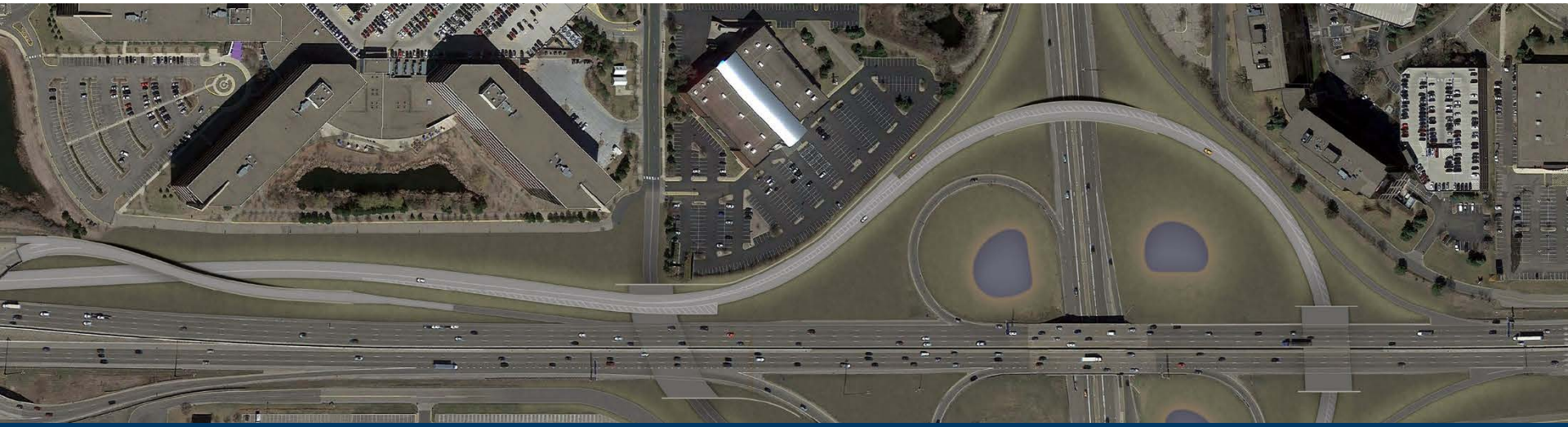
DEPARTMENT OF TRANSPORTATION



I-494: Airport to Hwy 169 – 35W Solutions Alliance Updtate

SP 2785-424 MnDOT Metro District

July 11, 2019

Agenda

1. Member City Goals

2. Project Overview
   A. Project Purpose & Need
   B. Results of the Public Engagement on Purpose and Need

3. Phase 1 – Fatal Flaw Screening
   A. Mainline alternatives
   B. I-35W/I-494 Interchange
   C. Access Reconfiguration

4. Next Steps
   A. Phase 2 – Operations Analysis

5. Questions

Local Partners Goals

1. Regional Transportation Goals
   A. Improve Safety
   B. Improve Mobility
   C. Address asset conditions
   D. Improve Bike & Ped Accommodations
   E. Future congestion free options

2. Local Transportation Goals

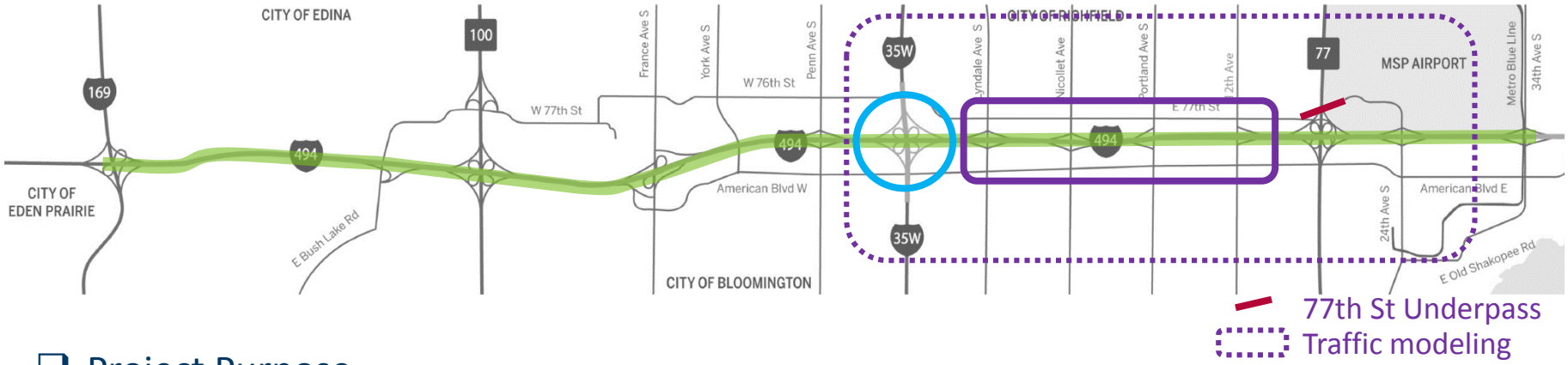
   Reliever System
   A. Complete and/or Improve local street connections

   Local Mobility
   A. Promote expansion of transit services
   B. Improve Bike & Ped Accommodations

   Construction Impacts
   A. Promote environmental sustainability
   B. Management of Traffic
   C. Communications with community

3. Local Economic Vitality Goals
   A. Develop an identifiable corridor gateway to the communities
   B. Promote community connectivity
   C. Promote economic vitality by addressing transportation needs
   D. Manage project Right of Way impacts
   E. Environmental justice
   F. Minimize impacts to business access
   G. Minimize local agency project costs

Project Location & Overview



❑ Project Purpose

Improve safety, mobility, travel time reliability, address asset conditions, and promote transit mobility on I-494 between TH 5 and US 169.

