

T Transportation Committee

Meeting date: January 22, 2007

ADVISORY INFORMATION

Date:	December 28, 2006
Subject:	Controlled Access Approval of TH 36 in Ramsey County
District(s), Member(s)	Georgeanne Hilker, District 11
Policy/Legal Reference:	Minnesota Statutes Sec. 473.166
Staff Prepared/Presented:	Arlene McCarthy, Director; 651-602-1754 Amy Vennewitz, Dep. Director Finance & Planning, 651-602-1058 Connie Kozlak, Manager, Systems Planning; 651-602-1720 Ann Braden, Senior Planner 651-602-1705
Division/Department:	Metro Transportation Services

Proposed Action/Motion

That the Metropolitan Council approve, as required by Mn Statute 473.166, the reconstruction of Trunk Highway (TH) 36 from an expressway to a freeway in the cities of Maplewood and North St. Paul as shown on the attached layout and design.

That any significant changes in the design of the proposed project are subject to further review and approval by the Metropolitan Council prior to construction.

Issue(s)

- Mn Statute 473.166 requires the Minnesota Department of Transportation (MnDOT) to request the Council's determination that a proposed controlled access highway is consistent with the Council's policy plan before construction of the highway project may begin. Improvements to Trunk Highway (TH) 36 require this approval from the Council.
- TH 36 through North St. Paul is currently a four-lane divided urban expressway with at-grade intersections and traffic signals. TH 36 has insufficient traffic capacity which causes congestion in North St. Paul. Additional concerns include intersection operation and geometry, TH 36 intersection collisions, accessibility, pedestrian safety, the Gateway State Trail and community cohesiveness.

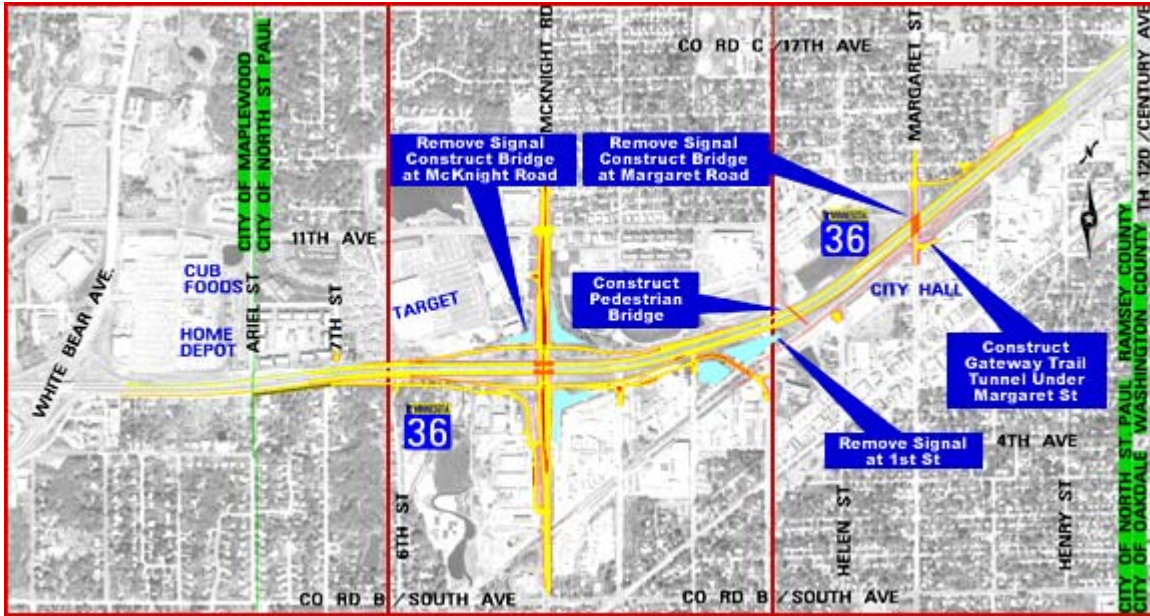
Overview and Funding

The City of North St. Paul and Ramsey County propose rebuilding approximately one mile of TH 36 from 3,000 feet west of McKnight Road to 400 feet west of TH 120. Major components of the project include a diamond interchange at CSAH 68 (McKnight Road); a pedestrian bridge over TH 36; grade separation of Margaret Street, Gateway Trail tunnel under Margaret Street, auxiliary lanes and county and local roads.

