



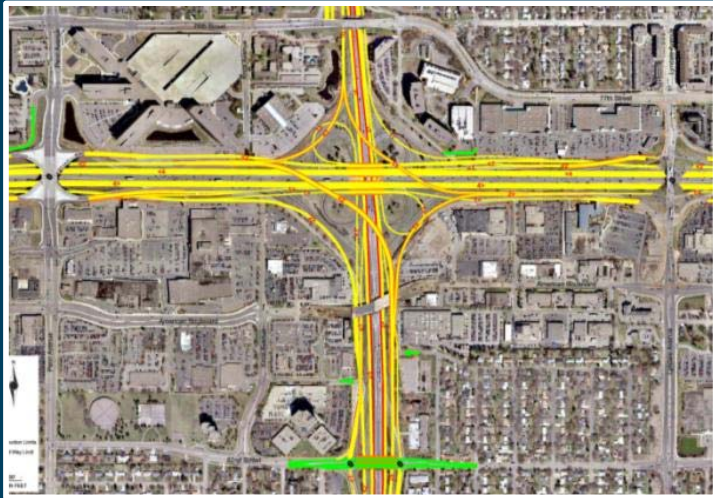
I-494/I-35W Interchange Vision Layout Development with Orange Line Transit Facility 35W Solutions Alliance

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Christina Morrison, Senior Planner Metro Transit

We all have a stake in **A  B**



Project Background



- FEIS Concept
 - Inability to Phase the concept resulting in high project cost
- 2010 Interchange Study
 - Re-evaluated FEIS alternative
 - Provided Construction Phasing Opportunities
 - Recognized the need for the Transit Facility
- Vision Layout
 - Select and refine interchange concept as the “vision layout”
 - Identify cost effective Phase 1 project
 - Select METRO Orange Line alignment



Project Location



Project Goals

- Improve safety and traffic operations
- Provide a phased implementation of the interchange
- Accommodate BRT station and/or Park and Ride facility
- Address storm water impacts and develop low cost/high benefit alternatives



Vision Layout

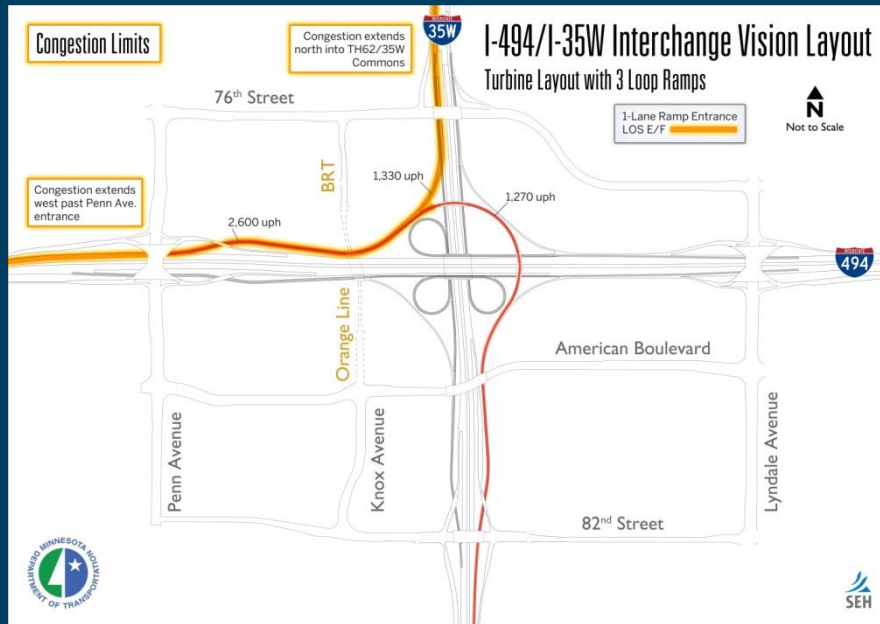
- ▶ Project limits focused between Lyndale Avenue and Penn Avenue on I494 and between 76th Street and 82nd Street on I 35W
- ▶ Selected Turbine interchange configuration
 - Ramp geometrics, Local Access and bridge braids (Penn and 82nd), ponding
- ▶ Identification of Orange Line BRT Preferred Alignment and station
- ▶ \$200M (interchange only improvements)



