

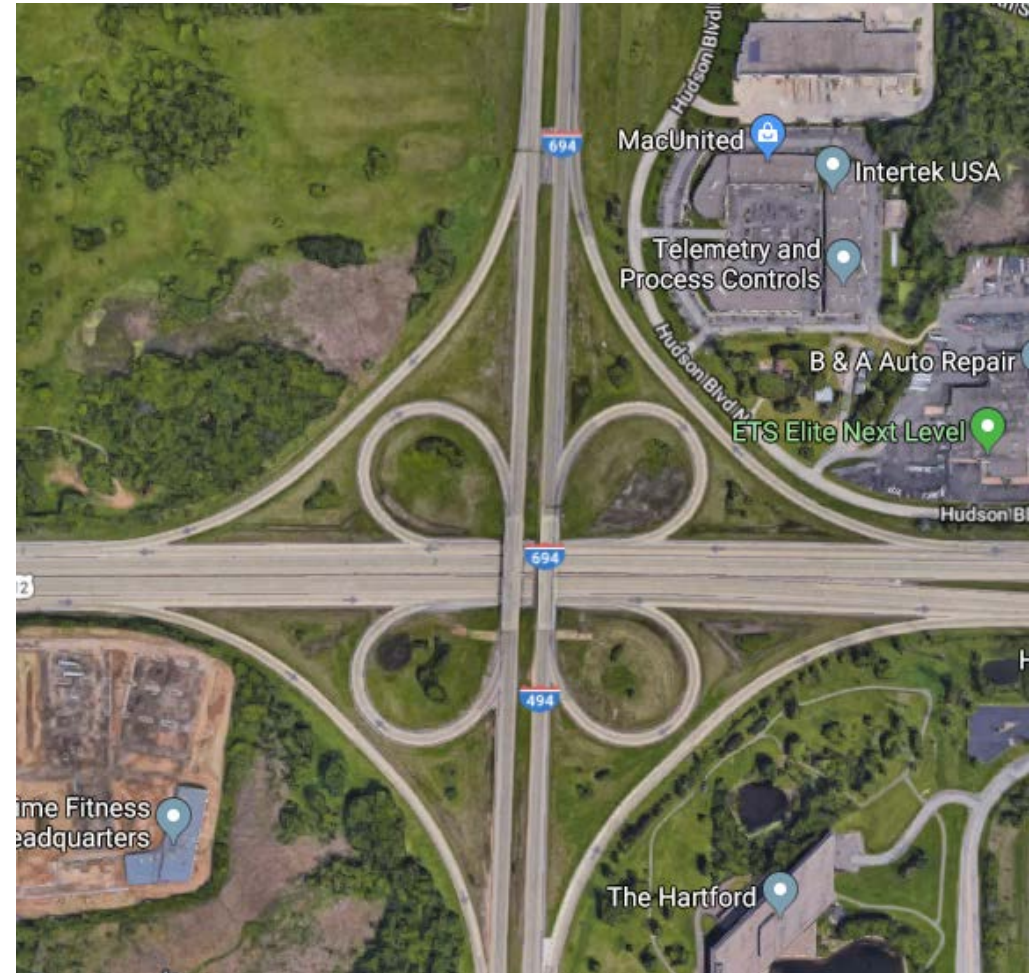
MnDOT/Met Council: Freeway System Interchange Study

TAC Funding and Programming

June 18, 2020

Background

- Investment prioritization study
- System interchanges connect two freeways
- Locations have been evaluated independently
- Interchange Issues:
 - Congestion
 - Crashes
- Systemwide numerous identified needs



Source: Google

Purpose

- Systematically discover and prioritize opportunities across region
- Reduce delay and crashes
- Consider needs of freight and transit
- Right-size investments



Source: SRF Consulting Group

Example of recent investment: I-494/I-35W in Bloomington/Richfield

- North to west directional ramp
- Corridors of Commerce awarded \$70 million to begin in 2021
- Includes directional ramp and bridge braids

