

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-06

DATE: February 9, 2012
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Sunset Date Extension for Ramsey County SP#164-020-101 and SP#062-636-005; Eastbound Warner Road Bridge over Childs Road and railroads and Replacing Bridge #5950 in St Paul

MOTION: That the TAB approve a one year sunset date extension from March 31, 2012 to March 31, 2013 for Ramsey County SP#164-020-10; Reconstruct Bridge # 5960-Eastbound Warner Road Bridge over Childs Road and railroads and SP#062-636-005; Warner Bridge bike and pedestrian improvements.

BACKGROUND AND PURPOSE OF ACTION: These projects would reconstruct the eastbound bridge of Warner Road over Childs Road (#5960) and railroad tracks belonging to the BNSF, CP, and UP Railroads, and construct a bike/pedestrian facility on the reconstructed bridge. The rail corridor has been the subject of study for several passenger rail options including high speed rail to Milwaukee and Chicago. The needs of the railroad identified in these studies will result in additional tracks to be constructed under the bridge, which will necessitate an alternate design. The design process has resulted in a delay that will make it difficult for this project to meet its sunset date. Background material is attached.

RELATIONSHIP TO REGIONAL POLICY: Projects awarded federal transportation funds through the regional solicitation process have a sunset date of March 31 of the year following the original program year. The sunset date is the date when the federal funds are no longer available to the project sponsor. The sunset date is a regional policy intended to be an incentive for project sponsors to get their project ready for authorization in a timely manner. Adopted policy allows project sponsors to extend the sunset date due to unforeseen circumstances, provided the sponsor has been working on project development.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 19, 2012
Technical Advisory Committee	Review & Recommend	February 1, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Department of Public Works

James E. Tolaas, P.E., Director and County Engineer

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E-mail: Public.Works@co.ramsey.mn.us

December 21, 2011

Karl Keel, P.E.
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert St. N.
St. Paul, MN 55101-1805

SUNSET DATE REQUEST FOR SP 164-020-101 AND SP 062-636-005, CONSTRUCTION OF A NEW EASTBOUND WARNER ROAD (CSAH 36) BRIDGE OVER CHILDS ROAD AND VARIOUS RAILROADS, REPLACING BRIDGE NO. 5950, IN THE CITY OF SAINT PAUL

Dear Mr. Keel:

Ramsey County respectfully requests that the Funding and Programming Committee consider a one year sunset date extension for the above-referenced project at its January 19, 2012 meeting.

The enclosed information reviews the project scope, progress to date, and the reasons for this request. The primary reason to delay the project until 2013 is uncertainty regarding how the bridge design should accommodate existing and planned rail facilities. This has caused a delay in contracting for final design services and the corresponding delay in beginning the final design process. We request the Funding and Programming Committee's support for this request to extend the sunset date for this project to March 31, 2013.

If additional information is needed or there are questions regarding this project, please contact Erin Laberee at 651-266-7105 or by e-mail at erin.laberee@co.ramsey.mn.us.

