

31st Street E Reconstruction



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Project Engineer:
Jeff Handeland

Project
Limits



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About 50 feet east
of 28th Avenue

General Project Scope

Removal & Replacement of:

- Street Pavement



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General Project Scope

Removal & Replacement of:

- Curb and Gutter



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General Project Scope

Removal & Replacement of:

- Driveway & Alley Approaches



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General Project Scope

Removal & Replacement and/or Additional Storm Drain Inlets if Needed



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Process

Street Paving Program Development

- Pavement Condition Index
- Public Complaints
- Street Maintenance Records
- Other (Age, Traffic, Drainage, Utilities)



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Schedule

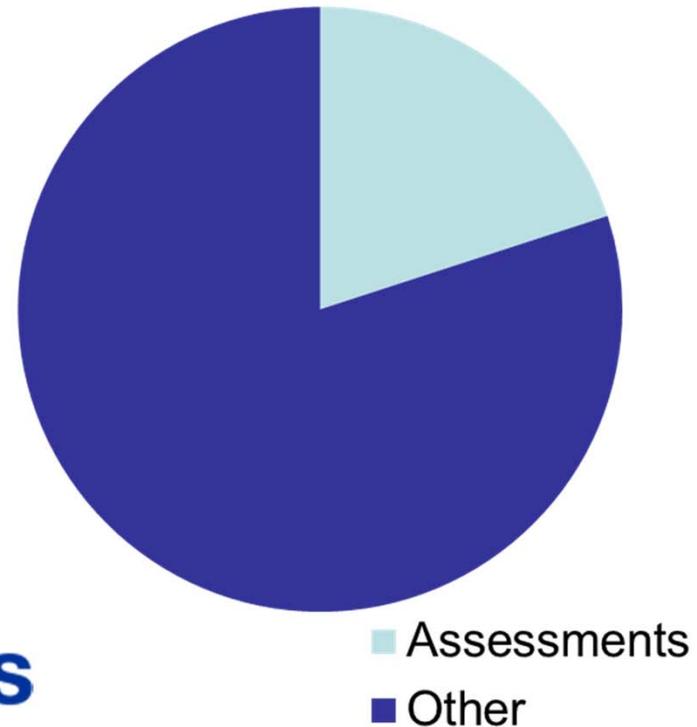
- Public Design Input Fall 2012
- Layout Approval Winter 2012-13
- Assess. & Precon. Meetings Spring 2013
- Construction Summer 2013



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Funding

- \$900,000
- Net Debt Bonds
- Assessments
- Sewer Revenue



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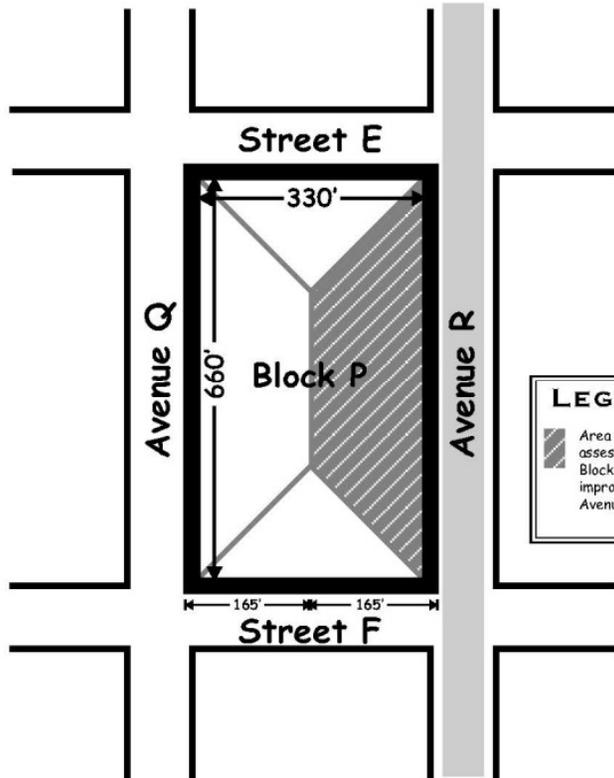
Assessments

- Influence Area Method
- Uniform Reconstruction Assessment Rate
 - \$2.21 sq. ft non-residential 2012
 - \$0.77 sq. ft residential 2012
- Lighting 100% Assessable
- Other Potential Assessments



