

## TRANSPORTATION ADVISORY BOARD

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Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING  
of the  
FUNDING AND PROGRAMMING COMMITTEE

**Thursday, February 22, 2018**  
**1:30 P.M. – Metropolitan Council, Room LLA**  
**390 Robert Street N, Saint Paul, MN**

### AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the January 18, 2018 Meeting\*
- 4) TAB Report
- 5) Scope Change: City of Minneapolis North Loop Pedestrian Project – Action Item 2018-22\*
- 6) Scope Change: Scott County CSAH 21 / TH 13 Reconstruction – Action Item 2018-23\*
- 7) Draft Congestion Management Plan Scope of Work – Information Item\*
- 8) 2019-2022 TIP Development Schedule – Information Item\*
- 9) Other Business
- 10) Adjournment

\*Attachments

Full Packet

**Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.**

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805  
Minutes of a Meeting of the  
FUNDING AND PROGRAMMING COMMITTEE  
January 18, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Robert Ellis (Eden Prairie), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jack Forslund (Anoka County), Jenifer Hager (Minneapolis), Jarrett Hubbard (Scott County), Emily Jorgensen (Washington County), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe Lux (Ramsey County), Gina Mitteco (MnDOT Bike & Ped), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Nancy Spooner-Mueller (Minnesota DNR), Michael Thompson (Plymouth) Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Steve Elmer (Metropolitan Council) and Elizabeth Stiffler (City of St. Paul)

**1. Call to Order**

The meeting was called to order at 1:30 p.m.

**2. Adoption of Agenda**

MOTION: Keel moved to adopt the agenda. Seconded by Koutsoukos. The motion was approved unanimously.

**3. Approval of the Minutes from the December 21, 2017, Meeting**

MOTION: Bly moved to approve the minutes. Seconded by Keel. The motion was approved unanimously.

**4. TAB Report – Information Item**

Koutsoukos reported on the January 17, 2018, TAB meeting. TAB Chair Jim Hovland reported that Lisa Freese, TAC Chair, selected that Paul Oehme, Chanhassen, as chair of the TAC Funding & Programming Committee and Jan Lucke, Washington County, as chair of the TAC Planning Committee. Ten action items were approved including selecting TAB Executive Committee Members, three scope change requests, two TIP amendments, the MnDOT Performance Measures Memorandum of Understanding, the functional classification map, the Regional Solicitation public comments, and the release of the Regional Solicitation.

**5. Program Year Extension Request: St. Paul Washington Tech Safe Routes to School – Action Item 2018-15**

Barbeau said that The City of St. Paul received \$816,000 in Surface Transportation Block Grant (STBG) Program funding for program year 2018 in the 2016 Regional Solicitation. The City's local match is not yet available but the City states that it will be available during the 2019 program year. Granting of the extension will allow the project to be obligated in 2019 but will not guarantee federal reimbursement prior to 2022.

Brown said that the applicant had wanted the project to be funded in fiscal year 2020. Elizabeth Stiffler said that the City's 2018-2019 Capital Improvement Budget process was cancelled, rendering the local funds unavailable for 2018.

Lux said Rice Street will be crossed and given the study on that street that is wrapping up, the 2019 program year may be a better fit.

MOTION: Ellis moved to approve recommendation that the program year extension request be granted. Seconded by Lux. The motion was approved unanimously.

**6. Scope Change: City of Minneapolis 6<sup>th</sup> Street Overhead Signal Additions – Action Item 2018-10**

Barbeau said that the City of Minneapolis was awarded \$1,049,400 in Highway Safety Improvement Program (HSIP) funds in the 2014 HSIP Solicitation to install overhead signal amenities along 6<sup>th</sup> St. in Downtown Minneapolis. The city wishes to remove two pedestrian curb ramps, two accessible pedestrian signals, and two pedestrian countdown timers to avoid conflict with future projects. The city also wants to add two curb extensions.

Bly asked when the future projects will be done, to which Hager replied, that they are scheduled for fiscal year 2020.

MOTION: Keel moved to recommend approval of the scope change request with \$944,444 in federal funds. Seconded by Lux. The motion was approved unanimously.

**7. TIP Amendment: City of Minneapolis 6<sup>th</sup> Street Overhead Signal Additions – Action Item 2018-11**

Barbeau said that the TIP amendment should reflect the funding amount recommended in item 2018-10. Brown said that she would like to adjust the TIP description to associate the project to two other projects.

MOTION: Keel moved to recommend approval of the TIP amendment request with the updated funding amount and description language. Seconded by Eyoh. The motion was approved unanimously.

**8. Scope Change: City of Minneapolis U of M Protected Bikeways – Action Item 2018-12**

Barbeau said that the City of Minneapolis was awarded \$1,030,294 in STP (Transportation Alternatives) funding in the 2014 Regional Solicitation to construct the University of Minnesota Protected bikeways project. The City wishes to remove the 10<sup>th</sup> Avenue Bridge segment from the project because that is being completed in another project. The city also wishes to extend the 10<sup>th</sup> Avenue segment from 5<sup>th</sup> Street to 8<sup>th</sup> Street. Hager added that the 10<sup>th</sup> Avenue River Crossing received state bond funds and the result will be a fully-protected bicycle lane. Construction will occur in 2019.

Oehme asked why the new length from 5<sup>th</sup> Street to 8<sup>th</sup> Street was not included in the original application. Hager replied that the City recently installed an east-west bicycle connection on 8<sup>th</sup> Street.

