## **Action Transmittal**

**Transportation Advisory Board** 



Committee Meeting Date: December 4, 2024 Date: November 27, 2024

#### Action Transmittal: 2024-50

Scope Change and Program Year Extension Request – CSAH 153 Reconstruction Project

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

#### **Requested Action**

Hennepin County requests a scope change and program year extension to reduce its CSAH 153 (Lowry Ave NE) (SP # 027-753-021) reconstruction project and extend it from 2025 to 2026. This enables the project to be coordinated with an adjacent MnDOT project.

#### **Recommended Motion**

That the Technical Advisory Committee recommend that TAB approve Hennepin County's scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

#### **Background and Purpose**

In 2020, Hennepin County was awarded \$7,000,000 in the Roadway Reconstruction and Modernization category of the Regional Solicitation to reconstruct CASH 153 (Lowry Avenue NE) between Marshall and Washington streets, which currently has a 2025 program year. This includes grading, aggregate base, bituminous base and surface, stormwater, sidewalk, ADA pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter. Within this project length, between 3<sup>rd</sup> Street NE and 4<sup>th</sup> Street NE overlaps MnDOT's MN 47 (University Avenue NE) bituminous mill and overlay, sidewalk, drainage, and ADA ramp project, which has a 2027 program year.

Hennepin County requests a scope change that would remove the construction of improvements at MN 47 for inclusion in MnDOT's project. This will enable coordination between the two projects along with completion of both projects in one construction effort, as opposed to two.

At the same time, the County asks for a program year extension from 2025 to 2026. The need for this extension is due to the limited right-of-way at the CSAH 153 intersection at MN 47, which lengthen the time needed to work through preliminary design and public review. Further, the extension would enable the construction of the two projects to occur at the same time.

#### **Relationship to Regional Policy**

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes 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. 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.

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

#### **Staff Analysis**

Scope Change: Because the proposed project's footprint is nearly identical to the original, because the project's 716 points is 106 points above the highest-scoring unfunded project in the funding category, and because the on-the-ground result of the project is not changing, staff believes that recommendation of the request can be provided without any scoring analysis.

Regarding funding, the applicant identifies \$1,300,000 as the cost of the portion of the project removed from the original scope. The federal portion, 77% per the original application, would be \$1,001,000. Table 1 shows two funding scenarios for the committee to consider whether it is necessary to remove federal funds.

The project as it was applied for will be constructed according to the request. Recent precedent has been to approve such requests both in terms of the change and federal funding retention given that the on-the-ground result does not change.

Table 1: Funding Scenario

	Original Application	Proposal (Full Federal Funds Retained)	Proposal (\$1,001,000 Reduction)
Federal	\$7,000,000	\$7,000,000	\$5,999,000
Local Match	\$2,022,600	\$3,700,000	\$4,701,000
Total Construction Cost	\$9,022,600	\$10,700,000	\$10,700,000
% of Federal to Total	77%	65%	56%

*Program Year Extension:* Per the Program Year Policy's progress assessment, a minimum score of 7 is required for eligibility. The request received a score of seven. Therefore, staff recommends approval of the request. This indicates that the project is likely to be ready for fiscal year 2026 authorization.

#### **Committee Comments and Action**

At its November 21, 2024, meeting, the TAC Funding and Programming Committee recommended Hennepin County's scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

#### Routing

То	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	November 21, 2024
Technical Advisory Committee	Review & Recommend	December 4, 2024
Transportation Advisory Board	Review & Adopt	December 18, 2024

October 21, 2024

Michael Thompson, P.E. Chair, TAC Funding and Programming Committee Metropolitan Council 390 Robert Street North Saint Paul, MN 55101

Re: Scope Change request to S.P. 027-753-021 - CSAH 153 (Lowry Avenue NE) Reconstruction Project

Dear Mr. Thompson:

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2020, Hennepin County was awarded federal funding as part of the Regional Solicitation to reconstruct Lowry Avenue NE (CSAH 153) between Marshall and Washington streets in Northeast Minneapolis. Project improvements include grading, aggregate base, bituminous base and surface, stormwater, sidewalk, Americans with Disabilities Act (ADA) pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter.

Project development has been ongoing since late 2020; and it has become known that MnDOT is planning an improvement project along a roadway that intersects CSAH 153 within the limits of the subject line project, at the following location:

CSAH 153 (Lowry Avenue NE) / TH 47 (University Avenue NE) – MnDOT MN 47 Project SP 2726-78

The Hennepin County led CSAH 153 reconstruction project, is planned for construction in 2026 through 2027, and the MnDOT MN 47 Project is anticipated to begin construction in 2027. Therefore, it's in the public's best interest for agencies to coordinate planned activities to minimize impacts to the local community and traveling public.

The current 2025-2028 State Transportation Improvement Program (STIP) identifies \$7,000,000 in federal funding and \$3,700,000 in local match funding for the project, for a STIP total of \$10,700,000. The program year for this project is 2025.

At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) intersection from the subject line project; and as a result, include such work in the larger MnDOT MN 47 Project. Approval of this scope change request will allow for additional coordination on the planned improvements at this intersection and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue. The change would also result in only one project (rather than two) at this intersection which will further minimize impacts to the local community and traveling public.

Hennepin County Transportation Project Delivery Public Works Facility, 1600 Prairie Drive, Medina, MN 55340 612-596-0300 | hennepin.us



The proposed cost estimate of the work at CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) is \$1,572,629.39 and applying the 80/20 Regional Solicitation split results in a \$1,258,103.51 federal portion and \$314,525.88 local match.

With your approval, the improvements at the CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) intersection will be delivered with the MnDOT MN 47 project, in which Hennepin County intends to cost participate with local funds for improvements located at the intersection and approximately one block east and west of the intersection along CSAH 153 (Lowry Avenue NE). Therefore, we kindly request to retain the full original federal funding amount of \$7,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2025-2028 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Kelly Agosto, P.E. Senior Professional Engineer Hennepin County Transportation Project Delivery

Cc: Colleen Brown, MnDOT Metro State Aid Carla Stueve, PE Jessa Trboyevich, PE Chad Ellos, PE Jason Pieper, PE



#### **FUNDING DATA FOR SCOPE CHANGE REQUEST**

### 1. Original Application

Regional Solicitation Year	2020
Application Funding Category	Roadway modernization
HSIP Solicitation	N/A
Application Total Project Cost	\$9,022,600
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	77%

Project Elements Being Removed:	Original Application Cost
Work at CSAH 153/TH 47 intersection	\$1,300,000

### 2. Current Funding

Table 1 | Current Construction Cost Breakdown

Location	Construction Costs	Percentage of Total Project
CSAH 153 (Without TH 47		
intersection)	\$10,000,000.00	86%
CSAH 153/TH 47 intersection	\$1,572,629.39	14%
Total	\$11,572,629.39	100%

#### 3. Attachments

#### **Attachment 1**

Project map identifying location of work to be removed.



#### **Attachment 2**

Letter of support and commitment from MnDOT.

#### **Attachment 3**

Letter of support and commitment from City of Minneapolis.

