out in NW. '16-most have debris. 20' partially pulled out of joints. '17-EAST-WBL=1-5/8"; EBL=1-1/2". WEST-WBL=1-1/4"; EBL=1-1/2". All 4 are filled w/ debris. 3' of gland is out in SW.						
301	POURED SEAL JOINT	10-11-2017	340 LF	165	135	36	4
		10-04-2016	200 LF	129	61	0	10
	Notes: 301. Piers & end of slab 24' behind E abut. Many conc patches along joints. Some deterioration of patches and filler. '13-large spall in rt EBL @ W pier. Areas w/ no joint material. '14-deck adj to joints is spalled in areas. '15-moved most of qty in CS 3 to CS 2 because partially not adhered & missing material should be same CS. '16-multiple areas of bit patching over joint. '17-apps have 35' of long poured joints. Most missing in EBL. Few areas w/ large spalls around joints.						
330	METAL BRIDGE RAILING	10-11-2017	230 LF	202	28	0	0
		10-04-2016	230 LF	228	2	0	0
	Notes: 330. '16-few areas of rust on rail. '17-areas of minor surface rust on S side of top rail of S.						

515	*STEEL PROTECTIVE COATING*	*10-11-2017*	*575 SF*	*0*	*340*	*230*	*5*
		10-04-2016	*575 SF*	*0*	*340*	*230*	*5*

Notes: 515. Galvanized rail painted black. '13-paint is faded on rail. '14, '15-no change. '16-paint faded, some areas w/ galv exposed. Few areas of rust. '17-no change.

331	REINFORCED CONC BRIDGE RAILING	10-11-2017	230 LF	52	153	25	0
		10-04-2016	230 LF	98	130	2	0

Notes: 331. NORTH-Numerous random cracks, some spalls and delams in rail have been sealed. '13-cracks becoming more mod in size. '14-small spall(<.5 SF) over tracks. 6' horiz cracks in top @ E end. '15-horiz cracks are minor to mod in size. Several minor spalls in base @ walk. '16-few areas on rail sealed, most unsealed. '17-some cracks becoming large (1/8").

SOUTH- 8" X 18" spall in rail in SW corner. 4' crack between the W strip seal and the poured joint just to the E. '13-cracks becoming more mod in size. '14-8' of unsealed horiz cracks. 12' of mod horiz cracks. '15-no change. '16-few areas on rail sealed, most unsealed. '17-2 large horiz cracks towards W end.

321	CONCRETE APPROACH SLAB	10-11-2017	1,750 SF	1,686	6	56	2
		10-04-2016	1,080 SF	1,030	0	50	0

Notes: 321. East panel. Conc is spalled. Numerous unsealed long & trans cracks. '13-bit patches in spalls @ conc app roadway. Large(+1") cracks in SE. '14-some spalls filled w/ bit. Spalls & cracks @ MH in SE. '15-patches, spalling, some cracks filled w/ bit. '16-no change. '17-EBL right lane is spalled up to 5" deep @ long poured jt. Bit patches are deteriorating.

822	BITUMINOUS APPROACH ROADWAY	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	0	0	1	0

Notes: 822. West approach. Some sealed trans and diagonal cracks. '13-bit app roadway broken up & ramped because of settlement. in WBL. Large long cracks w/ spalls in EBL & WBL. '14-bit in NW cornier is deteriorated and spalled Water is collecting in joint. bit adj to conc panel is severely deter entire width of deck. Large cracks have developed in spalls & potholes. '15-changed from #320-conc w/ bit O/L. Patch repairs in NW & SW. '16-no change. '17-EB map cracking is partially sealed.

205	REINFORCED CONCRETE COLUMN	10-11-2017	10 EA	2	3	4	1
		10-04-2016	10 EA	3	4	3	0

Notes: 205. Spalling and rebars exp on several columns. Delam on W and E face of S column of E pier. Spall w/ rebar exp on NE corner of S column of E pier. Scaled conc on E face of S column of E pier. '13-spall w/ rebar exp on W face of N column @ W pier. Spall w/ rebar exp in NE corner of 2nd column from N @ E pier. '14-spall w/ rebar exp @ 2nd from N @ E pier corner has expanded in size to 4 SF. '15-columns recently painted to cover graffiti. '16-no change. '17-large vert crack in S column of E pier; spall in this column is 4" deep.

