

ACTION TRANSMITTAL No. 2015-13

DATE: March 18, 2015
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for City of Minneapolis Transportation Enhancement Project

REQUESTED ACTION: The City of Minneapolis requests a scope change to modify the scope of its Transportation Enhancement-funded project (SP # 141-030-022) in 2016 to remove some project elements, add other project elements, and expand the project area.

RECOMMENDED MOTION: Recommend approval of the request to modify the scope for the Transportation Enhancement-funded project (SP # 141-030-022) in 2016 to remove some project elements, add other project elements, and expand the project area.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis received \$1,120,000 in Surface Transportation Enhancement (TE) funding for improvements on 7th Street South and 8th Street South from 1st Avenue North to Chicago Avenue and on 6th Street South and 9th Street South from 1st Avenue North to Second Avenue South for FY 2016.

The city is requesting a scope change that would involve the elimination and addition of several improvements. The following elements would be removed:

- Pedestrian ramps – Park Avenue intersections at 8th Street S and 7th Street S
- Pedestrian ramps – Portland Avenue intersections at 8th Street S and 7th Street S
- Countdown timers and crosswalk markings – 8th Street S intersections at Park Avenue and Portland Avenue
- Pedestrian ramps, countdown timers and crosswalk markings – 8th Street S intersections at LaSalle Avenue, 3rd Avenue S, 4th Avenue S, 5th Avenue S and Chicago Avenue
- Pedestrian ramps, countdown timers and crosswalk markings – 9th Street S/LaSalle Avenue
- Landscaping and lighting – 8th Street S between Hennepin Avenue and 2nd Avenue S

The following elements would be added:

- Pedestrian ramps, countdown timers and crosswalk markings – 6th Street S intersections at 3rd Avenue S, 4th Avenue S, 5th Avenue S, and Portland Avenue

- Pedestrian ramps, countdown timers and crosswalk markings – 9th Street S intersections at 3rd Avenue S, 4th Avenue S, and 5th Avenue S
- Countdown timers and crosswalk markings – 9th Street S intersections at Portland Avenue, Park Avenue and Chicago Avenue
- Countdown timers and crosswalk markings – 6th Street S intersections at Park Avenue and Chicago Avenue
- Lighting – 6th Street S, 7th Street S and 9th Street S between Marquette Avenue and 2nd Avenue

Most of the above removals are the result of the implementation or planned implementation of other improvements in the project area. These improvements include Portland Avenue and Park Avenue pedestrian ramp projects and the future reconstruction of 8th Street South from Hennepin Avenue to Chicago Avenue. Because of the removed elements, the City would like to expand the project area to accommodate similar efforts along the 6th, 7th, and 9th Street South Corridors.

See the attached materials for tabular summary and map views of removed and added projects.

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 make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment is not needed because the changes, if approved, will be incorporated into the new 2016-2019 TIP. The project will not be authorized prior to approval of that TIP.

STAFF ANALYSIS: Staff reviewed the submitted scope change request. The project originally scored 769 points and was ranked ninth out of 50 projects that applied in the Transportation Enhancements. Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. The “Impact” category was judged by the scorers to be improved by five points while “relationship to multimodal development was judged to have improved by 18 points.

Based on the information provided by the City and the input of the original scorers, staff recommends approval of the requested scope change.

COMMITTEE COMMENTS AND ACTION: At its February 19, 2015, meeting, the Funding and Programming Committee unanimously recommended approval of this scope change request. At its March 4, 2015 meeting, the Technical Advisory Committee recommended approval of this scope change request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	2/19/2015
Technical Advisory Committee	Review & Recommend	3/4/2015
Transportation Advisory Board	Review & Approve	



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Public Works**
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January 8, 2015

Mr. Tim Mayasich
Chair
TAC Funding & Programming Committee

**SUBJECT: 141-030-022 Downtown East-West Pedestrian Improvements
Scope Change Request**

Dear Mr. Mayasich:

The City was successful in the 2011 federal funding solicitation for Transportation Enhancement improvements for important east-west pedestrian routes within the downtown core of Minneapolis. The State Transportation Improvement Program (STIP) has \$1,120,000 in federal funding (total project cost of \$2,016,000) scheduled for improvements on 7th Street S and 8th Street S from 1st Avenue N to Chicago Avenue, and on 6th Street S and 9th Street S from 1st Avenue N to 2nd Avenue S in fiscal year 2016 (see attached Figure 1: Project Improvement Map). The City is requesting a scope amendment in order to move forward with a revised project scope while remaining consistent with the original intent and benefit of the project. Please consider this formal request from the City of Minneapolis for the change in scope of the 141-030-022 Downtown East-West Pedestrian Improvements project for fiscal year 2016.

