



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

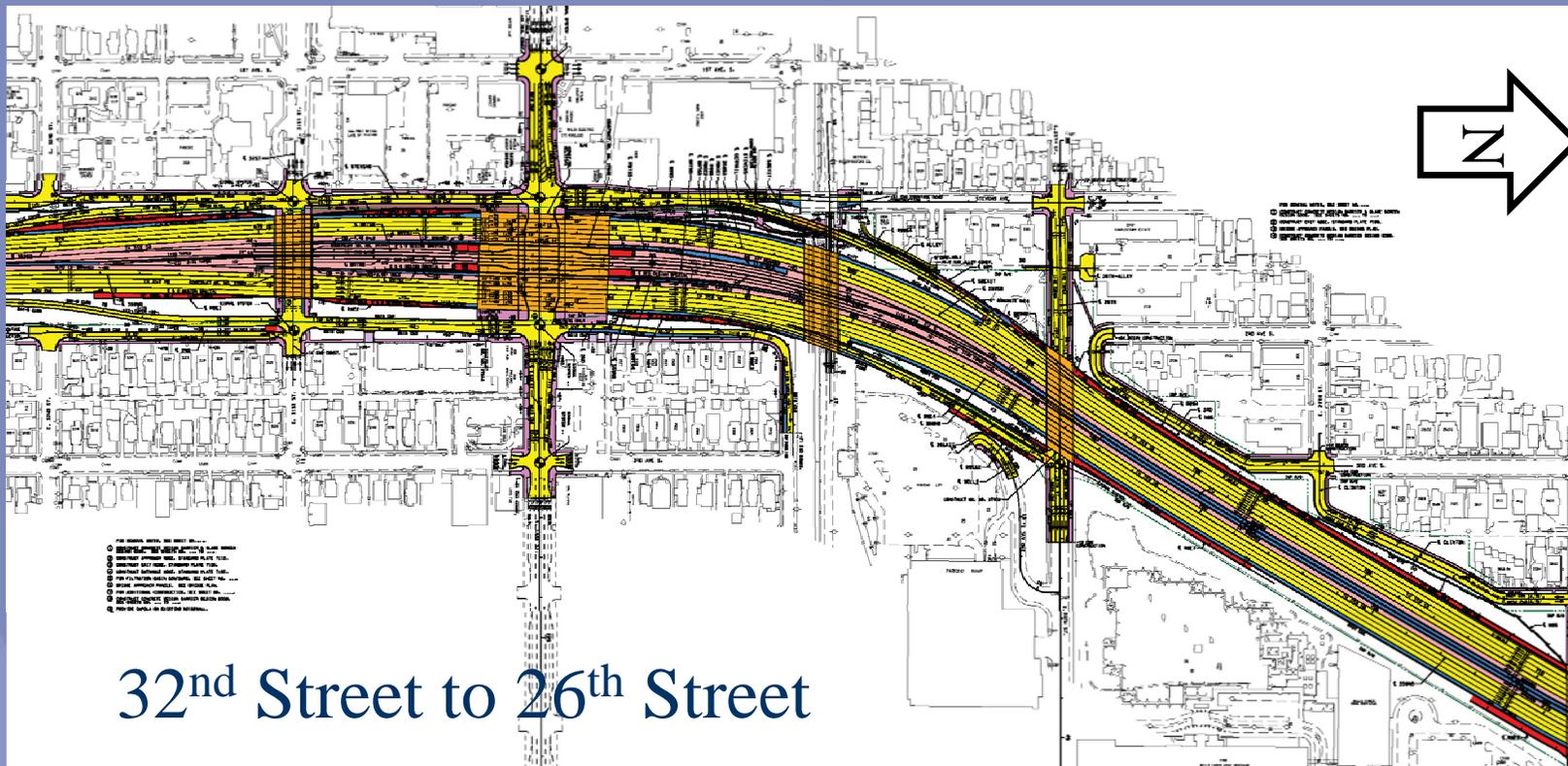


Project Elements

- 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