Sincerely,

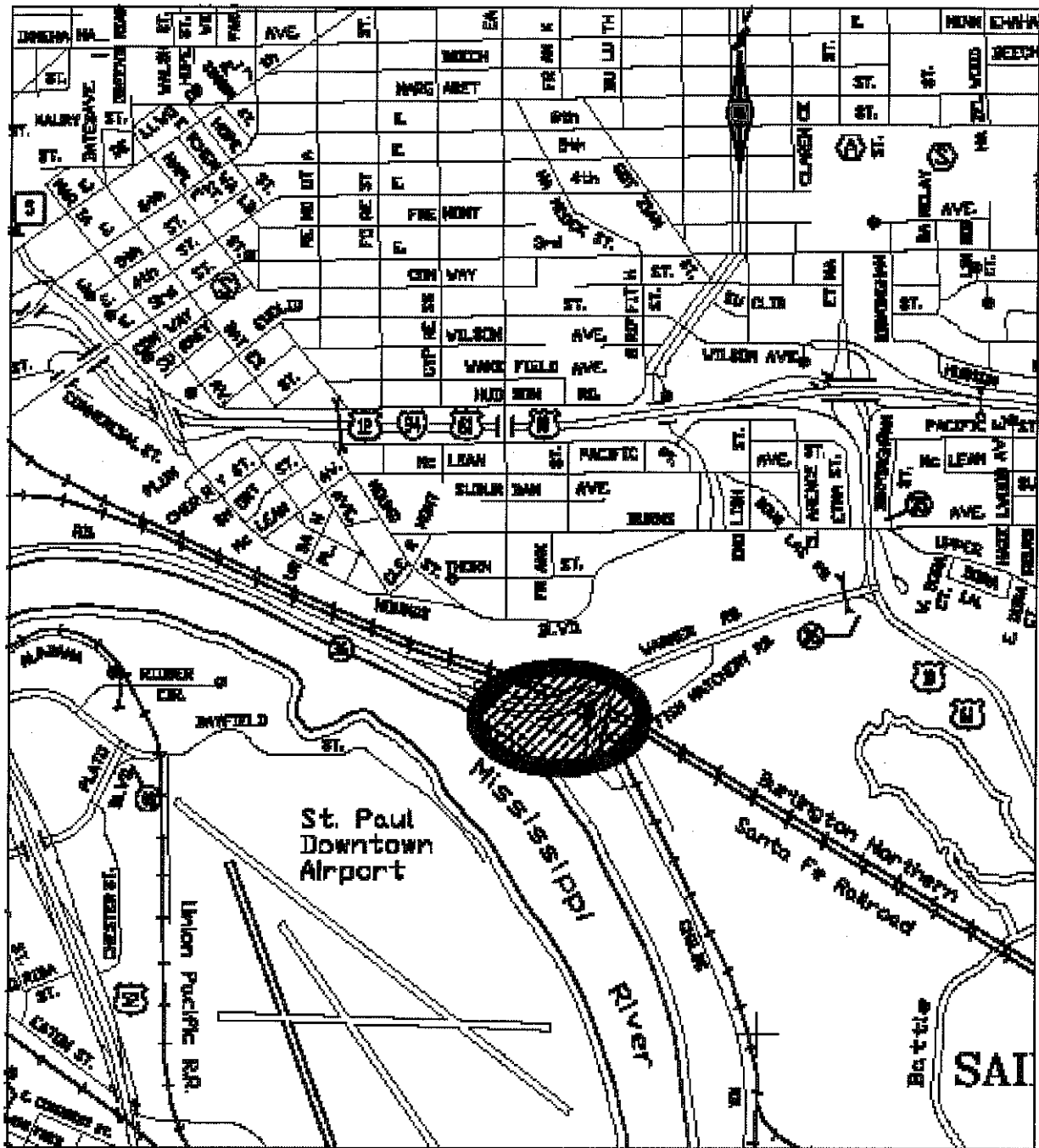
James E. Tolaas, P.E.
Director of Public Works/County Engineer

Enclosures

C: James Andrew, Transportation Planner, Met Council
Colleen VanWagner, MN/DOT State Aid

**REQUEST FOR SUNSET DATE EXTENSION
FOR
SP 164-020-101 AND SP 062-636-005
RECONSTRUCTION OF BRIDGE NO. 5950,
EASTBOUND WARNER ROAD (CSAH 36) OVER CHILDS ROAD AND VARIOUS RAILROADS
IN
THE CITY OF SAINT PAUL, RAMSEY COUNTY**

**REQUESTED BY:
JAMES E. TOLAAS, P.E.
DIRECTOR OF PUBLIC WORKS/COUNTY ENGINEER. RAMSEY COUNTY
651-266-7116; james.tolaas@co.ramsey.mn.us**

