

54th Street West Penn Avenue S. to Lyndale Avenue S.

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October 7, 2014

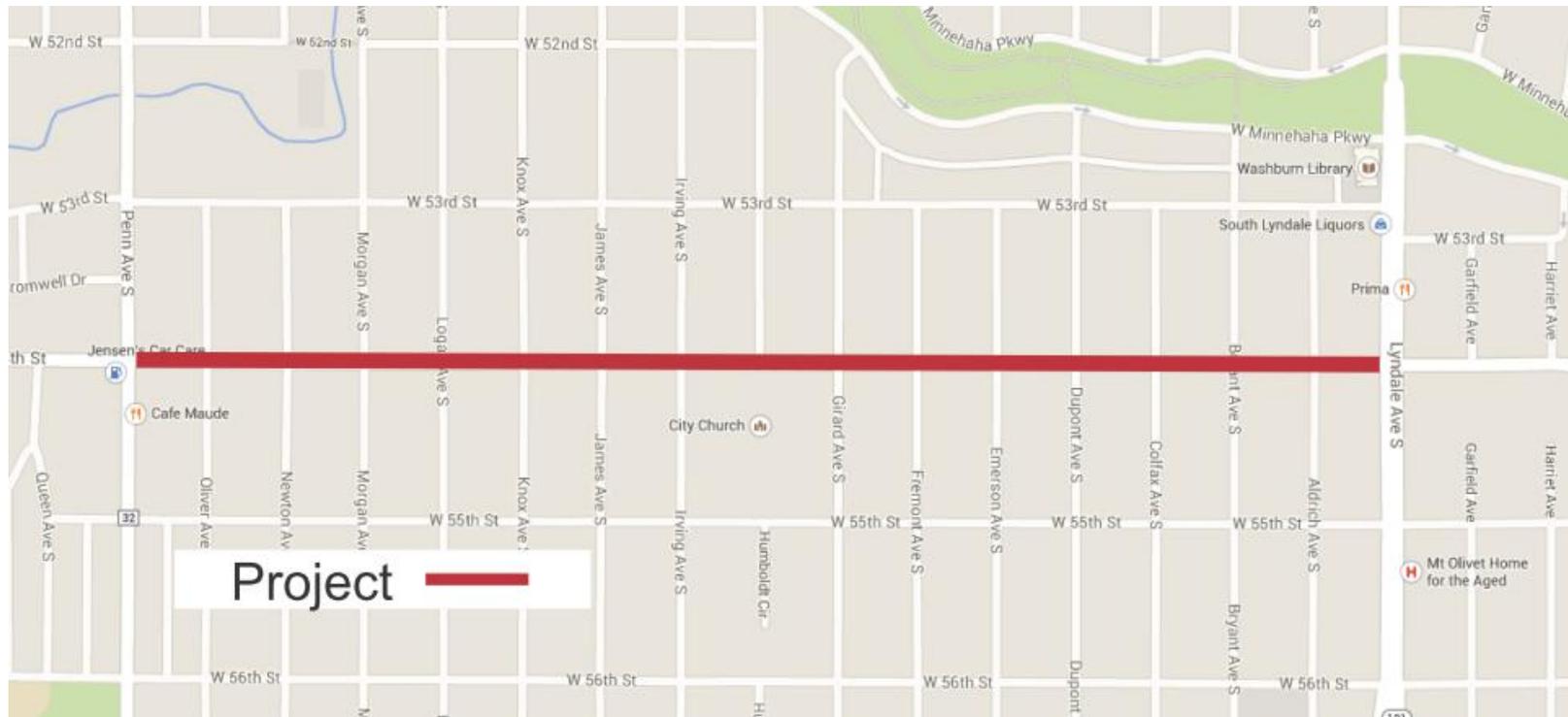


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Meeting Purpose

- Project Need
- Define Project Scope
- Project Schedule & Budget
- Purposed Design Elements
- Gather Input on Design Elements
- Refine Preliminary Plan

