



I-494: Airport to 169

Corridors of Commerce Project Limit  
Study Area

miles 0 .5 1



**m** DEPARTMENT OF  
TRANSPORTATION

# I-494: Airport to 169

MnDOT Metro District  
Policy Advisory Committee Meeting  
February 23, 2021

# Roll Call (PAC Members only)

- Sen. Melissa Franzen
- Sen. Melissa Halvorson Wiklund
- Sen. Patricia Torres Ray
- Rep. Emma Greenman
- Rep. Steve Elkins
- Rep. Michael Howard
- Commissioner Angela Conley
- Commissioner Debbie Goettel
- Commissioner Chris LaTondresse
- Councilmember Molly Cummings
- Councilmember Chris Ferguson
- Councilmember Deb Barber
- Bridget Rief
- Mayor Maria Regan Gonzalez
- Councilmember Simon Trautmann
- Councilmember Mike Freiberg
- Councilmember Jack Baloga
- Councilmember Ron Anderson
- Councilmember James Pierce
- Councilmember Mike Fischer
- Councilmember Kevin Staunton
- Dave Scott

# Vision Implementation Plan Development

# Implementation Plan Evaluation Criteria



**Constructability** – How the corridor elements are either independent or interdependent to each other for construction. Will include considerations of traffic management and throwaway/re-do work.



**Cost/Budget/Funding** - This criteria is defined as the construction cost for separate elements along the corridor vision which leads to the development and setting of the budgets for each independent project to build the vision. Includes consideration of current and future funding sources.



**Community Support** - Considers the support from both corridor advocacy groups and the local government agencies. Will look to TAC and PAC representatives to provide input.



**Operations/Safety** – Will look at the expected operations based on implementation of the different corridor segments.

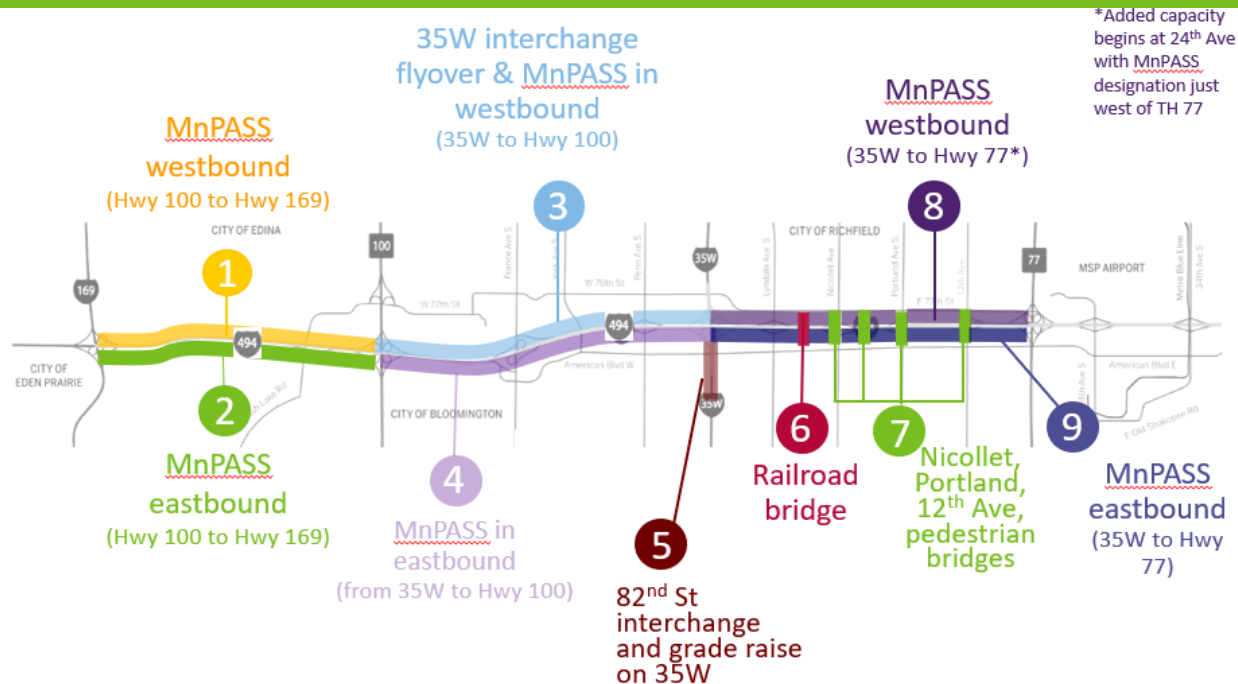


**Equity** – Ensures fair distribution of mobility options and transportation investments. Will analyze based on review of the Benefit-Impact mapping to determine specific benefits and impacts to underrepresented communities.