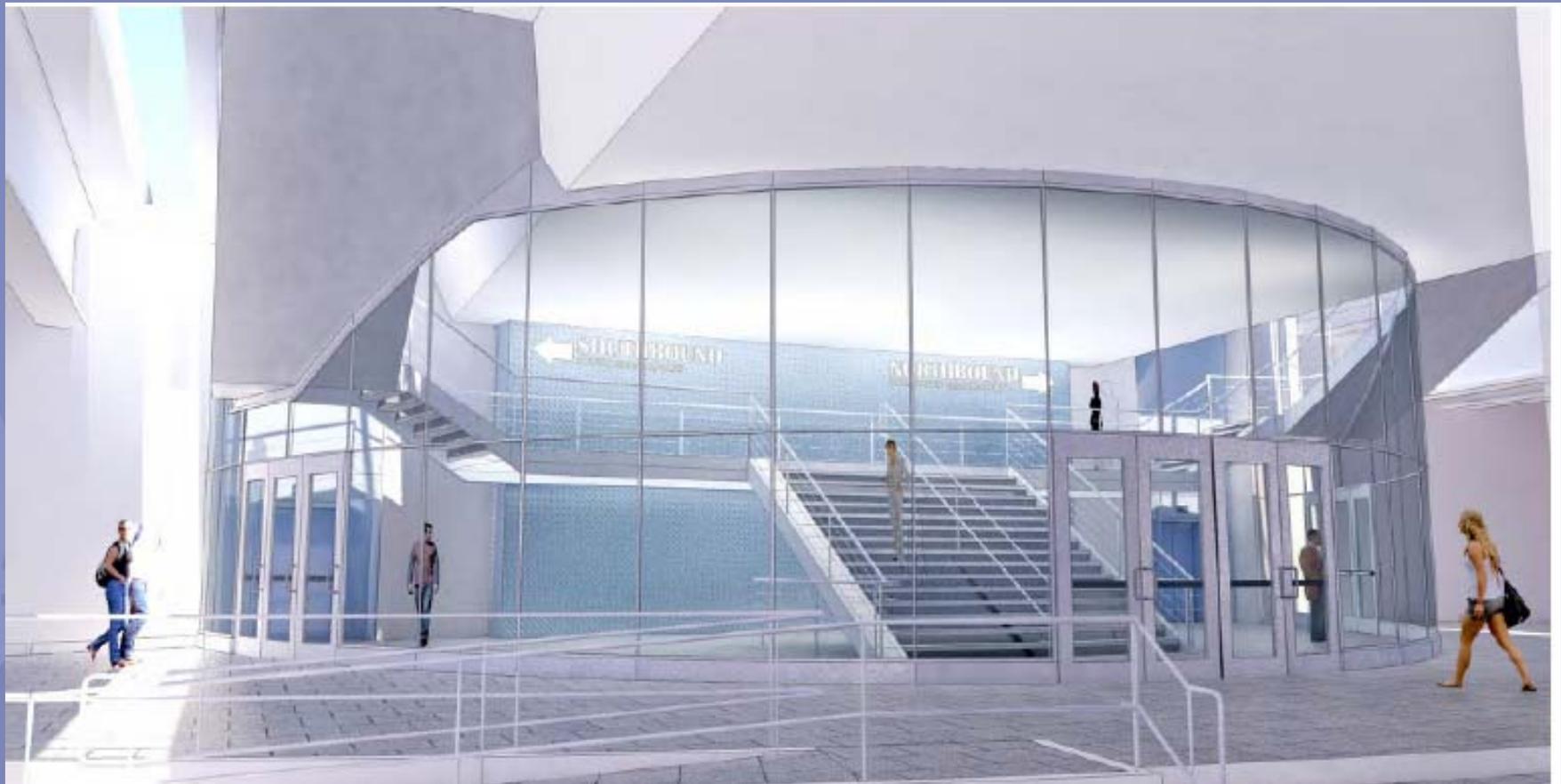
Lake Street Transit Station



Transit Station – Freeway Level