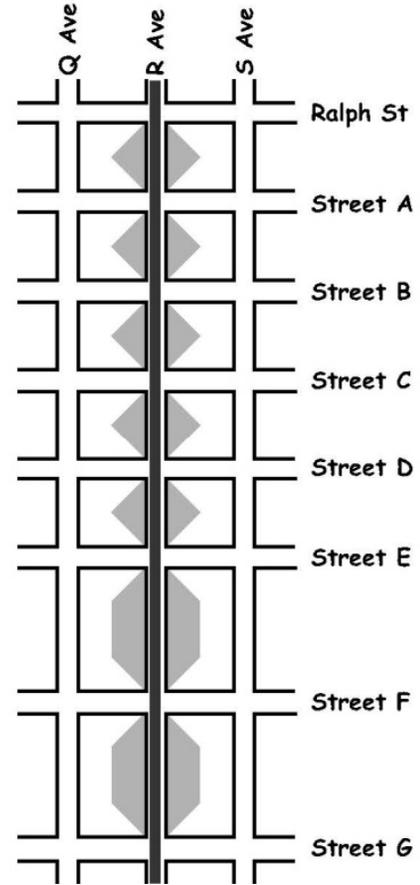
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Influence Area



LEGEND
Area subject to assessments in Block P for improvement to Avenue R

LEGEND
Area subject to assessments for improvements to Avenue R



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Design Considerations

- Adjacent Uses
- Existing Geometry
- Design Standards
- Citywide Plans and Policies
- Minnehaha Ave Reconstruction (County)



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Existing Geometry

- 40 Foot-Wide Street
- Narrow Boulevards
- Skewed Intersection with Minnehaha Ave



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Existing Boulevard Trees

- 3 Honey Locust



Existing Conditions



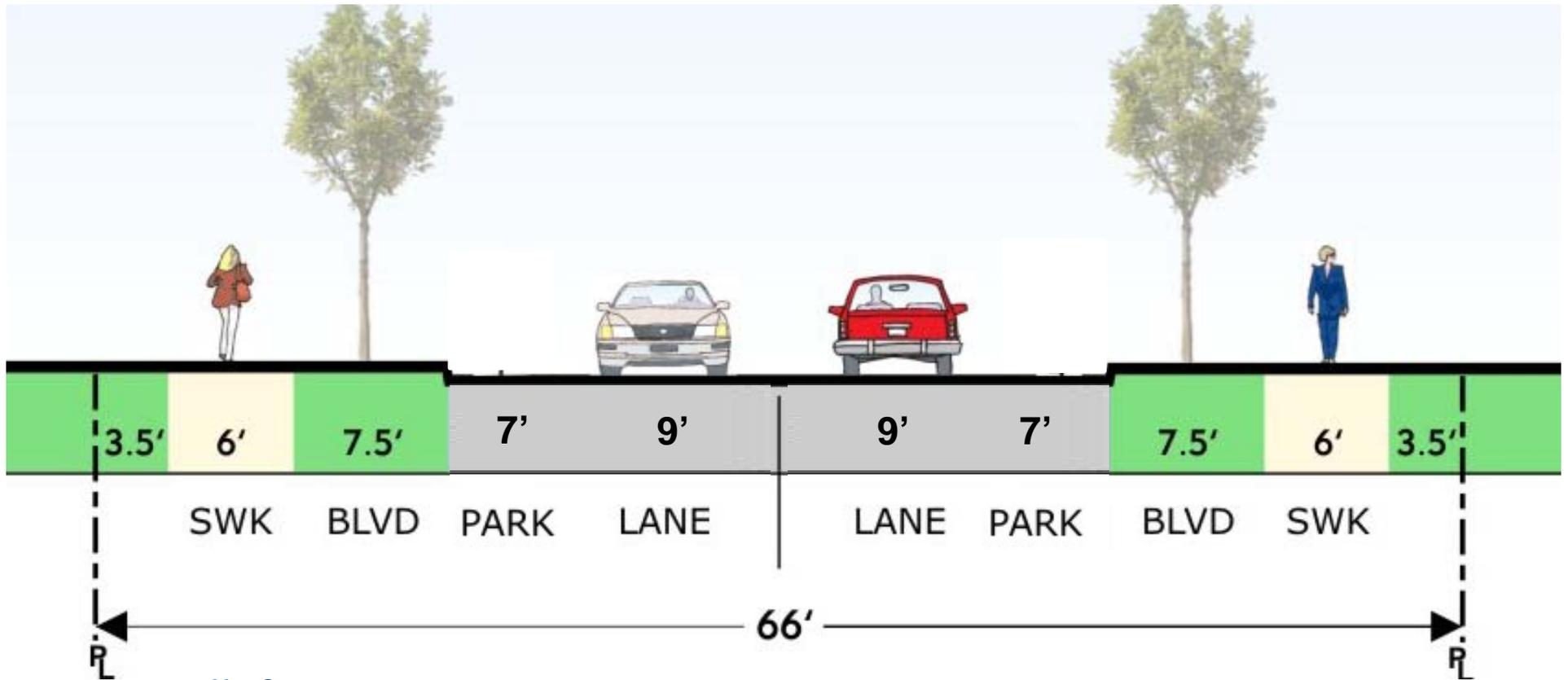
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Draft Layout



