Application

04776 - 2016 Bridges

05276 - Nicollet Avenue Bridge over Minnehaha Creek

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 2:39 PM

Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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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	Nicollet Avenue Bridge over Minnehaha Creek
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	City of Minneapolis

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

This project is for the rehabilitation of Bridge No. 90591. The multiple span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor arterial roadway. Project limits are between W 52nd Street and East Minnehaha Parkway (total project length of 1,020 ft., and a bridge length of 818 ft.).

The 818 foot bridge was built in 1923, repaired in 1973, has a sufficiency rating of 66.1 in the most recent MnDOT structural inventory report, and is functionally obsolete. Bridge 90591, which has a total roadway width of 36 ft., carries one lane of traffic in either direction with a center striped median and turn lane.

MnDOT indicates that the AADT in 2014 was 11,000. The Thrive MSP 2040 states that the Nicollet Avenue South bridge will potentially carry a Bus Rapid Transit line in the future. The BRT would offer circulation through the core of the city from American Boulevard to at least 3rd Street and Nicollet Avenue. Further, the bridge would connect with the METRO Blue and Green lines in downtown, and it will provide connection to the Orange Line BRT. In addition, the Minneapolis Bike Master Plan includes a planned on-street bikeway over Bridge 90591.

The bridge was last inspected by the City of Minneapolis on July 13, 2015. Cracks, concrete spalls and exposed reinforcement were found on the underside of the deck, spandrel columns, and pier walls. The arches have cracks where they were previously repaired as do the spandrel cantilevers. Many of these cracks have rust stains. The bridge satisfies Section 15.4 of MnDOT Bridge Design Manual, which directs owners to reduce the capacity of their bridge due to deterioration.

The funds from the Met Council regional solicitation will go toward the repairs and rehabilitation of bridge 90591. Rehabilitation is the City's preferred solution as it will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, repairs of concrete surfaces and structures, sidewalk replacement, a new drainage system, new floor beams, and a new lighting system. These cost-effective actions will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, and pedestrians.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

The project proposes to rehabilitate the bridge over Minnehaha Creek and Minnehaha Parkway. It will preserve the major capital investment by replacing the deck and repairing deteriorated concrete areas on the spandrel columns, floor beams, and arches.

Project Length (Miles)

0.2

Project Funding

Are you applying for funds from another source(s) to implement this project?

Yes

If yes, please identify the source(s)

State Bridge Bonds

Federal Amount

$7,000,000.00

Match Amount

$15,180,000.00

Minimum of 20% of project total

Project Total

$22,180,000.00

Match Percentage

68.44%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

State Bridge Bonds ($10,000,000), Local/State Aid Funds ($5,180,000)

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

County, City, or Lead Agency	Minneapolis
Functional Class of Road	A Minor Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	MSAS
Road/Route No. *i.e., 53 for CSAH 53*	430
Name of Road *Example; 1st ST., MAIN AVE*	Nicollet Avenue over Minnehaha Creek
Zip Code where Majority of Work is Being Performed	55419
(Approximate) Begin Construction Date	04/01/2020
(Approximate) End Construction Date	10/29/2021

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	W 52nd Street
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	East Minnehaha Parkway
Or At	
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	Bridge

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	90591
New Bridge/Culvert No.:	90591
Structure is Over/Under **(Bridge or culvert name):**	Over: Minnehaha Creek and Minnehaha Parkway

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Mobilization (approx. 5% of total cost)	$1,680,000.00

Removals (approx. 5% of total cost)	$3,000,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$17,500,000.00
Retaining Walls	$0.00
Noise Wall (do not include in cost effectiveness measure)	$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	**$22,180,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
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	**$0.00**

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
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$22,180,000.00
Construction Cost Total	$22,180,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Goal: Transportation System Stewardship (Pages 58-59 in Overview)

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
Objectives:
A. Efficiently preserve and maintain the regional transportation system in a state of good repair.
B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Goal: Access to Destinations (Pages 62-63 in Overview)

People and businesses prosper by using a reliable, affordable, and efficient multimodal

transportation system that connects them to destinations throughout the region and

beyond.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

B. Increase travel time reliability and predictability for travel on highway and transit systems.

D. Increase transit ridership and the share of trips taken using transit, bicycling and walking.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Goal: Competitive Economy (Pages 64-65 in Overview)

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives:

A. Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Goal: Leveraging Transportation Investment to Guide Land Use (Pages 70-72 in Overview)

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity,

and sustainability.

Objectives:

A. Focus regional growth in areas that support the full range of multimodal travel.

C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Implementing a system of 11 arterial bus rapid transit projects including the three in the Current Revenue Scenario: -Nicollet Avenue. (Page 88 in Overview)

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

2030 Hennepin County Transportation System Plan (pages 1-10 through 1-12, 4-14)

Hennepin County 2030 Comprehensive Plan Update (pages 5-2 through 5-4)

Minneapolis Plan for Sustainable Growth (pages 2-2 through 2-8)

Minneapolis Bicycle Master Plan (pages 52, 122, 131-134, 146, 151, 153 172, 199)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.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. Funding amounts by application category are listed below.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization:** $1,000,000 to $7,000,000*
***Roadway System Management** $250,000 to $7,000,000*
***Bridges Rehabilitation/ Replacement:** $1,000,000 to $7,000,000*

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

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

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

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

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

10.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

11.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

12.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

13.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects 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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a Principal Arterial freeway 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

4.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 application categories. Rail-only bridges are ineligible for funding.

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Measure A: Functional Classification

Area	0.117
Project Length	0.179
Average Distance	0.6536
Upload Map	1467383548948_RoadAreaDef_Nic_over_Minn.pdf

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

Existing Employment within 1 Mile:	7017
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	531
Existing Students:	0
Upload Map	1467383746519_RegionalEcon_Nic_over_Minn.pdf

Measure C: Current Daily Heavy Commercial Traffic

Location	1.7 MI N OF JCT CSAH 53
Current Daily Heavy Commercial Traffic Volume	220.0
Date Heavy Commercial Count Taken:	

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	Currently, no freight elements are involved in the rehabilitation of the Nicollet Avenue Bridge over Minnehaha Creek.

Measure A: Current Daily Person Throughput

Location	1.7 MI N OF JCT CSAH 53
Current AADT Volume	11000.0
Existing Transit Routes on the Project:	18
Upload Transit Map	1467384034723_TransitConnections_Nic_over_Minn.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	14300.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
METC Staff - Forecast (2040) ADT volume	0

OR

Approved county or city travel demand model to determine forecast (2040) ADT volume	Yes
Forecast (2040) ADT volume	12100.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	
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:	Yes

Response (Limit 2,800 characters; approximately 400 words)

The rehabilitation project of the Nicollet Avenue Bridge over Minnehaha Creek is located in a census tract that is below the regional average for population in poverty or populations of color. However, the Socio-Economic Conditions map shows that the project is very close to two different census tracts with above the regional average of concentration of race/poverty. Continuing, the low income population, which consists primarily of people of color, will benefit from the proposed rehabilitated bridge as it serves as a link between Richfield and the south side of Minneapolis. Bridge 90591 carries local transit route 18, which busses passengers between Bloomington and downtown Minneapolis and helps low-income individuals travel around the metro. According to THRIVE MSP 2040, there are plans to install a Bus Rapid Transit along Nicollet Avenue and across bridge 90591. The alignment would connect to both the Blue and Green lines of Light Rail, and it will provide connection to the Orange Highway BRT. In addition, the Nicollet BRT would provide connection to the potential Rapid Bus Corridor on Lake Street. This region of Lake Street contains nearly 3 miles of concentrated poverty and over 50% people of color.

