



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05145 - Valley View Road Bicycle Lane Extension, W 64th St to W 66th St

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 9:31 AM

Primary Contact

Name:*	Mark	Nolan		
	Salutation	First Name	Middle Name	Last Name
Title:	Transportation Planner			
Department:	Engineering Department			
Email:	mnolan@edinamn.gov			
Address:	7450 Metro Blvd			
	7450 Metro Blvd			
*	Edina	Minnesota	55439	
	City	State/Province	Postal Code/Zip	
Phone:*	952-826-0322			
	Phone	Ext.		
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: EDINA,CITY OF
Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: PUBLIC WORKS DEPARTMENT
7450 METRO BLVD

* EDINA Minnesota 55428
City State/Province Postal Code/Zip

County: Hennepin

Phone:* 952-826-0411
Ext.

Fax:

PeopleSoft Vendor Number 0000020940A5

Project Information

Project Name Valley View Road Bicycle Lane Extension, W 64th St to W 66th St

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

This project involves the extension of existing bicycle facilities on Valley View Road from north of Brookview Avenue, under the TH 62 bridge, south to W 66th Street. The existing on-street bicycle lanes will transition to off-street, paved facilities north of Brookview Avenue. There will be separate north-and south-bound bicycle facilities on either side of Valley View Road. The off-street facilities will continue south to the intersection with W 65th Street/TH 62 off ramp, where they will transition back to on-street, buffered (by pavement markings) bike lanes. These lanes will continue to W 66th Street. The project scope also includes the removal of the "free right" turn from westbound 66th Street to northbound Valley View Road to improve bicycle and pedestrian safety. Pedestrian crossing improvements will also be made throughout the project area, including thermoplastic crosswalks and pedestrian-actuated signals.

Include location, road name/functional class, type of improvement, etc.

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

Valley View Road from W. 64th Street to W. 66th Street in Edina, construction of bituminous off-street bike trail and on-street (via pavement markings), buffered bike lanes.

Project Length (Miles)

0.35

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,600,000.00

Match Amount

\$400,000.00

Minimum of 20% of project total

Project Total

\$2,000,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

TIF

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:

2021

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

2019

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

Project Information

County, City, or Lead Agency

City of Edina

Zip Code where Majority of Work is Being Performed

55435

(Approximate) Begin Construction Date

07/05/2021

(Approximate) End Construction Date

09/01/2021

Name of Trail/Ped Facility:

Valley View Road

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

4216 Valley View Road, Edina, MN

To:

(Intersection or Address)

W 66th Street & Valley View Road

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work

Bike path, bit surf, ped ramps, curb and gutter, pavement markings, signals

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$71,675.55
Removals (approx. 5% of total cost)	\$62,560.00
Roadway (grading, borrow, etc.)	\$34,850.00
Roadway (aggregates and paving)	\$70,060.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$80,150.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$42,350.00
Traffic Control	\$129,495.77
Striping	\$37,791.00
Signing	\$5,000.00
Lighting	\$24,000.00
Turf - Erosion & Landscaping	\$57,750.00
Bridge	\$200,000.00
Retaining Walls	\$404,850.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$290,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$200,000.00

Other Roadway Elements	\$0.00
Totals	\$1,710,532.32

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$22,000.00
Sidewalk Construction	\$24,000.00
On-Street Bicycle Facility Construction	\$33,000.00
Right-of-Way	\$60,000.00
Pedestrian Curb Ramps (ADA)	\$16,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$86,702.20
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$241,702.20

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	\$1,952,234.60
Construction Cost Total	\$1,952,234.60
Transit Operating Cost Total	\$0.00

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, 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 objectives and strategies that relate to the project.

A. Transportation System Stewardship - Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations (Strategy A2, pg 2.6).

B. Safety and Security - Reduce crashes and improve safety and security for all modes of passenger travel and freight transport (Strategies B1 and B6, pg 2.7).

C. Access to Destinations - Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (Strategies C2, C4, C15 and C16) & B6, pg 2.8-2.10).

D. Competitive Economy - Improve multimodal access to regional job concentrations identified in Thrive MSP 2040; Invest in a multimodal transportation system to attract and retain businesses and residents (Strategies D1 and D3, pg 2.11).

E. Healthy Environment - Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles (Strategy E3, pg 2.12).

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

(Limit 2500 characters; approximately 750 words)

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.

List the applicable documents and pages:

City of Edina 2008 Comprehensive Plan:
Comprehensive Bicycle Transportation Plan (pg 39-41)

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, 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 in more than one funding sub-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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. 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

12. 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

13. 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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1466706778077_RBTN Orientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 32595

Existing Employment Within One Mile (Integer Only) 19366

Upload the "Population Summary" map 1466706983786_Population Summary.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty:

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

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

The project provides a bicycle facility that is separated from vehicular traffic on an off-street paved path or by a 5'-6' painted buffer, and connects an existing facility to Rosland Park and the City's Aquatic Center. This greatly benefits cyclists (and especially children), who if riding a bicycle currently must do so in traffic on a roadway without bicycle facilities that carries 8,000 vehicles per day. While a small percentage of cyclists may be comfortable in this type of environment, children are most likely to avoid it. This also holds true for much of the elderly population, who are also more likely to use a separate bicycle facility. Additionally, those who are unable to afford an automobile are provided a safe, comfortable facility to recreate and/or commute to work.

