

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

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**ACTION TRANSMITTAL**

No. 2011-52

**DATE:** June 9, 2011  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** Scope Change Request and 2011-2014 TIP Amendment from MN/DOT for TH 120/Hudson Road Intersection Improvement.

**MOTION:** That the TAB approves the scope change request and adopts the TIP amendment from MN/DOT for SP# 6227-57; redesign of the TH 120 and Hudson Road intersection.

**BACKGROUND AND PURPOSE OF ACTION:** This project received STP funding in the Augmenter category in the 2005 Solicitation. The original project included a proposal to close the TH 120 at Hudson Road intersection. This closure would create operational and redevelopment issues for the City of Oakdale and private businesses in the area. The proposal was modified to address these issues brought up by the local stakeholders. The project now includes a southbound auxiliary lane on the west side of TH 120 from Innovation Boulevard to Hudson Road, modification of the TH 120 and Hudson Road intersection to allow southbound TH 120 left turn to east bound Hudson Road but restricting westbound Hudson Road movements to cross or turn left on TH 120. The major benefit of this project remains the same as in the original proposal: restriction of median crossover movements at TH 120 and Hudson Road and the southbound TH 120 auxiliary lane. The Funding & Programming Committee followed the scope change request procedures and determined that the revised project would have a similar impact and provides similar benefits as the original project and all changes were eligible for STP funding. Additional background materials are attached.

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**ROUTING**

| <b>TO</b>                           | <b>ACTION REQUESTED</b> | <b>DATE COMPLETED</b> |
|-------------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend      | May 19, 2011          |
| Technical Advisory Committee        | Review & Recommend      | June 1, 2011          |
| TAB Programming Committee           | Review & Recommend      |                       |
| Transportation Advisory Board       | Review, Approve & Adopt |                       |
| Metropolitan Council                | Concurrence             |                       |

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**DATE:** June 9, 2011  
**RE:** Scope Change Request by MN/DOT for TH 120/Hudson Road intersection reconstruction.

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Metropolitan Council/TAB staff has reviewed the scope change request submitted by MN/DOT according to the policy adopted by the TAB for presenting requests for scope changes. The TAC Funding & Programming Committee discussed the scope change and staff evaluation on May 19 and recommended approval along with the appropriate TIP amendment. The full TAC also recommended approval of the scope change and TIP amendment at their June 1 meeting.

## **MN/DOT: TH120/Hudson**

- 1) 100% of the project scope change must be eligible according to the solicitation criteria used at the time.

*The project is eligible.*

- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.

*No additional federal funds are being added to the project. The total cost of the project is higher than what was provided in the original application.*

- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.

*The original layout is included with the letter from MN/DOT.*

- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.

*See the letter from MN/DOT.*

- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.

*All relevant criteria have been recalculated and are included in the letter from MN/DOT.*

- *The crash reduction is slightly lower (3 fewer crashes reduced);*
- *The Access Management improvements are slightly less (1 fewer low volume private driveway);*

- *The air quality improvement is slightly better (0 change versus an increase of 3.4 kg/day);*
  - *No change to congestion reduction;*
  - *The project would rate slightly less in Cost Effectiveness for Crashes and Congestion Reduction because the overall cost is higher. The difference would, however, be quite small.*
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment goes before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence.



## Minnesota Department of Transportation

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

Date: May 10, 2011

Mr. Karl Keel, P.E.  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: **Proposed Scope Change for the TH 120/Hudson Road Improvements  
State Project 6227-57**

Dear Mr. Keel:

The Minnesota Department of Transportation would like to formally request a change in scope for SP 6227-57, TH 120 at Hudson Road. The original project was selected for federal funding during the 2005 solicitation process in the A Minor Arterial, Augmenter STP Project Category. The project will improve safety and operational characteristics of TH 120 from Brookview Drive to Conway Avenue, specifically at TH 120 and Hudson Road, which is ranked 64<sup>th</sup> in the State's Top 200 Crash Cost Intersections List.

The original application included the elimination of the existing TH 120 intersection with Hudson Road, a realignment of Hudson Road to connect with TH 120 at the existing Innovation Boulevard signal, construction of an auxiliary lane for southbound TH 120 between Innovation Boulevard and the I-94 interchange, signal modification, turn lanes, and a mill and overlay. Challenges to this proposed design surfaced during the preliminary design development of the project with the City of Maplewood, City of Oakdale, and 3M, and the original proposed design. The Minnesota Department of Transportation has spent five years working toward the development of a design that provides agreeable solution for all partners to the TH 120/Hudson Road intersection safety issue. The proposed design that all partners have agreed to is a modifying the existing TH 120/Hudson Road intersection into a ¾ intersection, with left turning movements from southbound TH 120 to eastbound Hudson Road. This compromise will address the crash issues at the intersection.

We request the scope change be added to the agenda of the May 19, 2011 TAC Funding and Programming meeting to answer any questions on the proposed scope change.

### Project Background

The original proposed project, as submitted in the 2005 Federal Funding Application, proposed to construct an auxiliary lane on southbound TH 120 from Innovation Boulevard to Hudson Road, a frontage road on the east side of TH 120 from Hudson Road to 4<sup>th</sup> Street, a right turn lane on northbound TH 120 at 4<sup>th</sup> Street; extend two existing left turn lanes, at northbound TH 120 and

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Innovation Boulevard and at southbound TH 120 and I-94 Eastbound ramp; and mill and overlay the existing pavement within the project limits on TH 120. The project also included two signal system revisions (TH 120 at I-94 Westbound ramp and TH 120 at Innovation Boulevard) and one new signal system installation (at TH 120 at 4<sup>th</sup> Street). The proposed project would also have access closures at: median opening (TH 120 at Hudson Road), on the east side of TH 120 at Hudson Road, Innovation Boulevard and at Harmon Glass.

The original proposed project will increase capacity, improve safety and reduce access on TH 120. The proposed project will enhance traffic operations and eliminate a number of vehicle conflicts that lead to crashes and to reduce the crash severity rate. See attachment 1 for original proposed layout.

### **Proposed Alternative**

The proposed change in the project scope is necessitated by the inability to obtain agreement and support from our local partners with the original design. The proposed closing of the TH 120 at Hudson Road intersection created operational and redevelopment issues for our local partners. Some of the issues were:

- The frontage road on the east side being built up to 4<sup>th</sup> street. The City of Oakdale did not want the additional traffic on 4<sup>th</sup> Street due to it being a residential street.
- The access to the redevelopment sites in Oakdale did not meet the city's needs.
- Ending the frontage road at Innovation Boulevard presented access issues for the adjacent property owners and storage space for vehicles on Hudson Road at Innovation Boulevard, this was a major issue for Mn/DOT.
- Any alternatives that affected 3M Property were not accepted by 3M or the City of Maplewood as viable options.

