

## MnDOT Potential Tiger II Grant Project Information form

<b>SP (if assigned)</b>			
<b>Project Description/Location</b>	<p>The proposed project includes the construction of a new entrance ramp from 4th Street South to northbound Interstate 35W (I-35W) in downtown Minneapolis and an additional lane on I-35W from University Avenue SE to the Stinson Boulevard NE exit. The proposed project would improve access from downtown Minneapolis to the north by providing a new eastbound to northbound double left turn lane from 4th Street South. The ramp would enter mainline I-35W into a lane addition accomplished by reducing the Trunk Highway 55 entrance to northbound I-35W from two lanes to one, allowing the other lane to be used by traffic from the new northbound I-35W entrance ramp from 4th Street South. This new access would allow the region to capitalize on the new capacity provided by the recently replaced I-35W/Mississippi River Bridge. The project will involve several agencies including the City of Minneapolis, Minnesota Department of Transportation, Hennepin County, Federal Highway Administration, Metropolitan Council, Metro Transit, and the Central Corridor Light Rail Transit project office.</p>		
<b>Project Purpose (Is it in a plan? What is the performance objective)</b>	<p>The demand to access NB I-35W from downtown Minneapolis exceeds the capacity of existing direct and indirect routes, contributing to peak-hour congestion for vehicles, freight, and transit service in and around downtown Minneapolis. All of these demands and related congestion, especially along Washington Avenue South, contribute to deterioration in the livability and experience for those living, working, and recreating in the area. Construction of the proposed improvements will enhance user mobility through the creation of a more convenient and efficient transportation system. This NB I-35W ramp project will 1) improve the condition and operation of the existing infrastructure facility and system, 2) improve the quality of the living and working environments and the experience for people in Minneapolis and surrounding areas and for people and goods traveling through the region, 3) contribute to the economic competitiveness of the region over the medium- to long-term, 4) benefit the environment, and 5) improve the safety of I-35W, a regional and national transportation infrastructure.</p>		
<b>Construction/Contract Start Date</b>	4/1/2012		
<b>Est. Completion Date</b>	11/17/2012		
<b>Current Estimate</b>	<b>(Funds must be available to cover expenditures)</b>		
Total Project Cost Estimate (TPCE)	<b>Grant Request</b>	<b>Other Fed Funds</b>	<b>State TH Funds</b>
	\$16,000,000		\$4,000,000
<b>Criteria:</b>			
<input type="checkbox"/> <b>State of Good Repair</b> (improved infrastructure condition)	The project will upgrade and improve facilities on the regional transportation system, minimize life-cycle costs, be consistent with maintenance efforts, be appropriately capitalized, and provide for long-term M&O.		
<input type="checkbox"/> <b>Economic Competitiveness</b>	The project will improve the long-term efficiency and reliability in the movement of workers or goods to and from downtown Minneapolis and the northern suburbs of the Twin Cities Metropolitan Area.		
<input type="checkbox"/> <b>Livability</b> (improved quality of life)	This project will provide livability benefits which are consistent with the six principles identified in the EPA, DOT, and HUD interagency Partnership for Sustainable Communities.		
<input type="checkbox"/> <b>Sustainability</b> (improved energy efficiency)	Through an environmental evaluation, generally, these improvements were found to maintain, protect, and/or enhance the built and natural environments. No substantial adverse impacts were identified.		
<input type="checkbox"/> <b>Safety</b>	The proposed project will substantially reduce the frequency and severity of crashes under future traffic conditions.		
<input type="checkbox"/> <b>Job Creation &amp; Economic Stimulus</b> (timeliness of project construction)	In addition to the immediate construction jobs, there are anticipated long-term employment benefits that will be supported by the improved transportation system and enhanced mobility.		
<input type="checkbox"/> <b>Innovation</b>	The project team, as part of the Interstate Access Request (IAR), is considering a high occupant vehicle (HOV) bypass lanes and ramp meters or an alternative HOV/transit advantage.		
<input type="checkbox"/> <b>Partnership</b>	Minneapolis, Hennepin, the Met Council, Mn/DOT, and FHWA have been collaboratively working together throughout the early stages of the project and were partners in its Feasibility Report.		
<b>Right of Way</b> (Parcels needed, Parcels acquired, relocations: anticipated problems)	During the feasibility study portion of this project, we determined that this project will not need any right-of-way acquisitions to be implemented.		
<b>Environmental review:</b> Doc. Needed completion/est. completion date	An environmental screening and evaluation process for the proposed improvements was conducted in 2008. This environmental review considered an array of social, economic, and environmental impacts that may result from the construction (short-term) and operation (long-term) of the improvements. The process concluded that the proposed improvements would not likely result in any substantial adverse effects and that the improvements would likely maintain, protect, and/or enhance the surrounding built and natural environments. Through coordination with Mn/DOT and FHWA it was determined that a State Environmental Assessment Worksheet (EAW) and Federal Environmental Assessment (EA) will need to be completed. Other environmental approvals anticipated include project permits that will be obtained during the final design phase and in advance of the project letting.		
<b>Partnerships</b> (collaboration/integration)	Minneapolis, Hennepin, Met Council, Mn/DOT, and FHWA collaborated on the project development to date and participated in the Proposed I-35W NB Entrance Ramp from 4th Street South Feasibility Report. For the first round of TIGER Grants, this project received support letters from Mn/DOT, Minneapolis(2 departments), Metro Transit, Congressman Ellison, and an Mpls. City Council Member.		
<b>Other Information</b>	Please see attached Northbound I-35W Entrance Ramp from 4th Street South Information Sheet.		