Barbeau provided federal funding options that included removal of inflation with and without credit for the additional segment.

MOTION: Thompson moved to recommend approval of the scope change with removal of funding attributable to the removed portion of the project. Seconded by Ryan Peterson. The motion was approved unanimously.

**9. TIP Amendment: City of Minneapolis U of M Protected Bikeways – Action Item (2018-13)**

MOTION: Keel moved to recommend approval of the TIP amendment request, reflective of the new funding amounts discussed in item 2018-12. Seconded by Thompson. The motion was approved unanimously.

**10. Regional Bicycle Barriers Study – Information Item**

Steve Elmer, Metropolitan Council, presented on the Regional Bicycle Barriers study, which identifies about 675 barrier crossing points and places the top 450 points into three tiers. Bly suggested that scoring should consider the distance to the nearest crossing. Hager asked whether people understand that the results of the study will impact the Regional Solicitation and said that most cities were not aware of the connection. Steve Peterson said that the outreach efforts for the Congestion Management Safety Plan will consider this.

**11. Other Business**

Oehme said that the scope change policy does not address new project elements and it may be valuable to form a subgroup to consider these. Oehme, Brown, Hager, Mitteco, Keel, and Koutsoukos volunteered to participate.

Steve Peterson said that the TPP may be released for public review in May and the final version may be released in August or September.

Bly said that MnDOT's Corridors of Commerce solicitation is available for comments through February 5. Steve Peterson said that the Council is submitting 10 applications along with roughly 25 other applications being submitted in the region.

Koutsoukos said that she will invite everyone on the Committee to TAB new-member training sessions.

**12. Adjournment**

MOTION: Brown moved to adjourn the meeting. Seconded by Steve Peterson. The motion was approved unanimously and the meeting was adjourned.

**ACTION TRANSMITTAL No. 2018-22**

**DATE:** February 12, 2018

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** Scope Change Request for Minneapolis's North Loop Pedestrian Improvements Project

**REQUESTED ACTION:** The City of Minneapolis requests a scope change to its North Loop Pedestrian Improvements Project (SP # 141-030-042) to eliminate seven pedestrian curb ramps and a pedestrian median.

**POSSIBLE ACTIONS:** The Committee can recommend approval or denial of the request and recommend a federal award amount.

**BACKGROUND AND PURPOSE OF ACTION:** The City of Minneapolis was awarded \$1,000,000 (\$1,080,000 after inflation adjustment) in Surface Transportation Block Grant funds for its North Loop Pedestrian Improvements Project in the 2014 Regional Solicitation. The project is programmed for fiscal year 2019. The project was awarded to install curb extensions and/or achieve ADA compliance at 23 intersections. While few specific improvements at specific intersections were named, one such instance was a pedestrian median at the intersection of 2<sup>nd</sup> Street North and 7<sup>th</sup> Avenue North. The City wishes to eliminate seven of the 23 intersections, along with that pedestrian median. The seven intersections are being completed in another local project (also scheduled for 2019) while the median is being eliminated to prevent removal of street parking and a lane design uncondusive with its urban surroundings.

The City also wishes to add a signal replacement, sidewalk work (two locations) and accessible pedestrian signal (APS) push buttons (two locations) to the project scope. The illustration on page 5 shows locations where elements are proposed to be retained, removed, and added.

**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, federal rules require that 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 and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment does not accompany this request because this is a 2019 project and any changes to the TIP description will be added to the draft 2019-2023 TIP.

**STAFF ANALYSIS:**

Scoring: This project scored 788 points out of 1,000 and was the second ranked project out of four applications. All four pedestrian applications were funded.

Funding: The City is stating that this project will now cost \$2,257,440, \$240,000 more than the inflation-adjusted original project amount. This comes from its showing the removed items at a total of \$250,000 and the added items at \$490,000. Because of the \$1,000,000 award maximum (prior to inflation adjustment), the project was only 54% federal.

1. **Applicant Option A:** No change in federal funding amount after eliminating the \$250,000 for items removed and crediting for the additional items.
2. **Applicant Option B:** Decrease federal funding by \$200,000 (80% of the \$250,000 for items removed) bringing the total federal award to \$880,000.
3. **Staff-Adjusted Option C:** Decrease federal funding by \$133,833 (54%, which was the original proportionate federal award) of the \$250,000 for items removed) bringing the total federal award) to \$946,167.

**ROUTING**

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

January 16, 2018

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

RE: SP 141-030-042 – North Loop Pedestrian Improvements – Scope Change Request

**Introduction**

In December 2014, the City of Minneapolis submitted a successful proposal to the Regional Solicitation for federal Transportation Alternatives Program funds through Metropolitan Council. The 2018-2021 Statewide Transportation Improvement Program (STIP) has allocated \$1,080,000 of federal funds to the project with a total project construction cost of \$2,017,440 in the state fiscal year 2019. The City is requesting a scope change that resolves an overlap in scope with a locally funded project and removes a center island median that has been deemed not viable.

**Original Project Description, Purpose, and Need**

The North Loop neighborhood has experienced a tremendous level of private development over the past decade. This has dramatically shifted the land use of the area from light industrial to medium density commercial, residential, and retail. As a result, pedestrian activity has increased greatly, which has subsequently increased the need for pedestrian enhancements in the area. The original application proposed a variety of treatments in order to improve pedestrian safety, access, and connectivity within the North Loop neighborhood.