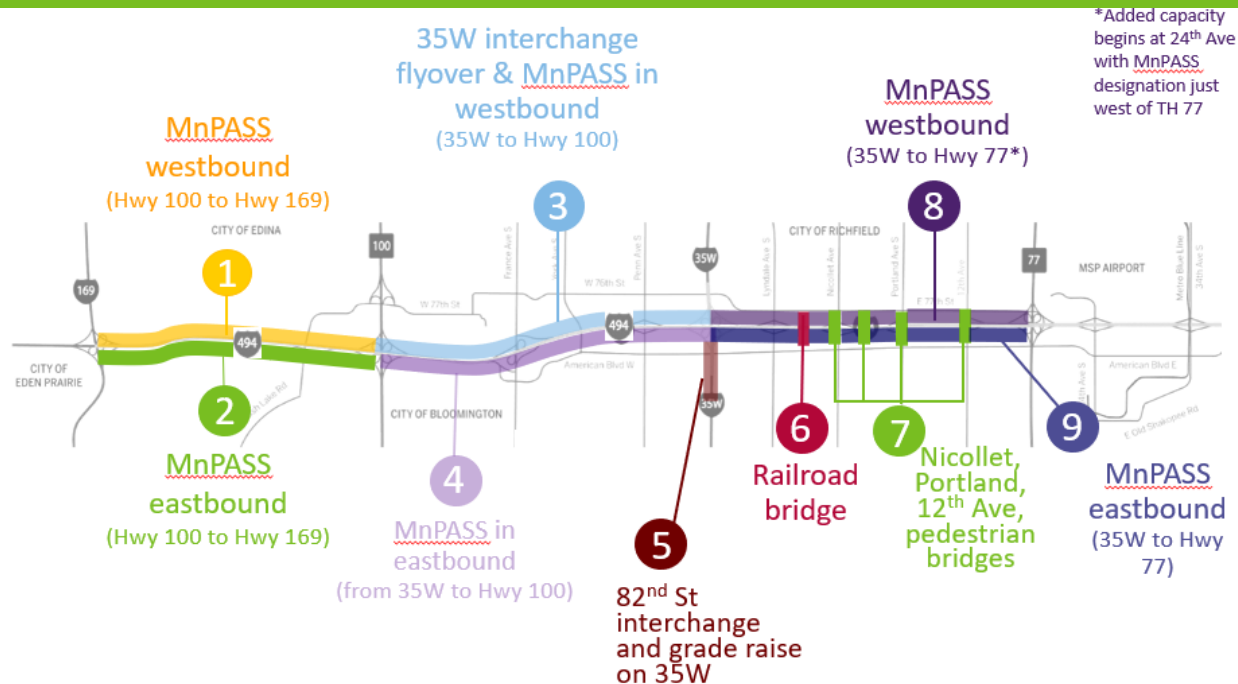
**Asset Management** – Will consider life cycle management of the assets, including new construction, maintenance, minor preservation repairs, major rehabilitation, and reconstruction.