Peds and Bikes will continue to benefit from the wide sidewalks, with the added benefit and comfort in the knowledge the bridge is safe and stable. Also, efficiently rehabilitating the bridge will continue to allow children to walk and commute to their schools quickly and safely, as there are 8 schools within the 1.2 mile radius of the project area.

During construction, ped/bike and bus facilities will be negatively impacted. Negative impacts will be alleviated by temporarily relocating bus service to other unaffected streets and an installation of a fully

ADA compliant Temporary Pedestrian Access route (TPAR). Also, the City will require the contractor to protect Minnehaha Parkway trail bicycle and ped traffic underneath the bridge.

Once completed, this project will have no negative impacts on low-income populations, people of color, children, people with disabilities, and the elderly.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map 1467403649278_SocioEcon_Nic_over_Minn.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
	0

Total Project Length

Total Project Length (Total Population) 0.2

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0

Total Housing Score 0

Measure A: Bridge Condition

Bridge Sufficiency Rating 66.1

Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted):

Measure A: Multimodal Elements and Existing Connections

Response (Limit 2,800 characters; approximately 400 words)

The rehabilitation of Nicollet Avenue South Bridge over Minnehaha Creek will benefit several multimodal elements in the transportation network. The rehabilitation will replace the deck, which will accommodate the planned Nicollet Avenue On-Street-Avenue Bicycle Corridor. The plan is described in the 2011 Minneapolis Bicycle Master Plan. Also, the repairs will replace the existing sidewalks on both the east and west sides of the bridge, creating a lasting and safe travel surface for pedestrians.

Bridge 90591 crosses over a major bike path on Minnehaha Parkway. The proposed rehabilitation will improve the safety for both bicyclists and pedestrians, as the rehabilitation will eliminate the risk of falling debris from an obsolete and deteriorating bridge onto the pathways below. City of Minneapolis Bicycle counts indicate that over 500 cyclists travel beneath the bridge each day. Also, approximately 500 pedestrians travel beneath the bridge each day as well.

The Nicollet Avenue South bridge over Minnehaha creek currently carries local Metro Transit route 18, which carries passengers from Bloomington to downtown Minneapolis. Route 18 is a high frequency service route. Owl Service has been announced for Route 18. The THRIVE MSP 2040's Transportation Policy Plan stipulates that the Nicollet Avenue South bridge will potentially carry a Bus Rapid Transit line in the future. The BRT would offer circulation through the core of the city from American Boulevard in Bloomington to 3rd Street and Nicollet Avenue. Further, the bridge would connect with the METRO Blue and Green lines in downtown, and it will provide connection to the Orange Line BRT.

In order to maintain the current multimodal elements of bridge 90591 and provide the planned future services, rehabilitation of the bridge is necessary.

Transit Projects Not Requiring Construction

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

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

100%

Stakeholders have been identified Yes

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 12/31/2018

3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 10/31/2017

Project is located on an identified historic bridge Yes

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

Yes

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

10/31/2018

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps	Yes
100%	
Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee	
100%	
Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee	
0%	

9)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	12/31/2019

10)Letting

Anticipated Letting Date	03/02/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$22,180,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$22,180,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2016 Regional Solication Application Letter Signed.pdf	Letter of commitment of local match funding.	350 KB
Bridge Inspection and Inventory Attachment.pdf	Inventory and Inspection	109 KB
Concrete Deterioration Images.pdf	Concrete Condition Photos	959 KB
Construction Sequence and Repair Areas.pdf	Construction Sequence and Repair Areas	985 KB
Nicollet_BRT.pdf	BRT for Nicollet Avenue	1007 KB
Parks_Rec_letter_of_support.pdf	Minneapolis Park and Recreation Board Letter of Support	124 KB
proposed_nicollet_bikeway.pdf	Nicollet Bikeway Plan	227 KB

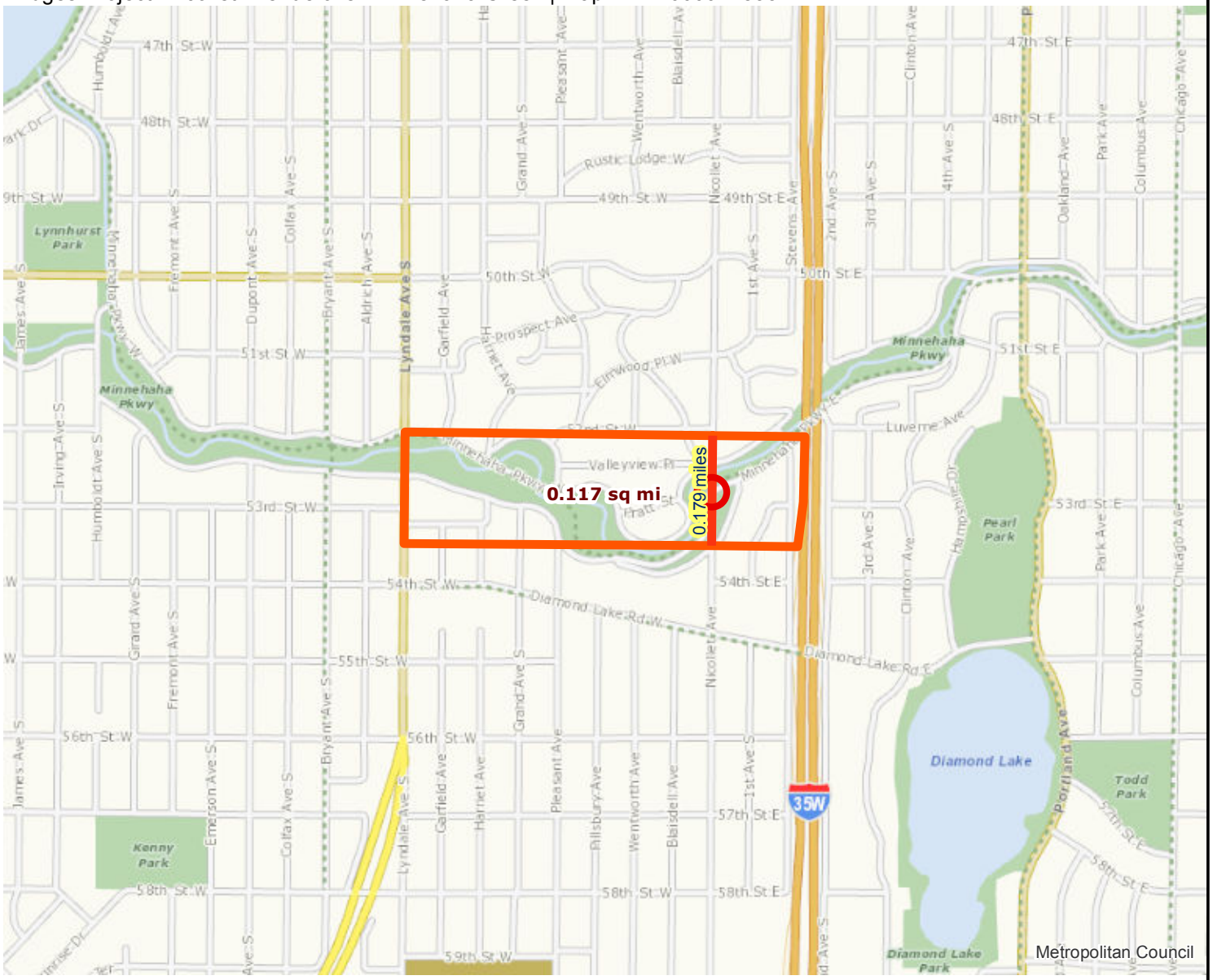
Roadway Area Definition

Bridges Project: Nicollet Avenue over Minnehaha Creek | Map ID: 1466697785514

Results

Project Length: 0.179 miles

Project Area: 0.117 sq mi



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

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/23/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Bridges Project: Nicollet Avenue over Minnehaha Creek | Map ID: 1466697785514

