

**ACTION TRANSMITTAL No. 2016-01**

**DATE:** January 11, 2016  
**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 East-West Pedestrian Improvements  
**REQUESTED ACTION:** The City of Minneapolis requests a scope change to modify the scope of its Transportation Enhancement-funded East-West Pedestrian Improvements project (SP # 141-030-022) to remove project elements  
**RECOMMENDED MOTION:** That TAB approve the request to modify the scope for the TE-funded East-West Pedestrian Improvements project (SP # 141-030-022) to remove project elements, with a reduced federal contribution of \$875,317

**BACKGROUND AND PURPOSE OF ACTION:** In the 2011 Regional Solicitation, The City of Minneapolis received \$1,120,000 in Surface Transportation Enhancement (TE) funding for improvements on 7<sup>th</sup> Street South and 8<sup>th</sup> Street South from 1<sup>st</sup> Avenue North to Chicago Avenue and on 6<sup>th</sup> Street South and 9<sup>th</sup> Street South from 1<sup>st</sup> Avenue North to Second Avenue South for FY 2016. In March 2015, the City was granted a scope change to eliminate improvements from several intersections and replace them with improvements at other intersections.

The City is requesting a scope change that would eliminate more intersection improvements. The reason for this is that the City has been awarded other funds for signal replacement projects and other intersection improvements. In order to eliminate duplication of work or removal of work very quickly after construction, the City is requesting a scope change to remove the following 11 intersections from this project:

- 6<sup>th</sup> St. S. and 1<sup>st</sup> Ave. N.
- 6<sup>th</sup> St. S. and Hennepin Ave.
- 6<sup>th</sup> St. S. and 3rd Ave. S.
- 6<sup>th</sup> St. S. and 4<sup>th</sup> Ave. S.
- 6<sup>th</sup> St. S. and Park Ave.
- 6<sup>th</sup> St. S. and Chicago Ave.
- 7<sup>th</sup> St. S. and 3<sup>rd</sup> Ave. S.
- 7<sup>th</sup> St. S. and 4<sup>th</sup> Ave. S.
- 7<sup>th</sup> St. S. and Portland Ave. S.
- 9<sup>th</sup> St. S. and 4<sup>th</sup> Ave. S.
- 9<sup>th</sup> St. S. and Chicago Ave.

Along with total removal of these intersections, individual elements would be removed from other intersections including removal of pedestrian ramps from four intersections and countdown timers from two intersections. Table 1 shows the total number of intersections by element.

**TABLE 1: Project History**

	<b>Original Application</b>	<b>March 2015 Scope Change</b>	<b>Proposed Scope Change</b>
Total Intersections:	22 Intersections	8 removed <u>12 Added</u> 26 Intersections	<u>11 Removed</u> 15 Intersections (9 from original app)
Countdown Timers	14 Intersections	18 Intersections	7 Intersections
Pedestrian Ramps	22 Intersections	19 Intersections	8 Intersections
Durable Crosswalk Markings	22 Intersections	26 Intersections	15 Intersections

The March, 2015, scope change was approved by TAB with no change to the \$1,120,000 federal funding. At that time several intersections were added to the project and TAB viewed it as essentially a one-to-one replacement of previous project elements with new project elements. The attached request shows that the City originally requested that this proposed scope change also be approved with no change to its federal funding amount. In this case, however, intersections from the project are being removed and not replaced. The budget provided by the City acknowledges this (see traffic control, striping, and traffic signal items in Table 2) but suggests an identical total budget (and, therefore, federal contribution) due to increased amounts being allocated to the lighting and landscaping line items.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive federal 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.

Because the TIP description and federal funding amount will change if TAB approves the TAC recommendation for reduced funding, a TIP amendment is then needed and accompanies this request as a separate action item.

**STAFF ANALYSIS:** Staff review, which included sharing the proposed scope change with some of the scorers from the 2011 Regional Solicitation, concluded that the proposed changed project would have scored well enough to be funded.

