I-35W and Lake Street Improvements

Public Open Houses

April 5 & April 19, 2016
I-35W Project Status

Preliminary design is complete
Draft Environmental Assessment (EA) Report is complete
EA public review and comment period is open

This presentation provides an overview of:

- Project elements
- EA – Key findings
- Next steps
Project Elements

- Transit Access Project
- Chapter 152 Bridge Project
- Rehabilitation Projects
Transit Access Project

32nd Street to 26th Street

- High Quality Connection to the Midtown Greenway
- Northbound Exit to 28th Street
- Southbound Exit to Lake Street
- Transit Station at Lake Street
- 28th Street Bridge over 35W
Transit Station – Freeway Level
Transit Station – Lake Street Level
Lake Street Transit Plaza
PEDESTRIAN/BICYCLE CONNECTION BETWEEN MIDTOWN GREENWAY AND LAKE STREET TRANSIT STATION
Chapter 152 Bridges Project

Limits: 26th St to I-94

Chapter 152 Bridges
• Southbound Braid Bridge
• Northbound Flyover Bridge

Local Bridges
• 26th Street Bridge
• 24th St. Pedestrian Bridge
• Franklin Bridge
Chapter 152 Bridges

New SB Braid Bridge  New NB Flyover Bridge
24th Street Pedestrian Bridge
I-35W Rehabilitation Project

Limits: 43rd Street to 32nd Street

- Upgrades the pavement
- Replaces 40th Street Pedestrian Bridge
- Rehabilitates 38th Street bridge.
- Establishes MnPASS on SB I-35W between 33rd Street and 46th Street.
EA Key Findings

• Noise Wall Locations
• Historic Properties
• Right of Way and Relocation
• Air Quality
• Many other topics available for review in the Draft EA
Noise Walls Locations

Proposed Noise Walls - Preliminary Voting Results (**)
No = Noise wall is not supported based on preliminary voting results and will not be constructed
Yes = Noise wall is supported based on preliminary voting results and will be constructed
* MnDOT is required to conduct a solicitation process regarding new noise wall construction. Voting by benefited receptors began in January 2015 and will remain open through the Environmental Assessment public review period. A sufficient percentage of votes have been cast yielding preliminary results for the seven noise walls (subject to change).

See inset below for continuation of the project.

Inset:

Noise Wall Analysis Summary
I-35W Transit Access Project
Minneapolis, MN

Figure 14
Historic Sites
Findings Regarding Historic Properties

• No adverse effect on 14 of 15 properties identified within the area of potential effects

• CM&StP Grade Separation Historic District (Midtown Greenway)
  – 35W bridge construction will result in adverse impacts to the setting, feeling and association of the Stevens Avenue bridge over the Greenway.
  – Agency staff are working to define potential mitigation measures and to determine the appropriate environmental documentation procedure
Right of Way and Relocation

Business relocations
1. Good Grocer (nonprofit)
2. Krav Magra & billboard

Business property (partial)
3. McDonalds

Access changes
4. NICO Plating
5. Wells Fargo

Residential properties (partial)
6. 2905 2nd Ave
7. 2829 Stevens Ave
8. 2827 Stevens Ave
Air Quality

• Project conforms to the air quality objectives established in MN’s State Implementation Plan

• Project will not cause any Carbon Monoxide (CO) violations

• Air toxics analysis show a reduction in long-term emissions

• See EA document for details
Next Steps – Key Dates and Actions

- **APRIL 27**
  - Public comment period for environmental document closes

- **MAY 3**
  - Municipal Consent public hearing – Minneapolis Transportation and Public Works Committee
  - Layout approval – Hennepin County Public Works, Environmental and Energy Committee

- **MAY 10**
  - Approval of project layouts – Hennepin County Board

- **MAY 13**
  - Municipal Consent – Minneapolis City Council
Milestones Ahead

• Design Complete: December 2016
• Bidding: June 2017
• Construction Start: Late Summer 2017
• Completion: Fall 2021
Lake Street Connections

Blaisdell Ave to 1st Ave and 3rd Ave to 5th Ave

• Streetscape elements
• Transit stops
• Pedestrian Bump-outs and Parking Bays