Response (Limit 2,800 characters; approximately 400 words)

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1466615878702_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Edina	0.35
	0

Total Project Length

Total Project Length (Total Population)	0.35
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.35
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions

Response (Limit 2,800 characters; approximately 400 words)

The City of Edina is bisected in both directions by state highways (TH 100 and TH 62), which effectively serve as barriers to cyclists. This project crosses under one such physical barrier: TH 62. Currently, bike lanes end just north of TH 62 where cyclists must merge with traffic on a roadway that carries 8,000 vehicles per day. The current configuration of the TH 62 bridge over Valley View Road does not allow a separate facility for commuting cyclists; this project provides one in each direction. The nearest location of a safe parallel crossing is a pedestrian bridge over TH 62 located over a quarter-mile to the west; however, this bridge is accessed by steps and cyclists must walk their bikes up and down it. France Avenue crosses TH 62 nearly a quarter-mile to the east; however, France Avenue is a five-lane roadway (23,000 ADT, posted speed 35 mph) and has no bike facilities and its intersection with TH 62 is one of the most unsafe intersections in Edina (according to crash history).

Measure B: Project Improvements

Response (Limit 2,800 characters; approximately 400 words)

The project reduces risks to cyclists by providing dedicated off and on-street facilities in each direction where none exist today. Valley View Road carries 8,000 vehicles per day with 85% speeds of nearly 39 mph with limited space. This project will provide the space needed in each direction to reduce risk and to provide multi-modal transportation opportunities for families and commuters.

Measure A: Multimodal Elements

Response (Limit 1,400 characters; approximately 200 words)

Transit elements in the project area include express Route 587, which runs along Valley View Rd with stops at W 65th Street and W 66th St, and Route 6, with stops at W 64th St and on W 65th (where the route turns east). Improvements to the pedestrian realm include high-visibility crosswalks and enhanced signal timing at W 64th Street. MnDOT recently (2016) made pedestrian (ADA) improvements at the Valley View Road & W 65th Street intersection; this project will maintain those improvements. These pedestrian improvements will create improved access to existing transit operations. In addition to pedestrians, bicycle facilities are also safely integrated into the project and transportation network by using on-street buffers, dashed green pavement markings, and off-street facilities in vehicle/bicycle conflict areas. The bicycle facility improvements will create improved access to the existing transit operations.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM 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

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 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%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

Yes

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 10/29/2021

10)Letting

Anticipated Letting Date

02/15/2021

Measure A: Cost Effectiveness

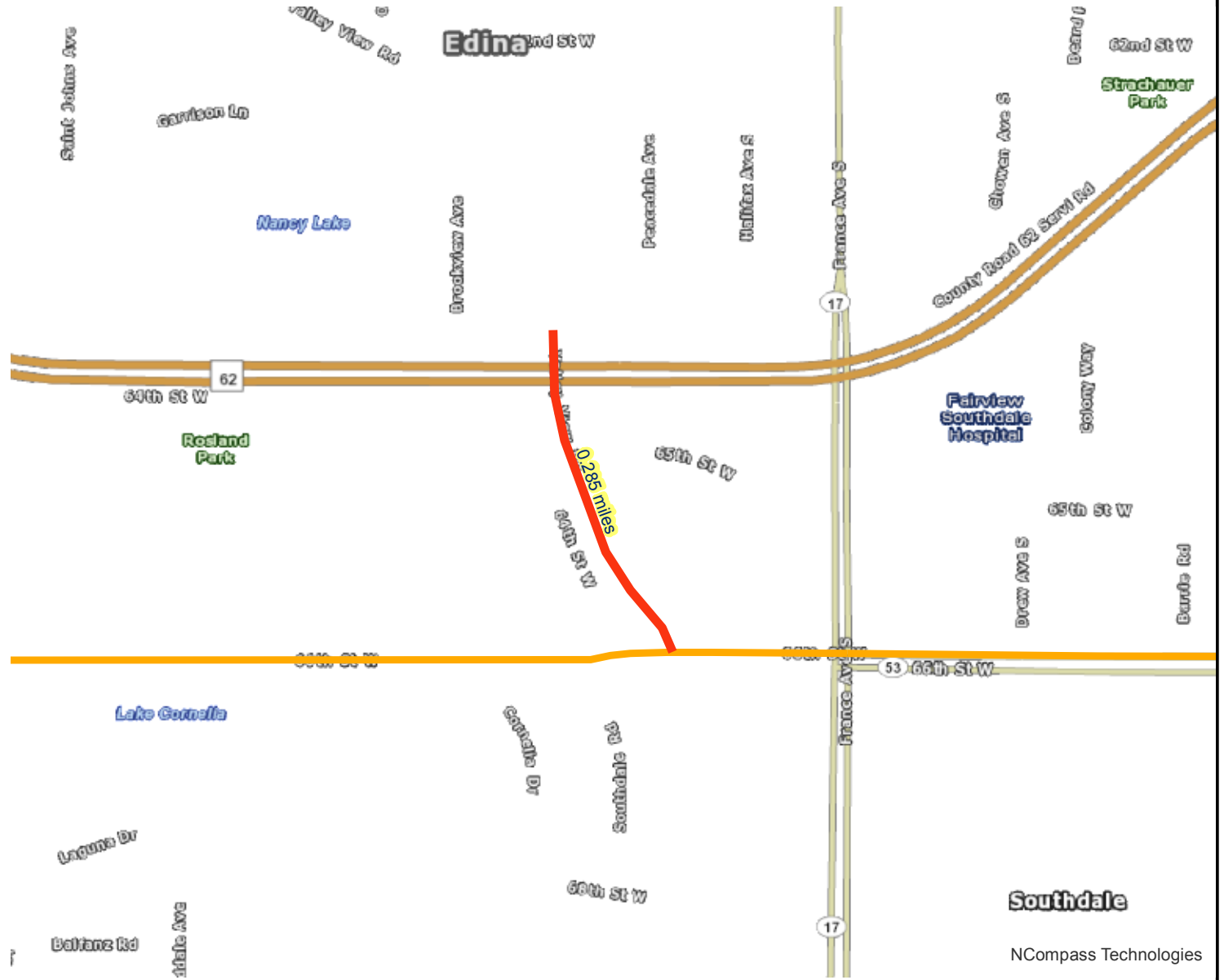
Total Project Cost (entered in Project Cost Form):	\$1,952,234.60
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,952,234.60
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

