Draft Technical Assessment

Item	Significance	Route 1	Route 2	Route 3	Route 4	Route 5	Route 5D	Route 5E	Route 5F	Route 7	Route 8				Route 9	Route 11	Route 13	Route 19			Route 20	
											Route 8-1	Route 8-2	Route 8-3	Route 8-4				Route 19-1	Route 19-2	Route 19-3	Route 20-1	Route 20-2
Trail Related Structures																						
Potential structures	Trail related structures (bridges, boardwalks, tunnels, and walls) allow for trail construction in challenging locations	800' of boardwalk through wetland and 500' of retaining wall	2,100' of boardwalk through wetland	50' concrete-deck steel truss bridge or similar and 300' of retaining walls	50' concrete-deck steel truss bridge or similar and 420' of retaining wall	New pedestrian/bicycle bridge over Hwy 62 and 100' of boardwalk through wetland	800' of boardwalk through wetland and 100' of retaining wall	900' of boardwalk through wetland and 100' of retaining wall	New Pedestrian bridge over Hwy 62						200' of boardwalk through wetland and 50' concrete-deck steel truss bridge or similar	2,200' of boardwalk through wetland and pedestrian/bicyclist tunnel under CP Railroad and 100' of retaining wall	100' of boardwalk through Wetland, new pedestrian/bicycle bridge over Hwy 100, and 200' of retaining wall	300 Feet of boardwalk through wetland, traffic barrier along Hwy 100, and 150' of retaining wall	300 Feet of boardwalk through wetland, traffic barrier along Hwy 100, and 150' of retaining wall	300 Feet of boardwalk through wetland, traffic barrier along Hwy 100, and 150' of retaining wall		
Potential temporary construction easement required	Construction of retaining wall, bridges, and tunnels may require access to adjacent property			.017 Acre	.004 Acre											.004 Acre	.005 Acre	.007 Acre	.007 Acre	.007 Acre		
Space Requirements																						
Available right of way	If adequate ROW is not available additional easements or street redesign may be required	10.5' Lincoln Drive		15' Lincoln Drive 21.5' Vernon Avenue	11' Gleason Road		67.5' Tracy Avenue		22' Olinger Boulevard 24' Tracy Avenue	11' Valley View Road	11' Antrim 11' 70th Street	11' Antrim 11' 70th Street	11' Antrim 11' 70th Street	11' Antrim 11' 70th Street			9' Metro Boulevard	12' Parklawn Avenue 12' Gallagher Drive	12' Parklawn Avenue 12' Gallagher Drive	12' Parklawn Avenue 12' Gallagher Drive	15' Xerxes Avenue	15' Xerxes Avenue
Potential street redesign (narrowing lanes/remove parking) requirement		Remove 1 parking lane at Dovre Drive along Lincoln Drive		Reduce shoulder width near Langford Court and remove 1 lane of parking between Habitat Court and Walnut Drive	Reduce shoulder width north of creek crossing along Gleason Road				Reduce shoulder width along Tracy Avenue	Reduce shoulder width along Valley View Road	Remove 1 lane of parking along Antrim Road and remove 1 lane of parking and/or reduce shoulder depending on location along 70th Street	Remove 1 lane of parking along Antrim Road and remove 1 lane of parking and/or reduce shoulder depending on location along 70th Street	Remove 1 lane of parking along Antrim Road and remove 1 lane of parking and/or reduce shoulder depending on location along 70th Street	Remove 1 lane of parking along Antrim Road and remove 1 lane of parking and/or reduce shoulder depending on location along 70th Street			Remove 1 lane of parking along Metro Boulevard	Remove 1 lane of parking and/or reduce shoulder depending on location along Parklawn and Gallagher Drive	Remove 1 lane of parking and/or reduce shoulder depending on location along Parklawn and Gallagher Drive	Remove 1 lane of parking and/or reduce shoulder depending on location along Parklawn and Gallagher Drive		
Permitting Obstacles (non-environmental)																						
