

**ACTION TRANSMITTAL No. 2018-58**

**DATE:** November 16, 2018

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and Programming Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** Scope Change Request for Hennepin County's CSAH 46 Pedestrian Safety Project

**REQUESTED ACTION:** Hennepin County requests a scope change for its CSAH 46 pedestrian safety project (SP # 027-646-010) to remove project elements from two intersections.

**RECOMMENDED ACTION:** That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of Hennepin County's scope change request for its CSAH 46 pedestrian safety project (SP # 027-646-010) to remove project elements from two intersections with no federal funds reduction

**BACKGROUND AND PURPOSE OF ACTION:** Hennepin County was awarded \$506,480 in Surface Transportation Block Grant funds for the 2019 fiscal year in the Pedestrian Facilities category as part of the 2016 Regional Solicitation. The scope includes pedestrian improvements along CSAH 46 (46<sup>th</sup> Street) between Garfield Avenue and 18<sup>th</sup> Avenue. These improvements include retrofitting signals with accessible pedestrian signals (APS), curb ramp improvements, and pedestrian crossing enhancements at Oakland Avenue.

While the County intends to have all project elements completed, it is requesting the removal of some elements from the scope so that they can be completed along with other elements. These will occur at the following intersections:

CSAH 46 (46<sup>th</sup> Street) / Chicago Avenue. The ADA pedestrian ramp improvements, APS upgrades and countdown timers can be completed during Metro Transit's D-Line bus rapid transit construction. This would have cost \$115,000.

CSAH 46 / Grand Avenue. The ADA pedestrian ramp work can be completed during the City of Minneapolis's Grand Avenue reconstruction. This would have cost \$35,000.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment accompanies his request. Also accompanying this request is a request for a program year extension does, as the applicant wants to move the project to 2020 to better align with the Metro Transit and Minneapolis projects.

**STAFF ANALYSIS:**

Approval/Denial of the Scope Change: This project was funded through the Pedestrian Facilities category in the 2016 Regional Solicitation. The project scored 839 points out of a possible 1,100, 140 points higher than the lowest-scoring funded project and 297 points higher than the highest-scoring unfunded project. No project scorer reported a reduction in score. Therefore, it is reasonable to conclude the project would have been funded if originally applied for as is currently being requested.

Funding: The original application request was for \$506,480 with a 20-percent match of \$126,620, for a project total of \$633,100. Since that time, the projected cost has risen to \$1,150,000, as shown in the current TIP. If the requested scope change is approved, the County projects a \$150,000 decrease in total cost. The County requests that the original federal amount of \$506,480 remain intact. The below table illustrates these amounts:

	<b>Application (2016)</b>	<b>Current</b>	<b>Proposed</b>
<b>Federal</b>	\$506,480	\$506,480	\$506,480
<b>Local</b>	\$126,620	\$643,520	\$493,520
<b>Total</b>	\$633,100	\$1,150,000	\$1,000,000
<b>% Federal</b>	80%	44%	51%

Historically, it has been commonplace to reduce federal funds by the amount/proportion of the project being removed. There are two possibilities:

- Given that \$150,000 would be removed, a \$120,000 (80%; bringing the federal total to \$386,480) reduction may be warranted.
- The applicant informed Council staff that the elements being removed would have cost \$65,000. Therefore, a \$52,000 (80%; bringing the federal total to \$454,480) may be warranted.

**COMMITTEE COMMENTS AND ACTION:** At its November 15, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request with no reduction in federal funds. The rationale for recommending no reduction in federal funds was that the project elements being removed will be completed in other projects at the expense of Hennepin County.

