

HWY 169 PROJECT OVERVIEW

MnDOT is planning to rebuild and repair the infrastructure on **Highway 169** between **Highway 55** and **Highway 62**.

This will include:

- Closing the southbound exit and entrance ramps on Highway 169 at 16th Street and installing a visual barrier for the affected properties
- Lengthening acceleration and deceleration lanes to improve safety of entrance/exit ramps at the Cedar Lake Road interchange
- Replacing the Highway 169 bridge between Bren Road and 7th Street (5th Street–Lincoln Drive exit)
- Repairing pavement between Highway 55 and Highway 62
- Repairing noise walls, replacing the concrete barrier, and improving pedestrian accessibility at intersections throughout the corridor



SCHEDULE

PROJECT SCHEDULE:	2015				2016				2017			
Public involvement activities												
Preliminary design and environmental review												
Final design												
Bridge closure From Bren Road to 7th Street (5th Street–Lincoln Drive)												
Lane restrictions and ramp closures* Periodically from Highway 55 to Highway 62												
Cedar Lake Road ramp closure												
16th Street ramp closure												

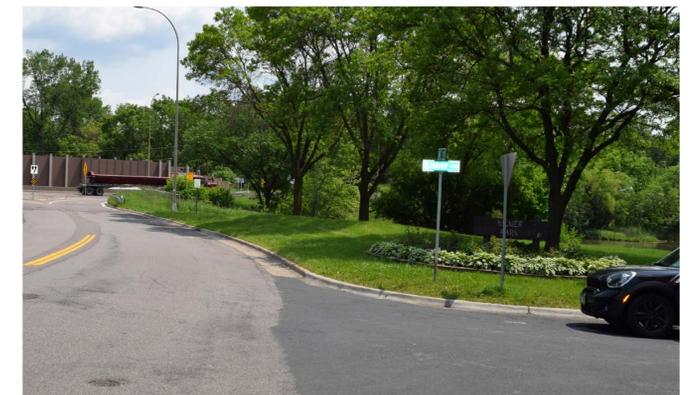
*Closures will occur consecutively

? WHY IS THIS PROJECT NEEDED?

- Improve safety and traffic operations
 - The current condition of the Nine Mile Creek bridge has major deterioration due to drainage deficiencies and needs to be replaced
 - Southbound Highway 169 ramps at 16th Street are a safety concern. There have been 17 crashes and 25 sign collisions between 2010 and 2014.
 - The existing ramp design at Cedar Lake Road does not provide safe acceleration/deceleration lengths. There have been 24 crashes at this location between 2009 and 2011
- Improve quality of roadway
 - Pavement in this section of Highway 169 is at the end of its service life and is in need of repair
 - ADA accessibility improvements are needed on the entrance and exit ramps
 - Signal improvements are needed on the entrance and exit ramps



Condition below the Nine Mile Creek Bridge



16th Street Access Ramps



Pavement along Highway 169



Nine Mile Creek Bridge



WHAT ARE THE ADVANTAGES OF A FULL CLOSURE TO REPLACE THE HIGHWAY 169 BRIDGE?

× CONSTRUCTION WILL HAVE IMPACTS!

- Potential delays for motorists
- Impacts to affected businesses
- Increased traffic on local roads
- Noise and visual impacts



+ ADVANTAGES OF FULL CLOSURE

- Reduces construction impacts from 3 years to 1 year
- Minimizes construction concurrent on adjacent routes by expediting this bridge construction to 1 year
- Significantly reduces the safety risk to workers and motorists in the work zone



16TH STREET CLOSURE

16th Street Ramp Closure

The 16th Street exit/entrance ramps are closing. As part of the project, a visual barrier is proposed to be built along southbound Highway 169.