I-494 Mainline: Airport to Highway 169

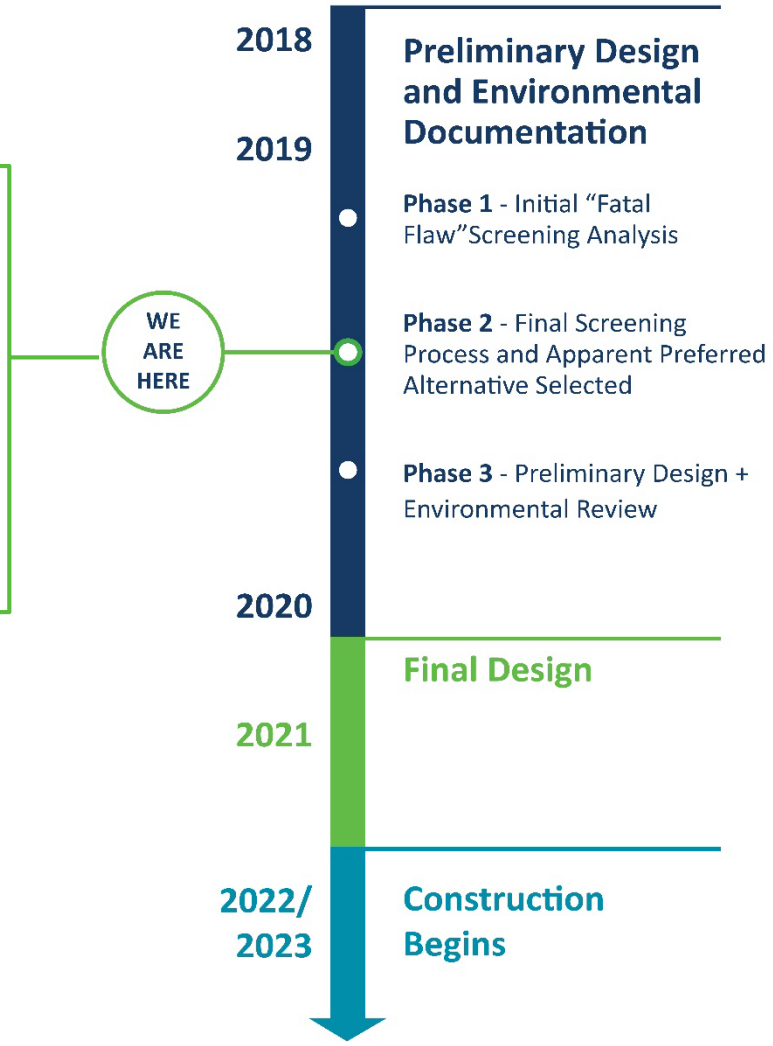
I-35/I-494 Interchange

Access Reconfiguration: Lyndale to 12th Ave

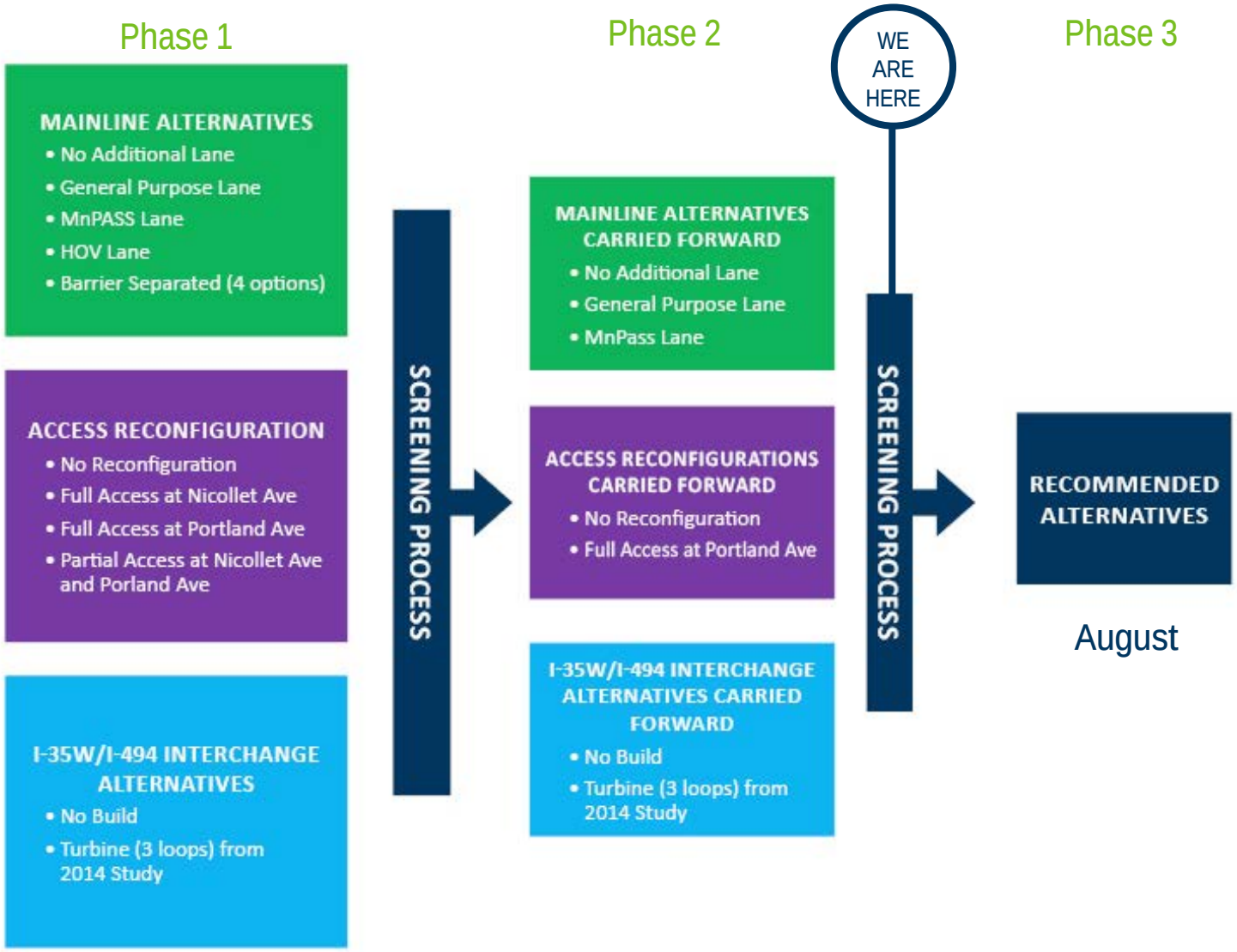
Project Timeline

Where we are

- Evaluation Process for the I-494 Mainline Alternatives
- Access Reconfiguration Alternative
- 35W/I-494 Interchange Alternatives



