

Tonka-Woodcroft Improvements Project

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Mitch Hatcher (Engineering Project Manager): 952-939-8232

Tonka-Woodcroft Improvements Project

Public Informational Meeting

June 30, 2021
5 p.m. & 7 p.m.



Project Personnel

City of Minnetonka

Mitch Hatcher, Engineering Project Manager
Phil Olson, City Engineer
AJ Soland, Construction Coordinator
Sarah Schweiger, Water Resources Engineer

Bolton & Menk – Consultant Design Engineers

Mike Waltman
Matt Blazer

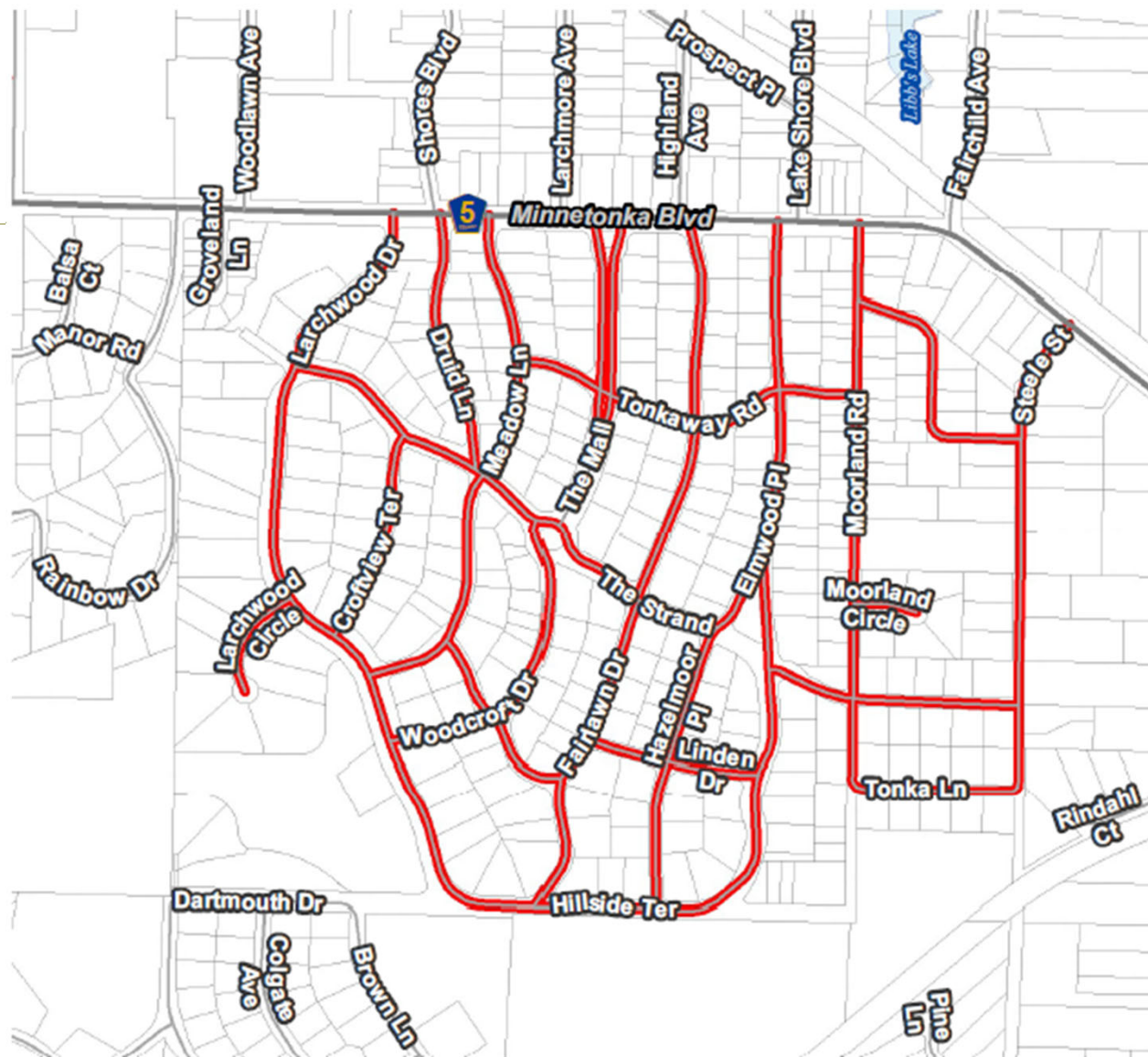


Agenda

- Project History
- Existing Conditions
- Proposed Improvements
- Construction Impacts
- Project Schedule

Tonka-Woodcroft Improvement Project

 Project Location



Project Development Process

- Local Street Rehabilitation Program
 - Formally adopted by city council in 1994
 - Pavement Management Program
 - Utility Assessment Program
 - Funding
 - Street Improvement Fund – general tax levies
 - Storm Water Fund, Utility Fund
 - No assessments