Project Limits



Penn Avenue to Lyndale Avenue

Project Selection Process

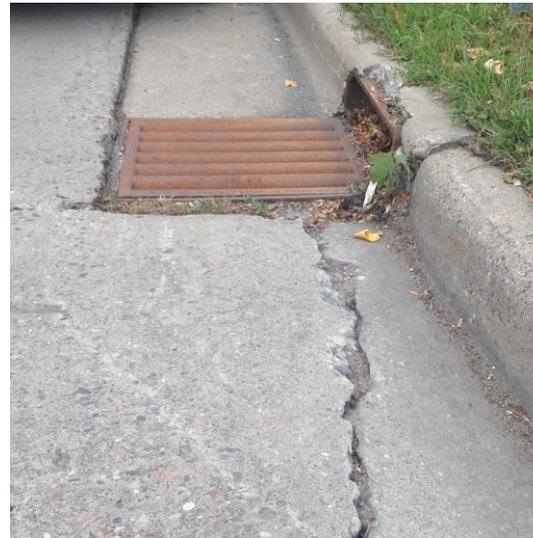
–Street Paving Program Development

- Pavement Condition Index (55 out of 100)
- Public Complaints
- Street Maintenance Records
- Other (Age, Traffic, Drainage, Utilities)
 - Constructed in 1969

Project Scope



- Remove & Replace
 - Alley and Driveway Approaches



- Storm Drain Inlets

Project Scope



- Remove & Replace
- Pavements
- Sidewalks and Curb and Gutter

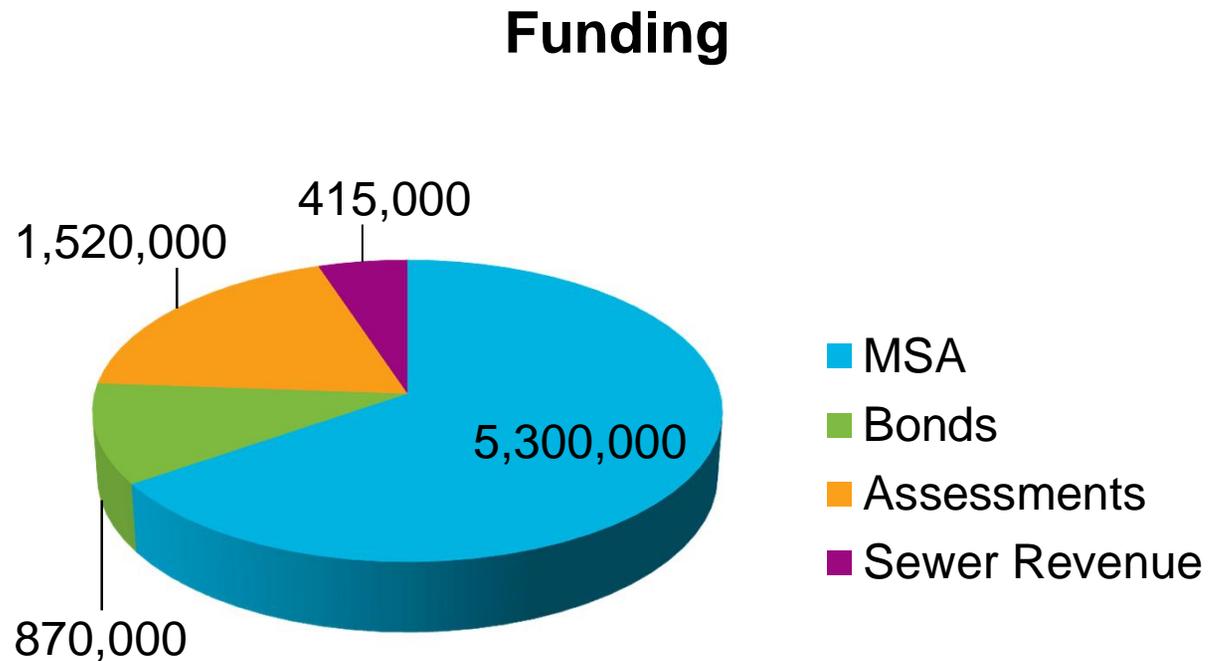
Project Schedule

- Public Meetings – Fall 2014
- Layout Approval – Fall-Winter 2014
- Assessment & Preconstruction Meetings – Winter-Spring 2016
- Construction – Spring 2016

