

T Transportation Committee

Business Item
Item: 2012-2
Consent

Meeting date: January 9, 2012

Council meeting date: January 25, 2012

ADVISORY INFORMATION

Date: December 21, 2011
Subject: 2012-2015 TIP Amendment Request for Hennepin County SP#072-619-019 CSAH 19/ North Shore Drive over West Arm Channel bridge replacement in Orono (TAB Action 2011-68)
District(s), Member(s): Munt - 3
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 include an increase in the total cost of the North Shore Drive over West Arm Channel bridge replacement in Orono to \$2,250,000.

Background

This amendment is needed to identify a new total cost for this bridge replacement project. The original project was expected to cost a total of \$470,800 with a federal contribution of \$376,640 and a Hennepin County local match of \$94,160.

As the project moved into final design, it was determined that a longer and much wider bridge would be necessary in order to accommodate bicycles and pedestrians and to allow more vertical clearance under the bridge. These changes require the installation of retaining walls, superstructure type and abutment type. This TIP amendment does not affect fiscal constraint because the entire \$1,779,200 cost increase is borne by Hennepin County with no change to the federal contribution.

As explained by staff at the TAB meeting, project cost effectiveness is not a ranking and selection criteria in the Regional Solicitation Bridge Replacement category. Rather, the bridge deficiencies and how the project addresses those deficiencies are the primary criteria.

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program. The cost increase on this project was large enough to warrant a formal amendment. The Metropolitan Council concurs with the action of the TAB. This project and the amendment requested will not impact air quality, is consistent with the Transportation Policy Plan and does not affect fiscal constraint as Hennepin County will absorb the entire cost increase.

Funding

This project is funded with federal Bridge Improvement and Replacement (BIR) funding, and was selected by the TAB for funding in 2005 through the Regional Solicitation. The local match will come from Hennepin County's State Aid allocation.

Known Support / Opposition

There was no opposition or support to this amendment made apparent at the TAB or at its technical committees.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

December 27, 2011

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
Champion City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lilligren
Minneapolis City Council

Steven Gallagher
Newport City Council

Sue Sanger
St. Louis Park City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Andrew Reinhardt - A
Thomas Heffelfinger - B

James Meyers - C
Kenya McKnight - D

Ashraf Siddiqui - E
Bill Hargis - F

Margaret Donahoe - G
Karl Drotning - H

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

Ms. Haigh,

On December 21, 2011 the Transportation Advisory Board voted to amend the 2012-2015 Transportation Improvement Program to reflect new total cost for SP# 027-619-019: Hennepin County CSAH 19/North Shore Drive over W Arm Channel bridge replacement.

This project was awarded funding in the 2005 regional solicitation. This amendment is needed to identify a new total cost for this bridge replacement project.

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2011-68.

Sincerely,



for Bill Hargis,
Chair

kjr/kjr

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

David Van Hattum
Transit

Ron Have
Freight

David Gepner
Non-motorized

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-68

DATE: December 27, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: TIP Amendment Request to reflect new total cost for SP# 027-619-019: Hennepin County CSAH 19/North Shore Drive over W Arm Channel bridge replacement
MOTION: The TAB adopted an amendment to the 2012-2015 TIP for SP# 027-619-019: Hennepin County CSAH 19/North Shore Drive over W Arm Channel bridge replacement to a total cost of \$2,250,000.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to identify a new total cost for this bridge replacement project. The original project was expected to cost a total of \$470,800 with a federal contribution of \$376,640. As the project moved into final design, it was determined that a longer and much wider bridge would be necessary in order to accommodate bicycles and pedestrians and to allow more vertical clearance under the bridge. These changes require the installation of retaining walls, superstructure type and abutment type. This TIP amendment does not affect fiscal constraint because the entire cost increase is borne by Hennepin County with no change to the federal contribution.

This project was awarded funding in the 2005 regional solicitation. The increase in project cost does not influence the project's score or rank because the bridge category does not include cost effectiveness criteria.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	November 17, 2011
Technical Advisory Committee	Review & Recommend	December 7, 2011
TAB Programming Committee	Review & Recommend	December 8, 2011
Transportation Advisory Board	Review & Adopt	December 21, 2011
Metropolitan Council	Concurrence	



Hennepin County Transportation Department

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www.hennepin.us

November 9, 2011

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: 027-619-019
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2012 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
1551	2012	M	M	CSAH 19	027-619-019	Hennepin County	Hennepin CSAH19/North Shore Dr. over W Arm Channel, Orono-replace existing bridge #90480	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BR	Bridge Replacement	BR	\$2,250,000	\$376,640	0	0	0	\$1,873,360

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 027-619-019 (Sequence # 1551) is in SFY 2012 of the 2012-2015 TIP with \$376,640 in federal funds and \$94,160 in local funds for a total project cost of \$470,800.

As the project moved into final design it became evident that a longer and much wider bridge would be necessary. This change in bridge geometry impacted the cost dramatically in a number of ways:

- A wider structure created steep embankments requiring retaining walls.
- Vertical clearance issues dictated a change in superstructure type.
- The curved and skewed alignment altered the intended abutment type.
- The examination of potentially contaminated sub grade material.

The project total cost has been increased to \$2,250,000. Federal funds will remain the same at \$376,640 and the local cost will increase to \$1,873,360. The funding source of the \$1,873,360 is State Aid Funds.

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 Min/DOT Adjustment _____
of other projects
- Earmark or HPP federal funds outside ATP _____
target
- Other _____ X*

The County is not requesting any additional federal funds for the project. State Aid funds will be utilized to cover the increased cost of the project.

Karl Keel
Date
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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.

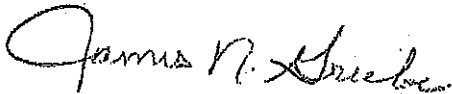
AIR QUALITY CONFORMITY:

- 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 #S19 Widening narrow pavements or reconstructing bridges 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 Jim Grube at 612-596-0307.

Sincerely,



James N. Grube, P.E.
Director of Transportation and County Engineer

cc: Jon P. Solberg, Metro Program Management
Cynthia Krumsieg, Metro Program Management