After meeting with our local partners over the past five years to address their concerns, a modified proposal was put forth. The proposed layout plan, shown in attachment 2, illustrates the changes to the original scope. Mn/DOT is proposing this scope change to address the local partners' needs while still meeting the intent of the original application, which is to improve the safety of the TH 120/Hudson Road intersection.

The new proposed project consists of a mill and overlay (same as original proposal), southbound auxiliary lane on the west side of TH 120 from Innovation Boulevard to Hudson Road, modification of the TH 120 Hudson Road intersection to allow a southbound TH 120 left turn to eastbound Hudson Road but not allow westbound Hudson Road to cross TH 120 nor turn left to go southbound on TH 120. The signals at TH 120 and the north ramps and the signal at TH 120 and Innovation Boulevard will also be revised.

The two major benefits to the new proposed project (as with the previous project) will be the restriction of median crossover movements at TH 120 and Hudson Road and the southbound TH 120 auxiliary lane.

The proposed design changes do not diminish the overall benefit of moving forward with this project. The proposed design achieves a 90% crash reduction at the intersection, has no effect on air quality (an improvement from the original application's design), addresses the same access

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issues as the original application's design, and provides congestion relief. There is an increased cost for the project as compared to the original application's estimate. These additional costs will be covered using State Funds.

Impact to the federally funded project costs due to the proposed scope change will be negligible. The overall estimated total project cost for the proposed scope change is \$1,709,846. The original Federal STP Funding Application included \$976,000 federal funds with a local match of \$244,000 from Mn/DOT, for a total of \$1,220,000. We are requesting the original project federal dollar amount, \$1,044,320 (includes inflation), remain the same for the proposed project.

Based on Mn/DOT's review of the proposed scope change:

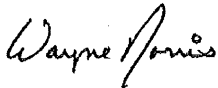
- 100% of the project scope change is eligible according to the solicitation criteria used at the time of the original application.
- Federal funds will not be swapped between projects.
- The revised scope meets the key criteria and goals met with the original scope.

The Minnesota Department of Transportation is committed to the completion of these important improvements on TH 120 to reduce the crashes at Hudson Road and to improving the traffic operations of TH 120 at the I-94 ramp intersections. The new proposal strikes a balance between the needs of our local partners and the need to improve the mobility and safety on TH 120.

We look forward to your consideration of our request for a change in scope at the May 19, 2011 Funding and Programming Sub-committee meeting.

If you have any questions concerning this matter, or require additional information, please feel free to contact me at 651 234-7724 or [wayne.norris@dot.mn.us](mailto:wayne.norris@dot.mn.us).

Sincerely,

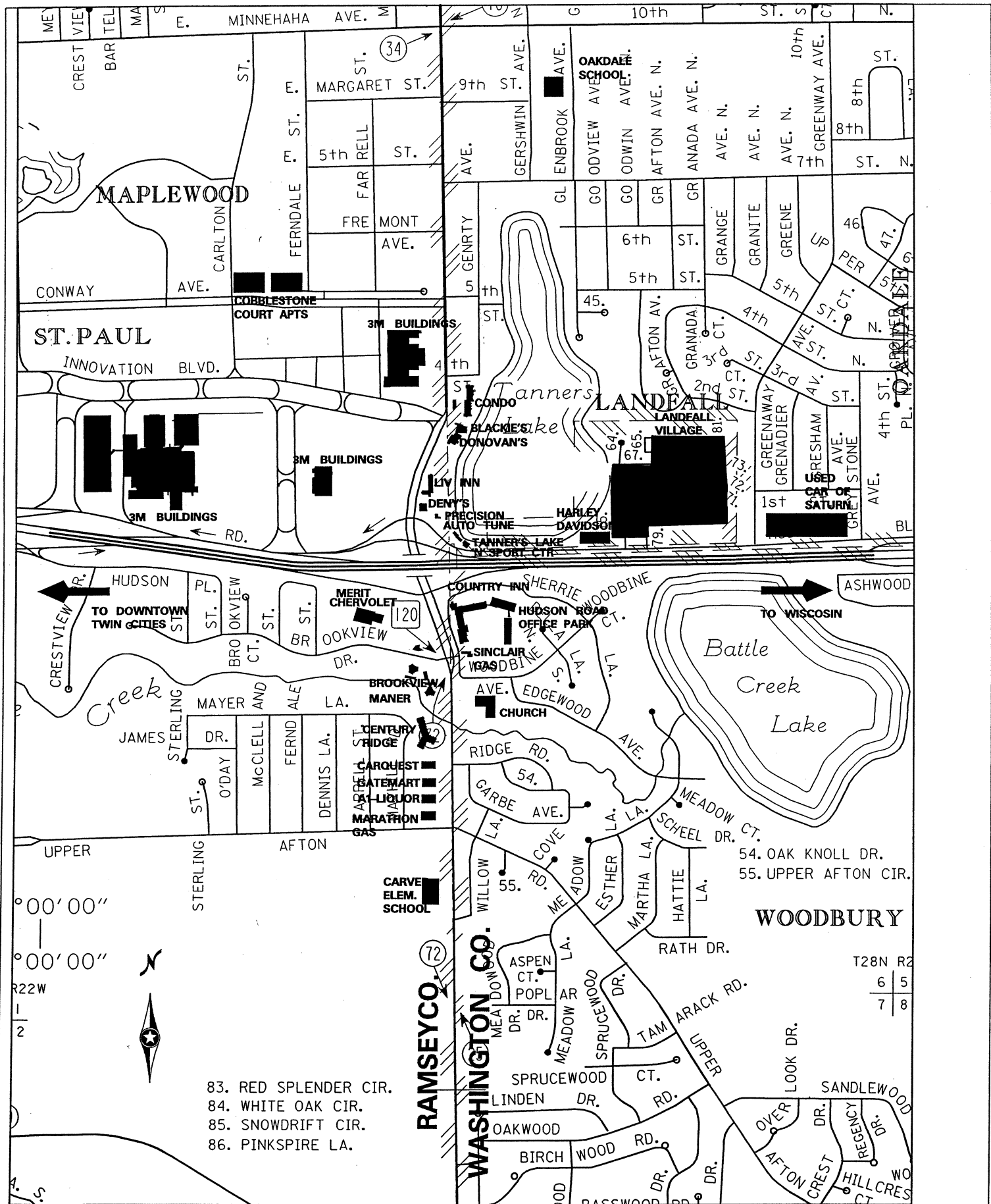


Wayne Norris  
North Area Manager  
Mn/DOT Metro District

Enclosures

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- 83. RED SPLENDER CIR.
- 84. WHITE OAK CIR.
- 85. SNOWDRIFT CIR.
- 86. PINKSPIRE LA.

# LINKAGE MAP

T.H. 120 RECONSTRUCTION PROJECT  
 STP M- "A" MINOR AUGMENTER  
 RAMSEY AND WASHINGTON CO.

