Application

01970 - 2014 Bridges

02188 - 10th Avenue SE Bridge Rehabilitation

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	12/01/2014 4:02 PM

Primary Contact

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	City	State/Province	Postal Code/Zip	
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	MINNEAPOLIS,CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	http://www.ci.minneapolis.mn.us/
Address:	DEPT OF PUBLIC WORKS
	309 2ND AVE S #300
*	MINNEAPOLIS (City) / Minnesota (State/Province) / 55401 (Postal Code/Zip)
County:	Hennepin
Phone:*	612-673-3884 Ext.
Fax:	
PeopleSoft Vendor Number	0000020971A2

Project Information

Project Name	10th Avenue SE River Bridge Rehabilitation
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The project will rehabilitate the 10th Avenue SE river bridge over the Mississippi River to extend the life of the bridge. Built in 1929 and now listed on the National Register of Historic Places, this 2,153-foot long concrete open spandrel arch structure provides access for vehicles, bicyclists, and pedestrians, and 25 transit routes between downtown Minneapolis, the University of Minnesota, Cedar-Riverside neighborhood, and Marcy-Holmes neighborhood. Tenth Avenue is an A Minor Arterial bridge that fulfills a critical link in the downtown transportation system, where there are limited river crossings, particularly for multimodal users. Since the bridge is load-posted, it cannot fully meet its function as an A Minor Arterial Reliever to I-35W. The project is located within a Racially Concentrated Area of Poverty and will benefit all modes by preserving the bridge for the long term and improving multimodal facilities.

The bridge is rated as Adequate, but is deteriorating rapidly. This bridge was awarded funding in 2011 Regional Solicitation, but inspections in 2013 revealed deterioration beyond what the previously funded project could address, and funding was returned to TAB.

The deterioration is worsened by poorly designed deck joints that allow water and salt to seep through and cause corrosion of the deck, floor beams, spandrel columns, piers, and arches. The rehabilitation would consist of replacing the deck on the concrete arch spans, replacing some spandrel columns, and patching spandrel columns, piers, and arches. The reconstructed deck would eliminate most deck joints and replace the remaining joints with high performance joints. Anodes will be installed to slow corrosion of bridge elements. A new surface finish would be added to the entire bridge.

The deck will be reconfigured to add multimodal elements: bicycle facilities, and pedestrian walkways on both sides of the bridge (the bridge

currently has a sidewalk only on the downstream side, and paved shoulders on both sides).

If the bridge condition is not addressed, deterioration will continue until full closure is required, removing this essential multimodal link from the downtown transportation network and threatening the historic elements of the bridge. Therefore a 2017 program year is preferred. The deteriorating bridge poses a major risk to drivers, pedestrians, and bicyclists on the roadways and trails underneath the bridge, because the spandrel columns and arches have loose concrete that could fall on people or vehicles below. The proposed improvements would address the long-term deterioration of this important bridge.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0.56

Connection to Local Planning:
Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

The Minneapolis Plan for Sustainable Growth (2009), pages 2-5, 2-7, 2-8, 8-1, 8-4, 8-9

Access Minneapolis: Ten-Year Transportation Action Plan (2009), page 80

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	University of Minnesota Non-Motorized Transportation Grant
Federal Amount	$7,000,000.00
Match Amount	$23,000,000.00
Minimum of 20% of project total	
Project Total	$30,000,000.00

Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	76.67%
Source of Match Funds	City of Minneapolis
Preferred Program Year	
Select one:	2017 (Roadway Projects Only)

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	City of Minneapolis
Functional Class of Road	A Minor Reliever
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	MSAS
Name of Road *Example; 1st ST., MAIN AVE*	10th Avenue SE
Zip Code where Majority of Work is Being Performed	55454
(Approximate) Begin Construction Date	03/01/2017
(Approximate) End Construction Date	11/30/2018
LOCATION	
From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	2nd St S
To: **(Intersection or Address)**	University Avenue
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Bridge replacement, deck replacement
Old Bridge/Culvert?	Yes
New Bridge/Culvert?	No
Structure is Over/Under **(Bridge or culvert name):**	2796 over Mississippi River

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$1,500,000.00

Removals (approx. 5% of total cost)	$2,000,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$250,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$60,000.00
Striping	$0.00
Signing	$0.00
Lighting	$60,000.00
Turf - Erosion & Landscaping	$0.00
Bridge	$25,780,000.00
Retaining Walls	$0.00
Noise Wall	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$29,650,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$350,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00

Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$350,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Transit and TDM Contingencies	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$30,000,000.00
Construction Cost Total	$30,000,000.00
Transit Operating Cost Total	$0.00

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between $1,000,000 and $7,000,000. Roadway system management must be between $250,000 and $7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1.The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement.

2.Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.
The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement.

Bridge Projects Only

3.The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

4.Bridges selected in previous Bridge Improvement and Replacement solicitations (1994 2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement. Yes

5.Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement. Yes

6.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement. Yes

7.The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement. Yes

8.Project limits for bridge projects are limited from abutment to abutment.

Check the box to indicate that the project meets this requirement. Yes

9.The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

Check the box to indicate that the project meets this requirement. Yes

Bridge Replacement Projects Only

10.The bridge must have a sufficienty rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

Bridge Rehabilitiation Projects Only

11.The bridge must have a sufficienty rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Other Attachments

File Name	Description	File Size
2796_SIR.pdf	Structure Inventory Report	73 KB
Figure 2.pdf	Project Improvements	6.2 MB
Figure1_10thAveBridge_ProjectLimits.pdf	Project Location Map	862 KB
RdyAreaDef.pdf	Roadway Area Def	887 KB
Regional Solicitation Application Letter 2014.pdf	Letter of commitment of local match funds.	404 KB
RegionalEconomy.pdf	Regional Economy	1.7 MB
SocioEcon.pdf	Socio Econ	1.7 MB
transitConnections.pdf	Transit Connections	1.7 MB

Measure A: Functional Classification

Address how the project route fulfills its role in the regional economy as identified by its current functional classification. The project must be located on a Non-Freeway Principal Arterial or an A Minor Arterial.
Reference the Roadway Area Definition map generated at the beginning of the application process. Report the total area and project length, as depicted on the Roadway Project Summary map, to calculate the average distance between the project and the closest parallel A Minor Arterials or Principal Arterials on both sides of the project.
Upload the "Roadway Area Definition" map used for this measure.

Area	1.168
Project Length	0.542
Average Distance	2.155
Upload Map	Roadway Area Definition Map.pdf

Measure B: Current Daily Heavy Commercial Traffic

Non-Freeway Principal Arterial or A Minor Arterial

Calculate the average distance between the project and the closest parallel Principal Arterials or A Minor Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

Location	10th Avenue SE & University Avenue
Current Daily Heavy Commercial Traffic Volume	675.0

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration	Yes
Direct connection to or within a mile of a Manufacturing/Distribution Location	Yes
Direct connection to or within a mile of an Educational Institution	Yes
Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan	
County or City Plan Reference (Limit 700 characters; approximately 100 words)	
Upload Map	Regional Economy Map.pdf

Measure A: Current Daily Person Throughput

Location	10th Ave Bridge
Current AADT Volume	10000.0
Existing Transit Routes on the Project:	2, 3, 6, 7, 22, 111, 113, 114, 118, 250, 252, 261, 263, 264, 270, 288, 355, 465, 475, 579, 652, 684, 695, 698, 789

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	2612.0
Current Daily Person Throughput	15612.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	No
METC Staff - Forecast (2030) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
Forecast (2030) ADT volume	10000.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	Yes
Project located in Concentrated Area of Poverty	
Projects census tracts are above the regional average for population in poverty or population of color	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.	

The project is located within a Racially Concentrated Area of Poverty. The project provides multimodal improvements and preserves a bridge crossing that will benefit RCAP populations who walk, bike, or use transit for transportation by providing improved access to the University of Minnesota (both for education and work) and other employment opportunities. The bridge is one of a limited number of river crossings in the area (the new I-35W Bridge does not have bicycle or pedestrian facilities).

Response (Limit 1,400 characters; approximately 200 words)

The South Minneapolis RCAP in which the project is located has a major concentration of public housing for the region and is a magnet for Somali immigrants. Public housing and Section 8 housing within 0.5 miles of the project include Cedar Hi Apartments, Riverside Plaza, and other rental assistance properties (see Figure 1). Nearly 30 percent of the housing in the RCAP is publicly subsidized. In 2012, 60 percent of the project areas census tract was people of color, and 56 percent of the households were low income. The project will preserve this critical multimodal link between housing, jobs, recreational, and education destinations for low income populations and people of color. The project will also improve access for students on both sides of the river to reach the University of Minnesota campus.

