



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

Date: March 25, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **Preliminary Layout Approval and Property Acquisition and acceptance of consent to street on Park property for Richfield Road reconstruction from West 36th Street to Sheridan Avenue South.**

Recommendation:

1. Approve preliminary layout #1, reconstruction of Richfield Road from West 36th Street to Sheridan Avenue South.
2. Adopt a resolution for the acceptance of Park Board consent to build a public street on park board property.
3. Approval for the authorization to negotiate with private property owners to acquire easements if necessary.

Previous Directives:

- Resolution 2001R-371 Committee recommends that the proper City officers be authorized to submit a series of applications for federal Transportation Equity Action for the 21st Century (TEA-21) funds passed through the state for the projects as listed below in the amounts indicated, and that local funds be committed per federal requirement to support the approved TEA-21 projects.
- Resolution 2002R-476 adopting the 2003-2007 Five Year Capital Program.

Prepared by: Meseret Wolana, Engineering Services, 673-3527

Approved by: Klara A. Fabry, Director of Public Works

Paul Ogren, P.E., Director, Engineering Services

Presenters: Meseret Wolana, Graduate Engineer

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)
- 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 requires use of contingency or reserves
- Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

Project/Scope

- Richfield Road is a Municipal State Aid (MSA 201) Route designated in 1996 as part of a jurisdiction roadway exchange with Hennepin County. Previous to this exchange, this roadway was a parkway and a County State Aid Highway. Because this roadway was under

numerous agencies' jurisdiction that often lacked maintenance funds, it was not maintained. The winter of 1996-1997 was severe and caused significant break up of the Richfield Road/East Lake Calhoun Boulevard from William Berry Parkway to W. 36th Street. Public Works (Street Maintenance) have received many requests from citizens to repair this roadway. In addition, The Minneapolis Park Board has requested that the Department of Public Works repair this segment of roadway because it forms an integral link in their Park system of roads. The existing roadway carries two traffic lanes with one lane (16 ft) each direction and no parking lanes. The segment is 0.58 miles with existing ADT of 12,100 and a future ADT estimated at 13,370.

The roadway was last constructed in 1962. The curb and gutter is either broken or non-existing. The roadway itself has many potholes and cracks and storm drain is undersized. It is essential to construct this roadway because it is a highly traveled commuter route and an important link from the Chain of Lakes to downtown Minneapolis.

- The proposed roadway will carry two way traffic (one lane each direction). The proposed layout will also create two way bike lane (one lane each direction) between William Berry Pkwy and W. 36th Street. (Please see attached layout).
- Public Works staff has worked with The Park Board to acquire consent for roadway on Park Property on Richfield Road between William Berry Pkwy and W. 36th Street. This is necessary because neither the Park Board nor Public Works can locate any specific historical authority for the creation of this public right of way. Since the road is Federally and MSA (Municipal State Aid) funded, we are required to provide evidence of a public easement.
- This project may require a State Design Variance for a horizontal curve on Richfield Road at the intersection of W. 39th Street. One of the requirements of the State Variance process is to develop options. One of these options may need permanent or temporary easements. If the easements are required, Public Works will return to committee for final approval of the acquisition.
- At a future meeting, we will return to your committee to obtain project approval, conduct an assessment hearing, and obtain authorization to proceed with the work.

Schedule, Costs and Funding

- The construction of this project is scheduled for 2004 and will be coordinated with Minnesota Department of Transportation. This project will be designed by Engineering Services and contracted for construction.
- The estimated cost of this project is \$2,749,059, of which:
 - \$1,327,245 will be funded with Federal (TEA-21) funds
 - \$715,636 will be funded with Municipal State Aid (MSA)
 - \$695,794 will be funded with Net Debt Bonds (NDB)
 - \$10,384 will be funded with ASSMB (Assessment Bonds)

Attachments:

Preliminary layout for reconstruction of Richfield Road from West 36th Street to Sheridan Avenue South (1 page).

Consent to street on Park property (2 pages).

Certificate of land description, Richfield Road between William Berry parkway and Sheridan Avenue S (1 page).

Cc: Council Member Barret Lane, Ward 13