Results

WITHIN ONE MI of project:

Totals by City:
Minneapolis
Population: 39138
Employment: 7017
Mfg and Dist Employment: 531

Postsecondary Students:
0

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

0 0.15 0.3 0.6 0.9 1.2 Miles

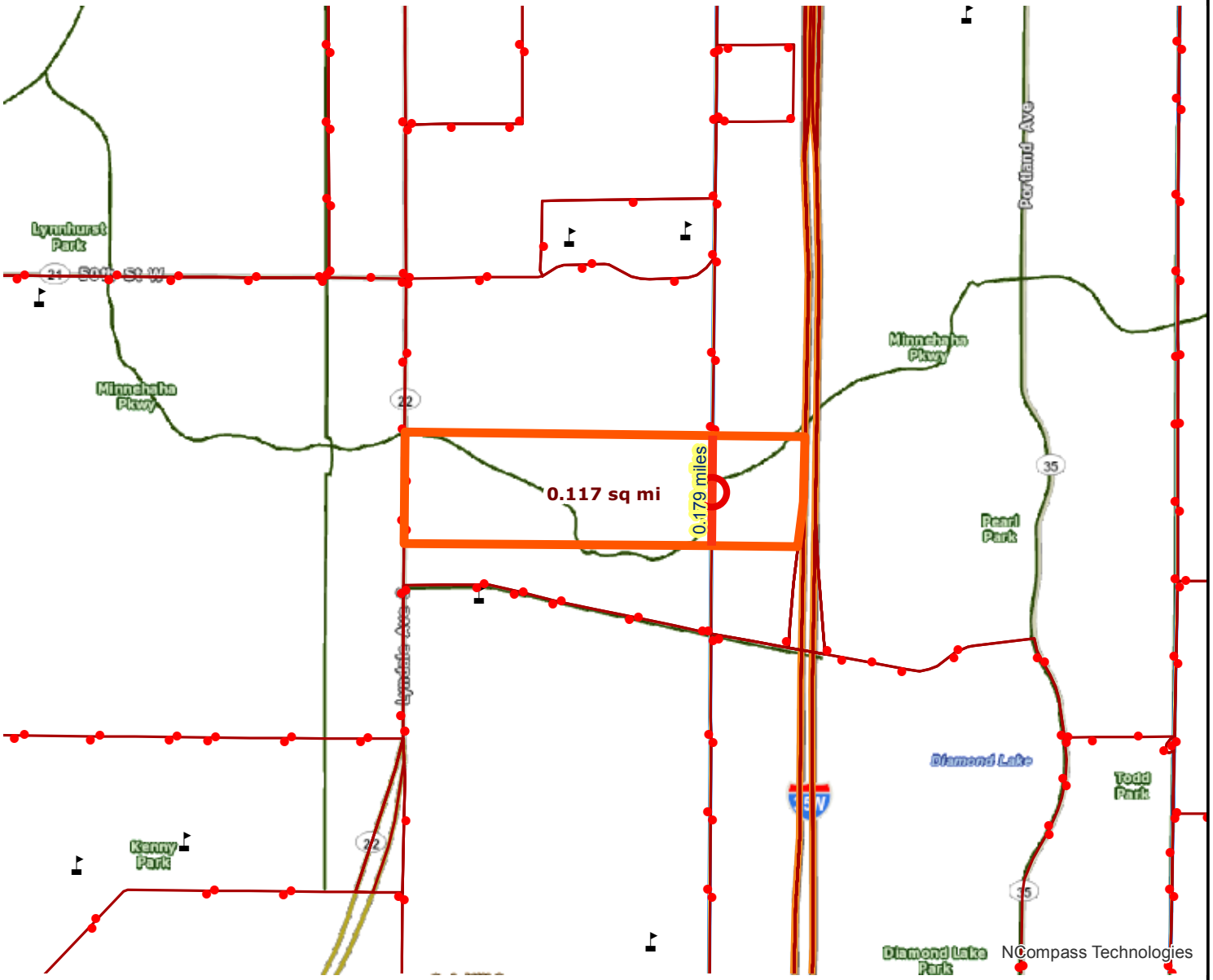
Created: 6/23/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: Nicollet Avenue over Minnehaha Creek | Map ID: 1466697785514



Results

Transit with a Direct Connection to project:
18
*Nicollet

**indicates Planned Alignments*

Project Points | Project Area | School | **Planned Alignments** | BRT, Orange Line

