

T Transportation Committee
 Meeting date: February 27, 2012,
 For the Council Meeting of March 14, 2012

ADVISORY INFORMATION

Date: February 16, 2012
Subject: Controlled Access Approval for construction of an interchange at TH 36 and Hilton Trail in Washington County.
District(s), Member(s): District 12, Harry Melander
Policy/Legal Reference: Mn. Statute 473.166
Staff Prepared/Presented: Arlene McCarthy, Director, MTS 651-602-1754
 Amy Vennewitz, Deputy director, Finance and Planning, MTS, 651-602-1508
 Connie Kozlak, Manager, Transportation planning and Programming 651-602-1720
 Ann Braden, Senior Transportation Planner, MTS, 651-602-1705
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council, approve a request by MnDOT to construct an interchange at TH 36 and Hilton Trail in Pine Springs, conditional upon any significant changes in the design of the proposed project being subject to further review and approval by the Metropolitan Council prior to construction.

Background

Minnesota state law (MS. 473.166) requires that the Council approve any controlled access highway in the metropolitan area before construction or right-of-way acquisition begins. This is to ensure that proposed highway projects are consistent with regional policies and plans.

This project includes the construction of a grade-separated diamond interchange to replace the existing signalized intersection at TH 36 and Hilton Trail in Pine Springs. The project also includes reconstruction of 1.2 miles of TH 36 to eliminate full-access, at-grade intersections along this segment of the roadway; construction of roundabouts at the intersections of Hilton Trail and the interchange ramps, and maintenance and enhancement of the Gateway Trail Corridor for bicyclists and pedestrians (see attachments).

If approved, construction will begin in fall 2012 and be completed by spring 2014.

Rationale

TH 36 is a principal arterial highway that serves as an important component of the state and regional transportation system, supporting local and regional economic development. The project is consistent with the regional Transportation Policy Plan.

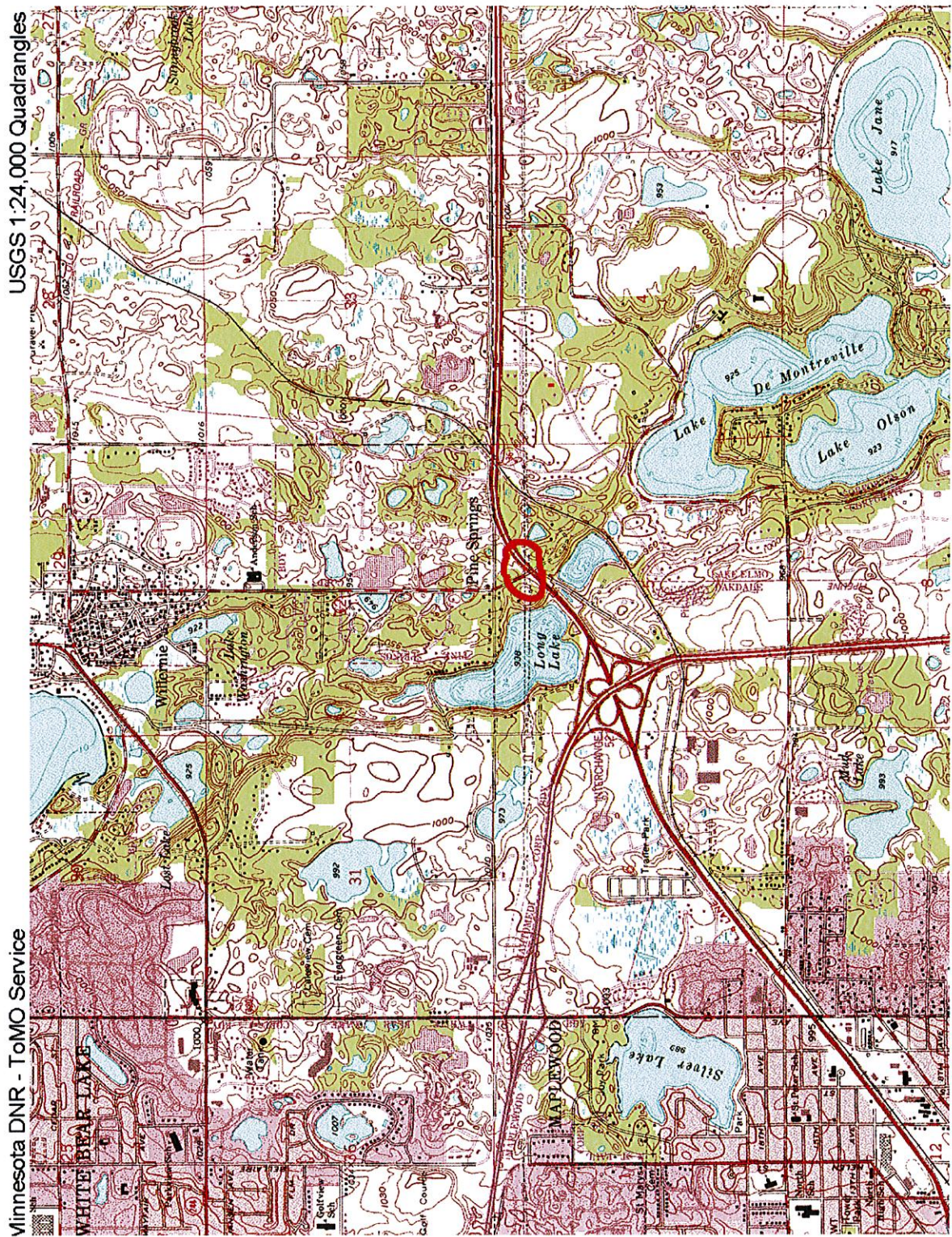
Funding

The estimated project cost is \$11.77M and is funded with federal and state monies.