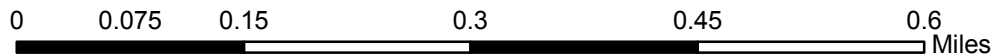
File Name	Description	File Size
Valley View Bikeway Extension 30%_Plans 051016 R.pdf	30% Plans of Valley View Bike Facility Extention	1.1 MB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: Valley View Rd Bicycle Lane Extension | Map ID: 1463763436791



- Project
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 5/20/2016
LandscapeRSA1



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

NCompass Technologies

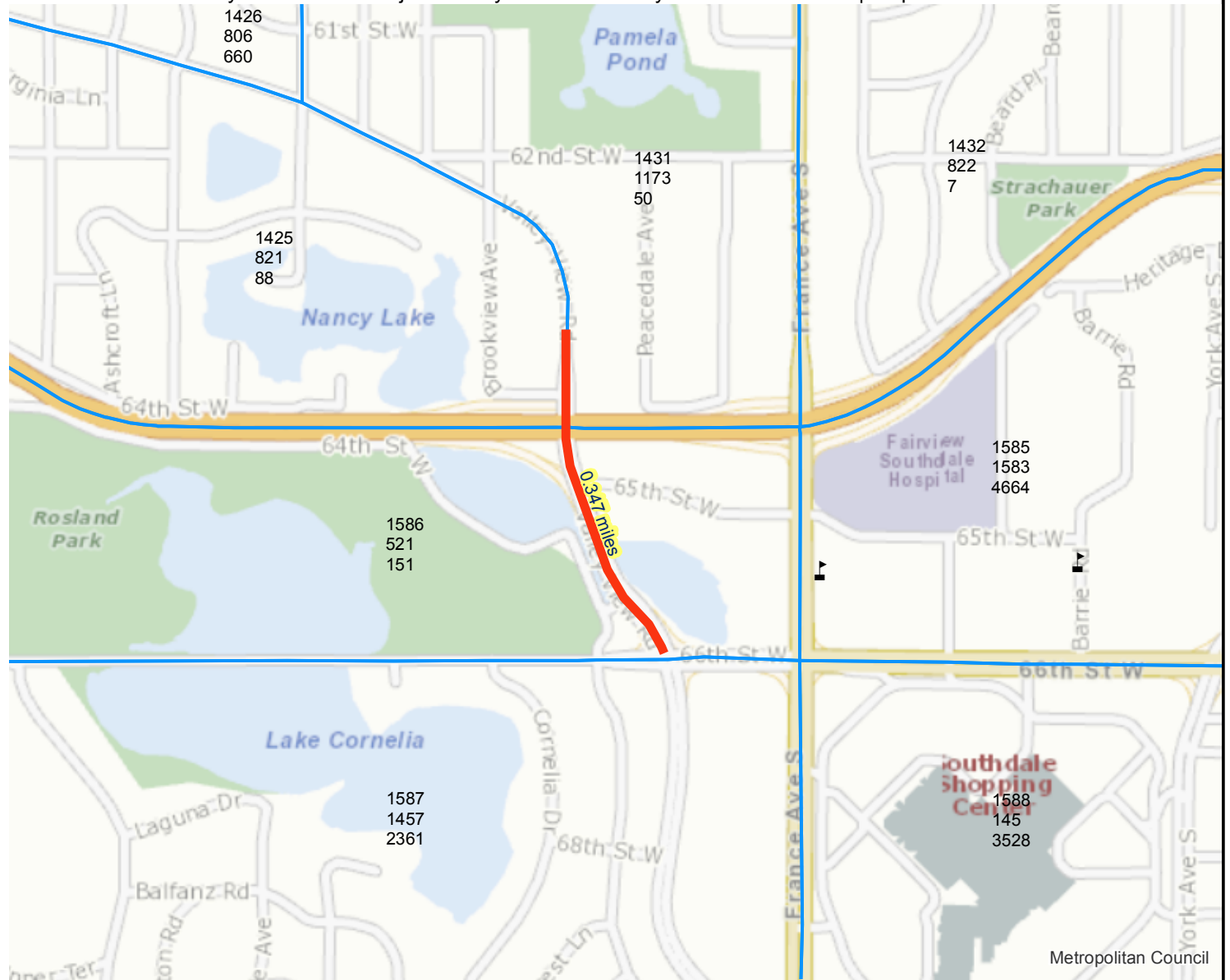


Population Summary

