



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 4/2/2025
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project
Update - City of Baxter - Municipal Project No.: 4121 BMI Project No. T42.120675

Approval Required: No Action Required

BACKGROUND

Bolton & Menk is the consultant engineer for the City of Baxter on this Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements (Inglewood Drive) project (www.inglewooddrive.com). It is one of the two components of the larger plan to establish a west reliever roadway for T.H. 371 and align Inglewood Drive to improve the northbound-southbound local movements through the city. The second component to this plan is the 2022 Foley Road, Forthun Road and Isle Drive Improvements project which started construction May 2022 and was completed on October 13, 2023.

The Inglewood Drive and TH 210 traffic signal was activated and Inglewood Drive from TH 210 to Foley Road was opened on July 11, 2023. The Reduced Conflict Intersection (RCI) on TH 210 at Knollwood Drive was completed on August 11, 2023, and lane restrictions on TH 210 removed. Punchlist items and traffic control additions approved in October were completed on October 27, 2023.

MnDOT directed the City to implement Change Order No. 4 of installing catch basins within the TH 210 and Inglewood Drive intersection to address a drainage issue. Anderson Brothers completed the storm sewer and roadwork from June 4, 2024 to June 7, 2024. Punchlist items have been completed. The project has received a final inspection report from MnDOT, granting the City to start the project closeout process. Final Payment to Anderson Brothers was approved by the City Council on November 19, 2024.

In the month of January final payment requests were submitted for Federal Aid Force Account and Federal Aid Construction. We hope to finalize project funding in March, depending on how fast the departments can process payment requests. Federal Aid Force Account requested additional documentation from the last BNSF invoice which has delayed processing. The other reason for this long duration is that the payments will need to be processed linearly per department. They can't be simultaneous because each funding type is dependent on each other. The process will be in this order: Federal Aid Force Account, Federal Aid Construction, State Aid, and then lastly the State LPP funds.

On Thursday, February 20, the Federal Aid office released their auditing results and per the audit's findings "The auditor accepted all additive rates with the exception of the additive rates applied to overtime. The contract outlines this is not allowable." This resulted in a loss of Federal Aid Force Account Eligibility of \$30,578.92. The project team is seeking reimbursement elsewhere (Federal Aid, State Aid, LPP, etc.) in order to recoup these additional city expenses.

Conversations with Federal Aid, Regional Five, and MnDOT Cooperative Agreements Office have been made with no decisions made yet. No formal letters were provided to the City by Regional Five or the MnDOT Federal Aid Agreements office for the STBG funds where it would have defined the eligibility of the funds. On March 20, the Federal Funding Force Account was closed out as the 30-day processing timeline following the audit expired.

FINANCIAL IMPLICATIONS

The process of final payment requests has begun. The project is expected to be short of hitting the maximum amount of eligible federal funds of \$1,254,815.40, by \$44,132.25, and the State LPP cap of \$1,100,000, by \$14,838.88. The project team vetted all possibilities to maximize those opportunities, by reallocating funds in multiple scenarios, but was unsuccessful. MnDOT will pay for all the overruns that were experienced at the RCI intersection, however.

When it comes to State Aid funds, we initially requested the full amount allotted to the City per eligibilities. The project experienced some overruns in certain areas that have the potential to be covered by State Aid funds. Bolton & Menk is working with MnDOT D3 DSAE to explore these possible reimbursement eligibilities. If any additional State Aid funds are received, they will be put toward the City's responsible costs, alleviating the need to utilize assessment funds to pay for their share.

