

T Transportation Committee
Meeting date: October 26, 2009
Council meeting October 28, 2009

ADVISORY INFORMATION

Date: October 21, 2009
Subject: 2009-2012 TIP Amendment to Add MnDOT ARRA Projects, TAB Action 2009-51
District(s), Member(s): All
Policy/Legal Reference: TAB Action
Staff Prepared/Presented: Arlene McCarthy, Director MTS 651-602-1754
Amy Vennewitz, Dep. Dir. Finance & Planning MTS 651-602-1058
Carl Ohrn, MTS Planning Analyst 651-602-1719
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2009-2012 Transportation Improvement Program (TIP) to include 13 new MnDOT projects and change four existing projects to be funded with savings from the State ARRA Program.

Background

The bids on ARRA projects have been coming in below estimates. In order to spend all of the ARRA funds, MnDOT is identifying 17 projects. Two projects (I-694 in New Brighton and Arden Hills and TH 61 in Cottage Grove) will provide the ability to use additional ARRA funds if bids continue to come in below estimates; otherwise they will be funded with federal formula funds.

Rationale

In order to spend Federal Transportation or ARRA funds, the projects must be in a current TIP, with a description and the funding sources.

“Same week” action by the Council is requested given the ARRA deadlines to use funds and meet MnDOT’s planned letting dates.

Funding

ARRA funds available due to low bids.

Known Support / Opposition

No opposition is know at this time.

TAB Action Transmittal 2009-51

Trunk Highway Formal Amendments

Route: Description	Total Cost	State ARRA Funds	Letting Date
TH 61: Bituminous mill and overlay and pedestrian ADA improvements from Cannon St. to 4th St. in Hastings.	\$1,130,000	\$1,130,000	Dec. 18
TH 5: Bituminous mill and overlay from McKnight Rd. to TH 120 in Maplewood.	\$800,000	\$800,000	Dec. 18
I-35E: Change lane configuration on NB to WB 35E/694 ramp in Little Canada and Vadnais Heights.	\$200,000	\$200,000	Dec. 18
Metrowide: Replace RCS lamps with LED lamps and refurbish control room video wall.	\$500,000	\$500,000	Dec. 18
TH 100: Paving ramp meter bypasses at five locations from southern limits of Robbinsdale to France Av.	\$820,000	\$820,000	Dec. 18
I-94: Redeck two bridges over LRT and city street (#27861) and over I-35W (#27877) in Minneapolis.	\$1,700,000	\$1,700,000	Jan. 22
I-694: Ramp modification and bridge widening (#9602) over northbound I-35W in New Brighton and Arden Hills.	\$2,500,000	\$2,500,000	Dec. 18
TH 13: Reconstruct including TH overpass from TH 169 to 1000 feet east of Louisiana Av. in Savage. (State project, expanded limits and additional work)	\$5,785,000	\$4,900,000	Feb. 1
TH 13: Reconstruct including TH overpass from TH 169 to 1000 feet east of Louisiana Av. in Savage. (County project received STP-UG funds)	\$9,840,000	\$0	Feb. 1
I-94: Mill and overlay, drainage, shoulder reconstruction, etc.. From TH 280 to Western Av. in St. Paul.	\$12,400,000	\$12,400,000	Jan. 22
TH 52: Replace existing RR signals and add advance warning signs north and south of PRG railroad crossing north of Cannon Falls in Randolph Twp.	\$356,000	\$356,000	Nov. 20
I-35E: Reconstruct interchange at I-35E and CSAH 14 in Lino Lakes.	\$2,000,000	\$2,000,000	Nov. 15
TH 61: Concrete overlay from TH 10 to St. Paul Park Rd. in Cottage Grove.	\$24,000,000	\$2,000,000	Jan. 22
Formal Amendment Total	\$62,031,000	\$29,306,000	