# Implementation Plan Development Process



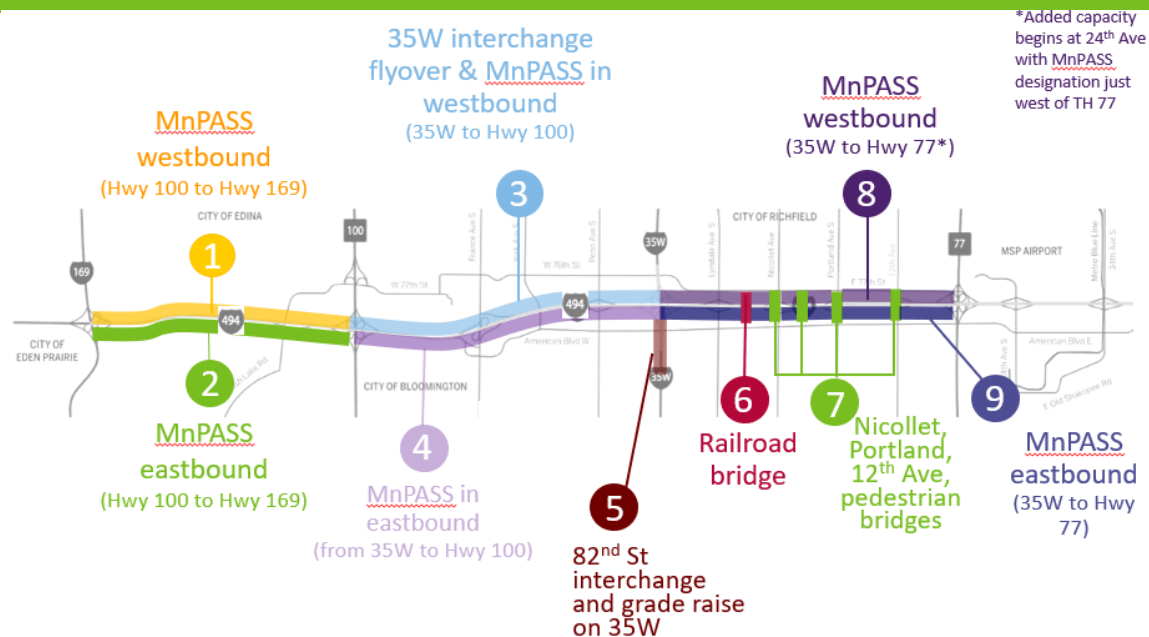
Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Looked at each criteria separately for each element</b>	Some criteria had multiple items (Operations/ Safety for example)	Determined if the criteria was able to provide sequence options, provided priority or if it only provides constraints	Based on the sequence, priority or constraints analysis, provides the results for the criteria.


# Implementation Plan Development Outcomes



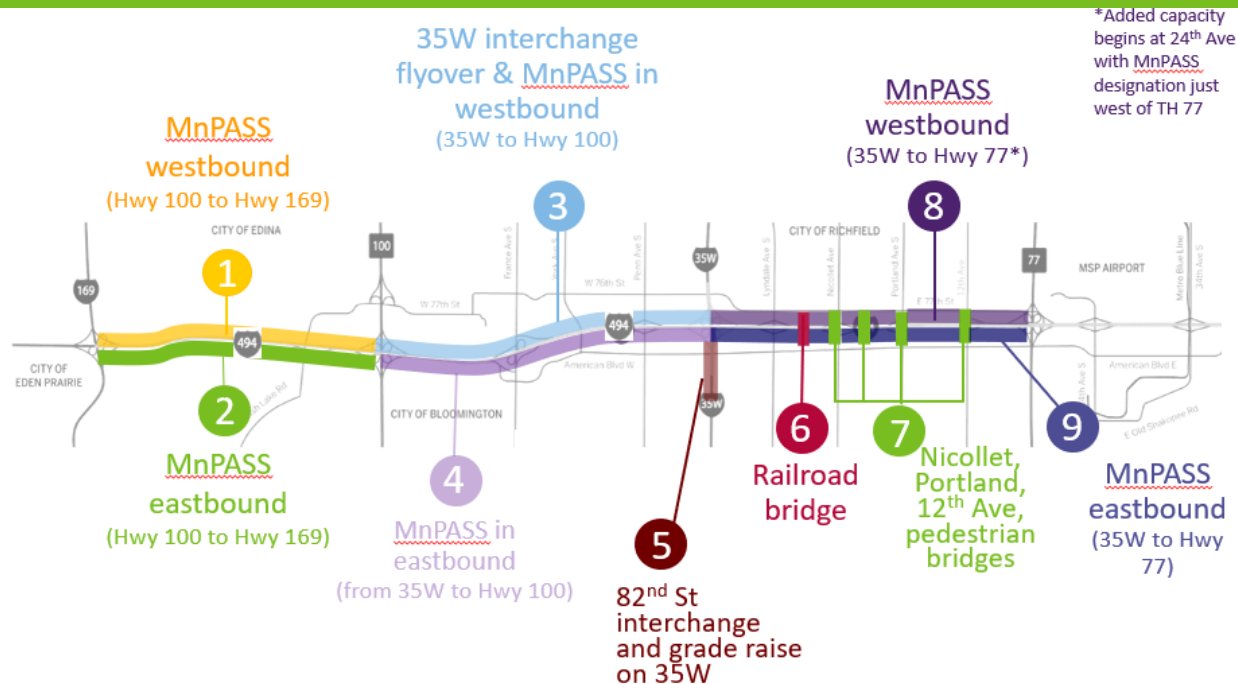
Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Constructability</b> 	NA	Constraints	Construct Elements 1 and 2 together Construct Elements 3 and 4 together Can construct Element 5 independently Construct Elements 6 and 7 before 8 and 9 Construct Elements 8 and 9 together


