

Committee Report

Item: 2012-137

Consent

T Transportation Committee
For the Metropolitan Council meeting of May 9, 2012

ADVISORY INFORMATION

Date Prepared: April 24, 2012

Subject: 2012-2015 TIP Amendment Request to Increase the Total Cost for
SP#138-010-018: TH 36 and English Street Interchange in Maplewood
(TAB Action 2012-17)

Proposed Action:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to reflect a cost increase for Maplewood SP#138-010-018: TH 36 and English Street Interchange; and to include MnDOT SP#6211-90: TH 36 Reconstruction.

Summary of Committee Discussion / Questions:

This item was approved as part of the consent item list.

Motion by Commers, seconded by Duinink and passed unanimously.

T Transportation Committee

Business Item
Item: 2012-137
Consent

Meeting date: April 23, 2012

Council meeting date: May 9, 2012

ADVISORY INFORMATION

Date: April 18, 2012

Subject: 2012-2015 TIP Amendment Request to Increase the Total Cost for SP#138-010-018: TH 36 and English Street Interchange in Maplewood (TAB Action 2012-17)

District(s), Member(s): Rummel - 11

Policy/Legal Reference: TAB Action

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

Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058)

Kevin Roggenbuck, TAB Coordinator (651-602-1728)

James Andrew, Senior Planner (651-602-1721)

Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to reflect a cost increase for Maplewood SP#138-010-018: TH 36 and English Street Interchange; and to include MnDOT SP#6211-90: TH36 Reconstruction.

Background

The current TIP includes this project to construct an interchange at TH36 and English Street in Maplewood. MnDOT would like to take advantage of the construction opportunity to also reconstruct TH 36, lowering it by several feet and changing the design from rural to urban. Because these projects will be let as one project, this project component must be added to the existing project. The total project cost is increased from \$10,100,000 for the original project to \$16,725,000 for the two combined projects. The cost increase includes the new MnDOT project element (\$4,475,000) and the cost to construct a large storm sewer that was not included in the original project but became necessary (\$2,150,000). The amount for the additional work on TH36 will be covered by MnDOT from State Trunk Highway funds, while the additional storm sewer work on the original project will be paid for by Maplewood. This amendment also advances this project to a program year of 2012.

Project Description	Federal (STP) Funds	Other
SP#138-101-018: TH 36 from Hazelwood St to TH 61 Interchange Construction at English Street	\$7,280,000	\$4,970,000 (\$4,220,000 City of Maplewood and \$750,000 Ramsey County)
SP#6211090: TH 36 from Hazelwood St to TH 61 - Reconstruct TH 36, access closure at Hazelwood and Gervais St Realignment	\$0	\$4,475,000 (State Trunk Highway Funds)

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program. The Metropolitan Council concurs with the action of the TAB. This project was already included in the TIP air quality conformity analysis, and this amendment does not change the horizon year or capacity on the regional system from the original project. It is consistent with the Transportation Policy Plan and does not affect fiscal constraint as it does not add additional federal funds.

Funding

This project was selected to receive federal Surface Transportation Program (STP) funds from the 2009 Regional Solicitation administered by the Transportation Advisory Board. The local match being increased is provided by the City of Maplewood and Ramsey County. The MnDOT project is funded with State Trunk Highway funds.

Known Support / Opposition

No known opposition.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

April 18, 2012

County Commissioners

Andy Westerberg
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lillgren
Minneapolis City Council

Steven Gallagher
Newport City Council

Sue Sanger
St. Louis Park City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Gerry Butcher - A
Thomas Heffelfinger - B

Jennifer Janovy - C
Kenya McKnight - D

Ashraf Siddiqui - E
Bill Hargis - F

Margaret Donahoe - G
Karl Drolning - H

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Aaron Isaacs
Transit

David Van Hattum
Transit

Ron Have
Freight

Ethan Fawley
Non-motorized

Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Ms. Haigh,

On April 18, 2012 the Transportation Advisory Board voted to amend the 2012-2015 Transportation Improvement Program to increase the total cost for SP#138-010-018: TH 36 and English Street Interchange; and include SP#6211-90: Reconstruct MN 36.

Maplewood was awarded STP-UG funds in the 2009 Solicitation for SP# 138-010-018 and is looking to advance construct the project this year. MnDOT would like to change the profile on TH 36, lowering it by several feet and change the design from rural to urban to take advantage of the construction opportunity since this project will result in a closure of TH 36 at this location. The total project cost is increased to \$16,725,000. The amount of \$4,475,000 for the profile and alignment corrections will be contributed by MnDOT from state TH funds. Maplewood will need to add a large storm sewer which will result in an increase of \$2,150,000 cost to Maplewood since the scope change request last spring.

Because the additional work described in SP# 6211-90 is not a necessary part of the TH 36/English Street Interchange project scope, the TAC Funding & Programming Committee decided that Maplewood did not need to request a scope change.

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2012-17.

Sincerely,



Bill Hargis,
Chair

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-17

DATE: April 18, 2012
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: TIP Amendment Request by Maplewood for SP#138-010-018 and SP# 6211-90:
TH 36 and English Street Interchange Cost Addition
MOTION: The TAB adopted an amendment to the 2012-2015 TIP that increases the total cost for SP#138-010-018: TH 36 and English Street Interchange; and includes a 6211-90: Reconstruct MN 36.

BACKGROUND AND PURPOSE OF ACTION: Maplewood was awarded STP-UG funds in the 2009 Solicitation for SP# 138-010-018 and is looking to advance construct the project this year. Last spring, Maplewood was granted a scope change for this project that increased the scope to a full-diamond interchange. MnDOT would like to change the profile on TH 36, lowering it by several feet and change the design from rural to urban to take advantage of the construction opportunity since this project will result in a closure of TH 36 at this location. The total project cost is increased to \$16,725,000. The amount of \$4,475,000 for the profile and alignment corrections will be contributed by MnDOT from state TH funds. Maplewood will need to add a large storm sewer which will result in an increase of \$2,150,000 cost to Maplewood since the scope change request last spring. Additional background material is attached.

Because the additional work described in SP# 6211-90 is not a necessary part of the TH 36/English Street Interchange project scope, the TAC Funding & Programming Committee decided that Maplewood did not need to request a scope change.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	March 15, 2012
Technical Advisory Committee	Review & Recommend	April 4, 2012
TAB Programming Committee	Review & Recommend	April 18, 2012
Transportation Advisory Board	Review & Adopt	April 18, 2012
Metropolitan Council	Concurrence	



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 FUND S	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 (Ramsey County))
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 Trall 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.

Karl Keel
March 14, 2012
Page 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. 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.

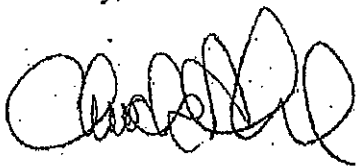
AIR QUALITY CONFORMITY:

- 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