Trunk Highway and State Aid Administrative Modifications

Route: Description	Total Cost	State ARRA Funds	Letting Date
I-94: Concrete rehabilitation and bituminous shoulder mill and overlay from east of TH 101 to east of the Fish Lake interchange in Maple Grove.	\$11,030,000	\$11,030,000	Dec. 18
I-94: Bituminous overlay from Crow River to 1.6 miles east of TH 101 in Rogers.	\$4,125,000	\$4,125,000	Dec. 18
I-35W: Construct SB auxiliary lane from TH 10 in Arden Hills to CSAH 23 in Blaine.	\$500,000	\$500,000	Nov. 20
I-694: Unbonded concrete overlay, rehabilitate four bridges over TH 5 and UP Railroad, guardrail, etc... from I-94 to 50th St. in Oakdale.	\$26,000,000	\$9,000,000	Jan. 22
Administrative Modification Total	\$41,655,000	\$24,655,000	

Transportation Advisory Board of the Metropolitan Council of the Twin Cities

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October 21, 2009

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

Mr. Bell,

On October 21, 2009, the Transportation Advisory Board voted to adopt an amendment to the region's 2009-2013 Transportation Improvement Program that adds 13 new highway improvement projects to the Program and revises the descriptions of four others already in the Program. These projects are noteworthy because they will be funded with savings from low bids received on State ARRA transportation projects.

The TAB forwards this action to the Metropolitan Council along with additional information described in TAB action transmittal 2009-51.

Sincerely,



for Bill Hargis, Acting Chair
Transportation Advisory Board

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2009-51

DATE: October 21, 2009
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: 2009-2012 TIP amendment to include projects funded with State ARRA savings.

MOTION: The Transportation Advisory Board amends the 2009-2012 Transportation Improvement Program (TIP) to include 13 new MN/DOT projects and change 4 existing projects to be funded with savings from the State ARRA program.

BACKGROUND AND PURPOSE OF ACTION: In order to authorize all the State ARRA funds, MN/DOT is submitting this TIP amendment to identify 16 projects that will use projected ARRA funds that will be available because of the good bidding climate that construction projects are subject to this year. All of these projects can be implemented within the short ARRA timeframe. Due to the short time frame for the use of this funding, there would not be sufficient time to formally amend additional projects in the current TIP in the event that bids continue to come in low and additional ARRA funds remain in January 2010. There are two projects included (I-694 in New Brighton and Arden Hills and TH 61 in Cottage Grove) that will provide the ability to use any savings in ARRA funds resulting from favorable bids in the lettings between now and January. At this time, these two projects are identified with a small portion of ARRA funds on the attached list. If the bidding climate for ARRA-funded projects remains favorable, some portion of the ARRA funding could be applied to both projects through an administrative modification of the TIP. If no additional ARRA funding is available, the 694 project will be let in January using federal formula funds currently identified in the TIP and the TH 61 project will be dropped and added to the program at a later date. The projects included in this TIP amendment are attached to this action transmittal.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	September 17, 2009
Technical Advisory Committee	Review & Recommend	October 7, 2009
TAB Programming Committee	Review & Recommend	October 21, 2009
Transportation Advisory Board	Review & Adopt	October 21, 2009
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

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

Office Telephone: (651) 234-7788
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October 6, 2009

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

Re: Amendment to the Twin Cities 2009-2012 Transportation Improvement Program (TIP)
State Project Number: See Attached Chart

Dear Mr. Keel:

This letter is intended to provide some technical corrections and clarifications to the amendment letter presented to the Funding and Programming Committee meeting on September 17, 2009. At this meeting, members asked for more information about how decisions will be made, as well as about how we would maintain fiscal constraint amidst the uncertainty of the ARRA program. What follows is the revised version of our amendment letter, with clarifications to address these expressed concerns.

Please amend the 2009 – 2012 and Draft 2010-2013 Transportation Improvement Program (TIP) to add 12 new projects and change 4 projects already in the current TIP. These projects will be included in SFY 2010. These projects are being submitted with the following information:

PROJECT IDENTIFICATION: See Attached Tables

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).

