

ACTION TRANSMITTAL 2014-63

DATE: September 18, 2014
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for City of Bloomington: Normandale Boulevard (CSAH 34)

REQUESTED ACTION: The City of Bloomington requests a scope change to modify the scope of SP# 027-634-009; 107-020-065 to allow additional access points. The total project cost will be \$7,390,000 with \$5,800,000 Federal and \$1,590,000 local; an increase of \$140,000 in local funding.

RECOMMENDED MOTION: Recommend approval of the request to modify the scope for the STP-funded project (SP#027-634-009; 107-020-065) to eliminate culs-de-sac and increase access along Normandale Boulevard (CSAH 34) in Bloomington.

BACKGROUND AND PURPOSE OF ACTION: The City of Bloomington received \$5,800,000 in Surface Transportation Program (STP) funding for reconstruction of Normandale Boulevard (CSAH 34) from West 94th Street to the 8500 block of Normandale Boulevard (approximately Nine Mile Creek) as a four-lane divided roadway with left-turn lanes and multi-use trails. The scope change would:

- Eliminate the originally-planned cul-de-sac at Norman Ridge Drive (southerly), leaving right-in/right-out access intact.
- Eliminate the originally-planned cul-de-sac at Northwood Ridge leaving right in/right out access intact. Further the median would be opened at this point, allowing for left-out movements.
- Possibly adding right turn lanes at Mount Normandale Drive, Southwood Drive, Norman Ridge Drive (southerly), and Toledo Road.

The project is programmed in 2016. A TIP Amendment is not required because the project description will not change.

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.

STAFF ANALYSIS: Staff reviewed the submitted scope change request. The project originally scored 791 points and was ranked fifth out of 16 projects that applied in the “A’ Minor Expanders” category. It was the lowest-ranked of those projects selected. 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 “Air Quality” and “Air Quality Cost Effectiveness” scores were judged to have been reduced by 18 points in total. The “Access Management Improvements were judged to have been reduced by seven points. No other categories were judged as likely to change including crash reduction, despite the noteworthy relaxation of access closures compared to the original proposal.

The projected updated score of 766 remains higher than the 716 scored by the highest project that was not selected.

Based on the information provided by the city, staff recommends approval of the requested scope change.

COMMITTEE COMMENTS AND ACTION: At its September 18, 2014, meeting, the Funding and Programming Committee unanimously recommended approval of this scope change request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	September 18, 2014
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



July 31, 2014

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

**RE: Scope Change Request
Normandale Boulevard (CSAH 34): W 94th Street to 8500 Block (Approx. Nine
Mile Creek)
S.P. 027-634-009; 107-020-065
Bloomington, MN**

Dear Mr. Keel:

The City of Bloomington received STP funding in the 2012 solicitation for the reconstruction of Normandale Boulevard (CSAH 32) from 94th Street to Nine Mile Creek. This project includes the construction of left turn lanes, access restrictions and a multi-modal trail along both sides of the road. The funding is in the 2015-2017 Transportation Improvement Program for the State Fiscal Year 2016 in the amount of \$7,250,000 (\$5,800,000 FHWA). The purpose of this letter is to request a scope change for the project. The overall construction cost of the project is expected to increase by \$140,000 to a total of \$7,390,000 (\$5,800,000 FHWA). The cost increase will be funded with local sources.

Since the selection of this project for funding, the City has developed preliminary plans, held two neighborhood meetings, conducted a neighborhood survey, and reviewed the project with City Council. Significant neighborhood concern has been raised regarding proposed changes to access. This process has resulted in a need to revise the project layout from what was originally proposed in the funding application. The attached diagrams show the proposed changes.

Original Layout (from application): The original layout proposed to separate northbound and southbound traffic with a new median, and to close all access to two existing residential streets (Northwood Drive and Norman Ridge Drive South).

Proposed Layout: The current proposal is to allow $\frac{3}{4}$ movements at Northwood Drive (right-in/right-out and left-out) and to allow right-in/right out access at Norman Ridge Drive South (no break in the median for left turns). In addition, the City is considering adding right turn lanes at select neighborhood streets which may improve traffic safety slightly.