The application identified 23 intersections for treatment. All intersections were proposed to receive some combination of “curb extensions and/or ADA compliance”, as defined in the original map key. It was not determined which combination of these two treatments would be included at each intersection. However, the original project map did identify additional specific treatments at three intersections:

- 2<sup>nd</sup> St N at 10<sup>th</sup> Ave N: signalization changes
- 2<sup>nd</sup> St N at 8<sup>th</sup> Ave N: signalization changes
- 2<sup>nd</sup> St N at 7<sup>th</sup> Ave N: pedestrian median

**Requested Changes and Justification**

The proposed scope change would remove 7 intersections and 1 pedestrian median from the project. The pedestrian treatments at the seven intersections will be constructed by the local street reconstruction project to the same level of improvement or greater than was proposed in the original application. The local project is also scheduled for 2019 construction. Additionally, the pedestrian median that had been proposed at 2<sup>nd</sup> St N and 7<sup>th</sup> Ave N was determined to be not viable based on the surrounding urban context. The pedestrian median would have required significant street parking removal and a lane configuration that was deemed to not fit within the dense urban context. Pedestrian crossing needs at this intersection would still be addressed through curb extensions and pedestrian ramp upgrades with the project. Therefore, the items removed from the project are as follows:

Items Removed	Intersection	Quantity	Price/Intersection	Total
ADA Compliant Pedestrian Ramps		7	\$30,000	\$210,000
Pedestrian Median		1	\$40,000	\$40,000
<b>Total Removed</b>				<b>\$250,000</b>
<b>80% Federal Share</b>				<b>\$200,000</b>
<b>20% City Share</b>				<b>\$50,000</b>

The City’s proposal also includes adding scope to previously identified intersections. This includes adding Accessible Pedestrian Signal push buttons (APS) at two signalized intersections that were previously identified for upgraded pedestrian ramps only. Adding APS at signalized intersections is a more recent City practice that enhances signals for sight impaired individuals. Upgrading the pedestrian ramps at these intersections is an opportune time to also install APS. Similarly, the signal at one previously identified intersection was determined to be aged to the extent that it requires full replacement. Signal work was identified at this intersection in the original application but a full signal replacement was not factored into the original cost estimate. The proposal also includes making sidewalk improvements adjacent to two intersections identified in the original application. This sidewalk work will improve accessibility to these intersections, including access to a bus stop for disabled individuals. Therefore, the items to be added to the project are as follows:

Item Added	Intersection Quantity	Price/Intersection	Total
Signal Replacement	1	\$200,000	\$200,000
APS push buttons	2	\$95,000	\$190,000
Sidewalk work	2	\$50,000	\$100,000
<b>Total Added</b>			<b>\$490,000</b>

**Project Description**

The original project description within the STIP references project limits along 3<sup>rd</sup> St N which will need to be removed. The project description also refers to medians among the potential treatments. Medians were evaluated as a potential treatment with the project but were not selected due to the required lane shift and impact to parking in this dense urban area.

**Funding**

The proposed funding changes are as follows:

<b>Original Project Total</b>	\$2,017,440
<b>Original Federal Amount</b>	\$1,080,000
<b>Original Local Amount</b>	\$937,440

<b>Option A</b>	
<b>Items Removed (From Federal Amount)</b>	\$200,000
<b>Items Removed (From Local Amount)</b>	\$50,000
<b>Items Added (To Federal Amount)</b>	\$200,000
<b>Items Added (To Local Amount)</b>	\$290,000
<b>New Project Total</b>	\$2,257,440
<b>New Federal Amount</b>	\$1,080,000
<b>New Local Amount</b>	\$1,177,440

<b>Option B</b>	
<b>Items Removed (From Federal Amount)</b>	\$200,000
<b>Items Removed (From Local Amount)</b>	\$50,000
<b>Items Added (To Local Amount)</b>	\$490,000
<b>New Project Total</b>	\$2,257,440
<b>New Federal Amount</b>	\$880,000
<b>New Local Amount</b>	\$1,377,440



The proposed changes are necessary in order to deliver key components of the project. We believe that these changes continue to address the project goals as described in the application. If you have any questions, please contact me at 612-673-3625 or by email: [Jenifer.Hager@minneapolismn.gov](mailto:Jenifer.Hager@minneapolismn.gov)

