



To: MAYOR AND COUNCIL

Agenda Item #: IV. H.

From: Chad A. Millner, PE, Director of Engineering

Action

Discussion

Date: August 18, 2015

Information

Subject: Resolution No. 2015-80 Requesting Variance From Standards for State Aid Operation for Parklawn Avenue

Action Requested:

Approve the attached resolution authorizing staff to pursue a variance from the Municipal State Aid (MSA) Variance Committee for a variance from minimum design speeds and their associated horizontal curves on Parklawn Avenue from France Avenue to West 76th Street.

Information / Background:

Parklawn Avenue from France Avenue to West 76th Street is scheduled for reconstruction in 2016. In preparation for the public improvement hearing later this year, staff will seek a variance for two separate existing horizontal curves.

The horizontal curves will not meet the MSA minimum design speed of 30 mph without major impacts. The attached letter summarizes the impacts associated with designing the street to the minimum 30 mph design standard. The first horizontal curve near Parklawn Court currently meets 22 mph design standards. The second horizontal curve near 4350/4380 Parklawn Avenue currently meets 27 mph design standards. We will be requesting a variance from MSA to continue to allow the 22 mph and 27 mph design speeds. The next MSA Variance Committee meeting is scheduled for September.

Staff recommends approval of Resolution No. 2015-80 authorizing staff to pursue a variance from MSA rules.

Attachment:

- Resolution No. 2015-80
- Aug. 10 Supplemental Letter to Variance

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**RESOLUTION NO. 2015-80
REQUESTING VARIANCE FROM
STANDARDS FOR STATE AID OPERATIONS
PARKLAWN AVENUE – WEST 76TH STREET TO FRANCE AVENUE**

WHEREAS, the City of Edina Director of Engineering is hereby authorized to request variances from the Minnesota Department of Transportation State Aid Operations, pursuant to Minnesota Rules for State Aid Operations 8820.3300 and 8820.9936, as they apply to the proposed horizontal curves associated with reconstruction of Parklawn Avenue from West 76th Street to France Avenue, State Aid Project 120-170-001, located in Edina, Minnesota and Hennepin County; and

WHEREAS, Minnesota Rules for State Aid Operation 8820.9936 require a minimum 30 mile per hour design speed for horizontal curvature; and

WHEREAS, the City Council of Edina believes that the minimum design standards set forth by Minnesota Rules for State Aid Operation 8820.9936 as applicable to the proposed horizontal curves associated with the reconstruction of Parklawn Avenue to meet a 30 mile per hour design speed creates undue hardships; and

WHEREAS, said hardships are further explained in the attached supplementary letter dated August 10, 2015 to the Director of Engineering; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Edina, located in Hennepin County, Minnesota, hereby requests variances from the Minnesota Department of Transportation State Aid Operations Rules Chapter 8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects to allow the following in lieu of the 30 mile per hour minimum design speed:

1. An horizontal curve that achieves a 22 mile per hour design speed at Parklawn Court;
2. An horizontal curve that achieves a 27 mile per hour design speed at 4350/4380 Parklawn Avenue

NOW THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Edina, Minnesota, hereby indemnifies, saves and holds harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of, or by reason of the granting of the variances in accordance with Minnesota Rules 8820.9936 and further agrees to defend at its sole cost and expense, any action of proceeding commenced for the purpose of asserting any claim arising as a result of the granting of these variances.

Dated: August 18, 2015

Attest: _____
Debra A. Mangen, City Clerk

_____ James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 18, 2015, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk



Building a Better World
for All of Us®

August 10, 2015

RE: City of Edina
Parklawn Avenue Street Reconstruction
Supplemental Letter to Variance
Resolution
S.A.P. 120-170-001
SEH No. EDINA 133115 14.00

Chad Millner, PE
Director of Engineering
City of Edina
7450 Metro Boulevard
Edina, MN 55439

Dear Chad:

As requested, this supplemental letter outlines hardships the City of Edina (City) will experience if Parklawn Avenue is improved to the Municipal State Aid (MSA) standard of 30 mile per hour design speeds for two (2) separate horizontal curves. The existing Horizontal Curves (H.C.) are labeled H.C. No. 1 and H.C. No 2 as shown in Figure 1 and Figure 2 respectively enclosed with this letter. Also shown in Figure 1 and Figure 2 are proposed horizontal curves that meet a 30 mile per hour design speed; labeled H.C. No. 1A and H.C. No. 2A

Prior to describing the hardships, the following pertinent facts should be presented.

