Agenda

TAC Funding and Programming Committee

Meeting date: December 21, 2023 **Time**: 1:00 PM **Location:** Virtual

Public participation:

This meeting will be streamed and recorded. Watch the meeting online.

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at public.info@metc.state.mn.us.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of September 21, 2023, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2024-03: Scope Change Request for South Saint Paul Marie Avenue Bicycle Project and Pedestrian Facility (Joe Barbeau, MTS) – roll call
2. 2024-04: Scope Change Request and TIP Amendment for Inver Grove Heights Curb Ramp Reconstruction (Joe Barbeau, MTS) – roll call
3. 2024-05: Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project (Robbie King, MTS) – roll call

Information

None

Other business

None

Adjournment

Key:

* Agenda item changed following initial publication

Council contact:

Bradley Bobbitt, Senior Planner
Bradley.Bobbitt@metc.state.mn.us
651-602-1724

Minutes

TAC Funding and Programming Committee

METROPOLITAN COUNCIL

Meeting date: September 21, 2023 **Time**: 1:00 PM **Location:** Virtual

Members present:

- ☒ Plymouth – Michael Thompson (Chair)
- ☐ Bloomington – Karl Keel (Vice Chair)
- ☒ Eden Prairie – Robert Ellis
- ☒ Fridley – Brandon Brodhag
- ☒ Lakeville – Paul Oehme
- ☐ Maple Grove – Ken Ashfeld
- ☒ Minneapolis – Katie White
- ☒ St. Paul – Anne Weber
- ☒ Met Council MTS – Cole Hiniker
- ☒ Metro Transit – Scott Janowiak
- ☒ Suburban Transit Assoc. – Matt Fyten
- ☐ DNR – Nancy Spooner-Walsh
- ☒ MnDOT Bike/Ped – Mike Samuelson
- ☒ MnDOT Metro District – Aaron Tag
- ☒ MnDOT Metro District State Aid – Colleen Brown
- ☐ MPCA – Innocent Eyoh
- ☒ TAB Coordinator – Elaine Koutsoukos
- ☒ Anoka Co. – Jack Forslund
- ☒ Carver Co. – Darin Mielke
- ☐ Dakota Co. – John Sass
- ☒ Hennepin Co. – Jason Pieper
- ☒ Ramsey Co. – Scott Mareck
- ☒ Scott Co. – Adam Jessen
- ☒ Wash Co. – Maddy Dahlheimer

☒ = present, E = excused

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Call to order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by E. Koutsoukos and seconded by S. Mareck, to approve the change to the agenda and the minutes of the July 20, 2023, regular meeting of the TAC Funding and Programming Committee. **Motion carried unanimously with three abstentions**.

Public comment on committee business

There were no public comments.

TAB report

E. Koutsoukos reported on the August TAB meeting.

Business

2023-45: TIP amendment for new TPP projects (Joe Barbeau, MTS) – roll call

Joe Barbeau, of the Metropolitan Council's Metropolitan Transportation Services office, presented the TIP amendment request and background information to the committee. MnDOT requests the addition of a I-94 Albertville to Monticello Lane Expansion project in Wright County (SP# 8680-189) be added to the TIP. Scott County requests the addition of a grade-separated interchange on US 169 at CSAH 59 (Delaware Avenue) (SP# 7008-119) into the TIP.

C. Brown stated that the Scott County project is shown as a MnDOT project in the attachment and is not being let by MnDOT. She requested it be shown as a Scott County project.

M. Dahlheimer moved to recommend adoption of the projects, including the updated project number, and that the amendment be released for public comment and R. Ellis seconded.

Roll call vote was taken on the motion, as moved by M. Dahlheimer and seconded by R. Ellis, to **"recommend adoption of an amendment to the 2024-2027 TIP to add two regionally significant projects:**

-Corridors of Commerce-funded I-94 expansion from Albertville to Monticello in Wright County

-Construction of US 169 Interchange at CSAH 59 in Scott County (070-659-001)

And that the amendment be released for public comment". The motion passed unanimously.

2023-46: Scope change request – SW Transit (Joe Barbeau, MTS) – roll call

Joe Barbeau, of the Metropolitan Council's Metropolitan Transportation Services office, presented the scope change request and background information to the committee. SouthWest Transit is requesting a scope change to remove the procurement, operation, and maintenance of carshare vehicles from its Transit Mobility Hub project at SouthWest Station.

C. Hiniker asked if the transit category had a multimodal connections category and captured travel demand management that we should maybe factor into our scoring in the future.

J. Barbeau responded he believes C. Hiniker was correct but would need to follow up on that.

C. Hiniker clarified staff have no concerns about this project.

E. Koutsoukos added that the carshare provides similar mobility to SW Prime and demand has grown for micro transit service. Further we are not sure if SW Transit were not provided the funding for the carshare if that would keep them from completing the rest of the project.

M. Thompson responded, if this request is approved the committee would be trusting the applicant to do the right thing with the funding.

M. Thompson asked if the scope and the budget are similar to what is in the staff report.

Nicole Clapp, Met Council, responded that the committee has the complete scope and budget and that the applicant would not keep the carshare in the project if this request was denied.

C. Hiniker stated he believes that the project was not evaluated based on the presence of the carshare program. The benefit was largely from other parts of the project. However, if it was

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scored based on that, we should discuss how the scope change affects the project benefit.

E. Koutsoukos stated the scoring evaluated based on bicycle and pedestrian considerations.

M. Dahlheimer asked if current policy states if a project is cutting something out of its scope and it is not being completed by another project, the applicant will not keep those funds. This group has voted previously on projects where something is removed but it is getting completed by some other project and we have let the applicant keep all the funds. If we approve this request it seems somewhat precedent setting for future requests.

E. Koutsoukos replied that F&P has approved requests like this in the past on a case-by-case basis, but it has usually been a smaller amount.

J. Barbeau displayed policy for the group and noted that there is not language stating what needs to be done and TAB has suggested these requests be handled on a case-by-case basis. Staff may recommend funding reduction options but that was not done for this request. As this question is going addressed in the scope change and program year policies workgroups, he is not concerned about creating a precedent.

E. Koutsoukos stated that the funding in question is roughly five percent of the total federal award.

M. Thompson agreed it was a smaller amount of funding so it is up to the committee to discuss. Typically elements get done by another project and applicants keep the funding if they can still fund the required local match.

C. Hiniker moved approval of the scope change request. He also noted that it may be good to summarize this discussion for TAC and clarify that this element of the project was a bonus element of the project and did not factor into the project benefit.

E. Koutsoukos asked if the motion included no reduction of funding.

C. Hiniker replied yes.

E. Koutsoukos seconded the motion.

J. Pieper observed that innovation is a theme of projects funded by the regional solicitation and applicants will likely be urged to continue innovating. This may result in some project elements that need to be revised as they are developed further. He encouraged the group to keep an open mind in the future on questions like this.

Roll call vote was taken on the motion, as moved by C. Hiniker and seconded by E. Koutsoukos, to **“approve the scope change request without reducing funding”**. **The motion passed unanimously.**

2023-47: TIP amendment request – SW Transit (Joe Barbeau, MTS) – roll call

Joe Barbeau, of the Metropolitan Council’s Metropolitan Transportation Services office, presented the TIP amendment request to the committee. SouthWest Transit requests an amendment to the 2024-2027 TIP to add its Transit Mobility Hub project at SouthWest Station (TRS-TCMT-22F).

M. Dahlheimer asked if this needs to go to public comment period.

J. Barbeau responded no it does not as it is not a regionally significant project.

M. Dahlheimer moved to approve the request. C. Brown seconded the motion.

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Roll call vote was taken on the motion, as moved by M. Dahlheimer and seconded by C. Brown, to **"recommend approval of SouthWest Transit's request to add its Transit Mobility Hub project at SouthWest Station (TRS-TCMT-22F) to the 2024-2027 TIP"**. **The motion passed unanimously.**

2023-48: Program Year Extension Request: City of Blaine Trunk Highway 65 & 99th Avenue Interchange (Steve Peterson, MTS) – roll call

Steve Peterson, of the Metropolitan Council's Metropolitan Transportation Services office, presented the program year extension request to the committee. The City of Blaine is requesting a program year (PY) shift for its Trunk Highway 65 and 99th Avenue interchange project (SP 106-010-020) to move Regional Solicitation grant funding from 2024 to 2026.

J. Pieper noted that there were multiple funding sources for this project including regional solicitation, corridors of commerce, and so on. He asked for how the sources are being aligned; are they all able to be moved to 2026 and if the projects all been combined into one.

Dan Schluender from City of Blaine replied that they are in the process of trying to align all sources. The project is fully funded if all sources can be moved to 2026. There are requests to move two other funding sources otherwise all others should align for 2026 construction. So there is some work ahead of the project team but the bulk of the funding is aligned.

M. Thompson stated he assumes that once the funding sources get aligned then they will be combined into one project number and asked if that is the crux of J. Pieper's question.

J. Pieper replied yes and also the potential for local agencies to reapply in future cycles. With the Highway 252 project; if they were unsuccessful getting the program year extension they could not reapply to the regional solicitation based on how the new project was established.

