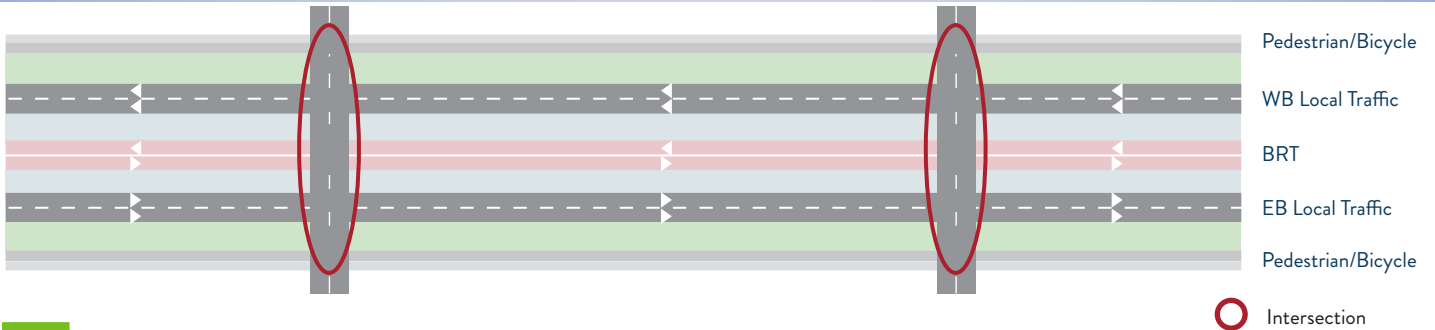




Updated July 2023



## OVERVIEW

This concept involves the removal of the existing freeway, filling in the corridor, and constructing a new at-grade roadway. It also features dedicated bus rapid transit (BRT) lanes in the center with three stops.

<b>ROADWAY TYPE</b>	Removes the freeway (and Interstate designation within project area). Constructs at-grade roadway in same location.
<b>NUMBER OF TRAVEL LANES</b>	2 lanes in each direction for all vehicles and 1 dedicated bus rapid transit (BRT) lane in each direction in the center of the roadway.
<b>TRANSIT</b>	BRT in dedicated lanes in the center of the roadway with 3 stops (Locations to be determined).
<b>ACCESS CHANGES</b>	Current interchanges, on/off ramp locations, and other bridges and underpasses would be converted to intersections with the new roadway (intersection designs to be determined). Some bridges for cross traffic may remain due to the elevations of existing roadways. Frontage roads/side streets may be modified or removed.
<b>PEDESTRIAN AND BICYCLE</b>	Most crossings would be "at-grade" (people would use crosswalks to get across the lanes of traffic) because current bridges and underpasses would be converted to intersections. Pedestrian/bicycle bridges over the road may be possible in some areas. Potential to include pedestrian and/or bicycle facilities (such as a trail, sidewalk, or bike lanes) along the north and/or south sides of the new roadway. Specific changes are to be determined.

## AT-GRADE - A

- The freeway would be removed and replaced with a road that would have 2 lanes for all vehicles and 1 dedicated transit lane (for buses only) in both directions.
- The overall number of lanes is reduced in some areas of the project corridor. Currently the number of general purpose lanes varies between 3 and 4 in both directions.
- Transit will operate in the dedicated lanes in the center of the roadway.
- There would likely be a mix of at-grade pedestrian and bicycle crossings (people would use crosswalks to get across the lanes of traffic) and pedestrian/bicycle bridges depending on the location.
- New pedestrian and/or bicycle facilities are possible.
- Current interchanges and most crossing locations would be converted to intersections.
- In some locations a bridge for railroad crossings, pedestrian and bicycle facilities, or local roadways may remain due to the terrain.
- Current frontage roads/side streets may be removed or incorporated into the at-grade design.

## RETHINKING I-94 SCOPING ALTERNATIVES

There is not a preferred alternative at this time. Current alternatives are draft and will be refined as the project progresses and we learn more information and receive input and feedback from the community. At this stage, we are attempting to understand what alternatives best serve the transportation needs of the surrounding communities and businesses, as well as others that use I-94 as part of their travel.

