

Transportation Committee

For the Metropolitan Council meeting of January 9, 2019

Subject: Controlled Access Approval: US 169 at 101st Ave North, Hennepin County

Proposed Action

That the Metropolitan Council approve a request by the City of Brooklyn Park and the Minnesota Department of Transportation (MnDOT) to construct a new interchange along US 169 at 101st Avenue North, subject to further review and approval by the Metropolitan Council if there are any significant changes in the design of the proposed project.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda.

Motion by Dorfman, seconded by Barber and carried to approve all Consent items.

Transportation Committee

Meeting date: December 10, 2018

For the Metropolitan Council meeting of January 9, 2019

Subject: Controlled Access Approval: US 169 at 101st Ave North, Hennepin County

District(s), Member(s): Districts 2, Lona Schreiber

Policy/Legal Reference: Mn. Statute 473.166

Staff Prepared/Presented: Nick Thompson, Director, MTS, 651-602-1754

Amy Vennewitz, Deputy Director, Finance and Planning, MTS, 651-602-1508

Steve Peterson, Manager of Highway Planning and TAB/TAC Process, 651-602-1819

Tony Fischer, Planning Analyst, MTS, 651-602-1703

Division/Department: Metropolitan Transportation Services (Review #22137-1)

Proposed Action

That the Metropolitan Council approve a request by the City of Brooklyn Park and the Minnesota Department of Transportation (MnDOT) to construct a new interchange along US 169 at 101st Avenue North, subject to further review and approval by the Metropolitan Council if there are any significant changes in the design of the proposed project.

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.

US 169 at 101st Avenue North currently has a closed median along US 169 with only right-in right-out access on both sides of 101st Avenue North.

The proposed project will construct a new interchange along US 169 at 101st Avenue North, auxiliary lanes along US 169 between MN 610 and the new interchange at 101st Avenue North, reconstruct 101st Avenue North between Jefferson Highway and Xylon Avenue, and construct multi-use trails, sidewalks and stormwater basins. The project is planned to match into the proposed Blue Line Extension Light Rail Transit Project roadway and trail work at Xylon Avenue.

The proposed project will improve safety at this location, improve access to US 169 to support planned growth in approximately 1,300 undeveloped acres of northwest Brooklyn Park, divert traffic from the intersection of US 169 with 109th Avenue and divert traffic from the interchange along MN 610 at West Broadway Avenue.

The City of Brooklyn Park prepared an Environmental Assessment Worksheet for this project and on February 27, 2017 MnDOT determined that this project will not result in significant environmental impacts and that the project does not require the preparation of an Environmental Impact Statement.

This project is part of MnDOT and the region's ongoing efforts to improve the safety and mobility of the regions highways in order to support economic development and quality of life.

Rationale and Consistency with Regional Policy

This project is included in the regions 2019-2022 Transportation Improvement Program. It is consistent with regional policy as it advances the Transportation

Policy Plan's goals of Safety and Security, and Access to Destinations. It also supports the Thrive MSP 2040 outcomes of Prosperity and Livability.