Over the past few months, MnDOT has processed four TIP amendments to identify MnDOT projects that were selected in this Metro area to receive American Reinvestment and Recovery Act (ARRA) funds totaling \$182 million. This included:

- \$168 million allocated to Metro District (Amendment 1,2 and 3)
- \$12 million in over programming to ensure all ARRA funds were utilized
- \$2 million for selected ADA compliance projects (Amendment 4 and funded with Statewide ARRA funds)

As of August 14th, Metro District has let what was originally estimated at \$118.6 million in ARRA funded projects. These projects were let for a total ARRA commitment of \$68.3 million, resulting in approximately \$50 million in bid savings. However, when accounting for the \$12 million in overprogramming in the original ARRA program, MnDOT would have approximately \$38 million in ARRA savings left to be allocated beyond the original program. If bids do continue at the current rate of approximately 80% of estimated cost, we project that we would be able to deliver approximately \$51 million of ARRA projects. In order to ensure expenditure of all ARRA funds, MnDOT is submitting this TIP amendment to identify 16 projects that will use the projected \$51 million (the high end of the range) potentially available due to the favorable bid climate. Some of these projects are also shown in an effort to address Maintenance of Effort by identifying those projects that will use the target funds that were replaced by the use of ARRA funds.

This funding plan includes projects that are currently deliverable in January. Projects have been selected to utilize the remaining funds, as well as to prepare for the uncertainty presented by the bid climate.

The key decision factors on selecting projects for this list were:

- Projects could be obligated by February 2010,
- Projects met critical transportation infrastructure performance needs,
- Consistency with long range transportation plans

Metro District plans to use ARRA funds to replace federal formula funds on two projects that were already in the program (SP 2781-441 I-94 and 6282-187 I-94). This helps the Metro program by funding a priority project that can be delivered in the ARRA timeframe with the ancillary benefit of freeing up regular target funds (approximately \$12 million).

SP 8286-64 I694 is a pavement and bridge project that was currently funded in the Metro District program in FY 2010. Because it is currently funded in the program, any ARRA funds left prior to the February 17, 2010 ARRA deadline will be used to replace regular target funds to the level of ARRA that remains. This project is a pivotal point in the Metro District ARRA program. If approximately \$12 million (or more) in ARRA funds remain, these funds will replace enough target funds within SP 8286-64 (the I-694 project referenced above) to fund SP 8205-111 (the TH 61 pavement project) with the now available target funds. If less than \$12 million remains to be allocated, there will not be enough target funds to fund SP 8205-111 (the TH 61 pavement project) and it will be dropped from the 2010-2013 TIP.

At this point in our projections for the remainder of the ARRA program, we want to be aggressive in how many projects are able to utilize ARRA funds. It is reasonable to expect the bid climate to continue, and it is also possible that there may be a need to allocate remaining ARRA funds from other areas. In either event, we would need to see some additional ARRA bid savings to allow TH 61 to move forward (approximately \$3 million

in additional savings). In order to see TH 61 need to absorb some ARRA funds, we would have to have in excess of 55 million – either an increase in the rate of bid savings, or a need to allocate additional ARRA funds from other areas.

The scenarios below lay out a funding plan for I694 and TH 61 with projected ARRA fund savings that MnDOT would utilize, depending on the amount saved:

1. Projected ARRA savings available (**\$38 million - minimal or no additional bid savings**):

- I 694 funded with \$9 million in ARRA, freeing up \$10 million in target funds
- I-94 projects (SP 2781-441 I-94 and 6282-187 I-94) funded with ARRA freeing up approximately \$12 million in target funds
- TH 61 Dropped from Program

2. Projected ARRA savings available (**\$41 million or some modest additional bid savings**):

- I 694 funded with \$12 million in ARRA, freeing up \$12 million in target funds
- I-94 projects (SP 2781-441 I-94 and 6282-187 I-94) funded with ARRA freeing up approximately \$12 million in target funds
- TH 61 funded with \$24 million of target funds.

