

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: July 25, 2016
Item No.: 12.a

Department Approval



City Manager Approval



Item Description: 35W Managed Lane

BACKGROUND

The Minnesota Department of Transportation (MnDOT) is proposing a project along Interstate 35W that will add a Managed Lane in each direction from Trunk Highway 36 in Roseville to Anoka County State Aid Highway 17 (Lexington Ave) in Blaine. This project is tentatively scheduled for 2019, although MnDOT is working to accelerate this project for possible construction starting in 2018.

A Managed Lane is a lane of traffic that will be limited to high occupancy vehicles (HOV) or transit vehicles as well as single occupancy vehicles that pay a fee to use that lane during certain times of the day based on congestion levels. The fee paid will vary based on the level of congestion. Managed Lanes are currently in operation on I-394, I-35W south of downtown Minneapolis and I-35E north of St. Paul.

The project will involve repaving the entire roadway section of I-35W including any ramps that have not been repaved as part of a recent project. The widening of the roadway will also require the construction of new bridges that currently extend over County Road C and Rosegate in the City of Roseville. A layout of the overall proposed project is available for viewing at the Public Works Department at the Roseville City Hall. An electronic version is also available for on-line viewing at MnDOT's Project Website located at:

<http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>

Included as attachments are clips of the overall layout showing:

- The project area within the limits of the City of Roseville
- Typical section of the widened I-35W Corridor
- The area between County Road E2 and the 694 Interchange showing added auxiliary lanes to improve the overall operation of the interchange area

In a letter dated June 2, 2016, MnDOT officially delivered a project layout and notified the City of a request for Municipal Consent. MN Statute 161.16 requires MnDOT to obtain Municipal Consent for projects that "alter access, increase or reduce highway traffic capacity, or require acquisition of permanent right-of-way". This project is adding traffic capacity, but will not alter access or require any permanent right-of-way acquisition within the City of Roseville.

The Municipal Consent process begins with a Public Hearing concerning the final layout documents. Following the hearing, state statutes allow the City Council 90 additional days to

consider approval of the final layout.

On June 13, the City Council approved a resolution establishing a public hearing for this project on July 25th at the regular scheduled City Council meeting. A notice was published in the Roseville Review as well as posted on the City's website meeting the public notification requirements.

Besides the actual construction impacts and delays, potentially the most impactful item related to this project for the residents and businesses of Roseville will be the potential installation of noise walls along the east side of 35W between the on ramp to 35W northbound from Cleveland Ave to County Road D.

The process for the installation of noise walls includes first analyzing the cost effectiveness of the noise walls in comparison to the actual noise reduction. If the noise wall meets the requirements as set by MnDOT and the Federal Highway Administration, then the benefiting property owner is given a vote on whether they want the noise wall or not. There are many properties that would prefer visibility from the freeway to the noise reduction.

In this case, the properties that will vote are the commercial properties located along the east side of I-35W and west of Cleveland Ave. The City will also have some votes due to the location of the City's trail between the freeway and the businesses in this area. The City will be considered tenants of the properties as the trail is on a series of easements through this area, thus allowing the City some votes on the matter. More information on this voting process and the timing will also be presented briefly at this meeting.

The purpose of this public hearing is to take any public comment related to the overall project, particularly as it relates to the items that trigger a municipal consent process as listed above. MnDOT will also be on hand to answer any questions from the public and/or the City Council.

After the public hearing, no official action is required of the Council on this evening. Staff will return to the Council after more information is available about the noise wall voting process and timing to get the Council's vote on the noise wall and also adopt a resolution either granting or denying official Municipal Consent. This will likely occur in September.

FINANCIAL IMPACTS

As indicated in MnDOT's official Municipal Consent letter, there is no anticipated City of Roseville cost participation at this time. However, once the final plans are developed the City may want to incorporate some storm water components to address capacity issues in the area. Similarly we may work with the County to address some traffic signal upgrades at the ramp intersections. These items would incur some financial contribution from the City. More information would be presented to the City Council on these items as the project advances.

STAFF RECOMMENDATION

Staff requests that the City Council receive the presentation on the 35W Managed Lane Project and conduct a public hearing for the purpose of accepting public comment on the project.

