

T Transportation Committee

Business Item
Item :SW 2009-11

Meeting date: January 12, 2009

Metropolitan Council meeting January 14, 2009

ADVISORY INFORMATION

Date:	December 29, 2008
Subject:	2009-2012 TIP Amendment, Griggs Pedestrian Bridge Replacement, SP#6282-62809 (TAB Action 2008-34)
District(s), Member(s):	District 14, K. Beach
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719)
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the TAB action to amend the 2009-2012 Transportation Improvement Program (TIP) to include replacement of the Griggs Pedestrian Bridge located between Lexington Ave. and Hamline Ave. over I-94 in St. Paul.

Background

In November 2008, MnDOT determined it must close the Griggs Avenue Pedestrian Bridge over I-94 in St. Paul. The letting date for the new bridge is February 2009, therefore, a TIP amendment is needed.

Rationale

In order to spend Federal Transportation Funds, the project must be in a current TIP.

Funding

The funding will come from a mill and overlay project on I-94 that had been previously delayed.

Known Support / Opposition

MnDOT submitted the TIP amendment to the TAC/TAB. No known opposition.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Donn R. Wiski
Chair

January 6, 2009

County Commissioners

Dennis Berg
Anoka County

Tom Workman
Carver County

Paul Krause
Dakota County

Linda Koblick
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Myra Peterson
Washington County

Municipal Officials

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Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Liz Workman
Burnsville City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Wendy Wulff
Lakeville City Council

Robert Lillgren
Minneapolis City Council

Sandy Hewitt
Plymouth City Council

Russ Stark
St. Paul City Council

William Hargis
Mayor of Woodbury

Citizen Members - Precinct

Steven Schulte - A

Bill Guidera - B

James Meyers - C

Chuck Haik - D

Bart Ward - E

Donn Wiski - F

Jill Smith - G

Ken Johnson - H

Agency Representatives

Peggy Leppik
Metropolitan Council

Scott McBride
Minnesota DOT

Sherry Stenerson
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

Glenn Olson
Transit

Ron Have
Freight

David Gepner
Non-motorized

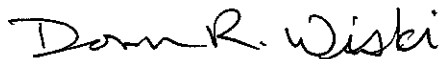
Mr. Peter Bell, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Mr. Bell,

On December 17, 2008, the Transportation Advisory Board (TAB) voted to amend the 2009-2012 Transportation Improvement Program (TIP) to include SP# 6282-62809, replacement of the Griggs Pedestrian Bridge over I-94 in St. Paul.

The TAB forwards this action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2008-34.

Sincerely,



 Donn Wiski
Chair

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2008-34

DATE: January 6, 2009
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: 2009-2012 TIP Amendment; Griggs Pedestrian Bridge Replacement
SP# 6282-62809

MOTION: The TAB amended the 2009-2012 TIP to include replacement of the Griggs Pedestrian Bridge located between Lexington Ave and Hamline Ave. over I-94 in Saint Paul.

BACKGROUND AND PURPOSE OF ACTION:

In November 2008 MnDOT determined that it must close the Griggs Av. Pedestrian Bridge over I-94 in St. Paul due to a loss of concrete from the bottom of the bridge beams that weakened the structure. The existing structure is incapable of carrying acceptable live loads and as a result MnDOT is removing the bridge which is tentatively scheduled for December 6 and 7. The letting date for the new bridge is scheduled for the end of February 2009. This will allow the new bridge to open before the start of the next school year

Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Executive Committee	Review & Recommend	December 3, 2008
Technical Advisory Committee	Review & Recommend	December 3, 2008
TAB Programming Committee	Review & Recommend	December 11, 2008
Transportation Advisory Board	Review & Adopt	December 17, 2008
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

Metro District
 1500 west County Road B-2
 Roseville, MN 55113

Office Telephone: (651) 234-7783
 Fax: (651) 234-7786

December 3, 2008

Allen Lovejoy, Chair
 Transportation Advisory Committee
 Metropolitan Council
 230 East Fifth St.
 Mears Park Centre
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2009-2012 Transportation Improvement Program (TIP)
 State Project Number: 6282-62809

Dear Mr. Lovejoy:

Please amend the 2009 – 2012 Transportation Improvement Program (TIP) to include this project in 2009. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2009	M	M	I	6282-62809	MnDOT	Griggs Pedestrian Bridge located between Lexington Ave. & Hamline Ave. over I-94 in the City of St. Paul – Bridge Replacement	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	HPP AC \$	FHWA Target AC \$	FTA \$	TH \$	OTHER \$
BR	Bridge Replacement	IM	\$1,000,000	\$900,000	0	0	0	0	\$100,000	0

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

On Friday Nov. 14, Mn/DOT determined that it must close the Griggs Ave. Pedestrian Bridge over I-94 in St. Paul. The analysis and inspection of the bridge, in late October, indicated a loss of concrete from the bottom of the bridge beams. After a closer examination, it was determined that the delaminated concrete had weakened the structure. The existing structure is incapable of carrying acceptable live loads and as a result Mn/DOT is removing the bridge. This has been tentatively scheduled for December 6 and 7.

Given the proximity of this bridge to neighborhood destinations and connecting the communities on either side of I-94, Mn/DOT is pursuing a timely replacement of this bridge. The letting date for the new bridge is scheduled for the end of February 2009. This will allow the new bridge to be open prior to the start of the next school year. The speed of this reconstruction will greatly reduce the impacts to the neighborhood and restore a safe crossing of the interstate.

This amendment is needed to identify the project in the 2009-2012 TIP in SFY 2009.

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 * X
 - Earmark or HPP not affecting fiscal constraint _____
 - Other _____

* Fiscal Constraint has been maintained since SP2781-408, I94 Mill and Overlay (Seq. #1743) has been deferred for other reasons from 2009 to 2010 with \$8,280,000 federal funds identified. This provides the \$900,000 federal funds required for adding the pedestrian bridge project to SFY 2009.

Allen Lovejoy
December 3, 2008
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AIR QUALITY CONFORMITY:

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

* Exemption Code- AQ 2 – Bicycle and Pedestrian Facilities

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on December 14, 2004, with FHWA/FTA conformity determination established on February 1, 2005.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7783.

Sincerely,



Pat Bursaw, Director
Planning, Program Management and Passenger Rail
MnDOT Metro District

cc: Marv Lunceford, Metro Program Management
Chris Roy, Metro North Area Manager