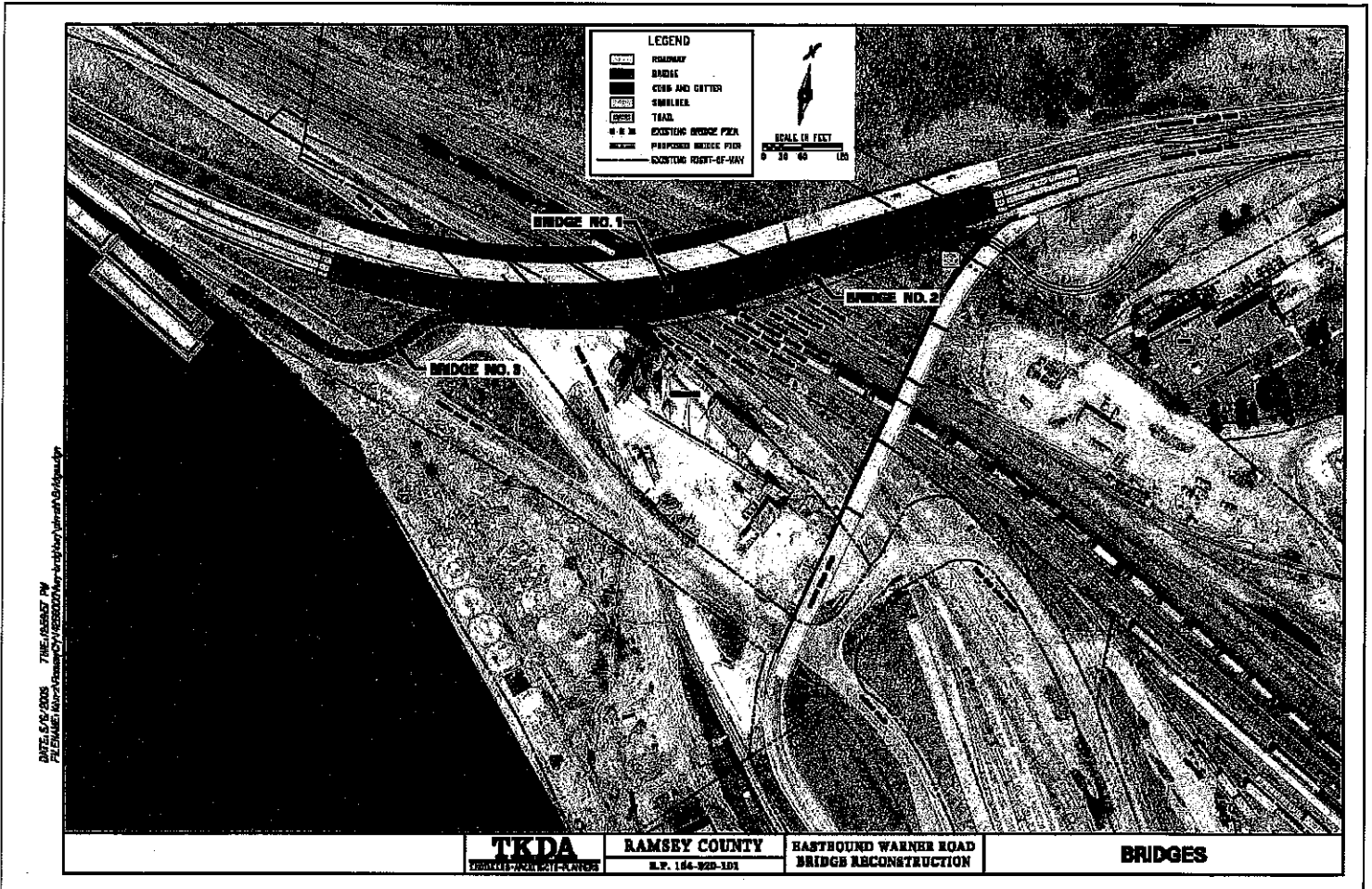


PROJECT LOCATION MAP



RAMSEY COUNTY
 Department of Public Works

*Warner Road (CSAH 36)
 over Childs Road,
 including ramps*



DATE: 6/2/2005 TIME: 10:55:57 AM
 PROJECT: RAMSEY COUNTY 154-928-101 HOUND WARNER ROAD BRIDGE RECONSTRUCTION

TKDA
TRANSPORTATION DESIGN ASSOCIATES, INC.

RAMSEY COUNTY
S.P. 154-928-101

HOUND WARNER ROAD
BRIDGE RECONSTRUCTION

BRIDGES

Preliminary Layout

SPONSORING AGENCIES: The project is under the jurisdiction of Ramsey County, with the support of the City of Saint Paul.

PROJECT DESCRIPTION: The proposed work consists of reconstructing the eastbound bridge of a pair of bridges carrying Warner Road (CSAH 36) over Childs Road and nine sets of railroad tracks belonging to the BNSF Railway, CP Rail, and Union Pacific Railroad. The rail corridor has been the subject of study in the East Metro Rail Capacity Study, the Red Rock Commuter Rail Alternatives Analysis, and in the Milwaukee-Twin Cities High Speed Rail Corridor Selection Report. Railroad needs identified in the studies indicated the need for additional tracks under the bridge, which complicated the design process by requiring several different bridge pier alignments to be analyzed. The difficulty in coordinating the design with the various entities has resulted in delays to the project which make meeting the March 31, 2012 sunset date doubtful.

FUNDING CATEGORY: The project has \$5,350,000 on STP Urban Guarantee funding and \$1,040,000 in Transportation Enhancement funding (SP 062-636-006, with a 2015 sunset date) allocated to it.

TOTAL PROJECT COST: The estimated total project cost is \$17,714,231. The local match will be paid with County Turnback funds, CSAH funds, and municipal funds.