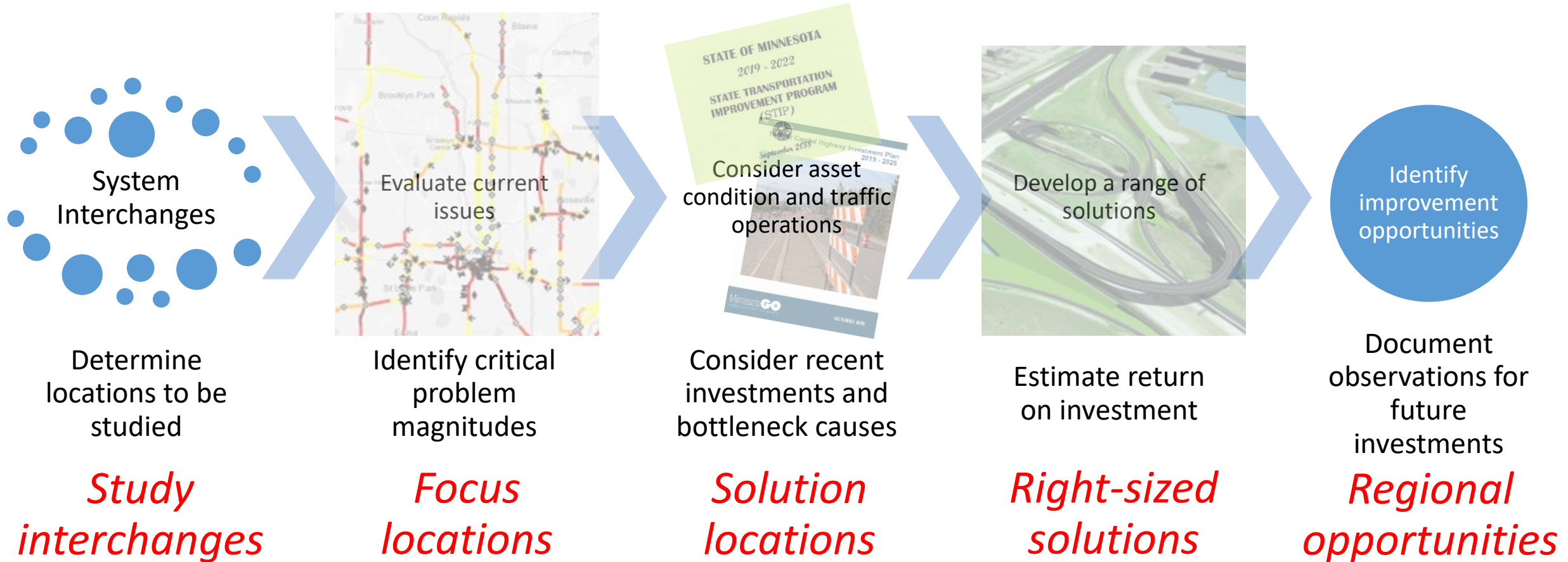


Source: City of Bloomington

Stakeholder Engagement

Study Leadership	Agency Outreach
<p>Technical Advisory Committee</p> <ul style="list-style-type: none">• Seven-county Metro Area counties• Wright and Sherburne counties• Local governments• Federal Highway Administration• MnDOT• Metropolitan Council	<ul style="list-style-type: none">• Minnesota Freight Advisory Committee• Transportation Advisory Board<ul style="list-style-type: none">- Technical Advisory Committees• Congestion Management Process• State’s Capital Improvements Committee• Met Council Transportation Committee