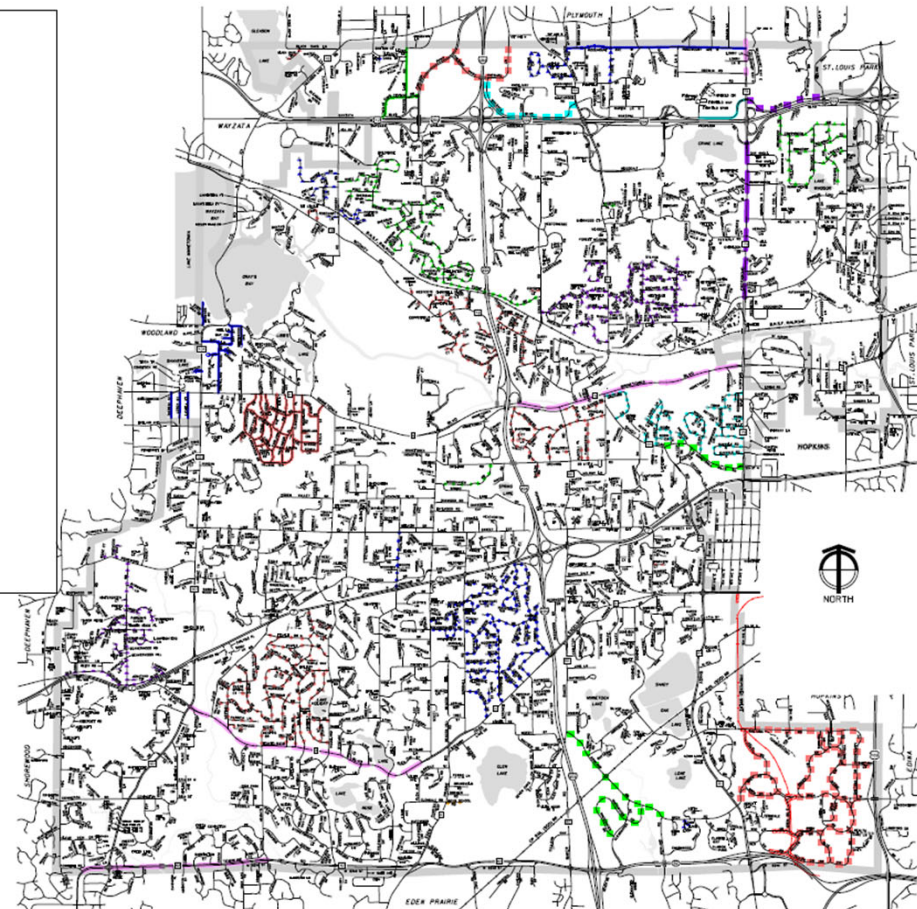
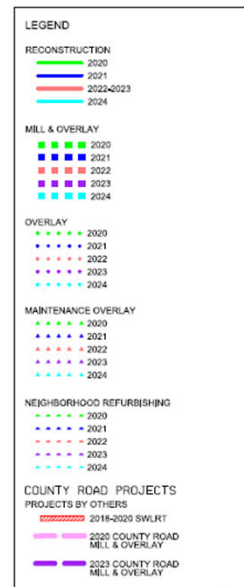
Project Development Process

- Pavement Program Development
 - Annually evaluates a quarter of the city
 - Improvement scenarios are identified – cost/benefit
 - Provides for systematic upgrades to city streets
 - Cost-effective use of city tax dollars
- Utility Analysis
 - Age, condition, past maintenance, etc.

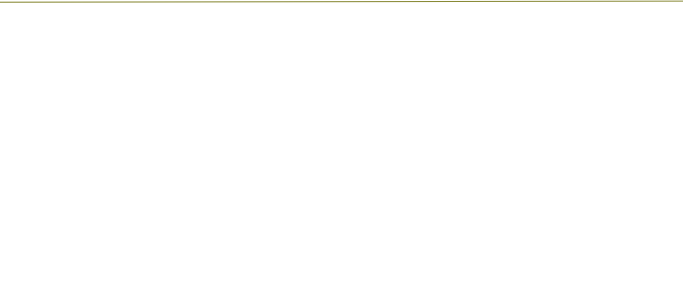


Pavement Management Program

- Recommendations included in the CIP
- Maintenance Options
 - Full reconstruction
 - Thin overlay construction
 - Mill and overlay
 - Patching/pothole filling
 - Crack sealing



Existing Conditions



Existing Conditions



Existing Conditions



Existing Utilities



- Water main, hydrant, and service breaks
- Aging sanitary sewer
- Limited storm sewer