REQUESTED COUNCIL ACTION

Receive presentation from City staff and the Minnesota Department of Transportation.

Mayor formally opens Public Hearing. After all members of the public that desire to speak have given their testimony, the Mayor formally closes Public Hearing.

71 Prepared by: Marc Culver, Public Works Director
 Attachments: A: MnDOT Letter Request for City Approval (Municipal Consent)
 B: 35W Managed Lane Project – Portions of Layout



Minnesota Department of Transportation

Metropolitan District

1500 County Road B2, Roseville, MN 55113

June 2, 2016

Marc Culver
Public Works Director
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

RE: Request for City Approval (Municipal Consent) of the Final Layout for SP 6284-172 I35W North

Dear Marc Culver,

MnDOT is proceeding with plans to complete State Project 6284-172, I35W North. Note that when the project is actually programmed for construction the State Project number will change to SP 6284-180. In accordance with Minnesota Statute 161.164, I am submitting for City approval the project's Final Layout, identified as Layout No. 1A, S.P. 6284-172.

The City's approval (municipal consent) is required for this project because it increases highway traffic capacity by adding a MNPASS lane in each direction along with adding several auxiliary lanes that will allow the freeway to move more traffic. Municipal consent of MnDOT projects is described in Minnesota Statutes 161.162 through 161.167 (attached).

Approval or disapproval of the final layout is by resolution of the City Council. (A sample resolution is attached). However, if the City neither approves nor disapproves the final layout within 90 days of the public hearing, the layout is deemed approved (per MN Statute 161.164).

The deadlines (per MN Statute 161.164) for the City's responsibilities regarding municipal consent of the attached layout are as follows, based on a submittal date of the final layout to the City of June 2, 2016:

- Within 15 days of receiving the final layout, schedule a public hearing (by June 15, 2016).
- Within 60 days of receiving the final layout, conduct the public hearing (by August 1, 2016).
- Provide at least 30-days' notice of the public hearing.
- Within 90 days of the public hearing, approve or disapprove the layout by resolution (by October 30, 2016).

MnDOT can attend the public hearing to present the final layout and answer questions at the City's request, as required by statute.

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Project Purpose

MnDOT has identified a number of factors justifying the need for the I-35W North Corridor Project. These factors include pavement conditions, mobility, travel time reliability, and transit and carpool advantages.

- Pavement conditions along segments of I-35W are deteriorating and reaching the end of their service life;
- As the Twin Cities region has grown and more development has occurred, traffic volumes have increased to the point that a number of segments along the I-35W corridor currently experience congestion during the morning and afternoon peak periods each day. This congestion is expected to increase, both in terms of location and duration, as additional growth and development occur in communities throughout the corridor;
- As congestion increases, travel times and the variability in travel times on I-35W are also likely to increase. This requires all travelers to increase their “planning time” with each trip to account for potential delays.
- There are a number of operational challenges associated with the existing bus-only shoulders on I-35W. With increasing congestion and slower travel speeds, bus travel times are anticipated to increase in the future. Other than the ramp meter bypass lanes at Lexington Avenue and 95th Avenue, there are no other time saving advantages in the project area that would encourage carpooling.
- Other goals and objectives have also been identified for the project to help guide the alternatives development and evaluation processes. These include consistency with state and region transportation plans, consideration of lower-cost/high-benefit mobility improvements, and consideration of bridge preservation activities.

The purpose of this project is to provide a long-term, sustainable option for all highway users (transit and non-transit) that improves pavement conditions, increases mobility, improves travel time reliability, and maintains or improves transit advantages on I-35W between TH 36 in Roseville and CSAH 23 in Lino Lakes. State and regional transportation plan policies and strategies, including goals and objectives to better utilize existing and future infrastructure investments, will also help guide the project development process.

Project Description

MnDOT is designing a road project that includes adding a lane, in each direction, to I-35W between Hwy 36 in Roseville and Lexington Ave. (Co Rd 17) in Blaine. All of the freeway pavement will be repaved with concrete from Hwy 36 in Roseville to 0.1 mile north of Sunset Ave (CR 53) in Lino Lakes, and MnDOT is also analyzing the need and locations for building noise walls along the interstate within these limits.