Project | Active Stop | Transit Routes | Arterial BRT

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/23/2016
LandscapeRSA3

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

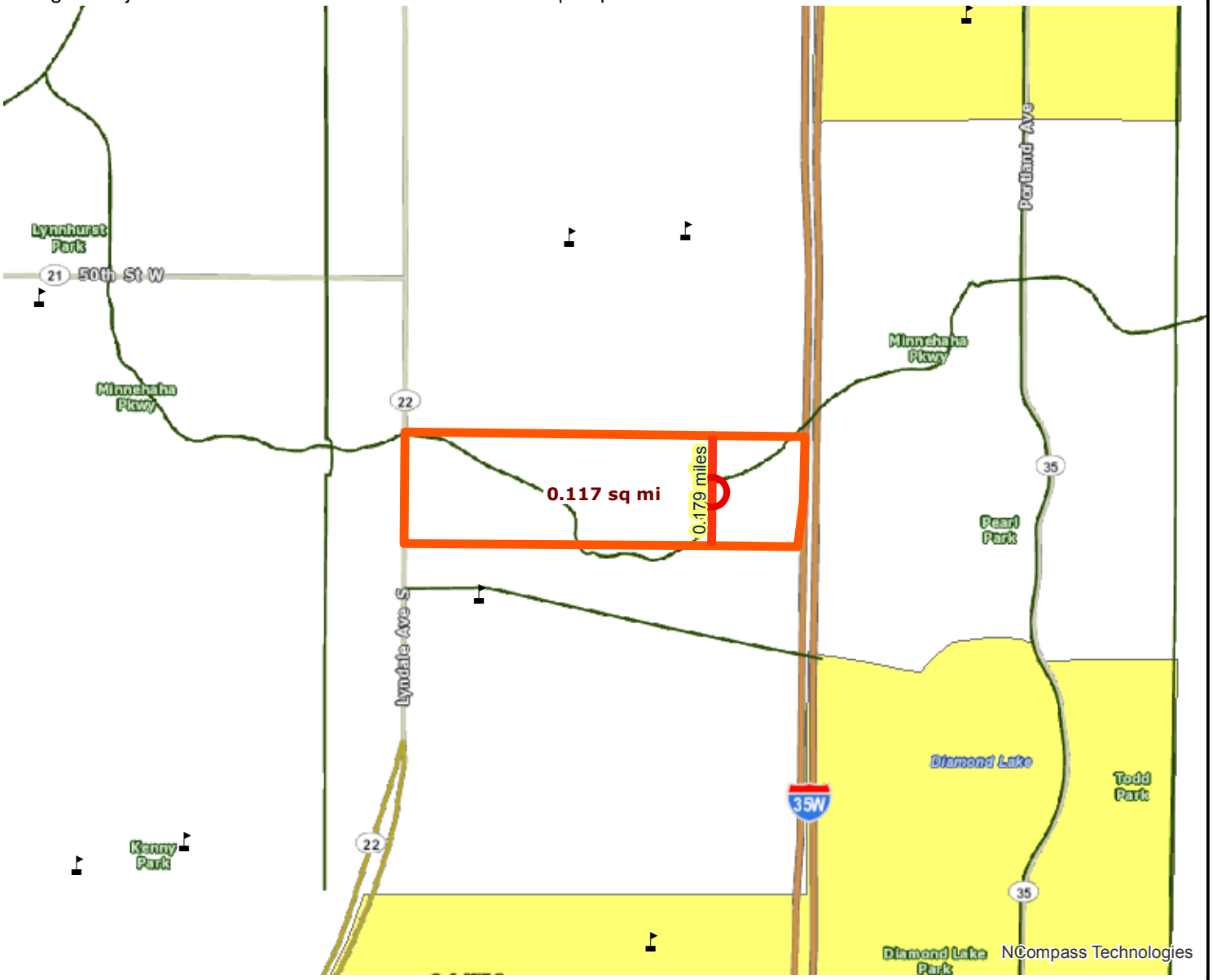
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: Nicollet Avenue over Minnehaha Creek | Map ID: 1466697785514

Results

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:
(0 to 12 Points)



- Project Points
- Project
- Project Area
- Area of Concentrated Povertry > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty
- School

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/23/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.2352
www.minneapolismn.gov

July 5, 2016

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

RE: 2016 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2016 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 on June 17, 2016. The relevant action is excerpted below:

> *The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:*
> *The Minneapolis City Council hereby authorizes the submission of a series of applications for federal transportation funds through Metropolitan Council's 2016 Regional Solicitation Program and further authorizes the commitment of local funds to provide the required match for federal funding, as set forth in File No. 16-00737 on file in the Office of the City Clerk.*
> *On roll call, the result was:*
> *Ayes: Reich, Gordon, Frey, Yang, Warsame, Goodman, Glidden, Cano, Bender, Quincy, Palmisano, President Johnson (12)*
> *Noes: (0)*
> *Absent: A. Johnson (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,

Lisa K. Cerney

Lisa Cerney, P.E.
Deputy Director of Public Works

City of Minneapolis
Request for Committee Action

To:	Transportation & Public Works
Date:	6/7/2016
Referral:	Ways & Means
From:	Public Works Department
Lead Staff:	Steven Hay, Transportation Planner, Transportation Planning and Programming
Presented by:	Steven Hay, Transportation Planner, Transportation Planning and Programming
File Type:	Action
Subcategory:	Grant

Subject:
Application for 2016 Met Council Regional Solicitation for Federal Transportation Funds

Description:
Authorizing the submission of a series of applications for federal transportation funds through Metropolitan Council's Regional Solicitation Program and the commitment of local funds to provide the required match for federal funding.

Previous Actions:
None.

Background/Analysis:
The City will prepare a series of applications for the 2016 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimated costs, and the requested amounts. Each project requires 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. These applications will maximize the use of federal funding. The funding to be awarded is for projects to be constructed in 2020 and 2021.

The 2016 Regional Solicitation for federal transportation funding is part of 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).

Applications are 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 is recommending the submission of up to six applications, which are summarized below:

Project Name	Category	Requested Federal Amount	Minimum Local Match Required
Hennepin Avenue (Washington Avenue to 12th St S)	Roadways	$7,000,000	$1,750,000
37th Avenue NE (Central Avenue to Stinson Boulevard)	Roadways	$7,000,000	$1,750,000
Nicollet Avenue Bridge over Minnehaha Creek	Roadways	$7,000,000	$1,750,000
Prospect Park Trail	Bicycle & Pedestrian Facilities	$535,000	$855,000
Queen Avenue N Bike Boulevard	Bicycle & Pedestrian Facilities	$1,000,000	$250,000
36th Street West Pedestrian Enhancements	Bicycle & Pedestrian Facilities	$1,000,000	$565,000
Totals		$23,535,000	$6,920,000

Details of the proposed applications are described below:

Hennepin Avenue – Washington Avenue to 12th Street South

The proposed project is a complete reconstruction of Hennepin Avenue from Washington Avenue to 12th St S, a distance of approximately 0.75 miles. The proposed reconstruction project proposes to remove and replace the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, sidewalks, and street trees.
Program Category: Roadways including Multimodal Elements

37th Avenue NE – Central Avenue to Stinson Boulevard

The proposed project is a complete reconstruction of 37th Avenue NE from Central Avenue to Stinson Avenue, a distance of approximately 1.0 mile. This section of 37th Avenue NE is along the border between Minneapolis and Columbia Heights. The application and proposed project will be done in collaboration with the City of Columbia Heights. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, some sidewalks, as well as construction of a bicycle facility.
Program Category: Roadways including Multimodal Elements

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.
Program Category: Roadways including Multimodal Elements

Prospect Park Trail – Franklin Avenue SE to 27th Avenue SE

The proposed project involves the construction of a multi-use trail between Franklin Avenue SE and 27th Avenue SE. The project involves grading, subgrade work, paving, lighting, signage, and striping.

Program Category: Bicycle and Pedestrian Facilities

Queen Avenue Bike Boulevard

The proposed project will construct bicycle boulevards on Queen Ave N (or parallel routes) from 44th Ave N to the Harrison neighborhood. The City will continue to coordinate with Hennepin County as a partner agency to evaluate the project and determine if the proposed project is suitable for submission.

Program Category: Bicycle and Pedestrian Facilities

36th Street W Pedestrian Enhancements

The proposed project involves sidewalk gap infill and construction of an off-street protected bikeway to replace the temporary bollard protected bikeway and pedestrian path between Richfield Rd and Dupont Ave S.

Program Category: Bicycle and Pedestrian Facilities

Financial Review:

No additional appropriation required, amount included in current budget.