3. Portion of projected ARRA savings available (**\$51 million or continued rate of bid savings**):

- I-694 funded with \$23 million in ARRA funds, freeing up \$23 million in target funds
- TH 61 – funded with \$24 million of target funds

4. Portion of projected ARRA savings available (**greater than \$55 million – substantial bid savings or additional ARRA from other areas that needs to be expended**):

- I-694 fully funded with ARRA funds, freeing up \$26 million in target funds
- TH 61 – any ARRA remaining after funding I-694 would be allocated to this project, with the rest of the project funded with target funds.

We realize how important it is to spend all ARRA funds that will benefit the region and ask for concurrence with the spending plan identified in this amendment.

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

- New Money* X
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other** X

* 2009 American Recovery and Reinvestment Act funding

** SFY 2010 federal formula funds if needed

Fiscal constraint is maintained because, if not enough ARRA is available, the TH 61 project will be dropped from the program.

Karl Keel
October 6, 2009
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3. AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis* Yes, Except for SP 7001-103
- Exempt from project level analysis* Yes, Except for SP 7001-103
- Exempt by virtue of interagency consultation _____
- N/A (not in a nonattainment or maintenance area) _____

* Exemption codes identified on attached chart:

* Projects SP 7001-103 is identified A-15 in the 2009-12 TIP.

Refer to attached memo from Met Council dated Sept. 16, 2009

4. 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.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7788.

Sincerely,

Brian Isaacson
Director, Investment Management
MnDOT Metro District

cc: Marv Lunceford, Metro Program Management
Cynthia Krumsieg, Metro Program Management

Memorandum

DATE: September 16, 2009

TO: Interagency Air Quality Conformity Work Group

FROM: Jonathan Ehrlich

SUBJECT: Air Quality Conformity Analysis for September 17 TIP amendment (at TAC F&P)

On September 17, 2009, a TIP amendment will be presented to TAC Funding and Programming which will include the following regionally significant project: *7001-103 From TH 169 to 1000' east of Louisiana Ave in Savage – Construct Interchange*. This project is regionally significant and subject to regional air quality conformity analysis in the TIP. This project is currently analyzed for air quality conformity in the 2015 scenario, being programmed in 2012. The proposed TIP amendment will move the project into year 2010. This will still leave it as a 2015 modeling scenario item, as the analysis years for air quality analysis are 2009, 2015, 2020, and 2030.

A full run of the regional travel demand forecast model was performed for the horizon years 2009, 2015, 2020, and 2030. CO emissions analysis was conducted for each model run. Detailed analysis methods and assumptions for CO emissions analysis and other conformity analysis procedures can be found in Appendices “F” and “O” of the *2030 Transportation Policy Plan* adopted in January 2009.

The conformity test as defined in 40 CFR §93.118 requires that the CO emissions calculated in the conformity analysis for the plan and the TIP must be equal to or less than the CO motor vehicle emissions budget (MVEB) for the region. The budget is assumed to remain constant throughout the period of the plan.

The USEPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 t (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. The results of the emissions analysis is shown below.

**CO EMISSION BUDGET CONFORMITY TEST
PLAN ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS MILESTONE
YEARS 2009, 2015, 2020, 2030 (Short Tons/day)**

NETWORK	2009	2015	2020	2030
BASELINE EMISSIONS BUDGET (MVEB)	1,961	1,961	1,961	1,961
ACTION (BUILD) SCENARIO	1,408	1,209	1,161	1,200

CO EMISSIONS BELOW THE EMISSIONS BUDGET	553	752	800	761
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The analysis described above has resulted in a Conformity Determination that the projects included in the amended 2009-2012 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests (as described here and in Appendix "F" of the *2030 Transportation Policy Plan*). The amended 2009-2012 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