Regarding federal funding, as discussed above, the City submitted this request with no reduction in the federal funding amount. The attached budget (shown in the “Applicant-Proposed Budget” column on Table 2) proportionately reduced elements being removed (see rows 2, 3, and 7 in Table 2) but shifted that funding to lighting and landscaping (see rows 5 and 6). At the December 17 meeting of the Funding & Programming Committee, the City suggested eliminating the additional landscaping elements and costs, returning the landscaping budget to \$400,000.

Table 2 shows the:

- Existing project budget (“March 2015 Budget” column)
- Original proposed scope change budget (“Original Applicant- Proposed Budget” column)
- Updated applicant proposal following removal of the additional landscaping amount (“TAC - Recommended Budget” column). This budget was introduced and recommended during the December 17, 2015, Funding & Programming meeting.

**Table 2 Project Budget**

<b>Item</b>	<b>March 2015 Budget</b>	<b>Original Applicant - Proposed Budget</b>	<b>TAC - Recommended Budget</b>
1. Mobilization (approx. 5% of Total Cost)	\$100,000	\$100,000	<b>\$100,000</b>
2. ADA Ped Curb Ramps	\$600,000	\$252,632	<b>\$252,632</b>
3. Traffic Control	\$50,000	\$50,000	<b>\$50,000</b>
4. Striping – Durable Crosswalk Markings	\$150,000	\$86,539	<b>\$86,539</b>
5. Lighting	\$350,000	\$615,324	<b>\$615,324</b>
6. Landscaping	\$400,000	\$606,616	<b>\$400,000<sup>1</sup></b>
7. Traffic Signals	\$100,000	\$38,889	<b>\$38,889</b>
8. Contingencies	\$300,000	\$300,000	<b>\$300,000</b>
<b>TOTAL</b>	<b>\$2,050,000</b>	<b>\$2,050,000</b>	<b>\$1,843,384</b>
Federal Contribution	\$1,120,000	\$1,120,000	<b>\$875,317</b>
Federal Percentage	54.6%	54.6%	<b>47.5%</b>
Local Contribution	\$930,000	\$930,000	<b>\$968,067</b>

<sup>1</sup> Additional funding for landscaping removed.

**COMMITTEE COMMENTS AND ACTION:** The TAC F&P Committee and TAC recommend approval of the scope change request with a total budget of \$1,843,384 and a federal contribution of \$875,317 (shown in the “TAC-Recommended Budget” column of Table 2), which reduces the total federal contribution by \$244,683.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	12/17/2015
Technical Advisory Committee	Review & Recommend	1/6/2016
Transportation Advisory Board	Review & Approve	



Public Works  
350 S. Fifth St. - Room 203  
Minneapolis, MN 55415  
TEL 612.673.2352  
[www.minneapolismn.gov](http://www.minneapolismn.gov)

November 16, 2015

Mr. Timothy Mayasich  
Funding and Programming Chair  
Metropolitan Council  
390 Robert St. North  
St Paul, MN 55101-1805

SUBJECT: DOWNTOWN EAST-WEST PEDESTRIAN IMPROVEMENTS  
SCOPE CHANGE REQUEST  
S.P. 141-030-022

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 within the project area bounded by 1<sup>st</sup> Av N, Chicago Ave, 6<sup>th</sup> Street and 9<sup>th</sup> Street in fiscal year 2016. In January, 2015 the City applied for, and received approval for a scope change to modify the locations for the intersection improvements and the project boundaries to reflect other City or County projects being completed within the project area (see attached Figure 1). The total number of intersections increased from 22 to 26 with the January, 2015 Scope Change (see Table 1).

The purpose of this letter is to request a second scope change for consideration. The City had applied for, and received additional HSIP monies for signal replacement projects within the project area resulting in overlapping intersections between the various projects.

Although the original project description has changed since its submittal, the benefits have remained consistent with its original intent. Therefore, the City is requesting a scope change, in order to move forward with a modified project scope. Please consider this formal request from the City of Minneapolis for the change in scope of the Downtown East-West Pedestrian Improvements project for fiscal year 2016.

