

# I-94 CAPACITY & SAFETY IMPROVEMENT PROJECT

## TH 55 TO VANDALIA STREET



The **National Environmental Policy Act (NEPA)** of 1969 requires all federal agencies to consider environmental impacts when making decisions. NEPA calls for sound and informed decision-making that assesses the incremental and cumulative impacts to the natural and built environment in order to protect, maintain, and enhance the environment.

NEPA procedures ensure that environmental information is available to public officials and citizens before decisions are made, and actions taken. The Council on Environmental Quality (CEQ) implements the regulations.

In 1973, the State Legislature passed the **Minnesota Environmental Policy Act (MEPA)** and established the Environmental Quality Board (EQB) to work with the CEQ to support and implement NEPA.

Federal Highway Administration (FHWA) and Minnesota Department of Transportation (Mn/DOT) projects are subject to NEPA and MEPA reviews and an Environmental Assessment (EA) must be conducted.

The EA is reviewed by: the City of Saint Paul • City of Minneapolis • Hennepin County • Ramsey County • Minnesota Pollution Control Agency • Minnesota Department of Natural Resources • State Historical Preservation Office • Capitol Region • Watershed District • Mississippi Watershed Management Organization • the United States Army Corps of Engineers.



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### PROJECT PURPOSE

After the tragic collapse of the I-35W bridge in 2007, Mn/DOT created a detour and routed traffic on Hwy 280 and I-94. The purpose of this project is to replace the present temporary configuration of I-94 between TH 55 at Hiawatha Avenue in Minneapolis and Vandalia Street/Cretin Avenue in Saint Paul with a permanent configuration that will supply additional lanes, relieve congestion, improve safety, provide advantages for transit and rehabilitate the pavement surface – by December 2011.

### PROJECT DESCRIPTION

The **Preferred Alternative** is a minor rehabilitation to provide near-term improvements including an additional lane in each direction and to address existing geometric and safety problems. All construction will occur in the existing Mn/DOT right of way and consequently, lanes will be 11.5-feet wide and some existing shoulders will be decreased. Emergency pull-offs will be constructed where feasible to accommodate emergency and disabled vehicles.