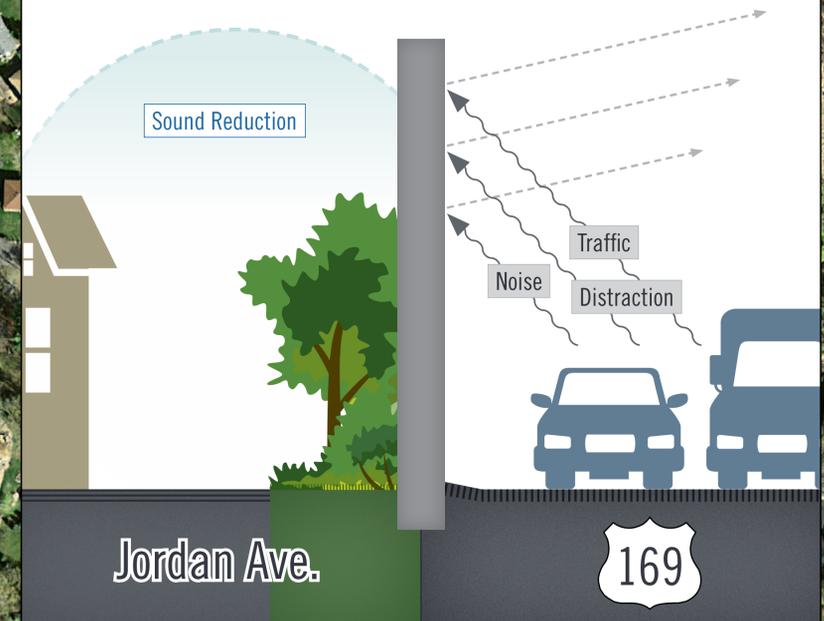


WHAT ARE THE BENEFITS OF CLOSING THE RAMPS?

- + Improves safety for both the neighborhood and drivers by eliminating the crashes caused by the ramp design
- + Improves roadway and interchange operations
- + Eliminates cut through traffic
- + Adds a visual barrier separating traffic from residential area
- + Necessary for any future improvements to Highway 169

WHAT WILL THE VISUAL BARRIER LOOK LIKE?

Although the visual barrier is not a noise wall, the unintended consequence is noise reduction.





CEDAR LAKE ROAD INTERCHANGE IMPROVEMENTS



Lengthen the northbound acceleration lane
This project will improve traffic safety by extending the length of the northbound acceleration and southbound deceleration lanes on Highway 169 at the Cedar Lake Road interchange

Lengthen the southbound deceleration lane
Addresses safety concerns due to the substandard acceleration and deceleration lengths of the existing ramp design at Cedar Lake Road interchange. There were 24 crashes at this location between 2009 and 2011



CAUSEWAY vs. BRIDGE

What is a causeway?

A causeway is a raised road across a low or wet ground supported on fill rather than piers.

