



I-494: Airport to 169

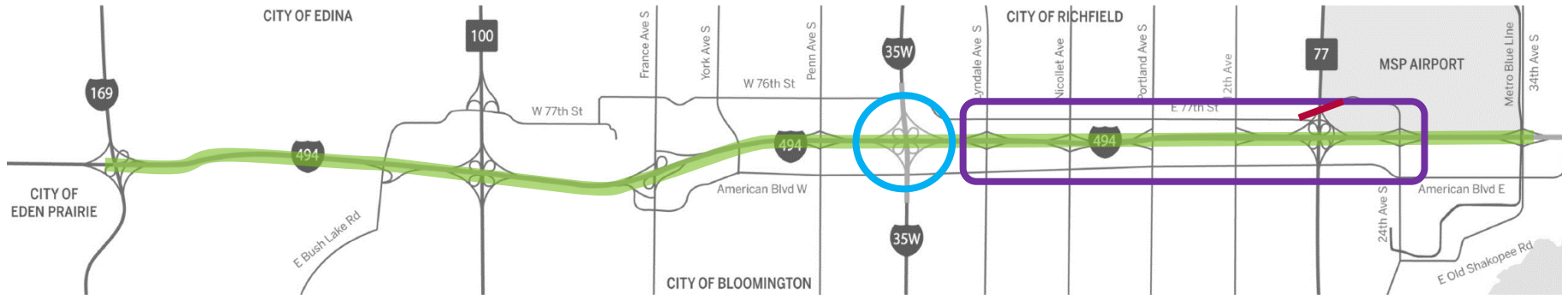
Corridors of Commerce Project Limit
Study Area



I-494: Airport to 169

MnDOT Metro District
I35W Solutions Alliance
July 9, 2020

I494 Corridor Vision



I-494 Mainline: MnPASS Airport to Highway 169

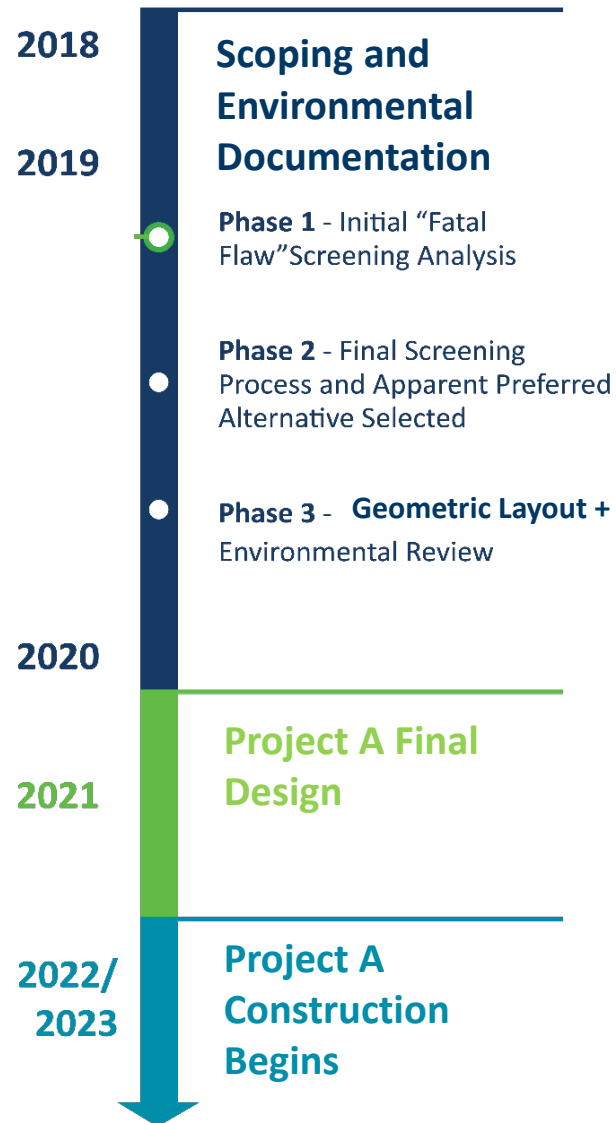


I-494 Access Changes (Full Access At Portland)



I-35/I-494 Interchange (Turbine)

