

Proposed I-694 and I-494 Improvement Projects

April 2014

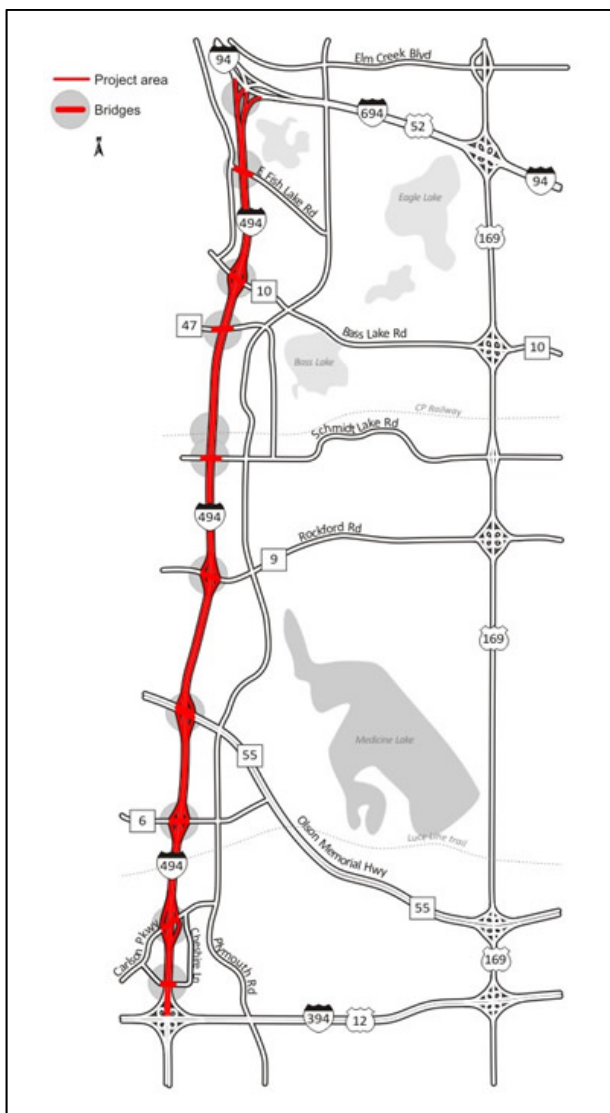
Projects originally proposed (as identified through the Congestion Management Safety Plan):

- **I-694, Lexington Ave. to Rice St.:** Concrete overlay, dynamic shoulder lane (DSL) addition: \$31M. Selected as a Corridors of Commerce project
- **I-494, I-394 to I-94:** Pavement reconstruction, bridge redeck and widening, DSL addition TH 55 to I-94: \$61.6M Included in the Metro District program for construction starting in 2015; not funded by Corridors of Commerce

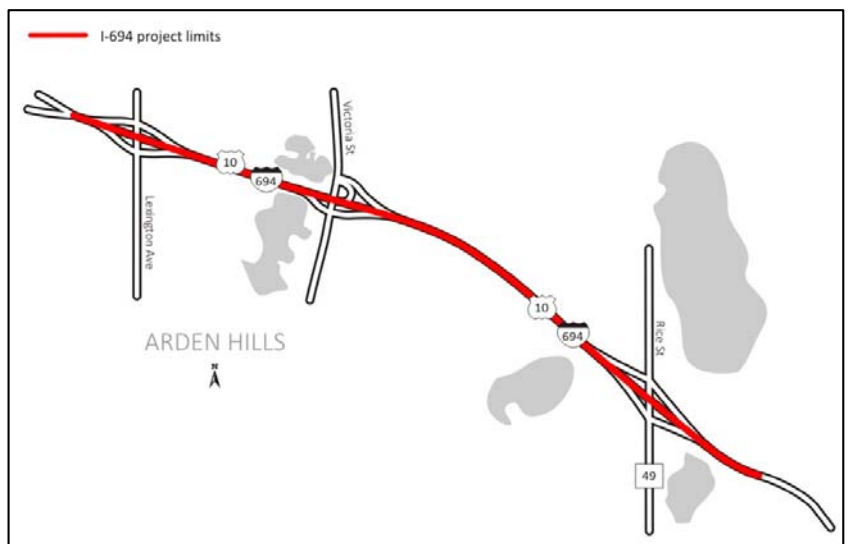
Projects as modified:

- **I-694, Lexington to Rice St.,** Pavement reconstruction, general purpose (GP) lane addition: \$42M
- **I-494, I-394 to I-94,** Pavement reconstruction, bridge replacement, general purpose lane addition TH 55 to I-94, operational improvements I-394 to TH 55: \$86M

I-494 Project Limits



I-694 Project Limits



Support for changes:

I-694: MnDOT determined that concrete pavement reconstruction would be more cost effective than an unbonded concrete overlay after it found that over half the project area requires full pavement reconstruction. Given the reconstruction, MnDOT, Metropolitan Council, and FHWA staff concluded that general purpose lanes would be preferable because:

- This part of I-694 is the state's busiest 4-lane Interstate (96,000 vehicles per day on average) including high truck volumes
 - Updated 2040 population and employment forecasts prepared by the Metropolitan Council show the corridor's travel shed is anticipated to continue growing, with its employment growing faster than the region as a whole (employment forecast +39% corridor, +36% region)
- Separate from adding lanes, there are no other near-term, practical options for mitigating commuter congestion in the corridor
 - The forecast growth, combined with recent construction that added capacity on three approaches – I-694/10/Snelling, I-35E/694 Unweave the Weave, and I-35E MnPASS - are anticipated to raise traffic volumes in the project area

- There is a clear gap in 6-lane Interstate highway lane continuity in the project area
- The Corridors of Commerce program will fund the I-694 project from sources outside the Metro District budget, including the cost difference (+\$11M, +35%) between the dynamic shoulder and general purpose lane alternatives

I-494: Given the I-694 decision and strong stakeholder desires for general purpose lanes, MnDOT and Metropolitan Council staff reconsidered the I-494 DSL decision because:

- Traffic volumes are comparable to I-694 (86,000 vs 96,000 vehicles per day on average)
- Updated 2040 population and employment forecasts prepared by the Metropolitan Council show the corridor's travel shed is anticipated to continue growing, with its employment growing faster than the region as a whole (employment forecast +52% corridor, +36% region)
- Separate from adding lanes, there are no other near-term, practical options for mitigating commuter congestion in the corridor
- There is a clear gap in 6-lane Interstate highway lane continuity in the project area
- MnDOT will fund the cost difference (+\$25M, +40%) between the alternatives from sources outside the Metro District budget

How the projects will be funded:

- I-694 will be fully funded through the Corridors of Commerce program, a 2013 legislative Trunk Highway bond program aimed at enhancing commerce in Minnesota.
- I-494 will be funded through a combination of MnDOT Metro District funds (\$61.6M already programmed in the STIP) and cost savings from the statewide Chapter 152 and Bridge Preservation programs' St. Croix River Crossing and Red Wing Bridge projects, which will provide the additional \$25M. (Construction savings on these bridge projects are anticipated at about \$50M)

Consistency with the 2030 Transportation Policy Plan (adopted November 2010)

- Both projects have been designed emphasizing the lower-cost/higher return on investment approach. They will be constructed with reduced shoulders as needed and within existing lane right-of-way (additional right-of-way is required for stormwater management).
- The I-694 and 494 projects meet multiple objectives including, address major pavement and bridge preservation needs while including lower-cost/higher return on investment regional mobility improvements.
- Both projects have been designed to cost-effectively accommodate future MnPASS lanes. MnDOT will be working with the corridor cities to secure their consent to replace the project's auxiliary lane segments with MnPASS lanes when future demand warrants.
- The 2030 TPP supports affordable strategic capacity enhancements in the form of general purpose lanes, rather than MnPASS lanes, where needed to provide lane continuity for short segments of an existing freeway facility.
- The projects will not be implemented at the expense of other funded projects, but will be at the expense of other unfunded state transportation needs.

Process and Schedule

- **Process-** Need to amend the 2030 Transportation Policy Plan and TIP/STIP to include the funding and scope for both projects.
- **Amendment Schedule** -Start TPP amendment Spring 2014, with anticipated Metropolitan Council adoption in September 2014 and federal action by October 2014.
- **I-494 Schedule-** Most pressing for I-494 to meet Jan/Feb. 2015 letting date and complete construction in fall 2016.
- **I-694 Schedule-** Letting fall 2015 with project completion in fall 2017. Same TPP amendment schedule as I-494. TIP/STIP change can be incorporated into annual process to develop 2015-2018 TIP.