

**ACTION TRANSMITTAL No. 2014-40**

**DATE:** June 5, 2014  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**PREPARED BY:** Carl Ohrn, Planning Analyst 651-602-1719  
**SUBJECT:** Scope Change for Mainstreet Improvements  
**REQUESTED ACTION:** The City of Hopkins requests a scope change to modify the scope of SP#132-030-003 and to add work elements to the initial HSIP project. The total project cost increases to \$4,096,000 with Federal HSIP funds of \$660,960 and \$3,435,040 local funds in 2015.  
**RECOMMENDED MOTION:** Recommend approval of the request to modify the scope of SP#132-030-003 and to add work elements to the initial HSIP project. The total project cost increases to \$4,096,000 with Federal HSIP funds of \$660,960 and \$3,435,040 local funds in 2015.

**BACKGROUND AND PURPOSE OF ACTION:**

In 2013, the City of Hopkins applied for and was ultimately selected to receive Highway Safety Improvement Program (HSIP) funding for pedestrian and signal upgrades for Mainstreet between 5<sup>th</sup> Avenue and 13<sup>th</sup> Avenue. Since being awarded the grant, the City has determined the value of incorporating this work into a larger project extending from 5<sup>th</sup> Avenue to 20<sup>th</sup> Avenue. The larger project will connect to the reconstruction of Hennepin County State Aid Highway (CSAH) 61 (Shady Oak Road), to be completed in 2015 as a separate project. The Mainstreet project will include water main replacement between 5<sup>th</sup> Avenue and 11<sup>th</sup> Avenue, mill and overlay for the full project corridor, refurbishing/replacement of corridor streetscape elements, and other components. The pedestrian ramp improvements meeting ADA requirements included in the HSIP project from 5<sup>th</sup> Ave. to 13<sup>th</sup> Ave. will be included for all intersections to 20<sup>th</sup> Ave; installation of Accessible Pedestrian Signal (APS) push button signals and signs with countdown timers at existing signals at 5<sup>th</sup> Ave., 7<sup>th</sup> Ave., 8<sup>th</sup> Ave., 9<sup>th</sup> Ave., 10<sup>th</sup> Ave., 11<sup>th</sup> Ave. and 12<sup>th</sup> Ave.

Extending the project limits and adding the work elements to the initial HSIP project as proposed will not negatively impact the project's ability to achieve the safety goals outlined in the initial HSIP application. The additional funding required will be provided by the City, and a revision to the HSIP grant is not being requested. Combining the HSIP work with the larger corridor improvement project will increase the efficiency of the corridor improvement program and decrease the local disruption that would be caused by a phased approach for Mainstreet.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process, including the Highway Safety Improvement Program (HSIP), 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 make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request. The changes in the project provided the same or better roadway and pedestrian improvements so the scoring of the original project was not reviewed. No elements of the original project were removed. The project limits were extended to increase the efficiency of the corridor improvements and decrease local disruption.

The new project description will be “Mainstreet from 5<sup>th</sup> Avenue to 20<sup>th</sup> Avenue: push button, pedestrian countdown timers; APS and ADA improvements, mill and overlay, streetscape, lighting.”

The federal HSIP FY 2015 funding of \$660,960 will not change. The local funds will increase from \$73,440 to \$3,435,040 for a total project cost of \$4,096,000.

Based on review of the information provided in the scope change request and the original application, staff recommends approval of the requested scope change. The modified project description and budget should be incorporated into the 2015-2018 TIP.

**COMMITTEE COMMENTS AND ACTION:** At its May 15, 2014, meeting, the Funding and Programming Committee unanimously recommended approval of this scope change request. At its June 4, 2014 meeting the Technical Advisory Committee unanimously recommended approval of this scope change request.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	May 15, 2014
Technical Advisory Committee	Review & Recommend	June 4, 2014
Transportation Advisory Board	Review & Approve	



# City of Hopkins

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Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

April 28, 2014

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

RE: Scope Change Request  
S.P. 132-030-003  
2015 Mainstreet Improvements  
City of Hopkins

Dear Mr. Keel:

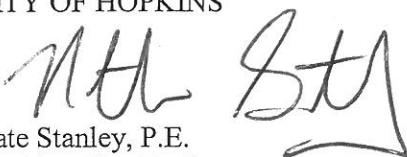
The City of Hopkins respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project at its May 15, 2014 meeting.

