

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: October 10, 2016
Item No.: 14.c

Department Approval



City Manager Approval



Item Description: I-35W Project Municipal Consent and Noise Wall Vote

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 Avenue) in Blaine. The proposed project will also include several smaller improvements along the corridor to improve or eliminate bottle neck areas for better overall traffic operations. 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 (Attachment C) 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 (Attachment B), 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.

Currently the project is expected to be delivered as a design-build project, whereby the contractor

would be responsible for completing the final design of the project and constructing the project per the specifications and requirements of the approved Final Layout as well as the requirements set forth in the Request for Proposals.

The estimated time to construct this project is 3 to 4 years. This length of time is necessary due to the overall project corridor length and the replacement of the entire existing driving surface on I-35W. The Design-Build project delivery method provides an opportunity for creative construction techniques that could shorten the overall project timeline.

On July 25th, 2016, the City Council held a public hearing for the purpose of receiving public comment on this project. There were no written or spoken comments presented at said public hearing.

The City Council is asked to consider approving the attached resolution approving the layout as presented to the City and including the elements described above. If the Council does not want to approve the layout, they should make a motion formally denying approval of the layout. Said motion should include specific concerns or reasons for denial so that MnDOT can follow up with a revised layout or address the concerns in their efforts to appeal the City's denial. Action from the City on this item is due to MnDOT by October 30th. If the City Council takes no formal action prior to that date the City will have waived its right to Municipal Consent.

NOISE WALL

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 I-35W between the on ramp to I-35W northbound from Cleveland Avenue to County Road D. The proposed noise wall is shown in Attachment D. The wall will be constructed with wood planks and concrete posts and will be 14 feet in height.

The process for the recommendation 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 Avenue. 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.

Each vote is given a point total based on the relationship of the voter to the property. Property owners immediately adjacent to the proposed noise wall receive 4 points per vote (one vote per parcel), tenants of properties immediately adjacent to the noise wall receive 2 points. For properties at least one parcel removed from the noise wall but within the benefiting area, property owners receive 2 points per vote and tenants receive one point per vote.

For the proposed noise wall within the City of Roseville, located between County Road C and County Road D, there are a total of 147 eligible possible points based on parcel location and number of tenants. The proposed noise wall must receive at least 74 Yes points in order for the wall to be approved. The City of Roseville has a total of 21 votes representing 41 total points (10 tenant votes

on parcels directly adjacent to the noise wall and one tenant vote for a parcel one parcel removed from the wall).

MnDOT has been updating the project website with the point total as votes are received. The website is updated each week on Friday. As of October 4th, there were 58 Yes points received (39%) and 8 No points received (5%). Once the Yes points exceed 50% of the total eligible points (74 points) the noise wall is approved for construction. It is possible that by the time the Council considers its vote on the proposed noise wall, the noise wall will have received the necessary additional Yes points to warrant the construction of the noise wall. This number will be updated during the Council Meeting.

City staff has received one formal comment from a property owner, Jeff Eckroth owner of Eckroth Plaza located at 3065 Centre Point Drive. Mr. Eckroth requests that the City Council vote no for the noise wall based on impacts to the visibility and property value of the properties along I-35W in this area as well as the potential personal safety issues for users of the trail. His letter is included as Attachment E.

Staff has also had verbal comments from the hotels along this stretch that they are very much in favor of the noise wall based on comments from their customers regarding the freeway noise.

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

Based on the overall proposed improvements to the I-35W corridor and the limited impacts to the residents of Roseville, staff recommends that the City Council adopt the attached resolution approving the project layout as presented by MnDOT for the I-35W Managed Lane Project.

If the Council does not wish to approve the layout, a motion would be in order to formally deny the layout and direct staff to draft a resolution memorializing the Council's denial of Municipal Consent. That resolution of denial must be adopted prior to October 30, 2016.

Staff also recommends the City Council authorize the Public Works Director to submit the MnDOT supplied Noise Wall Ballot with a Yes vote based on benefits to the adjacent property owners and the trail along I-35W as well as the overwhelming YES votes currently received for this noise wall.

REQUESTED COUNCIL ACTION

Adopt the attached resolution approving Municipal Consent for the MnDOT I-35W Project S.P. 6284-172.

Motion authorizing the Public Works Director to complete and submit the noise wall ballot on behalf of the City of Roseville with a YES vote (or NO vote).

Prepared by: Marc Culver, Public Works Director
Attachments: A: Resolution approving Municipal Consent

- B: MnDOT Letter Request for City Approval (Municipal Consent)
- C: I-35W Managed Lane Project – Portions of Layout
- D: MnDOT Noise Wall Notification Letter
- E: Eckroth Letter in opposition to Noise Wall
- F: Presentation

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Patrick Trudgeon, City Manager



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.

