

Transportation Committee

Meeting date: October 27, 2014

For the Metropolitan Council meeting of November 5, 2014

Subject: 2015-2018 TIP Amendment for MnDOT: US 52 Cable Median Barriers

District(s), Member(s): 13 – Kramer

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)

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Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) 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).

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 between the 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 cable median barrier is being added, the project cost is being reduced from \$1,600,000 to \$1,200,000, because there will be fewer cable median barriers installed throughout the project due to an area of a 200-300 ft. wide median just north of the junction of US 52 and US 55.

Note that TAB approved this amendment as part of the 2014-17 TIP. Because this TIP is about to be retired in favor of the 2015-18 TIP, the Council action concurs with the TAB action to modify the project scope and budget, but amends the 2015-2018 TIP rather than the 2014-2017 TIP. As of October 23, 2014, the FY 2015-2018 TIP is still in federal review. Should this amendment be accepted by the Council prior to federal approval of the 2015-2018 TIP, it will not be official until after that federal approval is granted.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the state and federal 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. This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014.

Funding

The project is fully funded with federal and state funds.

Known Support / Opposition

No known opposition.

Please amend the 2015-2018 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 programmed in SFY 2015 of the 2015-2018 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).