

ACTION TRANSMITTAL No. 2016-61

DATE: December 7, 2016

TO: Transportation Advisory Board

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

SUBJECT: 2017-2020 Streamlined TIP Amendment: I-35 Maintenance and Bridge Replacement

REQUESTED ACTION: MnDOT requests an amendment to the 2017-2020 Transportation Improvement Program (TIP) to increase the cost and separate elements from its I-35 maintenance and bridge replacement project (SP# 8280-47).

RECOMMENDED MOTION: That the Transportation Advisory Board adopt the amendment to the 2017-2020 TIP to increase the cost and separate elements from MnDOT's I-35 maintenance and bridge replacement project (SP# 8280-47).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to update the scope and cost of a concrete overlay and bridge project in Anoka and Washington Counties on I-35 near the City of Forest Lake. In addition, the amendment will eliminate work from the project's scope and create separate project lines for projects involving the MN 97 Bridge over I-35 and improvements to the Forest Lake Weigh Station.

This project is scheduled to be let in 2018, but the amendment is needed now because the delivery method proposed to change to design-build, which requires federal authorization of the project before the request for proposals (RFP) can be released for advertisement to allow contractors to review and submit bids later in the spring of 2017 and then project letting in State Fiscal Year 2018.

The changes to the project (SP# 8280-47) include an increase in cost due to the project delivery method change from design bid build, to design-build. This change adds to the initial cost of the project, but design-build provides for more controlled costs of the life of the project, mostly by preventing the project from being subject to cost overruns and supplemental agreements.

In addition to the cost change this amendment will eliminate work from the scope of SP 8280-47 and create separate lines of the TIP for the following projects:

- The MN 97 Bridge over I-35 (SP# 0283-28). Anoka County is contributing a larger share to this project and the project limits are being extended. Because of this extension bringing the project beyond the interstate system, this portion of the project is not eligible for the federal funding share of 90% federal and 10% local, but will be an 80%/20% split. Anoka County is also contributing additional funding toward the replacement MN 97 Bridge as a Diverging Diamond Interchange bridge. For federal authorization clarity, the new line in the TIP is needed.

- Improvement to the Forest Lake Weigh Station (SP# 0283-31 and 0283-31AC). The Office of Freight and Commercial Vehicles Operations has an upcoming project that is going to be added to this project. The funding to improve the weigh station is programmed for state fiscal year 2019, so the work will be advanced constructed in 2018, with payback in 2019.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be 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 cost increase will be offset by moving a project or projects out of fiscal year 2018. This movement will happen as MnDOT creates its program for the 2018-2022 TIP/STIP. This will allow for this project to be fully funded, therefore maintain fiscal constraint. Additionally, the costs for the projects that are being separated out from the main project are from the addition of freight and local funding from Anoka County and a MnDOT National Highway Freight Program setaside. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is 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 streamlined following recommendation for streamlining by the TAC Executive Committee.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Recommend for Streamlining	12/7/2016
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify the following project in program year 2018.

PROJECT BACKGROUND:

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

This amendment is needed to update the scope and cost of a concrete overlay and bridge project in Anoka and Washington Counties on I-35 near the City of Forest Lake. In addition, the amendment will eliminate work from the scope of SP 8280-47 and create separate project lines in the TIP for projects involving the MN 97 Bridge over I-35 and improvements to the Forest Lake Weigh Station.

This project is scheduled to be let in 2018, but the amendment is needed now because the delivery method proposed to change to design-build, which requires federal authorization of the project before the request for proposals (RFP) can be released for advertisement to allow contractors to review and submit bids later in the spring of 2017 and then project letting in State Fiscal Year 2018.

The changes to SP 8280-47 include an increase in cost due to the project delivery method change from design bid build, to design-build. This change adds to the initial cost of the project, but design-build provides for more controlled costs of the life of the project, mostly by preventing the project from being subject to cost overruns and supplemental agreements.