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>COMPLETION DATE</b>
TAC Funding & Programming Committee	Review & Recommend	11-15-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

# HENNEPIN COUNTY

## MINNESOTA

October 18, 2018

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

RE: SCOPE CHANGE REQUEST FOR S.P. 027-646-010  
CSAH 46 (46<sup>TH</sup> STREET) PEDESTRIAN SAFETY IMPROVEMENTS

Dear Mr. Oehme

In 2016, Hennepin County was awarded federal funding as part of the Metropolitan Council Regional Solicitation to make safety and mobility improvements to pedestrian facilities at 23 intersections along County State Aid Highway (CSAH) 46, also known as 46<sup>th</sup> Street, in south Minneapolis between Garfield Avenue and 18<sup>th</sup> Avenue. Such improvements include Americans with Disabilities Act (ADA) pedestrian ramps at all 23 intersections, and accessible pedestrian signals (APS) and pedestrian countdown timers at four of the 23 intersections.

Project development has been ongoing since late 2017; and in 2018, it became known that coordinating agencies were planning improvement projects on streets that intersect CSAH 46 within the limits of the subject line project, at the following locations:

- CSAH 46 / Chicago Avenue South – Metro Transit D Line (Chicago-Fremont) Rapid Bus Project
- CSAH 46 / Grand Avenue South – City of Minneapolis Grand Avenue Reconstruction Project (Lake Street to 48<sup>th</sup> Street)

At this time, Hennepin County requests that the TAC Funding and Programming Committee consider a scope change that would remove the planned improvements at the above locations from the subject line project; and, as a result, include such work in the larger Metro Transit and city of Minneapolis reconstruction projects. This would will allow for additional coordination and enhanced improvements at these intersections, and is intended to yield exceptional ADA accommodations, beyond what can be done as part of an ADA retrofit project. The change would also consolidate work into two projects (rather than three) which will further minimize impacts to the local community and traveling public.



# HENNEPIN COUNTY

MINNESOTA

Please refer to the enclosed documentation and attachments for additional information regarding this request and please contact me with any questions at (612) 596-0375, or by email at [nathan.ellingson@hennepin.us](mailto:nathan.ellingson@hennepin.us).

Sincerely,



Nathan Ellingson, PE  
Senior Project Manager  
Hennepin County Transportation Project Delivery

CC: Colleen Brown, MnDOT State Aid  
Jessa Trbojevich, Hennepin County  
Jason Pieper, Hennepin County

Carla Stueve, Hennepin County Engineer  
Chad Ellos, Hennepin County



HENNEPIN COUNTY  
MINNESOTA

**REQUEST FOR SCOPE CHANGE**

S.P. 027-646-010

CSAH 46 (46<sup>TH</sup> STREET) PEDESTRIAN SAFETY IMPROVEMENTS



## 1. Original Project Scope (from 2016 Regional Solicitation)

### a. Project Description

46th Street is a major east-west pedestrian corridor, connecting to the Chain of Lakes to the west and lakes Hiawatha and Nokomis to the east. The corridor also connects four neighborhood commercial nodes that generate pedestrian traffic. These nodes, particularly Nicollet Avenue, are served by 14 bus routes (5 local, 6 limited stop, and 3 express) which intersect and traverse the corridor. These transit routes provide access to the employment centers of downtown Minneapolis, MSP International Airport and the University of Minnesota. This project will create a safe and accessible route to the Orange Line BRT on Interstate 35W, with a station at 46th Street, providing fast, direct access into downtown Minneapolis.

The 46th Street Pedestrian Safety Improvements project will reconstruct curb ramps at intersections along 46th Street (CSAH 46) in South Minneapolis, beginning at Garfield Avenue in the west and continuing to 18th Avenue in the east. All signals identified as part of the project will be retrofitted with accessible pedestrian signals (APS) and pedestrian countdown signal heads where not already existing. Finally, due to needs identified during conversations with members of the Field Regina Northrop Neighborhood Group the project will construct pedestrian crossing enhancements at the Oakland Ave. crossing such as high visibility signage, upgraded pedestrian-activated beacon and a raised concrete median.