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 90591 **NICOLLET AVE S over MINNEHAHA PKWY; CREEK**

Date: 06/14/2016

+ GENERAL +

Agency Br. No. 4511
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 1.7 MI N OF JCT CSAH 53
Sect., Twp., Range 15 - 028N - 24W
Latitude 44d 54m 27.36s
Longitude 93d 16m 41.10s
Custodian CITY
Owner CITY
Inspection By CITY OF MINNEAPOLIS
Year Built 1923
MN Year Remodeled 2002
FHWA Year Reconstructed
Bridge Plan Location MUNICIPAL
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under HWY;STREAM
Main Span Type CONC ARCH
Main Span Detail OPEN SPANDREL ARCH
Appr. Span Type CONC SLAB SPAN
Appr. Span Detail
Skew
Culvert Type
Barrel Length
Number of Spans
MAIN: 9 APPR: 7 TOTAL: 16
Main Span Length 93.6 ft
Structure Length 818.0 ft
Deck Width 62.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type MONOLITHIC CONC
Wear Surf Install Year
Wear Course/Fill Depth
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 50,961 sq ft
Roadway Area 29,448 sq ft
Sidewalk Width - L/R 12.0 ft 12.0 ft
Curb Height - L/R 0.75 ft 0.75 ft
Rail Codes - L/R 17 17

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr MSAS 430
Roadway Name or Description
NICOLLET AVE S
Roadwav Function MAINLINE
Roadway Type 2 WAY TRAF
Control Section (TH Only)
Ref. Point
Date Opened to Traffic 01-01-1974
Detour Length 1 mi.
Lanes 4 Lanes ON Bridge
ADT (YEAR) 11,000 (2014)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided **NB-EB** **SB-WB**
Roadway Width 36.0 ft
Vertical Clearance
Max. Vert. Clear.
Horizontal Clear. 49.9 ft
Lateral Clr. - Lt/Rt
Appr. Surface Width 52.0 ft
Bridge Roadway Width 36.0 ft
Median Width on Bridge

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut. CONC - SPRD SOIL
Pier CONC - FTG PILE
Historic Status ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load NOT REQUIRED
Traffic NOT REQUIRED
Horizontal NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status F.O.
Sufficiency Rating 66.1
Last Inspection Date 07-13-2015
Inspection Frequency 24
Inspector Name CITY MINNEAPOLIS
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck 5
Superstructure 5
Substructure 5
Channel 7
Culvert N

+ NBI APPRAISAL RATINGS +

Structure Evaluation 5
Deck Geometry 2
Underclearances 6
Waterway Adequacy 8
Approach Alignment 8

+ SAFETY FEATURES +

Bridge Railing 1-MEETS STANDARDS
GR Transition N-NOT REQUIRED
Appr. Guardrail N-NOT REQUIRED
GR Termini N-NOT REQUIRED

+ IN DEPTH INSP. +

Frac. Critical
Underwater
Pinned Asbly.
Spec. Feat.

+ WATERWAY +

Drainage Area
Waterway Opening 99999 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code I-LOW RISK
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load H 20
Operating Rating HS 29.80
Inventory Rating HS 17.90
Posting
Rating Date 04-01-2013
Overweight Permit Codes
A: N B: N C: N

06/14/2016

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: CITY OF MINNEAPOLIS

BRIDGE 90591 **NICOLLET AVE S OVER MINNEHAHA PKWY; CREEK** **INSP. DATE: 07-13-2015**

County: HENNEPIN
City: MINNEAPOLIS
Township:
Section: 15 Township: 028N Range: 24W
Span Type: CONC ARCH
NBI Deck: 5 Super: 5 Sub: 5 Chan: 7 Culv: N

Location: 1.7 MI N OF JCT CSAH 53
Route: MSAS 430 Ref. Pt.: 001+00.040
Control Section: Maint. Area:
Local Agency Bridge Nbr: 4511

Length: 818.0 ft
Deck Width: 62.3 ft
Rdwy. Area / Pct. Unsnd: 29,448 sq ft
Paint Area / Pct. Unsnd:
Culvert : N/A

Open, Posted, Closed: OPEN
MN Scour Code: I-LOW RISK

Appraisal Ratings - Approach: 8 Waterway: 8
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

Def. Stat: F.O. Suff. Rate: 66.1

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	07-13-2015	1 EA	1	0	0	0
	Notes: NO CRITICAL FINDINGS.						
12	REINFORCED CONCRETE DECK	07-13-2015	50,961 SF	45,865	0	5,096	0
	Notes: MANY DELAMINATIONS, LARGE SPALLS, LARGE AREAS WITH REBARS EXPOSED, UNDERMINED INTO SECOND LAYER OF REINFORCEMENT AND LONGITUDINAL CRACKS WITH AREAS OF INCRUSTATION, LOCATED AROUND ALL THE JOINTS TO N. ABUTMENT. STAINING AND EFFLORESCENCE. OLD FORM WORK EXPOSED AT S. CAP.SHOTCRETE REPAIR OVER ROADWAY.						
510	*WEARING SURFACE*	07-13-2015	29,448 SF	22,086	0	7,362	0
	Notes: Top of Concrete Deck with Uncoated Rebar Notes: THERE ARE RANDOM CRACKS AND FINE, MEDIUM TO LARGE SIZE UNSEALED TRANSVERSE AND LONGITUDINAL CRACKS ON ENTIRE DECK. THE CENTER STRIPPED AREA CRACKS AND JOINTS HAVE NOT BEEN SEALED. MANY OF THE PATCHES ARE SCALING AT THE EDGES. ASPHALT PATCHES. [2015] 30 SPALLS THROUGHOUT THE DECK AND DELAMINATIONS. SEVERAL 4" OPEN CORE HOLE.						
810	CONC WEAR SURF-CRACKING SEALING	07-13-2015	0 LF	0	0	0	0
	Notes: THERE IS 8256 LIN. FT. OF DECK CRACKING.						
301	POURED SEAL JOINT	07-13-2015	2,164 LF	1,082	1,082	0	0
	Notes: LONGITUDINAL AND TRANSVERSE JOINTS HAVE SEPARATION AND LOSS OF ADHESION.						
302	COMPRESSION DECK JOINT	07-13-2015	1,197 LF	0	0	0	1,197
	Notes: FULL OF SAND AND LOOSE RUBBLE. MANY PLACES OF THE JOINT ARE OPEN, SEPARATION, SPALLS, SCALE AND DELAMINATION. STEEL EXTRUSION BROKEN AND PUSHED IN AND MOST SHOWING RUST, CORROSION AND SATURATION BELOW. FOAM OF TWO JOINTS FROM NORTH HAS NO PARA PLASTIC.VEGETATION GROWING MANY AREAS OF THE JOINTS, SPALLS AND SCALE AT OUTSIDE EDGES.						
330	METAL BRIDGE RAILING	07-13-2015	1,637 LF	0	1,637	0	0
	Notes: [2016] Migrator assumed concrete/metal combination type rail. THE CONCRETE PARAPET HAS MANY FINE SIZE MAP CRACKS, RUST STAINS, DELAMINATION, SMALL SPALLS WITH REBAR EXPOSED AT THE FASCIAS.						
515	*STEEL PROTECTIVE COATING*	07-13-2015	999 SF	999	0	0	0
	Notes: [2016] Migrator assumed CS1 and a quantity of 999 SF.						
331	REINFORCED CONC BRIDGE RAILING	07-13-2015	1,637 LF	0	1,637	0	0
	Notes: [2016] Migrator assumed concrete/metal combination type rail. THE CONCRETE PARAPET HAS MANY FINE SIZE MAP CRACKS, RUST STAINS, DELAMINATION, SMALL SPALLS WITH REBAR EXPOSED AT THE FASCIAS.						
321	CONCRETE APPROACH SLAB	07-13-2015	1,040 SF	0	1,040	0	0
	Notes: [2016] Migrator assumed an approach slab length of 20FT and used the inventory quantity of 52FT for the width. THERE IS SCALE, SPALLS, PLOW DAMAGE AT JOINT AND THE ASPHALT OF THE ROADWAY NEXT TO THE APPROACH IS MILLED.						

