

## **Transportation Committee**

For the Metropolitan Council meeting of June 25, 2014

**Subject:** 2014-2017 TIP Amendment for MnDOT Bridges over the Minnesota River in Bloomington and Eagan

### **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 project scope and budget for MnDOT bridges over the Minnesota River in Bloomington and Eagan in 2015 (SP#1925-52).

### **Summary of Committee Discussion/Questions**

This item was approved as part of the consent agenda. Motion by Elkins, seconded by Rodriguez and passed.

## Transportation Committee

June 9, 2014

For the Metropolitan Council meeting of June 25, 2014

**Subject:** 2014-2017 TIP Amendment for MnDOT Bridges over the Minnesota River in Bloomington and Eagan

**District(s), Member(s):** 5 – Elkins, 15 - Chávez

**Policy/Legal Reference:** TAB Action

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

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

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

**Division/Department:** Transportation / Metropolitan Transportation Services (MTS)

### 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 project scope and budget for MnDOT bridges over the Minnesota River in Bloomington and Eagan in 2015 (SP#1925-52).

### Background

The current project scope includes replacing guardrail and painting bridges on TH 77 over the Minnesota River in Bloomington. Upon further scoping and evaluation of bridge structures, it has been determined that two of the bridges need to have joints replaced and bearings rehabilitated. This amendment documents the addition of this work to the original bridge painting project and to document the increase in total project cost.

### Rationale

The Transportation Advisory Board approves formal amendments to the TIP, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state 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 existing federal and state funds.

### Known Support / Opposition

No known opposition.

April 11, 2014

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)  
State Project (SP) Number: 1925-52

Dear Mr. Keel:

Please amend the Twin Cities 2014 – 2017 Transportation Improvement Program (TIP) to document a change in the project's scope and total project costs increase in the above referenced project which is currently programmed in SFY 2015 of the TIP. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1733	2015	M	M	MN77	1925-52	MnDOT	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	.92

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BI	PAINT & REPAIR BRIDGE	NHPP	3,537,891	2,830,313	0	0	707,578	0

**PROJECT BACKGROUND:**

1. SP 1925-52 (STIP Seq. #1733) is currently programmed in SFY 2015 of the 2014-2017 TIP. The current project scope includes replacing guardrail and painting bridge numbers 9600N (Northbound), 9600S (Southbound) and 9600 F (pedestrian bridge) on TH 77 over the Minnesota River in Bloomington.

Upon further scoping and evaluation of bridge structure it has been determined that bridges 9600N and 9600S should have their joints replaced and bearings rehabilitated. This work will help in protecting the bridges' superstructure and protect the new paint system.

This amendment is needed to document the addition of this work to the original bridge painting project as well as document the increase in total project cost.

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 - Setaside           X

SP 1925-52 (STIP Seq. #1733) is currently programmed in SFY 2015 of the TIP with a total of \$2,140,000 including \$1,712,000 in federal funds and \$428,000 in state matching funds.

The total project cost is increased from \$2,140,000 to \$3,537,891 including \$2,830,313 in federal funds and \$707,578 in state matching funds, an increase of \$1,397,891. The increase in federal and state funds will come from 880M-BI-15, the Metro Setaside for Bridge Improvement Projects (STIP Seq. #1764) in SFY 2015.

The federal and state funds currently programmed in SFY 2015 of the TIP along with funds from the Metro Setaside for Bridge Improvement Projects (Seq. #1764) in SFY 2015 are sufficient to fully fund the project, 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 determined that the project was exempt from air quality conformity analysis [reason S-19 for widening narrow pavements or reconstructing bridges].

Karl Keel  
April 11, 2014  
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Sincerely,

Brian Isaacson  
Planning Director, Program Management  
MnDOT Metro District

cc: Cindy Krumsieg, Ryan Gaug - MnDOT Metro District Program Management  
Heidi Schallberg, Metropolitan Council