In 2013, the City of Hopkins applied for and was ultimately selected to receive Highway Safety Improvement Program (HSIP) funding for pedestrian and signal upgrades for Mainstreet between 5<sup>th</sup> Avenue and 13<sup>th</sup> Avenue. Since being awarded the grant, the City has determined the value of incorporating this work into a larger project extending from 5<sup>th</sup> Avenue to 20<sup>th</sup> Avenue. The larger project will connect to the reconstruction of Hennepin County State Aid Highway (CSAH) 61 (Shady Oak Road), to be completed in 2015 as a separate project. The Mainstreet project will include watermain replacement between 5<sup>th</sup> Avenue and 11<sup>th</sup> Avenue, mill and overlay for the full project corridor, refurbishing/replacement of corridor streetscape elements, and other components.

Extending the project limits and adding the work elements to the initial HSIP project as proposed will not negatively impact the project's ability to achieve the safety goals outlined in the initial HSIP application. The additional funding required will be provided by the City, and a revision to the HSIP grant is not being requested. Combining the HSIP work with the larger corridor improvement project will increase the efficiency of the corridor improvement program and decrease the local disruption that would be caused by a phased approach for Mainstreet.

The enclosed information provides further detail regarding this request. If you have any questions regarding this request, please contact me at 952-548-6356 or [nstanley@hopkinsmn.com](mailto:nstanley@hopkinsmn.com).

Sincerely,  
CITY OF HOPKINS

  
Nate Stanley, P.E.  
Hopkins City Engineer

cc: Mike Waltman, P.E., Bolton & Menk

**SCOPE CHANGE REQUEST**  
**Mainstreet Improvements**  
**S.P. 132-030-003**  
**Hopkins, Minnesota**

**Location Map**

A map showing the project location within the area and region is provided as **Figure 1**.

**Revised Project Description**

In 2013, the City of Hopkins applied for and was awarded Highway Safety and Improvement Program (HSIP) funding for pedestrian and signal improvements on Mainstreet between 5<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (see **Figure 2**). Since being awarded the grant, the City has determined the value of incorporating these safety improvements into a longer and more comprehensive corridor improvement project. In 2014 and 2015, the City along with Hennepin County will be completing the long-awaited reconstruction of Shady Oak Road (CSAH 61). That project, separate from S.P 132-030-003, will reconstruct one block of Mainstreet from Shady Oak Road to 20<sup>th</sup> Avenue. The locally funded Mainstreet improvement work proposed by the City to be added to S.P. 132-030-003 will further enhance the federally funded safety improvements along Mainstreet, and will also better address the seven block gap that would have resulted between the two projects without this Scope Change (see **Figure 2**).

The primary project elements of the proposed project are described below. The key additions that are proposed in this Scope Change request relative to the original HSIP project are shown in ***bold italics***. In this information, the term ***“full project corridor”*** refers to Mainstreet between 5<sup>th</sup> Avenue and 20<sup>th</sup> Avenue.

1. Pedestrian ramp improvements meeting ADA requirements for all intersections between 5<sup>th</sup> Avenue and 13<sup>th</sup> Avenue. ***Pedestrian ramp improvements meeting ADA requirements for all intersections from 14<sup>th</sup> Avenue to 20<sup>th</sup> Avenue.***
2. Installation of Accessible Pedestrian Signal (APS) push button signals and signs with countdown timers at existing signals at 5<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, 8<sup>th</sup> Avenue, 9<sup>th</sup> Avenue, 10<sup>th</sup> Avenue, 11<sup>th</sup> Avenue, and 12<sup>th</sup> Avenue.
3. Signal coordination and re-timing at the same locations receiving APS upgrades identified above.
4. ***Mill and overlay pavement rehabilitation along the full project corridor.***
5. ***Replacement of watermain and overlying pavement between 5<sup>th</sup> Avenue and 11<sup>th</sup> Avenue to meet additional capacity needs.***
6. ***Replacement of additional subgrade water services and overlying pavement from 8<sup>th</sup> Avenue to 11<sup>th</sup> Avenue.***
7. ***Rehabilitate/refurbish select streetscape elements and furnishings through the full project corridor; includes pavers, trash receptacles, benches, tree grates, and other elements.***
8. ***Replace trees which are in poor health through the full project corridor.***
9. ***Spot curb and sidewalk replacement along the full project corridor.***