822	BITUMINOUS APPROACH ROADWAY	07-13-2015	1 EA	0	1	0	0

Notes: [2015]ASPHALT SETTLED DOWN AT N. APPROACH. LARGE CRACKS, SEPARATION AND SETTLEMENT AT S APPROACH. 3" OF THE STEEL AT THE JOINT IS EXPOSED. JOINT FILLED WITH ASPHALT.

144	REINFORCED CONCRETE ARCH	07-13-2015	1,371 LF	371	1,000	0	0

Notes: THERE ARE LONGITUDINAL CRACKS WHERE THE ARCHES WERE PATCHED WITH LARGE AREAS OF DELAMINATION, SPALLS WITH REBAR EXPOSED, MANY OF THE CRACKS HAVE RUST STAINS. ALSO LONGITUDINAL CRACKS ON THE SIDES OF THE ARCHES, SPALLS WITH REBAR EXPOSED, LONGITUDINAL CRACKS ON THE TOP AND BOTTOM OF THE ARCHES. [2013]SHOTCRETE REPAIRS. SCRAPE MARKS AT N. ARCH OVER THE PARKWAY.

Arch Spandrel Column Notes: MANY CRACKED AND HAVE AREAS OF DELAMINATION AND EFFLORESCENCE, MANY SPALLS WITH REBARS EXPOSED. (PRIMARILY UNDER DECK JOINTS)

205	REINFORCED CONCRETE COLUMN	07-13-2015	20 EA	0	20	0	0

Notes: COLUMNS HAVE FINE TO MEDIUM SIZE VERTICAL CRACKS WITH DELAMINATIONS, SPALLS, REBAR EXPOSED AND SEVERE SCALE AT THE SCUPPER LOCATIONS.

210	REINFORCED CONCRETE PIER WALL	07-13-2015	200 LF	0	100	100	0

Notes: THERE ARE SPALLS, REBAR EXPOSED, AND DELAMINATED AREAS. SEVERE SCALE AND SPALL AT SCUPPER LOCATIONS ON PIER WALL. EXTENSIVE DETERIORATION AND UNDERMINING AREAS AT STREAM FLOW.

215	REINFORCED CONCRETE ABUTMENT	07-13-2015	165 LF	0	40	125	0

Notes: [2016] Migrator added 40 LF to abutment quantity to account for wingwalls (CS1:0 CS2:40 CS3:0 CS4:0).
THERE ARE SIGNS OF SEEPAGE, SCALING, DELAMINATION, LARGE SPALLS AND FOUR FULL HEIGHT CRACKS ON THE NORTH, SPALLS WITH REBAR EXPOSED AT N.W. THERE ARE SIGNS OF SEEPAGE AND AREAS OF SCALING, SPALLS WITH REBAR EXPOSED ON THE SOUTH.

Wingwall notes: THERE ARE AREAS OF MEDIUM SIZE MAP CRACKS AND DELAMINATIONS. HEAVY VEGETATION.

234	REINFORCED CONCRETE PIER CAP	07-13-2015	3,346 LF	0	2,008	1,339	0

Notes: THERE ARE SPALLS WITH RUST STAINS, INCRUSTATION, PATCHES AND MANY FINE & MEDIUM SIZE CRACKS AT THE CONCRETE EXTENSIONS. SPALLS ON THE ENDS OF THE CAPS ARE THE MOST SEVERE. THERE IS SEEPAGE, EFFLORESCENCE, HEAVY DELAMINATIONS, LARGE SPALLS WITH REBARS EXPOSED AND RUST STAINS UNDER THE EXPANSION JOINTS. ONE STEEL SUPPORT WAS INSTALLED ON ONE KNEE BRACE (BOTH SIDES), WHICH IS DETERIORATING AND SHOWING PACK RUST. TWO CRACK MONITORS WERE INSTALLED. ONE IN SPAN 3 ON THE WEST AND ONE IN SPAN 2 ON THE EAST. (SEE FILE FOR CRACK MONITOR SHEETS). ONE CRACK MONITOR BROKE DUE TO PACK RUST[2015].

883	CONCRETE SHEAR CRACKING	07-13-2015	1 EA	1	0	0	0

Notes: Use this element to monitor the presence of shear cracking on concrete elements. Pay particular attention to the concrete pier caps.

885	SCOUR	07-13-2015	1 EA	1	0	0	0

Notes: THERE IS MINOR SCOUR ON THE S.W. & N.E. HIGH WATER FLOW INTO PIER FOOTINGS.

892	SLOPES & SLOPE PROTECTION	07-13-2015	2 EA	0	2	0	0

Notes: DIRT SLOPE ERODED BOTH SIDES.

894	DECK & APPROACH DRAINAGE	07-13-2015	1 EA	1	0	0	0

Notes: 2 CATCH BASINS ARE BLOCKED AT N. OVER CREEK AND ANOTHER TWO AT THE CENTER.

895	SIDEWALK, CURB, & MEDIAN	07-13-2015	1 EA	0	1	0	0

Notes: CURB; LARGE CRACK,UNDERMINING THROUGHOUT AT THE INTERFACE OF THE SIDEWALK. THE SIDEWALK SUBSURFACE HAS DELAMINATION AND SPALLS WITH REBARS EXPOSED AT SPANDREL COLUMN CAPS. THE APPROACH SIDEWALK ON THE N.E. HAS LARGE SPALLS WITH REBAR EXPOSED. STEEL PLATES SHOWING HEAVY RUST. THE SIDEWALK JOINTS ON THE NE & NW HAS FOAM WITH NO SEAL. PARA PLASTIC STICKING UP FROM SIDEWALK JOINTS CAUSING TRIP HAZARDS. THE N.W. SIDEWALK TOWER IS SPALLED WITH SCRAPE MARKS, OTHERS SHOWING VERTICAL CRACKS, THE ORNAMENTAL STEEL AT TOP HAS SURFACE RUST. VEGETATION IN OPEN JOINTS.

899	MISCELLANEOUS ITEMS	07-13-2015	1 EA	0	1	0	0

Notes: LIGHTING: LIGHT BASE OF MANY PAINTED OVER RUST, STAINING RAIL PARAPET, PEELING AND FLAKING. [2015] LIGHT BASES HEAVY CORROSION AND HOLES. CONDUIT AT N.E. UNDER FASCIA.

900	PROTECTED SPECIES	07-13-2015	1 EA	1	0	0	0

Notes: Use this element to track the presence of protected species living on this structure.

General Notes: ROADWAY UNDER, THERE ARE A FEW CRACKS IN THE ASPHALT SURFACE. CURB UNDER, STANDARD PARK BOARD CURB AND GUTTER. THE SIDEWALK RUN UNDER THE FOURTH SPAN FROM THE NORTH. FULL OF DIRT FROM THE EROSION OF THE SLOPE TO THE NORTH. WOODEN STAIRWAY ON THE N. IS WEATHERED AND CHECKED. 2013 MAINTENANCE CREWS REMOVING HAZARDOUS LOOSE CONCRETE UNDER STRUCTURE AND N.E. SHOTCRETE REPAIR.