Alternatives Evaluation Process
Phase 1: Scoping and Fatal Flaw Screening



PHASE 1

I-494 Mainline

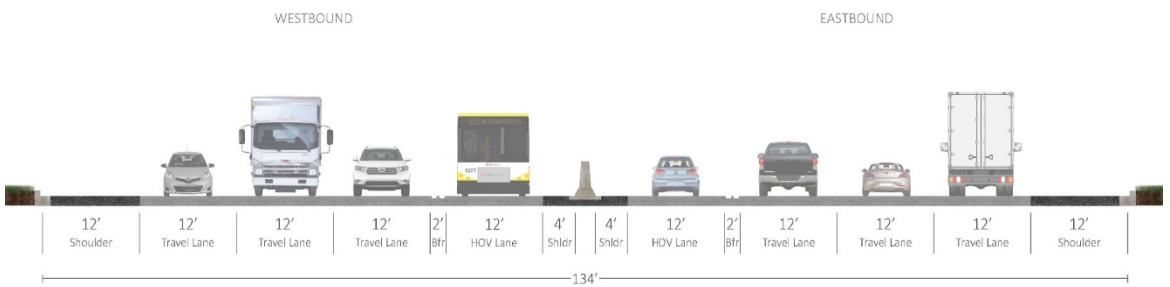
77th St Underpass

I-494 Mainline: Airport to Highway 169

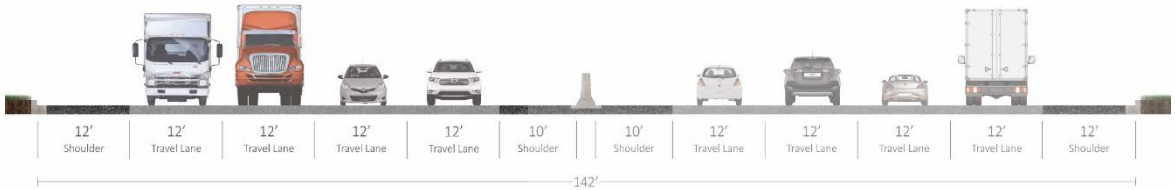
PHASE 1

I-494 Mainline Alternatives Overview

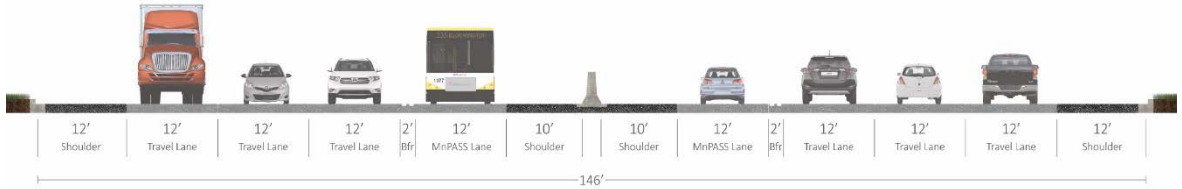
HOV Cross Section



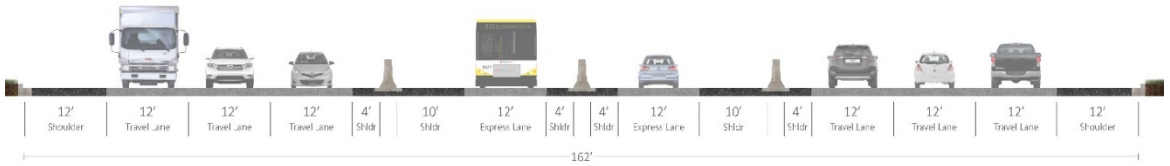
General Purpose Lane



MnPASS Lane



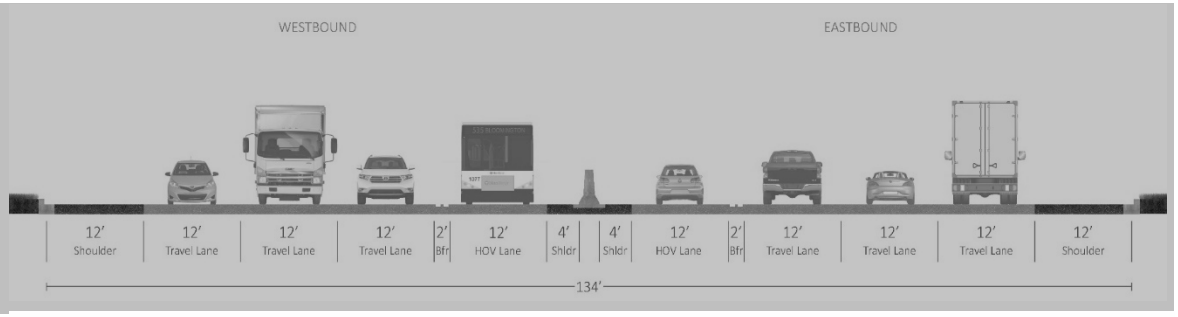