# Implementation Plan Development Outcomes



Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Operations/Safety</b> 	Operations	Sequence	Elements 3 and 4 Elements 7 Element 6 Elements 9 and 8 Elements 1 and 2 Element 5
	Safety	Priority	Element 7 Element 4 Element 3

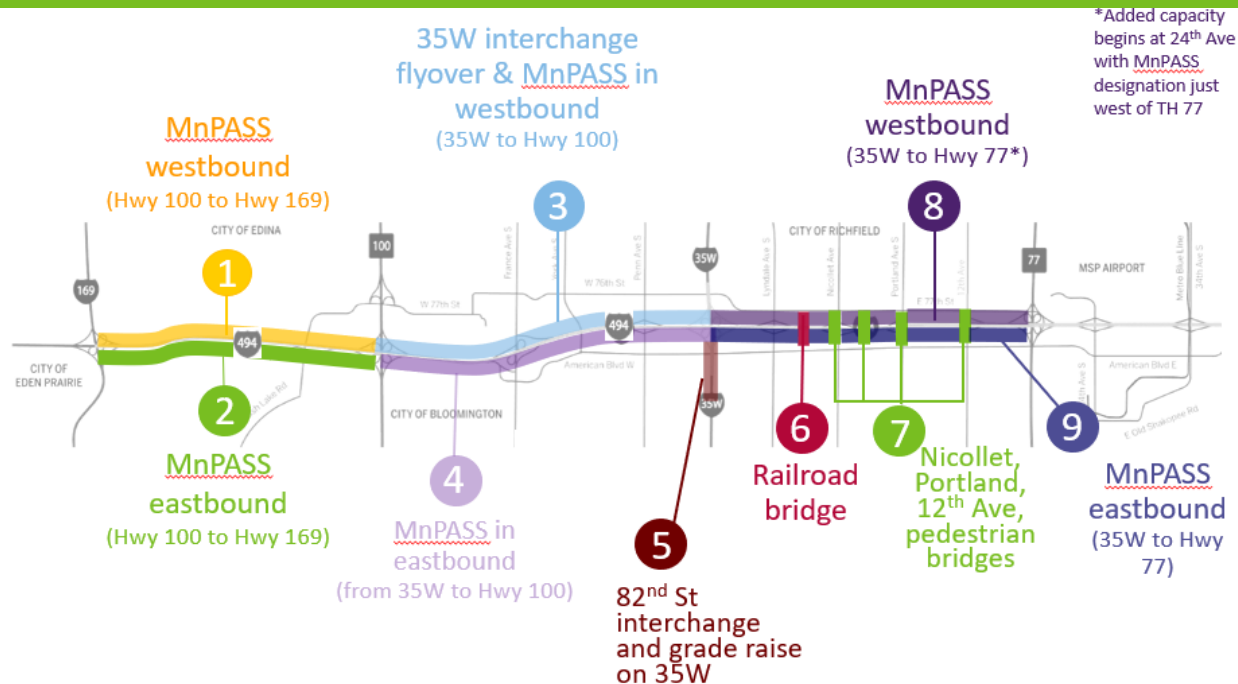
# Implementation Plan Development Outcomes




Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Asset Management</b> 	Pavements	Priority	Elements 3 and 4 Elements 8 and 9
	Bridges	Priority	Element 7 Elements 3 and 4
	Drainage	Priority	Elements 7, 8, and 9 Element 5