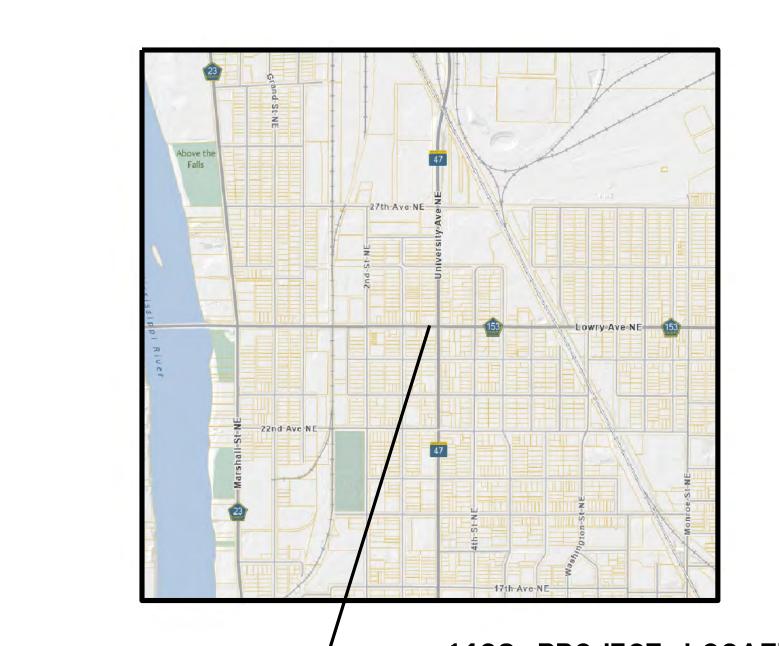


#### **ATTACHMENT 1**

PROJECT MAP



PRELIMINARY LAYOUT 01 CSAH 153 - LOWRY AVE. NE Hennepin Co. Project No. 2140800



# LEGEND

SIGNALIZED INTERSECTION PROPOSED ROAD PROPOSED TRAIL PROPOSED CONCRETE PROPOSED CONC. SIDEWALK PROPOSED GRASS

PROPOSED DRIVEWAY APRON EXISTING R/W EXISTING PROPERTY LINES

RAILROAD R/W





LOWRY AVE NE FUNCTIONAL CLASSIFICATION B-MINOR ARTERIAL

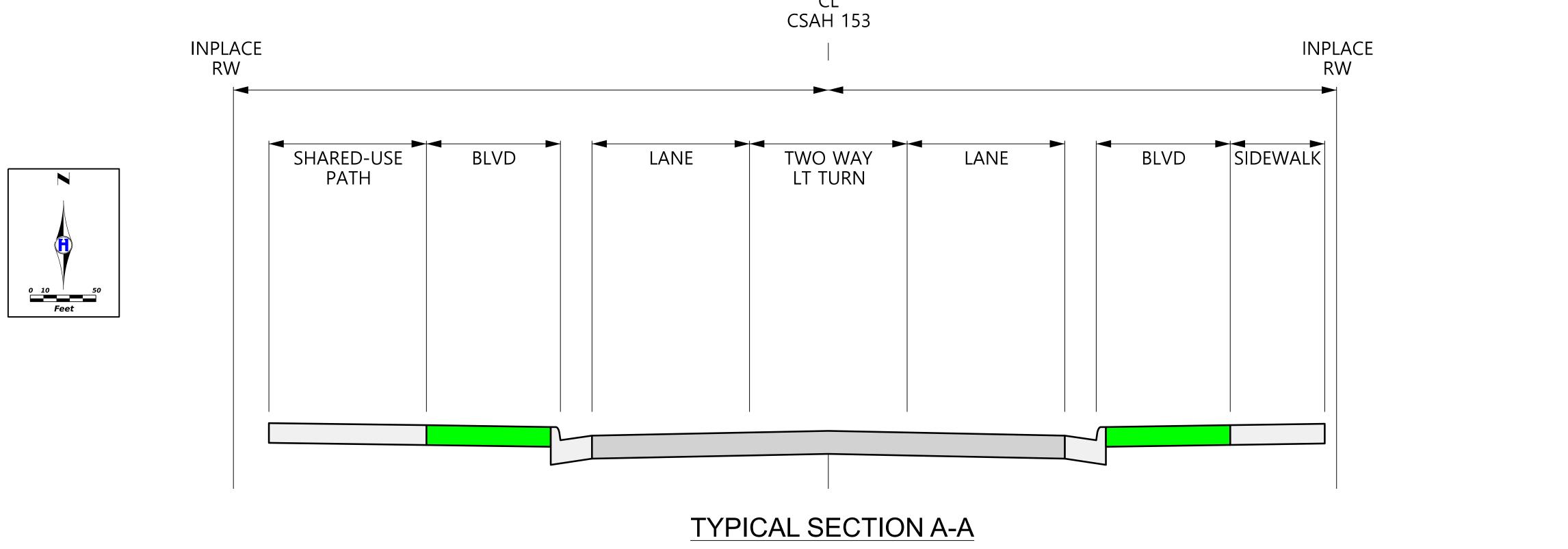
NOTES:

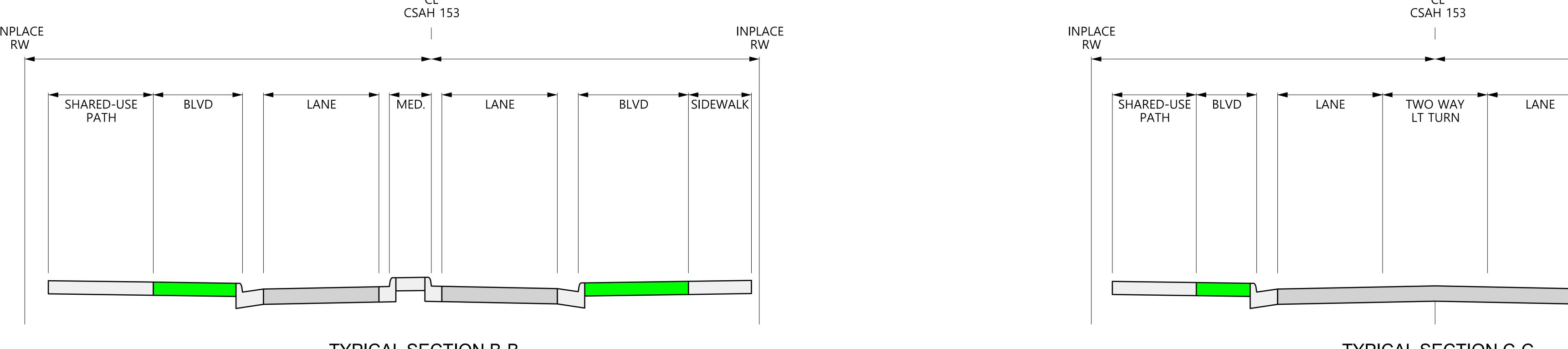
A RAISED CROSSINGS WILL BE EVALUATED AS THE PROJECT PROGRESSES TO DETAILED ENGINEERING