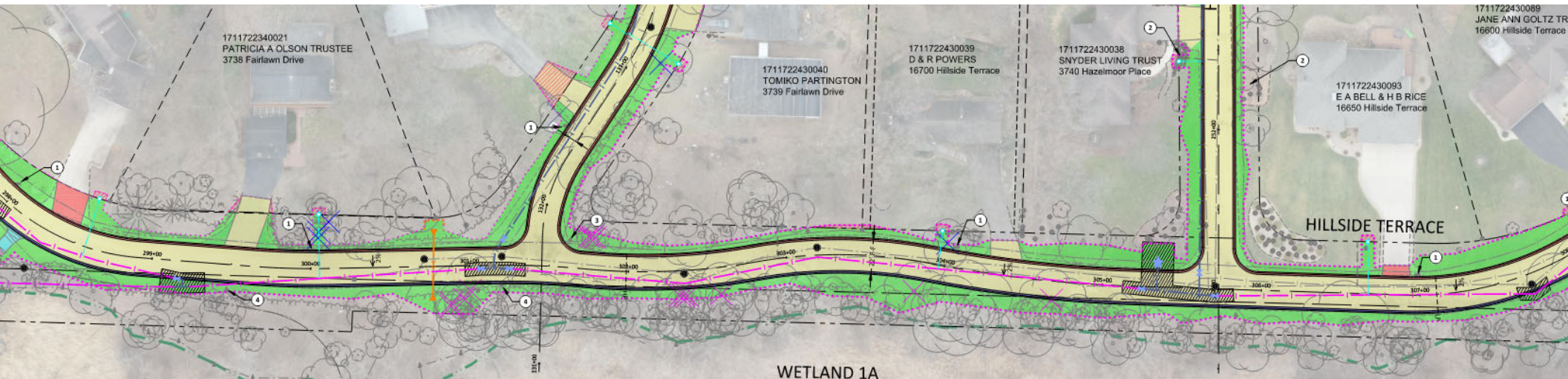
Proposed Improvements

- Surface Improvements
 - Street full-depth reconstruction
- Utility Improvements
 - Watermain replacement
 - Sanitary sewer repairs
 - Storm water management