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Draft Section



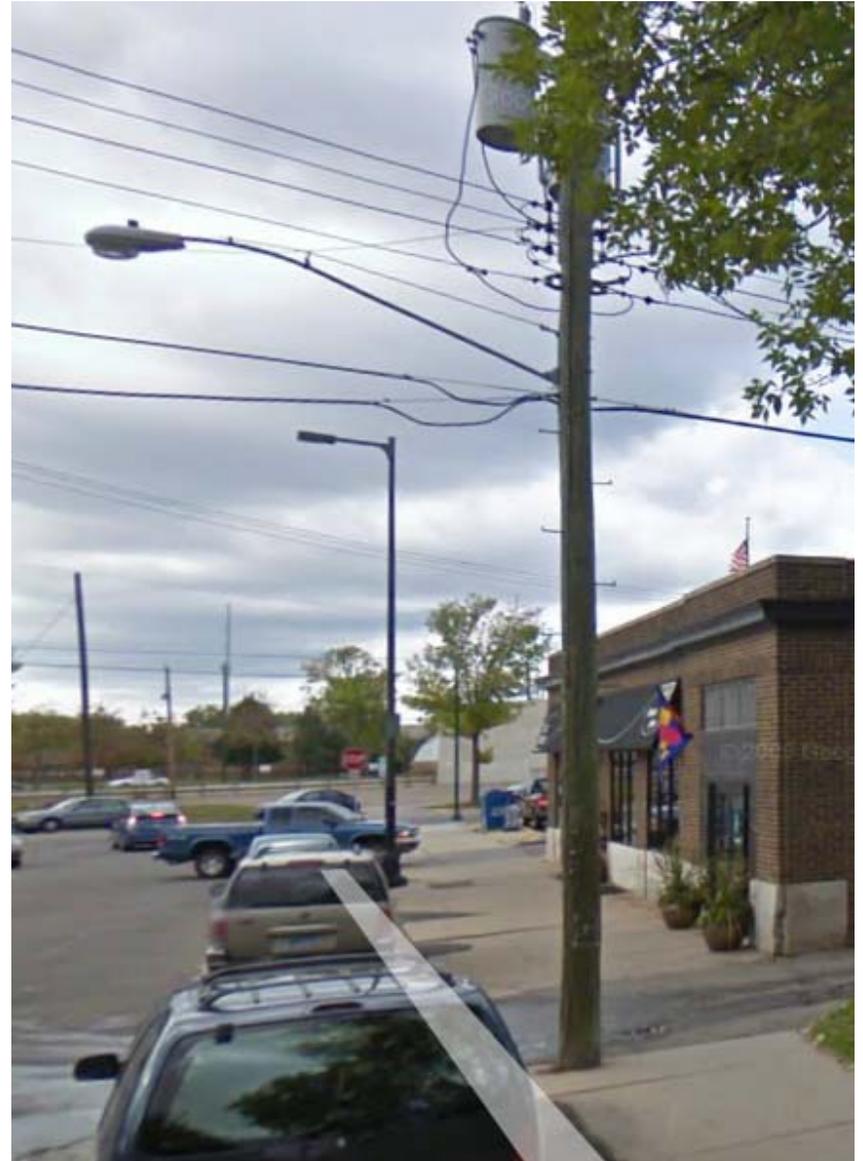
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Existing Lighting

- 1 City Shoe Box will be removed
- 2 Xcel Wood Poles will Remain if City Lighting does Not Proceed