Barrier Separated Alternatives



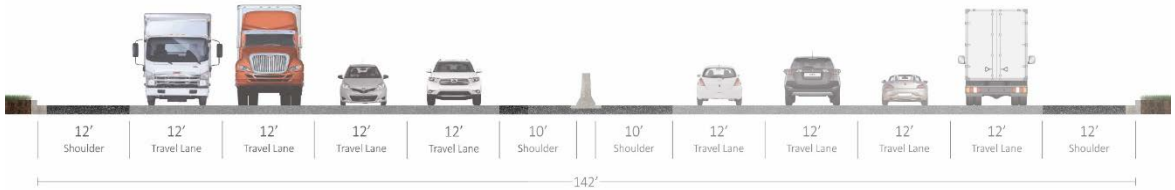
PHASE 1

I-494 Mainline Alternatives Carried Forward

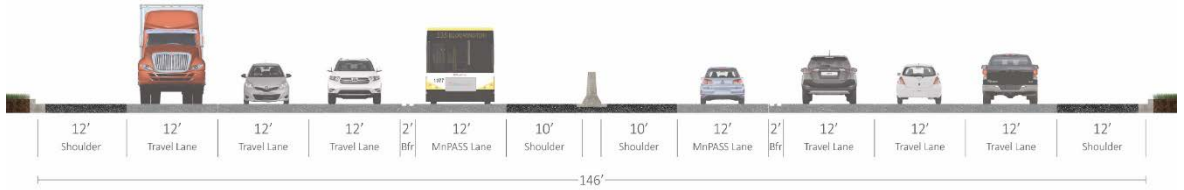
HOV Cross Section



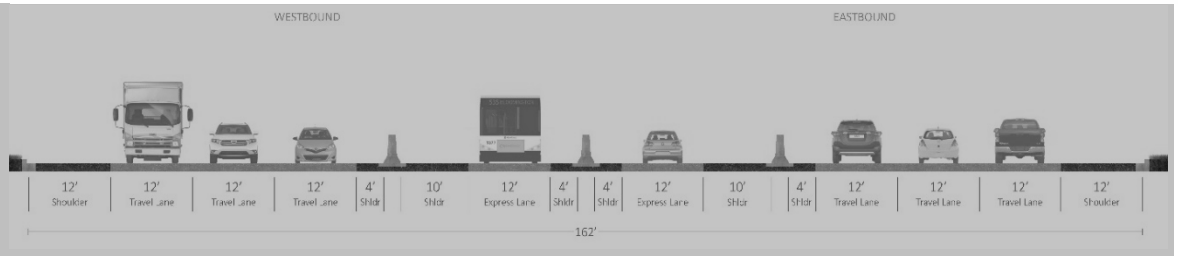
General Purpose Lane



MnPASS Lane

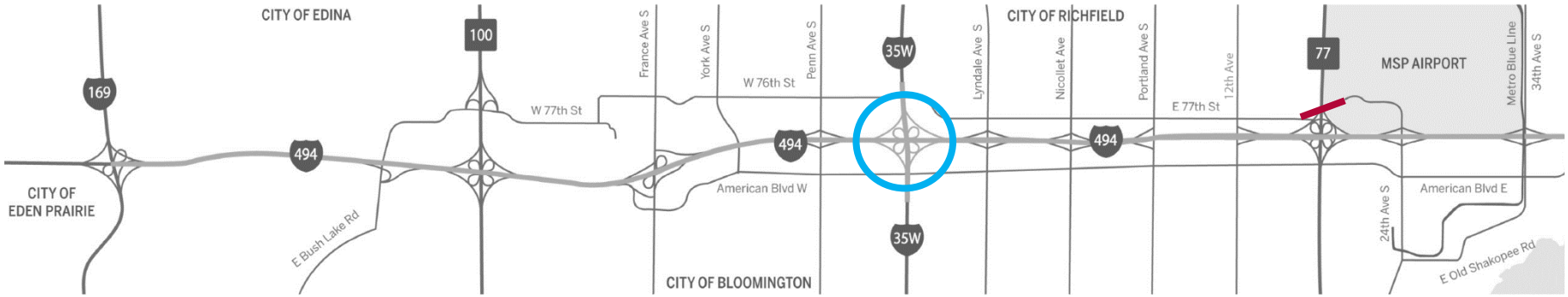


Barrier Separated Alternatives



PHASE 1

I-35/I-494 Interchange

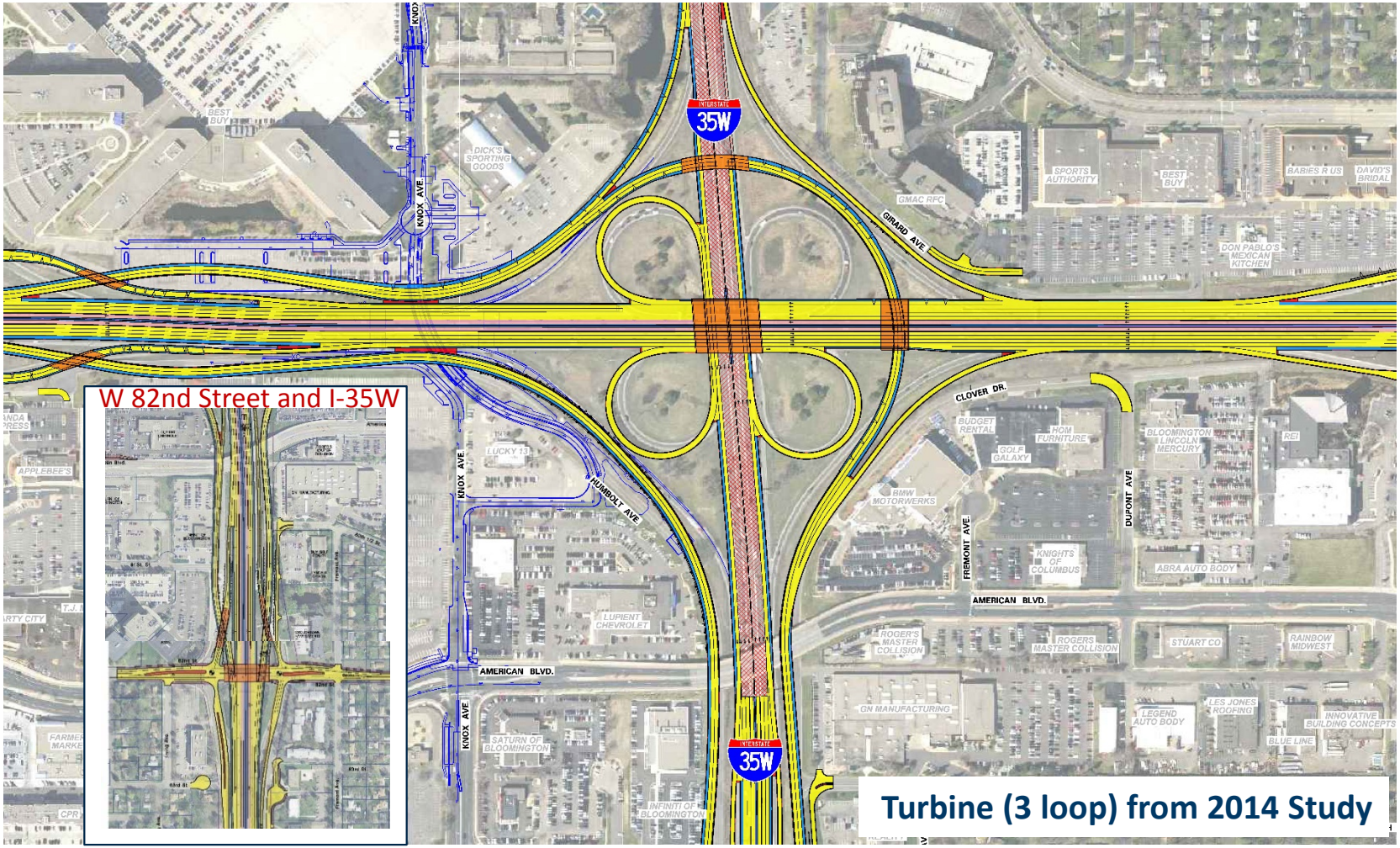


77th St Underpass

I-35/I-494 Interchange