ORIGINAL PROJECT DESCRIPTION

In the 2011 TE funding application, the project area encompassed 10-block segments (approximately one-mile) of 7th Street S and 8th Street S, from approximately 1st Avenue N to Chicago Avenue, and 4-block segments of 6th Street S and 9th Street S, from approximately 1st Avenue N to 2nd Avenue S. In addition, the project includes a one-block segment of 1st Avenue N from 8th Street S to 9th Street S.

The scope of the Downtown East-West Pedestrian Improvements project includes a range of pedestrian and streetscape improvements, such as corridor landscaping/greening, pedestrian level street lighting, pedestrian countdown timers, enhanced crosswalk markings, and ADA compliant pedestrian ramps, which will be installed throughout the project area. The overall objective of the Downtown East-West Pedestrian Improvements project is to satisfy an unmet need for pedestrian safety improvements and streetscape amenities and complete the east-west pedestrian network within the downtown core. The identified street segments are some of the busiest pedestrian areas in Minneapolis. Recent pedestrian counts showed over 8,000 daily pedestrians on 6th Street (between 2nd and Marquette). Within the downtown area, at least 70,000 employees work within three blocks of 7th and 8th Streets and over 15,000



transit passengers board buses every weekday on 6th, 7th, 8th and 9th Streets in downtown. These improvements will serve everyone who works, lives, visits, shops and owns property in downtown.

REQUESTED CHANGE OF SCOPE

Since the Downtown East-West Pedestrian Improvements project was selected for federal funding, other pedestrian improvements have been or plan to be constructed as part of two pedestrian ramp projects along Portland Avenue and Park Avenue, led by Hennepin County. Some of the County project elements overlap improvements initially included in the Downtown East-West Pedestrian Improvements project.

In addition, the City has recently identified the need to reconstruct the 8th Street S corridor from Hennepin Avenue to Chicago Avenue. It would be more cost effective if the 8th Street S reconstruction project includes the pedestrian improvements from the Downtown East-West Pedestrian Improvements project. The City recently submitted a federal funding submittal for this reconstruction project.

At this time, the City of Minneapolis is proposing that certain pedestrian ramp, countdown timer, crosswalk marking, landscaping and lighting improvements be removed from the Downtown East-West Pedestrian Improvements project currently scheduled in fiscal year 2016. In place of these elements being removed from the original project, the City would then like to add in similar pedestrian improvements along the 6th Street S, 7th Street S and 9th Street S corridors within the extended project area boundaries between Marquette Avenue and Chicago Avenue. These elements are consistent with the project objective to enhance the east-west pedestrian network within the downtown core area, as the 6th Street S, 7th Street S, 8th Street S and 9th Street S corridors are among the busiest pedestrian areas in Minneapolis.

The change in scope for the Downtown East-West Pedestrian Improvements project, from that described in the original funding application, continues to respond to the transportation needs for the project area. In addition to the other County and City planned projects, the revised Downtown East-West Pedestrian Improvements project will complete the east-west pedestrian network between 1st Avenue N, 6th Street S, Chicago Avenue and 9th Street S.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

As previously mentioned, the modified project includes the removal and addition of several pedestrian ramp, countdown timer, crosswalk marking, landscaping and lighting improvements within the extended project area boundaries. The STIP has \$1,120,000 in federal funding (total project cost of \$2,016,000) scheduled for the Downtown East-West Pedestrian Improvements project in fiscal year 2016. In order to be consistent with the revised scope and project elements, a more refined construction cost estimate was developed.