# Transportation Investment Generating Economic Recovery

## TIGER II Discretionary Grant Program

### Summary Statement for

### I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South

The proposed project includes the construction of a new entrance ramp from 4<sup>th</sup> Street South to northbound I-35W in downtown Minneapolis and an additional lane on I-35W from University Avenue SE to the Stinson Boulevard exit. The project will provide congestion relief on the local roadway system and the current Washington Avenue South interchange. The added lane on mainline I-35W from the north end of the new Mississippi River Bridge to Stinson Boulevard would extend capacity improvements currently constructed at the new river bridge through and beyond the University Avenue SE/4<sup>th</sup> Street entrance ramps.

The proposed project, which is needed to maintain and improve traffic flow on the roadway network serving trips from downtown Minneapolis to the north metro area, will accomplish the following:

#### Congestion Relief

##### *Freeway Trips*

Maintain and improve the traffic flow on the roadway network serving trips from downtown Minneapolis to the north Metro area. Existing ramps to northbound I-35W in the study area are congested. These ramps include the Washington Avenue South northbound entrance and the University Avenue SE / 4<sup>th</sup> Street SE northbound entrance.

##### *Local Trips*

Local arterial streets that provide or lead to freeway access are congested with little or no opportunity for expansion. These streets include Washington Avenue South, University Avenue SE, and Fourth Street SE.

#### Improved Regional Mobility

Currently the Washington Avenue South entrance is the only direct access point from downtown Minneapolis to northbound I-35W. The proposed improvements will provide additional accessibility for regional trips originating from downtown Minneapolis and improve mobility for regional trips passing through the downtown area on northbound I-35W.

#### Cost-Constraints for New Construction Resources

Resources for new interchange reconstruction are extremely limited. This lower-cost alternative will reduce deficiencies in system capacity and provide opportunities for transit advantages.

#### Consistency with Long-Range Highway Planning

Project needs are consistent with the findings of previous studies, including the Industry Square Interchange Concept (1990's), Access Minneapolis (2006), Downtown Minneapolis Freeway Study (2007), Central Corridor LRT (ongoing), and I-35W River Bridge (ongoing).

#### Greater Advantages for Transit

The demand to use the Washington Avenue access exceeds the capacity of the eastbound to northbound left turn movement from Washington to the freeway, especially in the PM peak. Congestion routinely spills back several blocks on Washington Avenue, deteriorating the level of service for all trips through and across Washington Avenue. These system deficiencies create numerous transit delays. The new access from downtown presents an

opportunity to more directly serve transit demands to the north as well as serve transit demands in the southeast portion of downtown Minneapolis more efficiently.

Preliminary cost estimates for the 4<sup>th</sup> Street South entrance ramp and the added lane have been prepared. The entrance ramp and related improvements on 4<sup>th</sup> Street South will cost approximately \$8 million and the added lane on I-35W will cost approximately \$12 million for a total estimated project cost of \$20 million.

Implementation of these improvements will require environmental review (we anticipate a State Environmental Assessment Worksheet and a Federal Environmental Assessment), and an Interchange Access Request (IAR).