Sincerely,



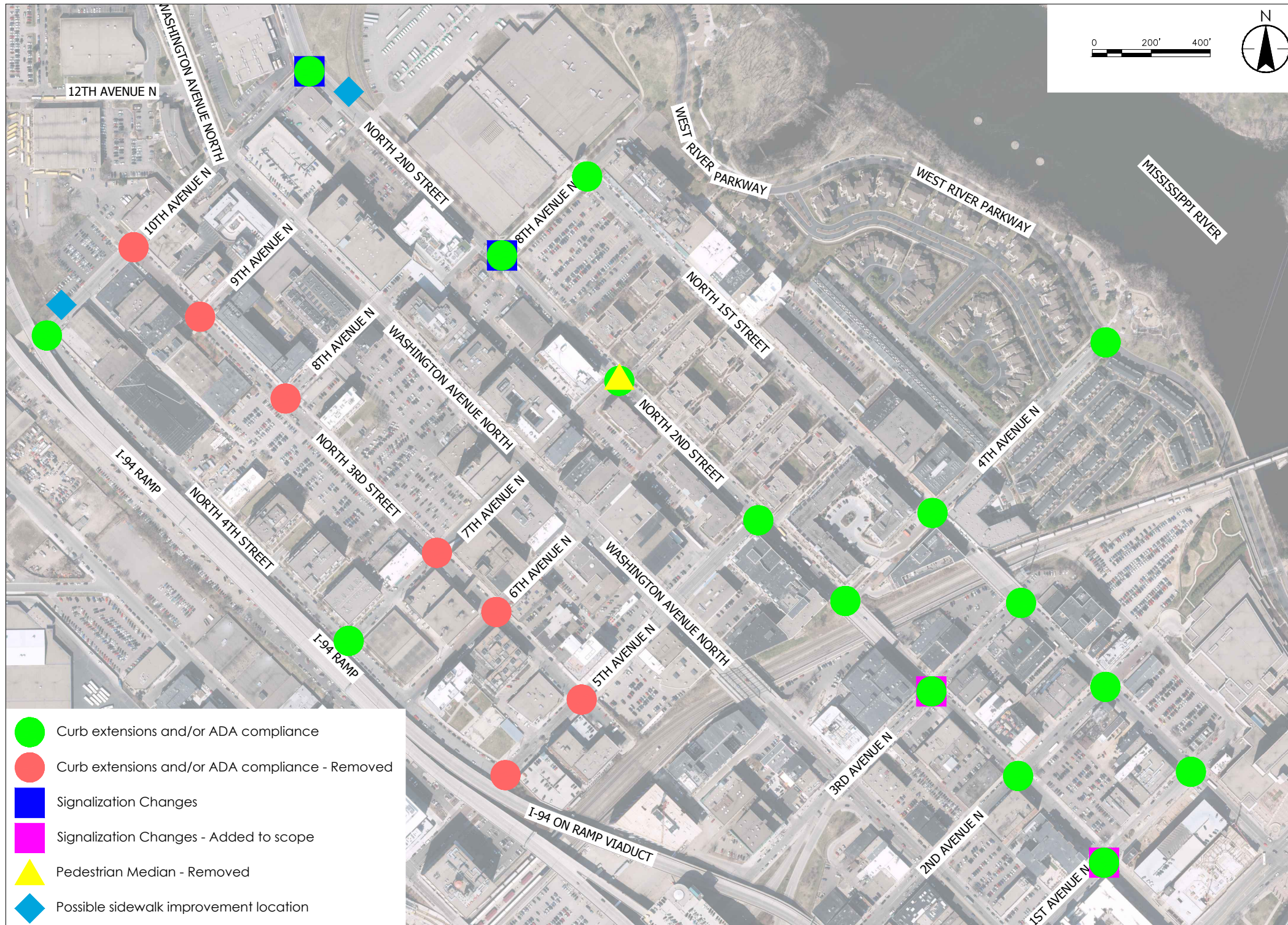
Jenifer Hager  
Director of Transportation Planning and Programming  
City of Minneapolis

Cc: Nathan Koster, Manager Transportation Planning & Programming  
Forrest Hardy, Transportation Planner

Attachments: (1) Map of Proposed Project Changes  
(2) Scope map from 2014 Regional Solicitation application

# PRELIMINARY PROJECT SCOPE

Plot Date: 01/11/2018 - 12:57pm  
 Name: 19383999\_20180111\_CAD\_Signage\_19383999-PROJECT\_OVERVIEW\_20180111.dwg  
 User: 19383999\_20180111\_CAD\_Signage\_19383999-PROJECT\_OVERVIEW\_20180111.dwg



