

# DAN PATCH RIVER CROSSING

## I-35W Solutions Alliance Meeting

June 11, 2015



Kimley»Horn

# Agenda

- Study Purpose
- Key Findings
- Draft Purpose and Need

# Study Purpose

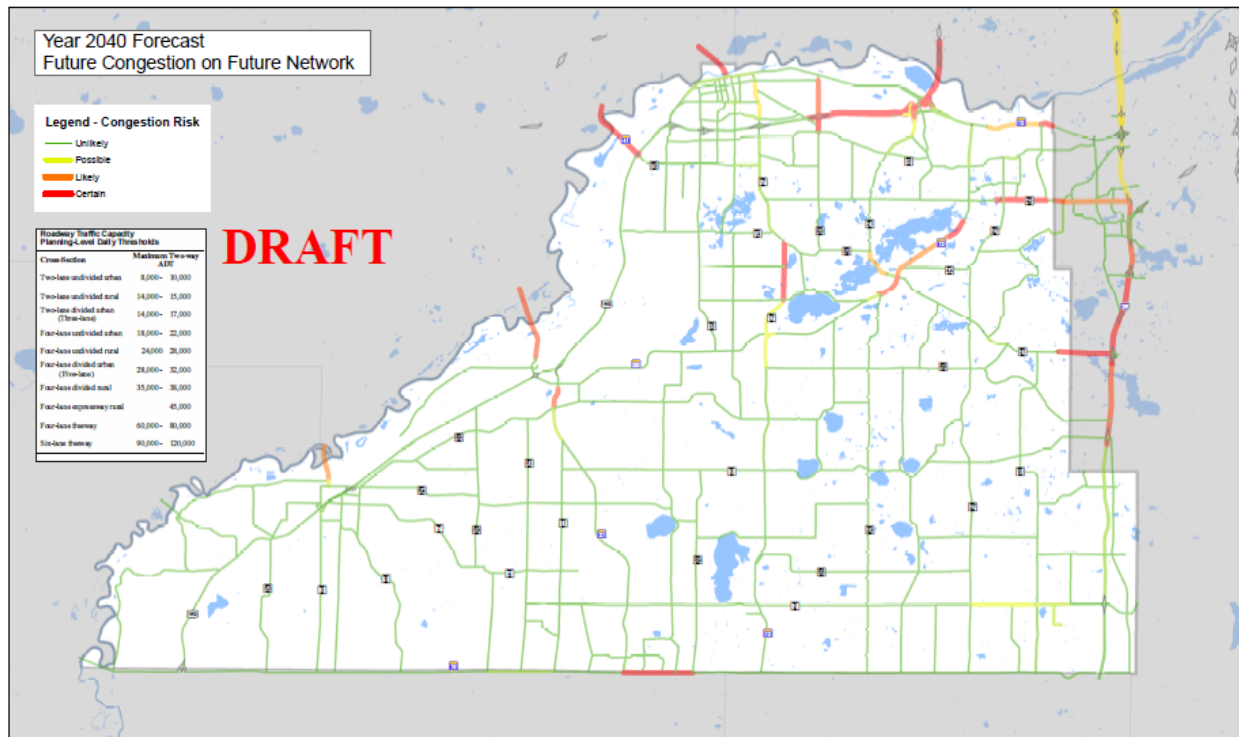
- Determine a “purpose and need” statement
- “Purpose and need” statement is the starting point for transportation decision making