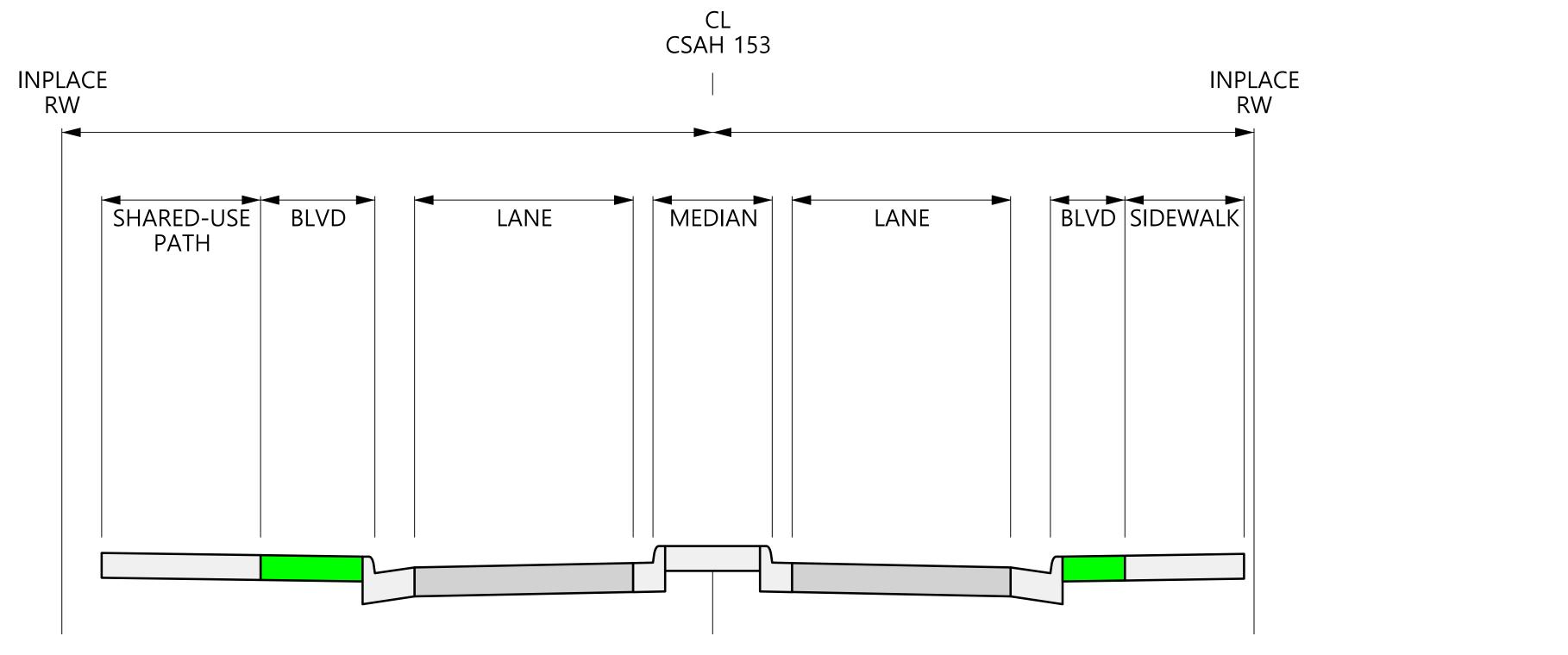
PEDESTRIAN CROSSING ENHANCEMENT UNDER EVALUATION FOR GRAND STREET NE OR CALIFORNIA STREET NE

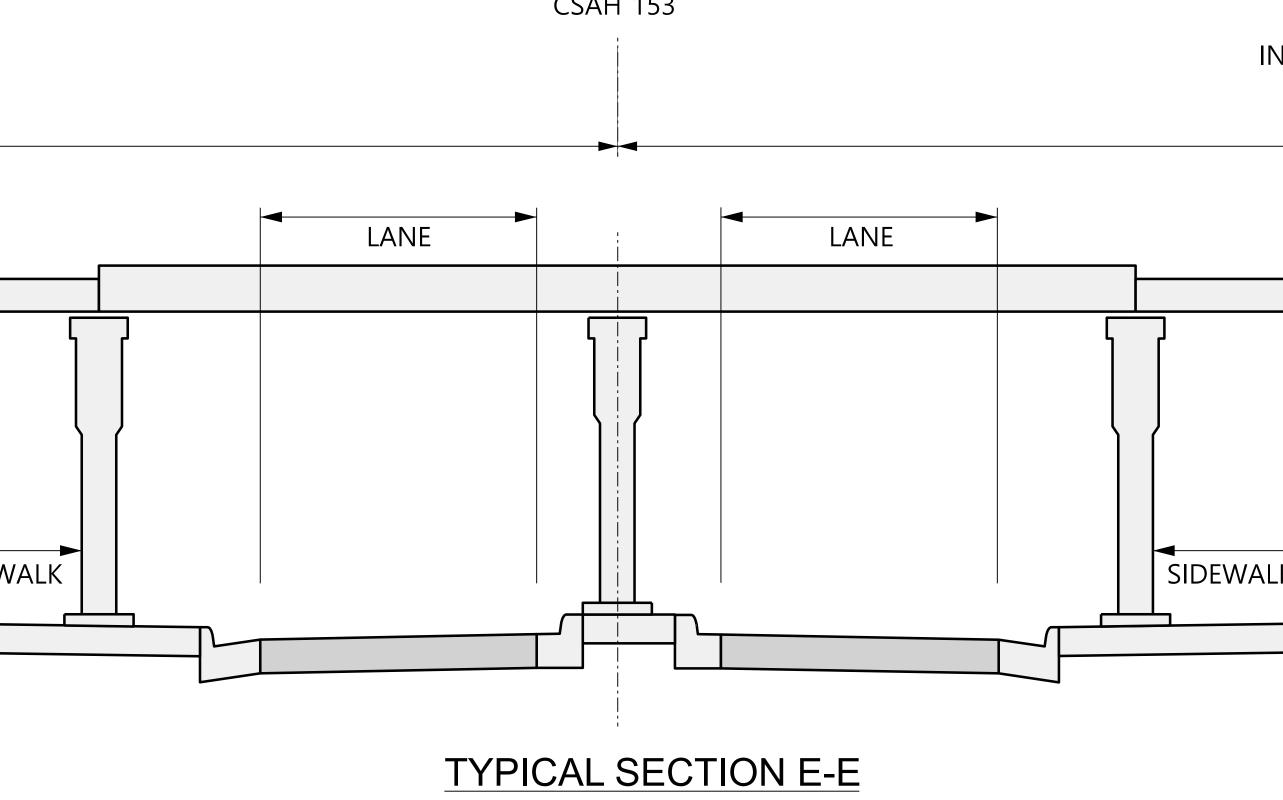
AS PLANNING FOR THE MARSHALL STREET NE RECONSTRUCTION PROJECT ADVANCES, THE DESIGN WILL BE COORDINATED WITH LOWRY AVENUE NE.











TYPICAL SECTION B-B

INPLACE

8/28/2024 REPE004 C:\Users\REPE004\Hennepin County\Hennepin County Transportation Design - HC\_Projects\153\_2140800\Design\Layouts\University\_Removed - For Approval\1408\_University\_Removed.dgn

#### **ATTACHMENT 2**

MnDOT LETTER OF SUPPORT AND COMMITMENT





Metro District Waters Edge Building 1500 W. County Road B-2 Roseville, MN 55113-3174

June 11, 2024

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

Subject: Letter of Understanding regarding intersection of TH 47 (University Ave.) and CSAH 153 (Lowry Ave.)

Dear Ms. Stueve:

The Minnesota Department of Transportation presents this letter of understanding regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and MN 47 (University Avenue).

As the County is aware, MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. The MnDOT project is planned for construction in 2027. MnDOT's STIP has MN 47 programmed as a pavement project in 2027 (SP 2726-78), which will be augmented to the greater Complete Street's corridor vision pending as funding allows. However, full funding is not secured, and this may dictate a delivery timeline of parts of the planned MN 47 project in subsequent fiscal year(s). This could impact the delivery of the Lowry Avenue and University Avenue intersection.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with a future project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue.

MnDOT understands that Hennepin County commits to participating in the cost of its originally scoped Lowry Avenue improvements and intends to enter into one or more interagency agreements to formalize that

commitment. Additionally, it is understood that Hennepin County commits to communicating these changes to the scope and timeline of the Lowry Avenue Reconstruction Project with the public, working closely with MnDOT to ensure that the information shared is coordinated and consistent. Finally, it is understood that Hennepin County also commits to continuing active involvement in design development and issue resolution with MnDOT.