This project will support the Primary Selection Criteria of the TIGER II Discretionary Grant Program according to the following manner:

(a) Long Term Outcomes

(i) State of Good Repair

This proposed I-35W Northbound Entrance Ramp from 4th Street South project will improve existing Transportation Facilities and provide improvements to transportation systems near the project. Currently the Washington Avenue ramp entrance is the only direct access point from downtown Minneapolis to northbound I-35W. This project's proposed improvements will provide additional accessibility for regional trips originating from downtown Minneapolis and improve mobility for regional trips passing through the downtown area on northbound I-35W. This project will provide improvements to travel for pedestrians, bicycles, and vehicles on Washington Avenue. This project will allow Metro Transit to 1) make improvements to transit bus routes in the area and better serve downtown commuters, 2) plan for the potential implementation of a HOV bypass lanes on the new ramp, and 3) explore opportunities for enhancements to the planned Central Corridor Light Rail Transit (CCLRT) line.

This project's improvements will enhance user mobility through the creation of a more convenient and efficient transportation system.

The proposed 4th Street South access to northbound I-35W project will reduce life-cycle costs. This reduction is demonstrated through a benefit/cost (b/c) analysis, which had been developed for the TIGER Discretionary Grant program. The methodology considers capital costs, user costs and long-term maintenance costs contributing to the overall life cycle cost resulting in a b/c ratio of 2.12.

(ii) Economic Competitiveness

The proposed I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South improvements will strengthen the economic competitiveness of the region by improving the long-term efficiency and reliability in the movement of workers or goods to and from downtown Minneapolis and the northern suburbs of the Twin Cities Metropolitan Area. Implementation of the project will also increase the efficiency and effectiveness of the transportation system through better use of the existing transportation infrastructure. The addition of the 4<sup>th</sup> Street South access ramp to northbound I-35W will relieve traffic demand from Washington Avenue by providing an alternative direct access to I-35W on a local roadway with available capacity. Commuters, transit routes, and the transport of goods will experience improved mobility through a more direct route and access to the freeway system.

There are anticipated long-term employment benefits that will be supported by the project improvements. The City of Minneapolis considers this location as being uniquely situated for growth in private sector production through redevelopment opportunities. Given the proximity of the project area to several major regional transportation links (i.e. I-35W, I-94, TH 55, Hiawatha LRT and Central Corridor LRT) it is reasonable to expect this portion of downtown Minneapolis will continue to experience redevelopment, which will enhance the economic competitiveness of the entire region.

(iii) Livability

This I-35W Northbound Entrance Ramp from 4th Street South project would provide livability benefits consistent with the six principles identified in the U.S. Environmental Protection Agency (EPA), U.S. Department of Transportation (DOT), and U.S. Housing and Urban Development (HUD) Interagency Partnership for Sustainable Communities.

(iv) Environmental Sustainability

As part of the I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South Feasibility Report, an environmental screening evaluation was conducted for the proposed improvements. Generally, the improvements were found to maintain, protect, and/or enhance the built and natural environments. Furthermore, no substantial adverse impacts were identified.

An environmental screening and evaluation process for the proposed improvements was conducted in 2008 as part of the I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South project Feasibility Report. The environmental review considered an array of social, economic, and environmental impacts that may result from the construction (short-term) and operation (long-term) of the improvements. The process concluded that the proposed improvements would not likely result in any substantial adverse effects and that the improvements would likely maintain, protect, and/or enhance the surrounding built and natural environments. Through coordination with Mn/DOT and FHWA it was determined that a State Environmental Assessment Worksheet (EAW) and Federal Environmental Assessment (EA) will need to be completed.

(v) Safety

The proposed project will substantially reduce the frequency and severity of crashes under future traffic conditions.

(b) Job Creation and Economic Stimulus

The total construction cost of the project is estimated to be approximately \$20 million. The Federal Highway Administration (FHWA) recently calculated that for every million dollars spent on highway and bridge construction, approximately 27 jobs could be supported throughout the economy. Based on FHWA guidance, the proposed I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South project would create approximately 540 jobs.

In addition to the immediate construction jobs the project is expected to create, there are anticipated long-term employment benefits that will be supported by the improved transportation system.

This project will support the Secondary Selection Criteria of the TIGER II Discretionary Grant Program according to the following manner:

(a) Innovation

As part of the Interstate Access Request (IAR) and completion of the final design, high occupancy vehicle (HOV) bypass lanes and ramp meters will be further considered. These innovative technologies are widely used throughout the Twin Cities Metropolitan Area to control the rate of access to the freeway system. These innovative technologies further encourage carpooling and transit ridership, which in return helps maintain mobility along these critical corridors.