## Project Scope

**16** Intersection improvements at 16 intersections to improve pedestrian accessibility.

## Planned Improvements

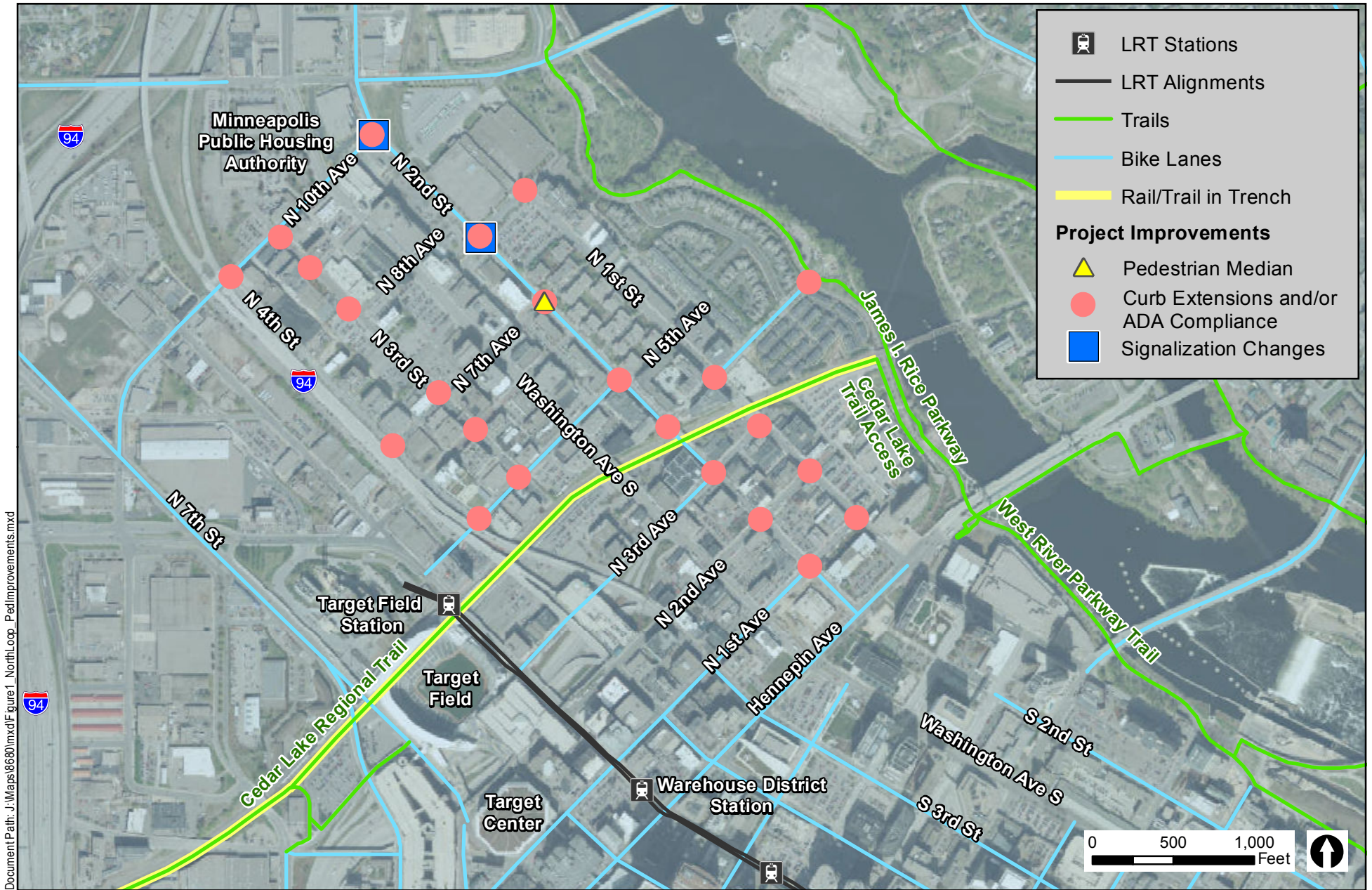
- Pedestrian count down timers at signalized intersections
- Signal replacements
- Curb bump outs for reduced pedestrian crossing distance
- Pedestrian Ramp improvements to be American with Disabilities Act (ADA) and MnDOT compliant
- Sidewalk improvements

## Schedule

- December 2017: Preliminary Layouts Refined
- January 2018: Draft Environmental Documents
- December 2018: Final Design Plans
- April 2019: Anticipated Project Letting
- October 2019: Project Completion

PRELIMINARY  
 INTERSECTION TREATMENTS SUBJECT TO CHANGE WITH FINAL  
 ENGINEERING/DESIGN AND DEVELOPMENT COORDINATION

# ORIGINAL



Document Path: J:\Maps\8680\mxd\Figure 1\_NorthLoop\_PedImprovements.mxd

## Proposed Improvements

North Loop Pedestrian Facilities  
City of Minneapolis, MN

Figure 1

**ACTION TRANSMITTAL No. 2018-23**

**DATE:** February 12, 2018

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** Scope Change Request for Scott County's CSAH 21 / TH 13 Intersection Project

**REQUESTED ACTION:** Scott County requests a scope change to its CSAH 21 / TH 13 Intersection Project (SP # 070-621-032) to adjust the project limits, change two signals to roundabouts, and adjust intersection access.

**POSSIBLE ACTIONS:** The Committee can recommend approval or denial of the request and recommend a federal award amount.

**BACKGROUND AND PURPOSE OF ACTION:** Scott County was awarded \$4,929,040 in Surface Transportation Block Grant funds for the 2020 fiscal year in the Roadway Reconstruction/Modernization category of the 2016 Regional Solicitation. The award was to make the following changes at and near the intersection of CSAH 21 and TH 13 in Prior Lake:

1. Reconstruct the CSAH 21/TH 13 intersection
2. Reconstruct the CSAH 21 intersection with Main Avenue to right-in/right-out
3. Replace and add traffic signals at the CSAH 21 intersections with TH 13 and Arcadia Avenue
4. Adjust TH 13 intersection with Pleasant Street to 3/4 access
5. Construct turn lanes, trail/sidewalks, pedestrian amenities, and transit amenities

Following public review, the County would like to make the following changes to the project's scope:

- Change the western limits from Arcadia Avenue to West Avenue to include pavement rehabilitation work and construction of a 3/4 access intersection at Duluth Avenue.
- Change the southern limits on TH 13 from Pleasant Avenue to Franklin Trail.
- Change the signal at CSAH 21 and Arcadia from a signal to a roundabout.
- Change the signal at CSAH 21 and TH 13 from a signal to a roundabout.
- Change the right-in/right-out at Main to a 3/4 intersection for northbound traffic on Main.

**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, federal rules require that 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 and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications. The HSIP solicitation process and list of funded projects are approved by TAB. However, MnDOT Metro District manages the region's HSIP solicitation scoring and project ranking process on behalf of TAB and the Metropolitan Council.

A TIP amendment does not accompany this request because this is a 2020 project.

**STAFF ANALYSIS:**

Scoring: This project scored 568 points out of 1,100 and had a 56-point scoring gap over the highest un-funded project in the Roadway Reconstruction/Modernization category (Minneapolis's 37<sup>th</sup> Avenue Reconstruction, which scored 512). No scorers reported a significant score reduction and the project would score at least 542 points.