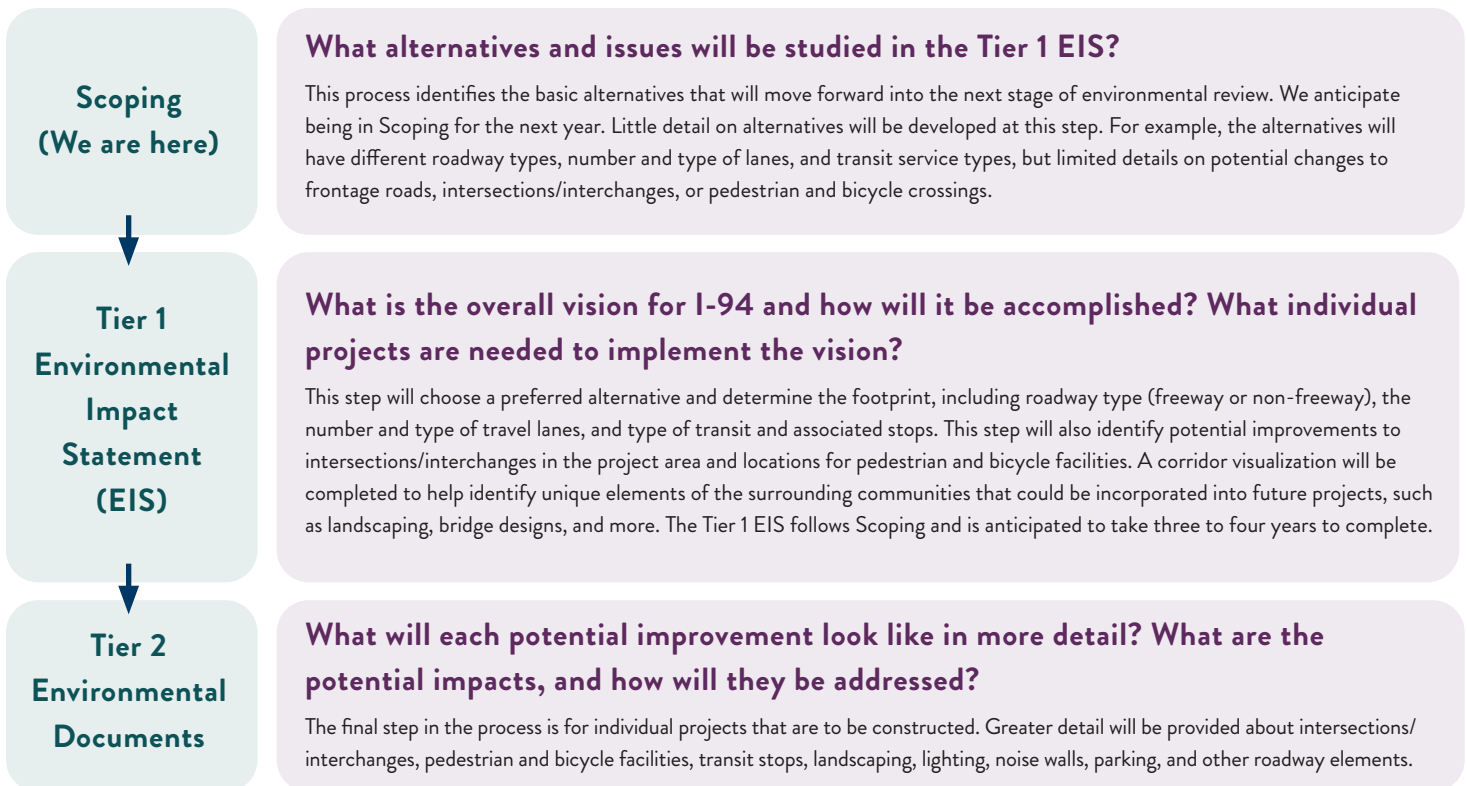
The current graphics give a general idea of what the roadway would be, there will be some variations based on location and space available for construction. For example, today there are frontage roads in some areas next to the freeway and in some locations there are not. We want to hear your thoughts on how these different alternatives may impact you and your community and serve your transportation needs.

The graphics are intended to show the number of travel lanes and transit options. They do not show a final end product. Changes to overpasses, interchanges, ramps, frontage roads, and parking have not been determined and no landscaping or corridor enhancements have been identified. Details on these improvements will be identified later in the process.

The Rondo Land Bridge is a separate project being led by ReConnect Rondo. Their efforts will be considered in the decision-making process for the project alternatives.

## RETHINKING I-94 ENVIRONMENTAL PROCESS

The environmental process for Rethinking I-94 Phase 2 has three key steps. There will be opportunities for public feedback and comment during each step.



Rethinking I-94 is currently in Scoping. At this stage of the project, the alternatives will be at a high level and will show major differences to be decided for the project, such as the number and type of lanes and potential transit service. Other features such as landscaping, transit stations, signage, noise walls, pedestrian and bicycle facilities, lighting, parking, etc. will be addressed later in the process. As alternatives become more detailed, opportunities for improved streetscaping (trees/vegetation, lighting, etc.), public art, and other elements will be better understood.



### GET INVOLVED AND LEARN MORE!

Your voice can help shape the future of the corridor. Look for upcoming opportunities to provide your input and feedback.

For more information, visit [talk.dot.state.mn.us/rethinking-i94](https://talk.dot.state.mn.us/rethinking-i94) or scan the QR code here.