

**Committee Report**

Item: 2011-178

Consent

**T** Transportation Committee  
For the Metropolitan Council meeting of July 13, 2011

**ADVISORY INFORMATION**

Date June 28, 2011  
Prepared:

Subject: Scope Change Request and 2011-2014 TIP Amendment from MnDOT for TH 120/Hudson Road Intersection Improvement (TAB Action 2011-52)

**Proposed Action:**

That the Metropolitan Council concurs with the Transportation Advisory Board (TAB) action to approve the scope change request and adopt the Transportation Improvement Program (TIP) amendment for MnDOT SP# 6227: redesign of the TH 120/Hudson Road intersection.

**Summary of Committee Discussion / Questions:**

Motion by Duininck, seconded by Smith and passed.

# T Transportation Committee

**Meeting date: June 27, 2011**

**Council meeting date: July 13, 2011**

## ADVISORY INFORMATION

Date:	June 16, 2011
Subject:	Scope Change Request and 2011-2014 TIP Amendment from MnDOT for TH 120/Hudson Road Intersection Improvement (TAB Action 2011-52)
District(s), Member(s):	District 11 - Rummel
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning ((651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719)
Division/Department:	Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to approve the scope change request and adopt the Transportation Improvement Program (TIP) amendment for MnDOT SP#6227: redesign of the TH 120/Hudson Road intersection.

### Background

This project was awarded federal funds through the 2005 Regional Solicitation. During the project development process, various issues were raised by the public and agencies involved. The project was modified to meet the concerns of these parties. The modified project was accepted by TAB and the TIP amendment has been forwarded for Council action.

### Rationale

A project must be accurately described in the current TIP.

### Funding

The federal funds of \$1.044M for the project remain the same as the original, with the increased match of \$665,526 provided by MnDOT.

### Known Support / Opposition

No opposition was noted at either the TAC or TAB meetings.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Chair

June 16, 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  
Champlin City Council

James Hovland  
Mayor of Edina

Becky Petryk  
Hugo City Council

Will Rossbach  
Mayor of Maplewood

Robert Lillgren  
Minneapolis City Council

Steven Gallagher  
Newport City Council

Russ Stark  
St. Paul City Council

Citizen Members - Precinct

Andrew Reinhardt - A  
Thomas Heffelfinger - B

James Meyers - C  
vacant - D

Bart Ward - E  
Bill Hargis - F

Jill Smith - G  
Ken Johnson - H

Agency Representatives

Adam Duininck  
Metropolitan Council

Scott McBride  
Minnesota DOT

Lisa Peilen  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

vacant  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

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

Ms. Haigh,

On June 15, 2011 the Transportation Advisory Board voted to approve the scope change request and adopt a TIP amendment from MN/DOT for SP# 6227-57; redesign of the TH 120 and Hudson Road intersection.

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; however, this closure would create operational and redevelopment issues for the City of Oakdale and private businesses in the area. To address these issues, the proposal was modified to include 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 TIP amendment is necessary to reflect the project's revised scope and cost.

The TAB requests the Metropolitan Council's concurrence with the TIP amendment to reflect the revised project scope and forwards additional information in TAB action transmittal 2011-52.

Sincerely,



*for*

Bill Hargis,  
Chair

kjr/kjr

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

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**ACTION TRANSMITTAL**

No. 2011-52

**DATE:** June 16, 2011  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** Scope Change Request and 2011-2014 TIP Amendment from MN/DOT for TH 120/Hudson Road Intersection Improvement.

**MOTION:** The TAB approved the scope change request and adopted 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 technical committees 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	June 15, 2011
Transportation Advisory Board	Review, Approve & Adopt	June 15, 2011
Metropolitan Council	Concurrence with TIP Amendment	

# 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:

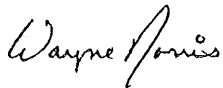
- 100% of the project scope change is eligible according to the solicitation criteria used at the time of the original application.
- Federal funds will not be swapped between projects.
- The revised scope meets the key criteria and goals met with the original scope.