Upload Map

SocioEcon Conditions Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.56

1

Total Project Length

Total Project Length 0.56

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	0.56	0.56	97.0	1.0	97.0
		1	**97**	**1**	**97**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.56

Total Housing Score 97.0

Measure A: Bridge Condition

Bridge Sufficiency Rating 52.1

Select all that apply:

Structurally Deficient

Load-Posted

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)	The bridge is rated Adequate, but is deteriorating rapidly. A 2013 Survey found the issues observed in 2009 have progressed more quickly than expected. If the deficiencies are not addressed, deterioration will continue and it will be necessary to close the bridge. Concrete testing found high chloride content due to exposure to salt and water, especially beneath the expansion joints, accelerating the corrosion of the reinforcing steel within piers, floor beams, spandrel columns, and arch ribs. The bridge deck has cracks penetrating to the reinforcing steel. The bridge is scour critical, meaning heavy rain events put the bridge piers at risk. Deterioration is also causing delamination under the bridge, causing concrete to fall into the river, trails, and roadways below. The bridge is load posted; so freight vehicles are funneled onto I-35W, and this roadway cannot serve its function as an A Minor Arterial Reliever. If no action is taken, the bridge will continue to deteriorate and the bridge will be posted with a reduced load capacity within a few years. The project will replace or repair bridge components, address scour, install anodes to address corrosion, and remove joints to reduce future deterioration to extend the service life of this historic bridge.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	2, 3, 6, 7, 22, 111, 113, 114, 118, 250, 252, 261, 263, 264, 270, 288, 355, 465, 475, 579, 652, 684, 695, 698, 789
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit Conditions Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	1.2743937E7
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The project is located within Minneapolis extensive network of trails, on-street bicycle facilities, and sidewalks. The project connects directly between high traffic pedestrian areas, including the high density housing on the north side of the bridge and University of Minnesota and commercial destinations on the West Bank. The trail along West River Parkway is heavily used and was reconstructed in Fall 2014 (the trail runs directly below the bridge, and the bridge poses a risk to trail users when concrete falls off the structure). A new trail under I-35W (Bluff Street Trail) provides a link between downtown and the new Dinkytown Greenway via Bridge #9 (Dinkytown Trail Bridge). The on-street bicycle network includes bike lanes throughout Cedar-Riverside, Dinkytown, and Marcy-Holmes (see Figure 1). This network provides multimodal access to high-density housing, job concentration centers in downtown, the University of Minnesota, and Augsburg College. While the I-35W bridge is located less than 500 feet away from the 10th Avenue bridge, it is a freeway and does not provide multimodal facilities. The multimodal network provides access to major riverfront and downtown tourist and recreational destinations, including the Mill City Museum, Gold Medal Park, Guthrie Theater, future Vikings Stadium, the historic Mill District, and the West Bank Green Line station.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)	The project would reconfigure the lanes and multimodal facilities on the bridge to safely integrate all modes of transportation. Tenth Avenue currently has a paved shoulder to serve bicycles and a sidewalk on the downstream side of the bridge only. Coordination with the Minneapolis Bicycle and Pedestrian Advisory Committees have identified that a separated bicycle facility along 10th Avenue is preferred. The addition of a walkway on the upstream side of the bridge would fill a gap in the pedestrian network. The bridge fills a critical link for 25 transit routes, filling a vital link in the transit system. Rehabilitation of the bridge would preserve this routing option, as other nearby bridges would not serve the same transit customers, should the bridge need to be closed and routes changed. The West Bank Green Line station is less than 0.5 miles south of the bridge, so the bridge provides a link for transit users to reach the light rail. The bridge serves an important role for the RCAP population by providing multimodal choices for people to reach housing, jobs, and education opportunities. Accessibility for transit users, bicyclists, and pedestrians is especially important for RCAP populations who rely on these modes.

Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	$30,000,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 03/31/2016

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 03/31/2016

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 03/31/2016

Project is located on an identified historic bridge Yes

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 03/31/2016

9)Letting

Anticipated Letting Date 01/30/2017

Mn/DOT Structure Inventory Report

Bridge ID: 2796 **CEDAR (10TH) over MISS R; BNSF & STS**

Date: 11/19/2014

+ GENERAL +

Agency Br. No.	4205
District	METRO Maint. Area
County	27 - HENNEPIN
City	MINNEAPOLIS
Township	
Desc. Loc.	0.3 MI N OF WASH AVE
Sect., Twp., Range	24 - 029NN - 24W
Latitude	44d 58m 50.91s
Longitude	93d 14m 34.20s
Custodian	CITY
Owner	CITY
Inspection By	CITY OF MINNEAPOLIS
BMU Agreement	
Year Built	1929
Year Fed Rehab	
Year Remodeled	2001
Temp	
Plan Avail.	CENTRAL

+ STRUCTURE +

Service On	HWY;PED
Service Under	HWY;RR;STREAM
Main Span Type	CONC ARCH
Main Span Detail	OPEN SPANDREL ARCH
Appr. Span Type	PRESTR BM SPAN
Appr. Span Detail	
Skew	
Culvert Type	
Barrel Length	

Number of Spans

MAIN: 7 APPR: 14 TOTAL: 21

Main Span Length	290.5 ft
Structure Length	2,153.0 ft
Deck Width	68.1 ft
Deck Material	C-I-P CONCRETE
Wear Surf Type	LOW SLUMP CONC
Wear Surf Install Year	2000
Wear Course/Fill Depth	0.16 ft
Deck Membrane	NONE
Deck Protect.	N/A
Deck Install Year	
Structure Area	146,619 sq ft
Roadway Area	119,492 sq ft
Sidewalk Width - L/R	8.0 ft
Curb Height - L/R	
Rail Codes - L/R	07 07

+ ROADWAY +

Bridge Match ID (TIS)	1
Roadway O/U Key	1-ON
Route Sys/Nbr	MSAS 328

Roadway Name or Description

10TH AVE SE

Roadway Function	MAINLINE
Roadway Type	2 WAY TRAF
Control Section (TH Only)	
Ref. Point (TH Only)	
Date Opened to Traffic	07-01-1976
Detour Length	1 mi.
Lanes	4 Lanes ON Bridge
ADT (YEAR)	24,452 (2007)
HCADT	
Functional Class.	URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB SB-WB
Roadway Width	55.5 ft
Vertical Clearance	
Max. Vert. Clear.	
Horizontal Clear.	55.4 ft
Lateral Clr. - Lt/Rt	
Appr. Surface Width	76.0 ft
Roadway Width	55.5 ft
Median Width	

+ MISC. BRIDGE DATA +

Structure Flared	NO
Parallel Structure	NONE
Field Conn. ID	
Cantilever ID	

Foundations

Abut.	CONC - FTG PILE
Pier	CONC - FTG PILE
Historic Status	ON REGISTER
On - Off System	ON

+ PAINT +

Year Painted	Pct. Unsound 10 %
Painted Area	
Primer Type	
Finish Type	

+ BRIDGE SIGNS +

Posted Load	VEHICLE & SEMI
Traffic	SPEED LIMIT
Horizontal	NOT REQUIRED
Vertical	NOT APPLICABLE

+ INSPECTION +

Deficient Status	
Sufficiency Rating	52.1
Last Inspection Date	09-16-2014
Inspection Frequency	24
Inspector Name	MINNEAPOLIS
Structure	P-LOAD POSTED

+ NBI CONDITION RATINGS +

Deck	6
Superstructure	5
Substructure	5
Channel	6
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	5
Deck Geometry	5
Underclearances	4
Waterway Adequacy	9
Approach Alignment	7

+ SAFETY FEATURES +

Bridge Railing	1-MEETS STANDARDS
GR Transition	1-MEETS STANDARDS
Appr. Guardrail	1-MEETS STANDARDS
GR Termini	1-MEETS STANDARDS

+ IN DEPTH INSP. +

Frac. Critical	
Underwater	Y 60 mo 10/2012
Pinned Asbly.	
Spec. Feat.	

