



# INTERSTATE 35W & MINNESOTA RIVER

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Metro District

November 2017



# Project Goals & Project Scope

## • Project Goals

- Improved Accessibility
- Improved Safety and Mobility
- Upgraded Bridges and Pavement

## • Project Scope

- Improve ramp connections at Black Dog Road,
- Extend Truck Climbing Lane south to the entrance ramp from Cliff Road,
- Provide full width outside shoulders,
- Raise elevation of I-35W between Cliff Road and Black Dog Road,
- Replace Bridge on I-35W over Minnesota River, and
- Replace Bridges on I-35W over 106<sup>th</sup> Street
- Construct Trail Connection from Black Dog Road to Lyndale Avenue.
- Noise Abatement (if reasonable and feasible)

# Project Schedule

- Preliminary Geometric Layout Approved: August 2016
- Municipal Consent: Fall 2017
- Environmental Documentation Complete: Spring 2018
- Prepare Design-Build RFP: December 2017
- Release RFP: January 2018
- Design-Build Letting: May 9, 2018
- Construction Start: July/August 2018
- Construction End: November 2021

# Project Funding

- Project has been fully funded for the May 9, 2018 letting utilizing federal dollars with State Match.
- No local participation being requested from either city.

# Maintenance Of Traffic During Construction

- Corridor currently provides for seven lanes of traffic (3 NB and 4 SB)
- Contractor will be allowed to restrict traffic to 5 lanes (2 GP NB, 2 GP SB, 1 rev. MnPASS)
  - Anticipated from Spring of 2019 to Summer of 2020.
- The Contract will include provisions to incentivize the minimization of the 5 lane configuration and get to a 6 lane configuration (2 GP and 1 MnPASS per direction)

# Maintenance of Traffic (Ramp Access)

- Ramps at Cliff Road will restrict the closure for a maximum of 90 days
  - Entrance from Cliff to NB I-35W
  - Exit from SB I-35W to Cliff
  - Detour via I-35W and TH 13
- Ramps at Black Dog Road will be required to provide access at all times
  - Detours via 35W, 98<sup>th</sup> Street, and TH 13.
- Ramps at 106<sup>th</sup> Street (South Side) detoured via I-35W and 98<sup>th</sup> Street

# Project Aesthetics

- Visual Quality Elements evaluated as part of project development:
  - Trail location
  - Rip Rap and Wing Walls
  - Bridge Piers
  - Bridge Railings
  - Retaining Wall Design
  - Entry Monuments
  - Landscaping Opportunities