**TRUNK HIGHWAY AND STATE AID
ADMINISTRATIVE MODIFICATIONS FOR 2009-12 STIP
SFY 2010**

TIP ADMIN. MODIFICATIONS - Possible additional ARRA funds																	
Updated																	
Amended Seq#	ATP	Route System	Project Number	Agency	Description	Miles	Program	Type of Work	AQ Codes	Funds	STIP TOTAL	FED ECON RECOVERY FUNDS (STATE \$)	ECON RECOVERY FUNDS (LOCAL \$)	OTHER FHWA	Other	Original STIP Year	Date of Action
1930	M	694	8286-64	MnDOT	\$\$\$ 194 to 50th St. - Unbonded 10" PCC overlay. Guardrail, Pipes, Structures, Tension cable. Rehab 6 brs: NB & SB over TH 5, BRS#8287/82808 & NB & SB over UP RR, BRS# 82805/82806, 4th Street over I694, CSAH 10 over I694, BRS#82817/82818	5.0	RC	Pavement Resurfacing	S-10 Pavement and Surface Rehab	ARRA STP	26,000,000	9,000,000		742,500 (HSIP) 14,631,750 (Interstate Maint.) **See Comments	1,625,750 (State Funds)		
Admin. Mod. Total											26,000,000	9,000,000					
<p>** SP8286-64 is a pavement and bridge project that was currently funded in the Metro District program in SFY 2010. Because it is currently funded in the program, any ARRA funds left prior to the February 17, 2010 ARRA deadline will be used to replace regular target funds to the level of ARRA that remains. The scenarios below lay out a funding plan for I694 with projected ARRA fund savings that MnDOT would utilize, depending on the amount saved:</p> <ol style="list-style-type: none"> 1. Projected savings available (\$38 million-minimal or no additional bid savings) I694 funded with \$9million ARRA funds 2. Projected ARRA savings available (\$41 million or some modest additional bid savings) I694 funded with \$12 million in ARRA funds 3. Portion of projected ARRA savings available (\$51 million or continued rate of bid savings) I694 funded with \$23million ARRA funds. 4. Portion of projected ARRA savings available (greater than \$55 million - substantial bid savings or addition ARRA from other areas that need to be expended) I694 fully funded with ARRA funds <p>The funding shown in the amendment is the minimum amount of ARRA and Interstate Maintenance that will be applied to the project. Based on the amount of additional funds received the funding will be adjusted according to the funding scenarios above.</p>																	

**TRUNK HIGHWAY AND STATE AID
ADMINISTRATIVE MODIFICATIONS FOR 2009-12 STIP
SFY 2010**

TIP ADMIN. MODIFICATIONS - Additional ARRA Funds reasonably expected to be available																			
Updated																			
Amended Seq#	ATP	Route System	Project Number	Agency	Description	Miles	Program	Type of Work	AQ Codes	Funds	STIP TOTAL	FED ECON RECOVERY FUNDS (STATE \$)	ECON RECOVERY FUNDS (LOCAL \$)	OTHER FHWA	Other	Original STIP Year	Date of Action	Comments	
ES184	M	I94	2780-64	MnDOT	\$\$\$ From 1.5 miles east of TH 101 to 0.2 miles east of the Fish Lake Interchange - concrete rehabilitation and bituminous shoulder mill and overlay	7.8	RS	Concrete Pavement Rehab	S-10 Pavement and Surface Rehab	ARRA STP	11,030,000	11,030,000	0	0	0	2010		The project was amended into the current STIP as ES184 on June 20, 2009(ARRA#31). Originally the project was for concrete rehabilitation for 11.9 mi. However, it has been determined that it would be best to split the project into two segments with 7.8 miles of concrete rehabilitation and 3.9 mi. of bituminous overlay. An additional \$1,079,150 ARRA funds have been added to the project to cover an increase in the cost estimate. The cost of this portion of the project has been adjusted to reflect the concrete rehabilitation only. A new SP number (2780-88) has been established to identify the bituminous portion of the original project.(see entry below)	
ES184	M	I94	2780-88	MnDOT	\$\$\$ from Crow River to 1.6 miles east of TH 101-Bituminous overlay	3.9	RS	Bituminous Mill and overlay	S-10 Pavement and Surface Rehab	ARRA STP	4,125,000	4,125,000	0	0	0	2010		This project was originally a portion of project 2780-64. (See above) However, when it was determined that a portion of the project would be done as bituminous overlay a new SP was established. The funds identified were originally part of 2780-64. There is a .1 mile overlay from the end of this project and the beginning of project 2780-64. The WB lane work for project 2780-64 begins before the end of 2780-88.	
1710	M	I35W	6284-141	MnDOT	\$\$\$ From TH 10 in Arden Hills to Anoka CSAH 23(Lake Dr.) in Blaine - Construct SB Auxiliary lane	3.2	SC	Grade Surface	S-6 Safety Improvement	ARRA STP	500,000	500,000	0	0	0	2009		This project is in the current STIP in SFY 2009(Seq. # 1710). The project was ready for letting, but the 2008 Appropriations funds-IMD were not available at that time and have since been determined to be ineligible for construction of the project. The project is now being moved to 2010, and funded entirely with ARRA.	
Admin. Mod. Total											15,655,000	15,655,000							