215	REINFORCED CONCRETE ABUTMENT	10-11-2017	227 LF	98	65	58	6
		10-04-2016	227 LF	98	65	58	6

Notes: 215. EAST-Vert cracks, stain and leakage @ top between abut and slab. Vert crack w/ delam on NE and SE corners. Vert cracks from top to bottom. Large patch w/ spalls, delam and rebar exp in SE. Delam in SE @ deck joint. '13-no change. '14-4 vert full height cracks. '15-4 SF delam in SE corner. '16-rust stains. '17-conc patch in top of NE corner.

WEST-Vert cracks, stain and leakage @ top between abut and slab. Spalling in SW w/ water running down. Massive delam in SW. Large vert spall w/ rebar exp in SW. Spalling and rebar exposed in NW. Vert cracks from top to bottom. Vert cracks and delam in NW. Spall in haunch of W abut, 1/3 way in from N end. '13-massive delam in SW is now a spall. Large cracks, some over 1/16" wide. '14-5 full height cracks. '15-21 SF total of spalls in SW. '16-rust stains. '17-no change.

Wingwall notes: Horiz cracks and diagonal crack @ top of all walls. A few rebars exp in NE. '13-no change. '14-minor full height vert crack in SW. '15, '16-no change. '17-rebar exp in NW.

234	REINFORCED CONCRETE PIER CAP	10-11-2017	121 LF	0	77	40	4
		10-04-2016	121 LF	0	82	36	3

Notes: 234. Vert cracks w/ efflor from bottom of slab to top of cap arch. Vert crack w/ efflor @ N end of W cap. Conc spalled w/ rebar exp, loss of section and large vert crack @ S end of W cap. Conc delam'd and rebar exp @ N end of E pier. N end of W cap is starting to delam. S end of W cap was patched and now sounds hollow. S end E cap also patched and is OK. Vert cracks on S end of E pier. '13-no change. '14-vert cracks on S end of E pier have efflor. S end of W cap has 1" vert cracks and is hollow sounding-exp rebar is corroded & hook bar measures 3/4"-orig diam = 1". '15-vert cracks present in all archways. Patch on S end of W pier is fully deteriorated. '16-spall on S end of W pier is deep w/ rebar exp & surface rust. many areas of efflor @ both. '17-rust stain on bottom of 2nd arch from S @ E pier.

883	CONCRETE SHEAR CRACKING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0

Notes: 883.

890	LOAD PST OR VERTICAL CLR SIGNING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	0	1	0	0

Notes: 890. '14-load posting signs for 20T;40T;40T @ approaches & advance warning from all directions except NB 100 to WB Vernon Ave. Called sign shop to look into placing one there. '15-WBL load posting sign @ bridge is slightly obscured

because of trees. '16-no change. '17-foliage has been removed & WBL sign is visible.

891	OTHER BRIDGE SIGNING	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	1	0	0	0

Notes: 891. '16-Do Not Enter & Keep Right @ W median.

892	SLOPES & SLOPE PROTECTION	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	0	1	0	0

Notes: 892. Minor erosion of dirt slopes. '13-erosion of slopes more moderate. Part of slopes @ wings are paved. '14-'17, annually-no change.

893	GUARDRAIL	10-11-2017	1 EA	1	0	0	0
		10-04-2016	1 EA	0	0	1	0

Notes: 893. Guardrail is not attached to rail @ SW corner, it is perpendicular to rail. Guardrail attached and turned down @ NE corner. '13-3 spacer blocks missing in NE. '14-no change. '15-50 LF of rail in NE is not attached to posts. '16-no change. '17-new guardrail w/ crashworthy end treatment in NE.

894	DECK & APPROACH DRAINAGE	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	0	1	0	0

Notes: 894. Minor erosion in NE and NW corner along wingwalls. CB in NE approach roadway. '14, '15-no change. '16-ponding in deck @ potholes. '17-no change.

