



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

**Date:** September 25, 2007  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Referral:** None  
**Subject:** Interstate 35W Bridge – Highway Project Review (Municipal Consent)  
(State Project 2783-120)

### Recommendation:

**Approve the August 21, 2007 Highway Project Review Package submitted by the Minnesota Department of Transportation pertaining to the reconstruction of Interstate I-35W Bridge over the Mississippi River from Washington Avenue South to University Avenue Southeast, referred to as the State Project 2783-120.**

### Previous Directives:

- August 31, 2007 – Council approved changes to the City’s standard “Right of Entry” permit, extending the termination date from 30 days to 1 year from the date of issuance, for a permit to be issued to the State of Minnesota Department of Transportation (MnDOT) for access to City-owned land on the east bank of the river between the I-35W bridge and 10th Av SE bridge

**Prepared by:** Jon Wertjes, (673-2614)

**Approved by:**

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Steve Kotke, P.E., City Engineer, Director of Public Works

**Presenters:** Jon Wertjes, P.E., PTOE, Director, Traffic and Parking Services

### Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Business Plan:  Action is within the plan.  Action requires a change to plan.
- Other financial impact (Explain):
- Request provided to department’s Finance Dept. contact when provided to the Committee Coordinator

## **Community Impact**

Neighborhood Notification: MnDOT has held numerous meetings at which public input was obtained. MnDOT and the design-build team will be seeking further public input for the project.

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**

City staff have reviewed and considered the following information:

- The Minnesota Department of Transportation (MnDOT) submitted a Highway Project Review (aka Municipal Consent) Final Layout (“final layout”) to the City of Minneapolis for approval on August 21, 2007 pertaining to the “I-35W Bridge” (“project”). The final layout included the bridge cross-sections and layout map, a proposed profile map and MnDOT letter, and a Governor letter (see attachments) which are on file with the City Engineer and City Clerk.
- MnDOT has prepared a Project Memorandum (“PM”) that includes purpose, description, cost and funding source, schedule and project manager, need for project, mitigation and commitments, public and agency involvement, and appendices which was submitted and approved by FHWA on August 23, 2007 rendering a “categorical exclusion” for the project.
- MnDOT, prior to and on September 19, 2007, conducted a Request for Qualifications and Request for Proposals (“RFP”) for a design-build team and opened bids resulting in the apparent best value bid being the Flatiron/Manson team.
- Statements and public testimony presented at the September 20, 2007 public hearing.
- Other verbal and written communications provided to the City by the public, neighborhoods and MnDOT.

## **Overview and Project Description**

The former freeway bridge was 1907 feet in length with the maximum river span of 458 feet and a width of 108 feet carrying eight travel lanes with limited shoulders. The proposed bridge based on the final layout has an approximate bridge length of 1900 feet and width of 189 feet that includes ten travel lanes with full shoulders on both the left and right sides. The final layout shows three cross-sections that depict two bridges with an approximate 8 foot gap as follows:

- Proposed Future Traverse Section – LRT (light rail transit)
- Proposed Future Traverse Section – BRT (bus rapid transit or managed lanes)
- Proposed Traverse Section (anticipated initial operational section)

The RFP provisions allow for the reduction in the bridge span by approximately 550 feet, thus resulting in a new bridge approximately 1350 feet in length.

Based on the PM, the project schedule indicates a September/October letting and award with construction starting in October, 2007. The freeway was projected to be open in the Fall/Winter of 2008.

The PM examined a no-build option and found it not to be appropriate and cites the preferred alternative is to rebuild the bridge and associated approaches to current standards in

approximately the same alignment and location. Also, the preferred alternative will accommodate future LRT/BRT/managed lanes as previously described and will provide the strength needed to carry future LRT. The RFP provisions cite the LRT structural requirements.

The PM and RFP state the project will accommodate future separate freeway improvements north of the bridge allowing adequate clearances and minimizing the impacts to University Ave and 4<sup>th</sup> Street profiles. The RFP requires that proposed project should accommodate a future lowering of the freeway profile by three additional feet, in addition to standard clearances, such that University Ave and 4<sup>th</sup> Street bridges over 35W will not need to be significantly raised in profile.