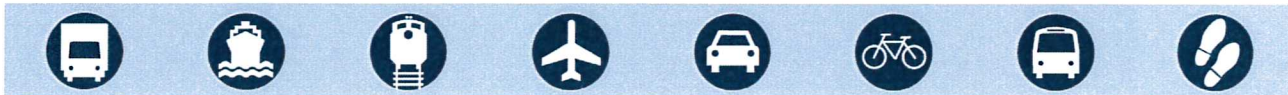
The purpose of this project is to provide a long-term, sustainable option for all highway users (transit and non-transit) that improves pavement conditions, increases mobility, improves travel time reliability, and maintains or improves transit advantages on I-35W between TH 36 in Roseville and CSAH 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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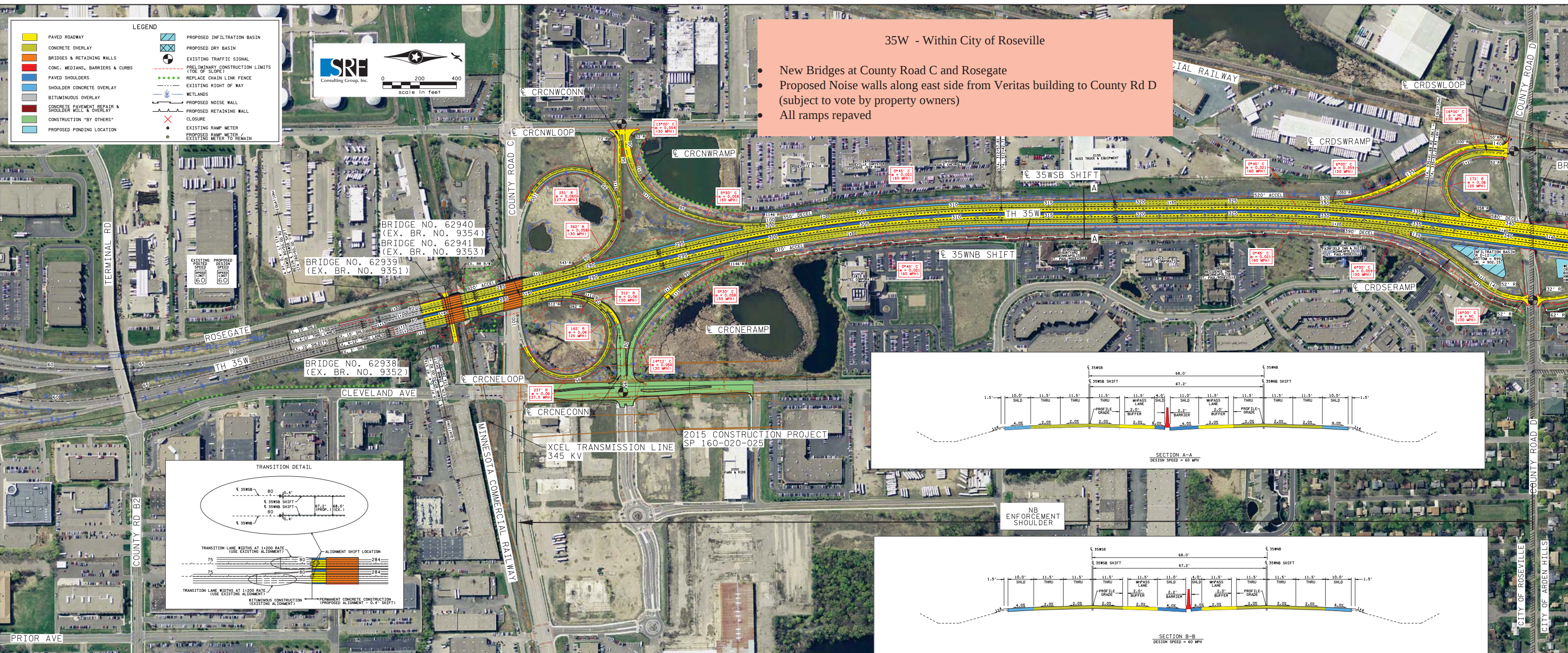
Project Manager
1500 County Road B2
Roseville, MN 55113

Attachments:

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

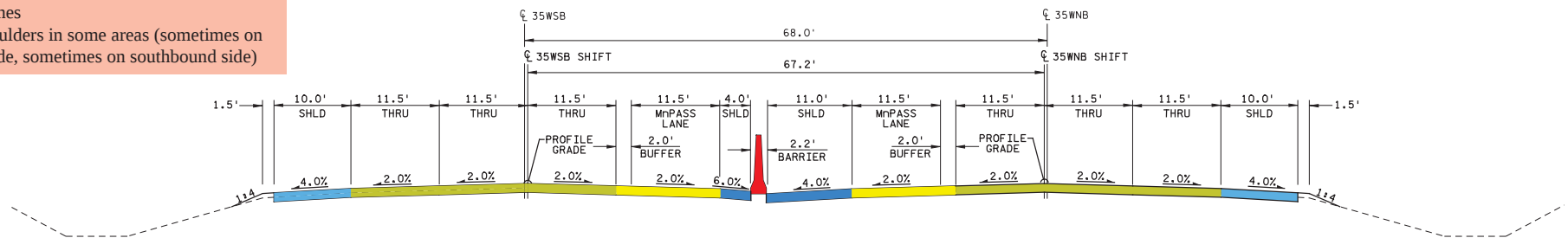
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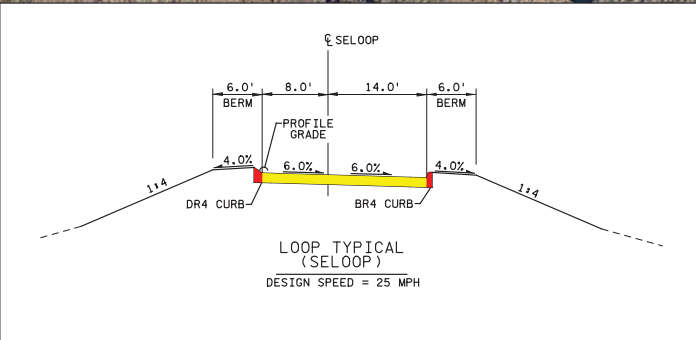
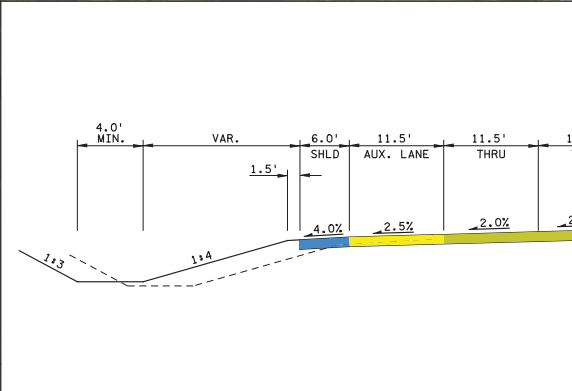
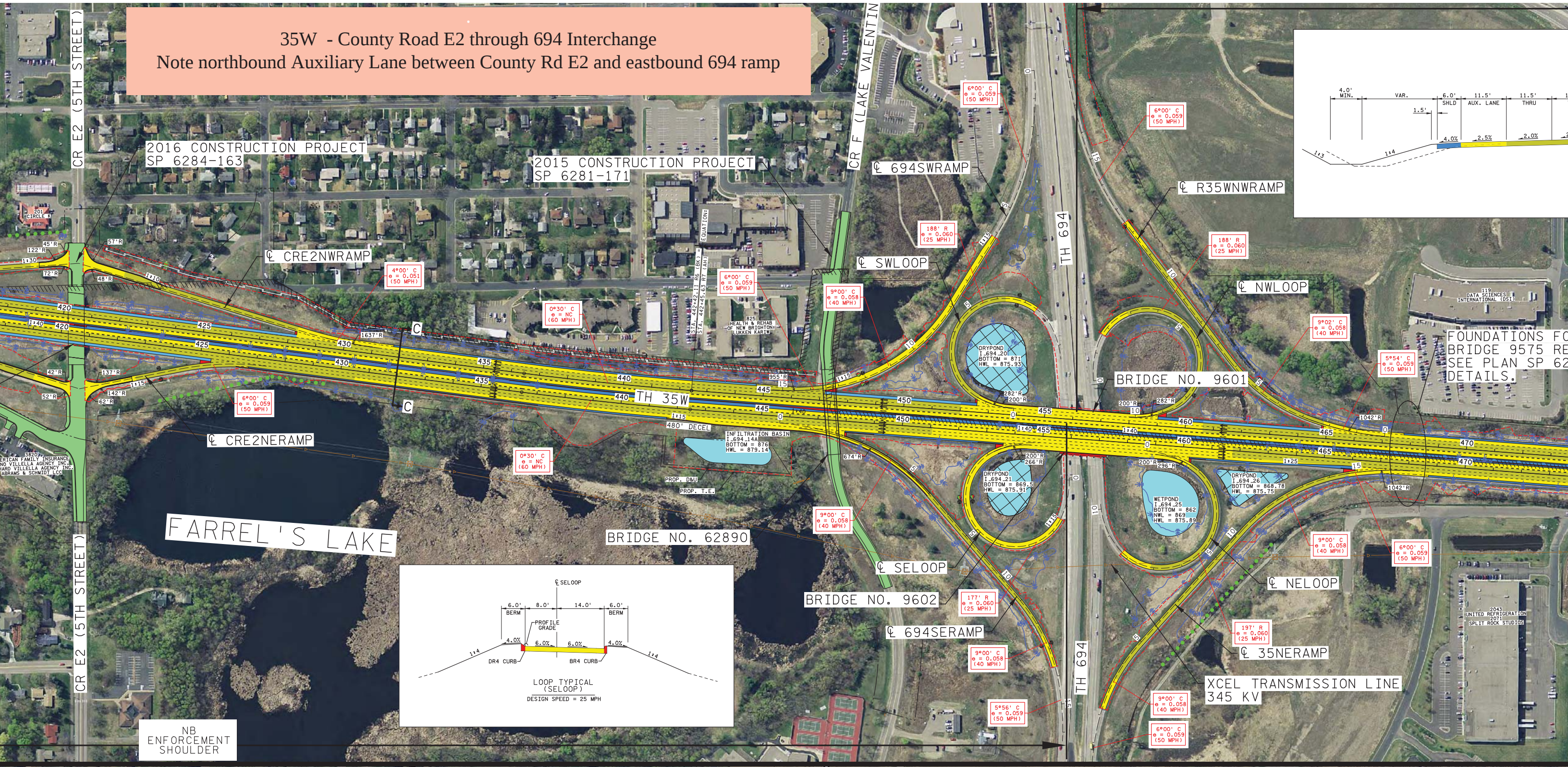
35W Managed Lane Typical Section

- 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.