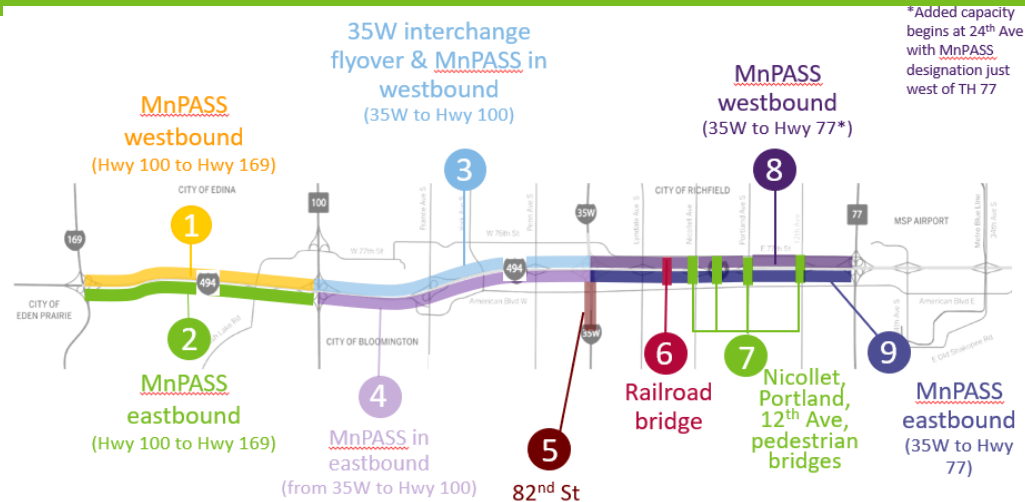



# Implementation Plan Development Outcomes



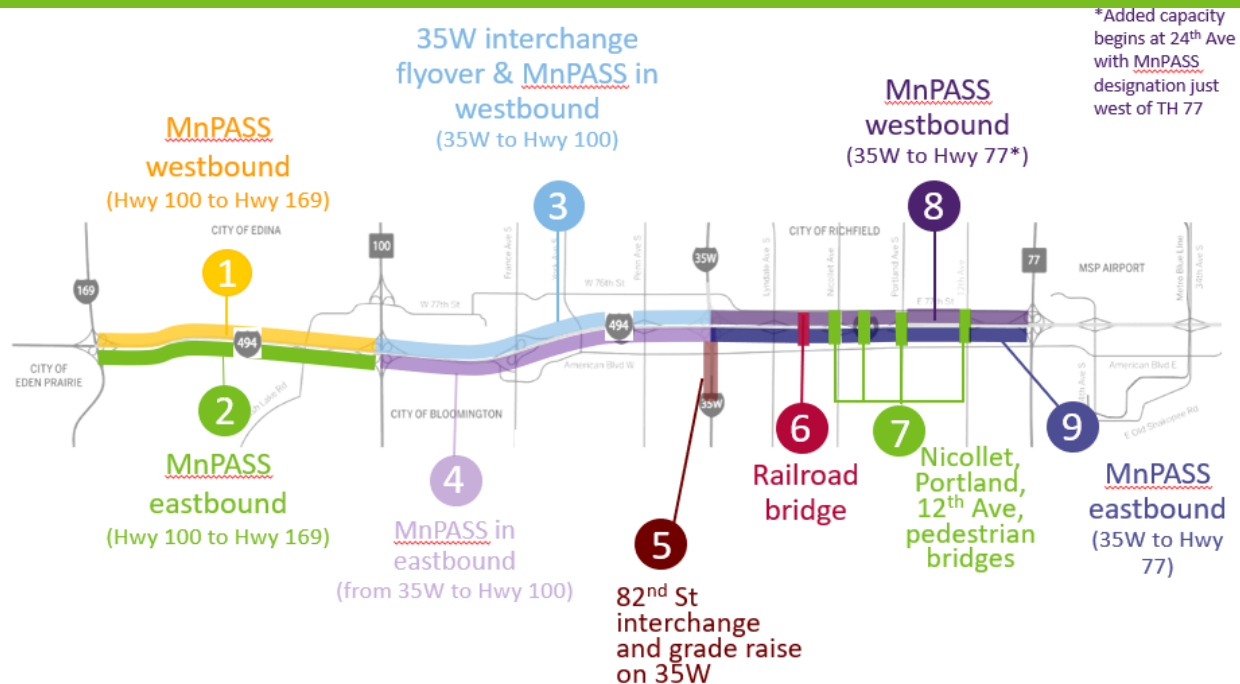
Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Funding/Cost</b> 	NA	Sequence	Elements 3, 4, and 7+ Element 6 Elements 8 and 9 Element 5 Elements 1 and 2