Michael Corbett from MnDOT stated that he received an interchange review request from Anoka County for Bunker Lake Blvd and asked if the vision is to include this project with the Corridors of Commerce funded projects.

J. Forslund replied that would probably not fall within the same timeline as those are 2028 dollars.

P. Ohme moved to recommend approval of the request. M. Dahlheimer seconded the motion.

Roll call vote was taken on the motion, as moved by P. Ohme and seconded by M. Dahlheimer, to **"recommend approval to move the Regional Solicitation funding for Blaine's Trunk Highway (TH) 65 at 99th Avenue grade separation (SP 106-010-020) from 2024 to 2026"**. **The motion passed unanimously.**

Information

Regional Solicitation survey kick-off (Bethany Brand-Sargent, MTS)

Bethany Brandt-Sargent, of the Metropolitan Council's Metropolitan Transportation Services office, presented on the Regional Solicitation Survey project kick-off to the committee. B. Brandt-Sargent along with Dani Hans, of Zan Associates, discussed the project scope, timeline, and survey components. The presenters also asked for feedback on if this engagement effort should be used to collect feedback regarding the new active transportation funds from the regional sales tax.

K. White stated that it is a good idea to incorporate the active transportation funding questions into this engagement effort. Given the timeline it might not work well to do a similar level of engagement at a different time. The funding is a bit different than the regional solicitation as it has

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been prioritized for us by the legislature.

J. Pieper noted that the Regional Solicitation is used to award federal funds, whereas the active transportation funds are not so we should exercise caution in combining discussions about them.

B. Brandt-Sargent replied that our intent is not to collect in depth feedback on project design or other detailed considerations but mostly to help TAB think about whether they want to use these funds if the projects they see come in exceed the federal funds that we have.

M. Thompson stated regarding active transportation, that this is just for the upcoming solicitation as we have the larger workgroup to figure out how to address on the appropriation from the metro sales tax. There is a lot of discussion that needs to occur as there are tens of millions of dollars the counties will receive and questions around who should even be able to apply for the funding.

Intersection mobility and safety study (Steve Peterson, MTS and Michael Corbett, MnDOT)

M. Corbett, from MnDOT, and Steve Peterson from MTS along with Paul Morris from SRF Consultants provided an update on the results of the intersection mobility and safety study. Topics covered included the project methodology, how equity was considered, scoring and tiering results, next steps for implementation, and application of the study for the Transportation Policy Plan and Regional Solicitation.

There were no questions form the committee.

Program year and scope change policy – Introduction, key issues, and questions (Joe Barbeau, MTS)

J. Barbeau presented on the program year and scope change policies and the workgroup being formed to develop recommendations on the policies. Topics covered included the purpose of the existing policies, the main reasons why the policies need to be re-examined, and other potential topics that could be considered by the work group.

M. Thompson asked if staff were looking for another metro city to participate in the work group.

J. Barbeau responded yes.

R. Ellis volunteered to participate.

C. Hiniker stated that with the regional solicitation evaluation coming up there is an opportunity to do two things. First, look at how other regions handle these policy issues as this can't be an issue unique to this region. Second, there's a possibility we could restructure the entire solicitation which would impact the scope change and program year considerations.

D. Mielke asked if the goal of this committee is to look at the bare minimums of federal and state requirements versus where we as a region have gone beyond those minimum requirements such as plugging in a certain fiscal year where a project completed versus over a five year period.

J. Barbeau responded that the work groups for the current program year and scope change policy were not planned to look at other ATPs. In terms of the five year period, there is not much flexibility with FHWA. That is different with FTA. With FHWA if we do any program year changing, we must rectify that by moving around other projects.

M. Thompson asked if D. Mielke is getting at other MPOs having more flexibility around choosing a year for project delivery.

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D. Mielke replied yes its weighing out what is allowable with FHWA and MnDOT requirements – is it possible to have a wider window of two or three years where applicants could complete a project. Have we developed practices as a region that restrict flexibility that are not based on federal or MnDOT requirements.

J. Barbeau replied we can cover that information in the work groups. We do things in the regional solicitation that are definitely beyond what FWHA requires. Our program year policy, however, is very much based on the lack of flexibility from FHWA.

S. Peterson added that staff did meet with MnDOT to discuss this issue and they said from their standpoint there is not flexibility in the program year for highway projects. There is flexibility from FTA. To the question of if there can be more flexibility in the program year, the answer could be yes on that but it is up to the group to work through. However, MnDOT staff had said there is not flexibility on how much needs to be delivered each year otherwise the funding goes back.

C. Hiniker said it is helpful for this group to look at elements of projects that aren't essential to the scoring of projects in the regional solicitation like with the southwest transit project. Maybe some generic language could be developed to provide guidance on that topic.

M. Thompson said J. Barbeau will follow up on next steps and keep the committees informed of progress on this topic.

Other Business

E. Koutsoukos said an announcement went out for the regional solicitation webinar it is scheduled for September 29th at 10:30. This webinar is just an overview of the changes of this solicitation compared to the previous one. Everyone on this committee is familiar with those changes. A training for the Web Grants and mapping application will be announced in the near future.

S. Peterson posted a link to the IIJA match program. Those who have received for IIJA/MnDOT recently, an email has been sent out to applicants that received funding. There are $216.4 million on a first-come, first-served basis. If you do win an IIJA discretionary grant, you can get whatever the locally required match funded through this state set-aside.

M. Thompson recognized K. Ashfeld who is retiring from the City of Maple Grove who has been a member of TAC and Funding & Programming.

E. Koutsoukos replied that Metro Cities has posted to find a replacement.

Adjournment

Business completed; the meeting adjourned at 3:08 p.m.

Council contact:

Bradley Bobbitt, Senior Planner
Bradley.Bobbitt@metc.state.mn.us
651-602-1724

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Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Meeting Date: December 21, 2023 **Date**: December 14, 2023

Action Transmittal: 2024-03

Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of South Saint Paul requests a scope change to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue Bicycle and Pedestrian Safe Routes to School project (SP# 168-104-011).

Recommended Motion

That the Funding & Programming Committee recommend approval of South Saint Paul's scope change request to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue Bicycle and Pedestrian Facility (SP# 168-104-011).

Summary

This requested scope change involves removing project elements already completed from South Saint Paul's Marie Avenue Bicycle and Pedestrian project.

Background and Purpose

South Saint Paul was awarded $1,000,000 in Carbon Reduction Program funds in the 2022 Regional Solicitation for program year 2025. Funding was awarded in the Safe Routes to School (SRTS) application category. The application was awarded to reduce conflict points on Marie Avenue from 3rd Avenue to 9th Avenue and improve non-motorized connectivity by upgrading sidewalks, improving ADA access, and installing bicycle lanes.

Some of this work – specifically improvements on 2nd Avenue and 7th Street – has already been completed in a Dakota County project that included a $1,474,970 contribution from South Saint Paul. Therefore, South Saint Paul requests a scope change to remove this part of the project from the scope. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost $2,391,600, which is roughly the same as the original estimate of the full project ($2,380,760).

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.

Staff Analysis

Approval/Denial of the Scope Change: Given the relatively minor portion of the project being removed, the application's first-place raking in the SRTS application category, the fact that all projects in the category were funded, and that the entire project will end up built, staff did not examine the scoring and recommends approval of the request.

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 1, below.

Table 1: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	$1,000,000	
Local Contribution	$1,246,000	
Total Cost	$2,246,000	
Project Reduction (federal; 80%)	$306,000 ($244,800)*	$306,000
Revised Project Cost	$1,940,000	$2,391,600

*The original application was funded at 45% federal. 45% of this reduction is $136,242.

History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by other another project. The removed part of the scope has already been completed.

Routing

To	Action Requested	Date Completed (*Scheduled*)
TAC Funding & Programming Committee	Review & Recommend	*December 21, 2023*
Technical Advisory Committee	Review & Recommend	*January 3, 2024*
Transportation Advisory Board	Review and Adopt	*January 17, 2024*

City of South St. Paul

Engineering Department

October 30, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: Scope Change Request to: S.P. 168-104-011 – Marie Avenue 3rd Avenue to 9th Avenue - Bicycle and Pedestrian Facilities

Dear Mr. Thompson:

The City of South St. Paul respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2022, South St. Paul was awarded Carbon Reduction Program (CRP) federal funding for a Bicycle and Pedestrian Facilities project to provide safe crossings of Marie Avenue from 3rd Avenue to 9th Avenue and to remove conflict points between pedestrians and vehicular traffic, specifically school drop-offs and pick-ups. The project was also proposing to provide pedestrian and bicycle improvements on 2nd Street and 7th Avenue.

The 2024-2027 State Transportation Improvement Program (STIP) identifies $1,000,000 in federal funding and $1,380,760 in local match funding for a total of $2,380,760. The program year for the project is 2025.

The project is currently in the design development stage, with final design slated for 2024 and construction in 2025.