Transit Station – Lake Street Level

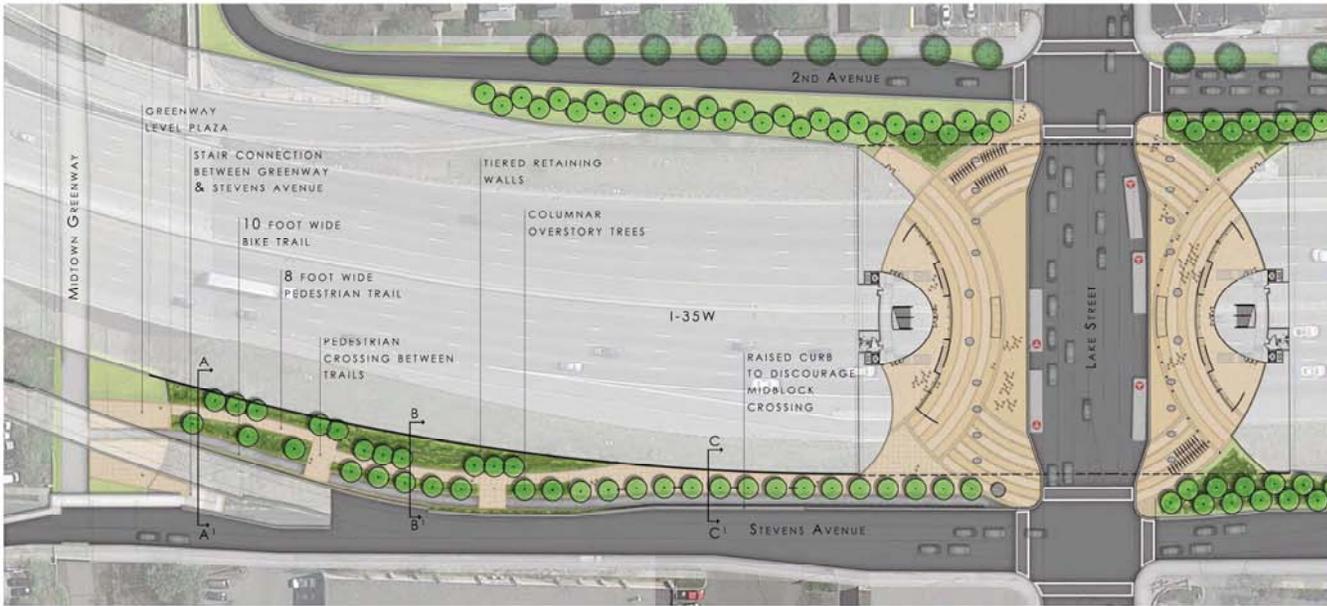
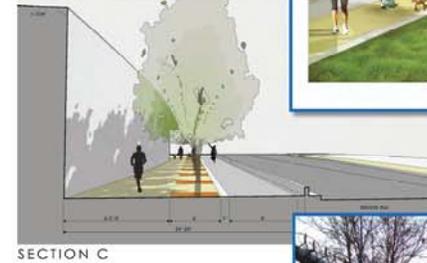
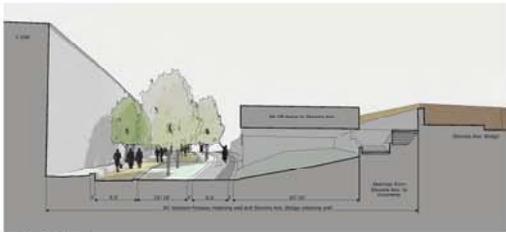


