

Transportation Committee

For the Metropolitan Council meeting of August 28, 2013

Subject: Controlled Access Approval to reconstruct RH 100 from Cedar Lake Rd. through the rail bridges just south of TH 7 in St. Louis Park (AP 2734-33)

Proposed Action

That the Metropolitan Council Approve MnDOT's request to reconstruct 1.6 miles of TH 100 from Cedar Lake Rd to 36th Street in St. Louis Park, including two interchanges with bridges at TH 7/CSAH 25 and at Minnetonka Blvd and replacement of 2 other deficient bridges, the CP rail bridge and SW LRT/trail bridge, 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.

Summary of Committee Discussion/Questions

MTS Manager Systems Planning Connie Kozlak presented this item. Elkins asked for clarification on whether these are the rail bridges for SW LRT to cross TH 100. Kozlak and Mark Fuhrmann affirmed that they were. SWPO staff has reviewed the plans and determined that the bridges will be needed and are adequate to serve SWLRT, regardless of rail location decisions.

Motion by Elkins, seconded by Munt and passed. Hearing no objection, Chair Duininck stated that this item could proceed to the full Council as a consent item.

Transportation Committee

Meeting date: August 12, 2013

For the Metropolitan Council meeting of August 28, 2013

Subject: Controlled Access Approval to reconstruct TH 100 from Cedar Lake Rd through the rail bridges just south of TH 7 in St Louis Park (SP 2734-33)

Metro Council District: District 6, James Brimeyer

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

Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council approve MnDOT's request to reconstruct 1.6 miles of TH 100 from Cedar Lake Rd to 36th Street in St. Louis Park, including two interchanges with bridges at TH 7/CSAH 25 and at Minnetonka Blvd and replacement of 2 other deficient bridges, the CP rail bridge and SW LRT/ trail bridge, 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.

In 2006 a TH 100 interim project was undertaken in this area to reduce congestion and provide an alternative route during reconstruction of the Crosstown/I-35W common area. However, this interim project did not address the four structurally deficient bridges, nor did it adequately address the safety issues concerning the entrances and exits on/off TH 100. The proposed project will address all of these issues and improve both vertical and horizontal clearances for the six traffic lanes which currently pass under these bridges.

MnDOT has been working closely with the SW LRT project office on this project, and will continue to do so, since one of the bridges to be replaced would carry the planned Southwest LRT over TH 100.

Rationale

TH 100 is a principal arterial highway that serves as an important component of the state and regional transportation system, supporting local and regional economic development. This project is consistent with the regional Transportation Policy Plan as a preservation project and its construction is included in the 2013-2016 adopted Transportation Improvement Program (TIP). The project is consistent with transit plans for the area.

If approved construction will begin late in 2014 and will be completed by 2017.

Funding

The 2014 project cost is \$80 million and is funded with federal and state monies.

Known Support / Opposition

No known opposition.