If an HOV ramp-meter-bypass lane were not provided, an alternative HOV/transit advantage would be considered. One of the proposed exclusive left turn lanes from 4<sup>th</sup> Street South could be provided with an exclusive traffic signal phase serving HOV traffic only. This operation would provide a “queue jump” advantage allowing HOV vehicles access to the freeway entrance in advance of waiting single occupant vehicles in the adjacent left turn lane.

(b) Partnership

Because the project provides regional metropolitan benefits, the City of Minneapolis, Hennepin County, Twin Cities Area Metropolitan Council, Mn/DOT, and FHWA have been collaboratively working together throughout the early

stages of the project development process and were participating partners in the preparation of the Proposed I-35W Northbound Entrance Ramp from 4<sup>th</sup> Street South Feasibility Report completed in June 2008. No state or local funds have been programmed at this time and therefore the project improvements cannot be readily and/or efficiently completed without federal assistance. The City of Minneapolis, Hennepin County, Twin Cities Area Metropolitan Council, and Mn/DOT all acknowledge the importance of these improvements and recognize financial obligations may be required to ensure implementation of the improvements. Additionally, these agencies all provided letters of support for the TIGER Discretionary Grant program in 2009. The overall financial package, including state, and local commitments, will be determined based on the level of TIGER II Discretionary funds received.

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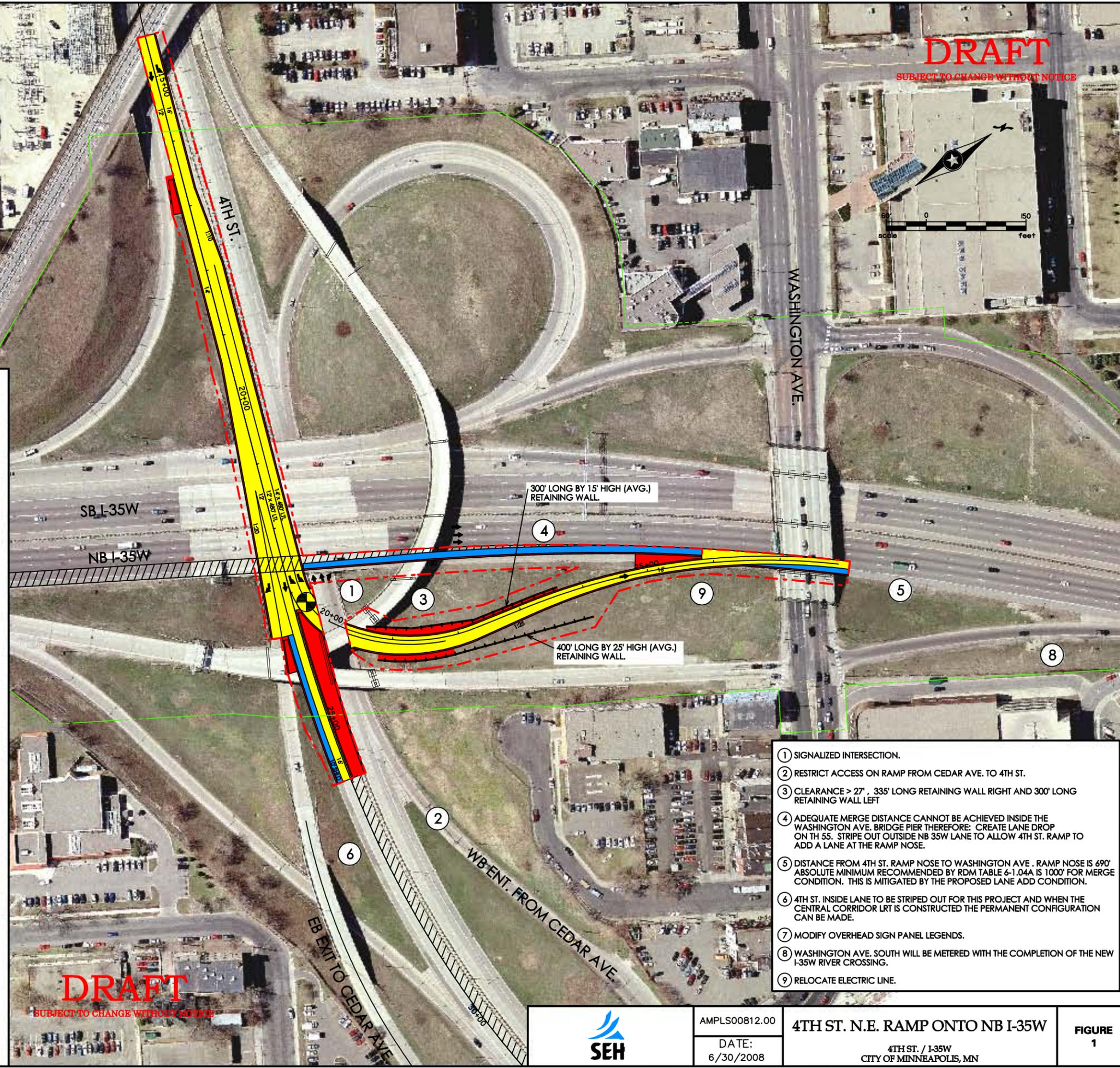
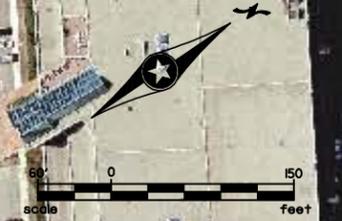
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**LEGEND**