Lake Street Transit Plaza





PEDESTRIAN/BICYCLE CONNECTION BETWEEN MIDTOWN GREENWAY AND LAKE STREET TRANSIT STATION

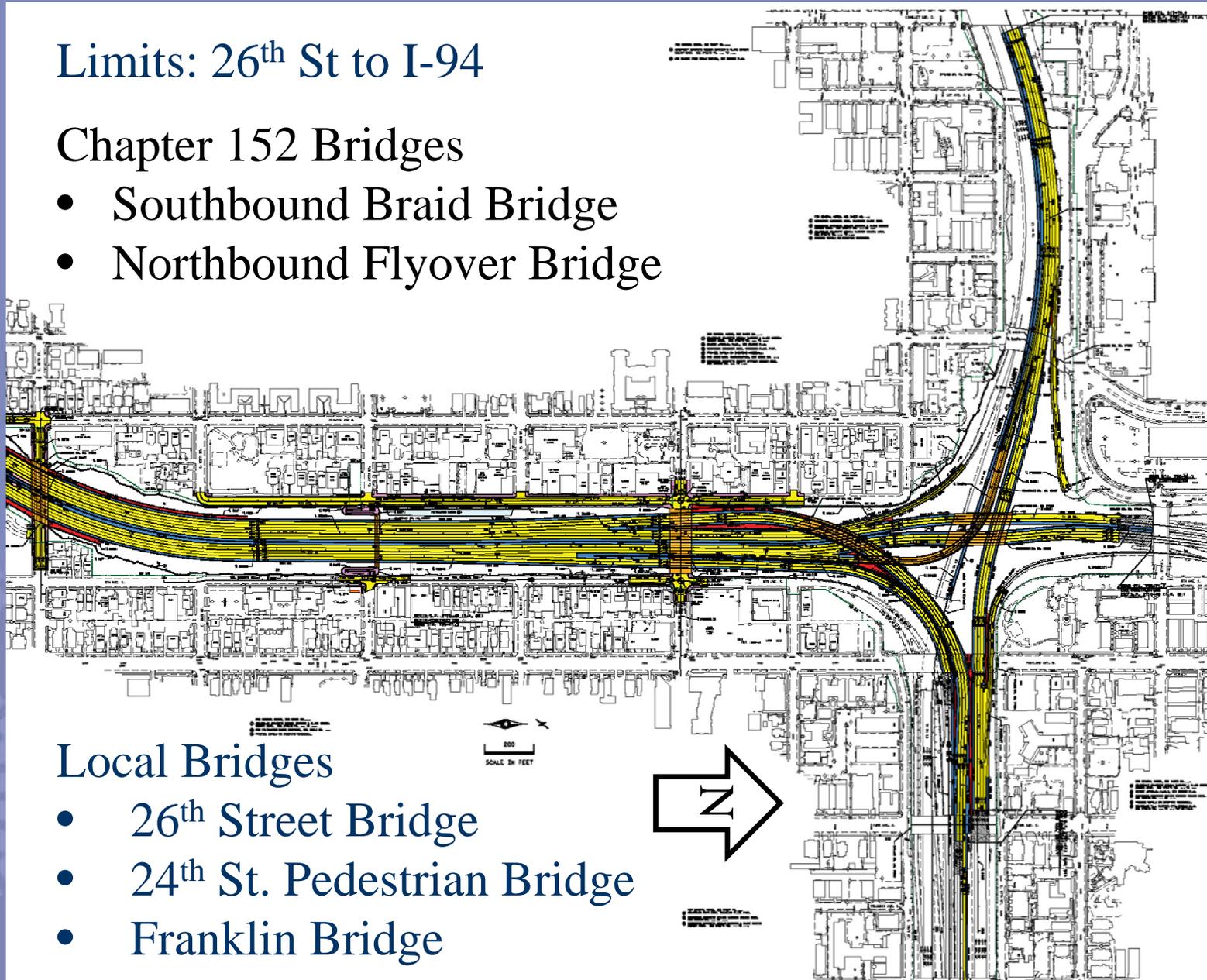


