To: George Lahanas
Subject: Approve the MDOT Transportation Alternatives Program (TAP) Local Agency Resolution for the 4 to 3 lane conversion on Abbot Road from Saginaw Street to Lake Lansing Road and authorize the City Clerk to sign.
Meeting: Regular Council Special Meeting - 22 Sep 2020
Department: Public Works
Staff Contact: Scott House, Director

BACKGROUND INFORMATION:
The East Lansing 2021 Major Street Project consists of road improvements on Abbot Road from Saginaw Street to Lake Lansing Road. As part of the project design, non-motorized facilities will be incorporated into the project which reduces the lane cross section from four lanes to three lanes, to accommodate northbound and southbound bike lanes. The formal road diet in lane configuration follows the City’s Non-Motorized Transportation Plan which was formally adopted in 2011.

As part of the project, the City applied for a Transportation Alternatives Program (TAP) grant to add bicycle lanes along this section of the corridor that will not require the removal of all curb and gutter. This work will be completed in conjunction with a larger road project that will include additional roadway improvements. Acceptance of the TAP grant requires a Local Agency Resolution to satisfy commitment conditions that include certifying that all financing is in place, including match funds and certifying a maintenance agreement that will be implemented by staff. The formal project application documents were submitted to the Michigan Department of Transportation (MDOT) on September 14, 2020 and MDOT requires that a formal resolution be submitted prior to project obligation at the State Level. The current project letting date is scheduled for March 5, 2021 per the MDOT Local Agency Programs schedule, which allows for a project start date of early May 2021. Project completion is tentatively scheduled for August 2021.

The Abbot Road traffic study for implementing a four to three lane configuration was completed by the city’s traffic engineering consultant, DLZ, to analyze traffic movement and level-of-service. This information was also brought before the Transportation Commission for review and recommendation of implementing the proposed change in lane configuration.

ATTACHMENTS:
Abbot Road Conversion Resolution
Abbot Road_MDOT Grant Summary Report
CITY OF EAST LANSING
EAST LANSING CITY COUNCIL

RESOLUTION OF SUPPORT OF THE ABBOT ROAD LANE CONVERSION

WHEREAS, the City of East Lansing acknowledges the desire to stripe Abbot Road upon project completion from its current four lane cross section to three lanes with the addition of northbound and southbound bike lanes. Abbot Road is within the East Lansing City Limits and is bounded by Saginaw Street to the south and Lake Lansing Road to the north; and,

WHEREAS, the City of East Lansing acknowledges receiving a Transportation Alternatives Program (TAP) grant in the amount of $172,020.00, with $137,616.00 in Federal TAP funds and $34,404.00 in local match funds from the City; and,

WHEREAS, the improvements include HMA Base Crushing and Shaping, Subgrade Undercutting, Concrete Pavement Repairs, Hot Mix Asphalt paving, Slope Restoration and related traffic control within the project extending 4’ from the existing curb and gutter face; and,

WHEREAS, the proposed enhancements are identified in the Tri-County Regional Planning Commission’s Transportation Improvement Program; and,

WHEREAS, the City of East Lansing recognizes the importance of maintaining the bike lanes on Abbot Road within the Project Limits of Saginaw Street and Lake Lansing Road throughout the design life of the non-motorized facility; and,

WHEREAS, the City of East Lansing recognized the importance and need for safe, alternative modes of transportation for all users;

NOW, THEREFORE, BE IT RESOLVED, that the East Lansing City Council supports the Abbot Road lane conversion for the implementation of non-motorized facilities.

________________________________
Aaron Stephens, Mayor
Adopted: September 22, 2020
Moved by Council member:

Supported by Council member:

ADOPTED: Yeas:

Nays:

Absent:

CLERKS CERTIFICATION: I hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the East Lansing City Council at a public meeting held on September 22, 2020, the original of which is part of the Council's minutes.

_____________________________________
Jennifer Shuster, City Clerk
City of East Lansing
Ingham and Clinton Counties, Michigan
**Grant Type:** Transportation Alternatives Program  
**Grant Number:** 2019029

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<th>Section</th>
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<td>TCRPC - Abbot Road - 4 to 3 Lane Conversion</td>
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<td>$172,020.00</td>
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**Total:**  
$137,616.00  
$34,404.00  
$172,020.00  
80.00%

The City of East Lansing will convert Abbot Road from four lanes to three and add bike lanes between Saginaw Street and Lake Lansing Road as part of a road resurfacing project. The new cross section will include one lane of travel in each northbound and southbound direction, a center-left turn lane, and bike lanes. When completed, the bike lanes will provide a safer facility for bicyclists traveling between the northern part of the city and the Michigan State University campus. This project is identified as a priority in the City of East Lansing's nonmotorized transportation plan.

The overall construction cost is $172,020, including $137,616 in federal Transportation Alternative Program funds awarded by the Tri-County Regional Planning Commission and $34,404 in matching funds from the City of East Lansing.
Nonmotorized Funding Condition
This project must be designed and constructed in accordance with the standards in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition. The standards for off-road trails include a minimum 10’ width with a minimum of 2’ clear zone on each side. The standards for bridges or boardwalks include a minimum 14’ width between rub rails. In addition, bridges and boardwalks should meet a minimum H-10 design load rating. For roadways with no curb and gutter, the standards for on-road paved shoulders include a minimum 4’ width facility on each side of the road. If parking is permitted, the standards for bike lanes include a minimum width of 5’. The project must also be designed and constructed in accordance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

Funding Condition
Transportation Alternatives Program (TAP) funding is conditional upon the items mentioned in the correspondence from the MDOT Office of Economic Development conveying the conditional commitment, supporting documentation, as well as fund availability. Federal transportation funding could be subject to congressional approval of a rescission, reducing or eliminating the remaining unobligated funds. The amount of TAP funding that Congress has authorized for expenditure is provided on a first come, first served basis to the projects that have completed the steps necessary to request federal fund authorization from the Federal Highway Administration. These steps typically include submitting completed plans, a cost estimate, specifications, and obtaining all necessary permits, clearances, an executed agreement, and matching funds.

Important Note on TAP Funding for Local Agencies
Federal TAP funds shall be applied to the eligible items of the total participating project cost up to the lesser of: (1) the TAP grant amount, or (2) an amount such that 80 - 81.85 percent, the maximum federal participation ratio for such funds, is not exceeded at the time of the award of the construction contract. The balance of the participating project cost, after deduction of TAP Funds, shall be the responsibility of the grant applicant. All of the non-participating cost shall be the responsibility of the grant applicant. In addition to the limits mentioned above, TAP funds are capped at the applicable low bid amount and shall not be applied to any extra construction costs or construction over-runs; these costs shall be the responsibility of the grant applicant.