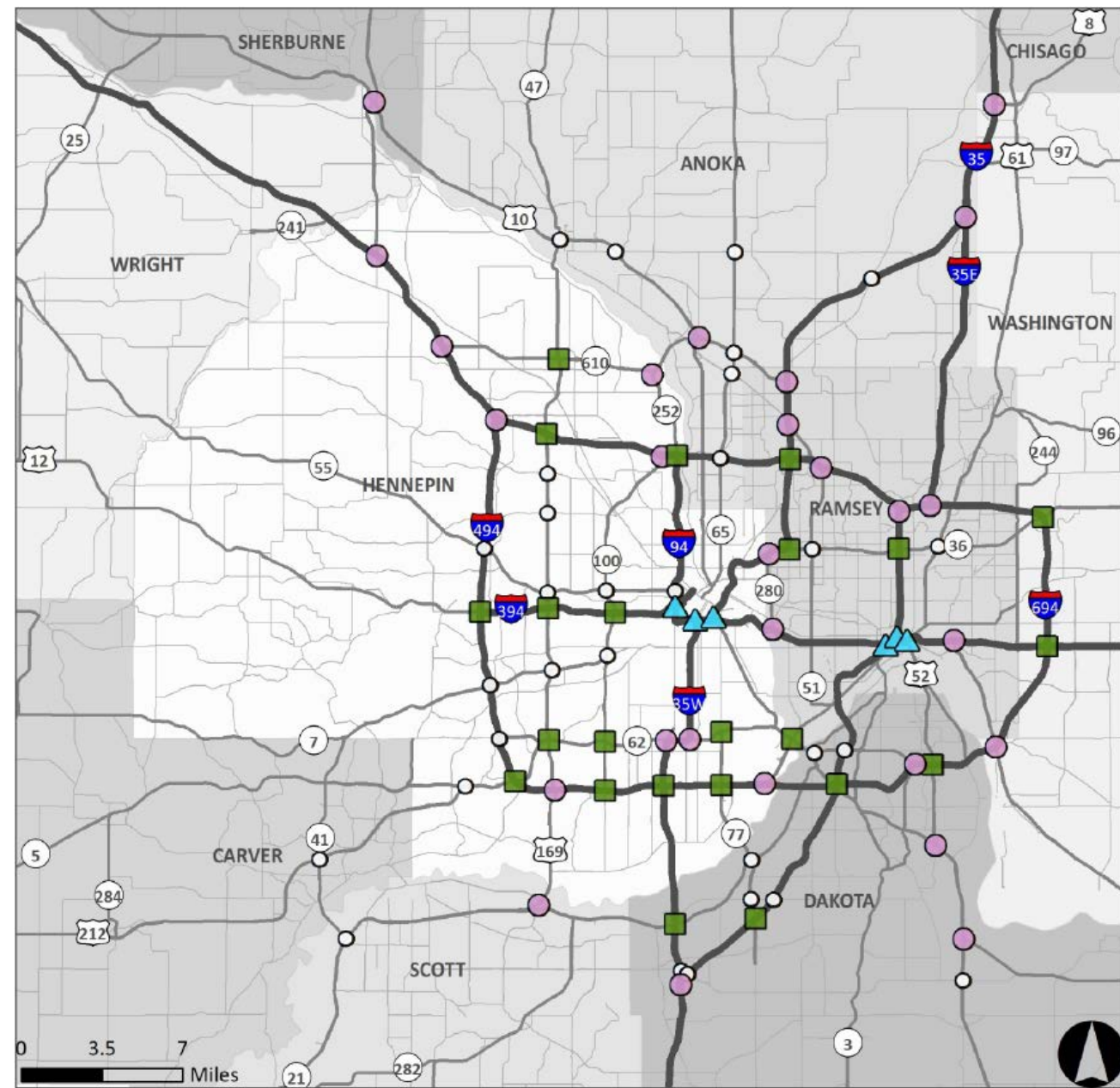
Study Process



Phase 1: Study Interchanges

Study Interchanges

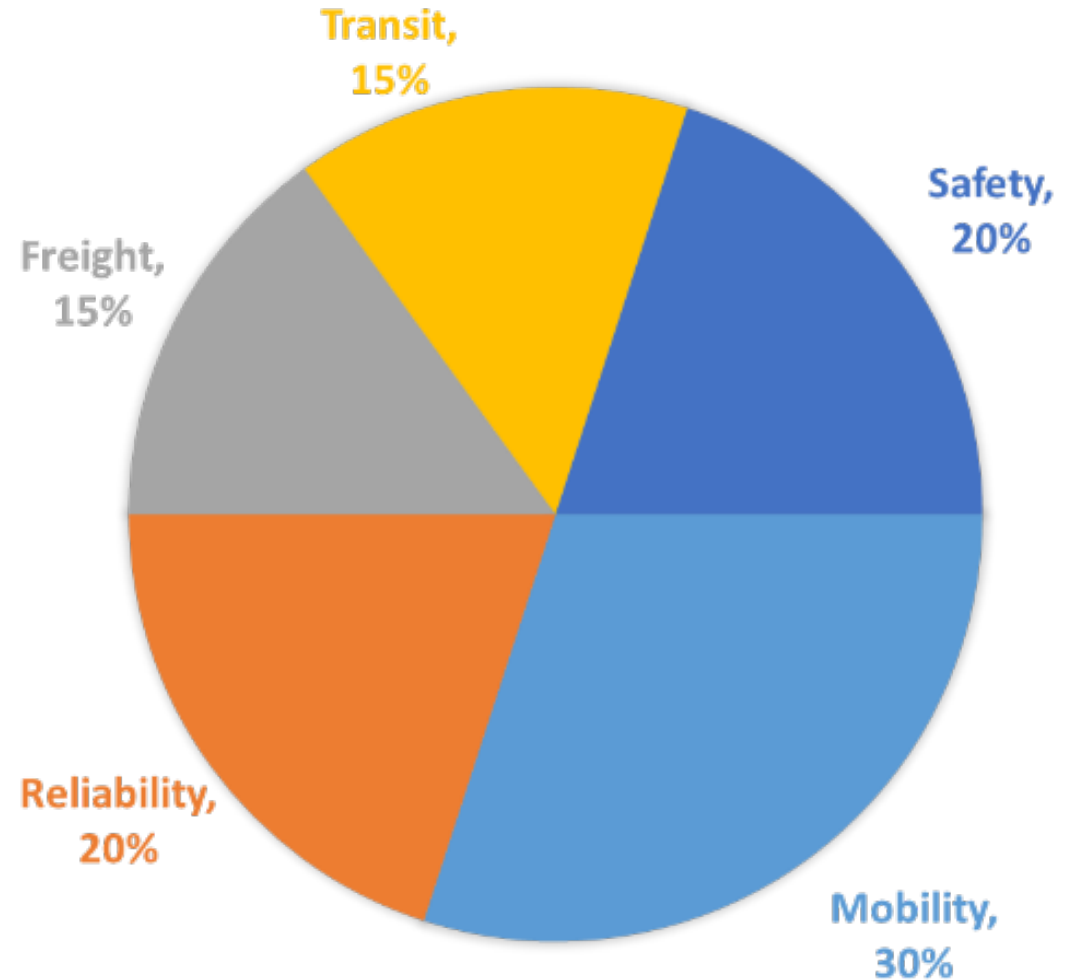
