

ACTION TRANSMITTAL No. 2018-12

DATE: February 8, 2018
TO: Transportation Advisory Board
FROM: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for the City of Minneapolis's University of Minnesota Protected Bikeways Project
REQUESTED ACTION: The City of Minneapolis requests a scope change for its University of Minnesota Protected Bikeways Project (SP # 141-030-041) to remove a segment of the project and add an additional segment.
RECOMMENDED MOTION: That the Transportation Advisory Board approve a scope change request for the City of Minneapolis's University of Minnesota Protected Bikeways Project (SP # 141-030-041) to remove a segment of the project and add an additional segment with no reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,030,294 in STP (Transportation Alternatives) funding in the 2014 Regional Solicitation to construct the University of Minnesota Protected bikeways project, which was to run two segments:

Seward to Dinkytown:

1. 20th Avenue S from Minnehaha Avenue S to 4th Street S
2. 4th Street S from 19th Avenue S to 20th Avenue S
3. 19th Avenue S/10th Avenue SE from 4th Street S to 5th Street SE

University Avenue to East Hennepin Avenue:

4. 15th Avenue SE from University Avenue SE to Rollins Avenue SE
5. Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
6. 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

The project is scheduled for fiscal year 2019.

Since the project was awarded, the City received State bond funds for the rehabilitation of the 10th Avenue Bridge over the Mississippi River, a half-mile length included within number 3, above. The newly-funded project will include a protected bikeway. Therefore, the City wishes to remove this stretch from its TAB-funded project to avoid redundancy. This would split number 3, above into the following two bullets:

- 19th Avenue S from 4th Street S to 2nd Street S
- 10th Avenue SE from University Avenue SE to 5th Street SE

Further, in lieu of the portion of the project being removed, the City wishes to extend the "Seward to Dinkytown" stretch cited in the bottom bullet from 5th Street SE roughly a quarter-mile to 8th Street SE, citing 8th Street SE as a logical bikeway connection.

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

A TIP amendment request accompanies this request.

STAFF ANALYSIS: The project was funded in the Multiuse Trails and Bicycle Facilities category in the 2016 Regional Solicitation. It scored 885 points, out of 1,000. The highest-scoring unfunded project, Bloomington’s France Avenue Trail, scored 778. Staff shared the scope change request with the scorers. The project would still score 790 points.

The City did not state a requested federal proportion. Assuming the scope change request is approved, options for federal funding allocations include the following as described below and shown in Table 1.

1. **Option 1-Full 80%:** Providing the full original award (**\$1,030,294**). This is slightly less than 80% of the full project cost, inflated to 2019.
2. **Option 2-Reduction of Value of Removed Elements:** The City reports that the 2015 bridge cost is \$37,238. Deleting that amount from the federal award (\$1,030,294) reduces the federal award to **\$993,056**.

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request while removing the 10th Street Bridge (\$37,238) from the federal award.

At its February 7, 2018, meeting the Technical Advisory Committee voted to recommend approval of the scope change request with no reduction in federal funds.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	2-7-2018
Transportation Advisory Board	Review & Approve	

January 9, 2018

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

SUBJECT: U of M Protected Bikeways
Scope Change Request
S.P. 141-030-041

The City of Minneapolis was successful in the 2015 federal funding solicitation for Transportation Enhancements (TE) for the construction of protected bikeways connecting the University of Minnesota (U of M) campus to surrounding neighborhoods. The project, known as the U of M Protected Bikeways project, is programmed for construction in 2019. The 2018-2021 State Transportation Improvement Program (STIP) includes \$1,030,294 in federal funding (total project construction cost of \$1,287,868) for a protected bikeway on the following routes:

- 20th Avenue S from Minnehaha Avenue S to 4th Street S
- 4th Street S from 19th Avenue S to 20th Avenue S
- 19th Avenue S/10th Avenue SE from 4th Street S to 5th Street SE
- 15th Avenue SE from University Avenue SE to Rollins Avenue SE
- Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
- 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