Benefits of the causeway

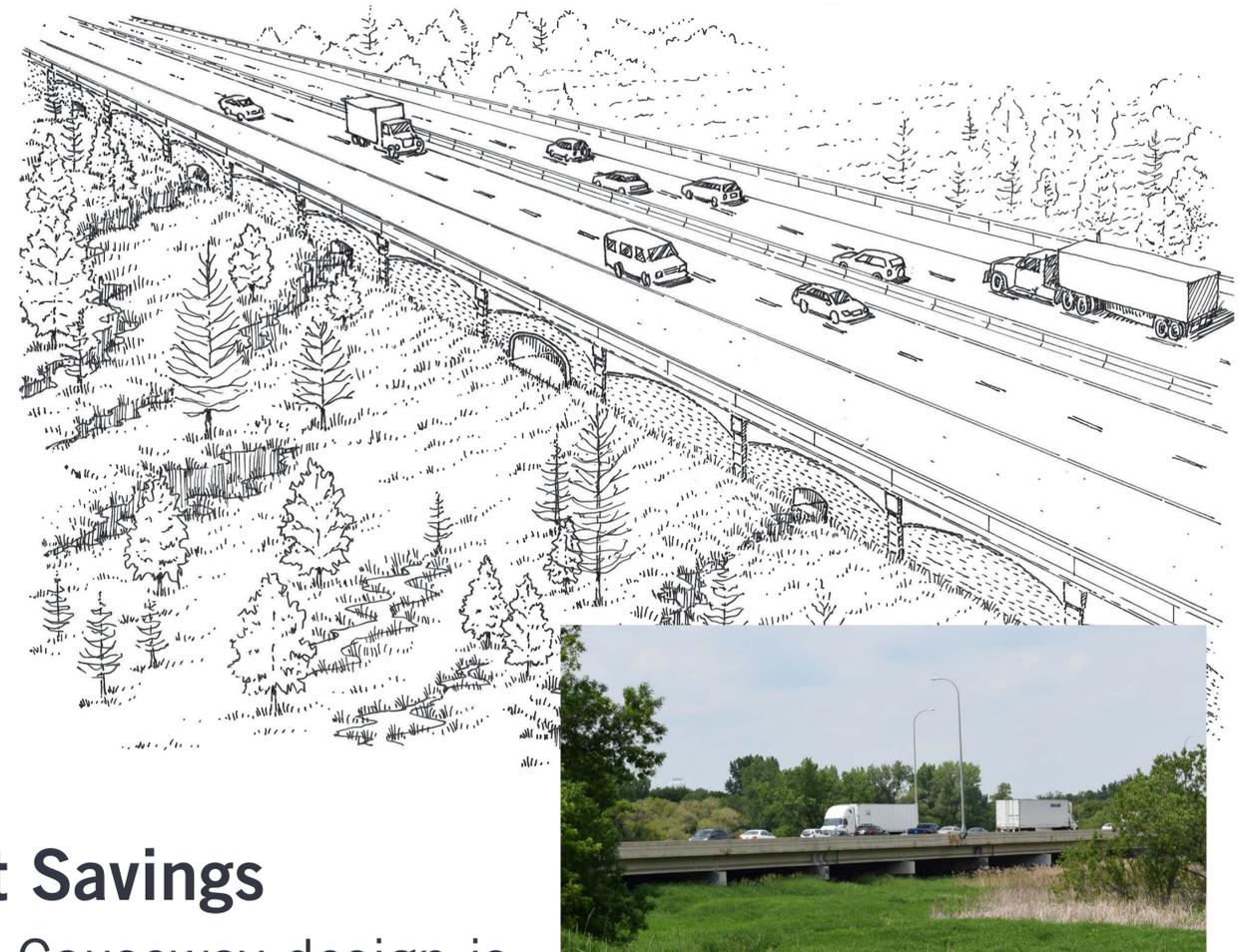
The benefits of building a causeway structure compared to a bridge over Nine Mile Creek include:

Environmental

- Causeway design improves stormwater quality and management
- Quieter road surface
- Minimizes wetland, floodplain, and parkland impacts
- Accommodates a future trail underpass underneath the causeway

Cost Savings

- Causeway design is easier to construct and has the potential to reduce the project cost by \$5-15 million
- Fewer maintenance costs over time
- Eliminates the need to reconstruct the bridge again at a later time to accommodate future capacity