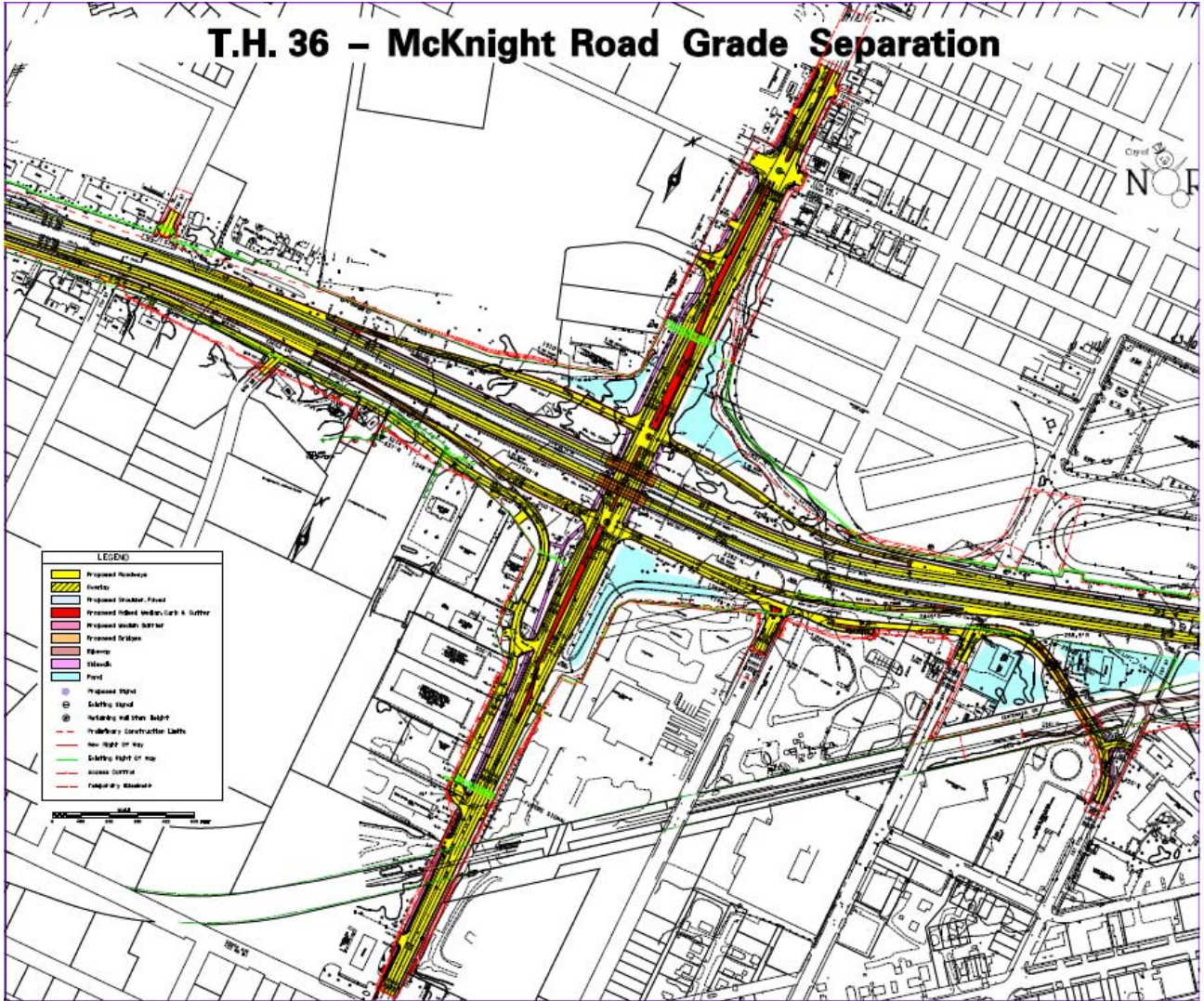
Reconstruction of TH 36 will begin in spring 2007. MnDOT will close the highway for up to five months through the city of North St. Paul to reduce construction costs, improve safety for motorists and workers, to build a better roadway and reduce long-term traffic congestion in the corridor. The highway will close from approximately mid-April to mid-September and then will reopen to a single lane of traffic in each direction until November of 2007. Reconstruction of TH 36 will be completed in the fall of 2008. Complete closure of the highway during construction will be supported with a \$1,000,000 award of federal "Highways for Life" (HFL) funding. The HFL Pilot Program is designed to accelerate the rate of adoption of innovations and technologies, thereby improving safety and highway quality while reducing congestion caused by construction.