The curb ramp improvements that are part of this project will build upon scheduled roadway improvements occurring during summer 2016, these include a mill and overlay, a modern striping configuration which converts the existing four lane road to a three lane road with a center turn lane and the addition of bicycle lanes throughout the corridor. The ADA compliant curb ramps constructed during the 46th Street Pedestrian Safety Improvements project will complete the transformation of the 46th Street corridor, converting an auto oriented street into a multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

The project will improve safety and access to several institutions in the corridor, including four schools, Hope Street for Runaway and Homeless Youth and several places of worship. The overall character of 46th Street is residential with neighborhood based retail and services oriented along major cross streets. The roadway is a class A minor augmentor from Park Avenue west and a class B minor from Park Avenue east.

### b. TIP Description Guidance

On CSAH 46 (46th St.) from Garfield Avenue to 18th Avenue in Minneapolis. Pedestrian ADA accessible curb ramp reconstruction, APS and pedestrian countdown signal heads at signalized intersections, pedestrian crossing improvements at Oakland Ave.



## 2. Scope Changes Requested

### a. CSAH 46 (46<sup>th</sup> Street) / Chicago Avenue South Intersection

Current SP 027-646-010 scope: ADA pedestrian ramp improvements, APS (signal upgrade), and countdown timers (signal upgrade) at all four corners.

Estimated cost: \$115,000

Metro Transit D Line (Chicago-Fremont) rapid bus project proposed work (2020/2021): Improvements to the NE and SW quadrants to include platforms/sidewalk, curb bump outs, neighborhood-scale stations, and other amenities associated with rapid bus transit. Full signal system replacement at this intersection is also being discussed with Minneapolis.

Request: Remove SP 027-646-010 work at this intersection and include in Metro Transit's project.

### b. CSAH 46 (46<sup>th</sup> Street) / Grand Avenue South Intersection

Current SP 027-646-010 scope: ADA pedestrian ramp improvements at all four corners.

Estimated cost: \$35,000

City of Minneapolis Grand Avenue Reconstruction Project proposed work (2021): Full reconstruction of Grand Avenue between Lake Street and 48<sup>th</sup> Street; including through the intersection of CSAH 46.

Request: Remove SP 027-646-010 work at this intersection and include in Minneapolis' project.

### 3. Funding Scenario

#### Current Funding vs. Proposed Funding

	<b>Current</b>	<b>Proposed - if (\$150K) Intersection Work at Chicago &amp; Grand Removed</b>
Federal	\$506,480	\$506,480
Local Match	\$643,520	\$493,520
Total Construction Cost	\$1,150,000	\$1,000,000
% of Federal to Total	44%	51%

### 4. Attachments

#### Attachment 1

Project map of improvements, identifying locations of work to be removed.

