Interchange

The I-35W/I-494 interchange and this pink, 1958 Chevy were both designed in the 1950s...

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For years frustrated commuters watched this scene unfold in slow motion ...

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It's Time for a Redesign

Next Steps and Funding

The estimated total costs of the project are:

Interchange redesign (includes Phase 1)
.....$255 million
Phase I..... $85 million
Eastbound 494: France Ave. - 35W....$10 million
Westbound 494: TH77 - 35W.....$TBD
Orange Line BRT .....Transit funding

These estimates do not include required right-of-ways.

Some aspects of the phased interchange improvement project could move forward quickly with needed funding:

- National Environmental Policy Act review.
- Staff-approved layout.
- Interstate access request.

Phase 1 construction could be completed in approximately one year from an initial start date.

Questions

For more information, contact Public Works Director Karl Keel at 952-563-8731 or email kkeel@BloomingtonMN.gov.

I-35W/I-494
500,000
Vehicles daily

I-35W/I-494
Congested
30%
each day

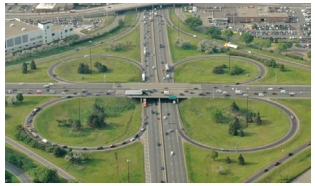
I-35W/I-494
17th worst commute in nation in 2013

I-35W/I-494
75,000
Commuters daily

I-35W/I-494
21%
Metro jobs along I-494

I-35W/I-494 Phase 1 Full Build

Vital interchange in the metro area needs improvement



The junction of I-35W and I-494 in Bloomington is one of the most congested, unsafe interchanges in Minnesota. It was designed 60 years ago, with very few updates or modifications made since. Carrying over 250,000 vehicles daily, the corridor is congested more than 30 percent of the time and vehicle crashes are common.

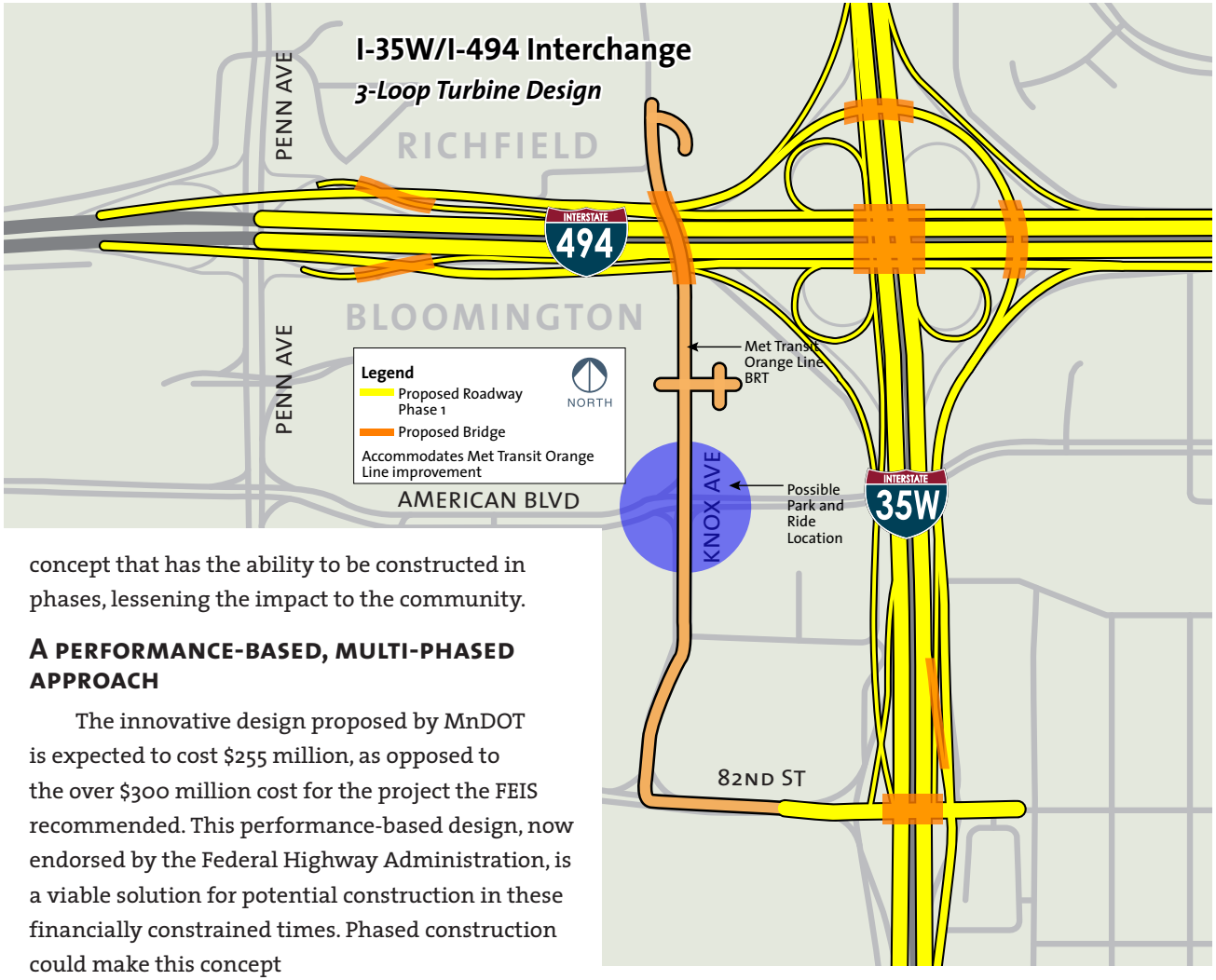
Traffic and Safety

According to the Minnesota Department of Transportation, the area is one of the highest ranked locations for traffic and safety deficiencies in the nation, ranking 7th worst out of 26 metro-area interchanges. The I-494 corridor commute is also ranked as the 17th worst commute in the entire nation. Conditions will continue to deteriorate if improvements are not made soon.

Economic Impact

More than 75,000 people commute into Bloomington every day to work. Approximately 21 percent of metro-area jobs are located along the I-494 corridor. The majority of these commuters use the I-35W/I-494 interchange as a key access point
from TH-212 on the west to the Minnesota River on the east. The corridor has more job opportunities than the Minneapolis downtown area.
The only solution, according to a recommendation by the *2001 Final Environmental Impact Statement (FEIS)*, is a complete redesign of the interchange. However, the 2001 FEIS proposal involved a multi-level interchange at a cost of over $300 million that would be difficult to construct using a performance-based, phased approach.

In 2009, the Minnesota Department of Transportation (MnDOT) Rescoping Project offered an alternative. The Rescoping Project recommended a “turbine interchange” concept that has the ability to be constructed in phases, lessening the impact to the community.



A performance-based, multi-phased approach

The innovative design proposed by MnDOT is expected to cost $255 million, as opposed to the over $300 million cost for the project the FEIS recommended. This performance-based design, now endorsed by the Federal Highway Administration, is a viable solution for potential construction in these financially constrained times. Phased construction could make this concept
a reality.

First steps include extending lifespan of roadway and paving way for future transit

The first phase of the I-35W/I-494 interchange improvement could include:

- Creating temporary lanes to reroute traffic during construction.
- Rebuilding the 82nd Street bridge over I-35W.
- Constructing access from northbound I-35W to westbound I-494.

Construction for Phase I is estimated to cost in the range of $85 million. The goal of the Orange Line FTA funded project and the Phase 1 of the 35W/I-494 turbine design is to complete the two underpasses of I-494 concurrently to minimize the impact to I-494 traffic.