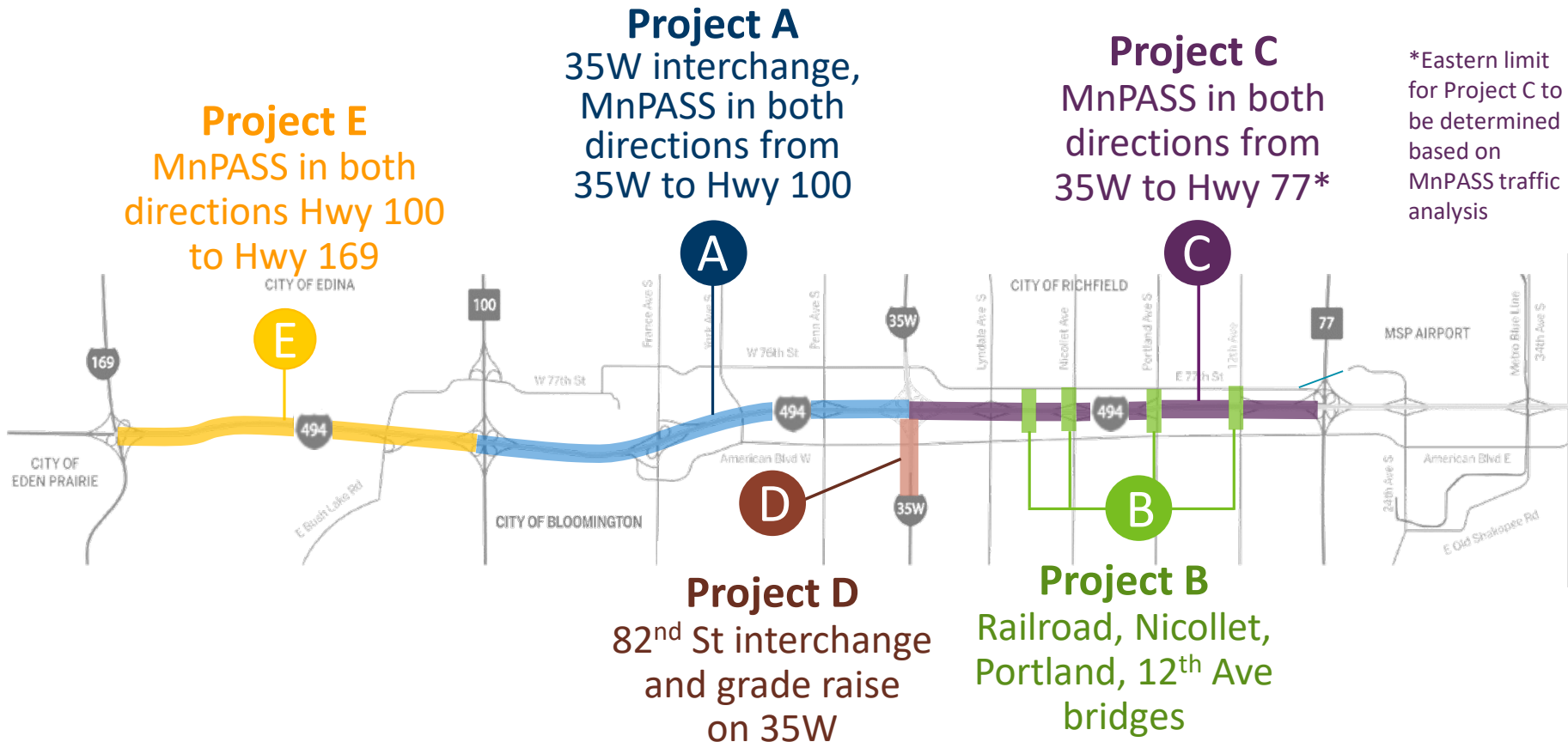
Overall Timeline



Implementation of Corridor Vision

- Project A
- RR, Nicollet, Portland, 12th
- 494 35W to TH 77
- 82nd interchange with bridge and raise 35W
- MnPASS TH 169 to TH 100