H:\PROJECTS\2016\2016-201 Normandale Blvd\Pre Award\Scope Change\2016-201 Scope Change Letter_31JULY2014.docx

Scoring Analysis: Our review of the original application indicates that the following three scoring criteria may be influenced by the proposed change:

1. B.1 – Deficiencies and Solutions on Expander, Crash Reduction (0-150 Points): This criteria awards points based on the proposed reduction of accidents. We estimated the accident reduction using the FHWA Desktop Reference for Crash Reduction Factors which assigns a crash reduction factor to various improvements. In our case, we received points for adding a center median and left turn bays – which are still proposed in the new layout. We received 44 of a possible 150 points in this category. If right turn lanes are added, it may be possible to add a small number of points. So, there is no significant change to the score for this criteria.
2. D.3 – Development Framework Implementation, Land Use and Access Management Planning (0-100 Points): This criteria awards points based on the existence of an established access management policy, the use of the policy in planning the project and the quality of the policy relative to other jurisdictions. The points we received (90 out of a possible 100) were based on Hennepin County’s and Bloomington’s policies and procedures and is not influenced by the specific roadway design. No change to the score for this criteria.
3. D.4 – Development Framework Implementation, Corridor Access Management Improvements (0-100 Points): This criteria gives points for improvements that fix deficiencies with the established access management policies. We received points based on improvements we made toward meeting Hennepin County standards. The proposed changes do not change the number of non-compliant accesses from the layout originally submitted.

	<i>Existing</i>	<i>Original Layout</i>			<i>Proposed Layout</i>		
	Non-Comp	Close	Mod	Non-Comp	Close	Mod	Non-Comp
Private Driveways	4	0	4	4	0	4	4
Public Streets	2	2	0	0	0	2	0
Score	N/A	791(actual)			781(estimate)		

Federal Funding – Estimated Project Score

This project was the lowest scoring project in the Expander category selected for funding with a score of 791. When projects are selected, acknowledging the fact that scoring is an inexact science, an effort is typically made to draw the funding line at logical gaps in project scores. The next highest funded project received a score of 800 while the first unfunded project had a score of 716. We estimate, based on our analysis of the scoring criteria, that the proposed changes would not significantly change the points awarded to this project. As such, a gap in funding would have still existed below this project and the funding line would have been drawn in the same location.

Mr. Karl Keel
July 31, 2014
Page 3

We are grateful to TAB and the Metropolitan Council for awarding these funds and for their consideration of this scope change. We have started project development early and are comfortable that the proposed changes will not threaten the overall project schedule. Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Shelly Pederson". The signature is fluid and cursive, with the first name "Shelly" being more prominent than the last name "Pederson".

Shelly A. Pederson, PE
City Engineer

CC: Colleen Brown, Metro State Aid
Elaine Koutsoukos, Met Council
Heidi Schallberg, Met Council

SCOPE CHANGE REQUEST

Normandale Boulevard (CSAH 34): W 94th Street to 8500 Block (Approx. Nine Mile Creek)
S.P. 027-634-009; 107-020-065
Bloomington, MN

Location Map

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

Revised Project Description

Since the selection of this project for funding, the City has developed preliminary plans, held two neighborhood meetings, conducted a neighborhood survey and reviewed the project with the City Council. Significant neighborhood concern has been raised regarding proposed changes to access. There are several large hills with grades above 10% back in the neighborhood which would make traveling a different route to exit the neighborhood challenging in certain conditions during the winter months if a cul de sac was implemented. The City and Hennepin County have considered this and propose a right-in, right-out at Norman Ridge (southerly) and a $\frac{3}{4}$ access with right-in, right-out, and left-out at Northwood Ridge. We believe that these improvements will not adversely affect the safety improvement desired for the roadway corridor. The City is proposing to combine these right-in/right-out movements with right turn lanes at both of these locations along with two others at Mt Normandale Drive and Toledo Road.

The following summarized the proposed scope change for the project (see **Figure 2A**):

1. Addition of a right-in/right-out at Norman Ridge (Southerly) (see **Figure 2B**); and
2. Addition of a three-quarter intersection at Northwood Ridge (right-in, right-out, and left-out) (see **Figure 2C**); and
3. Addition of right turn lanes at Mt Normandale Drive, Southwood Drive, Norman Ridge Drive (southerly) and Toledo Road (see **Figures 2D, 2E, 2B, 2F**)