The PM states the project will accommodate future separate freeway improvements “to improve the existing and future freeway access at Washington Avenue and areas to the south” of the bridge. This will allow MnDOT, Hennepin County and City to further develop and integrate the 3<sup>rd</sup>/4<sup>th</sup> Street interchange and freeway improvements with the new bridge.

The PM includes the existing and projected traffic volumes that results in the following annual percent growth in traffic volumes:

<b>Segment</b>	<b>2006 AADT (existing)</b>	<b>2030 AADT (projected)</b>	<b>Annual Percent Growth</b>
I-35W Miss. River Bridge	144,000 both directions	186,000 both directions	+1.2%/yr
Washington Ave NB Entrance Ramp	14,300	18,200	+1.2%/yr
Washington Ave SB Exit Ramp	12,100	15,400	+1.1%/yr
University Ave SB Entrance Ramp	11,500	14,600	+1.1%/yr
University Ave NB Exit Ramp	10,300	13,100	+1.1%/yr

Based on the PM, the 2004-2006 crash data was compiled for the project area indicating 83 crashes with 19 being injury crashes and 64 being property damage only. The most prevalent crash type was rear-end collisions.

MnDOT, Hennepin County and the City are aware of past and current traffic safety issues at the I-35W northbound exit ramp to University Avenue SE. University Avenue at this interchange is State Trunk Highway 952 to the west and Hennepin County State Aid Highway 36 to the east. This is not only a high volume vehicular traffic location but also has high pedestrian, bicycle and transit use. These safety issues include high number of intersection traffic crashes at the signalized intersection as well as pedestrian and bicycle safety/visibility issues related to the northbound dual right turn lane.

The PM states that the project will meet current environmental standards, including storm water treatment facilities.

The PM includes the required analyses and reviews of social, economic and environmental (SEE) impacts with key findings as follows:

1. Natural Environment
  - o Visual quality of the area will be addressed through context sensitive design efforts and the Visual Quality Management Advisory Team efforts and further public outreach by the design-build team.

- Water-related issues (floodplains, river edges, erosion control, water quality, etc.) will be addressed by MnDOT and the design-build team.
- 2. Physical/Construction
  - Construction impacts (erosion, noise, air, vibration, etc.) and contaminated properties will be addressed by MnDOT and the design-build team.
- 3. Social-Economic
  - Access control identified the potential closure of 14<sup>th</sup> Avenue. Further discussion is provided later in this report.
  - Relocation and right-of-way were identified as impacts. Further discussion is provided later in this report.
  - Parks and recreation implications were identified. Approximately 1.2 acres of parkland acquisition and 0.3 acres of temporary easements will be purchased from the Minneapolis Park and Recreation Board. MnDOT and the Park Board on August 9, 2007 signed a Section 4(f) Programmatic Agreement that includes four measures to minimize harm to the parklands:
    - Returning the areas to the pre-bridge collapse or better condition
    - Returning the parkways, pathways and trails to continuous use
    - Installing and maintaining good lighting under the new bridge
    - Acquire the property for fair market value (The Park Board has requested that MnDOT attempt to identify parcels suitable for a land swap in lieu of compensation.)
- 4. Cultural Resources
  - Historic and archaeological issues have been identified. Three adjacent historic properties were identified and adequate measures will be taken to protect them during construction – the 10<sup>th</sup> Avenue Bridge (former Cedar Ave Bridge), the Lower St Anthony Falls Lock and Dam, and the stone railroad retaining wall on the north side of the river. This stone wall was damaged in the bridge collapse and appropriate measures will be taken to rehabilitate or other treatments to preserve this wall.

### **Utility Infrastructure**

MnDOT has conducted numerous meetings with private and public utility owners including the City. It is expected that both private and public utilities will need to be relocated or upgraded as a result of the project. Public Works is anticipated that storm water and sanitary sewers, possibly water infrastructure, and electrical (lighting and traffic signal) infrastructures will need to be modified or relocated. Exact implications have not been determined, but will be part of future discussions with MnDOT and the design-build team. It is anticipated that utility relocation changes needed for the project will be paid by the project and that any upgrades to the City infrastructure will be at the City's cost.