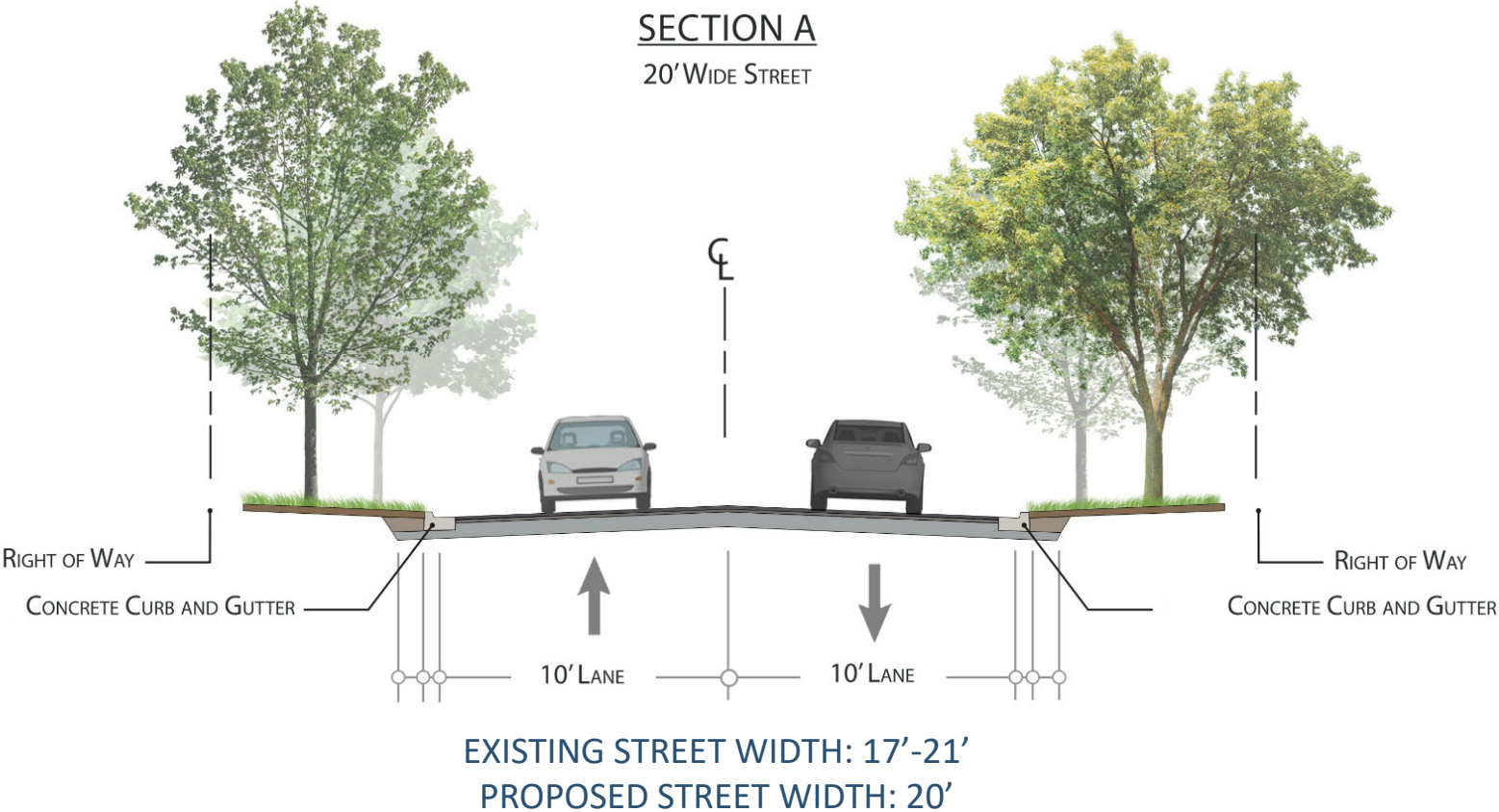


Street Improvements

- Full-depth reconstruction
- Installation of concrete curb & gutter
- Street width: best fit to match existing (20-24')
- Reduce impervious area & improve water quality
- Improve drainage and eliminate erosion at edge of pavement