+ WATERWAY +

Drainage Area	
Waterway Opening	99999 sq ft
Navigation Control	PERMIT REQD
Pier Protection	NOT REQUIRED
Nav. Vert./Horz. Clr.	90 ft 265.0 ft
Nav. Vert. Lift Bridge Clear.	
MN Scour Code	U-CRIT;PROT REQD
Scour Evaluation Year	2007

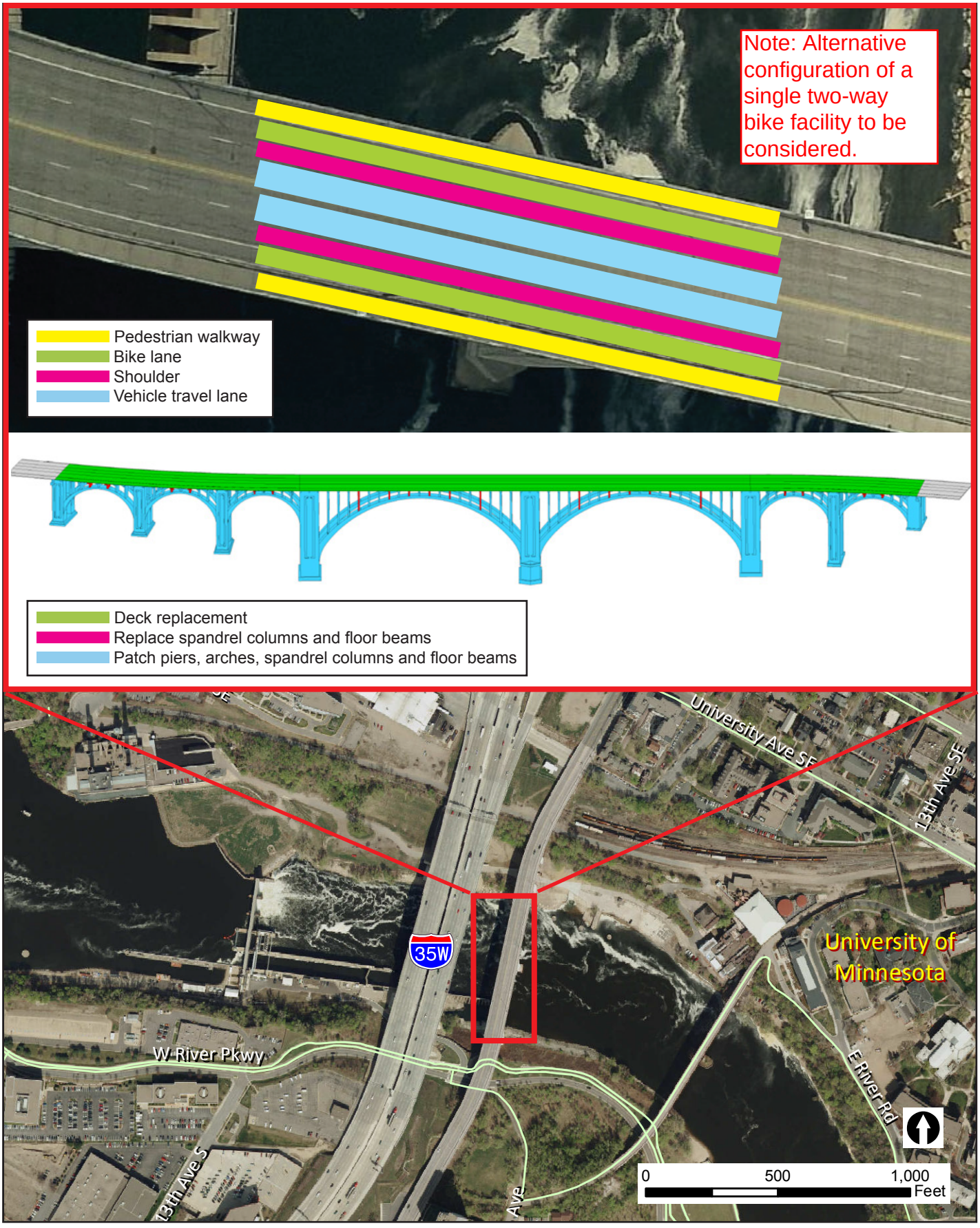
+ CAPACITY RATINGS +

Design Load	HS20
Operating Rating	HS 20.60
Inventory Rating	HS 12.20
Posting	VEH: 36 SEMI: 40 DBL: 40
Rating Date	08-25-2009

Mn/DOT Permit Codes

A: N B: N C: N

V2006

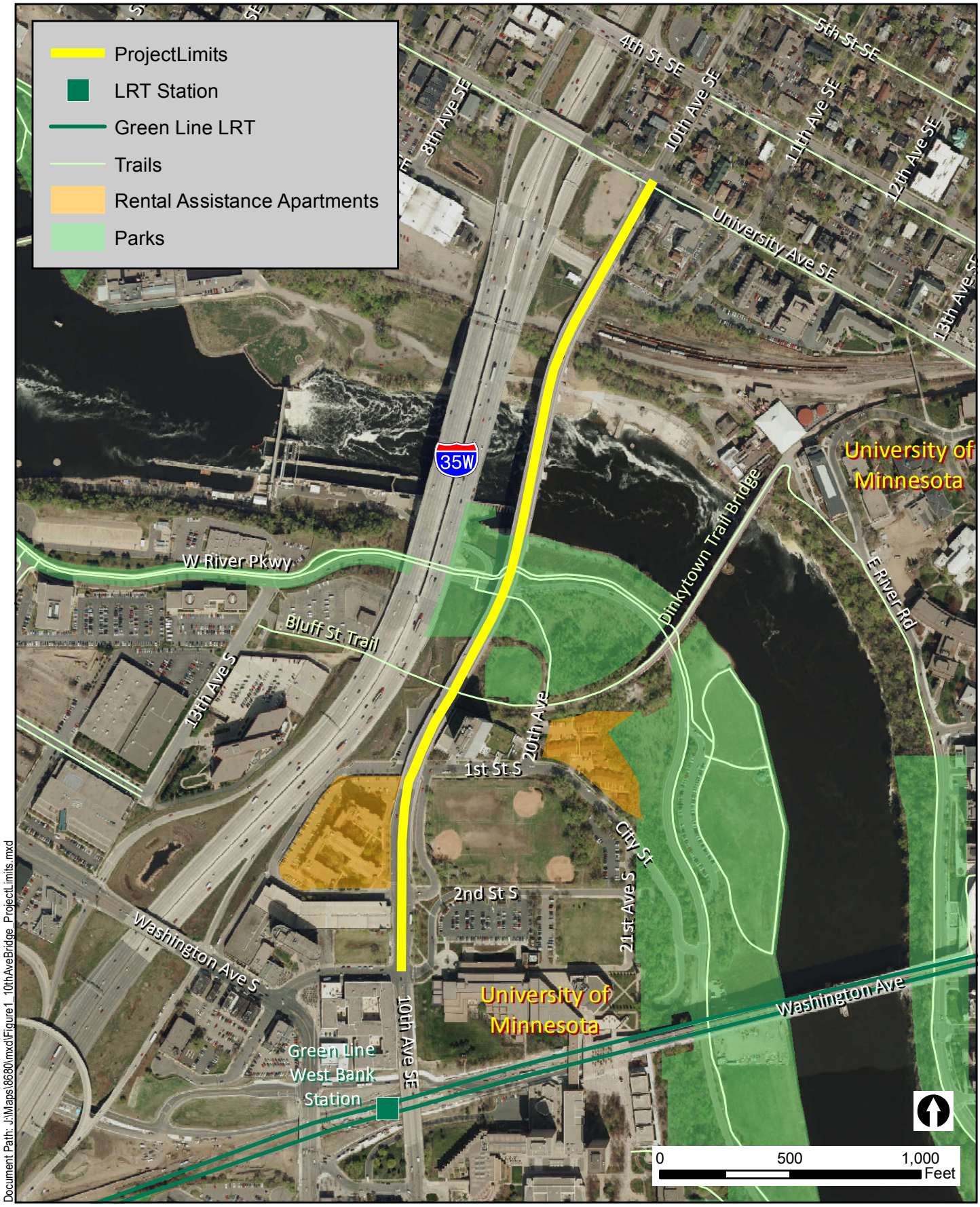


Communications/Projects/8680 Regional Solicitation City of Mpls 10th Ave Bridge/8680 Figure 2.indd

Project Overview

Figure 2

10th Avenue SE River Bridge Rehabilitation Regional Solicitation Application
City of Minneapolis, MN