Pending future formal funding participation commitment and further project delivery coordination with Hennepin County, MnDOT supports consolidating Hennepin County's work at the Lowry Avenue and University Avenue intersection into future project delivery at this intersection extended to the limits of the current Hennepin County Lowry project (SP 027-753-021). Hennepin County will enter into one or more agreements with MnDOT to design and construct the Lowry Avenue and University Avenue intersection, including commensurate participation in design and right-of-way acquisition costs. Hennepin County will also participant in public engagement at the intersection, especially as it relates to right of way acquisitions. MnDOT commits to continue coordinating with Hennepin County and other stakeholders to identify, design, and align construction improvements at the Lowry Avenue and University Avenue intersection. Such consolidation will minimize construction impacts to the local community and roadway users and allow for a better product.

I request your reply if you have any disagreements with this Letter of Understanding. We look forward to continued coordination with Hennepin County on the MN 47 project.

Sincerely,



Ryan Wilson, PE AICP
West Area Manager | Hennepin County
MnDOT Metro District

#### cc:

Kelly Agosto, Hennepin County Project Engineer
Jessa Trboyevich, Hennepin County Design Division Manager
Nariman Vanaki, Hennepin County Assistant Director Project Delivery
Alan Rindels, MnDOT Metro District SP 2726-78 TH47 Project Manager
Christina Perfetti, MnDOT Metro District West Area Coordinator
Scott Pedersen, MnDOT Metro District Program Delivery Engineer

Equal Opportunity Employer

#### **ATTACHMENT 3**

CITY OF MINNEAPOLIS LETTER OF SUPPORT AND COMMITMENT





Public Works 350 S. Fifth St. – Room 203 Minneapolis, MN 55415 Tel 612.673.3000 www.minneapolismn.gov

July 25, 2024

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: Letter of Support regarding intersection of TH 47 (University Avenue NE) and CSAH 153 (Lowry Avenue)

Dear Ms. Stueve:

The City of Minneapolis presents this letter of support regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and TH 47 (University Avenue NE).

The city is aware that the Minnesota Department of Transportation (MnDOT) is developing a project with planned improvements along University Avenue (SP 2726-78), including the intersection with Lowry Avenue. Minneapolis Public Works staff have attended planning meetings for both Hennepin County and MnDOT's projects at this intersection. We are aware that MnDOT's project is currently programmed as a pavement project in 2027, but is being planned as a full reconstruction. We are also aware that the delivery year may be contingent on funding. MnDOT has committed to reconstructing Lowry Avenue to the limits at which Hennepin County's project stops, fulfilling its original scope.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with the University Avenue NE project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's TH 47 project to inform the design of the intersection with University Avenue NE.

In order to promote efficient project delivery, Hennepin County and MnDOT have indicated it will be in the best interest of the public and all involved agencies to remove this intersection from the County project and have all improvements be delivered with the MnDOT project. The City of Minneapolis supports this consolidation of work, understanding that Hennepin County commits to participating in the cost of the scoped improvements and intends to enter into agreements with MnDOT to formalize that commitment for design and construction.

The City of Minneapolis looks forward to continued coordination with Hennepin County on the Lowry Avenue project, as well as advancing the improvements on University Avenue NE with MnDOT.

Sincerely,

Tenju Hages Jenifer Hager

Director of Transportation Planning & Programming

Minneapolis Public Works

October 21, 2024

Mr. Michael Thompson, P.E. Chair, TAC Funding and Programming Committee Metropolitan Council 390 Robert Street North St. Paul, MN 55101

Re: Program Year Extension Request for SP 027-753-021

CSAH 153 (Lowry Avenue NE) Roadway Improvement Project

Dear Mr. Thompson:

Hennepin County (County) was awarded \$7,000,000 in federal funding as part of the 2020 Metropolitan Council Regional Solicitation to reconstruct CSAH 153 (Lowry Avenue NE) between Marshall Street NE (CSAH 23) and Washington Street NE in the City of Minneapolis. Federal funds were awarded for program year 2025.

Over the past few years, County staff have advanced project development with the intent of obtaining federal authorization by the required deadline. In coordination with agency partners, and projects led by other agencies, especially MnDOT's project on TH 47 (University Avenue) that intersects this project, it became necessary to look at options to shift the timing for federal authorization. Due to the limited public right of way at the CSAH 153 and TH 47 intersection and the complexity of designing the intersection in a way to better serve freight operations, this lengthened the time to work through preliminary design and public engagement significantly. Currently, MnDOT anticipates the MN 47 Project construction will begin in 2027. The County project on Lowry Avenue could be constructed over two construction seasons from 2026 to 2027 if granted a program year extension, which would line up well with MnDOT's MN 47 Project timeline. Additionally, the coordination with the MnDOT project on TH 47 (University Avenue) created an opportunity to have the MnDOT project deliver the intersection of TH 47 and CSAH 153 with their project to allow additional time for concept development and public engagement.

Due to the change in scope of the County project, and the time the County project team put into preliminary design concepts, this process delayed municipal approval of the layout which also delayed County staff's ability to advance other aspects of the project. Municipal approval was granted by the City of Minneapolis full council on September 19, 2024.

Hennepin County is requesting that the TAC Funding and Programming Committee consider a program year extension from 2025 to 2026 to allow for completion of the right of way acquisition process, coordination with BNSF for the at-grade railroad crossing improvements, obtain permits, finalize plans, specifications, estimates and agreements.



Please refer to the enclosed documentation and attachments for additional information regarding this request. I invite you to contact me with any questions at 612-596-0365 or by email at <a href="mailto:Kelly.agosto@hennepin.us">Kelly.agosto@hennepin.us</a>.

Sincerely,

Kelly Agosto, P.E. Senior Professional Engineer Hennepin County Transportation Project Delivery

cc: Colleen Brown, MnDOT State Aid Carla Stueve, Hennepin County Engineer Nariman Vanaki, Hennepin County Jessa Trboyevich, Hennepin County Chad Ellos, Hennepin County Jason Pieper, Hennepin County



## **REQUEST FOR PROGRAM YEAR EXTENSION**

SP 027-753-021

CSAH 153 (LOWRY AVENUE) RECONSTRUCTION PROJECT



#### 1. Project Progress

#### a. Progress Schedule

Please See Attachment 1.

#### b. Right of Way Acquisition

Municipal approval of the layout Permanent easements are necessary to support the ownership, maintenance, and operations of the pedestrian and bicycle facilities associated with the project. Temporary easements are necessary to support temporary occupancy to construct the project.

Acquisition work will begin December 1, 2024 and will be complete by December 1, 2025.

#### c. Plans

Municipal approval was granted by the City of Minneapolis council on September 19, 2024. The 90% roadway plans are anticipated to be complete in August 2025 with final plans anticipated December 2025.

#### d. Permits

Anticipated permits on this project include the following:

- NPDES
- MnDOT Short Form

#### e. Approvals

In addition to the permit approvals noted above, plan approval will be required from MnDOT, MnDOT State Aid, Hennepin County, and the City of Minneapolis.

A draft of the environmental document (Categorical Exclusion) has been submitted to MnDOT Metro State Aid for review and will need final approval by Hennepin County and MnDOT State Aid.

#### f. Funding/Expenditures

To date, Hennepin County has spent approximately \$511,537.73 on consulting fees for preliminary design support, public engagement, geotechnical engineering, subsurface utility engineering, environmental documentation (Categorical Exclusion), and structural engineering for this project. In Addition, Hennepin County has incurred approximately \$478,038.77 in internal staff costs related to project management and preliminary design. These costs to date have been financed solely by Hennepin County. Remaining consultant fee commitments are anticipated to cost an additional \$206,139.61.

