



MAPLEWOOD

Together We Can

March 14, 2012

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

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 138-010-018 & 6211-90
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to add SP #138-010-018 into SFY 2012 and SP #6211-90 in SFY 2013 of the 2012-2015 TIP. These projects are 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
1954	2012	M	M	MN 36	138-010-018	Maplewood	From Hazelwood St. to TH 61 in Maplewood-Construct interchange at English St.	1.2
	2012	M	M	MN 36	6211-90	Maplewood	From Hazelwood St. to TH 61 in Maplewood-Reconstruct MN 36, access closure at Hazelwood and Gervais St. realignment.	1.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RC	Grade, Surface and Bridge	UG	\$12,250,000	\$7,280,000	0	0	0	\$4,970,000 (\$4,220,000 (City of Maplewood) \$750,000 (RamseyCounty))
RC	Grade, Surface and Bridge	SF	\$4,475,000	0	0	0	\$4,475,000	0

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).

The project was originally proposed to be a split diamond interchange along MN 36 between English Street on the east and US 61 on the west. Other improvements included frontage roads on both the north and south sides of MN 36, modifications to the MN36/US61 interchange and installation of four traffic signals (two along the TH 61 and two at the English Street ramp terminal intersections). Minor improvements to the local roadway system would also be required including, the elimination of the right-in/right out access points along MN 36 at Atlantic Street and Hazelwood Street.

On June 22, 2011 a TIP amendment was passed for a scope change to the original project that was selected in the 2009 solicitation. The scope changed included a full diamond interchange at MN36 and English Street instead of a split diamond interchange. This scope change raised the cost of the project from approximately \$9 million to \$10,100,000, with the City of Maplewood covering the increased costs.

Project 138-010-018 (Sequence # 1954) is currently in SFY 2014 of the 2012-2015 TIP with \$7,280,000 in federal funds and \$2,820,000, in local funds for a total project cost of \$10,100,000. A formal amendment is needed to identify increased costs and to advance the project to SFY 2012.

As the project progressed through design it became evident that profile and alignment corrections on MN 36 should be addressed during the MN36 /English interchange construction. These changes impacted the cost of the project in significant ways:

- Vertical crest and sag points in the roadway could only be corrected with the reconstruction of approximately ½ mile of MN36.
- A large storm sewer was added to resolve a drainage problem near the TH 36/Vento Trail Bridge.
- The road alignment changed from rural to an urban design to match existing alignment west of the project area.

The project total cost has been increased by \$6,625,000 to \$16,725,000. Federal funds will remain the same at \$7,280,000, MnDOT will contribute funds in the amount of \$4,475,000 in state TH funds to cover the profile and alignment corrections on MN 36 and the local cost will increase to \$4,970,000.

The project is shown in two lines for STIP purposes only.

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 X*
- Earmark or HPP federal funds outside ATP _____
target _____
- Other _____

* The federal funding on this project will remain at \$7,280,000, as identified in SFY 2014 (Seq #1954) of the current 2012-2015 STIP. Project 163-010-038 (SEQ 1591) with \$7,630,000 in federal funds and \$10,770,000 in local funds has been deferred from SFY 2012 to SFY 2013 of the 2012 -2015 STIP. The federal funds available from the deferral of this project are sufficient to fund project #138-010-018 (SEQ 1954). These federal funds along with the additional state and local funds is sufficient to fully fund this project, therefore fiscal constraint is maintained.

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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.

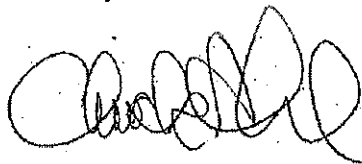
AIR QUALITY CONFORMITY:

- Subject to conformity determination..... YES
- Exempt from regional level analysis*..... _____
- Exempt from project level analysis*..... _____
- Exempt by virtue of interagency consultation*..... _____
- N/A (not in a nonattainment or maintenance area) _____

* The elements of this project have previously been included in the TIP Air Quality Analysis. This project was modeled and will continue to be listed as A-15 under Regional Significant Projects. No changes have been made either to the horizon year or to the capacity increase to the regional system from the original projects.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at (651) 249-2056 or Michael Thompson, City Engineer, at (651) 249-2403.

Sincerely,



Chuck Ahl
Director of Maplewood Public Works and Assistant City Manager

cc: Colleen Van Wagner, Metro State Aid
Jon P. Solberg, Metro Program Management
Cynthia Krumsieg, Metro Program Management