

ACTION TRANSMITTAL No. 2016-01

DATE: December 28, 2015

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 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) in 2016 to remove project elements.

RECOMMENDED MOTION: TAC Funding & Programming Committee recommends approval of the request to modify the scope for the TE-funded East-West Pedestrian Improvements project (SP # 141-030-022) in 2016 to remove project elements, with a 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 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. In March of 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 below 11 intersections from this project:

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

Along with total removal of these intersections, individual elements would be removed from other intersections in the form of 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

	Original Application	March 2015 Scope Change	Proposed Scope Change
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 attached request shows that the City requested that the scope change be approved with no change to its federal funding amount. The March, 2015, scope change was approved by TAB with no change to the 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. In this case, elements from the project are being removed. The budget provided by the City acknowledges that (see traffic control, striping, and traffic signal items in Table 2) but suggests an identical total budget due to increased amounts provided to the lighting and landscaping line items.

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.

Because the TIP description and federal funding amount will change, a TIP amendment is needed and accompanies this request as a separate action item.

STAFF ANALYSIS: 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. While one scorer reported a minor change, there was no indication that the project, as proposed, would not have been funded in the original application cycle.

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 Cost” 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). The attached maps show that lighting and landscaping will occur on the same stretches of roadway. Staff does not favor any increases in funding based on adding elements to the project or on inflation of existing elements. Staff therefore

suggests a total project budget based on lighting and landscaping left as is, the aforementioned project reductions, and proportionate reductions in mobilization, traffic control, and contingencies (see the “Staff Suggested Cost” column in Table 2).

Table 2 shows:

- Existing project budget (“March, 2015 Cost”)
- Original scope change proposed budget (“Applicant- Proposed Cost”)
- The original staff-suggested budget, which did not include the additional lighting and landscaping costs. (“Staff-Suggested Cost”)
- Updated applicant proposal following removal of the additional landscaping amount. (“F&P - Approved Cost”). This budget was determined during the December 17, 2015 Funding & Programming meeting. See description under “Committee Comments and Action.”

Table 2 Project Budget

Item	March, 2015 Cost	Applicant-Proposed Cost	Staff-Suggested Cost	F&P - Approved Cost
1. Mobilization (approx. 5% of total Cost)	\$100,000	\$100,000	\$70,116 ¹	\$100,000
2. ADA Ped Curb Ramps	\$600,000	\$252,632	\$252,632	\$252,632
3. Traffic Control	\$50,000	\$50,000	\$28,846 ²	\$50,000
4. Striping – Durable Crosswalk Markings	\$150,000	\$86,539	\$86,539	\$86,539
5. Lighting	\$350,000	\$615,324	\$350,000 ³	\$615,324
6. Landscaping	\$400,000	\$606,616	\$400,000 ³	\$400,000³
7. Traffic Signals	\$100,000	\$38,889	\$38,889	\$38,889
8. Contingencies	\$300,000	\$300,000	\$210,347 ¹	\$300,000
TOTAL	\$2,050,000	\$2,050,000	\$1,437,369	\$1,843,384
Federal Contribution	\$1,120,000	\$1,120,000	\$785,294	\$875,317
Federal Percentage	54.6%	54.6%	54.6%	47.5%
Local Contribution	\$930,000	\$930,000	\$625,075	\$968,067

¹ Mobilization and contingencies at same proportion of items 2-7 as in the March, 2015 budget.

² Adjusted to account for 15/26, i.e., the proportion of remaining intersections.

³ No more funding provided to lighting or landscaping.

Staff suggests the federal award be based on its suggested total of \$1,437,369.

Because the original application, by TAB rule, was subject to a maximum of \$1 million (adjusted to \$1,120,000 for inflation) in federal funds, the amount of federal funding to provide the project is flexible. Options include:

1. Provide the full \$1,120,000, as originally requested. This would be just under 80% of the staff-suggested total highlighted in Table 2 (i.e., if the local match would be just over the required 20%).
2. Maintain the federal proportion. The current project budget is \$2,050,000. The federal contribution, \$1,120,000, is 54.6%. From the staff-suggested budget, a 54.6% federal contribution would be \$785,294.
3. Concur with the motion (see below)

COMMITTEE COMMENTS AND ACTION: At its December 17, 2015, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the scope change request with a total budget of \$1,843,384 and a federal contribution of \$875,317.