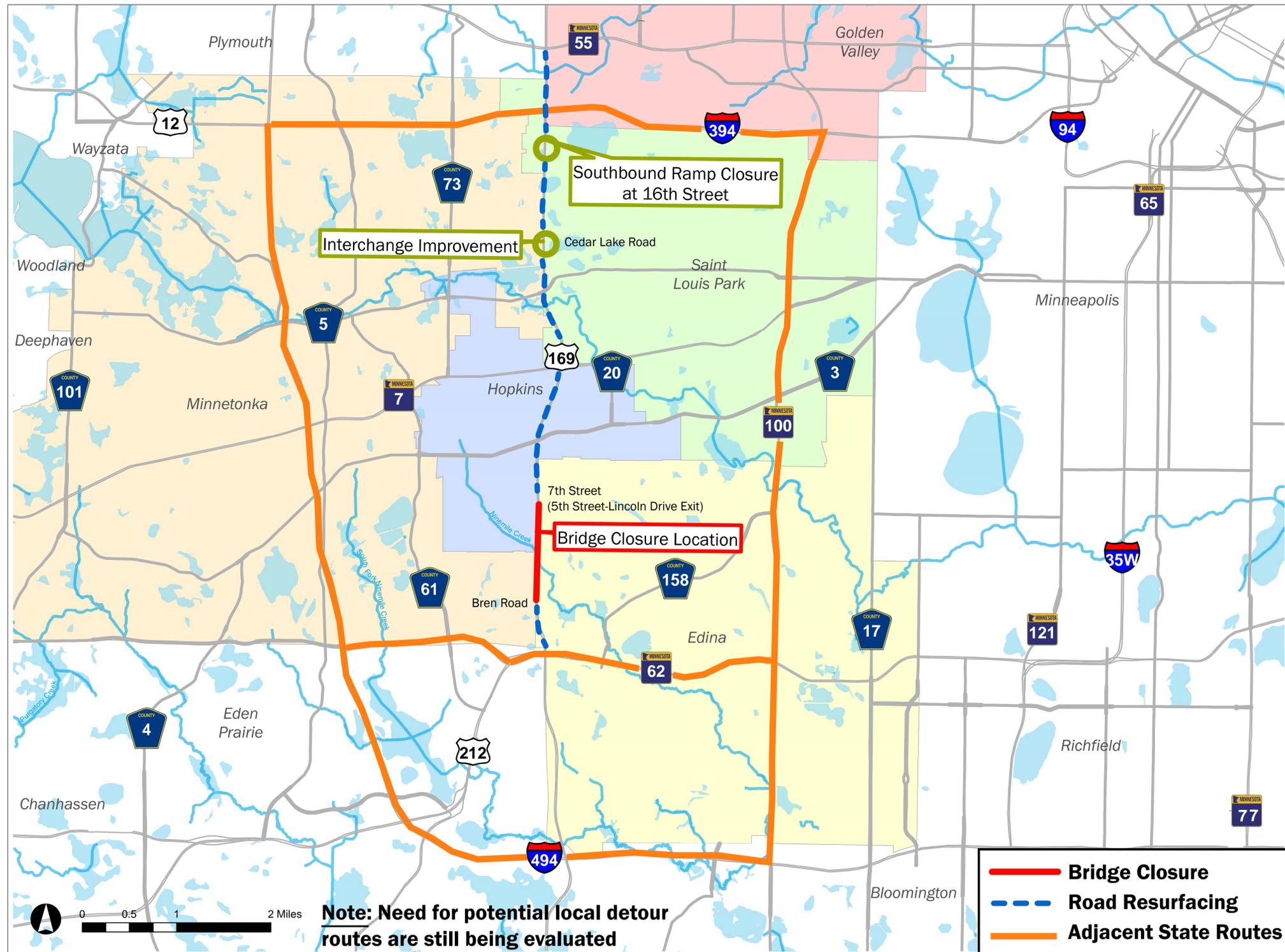
✓ WHAT WE'VE LEARNED

	Concerns/Comments	Response/Action
16th St. Closure	Safety concerns near entrance and exit ramps	St. Louis Park City council approved the closure.
	Increased traffic on Ford Road as a result of the ramp closure	St. Louis Park and Minnetonka will continue monitoring intersections to determine if improvements are warranted.
Bridge Closure	Overflow of traffic on local roads around bridge closure area	MnDOT is coordinating with the cities and Hennepin County to determine if temporary changes should be made to any local roads during the closure. Temporary changes could include changes to signal timing, new signing, and truck restrictions.
	Timing of adjacent construction work	Work on Highway 100 and I-494 will be completed before construction begins on Highway 169. MnDOT is coordinating with adjacent construction projects to ensure that alternate routes won't be under construction to avoid conflicts on Highway 169.
All Projects	Noise concerns along Highway 169	<ul style="list-style-type: none"> • The causeway design will provide a quieter road surface once completed • The walls south of Excelsior Boulevard will be increased in height from 10 feet to 20 feet • As part of the 16th Street closure, a visual barrier will be constructed along Jordan Avenue • Although the visual barrier is not a noise wall, the unintended consequence is noise reduction • Under Federal Highway Administration (FHWA) guidelines, because this project is not proposing substantial changes to the existing roadway (a noise analysis is not being conducted).
	Adding capacity to Highway 169	The causeway is being built to accommodate six lanes in the future. MnDOT is currently studying Highway 169 from Shakopee to the Twin Cities to identify and evaluate cost-effective options for improving transit and reducing congestion.