# DAN PATCH RIVER CROSSING

## SCOPING STUDY

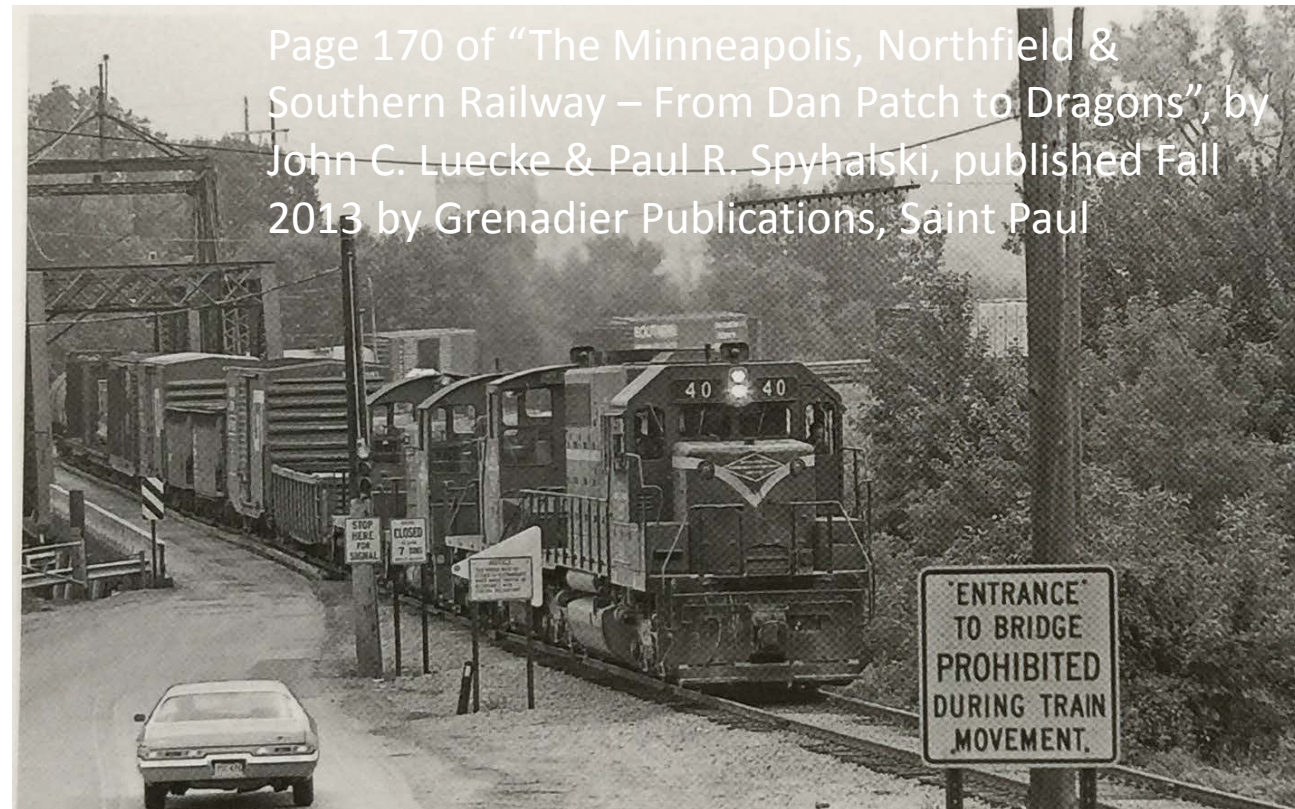
### Key Findings

- Minnesota River crossings remain congested, even with all planned improvements



### Key Findings

- Dan Patch Swing Bridge had a roadway deck until 1980s



### Key Findings



- Twin Cities & Western Railroad, the owner of the Dan Patch Swing Bridge, is not opposed to the idea of reestablishing a motor vehicle deck on the bridge
- The existing Dan Patch Swing Bridge is operational and serves a few trains per year

# DAN PATCH RIVER CROSSING

## SCOPING STUDY

### Key Findings

- 1986 CSAH 18 FEIS (TH 169 Minnesota River bridge)