These funding amounts were discussed during the meeting after the City of Minneapolis revised its request to eliminate the extra funding added to landscaping, \$206,616. After

reporting the revised amounts, the City requested approval of the scope change with a federal funding amount of \$875,317 contributing to a total budget of \$1,843,384.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	12/17/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.2352
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 1st Av N, Chicago Ave, 6th Street and 9th 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 6th St. and 9th 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 6th and 9th 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 7th St and 6th 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 4th 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:

- 6th St. S. and 1st Ave N.
- 6th St. S. and Hennepin Ave.
- 6th St. S. and 3rd Ave S.
- 6th St. S. and 4th Ave. S.
- 6th St. S. and Park Ave.
- 6th St. S. and Chicago Ave.
- 7th St. S. and 3rd Ave. S.
- 7th St. S. and 4th Ave. S.
- 7th St. S. and Portland Ave S.
- 9th St. S. and 4th Ave S.
- 9th 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 th St. S. /1 st Av	RM	RM	
6 th St. S. /Hennepin	RM	RM	
6 th St. S. /3 rd Av		RCM	
6 th St. S. /4 th Av		RCM	
6 th St. S. /5 th Av		RCM	CM
6 th St. S. /Portland		RCM	CM
6 th St. S. / Park		CM	
6 th St. S. /Chicago		CM	
7 th St. S. /1 st Av	RM	RM	RM
7 th St. S. / Hennepin	RM	RM	RM
7 th St. S. /3 rd Av	RCM	RCM	
7 th St. S. /4 th Av	RCM	RCM	
7 th St. S. /5 th Av	RCM	RCM	CM
7 th St. S. / Portland	RCM	CM	
7 th St. S. / Park	RCM	CM	CM
7 th St. S. / Chicago	RCM	RCM	CM
8 th St. S. /1 st Av	RM	RM	RM
8 th St. S. / Hennepin	RM	RM	RM
8 th St. S. / LaSalle	RCM		
8 th St. S. /3 rd Av	RCM		
8 th St. S. /4 th Av	RCM		
8 th St. S. /5 th Av	RCM		
8 th St. S. / Portland	RCM		
8 th St. S. / Park	RCM		
8 th St. S. / Chicago	RCM		
9 th St. S. /1 st Av	RM	RM	RM
9 th St. S. / Hennepin	RM	RM	RM
9 th St. S. / LaSalle	RCM		
9 th St. S. /3 rd Av		RCM	RM
9 th St. S. /4 th Av		RCM	
9 th St. S. /5 th Av		RCM	RM
9 th St. S. / Portland		CM	CM
9 th St. S. /Park		CM	CM
9 th 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.