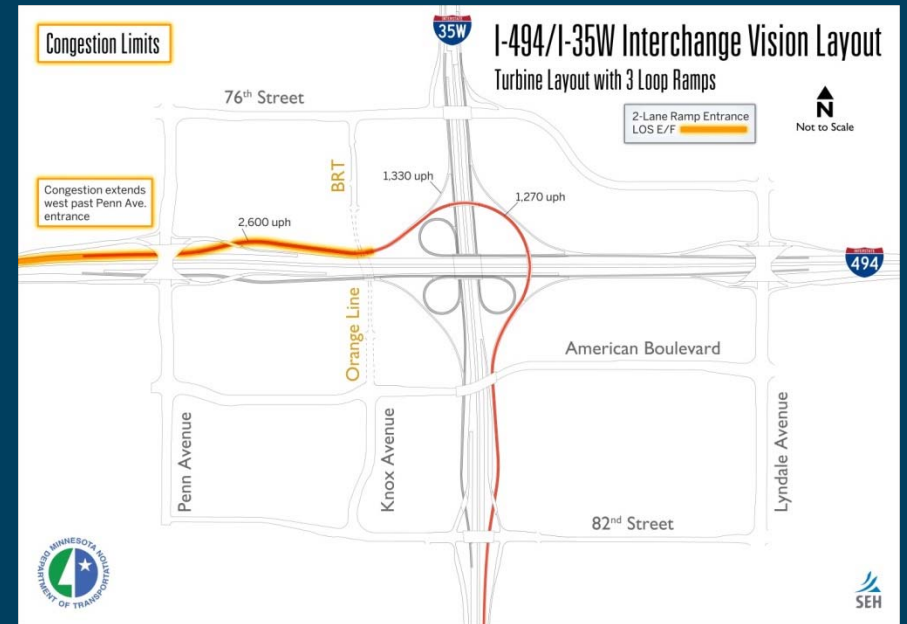
Phase 1 – Turbine Interchange



Turbine Interchange– Phase 1



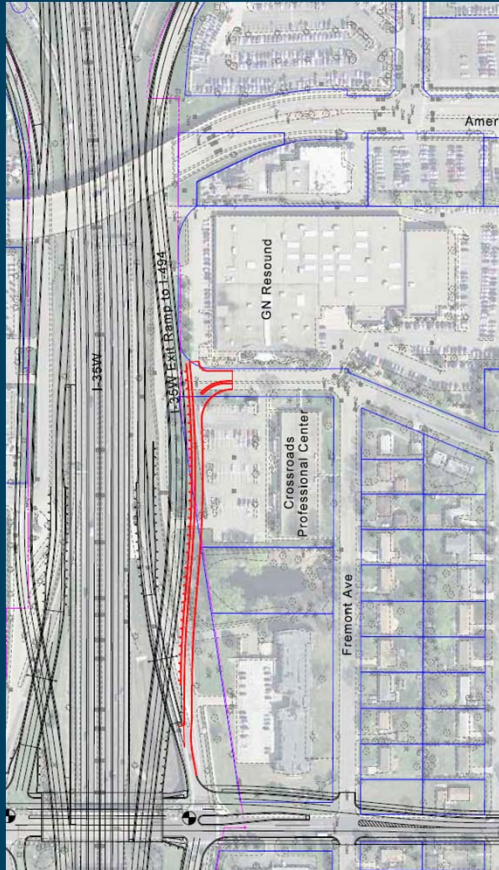
Traffic queue with 1-lane ramp



Traffic queue with 2-lane ramp



Phase 1 Interchange Right-of-Way Impacts



East side of I 35W

North side of I 494

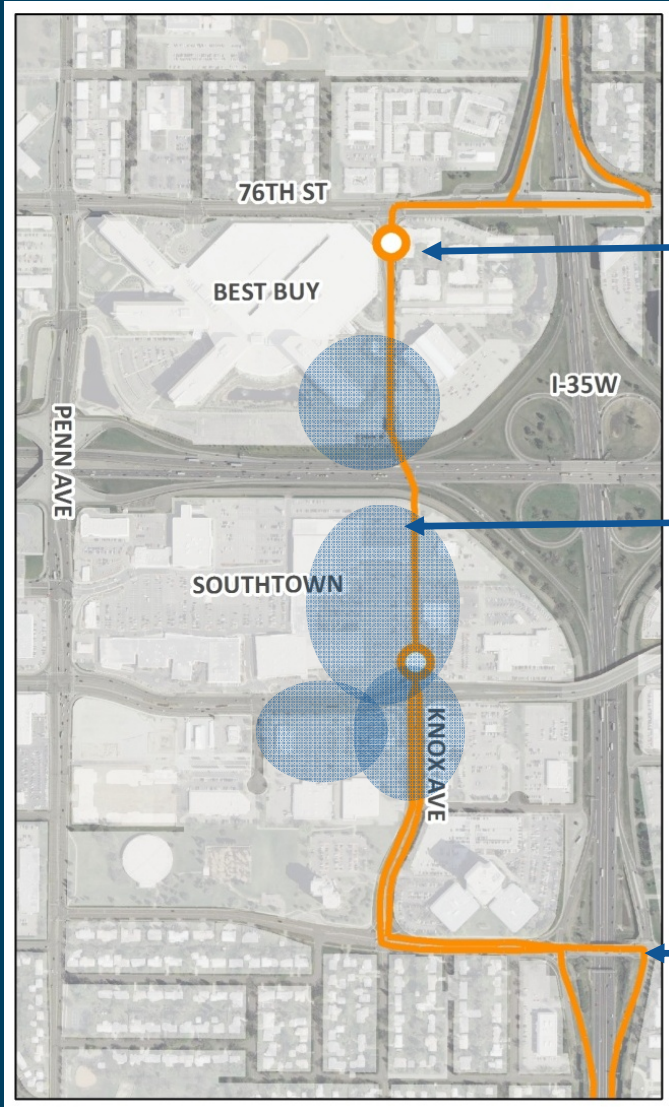


Interchange Next Steps

- ▶ Secure funding and program a project (Phase 1)
- ▶ Environmental Document
- ▶ Staff Approved Geometric Layout
- ▶ Prepare Final Plans
- ▶ Construct Phase 1



Orange Line Preferred Routing



STATIONS ALONG
KNOX AVENUE

NEW CONNECTION UNDER
494 FOR TRANSIT, BIKES,
AND PEDS

NEW PARK & RIDE
(LOCATION TBD)

USES EXISTING RAMPS





Questions?