Multiuse Trails and Bicycle Facilities Project: Valley View Road Bicycle Lane Extension | Map ID: 1466706548628

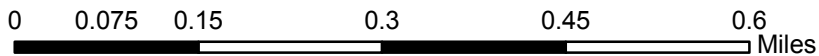
Results

Within ONE Mile of project:
 Total Population: 32595
 Total Employment: 19366



— Project 🏫 School

□ 2010 TAZ



Created: 6/23/2016
 LandscapeRSA4



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

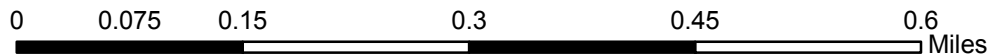


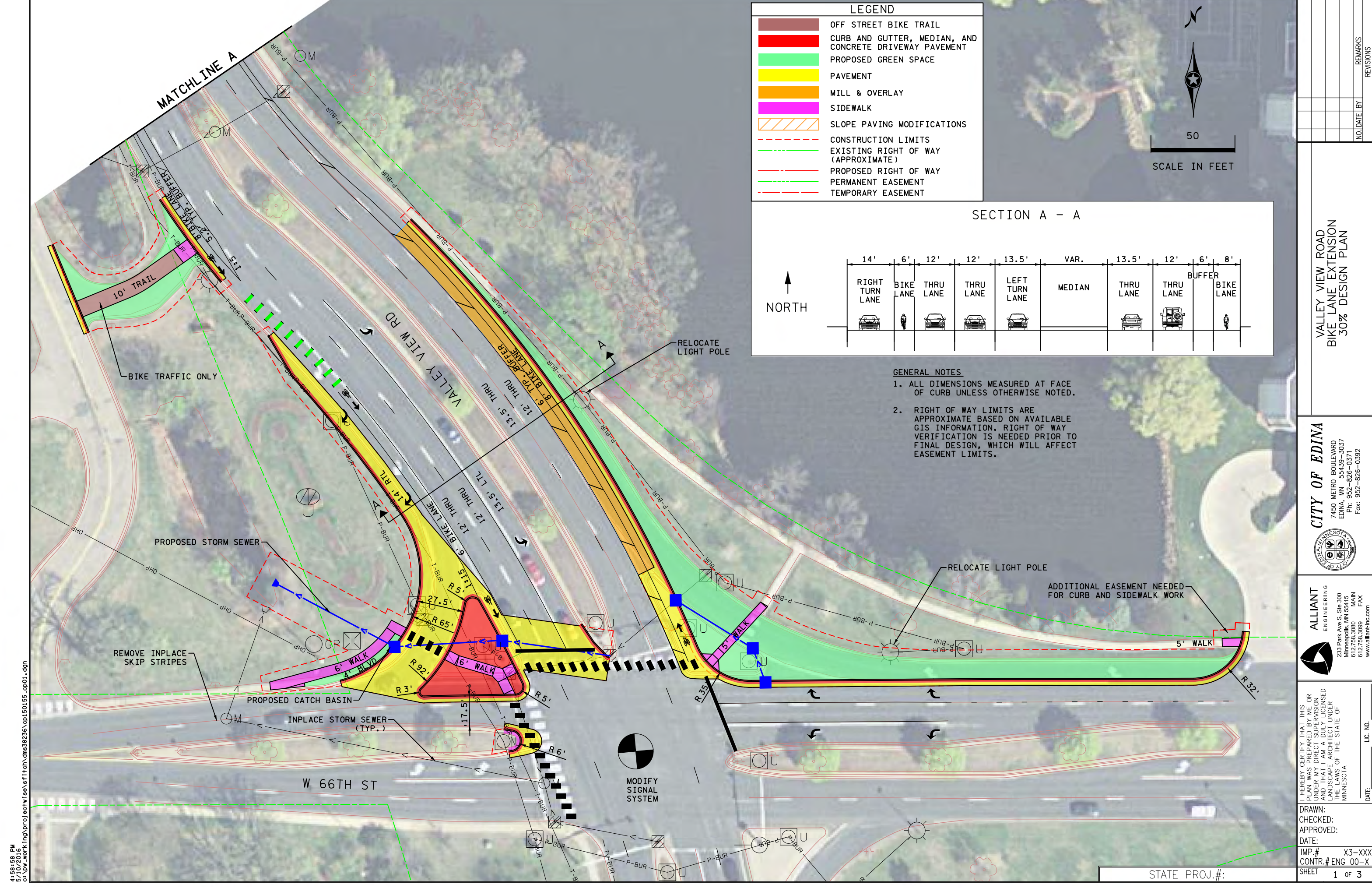
Results

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)