## Revised TAB Solicitation Criteria for TH 120/Hudson Blvd Scope Change:

### 1. Crash Reduction

Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Augmenter made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must obtain data on crashes for the existing section scheduled for improvement from Mn/DOT's TIS system, and must use data from 2000 through 2002.

The TH 120 and Hudson Road intersection is ranked 64<sup>th</sup> in the State's Top 200 Crash Cost Intersections. Mn/DOT's TIS database reports 31 crashes between January 1, 2000 and December 31, 2002, one of which was a fatality. By revising the median opening and limiting the access connection of Hudson Road to TH 120 on the east side of TH 120, there will be a significant three-year crash reduction of 28 crashes. See attachment 3 for the types and location of each of the 31 crashes.

### 2. Access Management

4) Identify the reductions or modifications to the following type of access that will be achieved if the project is implemented:

Private residential drives

Low volume private property access

High volume private property access

Low volume public streets

High volume public streets

The proposed access modifications due to the proposed project are shown in Attachment 6, Proposed Access Locations. The following table identifies the reductions and modifications to the accesses along the proposed project section.

| TYPE OF ACCESS                | NUMBER OF REDUCTIONS (CLOSURES) | NUMBER OF INTERSECTION MODIFICATIONS                   |   |
|-------------------------------|---------------------------------|--|---|
|                               |                                 | Shared right/thru lane to 1 Auxiliary and 1 thru lanes | Full access unsignalized intersection to 3/4 intersection |
| Private Residential Driveways | 0                               | N/A  | N/A   |
| Low Volume Private Property   | 0                               | N/A  | N/A   |
| High Volume Private Property  | 0                               | N/A  | N/A   |
| Low Volume Public Streets     | 0                               | N/A  | N/A   |
| High Volume Public Streets    | 2                               | 1*   | 1**   |

\*Hudson Rd, west access

\*\* Hudson Rd, East access



#### 4 Air Quality

The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The council supports priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F.

The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO, NOx, and/or VOC emissions reductions using the MOBILE5b emissions factors and vehicle emissions reduction worksheet in Appendix G.

In order to determine the reduction of CO, NOx, and VOC emissions, a quantitative analysis to determine the existing and proposed peak hour speed on T.H. 120 (southbound direction during P.M. peak hour) was conducted. The analysis calculates the average speed on T.H. 120 from a point south of Brookview Dr. to 4<sup>th</sup> St., a total distance of .6 miles.

Estimated Segment Length = 0.60 mile  
Posted Speed Limit = 40 mph

##### Existing Conditions

3M Rd/Innovation Blvd delay (V/C = 0.8 to 0.9) = .83 min  
I-94 North Ramps delay (V/C >0.9) = 1.25 min  
4<sup>th</sup> Street Intersection delay = 0.17 min  
Hudson Road Intersection delay = 0.17 min

Total delay = 0.5+0.83+1.25+.17+.17 = 2.42 min

Free-flow travel time (minutes) = [0.6mile/40mph]\*60 = 0.9 minutes

Arterial Speed (mph) = [0.6/(0.9+2.42)]\*60 = 10.84 mph

##### Proposed Conditions

3M Rd/Innovation Blvd delay (V/C = 0.8 to 0.9) = .83 min  
I-94 North Ramps delay (V/C >0.9) = 1.25 min  
4<sup>th</sup> Street Intersection delay = 0.17 min  
Hudson Road Intersection delay = 0.17 min

Total delay = 0.5+0.83+1.25+.17+.17 = 2.42 min

Free-flow travel time (minutes) =  $[0.6\text{mile}/40\text{mph}] * 60 = 0.9$  minutes

Arterial Speed (mph) =  $[0.6/(0.9+2.42)] * 60 = 10.84$  mph

A quantitative analysis of the proposed project was conducted according to the MOBILE5B factors and vehicle emissions reduction worksheet for CO, NOx, and VOC.

The results are as followed:

**Emission = VMT x EF x 1/1000 = kgs/day**

Assumption: VMT = ADT x Project Length

= 21,200 x 0.60

= 12,720 miles

**Baseline emissions without the project at 10.84 mph:**

CO = 12,720 x 35.29 = 448,889 gms/mile x 1/1000 = 448.9 kgs/day

NOx = 12,720 x 1.70 = 21,624 gms/mile x 1/1000 = 21.6 kgs/day

VOC = 12,720 x 2.94 = 37,397 gms/mile x 1/1000 = 37.4 kgs/day

**Total No Build emissions = 507.9 kgs/day**

**Emissions after project is completed at 10.84 mph:**

CO = 12,720 x 35.29 = 448,889 gms/mile x 1/1000 = 448.9 kgs/day

NOx = 12,720 x 1.70 = 21,624 gms/mile x 1/1000 = 21.6 kgs/day

VOC = 12,720 x 2.94 = 37,397 gms/mile x 1/1000 = 37.4 kgs/day

**Total Build emissions = 507.9 kgs/day**

**NET EMISSIONS = Build emissions (507.9 kgs/day) – Baseline emissions (507.9 kgs/day)**

**= 0.0 kgs/day**

The improvements from the proposed project did not change the arterial speed; therefore there was no change in the vehicle emissions.

## 5 Congestion Reduction

Nothing has changed in this section from the previous application to this one.

## 6 Development Framework Brownfields and Natural Resources

Describe how the project contributes to the cleanup of any brownfield revitalization site or how it might increase the value or accessibility of an existing or recently cleaned up brownfield site. Describe how the project might be part of protecting a natural resource area identified in the Natural Resources Inventory and Assessment (NRIA). NRIA maps that highlight those natural features are available from the following web pages:

No brownfield sites were identified along the minor arterial.

Natural Resources: The drainage system for the project will be urban design. The proposed project will add an auxiliary lane and a left turn lane to southbound T.H. 120, resulting in more than one acre of disturbed surface and 0.78 acres of new impervious surface. Therefore, NPDES permit & permanent stormwater management system "infiltration basin in TH 120/TH 94 interchange" will be required.

Battle Creek, Battle Creek Lake, and Tanners Lake are listed on the DNR's list of protected water. Best Management Practices will be implemented for the proposed project to ensure that these natural resource areas would be protected.

## **7 Cost Effectiveness**

### **1. Crash Reduction.**

The applicant must calculate the cost per crash reduced by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1.

The applicant must obtain data on crashes for the existing section scheduled for improvement from Mn/DOT's TIS system, and must only use data from 2000 through 2002. The applicant must base the estimate of crash reduction on the methodology found in Appendix E.

The proposed improvements, modifying Access at Hudson Road and adding capacity on TH 120 will eliminate 28 crashes. At a cost of 1.71 million, the cost per crash reduced by the proposed project is \$61,066.