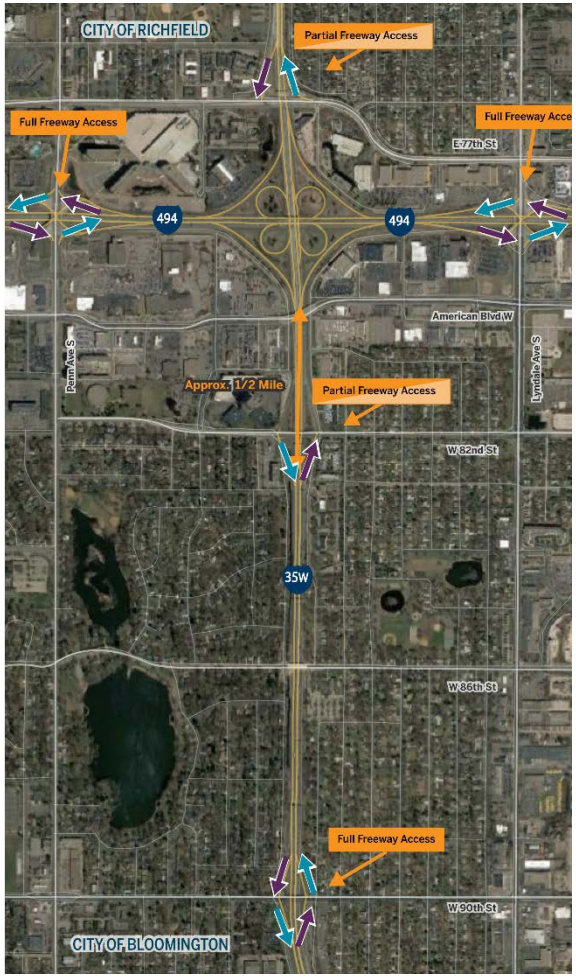
PHASE 1

I-35/I-494 Interchange Alternative Carried Forward



PHASE 1

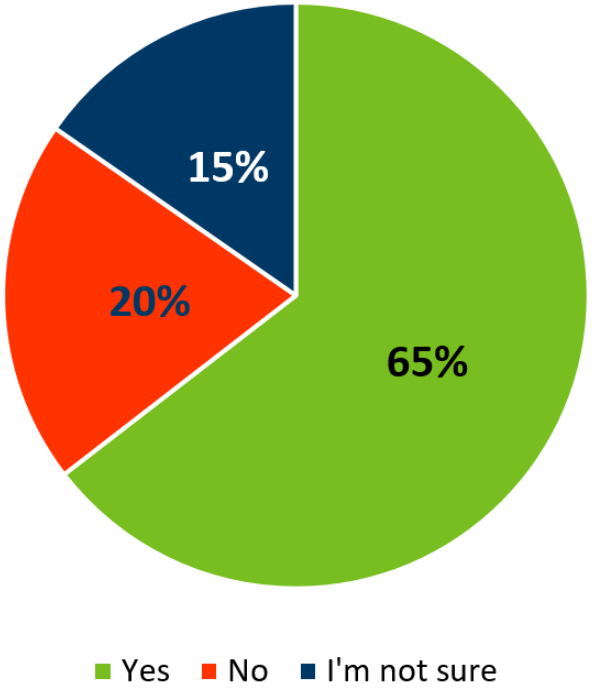
I-35/I-494 Interchange Alternative Carried Forward

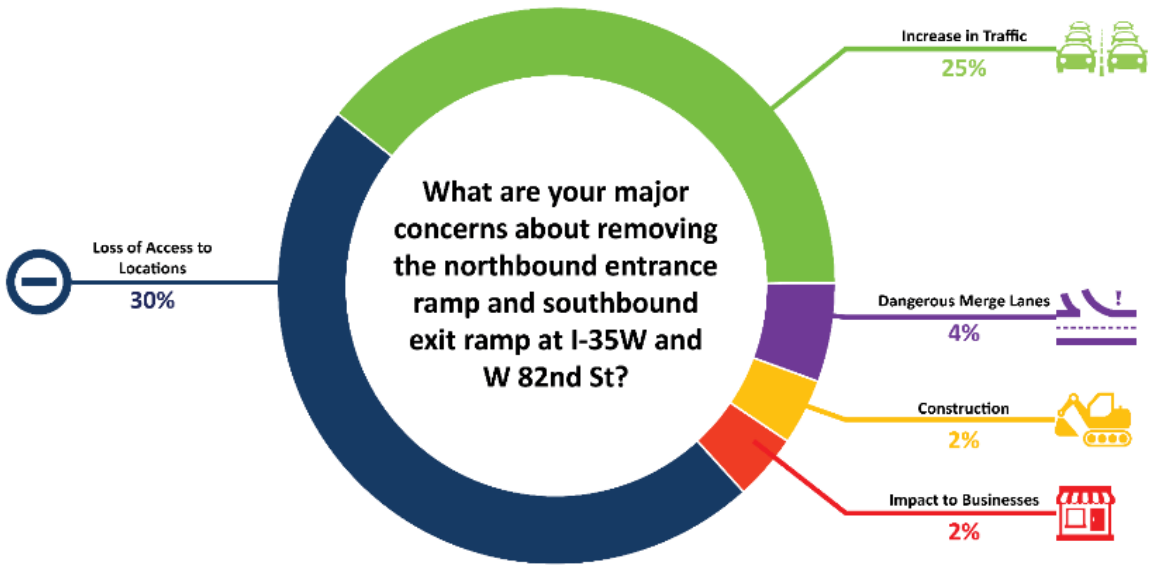


Possible Solution

Public Engagement - I-35/I-494 Interchange

Could you support reducing freeway access at W 82nd Street and I-35W to improve safety and congestion on the freeway and limit property impacts on the surrounding neighborhood?