Funding

– Total Cost - \$8,105,000

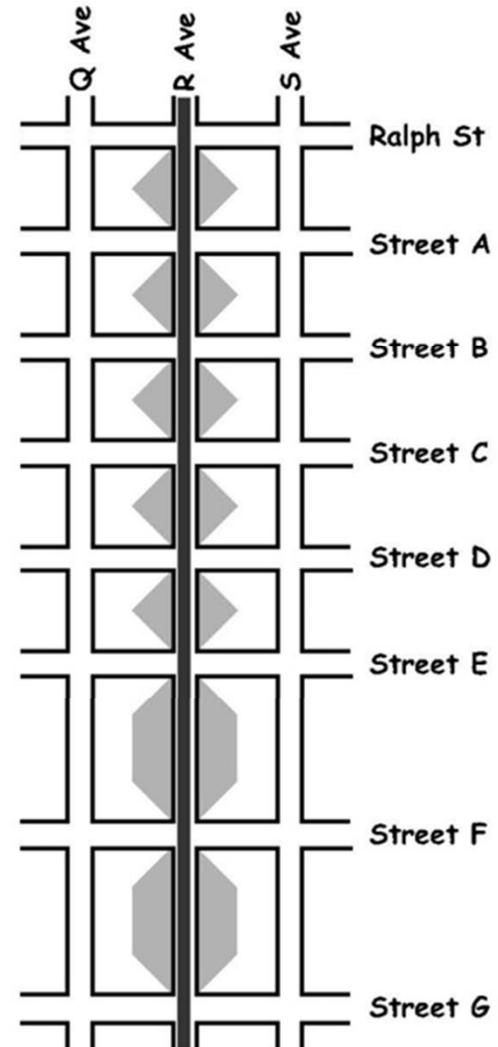
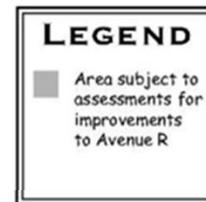
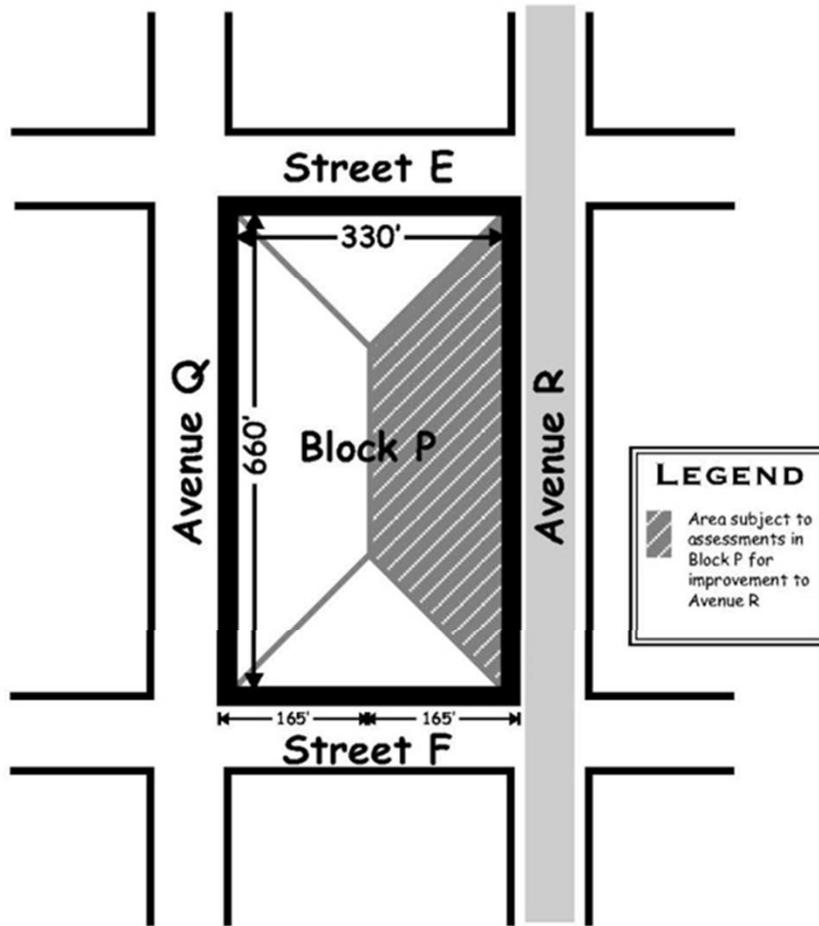
- Municipal State Aid
- Net Debt Bonds
- Assessments
- Sewer Revenue



Assessments

- Influence Area Method
- Uniform Reconstruction Assessment Rate
 - Non-Residential @ \$2.39 sq. ft, based on 2014 rates
 - Residential @ \$0.80 sq. ft, based on 2014 rates
- Lighting 100% Assessable