# Implementation Plan Development Outcomes



Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Community Support</b>  	Richfield	Sequence	Part of 3, 4, and 7 Any combination of Elements 6 and 7; 1, 2, and 3; Element 5 Elements 8 and 9
	Bloomington	Priority	Elements 3 and 4 Element 7 Part of Element 5
	Hennepin County	Sequence	Parts of Elements 3, 4, 5 and 7 Element 6 & Parts of Element 7 Elements 8 & 9 Elements 1 & 2, parts of Element 5
	Coalitions	Priority	Elements 3 and 4 Element 7 Element 5

# Implementation Plan Development Outcomes



Criteria	Sub-criteria	Sequence or Priority or Constraints	Outcome
<b>Equity</b> 	Proximity to EJ	Priority	Element 7 Element 5
	Direct EJ Benefits of Operational Improvements	Sequence	Element 7 Elements 3 and 4 Elements 8 and 9 Elements 1 and 2 Element 5

# TAC Recommendation

## Vision Implementation Plan:

Project **1** *Elements 3\*, 4, and 7*

Project **2** *Element 6*

Project **3** *Elements 8 and 9*

Project **4** *Elements 5, 1, and 2*

- Plan is flexible
- Plan to guide future project development, funding search

*\*May include part of Element 5 to provide access for 82<sup>nd</sup> Street*

# Implementation Plan – Project 1

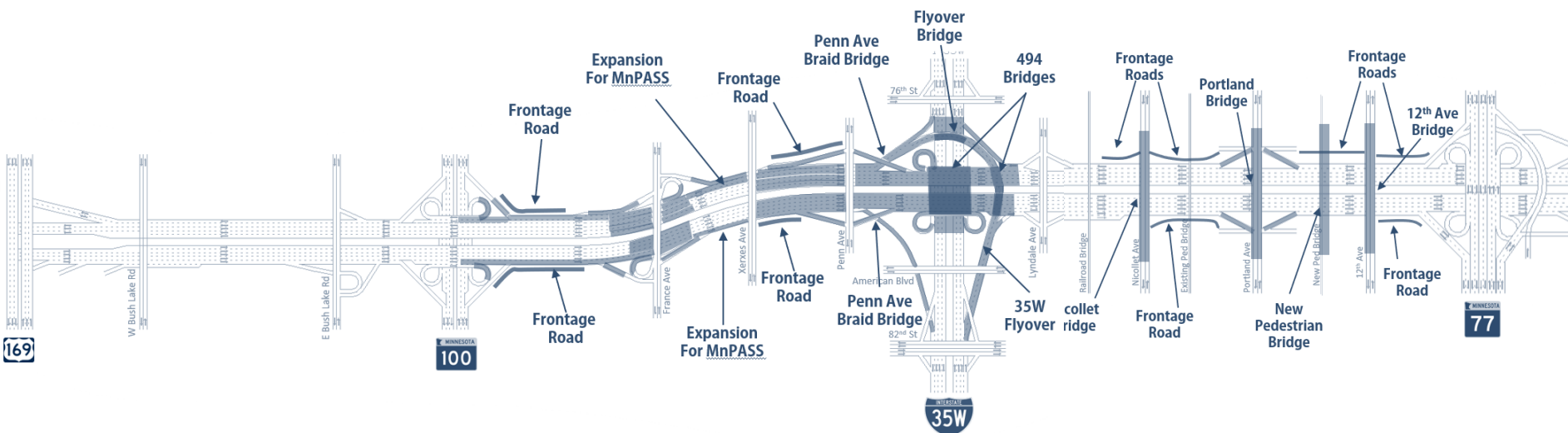
## Project 1

Element		Cost
3	35W interchange flyover & MnPASS in westbound (35W to Hwy 100)	\$110M to \$135M*
4	MnPASS in eastbound (from 35W to Hwy 100)	\$70M to \$85M
7	Nicollet, Portland, 12 <sup>th</sup> Ave, pedestrian bridges	\$50M to \$60M**
Total Project 1		\$230M to \$280M

COSTS INCLUDE: Construction, Contingency, Inflation, Utilities, Right of Way

\*All of the costs for the bridges shared between Elements 3 and 4 are included in Element 3.