The expected final project cost participation is:

TH 210/INGLEWOOD PROJECT	
COMPARISON OF TOTAL PROJECT COMPENSATIONS TO DATE	
Actual Bids (8/1/22)	
CITY	\$1,709,781
MnDOT	\$1,100,000
MnDOT (RCI)	\$568,441
FEDERAL	\$603,900
TOTAL	\$3,982,122
Current Agency Splits	
CITY	\$1,433,302.80
MnDOT[#]	\$1,085,161.12
MnDOT (RCI)	\$589,037.49
FEDERAL	\$1,216,998.67
TOTAL	\$4,324,500.08
[#] Max Cap Amount Available for Project (\$1,100,000)	
State Aid Funds	
<i>S.P. 230-107-003 (25% Engineering)</i>	\$99,338.77
<i>S.P. 230-121-001 (25% Engineering)</i>	\$142,791.04
<i>BNSF 40-Year Maintenance</i>	\$645,910.00
<i>State Aid Eligible Construction</i>	\$114,232.84
<i>Trunk Highway Portion (25% Engineering)</i>	\$289,826.21
State Aid Funds TOTAL	\$1,292,098.86
CITY COSTS LEFT OVER (Pre-Assessments)	\$141,203.94

The overall project budget and status of project cost is as follows:

TH 210/INGLEWOOD PROJECT				
COMPARISON OF TOTAL PROJECT COSTS TO DATE (CITY)				
Item Description	Feasibility Report (9/21/21)	Actual Bids/Award (9/6/22)	Expected Total Costs (Today)	Current Total Cost (Today)
CONSTRUCTION COSTS	\$1,196,800	\$2,127,824.00	\$2,351,623.60	\$2,359,787.58
BNSF Surface Crossing Construction	\$100,000	\$104,918.00	\$104,918.00	\$143,031.30
BNSF Signal Crossing Construction	\$441,600	\$453,259.00	\$453,259.00	\$397,089.46
Preliminary Construction Contingencies (10%)	\$114,700	N/A	N/A	N/A
Considerations for COVID-19 during Design (Street Only) (10%)	\$114,700	N/A	N/A	N/A
Contingency (5%)***	N/A	\$107,983.34	N/A	N/A
TOTAL CONSTRUCTION COSTS	\$1,967,800	\$2,793,984.34	\$2,909,800.60	\$2,899,908.34
Engineering and Construction Administration (22%)	\$302,800	-	-	-
Legal and Other Costs (2%)	\$27,600	-	-	-
Administration (2%)	\$27,600	-	-	-
BNSF Easement	\$50,000	\$57,065	\$57,065	\$57,065
BNSF 40-Year Maintenance	\$800,000	\$645,910	\$645,910	\$645,910
WSN Feasibility Study	-	\$21,318	\$21,318	\$21,318
BNSF Engineering	-	\$16,110	\$16,110	\$16,110
BNSF Flagging	-	\$48,000	\$48,000	-
Administration	-	\$27,600	\$27,600	\$27,600
Legal, Bonding, and Other Costs	-	\$27,600	\$27,600	\$27,600
Bolton & Menk Engineering/Construction Admin Contract	-	\$344,535	\$576,107	\$588,008
MnDOT IA Inspection Costs	-	-	\$673.27	\$673.27
MnDOT Supplied Signal Cabinet	-	-	\$40,307	\$40,307
TOTAL OTHER COSTS	\$1,208,000	\$1,188,138	\$1,460,690	\$1,424,592
TOTAL PROJECT FEES	\$3,175,800	\$3,982,122.34	\$4,370,490.87	\$4,324,500.08
	Items Not included			
Knollwood/Foley Intersection	\$192,350			
Revised Total	\$3,368,150			

***Contingency includes BNSF Signal Crossing Costs, BNSF Surface Crossing Costs, Construction Costs minus RCI

TH 210/INGLEWOOD PROJECT	
CITY OF BAXTER PROJECT COST SUMMARY	
TOTAL CITY COST	\$1,433,302.80
STATE AID ADVANCEMENT	\$1,292,098.86
ASSESSMENTS	\$149,965.80
REMAINING LOCAL COST	(\$8,761.86)
TH 210/INGLEWOOD PROJECT	
PROJECT CONTINGENCY	
TOTAL MNDOT**	\$14,838.88
TOTAL CITY	\$8,761.86
TOTAL PROJECT	\$23,600.74

**RCI PORTION IS NOT CAPPED. CONTINGENCY SHOWN IS CAPPED AMOUNT OF PROJECT.

STAFF RECOMMENDATIONS

None, for information only.

COUNCIL ACTION REQUESTED

None, for information only.