### **2. Air Quality**

The applicant is to calculate the cost per kilogram that will be reduced by the proposed project compared to the no-build alternative. The applicant must use the estimated CO, NOx, and/or VOC emissions reductions calculated in questions B.3. and divide it into the total project cost.

The proposed improvements on T.H. 120 will not increase the amounts of CO, NOx, and VOC during this project; therefore there is no cost for this section.

### **3. Congestion reduction.**

The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

The hourly throughput in the PM peak hour, in the peak direction of travel (southbound), at the most congested location (I-94 north ramps intersection at TH 120) was calculated for current and proposed conditions. Details of the analysis are shown below:

**Existing Conditions**

Vehicle capacity = 1,200 vph (two through lanes)

PM peak hour vehicle occupancy = 1.07

Hourly person throughput =  $1200 \times 1.07 = 1,284$  pph

**Proposed Conditions**

Vehicle capacity = 1,800 vph (three through lanes)

PM peak hour vehicle occupancy = 1.07

Hourly person throughput =  $1,800 \times 1.07 = 1,926$  pph

Total increase in hourly person throughput =  $1,926 - 1,284 = 642$  pph

Cost per increase in hourly person throughput =  $\$1,709,846 / 642 = \$2,663$

## **ATTACHMENT III**

- Accident Types and Locations

# Collision Diagram

Minnesota Department of Transportation

Location: MNTH 120 @ HUDSON BLVD/FRONTAGE RD, RP 2+00.255

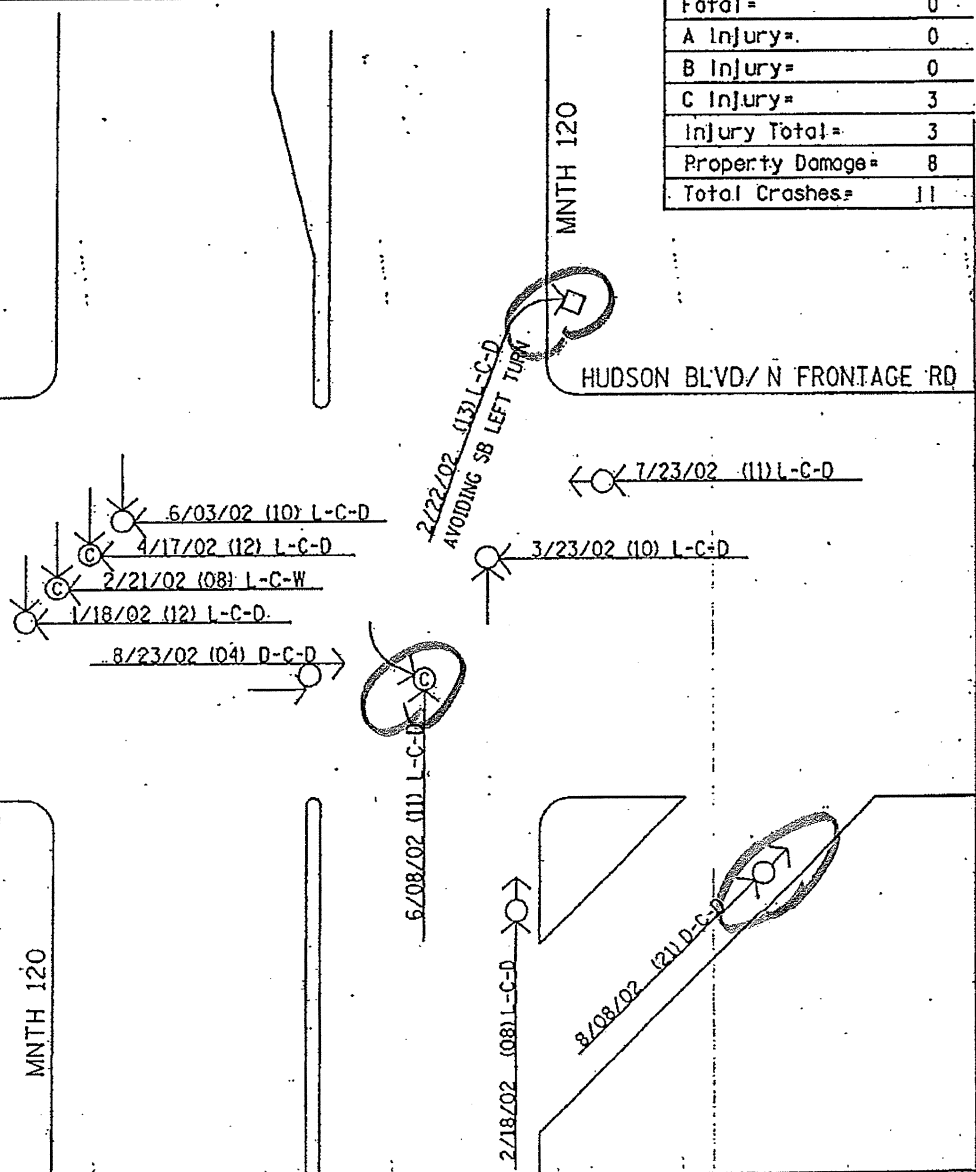
Time Period: 2002

Date: 9/12/03

Prepared By: MPK

No. of Crashes

|                   |    |
|-------------------|----|
| Fatal =           | 0  |
| A Injury =        | 0  |
| B Injury =        | 0  |
| C Injury =        | 3  |
| Injury Total =    | 3  |
| Property Damage = | 8  |
| Total Crashes =   | 11 |



HUDSON BLVD/N FRONTAGE RD

MNTH 120

KEY

NOTES

- ←→ Motor Vehicle Backing Up \* Details Unclear
- ∞→ Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Fixed Object
- Fatal Crash
- Ⓐ A Injury Crash
- Ⓑ B Injury Crash
- Ⓒ C Injury Crash
- Property Damage Crash
- ⊙ Pedestrian
- ⊙ Bicycle/Moped
- ⊙ Motorcycle
- ⊙ Rear End Property Damage
- ⊙ Right Angle B Injury

[1] \_\_\_\_\_  
 [2] \_\_\_\_\_  
 [3] \_\_\_\_\_

| Light:                    | Weather:                     | Surface:                  |
|---------------------------|------------------------------|---------------------------|
| L = Daylight (1)          | C = Clear or Cloudy (1 or 2) | D = Dry (1)               |
| DN = Dawn (2)             | R = Rain (3)                 | W = Wet (2)               |
| Du = Dusk (3)             | S = Snow or Sleet (4 or 5)   | S = Snow or Ice (3 or 4)  |
| Ol = Dark, Lighted (4)    | F = Fog, Smog, Smoke (6)     | M = Muddy (5)             |
| Do = Dark, Lights Off (5) | B = Blowing Sand/Dust (7)    | Db = Debris (6)           |
| D = Dark, Unlighted (6)   | W = Severe Crosswinds (8)    | O = Oily (7)              |
| X = Unknown (99)          | X = Other or Unknown (99)    | X = Other or Unknown (99) |