#### Attachment 2

Letters of support and commitment from Metro Transit and the city of Minneapolis



HENNEPIN COUNTY  
MINNESOTA

**ATTACHMENT 1**

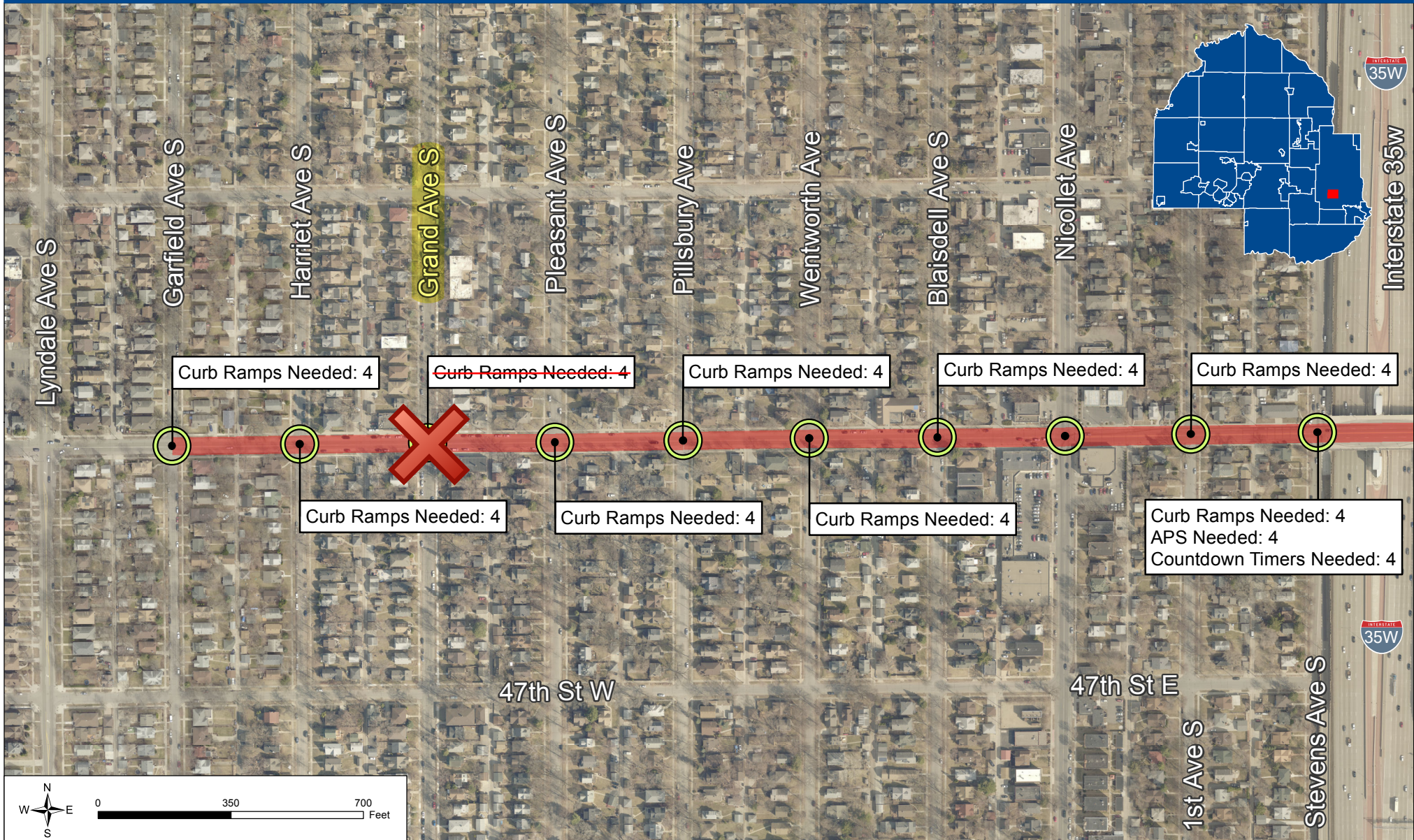
PROJECT MAP & PLANNED IMPROVEMENTS



# 46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

## Planned Pedestrian Amenities

Figure 1



Regional Solicitation  
Map version date: 07/11/2016

Data source: Hennepin County



Planned intersection work to be removed from project scope. (October 2018)