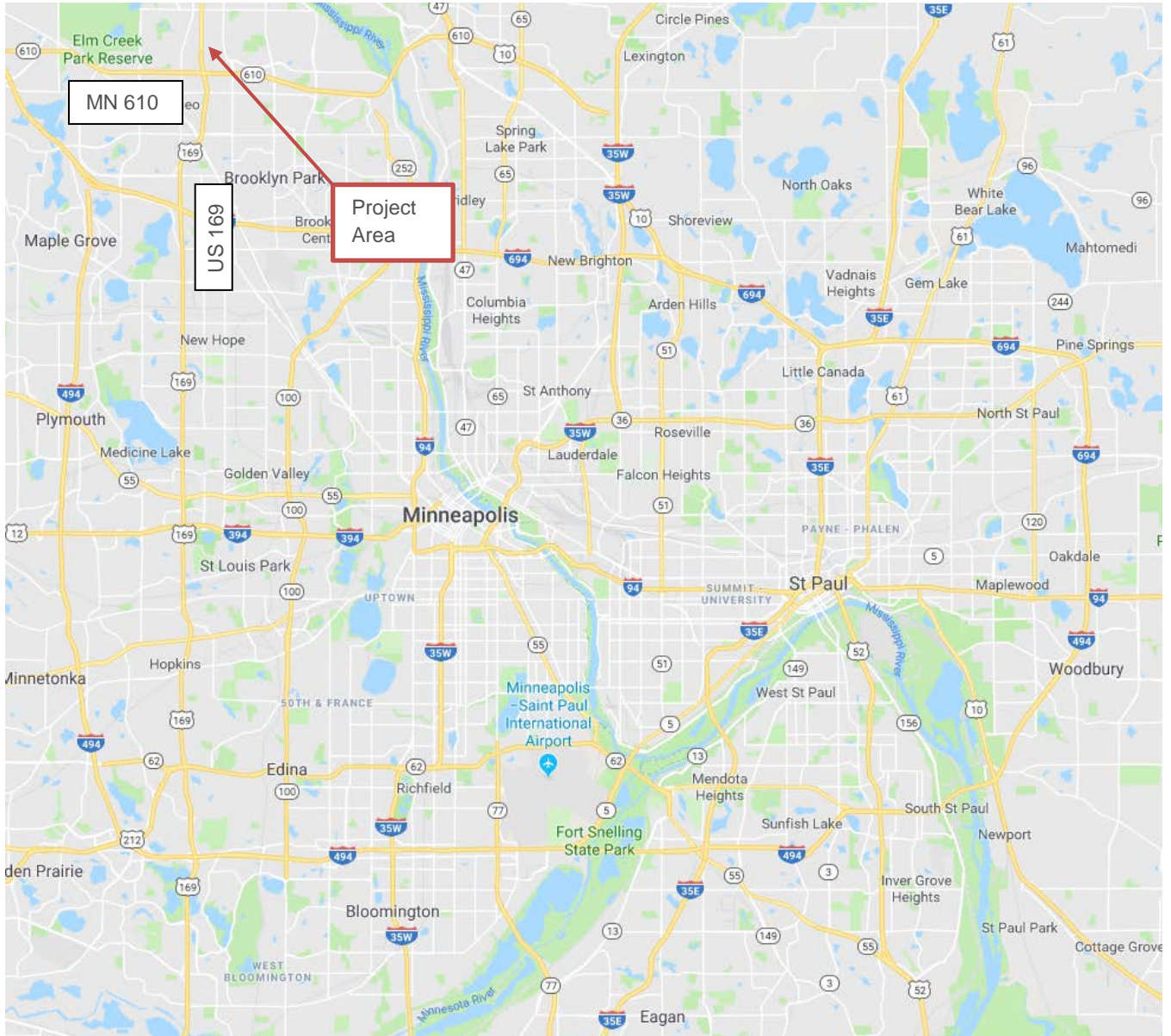
Funding

This project is estimated to cost \$31 million and is funded through the regional solicitation, MnDOT's Transportation Economic Development program, state funds and local private and public funds.

Known Support / Opposition

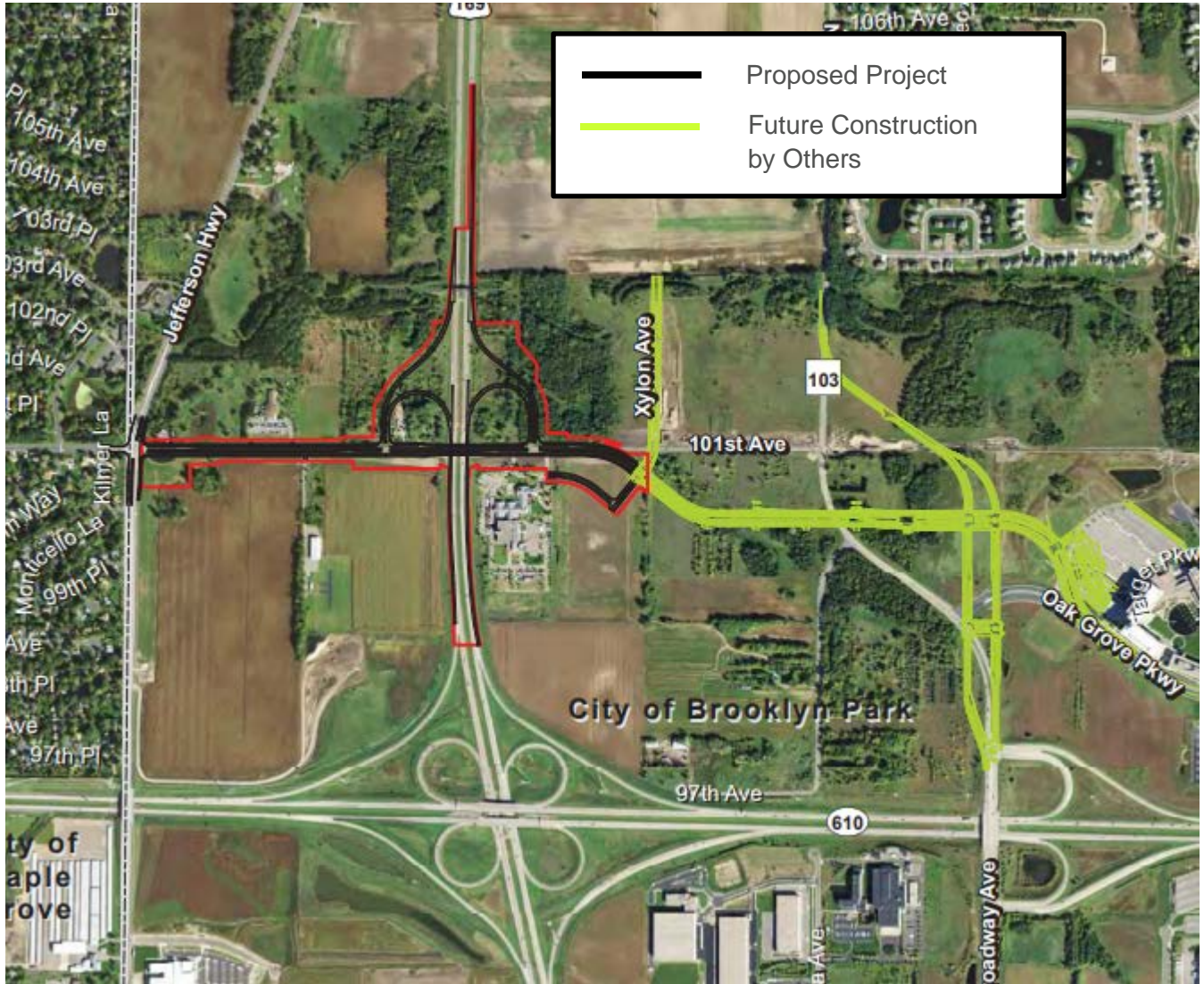
Local private entities, municipalities and other public agencies with an interest here support this project. There is no known opposition to this project.

Figure 1: Context of Project Area



Source: Google Maps

Figure 2: Detailed Project Area



Source: Brooklyn Park