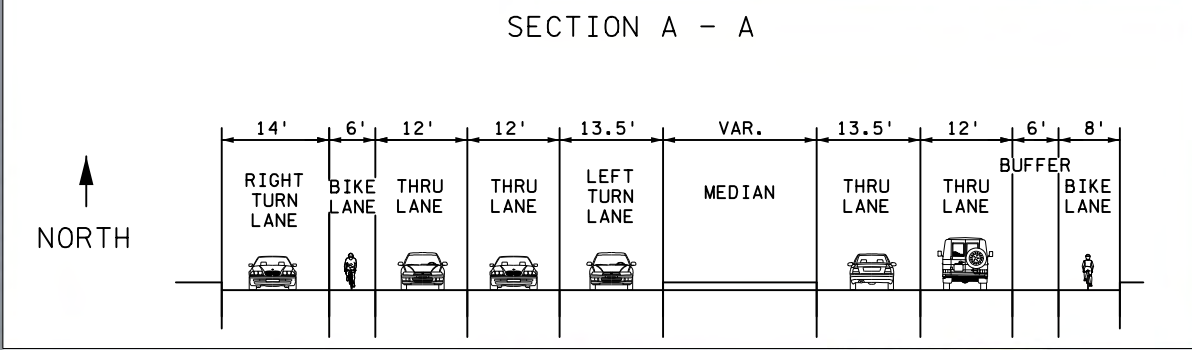


- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School





LEGEND	
	OFF STREET BIKE TRAIL
	CURB AND GUTTER, MEDIAN, AND CONCRETE DRIVEWAY PAVEMENT
	PROPOSED GREEN SPACE
	PAVEMENT
	MILL & OVERLAY
	SIDEWALK
	SLOPE PAVING MODIFICATIONS
	CONSTRUCTION LIMITS
	EXISTING RIGHT OF WAY (APPROXIMATE)
	PROPOSED RIGHT OF WAY
	PERMANENT EASEMENT
	TEMPORARY EASEMENT



- GENERAL NOTES**
1. ALL DIMENSIONS MEASURED AT FACE OF CURB UNLESS OTHERWISE NOTED.
 2. RIGHT OF WAY LIMITS ARE APPROXIMATE BASED ON AVAILABLE GIS INFORMATION. RIGHT OF WAY VERIFICATION IS NEEDED PRIOR TO FINAL DESIGN, WHICH WILL AFFECT EASEMENT LIMITS.

4:58:58 PM
5/10/2016
c:\npw\work\ing\proj\ecw\ise\ef\itch\dms38236\cp150155_cp01.dgn

NO.	DATE	BY	REMARKS

VALLEY VIEW ROAD
BIKE LANE EXTENSION
30% DESIGN PLAN

CITY OF EDINA
7450 METRO BOULEVARD
EDINA, MN 55439-3037
Ph: 952-826-0371
Fax: 952-826-0392

ALLIANT ENGINEERING
233 Park Ave S, Ste 900
Minneapolis, MN 55415
612.756.3080 MAIN FAX
612.756.3099 FAX
www.alliantinc.com