(X) = Number of Vehicles in Crash (X) Other Vehicle Injury Type [Date] - [Time hrs] - [Light-Weather-Surface]

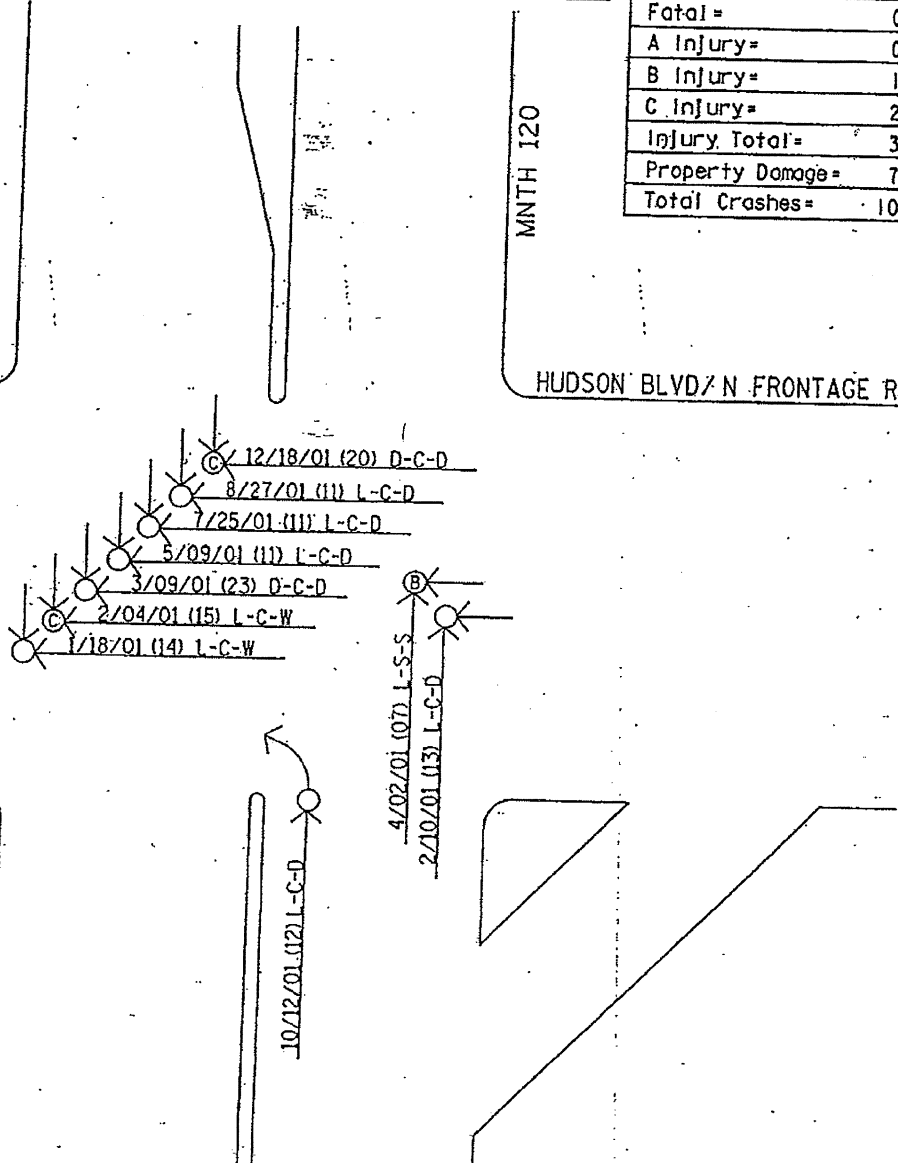
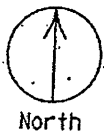
MINNESOTA DEPARTMENT OF TRANSPORTATION  
 Minnesota Department of Transportation

Location: MNTH 120 @ HUDSON BLVD/FRONTAGE RD RP 2+00.255

Time Period: 2001 Date: 9/12/03

Prepared By: MPK

| No. of Crashes    |    |
|-------------------|----|
| Fatal =           | 0  |
| A Injury =        | 0  |
| B Injury =        | 1  |
| C Injury =        | 2  |
| Injury Total =    | 3  |
| Property Damage = | 7  |
| Total Crashes =   | 10 |



HUDSON BLVD/N FRONTAGE RD

MNTH 120

10/12/01 (12) L-C-D

KEY

- ☞ → Motor Vehicle Backing Up
- ☞ → Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Fixed Object
- Fatal Crash
- Ⓐ A Injury Crash
- Ⓑ B Injury Crash
- Ⓒ C Injury Crash
- Property Damage Crash
- Ⓜ Pedestrian
- Ⓛ Bicycle/Moped
- Ⓜ Motorcycle
- Ⓧ Rear End Property Damage
- Ⓧ Right Angle B Injury
- \* Details Unclear

NOTES

- (1)
- (2)
- (3)

| Light:                    | Weather:                     | Surface:                  |
|---------------------------|------------------------------|---------------------------|
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| X = Unknown (99)          | X = Other or Unknown (99)    | X = Other or Unknown (99) |

(X) = Number of Vehicles in Crash (X) Other Vehicle Injury Type [Date]-[Time (hrs)]-[Light-Weather-Surface]

