

ACTION TRANSMITTAL No. 2018-26

DATE: March 23, 2018

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for MnDOT's TH 212 Reduced Conflict Intersection Project

REQUESTED ACTION: MnDOT requests a scope change to its TH 212 Reduced Conflict Intersection project (SP # 1013-90S) to replace the reduced conflict intersection at CSAH 36 with other safety and access solutions.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of a scope change request for MnDOT's TH 212 Reduced Conflict Intersection project (SP # 1013-90S) to replace the reduced conflict intersection at CSAH 36 with other safety and access solutions and to reduce HSIP funding from \$972,000 to \$858,195 based on the revised cost estimate.

BACKGROUND AND PURPOSE OF ACTION: The Minnesota Department of Transportation (MnDOT) was awarded \$972,000 in Highway Safety Improvement Program (HSIP) funds in the 2014 HSIP Solicitation to convert two intersections along Trunk Highway 212, at CSAH 41 and CSAH 36, to reduced-conflict intersections (RCIs). The project is programmed for fiscal year 2019. MnDOT no longer wants to construct the RCI at CSAH 36 and instead proposes to construct the following:

- Remove the current median access on TH 212. This includes the left turn lane from eastbound TH 212 to northbound CSAH 36.
- Remove the right turn lane from westbound TH 212 to northbound CSAH 36.
- Remove the CSAH 36 roadway from the railroad bridge south to TH 212 along with the railroad bridge north to the intersection of Laurel Avenue.
- Construct a new driveway for the resident northeast of the TH 212 / CSAH 36 junction to provide direct access to TH 212.
- Realign the CSAH 36/Laurel Avenue junction to become a 25-mph curve.

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. The HSIP solicitation process and list of funded projects are approved by TAB. However, MnDOT Metro District manages the region's HSIP solicitation scoring and project ranking process on behalf of TAB and the Metropolitan Council.

A TIP amendment request does not accompany this request, as the outcome will be reflected in the 2019-2022 TIP that is going to soon be in development.

STAFF ANALYSIS: Because MnDOT administers the scoring for the HSIP Solicitation, staff did not reach out to any project scorers regarding this request. This project was funded in the “proactive” subcategory of the solicitation. Ten proactive projects were funded and eight proactive projects were not funded. The project list was prioritized by the scoring committee based on the engineering expertise of the members, so a rescoring is not possible.

While the attached letter states that the project will now cost \$958,491, MnDOT has since revised its estimate to \$1,059,500. MnDOT is requesting 90% funding (the maximum for HSIP and the standard for projects funded through the HSIP solicitation) of \$953,550. While various elements of the project are changing or being replaced, no elements are being removed.

COMMITTEE COMMENTS AND ACTION: At its March 22, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request and reduce HSIP funding from \$972,000 to \$858,195 based on the revised cost estimate.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	3/22/2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Date: February 23, 2018

RE: Scope Change for TH 212 Reduced Conflict Intersection Project

Mr. Oehme,

I am writing to notify you of a scope change for a project on TH 212 that was previously awarded federal HSIP dollars (SP 1013-90). This project originally proposed two Reduced Conflict Intersections at TH 212/CSAH 41 and TH 212/CSAH 36 in Dahlgren Township, Carver County. The revised scope of this project includes construction of only one RCI at TH 212/CSAH 41. Carver County will be removing access on CSAH 36 at a railroad bridge just north of the TH 212/CSAH 36 junction due to premature deterioration of the bridge. Because of the access change on CSAH 36, the proposed project has been amended in the following ways to be compatible with the Carver County plans:

- The RCI at TH 212/CSAH 36 will not be included in the project.
- The current median access on TH 212 will be removed, including the left turn lane from eastbound TH 212 to northbound CSAH 36.
- The right turn lane from westbound TH 212 to northbound CSAH 36 will be removed.
- The CSAH 36 roadway from the railroad bridge south to TH 212 as well as from the railroad bridge north to the intersection of Laurel Avenue will be removed.
- A driveway will be constructed for the resident north east of the TH 212/CSAH 36 junction to provide direct access to TH 212.
- The CSAH 36/Laurel Avenue junction will be realigned to become a 25 miles per hour curve (currently a T-intersection).

The original project cost was \$1,081,184 which does not include Water Resource costs. Due to the scope changes, the revised cost is now \$958,491. With the 90/10 split for the federal HSIP dollars, this comes out to a total of \$862,642 HSIP and a state funds match of \$95,849.