**TRUNK HIGHWAY
FORMAL AMENDMENTS
FOR 2009-12 STIP
SFY 2010**

TIP AMENDMENT - FORMAL AMENDMENT PROJECT LIST FOR ARRA FUNDS

ES ID#	STATE FISCAL YEAR	ATP	Route System	Project Number	Agency	Description	Miles	Program	Type of Work	AIR QUALITY EXEMPT CATEGORY	PROPOSED FUNDS	STIP TOTAL	FED ECON RECOVERY FUNDS (STATE \$)	ECON RECOVERY FUNDS (LOCAL \$)	OTHER FHWA	OTHER FUNDS	COMMENTS
	2010	M	61	1913-70	MnDOT	\$\$\$\$\$ from Cannon St. to 4th St in Hastings - Bituminous Mill and Overlay and pedestrian ADA improvements	2.0	PM	Grade Surface	S-10 Pavement Resurfacing and Rehab	ARRA STP	1,130,000	1,130,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds.
	2010	M	5	6230-28	MnDOT	\$\$\$\$\$ from McKnight Rd. to TH 120 in Maplewood - Bituminous Mill and Overlay	1.4	RS	Grade Surface	S-10 Pavement Resurfacing and Rehab	ARRA STP	800,000	800,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds. Part of this project is Maplewood project 138-010-17 amended in ARRA #34 August 27, 2009.
	2010	M	135E	6280-363	MnDOT	\$\$\$\$\$ from Little Canada Rd on 135E to Rio St on 1694 the cities of Little Canada and Vadnais Hts - Changing lane configuration on NB to WB 35E/694 ramp	0.0	SC	Traffic Control Devices	S-6 Safety Improvements	ARRA STP	200,000	200,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds.
	2010	M	999	8825-314	MnDOT	\$\$\$\$\$ Metrowide - Replace RCS lamps with LED lamps and refurbish control room video wall	0.0	TM	Traffic Control Devices	S-6 Safety Improvements	ARRA STP	500,000	500,000	0			This project is in the current 2009-2012 STIP SFY 2011(Seq#2067). The project is being funded with ARRA funds.
	2010	M	100	2735-190	MnDOT	\$\$\$\$\$ 5 separate locations from the south limits of Robbinsdale to France Ave - Paving Ramp Meter Bypasses	1.0	TM	Grade Surface	S-10 Pavement Resurfacing and Rehab	ARRA STP	820,000	820,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds.
	2010	M	94	2781-441	MnDOT	\$\$\$\$\$ WB off ramp over LRT and City Street (#27861) and over 135W(#27877) in Minneapolis - Redeck both bridges, ETC.	0.2	BI	Bridge Repair	S-19 Reconstructing Bridges	ARRA STP	1,700,000	1,700,000	0			This project is in the current 2009-2012 STIP with different scope and listed under SP 2781-27861(Seq. # 1911). The project cost increase is due to the change from rehab to redeck on one of the bridges, and the inclusion of traffic controls, now that that
	2010	M	694	6285-142	MnDOT	\$\$\$\$\$ 1/4 Mi west and east of NB 35W in New Brighton and Arden Hills - Ramp modification, Bridge Widening on BR #5602, ETC.	0.5	BI	Bridge Repair	S-19 Reconstructing Bridges	ARRA STP	2,500,000	2,500,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds.
	2010	M	13	7001-103	MnDOT	\$\$\$\$\$ From TH 169 to 1000' east of Louisiana Ave. in Savage - Reconstruct including TH overpass	3.6	MC	Grade Surface	A-15 2015 Action Scenario	ARRA STP	5,785,000	4,900,000	0	885,000 (State Funds)		This project is in the current 2009-2012 STIP(Seq#2134) in SFY 2012. The description has been revised to include a small portion of the project that will be done near the TH 169/TH 101 ramps. This project will be tied to local project 70-596-03(Seq#2106
	2010	M	13	70-596-03	Scott Co.	From TH 169 to 1000' east of Louisiana Ave. in Savage - Reconstruct including TH overpass	3.6	RC	Grade Surface & Bridge	A-15 2015 Action Scenario	UG	9,840,000	0	0	7,840,000	2,000,000	This project is in the current 2009-2012 STIP (Seq#2106) in SFY 2012. The project will be tied to 7001-103(see above). The amendment is needed to revise the description to include a small portion of the project that will be done near the TH 169/TH 101 r