Street Improvements

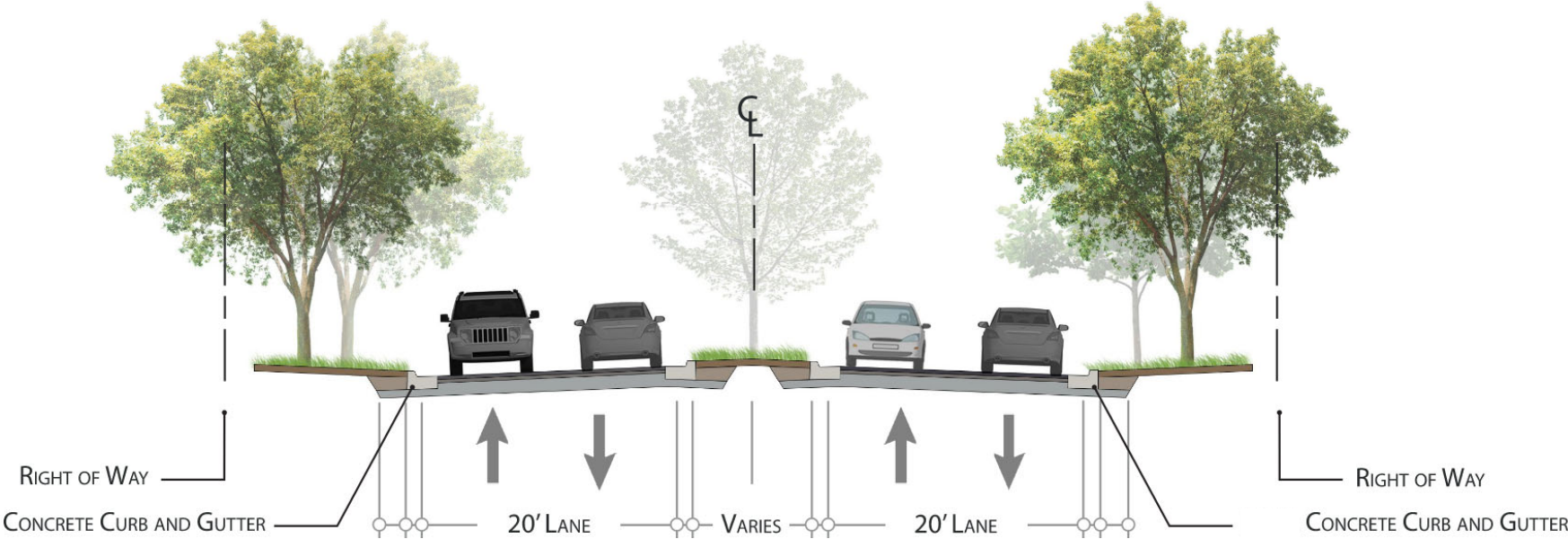


Street Improvements



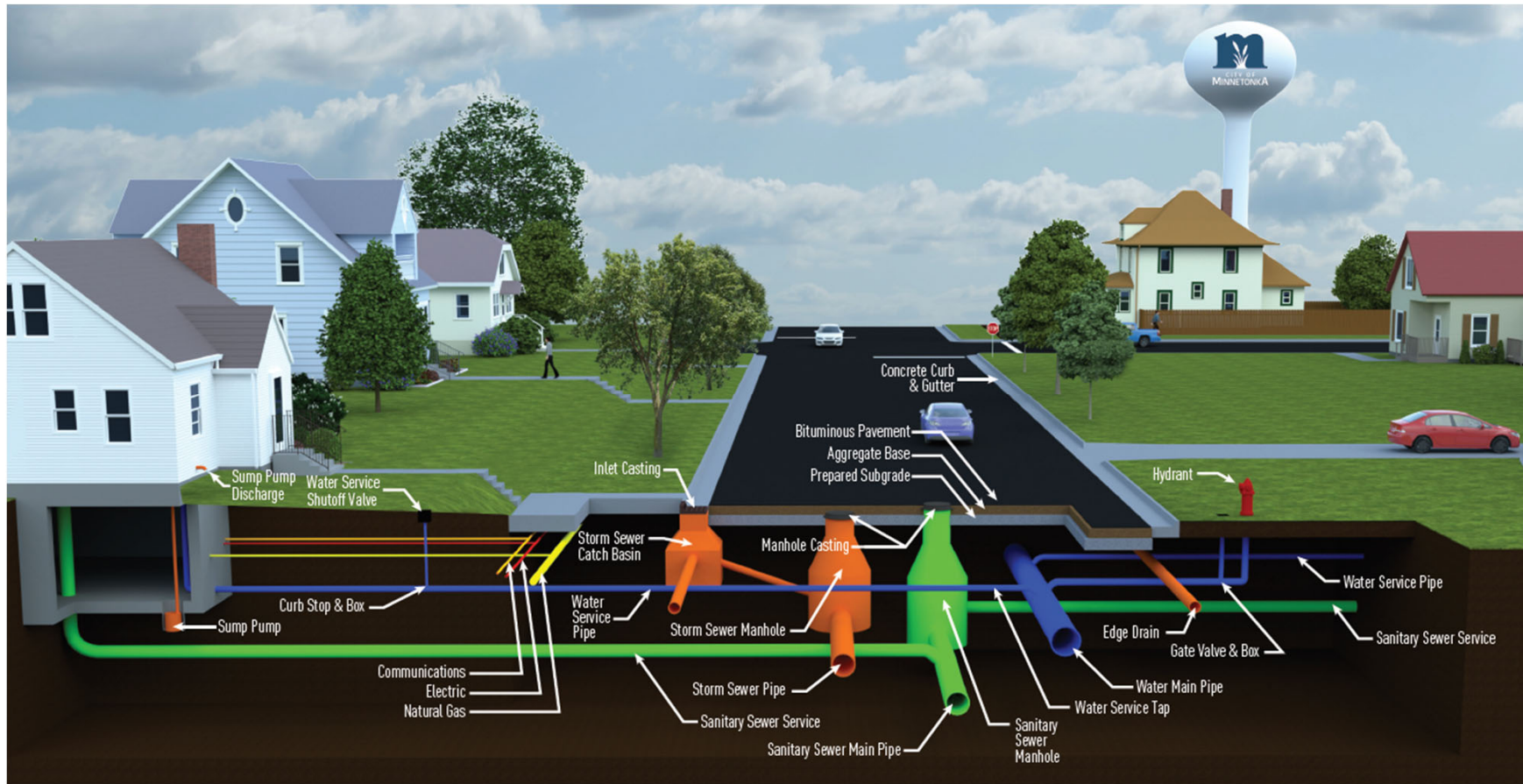
Street Improvements

SECTION F
20' WIDE PARKWAY



EXISTING STREET WIDTH: 18.5'
PROPOSED STREET WIDTH: 20'