\*\*The range of costs for Element 7 also includes the frontage roads from Elements 8 and 9.

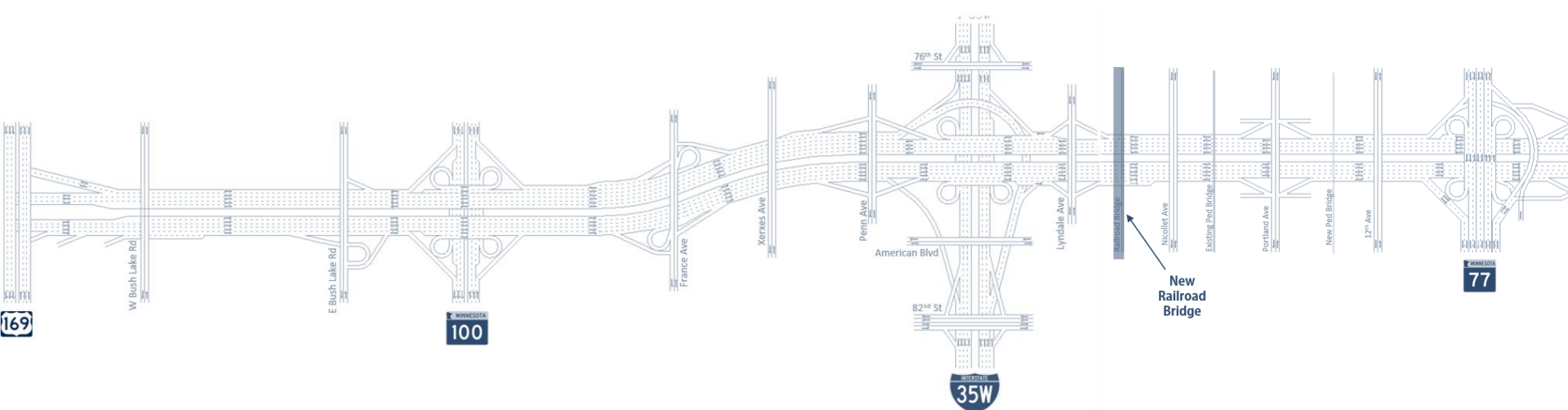


# Implementation Plan – Project 2

## Project 2

Element		Cost
6	Railroad Bridge	\$10M to \$15M
Total Project 2		\$10M to \$15M

COSTS INCLUDE: Construction, Contingency, Inflation, Utilities, Right of Way, Railroad Agreement

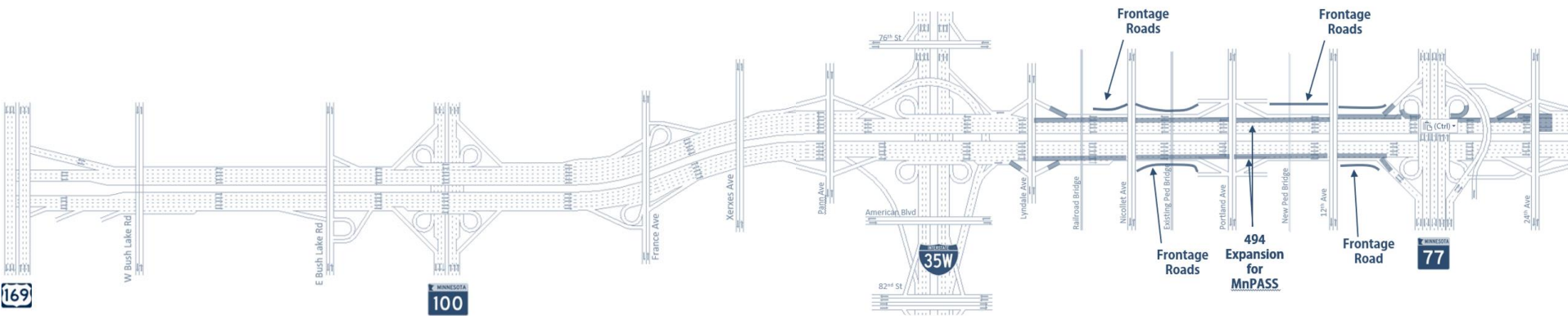


# Implementation Plan – Project 3

## Project 3

Element		Cost
8	MnPASS westbound (35W to Hwy 77*)	\$60M to \$70M
9	MnPASS eastbound (35W to Hwy 77)	\$60M to \$70M
Total Project 3		\$120M to \$140M