- PROPOSED ROADWAY
- PROPOSED SHOULDER, PAVED
- RAISED MEDIANS, CURBS
- PROPOSED SIGNAL
- RETAINING WALLS
- CONSTRUCTION LIMITS
- EXISTING RIGHT OF WAY

**DRAFT**

SUBJECT TO CHANGE WITHOUT NOTICE



- ① SIGNALIZED INTERSECTION.
- ② RESTRICT ACCESS ON RAMP FROM CEDAR AVE. TO 4TH ST.
- ③ CLEARANCE > 27' , 335' LONG RETAINING WALL RIGHT AND 300' LONG RETAINING WALL LEFT
- ④ ADEQUATE MERGE DISTANCE CANNOT BE ACHIEVED INSIDE THE WASHINGTON AVE. BRIDGE PIER THEREFORE: CREATE LANE DROP ON TH 55. STRIPE OUT OUTSIDE NB 35W LANE TO ALLOW 4TH ST. RAMP TO ADD A LANE AT THE RAMP NOSE.
- ⑤ DISTANCE FROM 4TH ST. RAMP NOSE TO WASHINGTON AVE. RAMP NOSE IS 690'. ABSOLUTE MINIMUM RECOMMENDED BY RDM TABLE 6-1.04A IS 1000' FOR MERGE CONDITION. THIS IS MITIGATED BY THE PROPOSED LANE ADD CONDITION.
- ⑥ 4TH ST. INSIDE LANE TO BE STRIPED OUT FOR THIS PROJECT AND WHEN THE CENTRAL CORRIDOR LRT IS CONSTRUCTED THE PERMANENT CONFIGURATION CAN BE MADE.
- ⑦ MODIFY OVERHEAD SIGN PANEL LEGENDS.
- ⑧ WASHINGTON AVE. SOUTH WILL BE METERED WITH THE COMPLETION OF THE NEW I-35W RIVER CROSSING.
- ⑨ RELOCATE ELECTRIC LINE.

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SUBJECT TO CHANGE WITHOUT NOTICE



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**4TH ST. N.E. RAMP ONTO NB I-35W**  
4TH ST. / I-35W  
CITY OF MINNEAPOLIS, MN

