



Hennepin County Transportation Department

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March 19, 2015

Mr. Timothy Mayasich
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: S.P. 027-653-021
Scope Change Request
CSAH 53 (66th Street South) - Richfield

Dear Mr. Mayasich,

Please consider this formal scope change request from Hennepin County for the CSAH 53 reconstruction project (Attachment A – Project Location). The State Transportation Improvement Program (STIP) currently has \$7,840,000 of federal funding scheduled in year 2016 for the referenced project. We respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider this scope change request at its April 16th, 2015 meeting.

PROJECT INTENT

The intent and overall objective of the proposed CSAH 53 reconstruction project is to improve the existing condition of the roadway and respond to existing and future transportation needs. CSAH 53 is an arterial reliever that parallels TH 62. Existing average daily traffic volume (ADT) on CSAH 53 ranges from 12,000 to 22,000. The existing configuration is substantially a 4-lane undivided roadway with left turn lanes and channelization at major intersections only, there are no bicycle facilities, and walkways are adjacent to the curb and non-ADA compliant.

An extensive two year public involvement process concluded with Richfield City Council approval of all Preliminary Layout elements in early 2015. The process included monthly Richfield Transportation Commission meetings, periodic Technical Advisory Committee meetings, five (5) public open houses, and multiple council work sessions. Technical analysis during the development period included local and regional traffic modeling, with independent traffic model reviews. The reconstruction plan resulting from this effort is consistent with the project intent and overall objective and will provide substantial benefits on both a local and regional level that include safety, transit, and multimodal improvements. Key proposed improvements include:

- Provision of a left turn lane and channelization beyond major intersections. The extension of turn lanes beyond the major intersections is anticipated to improve safety and reduce crash rates currently exceeding critical rates.
- Protected bicycle facilities for the length of the project. The integration of bicycle mode will provide users additional choices, improve user access to existing transit, and improve connections to local and regional trails.
- Improved pedestrian facilities that include; ADA compliance, separation from vehicles, staged crossings, accessible pedestrian signals, and rectangular rapid flashing beacons (RRFB) will enhance the pedestrian safety and experience, and improve routes to existing transit features.
- Boulevards will provide an area for snow storage, signs, and a clear zone for the bicycle facilities.
- Signal to roundabout conversions are anticipated to improve vehicle/pedestrian safety and reduce the number of injury related crashes.

Hennepin County requests that the TAC Funding and Programming Committee also consider the current estimated construction cost of \$40,000,000 in its review of the scope change. The 2016-2019 STIP will be updated to reflect the current estimated construction cost. The estimate does not increase the amount of federal funding (\$7,840,000) for the project. Additional funds will be secured by the county.

REQUESTED SCOPE CHANGES

Based on the Federal STP-UG Funding Application (Attachment B – Form 1 Cover Sheet) and current scope change policy, the following scope changes have been identified for the proposed reconstruction plan:

- Change in intersection control – signal to roundabout
- Change in bicycle facility termini
- Change in project termini
- Reduction in the number of travel lanes

Discussion on each item is provided below.

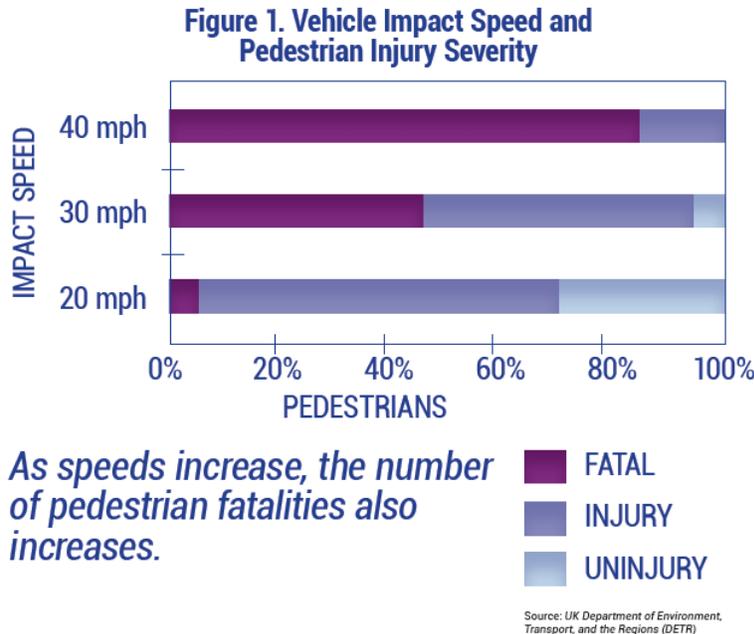
CHANGE INTERSECTION CONTROL – SIGNALS TO ROUNDABOUTS

The proposed reconstruction will convert the following two (2) signalized intersections to roundabouts:

- CSAH 53 at Lyndale Avenue
- CSAH 53 at Nicollet Avenue

The feasibility of roundabout conversion was discussed at several other locations along the corridor. However, these two locations best provided a balance of the project goals and impacts.

Improved pedestrian and vehicle safety is the primary benefit of constructing roundabouts at the specified locations. Based on crash history, approximately 30% of the crashes occurring at these intersections are severe (noted injury/possible injury). Roundabouts, by way of geometric design, reduce vehicle speeds to typically less than 20 mph at the intersection and greatly reduce the potential for injury crashes. This benefit is further extended to pedestrians, who are particularly vulnerable. The chart below provides an indication of the risk a pedestrian faces when crossing higher speed facilities.



Speed studies conducted at part of the traffic investigation indicate that 85th percentile vehicle speeds along the segments containing these two intersections is greater than 40 mph (35 posted speed limit). The proposed roundabouts are expected to influence vehicle speeds at, and in the vicinity of the intersection, further reducing risk to the large number of pedestrians that use these areas.

According to Metro Transit data, CSAH 53 has the second highest ridership for an east/west corridor in the metro area (Lake Street has the highest). Transit related pedestrian activity is further supported by the existing commercial nodes and adjacent school.

CHANGE IN BICYCLE FACILITY TERMINI

A key difference between the funding application and the proposed plan is the incorporation of bicycle facilities for the entire length of the project. The funding application specifies on road bike lanes for the east end of the project (Portland to 16th Avenue, approximately 0.86 mile). The proposed plan includes bicycle facilities for the entire project length. One-way protected bicycle facilities are proposed between Penn Avenue and the east project termini, and a shared-use path is proposed between Penn Avenue and the west termini. The proposed plan increases the centerline length (as measured along the roadway) of bicycle facilities from 0.86 mile to 3.44 miles and

greatly improves the integration of modes for the project. Much of the proposed bicycle facility is protected by curb and gutter. This type of bicycle facility (often referred to as a cycle track) is considered by supporters to be more desirable and safer for a broader spectrum of users. The proposed bicycle facilities are anticipated to promote higher use of the transit along the corridor through safe and convenient access to transit stops and facilities.

CHANGE IN PROJECT TERMINI

The change in project termini facilitates proper connection of the proposed bicycle facilities that run the length of the corridor. Proposed changes in the project termini are indicated in Table 1 below.

Table 1
 Summary of Project Termini Changes

	Proposed Termini	Centerline Difference (ft)	Funding Termini	NOTES
WEST END	Xerxes Avenue	+ 550 feet		Full depth roadway reconstruction will end at the funding terminus. Construction beyond the funding terminus to Xerxes Avenue will facilitate the extension of the proposed shared-use path on the north side of CSAH 53 only.
			150 feet west of Washburn Avenue South	
EAST END			16 th Avenue South	Full depth roadway reconstruction will end at the funding terminus. Construction beyond the funding terminus to Richfield Parkway will facilitate the connection of proposed bicycle facilities to the Three Rivers Park District regional trail through restriping and curb ramps.
	Richfield Parkway	+ 295 feet		

The proposed changes increase the overall project length from 3.3 miles to 3.44 miles.

REDUCTION IN THE NUMBER OF TRAVEL LANES

The proposed plan for the roadway segment between Nicollet Avenue and Portland Avenue is a 3-lane roadway. After appropriate lane transitions are provided, five blocks of this eight block segment are proposed as a 3-lane cross section. This differs from the funding application which describes a “similar to existing” cross section for the segment, currently a 4-lane undivided cross section.