Document Path: J:\Maps\8680\mxd\Figure1_10thAveBridge_ProjectLimits.mxd

Project Limits

10th Avenue SE River Bridge Rehabilitation Regional Solicitation Application

City of Minneapolis, MN

Figure 1

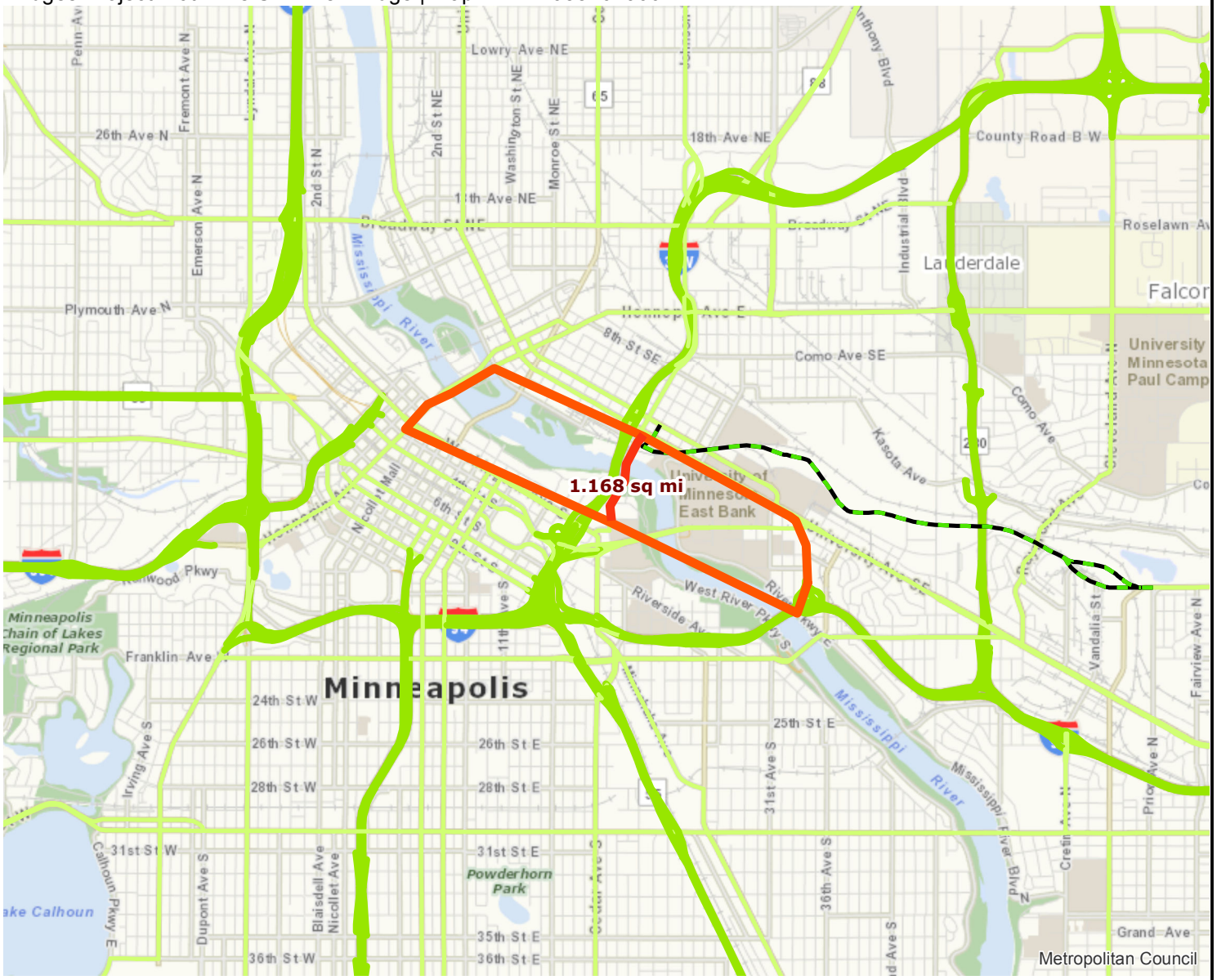
Roadway Area Definition

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419882629604

Results

Project Length: 0.542 miles

Project Area: 1.168 sq mi



Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 12/29/2014
LandscapeRSA1

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METROPOLITAN COUNCIL

Minneapolis
City of Lakes

Department of Public Works

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

December 1, 2014

Ms. Elaine Koutsoukos
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

RE: 2014 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meeting of November 14, 2014. The relevant action is excerpted below:

> *The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:*
> *T&PW & W&M - Your Committee, having under consideration the 2014 Regional Solicitation for Federal Transportation Funds, now recommends:*
> *a) That the proper City officers be authorized to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program, as set forth in Petn. No. 277734; and*
> *b) That the proper City officers be authorized to commit local funds per federal requirement to support the approved projects.*
> *On roll call, the result was:*
> *Ayes: Reich, Frey, Gordon, Yang, Warsame, Goodman, Cano, Bender, Quincy, A. Johnson, Palmisano, President Johnson (12)*
> *Noes: (0)*
> *Absent: Glidden (1)*
> *The report was adopted.*

The specific applications are described in the attached "Request for City Council Committee Action."

Thank you for the opportunity to submit these applications.

Sincerely,

Steven A. Kotke, P.E.
City Engineer, Director of Public Works

Request for City Council Committee Action from the Department of Public Works

Date: November 10, 2014

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee
Referral to: Honorable John Quincy, Chair Ways and Means/Budget Committee

Subject: **City of Minneapolis Submission for 2014 Regional Solicitation for Federal Transportation Funds**

Recommendation:

A. Authorize proper city officers to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program.
B. Authorize proper city officers to commit local funds per federal requirement to support the approved projects.

Previous Directives:

- None

Department Information:

Prepared by: Steven Hay, P.E., Transportation Planner, Transp. Planning & Programming, 673-3884
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

Approved by: _____

Steven A. Kotke, P.E., Director of Public Works

Presenter in Committee: Steven Hay, P.E., Transportation Planner, Transportation Planning & Programming

Reviews

Permanent Review Committee (PRC):	Approval N/A
Civil Rights Approval	Approval N/A
Policy Review Group (PRG):	Approval N/A

Financial Impact
Action is within the Business Plan

Community Impact
Living Well: Minneapolis is safe and livable and has an active and connected way of life.
Great Places: Natural and built spaces work together and our environment is protected.
A City that Works: City government runs well and connects to the community it serves.

Supporting Information
The City will prepare a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Below is a summary of the eligible project areas along with a brief description of eligible city projects. Each submission will require a minimum local match for construction in addition to the costs for design, engineering, administration and any additional construction costs to fully fund the project. The available funding is for construction in 2018 and 2019.

The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The following list of projects will be submitted in each program area.

Project Name	Program	Requested Amount	Minimum Local Match Required
8th Street South	Roadways	$7,000,000	$1,750,000
Broadway Street NE	Roadways	$7,000,000	$1,750,000
10th Avenue SE Bridge Rehabilitation	Roadways	$7,000,000	$1,750,000
40th Street Bicycle & Pedestrian Bridge over I-35@	Bicycle & Pedestrian Facilities	$1,600,000	$400,000
U of M Protected Bikeways	Bicycle & Pedestrian Facilities	$1,000,000	$250,000
High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway	Bicycle & Pedestrian Facilities	$2,880,000	$720,000
North Loop Pedestrian Improvements	Bicycle & Pedestrian Facilities	$1,000,000	$250,000
Emerson & Freemont Avenues North Pedestrian Improvements	Bicycle & Pedestrian Facilities	$1,000,000	$250,000
High School Transit Connections	Bicycle & Pedestrian Facilities	$1,000,000	$250,000
Totals		$29,480,000	$7,370,000

Regional Solicitation Programs
Recently, the Metropolitan Council and the Transportation Advisory Board (TAB) carried out an extensive evaluation and redesign of the Regional Solicitation. Projects will now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). The application process has been streamlined and the modal approach provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.