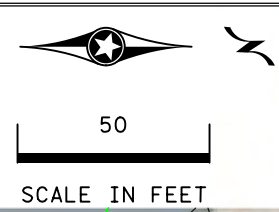
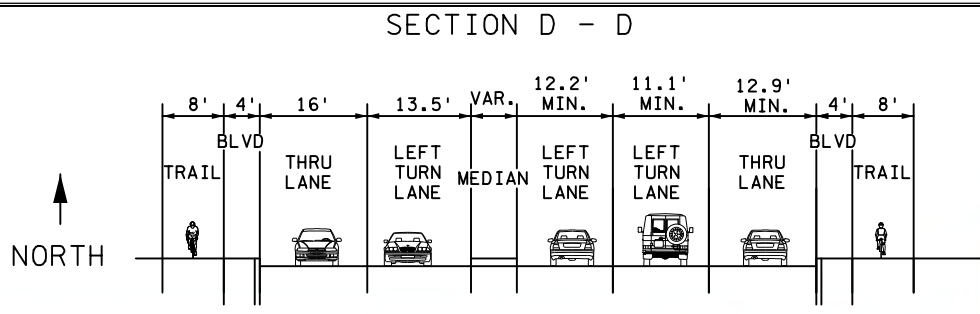
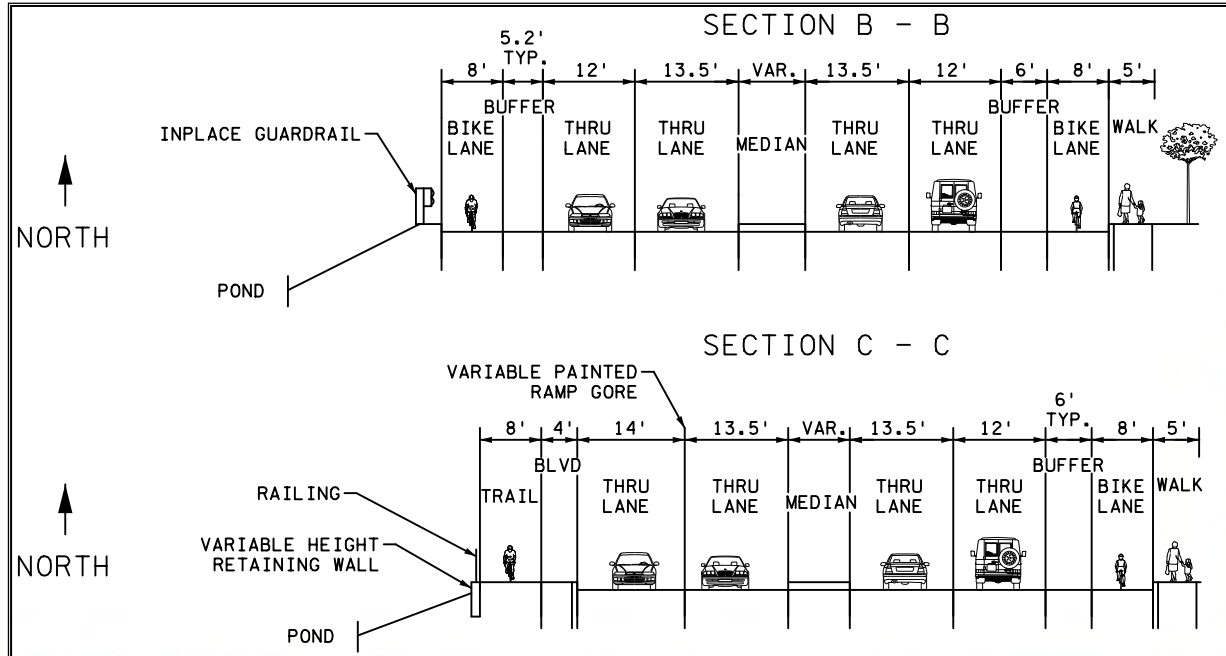
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: _____ LIC. NO. _____

DRAWN: _____
CHECKED: _____
APPROVED: _____
DATE: _____

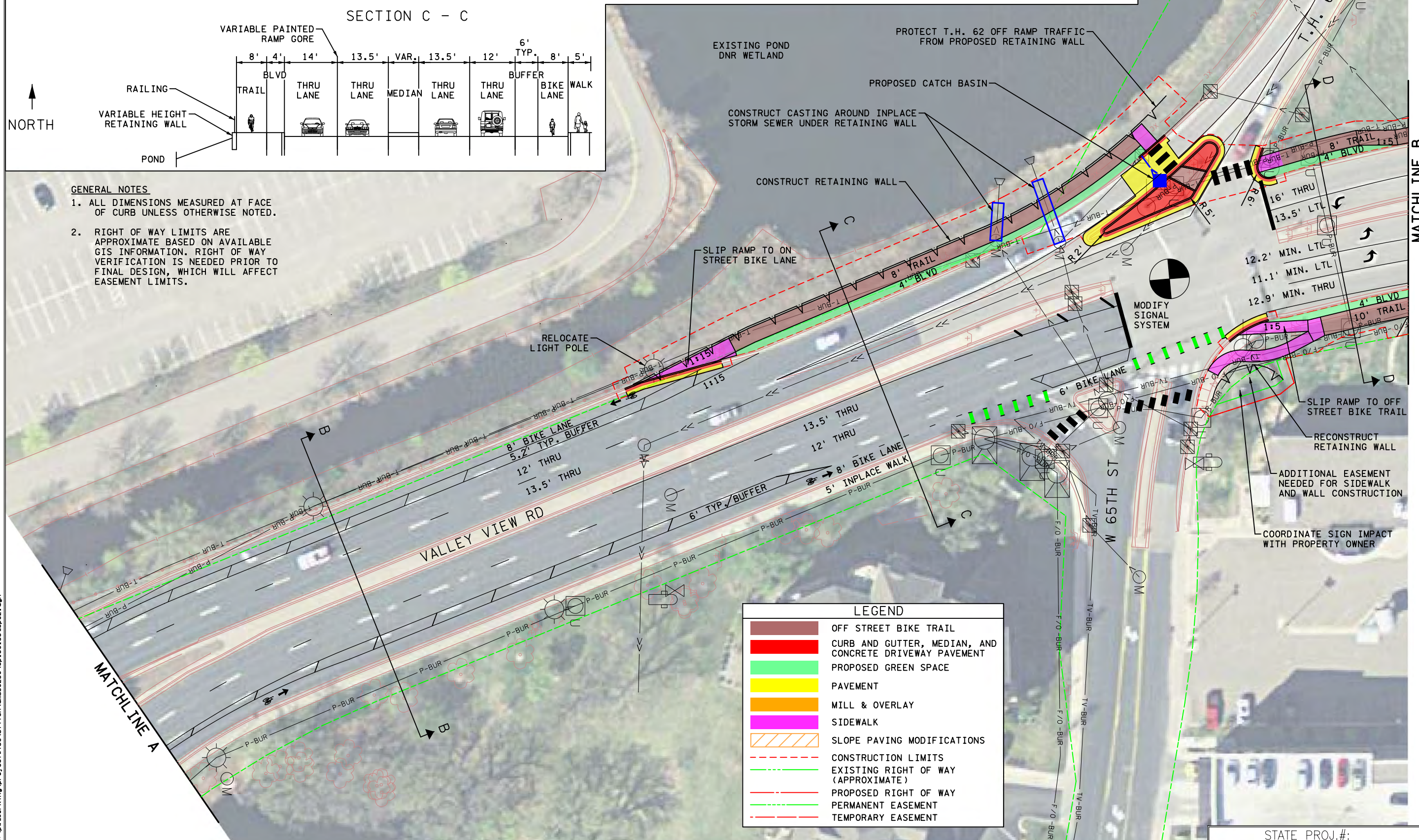
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CONTR.# ENG 00-X
SHEET 1 of 3