- 10. Replace crosswalks with decorative designs more characteristic of historic Mainstreet.**
- 11. Replace existing HPS streetlights with LED systems through the full project corridor.**
- 12. Correct nuisance drainage issues through additional catch basins as needed throughout the full project corridor.**

Extending the project limits and adding work elements to the initial HSIP project as proposed will not negatively impact the project’s ability to achieve the safety goals as outlined in the initial HSIP application. Combining the HSIP work with the larger corridor improvement project will increase the efficiency of the overall corridor improvement program and decrease the local disruption that would be caused by separate construction projects. The full project as proposed will provide a range of needed safety, infrastructure, and aesthetic improvements for this critical corridor for the City of Hopkins.

**Work to be Completed**

Survey and geotechnical work for the proposed full project have been completed, and preliminary design is currently underway for the transportation/safety, infrastructure, and streetscape refurbishing elements. With the approval of the Scope Change request, the City will submit the Project Memorandum to MnDOT State Aid. **Exhibit 1** shows the anticipated project schedule.

**Revised Cost Estimate**

The table below summarizes costs and funding information for the original HSIP project as well the revised information assuming the Scope Change as proposed. Detailed cost information is provided in **Exhibit 2**.

<b>Funding Source</b>	<b>Original HSIP Project<sup>i</sup></b>	<b>Proposed with Scope Change</b>
Federal HSIP – FY 2015	\$660,960	\$660,960
Local	\$73,440	\$3,435,040
Total	\$734,400	\$4,096,000