895	SIDEWALK, CURB, & MEDIAN	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	0	0	1	0

Notes: 895. Curbs are spalled. Crack and spall repaired @ NE corner. Trans cracks in median. Numerous popouts in N walk. SW walk and curb settled and broken. Walk on SE and NW corner settled. Median off W and E approach settled. '13-SE & NW walk ramped w/ bit. Spalled & deteriorated curb in SW disrupts runoff. '14-WB curb @ W end is spalled @ joint. Metal plate in WB walk just W of tracks. '15-top of both curbs spalled & scraped. SW curb patched w/ bit. '16-cracks in walk sealed. '17-concrete patches in curbs & walks.

899	MISCELLANEOUS ITEMS	10-11-2017	1 EA	0	0	1	0
		10-04-2016	1 EA	1	0	0	0

Notes: 899. AT&T cables buried on S side. Fiber optic cable buried in NE corner. Graffiti on NW wall. '17-noise wall constructed behind new guardrail in NE. Comp joints at E approaches are deteriorated-EBL has 10' of metal bracket & gland that is gone and large, deep spall.

900	PROTECTED SPECIES	10-11-2017	1 EA	0	1	0	0
		10-04-2016	1 EA	1	0	0	0

Notes: 900. 16, 17-none noted.

General Notes: *Bridge 4510 CSAH 158 (Vernon Ave)/CP Rail 10/11/17 PTH and TSM.
Plans show 5 spans. Only middle 3 spans are accessible. West & East abutments on plan are what you would consider the abutments in the field during inspection. For this reason any reference to spans will be for the 3 we can see; West, main span over the tracks, and East.

Recommended Repairs:

205. Repair spalls in columns.
215. Repair delams @ SE and SW abuts.
234. Repair large spall and cracks @ pier caps.
321. Reseal cracks in approach slab. Fill spalls & large cracks w/ hot pour.
810. Reseal numerous cracks in O/L. Fill spalls & large cracks w/ hot pour.
899. Remove graffiti on wing walls.
899. Replace joint @ end of E approaches. Remove joint materials & replace w/ bit.

Deck: [4] Many unsealed, large cracks w/ spalls in O/L. Leakage & efflor, spalls & deteriorated patches in underdeck. Deteriorated bituminous patches.

Transitions: [0] '17-new rail in NE. Concrete railing end post is <18" thick.