STATE PROJ.#:



GENERAL NOTES

1. ALL DIMENSIONS MEASURED AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. RIGHT OF WAY LIMITS ARE APPROXIMATE BASED ON AVAILABLE GIS INFORMATION. RIGHT OF WAY VERIFICATION IS NEEDED PRIOR TO FINAL DESIGN, WHICH WILL AFFECT EASEMENT LIMITS.



LEGEND

	OFF STREET BIKE TRAIL
	CURB AND GUTTER, MEDIAN, AND CONCRETE DRIVEWAY PAVEMENT
	PROPOSED GREEN SPACE
	PAVEMENT
	MILL & OVERLAY
	SIDEWALK
	SLOPE PAVING MODIFICATIONS
	CONSTRUCTION LIMITS
	EXISTING RIGHT OF WAY (APPROXIMATE)
	PROPOSED RIGHT OF WAY
	PERMANENT EASEMENT
	TEMPORARY EASEMENT

NO.	DATE	BY	REMARKS

**VALLEY VIEW ROAD
 BIKE LANE EXTENSION
 30% DESIGN PLAN**

CITY OF EDINA
 7450 METRO BOULEVARD
 EDINA, MN 55439-3037
 Ph: 952-826-0371
 Fax: 952-826-0392

ALLIANT ENGINEERING
 233 Park Ave S, Ste 300
 Minneapolis, MN 55415
 612.758.3080
 www.alliantinc.com