#### 2. Justification for Extension Request

a. What is unique about this project that requires an extension of the program year?

Please see Attachment 2 for the original layout that illustrates the proposed area of work for the CSAH 153 (Lowry Avenue) Reconstruction Project that was



#### MINNESOTA

included in the county's funding application. As preliminary design progressed, a scope change need was identified in order to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 Project. MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. See Attachment 3 for the revised Lowry Avenue Reconstruction Project layout. The scope change is being requested concurrently with this Program Year Extension request.

A program year extension of one year is being requested to provide the necessary time for the Lowry Avenue Reconstruction Project to be developed, minimize rework and impacts to the community. Please see Attachments 4 and 5 for letters of support from MnDOT and the City of Minneapolis.

# b. What are the financial impacts if this project does not meet its current program year?

The Hennepin County Lowry Avenue Reconstruction Project will need additional time to complete the design and right of way process to obtain federal authorization. Due to additional coordination, public engagement and concept development for the intersection with University Avenue, the preliminary design process delayed obtaining municipal approval from the City of Minneapolis. If the project is not granted the program year extension, \$7,000,000 in federal funds will be forfeited. As a result, additional local funds would be required from Hennepin County and the City of Minneapolis contingent on County Board and City Council approval, respectively.

# c. What are the implications if the project does not obtain the requested extension?

Hennepin County, in partnership with the City of Minneapolis and MnDOT is taking appropriate steps toward coordinating the design of Lowry Avenue. Through this process, Hennepin County determined the best option is to request a scope change to remove the University Avenue intersection from the county project and instead include this intersection with MnDOT's MN 47 Project. The process of going through several design concept iterations for the intersection, which included gathering additional traffic data and public engagement extended the schedule and timing of obtaining municipal approval from the City of Minneapolis.

In order to complete final design and right of way acquisition work for the Hennepin County project, the requested program year extension is necessary. Additionally, there is coordination work with BNSF for an at-grade railroad crossing of Lowry Avenue to improve the crossing signal system and crossing surface, which is not able to advance until the final design work is at a point where BNSF can put an estimate to the needed improvements.



MINNESOTA

d. What actions will the agency take to resolve the problems facing the project in the next three to six months?

Continued coordination with MnDOT and the City of Minneapolis will occur to ensure the combined projects will be completed by the anticipated deadline of June 2026. Hennepin County will proceed with obtaining federal authorization through FHWA in June 2026, followed by project bidding and construction there afterwards.





## Attachment 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION



#### **Regional Program Year Policy**

TAB Adopted: April 17, 2013 Administrative Modifications: August 20, 2014

#### **Attachment 1: Progress Schedule for Program Year Extension**

Enter request date

Program Year 2026

#### **INSTRUCTIONS:**

- 1. Check status of project under each major heading.
- 2. Enter dates as requested for each major heading.
- 3. Enter points as suggested by each applicable response.
- 4. Total points received in the TOTAL POINTS line on the last page. The minimum score to be eligible to request an extension is seven points.

PROJECT MEMORANDUM  X Reviewed by State Aid Date of approval Submitted for review 8	If checked enter 4. 3/28/24	4
Completed/Approved Date of approval	If checked enter 5.	
EA Completed/Approved Date of approval	If checked enter 2.	
EITHERNot Complete Anticipated Date of Completion If prior to Ja	nuary 31 of the program year, enter 1.	
OPPORTUNITY FOR PUBLIC HEARING (not neCompleted Date of Hearing		
Not Complete  Anticipated Date of Completion	28 of the program year, enter 1.	_
FINAL ENVIRONMENTAL ASSESSMENT (not re Completed/FONSI Approved Date of approval	If checked enter 2.	
N/A Not Complete  Anticipated Date of Completion  If prior to Ma	arch 31 of the program year, enter 1.	
STUDY REPORT (required for Environmental As Complete/Approved  Date of Approval N/A Not Complete	If checked enter 1.	
Anticipated Date of Completion		

Regional Program Year Policy

TAB Adopted: April 17, 2013

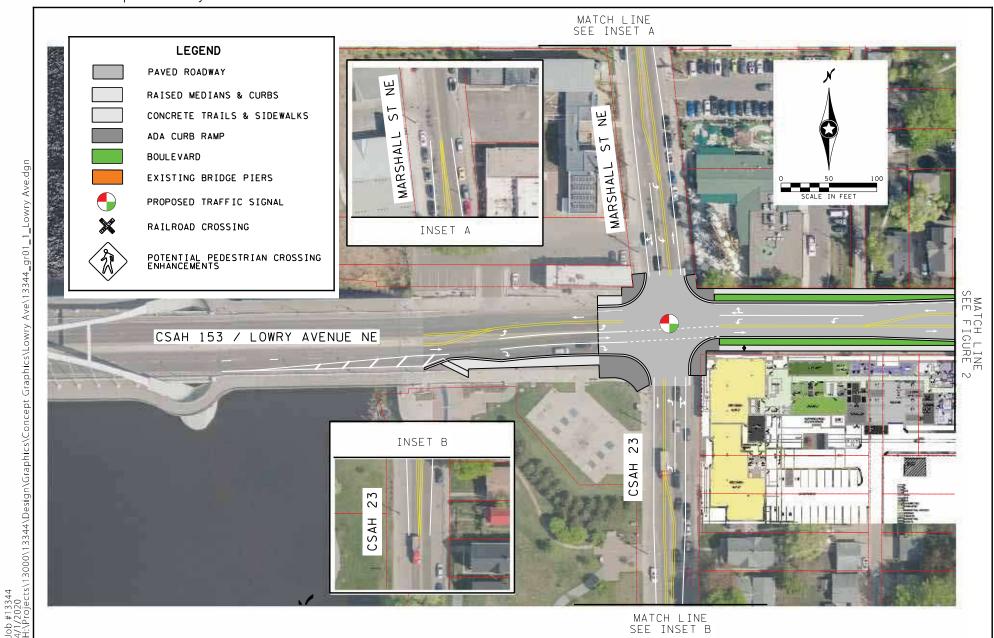
Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS	
Completed (includes signature of District State Aid Engineer)	
Date If checked enter 3.	
Completed (approved by District State Aid as to SA Standards but not sign Date If checked enter 2.	ned)
X Not Complete	
Anticipated Date of Completion December 2025	
If prior to June 30 of the program year, enter 1.	1
RIGHT OF WAY ACQUISITION	
Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2.	
Date	
X Not Complete	
Anticipated Date of Completion <u>December 2025</u>	
If prior to December 31 of the year following the original program year, enter 1.	1
ENGINEEDS FOTIMATE OF COSTS	
ENGINEERS ESTIMATE OF COSTS  Completed If checked enter 2.	
Completed If checked enter 2.  Date	
X Not Complete	
Anticipated Date of Completion <u>December 2025</u>	
If prior to December 31 of the year following the original program year, enter 1.	1
in prior to becomber or or the year following the original program year, effect it.	<u> </u>
AUTHORIZED	
Anticipated Letting Date January 2026	
Anticipated letting date must be prior to June 30	
in the year following the original program year,	
so that authorization can be completed prior to	
June 30 of the extended program year.	
TOTAL POINTS	7