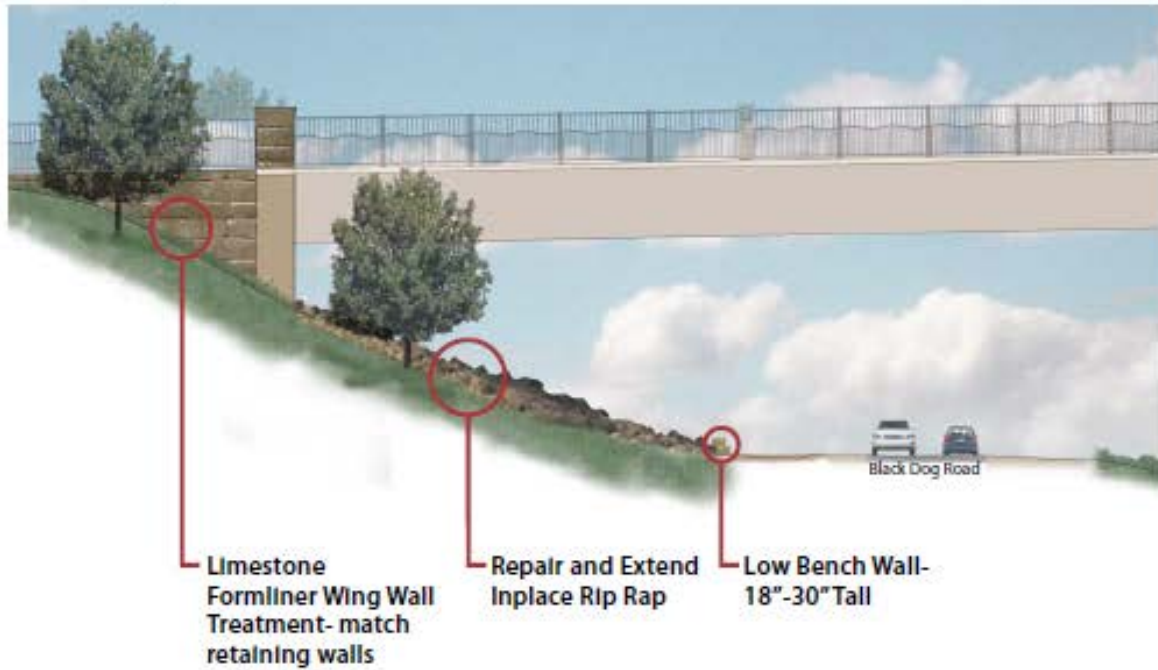






# Wing Walls and Rip Rap

South Side Slope Treatment



North Side Slope Treatment

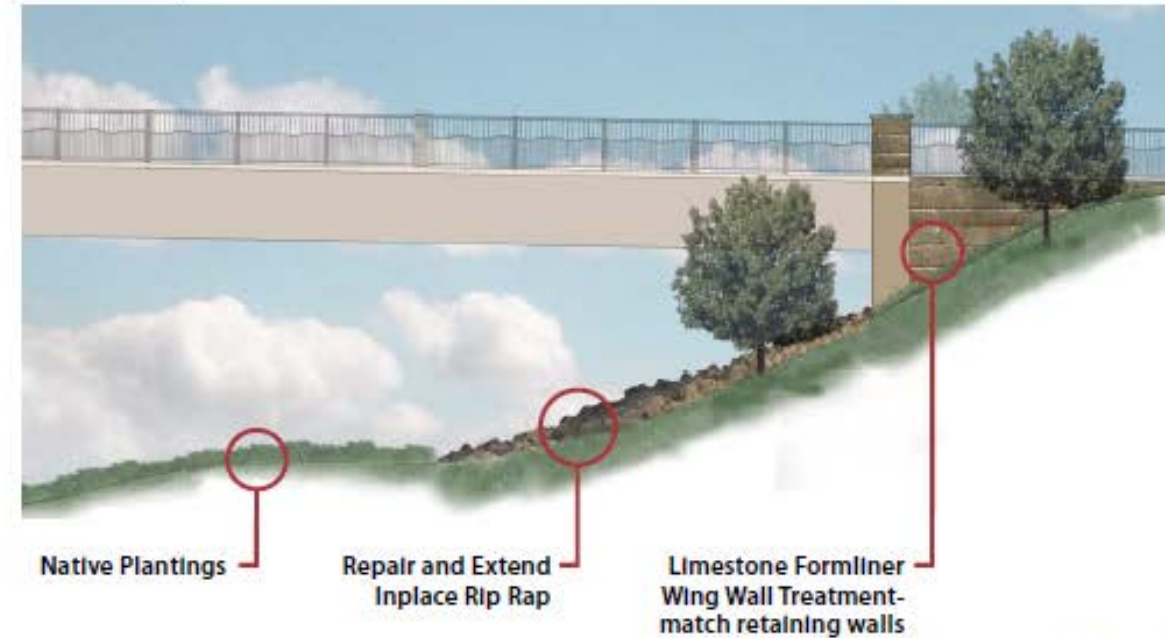


Figure 2.13 Slope Treatment & Wing Wall Elevation

# Piers

Bloomington Side: Alternate Veining

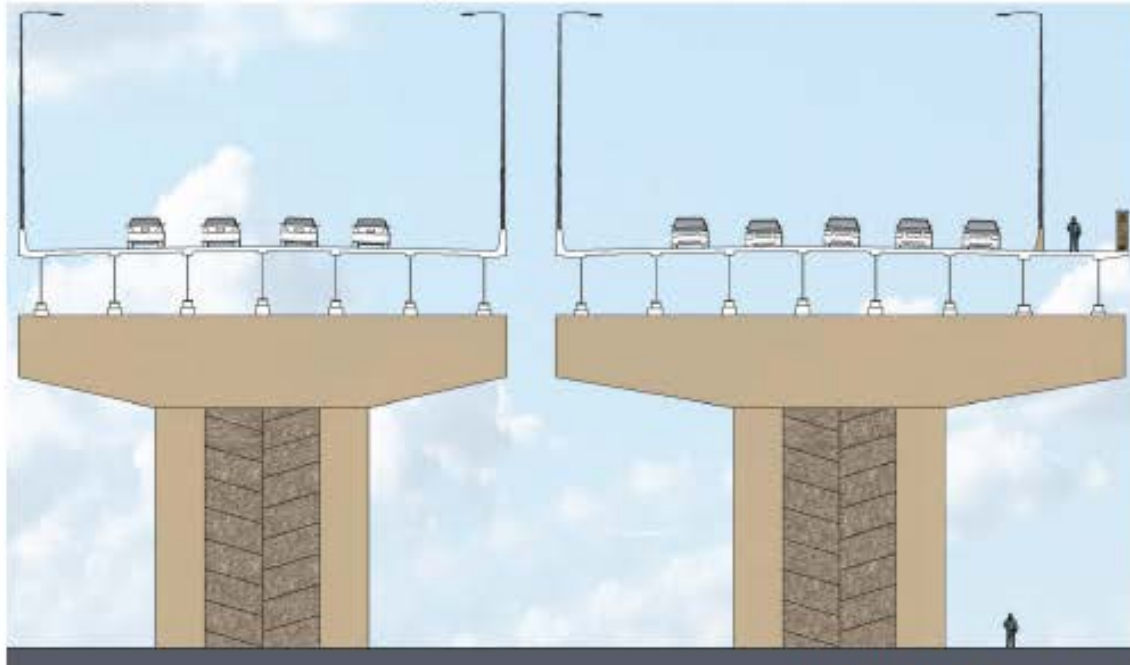


Figure 2.5 North Side Bridge Pier Elevation

Burnsville Side: Opposite Veining

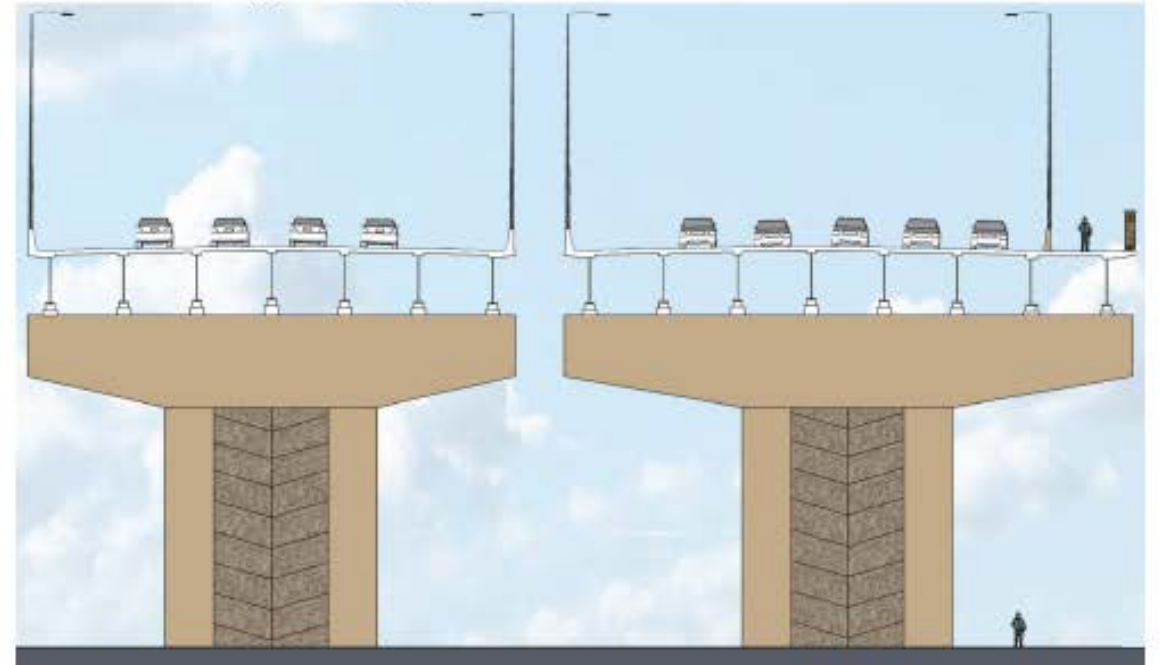


Figure 2.6 South Side Bridge Pier Elevation

# Bridge Railings



Figure 2.15 Ornamental Wave Railing

Type F  
Concrete  
Barrier

Shared Use  
Path

Wave  
Ornamental  
Railing

# Retaining Wall Design



Figure 2.23 Retaining Wall Axon

Retaining Wall Axon



Figure 2.24 Retaining Wall Axon

Concrete Pylon: extends 8" beyond face of wall & top of wall  
PIP Formliner Wall  
Native Vegetation

# Entry Monuments

Entry Monument Front Elevation



Figure 2.27 Entry Monument Elevation

Entry Monument Axon



Figure 2.28 Entry Monument Axon

**Vein Inset:**  
Set back 2" on  
outside edges from  
pylon face

# 106<sup>th</sup> Street Bridge



# Landscape Approach

Burnsville Side Landscape Approach



Figure 2.35 Burnsville Landscape Concept



# Landscape Approach

Bloomington Landscape Approach



Figure 2.34 Bloomington Landscape Concept

# Local Agency Items

- Pedestrian lighting on Bridge and Monuments
  - It was decided not to provide for pedestrian lighting on the bridge, but a conduit will be installed in the railing, such that it could be added in the future.
  - The entry monuments will be down-lit
    - MnDOT will own and maintain the entry monuments and therefore will pay for the lights and the ongoing maintenance of those lights.
  - City emblems on entry Monuments
    - We will work with the cities to develop emblems that can be mounted to the entry monuments.
      - Provides more flexibility into the future if logos change and it can be handled through a permit process.

# Upcoming Events

- Public Hearing for Environmental Document (Anticipated November/December 2018)
- Meet with Benefited Receptors for potential noise barrier and voting (November 2018)
- Ongoing coordination with cities and etc. regarding project(s)

# Thank you again!

**Scott Pedersen**

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