Utility Improvements

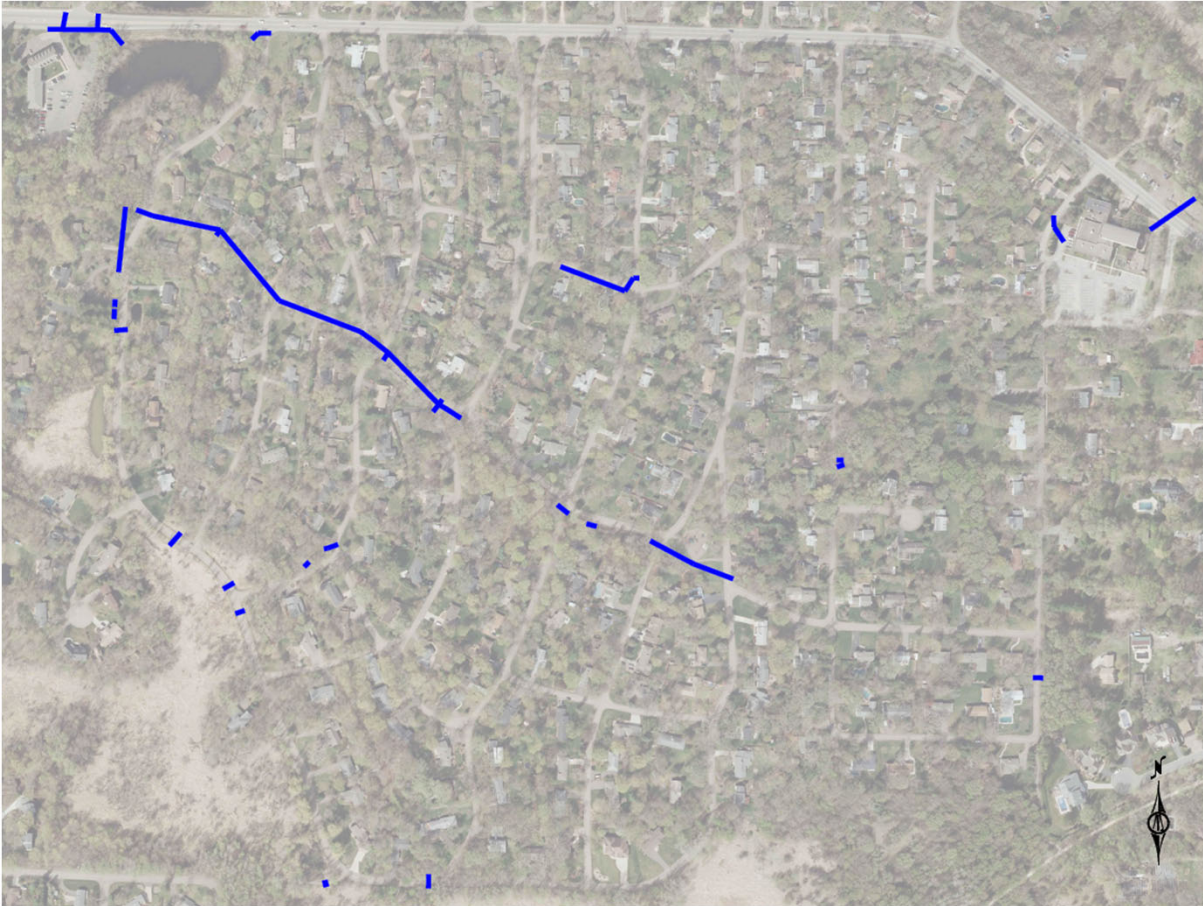


Utility Improvements

- Watermain
 - Full main replacement
 - Hydrants
 - Water services
- Sanitary Sewer
 - Spot repair and replacement as needed



Existing Storm Sewer

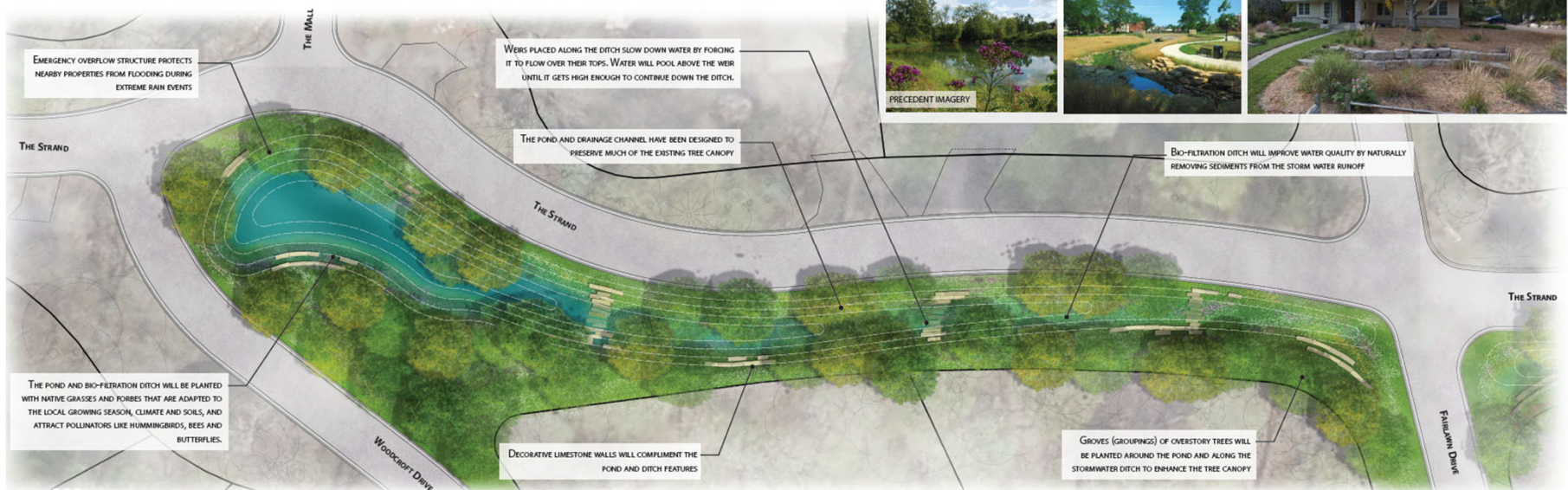


Storm Water Improvements



Storm Water Improvements

- Installation of Storm Sewer System
- Evaluating outlet to landlocked basin between Moorland Rd and Steele St
- Stormwater Management BMPs
 - Underground infiltration chambers
 - Perforated infiltration pipe
 - Bioretention swales
 - Storm water pond
 - Hydrodynamic separators
 - Native vegetation buffer strips

