

Interstate 94/35E, St. Paul

MnDOT is preparing plans for the repair and resurfacing of I-94 between Western Ave. and Mounds Blvd. and I-35E from I-94 north to University Ave. beginning in summer 2021. The project will also repair several ramp bridges, the Robert St. Bridge over the I-94/I-35E commons, and address drainage issues along westbound I-94 and build new storm water drainage ponds. This project is currently scheduled to be let in April 2021 with an anticipated construction start date of August 2021.

The project is currently being staged to generally maintain at least 2 lanes of traffic in all directions for the majority of the project duration. However, there are concerns about how these lane restrictions will impact traffic congestion and backups in this heavily traveled corridor.

MnDOT is asking potential contractors to assist with evaluating construction staging, project duration and alternative scenarios to performing Concrete Pavement Restoration. These may include other staging alternatives, extended full closures, weekend closures and overnight closures. MnDOT requests one-on-one meetings with potential construction contractors to review the proposed concepts and provide feedback. The meetings are expected to last approximately 90 minutes.

MnDOT cannot compensate contractors for the one-on-one meetings, or accommodations to and from the meeting. Contractors will not be disqualified from submitting bids for construction if they attend. A summary of discussions will be posted on the project web site listed below after the meetings (names and company titles will not be available for viewing).

mndot.gov/metro/bidding/2021/april/sp6283247.html

MnDOT is looking for input with regards to:

If I-94 and/or I-35E were closed, what sort of duration would be necessary to complete the CPR repairs?

If I-94 and/or I-35E were closed over the weekend, how many weekends would be necessary to complete the CPR repairs?

If I-94 and/or I-35E were closed overnight, how many nights would be necessary to complete the CPR repairs?

Are there any significant cost increases with the use of Ultra High Early Concrete?

Under a staged construction scenario, is it beneficial to have moveable barrier in place to create a haul road during off peak lane closure times?

The Project Consists of:

- 104,122 LF of Type CD Repairs, Current Staging has approx. 22,000 LF Stage 1, 51,000 LF Stage 2 and 31,000 LF Stage 3
- 11,404 SY of Type CX Repairs, Current Staging has approx. 2700 SY Stage 1, 7200 SY Stage 2 and 1500 SY Stage 3
- 59,057 SF Type BA Repairs, Current Staging has approx. 21400 SF Stage 1, 12300 SF Stage 2 and 25300 SF Stage 3

August 24-28, 2020 has been selected as the Department's desired time period for constructability reviews. (We are hoping to be able to arrange in-person meetings, but will adjust to electronic meetings/teleconferencing if health recommendations are still in effect.)

Please contact Eric Embacher, Resident Engineer, at 651-366-4302 or eric.embacher@state.mn.us to schedule a meeting.