Chapter 152 Bridges Project

Limits: 26th St to I-94

Chapter 152 Bridges

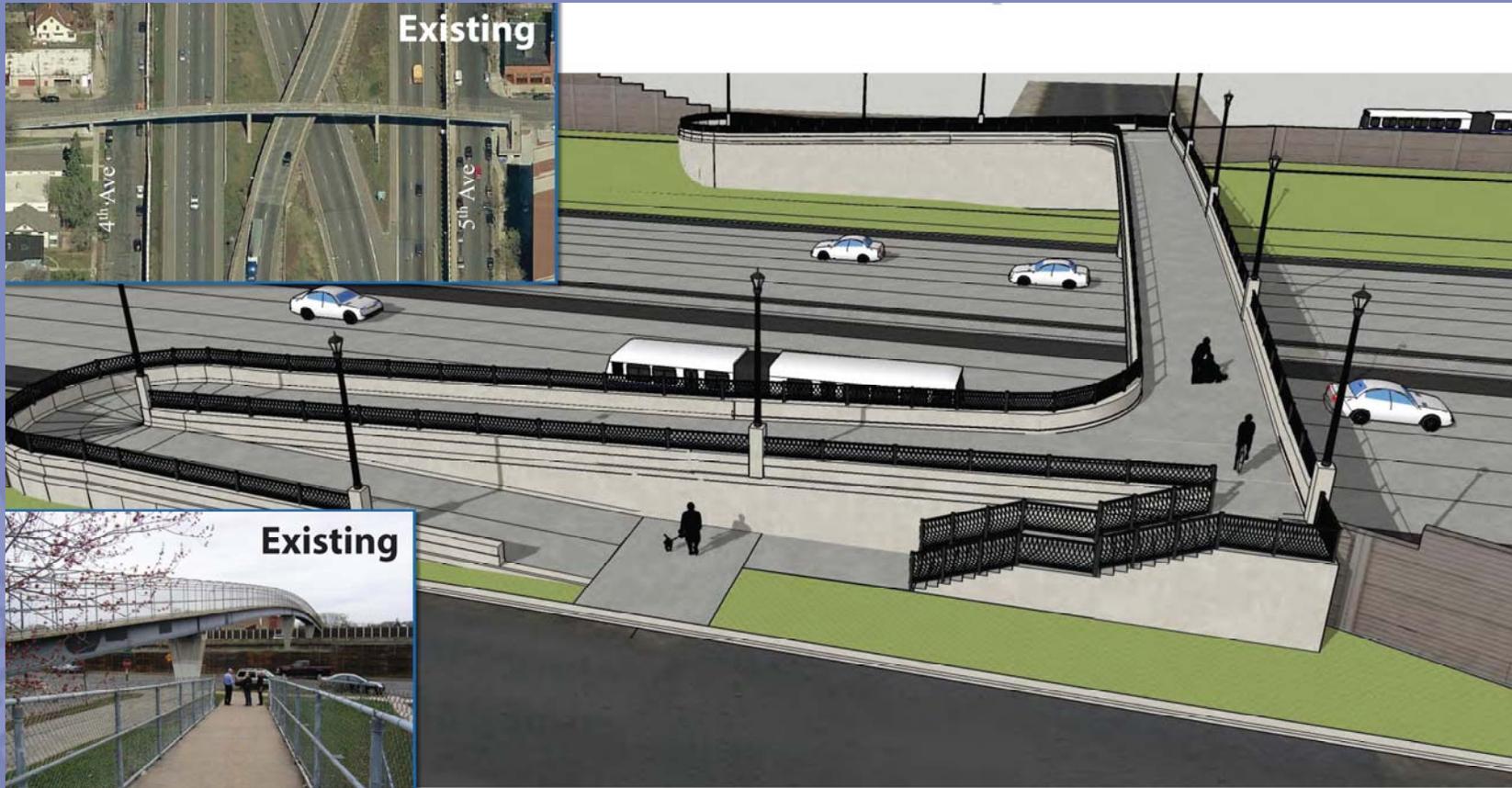
- Southbound Braid Bridge
- Northbound Flyover Bridge



