

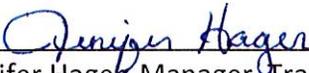
# Project Rationale and Overview



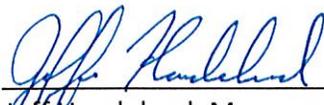
**Department of Public Works  
4th St. S.E. Reconstruction (PV094)  
(25th Ave. S.E. to 29th Ave. S.E.)  
Capital Project Rationale and Overview  
December 17, 2015**

<b>Contents</b>	<b>Page</b>
Introduction and Background.....	4
General Information.....	7
Recommended Design .....	8
Relevant Plans, Guidelines, and Standards.....	9
Useful Resources.....	9
Design Changes .....	10

**Approvals – Project Status: 0%**

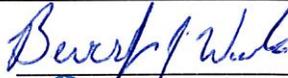
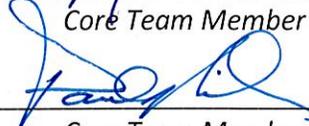
  
\_\_\_\_\_  
Jenifer Hager, Manager, Transportation  
Planning and Programming

12.31.15  
Date

  
\_\_\_\_\_  
Jeff Handeland, Manager, Street Design

12.17.15  
Date

**Approvals – Project Status: 30%**

 _____ Core Team Member	<u>5/31/16</u> _____ Date
 _____ Core Team Member	<u>5/24/16</u> _____ Date
_____ Core Team Member	_____ Date
_____ Core Team Member	_____ Date
_____ Core Team Member	_____ Date

.....  
**Approvals – Project Status: 60%**

_____ Core Team Member	_____ Date

.....  
**Approvals – Project Status: 90%**

_____ Core Team Member	_____ Date
_____ Core Team Member	_____ Date

_____	_____
<i>Core Team Member</i>	<i>Date</i>
_____	_____
<i>Core Team Member</i>	<i>Date</i>
_____	_____
<i>Core Team Member</i>	<i>Date</i>

.....  
(Note: Send or deliver final signed copies of the PRO to the Project Sponsor, Customers and Division Director.)

## Introduction and Background:

<b>Project Location</b>	4 <sup>th</sup> St. S.E.
<b>Project Limits</b>	From 25 <sup>th</sup> Ave. S.E. to 29 <sup>th</sup> Ave. S.E.
<b>Project Length</b>	0.28 Miles
<b>MSA Designation</b>	447
<b>ADTs</b>	1,831 (2009)
<b>Year Built</b>	1951
<b>PCI</b>	14/100 "Very Poor" (measured in 2009)
<b>ROW</b>	80 feet
<b>Street Typology</b>	Activity Area Street

### 4TH STREET SE (25TH AVE SE TO 29TH AVE SE)



**Background (continued):**



*Figure 1 – 4th St. S.E. at 27th Ave. S.E. (looking West)*

**4th St. S.E. Existing Typical Cross-Section (Approximate)**

Segment	Length	Width (in feet)						Total
		Pedestrian Zone	Parking Lane	Through Lanes		Parking Lane	Pedestrian Zone	
25 <sup>th</sup> Ave. S.E. to 29 <sup>th</sup> Ave. S.E.	1500'	20'	8'	12'	12'	8'	20'	80'

### **Right-of-Way & Existing Design**

The right-of-way for 4<sup>th</sup> St. S.E. is a consistent width of 80 feet from 25<sup>th</sup> Ave. S.E. to 29<sup>th</sup> Ave. S.E. The roadway is 40 feet wide through this segment with existing curb and gutter on both sides of the roadway. There is an intermittent mix of sidewalks and sodded boulevards throughout this segment, with no consistent pattern on either side of the roadway.

### **Traffic Control**

The Central Corridor LRT line crosses 4<sup>th</sup> St. S.E. at 29<sup>th</sup> Ave. S.E. and the intersection has recently been reconstructed (2012) and is fully signalized. With the exception of the LRT crossing at 29<sup>th</sup> Ave. S.E., there are no existing signals along the project corridor.