Permit/coordination requirements	Some routes require other agency approval because they are proposed on or over ROW/land not under City jurisdiction	Yes: Mn/DOT approval for crossing under 169			Yes: Hennepin County approval for Gleason ROW/ potential road redesign	Yes: Mn/DOT approval for new bridge over Hwy 62 redesign			Yes: Mn/Dot approval for new pedestrian/bicycle bridge over Hwy 62							Yes: CP Rail approval for tunnel at railroad	Yes: Mn/DOT approval for new bridge over Hwy 100 and connecting trail within Mn/DOT ROW	Yes: Hennepin County approval for France Avenue trail crossing	Yes: Hennepin County approval for France Avenue trail crossing	Yes: Hennepin County approval for France Avenue trail crossing		
Physical Obstacles																						
Utilities																						
Communications box	Utilities located within the regional trail corridor may be required to be relocated or buried	0	0	9	0	0	0	0	2	0	5	2	5	2	0	0	2	1	0	0	1	0
Electric box		2	0	7	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	3	1	0
Electric pole		0	0	36	0	0	2	0	0	13	21	6	21	6	0	0	6	0	0	1	1	0
Street light		0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	7	1
Gas line		0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Fire hydrant		0	0	9	1	0	0	0	1	1	9	0	13	4	0	0	2	4	4	1	3	0
Sanitary sewer		4	3	4	4	0	0	0	5	5	4	6	2	4	0	2	2	2	4	2	5	9
Storm sewer		2	2	16	2	0	0	0	5	8	15	18	12	15	1	1	12	14	9	16	12	12
Total utility conflicts		8	5	81	7	0	2	0	16	27	55	32	54	31	1	3	26	22	18	30	30	22
Other obstacles	Obstacles within the regional trail corridor may be required to be removed																					
Safety																						
Trail geometrics (potential design acceptations)		Potential vertical clearance exception beneath Hwy 169 bridge	Horizontal curve exceptions near Londonderry and Parkwood Lane	Potential clear zone reduction near some surface features	Trail and/or clear zone width reduced near Vernon Avenue/Gleason Road. Profile slopes at park enter/exit. Clear width exception at 2 bridges	Profile slope south of Hwy 62 bridge	Horizontal curve exception and profile slope at Hwy 62 ramp/ Tracy Avenue	Horizontal curve exceptions at stream crossing and approach to Tracy Avenue	Potential horizontal curve exception at Colonial Way/ Tracy Avenue	Potential profile slope at isolated locations along Tracy Avenue	Profile slope in approx. 2 locations along 70th Street. Potential clear zone reduction near some surface features	Profile slope in approx. 2 locations along 70th Street	Profile slope in approx. 2 locations along 70th Street. Potential clear zone reduction near some surface features	Profile slope in approx. 2 locations along 70th Street	Potential horizontal curve exception at eastern stream crossing	Potential horizontal curve exceptions at western stream crossing and 70th Street. Potential sightline restriction at RR underpass	Horizontal curve exceptions at Hwy 100 bridge approaches. Potential clear zone reduction at 72nd/ Metro Boulevard	Horizontal curve and sightline exceptions near Burgundy Place and various isolated segments/corners to east	Horizontal curve and sightline exceptions near Burgundy Place and various isolated segments/corners to east	Horizontal curve and sightline exceptions near Burgundy Place and various isolated segments/corners to east	Potential sightline exception east of France Avenue, north of Xerxes Avenue. Clear zone reduction within Edina Promenade and along Xerxes Avenue	Potential sightline exception east of France Avenue, north of Xerxes Avenue. Clear zone reduction within Edina Promenade and along Xerxes Avenue
Number of emergency access points	Frequent emergency access points may reduce response time and increase safety	4	2	8	3	1	3	2	3	6	10	10	10	10	1	1	2	5	5	5	6	6
Driveway Crossings																						
Single family driveway crossing	Each driveway crossing will result in encounters between trail users and motorists and each encounter creates an opportunity for an incident	0		7			0		0	12	40	10	36	6			0	0	0	0	11	7
Multi-family driveway crossing		0		2 2: < 50 units			0		0	0	4 4: < 50 units	0	4 4: < 50 units	3 3: < 50 units			0	15 7: < 50 units 3: < 200 units	12 7: < 50 units 1: < 150 units	11 3: < 50 units 1: < 150 units	0	0
Low turnover commercial crossing		4		2			0		0	0	0	1	2	0			5	0	0	0	0	0
High turnover commercial crossing		0		0			1		0	12	0	0	0	1			2	3	2	2	0	0
Total driveway crossings		4	N/A	11	N/A	N/A	1	N/A	1	24	44	11	42	10	N/A	N/A	7	18	14	13	11	7