**TRUNK HIGHWAY
FORMAL AMENDMENTS
FOR 2009-12 STIP
SFY 2010**

ES ID#	STATE FISCAL YEAR	ATP	Route System	Project Number	Agency	Description	Miles	Program	Type of Work	AIR QUALITY EXEMPT CATEGORY	PROPOSED FUNDS	STIP TOTAL	FED ECON RECOVERY FUNDS (STATE \$)	ECON RECOVERY FUNDS (LOCAL \$)	OTHER FHWA	OTHER FUNDS	COMMENTS
	2010	M	94	6282-187	MnDOT	\$\$\$\$\$ from TH 280 to Western Ave. in St. Paul - M/O, Drainage, Shoulder reconstruction, ETC	4.3	RS	Pavement Resurface and Rehab	S-10 Pavement Resurfacing and Rehab	ARRA STP	12,400,000	12,400,000	0			This project is in the current 2009-2012 STIP as part of 2781-406 (SEQ. # 1743) in SFY 2009. The description and the cost estimate have been revised.
	2010	M	52	1905-35	MnDOT	\$\$\$\$\$ 1/4 mi north and south of PRG railroad crossing north of Cannon Falls on TH 52. Replace existing RR signals and add advance warning signs	0.0	SR	RR X-ing Improvement	S-8 Railroad crossing warning devices	ARRA STP	356,000	356,000	0			This project is not in the current 2009-2012 STIP. The project is being funded with ARRA funds.
	2010	M	135E	0282-25	MnDOT	\$\$\$\$\$ Reconstruct Interchange at 135E and CSAH 14	0.0	RC	Grade Surface & Bridge	E-3 Interchange Reconstruction	ARRA STP	2,000,000	2,000,000	0			This project is not in the current 2009-2012 STIP. A portion of this project is being funded with ARRA funds. The project is a part of Local ARRA project 02-614-28 amended in ARRA #27 approved June 11, 2009.
	2010	M	61	8205-111	MnDOT	\$\$\$\$\$ From TH 10 to St. Paul Park Rd in Cottage Grove and St. Paul Park - Concrete Overlay	8.4	RC	Recondition	S-10 Pavement Resurfacing and Rehab	ARRA STP	24,000,000	2,000,000	0	17,600,000 (National Highway System)	4,400,000 (State Funds)	This project is not in the current 2009-2012 STIP. A portion of this project is being funded with ARRA funds.
FORMAL AMENDMENT TOTAL												62,031,000	29,306,000	0			