



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

**Date:** June 10<sup>th</sup>, 2008

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

**Subject:** **Comments on Environmental Assessment Worksheet (EAW) for Price Dynamic Shoulder Lane Addition, I-35W Northbound**

**Recommendation:**

- a. Review and approve EAW comments.
- b. Refer EAW comments to the City Council for approval and direct Public Works Department to submit comments to MnDOT.

**Previous Directives:**

None

**Prepared by:** Greg Schroeder, Capital Improvement Coordinator, 673-3718

**Approved by:**

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

**Presenters:** Greg Schroeder, Capital Improvement Coordinator, Department of Public Works, Transportation Planning and Engineering

**Reviews**

Permanent Review Committee (PRC):	Approval	<b>NA</b>	Date
Civil Rights Affirmative Action Plan	Approval	<b>NA</b>	Date
Policy Review Group (PRG):	Approval	<b>NA</b>	Date

**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: Not Applicable  
City Goals: Not applicable  
Comprehensive Plan: Not Applicable  
Zoning Code: Not Applicable

## **Background/Supporting Information**

MnDOT is proposing to reconfigure the existing northbound lanes of I-35W, between 42<sup>nd</sup> Street and I-35W and TH 65 split (approximately where 24<sup>th</sup> Street E would intersect the freeway), in order to provide a Priced Dynamic Shoulder Lane (PDSL). The new PDSL will operate as a toll lane for single passenger vehicles. Multi-passenger vehicles will not pay. This project will expand the existing four-lane freeway segment of I-35W into a five-lane freeway segment by constructing the left shoulder into a fifth lane.

Prior to implementation of this project MnDOT is required to prepare an Environmental Assessment Worksheet (EAW) and send it to those agencies impacted. Comments received on the EAW will be considered in deciding whether there is potential for this project to result in significant impacts to the environment, and whether an Environmental Impact Statement (EIS) is needed.

## **Proposed Action**

On May 5, 2008, MnDOT sent the City a copy of an Environmental Assessment Worksheet (EAW) for Priced Dynamic Shoulder Lane Addition Interstate 35W Northbound from 42<sup>nd</sup> Street to where the Downtown Minneapolis Exists and Trunk Highway 65 split and requested our review and comment. The EAW was received by the City on May 8<sup>th</sup>, 2008. Comments on the EAW will be accepted by MnDOT through June 4, 2008. This time frame did not allow us sufficient time to review; prepare and compile comments; and present them to the City Council by the proposed deadline. As a result, the Public Works Department has sent the EAW website links to impacted Council Members and the Mayors office and requested any comments be coordinated and included with our draft comments (attached) which will be sent to MnDOT by the June 4<sup>th</sup>, 2008 deadline. In addition, we are requesting approval of these comments by the City Council. Upon approval, we will submit them as final comments to MnDOT.

## **Attachments:**

Comment on EAW  
Map with project limits

Cc: Council Member Elizabeth Glidden,  
Council Member Robert Lilligren,  
Council Member Betsy Hodges,  
Peter Wagenius, Mayor's Office  
Don Elwood, Public Works  
Jon Wertjes, Public Works  
Rhonda Rae, Public Works  
Lisa Cerney, Public Works  
Kevin Danen, Public Works  
Joe Klejwa, Public Works  
Chris Engelmann, Public Works