Work to be Completed

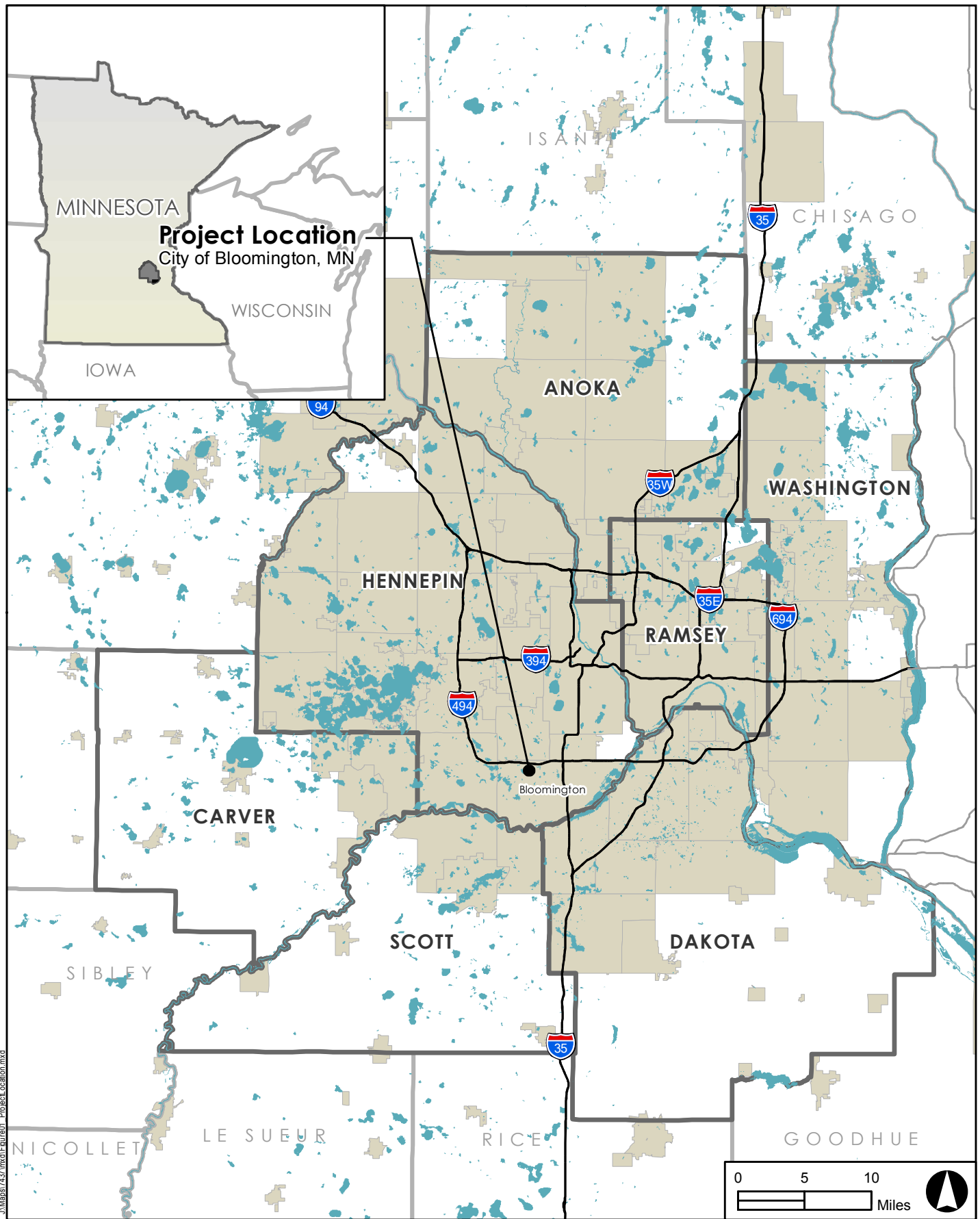
With the approval of the Scope Change request, the City will commence the Project Memorandum preparation and final design. The anticipated project schedule is below:

Public Open House #3	September 2014
Draft Project Memorandum Submittal	December 2014
Commence Right of Way Acquisition	December 2014
Final Project Memorandum Submittal	February 2015
Project Memorandum Approval	March 2015
Right of Way Acquisition Complete	October 2015
Draft Plans Submittal to State Aid	October 2015
Final Plans Submittal to State Aid	December 2015
Plan Approval	January 2016

Revised Cost Estimate

The table below summarizes costs and funding information for the original STP application in 2011, as well as the revised funding assuming the Scope Change request as proposed. A modified detailed construction cost estimate is provided as **Figure 3**.