### **Storm water**

The final layout did not show the locations of storm water drainage. However, discussions with MnDOT and the RFP provisions require storm water to be managed within the proposed right-of-way meaning that the north bank day care site (801/807 2<sup>nd</sup> St SE) and south bank vacant building site (1905 Bluff Street) are most likely to be used for storm water ponding. Likewise, the RFP provisions require the design-build team to include the storm water system as part of the project.

### **Right of Way Implications**

MnDOT has identified twelve properties that will be impacted by the project. MnDOT will acquire approximately seven acres of permanent right-of-way. No residential relocations are anticipated. Three commercial businesses will be acquired: a vacant building (#2), a plumbing business (#4), and a daycare (#8). The other nine right-of-way parcels consist of mostly vacant

land, railroad operations, and some parking and traffic circulation needs. MnDOT indicates that they have secure right-of-entry permits for ten of the 12 parcels. The shaded parcels below have not yet entered into permits with MnDOT.

No.	MnDOT Parcel #	Activity or Use	Owner
1	202A	Park land	Mpls. Park & Recreation Board
2	99A	Business-vacant	W/P Ventures II UP
3	212	Vacant	Boosalis Family Partnership
4	212C	Business-retail plumbing	Maurice H. Frank's Trust
5	202C	Vacant land	University of Minnesota
6	202	Vacant land/parking	Center Point Energy
7	202E	Business-circulation/parking	Metal Matic, Inc.
8	212A	Business-daycare	U-CW Partnership LLP
9	202B	Railroad property (railroad tracks agreement)	BNSF Railroad (Minnesota Commercial Railway)
10	302A	Vacant land and dredging	City of Minneapolis
11	200	Vacant land	Union Pacific Railroad
12	203	Lock & dam	US Army Corps of Engineers

In addition, MnDOT's final layout shows acquisitions of City transportation rights-of-way or easements, which are expected to occur by MnDOT Commissioner's orders for:

- 2<sup>nd</sup> Street SE – both sides of freeway
- 19<sup>th</sup> Avenue S – east side of freeway
- Bluff Street – east side of freeway
- 14<sup>th</sup> Avenue S – east of freeway

#### 2<sup>nd</sup> Street SE

Public Works concurs with the need for right-of-way/easements from 2<sup>nd</sup> Street SE to allow for a wider freeway cross-section and bridge over 2<sup>nd</sup> Street.

#### 19<sup>th</sup> Avenue S and Bluff Street area

MnDOT's final layout shows the new bridge will have approximately the same bridge abutment locations as the former bridge. However, the RFP provisions allow for the proposed bridge's south abutment to be moved northerly closer to West River Parkway. As such approximately 400 feet of additional retaining wall earthed-fill section most likely would be added to the project resulting in less bridge length and reduced project costs. In addition, the acquisition of these two streets for the project's storm water purposes potentially restricts the City's future flexibility to construction these streets and a trail in this location.

The City currently owns right-of-way on both sides of the freeway commonly referred to as Bluff Street. In the mid 1990s, the City developed preliminary plans to build a future Bluff Street and trail under and through the former freeway bridge when funding and right-of-way could be obtained. Two Bluff Street alignments were focused on the pending Bridge 9 bike trail construction (that occurred in 1999/2000), access to adjacent parcels and factoring in current buildings, topography, and potentially available right-of-way. The collapse of the bridge, project's pending right-of-way acquisitions for storm water needs along with the above noted RFP provisions would effectively prevent the City from constructing a street or trail under the 35W.

Based on MnDOT discussions, contaminated soil, cost implications, and overall City infrastructure needs, Public Works does not recommend pursuing this Bluff Street connection under I-35W in this location. However, Public Works suggests a future loop Bluff Street from 19<sup>th</sup> to 20<sup>th</sup> Avenues would allow for future access and development opportunities in this area.

Current bicycle and pedestrian options to cross I-35W are either down grade to West River Parkway or upgrade grade to Washington Avenue. Both options are distant and difficult to traverse due to grades. A trail connection is still needed from Bridge 9 to 13<sup>th</sup> Avenue S.