UNITED REFRIGERATION
2071
SPLIT ROCK STUDIOS



I-35W North Corridor Proposed Noise Walls

1,500 feet north of County Road C to County Road D (Noise Wall NB1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed from 1,500 feet north of County Road C to County Road D on the east side of I-35W would reduce the traffic noise level at your property, unit or business by at least 5 decibels.

Vote on the proposed noise wall

Property owners and residents who will experience a 5-decibel reduction in noise as a result of a noise wall can vote for or against the proposed noise wall along the east side of I-35W (north of County Road C to County Road D).

Your vote can make a difference

Cast your vote on the noise wall that affects you by completing the enclosed voting ballot and mailing it back by **October 6, 2016**.

Translation Available

Para solicitar esta información en otro idioma, por favor comuníquese con Janet Miller a través del 651-366-4720 o janet.rae.miller@state.mn.us

Si aad u codsato akhbaartan iyadoo afka kale ku qoran, fadlan la soo xiriir Janet Miller oo laga helo khadka 651-366-4720. Ama janet.rae.miller@state.mn.us

Yog xav tau cov xov no yam siv lwm hom lus hu rau Janet Miller ntawm 651-366-4720 los yog janet.rae.miller@state.mn.us

How voting works

You can vote for or against the noise wall that affects your property, unit or business. MnDOT uses a weighted voting system to ensure residents and property owners are given appropriate influence on the outcome of the noise wall. How much you influence the outcome of the noise wall is based on how much your property/unit is affected by the noise wall and whether or not you own the property/unit.

Proximity to Noise Wall	Points Awarded		
	Resident	Owner	Both
Property/unit is immediately adjacent to the noise wall	2	4	6
Property/unit is not immediately adjacent to the noise wall	1	2	3

Only the units in apartments/multi-family residential buildings that receive a 5 decibel reduction of noise get to vote. Businesses, churches and schools receive a vote equal to that of a property owner. The table above is an example of the voting system. Please see MnDOT's Noise Policy for additional information about the voting process.

If 50 percent or more of all possible voting points from eligible voters are received after the first request for votes, the majority of points (based upon the votes received) determine the outcome of the noise wall. If less than 50 percent of the possible voting points for a wall are received after the first request, a second ballot will be mailed to the eligible voters who did not respond.

If 25 percent or more of all possible points for a wall are received after the second request for votes, then the outcome is determined by the majority of votes received. If less than 25 percent of total possible points for a noise wall are received after the second request for votes, then the wall will NOT be constructed. If there is a tie, where there are equal numbers of points for and against a noise wall, the noise wall WILL be constructed.

Upcoming neighborhood noise wall meetings

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
 1700 County Rd C2 West
 Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
 803 Old Hwy 8
 New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
 5394 Edgewood Drive
 Mounds View