Road Crossings																						
Number of road crossings	Each road crossing will result in encounters between trail users and motorists and each encounter creates an opportunity for an incident	2	1	8			1	1	3	5	5	9	3	7		1	2	1	2	3	1	2
Speed limit		2: 30mph or less	1: 30mph or less	8: 30mph or less			1: 30mph or less	1: 30mph or less	3: 30mph or less	5: 30mph or less	5: 30mph or less	9: 30mph or less	3: 30mph or less	7: 30mph or less	N/A	1 : 30mph or less	2: 30mph or less	1 : 31 - 40mph	1: 30mph or less 1: 31 - 40mph	2: 30mph or less 1: 31 - 40mph	1 : 31 - 40mph	1: 30mph or less 1: 31 - 40mph
Average annual daily traffic		1: <5,000 Vehicles/Day 1: 7,000-9,000 Vehicles/Day	1: 5,000-6,999 Vehicles/Day	7: <5,000 Vehicles/Day 1: 7,000-9,000 Vehicles/Day			1: 7,000-9,000 Vehicles/Day	1: 7,000-9,000 Vehicles/Day	2: <5,000 Vehicles/Day 1: 7,000-9,000 Vehicles/Day	5: <5,000 Vehicles/Day	4: <5,000 Vehicles/Day 1: 9,001-47,000 Vehicles/Day	8: <5,000 Vehicles/Day 1: 7,000-9,000 Vehicles/Day	2: <5,000 Vehicles/Day 1: 9,001-47,000 Vehicles/Day	5: <5,000 Vehicles/Day 1: 5,000-6,999 Vehicles/Day 1: 7,000-9,000 Vehicles/Day	N/A	1: 9,001-47,000 Vehicles/Day	1: <5,000 Vehicles/Day 1: 5,000-6,999 Vehicles/Day	1: 9,001-47,000 Vehicles/Day	1 : <5,000 Vehicles/Day 1: 9,001-47,000 Vehicles/Day	2: <5,000 Vehicles/Day 1: 9,001-47,000 Vehicles/Day	1: 9,001-47,000 Vehicles/Day	1: <5,000 Vehicles/Day 1: 9,001-47,000 Vehicles/Day
Functional class		1 Local Road 1 Collector Road	1 Collector Road	7 Local Road 1 Collector Road			1 Collector Road	1 Collector Road	2 Local Road 1 Collector Road	5 Local Roads	3 Local Roads 2 Collector Roads	8 Local Roads 1 Collector Road	2 Local Roads 1 Collector Road	5 Local Roads 2 Collector Roads	N/A	1 Collector Road	1 Local Road 1 Collector Road	1 "A" Minor Arterial (Reliever) Road	1 Local Road 1 "A" Minor Arterial (Reliever) Road	2 Local Road 1 "A" Minor Arterial (Reliever) Road	1 "B" Minor Arterial Road	1 Local Road 1 "B" Minor Arterial Road
Adjacent Road																						
Adjacent road speed	Adjacent road may create opportunity for incidents between trail users and motorists	30 MPH: Lincoln Drive	30 MPH: Londonderry Drive	30 MPH: Lincoln Drive and Vernon Avenue	30 MPH: Gleason Road		30 MPH: Tracy Avenue		30 MPH Tracy Avenue 30 MPH Olinger Boulevard	30 MPH: Valley View Road Avenue	30 MPH: Antrim Road and 70th Street	30 MPH: Antrim Road and 70th Street	30 MPH: Antrim Road and 70th Street	30 MPH: Antrim Road and 70th Street	30 MPH: Valley View Road and Valley Lane		30 MPH: Metro Boulevard	30 MPH: Parklawn Avenue and Gallagher Drive	30 MPH: Parklawn Avenue and Gallagher Drive	30 MPH: Parklawn Avenue and Gallagher Drive	30 MPH: Xerxes Avenue	30 MPH: Xerxes Avenue
Adjacent road functional classification		1 Local Road	1 Local Road	1 Collector Road	"A" Minor Arterial (Reliever) Road		1 Collector Road		1 Local Road 1 Collector Road	1 Collector Road	1 Collector Road	1 Collector Road	1 Collector Road	1 Collector Road	1 Collector Road		1 Collector Road	1 Local Road	1 Local Road	1 Local Road	1 Local Road	1 Local Road
Adjacent road average annual daily traffic		<5,000 Vehicles/Day	<5,000 Vehicles/Day	5,000-6,999 Vehicles/Day	7,000 to 9,000 Vehicles/Day		7,000 to 9,000 Vehicles/Day		1: 5,000-6,999 Vehicles/Day 1: 7,000-9,000 Vehicles/Day	5,000-6,999 Vehicles/Day	<5,000 Vehicles/Day: Antrim Road 5,000-47,000 Vehicles/Day: 70th Street	<5,000 Vehicles/Day: Antrim Road 5,000-47,000 Vehicles/Day: 70th Street	<5,000 Vehicles/Day: Antrim Road 5,000-47,000 Vehicles/Day: 70th Street	<5,000 Vehicles/Day: Antrim Road 5,000-47,000 Vehicles/Day: 70th Street	<5,000 Vehicles/Day		<9,000 Vehicles/Day	<9,000 Vehicles/Day	<9,000 Vehicles/Day	<9,000 Vehicles/Day	<5,000 Vehicles/Day	<5,000 Vehicles/Day
Carbon																						
Carbon requirements	Trail construction requires carbon	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable
Carbon storage	Tree/vegetation removal results in a loss of carbon storage	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable	Not quantifiable