

# West Fulton Neighborhood Improvement Project

## Frequently Asked Questions

### - When will construction begin?

- Construction on upgrading the pedestrian curb ramps in areas south of 50th St (all intersections south of 50th St to 54th St) finished in Summer 2025. We are currently anticipating the following streets to be resurfaced in 2026:
  - Ewing Ave & Drew Ave from 50th St to 54th St
  - Chowen Ave & Beard Ave from 51st St to 54th St
  - Abbott Ave from 50th St to 54th St
  - Zenith Ave & York Ave from 51st St to 54th St
  - 51st St from France Ave to Chowen Ave, and 51st St from York Ave to Xerxes Ave
  - 52nd St & 53rd St from France Ave to Xerxes Ave
- After the resurfacing work finishes on the above streets, crews will begin reconstructing the following streets in 2028-2030:
  - Chowen Ave & Beard Ave from 49th St to 51st St
  - Southern half of Abbott Ave from 47th St to 48th St
  - Zenith Ave from 47th St to 49th St
  - York Ave from 47th St to 48th St
  - 48th St from Chowen Ave to Xerxes Ave
  - 49th St from Chowen Ave to Zenith Ave
  - 51st St from Chowen Ave to York Ave
- Once the reconstruction area is completed, crews will begin resurfacing the remaining streets in the following locations in 2031:
  - Ewing Ave & Drew Ave from 47th St to 50th St
  - Chowen Ave from 47th St to 49th St
  - Beard Ave from 47th St to 48th St
  - Northern half of Abbott Ave from 47th St to 48th St and from 49th St to 50th St
  - Zenith Ave from 49th St to 51st St
  - York Ave from 48th St to 51st St
  - 47th St from France Ave to Xerxes Ave
  - 48th St & 49th St from France Ave to Chowen Ave & 49th St from Zenith Ave to Xerxes Ave

### - What is the difference between a street resurfacing project and street reconstruction project?

- Street pavement resurfacing, as defined for this project, involves one of two methods depending on the condition of the existing street pavement.
- Mill and Overlay (light blue streets) - A relatively low cost way to extend the design life of candidate streets. The top 2-inches of the street will be milled off, creating a rough surface for a new layer of bituminous pavement to adhere to. The surface will be swept clean, a bituminous adhesive will be applied, and 2-inches of new bituminous pavement will be placed over the top. Spot curb repairs may be done to address issues as part of this process but the ability to address larger drainage issues or underlying roadway issues is minimal.

## Contact Us

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For reasonable accommodations or alternative formats please contact the Public Works Project Manager: Ryan Ackerman at 612-791-1670. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

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- Stabilized Full-Depth Reclamation (dark blue streets) - Pavement rehabilitation provides more of a reset than mill and overlay, and is a good treatment for streets as long as there aren't larger underlying subgrade issues. Because the entire roadway is ground up there is more ability to address existing roadway pavement issues, but because the curbs largely remain in place, it is still limited. Spot curb repairs may still be done. A pavement reclaimer will grind up the existing pavement and mix it with the underlying aggregate base. The ensuing mixture will be recompacted, set to the proper grade, and a new bituminous pavement will be placed over the top.
  - Reconstruction (pink streets) - Reconstruction projects are more intensive than resurfacing projects and involve full replacement of the street, curb, and below ground utilities. This process usually takes several weeks to accomplish and allows for the most ability to address underlying roadway and drainage issues.
- Will my property be assessed for this project?
- Yes, but the amount assessed for each property depends on the work being done and the location of the property on the street. In general, a special assessment is a fee collected by the City for improvements or services the City provides that benefit your property. Assessments will not be collected to pay for the flood improvements or green stormwater infrastructure (rain gardens) in the project area. More information on assessments can be found here:
    - <https://www2.minneapolismn.gov/resident-services/property-housing/property-values-taxes/special-assessments/special-assessment-types/>
- Some streets are proposed to have mid-block bumpouts, why are these being proposed?
- The proposed mid-block bump outs have been strategically placed to serve multiple roles. They will help maximize stormwater infiltration and will help reduce flooding impacts from smaller storm events. These bumpouts are part of our green stormwater infrastructure (GSI) strategy, which is designed not only to manage runoff more effectively but also to enhance neighborhood livability over the long term. The primary benefit for the proposed mid-block structures is to help the City meet stormwater regulations and will be placed accordingly. The secondary benefit is that they help with traffic calming.
- Why do we need green stormwater infrastructure (GSI) when we haven't seen it here before?
- The size of the project means we are required to meet the regulations of the City's Stormwater Ordinance and the Minnehaha Creek Watershed District. The City's Stormwater Ordinance helps us meet the Federal Clean Water Act permit, which is administered by the state of Minnesota.
  - The ordinance and the watershed district require infiltration or other methods to reduce the volume of runoff. The project is also required to reduce the amount of sediment and nutrients from the runoff to protect Lake Harriet.

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- In addition to capturing and treating stormwater runoff, GSI help reduce flooding, which makes us more resilient to climate change.
- The City has been successfully implementing GSI with street reconstruction projects in other neighborhoods for several years, such as Hoyer Heights, Windom, and along Grand Ave and Bryant Ave.
- **How will this project address flooding?**
  - The City will incorporate flood reduction components within the street rights of way of the reconstruction blocks (pink streets).
  - The design includes larger pipes and underground storage boxes. The project has just recently begun detailed design now that the concept layout is finalized, and we are still working out the exact details of what we can fit underground.
- **Will there be street parking removal?**
  - The project team recently finished refining the draft layout shared at the April 22nd, 2025 open house. As part of this evaluation we focused on balancing the needs to meet the current stormwater regulations, the existing site conditions (safety concerns, soils, utilities, roadway grades) and uses of the street including parking. We understand there are a lot of questions about parking changes, however at this time, we anticipate less than 10% of available street parking in the project area to be impacted. The final concept layout is now available on our project website:
    - <https://www.minneapolismn.gov/government/projects/west-fulton-neighborhood-improvement/>
- **Will my sidewalk get replaced?**
  - At this time the project team is anticipating sidewalk replacement where impacted by construction activities and where absolutely necessary in the reconstruction areas (2028-2030) only.
- **Will my water line be replaced?**
  - Public Works replaced 308 water lines (service lines) between homes and the water main under the street in the project area in 2025 from France Ave to Xerxes Ave (not including France/Xerxes) from 50th St to 54th St. More information on future water line replacement locations can be found here:
    - <https://www.minneapolismn.gov/government/projects/lead-service-lines/>

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