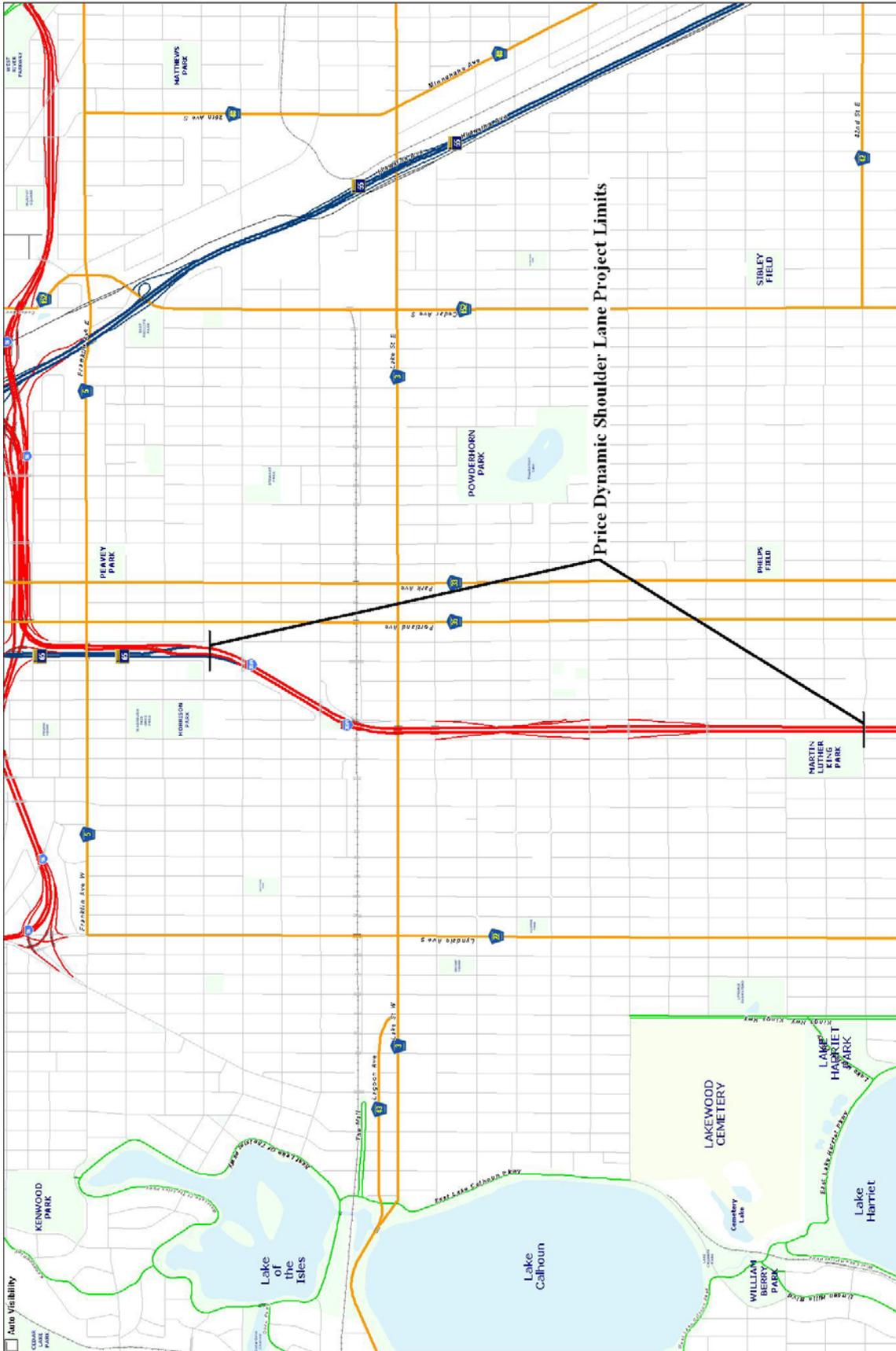
**Price Dynamic Shoulder Lane Addition Interstate 35W Northbound  
Environmental Assessment Worksheet (EAW)**