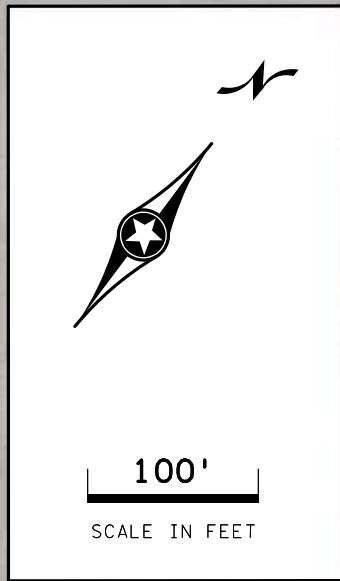
Included with this letter you will find drawings of the TH 212/CSAH 41 RCI that we are still planning on constructing (Exhibit A), the TH 212/CSAH 36 RCI that we originally planned to construct (Exhibit B), and the closure of CSAH 36 that we are now planning to do (Exhibit C).

If there are any questions or need for any additional information, please feel free to contact me by phone at 651-234-7724 or by email at sulmaan.khan@state.mn.us. Thank you.

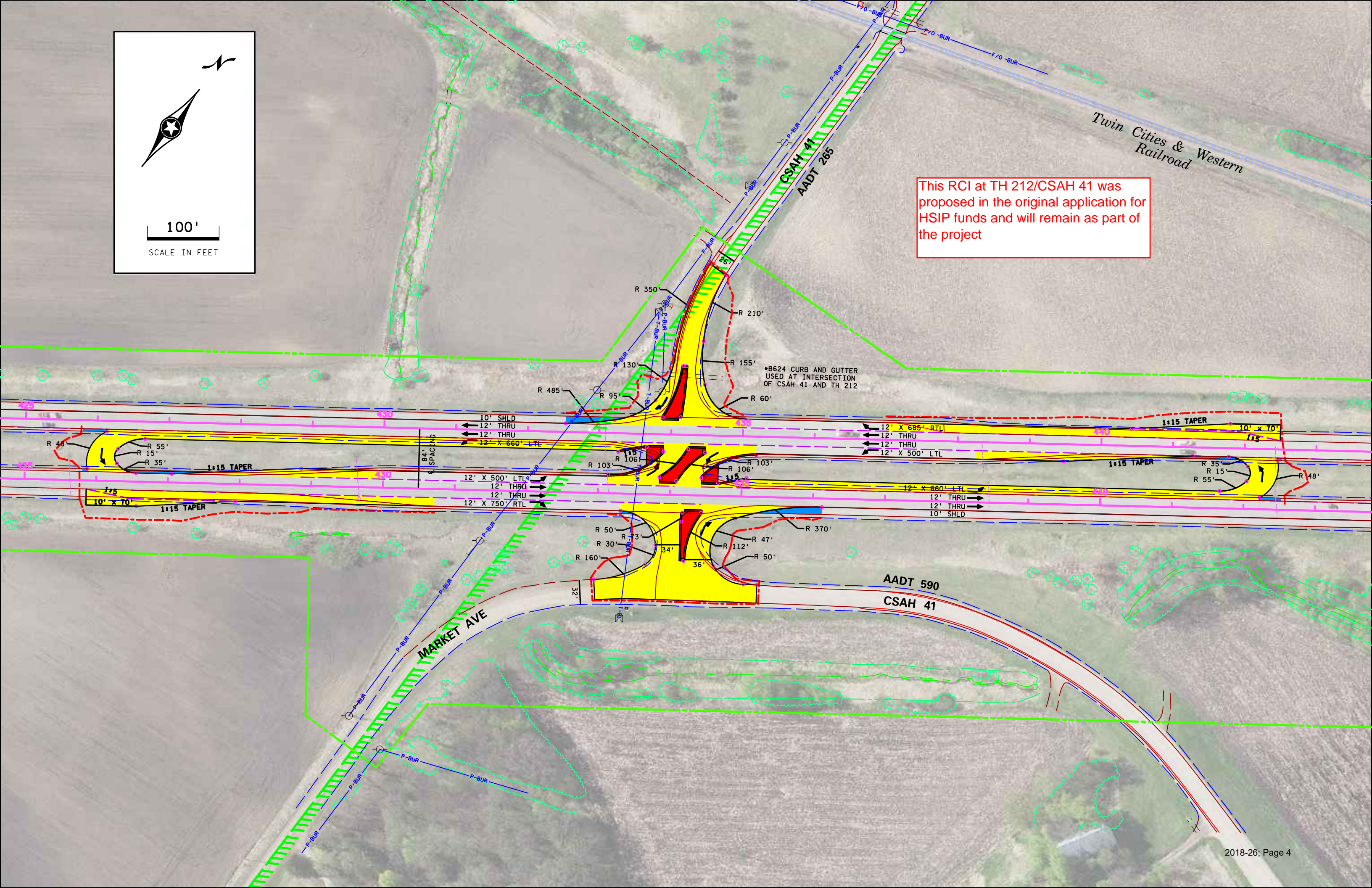
Sincerely,

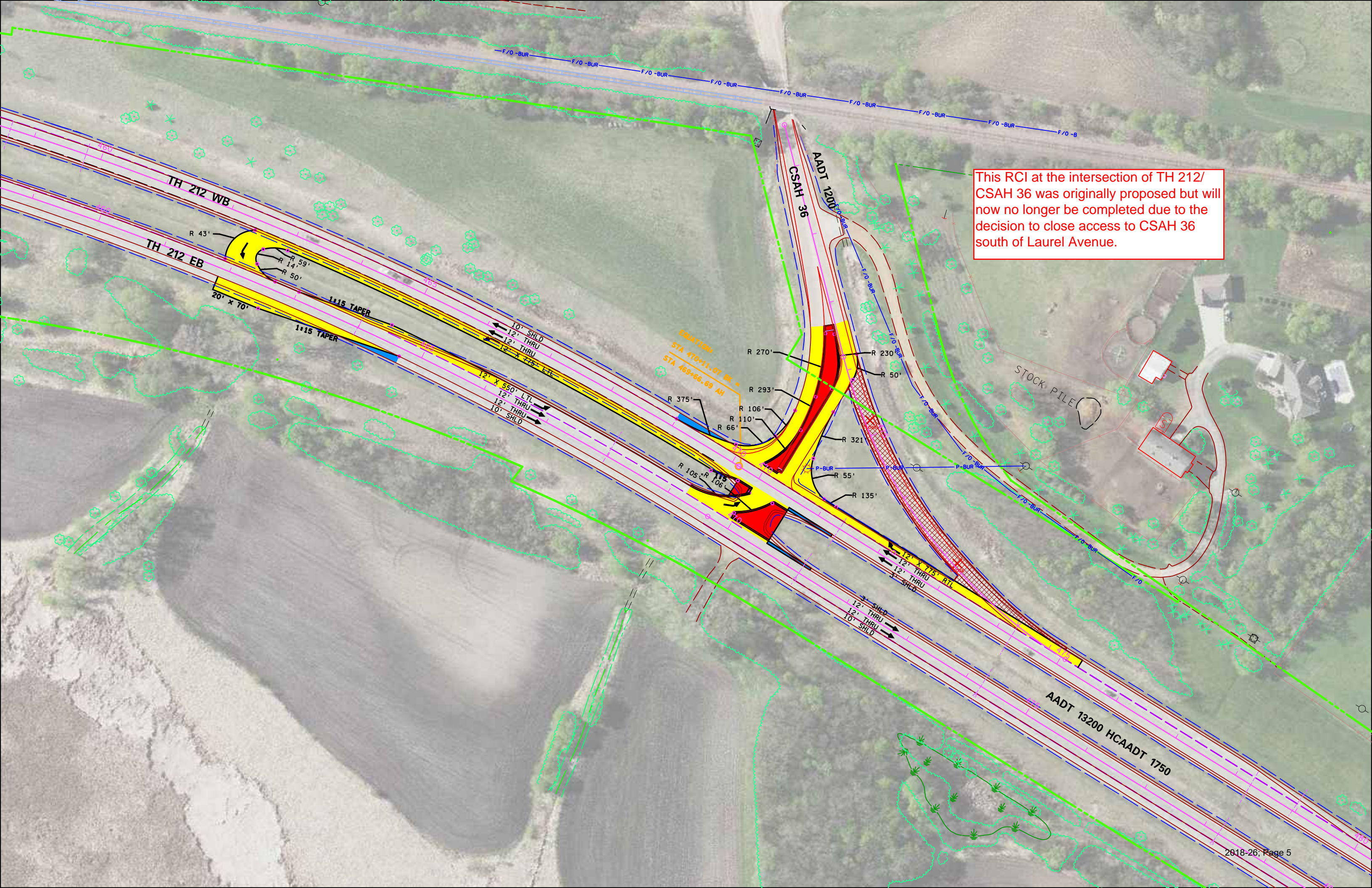


Sulmaan Khan
South Area Support Engineer
Metro District Program Delivery



This RCI at TH 212/CSAH 41 was proposed in the original application for HSIP funds and will remain as part of the project