DETOUR INFORMATION



CONSTRUCTION STAGING

PROJECTS

CONSTRUCTION STAGING

16th Street Ramp Closure
Remove southbound freeway ramps at 16th St.
Includes: visual barrier

Interchange Improvement
Lengthen acceleration and deceleration lanes to/from Cedar Lake Road

Bridge Replacement Project
Replace Nine Mile Creek Bridge between Bren Rd and 7th Street (5th Street–Lincoln Drive)

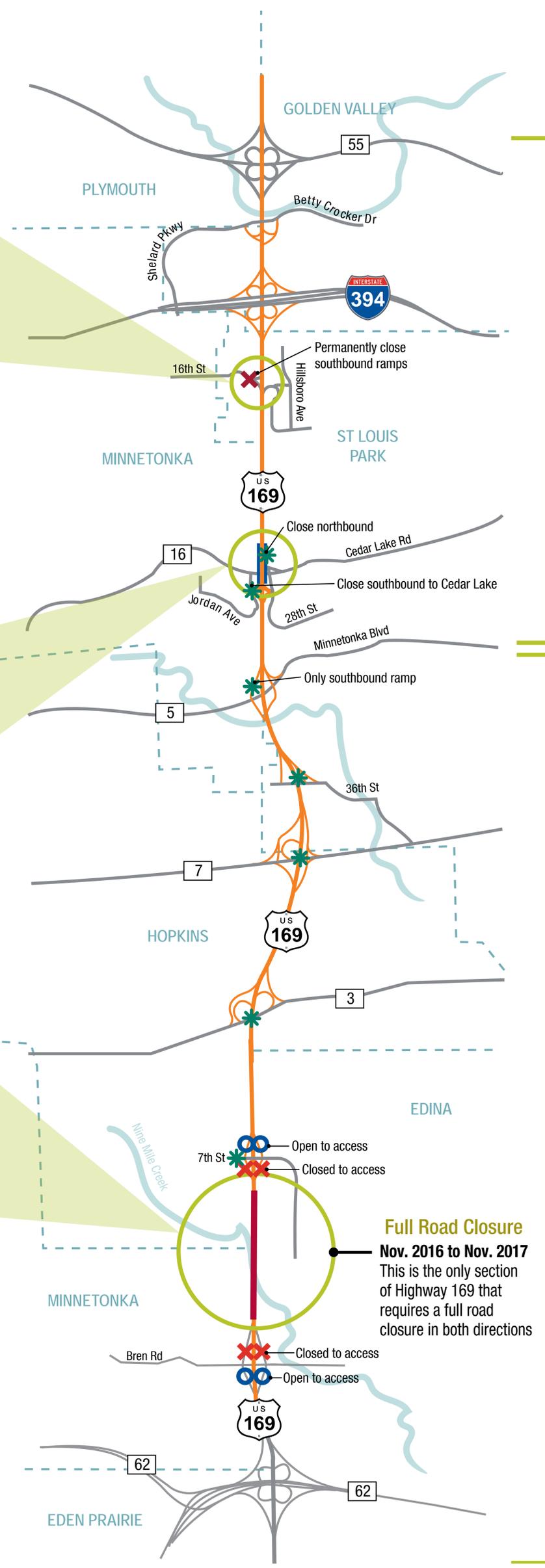
Road Resurfacing
Bituminous mill and overlay work from Highway 55 to Minnetonka Boulevard includes:

- Four separate weekend directional closures for road resurfacing (two northbound, two southbound)
- Possibly a single lane of traffic in each direction (northbound and southbound) to perform the work

Includes: repair median barrier, noise wall and pedestrian crossing upgrades

Road Resurfacing
Concrete pavement repair from Minnetonka Boulevard to Highway 62 requires:

- Possibly a single lane of traffic in each direction (northbound and southbound) to perform the work



- Road Resurfacing
- Nine Mile Creek Bridge Replacement
- Acceleration/Deceleration Lanes
- 16th Street Ramp Closure
- * = Temporary non-concurrent ramp closure

Full Road Closure
Nov. 2016 to Nov. 2017
This is the only section of Highway 169 that requires a full road closure in both directions