*June 4, 2008*

<b>Comment Number</b>	<b>Page</b>	<b>Section</b>	<b>Comment/Proposed Change/ Remark</b>
1	2	5	4th Bullet – states that a 2 ft. buffer is included in the 14 ft. lane width. It is not clear if the 13 foot lane will have a buffer between the PDSL and the mixed-traffic lanes and what width of buffer is to be installed. Please clarify.
2	3	6	Drainage - The second sentence implies the entire lateral I-35W storm sewer system is adequate. Recommend that the second sentence to be revised as follows: “The existing lateral storm sewers within the project are presumed adequate to handle the small area (less than one acre of impervious surface) being added and therefore will not be replaced or expanded.....”
3	3	6	Noise wall paragraph -- The noise walls should be consistent with the aesthetic design guidelines, therefore match the look of the Crosstown walls.
4			Will residents have a “choice” on whether or not to have sound walls, as happened with the Crosstown Commons project. Please list the public involvement steps to be used for design and construction of the noise walls.
5	3	6	Noise wall construction from 35th to 44th Streets. Will construction of noise walls require any excavation that would impact adjacent City Streets such as Stevens and 2nd Ave S? If excavation is necessary, will this require removing pavement and closure of a portion of the street? If so, what would be the plan for rebuilding of the street(s)? Will any City utilities be impacted?
6	3	6	Please describe the tree removal and replacement process to be followed for this project.
7	3	6	Construction Methods – states that “The roadway work will consist of removing the topsoil within the project’s construction limits”. Please clarify magnitude of topsoil removal as most of the project work is just mill & overlay, therefore not requiring removal of topsoil?
8	4	6	Project Beneficiaries - The first paragraph states that the “local residents ... should see a reduction in traffic on adjacent local streets”. What is the analysis to support this?
9	4	6	Project Beneficiaries - As part of the 2008 Transportation bill, there is a requirement that MnDOT consider a complete streets framework for all projects – what is the impact for pedestrians, bikers, and transit for this project, and impacts on local roads?
10	7	9	Current and past land use - Needs to be clarify that from 32nd to 42nd the land use is primarily single family residential with some multifamily units.
11	8	9	Figure 5 - It is very difficult to read the map.
12	12	16	First paragraph, last line – should read, “...one acre of new impervious surface will have on the Project area.”

14	16	21	Paragraph 1 -- The portion of the second sentence is not true based on the legislation passed. In Section 3, subsection 5, part b - The commissioner may not operate a dynamic shoulder lane on marked Trunk Highway 35W from its intersection with marked Trunk Highway 94 to its intersection with marked Trunk Highway 62 as a general purpose lane. ... Please clarify and revise.
15	16	21	First bullet says, "...increased congestion in the right two lanes of I-35W." Is that just for northbound I-35W? Also, please explain why congestion will only be in the right two lanes?
16	16	21	Second bullet, change Lowry Tunnel to Lowry Hill Tunnel
17	16	21	4 <sup>th</sup> Bullet, change to "1500 vehicles per hour lane" to "1500 vehicles per hour per lane"
18	17	21	Table 1 – For both AM and PM Peak Hour Vehicles under the Build condition show a reduction in the number of paying single-occupant vehicles from 2010 to 2030. This seems counterintuitive, please explain why the number goes down over 20 years?
19	18	22	Second paragraph, second to last line, change "has" to "as"
13	20	22	Lead – this is an area of Minneapolis that has high concentrations of lead poisoning (particularly from lead paint). Central and Phillips neighborhoods most heavily impacted. Based on these facts modeling should be performed. Our Minneapolis Health and Family Support Department (Lisa Smestead) should be contacted for more information on the lead reference.
20	30	24	Second paragraph – Pile driving noise is associated with "bridge construction" . It seems odd to cite bridge construction when there is none associated with this project.
21	30	24	Since there has been some contention on the Crosstown project regarding noise issues, especially from 6 pm to 7 am, an agreement needs to be established between the City of Mpls and MnDOT which would include any necessary language in the construction contract regarding work hours, permits, adherence to City ordinances, etc....
22	30	24	Noise Description – states that, "...if the sound energy is doubled...there is a 3 dBA increase in noise..." That seems to say that, regardless of the baseline noise level, doubling the sound energy results in a 3 dBA increase. Please clarify as that doesn't seem correct.
23	42	25	Farmland or agricultural preserve – states that "This project will use federal funds and proposes to acquire right of way..." On page 7 it states that, "All construction work...will take place within Mn/DOT's right-of-way." This seems inconsistent. Please clarify if any right of way being acquired for this project?

# Price Dynamic Shoulder Lane Project Limits



**MINNEAPOLIS**  
DEPARTMENT OF  
PUBLIC WORKS



THE CITY OF MINNEAPOLIS, MINNESOTA  
COPYRIGHT © 2008 CITY OF MINNEAPOLIS