Give additional information that may be helpful, or that is listed in the law but not provided on the layout. (See MN Statute 161.162 Subd. 2.a, Final Layout).

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Planned Project Schedule

The project is not yet fully funded and does not have a definitive construction start date. The anticipated schedule is:

- August 2018: Project Letting.
- September 2018: Minor construction begins with limited lane closures and minor traffic impacts.
- April 2019: Major construction begins with major lane and ramp restrictions and major traffic impacts.
- November 2023: Construction is completed.

The existing freeway is mostly 6-lanes south of CR J. All 6-lanes will be open over each winter season. The freeway will be reduced to 4-lanes during the first stage, which will last 1.5 construction seasons. The second stage will have 5-lanes open, which will last another 1.5 years. The third stage will complete the pavement work north of CR J and keep 4-lanes open and will last one more construction season.

City's Estimated Project Costs

If the city has requested to have city items added to the project (e.g., utilities, sidewalks), ask the city to provide their estimate of the costs for these items and use the city's estimate in this submittal.

For cost estimates, sometimes it is better to give range rather than a specific number.

Some project costs are the City's responsibility, as detailed in MnDOT's cost participation policy. (See the policy and the Cost Participation and Maintenance with Local Units of Government Manual at MnDOT's this website: <http://www.dot.state.mn.us/policy/financial/fm011.html>).

At this time, the City does not have any cost participation in this project. There are no signals being reconstructed, and the City has not asked to add any work such as additional local street reconstruction or utility work.

City's Maintenance Responsibilities

At this time there are no new City maintenance responsibilities. We are not adding new trails or bridges.

Please feel free to contact me if you have any questions about this submittal.

Sincerely,



Jerome Adams

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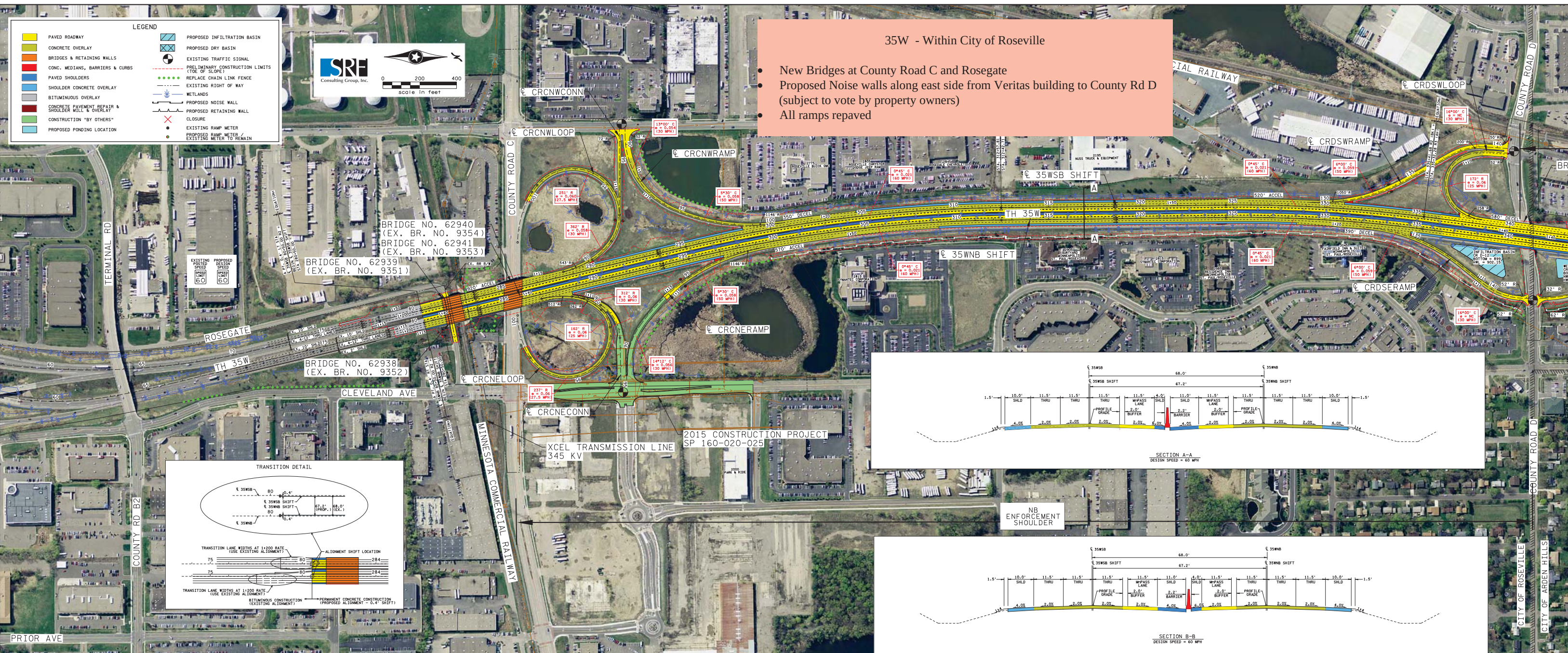
Project Manager
1500 County Road B2
Roseville, MN 55113