Reconstruction of this segment of TH 36 is consistent with the Council's Development Framework and Transportation Policy Plan and is included in the 2007-2010 Transportation Improvement Program (TIP). At its January 8, 2007 meeting the Transportation Committee will be asked to approve two related TIP funding amendments for this project: inclusion of the HFL federal funding and the addition of \$250,000 of 2007 Appropriations earmarked funding.

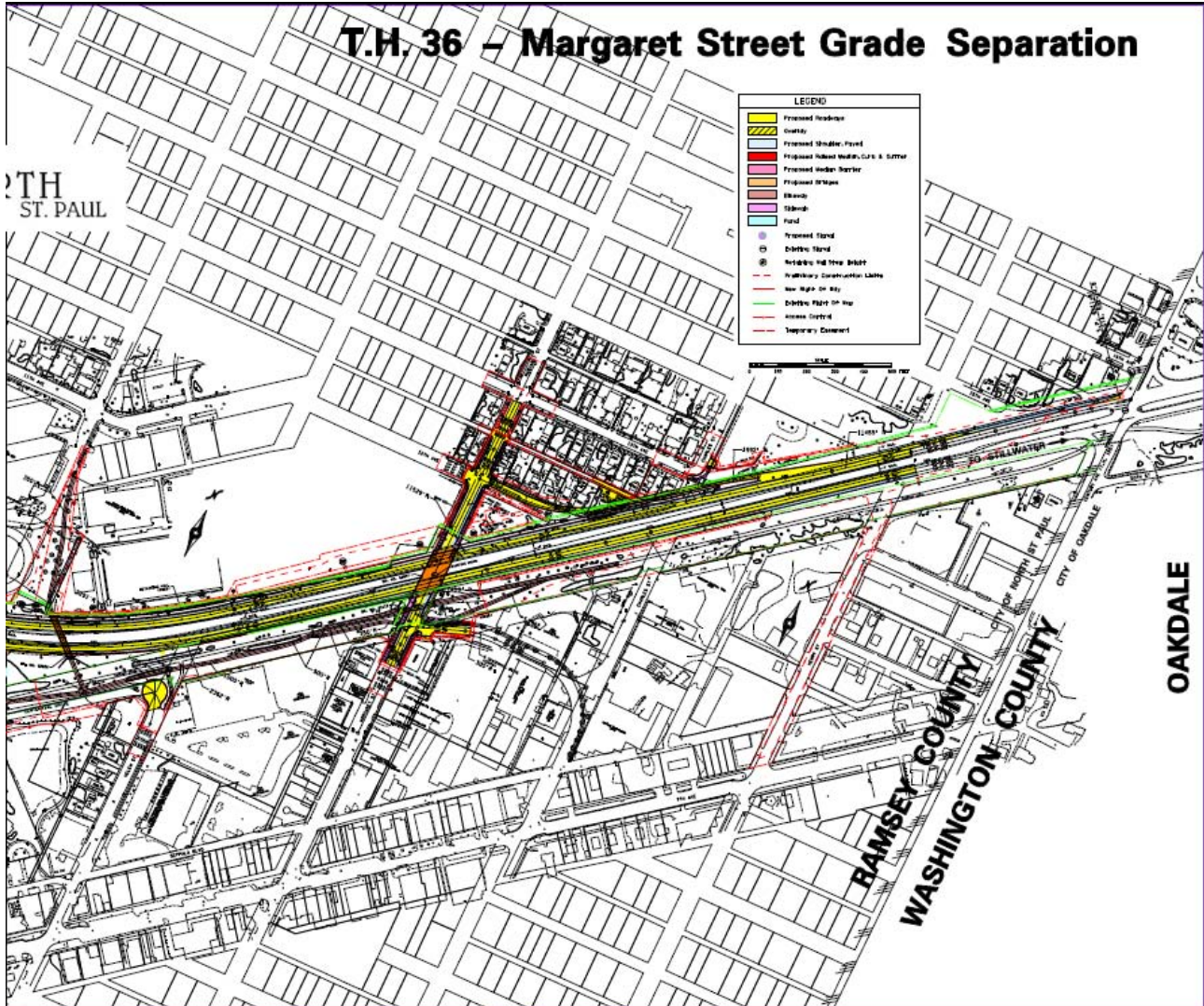
Metro Transit has reviewed the proposed redesign and has determined that transit routes 64 and 219 will be affected during and after the reconstruction and will require a permanent route change that will add approximately 2 minutes of travel time to route 219.