Sincerely,

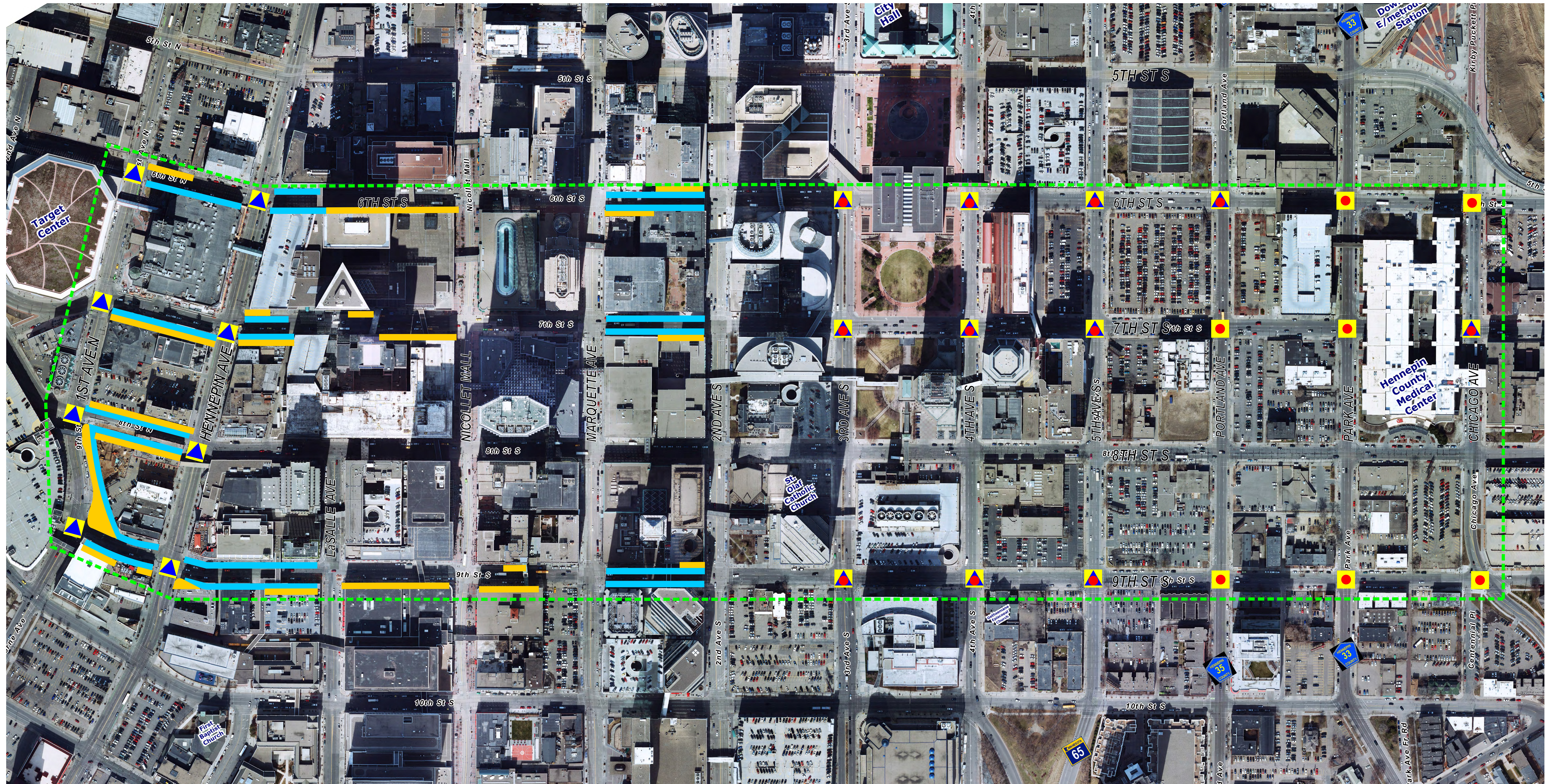
CITY OF MINNEAPOLIS



Jeff Handeland, PE
Principal Project Engineer

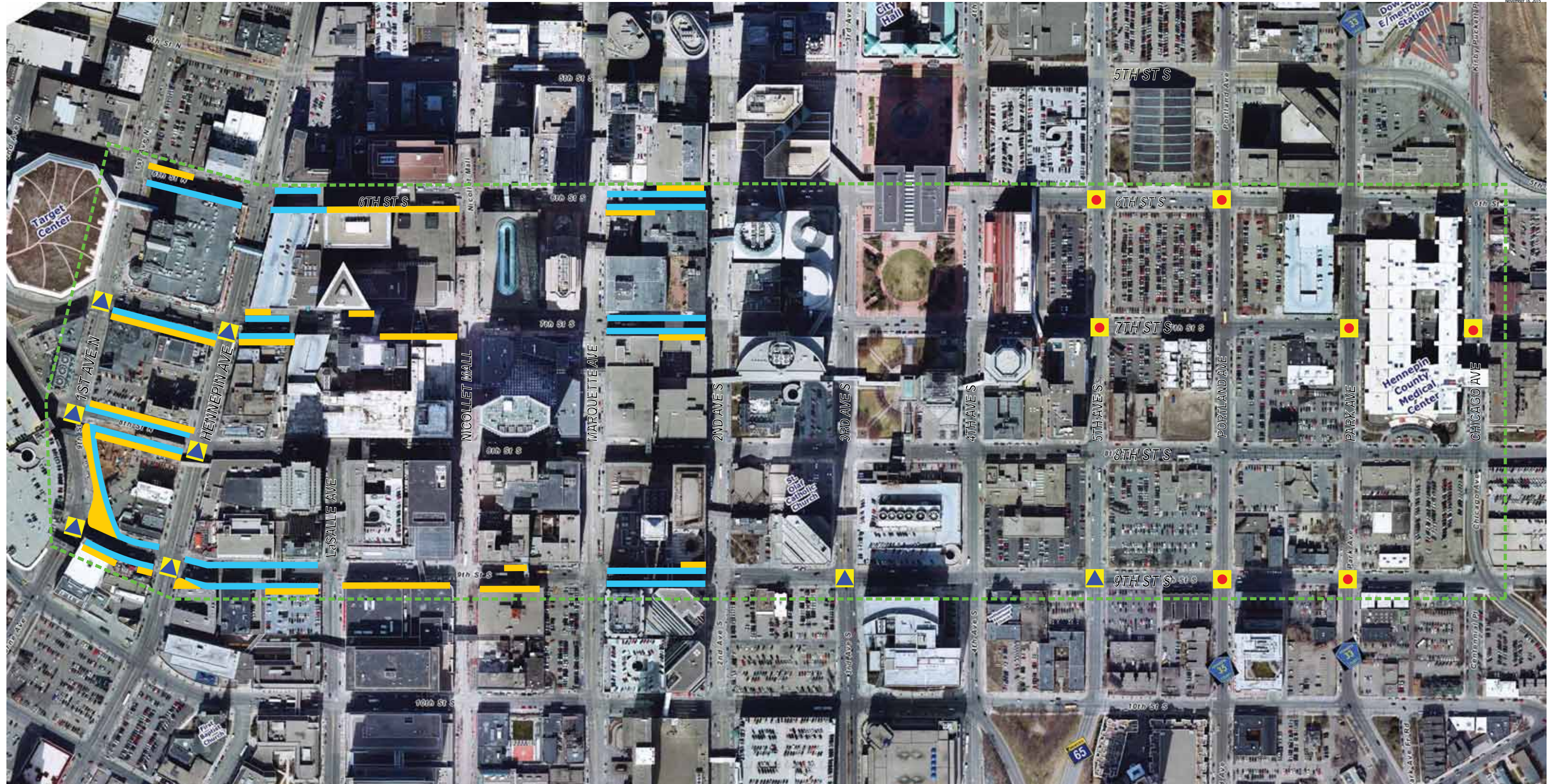
Attachments: Project Location Maps
Revised Cost Estimate

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.

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)	\$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
	TOTAL CONSTRUCTION COST	\$2,050,000