Applications are now grouped into three primary modal evaluation categories with each category including several sub-categories as detailed below:

1. Roadways Including Multimodal Elements
    - Roadway Expansion
    - Roadway Reconstruction/Modernization
    - Roadway System Management
    - Bridges
2. Bicycle and Pedestrian Facilities
    - Multiuse Trails and Bicycle Facilities
    - Pedestrian Facilities
    - Safe Routes to School Infrastructure
3. Transit and Travel Demand Management (TDM) Projects
    - Transit Expansion
    - Travel Demand Management
    - Transit System Modernization

The City will submit 9 funding applications in the following program categories:

1. Roadways including Multimodal Elements
   Roadway Reconstruction
    - 8th Street S (Hennepin to Chicago)
    - Broadway Street NE (Stinson to Industrial Boulevard)

   Bridges
    - 10th Avenue SE Bridge Rehabilitation

2. Bicycle & Pedestrian Facilities
   Multiuse Trails & Bicycle Facilities
    - 40th Street Pedestrian & Bicycle Bridge over I-35W
    - U of M Protected Bikeways (19th Ave SE/15th Ave SE – Riverside Ave to NE Diagonal)
    - High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

   Pedestrian Facilities
    - North Loop Pedestrian Improvements
    - Emerson & Fremont Avenues North

   Safe Routes to School Infrastructure
    - High School Transit Connections

Details of the 9 proposed projects are described below.

Roadways including Multimodal Elements

8th Street South
This project will reconstruct 0.72 miles of 8th Street in downtown from Hennepin Avenue to Chicago Avenue. The project will consist of complete removal and replacement of the pavement, curb and gutter, and driveways. The project will also include landscaping, pedestrian level street lighting, and upgraded signals where warranted. Sidewalks may also be replaced and widened, particularly at bus stop locations.

Broadway Street NE
This project will reconstruct approximately 0.8 miles of Broadway Street NE from Stinson Boulevard to Industrial Boulevard. A major component of this project is the construction of multimodal elements including the filling of sidewalk gaps and the construction of some type of bicycle facility. The bicycle facility could be on-street bike lanes or an off-street multiuse trail.

10th Avenue SE Bridge Rehabilitation

This project proposes to rehabilitate the reinforced concrete 10th Avenue Bridge over the Mississippi River. This will address the ongoing deterioration of concrete areas on the bridge's spandrel columns, floor beams, arches, and deck. The total construction cost for the bridge rehabilitation is approximately $13 Million to $28 Million, depending on specific elements of the project. A previous federal allocation of $3.3 Million must be turned back in order to be eligible to apply for funds through this Regional Solicitation.

Bicycle and Pedestrian Facilities

40th Street Pedestrian Bridge Over 35W

This project is the renovation of the 40th Street Pedestrian Bridge over 35W to include trail widening, structural improvements, and aesthetic enhancements. This project is part of the RiverLake Greenway Corridor from the Chain of Lakes to the Mississippi River. The bridge is functionally obsolete and marginally serves its current purpose. As a primary bicycle artery for Minneapolis, the bridge should meet current geometric standards for a shared-use facility to safely convey pedestrians and bicyclists over I-35W. The proposed project would widen the deck of the bridge to accommodate bicycle users, raise the bridge, and improve its aesthetics.

U of M Protected Bikeways

Protected bikeways would be installed on 19th Avenue SE from Riverside Avenue, across the 10th Avenue Bridge to University Avenue, and on 15th Avenue SE from University Avenue to Como Avenue, then continuing north to the NE Diagonal Trail, the exact alignment north of Como Avenue is still to be determined.

High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

This is one of the key project elements of the Transit Access Project at 35W and Lake Street. This will be an important connection linking transit users at the proposed Bus Rapid Transit station to the Midtown Greenway, which today is an important east-west pedestrian and bicycle facility and in the future will contain additional fixed rail transit service. The connection will accommodate both pedestrians and bicyclists, with enhancements in the form of public art, landscaping and place-making.

North Loop Pedestrian Improvements

This project would include the implementation of a variety of pedestrian-related improvements to the North Loop Neighborhood. These improvements would likely include signal upgrades, ADA-compliant curb ramps, enhanced crosswalks, pedestrian level street lighting, and landscaping.

Emerson and Freemont Avenues North

Enhancements to the pedestrian realm would be implemented on Emerson Avenue North from Plymouth Avenue to 33rd Avenue North and on Freemont Avenue North from Plymouth Avenue to 44th Avenue North. These improvements would likely include pedestrian bumpouts at select locations, ADA-compliant curb ramps, signal enhancements, improved crosswalks, and landscaping. These improvements will be coordinated with the development and implementation of Metro Transit's Arterial BRT D-Line.

High School Transit Connections

This project will prioritize pedestrian safety improvements near high schools, focusing on access to nearby transit stops. Minneapolis high school students currently receive free or discounted Go-To Cards in lieu of yellow school bus service, making these transit connections vital. High schools are only recently eligible for federal Safe Routes funding, while they represent a large proportion of student walkers and bikers in the city.

Regional Economy

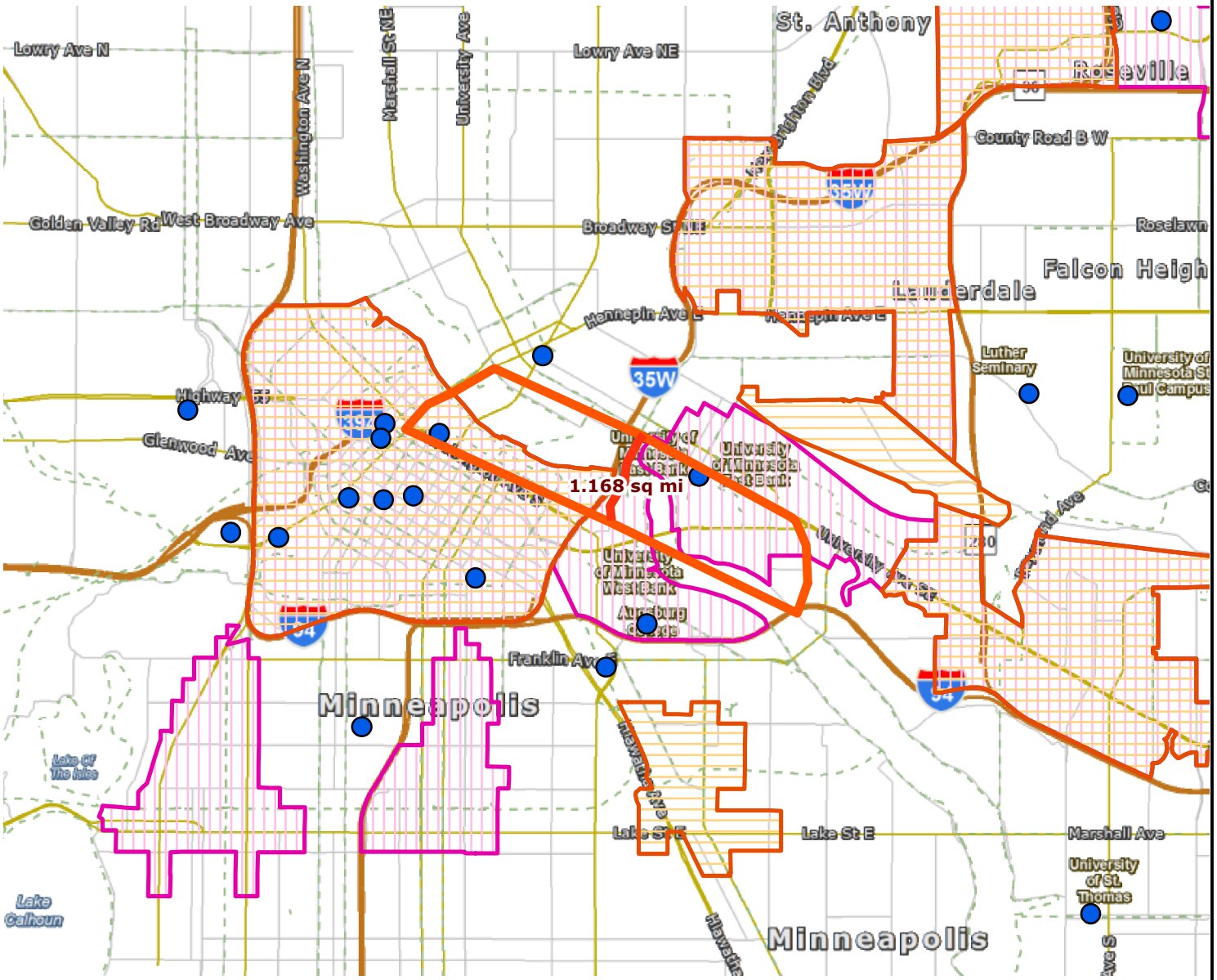
Bridges Project: 10th Ave SE River Bridge | Map ID: 1419882629604

Results

Project **IN** area of Job Concentration.