Influence Area

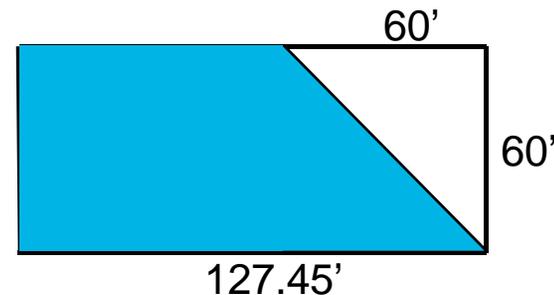


Influence Area



Assessments

- Influence Area (in blue) = $(127.45' - 60')(60') + \frac{1}{2}(60)(60) = 5,847$ sq. ft.
- Assessment = $(5,847 \text{ sq. ft.}) (\$0.80/\text{sq. ft.}) = \$4,677.60$
 - About \$320/Year over 20 Years
 - Equivalent to about \$27/Month



Typical Residential Assessments = \$3,500 to \$6,500

Typical Non-Residential Assessments = \$19,100

Design Considerations

- Adjacent Uses
- Existing Geometry
- Design Standards
- Modes of Transportation
- Winter Operation
- Citywide Plans and Policies

Existing Geometry

- 1 Lane in Each Direction
- Parking on Both Sides
- Sidewalks
- No Designated Bike Facilities
- Narrow Boulevards
- No Trees in Boulevard

Project Goals

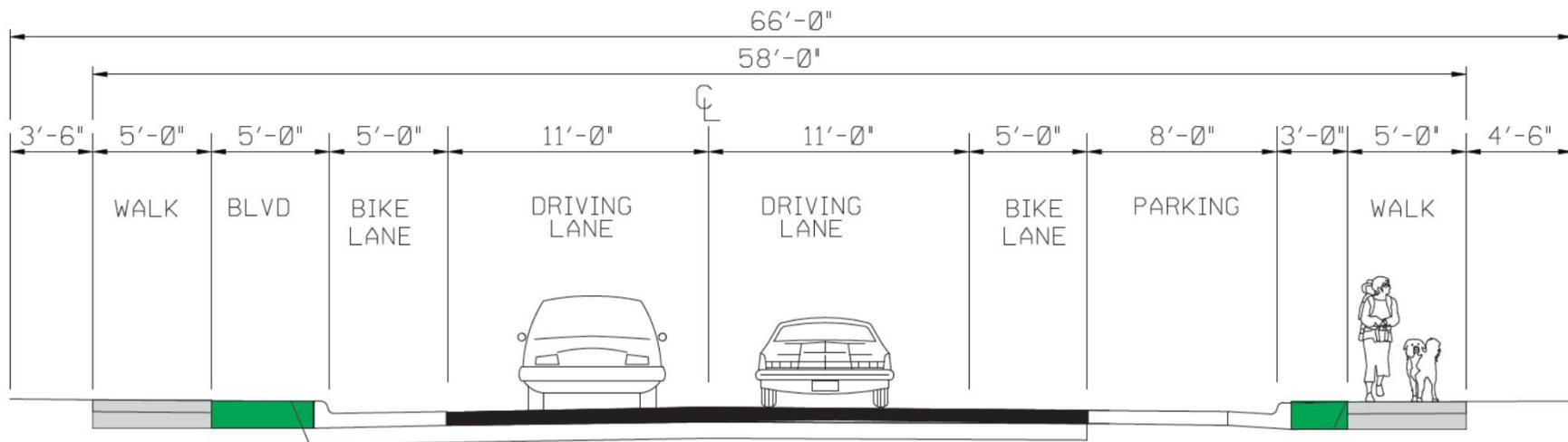
- Improve Pavements
- Improve Safety for All Transportation Modes
 - Bike Lanes – Minneapolis Bicycle Master Plan
 - Sidewalks
 - Bump Outs at Pedestrian Crossings
- Improve Aesthetics
 - Widen Boulevards
 - Trees in Boulevard