In 2023, Dakota County advanced a library project in the northwest quadrant of Marie Avenue and 7th Avenue. As a result, the City advanced the portion of the project located on 2nd Street and 7th Avenue to accommodate traffic flow and parking for the new library. That portion of the project is now complete, resulting in safer pedestrian and bicycle movements. The City funded the project at a cost of approximately $1,474,970 to complete a series of improvements that included those in the federal funding application.

The remaining Marie Avenue improvements were the primary components of the funding application, accounting for approximately 87% of the construction costs. Those improvements will be completed in 2025. At this time, South St. Paul requests a Scope Change that would remove the planned improvements on 2nd Street and 7th Avenue from the project as these improvements have already been completed. Approval of this scope change request will allow for all portions of the project, as listed in the funding application, to be completed by the end of 2025, resulting in a safer corridor for pedestrians and cyclists.

The cost estimate as listed in the STIP is $2,380,760 for the improvements, with a City participation percentage of 58.0%. Due to price escalation in the industry, the cost estimate has been updated and is currently $2,391,600 for the Marie Avenue improvements alone. The City is requesting that the total cost listed in the

125 Third Avenue North ▪ South St. Paul, MN 55075 ▪ southstpaul.org ▪ (651) 554-3210 ▪ Fax (651) 554-3211

STIP be revised to $2,391,600 (accounts for the removal of the 2nd Street and 7th Avenue components). We are also requesting that the federal match remain unchanged in an effort to maintain project feasibility.

Summary

- The City of South St. Paul was awarded $1,000,000 for improvements to Marie Avenue, 2nd Street, and 7th Avenue.
- The City completed the 2nd Street and 7th Avenue improvements at their own cost ($1,474,970) to accommodate pedestrian and bicycle safety due to the construction of a new library.
- Price escalation has resulted in the proposed Marie Avenue costs increasing to $2,391,600.
- The City is requesting that the 2nd Street and 7th Avenue components be removed from the STIP.
- The City is requesting that the total construction amount listed in the STIP be revised to $2,391,600.
- The City is requesting that the federal funding amount remain as currently listed in the STIP.

Please contact me with any questions or concerns you have related to this request.

Sincerely,

Nick Guilliams, P.E.
City Engineer

CC: Colleen Brown, MnDOT Metro State Aid
Kevin Kielb, Bolton & Menk

FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application

Regional Solicitation Year	2022
Application Funding Category	Bicycle and Pedestrian Facilities
HSIP Solicitation	No
Application Total Project Cost	$2,246,000.00
Federal Award	$1,000,000.00
Application Federal Percentage of Total Project Cost	44.52%

Project Elements Being Removed

	Original Application Cost
Work along 2nd Street and 7th Avenue	$306,000.00

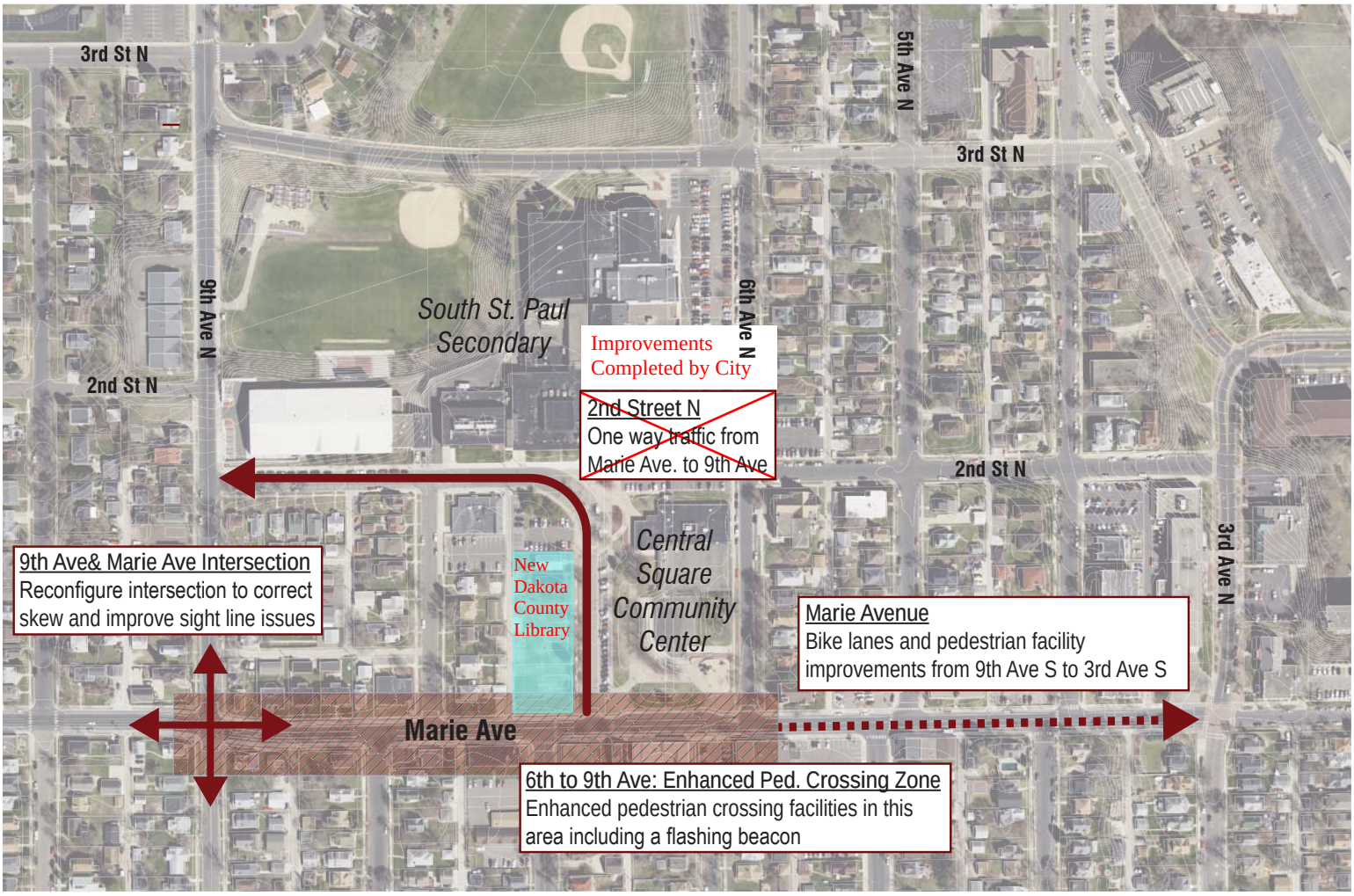
FUNDING SCENARIO

Current Funding vs. Proposed Funding

		Remove 2nd Street and 7th Avenue	
	STIP 2024-2027	Federal Funds Remain the Same	Federal Funds Removed
Federal	$1,000,000	$1,000,000	$870,000
Local Match	$1,380,760	$1,391,600	$1,521,600
Total	$2,380,760	$2,391,600	$2,391,600
% Federal	42.0%	41.8%	36.4%
% Local	58.0%	58.2%	63.6%
Note: Assumes 2nd Street and 7th Avenue Represent 13% of the Total			
Note: Includes Increase in Construction Costs Due to Inflation			

South St. Paul, Minnesota

South St. Paul Secondary Safe Routes to School Project



Project Extent

- Marie Avenue from 3rd Avenue N to 9th Avenue N;
- ~~2nd Street N/7th Avenue N from 9th Avenue N to Marie Avenue~~ Improvements Completed by City

Project Elements

- Marie Avenue 3rd to 9th: bike lanes, pedestrian facility improvements, and streetscape
- Marie Avenue 6th to 9th: enhanced pedestrian crossing facilities including a flashing beacon
- ~~2nd Street N: convert to one-way traffic from Marie Avenue to 9th Avenue~~ Improvements Completed by City