Known Support / Opposition

There is no known opposition to the project.

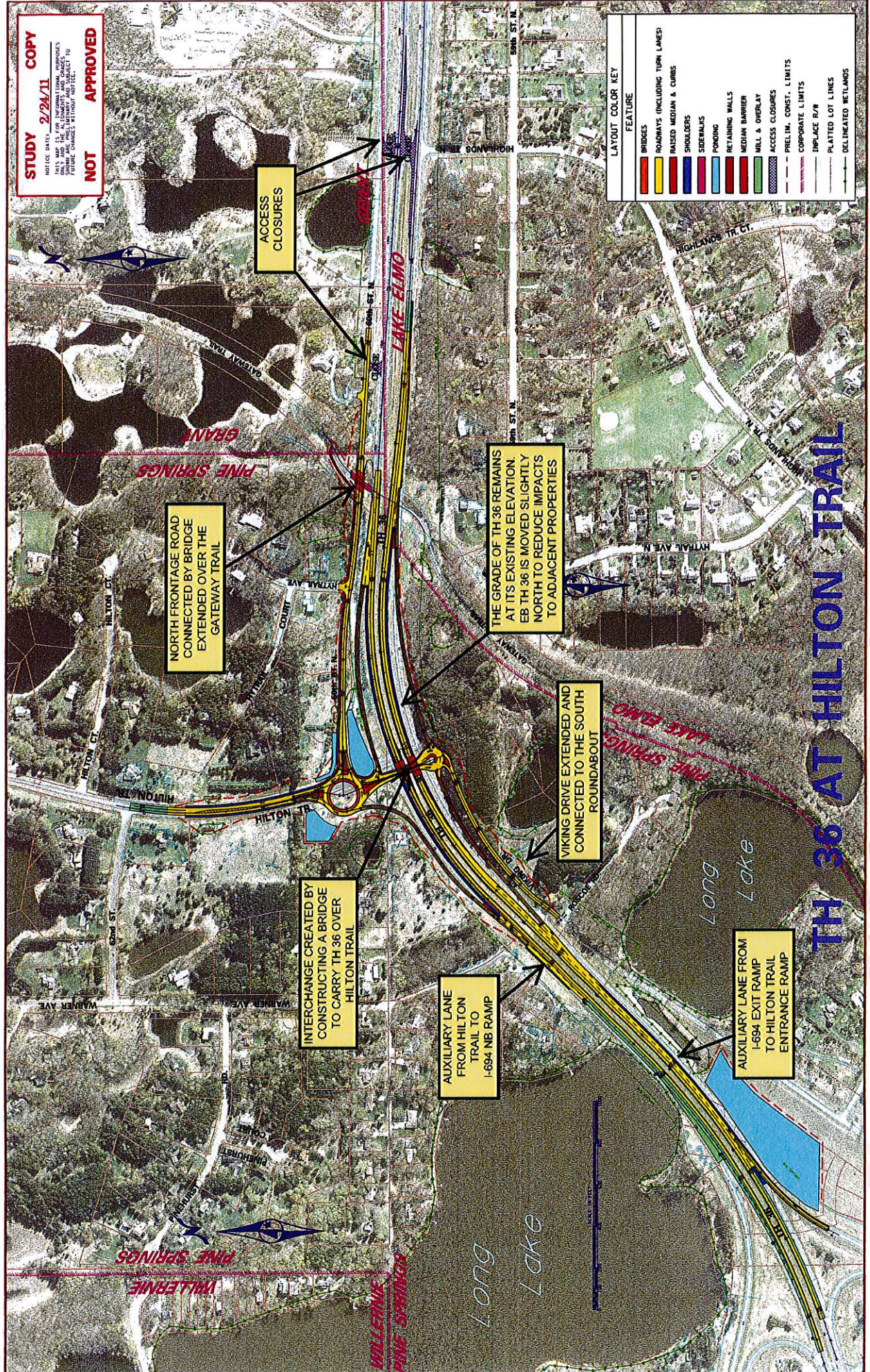
Figure 2 - USGS map



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NOT APPROVED

LAYOUT COLOR KEY

FEATURE	DESCRIPTION
[Red line]	BRIDGES
[Yellow line]	ROADWAYS (INCLUDING TURN LANES)
[Orange line]	RAISED MEDIAN & CURBS
[Blue line]	SHOULDERS
[Light Blue line]	SIDEWALKS
[Dark Blue line]	PONDING
[Green line]	RETAINING WALLS
[Light Green line]	MEDIAN BARRIER
[Dark Green line]	MILL & OVERLAY
[Grey line]	ACCESS CLOSURES
[Red dashed line]	PRELIM. CONST. LIMITS
[Black dashed line]	CORPORATE LIMITS
[Thin black line]	IMPOSE R/W
[Thin black line]	PLATTED LOT LINES
[Thin black line]	DELIMITED MET/LANDS



ACCESS CLOSURES

NORTH FRONTAGE ROAD CONNECTED BY BRIDGE EXTENDED OVER THE GATEWAY TRAIL

THE GRADE OF TH 36 REMAINS AT ITS EXISTING ELEVATION. EB TH 36 IS MOVED SLIGHTLY NORTH TO REDUCE IMPACTS TO ADJACENT PROPERTIES

VIKING DRIVE EXTENDED AND CONNECTED TO THE SOUTH ROUNDABOUT

INTERCHANGE CREATED BY CONSTRUCTING A BRIDGE TO CARRY TH 36 OVER HILTON TRAIL

AUXILIARY LANE FROM HILTON TRAIL TO I-694 NB RAMP

AUXILIARY LANE FROM I-694 EXIT RAMP TO HILTON TRAIL ENTRANCE RAMP

TH 36 AT HILTON TRAIL