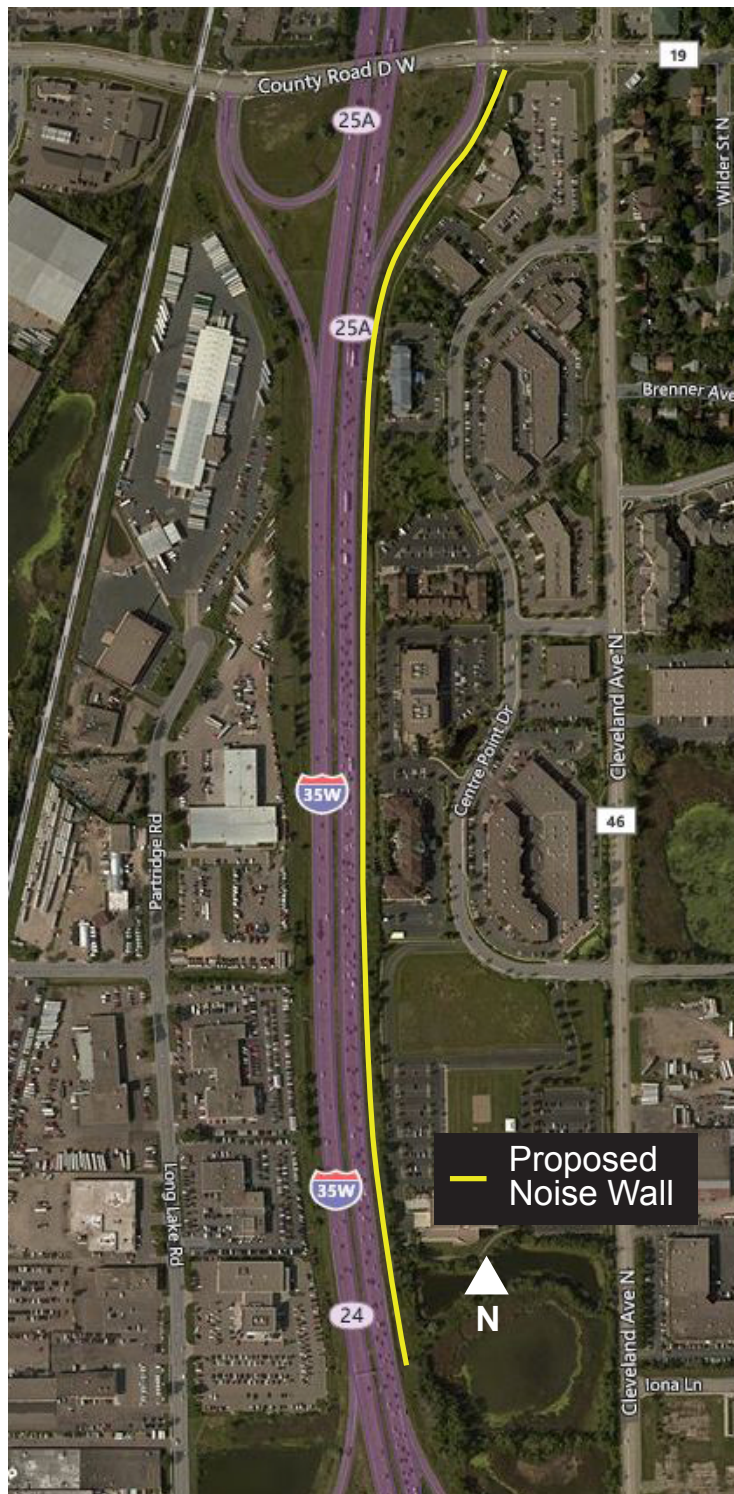
Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
 3629 95th Avenue
 Blaine

Computer Generated Visualizations

What will the noise wall look like?

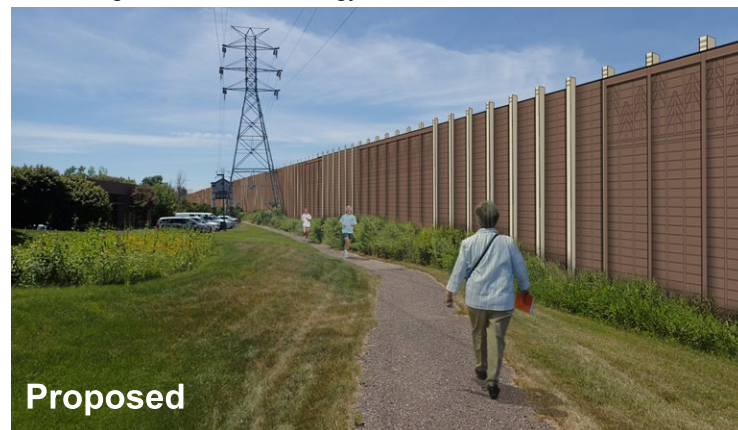
The noise wall will be 14 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

1,500 feet north of County Road C to County Road D
(Noise Wall NB1)



Existing

View along trail near Xcel Energy office and CR D



Proposed



Existing

View of trail near Courtyard Marriott and Centre Point Dr.