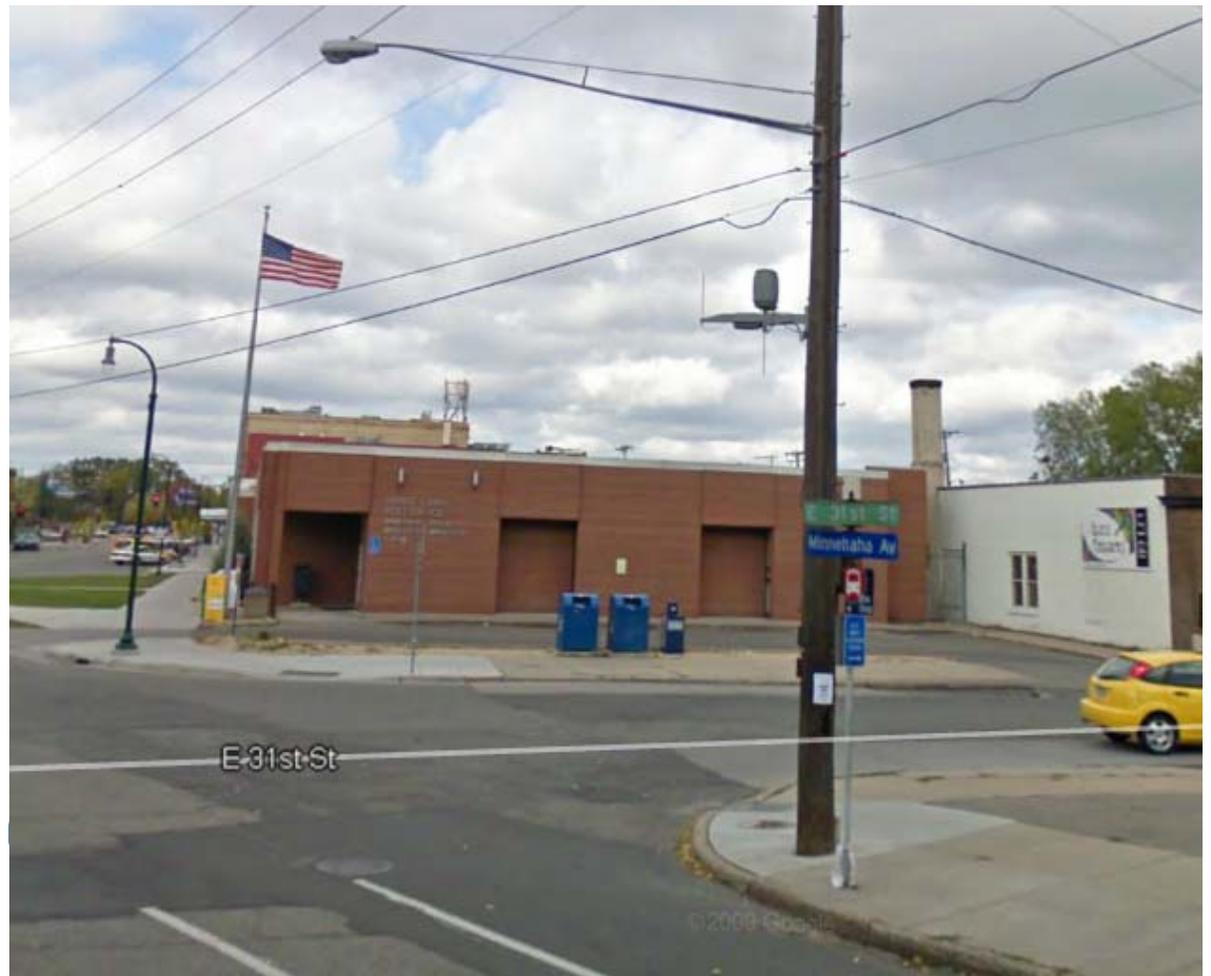


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Adjacent Lighting

Tear Drop and Wood Pole at Minnehaha are Separate from this Project



Proposed City Lighting

- 15' Black Fluted Aluminum Poles
 - Lantern (on right) or Acorn Fixtures
 - Ideal for road widths less than 40'
- 100% Funded by Assessment



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Advantages

- More Lights
- Uniformly Lit
- Safety
- Aesthetic



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Coordination

- Why Coordinate Lighting?
 - Direct Placement vs. Boring
 - More Cost Effective
 - Less Disruptive



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Coordination

Lighting conduit is placed under pavement, under driveways and behind curbs.



Lighting Policy

- City lighting proceeds unless >51% by area return petition to stop the project
- 100% Assessable
- Not to exceed amount on each petition
- Public Hearing in 2013