Funding Source	Original STP Project	Proposed with Scope Change
STP FY 2016	\$5,800,000	\$5,800,000
Local	\$1,450,000	\$1,590,000
Total	\$7,250,000	\$7,390,000



J:\Maps\7457.mxd\Figure01 - Project Location.mxd

Project Location

Normandale Blvd from W 94th Street to 8500 Block
 STP - "A" Minor Arterial Expander
 City of Bloomington, Minnesota

Figure 1



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2A
Overall Figure
S.P. 107-020-065



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2B
Right-in/right-out at Norman Ridge (Southerly)
S.P. 107-020-065



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2C
Three-quarter intersection at Northwood Ridge (right-in/right-out and left-out)
S.P. 107-020-065



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2D
Right turn lane at Mt Normandale Drive
S.P. 107-020-065



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2E
Right turn lane at Southwood Drive
S.P. 107-020-065



City of Bloomington
Normandale Blvd (CSAH 34)

Figure 2F
Right turn lane at Toledo Road
S.P. 107-020-065

Figure 3

Revised Construction Cost for Proposed Scope Change

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES			
Check all that apply	ITEM	ORIGINAL COST	SCOPE CHANGE COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$360,000	\$370,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$360,000	\$370,000
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$600,000	\$607,000
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$1,915,000	\$1,973,000
<input checked="" type="checkbox"/>	Subgrade Correction (muck)	\$905,000	\$905,000
<input checked="" type="checkbox"/>	Storm Sewer	\$750,000	\$750,000
<input type="checkbox"/>	Ponds	\$	\$
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$595,000	\$596,000
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$15,000	\$15,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$150,000	\$150,000
<input checked="" type="checkbox"/>	Traffic Control	\$365,000	\$365,000
<input checked="" type="checkbox"/>	Striping	\$20,000	\$23,000
<input checked="" type="checkbox"/>	Signing	\$15,000	\$16,000
<input checked="" type="checkbox"/>	Lighting	\$5,000	\$5,000
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$585,000	\$585,000
<input type="checkbox"/>	Bridge	\$	\$
<input checked="" type="checkbox"/>	Retaining Walls	\$365,000	\$415,000
<input type="checkbox"/>	Noise Wall	\$	\$
<input checked="" type="checkbox"/>	Traffic Signals	\$125,000	\$125,000

<input checked="" type="checkbox"/>	Wetland Mitigation	\$50,000	\$50,000
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$	\$
<input type="checkbox"/>	RR Crossing	\$	\$
<input type="checkbox"/>		\$	\$
<input checked="" type="checkbox"/>	Utilities (hydrant relocate, adjust curb stop, revise irrigation, etc.)	\$70,000	\$70,000
<input type="checkbox"/>		\$	\$
<input type="checkbox"/>		\$	\$
<input type="checkbox"/>		\$	\$
<input type="checkbox"/>		\$	\$
<input type="checkbox"/>	Contingencies	\$	\$
	TOTAL CONSTRUCTION COST	\$7,250,000	\$7,390,000