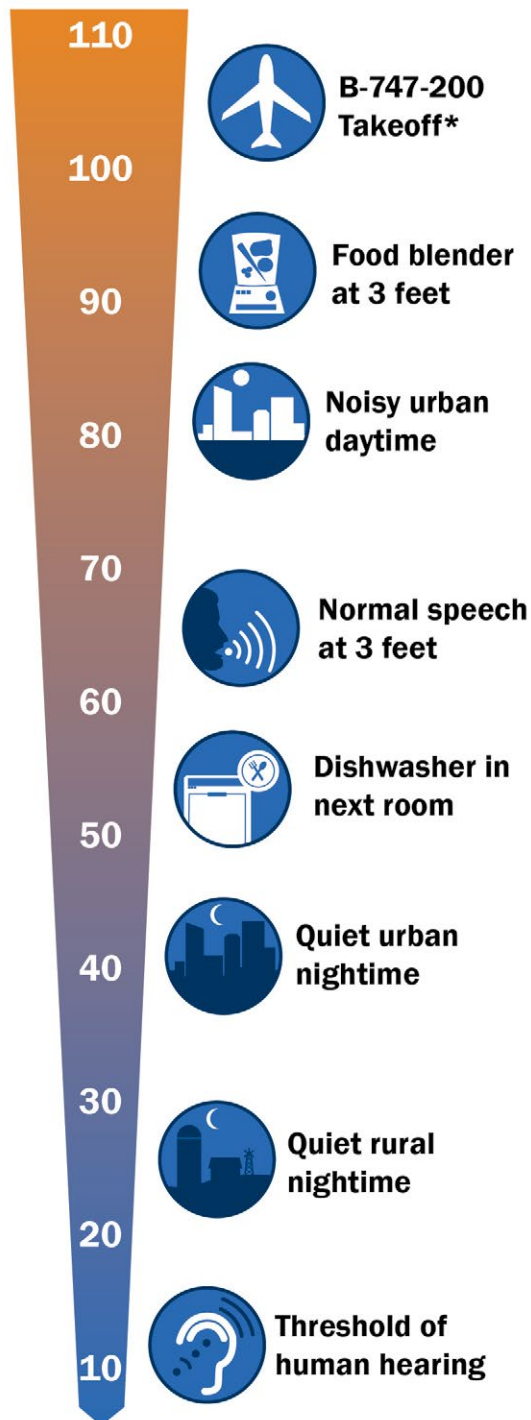


Proposed

Frequently-Asked Questions

COMPARISON OF NOISE LEVELS

Measured in dB(A)



* As measured along the takeoff path 2 miles from the overflight end of the runway

Why are noise walls being proposed as part of the I-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

Studies have shown that changes in noise levels of less than 3 decibels are not typically noticeable by the average human ear. An increase of 5 decibels is generally noticeable by anyone, and a 10-decibel increase is usually "twice as loud."

Why does MnDOT conduct noise studies?

MnDOT assesses existing noise levels and predicts future noise levels and noise impacts of proposed construction projects. If noise impacts are identified, MnDOT is required to consider noise mitigation measures, such as installing noise walls. All traffic noise studies and analyses must follow the requirements established by federal law, Federal Highway Administration Noise Abatement Criteria, Minnesota Pollution Control Agency State Noise Standards, and MnDOT's Noise Policy and noise analysis guidelines.

How does MnDOT determine if a noise wall should be proposed?

Constructing a noise wall must be feasible and reasonable. Feasibility and reasonableness are determined by cost, amount of noise reduction, safety and site considerations. Noise mitigation is not automatically provided where noise impacts have been identified. Decisions about noise mitigation are made according to MnDOT's Noise Policy.

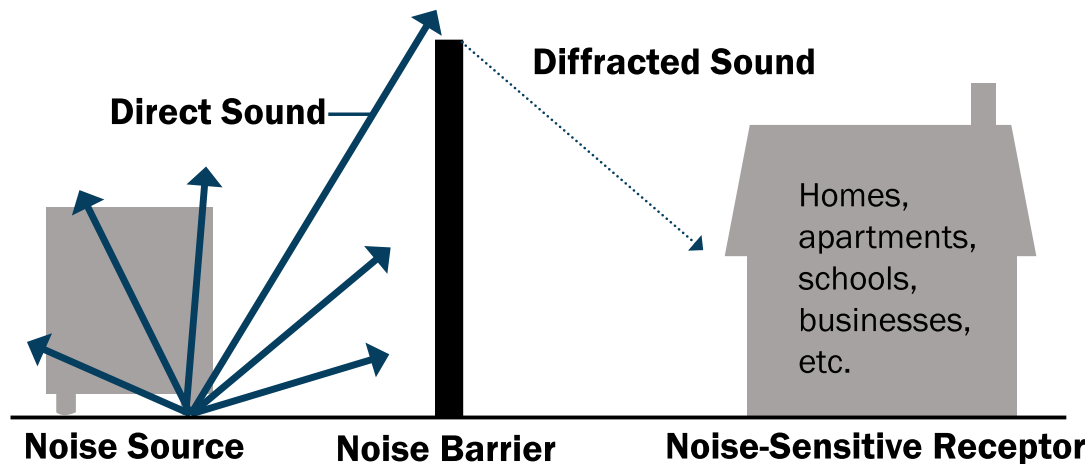
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

Frequently-Asked Questions

How do noise walls reduce noise?

Noise walls do not eliminate all noise. Noise walls reduce noise by blocking the direct path of sound waves to a home or business. **To be considered effective, a noise wall must reduce noise levels by at least 5 decibels.**



Can noise levels increase as sound waves pass over a noise wall?

No, noise levels do not increase as sound waves pass over a wall. Noise levels are reduced the further the sound waves travel.

Could trees be planted to block traffic noise?

There is not enough space to plant the amount of and size of trees needed to reduce traffic noise. To effectively reduce traffic noise there needs to be room for at least 100 feet of dense evergreen trees that are 15 feet tall or more. Additionally, if trees are used to reduce traffic noise, they need to be maintained. MnDOT lacks the necessary resources to maintain trees or other vegetation.

How is the location of the noise wall determined?

MnDOT studied various location options to determine the height, length and location which provides the greatest level of noise reduction.

Do noise walls affect property values?

There have not been any studies that link property values to the presence of noise walls.

Where can I find more information about MnDOT's noise policy?