Local Bridges

- 26th Street Bridge
- 24th St. Pedestrian Bridge
- Franklin Bridge

24th Street Pedestrian Bridge



I-35W Rehabilitation Project

Limits: 43rd Street to 32nd Street



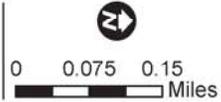
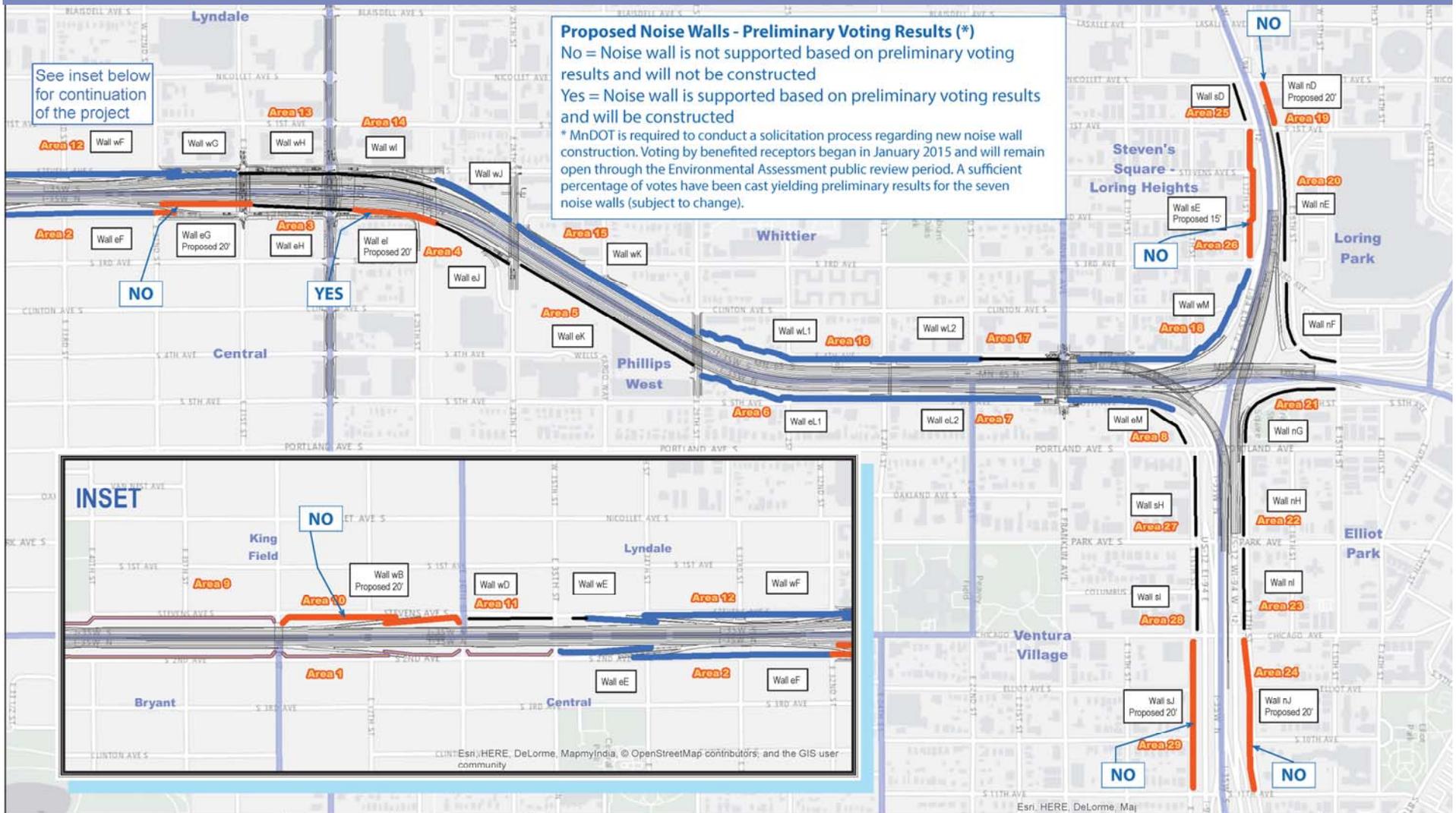
- Upgrades the pavement
- Replaces 40th Street Pedestrian Bridge
- Rehabilitates 38th Street bridge.
- Establishes MnPASS on SB I-35W between 33rd Street and 46th Street.