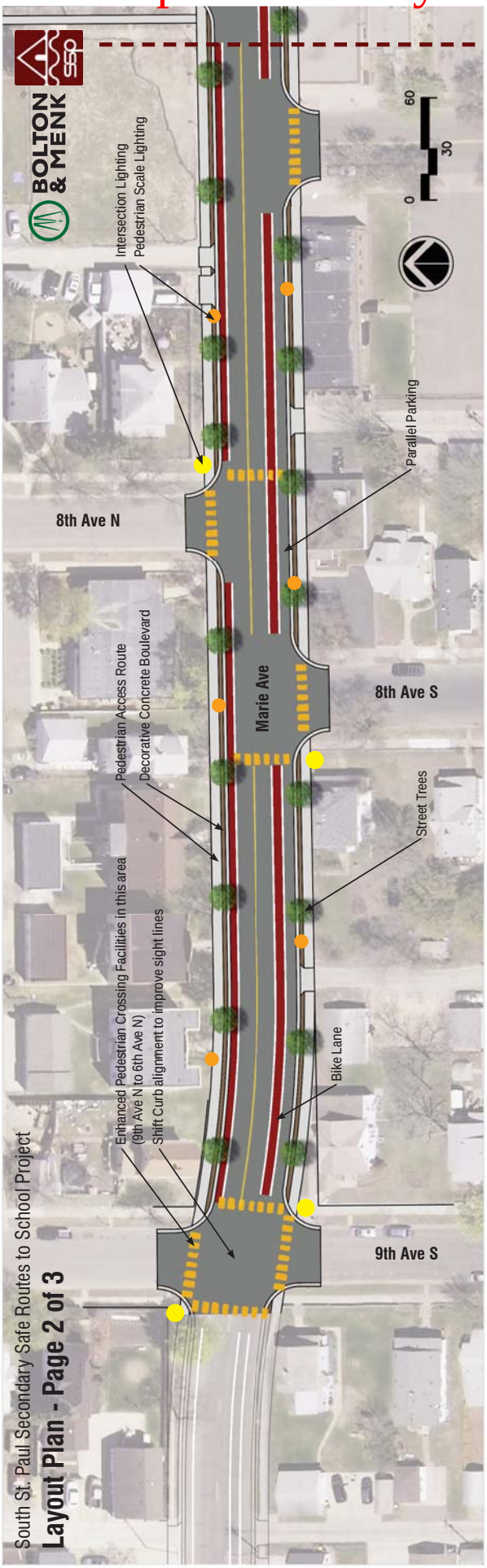
Benefits

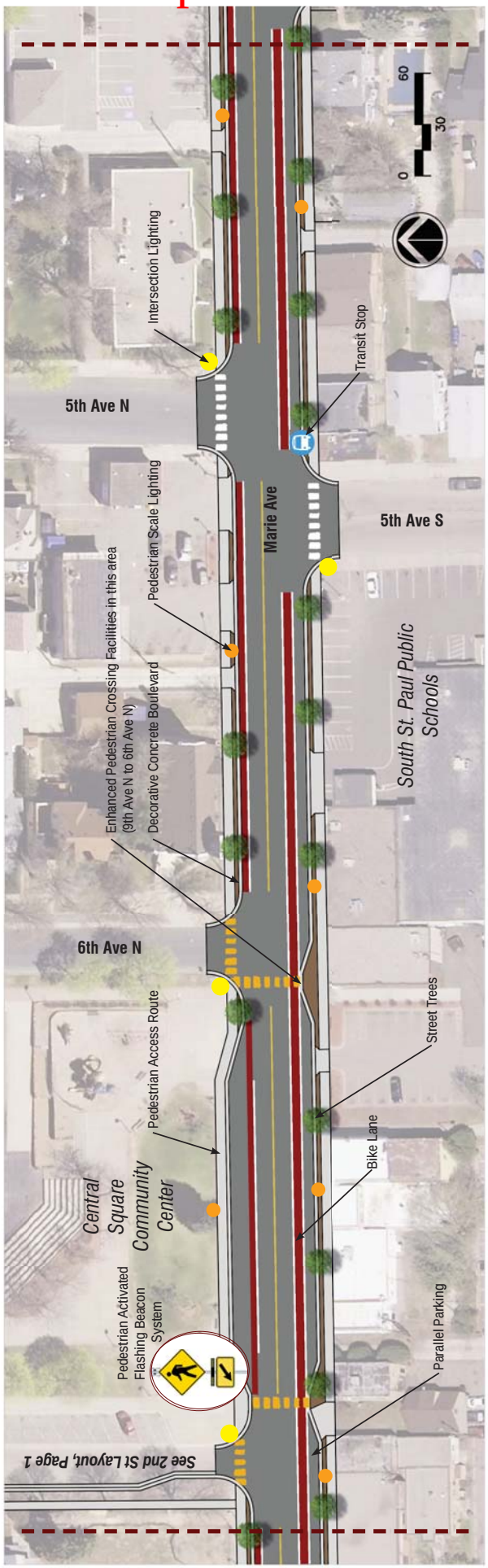
- Address pedestrian safety, improve primary Marie pedestrian crossing area, simplify school traffic flow, connect to trails and city center, support community business district

BOLTON & MENK

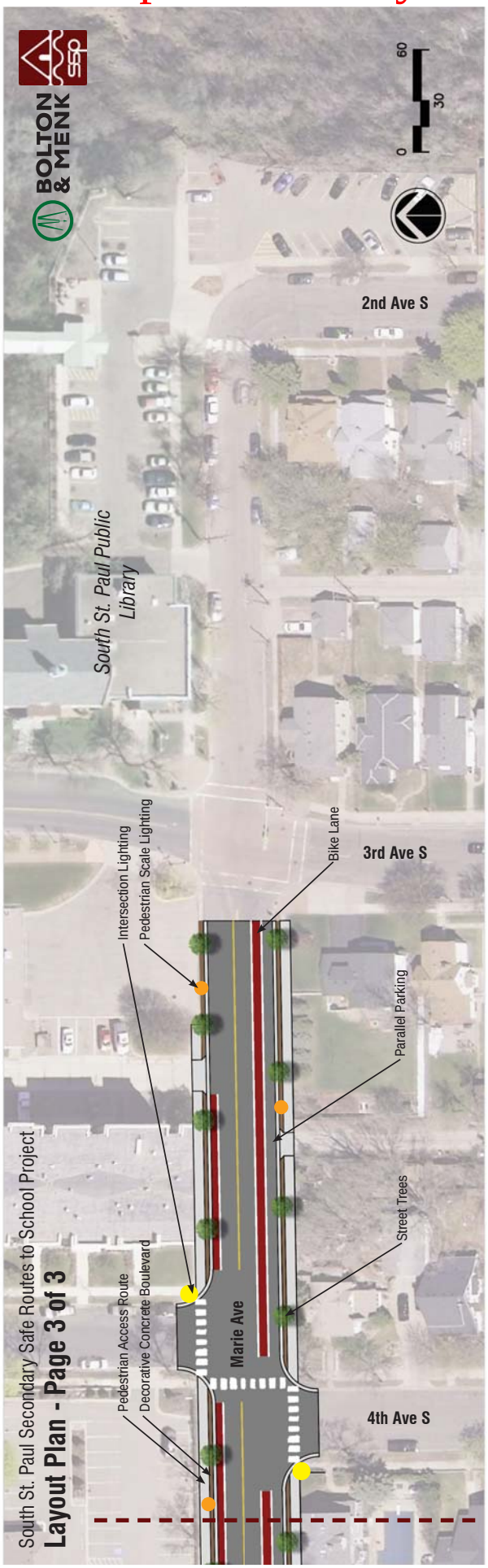
BOLTON & MENK
Central Square Community Center
ONE WAY
7th Ave N
Pedestrian Scale Lighting
Pedestrian Access Route
Street Trees
New Dakota County Library
South St Paul Secondary
Grass Boulevard
Parallel Parking
All Improvements Shown on This Page Have Been Completed by City
See Marie Ave Layout, Page 2
Marie Ave
2nd St N
Intersection Lighting
ONE WAY DO NOT ENTER
9th Ave N
South St. Paul Secondary Safe Routes to School Project
Layout Plan - Page 1 of 3

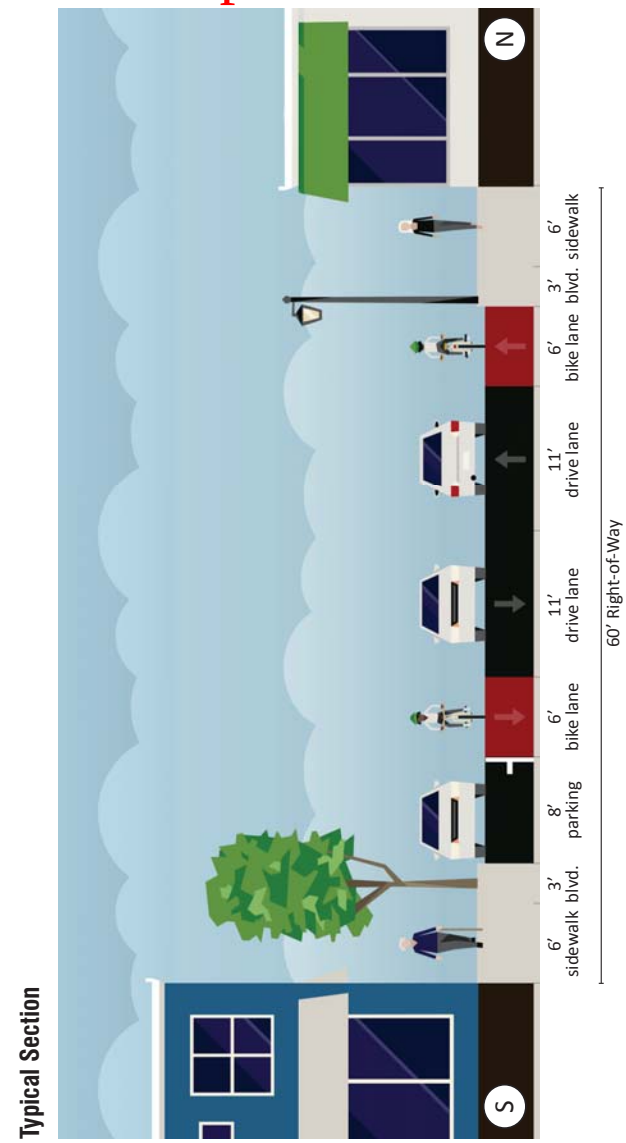
Improvements yet to be Completed





Improvements yet to be Completed





Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Meeting Date: December 21, 2023 **Date**: December 14, 2023

Action Transmittal: 2024-04

Scope Change & TIP Amendment Request for Inver Grove Heights ADA Curb Ramp Project

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Inver Grove Heights requests a scope change to remove four of the 30 curb ramps from its ADA curb ramp project (SP# 178-030-001) along with an amendment to the 2024-2027 TIP reflecting this change.