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



Project
PostSecondary Education Centers
Job Concentration Centers
Project Area
Manfacturing/Distribution Centers

0 0.5 1 2 3 4 Miles

Created: 12/29/2014
LandscapeRSA5

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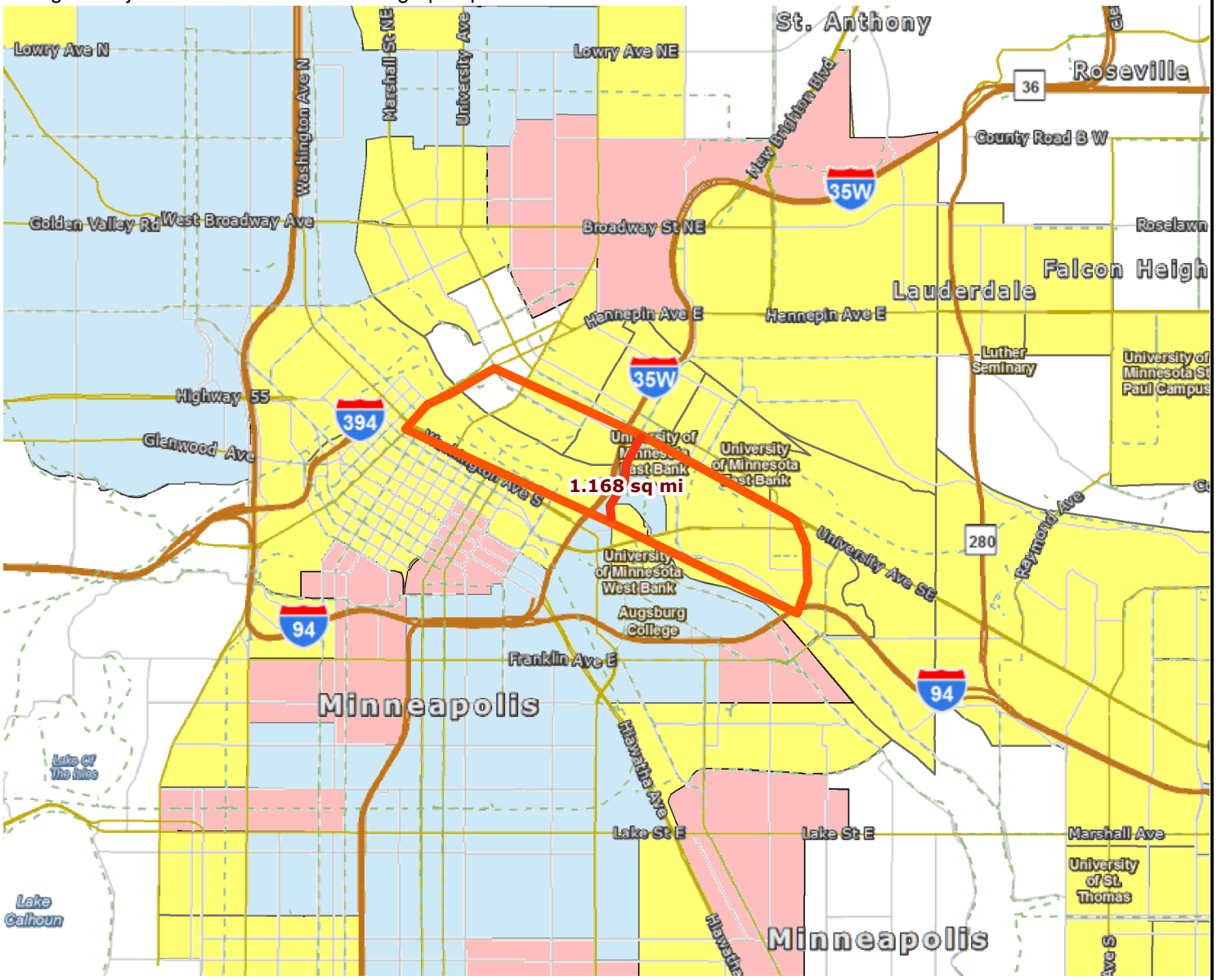
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419882629604

Results

Project **IN** a racially concentrated area of poverty.



Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

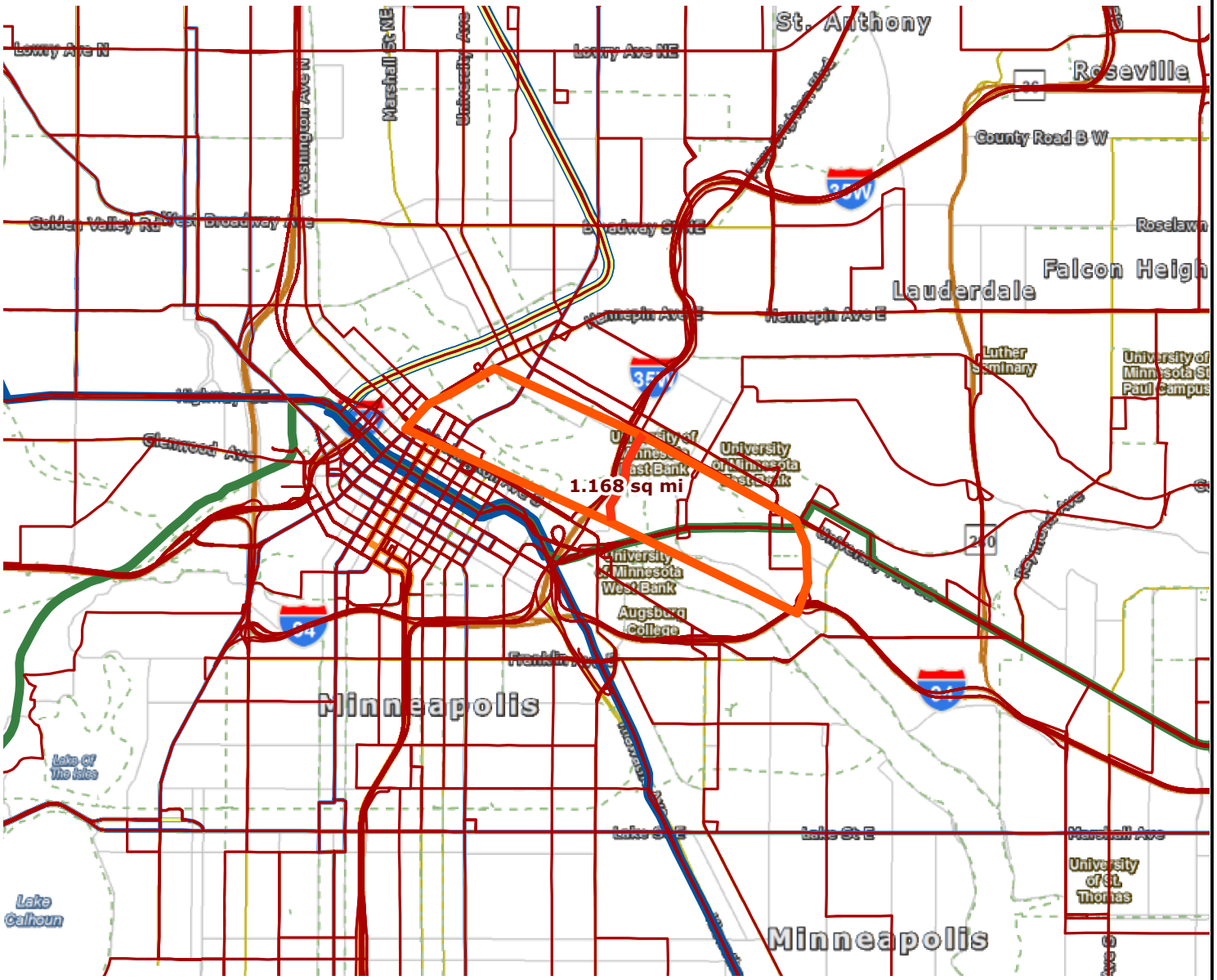
0 0.5 1 2 3 4 Miles

Created: 12/29/2014
LandscapeRSA2

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419882629604



Results

Transit with a Direct Connection to project:
2 6 7 22 111 113 114 118 250 252 261
263 264 270 288 465 475 579 652 684 695 698
789