**FIGURE 1**

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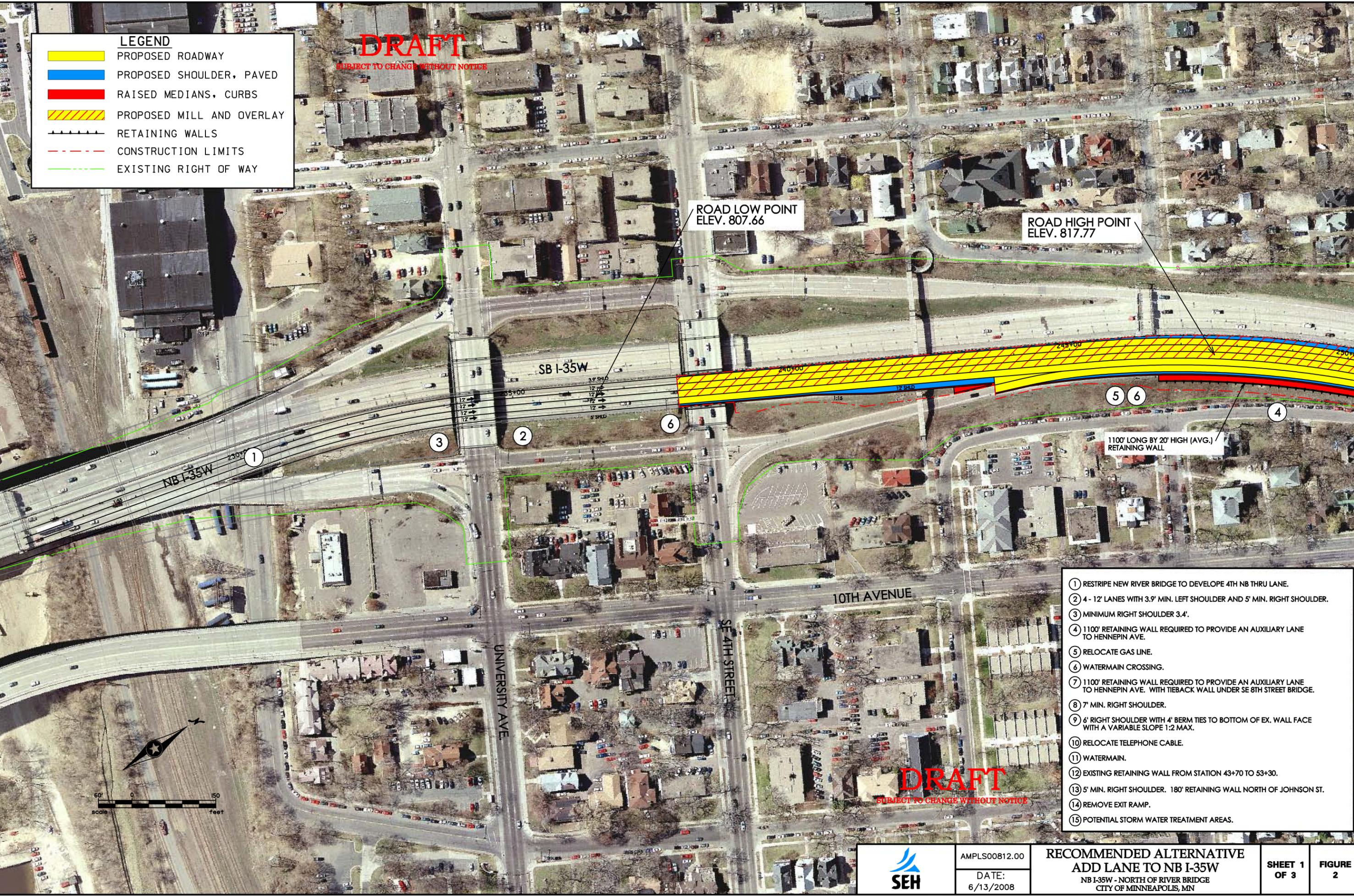
**LEGEND**

- PROPOSED ROADWAY
- PROPOSED SHOULDER, PAVED
- RAISED MEDIANS, CURBS
- PROPOSED MILL AND OVERLAY
- RETAINING WALLS
- CONSTRUCTION LIMITS
- EXISTING RIGHT OF WAY

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SUBJECT TO CHANGE WITHOUT NOTICE

ROAD LOW POINT  
ELEV. 807.66

ROAD HIGH POINT  
ELEV. 817.77



1100' LONG BY 20' HIGH (AVG.)  
RETAINING WALL

- ① RESTRIPE NEW RIVER BRIDGE TO DEVELOPE 4TH NB THRU LANE.
- ② 4 - 12' LANES WITH 3.9' MIN. LEFT SHOULDER AND 5' MIN. RIGHT SHOULDER.
- ③ MINIMUM RIGHT SHOULDER 3.4'.
- ④ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE.
- ⑤ RELOCATE GAS LINE.
- ⑥ WATERMAIN CROSSING.
- ⑦ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE. WITH TIEBACK WALL UNDER SE 8TH STREET BRIDGE.
- ⑧ 7' MIN. RIGHT SHOULDER.
- ⑨ 6' RIGHT SHOULDER WITH 4' BERM TIES TO BOTTOM OF EX. WALL FACE WITH A VARIABLE SLOPE 1:2 MAX.
- ⑩ RELOCATE TELEPHONE CABLE.
- ⑪ WATERMAIN.
- ⑫ EXISTING RETAINING WALL FROM STATION 43+70 TO 53+30.
- ⑬ 5' MIN. RIGHT SHOULDER. 180' RETAINING WALL NORTH OF JOHNSON ST.
- ⑭ REMOVE EXIT RAMP.
- ⑮ POTENTIAL STORM WATER TREATMENT AREAS.