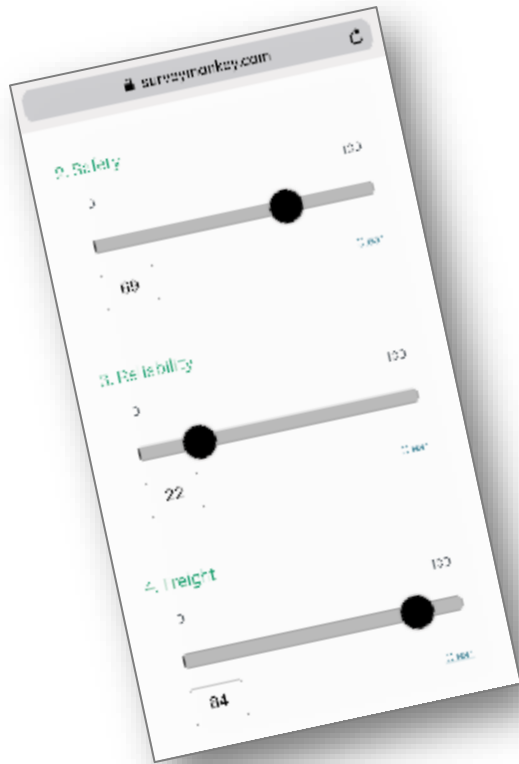
- 56 interchanges
 - Cloverleaf - 23
 - Downtown commons - 6
 - Other interchange types - 27



