

**ACTION TRANSMITTAL No. 2016-51**

**DATE:** October 12, 2016

**TO:** Transportation Advisory Board

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

**SUBJECT:** 2017-2020 Streamlined TIP Amendment: Minnesota Department of Transportation I-94 Resurfacing

**REQUESTED ACTION:** The Minnesota Department of Transportation requests an amendment to the 2017-2020 Transportation Improvement Program (TIP) to adjust the cost and description for its I-94 bituminous pavement resurfacing project (SP# 2781-432).

**RECOMMENDED MOTION:** That the Transportation Advisory Board adopt the amendment to the 2017-2020 TIP to adjust the cost and description for MnDOT's I-94 bituminous pavement resurfacing project (SP# 2781-432).

**BACKGROUND AND PURPOSE OF ACTION:** This amendment is requested to update the total project cost and description to the Minnesota Department of Transportation's (MnDOT) I-94 bituminous pavement resurfacing project from Nicollet Ave in Minneapolis to Shingle Creek Parkway in Brooklyn Center. This amendment was triggered by change to the number of bridges included in the project. As final plans and costs were reviewed, it was determined the budget allocated to bridges was inadequate to address 53 bridges. MnDOT prioritized the bridges and the number was reduced to 50. Per the TIP amendment guidance, this change requires an amendment.

Additionally, the project received additional funding to complete corridor lighting improvements. The cost of the lighting is \$7,000,000. By completing the lighting with the pavement project in 2017, the impact on corridor mobility and reliability is reduced in the future as additional traffic control would be necessary for a stand-alone lighting project.

**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 federal and state funds are sufficient to fully fund the project. 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.

**COMMITTEE COMMENTS AND ACTION:** This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend for Streamlining	10/7/2016
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 2017. This project is being submitted with the following information:

**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
	2017	M	M	I-94	2781-432	MNDOT	<p><del>**SPP**I94, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB &amp; GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON 53 BRIDGES AND BRIDGE RAILING</del></p> <p>**SPP**I94, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER-BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB &amp; GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON <u>50</u> BRIDGES AND BRIDGE RAILING, AND CORRIDOR LIGHTIING</p>	9.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RD	BITUMINOUS OVERLAY	NHPP	43,355,000	39,019,500	-	-	4,335,500	-
			50,355,000	45,319,500			5,035,500	

**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 description of a bituminous pavement resurfacing project on I-94 from Nicollet Ave in Minneapolis to Shingle Creek Parkway in Brooklyn Center in 2017.

The pavement improvement is the main portion of the project; there is also work on ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, traffic management systems (TMS), and rehabilitation on multiple bridges and bridge railings. The cause that triggered this amendment is the change to the number of bridges included in the project. As final plans and costs were reviewed, it was determined the budget allocated to bridges was inadequate to address 53 bridges. MnDOT prioritized the bridges and the number was reduced to 50. Per the TIP amendment guidance, this change requires an amendment.

Additionally, the project received additional funding to complete corridor lighting improvements to be done with the construction. The cost of the lighting is \$7,000,000. Adding this lighting work and cost to the project does not meet the guidance to trigger a formal amendment, but the project is being updated in the TIP in order for project clarity and to allow federal authorization to happen in early December 2016. By completing the lighting with the pavement project in 2017, the impact on corridor mobility and reliability is reduced in the future as additional traffic control would be necessary for a stand-alone lighting project.

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

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

There is no change to the costs of the project outside the lighting. The additional funding for the lighting portion of the work is being entirely funded with a MnDOT District C lighting setaside (SP 880C-LGH-17). This is a statewide lighting setaside that was allocated to the project in late August 2016 by the MnDOT Transportation Program Investment Committee. This will fully fund the lighting portion of 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 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)