#### **ORIGINAL PROJECT DESCRIPTION**

In the 2011 Transportation Enhancements (TE) funding submittal, the project area encompasses a 10-block segment (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 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 enhance the east-west pedestrian network within the downtown core.

In January, 2015 a Scope Change request was submitted and approved which expanded the original project boundaries to include 6<sup>th</sup> St. and 9<sup>th</sup> St in order to include additional ADA intersections in the project. Additionally, a number of the original intersection locations were removed due to other projects addressing those needs, and new intersections added to the project on 6<sup>th</sup> and 9<sup>th</sup> streets. The total number of intersections based on this change was increased from 22 to 26 (see Table 1). The estimated cost of the project remained roughly the same as the original application due to cost adjustments from the original 2011 application.

## REQUESTED CHANGE OF SCOPE

The City of Minneapolis Traffic Division had applied for and received HSIP funding for signal replacement projects on 7<sup>th</sup> St and 6<sup>th</sup> Street for FY 2017 and FY 2018 respectively. A complete signal project will typically impact all of the sidewalks at the corners due to the installation of new signal bases and Accessible Pedestrian Signals (APS) push button posts and associated conduits and wiring. These HSIP projects have created some overlap with the current intersections included within the Downtown East-West Pedestrian Improvements project. Because the Downtown East West Improvement Project is FY 2016 and on a timetable to be under construction in 2016, the concern is that the ramps would then be negatively impacted by the HSIP projects and essentially need to be reconstructed.

Additionally, the City has just awarded a project that will result in the intersections on 4<sup>th</sup> Ave being completely reconstructed including the curb ramps. These other projects will also include the installation of countdown timers and crosswalk markings at the intersections.

Based on these projects, the City of Minneapolis is proposing that the pedestrian ramps, countdown timers, and crosswalk markings, be removed from the Downtown East-West Pedestrian Improvements project currently scheduled in fiscal year 2016 for the following intersections:

- 6<sup>th</sup> St. S. and 1<sup>st</sup> Ave N.
- 6<sup>th</sup> St. S. and Hennepin Ave.
- 6<sup>th</sup> St. S. and 3<sup>rd</sup> Ave S.
- 6<sup>th</sup> St. S. and 4<sup>th</sup> Ave. S.
- 6<sup>th</sup> St. S. and Park Ave.
- 6<sup>th</sup> St. S. and Chicago Ave.
- 7<sup>th</sup> St. S. and 3<sup>rd</sup> Ave. S.
- 7<sup>th</sup> St. S. and 4<sup>th</sup> Ave. S.
- 7<sup>th</sup> St. S. and Portland Ave S.
- 9<sup>th</sup> St. S. and 4<sup>th</sup> Ave S.
- 9<sup>th</sup> St. S. and Chicago Ave.

The net impact of this request is to eliminate 11 of the 26 intersections from the project scope (see attached Figure 2). These intersections will still be improved, but will be funded through different projects. The proposed revisions to the project scope are illustrated in the attached map. The remaining project scope elements, such as the landscaping and pedestrian level lighting, are not changing. As summarized in Table 1, the number of countdown timer improvements (C) went from 18 to 7, a decrease of eleven locations. The number of ADA ramp improvements (R) went from 19 to 8, a decrease in eleven locations. The number of durable crosswalk markings (M) went from 26 to 15, a decrease in eleven locations.