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



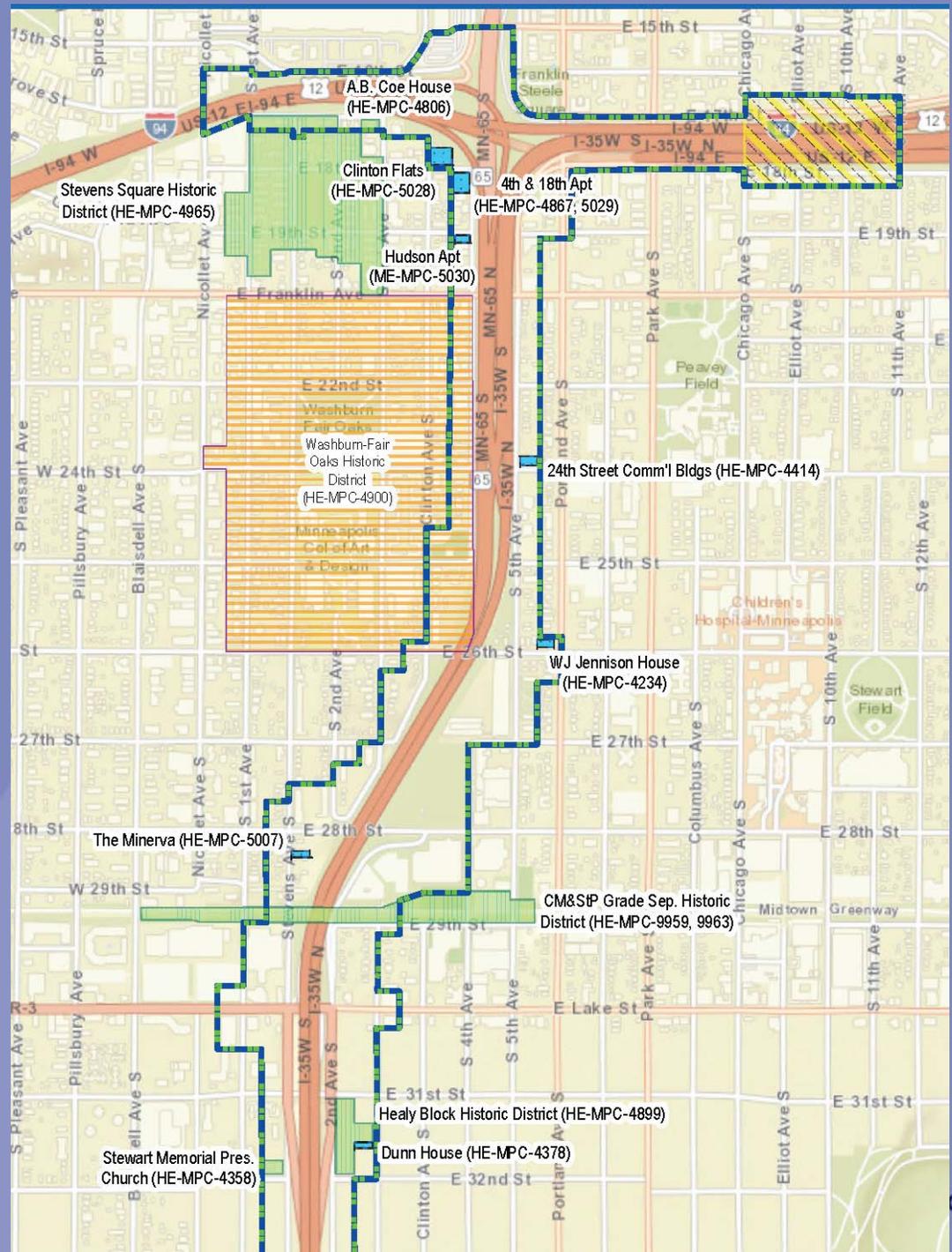
Print Date: 10/6/2015
 Map by: SEH
 Projection: Hennepin County Coordinates
 Source: Hennepin County, BNG, City of Minneapolis, SEH

- Not Proposed
- Replace
- Proposed
- Existing Noise Wall (UPA / Crosstown Project)
- Proposed Geometrics

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)