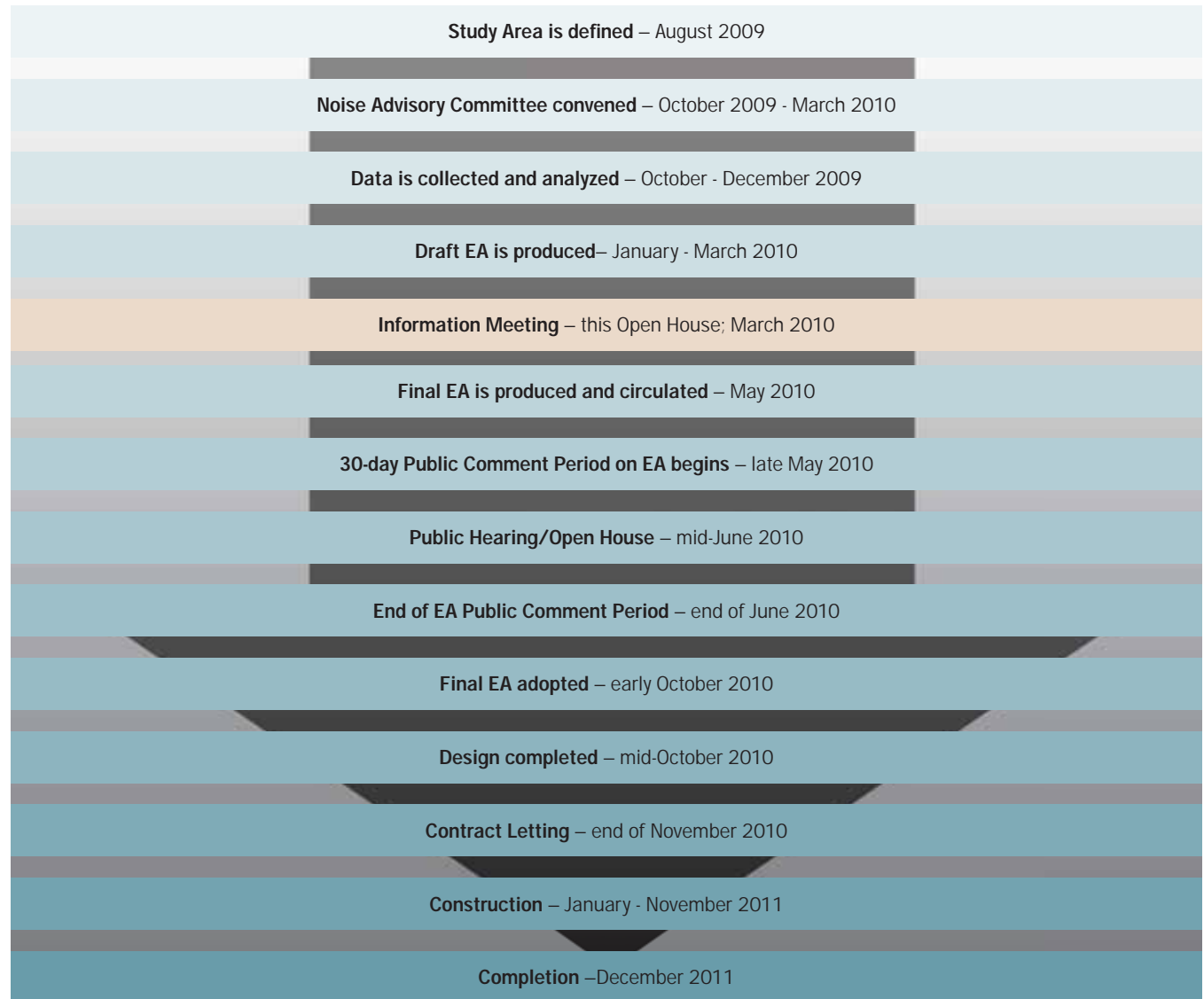


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### ENVIRONMENTAL ASSESSMENT (EA) STEPS AND ESTIMATED PROJECT SCHEDULE



HNTB

OPEN HOUSE

SUMMARY OF I-94 EA PROCESS

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The **Preferred Alternative** includes the following improvements:

### Additional Lanes

1. Four thru lanes on eastbound I-94 from the 6th St. entrance ramp to Highway 280.
2. The provision for an auxiliary lane on eastbound I-94 from Riverside Ave. to Huron Blvd.
3. Three thru lanes and one auxiliary lane on westbound I-94 from Highway 280 to 5th St.
4. The provision for an auxiliary lane on westbound I-94 from Riverside Ave. to Huron Blvd.
5. Realignment of southbound Highway 280 entrance ramp to westbound I-94 and the provision of a parallel acceleration lane.

### Safety

6. Emergency pull-off areas along WB and EB I-94 where needed and feasible
7. Reconstruct I-94 medians and shoulders from TH 55/Hiawatha Ave. to TH 280
8. Restripe to provide 10-ft.-wide outside shoulder along WB I-94 from 5th St. exit ramp to TH 55/Hiawatha Ave. bridge
9. Construct 10-foot-wide outside shoulder along EB I-94 between Cedar Ave. and 25th Ave.
10. Construct 10-ft.-wide outside shoulders along EB I-94 at two locations between Franklin Ave. and TH 280

11. Construct 10-ft.-wide outside shoulder along WB and EB I-94 between Huron Blvd. entrance and exit ramps
12. Construct WB I-94 auxiliary lane from NB TH 280 exit ramp to 5th St. exit ramp
13. Realign retaining wall adjacent to the left side of WB I-94 ramp just beyond the bridge over SB TH 280 to WB I-94

### Geometrics

14. Realign ramp from EB I-94 to 25th Ave.
15. Realign SB Huron Blvd. to EB I-94 ramp to increase length of acceleration/merge lane
16. Realign EB I-94 to NB TH 280 ramp to flatten the curve radius