Attachments:

Final Layout for SP 6284-172, dated May 25, 2016
MN Statutes 161.162 – 161.167
Sample City Resolution

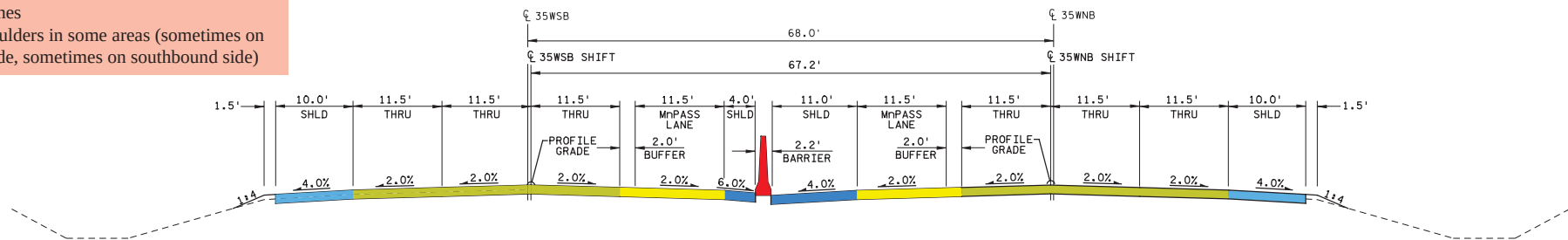
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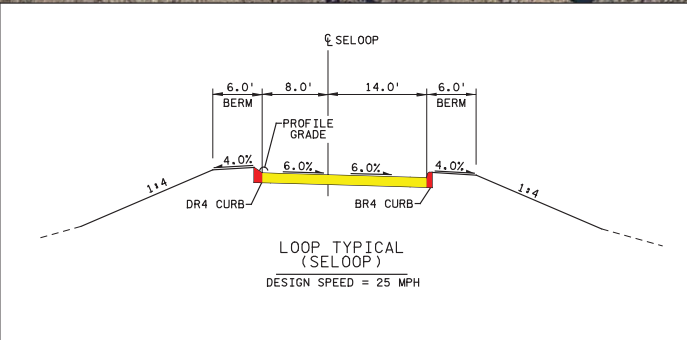
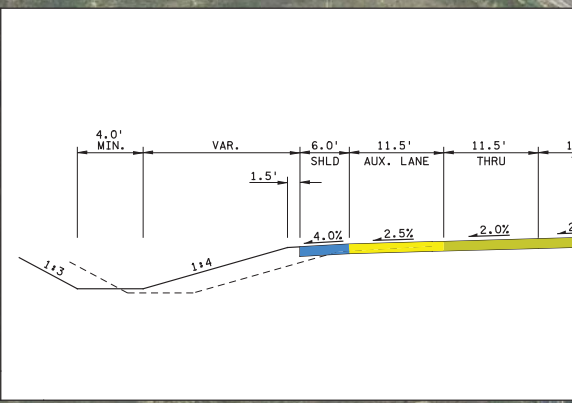
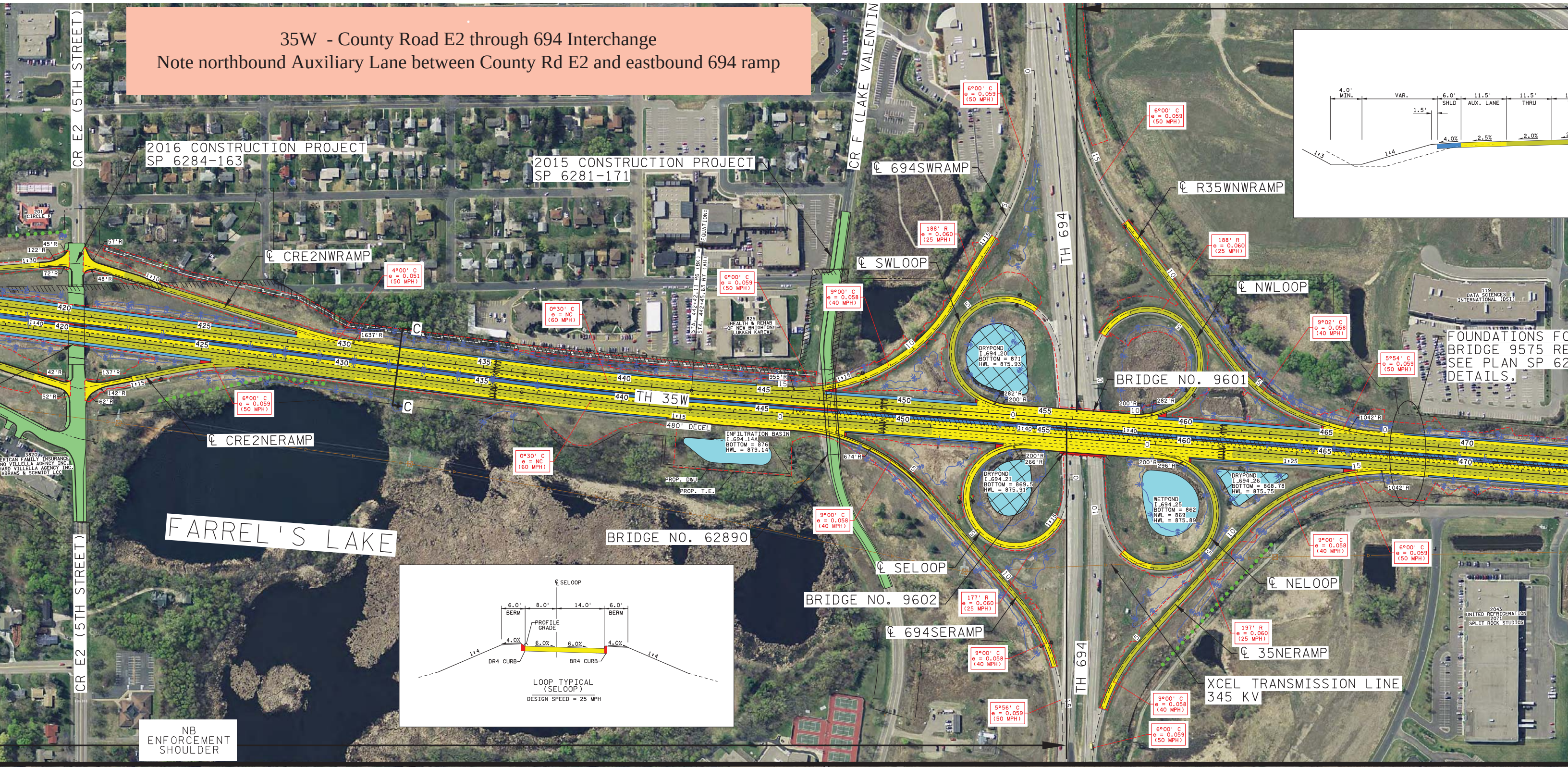
35W Managed Lane Typical Section

- 11.5 foot lanes
- Narrow shoulders in some areas (sometimes on northbound side, sometimes on southbound side)



SECTION A-A
DESIGN SPEED = 60 MPH

35W - County Road E2 through 694 Interchange
Note northbound Auxiliary Lane between County Rd E2 and eastbound 694 ramp



FOUNDATIONS FOR
BRIDGE 9575 RE
SEE PLAN SP 62
DETAILS.