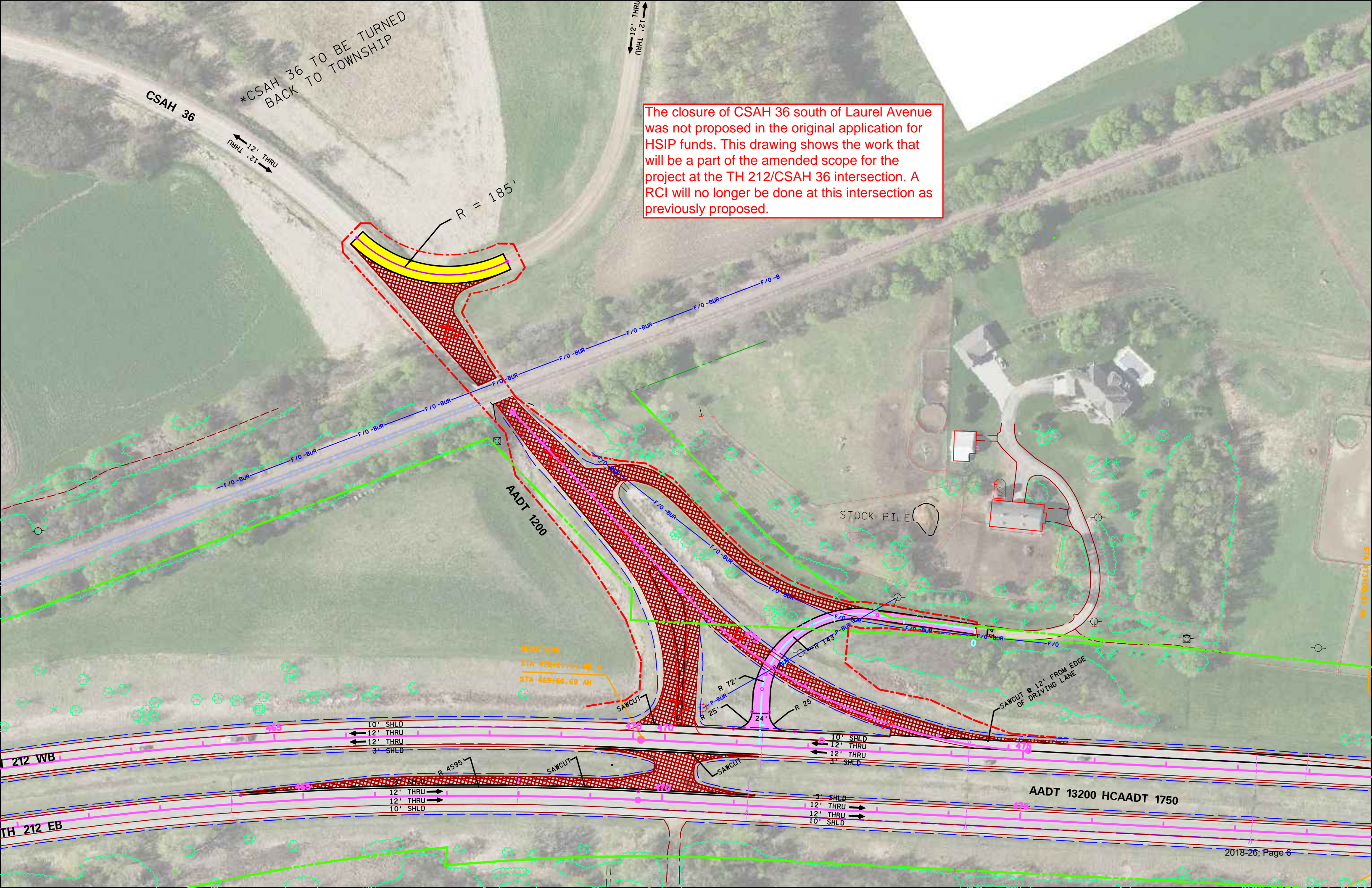




This RCI at the intersection of TH 212/ CSAH 36 was originally proposed but will now no longer be completed due to the decision to close access to CSAH 36 south of Laurel Avenue.

CSAH 36
*CSAH 36 TO BE TURNED
BACK TO TOWNSHIP

The closure of CSAH 36 south of Laurel Avenue was not proposed in the original application for HSIP funds. This drawing shows the work that will be a part of the amended scope for the project at the TH 212/CSAH 36 intersection. A RCI will no longer be done at this intersection as previously proposed.



EQUATION:
STA 470+11.07 BK =
STA 469+66.69 AH