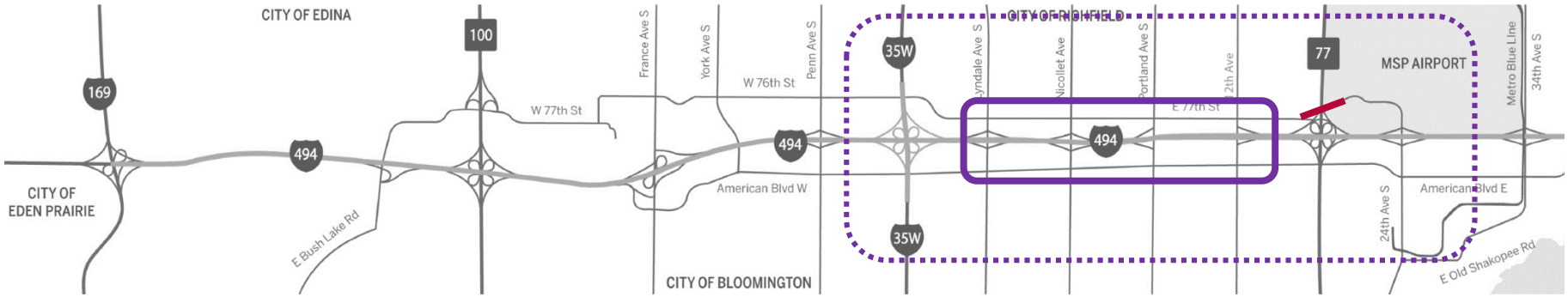




Shows the percentage of individual comments that mentioned each concern

PHASE 1

Access Reconfiguration Need



77th St Underpass

Traffic modeling

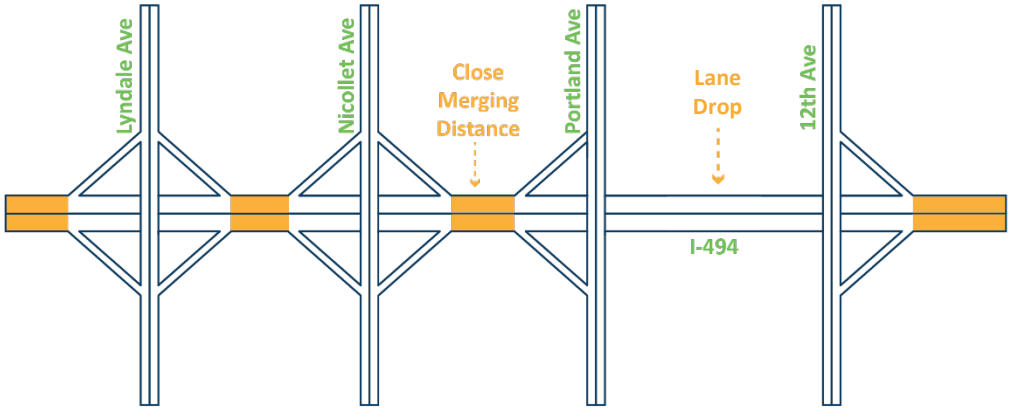
Access Reconfiguration: Lyndale to 12th Ave

Access Reconfiguration Need

Interchange Reconfiguration – Existing Condition

Segment	Length (Miles)	Total Crashes	Crash Rate (per mil vehicles)
Hwy 5 to 34th	0.2	13	0.8
34th to 24th	0.3	31	1.6
Hwy 77 to 12th	0.2	42	**2.3**
12th to Portland	0.4	55	**1.8**
Portland to Nicollet	0.2	38	**2.7**
Nicollet to Lyndale	0.2	24	1.2
Lyndale to I-35W	0.1	35	**3.0**
I-35W to Penn	0.1	18	1.3
Penn to France	0.6	40	0.8
France to Hwy 100	0.6	39	0.7
Hwy 100 to E Bush Lake	0.2	6	0.4
E Bush Lake to Hwy 169	1.0	36	0.7

Existing Interchange Spacing Between I-35W and Hwy 77 on I-494



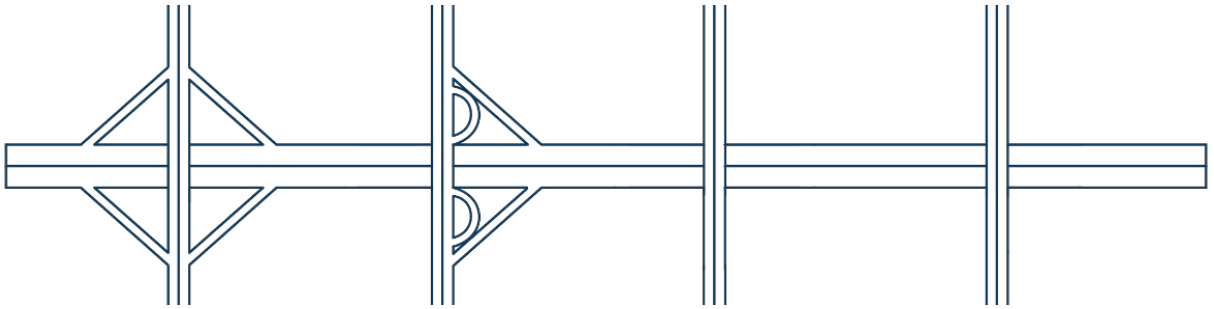
- Traffic operations and safety are degraded by closely spaced interchanges
- Westbound 494 in the morning and Eastbound 494 in the evening both experience 2-3 hours of congestion during the peak travel times as a result of these closely spaced ramps

PHASE 1

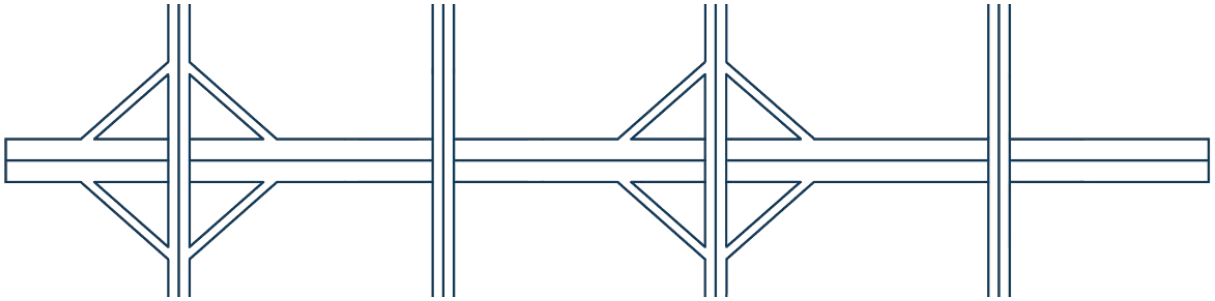
Access Reconfiguration Alternatives Overview

Lyndale Ave Nicollet Ave Portland Ave 12th Ave

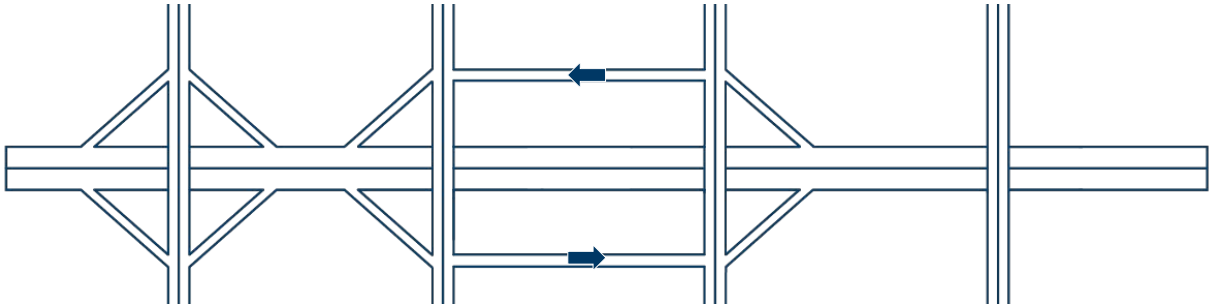
Full Access at Nicollet
(1 interchange option)



Full Access at Portland
(5 interchange options)