Phase 2: Focus Locations

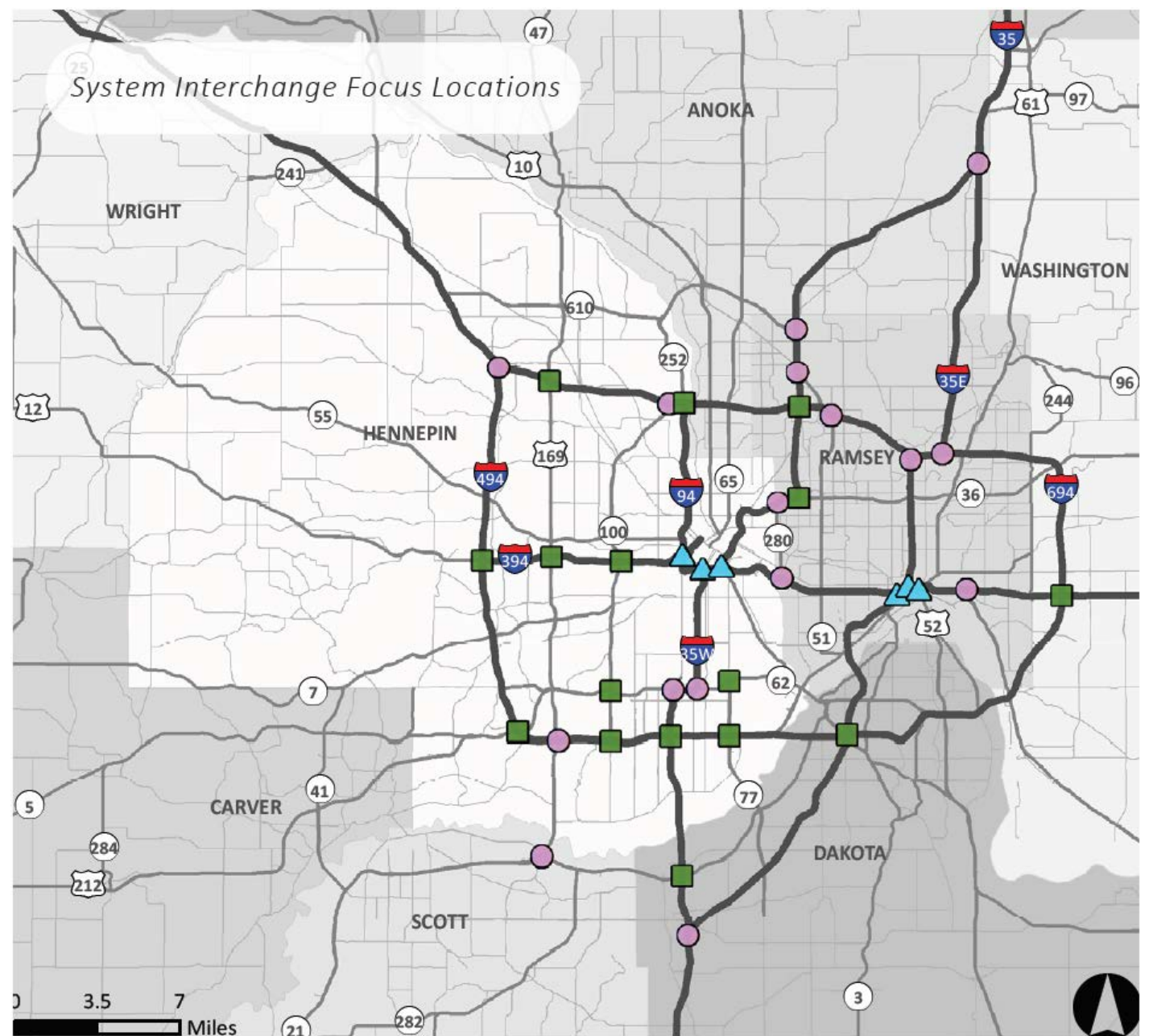
Weighting

- Technical scoring process based on performance measures and weights



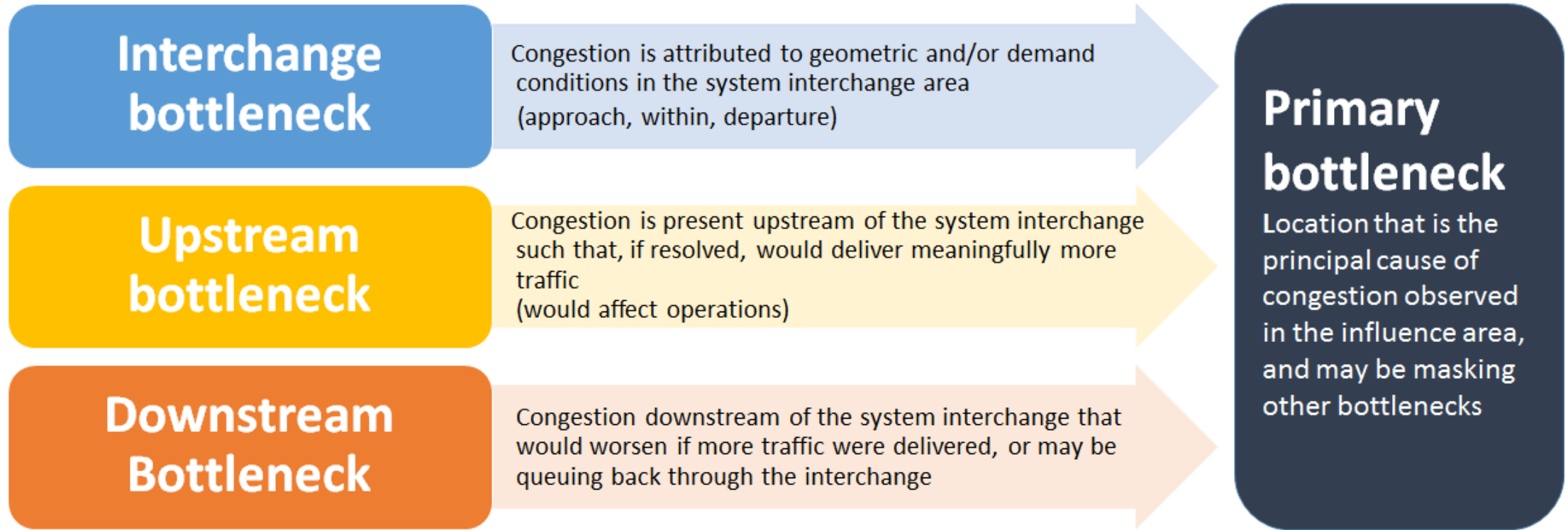
Focus Locations

- 37 system interchanges with 94 focus locations
 - Top 63 approaches
 - 31 add'l Interstate-to-Interstate