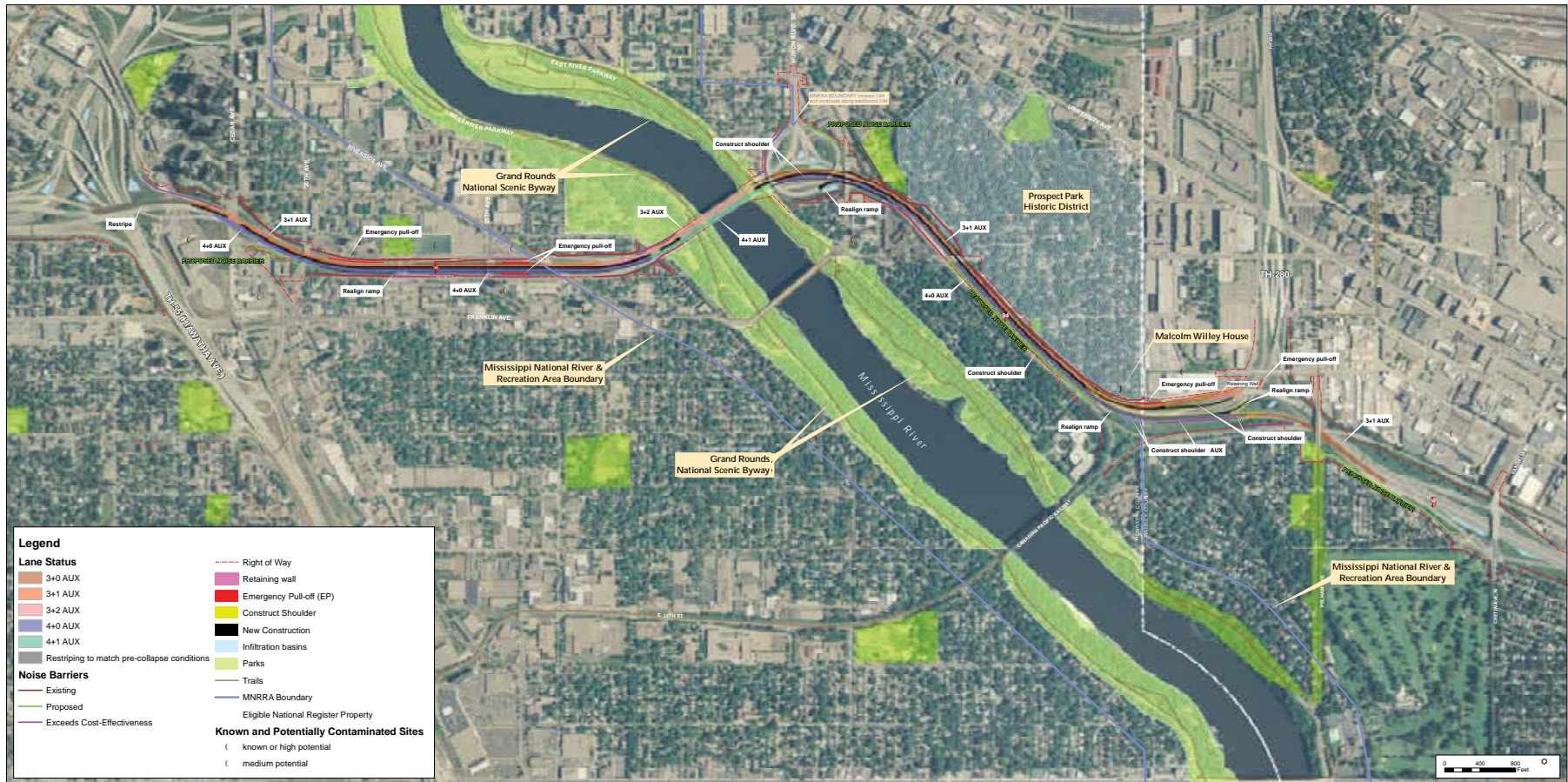
### Pavement

17. Rehabilitate concrete pavement on mainline and ramp between Riverside Ave. and Franklin Ave.
18. Rehabilitate the pavement surface of all remaining travel lanes with four-inch mill and overlay

### Noise

19. Noise barriers along EB I-94 between Cedar Ave. and 20th Ave.; at the northeast portion of the ramp to Huron St.; between Franklin Ave. and Cecil St.; and between Pelham Ave. and Cretin Ave. N.