"A" Minor EXPANDERS

Project Information				Funding Information			Scoring													
Code Number	Applicant	Project Name	Project Description	Federal Amt.	Match Amt.	Project Total	A1	B1	B2	B3	C1	C2	C3	D1	D2	D3	D4	D5	E	Total
AE-11-01	Anoka County	CSAH 11 Reconstruction	Reconstruction of CSAH 11 (Foley Blvd) from north of Egret Blvd to north of Northdale Blvd as a 4-lane divided roadway as well as a trail and sidewalk, ponds, traffic signals and dedicated left- and right-turn lanes	\$2,988,000	\$747,000	\$3,735,000	55	150	50	100	125	75	67	54	50	100	52	62	60	1000
AE-11-05	MnDOT	TH 97/TH 61 Intersection Reconstruction with Roundabouts	Reconstruction of the intersection of TH 97 and TH 61 in Forest Lake, removing signals and construction of multi-lane roundabouts, as well as construction of a school entrance from northbound TH 61 to Forest Lake High School, and bike/pedestrian facilities including a pedestrian bridge	\$4,800,000	\$1,200,000	\$6,000,000	60	134	41	89	120	62	75	74	13	90	74	74	93	999
AE-11-13	Maple Grove	Weaver Lake Road Roundabouts	Construction of roundabouts on Weaver Lake Road at Dunkirk Lane, Xene Lane, and Niagara Lane in Maple Grove	\$1,905,676	\$476,419	\$2,382,095	65	60	20	48	121	41	74	100	25	100	32	49	67	802
AE-11-06	Scott County	CSAH 17 Reconstruction	Reconstruction of CSAH 17 from south of CSAH 78 to north of CSAH 42 as a 4-lane divided roadway and multi-use trail	\$6,160,000	\$1,540,000	\$7,700,000	66	28	23	98	58	33	35	85	25	100	81	75	93	800
AE-11-14	Bloomington	CSAH 34 Reconstruction	Reconstruction of CSAH 34 (Normandale Blvd) from W94th St to the 8500 block of Normandale Blvd in Bloomington as a 4-lane divided roadway with left-turn lanes and multi-use trails	\$5,800,000	\$1,450,000	\$7,250,000	82	44	45	64	87	60	10	38	50	90	85	69	67	791
AE-11-09	Plymouth	Vicksburg Lane Reconstruction	Reconstruction of Vicksburg Lane from Old Rockford Rd to Schmidt Lake Rd in Plymouth as a 4-lane divided roadway with turn lanes, multi-use trails, traffic signal and bus shelter	\$4,001,040	\$1,000,260	\$5,001,300	43	16	34	88	49	56	38	55	38	95	84	71	49	716
AE-11-12	City of Rogers	Fletcher Bypass	Construction of a roadway from south of CR 116/Territorial Rd/Fletcher Ln intersection to CSAH 81 1.3 miles east of the TH 101/CSAH 81 intersection in Rogers	\$2,384,000	\$596,000	\$2,980,000	31	33	35	74	107	65	21	70	25	90	79	0	47	677
AE-11-08	Ramsey County	Lexington Avenue Capacity and Safety Improvements	Construct turn lanes, medians, pedestrian improvements, and access controls on CSAH 51 (Lexington Ave) from just south of I-694 to just north of CSAH 19 in Arden Hills and Shoreview	\$1,295,126	\$323,781	\$1,618,907	55	47	14	47	123	44	68	73	13	32	34	45	63	658
AE-11-16	Washington County	CSAH 22 Reconstruction	Reconstruction of CSAH 22 (70th St) from Goodview Ave to Hinton Ave in Cottage Grove as a 4-lane divided roadway with multi-use trails	\$7,000,000	\$3,391,400	\$10,391,400	25	95	29	43	102	36	19	32	25	55	76	58	43	638
AE-11-04	Farmington	CSAH 31 & CR 64 Roundabout	Construct a multi-lane roundabout at the intersection of CSAH 31 (Pilot Knob Rd) and CR 64 (195th St) in Farmington as well as access modifications, trail, and pedestrian underpass	\$1,632,000	\$408,000	\$2,040,000	56	29	11	21	113	21	10	50	25	90	82	59	67	634
AE-11-11	Hennepin County	CSAH 103 Reconstruction	Reconstruction of CSAH 103 (W Broadway) from south of Candlewood Drive North to 85th Ave North in Brooklyn Park as a 4-lane divided roadway with turn lanes, sidewalk and multi-use trail, and signal replacements.	\$6,400,000	\$1,600,000	\$8,000,000	51	27	23	31	52	31	10	41	50	95	30	58	100	599
AE-11-17	Carver County	CSAH 14 Realignment/ Reconstruction	Realignment and Reconstruction of CSAH 14 (Pioneer Trail) from Village Rd to west of Bavaria Rd in Chaska as a 4-lane roadway with multi-use trail	\$7,000,000	\$1,850,000	\$8,850,000	37	24	25	21	34	28	10	69	38	100	97	68	27	578
AE-11-07	Shakopee Mdwakanton Sioux Community	CSAH 83 Reconstruction	Reconstruct CSAH 83 from south of CSAH 42 to CSAH 82 within SMSC tribal land in Prior Lake as a 4-lane divided roadway, sidewalk and multi-use trails	\$7,000,000	\$8,742,000	\$15,742,000	60	41	11	77	27	7	10	63	25	75	95	29	47	567
AE-11-03	Dakota County	CSAH 9 Roundabout	Construct a multi-lane roundabout at the intersection of CSAH 9 (Dodd Blvd) and Highview Avenue in Lakeville including a multi-use trail	\$1,600,000	\$400,000	\$2,000,000	49	0	16	21	0	44	10	72	25	90	30	55	69	481
AE-11-18	Carver County	CSAH 18 Reconstruction Phase 3	Reconstruction of CSAH 18 from TH 41 to Powers Blvd in Chanhassen and Chaska as a 4-lane divided roadway with multi-use trail	\$5,200,000	\$1,300,000	\$6,500,000	25	12	11	21	0	14	10	54	38	100	70	30	86	471
AE-11-10	Hennepin County	CSAH 101 Reconstruction	Reconstruction of CSAH 101 from just north of CSAH 62 (Townline Rd) to just north of CSAH 3 (Excelsior Blvd) in Minnetonka as a 2-lane roadway with dedicated turn lanes, with multi-use trails, bus stop improvements and signal replacement	\$7,000,000	\$5,000,000	\$12,000,000	44	26	0	21	8	2	10	52	50	100	14	66	36	429
TOTAL				\$72,165,842	\$30,024,860	\$102,190,702														