1. A speed limit of 30 miles per hour is posted today along Parklawn Avenue between West 76th Street and France Avenue.
2. Parking on both sides of Parklawn Avenue is generally allowed with the exceptions of near intersections and several Metro-Transit bus stops.
3. Parklawn Avenue's existing H.C. No. 1 near Parklawn Court has a centerline radius of 162 feet resulting in a 22 mile per hour design speed.
4. Parklawn Avenue's existing H.C. No. 2 near 4350/4380 Parklawn Avenue has a centerline radius of 242 feet resulting in a 27 mile per hour design speed.
5. MSA standards require a minimum horizontal curve centerline radius of 300 feet for a 30 mile per hour design speed.
6. Three Rivers Park District and the City are under agreement that Parklawn Avenue between 4350 Parklawn Avenue and Gallagher Drive is the corridor for the proposed Nine Mile Creek Regional Trail (trail) as shown in Figure 3. The trail will be constructed as part of the reconstruction of Parklawn Avenue in 2016.
7. The trail master plan identified the west and north sides of Parklawn Avenue as the best fit for the trail due to fewer points of conflict for users. Points of conflict were identified as driveways, light poles, landscaping, bus stops, etc.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 10901 Red Circle Drive, Suite 300, Minnetonka, MN 55343-9302
SEH is 100% employee-owned | sehinc.com | 952.912.2600 | 800.734.6757 | 888.908.8166 fax

8. For pedestrian safety reasons, the City prefers a minimum 5-foot vegetated buffer between sidewalks and the back of curb, where feasible. This project presents an opportunity to use this configuration adjacent to either H.C. No. 1 or H.C. No. 1A on the west side of Parklawn Avenue from the trail south to West 76th Street. The proposed typical section in this area is also shown in Figure 4.
9. Adding the trail to the west and north sides of Parklawn Avenue adjacent to either H.C. No. 2 or H.C. No. 2A results in the proposed typical section shown in Figure 4.
10. As part of the reconstruction of Parklawn Avenue, the City will maintain one (1) parking lane on Parklawn Avenue.

Figure 1 shows the hardships caused by constructing a 300-foot horizontal curve to achieve a 30 mile per hour design speed; labeled H.C. No. 1A. The item numbers below correspond to the numbered keyed notes shown in Figure 1.

1. Over 1,650 square feet of property acquisition is necessary from 4440 Parklawn Avenue.
2. A minimum of three (3) trees will be removed and several storm sewer and private utility relocations will be required.

Figure 2 shows the hardships caused by constructing a 300-foot horizontal curve to achieve a 30 mile per hour design speed; labeled H.C. No. 2A. The item numbers below correspond to the numbered keyed notes in Figure 2.

1. Parklawn Avenue is in conflict with the existing apartment building at 4351 Parklawn Avenue.
2. The proposed right-of-way line and subsequent building set-back requirement is in conflict with the existing apartment building's northwest corner at 4401 Parklawn Avenue.
3. The City will need to acquire 4351 and 4401 Parklawn Avenue and demolish the existing buildings, currently both apartment buildings with several hundred tenants in each building.
4. Landscaping will be destroyed. This includes private light poles and sidewalks, approximately 17 trees, and numerous shrubs and bushes.

Please contact me with questions or comments at 952.912.2616 or tmuse@sehinc.com.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Toby Muse, PE
Project Manager