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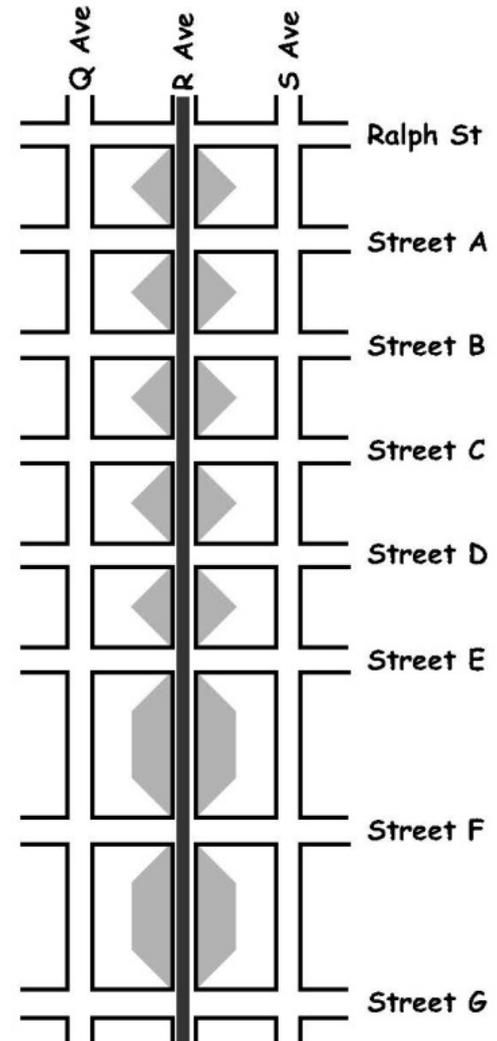
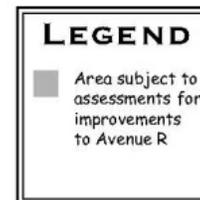
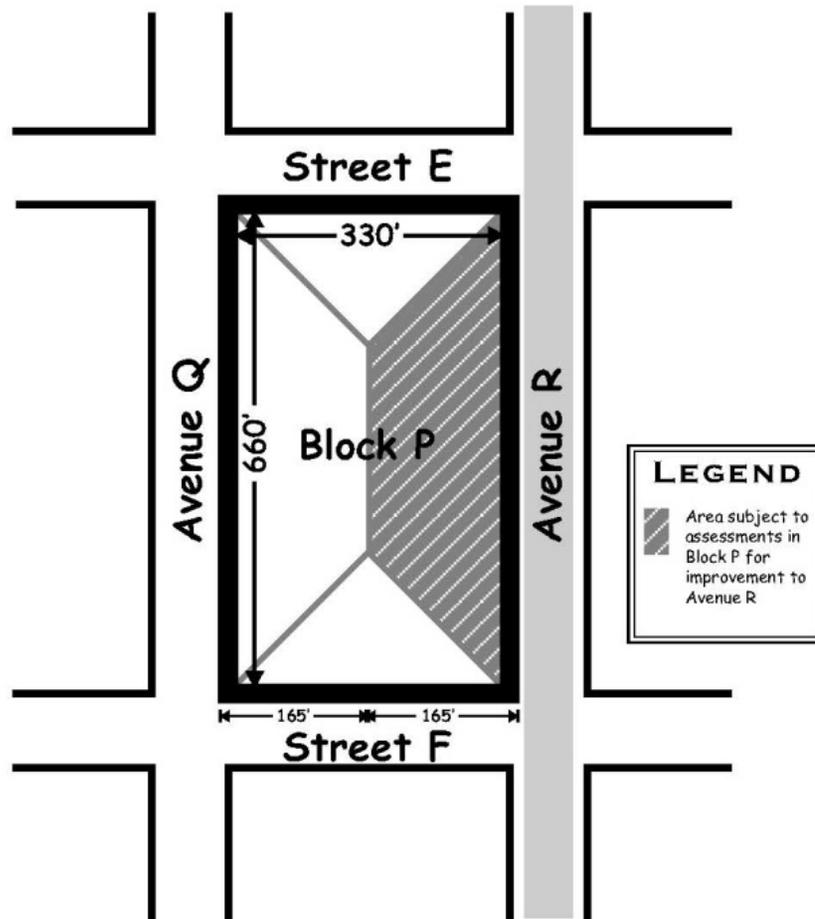
Lighting Assessments

- Additional to Street Construction Assessment
- Influence Area Method
- Area $x \leq \$0.70/\text{sq. ft.}$
- 20-year assessment
- Equates to about \$200-\$400 per year for typical 6000 square foot lot



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Influence Area



Preliminary Proposed System



Preliminary Proposed System



Style Option



Lantern (15')



Acorn (15')

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Next Steps for Lighting

- Distribute Petitions via US Mail
- Return Petitions
- If Petition Passes
 - Design Lighting
 - Include Lighting in 2013 Public Hearing



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Thank you for attending!

- Next Steps for Reconstruction
 - Adjust and Finish Layout
 - Next Public Meetings
- Contact Information
 - Jeff Handeland 612-673-2363
 - jeff.handeland@minneapolismn.gov



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