RECOMMENDED REPAIRS:

-FIX THE SPALLS ON THE DECK
-REPLACE OPEN JOINTS BOTH SIDES
-REPLACE N. POURED JOINTS AT N. APPROACH.
-ADD RIPRAP AT N.W AND S.W OF THE CHANNEL
-MILL AND OVERLAY ALL OVER COMPRESSED JOINTS.

Figure 1: Major Crack on Arch

Figure 2: Cracks on Arch

Figure 3: Spalls on Arch

Figure 4: Spall on Pier at Downspout Location

Figure 5: Spalls and Cracks on All Elements

Figure 6: Spall on Spandrel Column and Cantilever Bracket

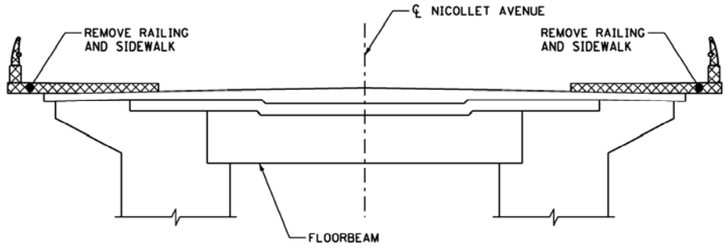
Figure 7: Floorbeam Spall Adjacent to Previous Repair