T.H. 36 – McKnight Road Grade Separation

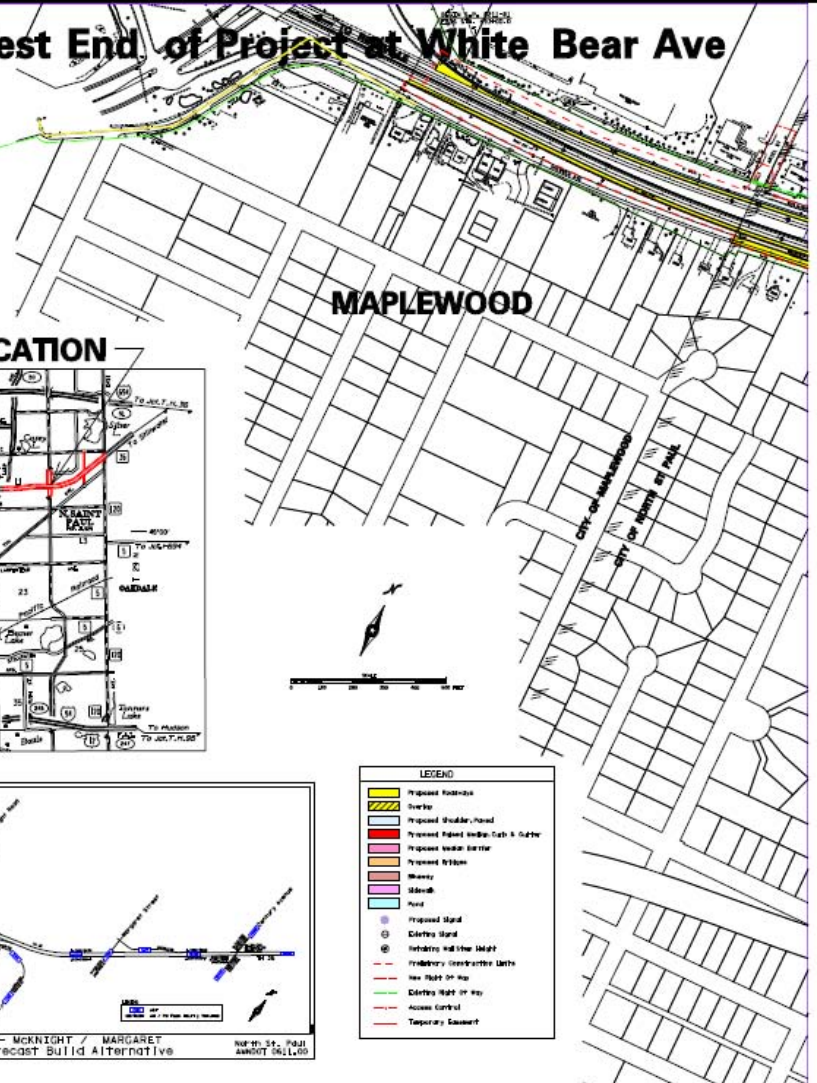


T.H. 36 – Margaret Street Grade Separation



T.H. 36 – West End of Project at White Bear Ave

Level 1 LAYOUT APPROVAL
 Prepared by: [Signature]
 Reviewed by: [Signature]
 Approved by: [Signature]
 Date: [Date]



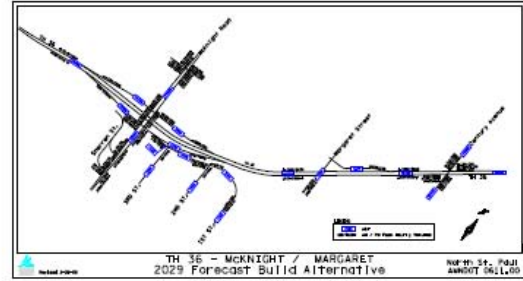
PROJECT LOCATION



LAYOUT HISTORY
 LAYOUT NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

LAYOUT HISTORY
 LAYOUT NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

	EXISTING SPEED LIMIT	PROPOSED DESIGN SPEED
EB TH 36	45	60
WB TH 36	45	60
MCKNIGHT RD.	40	45
MARGARET ST	30	30



- LEGEND**
- Proposed Paved-As
 - Swale
 - Proposed Shoulder, Paved
 - Proposed Signal Inside Curb & gutter
 - Proposed outside barrier
 - Proposed Median
 - Median
 - Shoulder
 - Asph
 - Proposed Signal
 - Signal Stand
 - Interlocking Wall (low height)
 - Proposed Over/Underpass
 - Asph Right of Way
 - Signal Right of Way
 - Access Control
 - Temporary Curbcut