PROJECT PROGRESS:

- **Environmental Documentation-** An Environmental Assessment (EA) was prepared for this project and distributed for early agency review in 2009. It will be revised prior to final design and a request for a Finding of No Significant Impact (FONSI) will be requested.
- **Construction Plans-** An alternatives analysis and preliminary plans were prepared by TKDA, Inc., and the Preliminary plans were submitted to MN/DOT on November 28, 2011. The final design will be completed in early 2012.
- **Right of Way Acquisition-** A Right of Way plan is being prepared as part of the final design contract. When it is complete, RFPs for appraisal and acquisition services will be sent out to pre-approved consulting firms. It is anticipated that approximately 11 parcels will require permanent and/or temporary easements and we expect right of way acquisition to be complete in 2012.
- **Permits-** Permits and approvals are required from MN/DOT, the FHWA, the Capitol Region Watershed District and Ramsey-Washington Metro Watershed District, all affected railroads, and the City of Saint Paul.
- **Expenditures to Date-** Approximately \$300,000 has been spent on this project so far for preliminary design services and environmental studies.

JUSTIFICATION FOR SUNSET DATE EXTENSION REQUEST:

- This project was scheduled to go to final design in January 2011, but in November 2010 the Ramsey County Regional Rail Authority alerted the project manager of concerns about compatibility of the proposed bridge pier placement with rail expansion projects, particularly the possible high-speed rail line proposed between the Twin Cities and Chicago. The East Metro Rail Capacity study, and alternatives considered in the Red Rock Commuter Rail Alternatives Analysis exposed additional potential conflicts, necessitating revisions of the preliminary design and delaying the start of the final design process. These delays to the design process, in turn, delayed the acquisition of right of way and construction easements.
- In late 2011, agreement was reached on a preliminary design concept that accommodated the various railroad concerns and in mid-November 2011 a layout was distributed to the railroad interests for comment. We are preparing to advertise for a final design consultant in January 2012. However, this process has made it impossible to meet the March 31, 2012 sunset date.

- The financial impact of this project not meeting its sunset date and being let in the 2013 would be limited to the local funding match being increased to account for any inflationary cost over the 2012 costs. No quantifiable costs to the region could be attributed to delaying the project for one year.
- This project implements regional policies by replacing a structurally deficient non-freeway Principal Arterial bridge with one that will accommodate not only the predicted roadway traffic but also identified improvements to the regional freight and passenger rail infrastructure.
- If the sunset date extension is not allowed, a structurally and functionally deficient Principal Arterial bridge will remain in service past its useful lifespan. In addition, important pedestrian safety features that are planned to be constructed under SP 062-636-006 cannot be built.
- The delays that have prompted this sunset date extension request have been resolved. If the sunset date extension is approved, Ramsey County will contract for final design services and complete the design in time to construct the project in the 2013 construction season.

Warner Road Bridge Timeline

2009

January – TKDA hired as consultants for preliminary bridge design

February- Early notification letters sent out for Project Memo

April – Public Open House Meeting

May – Office of Environmental Studies determined Geomorphology study needed

June– Transportation Enhancement application made for pedestrian bridge funding

July – Meeting with City of St. Paul, Mee Moua, Ken Haider, John Mackzo regarding park dedication along river and bridge placement

September – Request by MN/DOT State Aid to defer project 1 year

November – Work on project memo continues

2010

February – Geomorphology study completed

March-April – Meetings with Port Authority, Cemstone and DNR

May – Design of east bound prestressed concrete beam (PCB) submitted to CP, BNSF and UP

June – August – Design of long span steel option due to railroad issues with PCB option

September – Coordination with TranSystems on future rail expansion for steel option

November – Meeting with Colleen VanWagner, Merry Daher, and Dave Conkel regarding funding options for steel

December – Meeting with Cemstone on new steel bridge option

2011

January – March – Work continues on steel design and funding option

April – High Speed InterCity Passenger Rail funding application

May – Meet with railroads regarding a modified PCB option that includes modification to the westbound bridge

June – December – Completion of preliminary engineering and project memo

October- Decision to construct a Prestressed Concrete Beam bridge reached

2012

January- Projected final design consultant selection

PROGRESS SCHEDULE FOR SUNSET EXTENSION

ENVIRONMENTAL DOCUMENTATION

EA PROJECT MEMORANDUM
 Completed/Approved
Date of approval _____
 Not Complete
Anticipated Date of Completion 1/15/12

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
Date of approval _____
 Not Complete
Anticipated Date of Completion _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved
Date of approval _____
 Not Complete
Anticipated Date of Completion _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____
 Not Complete
Anticipated Date of Completion 5/31/12

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A)
Date _____
 Not Complete
Anticipated Date of Completion 12/12

LETTING

Anticipated Letting Date 2/15/13