KM

Enclosures

c: Eric Nelson, Three Rivers Park District
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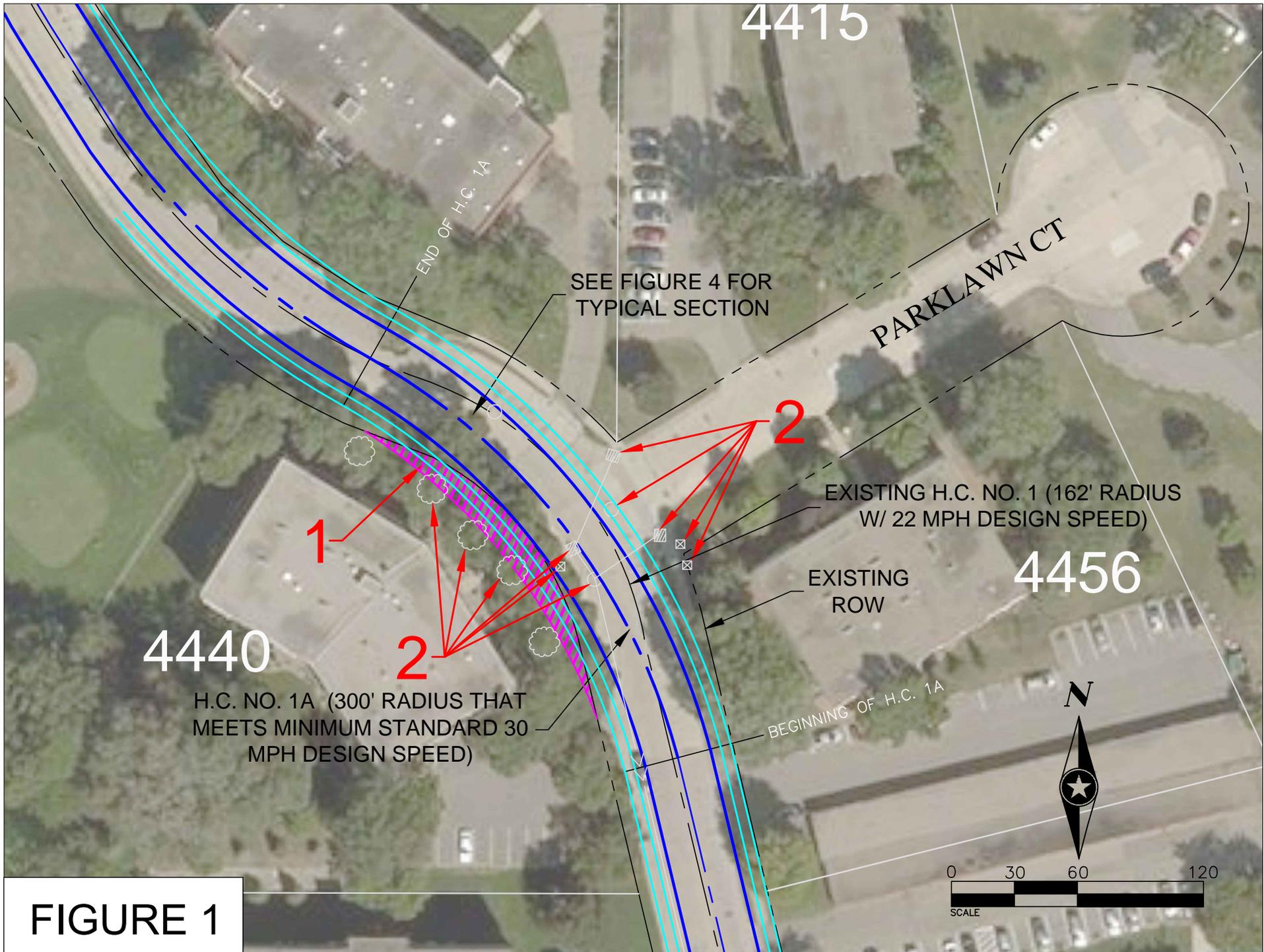
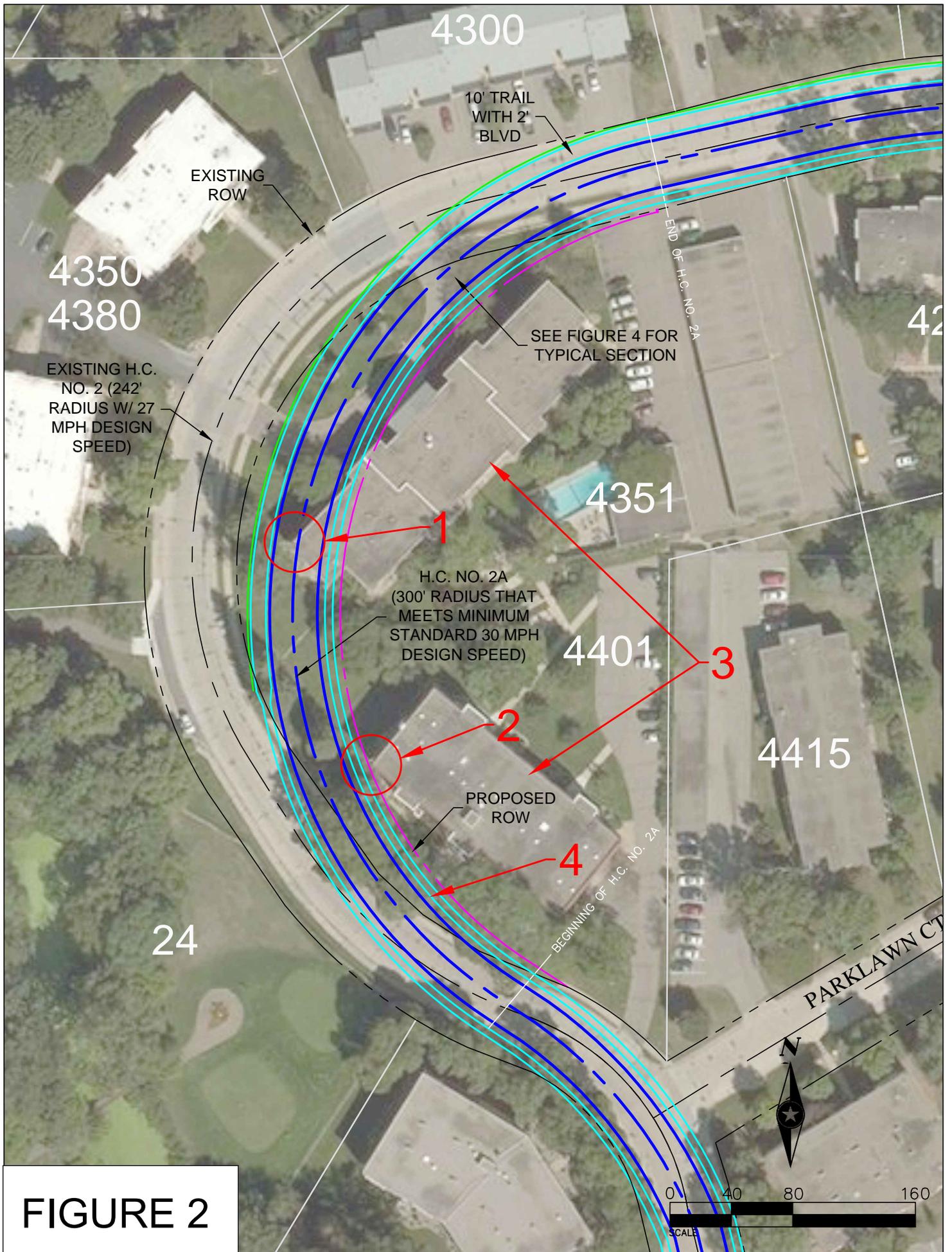
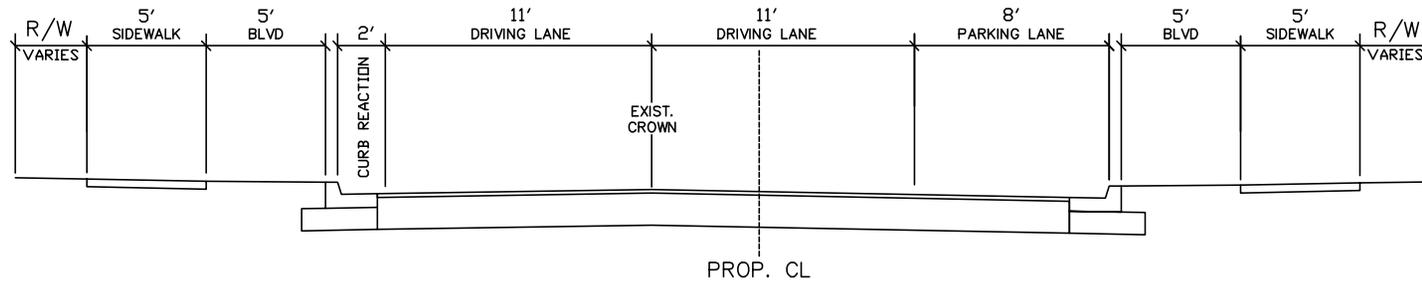