Partial Access at Nicollet and Portland

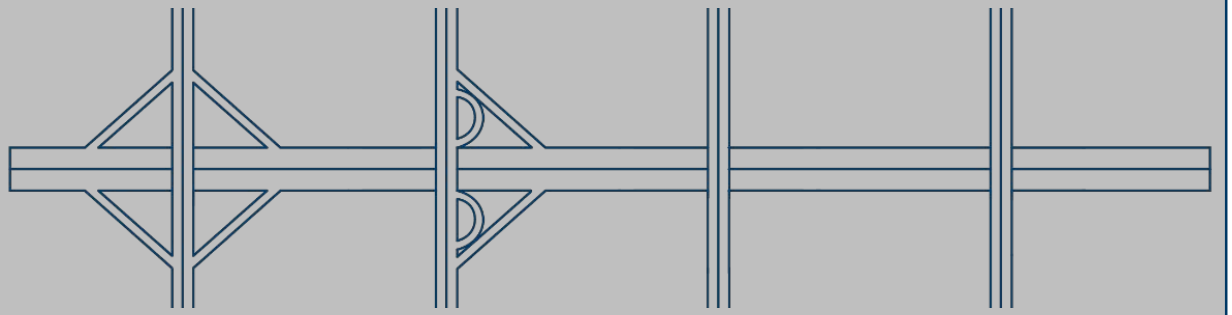


PHASE 1

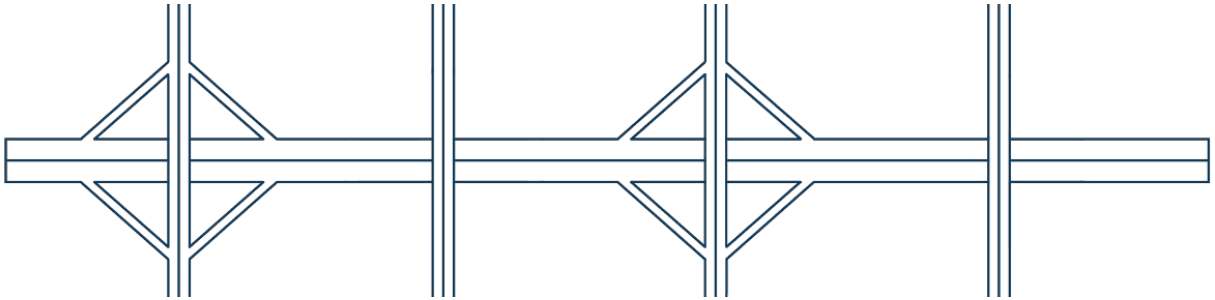
Access Reconfiguration Alternative Carried Forward

Lyndale Ave | Nicollet Ave | Portland Ave | 12th Ave

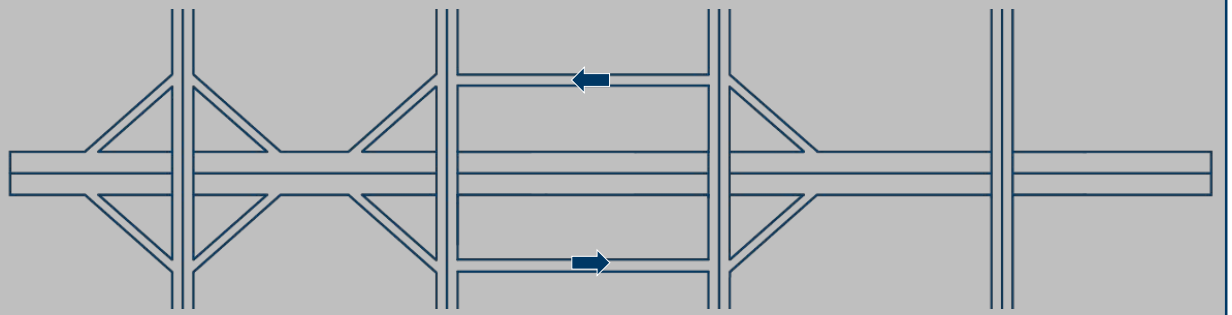
Full Access at Nicollet
(1 interchange option)



Full Access at Portland
(5 interchange options)



Partial Access at Nicollet and Portland

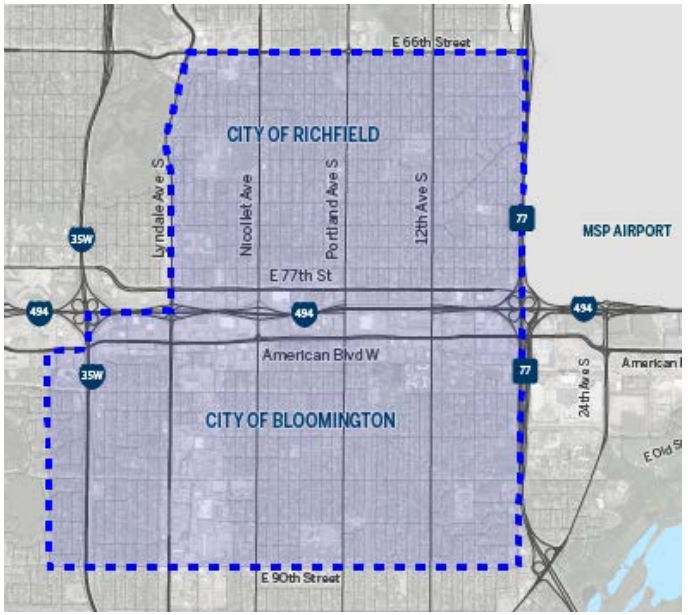


Public Engagement – Access Reconfiguration

Location or Residence/Workplace*

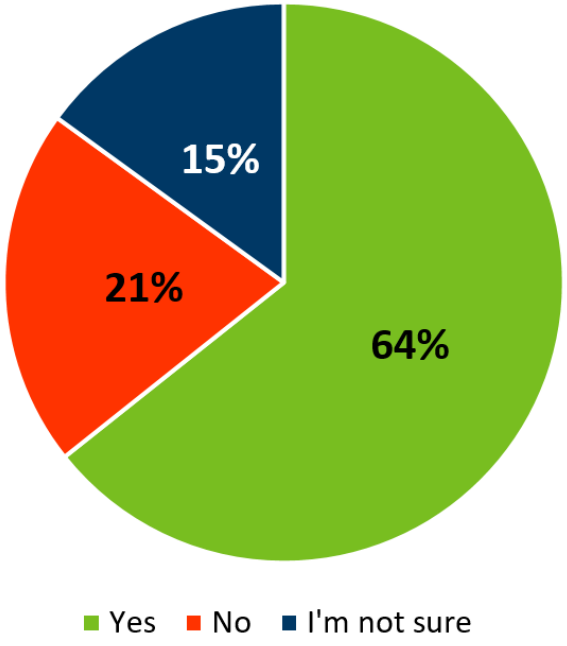
- **I live or work in this area:** 71%
  - Home Zip:
    - **55423 –** 33.5% (Richfield)
    - **55420 –** 24% (Bloomington)
    - **55431 –** 12% (Bloomington)
- **I own/manage a property or business in this area:** 13%
- **Other (I live/work/or own property outside of this area):** 20%