Recommended Motion

That the Funding & Programming Committee recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project (SP# 178-030-001) and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

Background and Purpose

Inver Grove Heights was awarded $250,240 in Surface Transportation Block Grant (STBG) Program funds in the 2020 Regional Solicitation for program year 2024. Funding was awarded in the Pedestrian Facilities application category. The application was awarded to replace 30 pedestrian curb ramps within the city.

The city is requesting removal of four of these 30 intersections from the project following completion of two projects. One project (on Carter Path) included the completion of two curb ramps from the original application. Upon completing the other project (on Cahill Avenue), the city determined that removing the two ramps, located mid-block on Carmen Avenue, is safer than completing the ramps.

Given the inflation on the entire project, the city requests retention of the full federal award.

Also included with this request is a TIP amendment request reflecting this scope change request. Any deviations in the scope change recommendation should be reflected in the TIP amendment recommendation, as well.

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. 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. Additionally, any federally funded project scope change

must go through a formal TIP amendment process if the project description or total project cost changes substantially.

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

Approval/Denial of the Scope Change: Given that all projects in the Pedestrian Facilities category were funded and that 26 of the original 30 intersections are going to be improved, staff recommends approval of the request without an examination of the scoring.

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 1, below.

Table 1: Federal and Local Costs

	Application Budget	**Current Budget**
Federal Funding Amount	$250,240	
Local Contribution	$62,560	
Total Cost	$312,800	
Project Reduction* (federal; 80%)	$41,707 ($33,365)	$52,140
Revised Project Cost	$271,093	$338,909 (for 26/30 ramps)

*Based on the assumption that each of the 30 intersections would cost the same amount ($10,427; $8,341 federal).

Two of the ramps ($16,682 federal) have already been completed while the other two ($16,682 federal) will not be completed. History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by another project. However, given that two of the ramps will not be completed, TAB has the option to mandate the return of $16,682 to the region along with he option of allowing full retention of the original federal funds.

TIP Amendment: Assuming a scope change is approved, a TIP amendment reflecting the change should be approved as well. The attachment reflects the applicant's requested funding amount and would need to be adjusted if the recommendation deviates from the request. The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (*Scheduled*)
TAC Funding & Programming Committee	Review & Recommend	*December 21, 2023*
Technical Advisory Committee	Review & Recommend	*January 3, 2024*
Transportation Advisory Board	Review & Recommend TIP Amendment & Adopt Scope Change	*January 17, 2024*
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	*January 22, 2024*
Metropolitan Council	Review & Adopt (TIP Amendment Only)	*January 24 2024*

CITY OF
INVER GROVE
HEIGHTS

COMMUNITY DEVELOPMENT DEPARTMENT

8150 Barbara Avenue
Inver Grove Heights
Minnesota 55077

651-450-2500

www.ighmn.gov

November 07, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

RE: Scope Change Request to: S.P. 178-030-001 – Inver Grove Heights – Reconstruction of 30 Curb Ramps to ADA Standards at 14 Intersections

Dear Mr. Thompson:

The City of Inver Grove Heights respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2021, Inver Grove Heights was awarded STBGP funding for a Americans with Disabilities Act pedestrian curb ramp compliance project to provide safer curb ramps at 14 different intersections throughout the city.

The 2020-2023 Transportation Improvement Program (TIP) and the State TIP identified $250,240 in federal funding and $87,584 in local match funding for a total of $337,824. The program year for the project is 2024.

The project is currently in the design development stage, with final design slated for 2023 and construction in 2024.

In 2020 and 2023, Inver Grove Heights advanced two separate road rehabilitation projects, one on Carmen Avenue and one at the intersection of Cahill Avenue and Carter Path. Those projects are now complete. The rehabilitation projects on Carter Path included the reconstruction of 2 pedestrian curb ramps to bring them up to ADA compliant standards and the project on Carmen Avenue concluded that the removal of 2 pedestrian curb ramps was a safer option than replacing them in kind, due to the lack of crossroad adjoining ramps.

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

The remaining ramp improvements were the primary components of the funding application. Those improvements will be completed in 2024. At this time Inver Grove Heights requests a Scope Change that would remove the planned improvements on Carmen Avenue and the intersection of Cahill Avenue and Carter Path from the project as these improvements have already been completed. Approval of this Scope Change request will allow for all portions of the project, as listed in the funding application, to be completed by the end of 2024, resulting in ADA compliant pedestrian curb ramps.

The cost estimate as listed in the STIP is $337,824 for the improvements, with a City participation percentage of 26.0%. Due to price escalation in the industry, the cost estimate has been updated and is currently $338, 909 for the 26 out of the original 30, remaining ramps. The City is requesting that the total cost listed in the STIP remain unchanged in effort to maintain project feasibility.

Summary

- The City of Inver Grove Heights was awarded $250,240 for improvements of 30 pedestrian curb ramps at 14 intersections.
- The City completed 2 ramps with a rehabilitation project at the intersection of Cahill Avenue and Carter Path.
- They City removed 2 ramps with a rehabilitation project on Carmen Avenue.
- The City is requesting that the federal funding amount remain as currently listed in the STIP.

Please contact me with any questions or concerns you have related to this request.

Sincerely,

Paul C. Merchlewicz

Paul Merchlewicz, P.E.
City Engineer

CC: Colleen Brown, MnDOT Metro State Aid

Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Committee Meeting Date: December 21, 2023 **Date:** December 15, 2023

Action Transmittal: 2024-05

Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

The City of Saint Louis Park requests a scope change to remove dedicated cycle tracks improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project (SP # 163-296-006 / 163-296-007).

Recommended Motion

That the Funding & Programming Committee recommend approval of Saint Louis Park's scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project (SP # 163-296-006 / 163-296-007).

Background and Purpose

The City of Saint Louis Park was awarded $7,000,000 in federal Surface Transportation Block Grant funds in the 2022 Regional Solicitation for program year 2026. Funding was awarded within the Roadway Reconstruction and Modernization category. The application was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of Louisiana Avenue and Cedar Lake Road, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The city's requested changes are summarized in Table 1 below.

Table 1: Summary of Requested Changes

Location	Original Proposal	Proposed Design
23rd St. to Cedar Lake Rd	Protected one way cycle track in each direction / sidewalk on both sides of road	Shared use trail on both sides of roadway
Cedar Lake Rd to 22nd St.	Dedicated on street bike lanes or protected one-way cycle track in each direction	Shared use trail on both sides of roadway
22nd St. to 14th St.	Dedicated on street bike lanes or protected one way cycle track in each direction	*Dedicated bike routes using parallel side streets and trail
14th St. to Wayzata Blvd.	Protected one way cycle track in each direction / sidewalk on east side of road	Shared use trail on both sides of roadway

*Dedicated bike routes on parallel side streets include Hampshire Ave, approximately 1300 feet (4 blocks) east of Louisiana Ave and Pennsylvania Ave, approximately 1350 feet (4 blocks) west of Louisiana Ave.

The city requests to retain its full federal funding amount. The original cost estimate of the full project is $11,985,000 and the cost with this requested scope change is $11,695,000, representing a difference of $290,000.

A TIP amendment is not included with this request because the project is currently undergoing a scope change review to phase the project. A streamlined TIP amendment request will be introduced later.

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.

Staff Analysis

Approval/Denial of the Scope Change: Table 2 shows a scoring analysis. This application scored 541 points and finished 11th in the Roadway Reconstruction and Modernization category. The highest-scoring unfunded project scored 492.

Table 2: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Job connections	65	25	0	
1B. Truck corridor tiers	40	20	0	
2A. Person throughput	110	41	0	
2B. 2024 AADT	65	18	0	
3A. Equity engagement	30	22	0	
3B. Equity connection, benefits, & impacts	40	27	0	Facility relocation may have small impact
3C. Housing	30	15	0	Facility relocation may have small impact
4A. Date of construction	50	15	0	
4B. Geometric deficiencies	125	85	0	
5A. Vehicle delay reduced	50	36	0	
5B. KG of emissions reduced	30	5	0	
6A. Crashes reduce	150	46	0	
6B. Proactive pedestrian crash reduction	30	19	-	Combines ped access with bike access
7. Transit, bike, ped elements & connections	110	93	--	Causes gaps in the bike trail access and moves bikes to minimally improved roadways
8. Risk assessment	75	47	0	
9. Cost effectiveness	100	27	N/A	
Total	1,100	541	-	

* 0 = no change
\+ = small improvement, ++ = moderate improvement, +++ = large improvement
\- = small diminishment, -- = moderate diminishment, --- = large diminishment

It is difficult to precisely recreate a score for an updated proposal and determine what "would have happened" to the entire scoring scenario had one project been ranked below another unfunded project. While there are some changes to the project, it is not possible to state with any certainty that the project would not have been funded if originally proposed as attached. As such, staff recommends approval of the scope change based on the existing policy.