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: _____ LIC. NO. _____

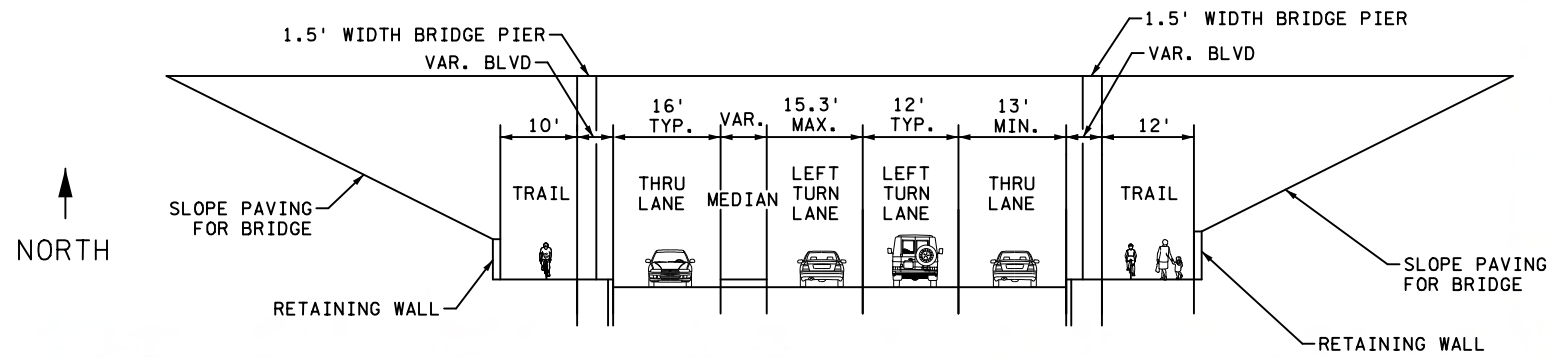
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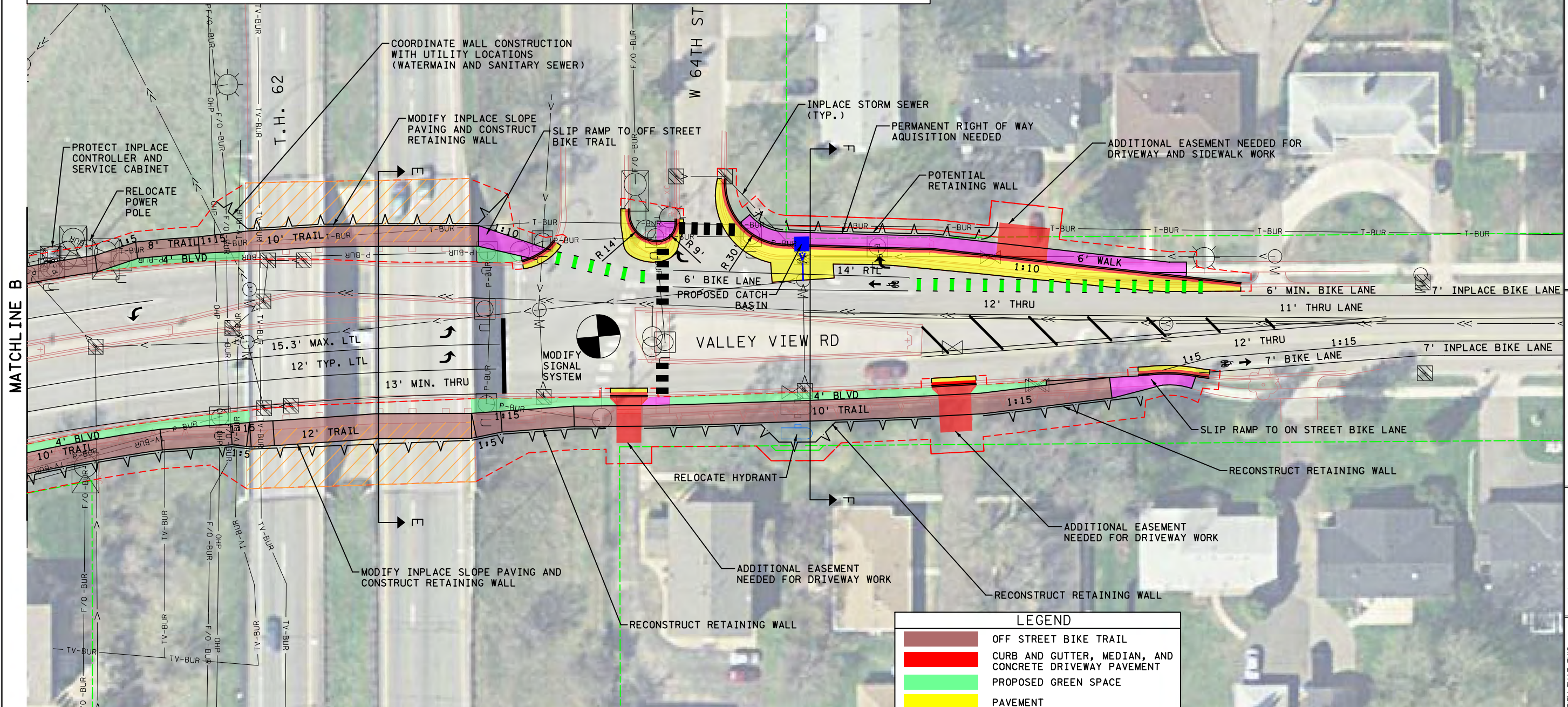
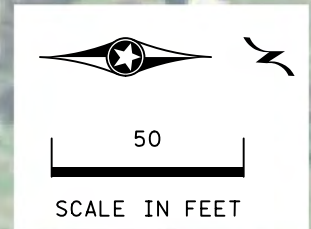
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SECTION E - E



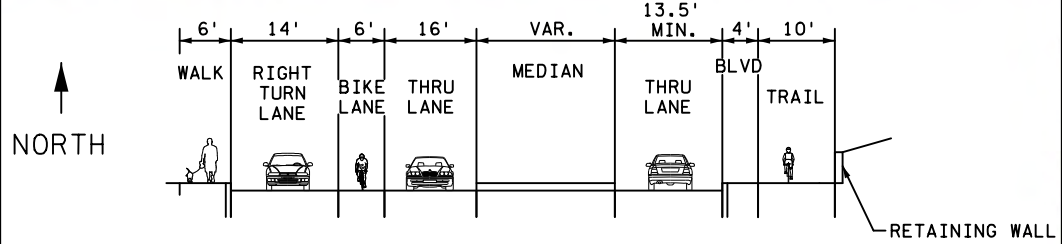
GENERAL NOTES

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MATCHLINE B

SECTION F - F



LEGEND	
	OFF STREET BIKE TRAIL
	CURB AND GUTTER, MEDIAN, AND CONCRETE DRIVEWAY PAVEMENT
	PROPOSED GREEN SPACE
	PAVEMENT
	MILL & OVERLAY
	SIDEWALK
	SLOPE PAVING MODIFICATIONS
	CONSTRUCTION LIMITS
	EXISTING RIGHT OF WAY (APPROXIMATE)
	PROPOSED RIGHT OF WAY
	PERMANENT EASEMENT
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233 Park Ave S, Ste 300
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APPROVED: _____
DATE: _____

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CONTR.# ENG 00-X
SHEET 3 of 3

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