

**City of Minneapolis**  
**Request for Committee Action**

**To:** Transportation and Public Works Committee  
**Date:** 11/10/2015  
**From:** Public Works Department  
**Prepared by:** Kevin G. Anderson, P.E., Project Manager  
**Presented by:** Jeff Handeland, P.E., Principal Professional Engineer  
**File type:** Resolution  
**Subcategory:** Variance

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**Subject:**

7th Street N (1st Avenue N to 2nd Avenue N) Reconstruction Project No. 9952 – Resolution to Proceed with Formal Variance Request from Municipal State Aid (MSA) Standards

**Description:**

Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from MnDOT State Aid for the horizontal profile on 7<sup>th</sup> Street North from 1<sup>st</sup> Avenue North to 2<sup>nd</sup> Avenue North

**Previous Actions:**

None

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**Ward/Address:**

Ward 3  
Ward 7

**Background/Analysis:**

This project will reconstruct 7<sup>th</sup> Street North from 1<sup>st</sup> Avenue North to 2<sup>nd</sup> Avenue North to accommodate the planned construction of three loading docks on the south side of Target Center. 7<sup>th</sup> Street North is a Municipal State Aid route (MSAS 221) through downtown Minneapolis. The project is programmed for construction in 2016. The project will consist of removing the existing road, and replacing the paving, base, curb, gutter, signage and striping, traffic signals, storm drains, driveway approaches, sidewalks, boulevards, and landscaping.

This section of 7<sup>th</sup> Street North was constructed in 1990 and has a Pavement Condition Index (PCI) rating of 68 (in a range of 0 to 100, where 100 is best). The segment is approximately 0.08 miles long with an average daily traffic (ADT) of 14,000.

This project requires a variance from Municipal State Aid Standards for design speed for the horizontal profile from 1<sup>st</sup> Avenue North to 2<sup>nd</sup> Avenue North. The required design speed for the horizontal profile is 30 MPH per State Aid Rule 8820.9941. The variance is needed to allow a horizontal profile using a design speed of 25 MPH. This area has large pedestrian capacity needs for special events due to the proximity of Target Center and Target Field. In addition, a bike lane that starts on 9<sup>th</sup> Street North continues onto 7<sup>th</sup> Street North to the west. This horizontal profile will best accommodate the loading dock expansion while balancing the vehicle, pedestrian and bicycle needs.

The proposed configuration includes a radius of 150' with a 3% superelevation. This radius and superelevation will allow a design speed of 25 mph. This option provides space for the loading dock expansion, the bike lane, and a minimum of 16.5' of pedestrian space on both sides of 7<sup>th</sup> Street. The estimated cost of the reconstruction is \$2,790,000.

### **Formal Request for Variance**

MSA Rule 8820.9941 requires horizontal alignments to accommodate a minimum design speed of 30 MPH for roadways with average daily traffic (ADT) greater than 10,000. The use of a lower design speed for the horizontal alignment for the 200' of roadway section will accommodate the Target Center loading dock expansion while balancing the vehicle, pedestrian and bicycle needs 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 horizontal profile from 1<sup>st</sup> Avenue North to 2<sup>nd</sup> Avenue North.

#### Layout

The current roadway has a three 11' thru lanes. The proposed roadway will carry three 11' thru lanes with sidewalks with a minimum width of 16.5'. The bike lane currently on 9<sup>th</sup> Street North will continue thru this section of 7<sup>th</sup> Street with a 6' bike lane to connect with the existing bike lane on 7<sup>th</sup> Street North west of 2<sup>nd</sup> Avenue North. 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.

#### **Financial Review:**

**No additional appropriation required, amount included in current budget.**

Amount is in the Target Center capital budget.

#### **Attachments:**

1. Preliminary Layout for 7<sup>th</sup> Street North from 1<sup>st</sup> Avenue North to 2<sup>nd</sup>

**RESOLUTION  
OF THE  
CITY OF MINNEAPOLIS**

**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 7th St N between 1st Ave N to 2nd Ave N.**

Whereas, the City of Minneapolis wishes to reconstruct 7th St N between 1st Ave N to 2nd Ave N; 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) greater than 10,000 vehicles and Arterials; and

Whereas, the urban streetscape limits the right-of-way available to accommodate a horizontal profile meeting a minimum design speed of 30 MPH on 7th Street North between 1st Avenue North to 2nd Avenue North without reducing the available pedestrian space; 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 Average Daily Traffic (ADT) greater than 10,000 vehicles and Arterials to permit the reconstruction of 7th Street North between 1st Ave N to 2nd Ave N with a horizontal profile that meets a design speed of 25 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 7th Street North between 1st Ave N to 2nd Ave N 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.