#### FINAL ENVIRONMENTAL IMPACT STATEMENT

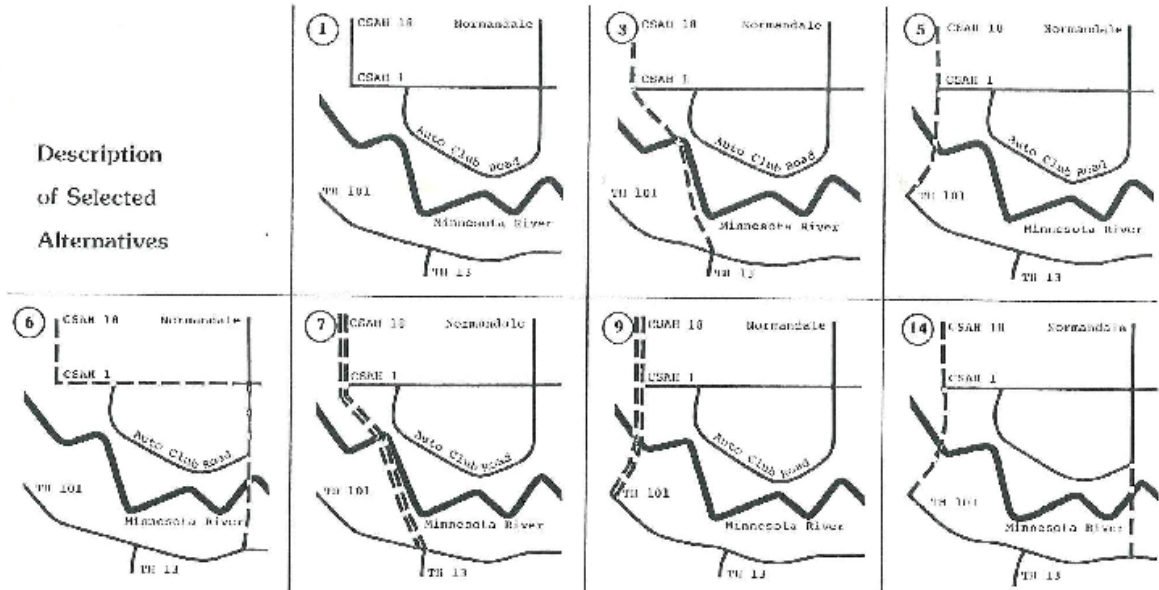


#### CSAH 18

FROM INTERSTATE 494 (HENNEPIN COUNTY)  
TO TRUNK HIGHWAYS 13 & 101 (SCOTT COUNTY)

PREPARED BY  
U.S. DEPARTMENT OF TRANSPORTATION-FEDERAL HIGHWAY ADMINISTRATION  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
HENNEPIN COUNTY DEPARTMENT OF TRANSPORTATION  
SCOTT COUNTY HIGHWAY DEPARTMENT

#### Description of Selected Alternatives



Note: All alternates share common alignments between I-494 and CSAH 1.