# Attachment 2

ORIGINAL APPLICATION LAYOUT

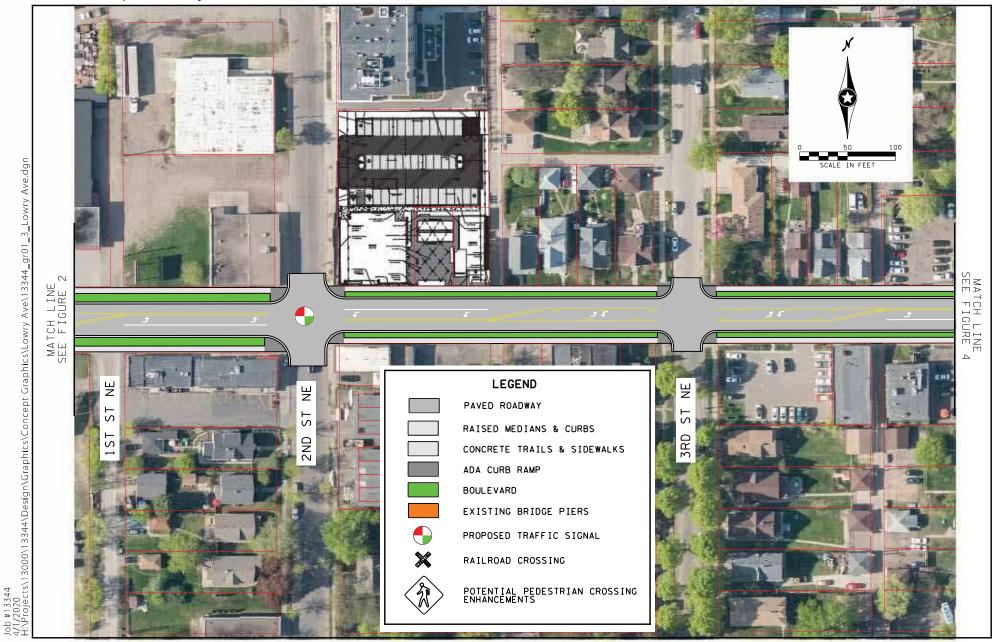








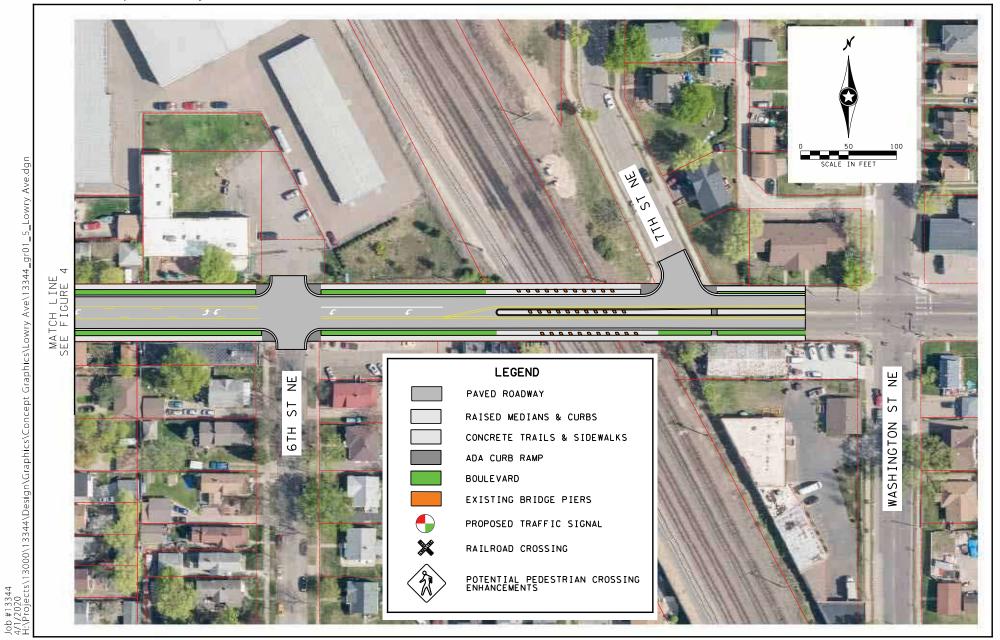














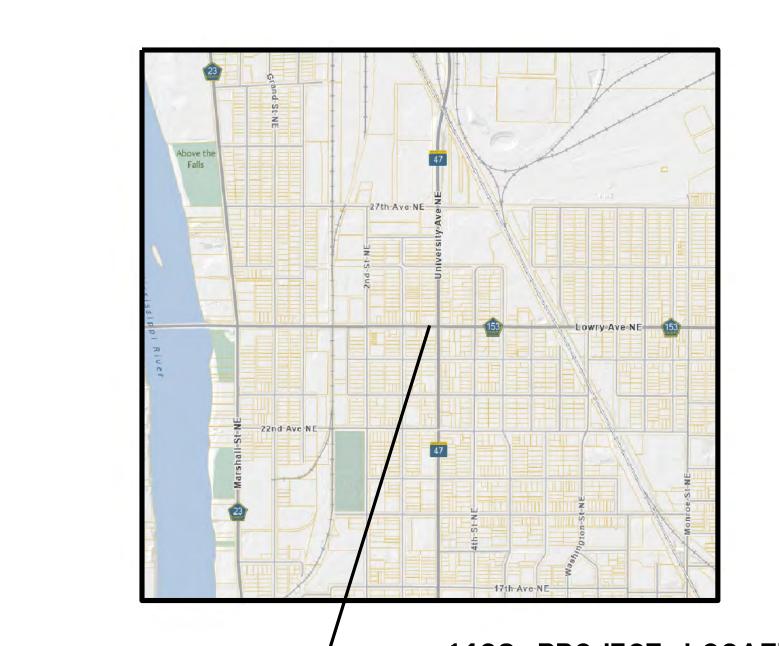


## Attachment 3

PROPOSED LAYOUT WITH SCOPE CHANGE



PRELIMINARY LAYOUT 01 CSAH 153 - LOWRY AVE. NE Hennepin Co. Project No. 2140800



# LEGEND

SIGNALIZED INTERSECTION PROPOSED ROAD PROPOSED TRAIL PROPOSED CONCRETE PROPOSED CONC. SIDEWALK PROPOSED GRASS

PROPOSED DRIVEWAY APRON EXISTING R/W EXISTING PROPERTY LINES

RAILROAD R/W





LOWRY AVE NE FUNCTIONAL CLASSIFICATION B-MINOR ARTERIAL

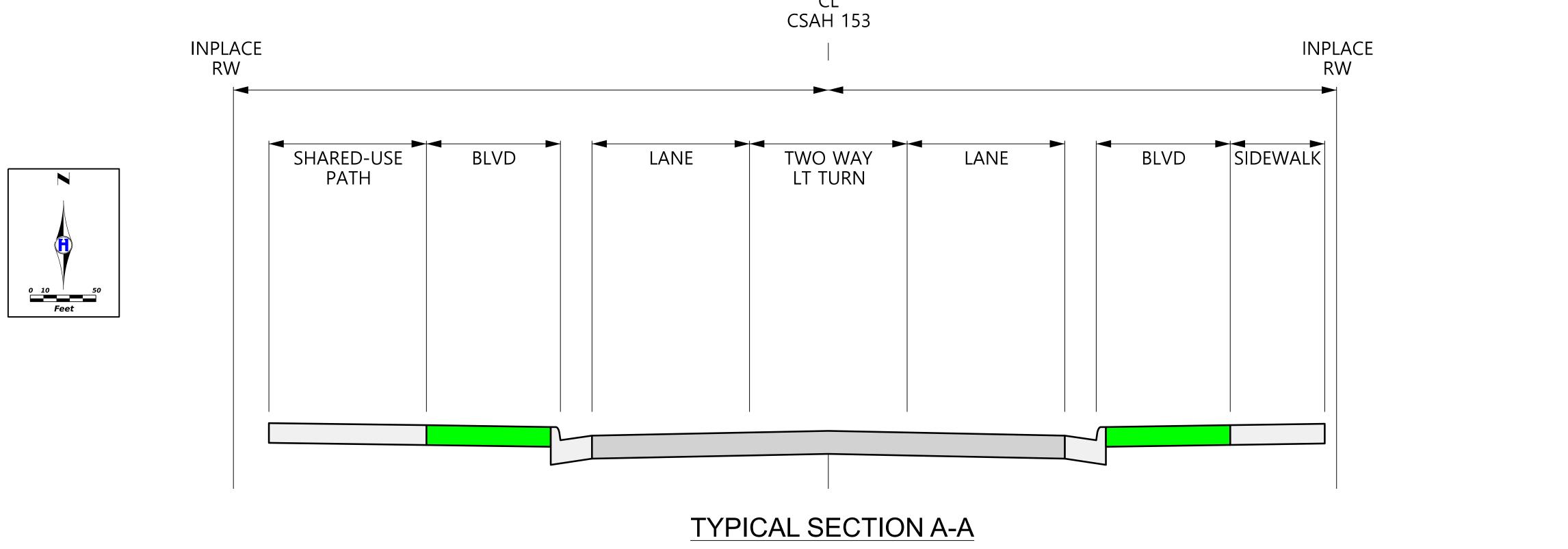
NOTES:

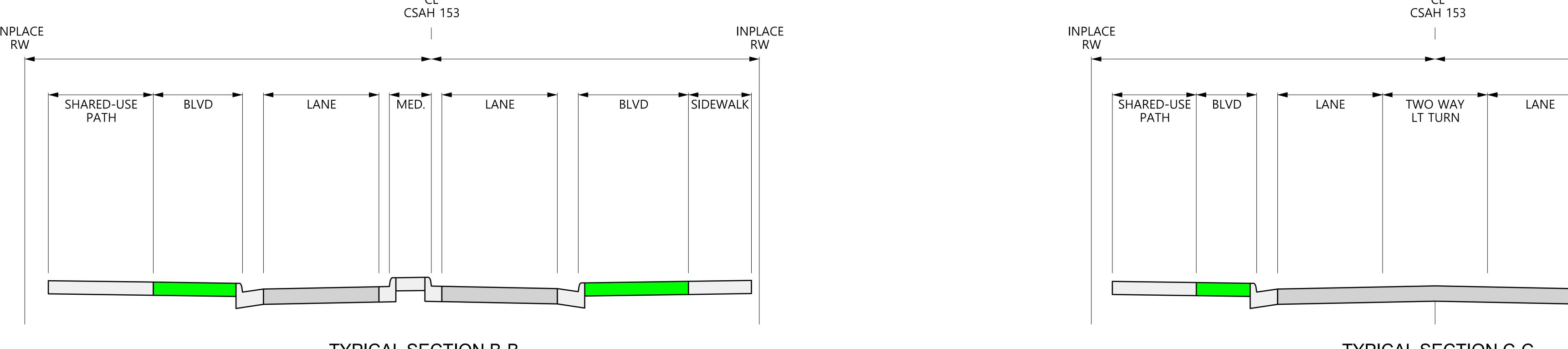
A RAISED CROSSINGS WILL BE EVALUATED AS THE PROJECT PROGRESSES TO DETAILED ENGINEERING

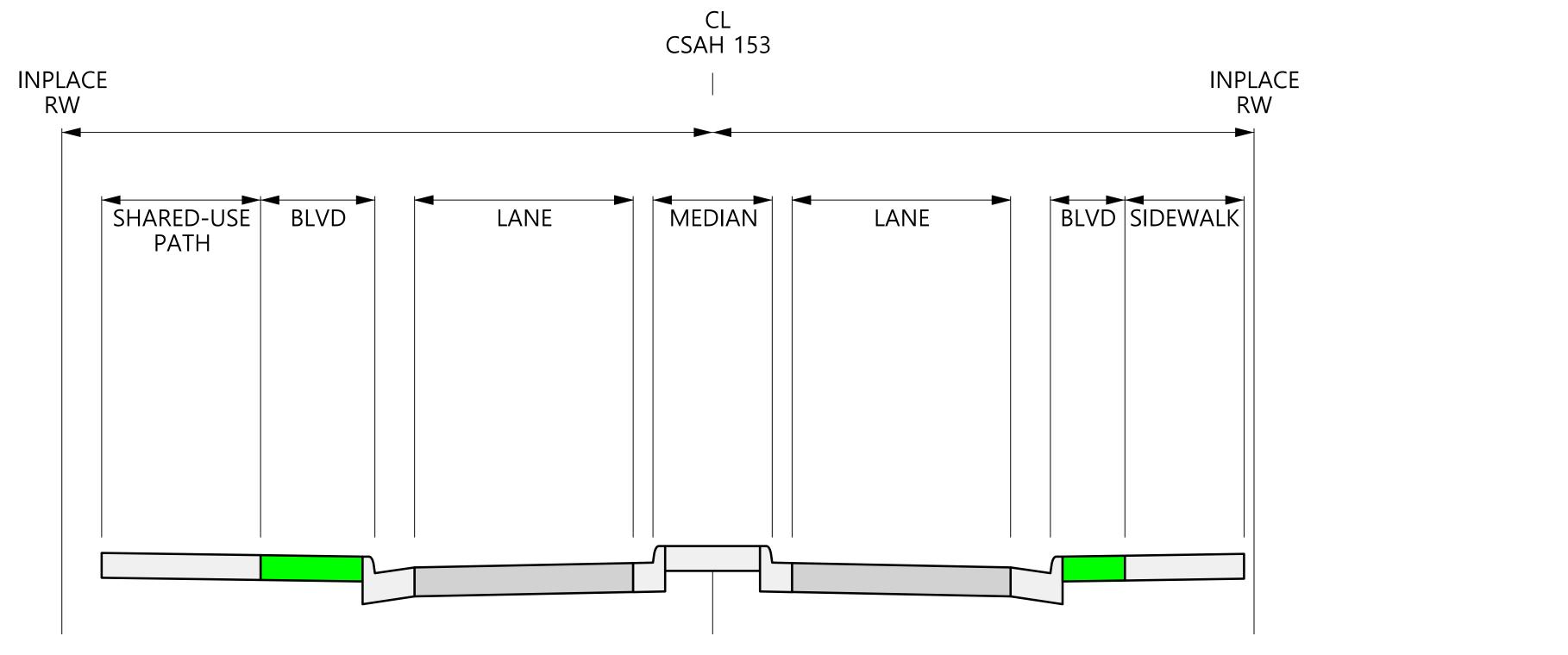
PEDESTRIAN CROSSING ENHANCEMENT UNDER EVALUATION FOR GRAND STREET NE OR CALIFORNIA STREET NE