Phase 3: Solution Locations

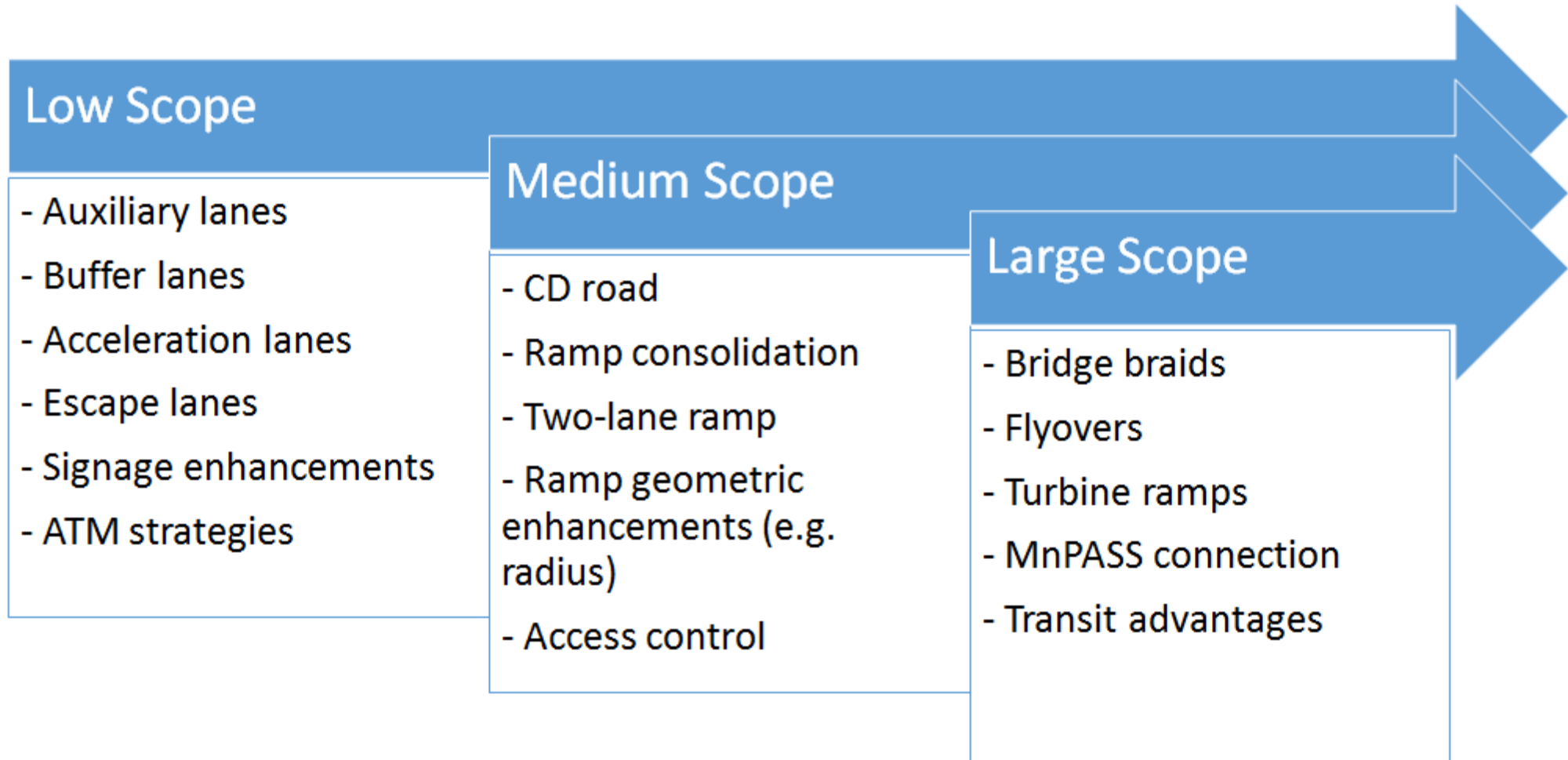
Bottleneck Definitions



Outcome: Carry approaches forward to **Solution Locations** when **Interchange** bottleneck = **Primary** bottleneck

Phase 4: Right-Sized Solutions

Solution Development



Solution Development