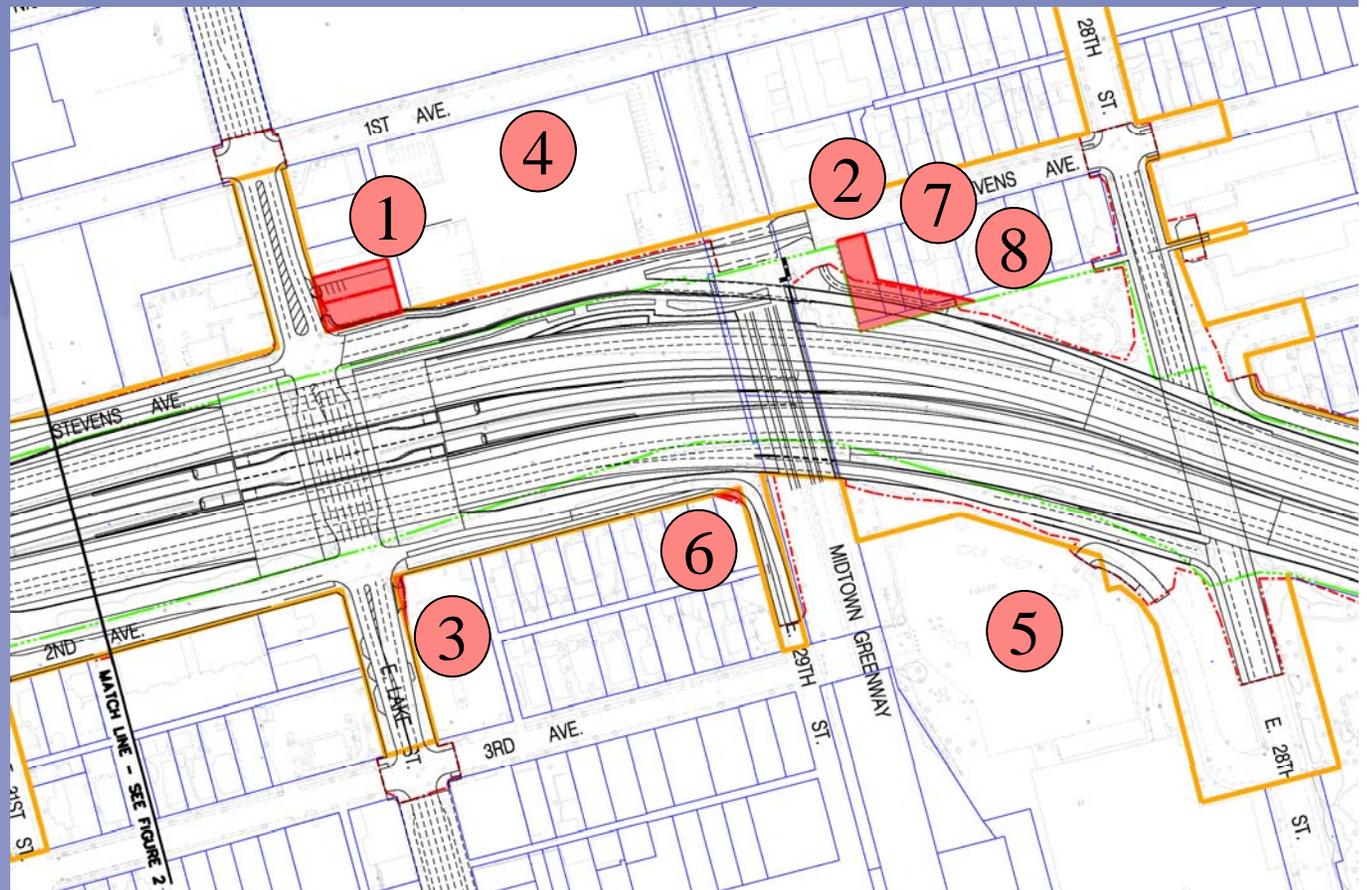
3. McDonalds

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

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- APRIL 27** • Public comment period for environmental document closes
 - MAY 3** • Municipal Consent public hearing – Minneapolis Transportation and Public Works Committee
 - MAY 3** • 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



