



## Request for City Council Committee Action from the Department of Public Works

**Date:** November 18, 2014

**To:** Honorable Kevin Reich, Chair Transportation & Public Works Committee

**Subject:** **54<sup>th</sup> Street W (Penn Avenue S to Lyndale Avenue S) Reconstruction Project No. 6735 – Resolution to Proceed with Formal Variance Request from Municipal State Aid (MSA) Standards**

**Recommendation:**

Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from MnDOT State Aid for the vertical profile on 54<sup>th</sup> Street West from Fremont Avenue S to Girard Avenue S.

**Previous Directives:**

None

**Department Information:**

Prepared by: Kevin G. Anderson, P.E., DBIA, Project Manager  
Don Elwood, P.E., Director of Transportation Planning and Engineering

Approved by: \_\_\_\_\_  
Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Kevin G. Anderson, P.E., DBIA, Project Manager

**Reviews**

- Permanent Review Committee (PRC) Approval NA Date \_\_\_\_\_
- Civil Rights Approval Approval NA Date \_\_\_\_\_
- Policy Review Group (PRG): Approval NA Date \_\_\_\_\_

**Financial Impact**

- Action is within the business plan

**Community Impact**

- Neighborhood Notification - The Project Manager and Public Works held a public meeting on October 7, 2014, to present the proposed project design parameters and to gather input on the proposed design. Additional public meetings and stakeholder involvement will be conducted.
- City Goals - Living well: Minneapolis is safe and livable and has an active and connected way of life. High-quality and convenient transportation options connect every corner of the city.

- A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here. Infrastructure, public services and community assets support businesses and commerce.
- Great Places: Natural and built spaces work together and our environment is protected. We manage and improve the city's infrastructure for current and future needs.

### **Supporting Information**

This project will reconstruct 54<sup>th</sup> Street West from Penn Avenue South to Lyndale Avenue South. 54<sup>th</sup> Street West is a Municipal State Aid route (MSAS 167) and a main corridor through South Minneapolis neighborhoods. The project is programmed for construction in 2016 and 2017. The project will consist of removing the existing road, and replacing the paving, base, curb, gutter, signage and striping, storm drains, driveway approaches, sidewalks, boulevards, and landscaping.

This section of 54<sup>th</sup> Street West was constructed in 1969 and has a Pavement Condition Index (PCI) rating of 55 (in a range of 0 to 100, where 100 is best). The segment is approximately one mile long with an average ADT of 5,800.

This project requires a variance from Municipal State Aid Standards for design speed for the vertical profile from approximately Fremont Avenue to Girard Avenue. The required design speed for the vertical profile is 30 MPH per State Aid Rule 8820.9941. The variance is needed to allow a vertical profile, which will nearly match the existing, using a design speed of 10 MPH. The existing stop sign at Fremont Avenue in the westbound direction of 54<sup>th</sup> Street West will remain to stop vehicles before progressing down the hill toward Girard Avenue.

One of the requirements of the State Aid Variance process is to develop options. Three options have been explored, considering safety and costs:

- Option A is the preferred option and would design the vertical alignment to nearly match the existing using a design speed of 10 MPH. The existing stop sign at Fremont Avenue in the westbound direction of 54<sup>th</sup> Street West will remain to stop vehicles before progressing down the hill toward Girard Avenue. There would be no increased costs to the existing project budget. Safety would be addressed by inclusion of the stop sign at the top of the hill to ensure vehicles are traveling at a slow speed down the hill. In the uphill direction, drivers will adjust speeds appropriately to accommodate the steeper vertical profile.
- Option B would design the vertical alignment to match the MSA standards of 30 MPH. This option would cause cut and fill sections at the top and bottom of the hill which would encroach outside the existing right of way. This would require purchases of right of way, construction easements, and one home to accommodate the slopes from the flatter vertical profile. The estimated cost associated with this option is \$950,000.
- Option C is to design the vertical alignment to match the required MSA standards of 30 MPH with the encroachments outside the existing right of way prevented by the construction of retaining walls in the cut and fill sections at the top and bottom of the hill. This would require purchases of construction easements to build the walls. The estimated cost associated with this option is \$950,000.

### **Formal Request for Variance**

MSA Rule 8820.9941 requires vertical alignments to accommodate a minimum design speed of 30 MPH for roadways with average daily traffic (ADT) under 10,000. The use of a lower design speed for the vertical alignment for the 300' feet of roadway section will minimize project costs without impairing the safety of the traveling public.