Funding: Given the minor changes to the periphery of the project area, no alternate amounts are shown.

**ROUTING**

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



## SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

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COUNTY HIGHWAYS, MOBILITY MANAGEMENT, FLEET  
600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339  
(952) 496-8346 · Fax: (952) 496-8365 · [www.scottcountymn.gov](http://www.scottcountymn.gov)

**LISA J. FREESE**  
Transportation Services Director

**ANTHONY J. WINIECKI, P.E.**  
County Engineer

**TROY BEAM**  
Mobility Services/Fleet Mgr.

January 16, 2018

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

RE Scope Change Request  
SP 070-621-032  
CSAH 21 and TH 13

Dear Mr. Oehme

Scott County respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

Due to an extensive public involvement process and pavement projects planned for both CSAH 21 and TH 13, there is a need to submit a scope change request. The public involvement process brought all of the stakeholders together including the Prior Lake Downtown businesses to develop a plan that was supported by the City Council, residents, and downtown businesses. The pavement projects on TH 13 and CSAH 21 offer a coordination and cost savings opportunity to be realized.

Please consider the requested scope change at your next available TAC Funding and Programming Committee meeting.

Sincerely,

Anthony J. Winiecki  
Scott County Engineer

## **Scope Change Request CSAH 21 and TH 13 – FY 2020**

### **Location Map**

A location map of the project is attached as Exhibit A.

### **Project Layout**

A layout showing the original application is attached as Exhibit B.

A layout showing the revised project elements is attached as Exhibit C.

### **Current TIP Description**

RECONSTRUCT CSAH 21/TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM ARCADIA AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 - RECONSTRUCT INTERSECTION WITH MAIN AVE TO RIGHT-IN/RIGHTOUT, REPLACE/ADD TRAFFIC SIGNALS AT TH 13 & ARCADIA AVE INTERSECTION,  $\frac{3}{4}$  INTERSECTION AT TH 13 & PLEASANT ST, TURN LANES, TRAIL/SIDEWALKS, PED AND TRANSIT AMENITIES

### **Background**

Scott County was awarded funding for the intersection of CSAH 21 and TH 13 in the 2016 Regional Solicitation under the Modernization category. CSAH 21 is a Minor Arterial roadway from the eastern Scott County line to TH 169. The project involves improving the intersection of CSAH 21 and TH 13 and intersections on CSAH 21 west of TH 13 to Arcadia Avenue. Today TH 13 is a two lane roadway and CSAH 21 is a four lane undivided roadway. The intersection is split phase due to the lack of turn lanes on CSAH 21 and historic crashes at this intersection.

### **Public Involvement Driven Changes**

Upon receiving funding the County started developing a design schedule that was very heavy on the public involvement process. The objective was to be context sensitive to the downtown Prior Lake businesses and community while also evaluating the regional traffic issues and needs. Over the course of the public involvement process, a total of five different concepts, including the original federal application concept were evaluated for operations and benefits and challenges. With the roundabout options there was no longer a need to relocate Pleasant further south through a wetland/poor soils for vehicle storage because of the increase in efficiency of the roundabout at TH 13 and CSAH 21.

During the public involvement process there were safety concerns with the intersection of CSAH 21 and Duluth Avenue approximately 420 feet west of Arcadia. With the roundabout now planned at Arcadia instead of a signal, the intersection of Duluth Avenue to the west can be converted from a full access to a  $\frac{3}{4}$  access.

The City of Prior Lake also hired an independent consulting firm to conduct an evaluation of the alternatives. In the end, the City of Prior Lake and the public supported the changes to roundabouts vs signaled intersections, the  $\frac{3}{4}$  access at both Duluth and Main.

The layout has been to the MnDOT layout review committee for comments.

### Rehabilitation Area

In late 2016, the County's design group started investigating the right maintenance fix to road flooding being experienced on CSAH 21 near West Avenue in recent years. In 2017 through analysis it was discovered the pavement had sunk three feet vertically and shifted over one foot horizontally over the last 25 years which is the cause of the recent road flooding. Due to efficiencies in project delivery of this maintenance rehabilitation project, and avoiding multiple closures, the County proposes to increase the western limits of CSAH 21 from Arcadia to West Avenue (approx. 1,500 feet) to be included into the project.

### MnDOT Pavement Project

MnDOT has a programmed 14.4 mile reclamation project scheduled on TH 13 from CSAH 21 south planned for 2019. In attempting to coordinate with MnDOT on these projects, the County has agreed to add a section of the TH 13 reclamation work from the CSAH 21/TH 13 project limits to where MnDOT's project will end. This additional work would make logical termini for each project.

### **Scope Change Elements**

The requested elements for the scope change is for the following:

- Change the western limits from Arcadia to West Avenue to include pavement rehabilitation work and intersection at Duluth.
- Change the southern limits on TH 13 from Pleasant Avenue to Franklin Trail.
- Change the Signal at CSAH 21 and Arcadia from a signal to a roundabout.
- Change the Signal at CSAH 21 and TH 13 from a signal to a roundabout.
- Change the right-in/right-out at Main to a  $\frac{3}{4}$  intersection for northbound traffic on Main.