The purpose of this letter is to request a scope change for consideration. Since the application was submitted and funds were allocated, the City of Minneapolis has received State bonding funding for the rehabilitation of the 10th Avenue Bridge over the Mississippi River. The 10th Avenue Bridge project, scheduled for 2019 construction, overlaps with a 0.5-mile segment of the U of M Protected Bikeways project and will include a protected bikeway design as part of the bridge design. The requested scope change aims to eliminate redundancies in project scopes and schedules, while further enhancing the bikeway network around the U of M.

Please consider this formal request from the City of Minneapolis for the change in scope of the U of M Protected Bikeways project for fiscal year 2019.

Original Project Description

In the 2015 TE funding submittal, the U of M Protected Bikeways project proposed to convert 2.6 miles of existing on-street bike lanes to protected bikeways. A map of the original project limits included in the 2015 TE funding submittal can be found in **Attachment A – Figure 1**.

The overall project objective is to improve the safety of people bicycling around the U of M, which is a high demand location for bicycling. Protected bikeways have the potential to improve safety over a conventional bike lane by physically separating bicycle and motor vehicle traffic.

The protected bikeway design is proposed to consist primarily of signing, striping, and flexible delineators. The project will also include signal improvements for bicyclists and curb elements to separate bicycle traffic from buses at select high-volume transit stops.

Requested Change of Scope

In 2017, the City of Minneapolis was awarded \$31.875 million in State bonding funds for the rehabilitation of the 10th Avenue Bridge between 2nd Street S and University Avenue SE. A map of the 10th Avenue Bridge project limits can be found in **Attachment A – Figure 2**.

The scope of the bridge work includes reconstructing the existing 0.5-mile long bridge deck and approaches in order to extend the lifecycle of the structure. The project incorporates multi-modal improvements including sidewalks on both sides of the bridge and a two-way concrete barrier-protected bikeway. Construction is proposed to begin in 2019.

The 10th Avenue Bridge project limits and proposed construction schedule overlap with the U of M Protected Bikeways project limits and construction schedule. At the time of the 2015 TE funding submittal, the City had not yet secured State funding for the 10th Avenue Bridge project, and was not aware that the two projects would overlap in scope or schedule.

To eliminate redundancies between the two projects, the requested scope change for the U of M Protected Bikeways project proposes to remove the 10th Avenue Bridge segment between 2nd Street S and University Avenue SE. The City of Minneapolis believes it is more prudent for the 10th Avenue Bridge project to implement the protected bikeway design because the scope of the bridge project allows for the construction of a concrete barrier-protected bikeway. The concrete barrier design has a much longer lifecycle than flexible delineators and is more effective at separating bicycle and motor vehicle traffic.

In addition to removing the 10th Avenue Bridge project segment, the requested change in scope proposes to extend the project limits from 5th Street SE to 8th Street SE. This change would allow the U of M Protected Bikeways project to better connect with the current bikeway network around the U of M. At the time of the 2015 TE funding submittal, the northern most east-west bikeway in this travel shed was 5th Street SE. As such, the northern terminus of the U of M Protected Bikeways project was originally proposed at 5th Street SE.

Since the TE funding submittal and allocation of funds, the City of Minneapolis installed bike lanes on 8th Street SE in coordination with a local 2017 resurfacing project. Eighth Street SE is approximately 0.25-miles north of 5th Street SE and provides access to a high density of student housing around the U of M. Modifying the U of M Protected Bikeways project to connect to the new bike lanes on 8th Street SE will improve bicycle access and safety for people traveling to and from the U of M.

The proposed scope change reduces the total project length from 2.6 miles to 2.4 miles. A map of the proposed segments to be removed and added can be found in **Attachment A – Figure 3**.

