

## **I-94 Maple Grove to Clearwater 2019-2022 frequently asked questions**

MnDOT is making improvements to a 39-mile stretch of I-94 between Maple Grove and Clearwater starting in summer of 2019. The project has work in between Maple Grove and Rogers, St. Michael and Albertville and Monticello and Clearwater. An interchange will be built south of Brockton Lane near Dayton within the Maple Grove to Rogers work area.

### **I-94 Maple Grove to Rogers**

#### **Is the Fish Lake Interchange (I-94/I-494) center merge being evaluated as part of this project?**

This project is primarily a maintenance project focused on pavement repair and those improvements needed due to the new Brockton interchange. It does not include a redesign of the Fish Lake Interchange (I-94/I-494) center merge. MnDOT and the Metropolitan Council are completing an overall evaluation of approximately 52 system-to-system interchanges (the large interchanges between two interstates) within the metro area, including prioritization of the necessity of redesign for each. The Freeway System Interchange Study began in June and is scheduled to be completed by the end of 2019. The Fish Lake Interchange center merge is included in that study. The study will result in an analysis of these interchanges, planning level costs for addressing the worst performing interchanges, and will prioritize improvements based on costs and benefits. It is important to evaluate the Fish Lake Interchange as part of the overall system before making design changes.

#### **What type of pavement is being constructed?**

This project will be a concrete overlay.

#### **Are any lanes being added as part of the project?**

The Maple Grove to Rogers project will add a fourth lane on westbound I-94 from Highway 610 to Highway 101. The fourth lane will end in the northbound Highway 101 exit ramp. The remaining three lanes on westbound I-94 will go under the Highway 101 bridge and proceed to St. Michael as it does today.

The eastbound I-94 third lane from St. Michael will go under the Highway 101 bridge, and then when the eastbound entrance ramp from Highway 101 joins I-94, it will then add a fourth lane that will go all the way to Highway 610. This will make traffic flow better.

#### **Isn't there also a project to add a lane on I-94 from St. Michael to Albertville?**

Yes. These projects will be coordinated and completed in junction with each other to minimize the number of years of construction along the corridor.

#### **Will more right of way need to be acquired to add the additional lanes?**

While most of the right of way needed for this project is already under control by MnDOT or the city of Dayton, there will be a small amount of right-of-way acquisition needed for requirements related to additional storm water management.

### **What is Dayton Parkway interchange?**

The Dayton Parkway interchange will provide new access to I-94 from Dayton. It will be a diverging diamond interchange and will have trails and sidewalks. It will cost \$28 million. Costs are shared by Dayton, Rogers, Hennepin County and the state. The interchange is expected to improve economic vitality, distribute traffic between the I-94 interchanges and area roads and improve emergency access.

### **Will the Dayton Parkway Interchange have storm water treatment ponds?**

Yes, ponding is required for the interchange.

### **Will the Brockton Lane bridge be torn out?**

No, the Dayton Parkway Interchange is approximately one-fourth mile south of Brockton Lane overpass.

### **What can be done about the engine braking/jakebraking by trucks decelerating to the truck stop?**

There are already restrictions on engine breaking in this area, so the best way to improve this is through enforcement.

### **There is a large amount of highway noise that crosses Rice Lake. Is it possible to get more monitoring around the lake? What can be done to mitigate this noise?**

MnDOT included several monitoring locations in the noise analysis that was completed. However, because of the physics of noise, noise walls do not have an impact on noise for properties more than 500 feet from the wall.

### **Does MnDOT pay for noise walls?**

Yes, the state pays for noise walls, if they are deemed feasible and cost effective.

### **Do you study at different temperatures and humidity levels? The noise changes with the weather.**

While there are a lot of factors that go into the noise analysis, different seasons and weather conditions are not evaluated.

## **I-94 St. Michael to Albertville Questions**

### **Will MnDOT add a third lane in each direction through St. Michael and Albertville?**

Westbound I-94 will be expanded from two lanes to three lanes between Highway 241 in St. Michael and Wright County Road 37 in Albertville. Eastbound I-94 will be expanded from two lanes to three lanes from west of Wright County Road 39 in Albertville to Highway 241 in St. Michael.

### **When will lanes close for construction?**

While I-94 will remain two lanes in each direction during peak travel times, both directions may be intermittently reduced to a single lane overnight. Also, the ramps at eastbound I-94/County 19, and at

eastbound I-94/County Road 37, in Albertville may close at different times. One exit ramp from eastbound I-94 into Albertville will always remain open. Major traffic changes will be announced in advance, whenever possible, through the project's website, email updates, and on Twitter through @MnDOTnews and @MnDOTcentral.

### **Will access to my business be maintained?**

Yes. Access to all local businesses will be maintained at all times, although routes may change temporarily.

### **Will I-94 between Albertville and Monticello be expanded to six lanes?**

Not at this time. No money has been identified for a project on I-94 between Albertville and Monticello.

MnDOT is planning a pavement project for 2025 and will revisit the additional lanes at that time provided money is available.

Traffic models suggest that cars will still be able to flow well through the four-lane stretch. As traffic volumes increase over time, it will become more important to address adding additional lanes between Albertville and Monticello.

### **What are your plans for the I-94/Highway 241/County Road 36 interchange in St. Michael?**

The project will reconfigure the interchange. The existing Highway 241 bridge over I-94 will be replaced. The existing ramp from westbound I-94 to Highway 241/County Road 36 will serve drivers turning right to go north on County Road 36. Drivers who want to travel south towards St. Michael will travel beneath the Highway 241 bridge and use an exit loop to cross the bridge. This change in travel pattern eliminates the traffic signal on the north side of the bridge. We are exploring options to the signal at the south ramps. More information on that intersection will be available later in the spring.

### **What is the best way to stay up to date with traffic changes and other project updates?**

There are four main ways to stay up to date.

1. Visit the project website at [mndot.gov/i94-mg-clearwater](https://mndot.gov/i94-mg-clearwater)
2. Sign up for the "I-94 Maple Grove to Clearwater project" email updates to have major traffic changes and other important news sent to your inbox.
3. Check [www.511mn.org](http://www.511mn.org) for real-time traffic information (hint: click "traffic speeds" to see current congestion).
4. Follow on social media:
  - Twitter: @MnDOTcentral, @MnDOTnews, @MnDOTtraffic
  - Facebook: [www.facebook.com/mndot/](https://www.facebook.com/mndot/)