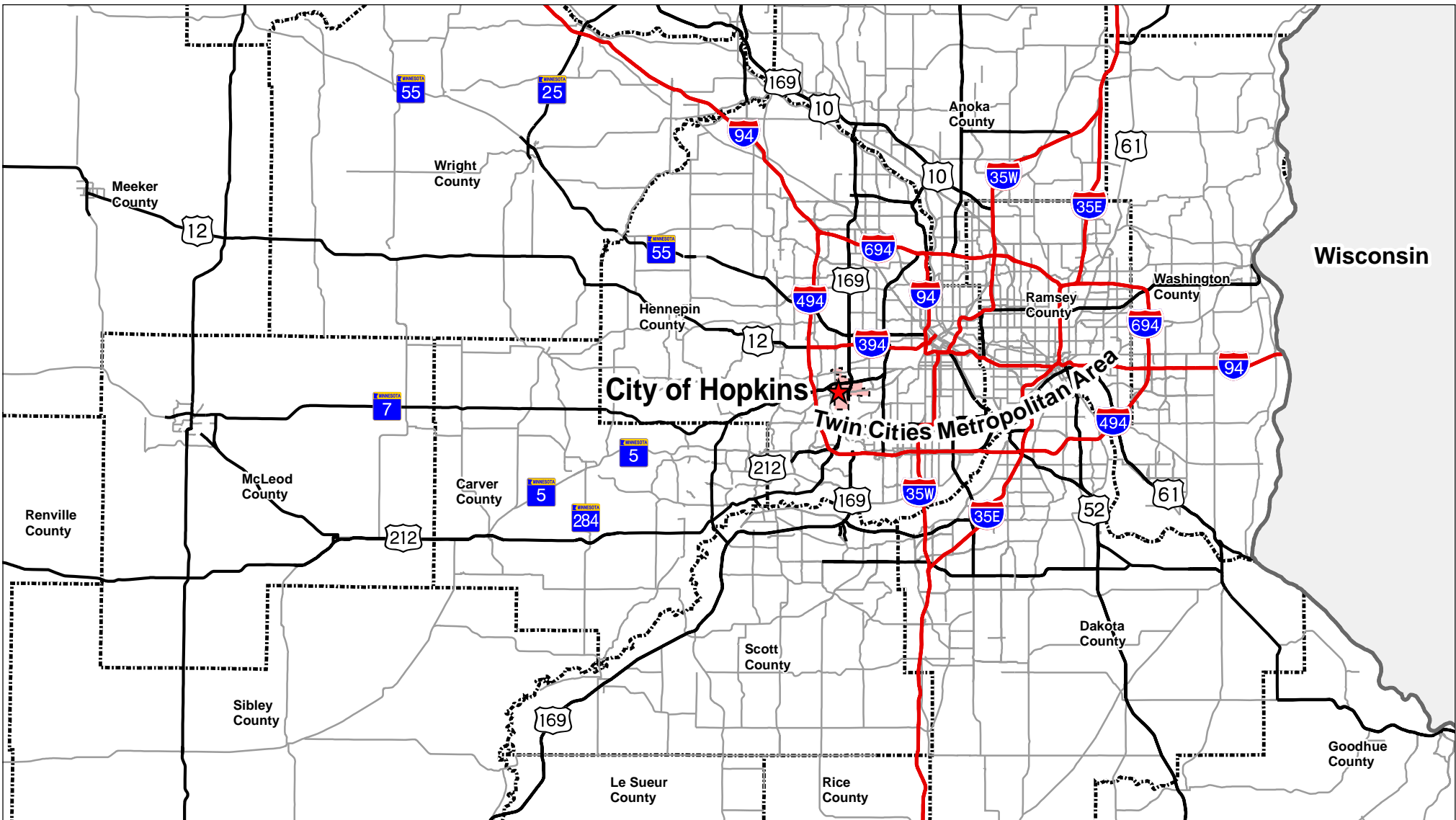
**Updated Project Description**

*Mainstreet from 5<sup>th</sup> Avenue to 20<sup>th</sup> Avenue; push button, pedestrian countdown timers, APS and ADA improvements, mill and overlay, streetscape, lighting.*

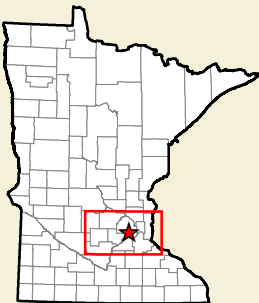
The project description and cost will be updated in the 2015-2018 TIP.

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<sup>i</sup> As identified in current list of STIP Amendments pending – 2014-2017 STIP



- Legend**
- Project Location
  - Interstate Highway
  - Principal Arterial
  - Minor Arterial
  - Location City
  - Municipal Boundary
  - County Boundary

