

Transportation Committee

Meeting date: January 13, 2014

For the Metropolitan Council meeting of January 22, 2014

Subject: 2014-2017 TIP Amendment for CSAH 17 from Vierling Dr. to TH 169 in Shakopee

District(s), Member(s): 4 – Van Eyll

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)
Mark Filipi, Manager, MTS Technical Services (651-602-1725)
Heidi Schallberg, Senior Planner (651-602-1721)

Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the project scope for CSAH 17 by adding mill and overlay and pavement rehab to the original project scope and specifying some of the original elements not included in the original description (signal communication interconnect, red light running system, turn lanes).

Background

In the 2009 Highway Safety Improvement Program (HSIP) solicitation, the City of Shakopee received \$1,101,600 in federal funding for traffic signal rebuild, including turn lanes, on Scott County CSAH 17 from Vierling Dr. to TH 169 in Shakopee. This amendment would modify the project scope to add locally-funded pavement rehabilitation work that was identified as a need as the project proceeded. Adding this locally-funded rehabilitation work would coordinate road work and eliminate additional construction disruption if the work was being done separately.

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Funding

The project is fully funded with the existing federal and local funds.

Known Support / Opposition

No known opposition.

November 12, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to add locally funded pavement preservation work to a project in State Fiscal Year (SFY) 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	ACT	DIS	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2014	M	M	CSAH 17	166-020-014	SHAKOPEE	ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, SIGNAL COMMUNICATION INTERCONNECT, RED LIGHT RUNNING SYSTEM, TURN LANES AND FROM 17 TH AVE TO 10 TH AVE, MILL AND OVERLAY; ON VIERLING DRIVE FROM SAGE LN TO MILLER ST-PAVEMENT REHAB	1 mi

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SH	GRADE AND SURFACE	HSIP	\$2,220,000	\$1,101,600	0	0	0	\$1,118,400 (CITY OF SHAKOPEE AND SCOTT COUNTY)

PROJECT BACKGROUND:

1. This amendment is needed to add locally funded pavement preservation work to project SP 166-020-014 and to adjust the project description to reflect the additional work.

The original project included the construction of additional left turn lanes, rebuilding signal systems, signal communication interconnect and a red light running system. Following initial project scoping the City of Shakopee and Scott County evaluated the road surface conditions within and adjacent to the project area and determined CSAH 17 - from 17th Avenue to 10th Avenue - and Vierling Drive - from Sage Lane to Miller Street - were both in need of pavement rehabilitation.

Due to the close proximity of the safety and pavement needs the pavement rehabilitation work has been incorporated into the scope of the HSIP project. The combined projects will provide the same safety and operational benefits of the HSIP project originally awarded to the City of Shakopee in 2009. No elements are being removed from that project.

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 Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other X* _____

*SP 166-020-014 is currently programmed in SFY of the 2014-2017 STIP with a total cost of \$2,220,000, with \$1,101,600 in federal HSIP funds and \$1,118,400 in local funds. The local contribution comprises the requisite ten percent HSIP local match and 100 percent of the pavement rehabilitation and mill and overlay work being added through this amendment.

The total project cost was updated during development of the 2014-2017 TIP/STIP to reflect the addition of local work and as a result there is no change in project cost.

The \$1,101,600 in federal funds currently programmed in SFY 2014 have not changed and when combined with \$1,118,400 in local funds are sufficient to fully fund SP 166-020-014, 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 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
- N/A (not in a nonattainment or maintenance area)....._____

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed changes and determined the project is exempt from regional analysis (code E-1).

Sincerely,

Bruce Loney
Public Works Director
City of Shakopee

cc: Cindy Krumsieg, MnDOT Metro Program Management
Ryan Gaug, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Heidi Schallberg, Metropolitan Council