COSTS INCLUDE: Construction, Contingency, Inflation, Utilities, Right of Way, Railroad Agreement

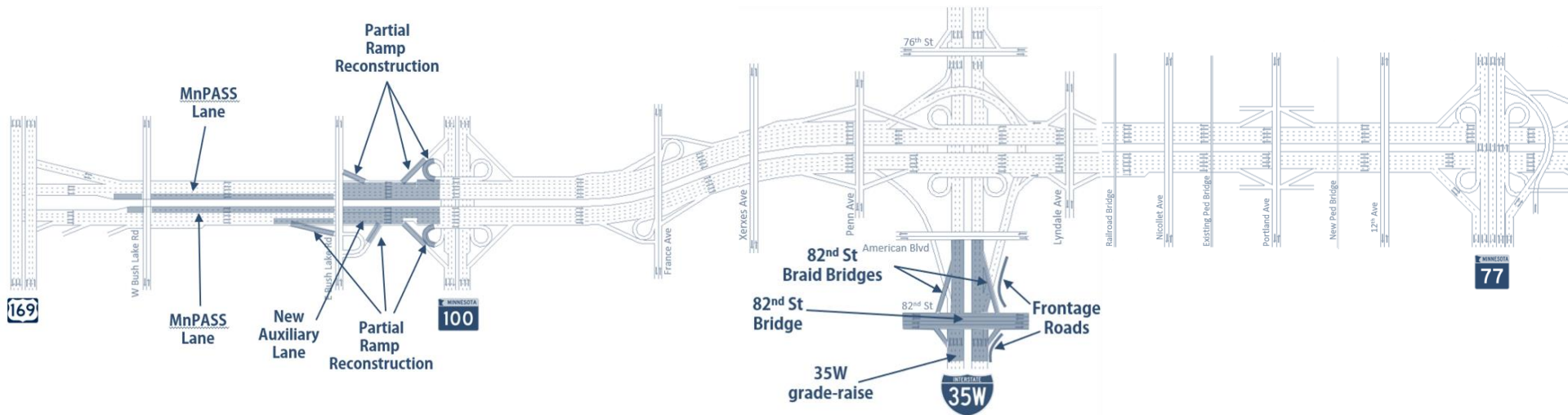


# Implementation Plan – Project 4

## Project 4

Element		Cost
5	82 <sup>nd</sup> St interchange and grade raise on 35W	\$40M to \$50M
1	MnPASS westbound (Hwy 100 to Hwy 169)	\$20M to \$25M
2	MnPASS eastbound (Hwy 100 to Hwy 169)	\$20M to \$25M
Total Project 4		\$80M to \$100M

COSTS INCLUDE: Construction, Contingency, Inflation, Utilities, Right of Way





# TAC Recommendation

## Vision Implementation Plan:

**Project 1** *Elements 3\*, 4, and 7 - \$230M to \$280M*

**Project 2** *Element 6 - \$10M to \$15M*

**Project 3** *Elements 8 and 9 - \$120M to \$140M*

**Project 4** *Elements 5, 1, and 2 - \$80M to \$100M*

- Plan is flexible
- Plan to guide future project development, funding search

*\*May include part of Element 5 to provide access for 82<sup>nd</sup> Street*

- ACTION: Looking for concurrence from PAC to move forward with recommended implementation plan and begin development of first project

# Next Phase of Engagement – Implementation Plan

**Individual stakeholder discussions**



**Stakeholder emails**



**Website updates with project video**



**Press release**



**Social media ads**



**Webinars**

# TAC/PAC Look Ahead Schedule

February

- TAC 2-10-21: Implementation Plan decision (if needed)
- PAC 2-23-21: Quick summary of work to date and implementation plan concurrence
- TAC 2-24-20: First project layout details

March

- TAC 3-10-21: First project layout details
- TAC 3-24-20: First project layout details

April

- TAC 4-7-21: First project layout details
- TAC 4-21-21: First project cost

May

- TAC 5-5-21: TBD
- TAC 5-19-21: First project budget and funding
- **PAC TBD: Review first project layout**