

ACTION TRANSMITTAL No. 2014-66

DATE: October 6, 2014

TO: Transportation Advisory Board

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

SUBJECT: 2014-2017 TIP Amendment for US 52 Cable Median Barriers – Streamlined Process

REQUESTED ACTION: MnDOT requests an amendment to modify the scope and budget for the US 52 Highway Safety Improvement Program project for construction of a cable median barrier in state fiscal year 2015 (SP# 1907-107).

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment to the 2014-2017 TIP to modify the scope and budget for the US 52 cable median barrier project (SP #1907-107).

BACKGROUND AND PURPOSE OF ACTION: SP 1901-107 (STIP Seq. #A2239) is currently programmed in SFY 2015 and was added into the 2014-2017 TIP on 1/22/2014 in an amendment that added 24 projects for the HSIP (Highway Safety Improvement Program) allocation for years 2014, 2015, and 2016. The current project is for the construction of a cable median barrier project on US 52 from CSAH 46 to the north junction of TH 55 and US 52.

The amendment is needed to clarify the northern end of the project. There is a 975 ft. gap in existing cable median barrier and the project's current northern terminus. This change will allow the project to move approximately 3,500 ft. or 0.7 miles in order to meet up with existing cable median barrier that starts at CSAH 26. While of cable median barrier is being added, the project cost is being reduced, from \$1,600,000 to \$1,200,000, because there will be less cable median barriers installed throughout the project due to an area of a wide median (200-300 ft. wide median) just north of the junction of US 52 and US 55.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the state and federal funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings. This

amendment meets the criteria for using the TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Recommend	October 6, 2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

Please amend the 2014-2017 Transportation Improvement Program (TIP) to document a project change and cost decrease in the following 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	ATP	DIS T	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
A2239	2015	M	M	US 52	1907-107	MnDOT	CONSTRUCT CABLE MEDIAN BARRIER FROM CSAH 46 TO CSAH 26	8.8

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHE R \$
SH	MEDIAN BARRIER	HSIP	\$1,200,000	\$1,080,000			\$120,000	

PROJECT BACKGROUND:

SP 1901-107 (STIP Seq. #A2239) is currently programmed in SFY 2015 and was added into the 2014-2017 TIP on 1/22/2014 in an amendment that added 24 projects for the HSIP (Highway Safety Improvement Program) allocation for years 2014, 2015, and 2016. The current project is for the construction of a cable median barrier project on US 52 from CSAH 46 to the north junction of TH 55 and US 52.

The amendment is needed to clarify the northern end of the project. There is a 975 ft. gap in existing cable median barrier and the project's current northern terminus. This change will allow the project to move approximately 3,500 ft. or 0.7 miles in order to meet up with existing cable median barrier that starts at CSAH 26. While of cable median barrier is being added, the project cost is being reduced, from \$1,600,000 to \$1,200,000, because there will be less cable median barriers installed throughout the project due to an area of a wide median (200-300 ft. wide median) just north of the junction of US 52 and US 55.

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 MnDOT Adjustment of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other (no additional funds are needed) X

SP 1901-107 is currently programmed in SFY 2015 of the TIP with a total of \$1,200,000 including \$1,080,000 federal funds and \$120,000 in state matching funds. The total project cost is decreased from \$1,600,000 to \$1,200,000 including \$378,000 in federal funds and \$42,000 in state funds. The costs is also being reduced because there will be less cable median barriers installed due to areas of very wide median (200-300 ft. wide median) just north of the junction of US 52 and US 55.

The federal and state funds currently programmed in SFY 2015 of the 2014-2017 TIP 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 April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014.

AIR QUALITY CONFORMITY:

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

* Exempt from regional level analysis: S-9 (Guardrails, median barriers, crash cushions).