# Collision Diagram

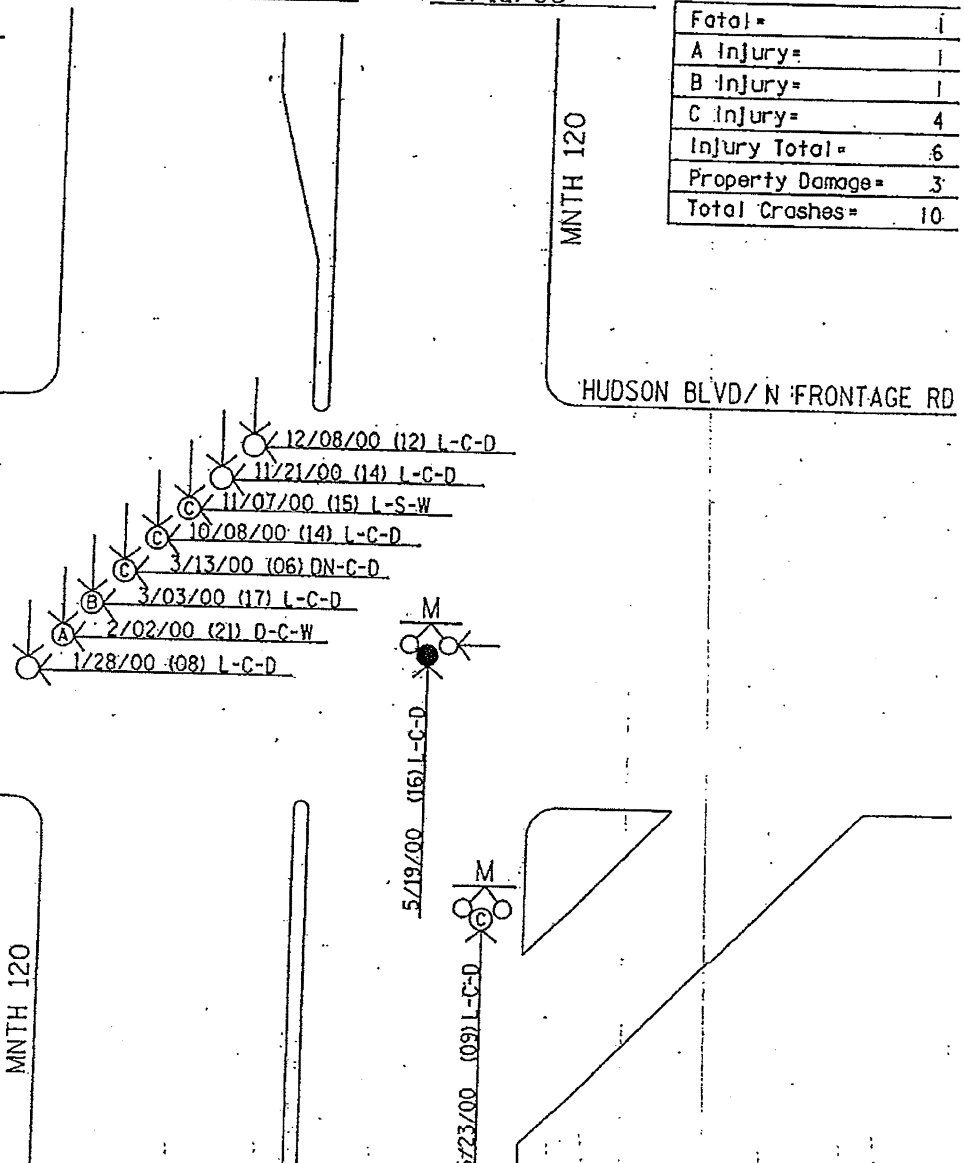
Minnesota Department of Transportation

Location: MNTH 120 @ HUDSON BLVD/Frontage Rd RP 2+00.255

Time Period: 2000 Date: 9/12/03

Prepared By: MPK

| No. of Crashes    |    |
|-------------------|----|
| Fatal =           | 1  |
| A Injury =        | 1  |
| B Injury =        | 1  |
| C Injury =        | 4  |
| Injury Total =    | 6  |
| Property Damage = | 3  |
| Total Crashes =   | 10 |



HUDSON BLVD/N FRONTAGE RD

MNTH 120

**KEY**

- ↔ Motor Vehicle Backing Up
- ↔ Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Fixed Object
- Fatal Crash
- Ⓐ A Injury Crash
- Ⓑ B Injury Crash
- Ⓒ C Injury Crash
- Property Damage Crash
- Ⓕ Pedestrian
- Ⓖ Bicycle/Moped
- Ⓜ Motorcycle
- ⊗ Rear End Property Damage
- ⊙ Right Angle B Injury
- \* Details Unclear

