



## Request for City Council Committee Action From the Department of Public Works

**Date:** November 29, 2010

**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

**Subject:** **Interstate 94 Rehabilitation Project – Nicollet Avenue to Cretin Avenue  
(Municipal Consent) (State Project 2781-415)**

**Recommendation:**

Passage of a resolution approving the final geometric layout submitted by the Minnesota Department of Transportation pertaining to the rehabilitation of Interstate I-94 between Nicollet Avenue and Cretin Avenue, referred to as State Project 2781-415.

**Previous Directives:**

None

**Prepared by:** Jenifer Loritz, P.E., Manager, Transp. Planning & Engineering, 673-3625  
Don Elwood, P.E., Director, Transp. Planning & Engineering, 673-3622

**Approved by:**

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Steven A. Kotke, P.E., City Engineer, Director of Public Works

**Presenters:** Jenifer Loritz, P.E., Manager, Transp. Planning & Engineering  
Scott Pedersen, P.E., MnDot West Metro Area Engineer

**Financial Impact**

No financial impact

**Community Impact**

Neighborhood Notification: MnDOT has held numerous meetings at which public input was obtained.

City Goals: Maintain the physical infrastructure to ensure a healthy, vital and safe city

Comprehensive Plan: Comprehensive Plan is being met.

Zoning Code: Not Applicable

**Background Information**

In response to changed traffic patterns after the collapse of the 35W Bridge, MnDot temporarily restriped I94 between I-35W and Highway 280 to provide for four lanes of capacity. Upon completion of the new bridge on I-35W over the Mississippi River and the re-opening of I-35W, MnDot needed to decide whether to return I-94 to its previous lane configuration or develop the documentation necessary to retain I-94 with four lanes of capacity. MnDot decided to maintain the four lanes of capacity on I-94 between the 5<sup>th</sup> Street exit from westbound I-94 and the 6<sup>th</sup> Street entrance to eastbound I-94 and Highway 280.

The proposed project does not require the acquisition of any right-of-way or cost participation by the City of Minneapolis. MnDot is seeking Municipal Consent because the project makes the added capacity along I-94 permanent.

The following is included in the scope required to make the four lane configuration permanent:

Segment 1 = Nicollet Avenue to Highway 55

- Mill and overlay the existing roadway
- Repair drainage structures that are in poor condition to extend their serviceable life

Segment 2 = Highway 55 to Highway 280

- Mill and overlay the existing roadway
- Reconstruct shoulders and concrete median barriers
- Lane realignment resulting in shoulder widths of approximately 4 feet (inside and outside)
- Repair drainage structures that are in poor condition to extend their serviceable life and add new structures to supplement existing structures and manage the spread of water during rain events
- Construct emergency pull-offs and noise and retaining walls

Segment 3 = Highway 280 to Cretin Avenue

- Mill and overlay the existing roadway
- Repair drainage structures that are in poor condition to extend their serviceable life

Storm water treatment will be provided in the form of pond/infiltration basins primarily located near the Huron Boulevard Interchange and the Highway 280 Interchange.

As part of this project, MnDot will also be installing traffic management devices between the Lowry Tunnel and John Ireland Boulevard. These devices will be similar to the equipment that has been installed on I-35W with the lane control signals and dynamic speed displays etc.

CC: CM Gordon  
CM Lilligren  
CM Goodman

**RESOLUTION 2010R-XXX**

By \_\_\_\_\_

**Approve the geometric layout submitted by the Minnesota Department of Transportation pertaining to the rehabilitation of Interstate I-94 between Nicollet Avenue and Cretin Avenue, referred to as State Project 2781-415.**

Whereas, the Minnesota Department of Transportation (“MnDOT”) submitted a Highway Project Review Package (aka Municipal Consent) to the City of Minneapolis for approval on August 17, 2010 pertaining to the above-described “I-94 Rehabilitation” (the “project”), which Package included a MnDOT letter, cross-sections and layout map, and a plan set, which are on file with the City Engineer as S.P. 2781-415; and

Whereas, the Municipal Consent Package proposes increased highway traffic without the need for right-of-way acquisition; and

Whereas, the Municipal Consent Package states “No cost participation from the City of Minneapolis is required”; and

Whereas, MnDOT has determined the project does not have the potential for significant environmental impacts and concluded that an Environmental Impact Statement is not required and therefore issued a Negative Declaration Regarding the Need for an Environmental Impact Statement; and

Whereas, the City Council held a public hearing pursuant to state statute on November 29, 2010 and now has the authority to approve or disapprove this project based on these submissions, public testimony, information contained in project documents, and other evidence and testimony of record; and

**Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:**

That the Minneapolis City Council approves the final layout provided by Mn/DOT and approves municipal consent of the project to rehabilitate Interstate 94 from Nicollet Avenue to Cretin Avenue identified as State Project 2781-415, and referred to in the Highway Project Review Package submitted by the Minnesota Department of Transportation on August 27, 2010 as the “I-94 Rehabilitations” project.