### **Proposed TIP Description Changes**

RECONSTRUCT CSAH 21/TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM ~~ARCADIA~~ WEST AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 - RECONSTRUCT INTERSECTION WITH MAIN AVE TO ~~RIGHT-IN/RIGHTOUT~~, ~~¾~~ INTERSECTION, ~~REPLACE/ADD TRAFFIC SIGNALS~~ ROUNDABOUTS AT TH 13 & ARCADIA AVE INTERSECTION, ~~¾~~ INTERSECTION AT TH 13 & PLEASANT ST, TURN LANES, TRAIL/SIDEWALKS, PED AND TRANSIT AMENITIES

### **Summary**

This project still completes the work within the original application. The County does not request additional Federal funds. The project does change the scope from signals to roundabouts and increases limits due to pavement needs.

### **Cost Estimate**

CSAH 21/TH13: \$6,800,000  
Paving CSAH 21: \$ 343,508  
Paving on TH 13: \$ 80,000

#### Current TIP Funding:

TOTAL \$6,654,204  
FHWA \$4,929,040  
OTHER \$1,725,164

#### Proposed TIP Funding:

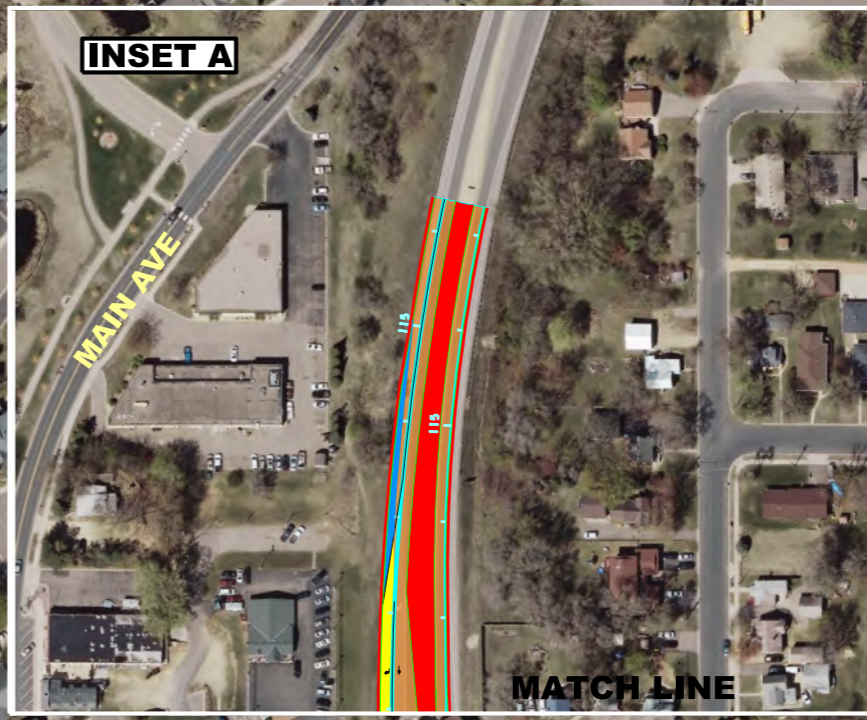
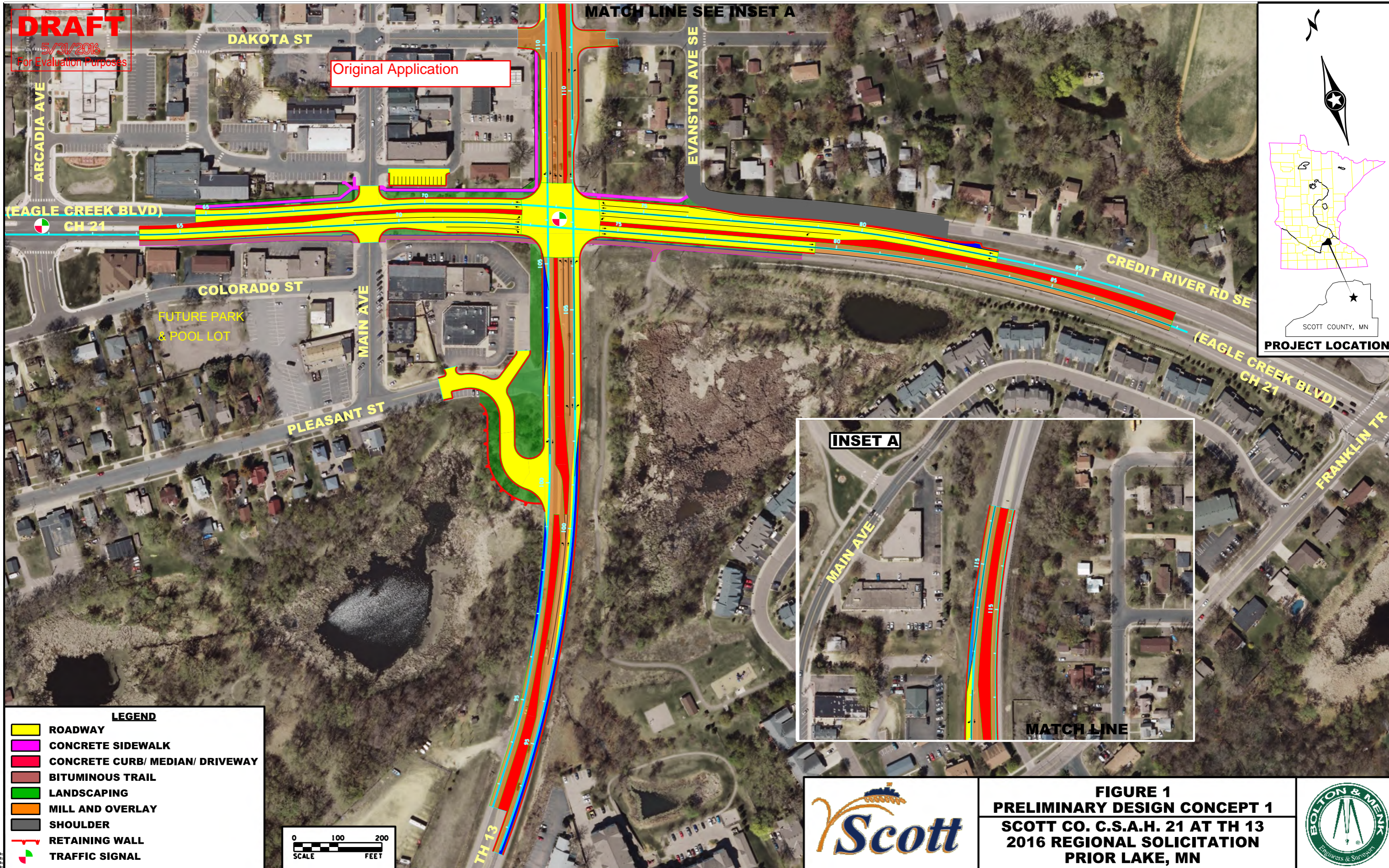
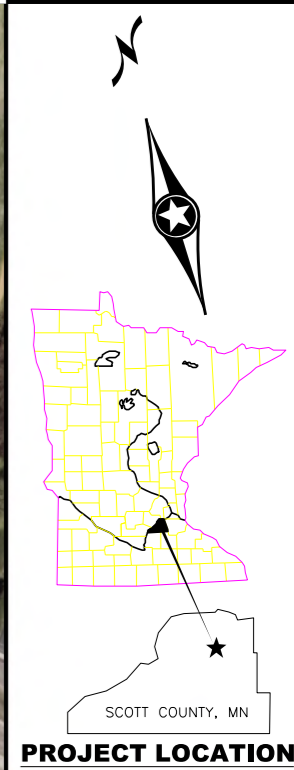
TOTAL: \$7,223,508  
FHWA: \$4,929,040  
OTHER: \$2,294,468