That said, staff notes that the high multimodal elements score (93/110) was based in part on a continuous bicycle and pedestrian flow along Louisiana Avenue and that this proposal interrupts that flow. For pedestrians, the original application provided access along the entire east side of the roadway. It still does, though 700 feet is now provided as part of shared-use trails. For bicyclists, the Cedar Lake Road to 22nd Street segment is no longer proposed to have bicycles on the east

side of the road, potentially forcing conflicts. Further, movement of most of the bicycle access from protected lanes to existing streets is a downgrade in bicycle accommodation, as is reliance on cycling on sidewalks for both pedestrians and bicyclists.

Funding: Removal of a portion of the original project scope will result in a reduction in the project cost.

While recent history suggests that retention of the full federal award is typical when removed elements are going to be completed by another projects, the project elements being removed here are not being completed elsewhere. As such, there are two options:

A) The project retains the full federal award.
B) The project returns $169,389 (the federal cost of the removed elements) to the region for redistribution.

Table 3: Federal and Local Costs

	Application Budget (% of Total Project Cost)	**Scope Change Request Budget (% of Total Project Cost)**
Federal Funding Amount in STIP	$7,000,000 (58.41%)	$6,830,611 (58.41%)
Local Contribution	$4,985,000 (41.59%)	$4,864,389 (41.59%)
Total Cost	$11,985,000	$11,695,000
Reduction in Local Contribution		$120,611
Reduction in Federal Award		$169,389
Total Project Reduction		**$290,000**

Routing

To	Action Requested	Date Completed
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	*December 21, 2023*
Technical Advisory Committee	Review & Recommend	*January 3, 2024*
Transportation Advisory Board	Review & Adopt	*January 17, 2024*

St. Louis Park
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December 1, 2023

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

RE: Scope Change Request for SP 163-296-006 & SP 163-296-007

Dear Mr. Thompson,

The City of St. Louis Park respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the Cedar Lake Road and Louisiana Avenue Improvements project.

Background
The City applied for and was awarded federal Surface transportation block grant (STBG) funds for the program year 2026. The scope of the project included reconstruction of Cedar Lake Road from TH 169 to Kentucky Avenue and Louisiana Avenue from 23rd Street to TH 394. Improvements include construction of new sidewalks and bikeways where currently not present along both roadways, replacement of existing sidewalks, enhancements to bus stop facilities and amenities, construction of a roundabout at Cedar Lake Road and Louisiana Avenue, modifications of traffic signals to meet current ADA requirements, replacement of street lighting systems, storm sewer improvements, and public utility improvements.

Program Funding
In 2022, the City of St. Louis Park applied for and was selected to receive STBG funding for the Cedar Lake Road and Louisiana Avenue Improvements project. A map showing the project location is provided as attachment 2.

Program Development
At the time of application, the city recognized that both corridors are vital for transporting people and goods throughout the City of St. Louis Park and the adjacent areas. Both corridors have reached the end of their useful life and now require reconstruction. The city identified the opportunity to provide facilities for people that choose to walk, roll, bike, and utilize transit. The City's Connect the Park plan was approved by City Council in 2013, aimed at making more livable neighborhoods by providing convenient, safe, and equitable ways for residents to move around the city. The plan identified a bicycle facility and a pedestrian facility along both Cedar Lake Road and Louisiana Avenue, but additional design and public engagement was needed to determine what type of facilities would be the best fit.

The funding application for both Cedar Lake Road and Louisiana Ave included:

- Bicycle facilities: Dedicated on street bike lanes or protected one way cycle tracks in each direction where currently not present.
- Pedestrian facilities: Dedicated sidewalk on each side of the roadway where currently not present.

Preliminary Design Evaluation and Public Engagement

Beginning in January 2022 the design team began preliminary design and engaged the public to determine the best design for both Cedar Lake Road and Louisiana Ave. This process included three rounds of public engagement as described below.

During Phase 2 of the public engagement, three alternatives were developed and shared with the public to evaluate various bike and pedestrian facilities for both Cedar Lake Road and Louisiana Ave. The tables below show the alternatives.

Cedar Lake Road			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Buffered Bike Lanes
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	Bike Lanes with 3' Buffer (Both Sides)
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)

Louisiana Avenue			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Alternative Route
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	On-Street Bike Blvd Provided on Parallel Streets
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)

Each alternative was evaluated based on several different factors including right of way impacts, tree impacts, project cost, and public support. The tables below show the evaluation matrixes:

Cedar Lake Road			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Buffered Bike Lanes
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	Bike Lanes with 3' Buffer (Both Sides)
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)
Tree Impacts	149	60	62
Permanent Easement	20	46	48
Project Cost	$$	$$$	$
Public Support Percent	25%	58%	17%

Louisiana Avenue			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Alternative Route
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	On-Street Bike Blvd Provided on Parallel Streets
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)
Tree Impacts	70	38	15
Permanent Easement	25	31	22
Project Cost	$$	$$$	$
Public Support Percent	20%	50%	30%

After evaluating each alternative, a preferred alternative was selected for each roadway:

- Cedar Lake Road – Alternative No. 2 (Cycle Tracks)
- Louisiana Avenue – Alternative No. 3 (Alternative Route)

The preferred alternatives were shared with the public during Phase 3 of the public engagement process and a Public Hearing was held to provide residents an opportunity to voice any concerns. City Council approved the preferred alternatives and authorized the design team to move forward with final design for both roadways.

Proposed Scope Change

The proposed scope change does not eliminate dedicated bicycle routes, instead it provides an alternate that is just as effective and provides many advantages.

- Cedar Lake Road: There are no formal scope changes for Cedar Lake Road. The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one-way cycle tracks in each direction. The approved alternative provides protected one-way cycle tracks in each direction for the entire length of Cedar Lake Road. In addition, sidewalk will be constructed on each side of the roadway where currently not present.

- Louisiana Avenue: The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one way cycle tracks in each direction and a dedicated sidewalk on each side of the roadway where currently not present. Attachment 3 shows the funding

application design. The formal scope change for Louisiana Avenue includes modifying the bicycle facility as described in the table below and shown in Attachment 4 and Attachment 5.

Louisiana Avenue Bicycle Facility Summary		
Location	Funding Application Design	Current Design
Louisiana Avenue: 23rd Street to Cedar Lake Road (400 feet)	Protected one way cycle track in each direction Sidewalk on both sides of the road	Shared use trail on both sides of roadway
Louisiana Avenue: Cedar Lake Road to 22nd Street (900 feet)	Dedicated on street bike lanes or protected one way cycle track in each direction Sidewalk on east side of the road	Shared use trail on west side of roadway Sidewalk on east side of the road
Louisiana Avenue: 22nd Street to 14th Street (2500 feet)	Dedicated on street bike lanes or protected one way cycle track in each direction Sidewalk on east side of the road	*Dedicated bike routes using parallel side streets and trail Sidewalk on east side of the road
Louisiana Avenue: 14th Street to Wayzata Blvd (300 feet)	Protected one way cycle track in each direction Sidewalk on east side of the road	Shared use trail on both sides of roadway

*Dedicated bike routes on parallel side streets include Hampshire Avenue, approximately 1300 feet (4 blocks) east of Louisiana Avenue and Pennsylvania Avenue, approximately 1350 feet (4 blocks) west of Louisiana Avenue. These alternate bike routes are shown as red dashes in Attachment 5 on the "Alternative Bike Route Map".

The reasoning for including the dedicated bike routes on the parallel side streets and trail instead of Louisiana Avenue, between 22nd Street and 14th Street, includes:

1. I-394 is a barrier for bicyclist to cross from St. Louis Park to Golden Valley.
    - The Louisiana Avenue bridge over I-394 has no dedicated bicycle facilities. Bikers are required to use vehicle travel lanes at a very busy location (20,000 AADT). Due to the traffic volumes, separated bicycle facilities are the safest and most comfortable for bicyclists of all ages and abilities. The bridge is approximately 30 years old and MnDOT has no plans to replace the bridge or add separated bicycle facilities.
    - There are existing pedestrian bridges that cross I-394 near Pennsylvania Avenue and Hampshire Avenue. The parallel side street bike routes align well with these existing pedestrian bridges and will provide a safe and comfortable crossing of I-394 for bicyclists of all ages and abilities.
2. Traffic volume and speed: The parallel local city streets (Hampshire Avenue and Pennsylvania Avenue) have a much lower volume of traffic compared to Louisiana Avenue and have a lower

posted speed limit (20 mph compared to 30 mph). These roads provide a much more comfortable bicycling experience for all ages and abilities.

3. Tree removal: Providing dedicated bike facilities along Louisiana Avenue has a significant impact to existing trees. Residents and City Council members have made it clear that the look and feel of Louisiana Avenue is unique with the mature trees and that limiting impacts to existing trees is a high priority. Constructing a trail along the entire length of Louisiana Avenue would result in the removal of 70 mature trees, providing the dedicated bike routes on the parallel side streets and trail reduces this impact to only 15 trees.
4. Private property impacts: The parallel side streets and trail require the least amount of impacts and right of way to be acquired from private properties adjacent to Louisiana Avenue (33% reduction in acquired right of way).
5. Construction cost: The parallel side streets and trail alternative has the lowest overall construction cost.