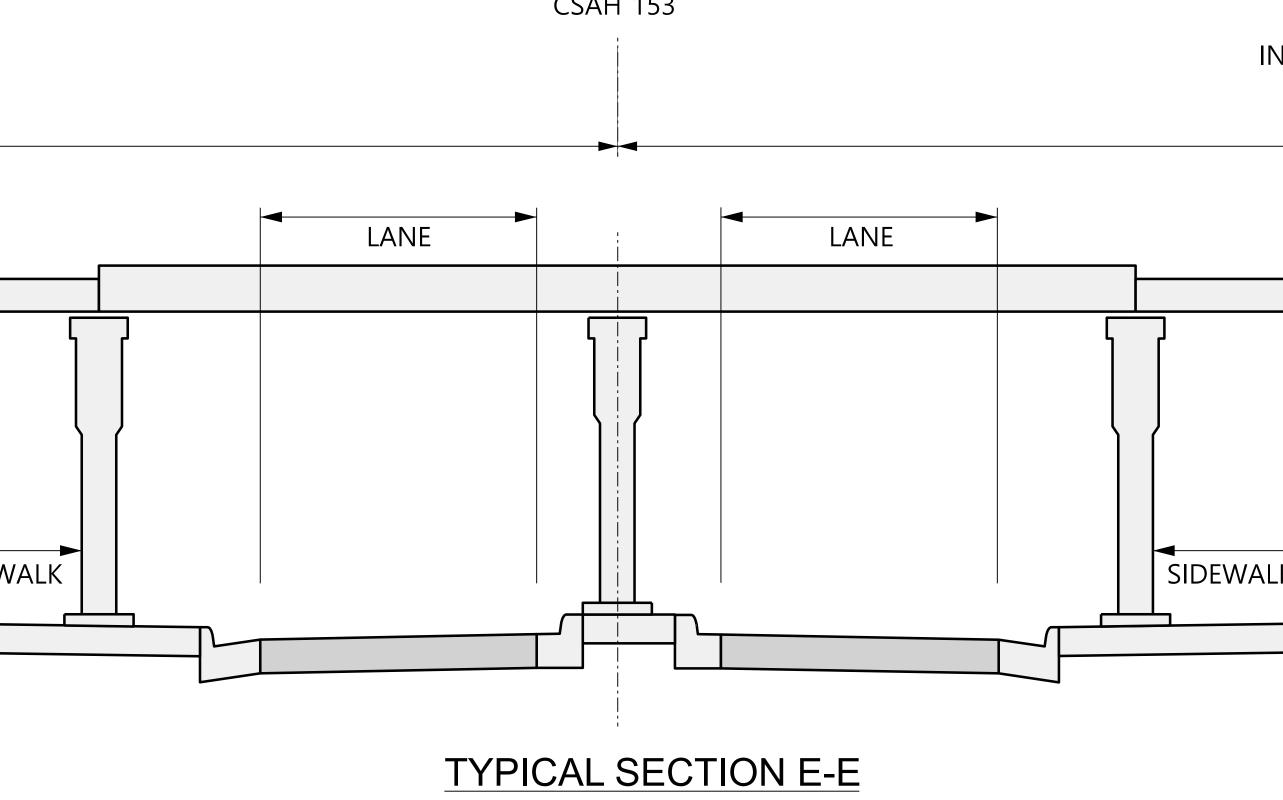
AS PLANNING FOR THE MARSHALL STREET NE RECONSTRUCTION PROJECT ADVANCES, THE DESIGN WILL BE COORDINATED WITH LOWRY AVENUE NE.











TYPICAL SECTION B-B

INPLACE

8/28/2024 REPE004 C:\Users\REPE004\Hennepin County\Hennepin County Transportation Design - HC\_Projects\153\_2140800\Design\Layouts\University\_Removed - For Approval\1408\_University\_Removed.dgn

## Attachment 4

SUPPORT LETTER FROM MnDOT





Metro District Waters Edge Building 1500 W. County Road B-2 Roseville, MN 55113-3174

June 11, 2024

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

Subject: Letter of Understanding regarding intersection of TH 47 (University Ave.) and CSAH 153 (Lowry Ave.)

Dear Ms. Stueve:

The Minnesota Department of Transportation presents this letter of understanding regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and MN 47 (University Avenue).

As the County is aware, MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. The MnDOT project is planned for construction in 2027. MnDOT's STIP has MN 47 programmed as a pavement project in 2027 (SP 2726-78), which will be augmented to the greater Complete Street's corridor vision pending as funding allows. However, full funding is not secured, and this may dictate a delivery timeline of parts of the planned MN 47 project in subsequent fiscal year(s). This could impact the delivery of the Lowry Avenue and University Avenue intersection.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with a future project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue.

MnDOT understands that Hennepin County commits to participating in the cost of its originally scoped Lowry Avenue improvements and intends to enter into one or more interagency agreements to formalize that

commitment. Additionally, it is understood that Hennepin County commits to communicating these changes to the scope and timeline of the Lowry Avenue Reconstruction Project with the public, working closely with MnDOT to ensure that the information shared is coordinated and consistent. Finally, it is understood that Hennepin County also commits to continuing active involvement in design development and issue resolution with MnDOT.

Pending future formal funding participation commitment and further project delivery coordination with Hennepin County, MnDOT supports consolidating Hennepin County's work at the Lowry Avenue and University Avenue intersection into future project delivery at this intersection extended to the limits of the current Hennepin County Lowry project (SP 027-753-021). Hennepin County will enter into one or more agreements with MnDOT to design and construct the Lowry Avenue and University Avenue intersection, including commensurate participation in design and right-of-way acquisition costs. Hennepin County will also participant in public engagement at the intersection, especially as it relates to right of way acquisitions. MnDOT commits to continue coordinating with Hennepin County and other stakeholders to identify, design, and align construction improvements at the Lowry Avenue and University Avenue intersection. Such consolidation will minimize construction impacts to the local community and roadway users and allow for a better product.

I request your reply if you have any disagreements with this Letter of Understanding. We look forward to continued coordination with Hennepin County on the MN 47 project.

Sincerely,



Ryan Wilson, PE AICP
West Area Manager | Hennepin County
MnDOT Metro District

#### cc:

Kelly Agosto, Hennepin County Project Engineer
Jessa Trboyevich, Hennepin County Design Division Manager
Nariman Vanaki, Hennepin County Assistant Director Project Delivery
Alan Rindels, MnDOT Metro District SP 2726-78 TH47 Project Manager
Christina Perfetti, MnDOT Metro District West Area Coordinator
Scott Pedersen, MnDOT Metro District Program Delivery Engineer

Equal Opportunity Employer



## Attachment 5

SUPPORT LETTER FROM CITY OF MINNEAPOLIS





Public Works 350 S. Fifth St. – Room 203 Minneapolis, MN 55415 Tel 612.673.3000 www.minneapolismn.gov

July 25, 2024

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: Letter of Support regarding intersection of TH 47 (University Avenue NE) and CSAH 153 (Lowry Avenue)

Dear Ms. Stueve:

The City of Minneapolis presents this letter of support regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and TH 47 (University Avenue NE).

The city is aware that the Minnesota Department of Transportation (MnDOT) is developing a project with planned improvements along University Avenue (SP 2726-78), including the intersection with Lowry Avenue. Minneapolis Public Works staff have attended planning meetings for both Hennepin County and MnDOT's projects at this intersection. We are aware that MnDOT's project is currently programmed as a pavement project in 2027, but is being planned as a full reconstruction. We are also aware that the delivery year may be contingent on funding. MnDOT has committed to reconstructing Lowry Avenue to the limits at which Hennepin County's project stops, fulfilling its original scope.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with the University Avenue NE project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's TH 47 project to inform the design of the intersection with University Avenue NE.

In order to promote efficient project delivery, Hennepin County and MnDOT have indicated it will be in the best interest of the public and all involved agencies to remove this intersection from the County project and have all improvements be delivered with the MnDOT project. The City of Minneapolis supports this consolidation of work, understanding that Hennepin County commits to participating in the cost of the scoped improvements and intends to enter into agreements with MnDOT to formalize that commitment for design and construction.

The City of Minneapolis looks forward to continued coordination with Hennepin County on the Lowry Avenue project, as well as advancing the improvements on University Avenue NE with MnDOT.

Sincerely,

Tenju Hages Jenifer Hager

Director of Transportation Planning & Programming

Minneapolis Public Works