#### 14<sup>th</sup> Avenues S

The final layout indicates that right-of-way will be needed from 14<sup>th</sup> Avenue to provide the proper I-35W cross-section. The final layout does not indicate the disposition or action that will be taken regarding 14<sup>th</sup> Avenue right-of-way. Early discussions with MnDOT indicated that 14<sup>th</sup> Avenue would be closed between 2<sup>nd</sup> Street and 19<sup>th</sup> Avenue, access to properties would be maintained, and about 26 parking spaces would be lost. There were also questions raised regarding fire/emergency access needs.

After discussions with community members and the adjacent properties owners, MnDOT and the City have further discussed the options in this area. Currently, MnDOT has developed preliminary designs that appear to keep 14<sup>th</sup> Avenue open as a narrowed 16 foot wide one-way street and replace the lost parking. Likewise, the Fire Department has preliminarily indicated that this one-way operation appears to accommodate emergency access. At a concept level Public Works concurs with these preliminary changes, however, these changes may result in additional right-of-way being acquired.

#### **Findings**

Based upon the review of the final layout, numerous documents, information, public testimony and comments regarding the project, Public Works has identified the following findings:

#### Overall

- The project meets the City's "Statement of Principles – Rebuilding the I-35W Bridge".
  - Meet present and future transportation needs
  - Improve vehicle and transit capacity
  - LRT/BRT-ready
  - Support and identify funding to address other transportation needs
  - Meet all current environmental standards
  - New fifth lanes dedicated for transit/HOV
  - Equal Employment Opportunity goals are equal to the City's
  - Memorial should be created
  - Provide and seek community input on design and construction process
- The project adds capacity (addition of one lane in each direction) to meet the future traffic and transit needs.
- The project would acquire twelve parcels that are necessary for the project efforts.
- The project will address and provide for the necessary freeway bridge profiles while allowing for future freeway profile/clearances under the University Avenue & 4<sup>th</sup> Street bridges without significantly raising these street bridge profiles thus preventing impacts to adjacent properties.

- The project will reduce the barriers across I-35W by continuing 2<sup>nd</sup> Street plus accommodating for a future Main Street/parkway/trail connection on the north bank.

#### Intersection of I-35W Northbound Exit Ramp and University Avenue SE

Traffic safety issues were described above regarding the I-35W northbound exit ramp to University Avenue SE. MnDOT agrees to examine these safety issues. As such the City requests that MnDOT further develop alternatives, in cooperation with City Public Works and Hennepin County, and take the appropriate next steps and action to address these safety issues. Such actions may include, but not limited to design, engineering, right-of-way acquisition, and construction implementation. These improvements may result in additional right-of-way being acquired. If right-of-way is needed additional to the final layout, MnDOT is required to “resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval” [State Statute 161.165, Subd. 3(b)].

#### 14<sup>th</sup> Avenue S

MnDOT has concluded that 14<sup>th</sup> Avenue can remain open as a one-way street and that some limited further design work is needed to address the lost parking. Therefore, the City requests that MnDOT further develop alternatives, in cooperation with City Public Works, and take the appropriate next steps and action to address these impacts. Such actions may include, but not limited to design, engineering, right-of-way acquisition, and construction implementation. These improvements may result in additional right-of-way being acquired.

#### Bridge 9 Trail Extension (under I-35W on the South Bank)

A trail connection is still needed from Bridge 9 to 13<sup>th</sup> Avenue S. Public Works recommends that a trail connection (tunnel) be incorporated into the I-35W project.

Discussions with MnDOT indicate that a cost participation agreement is needed to include this tunnel as part of the project. A City preliminary cost estimate for this tunnel (230 feet long, 20 feet wide and 16 feet high with appropriate foundations and wing walls) is about \$800,000. MnDOT believes this cost is closer to \$500,000.

Thus, the City requests that MnDOT develop, in cooperation with City Public Works, and take the appropriate next steps and actions to fund the appropriate project opening (tunnel) under I-35W that allows for a bicycle/pedestrian trail extension from Bridge 9 westerly to 13<sup>th</sup> Ave S. Such actions may include, but not limited to design, engineering, right-of-way acquisition, and construction implementation.