Visit MnDOT's noise website at <http://www.dot.state.mn.us/environment/noise/policy/2015.html>

Where can I find more information about the I-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>

Marc Culver

From: Jeff Eckroth [REDACTED]
Sent: Monday, September 26, 2016 2:16 PM
To: Marc Culver
Cc: [REDACTED]
Subject: RE: Contact info

Hello Marc,

Thank you for your time and support last week. Please pass this input on to the City Council for consideration as they contemplate their vote on this project. I would encourage them to vote NO based on the following:

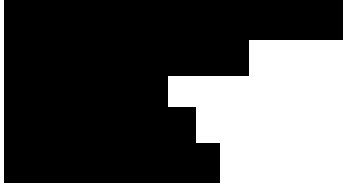
1. I purchased the property in 2012 with the visibility from 35W as a major factor. The value of the property(ies) along the stretch of 35W absolutely are impacted by visibility. I paid more for the building/land due to this and more than had it been located in an office park without visibility from a major interstate highway. If the wall goes up on this stretch of Commercial Property, in my opinion, the values will be negatively impacted, as will the property tax revenue.
2. We developed a new Master Sign Plan based on this visibility from 35W and were approved for building signage and a 30' Pylon sign to take advantage of this visibility. (note: Xcel granted an easement and height was limited due to the power lines). The City of Roseville was wonderful to work with and supported this plan. Thusly, significant investment was made by Eckroth Music and Summit Investment Advisors (tenants of the building). If this wall is installed, all of the signage and invested \$'s will be useless.
3. This could be the biggest issue: The walking path along 35W is prone to being a personal safety issue. When we acquired the property we spent measurable \$'s to clear/clean up trees/bushes/weeds/etc.. Prior to our cleanup efforts, the vegetation caused large portions of the path to be 'obscured' and would have made it easy for predators to hide and take advantage of unsuspecting walkers. This is an ongoing issue even now and we are committed to keeping it clear and safe. We've just completed another \$1,900 in vegetation clean up. The WALL WOULD OBSCURE THIS EVEN MORE – PERMANENTLY . Additionally, without street lighting added, the path would be DARK after sundown and before sunrise.
4. Do the Taxpayers of MN, Hennepin County and Roseville really have the desire to invest precious tax dollars on a section of this wall that borders commercial property that, in our opinion, has little impact from the traffic noise?
5. Customer Impact: We chose this location as our customers travel from about a 60 mile radius to get service and support for their music education needs and directing them to '35W at County Road D' gives them an immediate understanding of where we are. The Pylon and Building Signage that is visible now gives them the 'oh there it is' as they get close. The wall would block this and cause confusion and frustration to our 1000's of customers that travel to Roseville to do business. Note:

Eckroth Music serves the needs of school band and orchestra students and their parents in East Central MN and Western WI.

Marc, Thank you and we would appreciate your support with a 'No' vote on the 10th.

Musically,

Jeff Eckroth
Eckroth Plaza Minnesota, LLC



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From: Marc Culver [<mailto:Marc.Culver@cityofroseville.com>]
Sent: Friday, September 23, 2016 8:36 AM
To: Jeff Eckroth
Subject: Contact info

Jeff,

Again, thank for your phone call this morning and your input on the proposed installation of the noise wall. If you could please send me your comments and concerns in an email I will make sure the City Council has that input for their consideration of the noise wall at the October 10th City Council meeting. You are also welcome to come to that meeting and speak in person if you like.

If you have any other questions or comments please call or email me.

Thanks Jeff.
Marc...

Marcus J. Culver, P.E.
Public Works Director
City of Roseville
marc.culver@cityofroseville.com
Office: (651) 792-7041