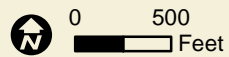
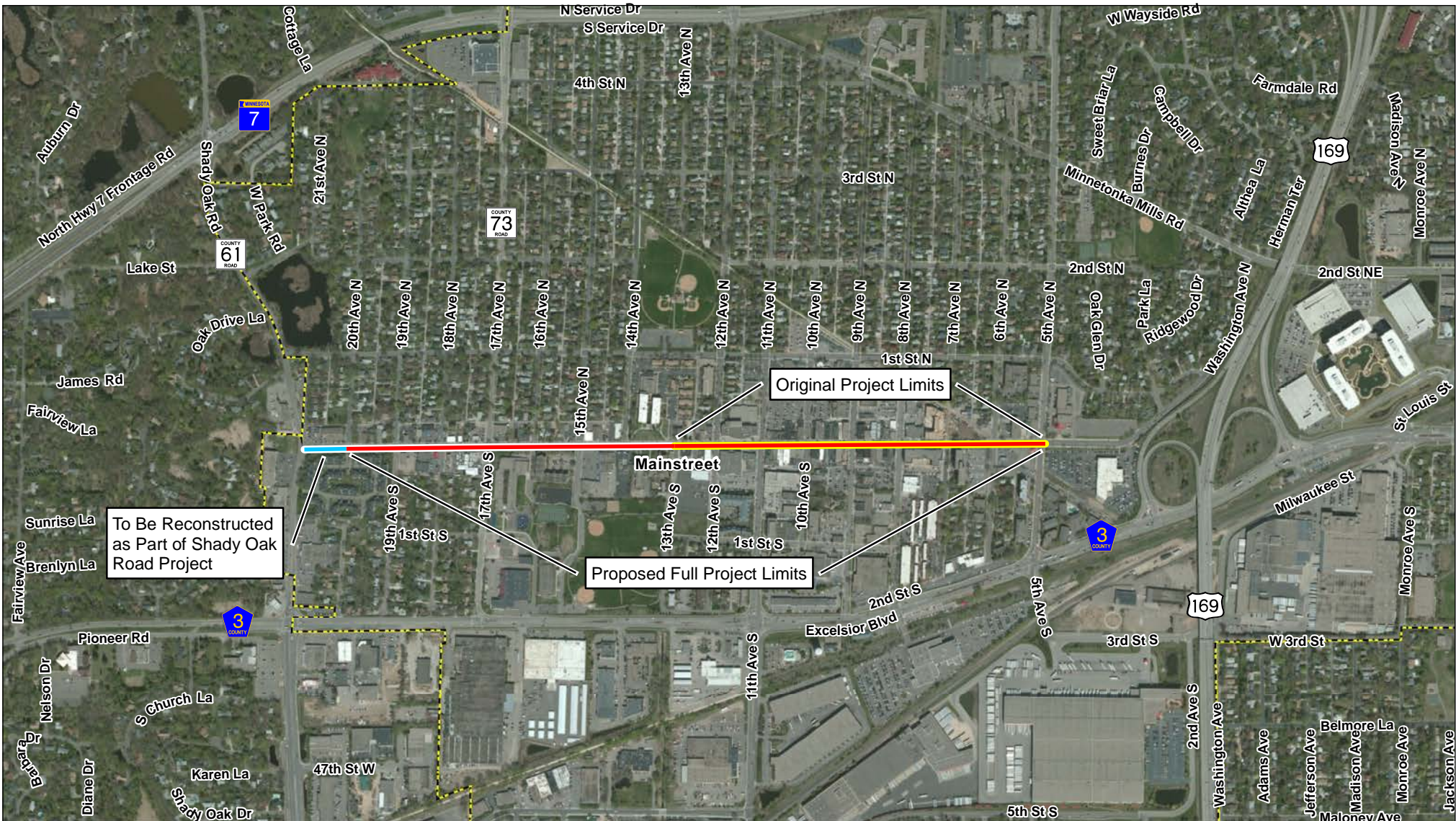


**SP 132-030-003  
2014 MAIN STREET  
IMPROVEMENTS  
Scope Change Request  
State Map**

Figure 1  
April 2014

Source: MndNR, MnDOT





**Legend**

- Proposed Full Project Limits
- Original Project Limits
- To Be Reconstructed as Part of Shady Oak Road Project
- City Limits

Source: ESRI, MnDOT, DNR



**SP 132-030-003**  
**2014 MAIN STREET**  
**IMPROVEMENTS**  
**Scope Change Request**  
**Project Location**

Figure 2  
 April 2014

**Hopkins Mainstreet Scope Change Request**  
**Exhibit 1: Anticipated Project Schedule**

**Right-of-Way Acquisition**

- No right-of-way or temporary easement needs anticipated.