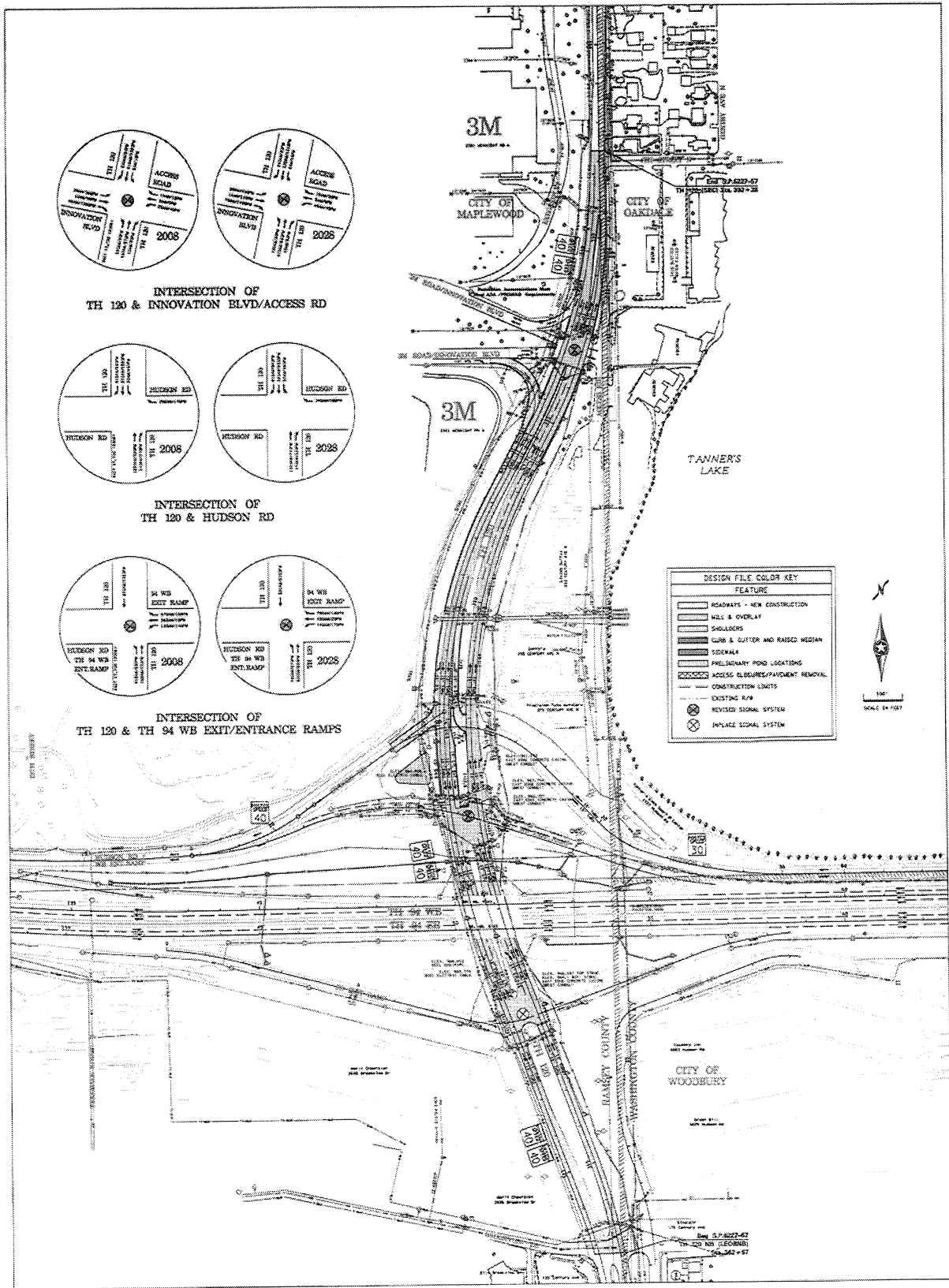
**NOTES**

- [1] \_\_\_\_\_
- [2] \_\_\_\_\_
- [3] \_\_\_\_\_

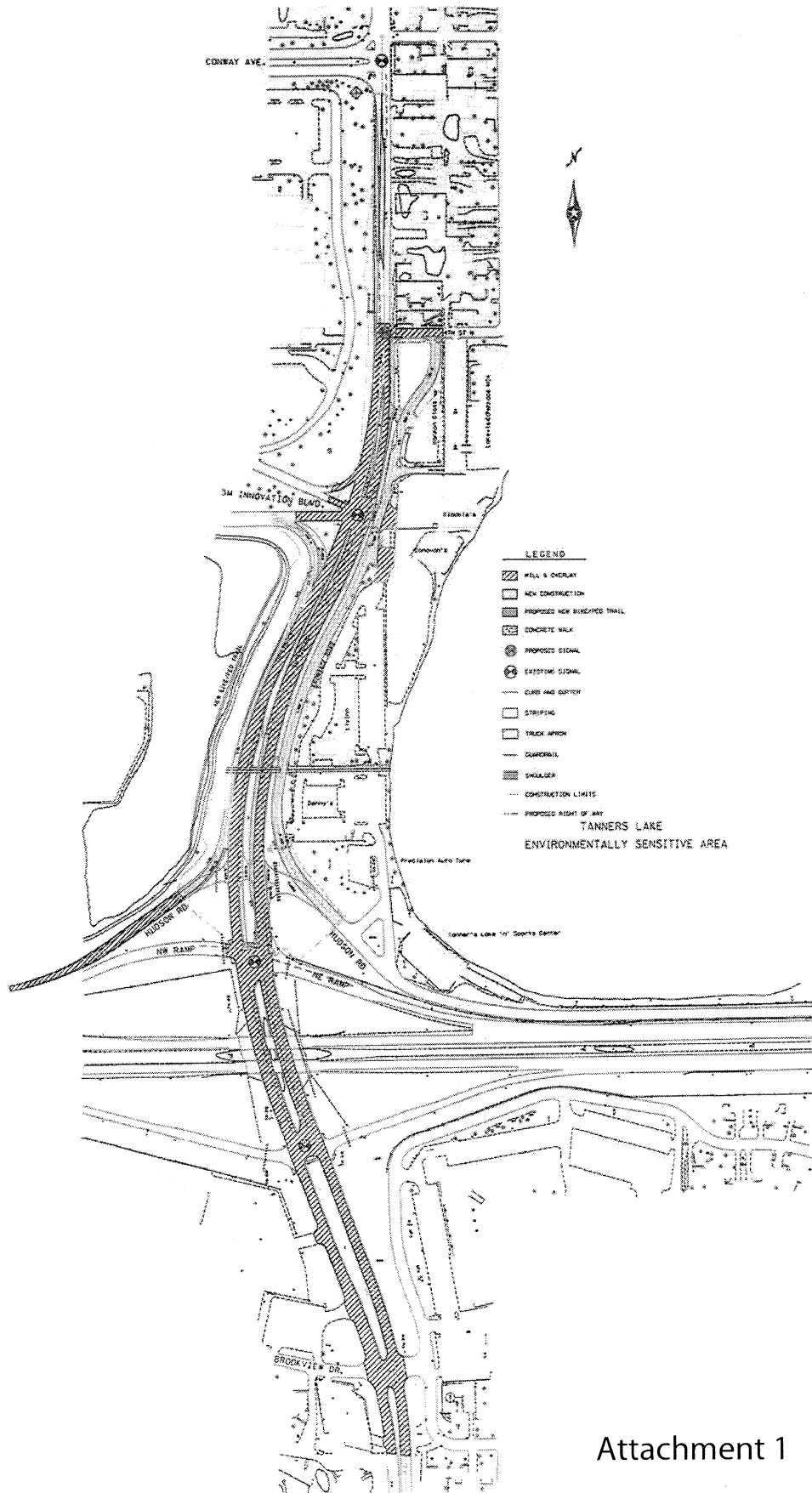
| Light:                    | Weather:                     | Surface:                  |
|---------------------------|------------------------------|---------------------------|
| L = Daylight (1)          | C = Clear or Cloudy (1 or 2) | D = Dry (1)               |
| DN = Dawn (2)             | R = Rain (3)                 | W = Wet (2)               |
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| DI = Dark, Lighted (4)    | F = Fog, Smog, Smoke (6)     | M = Muddy (5)             |
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| D = Dark, Unlighted (6)   | W = Severe Crosswinds (8)    | O = Oily (7)              |
| X = Unknown (99)          | X = Other or Unknown (99)    | X = Other or Unknown (99) |

(X) = Number of Vehicles in Crash (X) Other Vehicle Injury Type (Date)-(Time hrs)-(Light-Weather-Surface)