35W Managed Lane Project

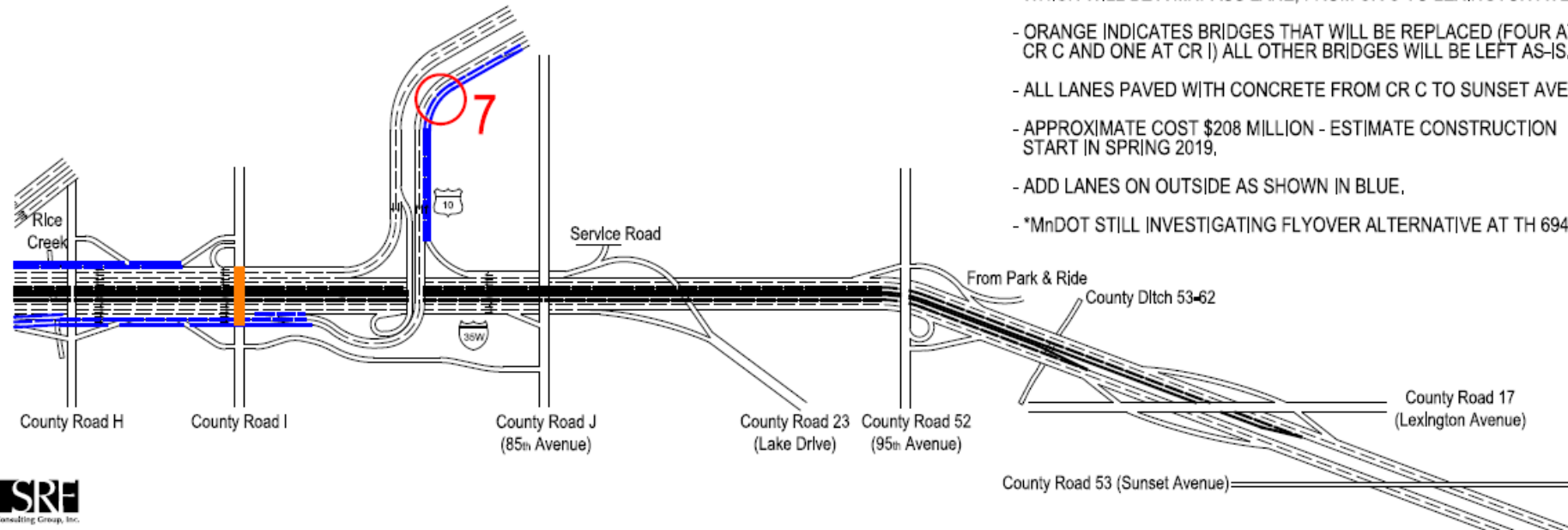
OCTOBER 10, 2016 – CONSIDERATION OF MUNICIPAL CONSENT
AND NOISE WALL VOTES

Project Scope

- ▶ Hwy 36 to Lexington Ave.
- ▶ Add a lane in each direction
- ▶ Recommend a MNPASS Lane
- ▶ Several spot improvements to roadway included
- ▶ Concrete pavement
- ▶ Noise walls will be evaluated
- ▶ Replace northbound and southbound bridges at CR C (4 bridges), and replace CR I bridge.
- ▶ Add continuous lighting from 1694 to north junction US 10.



- ADD ONE LANE IN EACH DIRECTION IN THE MIDDLE, WHICH WILL BE A MNPASS LANE, FROM CR C TO LEXINGTON AVE.
- ORANGE INDICATES BRIDGES THAT WILL BE REPLACED (FOUR AT CR C AND ONE AT CR I) ALL OTHER BRIDGES WILL BE LEFT AS-IS.
- ALL LANES PAVED WITH CONCRETE FROM CR C TO SUNSET AVE.
- APPROXIMATE COST \$208 MILLION - ESTIMATE CONSTRUCTION START IN SPRING 2019.
- ADD LANES ON OUTSIDE AS SHOWN IN BLUE.
- *MnDOT STILL INVESTIGATING FLYOVER ALTERNATIVE AT TH 694



Project Timeline

- Construction start in 2018 or 2019
- Up to four years of construction
 - Reconstruction of entire pavement surface with concrete pavement
 - Reconstruction of any ramps that have not been reconstructed over the past several years
 - Construction of noise walls
 - Widening of pavement surface for managed lanes and auxiliary lanes
- Design Build project delivery method allows opportunity for contractor to provide value engineering to reduce cost of project and/or shorten construction timeline

Municipal Consent

- MnDOT Required by State Law to obtain Municipal Consent
- Per State Law Requirements
 - City of Roseville held a Public Hearing on July 25, 2016. No comments received
 - Impacted City must vote to approve project layout
 - If City does not approve the project layout MnDOT has the option to pursue an appeals process, redesign project or stop the project
- Cities that need to provide Municipal Consent for this project:
 - Roseville, New Brighton, Arden Hills, Mounds View, Shoreview, Lexington, Blaine, Lino Lakes
- If Council is satisfied with the project as presented it should adopt the attached resolution approving the project layout

Noise Walls

- Analysis indicated 8 locations where noise walls were warranted and cost effective
- One location in the City of Roseville
 - Located between County Road C and County Road D on the east side of 35W
 - Primarily justified due to the presence of the trail along the freeway corridor

Proposed Noise Wall Location





Noise Wall Voting

- MnDOT provides a process by which impacted and benefiting property owners and tenants may vote for the noise wall
- Some businesses prefer visibility from the freeway over the noise reduction benefit
- Votes are assigned points based proximity to the noise wall and whether vote is from the tenant (1-2 points) or property owner (3-4 points)
- City of Roseville has 11 votes worth 21 points due to location of the trail



LOCATION 1 EXISTING



LOCATION 1 PROPOSED



LOCATION 2 EXISTING



LOCATION 2 PROPOSED

Noise Wall Voting

- Current vote tally (as of October 4th, to be updated before Council Meeting):
 - Total Eligible Points = 147
 - Yes Points Received = 58 (39% of total eligible)
 - No Points Received = 8 (5% of total eligible)
- Noise wall will be considered approved when total Yes Points received exceeds 50% (74 points)
- One property owner has submitted request for a NO vote from the City (letter attached)
- City Council should vote for YES or NO vote on Noise Walls (ballot does not allow for some yes and some no votes)

Questions?

