

**Special Study Meeting #17A
Monday, May 16, 2005, 5:30 P.M.
Bloomington Civic Plaza
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027**

Call to Order

Mayor Gene Winstead called the meeting to order at 5:43 p.m.

Roll Call

Present: Mayor Winstead, Councilmembers S. Elkins, A. Grady, H. Harden, S. Peterson (arrived at 6:02 pm), and V. Wilcox.

Absent: Councilmember D. Abrams

**Presentation of
I-494/T.H. 169
Interchange Design**

Jim Gates, Deputy Director of Public Works, explained the purpose of the study meeting is for Council to consider the layout of the I-494/T.H. 169 interchange design, which has been under consideration since the 1980's. He explained that the Minnesota Department of Transportation (MnDOT) and the City of Bloomington are still in pursuit of this project and funding. He introduced the following MnDOT staff: Tom O'Keefe, Area Manager, Wayne Norris, Area Engineer, Victoria Nill, Project Manager, and Axel Riddel, Right-of-Way Representative.

Tom O'Keefe began the presentation by discussing the overall schedule and funding. He explained why this project was deferred from a project letting in December 2005 to December 2006 due to increases in cost for this project and others, lack of a federal bill, and increased preservation and safety needs that have resulted in funds away from expansion projects like this. He stated that about two years ago, MnDOT, with the cities of Bloomington and Eden Prairie, made a decision to start work on the intersections of Anderson Lakes, Pioneer Trail, and Bloomington Ferry Road. He stated accomplishing that work has kept the pressure on for this project to be a priority when the funding bill passes out of the State Legislature. As the Municipal Consent process is about to begin, he stated MnDOT wanted to formally present their design to the Bloomington City Council. He stated the overall project estimate is \$142 million for the design/build and that the local share is in the range of \$7-7.5 million. The money the City has received from Congress for this project has helped purchase right-of-way, which in turn has kept the project moving forward.

Gates mentioned that Senator Coleman and Representative Ramstad have also been pushing for funding for this project.

Victoria Nill reviewed the basic layout design by stating that the goal is to get rid of the five signals along T.H. 169 at Anderson Lakes, Pioneer Trail, Highwood Drive and at the two ramp terminals. There are three signals to go and that is what this layout accomplishes and cul-de-sacs Highwood Drive. Using a map, she identified roadway pavement, trunk highway pavement, local roadway pavement, and bridge structures. She explained that I-494/T.H. 169 is considered a system-to-system interchange that is currently a two-level interchange but will be a three-level with flyovers. All system-to-system moves are to occur without stops or stoplights. She described the eight local moves that could be accomplished at that interchange. With this design, six have been retained. Two local moves that are not accommodated are a westbound 494 exit and an on-ramp to northbound 169, which will require travel up to Valley View Road. She described the many iterations involving Highwood Drive that have been considered and stated that due to severe impacts on parkland and residential, the interchange was moved up to Marth Road, which will be a two-way. An option that was considered was to have a Highwood Drive bridge over 169 but it created additional impacts to nearby residential. However, with a cul-de-sac, only seven total acquisitions would occur: four homes, one vacant lot, and one commercial business (the Bossardt Corporation).

**Presentation of
I-494/T.H. 169
Interchange Design
continued**

Upon the request of Grady, Nills explained how the cul-de-sac would affect Friendship Village. She described how access to this development would change with the cul-de-sac. She stated that Marth Road would be a two-way road, which will increase traffic on that street. She described the route an emergency vehicle would take and that the times to reach a medical facility will not be increased by this design. It was stated that these designs would be presented at neighborhood meetings for input. Nills stated that the layout does accommodate an additional lane on the outside of 494 in each direction beyond the third lane project. There was discussion about how traffic would eventually flow better from the Edina/Industrial Boulevard area to American Boulevard along the 494 corridor.

Wayne Norris commented that MnDOT has met with City staff to review how the intersections along East and West Bush Lake Road will look after the project is constructed. He stated that there would likely be an increase in traffic over time in the local network through normal growth in the neighborhoods, as more traffic will be drawn to the I-494/169 system. He stated that a redesign of the interchange of Industrial Boulevard/494 would allow both the move to eastbound and westbound 494 from Industrial Boulevard but doesn't take into account the westbound access at East Bush Lake Road.

O'Keefe stated that MnDOT is still amenable to leaving in the westbound access at East Bush Lake Road even with the westbound access at Industrial Boulevard and stated that it might be possible for the City to advance construction of that access in front of MnDOT's rebuild of the big interchange. They stated they would provide Council with 3D sketches of the proposed views from Friendship Village of the interchange and surrounding area.

Axel Riddel provided information relating to the acquisition schedule. He stated that the appraisals have been done for the four homes that will be acquired and that MnDOT will be making offers once they get federal approval, which should occur in the next few weeks. MnDOT will not be advancing on the acquisitions of the other properties involved in this project until the environmental impacts are studied and the funding is in place.

Nills stated that neighborhood meetings and the open house should occur within the next two weeks. MnDOT hopes to be back for Council's approval of Municipal Consent in August.

Gates stated the Ensign neighborhood, Friendship Village, and up to West Bush Lake Road would be one meeting, and West Bush Lake Road to East Bush Lake Road a second neighborhood meeting, with the same notification area as was used for the Environmental Assessment for the open house invitation.

MnDOT stated that both Edina and Eden Prairie are proceeding directly to Municipal Consent following their open houses. However, there is more impact/change to Bloomington residents.

There was general Council consensus for MnDOT to proceed to the next step with this design as presented.

Adjourn Meeting

Mayor Winstead adjourned the meeting at 6:38 p.m.

Barbara Clawson
Council Secretary