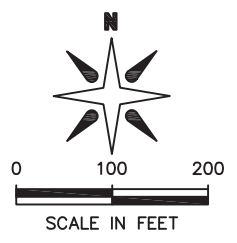
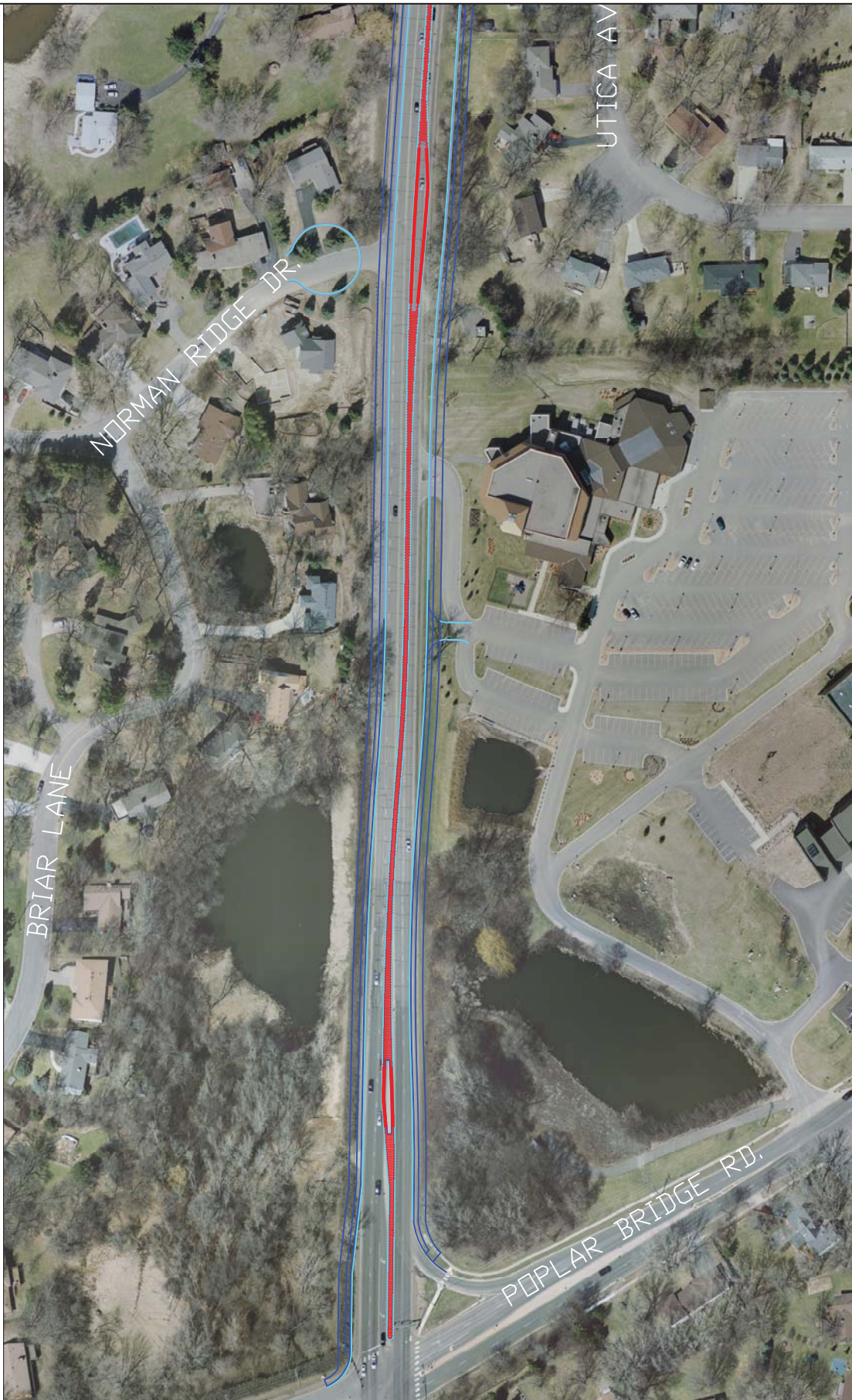
- A.1.** Relative Importance of Route
- B.1.** Crash Reduction
- B.2.** Air Quality
- B.3.** Congestion Reduction
- C.1.** Crash Reduction Cost Effectiveness
- C.2.** Air Quality Cost Effectiveness
- C.3.** Congestion Reduction Cost Effectiveness
- D.1.** Development Framework Planning Area Objectives