As requested, the project limits are below (project limits that have changed are in **bold**):

- 20th Avenue S from Minnehaha Avenue S to 4th Street S
- 4th Street S from 19th Avenue S to 20th Avenue S
- **19th Avenue S from 4th Street S to 2nd Street S**
- **10th Avenue SE from University Avenue SE to 8th Street SE**
- 15th Avenue SE from University Avenue SE to Rollins Avenue SE
- Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
- 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

A map of the project limits included in the requested change of scope can be found in **Attachment A – Figure 4**.

Cost Estimate

The requested change in scope is estimated to have a relatively neutral impact to the total project budget. While the project length is shorter than the original project limits, the neutral cost change is a factor of the different types of protected bikeway designs along the project corridor:

- The proposed segment to be removed includes 0.5-miles of a *two-way* protected bike lane design. The two-way bikeway design requires one buffer and row of flexible delineators, totaling 0.5 miles. The 30% design construction cost estimate for this segment is \$37,237.65.
- The proposed segment to be added includes 0.25-miles of a *pair of one-way* protected bike lanes. The one-way bikeway design requires two buffers and two rows of flexible delineators – one on each side of the 0.25-mile long corridor, totaling 0.5 miles. The 30% design construction cost estimate for this segment is \$29,314.47.

Based upon the requested change in scope, the City is requesting that the total funding remain as originally allocated. A 30% Design Construction Cost Estimate can be found in **Attachment B**.

The modified scope for the U of M Protected Bikeways 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 612-673-5012 or by e-mail at simon.blenski@minneapolismn.gov.

Sincerely,

City of Minneapolis

Simon Blenski
Project Planner

Attachments: Attachment A – Project Location Maps
Attachment B – Project Cost Estimate

cc: Adam Hayow, City of Minneapolis

Attachment A: Project Location Maps

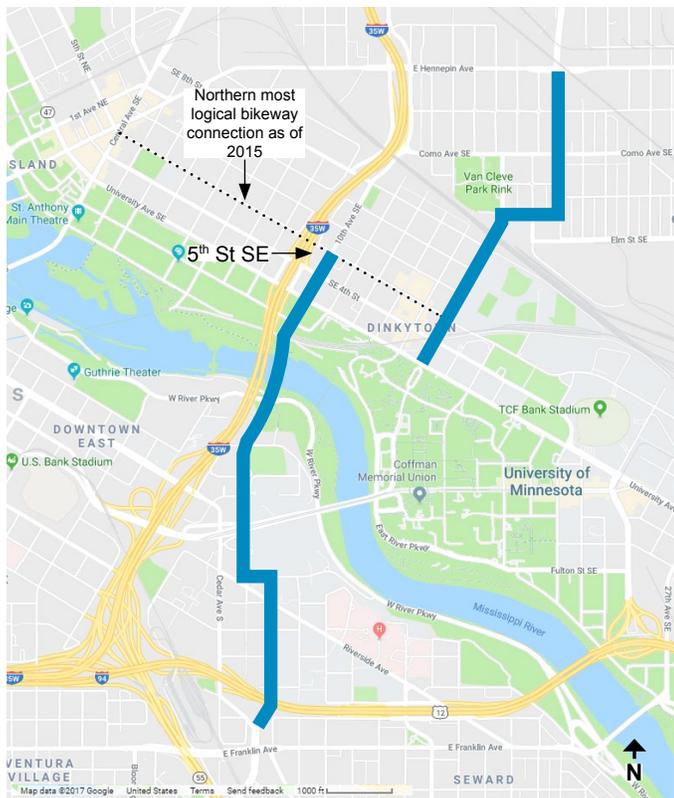


Figure 1: Original project limits of the U of M Protected Bikeways project included in the 2015 TE funding submittal (S.P. 141-030-041)