### **Parking**

Parallel parking is allowed on both sides of the street from 25<sup>th</sup> Ave. S.E. to 29<sup>th</sup> Ave. S.E., with some restrictions.

### **Landscaping & Amenities**

There is not a typical section of sidewalks and boulevards along the entire corridor of this project. The existing boulevard spaces along 4<sup>th</sup> St. S.E. consist of a mix of asphalt and concrete sidewalks and paved surfaces with no amenities and other areas of concrete sidewalks and sodded boulevard with trees.

### **Lighting**

The existing street lighting is attached to wood power poles.

### **Transit**

Metro Transit does not currently route buses along 4<sup>th</sup> St. S.E. through this area.

### **Land Use**

The existing land uses in this area are primarily light industrial with a recent mix of high density residential (including UofM Student Housing), and commercial properties.

The surrounding area is undergoing significant public and private development, including recent completion of the Central Corridor Light Rail Transit line and numerous ongoing and proposed projects by either the University of Minnesota or private developers. It is anticipated that the surrounding land uses will be changing from a predominantly industrial area to an area of mixed high density residential and commercial uses.

**General Information:**

• **Project Team**

- Project Lead: Bev Warmka, Paul Miller
- The Project’s core team includes: Bev Warmka, Paul Miller, Kelly Moriarity, Jeremy Strehlo, Allan Klugman, Bob Ervin.
- The Project team includes: SRF
- The major stakeholders include: The City of Minneapolis, Mn/DOT State Aid, Ward 2, the University of Minnesota, Prospect Park Neighborhood, Prospect North, and adjacent residents and businesses.

• **Schedule**

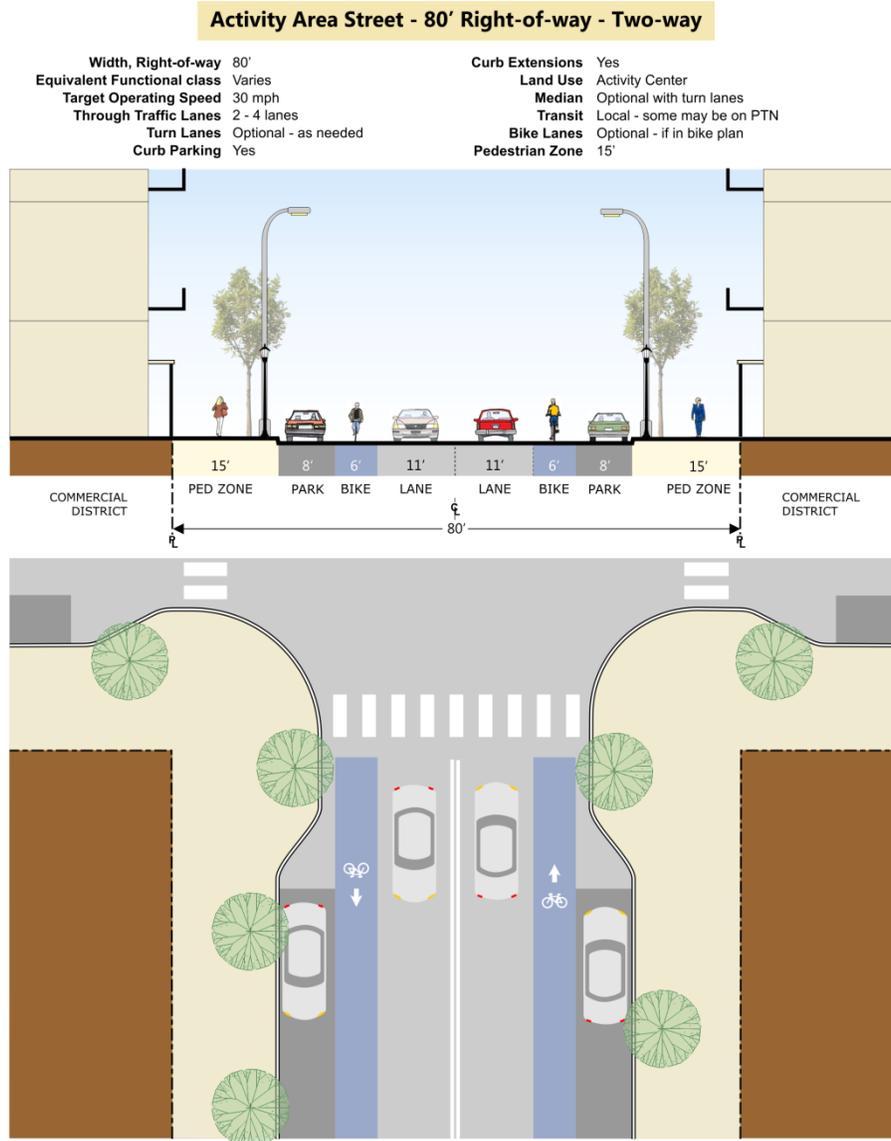
- Winter 2016 - Preliminary Design Process Begin
- Spring 2016 - Stakeholder Meetings
- Spring/Summer 2016 - Layout Approval
- Summer 2016 to Winter 2017 - Final Design
- Spring 2017 - Construction