The selection of the appropriate roadway cross section for this segment included consideration of:

- Crash data (crash rates for the existing 4-lane exceed critical crash rates for the segment)
- Number of driveway/alleys

- Potential property impacts (widening would require additional total acquisitions)
- 2012 traffic volumes (12,900) and 2030 traffic volumes (14,100)
- Public feedback against further widening of the roadway segment.

Based on consideration of the above, a 3-lane section best handles the anticipated traffic volume, addresses the safety issues, facilitates driveway and alley access, and eliminates the need for total acquisitions. The 3-lane section provides the appropriate balance between the project goals, impacts, and associated costs.

CONCLUSION

We look forward to discussing the proposed project and above requested scope changes with you. If you have any questions or require additional information, please contact me.

Sincerely,



James Grube, P.E.
Director, Transportation Department, and County Engineer
612-596-0307

Attachments: Attachment A – Project Area Map
Attachment B – 2011 Federal Funding Application (Form 1)

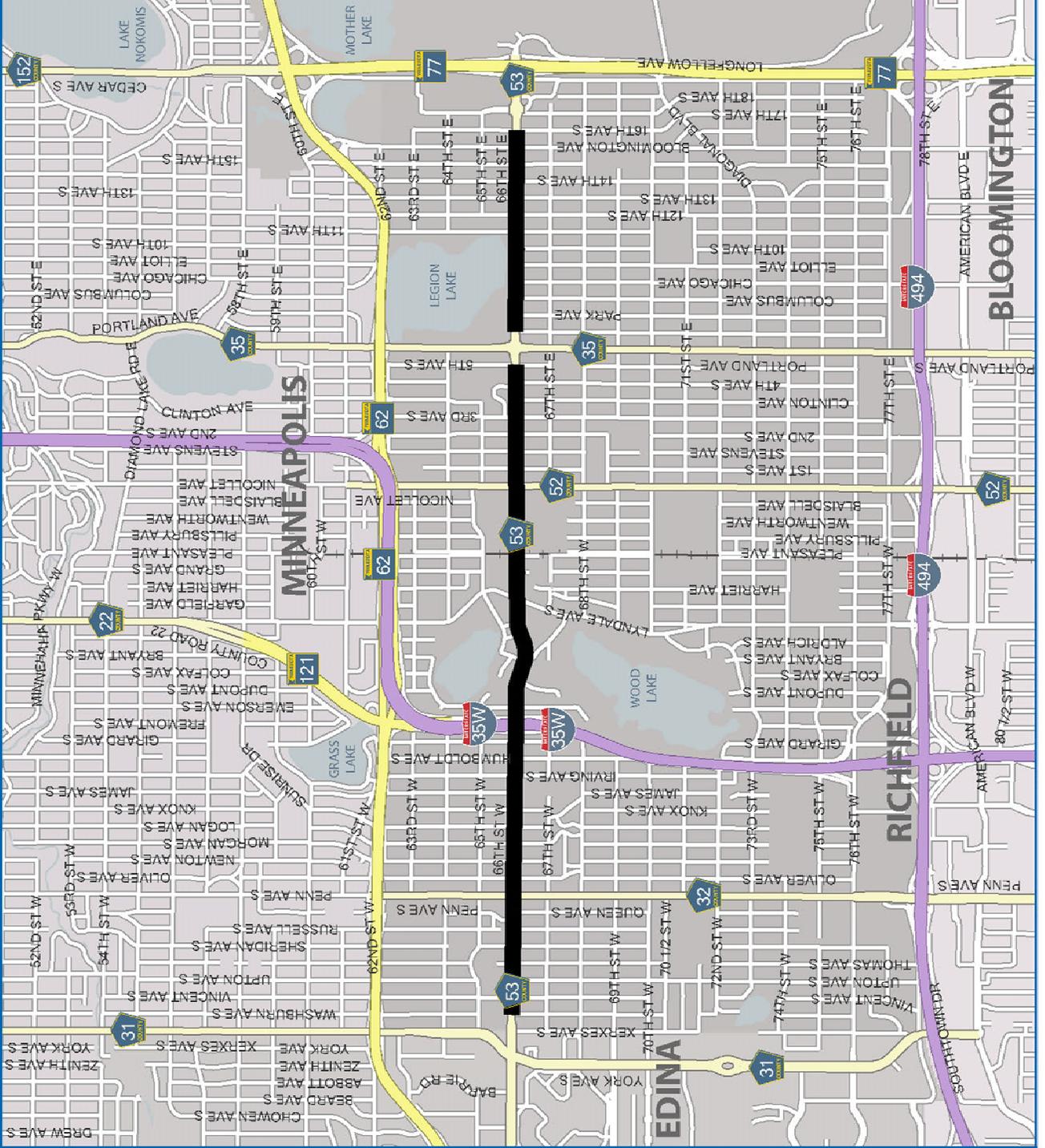
Attachment A
Project Location

Project Location

Project Number: 2101100 | CSAH 53 | Richfield

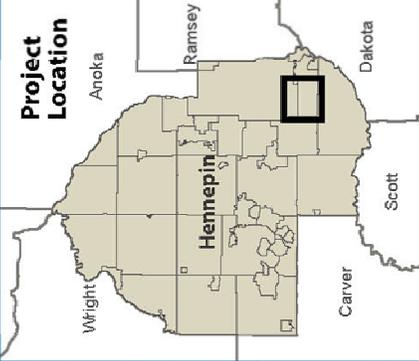
Transportation

Hennepin County Public Works



Project Location

Project Location



Produced by Hennepin County Public Works
Transportation Department.

This map has been created for informational purposes only and is not considered a legally recorded map or document. Hennepin County makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein.

Published 4/9/20/2013



Hennepin County
Public Works



Attachment B

Federal Funding Application (Form 1) - Cover Sheet

Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.**

Office Use Only

I. GENERAL INFORMATION

1. APPLICANT: **Hennepin County**

2. JURISDICTIONAL AGENCY (IF DIFFERENT): **Hennepin County Public Works**

3. MAILING ADDRESS: **1600 Prairie Drive**

CITY: Medina	STATE: MN	ZIP CODE: 55340	4. COUNTY: Hennepin
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5. CONTACT PERSON: James N. Grube	TITLE: Transportation Department Director and County Engineer	PHONE NO. (612) 596-0307