Implementation Plan

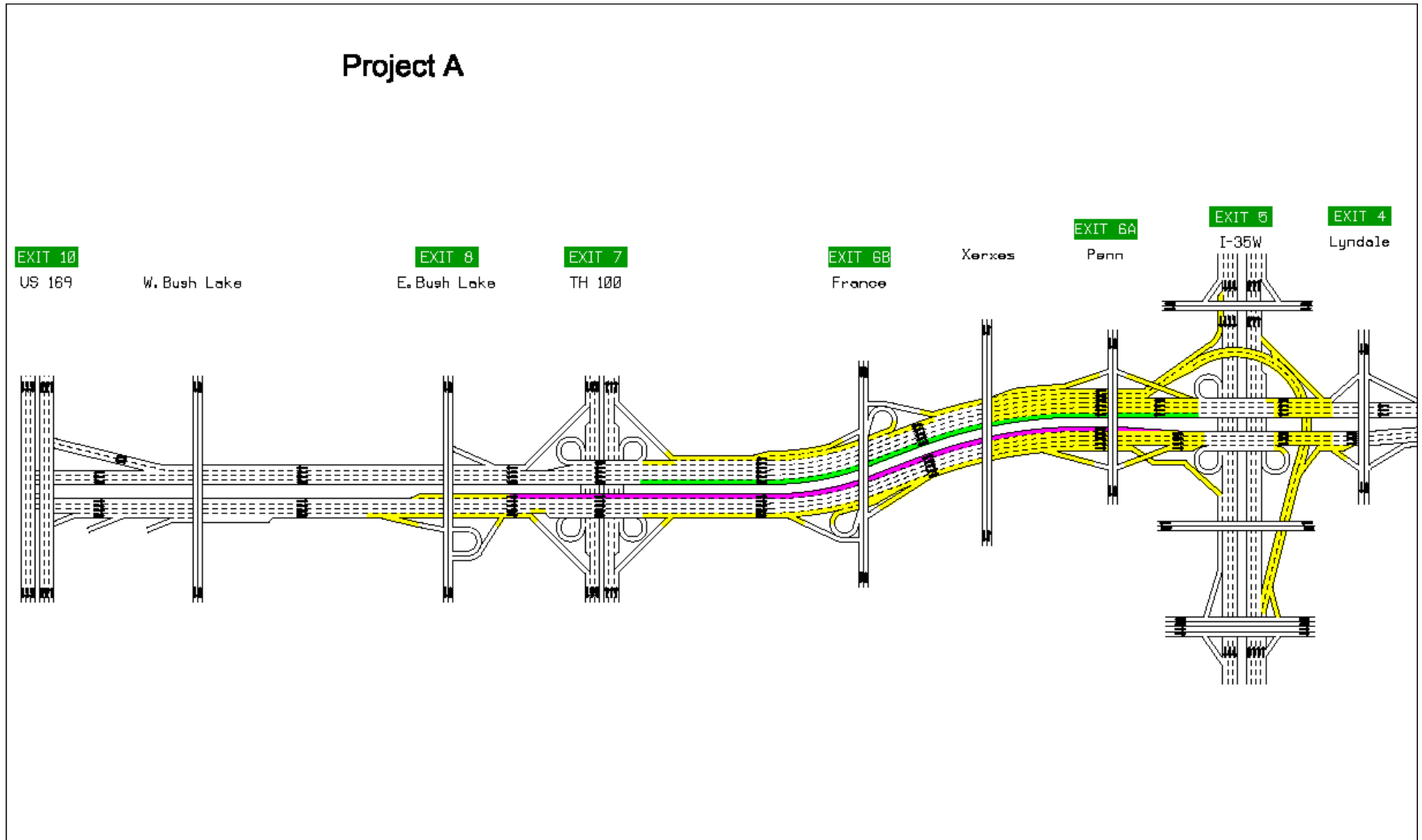


*Eastern limit for Project C to be determined based on MnPASS traffic analysis

Project A Scope

- MnPASS both directions from TH 100 to I35W
- NB I35W to WB I494 directional ramp with 2 new bridges
- Braid bridges at Penn Ave to eliminate the weaves between 494 and ramp traffic
- Pavement reconstruction between Xerxes Ave and I35W
- 2 additional lanes on WB 494 (see lane schematic)
- 1 auxiliary lane (EB 494 from East Bush Lake Rd to TH 100) and 1 additional lane on EB 494

Project A Scope Graphic



Benefits of Project A

- Traffic modeling indicates a reduction in:
 - congestion on mainline 494 WB – In both the AM & PM peaks
 - congestion on mainline 494 EB – In the AM
 - the intensity of congestion on mainline 494 EB – in the PM
 - congestion on 35W
 - travel times on mainline 494
- Increase in volume of vehicles served at LOS D or better
- Lane add also translates to more vehicle hours traveled
- Improved safety by eliminating weaves on mainline 494

Project A Cost

- **Construction cost range = \$180 million to \$215 million**
- Right of Way = \$10 million
- Delivery costs = \$15 million
- Construction engineering = \$13 million
- **TOTAL PROJECT COST ESTIMATE = \$215 million to \$250 million**

Project A Funding

- Corridors of Commerce = \$204 million
 - Construction = \$173 million
 - ROW = \$5 million
 - Delivery costs = \$13 million
 - Construction engineering = \$13 million
- Metro District will need to commit or find other funding = \$20 million to \$30 million (range dependent on if asset preservation work added or not)

6-22-20 PAC Meeting Summary

- City of Richfield, Hennepin County, and Met Council not on board with Project A
- Concerns:
 - Equity – congestion and safety east of I35W; lack of construction east of I35W in Project A
 - How the CoC dollars can fund a different project scope than submitted
 - Future commitment from MnDOT to implement vision – including delaying other projects, federal grants
 - Technical concerns from City of Richfield – slip ramp/weave, pavement rehab, traffic modeling
- Next TAC Meeting Action Items:
 - Discuss how to define equity and include as implementation plan evaluation criteria
 - Discuss revisions to the implementation plan and Project A based on PAC comments

6-22-20 PAC Meeting Quotes

- “The Project A only approach appears to be more of an I35 project and does not appear to have a near term plan to address safety and congestion on 494. The interchange is a significant issue, however there are concerns throughout the corridor.”
- “Concerned about how the Project A that you are proposing now will be funded and approved as it's not what was originally proposed and approved. Will the funding even work for Project A?”
- “In terms of equity, racial equity and income are tied with this project. Most congestion and safety impacts are on the east side of the corridor where equity needs to be considered.”
- “Would like to see how elements on the east side can be included in Project A before a decision is made.”

FOR MORE PROJECT INFORMATION

Visit the online open house

<https://www.494openhouse.com/>

Visit the project website

<http://www.dot.state.mn.us/metro/projects/i494-airport-hwy169/>



Thank you!