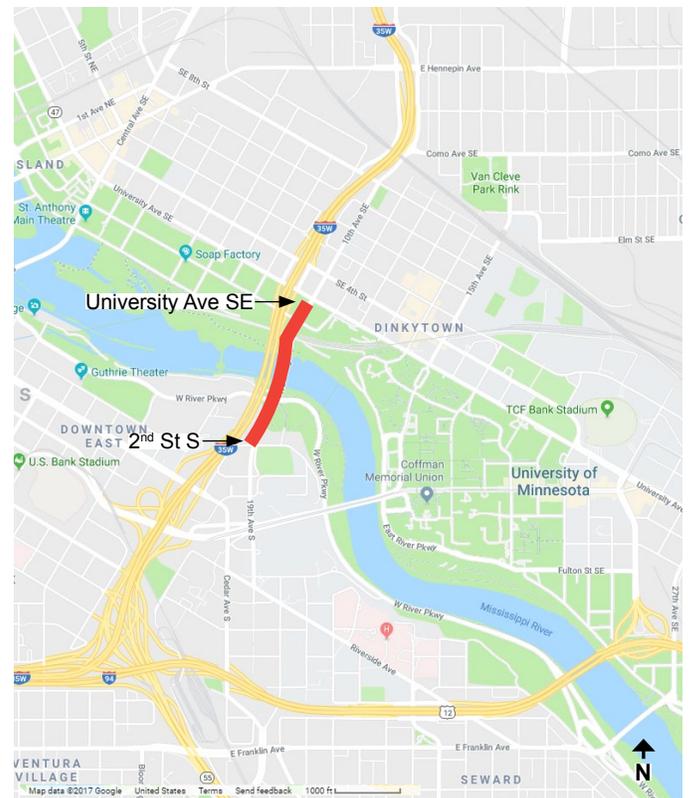


Figure 2: 10th Avenue Bridge project limits between 2nd Street S and University Avenue SE

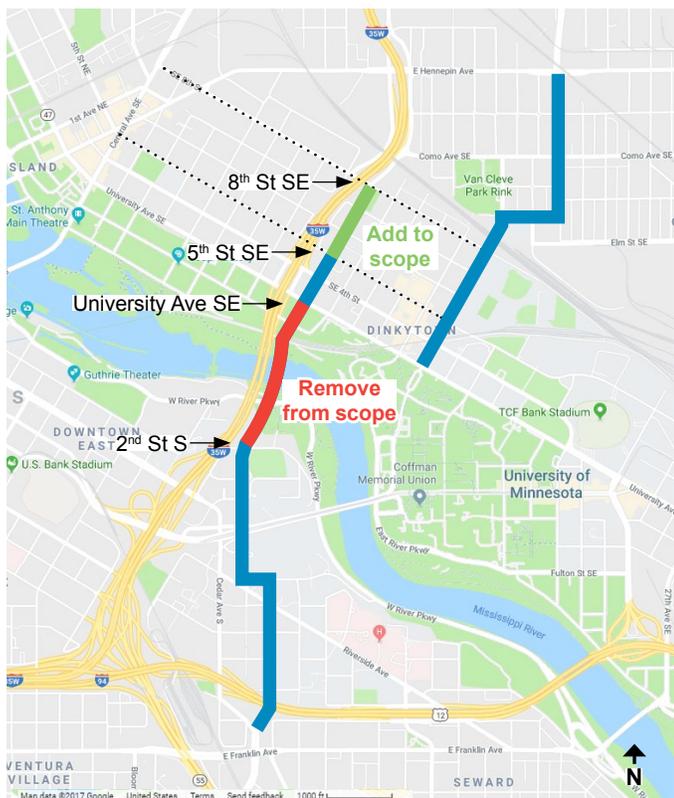


Figure 3: Proposed changes to the original project limits of the U of M Protected Bikeways project (S.P. 141-030-041)