• **Funding and Budget**

<b>Funding Sources</b>	<b>2017</b>	<b>Total</b>
Net Debt Bonds	\$295	295
Municipal State Aid	\$1015	\$1015
Special Assessments	\$775	\$775
Street Lighting Assessment		
Stormwater Revenue		
Water Revenue		
Public Art		
Federal Funding		
<b>Total</b>	<b>\$2085</b>	<b>\$2085</b>

## Recommended Design

This project proposes full reconstruction of 4<sup>th</sup> St. S.E., consisting of, at a minimum, full removal of existing pavement, subgrade correction, aggregate base, asphalt paving, street lighting per the City's Street Light Policy, curb and gutter, signage, sidewalks and pedestrian ramps, landscaped boulevards (trees and sod), and drive entrance reconstruction.



## Additional Items

The project design has accounted for the extension of the Green 4<sup>th</sup> concept, which is an enhanced roadway design that provides for additional pedestrian accommodations, enhanced streetscape features (both functional and aesthetic), landscaping that incorporates stormwater management principles, and

other accommodations for proposed development projects. Green 4<sup>th</sup> extends from 29<sup>th</sup> Ave. S.E. to Malcolm Ave. S.E. (see Attachment B – Green 4<sup>th</sup> Approved Layout).

Roadway design has proceeded to the 30% stage with City Council layout approval anticipated on June 17, 2016 (see Attachment A).

The concept of Green 4<sup>th</sup> was developed in partnership with the following stakeholders: Prospect North, the University of Minnesota, and the Mississippi Water Management Organization (MWMO). Further development of the Green 4<sup>th</sup> concept and its extension to TCF Stadium (Maroon 4<sup>th</sup> - 25<sup>th</sup> Ave. S.E. to 29<sup>th</sup> Ave. S.E.) is contingent upon the Prospect North Group and associated stakeholders acquiring the additional funding necessary to cover all costs associated with the various enhancements.

## **Relevant Plans, Guidelines, and Standards**

### **Minnesota State Aid Standards**

4<sup>th</sup> St. S.E. is a Municipal State Aid Route (MSA) and therefore design will be in accordance with the applicable provisions of State Aid Operations Chapter 8820.9941.

### **Access Minneapolis/Design Guidelines for Streets and Sidewalks**

The Access Minneapolis Citywide Transportation Action Plan, adopted by City Council in July 2009, recommends that the Access Minneapolis Design Guidelines for Streets and Sidewalks, be used for all infrastructure and development projects. These guidelines were developed to support street design practices that better meet the needs of all transportation modes and better coordinate transportation facilities with their land use contexts. It is noted that above said design guidelines are different in some categories than MSA Standards. The Minneapolis Citywide Action Plan defines this corridor as an Activity Area Street.