- Bottom-up design approach
 - Assess if lower-cost solutions can address operational issues before moving to higher-cost solutions



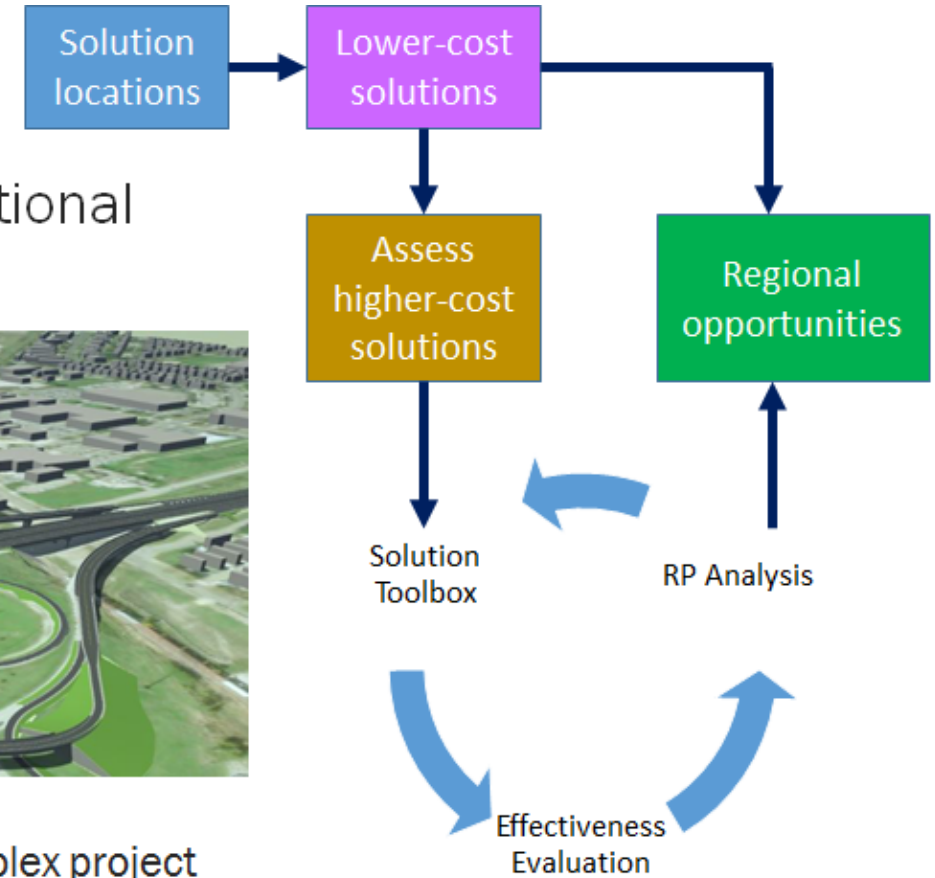
Low Scope Solutions

- Planning-level concept sketches
- Assess severity of pavement and grading, right-of-way impacts, etc.