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,

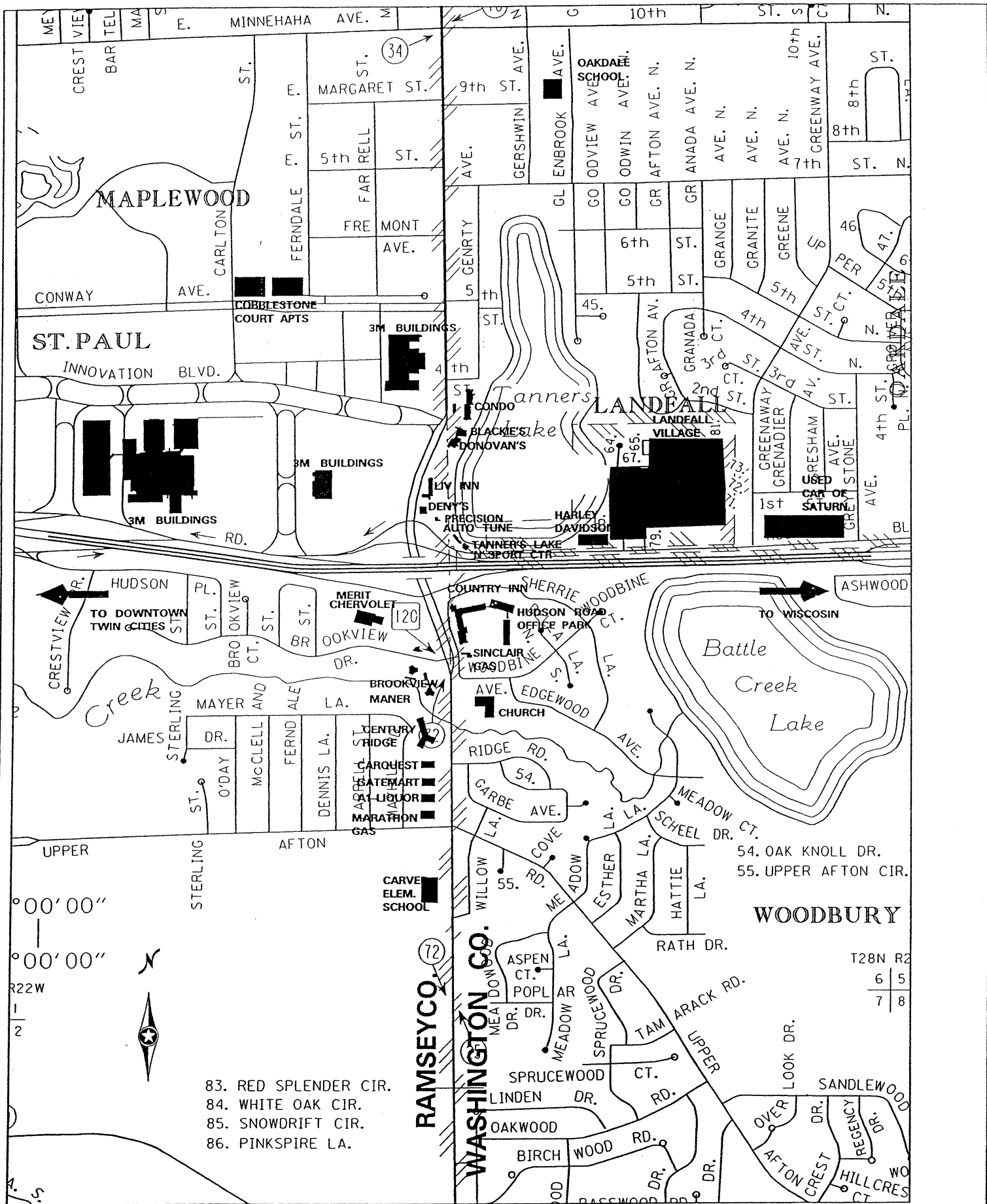


Wayne Norris  
North Area Manager  
Mn/DOT Metro District

Enclosures

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# LINKAGE MAP

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

RAMSEY CO. 72

WASHINGTON CO. 72

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

T28N R2	
6	5
7	8