

Transportation Advisory Board
Of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-21

DATE: February 9, 2011
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: TIP Amendment Request for MnDOT SP#2750-73: Install Cable Median Barrier on TH 169 north of 63rd Ave to south of CSAH 81 in Brooklyn Park.
MOTION: That the TAB adopt an amendment to the 2011-2014 TIP to include MnDOT SP#2750-73: Install Cable Median Barrier on TH 169 north of 63rd Ave to south of CSAH 81 in Brooklyn Park.

BACKGROUND AND PURPOSE OF ACTION: This project was amended into the TIP in 2010 as a replacement of state funds with federal HSIP funds. After the first amendment was completed, the project was altered to include an additional .53 miles of cable median barrier along TH 169. Initially, this section of road was to be included in the TH 169/CSAH 81 interchange project. However, by including the additional work to this project instead, a continuous cable median barrier design can be accommodated. This design would eliminate an unnecessary pair of cable median guardrail end anchorages where the projects would come together. This change to the project requires a change to the project description in the TIP to reflect the new terminus at south of CSAH 81. Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 20, 2011
Technical Advisory Committee	Review & Recommend	February 2, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

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

Office Telephone: (651) 234-7793

Fax: (651) 234-7786

January 20, 2011

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: 2750-73 – Install Cable Median Barrier
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
1538B	2011	M	M	TH 169	2750-73	MnDOT	North of 63 rd Ave to South of Hennepin CSAH 81 in Brooklyn Park-Install Cable Median Barrier	2.23

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SC	Appurtenances	HSIP	334,500	301,050	0	0	33,450	0

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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 2750-73(Seq. #1538) is in SFY 2011 of the 2011-14 TIP with \$22,300 in state TH funds and \$200,700 in DPS Section 164 funds. On December 22, 2010 a formal amendment was approved by FHWA to replace the DPS Section 164 funds with federal HSIP funds. This formal amendment is needed to document changes to the description, mileage and cost of the project.

After the first amendment was completed, it was realized that an additional .53 miles would be added to the termini requiring this 2nd amendment. Originally, the additional .53 miles was to be included in project 2750-57 (TH 169/Hennepin CSAH 81 interchange). However, by including the additional work to project 2750-73, a continuous cable median barrier design could be accommodated. This design eliminates an unnecessary pair of cable median guardrail end anchorages where the projects would come together, resulting in a safer project overall.

By adding the extra .53 miles to project 2750-73, a description change is needed. The original description termini was "From Approximately 1000' N of 63rd Ave in New Hope to approximately 1000'N of 77th Ave.(Hennepin CSAH 130) in Brooklyn Park. This will be changed to "From N. of 63rd Ave to S. of Hennepin CSAH 81 in Brooklyn Park – Install Cable Median Barrier. The total mileage has also been changed from 1.7 miles to 2.23 miles to reflect the correction in the project description.

The project total cost has been increased to reflect the additional mileage. MnDOT's Office of Traffic, Safety and Technology annually selects projects to utilize federal Highway Safety Improvement Program (HSIP) funds. In the original amendment, project 2750-73 utilized \$200,700 HSIP funds for SFY 2011. This amount is now \$301,050, an increase of \$100,350. The State

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Trunk Highway funds, used as the required 10% match for the project, was originally \$22,300 and will now be \$33,450.

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 _____

* Annually, Mn/DOT's Office of Traffic, Safety and Technology identifies projects statewide to spend HSIP funding. These funds are identified under project number 880C-HSP-11 (Seq. # 2003) which is a set aside in SFY 2011 of the 2011-2014 STIP for highway safety projects. Project number 880C-HSP-11 has \$801,900 in federal HSIP funds and \$5,000,000 in DPS Section 164 funds. On December 22, 2010 a formal amendment was approved by FHWA for project 2750-73 to replace its DPS Section 164 funds with federal HSIP funds. Project 2750-73 used \$200,700 of the federal HSIP funds in 880C-HSP-11.

SP 0980-143 (Seq. # 52) is currently in SFY 2011 of the STIP with \$169,240 in federal HSIP funds and \$18,804 in state funds. This project will no longer be done in SFY 2011. The \$169,240 of federal HSIP funds were returned to Mn/DOT's Office of Traffic, Safety and Technology and made available for other projects. Project 2750-73 will be using \$100,350 of these funds also. The total of \$301,050 of federal HSIP funds being used on project 2750-73 were already programmed in SFY 2011 of the STIP, therefore fiscal constraint is maintained.