The following elements being removed from and added to the original project are described below:

Eliminate from the Downtown East-West Pedestrian Improvements project:

- Pedestrian ramps – Park Avenue intersections at 8th Street S and 7th Street S
- Pedestrian ramps – Portland Avenue intersections at 8th Street S and 7th Street S
- Countdown timers and crosswalk markings – 8th Street S intersections at Park Avenue and Portland Avenue

- Pedestrian ramps, countdown timers and crosswalk markings – 8th Street S intersections at LaSalle Avenue, 3rd Avenue S, 4th Avenue S, 5th Avenue S and Chicago Avenue
- Pedestrian ramps, countdown timers and crosswalk markings – 9th Street S/LaSalle Avenue
- Landscaping and lighting – 8th Street S between Hennepin Avenue and 2nd Avenue S

Add to the Downtown East-West Pedestrian Improvements project:

- Pedestrian ramps, countdown timers and crosswalk markings – 6th Street S intersections at 3rd Avenue S, 4th Avenue S, 5th Avenue S, and Portland Avenue
- Pedestrian ramps, countdown timers and crosswalk markings – 9th Street S intersections at 3rd Avenue S, 4th Avenue S, and 5th Avenue S
- Countdown timers and crosswalk markings – 9th Street S intersections at Portland Avenue, Park Avenue and Chicago Avenue
- Countdown timers and crosswalk markings – 6th Street S intersections at Park Avenue and Chicago Avenue
- Lighting – 6th Street S, 7th Street S and 9th Street S between Marquette Avenue and 2nd Avenue

As summarized in Table 1, the number of countdown timer improvements (C) went from 14 to 18, an increase in four locations. The number of ADA Ramp improvements (R) went from 22 to 19, a decrease in three locations. The number of durable crosswalk markings went from 22 to 26 locations, an increase in four locations. In addition, Table 2 illustrates the proposed revisions to the landscaping and lighting improvements.

Table 1. Revised Intersection Safety and Accessibility Improvements

	Primary Improvement Area			Secondary Improvement Area					
	1st Ave	Hennepin Ave	LaSalle Ave	3rd Ave	4th Ave	5th Ave	Portland Ave	Park Ave	Chicago Ave
6th St S	RM	RM	n/a	CRM	CRM	CRM	CRM	CM	CM
7th St S	RM	RM	n/a	CRM	CRM	CRM	CRM	CRM	CRM
8th St S	RM	RM	CRM	CRM	CRM	CRM	CRM	CRM	CRM
9th St S	RM	RM	CRM	CRM	CRM	CRM	CM	CM	CM
C = Countdown Timers R = ADA pedestrian ramps M = Durable Crosswalk Markings			Notes: - 1st Ave and Hennepin Ave already have countdown timers - Nicollet Mall is excluded due to future reconstruction plans - 8th Ave is excluded due to a planned reconstruction project - LaSalle Ave is excluded due to future reconstruction plans - Marquette Ave and 2nd Ave already have countdown timers, ADA pedestrian ramps, and durable crosswalks - The County has completed or has programmed ADA ramps on Portland Ave and Park Ave at 7th, 8th, and 9th Streets.						

Table 2. Revised Trees/Landscaping and Lighting Improvements

	1st Ave – Hennepin Ave	Hennepin Ave – LaSalle Ave	LaSalle Ave – Nicollet Mall	Nicollet Mall – Marquette Ave	Marquette Ave – 2nd Ave
6th St S	TL	TL	T	T	TL
7th St S	TL	TL	T	T	TL
8th St S	TL	TL	T	T	T
9th St S	TL	TL	T	T	TL
T = Trees/Landscaping L = Pedestrian-level Lighting		Notes: - Pedestrian-level street lighting already exists on all streets between LaSalle Ave and Marquette Ave. - In addition, some pedestrian-level street lighting currently exists on 6th and 7th Streets between 1st Ave N and midblock between Hennepin Ave and Nicollet Mall.			

Since the revised project scope includes an increase in the total number of pedestrian ramp, countdown timer, crosswalk marking, landscaping and lighting improvements, the total project cost has changed from the original cost included in the 2011 submittal. Based on further review of the original cost estimate, higher concrete costs and inflation has also influenced the increased construction cost.

As shown in the attached table, the revised cost estimate for the project is estimated at \$2,050,000. All additional costs will be covered locally. Based on updated information, pedestrian improvements removed from the project and pedestrian improvements added to the project, this updated cost estimate represents the proposed improvements associated with the Downtown East-West Pedestrian Improvements project

The modified scope and revised design for the Downtown East-West Pedestrian Improvements project continues to respond to the transportation needs identified, while modifying project elements where the benefits remain consistent with its original intent. It is our understanding that a TIP/STIP Amendment will not be required with this request as the project description and funding will be updated in the 2016-2019 TIP/STIP.

We look forward to discussing the revised project with you in more detail.