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CONTACT E-MAIL ADDRESS: **james.grube@co.hennepin.mn.us**

II. PROJECT INFORMATION

6. PROJECT NAME: **CSAH 53 (66th Street) Reconstruction Project**

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): **This project, located on CSAH 53 (66th Street) from 150 feet west of Washburn Avenue South to 16th Avenue South in Richfield, would reconstruct and upgrade 3.3 miles of the existing 4-lane divided and undivided urban roadway to an urban roadway with a cross-section similar to the existing roadway between the west end of the project and CSAH 35 (Portland Avenue). Between CSAH 35 and the east end of the project, the cross-section would be revised to a 3-lane road section with a center two-way left turn lane. Project elements would include a 10-Ton design, a raised concrete median or a continuous left-turn-lane, pedestrian and biking accommodations, ADA-compliant curb ramps, and the replacement of existing signals. CSAH 53 (66th Street) in the project location is an aging urban roadway that was originally constructed in 1958 with segments being reconstructed as late as 1987. The project area is a mix of residential, commercial, central business district, and open space park land uses. Pedestrian facilities along the proposed project are noncompliant with today's ADA standards. Recently, Richfield has reconstructed CSAH 53 (66th Street) to the east of this proposed project. Metro Transit has multiple bus routes (111, 515, and 558) which travel along CSAH 53 and multiple bus-stops within the project limits. Transit advantages and improvements will be provided where practical with the project to benefit existing transit service. The expected year of construction is 2016.**

8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.

"A" Minor Arterials:

Reliever
 Connector

Expander
 Augmenter

Non-Fwy. Principal Arterial
 Bikeway/Walkway

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

10. FEDERAL AMOUNT: **\$7,000,000**

13. MATCH % OF PROJECT TOTAL: **53%**

11. MATCH AMOUNT: **\$8,000,000**

14. SOURCE OF MATCH FUNDS: **Local and State Funds**

12.* PROJECT TOTAL: **\$15,000,000**

15. REQUESTED PROGRAM YEAR (CIRCLE): 2015 2016

16. SIGNATURE 

17. TITLE: **Assistant County Administrator, Public Works**

*Figure should match the subtotal on the Project Elements and Construction Cost table