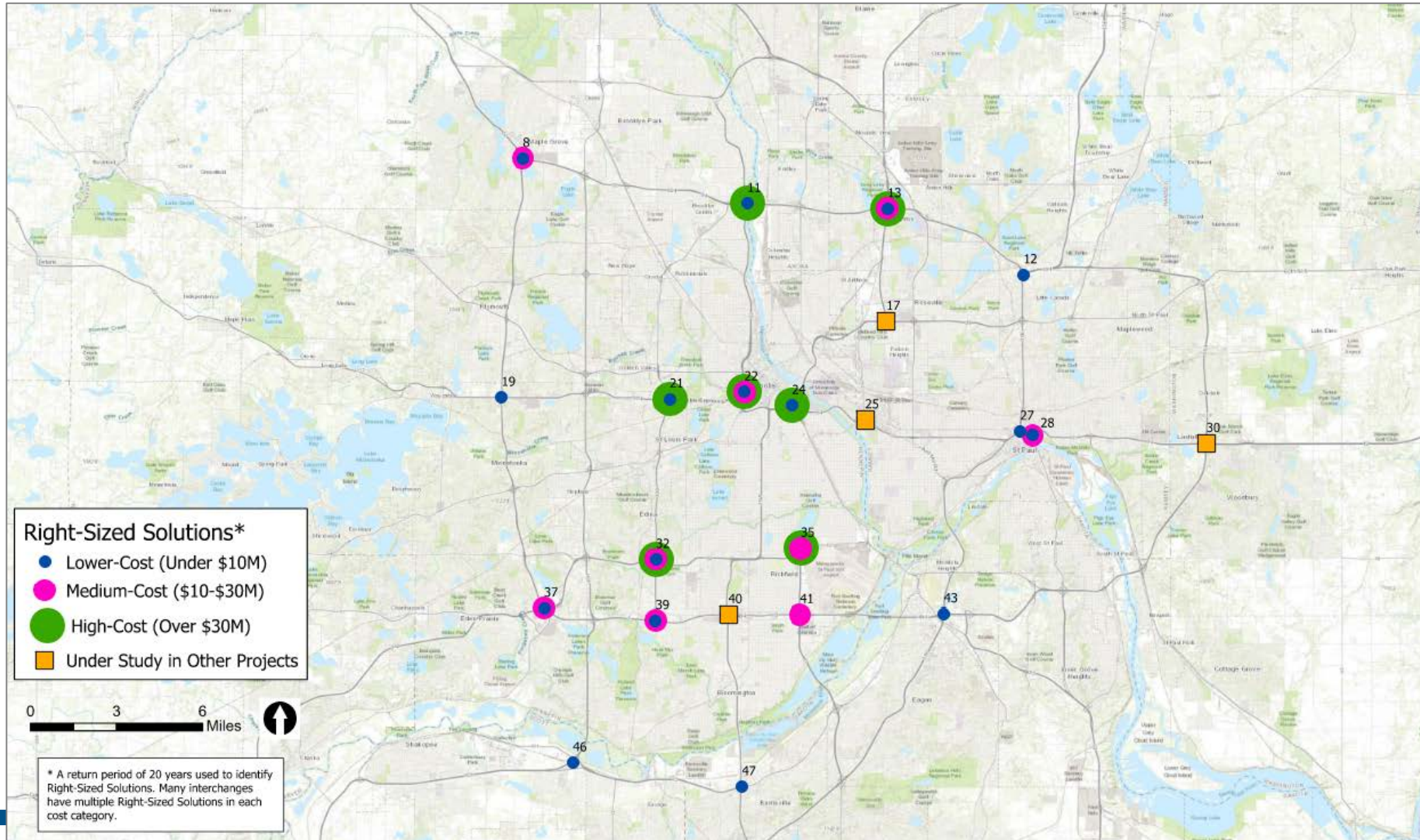


High Scope Solutions

- Detailed design intended for complex project alternatives
- Assess vertical and horizontal clearance, quantify itemized construction elements, etc.



Right-Sized Solution Locations



Phase 5: Regional Opportunities

Freeway System Interchange Investment Approach

- Preservation projects should be used as a catalyst to address other identified safety, mobility, freight, bicycle, and pedestrian needs
- Integrating with preservation projects:
 - Minimizes costs
 - Reduces inconvenience to travelers
 - Addresses multiple policy objectives
- Where mobility needs are identified, investments should be made in lower cost projects that produce high benefits and avoid exceeding the point of diminishing returns

The “Regional Opportunity” categories are intended to inform project scoping and future funding decisions

Funding plans, funding decisions, and project priorities will be proposed by MnDOT and the Metropolitan Council separate from this study process

Thank you!

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