Preliminary Concept - Match 54th Street West of Penn Ave



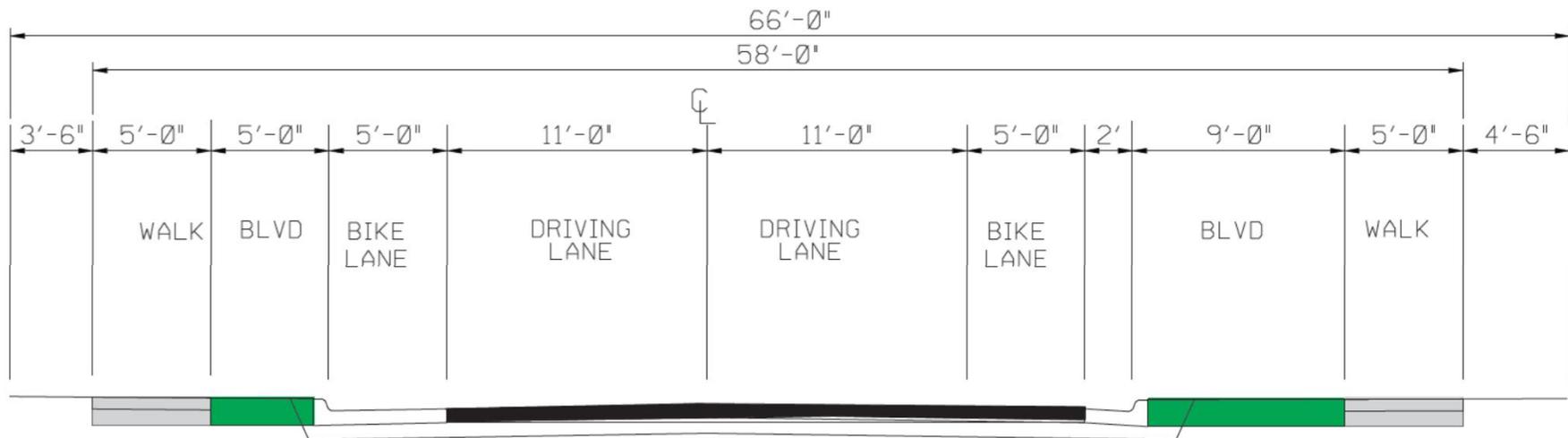
Proposed Typical Section (Parking Bay)

PROPOSED TYPICAL SECTION
(PARKING BAY OR RIGHT TURN LANE)

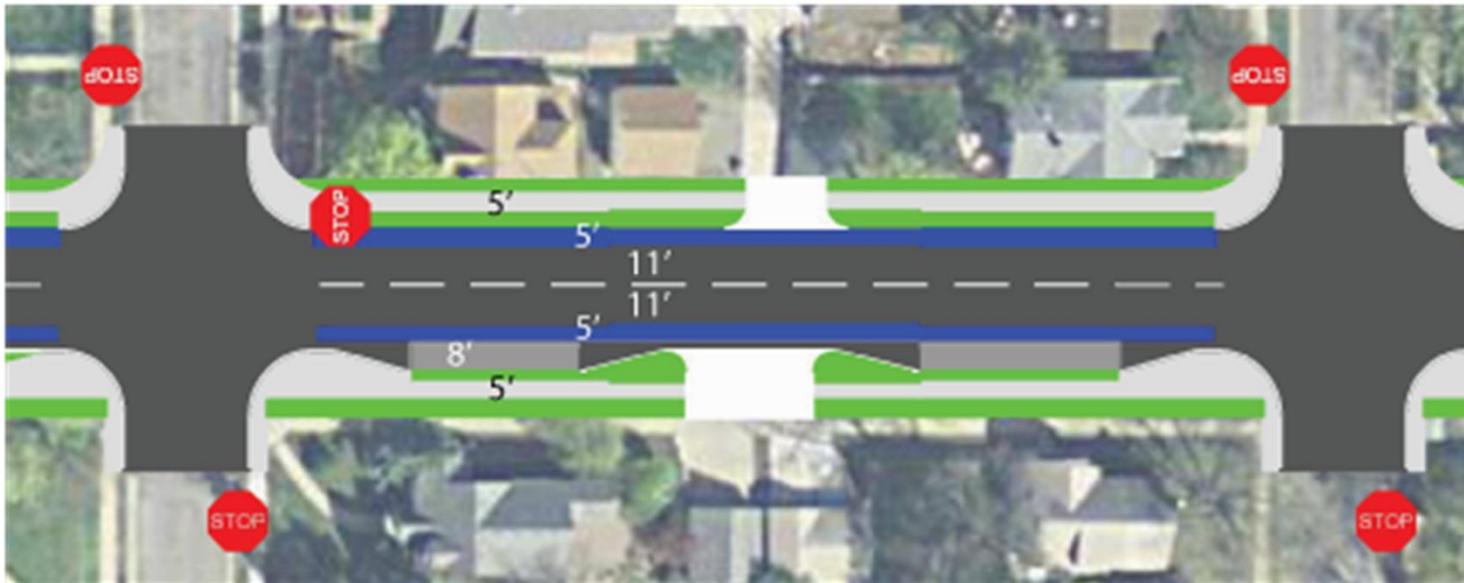


Proposed Typical Section (Bump Out)

PROPOSED TYPICAL SECTION
(BUMP OUT OR NON PARKING BAY)



Proposed Layout



Next Steps

- Refine Preliminary Design
- Public Meeting #2
- Layout Approval

Thank You

October 7, 2014



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