This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

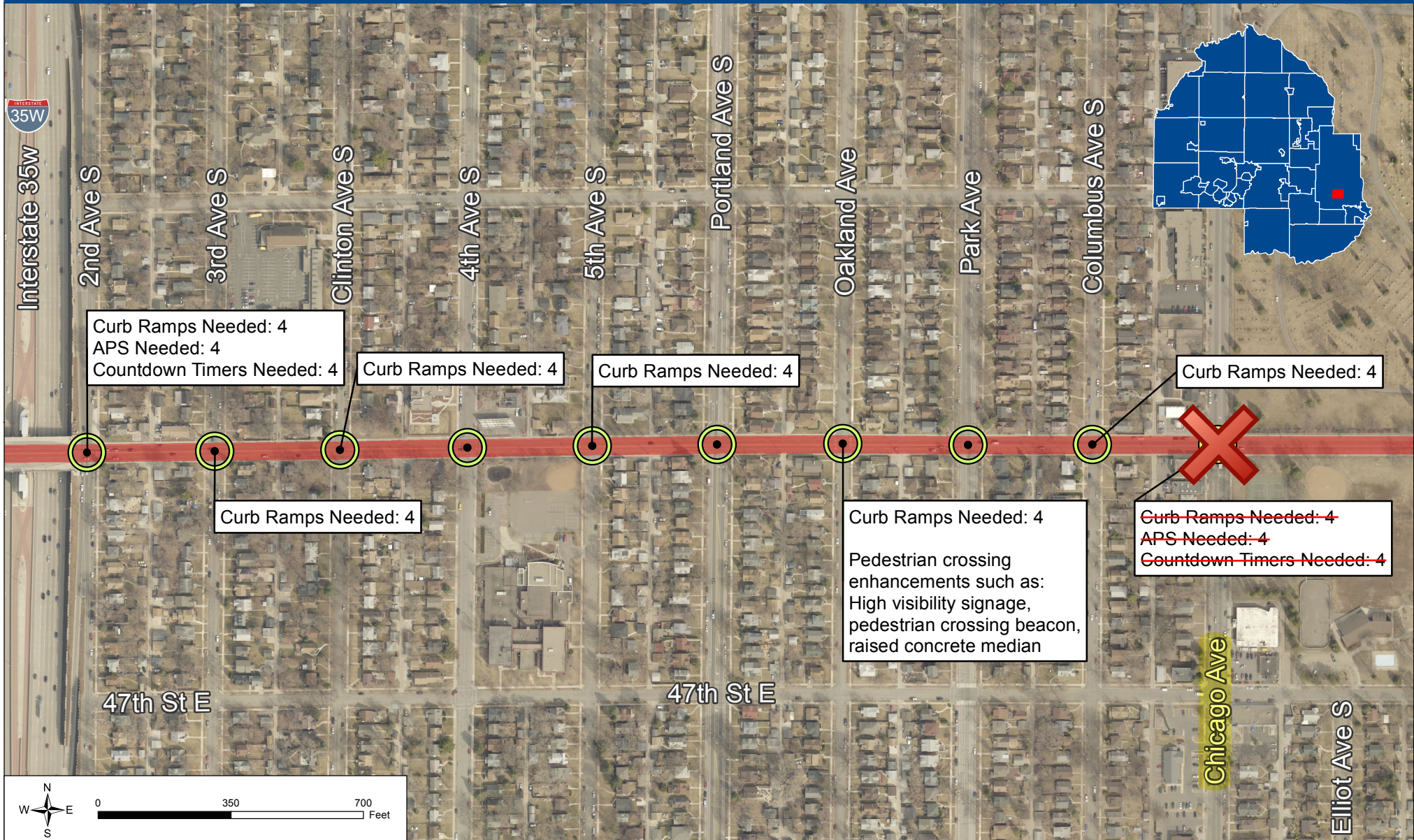
Hennepin County Public Works



# 46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

## Planned Pedestrian Amenities

Figure 2



Regional Solicitation  
Map version date: 07/11/2016

Data source: Hennepin County



Planned intersection work to be removed from project scope. (October 2018)