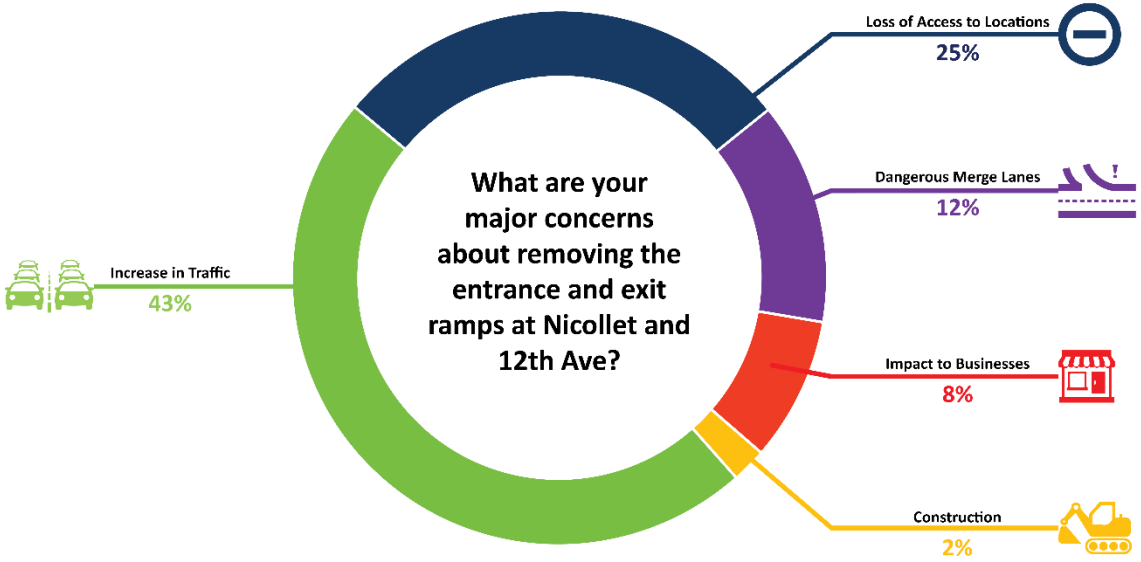
*This data reflects percentage of people who selected each response



Public Engagement – Access Reconfiguration

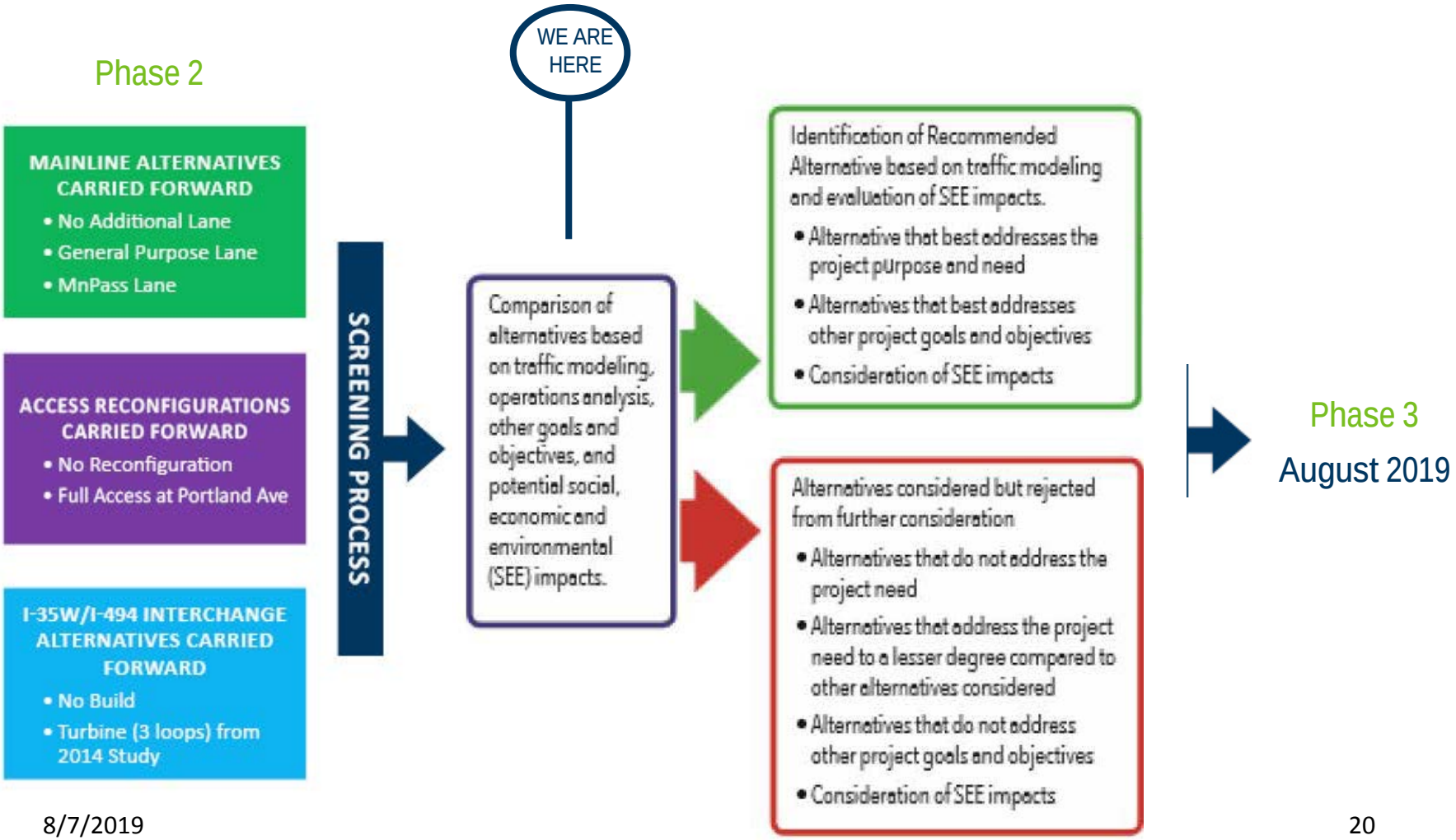
Could you support removing freeway access from Nicollet and 12th, and expanding access at Portland?





Shows the percentage of individual comments that mentioned each concern

Alternatives Evaluation Process Next Steps



DEPARTMENT OF TRANSPORTATION

Questions

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651-234-7770

Andrew Lutaya, P.E. (Project Manager)

651-234-7563