Sincerely,

CITY OF MINNEAPOLIS



Jenifer Hager, P.E.
 Manager, Transportation Planning and Programming
 Public Works Department

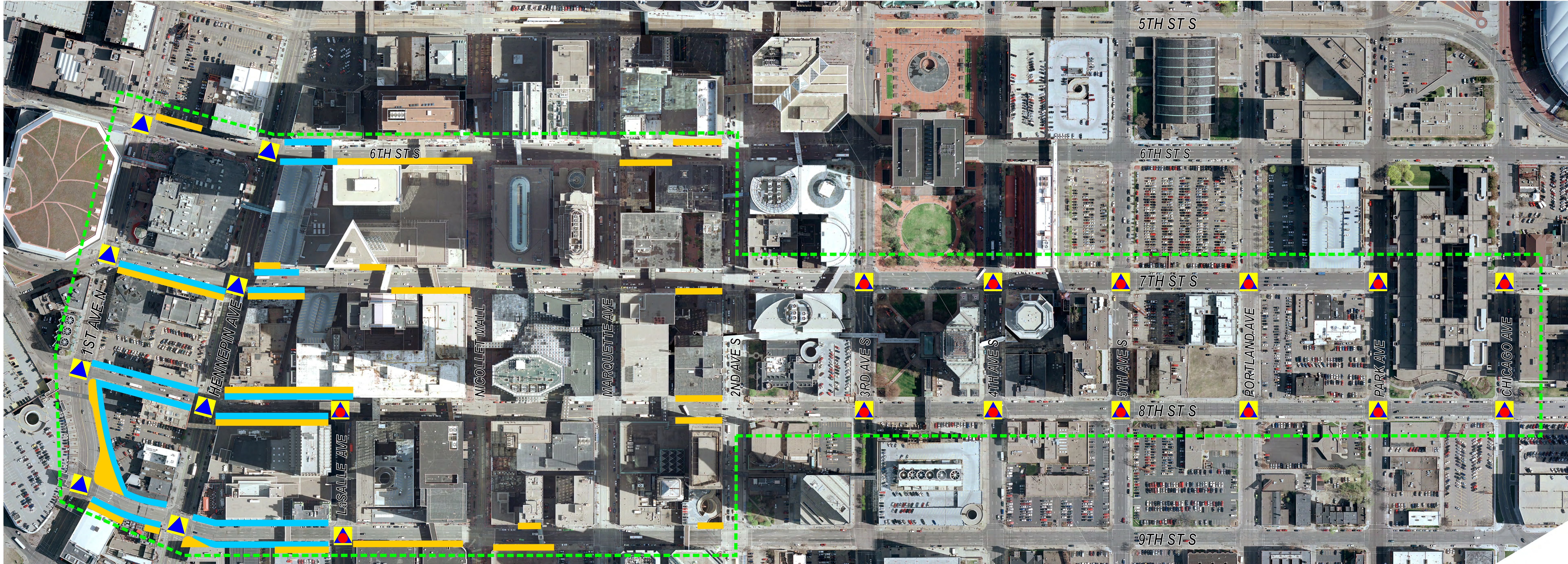
Attachments: Project Improvement Map
 Revised Cost Estimate