### **Bicycle Master Plan**

The Minneapolis Bicycle Master Plan was adopted by the City Council in July, 2011. The Bicycle Master Plan identifies bicycle accommodations along this street segment. Bicycle lanes are recommended along this street.

### **Street Lighting Policy**

The Minneapolis street lighting policy was adopted by City Council in May 2015. The policy requires new street lighting to be installed in pedestrian areas for all street reconstruction projects and the cost assessed using the Uniform Street Lighting Assessment method, unless property owners petition to opt out of the street lighting assessment. The policy includes standards for fixture styles, spacing of fixtures and uniformity of light appropriate for pedestrian areas.

## **Useful Resources:**

The following links provide additional project background information:

- ProjectWise Folder: <pw:\\CMEAN691.ci.minneapolis.mn.us:ProjectWise\Documents>

- Access Minneapolis Design Guidelines for Streets and Sidewalks:  
[http://www.minneapolismn.gov/publicworks/transplan/comp/public-works\\_trans-plan\\_designguidelines](http://www.minneapolismn.gov/publicworks/transplan/comp/public-works_trans-plan_designguidelines)
- Access Minneapolis Citywide Transportation Action Plan:  
[http://www.minneapolismn.gov/publicworks/transplan/comp/public-works\\_trans-plan\\_citywideactionplan](http://www.minneapolismn.gov/publicworks/transplan/comp/public-works_trans-plan_citywideactionplan)
- Bicycle Master Plan: <http://www.minneapolismn.gov/bicycles/projects/plan>
- Bicycle and Pedestrian Counts: <http://www.minneapolismn.gov/bicycles/data/index.htm>
- NACTO Design Guidelines: <http://www.nacto.org>

## Design Changes

% Complete	Date	Design Change	Rationale	Core Team Member
30	5/6/2016	<i>Lane configuration (2-10' Driving Lanes with 2-6' Bike Lanes</i>	<i>Lane configuration change based upon extension of Green 4<sup>th</sup> Concept</i>	
60				
90				
100				

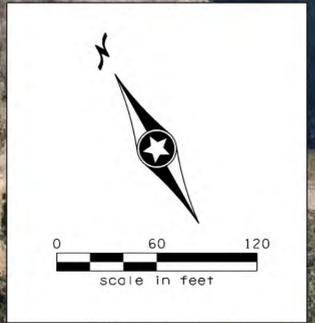
# **Attachment A**

# **Approved Layout**

**DRAFT**



# 4TH STREET SE RECONSTRUCTION (PHASE 2)



UNIVERSITY OF MN TRANSITWAY

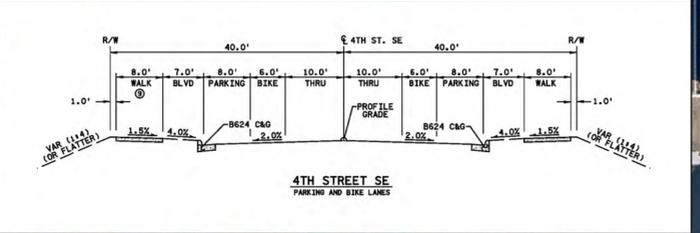
**LEGEND**

- PAVED ROADWAY
- PARKING
- CONCRETE DRIVEWAY
- RAISED MEDIANS & CURBS
- BIKE LANE
- CONCRETE WALK/PED AREA
- LANDSCAPE AREA
- EXISTING RIGHT OF WAY
- EXISTING TRAFFIC SIGNAL
- EXISTING TREE
- EXISTING STREET LIGHT
- NEW EXISTING WALK