In addition to the cost change this amendment will eliminate work from the scope of SP 8280-47 and create separate lines of the TIP for the following projects:

- The MN 97 Bridge over I-35 (SP# 0283-28). Anoka County is contributing a larger share to this project and the project limits are being extended. Because of this extension bringing the project beyond the interstate system, this portion of the project is not eligible for the federal funding share of 90% federal and 10% local, but will be an 80%/20% split. Anoka County is also contributing additional funding toward the replacement MN 97 Bridge as a Diverging Diamond Interchange bridge. For federal authorization clarity, the new line in the TIP is needed.
- Improvement to the Forest Lake Weigh Station (SP# 0283-31 and 0283-31AC). The Office of Freight and Commercial Vehicles Operations has an upcoming project that is going to be added to this project. The funding to improve the weigh station is programmed for state fiscal year 2019, so the work will be advanced constructed in 2018, with payback in 2019.

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 by deferral of other projects X
- Earmark or HPP not affecting fiscal constraint
- Other

The increase in cost of SP 8280-47 is due to the change to the design-build delivery method. The increase created by changing to the design build method will be fiscally constrained by moving a project or projects out of fiscal year 2018 that total approximately \$8,308,000. This movement will happen as MnDOT creates its program for the 2018-2022 TIP/STIP. This will allow for this project to be fully funded, therefore maintain fiscal constraint.

In addition, the costs for the projects that are being separated out from the main project are from the addition of freight and local funding from Anoka County and a MnDOT District C National Highway Freight Program setaside (SP 880C-NHFP-19). This statewide setaside was allocated to the project in late August 2016 by the MnDOT Transportation Program Investment Committee. These funds will fully fund the bridge and weigh station portions of the project. Therefore, fiscal constraint is maintained for the new projects.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

*NC: Non-classifiable.

SP 8280-47

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
1532	2018	M	M	I-35	8280-47	MNDOT	<p>**ELLA**AC**SPP**I35, I35E FROM 0.6 MI N OF 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM 2.3 MI N OF MAIN ST TO JCT I35/I35W/I35E IN LINO LAKES AND ON I35 FROM JCT I35/I35W/I35E TO 0.8 MI N OF US 8 IN CITIES OF COLUMBUS AND FOREST LAKE CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815, 02804, 02806 AND SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (AC PROJECT, PAYBACK IN FY19)</p> <p>**ELLA**SPP**I35, I35E FROM 0.6 MI N OF 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM 2.3 MI N OF MAIN ST TO JCT I35/I35W/I35E IN LINO LAKES AND ON I35 FROM JCT I35/I35W/I35E TO 0.8 MI N OF US 8 IN CITIES OF COLUMBUS AND FOREST LAKE- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815 (82871), 02804 (02826), REHAB BRIDGE 02801 (INSTALLATION OF PIER STRUTS) (ASSOCIATED TO SP 0283-28, SP 0283-31)</p>	7.1	RD	UNBONDED CONCRETE OVERLAY	NHPP	49,695,000	44,635,500	900,000	-	5,059,500	-
											53,100,000	47,790,000			5,310,000		

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILE S	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
	2018	M	M	TH 97	0283-28	MNDOT	*SPP**TH 97, FROM 0.1 MI W OF THE WESTERN RAMP TERMINALS TO 850 FT. W OF THE COUNTY LINE - REPLACE BRIDGE 02806 (02818) AND APPROACHES (ASSOCIATED TO 8280-47, SP 0283-31)	0.4	BR	BRIDGE REPLACEMENT	STBG	\$7,500,000	\$2,800,000	-	-	\$700,000	\$4,000,000
	2018	M	M	I-35	0283-31	MNDOT	**ELLA***AC** SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (AC PROJECT, PAYBACK IN FY19) (ASSOCIATED TO SP 8280-47, SP 0283-28)	-	RS	WEIGH STATION	NHFP	\$500,000	360,000	-	-	140,000	-
	2019	M	M	I-35	0283-31AC	MNDOT	**AC***ELLA***AC** SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (AC PROJECT, PAYBACK IN FY19)	-	RS	WEIGH STATION	NHFP	\$900,000	-	900,000	-	-	-