Figure 3

Miles  
0 1 2  
NORTH

— Proposed Arterial  
== Proposed Freeway

COUNTY STATE AID HIGHWAY 18  
Environmental Impact Statement

Selected  
Alternatives

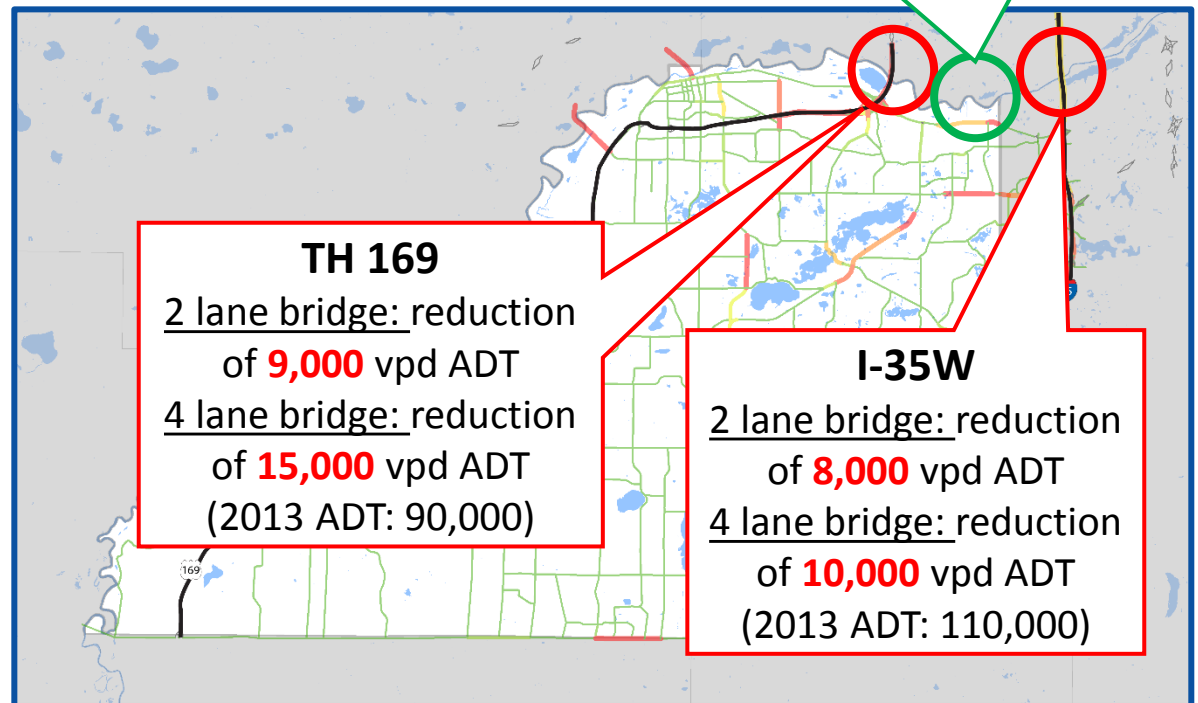
### Key Findings

- The regional traffic model indicates there is significant demand for a new Dan Patch highway river crossing

#### New Dan Patch River Crossing

2 lane bridge: potential **30,000** vpd ADT

4 lane bridge: potential **45,000** vpd ADT



#### TH 169

2 lane bridge: reduction of **9,000** vpd ADT

4 lane bridge: reduction of **15,000** vpd ADT (2013 ADT: 90,000)

#### I-35W

2 lane bridge: reduction of **8,000** vpd ADT

4 lane bridge: reduction of **10,000** vpd ADT (2013 ADT: 110,000)

## Key Findings

- Results of agency coordination meetings:
  - Met Council: Regional transportation system in Scott County doesn't support high traffic volume bridge at Dan Patch.
  - MnDOT: Focus traffic at existing I-35W and TH 169 bridges.
  - Scott County: Trail connectivity across river is important.
  - Hennepin County: Concerned about traffic increase on CSAH34 / Normandale Boulevard.
  - Bloomington: Did not participate in meetings.
  - Environmental Agencies: No "show stopper" issues identified.

# Key Findings

- Regional transportation system upgrades would be required unless the demand is managed
- Minnesota statutes allow the creation of a toll authority comprised of the local road authorities, with approval of the Commissioner of Transportation.

# Key Findings

- The Minnesota Statewide Rail Plan designated the Twin Cities to Albert Lea passenger rail corridor, which would use the Dan Patch river crossing, as a Phase I priority corridor
- There is broad support for a shared use path crossing at the Dan Patch location

# DRAFT Purpose and Need

Based on the background research and traffic forecast the following need have been identified:

- Relieve vehicle congestion and delay at Minnesota River roadway crossings serving Scott County

Additional considerations that would benefit the transportation system at this location would be:

- Enhanced transit system connectivity
- Bicycle and pedestrian connectivity
- Economic development, safety and air quality enhancement

## **DRAFT Purpose Statement**

- **Meet increased demand for additional access across the Minnesota River and enhance network connectivity for all modes of transportation.”**



# **DAN PATCH RIVER CROSSING** **SCOPING STUDY**

## Questions?