\*Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules

## SP 2781-432 Bridge and Work Types

#	Bridge Number	Bridge description	Cost Estimate	Primary Work 1	Primary Work 2
1	27003	WHITNEY PED. BR. BET SCUPTURE GARDEN & LORING PARK	\$ 20,000	Paint	Pier Base Grout
2	27549A	42ND AVE N (CAMDEN BRIDGE)/94	\$ 41,000	Paint	Surface Finish
3	27715	LYNDALE AVE NB /94	\$ 115,000	Remove Loose Concrete	Surface Finish
4	27717	94/SHINGLE CREEK	\$ 609,920	Joint Type A	PPC Wear Course
5	27726	94 EB OFF RAMP/GLENWOOD AVE	\$ 1,222,920	Structural Concrete	PPC Wear Course
6	27726A	94 SB OFF RAMP/BNSF RR & UP RR	\$ 197,920	Surface Finish	Pier Column
7	27726B	94 SB OFF RAMP/LYNDALE AVE N & RR	\$ 494,920	Conc Wear Course	Remove and Patch Slab
8	27727	94/GLENWOOD AVE & RR	\$ 1,980,920	Deck Planing	Temp Struc Support
9	27727A	94 NB OFF RAMP/GLENWOOD AVE	\$ 1,123,920	Paint	Temp Struc Support
10	27727B	94 SB ON RAMP/GLENWOOD AVE	\$ 1,793,920	GFRP Conc Patch	Temp Struc Support
11	27728	94 NB ON RAMP/GLENWOOD & RR	\$ 1,127,920	Remove and Patch Slab	Temp Struc Support
12	27776E	394 WB ON RAMP OVER WB 94	\$ 9,000	Surface Finish	Seal Cracks
13	27776F	394 EB ON RAMP OVER WB 94	\$ 119,000	MMA Flood Seal	Surface Finish
14	27781	4TH ST RAMP/94	\$ 95,920	Remove Loose Concrete	Surface Finish
15	27782	7TH ST N/94	\$ 110,000	Remove Loose Concrete	Surface Repair
16	27792	394/94	\$ 480,920	MMA Flood Seal	Concrete Patch
17	27793	94 UNDER 94 NB OFF RAMP	\$ 669,920	Remove Concrete	Structural Concrete
18	27794	394 EB OFF RAMP/94	\$ 94,000	Structural Concrete	Remove Loos Concrete
19	27796	PLYMOUTH AVE OVER 94	\$ 121,920	Paint	Waste Disposal
20	27798	394 WB ON RAMP/94	\$ 80,000	Structural Concrete	Silane
21	27799	94/DUNWOODY BLVD	\$ 1,166,920	Conc Wear Course	Remove Concrete
22	27799R	94 EB ON RAMP/LYNDALE AVE SB	\$ 460,920	Chip Seal	Remove and Patch Slab
23	27805	94 WB/TH 252 SB	\$ 1,292,920	Bridge Slab Conc	Remove Concrete
24	27806	57TH AVE/94	\$ 42,000	Remove Loose Concrete	Chase Method Seal
25	27807	53RD AVE/94	\$ 41,000	Remove Loose Concrete	Surface Finish
26	27808	49TH AVE N/94	\$ 51,000	Remove Loose Concrete	Clean Paint
27	27810	94/PED PATH	\$ 625,920	Expansion Joint A	PPC Wear Course
28	27812	DOWLING AVE/94	\$ 56,000	Remove Loose Concrete	Surface Finish
29	27813	LOWRY AVE/94	\$ 51,000	Remove Loose Concrete	Surface Finish
30	27814	26TH AVE N/94	\$ 61,000	Remove Loose Concrete	Surface Finish
31	27815	BROADWAY AVE/94	\$ 161,000	MMA Flood Seal	Remove Loose Concrete
32	27819	41ST AEV N/94	\$ 65,000	Remove Loose Concrete	Surface Finish
33	27821	CP RAIL RR BR, JUST NORTH OF 42ND AVE N	\$ 5,000	Remove Downspout	-

34	27831	394 OVER DUNWOODY BLVD	\$	385,920	Conc Wear Course	Remove and Patch Slab
35	27831C	394 WB ON RAMP/EB AND WB 94	\$	915,920	Temp Structural Support	Conc Wear Course
36	27832	LOWRY HILL TUNNEL/94	\$	579,920	Ceramic Tile	Concrete Barrier
37	27834	35W PORTLAND TUNNEL/94	\$	151,920	Ceramic Tile	Seal Tunnel Joints
38	27836	LASALLE AVE/94	\$	147,000	Paint	GFRP Conc Patch
39	27837	NICOLLET AVE/94	\$	130,000	Paint	Remove Loose Concrete
40	27838	94 UNDER 1ST AVE S	\$	105,000	Bearing Assemblies	Remove Loose Concrete
42	27909	94/SHINGLE CREEK	\$	238,920	Pile Wrap	Conc Wear Course
43	27910	SHINGLE CREEK PKWY/94	\$	161,000	Remove Loose Concrete	Pier Column
44	27913	94 WB/TH100 SB ON RAMP	\$	32,000	Remove Loose Concrete	GFRP Conc Patch
45	27914	94 WB/TH 100 NB OFF RAMP	\$	32,000	Remove Loose Concrete	GFRP Conc Patch
48	27929	94 UNDER DUPONT AVE	\$	82,000	GFRP Conc Patch	Remove Loose Concrete
49	27961	94 WB OFF RAMP/LYNDAL & HENNEPIN AVE	\$	273,920	Expansion Joint A	Paint
50	27962	94 EB UNDER TH100 SB	\$	79,920	GFRP Conc Patch	Pier Column
51	27965	94 EB ON RAMP/LYNDAL AVE & RAMP	\$	193,920	Structural Concrete	Conc Surface Repair
52	27966	GROVELAND AVE/94	\$	118,920	Structural Concrete	Remove Concrete
53	27982	94 EB & EB ON RAMP UNDER TH 100	\$	83,000	GFRP Conc Patch	Remove Concrete
<b>Total:</b>	<b>50 Bridges</b>		<b>\$</b>	<b>18,300,000</b>		
	Cap Amount		\$	18,300,000		