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SUBJECT TO CHANGE WITHOUT NOTICE

	AMPLS00812.00	<b>RECOMMENDED ALTERNATIVE</b> <b>ADD LANE TO NB I-35W</b> NB I-35W - NORTH OF RIVER BRIDGE CITY OF MINNEAPOLIS, MN	<b>SHEET 1</b> <b>OF 3</b>	<b>FIGURE</b> <b>2</b>
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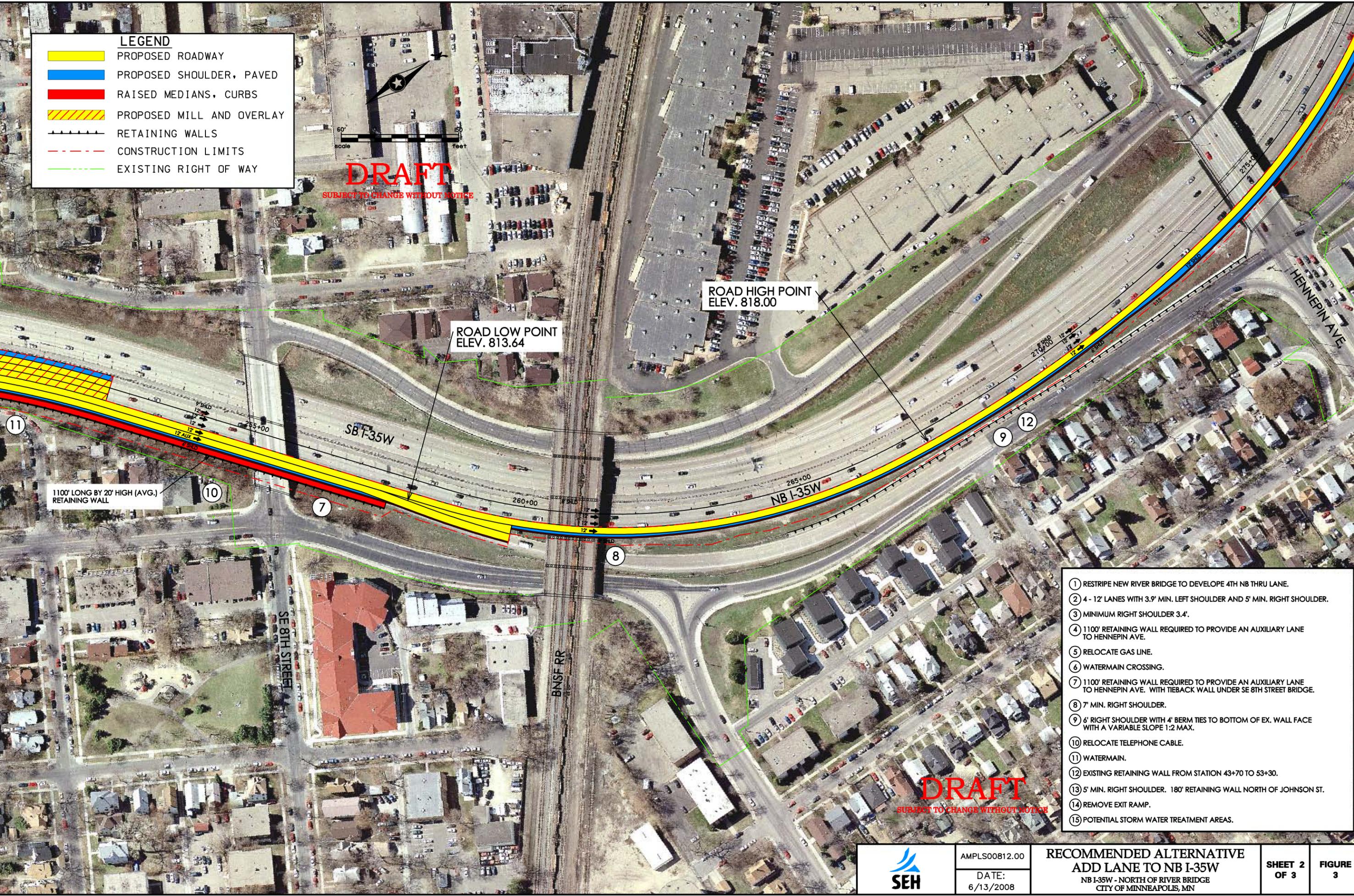
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**LEGEND**