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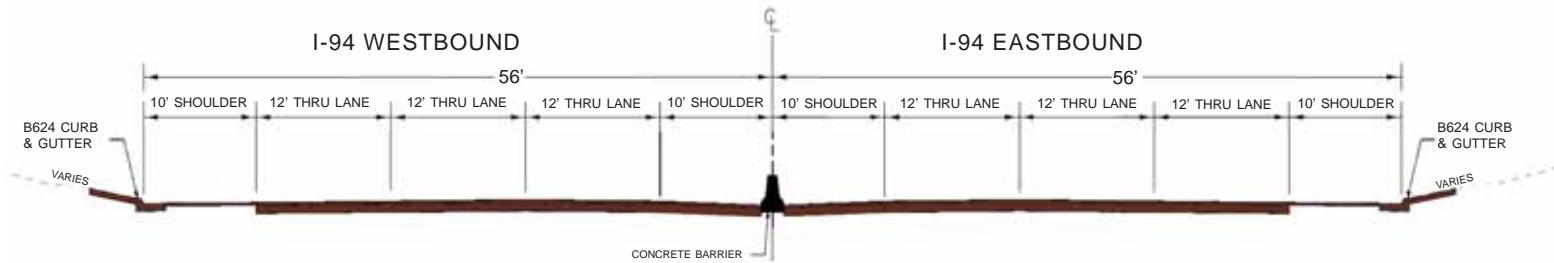


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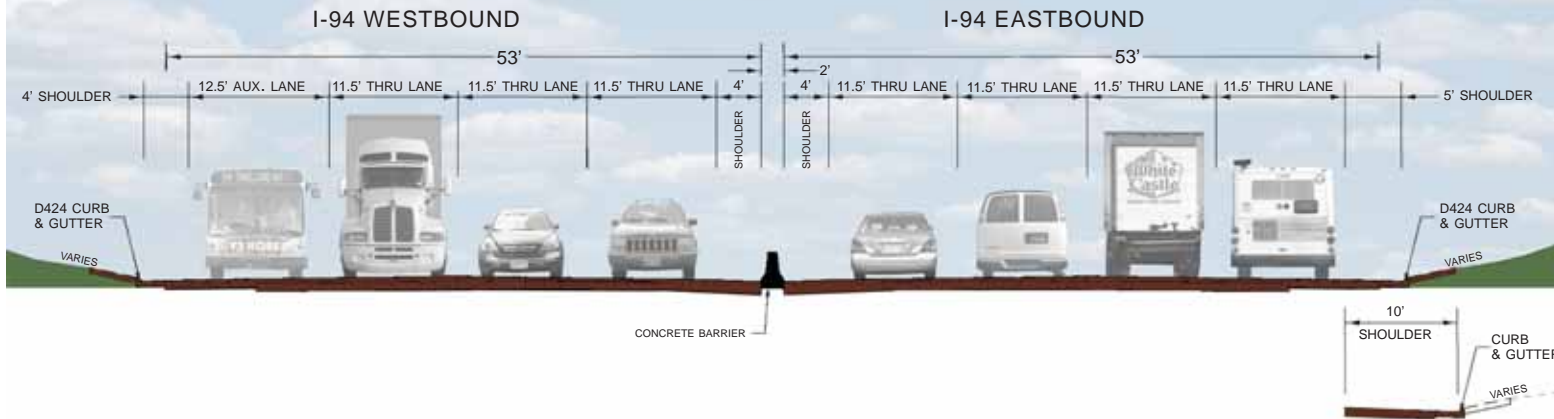
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### NO BUILD ALTERNATIVE



### PREFERRED ALTERNATIVE



### EMERGENCY PULL-OFF TYPICAL SECTION