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.

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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-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,

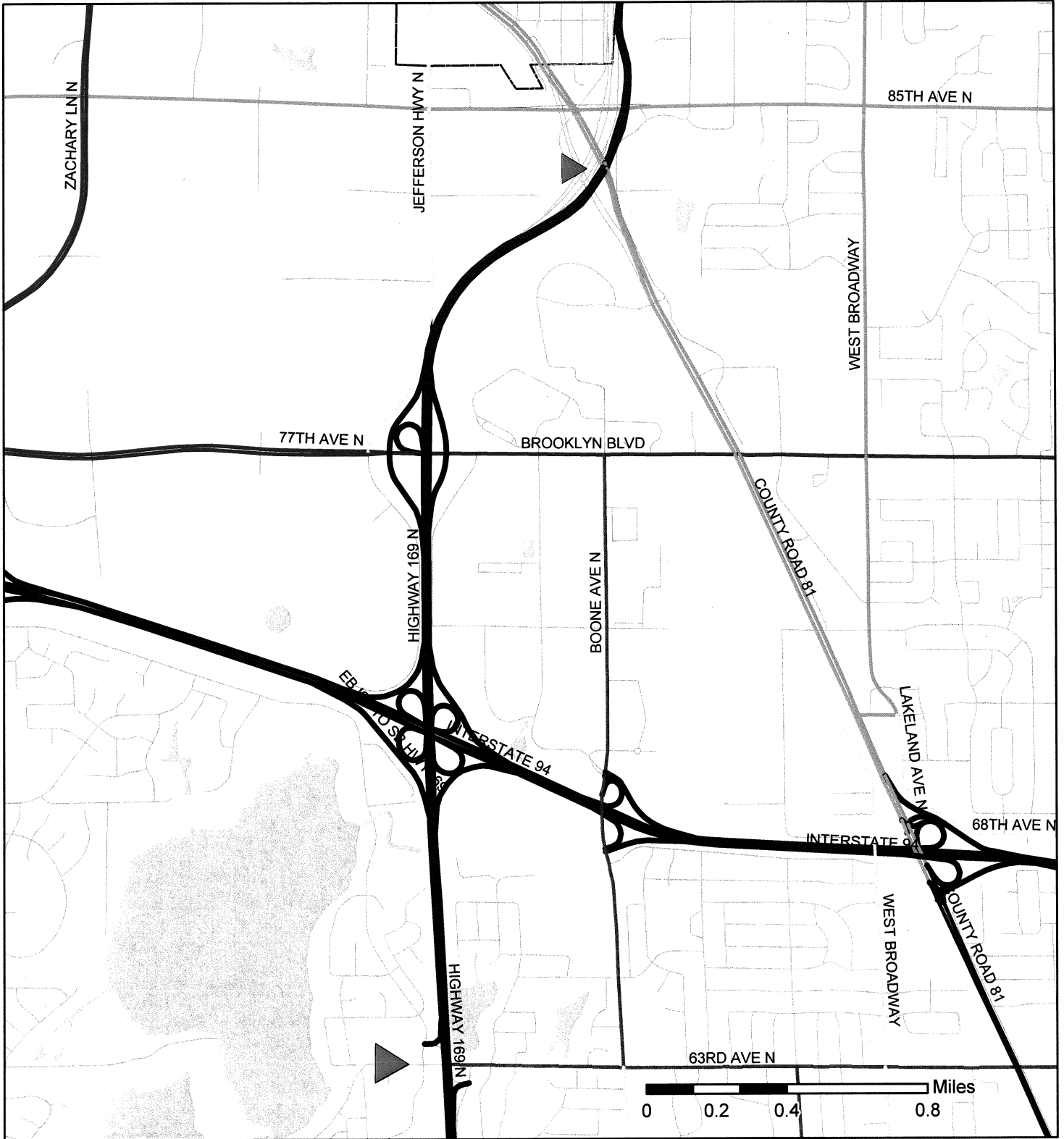


Sherry Narusiewicz
Transportation Planning Coordinator
Metro Program Management

cc: Cindy Krumsieg, Metro Program Management

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Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

TLG Street Centerlines

County Boundaries