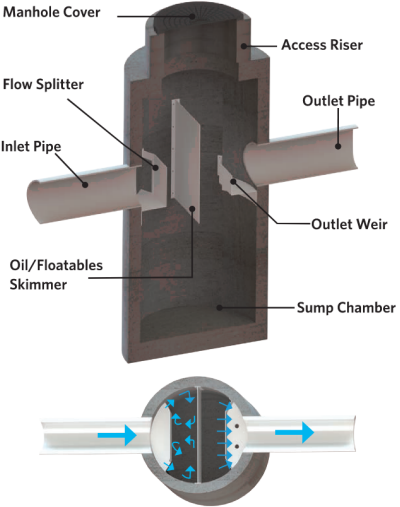


Storm Water Improvements

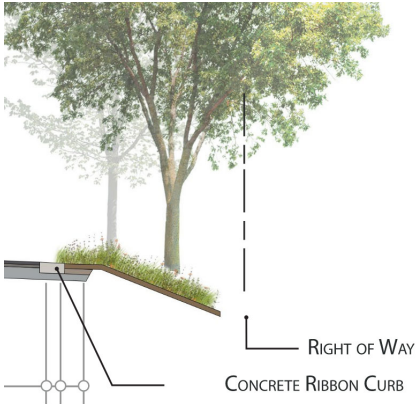


- Underground infiltration chambers
- Perforated infiltration pipe
- Bioretention swales
- Storm water pond
- Hydrodynamic separators
- Buffer strips with native vegetation

Storm Water Improvements



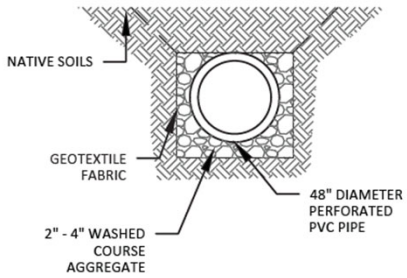
Hydrodynamic Separator



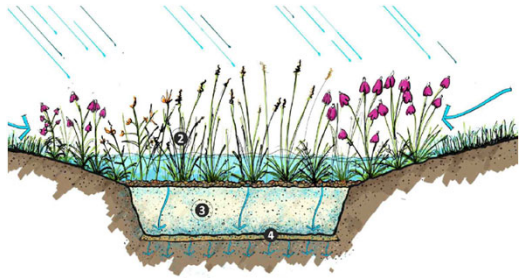
Buffer Strips with Native Vegetation



Underground Infiltration Chamber



Perforated Infiltration Pipe



Bioretention Swale



Residential Rain Gardens

- Installed with the project
- Owned and maintained by the property owner
- If interested in a residential rain garden, please let us know



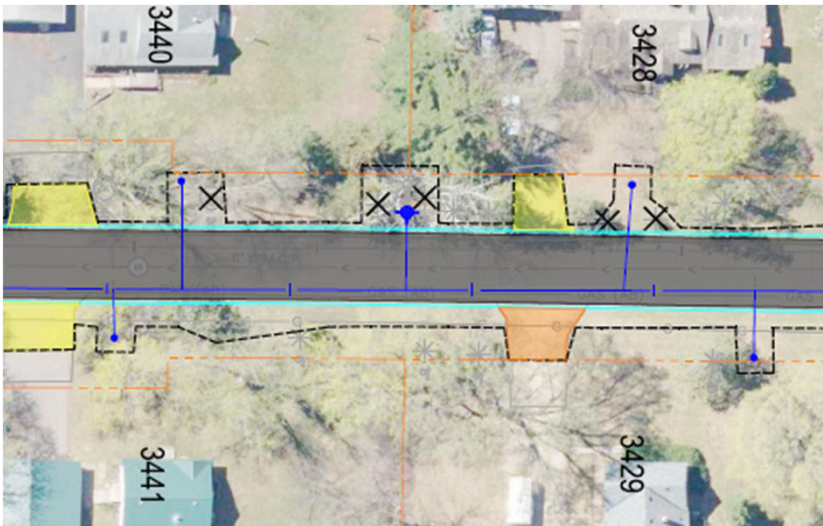
Construction Impacts

- Property Access
 - Access to properties will be maintained during construction as much as possible, except during periods of utility installation and concrete curing
 - Inconveniences related to garbage service, mail and busing
- Construction Hours
 - 7 a.m. -10 p.m. M-F
 - 8 a.m. – 6 p.m. Sat
 - No work on Sundays or holidays



Construction Impacts

- Tree evaluation
 - Design intent is to minimize tree impacts
 - Street, Storm Sewer, Utility and Service conflicts
 - Continue to evaluate through design and construction



Construction Impacts

- Boulevard/Property Impacts
 - Driveways
 - Landscaping
 - Lighting
 - Retaining Walls
 - Turf restoration
 - Sprinkler systems
 - Private utility replacement