**Table 1 - Revised Intersection Safety and Accessibility Improvements**

Intersection	Included in Original TE Application Project Scope	Scope Change Request - January 2015	Proposed Scope Change - November 2015
6 <sup>th</sup> St. S. /1 <sup>st</sup> Av	RM	RM	
6 <sup>th</sup> St. S. /Hennepin	RM	RM	
6 <sup>th</sup> St. S. /3 <sup>rd</sup> Av		RCM	
6 <sup>th</sup> St. S. /4 <sup>th</sup> Av		RCM	
6 <sup>th</sup> St. S. /5 <sup>th</sup> Av		RCM	CM
6 <sup>th</sup> St. S. /Portland		RCM	CM
6 <sup>th</sup> St. S. / Park		CM	
6 <sup>th</sup> St. S. /Chicago		CM	
7 <sup>th</sup> St. S. /1 <sup>st</sup> Av	RM	RM	RM
7 <sup>th</sup> St. S. / Hennepin	RM	RM	RM
7 <sup>th</sup> St. S. /3 <sup>rd</sup> Av	RCM	RCM	
7 <sup>th</sup> St. S. /4 <sup>th</sup> Av	RCM	RCM	
7 <sup>th</sup> St. S. /5 <sup>th</sup> Av	RCM	RCM	CM
7 <sup>th</sup> St. S. / Portland	RCM	CM	
7 <sup>th</sup> St. S. / Park	RCM	CM	CM
7 <sup>th</sup> St. S. / Chicago	RCM	RCM	CM
8 <sup>th</sup> St. S. /1 <sup>st</sup> Av	RM	RM	RM
8 <sup>th</sup> St. S. / Hennepin	RM	RM	RM
8 <sup>th</sup> St. S. / LaSalle	RCM		
8 <sup>th</sup> St. S. /3 <sup>rd</sup> Av	RCM		
8 <sup>th</sup> St. S. /4 <sup>th</sup> Av	RCM		
8 <sup>th</sup> St. S. /5 <sup>th</sup> Av	RCM		
8 <sup>th</sup> St. S. / Portland	RCM		
8 <sup>th</sup> St. S. / Park	RCM		
8 <sup>th</sup> St. S. / Chicago	RCM		
9 <sup>th</sup> St. S. /1 <sup>st</sup> Av	RM	RM	RM
9 <sup>th</sup> St. S. / Hennepin	RM	RM	RM
9 <sup>th</sup> St. S. / LaSalle	RCM		
9 <sup>th</sup> St. S. /3 <sup>rd</sup> Av		RCM	RM
9 <sup>th</sup> St. S. /4 <sup>th</sup> Av		RCM	
9 <sup>th</sup> St. S. /5 <sup>th</sup> Av		RCM	RM
9 <sup>th</sup> St. S. / Portland		CM	CM
9 <sup>th</sup> St. S. /Park		CM	CM
9 <sup>th</sup> St. S. / Chicago		CM	
C = Countdown Timers R = Pedestrian Ramps M = Durable Crosswalk Markings			

Due to the change in scope and design of the Downtown East-West Improvements project, the attached funding table was adjusted to show the revised construction cost estimate. Based upon the revised construction cost estimate, the City is requesting that the total funding remain as previously allocated.

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 enhance the east-west pedestrian network between 1st Avenue N, 6th Street S, Chicago Avenue and 9th Street S.

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.

We look forward to discussing the revised project with you in more detail. If you have any questions, I can be reached at 612-673-2363 or by email at [jeff.handeland@minneapolismn.gov](mailto:jeff.handeland@minneapolismn.gov).