**Project Development and Documentation**

- Public Open House #1 – May 2014
- Draft Project Memorandum submittal – June 2014
- Final Project Memorandum submittal – July 2014
- Project Memorandum approval – August 2014

**Final Design and Construction**

- Public Open House #2 – June 2014
- Permits – June 2014
- Plan submittal to MnDOT State Aid – July 2014
- Plan approval by MnDOT State – September 2014
- Bid process – September/October 2014
- Begin construction – July 2015
- Complete construction – October 2015



## Exhibit 2

### PRELIMINARY ENGINEER'S ESTIMATE

2015 MAINSTREET IMPROVEMENTS

CITY OF HOPKINS, MN

BMI PROJECT NO. T16.106575

S.P. 132-030-003

MAINSTREET: 5TH AVENUE TO 20TH AVENUE

4/17/2014

ITEM NO.	ITEM	UNIT	ESTIMATED UNIT PRICE	ESTIMATED TOTAL QUANTITY	ESTIMATED TOTAL AMOUNT
1	MOBILIZATION	LUMP SUM	\$118,000.00	1.00	\$ 118,000
2	TRAFFIC CONTROL	LUMP SUM	\$100,000.00	1.00	\$ 100,000
3	REMOVE CONCRETE CURB AND GUTTER	LIN FT	\$3.00	3,210	\$ 10,000
4	MILL BITUMINOUS PAVEMENT (3" DEPTH)	SQ YD	\$2.00	16,700	\$ 33,000
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$3.00	8,900	\$ 27,000
6	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	3,300	\$ 17,000
7	SAW-CUT BITUMINOUS PAVEMENT	LIN FT	\$3.00	8,000	\$ 24,000
8	SAW-CUT CONCRETE PAVEMENT	LIN FT	\$5.00	2,000	\$ 10,000
9	12" AGGREGATE BASE CLASS 5	TON	\$15.00	6,300	\$ 95,000
10	COMMON EXCAVATION	CU YD	\$15.00	3,500	\$ 53,000
11	SUBGRADE EXCAVATION	CU YD	\$15.00	500	\$ 8,000
12	STABILIZING AGGREGATE	CU YD	\$22.00	500	\$ 11,000
13	2.5" BITUMINOUS WEARING COURSE	TON	\$75.00	2,600	\$ 195,000
14	2" BITUMINOUS NON-WEARING COURSE	TON	\$80.00	2,300	\$ 184,000
15	PAVING FABRIC	SQ YD	\$3.00	25,600	\$ 77,000
16	BITUMINOUS MATERIAL FOR TACK COAT	GAL	\$5.00	3,100	\$ 16,000
17	3" BITUMINOUS STREET PATCHING	TON	\$175.00	140	\$ 25,000
18	4" CONCRETE WALK - SPOT REPLACEMENT	SQ FT	\$4.50	30,200	\$ 136,000
19	B618 CURB & GUTTER - SPOT REPLACEMENT	LIN FT	\$20.00	6,220	\$ 124,000
20	8" COMMERCIAL CONCRETE DRIVEWAY - SPOT REPLACEMENT	SQ YD	\$50.00	200	\$ 10,000
21	2'X3' CATCH BASIN REPLACEMENT	EACH	\$2,500.00	30	\$ 75,000
22	DRAINAGE IMPROVEMENTS	LUMP SUM	\$150,000.00	1.00	\$ 150,000
23	ADJUST STORM CASTING	EACH	\$200.00	30	\$ 6,000
24	SANITARY SEWER MH CASTING REPLACEMENT	EACH	\$700.00	20	\$ 14,000
25	STORM SEWER MH CASTING REPLACEMENT	EACH	\$700.00	20	\$ 14,000
26	STORM SEWER CB CASTING REPLACEMENT	EACH	\$700.00	30	\$ 21,000
27	12" DI WATERMAIN PIPE	LIN FT	\$60.00	2,050	\$ 123,000
28	6" DI WATERMAIN PIPE	LIN FT	\$35.00	750	\$ 26,000
29	4" DI WATERMAIN PIPE	LIN FT	\$30.00	200	\$ 6,000
30	CONNECT TO EXISTING WATER SERVICE	EACH	\$300.00	30	\$ 9,000
31	CONNECT TO EXISTING WATERMAIN	EACH	\$500.00	16	\$ 8,000
32	12" BFV & BOX	EACH	\$2,200.00	20	\$ 44,000
33	8" GV & BOX	EACH	\$1,800.00	20	\$ 36,000
34	6" GV & BOX	EACH	\$1,400.00	9	\$ 13,000
35	HYDRANT	EACH	\$3,500.00	7	\$ 25,000
36	DUCTILE IRON FITTINGS	POUND	\$6.50	3,000	\$ 20,000
37	REGULATORY & WARNING SIGN REPLACEMENT	LUMP SUM	\$20,000.00	1	\$ 20,000
38	PAVEMENT STRIPING	LUMP SUM	\$7,000.00	1.00	\$ 7,000
39	CROSSWALK MARKINGS	SQ FT	\$6.00	12,020	\$ 72,000
40	TRUNCATED DOMES (PEDESTRIAN RAMPS)	SQ FT	\$35.00	1,664	\$ 58,200