**indicates Planned Alignments*

Project
Project Area
Transit Routes

Transitway
Blue / Green Line
Blue Line
Green Line

Northstar Line

Planned Alignments
Arterial BRT
BRT, Orange Line

Light Rail, Blue Line Extension
Light Rail, Green Line Extension

0 0.5 1 2 3 4 Miles

Created: 12/29/2014
LandscapeRSA3

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METROPOLITAN COUNCIL

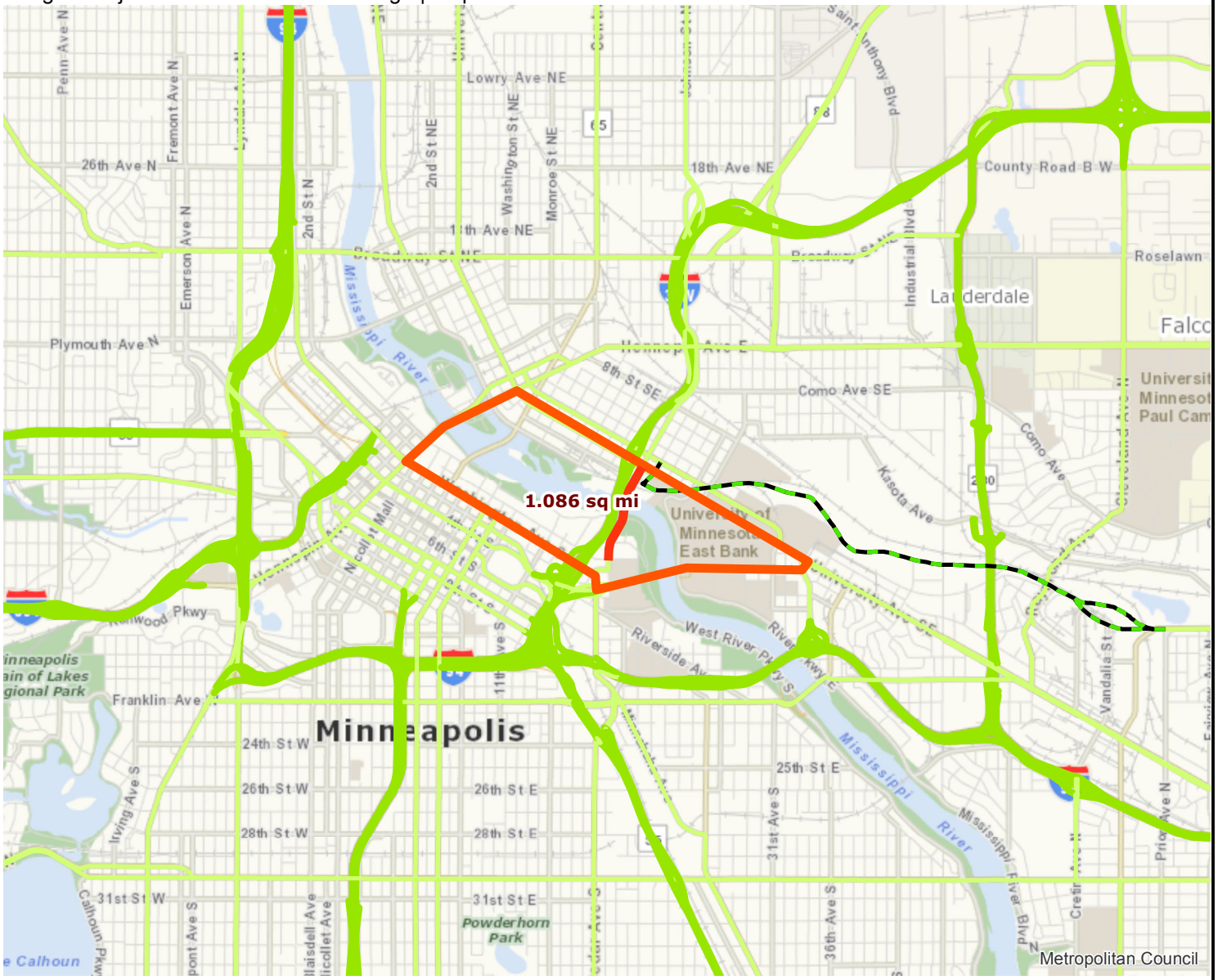
Roadway Area Definition

Bridges Project: 10th Ave SE River Bridge | Map ID: 1416334366045

Results

Project Length: 0.563 miles

Project Area: 1.086 sq mi



Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 11/18/2014
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

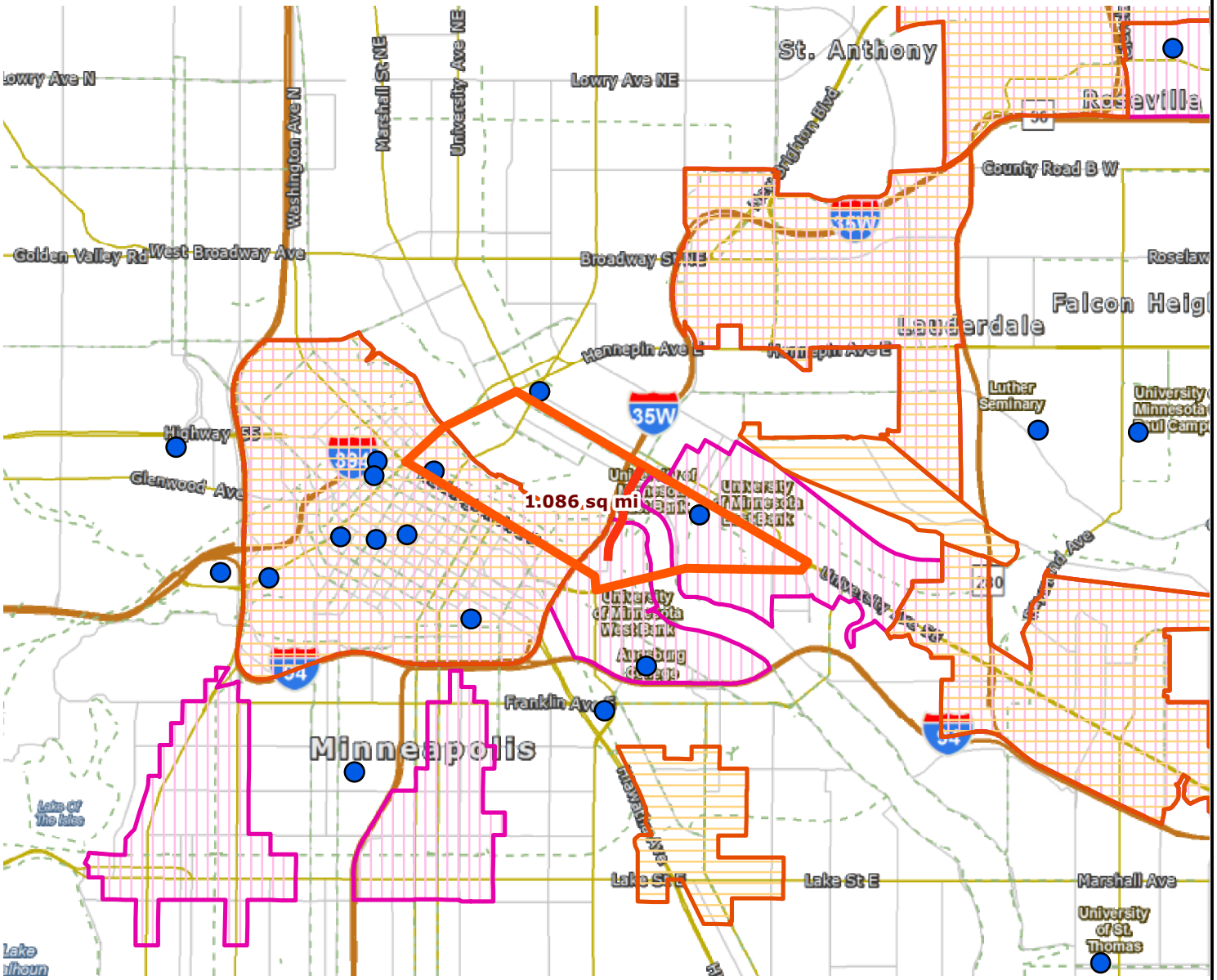
Bridges Project: 10th Ave SE River Bridge | Map ID: 1416334366045

Results

Project **IN** area of Job Concentration.