# PRELIMINARY LAYOUT



'A' Minor Arterial Augmenter - Prioritizing Criteria Scores 2005

| project no.         | applicant                              | project name  | federal \$   | match \$    | funding criteria |             |             |             |            |             |            |            |             |             | E 1 - TYPED Bonus | Total Points |
|---------------------|--|---|--------------|-------------|------------------|-------------|-------------|-------------|------------|-------------|------------|------------|-------------|-------------|-------------------|--------------|
|                     |  |   |              |             | A 1 - 0-150      | B 1 - 0-100 | B 2 - 0-125 | B 3 - 0-100 | B 4 - 0-50 | C 1 - 0-125 | C 2 - 0-75 | C 3 - 0-75 | D 1 - 0-200 | D 2 - 0-100 |                   |              |
| AA-05-01            | Hennepin County                        | CSAH 81/118 (County 81) - Reconstruct CSAH 81 from North of TH 100 to North of CSAH 50 - 1.41 miles. The project will support a proposed Minneapolis to Rapid Bus Rapid Transit (BRT) line in mixed use lanes. The intersection at CSAH 10 (Bass Lake Road) will be expanded. Add a pedestrian and bike path on one side.   | \$5,500,000  | \$2,500,000 | 130              | 100         | 125         | 100         | 50         | 79          | 75         | 25         | 200         | 100         | 53                | 1037         |
| AA-05-02            | Hennepin County                        | CSAH 81/119 (County 81) - Reconstruct CSAH 81 from North of CSAH 10 to North of 93rd Avenue. - Reconstructs 1.17 miles of new 6-lane, 10-foot, undivided roadway. Will support a proposed Minneapolis to Rapid Bus Rapid Transit (BRT) line in mixed use lanes. The intersection at CSAH 10 (Bass Lake Road) will be expanded. Add a pedestrian and bike path on one side. The project will utilize the frontage road / connecting streets for pedestrian and bicycle accommodation.  | \$5,500,000  | \$1,500,000 | 120              | 47          | 125         | 80          | 45         | 21          | 55         | 43         | 200         | 50          | 53                | 839          |
| AA-05-07            | City of Minneapolis                    | Cedar, Franklin and Minnehaha Avenue Intersection Safety and Capacity Improvement Project - Reconstruct several intersections and connect street segments to the portion of Cedar Avenue located between I-94 and TH 55 (Hiawatha Avenue) in south Minneapolis. Improve multimodal transportation safety and capacity, reduce pedestrian and vehicular conflicts, improve access to transit services, reduce barriers to development, and improve access management to adjacent land uses and major development sites along this segment of Cedar Avenue. | \$844,800    | \$211,200   | 130              | 14          | 105         | 60          | 5          | 85          | 60         | 62         | 185         | 0           | 80                | 50           |
| AA-05-03            | Ramsey County                          | County Road B2 - Reconstruction between Fairview Avenue and TH 51 (Shelling Avenue) - (0.5 miles) build a six-lane facility, include signal and turn lane modifications.  | \$2,280,000  | \$570,000   | 135              | 54          | 70          | 70          | 10         | 102         | 65         | 65         | 90          | 0           | 47                | 708          |
| AA-05-04            | Minnesota Department of Transportation | TH 120 Mill & Overlay and Frontage Road Realignment - Add an auxiliary lane and realign the Frontage Road (Hudson Road) via a new Frontage Road section (Maplewood and Oakdale in Ramsey and Washington counties.)  | \$976,000    | \$244,000   | 135              | 45          | 80          | 0           | 35         | 125         | 0          | 75         | 90          | 20          | 100               | 705          |
| AA-05-06            | City of Minneapolis                    | Hennepin - Lyndale Reconstruction - Includes Lyndale Avenue from Dunwoody Blvd. to Groveland Terr and Hennepin Avenue from Groveland Terr to Franklin Avenue. The total length is approximately .75 miles. Reconstruction including grading, paving, striping, signals, lighting and storm drain.   | \$3,920,000  | \$3,830,000 | 135              | 8           | 95          | 0           | 0          | 0           | 0          | 0          | 155         | 70          | 53                | 516          |
| AA-05-05            | City of St. Paul                       | Pierce Butler Route Extension Phase 1 - On a new alignment from Croto Street (west of Dale) to Arundel Street at Minnehaha Avenue (one block west of Western Avenue) about 4,000 feet long.   | \$0          | \$0         |                  |             |             |             |            |             |            |            |             |             |                   | 0            |
| TOTAL FEDERAL FUNDS |  |   | \$13,520,800 | \$6,355,200 |                  |             |             |             |            |             |            |            |             |             |                   |              |

Disqualified



**Minnesota Department of Transportation**

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

Office Telephone: (651) 234-7788

Fax: (651) 234-7786

May 19, 2011

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

RE: Scope change revisions to be included in 2012-2015 TIP  
State Project Number: 6227-57  
Federal Project Number:

Dear Mr. Keel:

This TIP information is being submitted with the project scope change request for MN 120 6227-57. The 2011-2014 TIP will not be amended due to the project not being authorized until the draft 2012-2015 TIP is approved in September 2011. The scope change will be reflected correctly in this document. 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 |
|-------|-------------------|-------|---------|--------------|--|--------|--|-------|
| 1672  | 2012              | M     | M       | MN 120       | 6227-57                                      | MnDOT  | Brookview Dr. to Fourth St. in Maplewood- Intersection modification, auxiliary lane addition, mill& overlay, traffic signal replacement and revision | 0.6   |

| PROG | TYPE OF WORK     | PROP FUNDS | TOTAL \$  | FHWA \$   | AC \$ | FTA \$ | TH \$   | OTHER \$ |
|------|------------------|------------|-----------|-----------|-------|--------|---------|----------|
| SC   | Spot Improvement | UG         | 1,705,000 | 1,364,000 | 0     | 0      | 341,000 | 0        |

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**PROJECT BACKGROUND:**

This documentation is needed to facilitate a change in scope for Project 6227-57)Seq. #1672) currently in the 2011-2014 STIP in SFY 2012. The current 2011-2014 STIP will not be amended due to the project not being authorized until February 2012. The project revisions will be reflected in the 2012-2015 TIP that is expected to be approved in September 2011.

The scope change is necessitated by the inability to obtain agreement and support from local partners with the original design funded in the 2005 TAB Solicitation. After meeting with them over the past five years to address their concerns, a modified proposal to the original application has been agreed upon by all parties.

The new proposed project consists of a mill and overlay, southbound auxiliary lane on the west side of TH 120 from Innovation Boulevard to Hudson Road, modification of the TH 120 Hudson Road intersection to allow a southbound TH 120 left turn to eastbound Hudson Road but not allow westbound Hudson Road to cross TH 120 nor turn left to go southbound on TH 120. The signals at TH 120 and the north ramps and the signal at TH 120 and Innovation Boulevard will also be revised.

The proposed design changes do not diminish the overall benefit as originally identified in the 2005 application. The proposed design achieves a 90% crash reduction at the intersection, has no effect on air quality (an improvement from the original design), addressed the same access issues, and provides congestion relief.

This project scope change was presented to TAC Funding & Programming on May 19, 2011 and the committee recommended the project move forward as requested. Project costs have been adjusted to reflect the recommended scope change. Federal funds received from the 2005 TAB Solicitation remain the same at \$1,044,320, but MnDOT has chosen to reflect federal funds at 80% of the total cost (\$1,705,000) which would increase the federal fund amount to \$1,364,000. The state fund amount is reflective of a 20% match (\$341,000). These revised costs will be reflected in the 2012-2015 TIP that is expected to be approved in September 2011.

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1. 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 \_\_\_\_\_
- Earmark or HPP federal funds outside ATP target \_\_\_\_\_
- Other\*   X

\*The funding reflected in the scope change will be identified in the final 2012-2015 TIP expected to be approved in September 2011.

**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 #E-1 Intersection channelization project  
Per Section 93.126 of the Conformity Rules

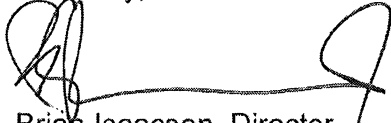
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Karl Keel  
May 19, 2011  
Page 4

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Brian Isaacson at (651) 234-7788.

Sincerely,



Brian Isaacson, Director  
Investment Management  
Metro District

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