- D.2.** Progress Toward Affordable Housing
- D.3.** Land Use And Access Mgmt Planning
- D.4.** Access Management Improvements
- D.5.** Integration of Modes
- E** Maturity of Project Concept

Original Layouts

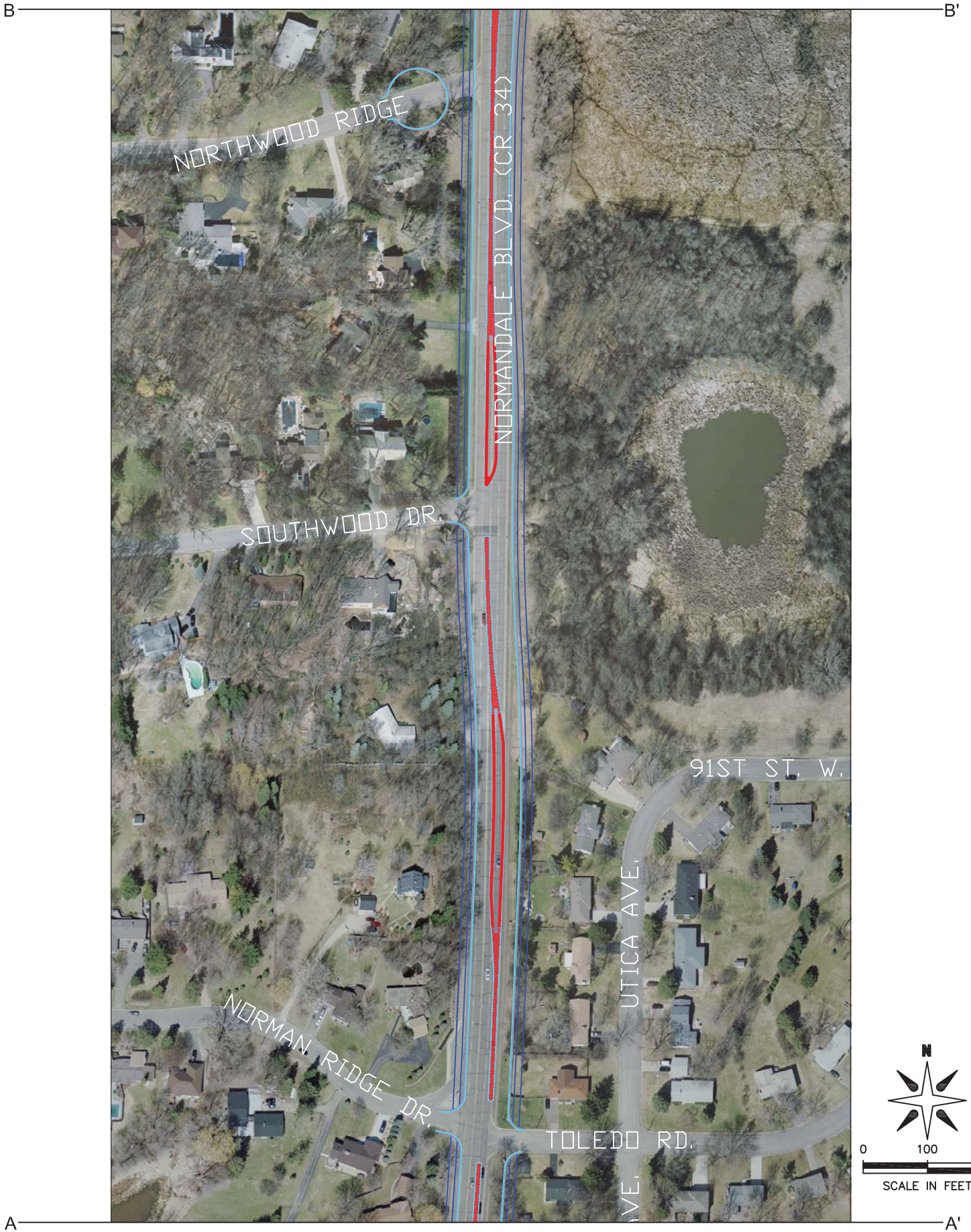
A

A'