**DRAFT**

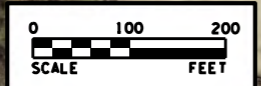
5/31/2016  
For Evaluation Purposes

Original Application

MATCH LINE SEE INSET A



- LEGEND**
- ROADWAY
  - CONCRETE SIDEWALK
  - CONCRETE CURB/ MEDIAN/ DRIVEWAY
  - BITUMINOUS TRAIL
  - LANDSCAPING
  - MILL AND OVERLAY
  - SHOULDER
  - RETAINING WALL
  - TRAFFIC SIGNAL



**FIGURE 1**  
**PRELIMINARY DESIGN CONCEPT 1**  
**SCOTT CO. C.S.A.H. 21 AT TH 13**  
**2016 REGIONAL SOLICITATION**  
**PRIOR LAKE, MN**



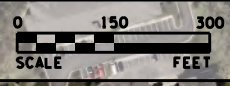
**PROPOSAL**

**SCOTT COUNTY PAVEMENT SETTLEMENT PROJECT**

**MNDOT T.H. 13 RECONSTRUCTION PROJECT**

**ADDITIONAL RECONSTRUCTION WORK**

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mi DEPARTMENT OF TRANSPORTATION Scott CITY OF PRIOR LAKE BOLTON & MENK

CH 21/TH 13 DESIGN CONCEPT  
PRIOR LAKE, MN

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**INFORMATION ITEM**

**DATE:** February 12, 2018  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** 2019-2022 TIP Development Schedule

Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation’s State Transportation Improvement Program (STIP). The below schedule includes the major dates in the development process for the 2019-2022 TIP.

**2019-2022 TIP/STIP ADOPTION SCHEDULE (All dates are in 2018)**

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
Mar-Apr	TIP development	MC /MnDOT Staff	<input type="checkbox"/> MnDOT finalizes draft TIP/STIP data and provides to Council. Council develops draft TIP.
May 17	Draft 2019-2022 TIP	TAC – F&PC	<input type="checkbox"/> Recommends to TAC
June 6	Draft 2019-2022 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public comment period
June 20	Draft 2019-2022 TIP	TAB	<input type="checkbox"/> Adopts Draft TIP <input type="checkbox"/> MPCA letter of comment for air quality conformity included <input type="checkbox"/> Public comment period starts by 6/23
Aug 6	45 – day public comment period ends		
Aug 8	Prepare Public Comment Report. Draft TIP revised to address public comment	MC and TAB staff prepares	<input type="checkbox"/> Email to TAB
Aug 15	Public Comment Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Comment Report and Final TIP and forwards to MC.
Sept 10	Final TIP	MC Transportation Committee	<input type="checkbox"/> Review and recommends to MC
Sept 26	Final TIP	Met Council	<input type="checkbox"/> Adopts, forwards to MnDOT & WisDOT w/ TIP checklist
Sept-Oct	Regional TIP is incorporated into State TIPs	MnDOT Central Office + WisDOT	<input type="checkbox"/> Forwarded to federal agencies
Oct-Nov	Conformity Determination by Federal Agencies	FHWA / FTA / EPA	<input type="checkbox"/> Reviews and Recommends Approval
~Nov 1	STIP Approved	FHWA	<input type="checkbox"/> Approve STIP