4TH STREET

PHASE 2

PHASE 1



25TH AVE

27TH AVE

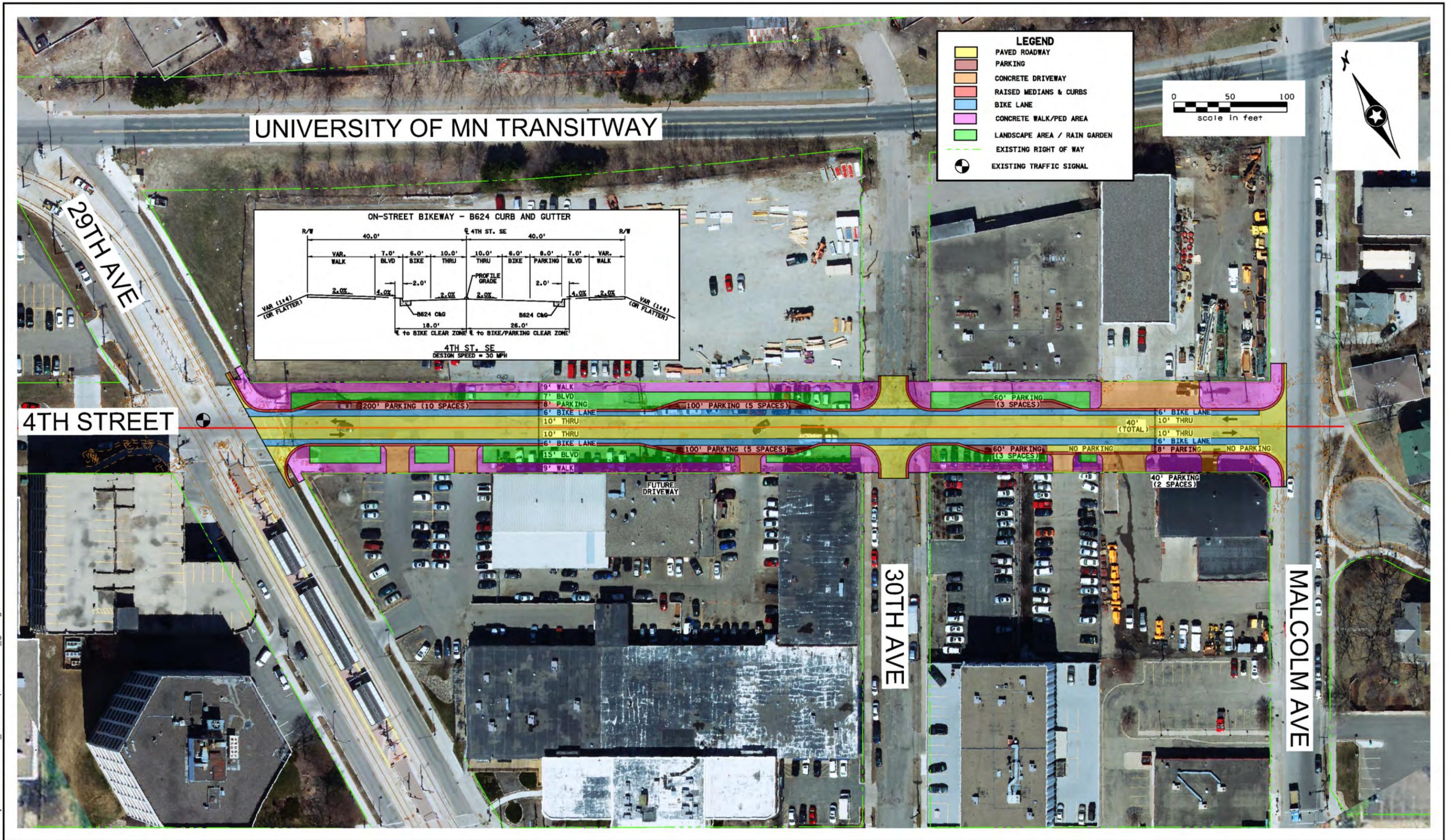
29TH AVE

UNIVERSITY AVE

# **Attachment B**

## **Green 4th**

### **Approved Layout**



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