

Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-11

Scope Change Request for MnDOT TH 13 Cable Barrier Median

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

MnDOT requests a scope change to reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville (SP # 1901-186).

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve MnDOT's scope change request reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville (SP # 1901-186).

Summary

This requested scope change involves removing about 1.3 miles from a 2.9-mile cable median barrier installation. The project sponsor, MnDOT, states that the removed portion will be completed as a part of two other projects.

Background and Purpose

MnDOT was awarded \$425,250 in Highway Safety Improvement Program (HSIP) funds for 2024 in the proactive category as part of the 2020 HSIP Solicitation. The award was to fund a cable median barrier on Minnesota Trunk Highway (TH) 13 (Sioux Trail) between Lynn Avenue and Nicollet Avenue in Burnsville. The project is currently in the TIP at \$489,600 in HSIP funds. The additional \$64,350 was provided by MnDOT (not from the same pool as the HSIP Solicitation funds) when the project cost estimate increased.

During project development it became known that the project will be impacted by two other projects: a MnDOT I-35W paving project and a City of Burnsville-sponsored interchange construction at Nicollet Avenue and TH 13. Therefore, MnDOT proposes to move the eastern terminus from Nicollet Avenue to County State Aid Highway (CSAH) 5, reducing the project length from approximately 2.9 miles to approximately 1.6 miles. In terms of the cost, the 1.3-mile portion removed would have amounted to \$201,393 (\$181,254, federal) of the original estimate. In theory this could point to a reduction in federal funds from \$425,250 to \$243,996. Because MnDOT and the city intend to install the entire median and because the cost of the project has increased, MnDOT is requesting approval of the scope change request with retention of the original \$425,250 federal award.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes 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. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through a MnDOT process. While the project length is reduced by over 40%, the impact on most of these scoring measures is likely to be negligible. The application's score of 631 is 170 points above the highest-scoring unfunded project. Given this and the assertion that the entire project is going to be built, staff recommends approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to 2014-19 MN Strategic Highway Safety Plan	100	100	0	No change
2. Cost per Exposure	300	275	0	Uncertain
3. Correctable Fatal / Serious Injury Crashes	100	14	0	Low score with little room for reduction
4. Crash Modification Factor	200	92	-	Potential for minor reduction
5. Part of a Plan	200	150	0	No change
6. Ped/Bike Safety	100	0	0	Score of zero cannot be reduced.
TOTAL	1,000	631	0	Likely minimal scoring change

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. The applicant cites \$201,393 (\$181,254, federal) as the cost of the project portion being removed from the original scope. The committee should consider whether it is necessary to remove this amount versus allowing the applicant to retain this amount.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 19, 2023
Technical Advisory Committee	Review & Recommend	February 1, 2023
Transportation Advisory Board	Review and Adopt	February 15, 2023





December 9, 2022

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: Scope Change request to S.P. 1901-186 - TH 13 from Lynn Ave to Nicollet Ave, Cable Median Barrier

Dear Mr. Thompson,

Minnesota Department of Transportation (MnDOT) respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2020, MnDOT was awarded federal funding as part of the Regional Highway Safety Improvement Program (HSIP) to make safety improvements by constructing cable median barrier on TH 13 from Lynn Ave to Nicollet Ave.

The current 2023-2026 State Transportation Improvement Program (STIP) identifies \$489,600 in federal funding and \$54,400 in State match funding for the project, for a STIP project total of \$544,000. The program year for this project is FY 2025.

Project development for SP 1901-186 has been ongoing since 2020; and in 2022, it became known that this TH 13 cable median barrier project is scheduled in the same year as a pavement reconstruction project on I-35W (SP 1981-140). The I-35W pavement project also includes replacing the two TH 13 bridges over I-35W. To rebuild these two bridges, one bridge at a time will carry both directions of traffic on it, which requires paved median crossovers be constructed in the median of TH 13 on both sides of I-35W.

Also, the City of Burnsville is proposing to construct an interchange at TH 13/Nicollet Ave. At this time the proposed interchange layout has not been completed, but it will surely affect the median within our project's limits, so installing cable median barrier in that area will need to be done later.

Because of these two projects and how they will affect the medians in these areas, MnDOT is proposing to change the eastern limits of our TH 13 cable project to CSAH 5 instead of Nicollet Ave, see Attachment 2. We will be able to construct the cable median barrier on TH 13 from CSAH 5 to I-35W as part of the I-35W project. Because we are still installing and paying for the median barrier as part of another project and the cost of median barrier has increased by approximately 70%, we ask that we retain the original \$425,250 HSIP funding.

We want to assure you, for the section of TH 13 between I-35W and Nicollet Ave that we propose to remove from this TH 13 cable project, that we are committed to install cable median barrier funded with a different funding source later when construction of a City led TH 13/Nicollet Ave interchange is constructed.

With your approval, we respectfully request the project length change can be made to the new 2024-2027 STIP with no change in the Regional HSIP funding originally awarded.

Equal Opportunity Employer

Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Tahsina Alam

CC: Lars Impola, MnDOT - Traffic
Colleen Brown, MnDOT - State Aid
Cindy Krumsieg – Program Management

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2020
Application Funding Category	HSIP
HSIP Solicitation?	Yes
Application Total Project Cost	\$472,500
Federal Award	\$425,250
Application Federal Percentage of Total Project Cost	90%



Project Elements Being Removed:	Original Application Cost
Project length shortened 1.3miles	\$201,393

New Project Elements:	Cost (Based on Year of Costs in Original Application)
N/A	N/A

ATTACHMENT 2: Project map identifying locations of work

ATTACHMENT 2: Project map identifying locations of work

Beginning of the Project

New length of the project : 
Length removed from the project: 

Lynn Ave.

End of the Project

CR 5

35W

Nicollet Ave.