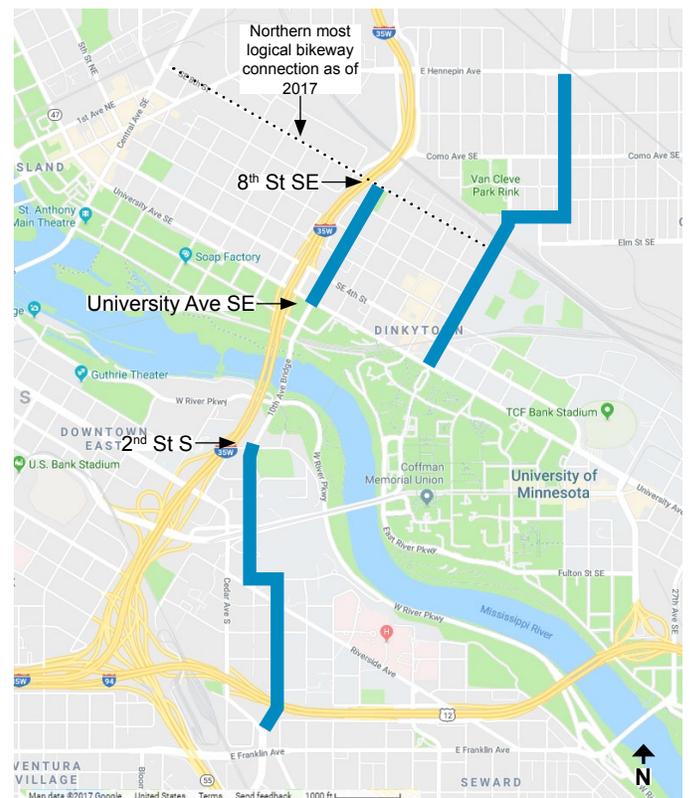


Figure 4: Proposed amended project limits included in the requested change of scope to the U of M Protected Bikeways project (S.P. 141-030-041)

Attachment B: Project Cost Estimate

U of M Protected Bikeway Project - 30% Design Construction Cost Estimate				
SEGMENT	TOTAL	NOT INCL'D	Date:	12/8/2017
18th Ave SE, from Hennepin Ave through Como Ave.	\$ 52,181.12		By:	CJB
18th Ave SE, from Como Ave to 17th Ave SE	\$ 6,014.03		Checked	KA/CS
Rollins Ave SE, from 17th Ave SE through 15th Ave SE	\$ 32,325.73			
15th Ave SE, from Rollins Ave SE to University Ave SE	\$ 188,246.72			
10th Ave SE, from 8th Street through 5th Street	\$ 29,314.47	Proposed segment to add		
10th Ave SE, from 5th Street through University Ave.	\$ 237,005.95			
10th Ave SE, from University Ave SE to S 2nd St		\$ 37,237.65	Proposed segment to remove	
19th Ave S, from S 2nd St through Riverside Ave	\$ 461,796.00			
S 4th St, from 19th Ave S to 20th Ave S AND 20th Ave S, from S 4th St to Minnehaha Ave	\$ 107,686.51			
Subtotal, in 2015 dollars	\$1,114,570.54	\$37,237.65		
Total Cost, inflated to 2019 dollars at 5% per annum	\$1,354,767.45	\$45,262.59		
<p>Note: This is a 30% design cost estimate, based off of the layout dated 12/8/17. At this early stage of project development, limited survey data is available and project details and background information are subject to change. It is assumed that all work will be conducted within existing right of way and there will be no right of way costs. Traffic control, mobilization and erosion control costs were assumed as a percentage of segment construction costs as noted in the estimate. Remaining unit costs were obtained from 2015 MnDOT average statewide bid costs. A 25% construction cost contingency has been applied to each segment subtotal, which includes an allowance for any additional signing needs that may arise for the project. Total project costs are inflated at 5% per annum to 2019 dollars. Bituminous quantities were assumed at 113 lbs/sy*in and application rate for asphalt emulsion was assumed at 0.1 gal/sy. Final construction costs will vary based on changes in project scope and economic conditions at time of construction.</p>				