

Transportation Committee

For the Metropolitan Council meeting of October 23, 2013

Subject: 2014-2017 TIP Amendment for Bridge No. 9 over the Mississippi River in Minneapolis

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the scope for Bridge No. 9 over the Mississippi River (SP#141-090-038) to Pier 3 concrete repair and installation of full height concrete encasement and also increase the local funding amount and total project cost by \$20,000 to a total of \$1,320,000.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda at the Transportation Committee.

Motion by Munt, seconded by Elkins and passed.

Transportation Committee

Meeting date: October 14, 2013

For the Metropolitan Council meeting of October 23, 2013

Subject: 2014-2017 TIP Amendment for Bridge No. 9 over the Mississippi River in Minneapolis

District(s), Member(s): 8 - Duininck

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)

Mark Filipi, Manager, MTS Technical Services (651-602-1725)

Heidi Schallberg, Senior Planner (651-602-1721)

Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the scope for Bridge No. 9 over the Mississippi River (SP#141-090-038) to Pier 3 concrete repair and installation of full height concrete encasement and also increase the local funding amount and total project cost by \$20,000 to a total of \$1,320,000.

Background

In the 2009 solicitation, the City of Minneapolis received \$1,040,000 in Transportation Enhancements funding for this project. The scope change request resulted from a more recent field evaluation of the bridge.

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan and meets fiscal constraint because the state and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Funding

The project is fully funded with the existing federal and local funds.

Known Support / Opposition

No known opposition.

August 8, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to address changes in scope for this project in program year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	A T P	DI ST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2014	M	M	BIKE/PED	141-090-038	CITY OF MINNEAPOLIS	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS- REPAIR CONCRETE AND INSTALL FULL HEIGHT CONCRETE ENCASEMENT AT PIER 3 ON BR 9(MN BR 94246)	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	BRIDGE PIER REPAIR	TAP	\$1,320,000	\$1,040,000				\$280,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

During our 2012 field evaluation for design, the City found that the sub-structure’s deterioration was significantly greater than anticipated in our 2009 Bridge Condition Report. The integrity of two of the piers required a NBIS critical finding and emergency repairs were immediately begun to avoid closure. Given the significant increase sub-structure preservation & strengthening work needed, we are requesting that the scope be changed to “Pier 3 Concrete Repairs & Full Height Concrete Encasement”.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other X*

*SP 141-090-038 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$1,300,000 with \$1,040,000 in federal funds and \$260,000 in local funds. The scope of the original project has been narrowed to address issues related to Pier 3 of BR 9(MN BR 94246) and the total project cost was increased to \$1,320,000 including \$1,040,000 in federal funds and \$280,000 in local funds.

The federal funds of \$1,040,000 currently programmed in SFY 2014 have not changed and when combine with \$280,000 in local funds (provided by the City of Minneapolis and included the \$20,000 cost increase) are sufficient to fully fund SP 141-090-038; therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination_____
- Exempt from regional level analysis..... X
- N/A (not in a nonattainment or maintenance area)....._____

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined that the scope change would not affect the air quality status of this project and should be exempt from regional analysis. The project was originally determined to be regionally significant (code AQ2) in the 2014-2017 TIP.

Karl Keel
August 8, 2013
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Sincerely,

Jack S. Yuzna, PE
Bridge Engineer
City of Minneapolis
Department of Public Works

cc: Cindy Krumsieg, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Heidi Schallberg, Metropolitan Council