To submit the formal request for variance to the Minnesota State Aid Operation Rules Chapter 8820, a resolution from Council is required directing the City Engineer to proceed.

## **Next Steps**

### Variance

Upon resolution adoption, the City Engineer will proceed with a formal request for a variance from MnDOT State Aid for the vertical profile on 54<sup>th</sup> Street West from Fremont Avenue to Girard Avenue.

### Layout

The current roadway has an 11' foot thru lane in each direction with 10' feet-6" inches parking lanes on each side. There is currently a 5' sidewalk on each side with a boulevard typically 2' or less in width. The current concept for the proposed roadway is to carry two-way traffic (one 11' lane in each direction) and a 5' bike lane in each direction. One 8' parking lane is proposed for the north side of the street. Five foot sidewalks will be constructed on each side of the street with a minimum of 3' boulevards on the north side and 5' boulevards on the south side. Bumpouts are proposed on the north side at each pedestrian crossing of 54<sup>th</sup> Street West to minimize the crossing distance. The proposed improvements would improve safety for all modes of transportation and improve the aesthetics of the corridor. Further development of the layout will include consideration of stakeholder input.

Public Works will continue stakeholder involvement, develop the proposed layout, and return to your committee to request layout approval.

Attachment:

Construction Limits of 54<sup>th</sup> Street West between Fremont and Girard Avenues based on 30 MPH Proposed Profile

cc: Council Member Palmisano, Ward 13

RESOLUTION 2014R - \_\_\_\_\_

By Reich

**Directing the City Engineer to proceed with a variance request from State Aid Rules per Administrative Variance to State Aid Operations rules, Chapter 8820 effective 2011, including Amendments adopted through February 4, 2013, to the Minnesota Commissioner of Transportation for the reconstruction of 54<sup>th</sup> Street West between Penn Avenue and Lyndale Avenue.**

**Whereas**, the City of Minneapolis wishes to reconstruct 54<sup>th</sup> Street West between Penn Avenue and Lyndale Avenue; and

**Whereas**, Minnesota Department of Transportation State Aid Rule 8820.9941 (Design Standards, Urban; New or Reconstruction Projects) per Administrative Variance to State Aid Operation rules, Chapter 8820, effective October 1, 2011, require "*New or reconstruction projects for urban roadway must meet or exceed the minimum dimensions indicated in the following design chart.*"; and

**Whereas**, the design chart has design speed indicated for Collectors or Locals with Average Daily Traffic (ADT) less than 10,000 vehicles; and

**Whereas**, residential housing and the urban streetscape limit the right-of-way available to accommodate a vertical profile meeting a minimum design speed of 30 MPH on 54<sup>th</sup> Street West between Fremont and Girard Avenue; and

**Whereas**, State Aid Rules provide that a political subdivision may request a variance from the Rules;

**Now, Therefore, Be It Resolved** by the City Council of the City of Minneapolis: That the City Engineer is hereby directed to submit to the Commissioner of Transportation a formal request for variance from MnDOT State Aid Rule 8820.9941 per Administrative Variance to State Aid Operations rules, Chapter 8820, effective 2011, including Amendments adopted through February 4, 2013, for Collectors or Locals with ADT less than 10,000 vehicles to permit the reconstruction of 54<sup>th</sup> Street West between Fremont and Girard Avenue with a vertical profile that meets a design speed of 10 MPH instead of 30 MPH as required by Rule 8820.9941.

**Be It Further Resolved**, that the City Council of the City of Minneapolis hereby indemnifies, saves, and hold harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of or by reason of the reconstruction of 54<sup>th</sup> Street West between Penn Avenue and Lyndale Avenue in accordance with Minnesota Rules 8820.9941 and further agrees to defend at their sole cost and expense any action or proceeding commenced for the purpose of asserting any claim arising as a result of the granting this variance.

**T&PW** – Your committee, having under consideration plans to reconstruct 54<sup>th</sup> Street West between Penn Avenue and Lyndale Avenue using Municipal State Aid (MSA) funds, and having been informed that the plans for the project do not meet all MSA rules for design speed and vertical profile, now recommends passage of the accompanying resolution directing the City Engineer to submit to the Commissioner of Transportation a formal request for a variance from MnDOT State Aid Rules to permit the 54<sup>th</sup> Street West reconstruction project.