



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

(763) 862-4200 FAX (763) 862-4201

November 12, 2012

Karl Keel, Chair
 TAC Funding and Programming Committee
 Metropolitan Council
 390 N. Robert St.
 St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP)
 State Project Number: 002-614-035
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2013 of the TIP. The 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)	MILES
1499	2013	M	M	PED/BIKE	002-614-035	Anoka County	Over 35W in Lino Lake – Construct Ped/Bike bridge along CSAH14	.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Pedestrian Bike Bridge	TEA	\$1,220,549	\$263,813	0	0	0	\$956,736 Local, County, and County State Aid

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).

Project 002-614-035 (Sequence # 1499) is in SFY 2013 of the 2013-2016 TIP with \$263,813 in federal funds and \$65,953 in local funds for a total project cost of \$329,766.

As the project moved into final design it became evident that the preliminary estimate was quite low.

- The proposed structure created is five feet wider than estimated (17 feet versus 12 feet).
- A reinforced soil slope was used to avoid wetland impacts and was not included in the estimate.
- The drainage items were assumed in the estimate.
- Ornamental railing was not accounted for in the estimate.
- Traffic control on I-35W was not accounted for in the estimate.
- The estimated square foot cost for the bridge was less than half of the current estimate.

The project total cost has been increased to \$1,220,549. Federal funds will remain the same at \$263,813 and the local cost will increase to \$956,736 using Local, County and County State Aid funds.

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

- New Money – _____
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment _____
of other projects
- Earmark or HPP federal funds outside ATP _____
target
- Other _____ X*

The County is not requesting any additional federal funds for the project. Local, County, and County State Aid funds will be utilized to cover the increased cost of the project. \$263,813 Federal and \$956,736 Local, County, and County State Aid funds are sufficient to fully fund this project therefor fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update 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
- Exempt from project level analysis*..... X
- Exempt by virtue of interagency consultation*.....
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category #AQ2-Bridge & Pedestrian Facilities Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Curt Kobilarcsik at 763-862-4200.

Sincerely,



Curt Kobilarcsik, P.E.
Anoka County Engineering Program Manager

cc: Jon P. Solberg, Metro Program Management
Cynthia Krumsieg, Metro Program Management
Heidi Schallberg, Metropolitan Council