It is also worth noting that the city allows bicyclists to use sidewalks within the city limits. Bicyclists can use the sidewalks along both sides of Louisiana Avenue between 22nd Street and 14th Street if they do not feel comfortable to share the road with traffic.

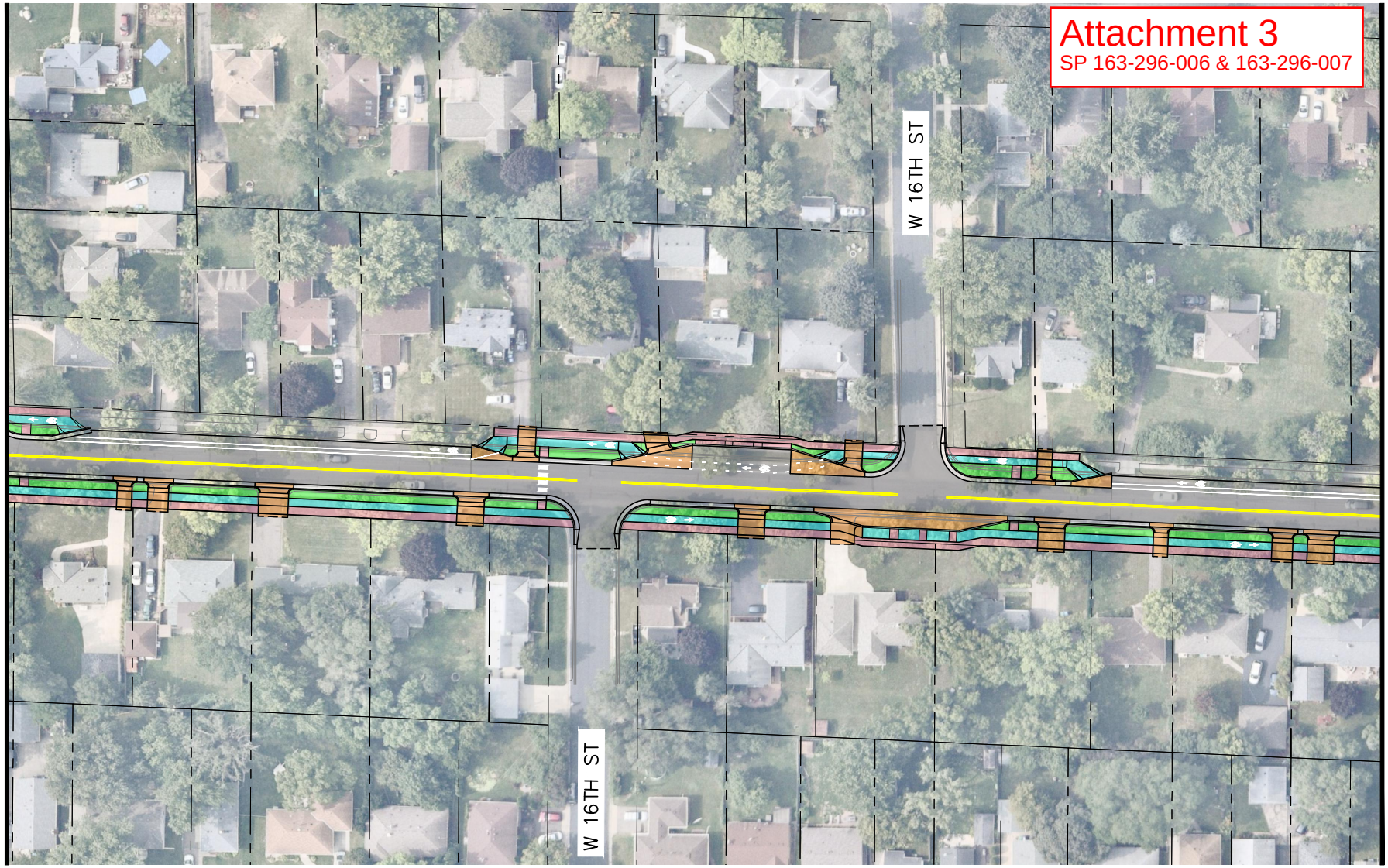
Funding

We have developed Attachment 1: Funding Data for Scope Change Request, which captures the original application funding amount and the reduction of the bicycle facility costs that is not covered by city funding.

The overall project cost is estimated at $11,695,000, which is significantly higher than the federal funding amount. A summary of the overall project cost and reduction for the proposed scope change is summarized below.

Federal Funding Amount in STIP	$7,000,000
Estimated Project Cost from Application	$11,985,000
Project Cost to be Covered by Local Funds	$4,985,000
Cost of Project Elements being Removed	$290,000
Change in Project Costs	$(290,000)
58.41% Federal	$169,389
41.59% Local	$120,611
Revised Project Cost	$11,695,000
Revised Federal Amount	$6,830,611
Revised Local Amount	$4,864,389

LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100



LOUISIANA AVE IMPROVEMENTS
FROM W 23RD STREET TO W WAYZATA BLVD

Kimley»Horn

St. Louis Park
MINNESOTA

NORTH

0 25 50 100
HORIZONTAL
SCALE IN FEET

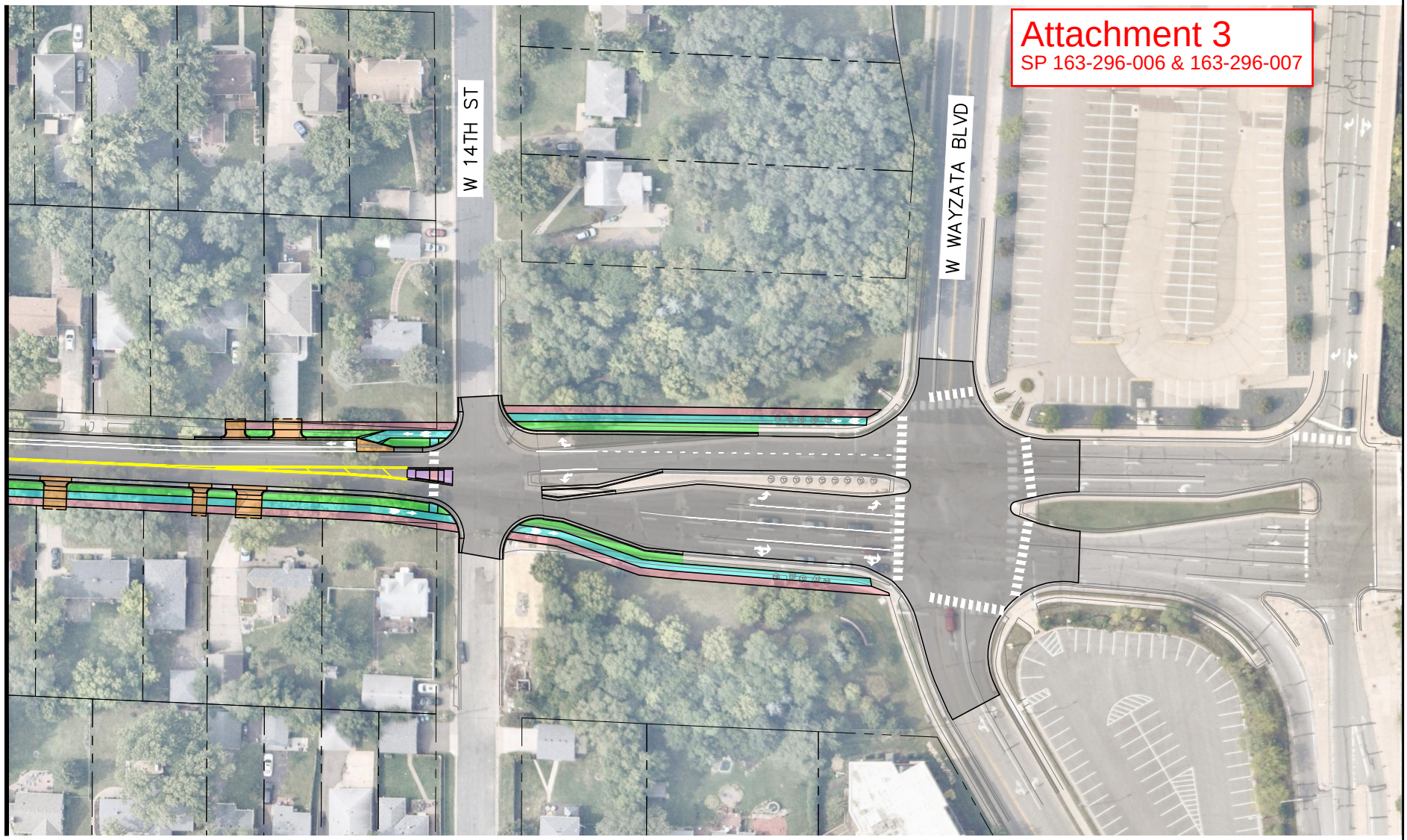
LEGEND

- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIANS
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

