

Transportation Committee

For the Metropolitan Council meeting of January 23, 2013

ADVISORY INFORMATION

Date Prepared: January 15, 2013

Subject: Controlled Access Approval the reconstruct an interchange at I-494 and 34th Avenue in Bloomington, Review #21053-1

Proposed Action:

That the Metropolitan Council approve the Metropolitan Airports Commission's (MAC) request to reconstruct the I-494 and 34th Avenue S. interchange at the border of MSP Airport and the City of Bloomington, 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:

This item was approved as part of the Consent Agenda. Motion by Munt, seconded by Commers and passed.

Transportation Committee

Meeting date: January 14, 2013

For the Council Meeting of January 23, 2013

ADVISORY INFORMATION

Date:	December 11, 2013
Subject:	Controlled Access Approval to reconstruct an interchange at I-494 and 34 th Avenue in Bloomington, Review #21053-1
District(s), Member(s):	District 5, Steve Elkins
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 651-602-1058 Connie Kozlak, Manager Transportation Planning and Programming 651-602-1720 Ann Braden, Senior Transportation Planner MTS , 651-602-1705
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council approve the Metropolitan Airports Commission's (MAC) request to reconstruct the I-494 and 34th Avenue S. interchange at the border of MSP Airport and the City of Bloomington, 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.

The proposed interchange improvements will convert the existing diamond interchange to a diverging diamond interchange, shown on the attached figure. Construction will include paving, lighting, storm water improvements, and reconstruction of interface areas with the Hiawatha LRT tracks. The interchange reconstruction will increase capacity that will serve anticipated increases in traffic volumes. The proposed project does not include any modifications to mainline I-494.

While MAC is the lead agency for this project, Bloomington and MnDOT have been working with the MAC for many years to develop a design that improves the operation of this interchange. The project has also been coordinated with Metro Transit staff to ensure continued safe LRT operation through this area.

Rationale

The project addresses future capacity as well as safety issues at the current interchange and will maintain adequate operations and improved safety for vehicles and LRT operations. The new interchange will increase capacity and decrease queue lengths and conflict points at a cost far below that of completely replacing the existing interchange.

The project supports interregional corridor objectives, land use and economic development goals and is consistent with the regional Transportation Policy Plan, the Bloomington comprehensive plan and

the MAC's 2013-2019 Capital Improvement Program. Construction of the interchange is included in the 2013-2016 TIP.

Funding

The estimated total project cost is \$6 million which will be funded with a combination of state Transportation Economic Development Program (TED), MAC and Bloomington funds.

Known Support / Opposition

There is no known opposition to the project.

