

**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<sup>th</sup> 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 34<sup>th</sup> 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.