#### Bluff Street, 19<sup>th</sup> and 20<sup>th</sup> Avenues S

The City requests that MnDOT develop alternatives, in cooperation with City Public Works, take the appropriate steps and actions to ensure the storm water needs on the south bank provide flexibility that would accommodated a future Bluff Street loop from 19<sup>th</sup> to 20<sup>th</sup> Avenues as a future City improvement.

#### On-going City Review

MnDOT has verbally indicated that they would fund the appropriate design and engineering services that allow for the City to review project final construction plans and provisions.

#### **Recommendations**

Public Works understands that the Governor’s office has prepared a letter that addresses the outstanding issues. Therefore, Public Works recommends the Minneapolis City Council:

Approve the August 21, 2007 Highway Project Review Package submitted by the Minnesota Department of Transportation pertaining to the reconstruction of Interstate I-35W Bridge over the Mississippi River from Washington Avenue South to University Avenue Southeast, referred to as the State Project 2783-120.

Included in this report is a draft resolution for consideration by the City Council.

Attachments:

- Highway Project Review Package including MnDOT letter, Gov Pawlenty letter, I-35W Alignment, I-35W Profile
- Bluff Street – two former preliminary plans

**DRAFT  
RESOLUTION 2007R-XXX**

By \_\_\_\_\_

**Approve the August 21, 2007 Highway Project Review Package submitted by the Minnesota Department of Transportation pertaining to the reconstruction of Interstate I-35W Bridge over the Mississippi River from Washington Avenue South to University Avenue Southeast, referred to as the State Project 2783-120.**

Whereas, the Interstate 35W bridge spanning the Mississippi River collapsed on August 1, 2007 at approximately 6:05 p.m., totally destroying the bridge, and

Whereas, the catastrophic collapse of the bridge caused significant injuries, loss of life, damage to public and private property and infrastructures, and

Whereas, the City of Minneapolis unanimously adopted on August 17, 2007 the “Statement of Principles – Rebuilding the I-35W Bridge” as set forth in Minneapolis Petition No. 272237; and

Whereas, the Governor of Minnesota Tim Pawlenty on August 21, 2007 sent a letter to City Council President Barbara Johnson outlining the proposed bridge capacity for ten lanes with two lanes devoted to transit and/or manage lanes and that the bridge will be LRT-ready; and

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 21, 2007 pertaining to the above-described “I-35W Bridge” (the “project”), which Package included a MnDOT letter, cross-sections and layout map, and a profile map dated August 21, 2007, which are on file with the City Engineer as S.P. 2783-120; and

Whereas, the Municipal Consent Package proposes increased highway traffic capacity and requires acquisition of permanent rights-of-way; and

Whereas, the Municipal Consent Package states “No cost participation from the City of Minneapolis is expected given the understood scope of work”; and

Whereas, MnDOT prepared a Project Memorandum (“PM”) that includes purpose, description, cost and funding source, schedule and project manager, need for project, mitigation and commitments, public and agency involvement, and appendices and which was submitted and approved by FHWA on August 23, 2007 rendering a “categorical exclusion” for the project; and

Whereas, prior to and on September 19, 2007, MnDOT conducted a Request for Qualifications and Request for Proposals (the "RFP") for a design-build team and opened bids resulting in the apparent best value bid being the Flatiron/Manson team; and

Whereas, the City Council held a public hearing pursuant to state statute on September 20, 2007 and now has the authority to approve or disapprove this project based on these submissions, public testimony, information contained in project documents, Request for Proposals (RFP) and other evidence and testimony of record; and

Whereas, the City's "Statement of Principles" included a transit ready bridge and transit/HOV dedication of the fifth lane statements and which the Governor and MnDOT have officially stated in their letters, documentation and testimony expressing that MnDOT will design and build the project to accommodate potential future LRT, BRT or managed lanes; and

Whereas, MnDOT has formed a Visual Quality (VQ) Advisory Team that includes representatives from the National Park Service, City of Minneapolis, Minneapolis Park Board; State Historic Preservation Office and the Friends of Mississippi River along with support from the Federal Highway Administration and MnDOT's Metro Division Design Build Team, and Offices of Bridge, Technical Support and Environmental Services; and the VQ team has developed fourteen recommendations for visual design guidance of the project which are stated as follows:

- The new bridge should be an integrated whole in which all elements compliment the overall appearance of the structure.
- The final design solution should result in an "elegant simplicity" in which the "engineered lines and proportions" are the primary design element.
- The design elements should exhibit fluid lines in the overall presentation of the bridge.
- The new bridge should respect, not imitate, the historic and natural setting.
- The design of the new bridge should compliment the adjacent Tenth Avenue Bridge and the St. Anthony Falls Historic District.
- Consider the many and varied vantage points from which the bridge is viewed. (from the river and riverfront, from adjacent bridges, from neighboring buildings and residences)
- Consider the appearance of the new bridge both during the day and at night. (architectural accent lighting should be included in the design solution)
- Travelers should have a clear sense of a bridge "crossing" that celebrates or communicates that one is crossing the Mississippi River.
- Recognize that this segment of the I-35W Corridor is the only location within a unit of the National Park Service.
- Include provisions for future amenities such as the East River Parkway and trail extension to Main Street and the proposed whitewater park.
- Minimize negative impacts on the neighborhood fabric that could result from revisions to the approaches, exits, and entrances from the freeway.
- Way-finding or interpretive signage should be incorporated into the roadway/bridge design.

- The design should integrate "greenscape" to the greatest extent possible.
- Recognize that the new bridge design itself can be an uplifting, beautiful part of a "memorial";

And MnDOT has shared these VQ recommendations widely with the public through open houses, meetings and their website; and

Whereas, the Minneapolis City Council has reviewed and considered appropriate factual, legal and other background materials and makes the following findings and determinations, based on the evidence of record to date:

1. A final layout as required by Minn. Stat. 161.162, Subd. 2(a), which requires as part of the "final layout" "supplemental drawings" that show "character," "dimensions" "access" and "explanatory information" about the work being proposed and includes, among other elements in the "final layout," bridges, trails, sidewalks, intersections, proposed design speed, sensitive areas, location of storm water drainage, project schedule and estimated cost, etc.
2. The final layout did not show the location of storm water drainage, but discussions with MnDOT and RFP provisions require it to occur within the proposed right-of-way meaning that the north bank day care (801/807 2<sup>nd</sup> St SE) and south bank vacant building (1905 Bluff Street) sites are most likely to be used for storm water ponding.
3. The final layout did not show sensitive areas, proposed design speed, project schedule and cost estimate, but discussions with MnDOT, RFP provisions and the PM have indicated that the sensitive areas include the Mississippi River, the parklands on both sides of the river, historic properties, dredging area, and the south side contaminated soils area. The proposed design speed of the freeway was set at 55 mph. MnDOT has indicated that the estimated project schedule was estimated to begin in October 2007 and conclude by Fall/Winter 2008 and the estimated project cost was approximately \$200 million.
4. The final layout would appear to retain the former freeway traffic operations and may slightly improve them and that freeway congestion on I-35W is not expected to get worse due to the project. However, the northbound Washington Ave entrance ramp must weave over two lanes to continue north on 35W, an addition of one lane from the former condition.
5. The final layout and RFP provisions would appear to reduce the barriers across I-35W by continuing 2<sup>nd</sup> Street plus accommodating for a future Main Street/parkway/trail connection on the north bank.
6. The final layout would appear to result in few permanent changes to traffic and circulation on local streets, with the exception of 14<sup>th</sup> Avenue and ponding location impacts to 19<sup>th</sup> Avenue and Bluff Street.
7. The final layout would appear preserve future south bank access and connection opportunities under the I-35W Bridge but the RFP provisions appear to eliminate access for trail connection on the south bank, creating barriers and potentially impairing the vitality of Minneapolis neighborhoods and the regional trail system for bicycle and pedestrian movement across I-35W.
8. The final layout and RFP provisions would appear to result in right-of-way acquisition of twelve parcels that includes zero residential homes and three businesses; and

Whereas, the “Statement of Principles – Rebuilding the I-35W Bridge” as set forth in Minneapolis Petition No. 272237 are substantially met as noted above;

Whereas, Governor has sent a letter dated \_\_\_\_\_ stating \_\_\_\_\_

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

That based on these findings the Minneapolis City Council approves the final layout provided by Mn/DOT and approves municipal approval of the project to reconstruct Interstate 35W from Washington Avenue South to University Avenue Southeast identified as State Project 2783-120, and referred to in the Highway Project Review Package submitted by the Minnesota Department of Transportation on August 21, 2007 as the “I-35W Bridge at the Mississippi River” project.