Construction Impacts

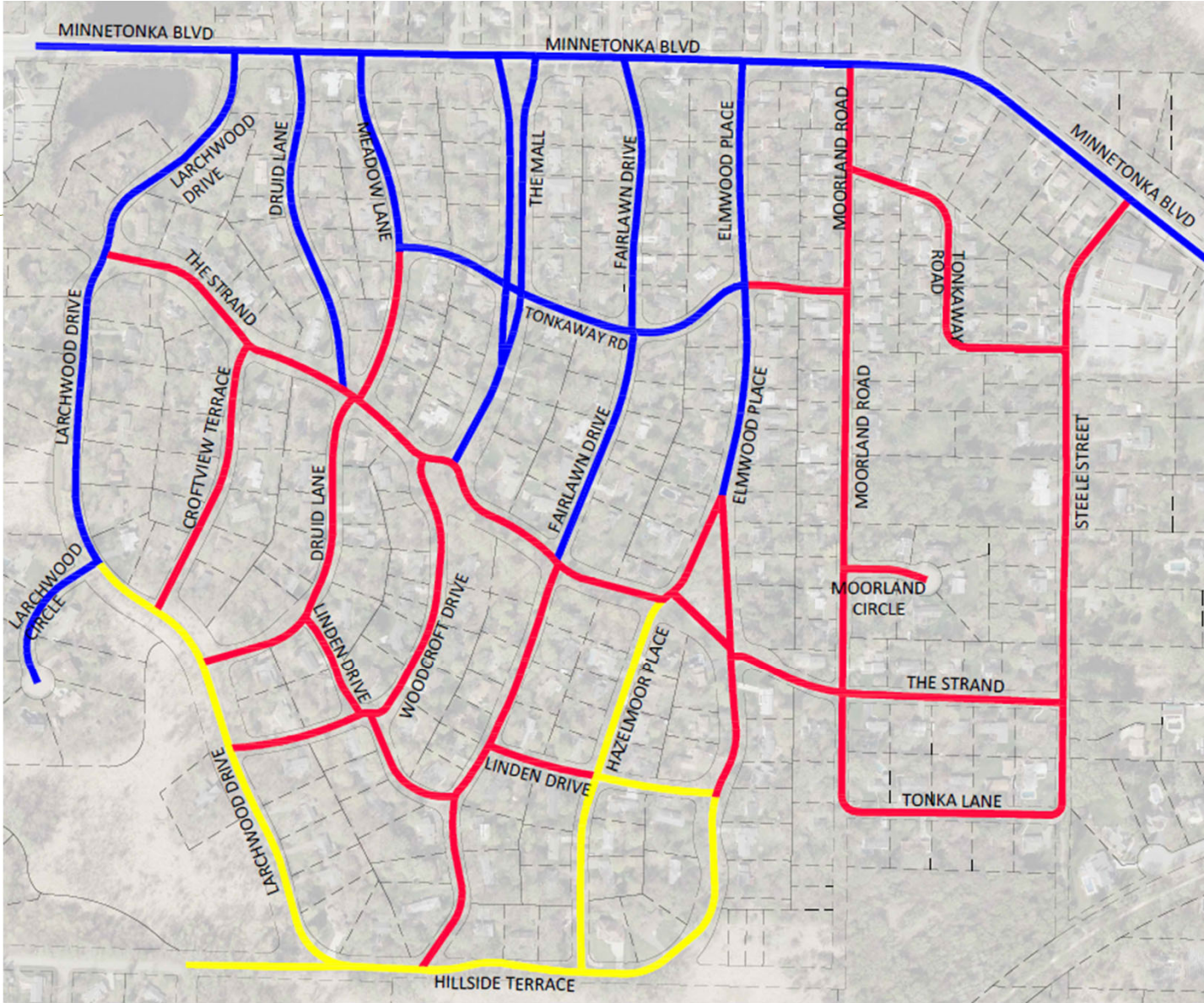


Schedule

- Estimated construction schedule

Legend

- 2022 CONSTRUCTION
- FLEX STAGE
- 2023 CONSTRUCTION



Schedule

- Informational Meeting June 30th, 2021
- Present Feasibility Report to City Council August 2021
- Final Design & 1 on 1 Meetings August 2021 – December 2021
- Bidding Winter 2022
- 2022 Start of Construction Spring 2022
- 2022 Construction Complete Fall 2022
- 2023 Start of Construction Spring 2023
- 2023 Construction Complete Fall 2023

Before and After Example



Libbs Lake Project – Lake Shore Dr (2016)

Minnetonka Blvd Trail

- Woodlawn Ave to Tonkawood Rd
- Early stages of preliminary design
- Informational meeting later this summer
- Planned for construction in 2023
- Likely includes burial of overhead power lines



CR 5 - Woodlawn Ave to Tonkawood Rd



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness		Nature of Use			Community Access								
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
5.4	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,601

Est Cost with Road Project (by LF): \$182,057
 Est Cost Independent Project (by LF): \$650,205

Segment Description:

This 0.75 mile segment along Minnetonka Boulevard completes a connection between Woodlawn Avenue and Tonkawood Road. This segment provides community access to Groveland Elementary School, Bethlehem Lutheran Church, childcare centers, Gro Tonka Park, a Metro Transit park & ride as well as local route 614 and express route 671 bus stops, and local businesses at the Minnetonka Boulevard and County Road 101 intersection. Utility relocations and the need for right of way or easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land use along this segment is primarily single family residential.



Questions/Comments?

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