## Exhibit 2

### PRELIMINARY ENGINEER'S ESTIMATE

2015 MAINSTREET IMPROVEMENTS  
 CITY OF HOPKINS, MN  
 BMI PROJECT NO. T16.106575  
 S.P. 132-030-003

MAINSTREET: 5TH AVENUE TO 20TH AVENUE

4/17/2014

ITEM NO.	ITEM	UNIT	ESTIMATED UNIT PRICE	ESTIMATED TOTAL QUANTITY	ESTIMATED TOTAL AMOUNT
41	INLET PROTECTION	EACH	\$150.00	39	\$ 6,000
42	REMOVE & REPLACE TREE	EACH	\$700.00	29	\$ 20,000
43	TREE GRATE	EACH	\$2,500.00	20	\$ 50,000
44	PUBLIC WAYFINDING SIGNAGE	LUMP SUM	\$25,000.00	1	\$ 25,000
45	SITE FURNISHING (BENCHES, OUTLETS, ETC.) REHABILITATION	LUMP SUM	\$75,000.00	1	\$ 75,000
46	REMOVE & REPLACE BRICK PAVERS	SQ FT	\$13.00	24,700	\$ 321,000
47	LED POST TOP ACORN FIXTURE	EACH	\$2,000.00	150	\$ 300,000
48	LED SHOEBOX FIXTURE	EACH	\$2,000.00	35	\$ 70,000
49	REMOVE LUMINAIRE	EACH	\$80.00	185	\$ 15,000
50	LED PEDESTRIAN COUNTDOWN TIMER	EACH	\$800.00	56	\$ 44,800
51	SIGNAL CABINET AND CONTROLLER	EACH	\$25,000.00	7	\$ 175,000
52	EQUIPMENT PAD FOUNDATION	EACH	\$800.00	7	\$ 5,600
53	PVC HANDHOLE	EACH	\$800.00	35	\$ 28,000
54	APS PUSH BUTTON UNIT AND SIGNS	EACH	\$550.00	56	\$ 30,800
55	APS CONTROL UNIT	EACH	\$3,100.00	7	\$ 21,700
56	ACCESSIBLE PUSH BUTTON STATION	EACH	\$550.00	56	\$ 30,800
57	2" NMC CONDUIT	LIN FT	\$5.00	1,120	\$ 5,600
58	4" NMC CONDUIT	LIN FT	\$12.00	3,675	\$ 44,100
59	2/C #14 CABLE	LIN FT	\$1.50	13,370	\$ 20,100
60	SERVICE CABINET (SIGNAL)	EACH	\$3,800.00	7	\$ 26,600
61	SERVICE CABINET EQUIPMENT PAD	EACH	\$750.00	7	\$ 5,300
62	SIGNAL REMOVALS	SYSTEM	\$1,500.00	7	\$ 10,500
63	INTERCONNECTION	SYSTEM	\$9,000.00	7	\$ 63,000
<b>SUBTOTAL</b>					<b>\$ 3,414,000</b>
<b>20% CONTINGENCY</b>					<b>\$ 682,000</b>
<b>ESTIMATED CONSTRUCTION COST - 5TH AVENUE TO 20TH AVENUE</b>					<b>\$ 4,096,000</b>