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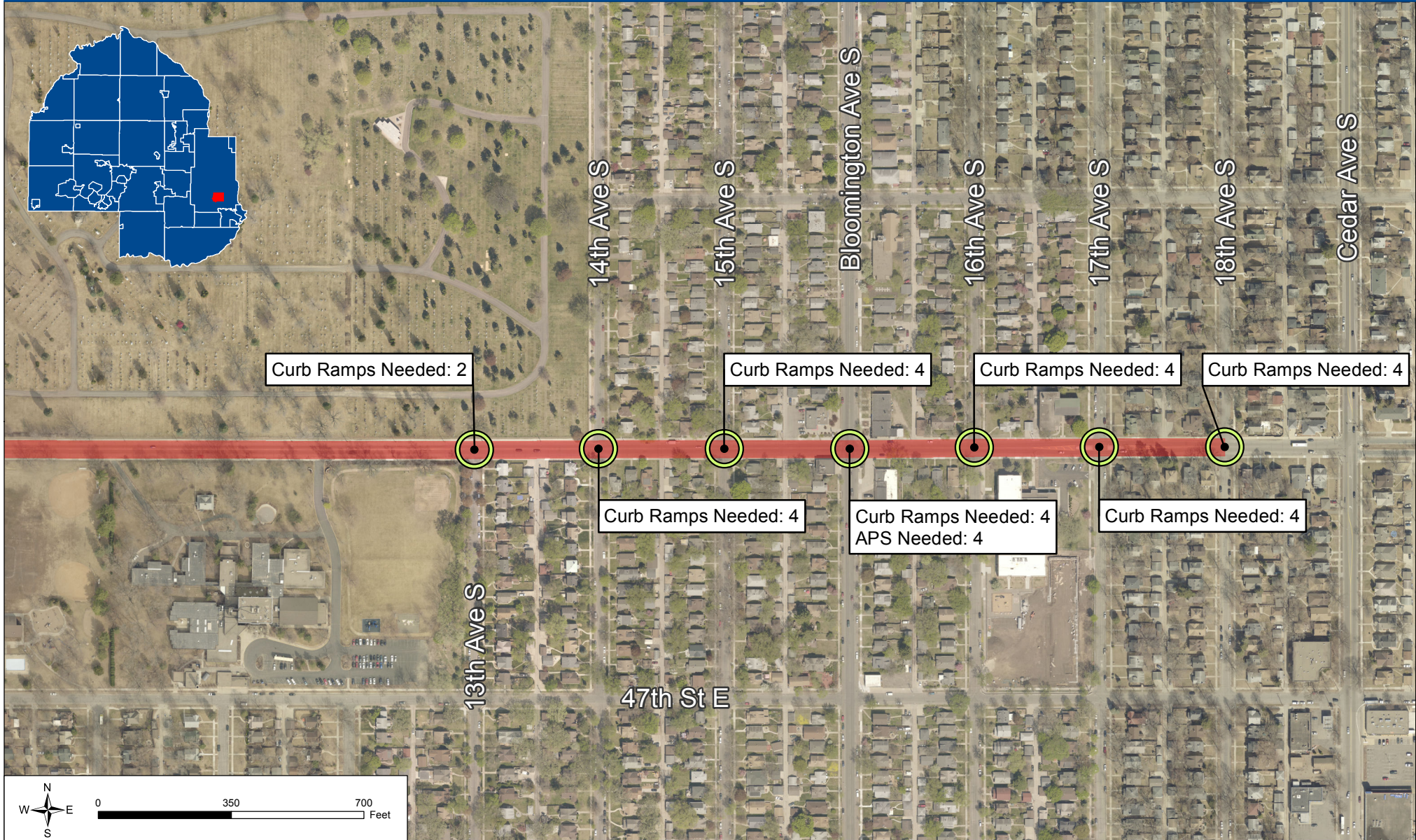
Hennepin County Public Works



# 46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

## Planned Pedestrian Amenities

Figure 3



Regional Solicitation  
Map version date: 07/11/2016

Data source: Hennepin County

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Hennepin County Public Works



HENNEPIN COUNTY  
MINNESOTA

**ATTACHMENT 2**

AGENCY LETTERS OF SUPPORT AND COMMITMENT



October 10, 2018

Carla Stueve, P.E., P.T.O.E.  
Director of Transportation Project Delivery and County Engineer  
Hennepin County Public Works  
1600 Prairie Drive  
Medina, MN 55340

RE: CSAH 46 (46th Street) Pedestrian Safety Improvements Project – Letter of Commitment

Dear Ms. Stueve:

The City of Minneapolis formally presents this letter of commitment to Hennepin County regarding the county's CSAH 46 (46th Street) Pedestrian Safety Improvements Project (Hennepin County Project No. 1617); specifically, the planned ADA work at the Grand Avenue South intersection.