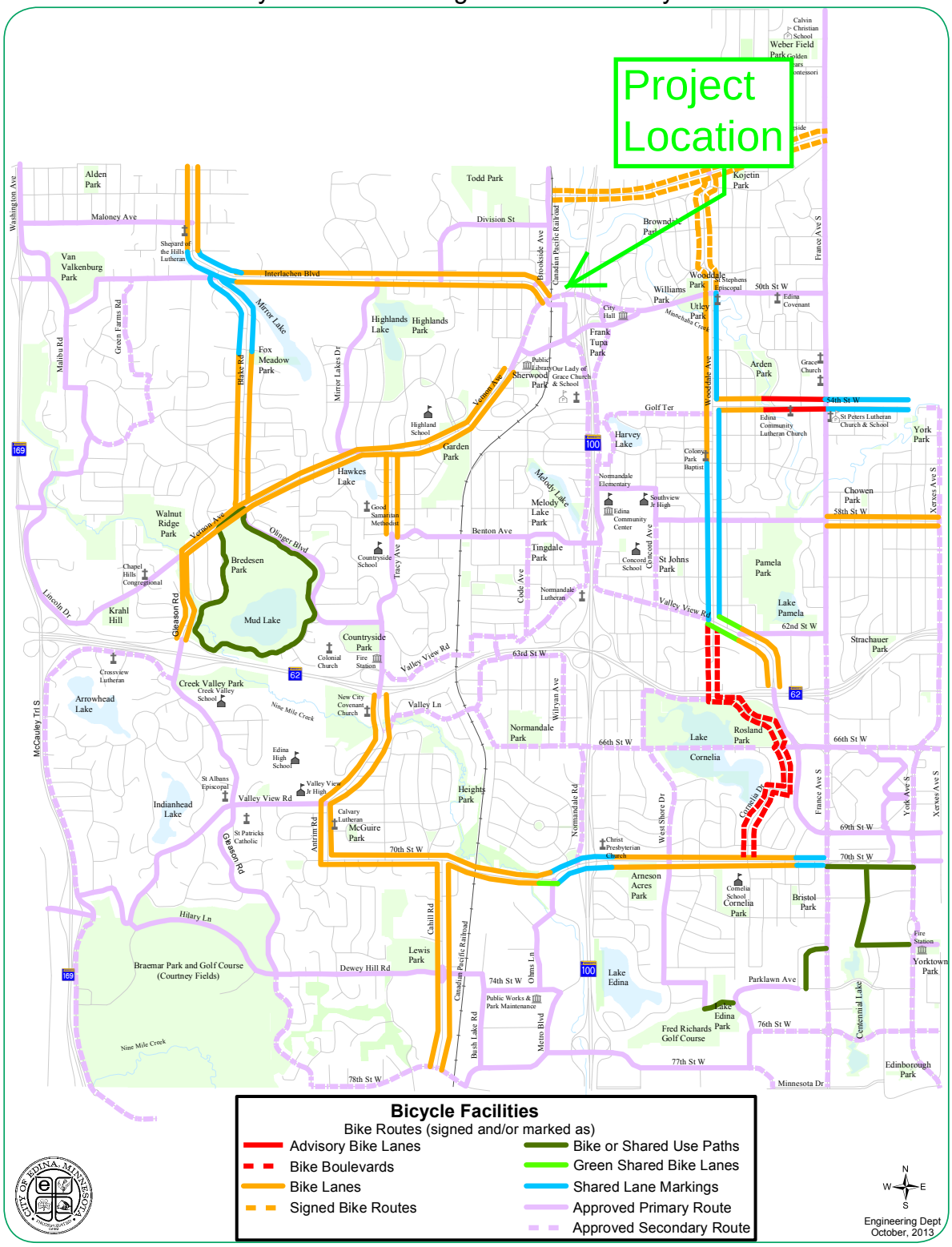
Appr Guardrail Terminal : [1] '17-new crashworthy end treatment in NE.

Superstructure: [4] Concrete deck slab and superstructure rating are the same.

Substructure: [5] Large spalls w/ rebar exposed on caps and columns.

Map

Attachment 12 - City of Edina Existing and Planned Bicycle Facilities



For more information, please call the Edina Engineering Department, 952-826-0371.

Attachment 13 - City of Edina Letter of Support

June 19, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

RE: Support for Regional Solicitation Application
Vernon Avenue (CSAH 158) Bridge #4510 Project over CP Rail

Dear Ms. Stueve:

The City of Edina hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed bridge project at CSAH 158 (Vernon Avenue) for Bridge #4510 over CP Rail.

The existing bridge, built in 1927, has reached the end of its useful life and warrants replacement. The bridge is currently weight restricted and is classified as structurally deficient. The new bridge will address a critical asset near TH 100 and will provide an opportunity to improve safety for all modes.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Chad A. Milner, P.E.
Director of Engineering
City of Edina

Attachment 13 - City of Edina Letter of Support

RESOLUTION NO. 2018-52

SUPPORTING THE REGIONAL SOLICITATION BY HENNEPIN COUNTY SUPPORTING THE VERNON AVENUE BRIDGE REPLACEMENT PROJECT

WHEREAS, Hennepin County, through the Metropolitan Council is submitting an application to obtain federal funding for the Vernon Avenue Bridge Replacement over the CP Rail; and,

WHEREAS, the funding would be available for the years 2022-2023

WHEREAS, the existing bridge, built in 1927, has reached the end of its useful life and warrants replacement; and,

WHEREAS, the existing bridge, currently has weight restrictions and is classified as structurally deficient; and,

WHEREAS, a new bridge would address a critical asset near TH 100 and provide improved safety for all modes; and,

NOW THEREFORE, BE IT RESOLVED, the City of Edina supports Hennepin County's regional solicitation through Hennepin County for federal funding to replace the Vernon Avenue Bridge over the CP Rail.

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

Attachment 13 - City of Edina Letter of Support

Adopted this 19th day of June, 2018.

ATTEST: _____ _____
City Clerk Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of June 19, 2018, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 19th day of June, 2018

_____
City Clerk