

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

**Date:** June 20, 2006

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: Hennepin County Reconstruction of County State Aid Highway (CSAH) 153

Phase II, Lowry Avenue N from Theodore Wirth Parkway to Girard Avenue N

#### Recommendation:

Adoption of a Resolution Amending the Approved Hennepin County Layout for CSAH 153 from Theodore Wirth Parkway to I-94, Dated December 29, 2003

#### **Previous Directives:**

February 10, 2006

(2006R-060), ordering the City Engineer to establish No Parking Anytime restrictions on both sides of Lowry Avenue N between the limits of Girard Av N and 3rd St N except where parking bays are provided; and amend the existing rush hour zones to exclude Lowry Av N between the limits of 3rd St N and Girard Av N; and establish No Parking Bus Stop Zones between the limits of 3rd St N and Girard Av N.

(2006R-059), ordering the City Engineer to abandon and remove the areaways located in the public street r/w that are in conflict with the street reconstruction project in the Lowry Av N (3rd St N to Girard Av N) area.

(2006R-058), requesting the Board of Estimate and Taxation to issue and sell City of Minneapolis bonds in the amount of \$163,425 for certain purposes other than the purchase of public utilities.

(2006R-057), ordering the work to proceed and adopting the special assessments for the Lowry Av N Reconstruction Project.

- Marcy 19, 2004 (2004R-101), approving the Hennepin County Department of Housing, Community Works and Transit's Layout, dated December 29, 2003, for County State Aid Highway (CSAH) 153, Lowry Avenue N from Theodore Wirth Parkway to I-94.
- January 16, 2004, authorizing execution of memorandums of understanding and cooperative agreements with Hennepin County to share development and planning activities for the Lowry Avenue Corridor Project.
- June 6, 2003 (2003R-244), approving the West Lowry Avenue Redevelopment Plan.
- July 12, 2002, approving the Lowry Avenue Corridor Plan.
- August 11, 2000 (2000-R-350), supporting Hennepin County Community Works' Lowry Avenue N Planning and Redevelopment.

**Prepared by:** Rhonda Rae, P.E., Director of Engineering Services, 673-3627 Jack Yuzna, P.E., Engineer III, Engineering Services, 673-2415

## Approved by:

Steven A. Kotke, P.E., Acting City Engineer, Director of Public Works

Presenters: Jack Yuzna, P.E., Engineer III, Engineering Services

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Policy review	Group (PRG)	Approval	Not applicable X
Financial Impact (Check those that apply)			
	nancial impact – or – Action is		ent budget (If checked, go
	ly to Background/Supporting I	•	3 ( , , 3
	Action requires an appropriation increase to the Capital Budget		
	Action requires an appropriation increase to the Operating Budget		
	Action provides increased revenue for appropriation increase		
Action	n requires use of contingency of		
	ess Plan: X Action is within		requires a change to plan.
	financial impact (Explain):		
Requ	est provided to department's F	inance Dept. contact v	when provided to the
	nittee Coordinator	•	·

Annroval

Not applicable

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### **Background/Supporting Information**

Permanent Review Committee (PRC)

On March 19, 2004, the City Council approved the Layout for Phase I & II of the Lowry Avenue Corridor Project. The layout was used to develop the plans for Phase I (Girard Av N to 3rd St N) which is currently under construction. The County is nearing completion of preliminary design for Phase II (Theodore Wirth Parkway to Girard Av N) and is beginning to prepare the final design and bid documents. The County anticipates Phase II construction to begin in 2008.

Most of Lowry Avenue N's traffic lane configuration exceeds, and would continue to exceed, the minimum level of service required by State Aid Standards. The exception is at major north-south street crossings (such as Lowry/Penn). Through much of Phases I & II, the County has reduced the number of travel lanes from the current four lanes (two in each direction) to two lanes (one in each direction). Usually this would eliminate the need for additional right-of-way. However, the County has been acquiring additional right-of-way so that the projects will create a more pedestrian and bicycle friendly environment and provide "greening" of the corridor (wider sidewalks, treed boulevards, on-street bicycle lanes).

In the period since the City Council approved the County's layout, the neighborhood hardware store located in the southwest corner of the Lowry & Penn Avenues intersection has continued to prosper and has expanded into the building next door to the north. The County's original plan had identified this northerly building for demolition. Since the hardware store is an important neighborhood business, the County has developed a layout revision that would preserve the northerly building.

In the Council-approved layout, the new roadway at Lowry/Penn is evenly centered through the intersection. The additional right-of-way needed was obtained on both the north and south sides of Lowry Avenue. The County's proposed layout revision shifts the alignment to the north. The northerly shift eliminates the need for the building demolition while retaining much of the pedestrian improvements at the corner.

The County estimates that Phase II project cost will be \$7.7 Million, of which \$1.8 Million is for property acquisition. The City contribution to the project cost will be limited to funds generated by our Policy for Uniform Assessment for Street Construction and is estimated to be \$250,000 for Phase II.

Attachment 1 - General Project Area Map

Attachment 2 - Current Approved Lowry/Penn Avenues N Layout

Attachment 3 - Revised Lowry/Penn Avenues N Layout

CC: Council Member Johnson, Ward 4 and Council Member Samuels, Ward 5