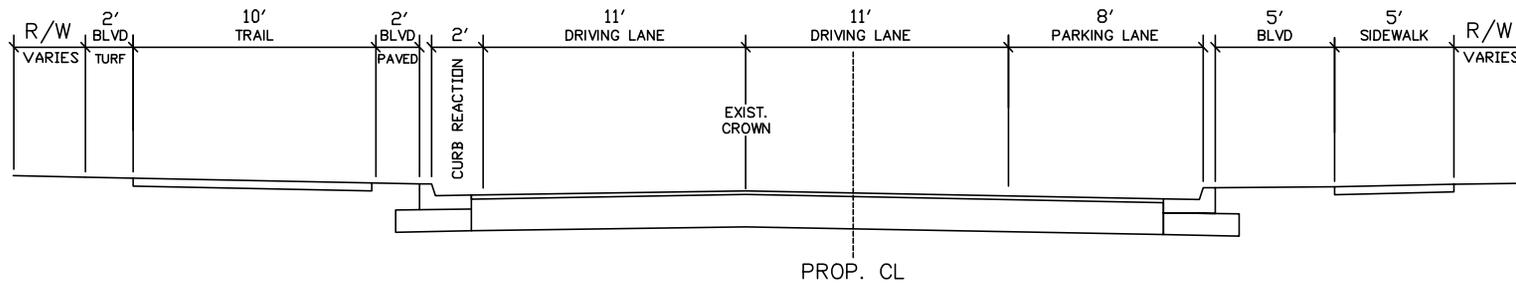
FIGURE 1





H.C. NO. 1 & 1A

NTS



H.C. NO. 2 & 2A

NTS

PARKLAWN AVENUE TYPICAL SECTIONS

FIGURE 4