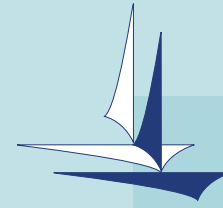


Nicollet Avenue Reconstruction



Minneapolis
City of Lakes



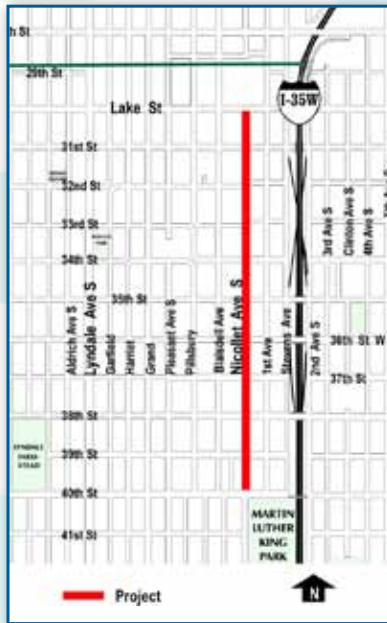
Kimley-Horn
and Associates, Inc.

Why is this project being done?

Nicollet Avenue from Lake Street to 40th Street was originally constructed in 1954 and an asphalt overlay was completed in 1977.

The existing pavement has served its useful life, is in poor condition, and needs to be reconstructed.

In addition to removal and replacement of the pavement, existing curb and gutter, driveways, sidewalks, and storm drain inlets will also be replaced, street lighting is proposed to be installed, and streetscape elements may be incorporated. Utility companies (gas, telephone, electric, and cable TV) may also use this opportunity to upgrade/repair existing services.



What is the project schedule? When will decisions be made?

The Nicollet Avenue project is still in the early stages and the design of the roadway has not yet been determined. Community meetings are being held to present some design options and solicit input on decisions such as roadway width, curb bumpouts, and on-street parking. Following the community meetings, a preliminary design for Nicollet Avenue will be developed detailing the location of curbs, parking, turn lanes, etc. that will be presented to the City Council for approval. Receiving input on these items now is critical to keep the project moving forward, while still allowing adequate time for community input on other project aspects.

Additional community meetings are being planned in July to provide an update on the project and solicit input on other design features such as plantings, street lighting, streetscape, and construction phasing/staging. Decisions on these elements will need to be made by late summer in order for the design to be completed prior to the start of construction in spring 2012. There will be opportunities for individual property owners to meet with project staff in June, July, and August to discuss specific issues or concerns. There will also be a community meeting in October 2011 to review the final design of the project and another meeting in early 2012 to provide information to property owners prior to the start of construction.

Process Schedule



How is the project being paid for? How will properties be assessed?

The estimated \$12.4 million project cost is being funded through a combination of local (\$4 million), Municipal State Aid (\$6 million), assessments (\$2 million) and other funds (\$0.4 million). The City of Minneapolis has a uniform assessment policy. Whenever a street is reconstructed, the adjacent property owners are assessed a uniform rate for part of the construction cost. The assessment rates for 2012 have not been established yet, however the approved 2011 uniform assessment rates in the city are \$0.77/square foot for residential property and \$2.05/square foot for non-residential property. These assessments are levied against the portion of each property that is within the "influence area" for the project.

For a typical residential property that is 40 feet by 125 feet (5,000 square feet), the assessments based on 2011 rates would be approximately \$3,850. For a non-residential property of the same size, the assessment would be approximately \$10,250. The property owner can choose to pay the assessment all at once or spread it out over 20 years.

Is new street lighting included as a part of the project? How is street lighting paid for?

Street reconstruction projects in identified pedestrian corridors in the City of Minneapolis include the installation of new street lighting unless 70% of the property owners adjacent to the project area elect to opt-out of the new street lighting. The cost of new street lighting is 100 percent assessed to the adjacent property owners. When property owners adjacent to a street reconstruction project would like to opt-out of the installation of street lighting, the City will prepare a petition. The petition will be in the form of a mailing that defines the project's boundaries, the estimated total cost, the street lighting assessment rate, information about the remainder of the process, and a form to complete and return to the city.

Estimated street lighting assessment rates per square foot of property are approximately \$1 to \$1.25 per square foot. The estimated assessment for a typical residential lot (40 feet x 125 feet = 5,000 square feet) based on these rates would be \$5,000 to \$6,250. Similar to the street assessments, the street lighting assessments can be either paid in full or spread out over 20 years.

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Attention: If you have any questions regarding this material please call 311

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Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

How will access be provided during construction?

Construction phasing/staging and access issues will be a critical part of this project. As the preliminary and final design plans are developed, consideration will be given to how construction can be staged to minimize impacts to residents and businesses along the corridor. We are looking for input from property owners to help us understand all of the various access issues that need to be considered. Once the project design is developed, more detailed discussions can occur on how best to construct the project.

Will Nicollet Avenue be reconnected at Lake Street?

The traffic volume projections being used for the Nicollet Avenue Reconstruction Project assume that the Nicollet Avenue corridor is reconnected at Lake Street, so that the roadway can handle the expected future traffic volumes. There is not currently a specific plan or schedule for when the reconnection would occur.

What about streetcars on Nicollet Avenue?

The Minneapolis Streetcar Feasibility Study, completed in December 2007, identified Nicollet Avenue as a potential future streetcar corridor. Later this year, the city will begin a more detailed study of streetcars on several corridors, including Nicollet Avenue from downtown to 46th Street. On Nicollet Avenue, streetcars and auto traffic would share the through lane and stations would be created on the right side of the roadway. Since it is unknown if and when streetcars will be implemented along the Nicollet Avenue corridor, the roadway design is being done such that future disruptions and construction impacts on Nicollet Avenue will be minimized if a streetcar line is built. More information on streetcars in Minneapolis can be found here: www.ci.minneapolis.mn.us/public-works/trans-plan/StreetcarStudy.asp



Questions?

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More information on the project can be found here:

www.ci.minneapolis.mn.us/public-works/cip/nicollet31-40/