Project Elements and Estimate of Construction Costs – Revised 12/15

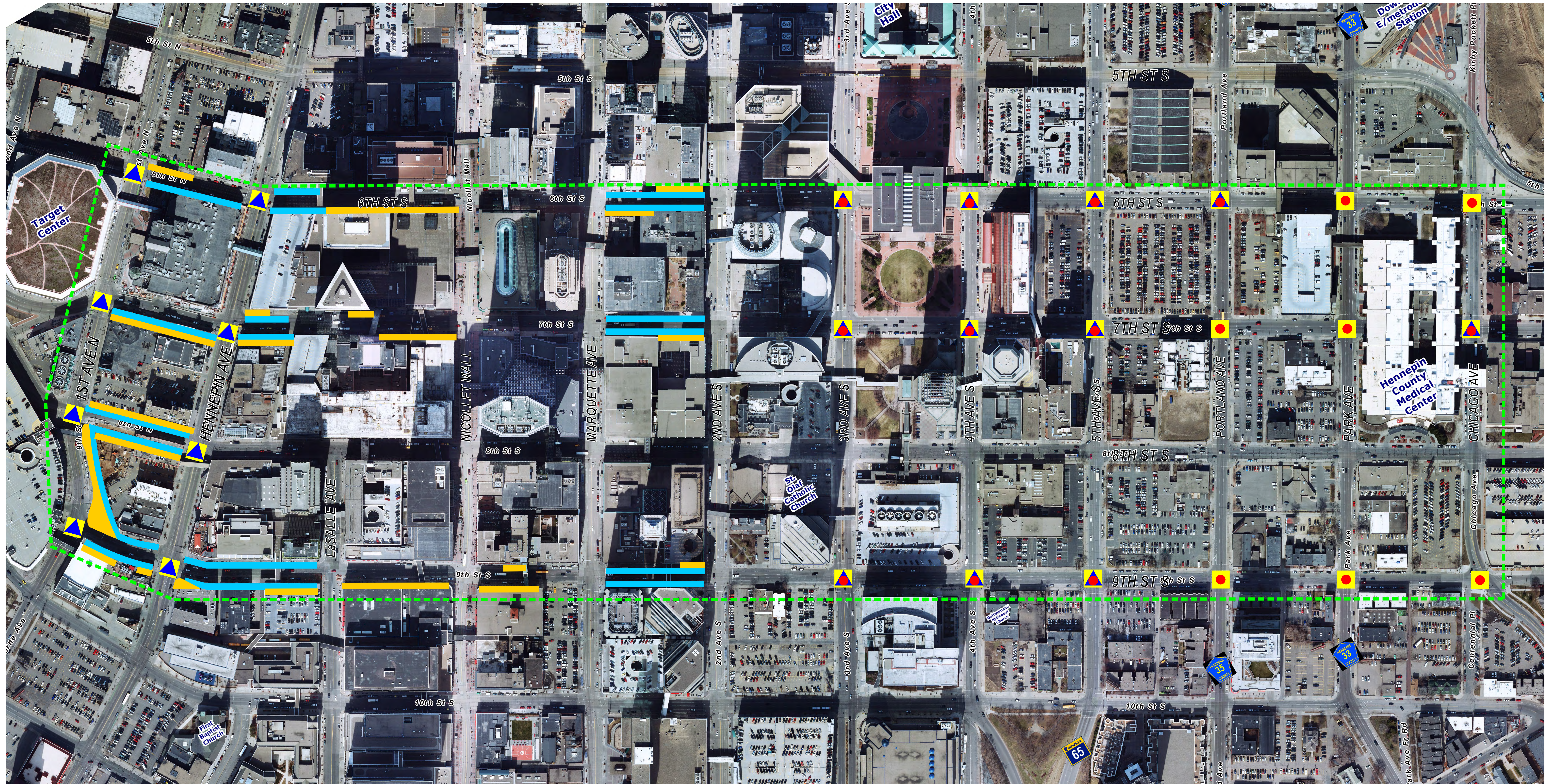
Based on the revised project elements (see attached tables) and current bid prices (2015) the estimate of construction costs have been revised as shown on the attached table. Based on the current concrete shortage, the ADA ramp unit price has gone up significantly since the costs in the 2011 application.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$100,000
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$600,000
<input type="checkbox"/>	Path/Trail Construction	\$
<input checked="" type="checkbox"/>	Traffic Control	\$50,000
<input checked="" type="checkbox"/>	Striping – durable crosswalk markings	\$150,000
<input type="checkbox"/>	Signing	\$
<input checked="" type="checkbox"/>	Lighting	\$350,000
<input checked="" type="checkbox"/>	Landscaping	\$400,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input checked="" type="checkbox"/>	Traffic Signals	\$100,000
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input checked="" type="checkbox"/>	Contingencies – 20%	\$300,000
	TOTAL CONSTRUCTION COST	\$2,050,000

PV072 - PEDESTRIAN IMPROVEMENT PROJECT - ORIGINAL



-  POTENTIAL TREE/LANDSCAPING
-  PROPOSED PEDESTRIAN LEVEL LIGHTING
-  COUNTDOWN TIMERS
-  NEW PEDESTRIAN RAMPS
-  DURABLE CROSSWALK MARKINGS



PEDESTRIAN IMPROVEMENT T.E. PROJECT

- POTENTIAL TREE/LANDSCAPING
- PROPOSED PEDESTRIAN LEVEL LIGHTING
- COUNTDOWN TIMERS
- NEW PEDESTRIAN RAMPS
- DURABLE CROSSWALK MARKINGS
- PROJECT BOUNDARY