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 11/18/2014
LandscapeRSA5

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http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

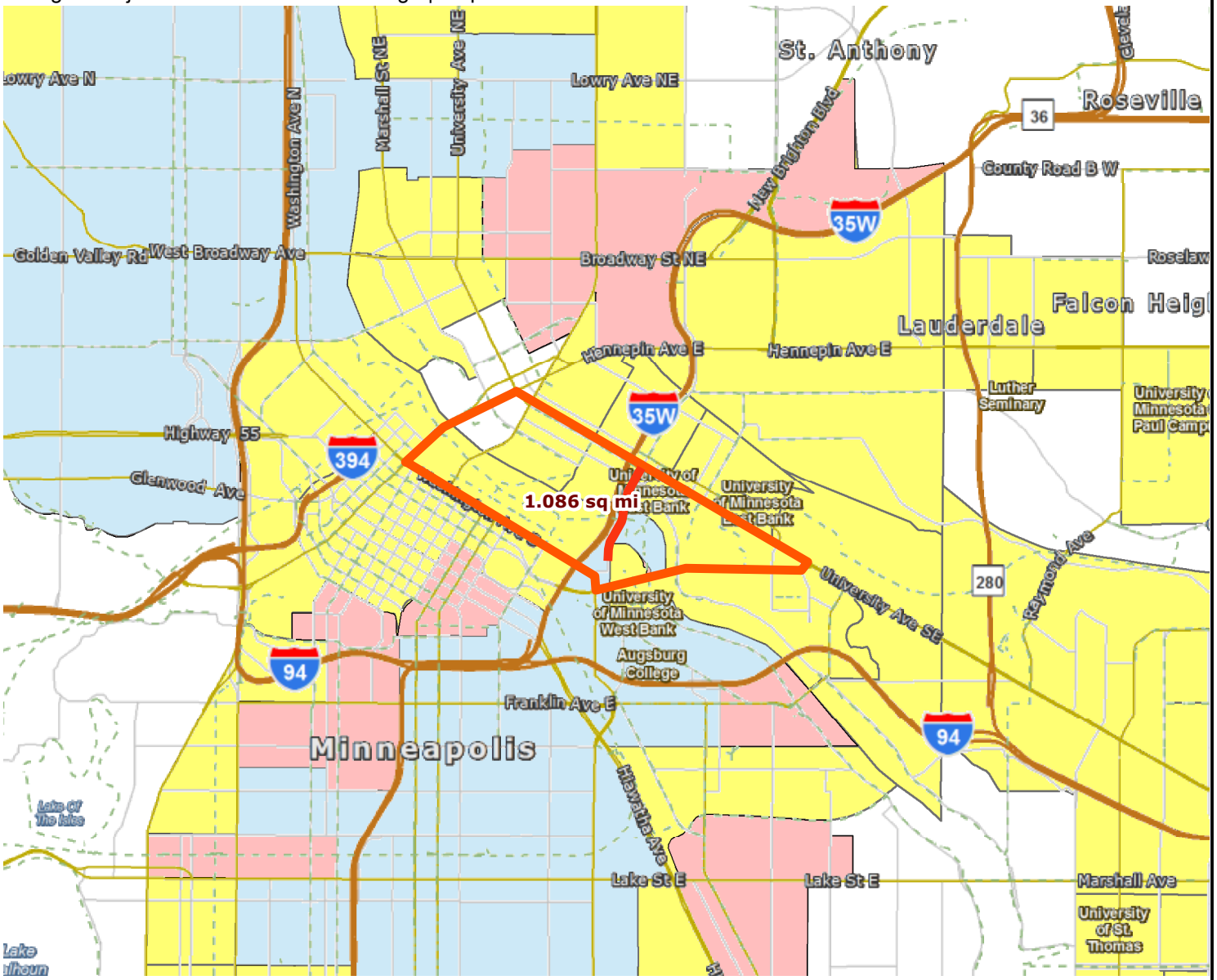
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: 10th Ave SE River Bridge | Map ID: 1416334366045

Results

Project **IN** a racially concentrated area of poverty.



Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 11/18/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

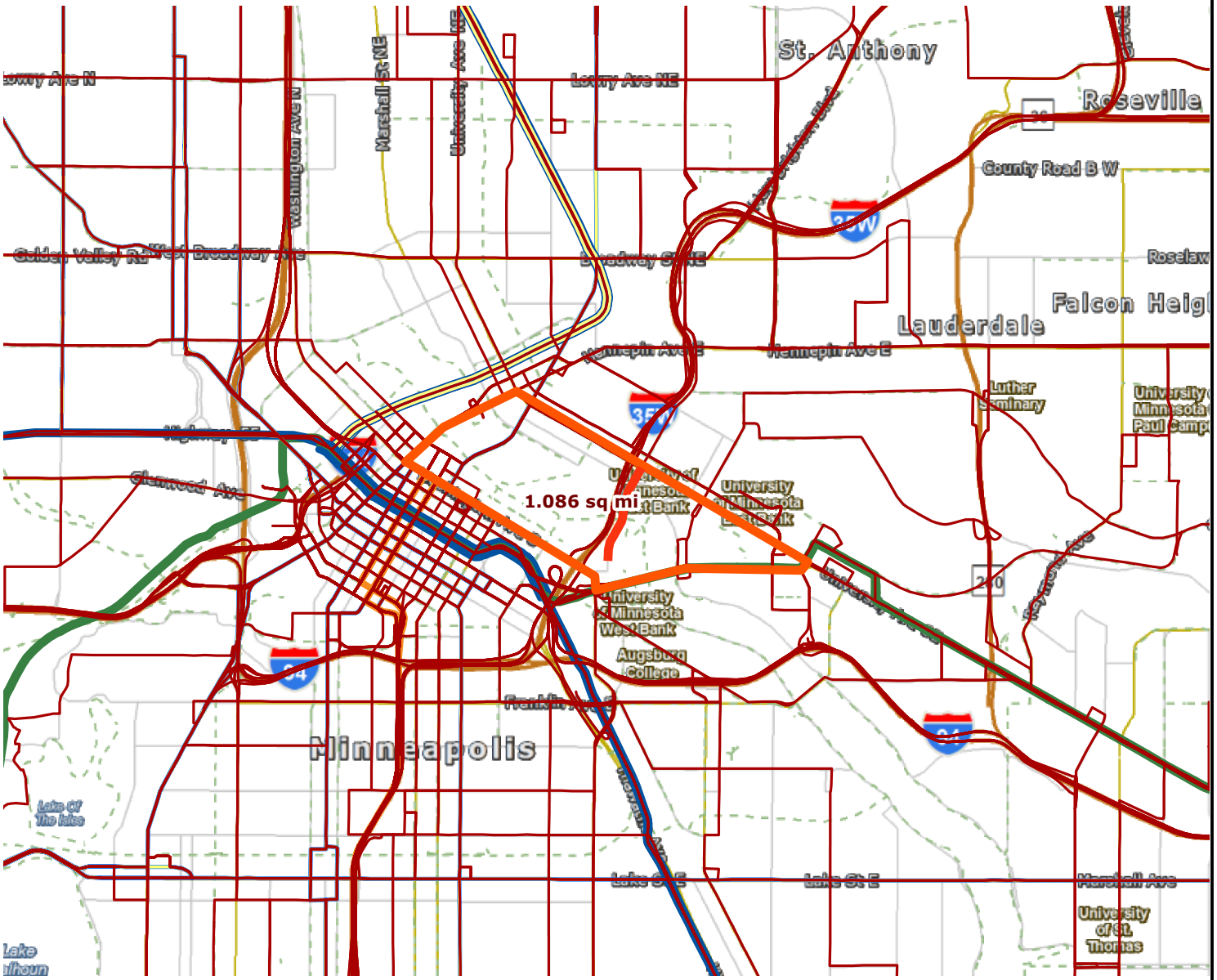
Transit Connections

Bridges Project: 10th Ave SE River Bridge | Map ID: 1416334366045

Results

Transit with a Direct Connection to project:
2 3 6 7 22 111 113 114 118 250 252
261 263 264 270 288 355 465 475 579 652 684
695 698 789

**indicates Planned Alignments*



Project
Project Area
Transit Routes

Transitway
Blue / Green Line
Blue Line
Green Line

Northstar Line

Planned Alignments
Arterial BRT
BRT, Orange Line

Light Rail, Blue Line Extension
Light Rail, Green Line Extension

0 0.5 1 2 3 4 Miles

Created: 11/18/2014
LandscapeRSA3

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