FIGURE 4

K:\TWC_Civil\City\ST LOUIS PARK\CEDAR LAKE ROAD AND LOUISIANA AVENUE - PRELIM\CAD\Plan Sheets\Exhibits\C.P. 4024-1100 - FUNDING GRANT SHEETS.dwg April 07, 2022 - 6:10pm

LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100



LOUISIANA AVE IMPROVEMENTS
FROM W 23RD STREET TO W WAYZATA BLVD

Kimley»Horn

St. Louis Park
MINNESOTA

NORTH

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HORIZONTAL
SCALE IN FEET

LEGEND

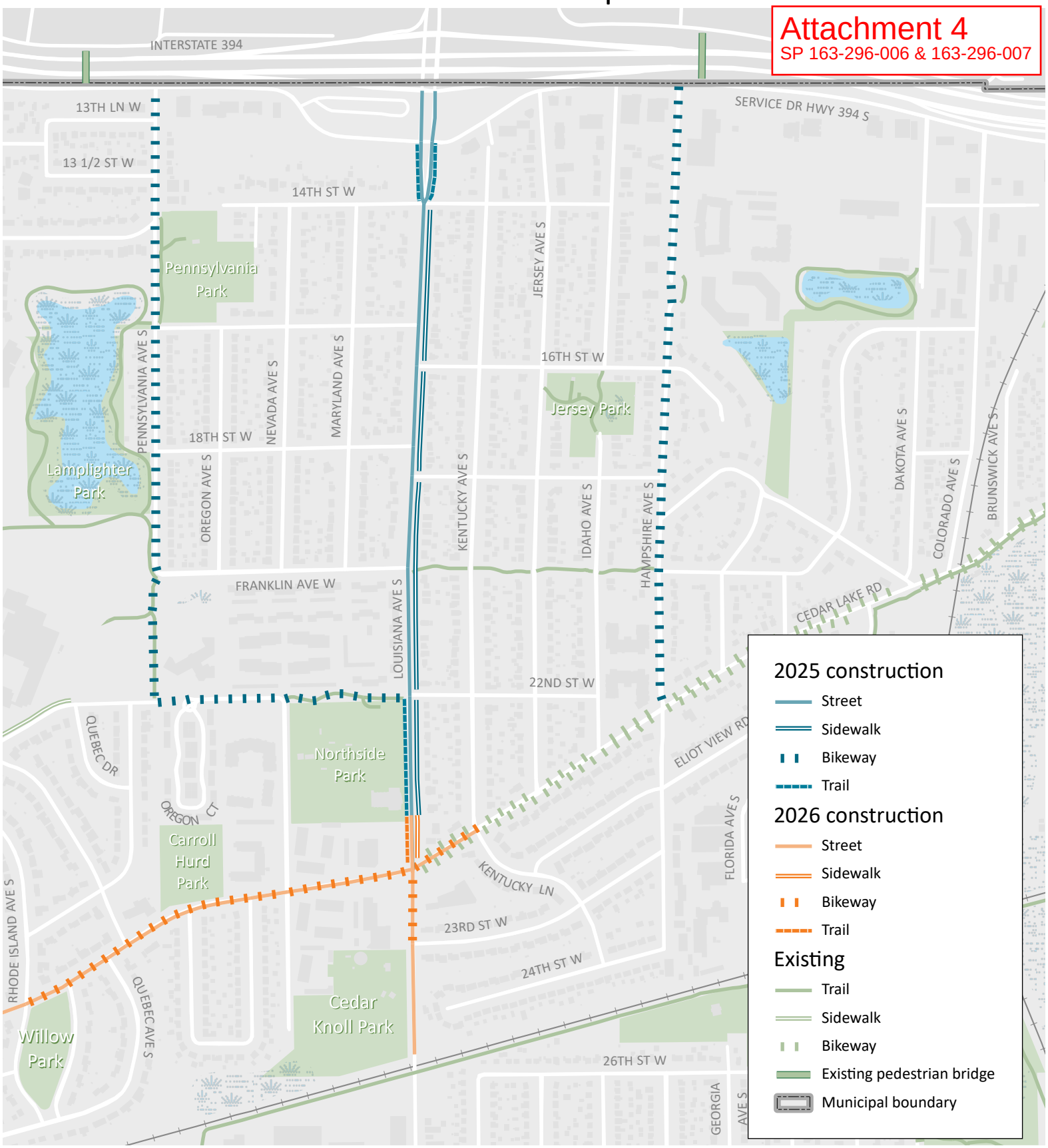
- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIANS
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

FIGURE 5

K:\TWC_Civil\City\ST LOUIS PARK\CEDAR LAKE ROAD AND LOUISIANA AVENUE - PRELIM\CAD\Plan Sheets\Exhibits\C.P. 4024-1100 - FUNDING GRANT SHEETS.dwg April 07, 2022 - 6:11pm

Louisiana Avenue Improvements

Attachment 4
SP 163-296-006 & 163-296-007



Attachment 5
SP 163-296-006 & 163-296-007

LOUISIANA AVENUE ROAD IMPROVEMENTS
CITY PROJECT NO. 4024–1100
GEOMETRIC LAYOUT
NOVEMBER 2023

St. Louis Park
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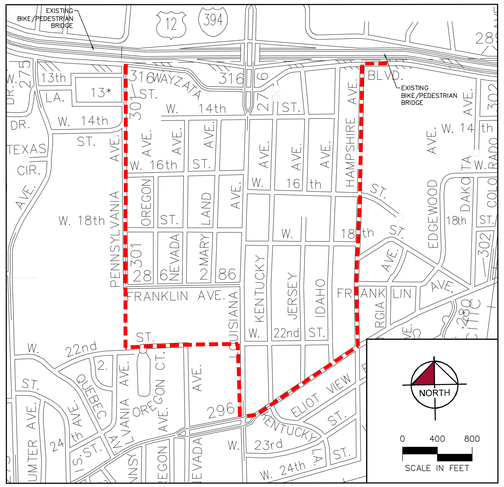
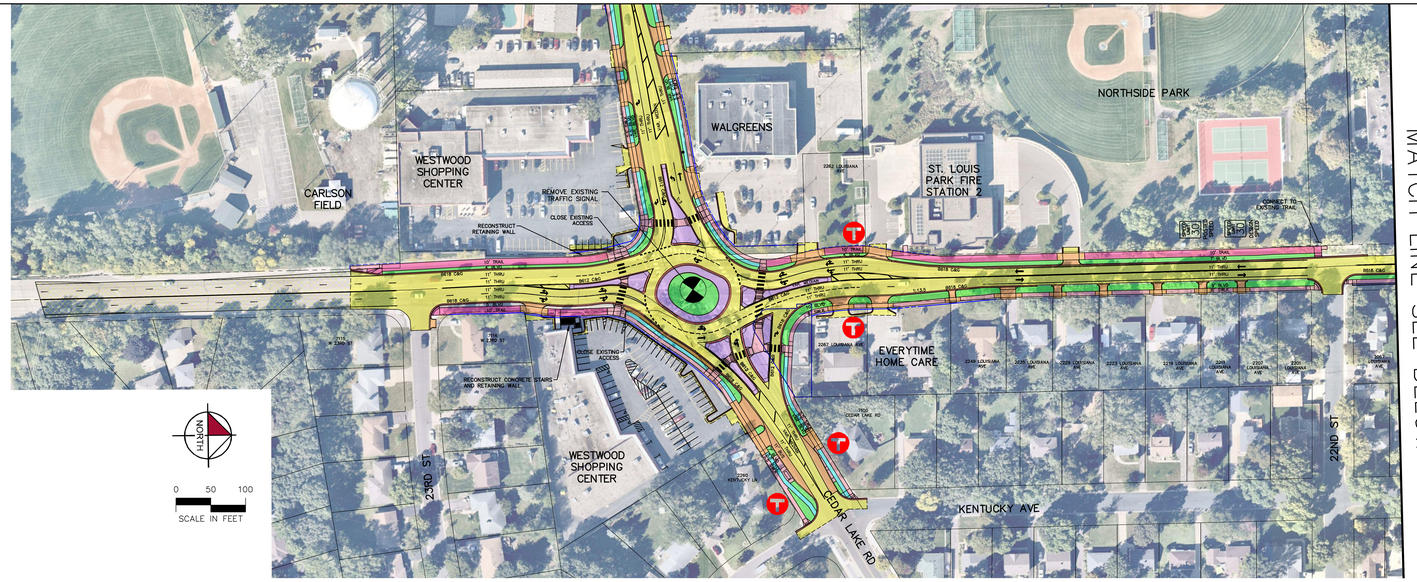
LEGEND

- PROPOSED FULL DEPTH ROADWAY
- PROPOSED MILL AND OVERLAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED TRAIL
- PROPOSED LANDSCAPED MEDIANS
- PROPOSED CONCRETE MEDIANS
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS
- EXISTING RIGHT–OF–WAY
- PERMANENT EASEMENT

ALTERNATIVE BIKE ROUTE MAP





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