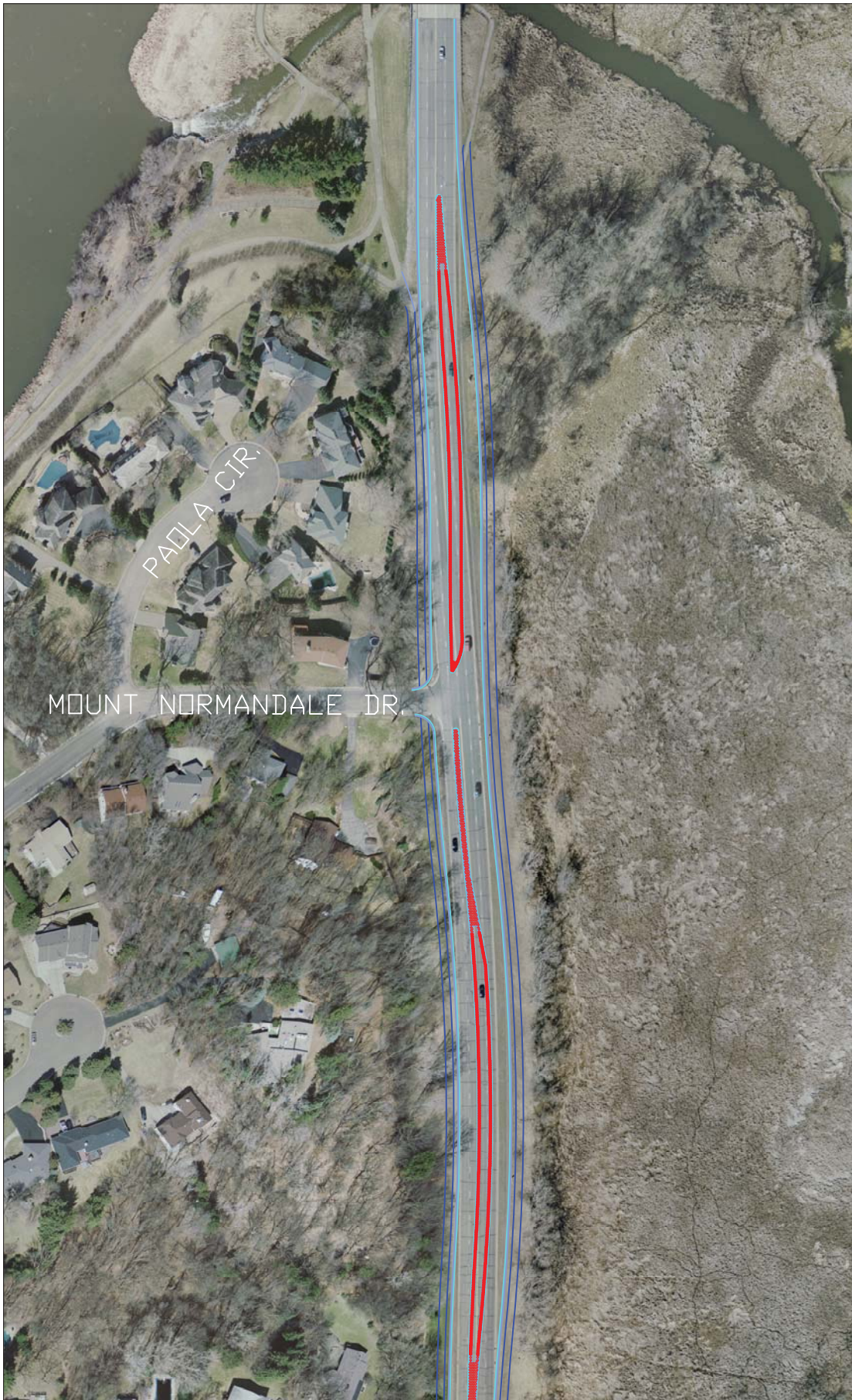
Normandale Blvd Concept Layout (1 of 3)

Normandale Blvd from W 94th Street to 8500 Block
STP - "A" Minor Arterial Expander
City of Bloomington, Minnesota



Normandale Blvd Concept Layout (2 of 3)

Normandale Blvd from W 94th Street to 8500 Block
STP - "A" Minor Arterial Expander
City of Bloomington, Minnesota



B

B'

Normandale Blvd Concept Layout (3 of 3)

Normandale Blvd from W 94th Street to 8500 Block
STP - "A" Minor Arterial Expander
City of Bloomington, Minnesota