**Be It Further Resolved that the City of Minneapolis,** requests that the Minnesota Department of Transportation make the following changes or modifications to the final construction plans of the I-35W Bridge project:

1. Change the project final construction plans to incorporate MnDOT’s RFP provisions and RFP addendums as follows:

A. Ensuring the freeway bridge profile plus future freeway profile/clearances under the University Avenue & 4<sup>th</sup> Street allow for the standard bridge clearances, the three additional feet and the existing bridge depth.

B. Extending the construction termini to include the entire northbound exit ramp to University Avenue and the entire southbound exit ramp to Washington Avenue.

C. Ensuring that 2<sup>nd</sup> Street remains open even with north abutment bridge changes and potential retaining wall earth-filled sections.

D. Providing an 80 foot opening under the proposed 35W bridge located on the north bank of the river and measured 80 feet northerly from the centerline of the remaining single railroad track that remains only for University of Minnesota coal plant proposes. This 80 foot opening will allow for a future trail, sidewalks and parkway/street.

E. Eliminating the five northerly (of six total) existing railroad tracks under 35W Bridge and removing said five tracks west of the 10<sup>th</sup> Avenue bridge according to Agreement #91723 between Minnesota Commercial Railway Company and MnDOT.

F. Designing and constructing the project consistent with the Visual Quality recommendations and through further community input.

G. Continuing and further conducting on-going project communications for all aspects of the project including but not limited to environmental (noise, dust, etc), construction staging and haul routes, visual quality, safety, neighborhood concerns, and others as they arise.

H. Designating the locations, designing and funding as part of the project the appropriate storm water treatment facilities to provide access for facility maintenance (ponds, grit chambers, etc.) and a maintenance agreement to assure efficacy and disposal of material containing pollutants in coordination with the NPDES process.

I. Ensuring the Corps of Engineers and City of Minneapolis will be able to maintain access and continue the Mississippi River dredging operations and dredge pile area during project construction and after the bridge is built, and that proper agreements are in place not impacting said operations and area.

2. Develop alternatives, in cooperation with City Public Works and Hennepin County, which will address safety issues at the intersection of I-35W northbound exit ramp and University Avenue. Change the project final construction plans through on-going City Public Works and Hennepin County discussions and fund the project's necessary design, engineering, right-of-way acquisition, and construction actions to implement the agreed upon alternative.

3. Develop alternatives, in cooperation with City Public Works, which eliminates or minimizes the traffic impacts related to 14<sup>th</sup> Avenue between 2<sup>nd</sup> and 1<sup>st</sup> Streets South. Change the project final construction plans through on-going City Public Works discussions and fund the project's necessary design, engineering, right-of-way acquisition, and construction actions to implement the agreed upon alternative.

4. Develop alternatives, in cooperation with City Public Works, which include the appropriate project opening under I-35W that allows for a bicycle/pedestrian trail extension from Bridge 9 westerly to 13<sup>th</sup> Ave S. Change the project final construction plans through on-going City Public Works discussions, and to fund the project's necessary design, engineering, right-of-way acquisition and construction actions to implement said agreed upon alternative that allows for the City, at a later date, to construct the trail.

5. Develop alternatives, in cooperation with City Public Works, which addresses the City's needs regarding the south bank storm water location related to 19<sup>th</sup> Avenue and Bluff Street. Change the project final construction plans through on-going City Public Works discussions, and to fund the project's necessary design, engineering, right-of-way acquisition and construction actions to implement the agreed upon alternative.

6. Develop, in cooperation with City Public Works, and fund the appropriate design and engineering services that allow for the City to review project plans and provisions.

Adopted \_\_\_\_ date \_\_\_\_.

Approved by Mayor Rybak \_\_\_\_\_ date \_\_\_\_.