

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2010-70

**DATE:** December 2, 2010  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** TIP Amendment Request for Mn/DOT: Mill and Overlay and additional funds for HOT lane project on I-35 from I-35W/E intersection to Burnsville Parkway  
**MOTION:** That the TAB adopt an amendment to the 2011-2014 TIP to include mill and overlay of adjacent lanes to SP#1981-120 Northbound I-35W HOT Lane addition.

**BACKGROUND AND PURPOSE OF ACTION:** This project is currently in the 2011-2014 TIP for FY 2011. The project description originally identifies construction of a median barrier and HOT lane in the median of the roadway. After project development commenced, it was determined that it would be better to mill and overlay the existing adjacent through lanes (northbound and southbound) so that all pavement would remain the same age. This amendment is needed to add the mill and overlay of adjacent lanes to the description and increase the total cost of the project by \$1.8 million. These added funds come from Metro target formula federal funds with a \$180,000 match from Trunk Highway funds. The federal funds are available due to a significant savings on a ARRA funded project.

Although it is not noted in the TIP amendment letter, the requested amendment is consistent with the Metropolitan Council Transportation Policy Plan scheduled to be adopted on December 8, 2010

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	November 18, 2010
Technical Advisory Committee	Review & Recommend	December 1, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

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November 18, 2010

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

RE: Amendment to the Minnesota 2011-2014 Transportation Improvement Program (TIP)  
State Project Number: 1981-120 – NB I-35W – HOT Lane Addition  
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2011-2014 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2011 of the TIP. The project is 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
1499A	2011	M	M	I35W	1981-120	MnDOT	NB Only, Crystal Lake Rd. to Burnsville Pkwy, Burnsville- Tie into existing HOV lane by constructing median barrier, HOT lane in median & mill and overlay of adjacent lanes NB and SB, ETC. (\$13.9M Chapter 152 Transit Advantage Bonds)	2.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade and Surface	IM, BF	15,700,000	1,620,000	0	0	180,000	13,900,000

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**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).

Project 1981-120(Seq. #1499) is currently in the 2011-2014 TIP in SFY 2011. The project description originally identifies constructing a median barrier and HOT lane in the median of the roadway from S. of I35W/I35E split to Burnsville Parkway. However, during project development it was determined that the south termini should be shifted approximately .5 miles to Crystal Lake Road to include an overhead sign that is needed for the HOT Lane. Also, it was determined that it would be best to mill and overlay the existing adjacent through lanes(NB and SB) so all pavement would remain the same age.

This amendment is needed to designate a new southern termini and add the mill and overlay of adjacent lanes to the description. Also, there has been an increase to the total cost of the project by \$1.8M from \$13.9M to \$15.7M. \$1.62M of the added \$1.8M are Metro target federal funds with the remaining \$.18M Trunk Highway funds as the state match.

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

- New Money – ( indicate type here) \_\_\_\_\_  
(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 \$1.62M federal funds added to this project are available due to a savings on SFY 2011 project 1380-63 – Mill and overlay on I-35 from TH 8 to TH 95 that was let on October 22, 2010. The project was identified in the TIP with \$16.185M total cost (\$15.367M federal funds( \$8M ARRA, \$7.367 IM)). The bid for the project was \$9.1M total cost and funded with 100% ARRA funds (\$8M in STIP; \$1.1ARRA from Dist. C). This left approximately \$7.367M federal funds in SFY 2011. These bid savings are available to use on project 1981-120.

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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 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category #S-10 Pavement resurfacing and/or rehabilitation Per Section 93.126 of the Conformity Rules, S-9 Guardrails, Median barriers, crash cushions per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call me at (651) 234-7793.

Sincerely,



Sherry Narusiewicz  
Planning Program Coordinator  
Metro District

cc: Cindy Krumsieg, Metro Program Management

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