Sincerely,

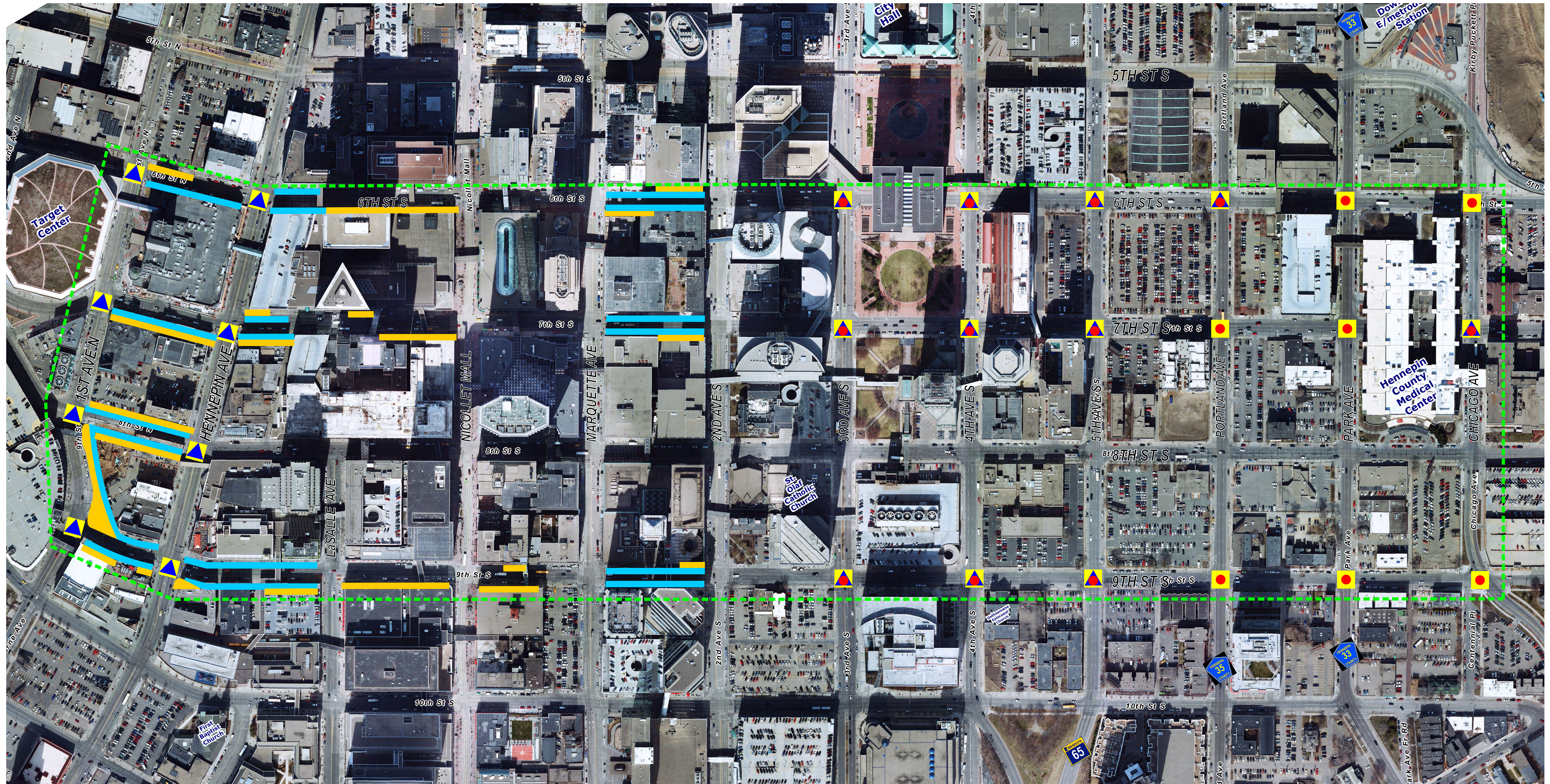
CITY OF MINNEAPOLIS



Jeff Handeland, PE  
Principal Project Engineer

Attachments: Project Location Maps  
Revised Cost Estimate

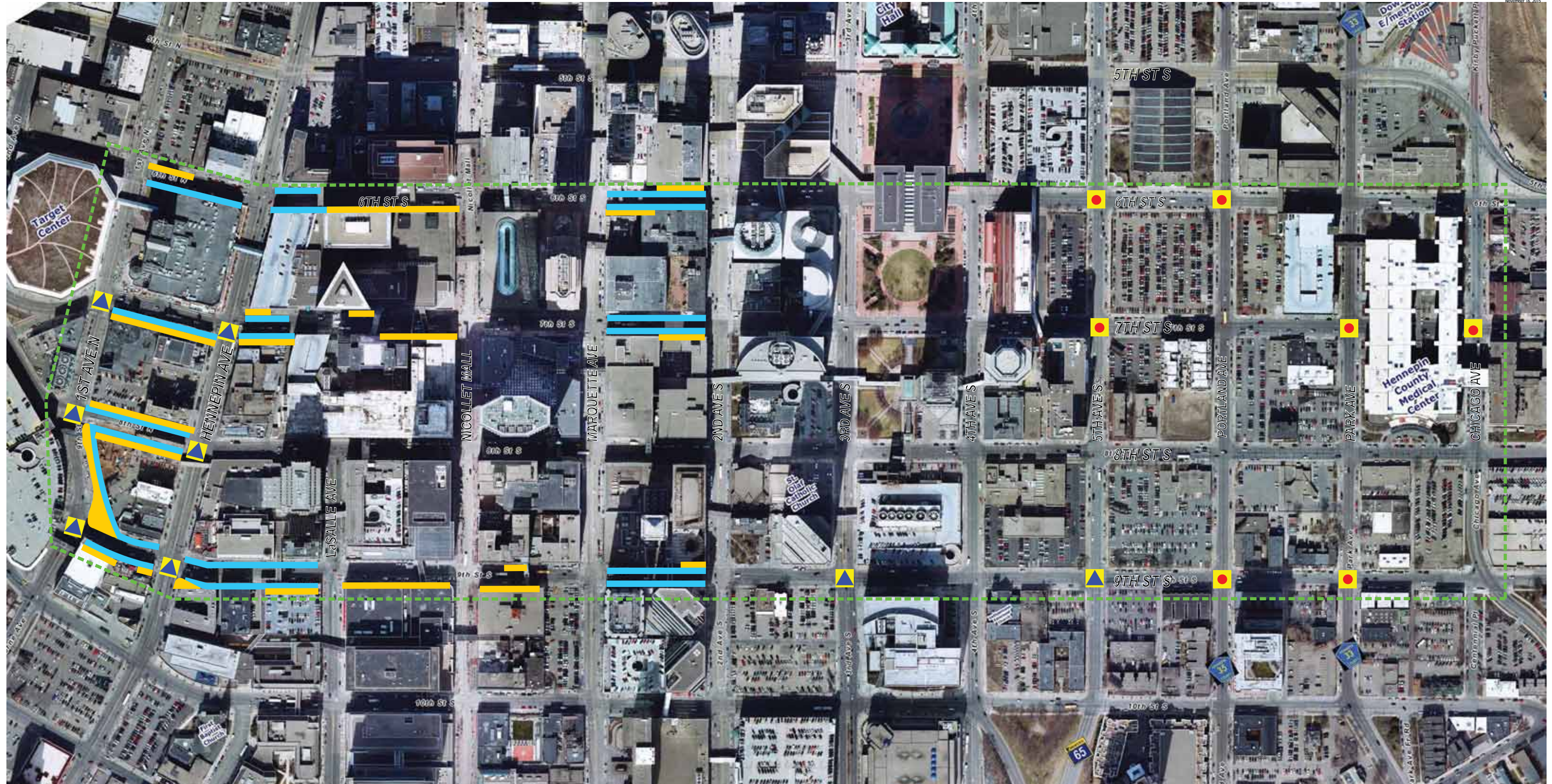
cc: Steven Hay, City of Minneapolis



**PEDESTRIAN IMPROVEMENT T.E. PROJECT**

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





PEDESTRIAN IMPROVEMENT T.E. PROJECT

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

**Project Elements and Estimate of Construction Costs – Revised 11/16/15**

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.

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>		
<b>Check all that apply</b>	<b>ITEM</b>	<b>COST</b>
<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)	\$252,632
<input type="checkbox"/>	Path/Trail Construction	\$
<input checked="" type="checkbox"/>	Traffic Control	\$50,000
<input checked="" type="checkbox"/>	Striping – durable crosswalk markings	\$86,539
<input type="checkbox"/>	Signing	\$
<input checked="" type="checkbox"/>	Lighting	\$615,324
<input checked="" type="checkbox"/>	Landscaping	\$606,616
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input checked="" type="checkbox"/>	Traffic Signals	\$38,889
<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 checked="" type="checkbox"/>	Contingencies	\$300,000
	<b>TOTAL CONSTRUCTION COST</b>	<b>\$2,050,000</b>