

CITY OF RICHFIELD
Meeting Notice

**Special Concurrent City Council and
Transportation Commission Work Session**

REGARDING:

A Special Concurrent City Council and Transportation Commission Work Session is scheduled regarding MnDOT's I494: Airport to Highway 169 "Project 1" elements and take questions and comments from City Council and the Transportation Commission. This feedback will guide staff input to the MnDOT 494 Technical Advisory Committee.

WHEN:

April 14, 2021
7:00 p.m.

WHERE:

Virtual meeting held via WebEx (see below)

Join from the meeting link

<https://logis.webex.com/logis/j.php?MTID=m631fe6d502ec52c35a2a0713d5f18f74>

Join by meeting number

Meeting number (access code): 133 139 1115

Meeting password: tJSPjWgk639

Tap to join from a mobile device (attendees only)

+1-312-535-8110,,1331391115## United States Toll (Chicago)

+1-415-655-0001,,1331391115## US Toll

Join by phone

+1-312-535-8110 United States Toll (Chicago)

+1-415-655-0001 US Toll

Global call-in numbers

Join from a video system or application

Dial 1331391115@logis.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business

Dial 1331391115.logis@lync.webex.com

QUESTIONS:

Contact Scott Kulzer, Public Works Administrative Aide, at 612-861-9172.

ELIZABETH VANHOOSE
City Clerk

Post: April 8, 2021



**WORK SESSION
VIRTUAL MEETING HELD VIA WEBEX
APRIL 14, 2021
7:00 PM**

Call to order

1. Concurrently with the Transportation Commission, briefly review the approved I-494: Airport to Highway 169 Vision and public engagement activities related to the identified "Project 1" elements. The purpose of this work session is to obtain guidance from the City Council on elements related to the future Portland Avenue interchange design and subsequent impacts to Portland Avenue and the surrounding properties. This discussion will guide staff input to the MnDOT 494 Technical Advisory Committee (TAC) who are currently working towards an approved preliminary layout for Project 1.

Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.



WORK SESSION STAFF REPORT NO. 11

WORK SESSION

4/14/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
4/8/2021

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/8/2021

ITEM FOR WORK SESSION:

Concurrently with the Transportation Commission, briefly review the approved I-494: Airport to Highway 169 Vision and public engagement activities related to the identified "Project 1" elements. The purpose of this work session is to obtain guidance from the City Council on elements related to the future Portland Avenue interchange design and subsequent impacts to Portland Avenue and the surrounding properties. This discussion will guide staff input to the MnDOT 494 Technical Advisory Committee (TAC) who are currently working towards an approved preliminary layout for Project 1.

EXECUTIVE SUMMARY:

I494 Vision Background

In early 2020 MnDOT created a Policy Advisory Committee (PAC) to provide the approvals related to the three study areas for the I-494 Vision. Mayor Regan Gonzalez and Councilmember Trautmann are voting members of the PAC.

The PAC approved the I-494 Vision Implementation Plan in early 2021, which establishes a sequence of projects that will achieve the corridor vision. The MnDOT project team is nearing official approval of the elements and layout of Project 1, but certain decisions critical to the project remain. Following feedback received during public engagement "listening sessions" held virtually on April 1, 6, & 7, project partners are looking to hear directly from the Richfield City Council and Transportation Commission on the design options under consideration for the Portland Avenue interchange and adjacent area.

Portland Avenue Interchange

Although originally identified as a Tight Diamond Interchange as part of the Vision, impacts to the 77th and Portland intersection have triggered additional discussion at the TAC regarding the specific interchange type. Project partners, including Bloomington, Hennepin County, and MnDOT, have narrowed the options to two interchange types:

- Tight Diamond Interchange (TDI)
- Single Point Urban Interchange (SPUI)

Both interchange types would functionally serve as solutions for the Portland Avenue interchange, however, they have different outcomes as they relate to private property impacts in the area and non-motorized traffic that will frequent the area.

At the work session, project partners will detail the merits and deficiencies of each interchange type as it relates to the motorized and non-motorized experience. Staff will also detail the likely property impacts of each design and the anticipated pedestrian experience.

DIRECTION NEEDED:

Provide direction on the Portland Avenue interchange type and how to approach the subsequent property impacts related to the access reconfiguration.

BACKGROUND INFORMATION:

A. HISTORICAL CONTEXT

The I-494 Vision concept (from the Minnesota River to I-394) developed in the early 1990's included expanded capacity on the I-494 mainline, reconfiguration of the interchanges and development of a supporting parallel local roadway network along 77th Street in Richfield (including the future 77th St. Underpass) and American Boulevard in Bloomington. This vision led to construction of the improvements you see along the present day I-494 from Highway 100 to I-394 and the improvements made to 77th Street & the Penn and Lyndale Avenue interchanges.

Two separate studies were undertaken in 2009 and 2014 by MnDOT staff and stakeholders that studied the I-494 & I-35W interchange. The outcome identified an interchange type that allowed for phasing of the reconstruction as well as reduced costs and impacts from the original vision developed in the early 1990's.

In conjunction with potential Corridors of Commerce funding, MnDOT began a process to update the I-494 Vision. The new process identified 3 study areas which include I-494 capacity improvements, access changes and the I-494 & I-35W interchange.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

The I494 Vision and Project 1 elements being discussed are consistent with the Richfield Comprehensive Plan dating back to the early 1990's.

C. CRITICAL TIMING ISSUES:

In order to keep the project on schedule, the I-494 Technical Advisory Committee will need to finalize the preliminary design for Project 1 by mid-May 2021.

D. FINANCIAL IMPACT:

- MnDOT has a construction cost-share policy that applies to any funded project identified for construction.
- The City's actual cost-share for the I-494 Vision would be established as any portion of the vision is funded for construction.
- At that time, a detail design (including final right-of-way impacts) and Richfield's municipal consent are part of the project approval and permitting processes.

E. LEGAL CONSIDERATION:

None pertaining to the discussion items for this work session.

ALTERNATIVE(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

Public Works Director Kristin Asher, City Engineer Joe Powers, Administrative Aide/Analyst Scott Kulzer, MnDOT I494 Project Manager Andrew Lutaya, MnDOT I494 Project Engineer Amber Blanchard