It is understood that Hennepin County has received federal funding to support ADA improvements at various intersections along 46th Street between Garfield Avenue South and 18th Avenue South, including the intersection of Grand Avenue South. Such work at this intersection includes upgrading pedestrian ramps at all four corners to meet ADA. It is further understood that Hennepin County is seeking a program year extension for its work along 46th Street to occur in 2020, rather than 2019.

Furthermore, the City of Minneapolis currently has programmed a reconstruction of Grand Avenue South between Lake Street and 48th Street in its five-year capital improvement program, which includes work at the 46th Street intersection. At this time, it is anticipated that the Grand Avenue South project will be delivered in 2021 by the City of Minneapolis and will include new pavement, sub-grade, curb, gutter, and applicable ADA improvements.

The City of Minneapolis supports consolidating work at the Grand Avenue intersection and hereby commits, via its programmed Grand Avenue South project, to include the ADA improvements at Grand Avenue that would have otherwise been delivered as part of Hennepin County's Project No. 1617. This consolidation will not only minimize construction impacts to the nearby property owners and visitors, it will also allow for the construction of improved ADA accommodations due to the opportunity to substantially modify curb lines and associated utility conflicts as part of the Grand Avenue South reconstruction project.

The City of Minneapolis looks forward to continued coordination with Hennepin County on both 46th Street and Grand Avenue South projects.

Sincerely,



Jenifer Hager  
Director of Transportation Planning & Programming  
Minneapolis Public Works



October 15, 2018

Carla Stueve, P.E., P.T.O.E.  
Director of Transportation Project Delivery and County Engineer  
Hennepin County Public Works  
1600 Prairie Drive  
Medina, MN 55340

RE: CSAH 46 (46th Street) Pedestrian Safety Improvements Project – Letter of Understanding

Dear Ms. Stueve:

Metro Transit formally presents this letter of understanding to Hennepin County regarding the county's CSAH 46 (46th Street) Pedestrian Safety Improvements Project (Hennepin County Project No. 1617); specifically, the planned ADA work at the 46<sup>th</sup> Street / Chicago Avenue intersection.

It is understood that Hennepin County has received federal funding to support ADA improvements at various intersections along 46<sup>th</sup> Street between Garfield Avenue South and 18<sup>th</sup> Avenue South, including the intersection of 46<sup>th</sup> Street / Chicago Avenue. Such work at this intersection includes upgrading pedestrian ramps at all four corners to meet ADA. It is further understood that Hennepin County is seeking a program year extension for its work along 46<sup>th</sup> Street to occur in 2020, rather than 2019; this will allow agencies to best coordinate the planned improvements.

It is further acknowledged that Metro Transit is developing the D Line bus rapid transit (BRT) project with planned station construction primarily along Emerson-Fremont Avenues North and Chicago Avenue South. The project is currently unfunded. If Metro Transit is successful in securing full project funding, it is anticipated that the D Line project will be delivered in 2020-2021 and will include a station with platforms on two corners of the Chicago & 46th Street intersection.

Metro Transit supports consolidating Hennepin County's work at the 46<sup>th</sup> Street / Chicago Avenue intersection into D Line project delivery. In conjunction with the planned D Line project, Metro Transit commits to partnering with Hennepin County participation to include those improvements at 46<sup>th</sup> Street / Chicago Avenue that would have otherwise been delivered as part of Hennepin County's Project No. 1617. Such consolidation will not only minimize construction impacts to the local community and roadway users; it will also allow for the construction of superior ADA accommodations due to the opportunity to substantially modify curb lines in conjunction with the D Line BRT project.

Metro Transit looks forward to continued coordination with Hennepin County on both the 46<sup>th</sup> Street and D Line projects.

Sincerely,

A handwritten signature in cursive script that reads 'Charles Carlson'.

Charles Carlson  
Director, Bus Rapid Transit Projects

A service of the Metropolitan Council