- PROPOSED ROADWAY
- PROPOSED SHOULDER, PAVED
- RAISED MEDIANS, CURBS
- PROPOSED MILL AND OVERLAY
- RETAINING WALLS
- CONSTRUCTION LIMITS
- EXISTING RIGHT OF WAY

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SUBJECT TO CHANGE WITHOUT NOTICE



ROAD HIGH POINT  
ELEV. 818.00

ROAD LOW POINT  
ELEV. 813.64

1100' LONG BY 20' HIGH (AVG.)  
RETAINING WALL

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SUBJECT TO CHANGE WITHOUT NOTICE

- ① RESTRIPE NEW RIVER BRIDGE TO DEVELOPE 4TH NB THRU LANE.
- ② 4 - 12' LANES WITH 3.9' MIN. LEFT SHOULDER AND 5' MIN. RIGHT SHOULDER.
- ③ MINIMUM RIGHT SHOULDER 3.4'.
- ④ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE.
- ⑤ RELOCATE GAS LINE.
- ⑥ WATERMAIN CROSSING.
- ⑦ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE. WITH TIEBACK WALL UNDER SE 8TH STREET BRIDGE.
- ⑧ 7' MIN. RIGHT SHOULDER.
- ⑨ 6' RIGHT SHOULDER WITH 4' BERM TIES TO BOTTOM OF EX. WALL FACE WITH A VARIABLE SLOPE 1:2 MAX.
- ⑩ RELOCATE TELEPHONE CABLE.
- ⑪ WATERMAIN.
- ⑫ EXISTING RETAINING WALL FROM STATION 43+70 TO 53+30.
- ⑬ 5' MIN. RIGHT SHOULDER. 180' RETAINING WALL NORTH OF JOHNSON ST.
- ⑭ REMOVE EXIT RAMP.
- ⑮ POTENTIAL STORM WATER TREATMENT AREAS.

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**LEGEND**

- PROPOSED ROADWAY
- PROPOSED SHOULDER, PAVED
- RAISED MEDIANS, CURBS
- PROPOSED SIGNAL
- RETAINING WALLS
- CONSTRUCTION LIMITS
- EXISTING RIGHT OF WAY



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SUBJECT TO CHANGE WITHOUT NOTICE

ROAD HIGH POINT  
ELEV. 829.12

ROAD LOW POINT  
ELEV. 799.63

180' LONG BY 15' HIGH (AVG.)  
RETAINING WALL

JOHNSON ST.

BROADWAY

- ① RESTRIPE NEW RIVER BRIDGE TO DEVELOPE 4TH NB THRU LANE.
- ② 4 - 12' LANES WITH 3.9' MIN. LEFT SHOULDER AND 5' MIN. RIGHT SHOULDER.
- ③ MINIMUM RIGHT SHOULDER 3.4'.
- ④ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE.
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- ⑦ 1100' RETAINING WALL REQUIRED TO PROVIDE AN AUXILIARY LANE TO HENNEPIN AVE. WITH TIEBACK WALL UNDER SE 8TH STREET BRIDGE.
- ⑧ 7' MIN. RIGHT SHOULDER.
- ⑨ 6' RIGHT SHOULDER WITH 4' BERM TIES TO BOTTOM OF EX. WALL FACE WITH A VARIABLE SLOPE 1:2 MAX.
- ⑩ RELOCATE TELEPHONE CABLE.
- ⑪ WATERMAIN.
- ⑫ EXISTING RETAINING WALL FROM STATION 43+70 TO 53+30.
- ⑬ 5' MIN. RIGHT SHOULDER. 180' RETAINING WALL NORTH OF JOHNSON ST.
- ⑭ REMOVE EXIT RAMP.
- ⑮ POTENTIAL STORM WATER TREATMENT AREAS.

**DRAFT**  
SUBJECT TO CHANGE WITHOUT NOTICE



AMPLS00812.00  
DATE:  
6/13/2008

**RECOMMENDED ALTERNATIVE**  
**ADD LANE TO NB I-35W**  
NB I-35W - NORTH OF RIVER BRIDGE  
CITY OF MINNEAPOLIS, MN

SHEET 3  
OF 3

FIGURE  
4