Figure 8: Previous Floorbeam Repair with Rust Seeping Through

Figure 9: Spall on Underside of Deck

Figure 10: Crack on Cantilever Bracket

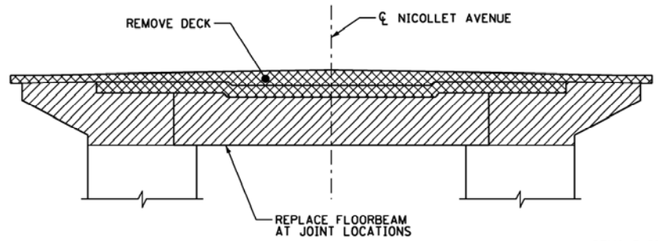
A



TYPICAL SECTION

1. REMOVE RAILING.
2. REMOVE SIDEWALK.

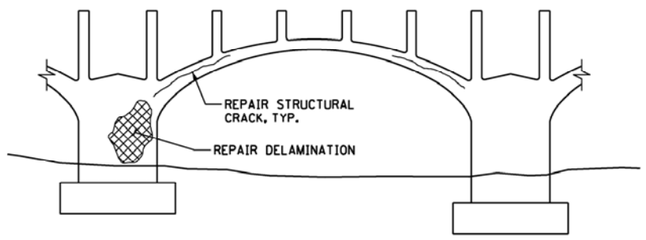
B



TYPICAL SECTION

1. REMOVE DECK TO TOP OF FLOORBEAM.
2. REMOVE AND REPLACE FLOORBEAMS AT JOINT LOCATIONS.

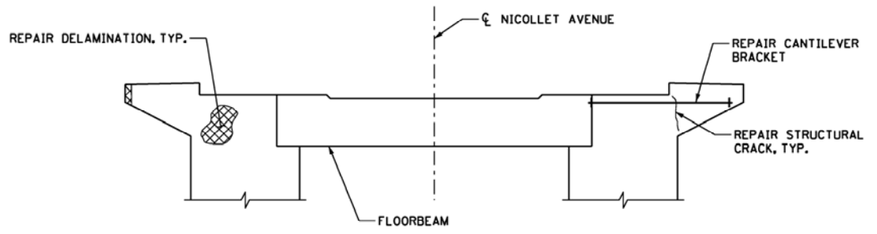
C



ELEVATION

1. REPAIR DELAMINATION.
2. REPAIR STRUCTURAL CRACKS.

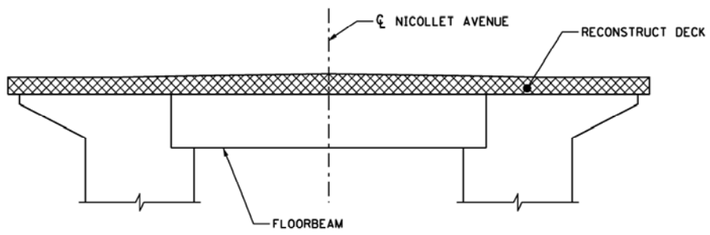
D



TYPICAL SECTION

1. REPAIR DELAMINATION.
2. REPAIR STRUCTURAL CRACKS.
3. REPAIR CANTILEVER BRACKET.

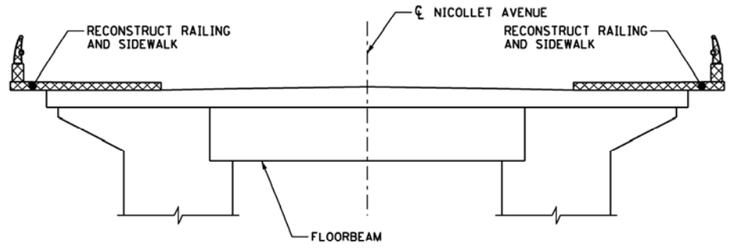
E



TYPICAL SECTION

1. RECONSTRUCT DECK.

F



TYPICAL SECTION

1. RECONSTRUCT SIDEWALK.
2. RECONSTRUCT RAILING.

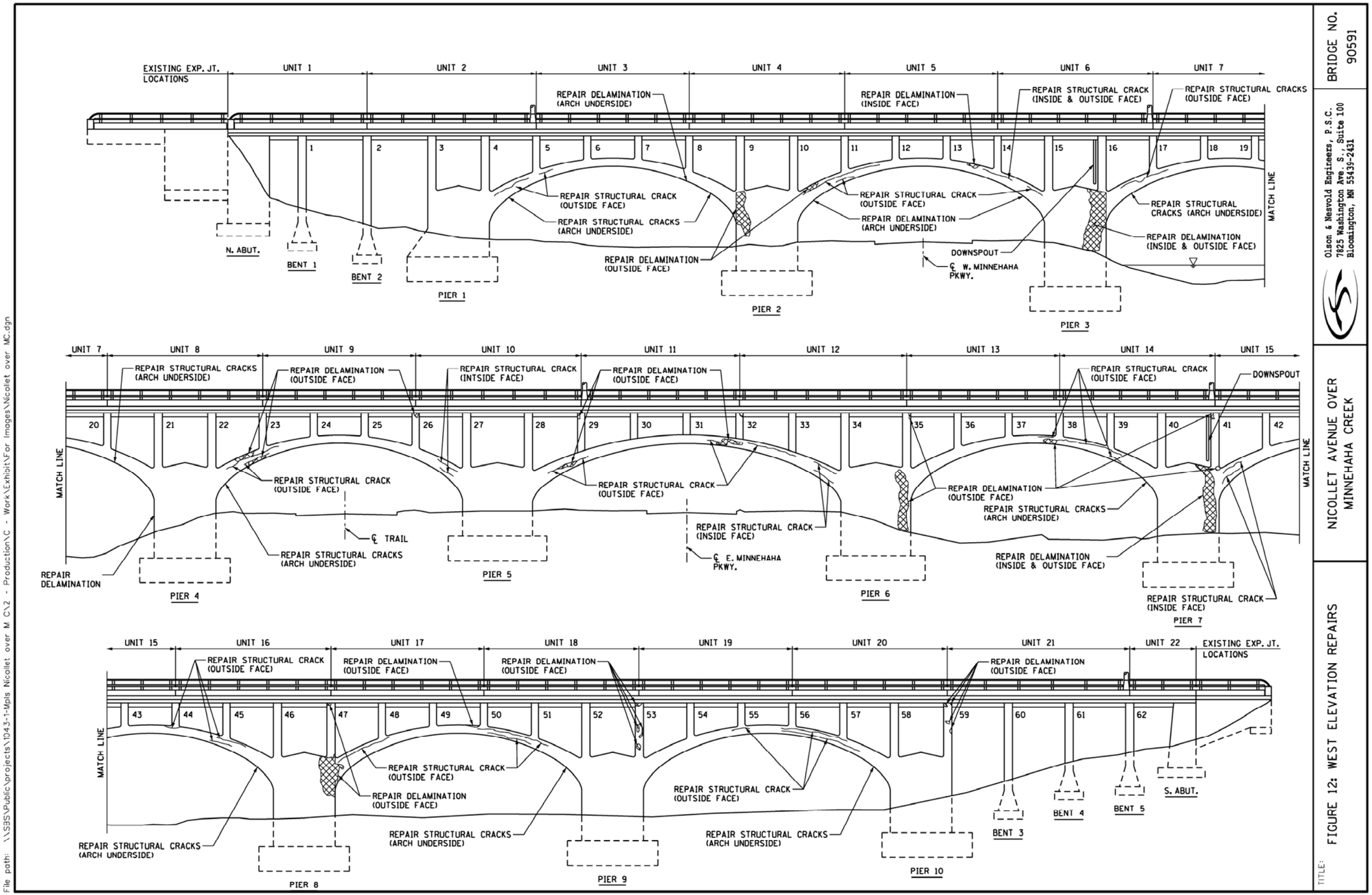
BRIDGE NO. 90591

Olson & Nesvold Engineers, P.S.C.
7825 Washington Ave. S., Suite 100
Bloomington, MN 55439-2431

NICOLLET AVENUE OVER MINNEHAHA CREEK

TITLE:

FIGURE 17: CONCEPTUAL REPAIR CONSTRUCTION SEQUENCE



BRIDGE NO. 90591

Olson & Nesvold Engineers, P.S.C.
7825 Washington Ave. S., Suite 100
Bloomington, MN 55439-2431

NICOLLET AVENUE OVER MINNEHAHA CREEK

TITLE: FIGURE 12: WEST ELEVATION REPAIRS

Plotted by: don.streeter
Plotted on: 10/9/2012 at 10:31:47 AM
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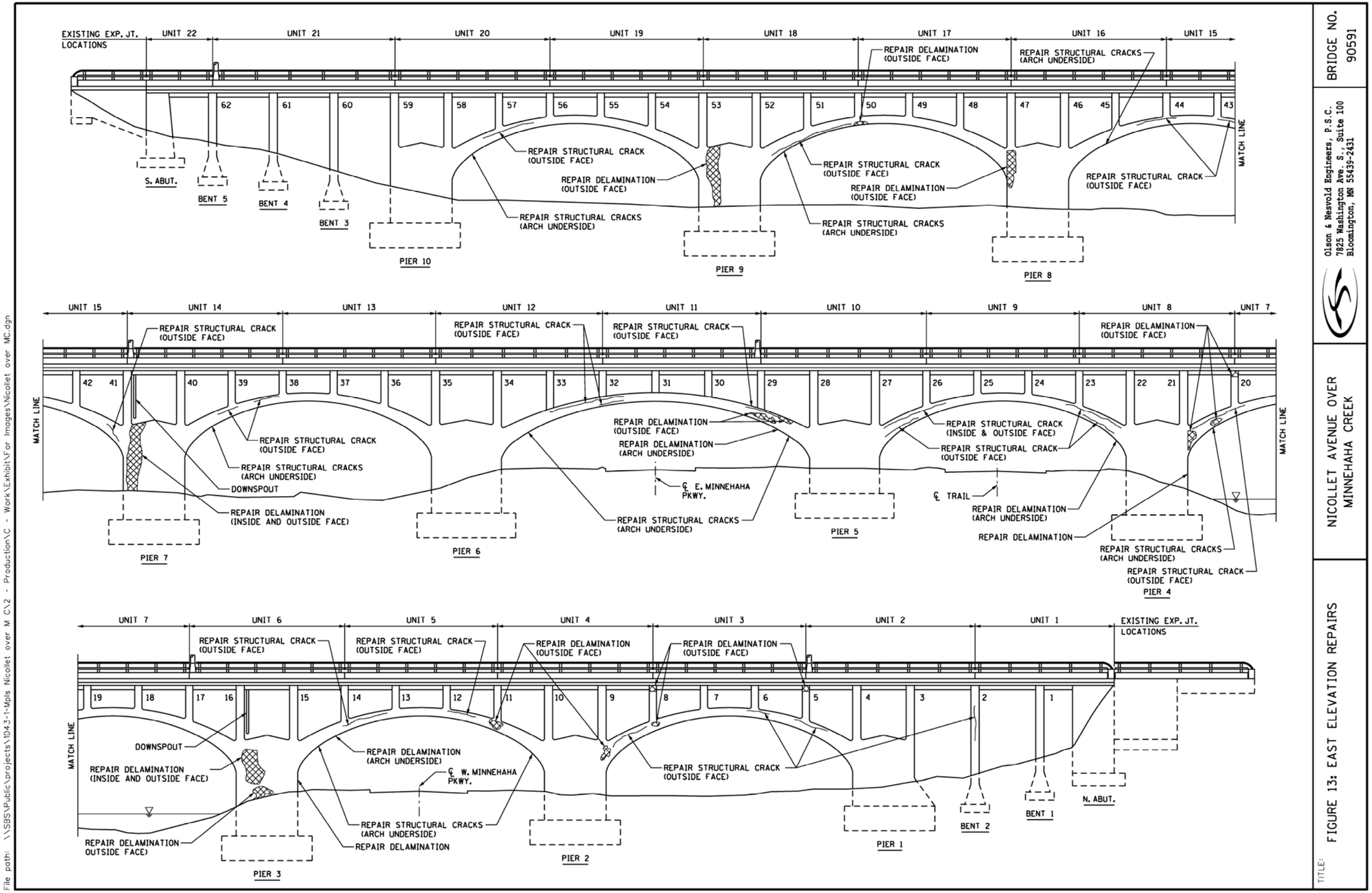


BRIDGE NO. 90591

Olson & Nesvold Engineers, P.S.C.
7825 Washington Ave. S., Suite 100
Bloomington, MN 55439-2431

NICOLLET AVENUE OVER MINNEHAHA CREEK

TITLE: FIGURE 13: EAST ELEVATION REPAIRS

Plotted by: dan.streeter
Plotted on: 10/9/2012 at 10:32:11 AM
File path: \\SBS\Public\projects\104.3-1-Mpls Nicollet over M C\2 - Production\C - Work\Exhibit\For Images\Nicollet over MC.dgn

Existing Conditions

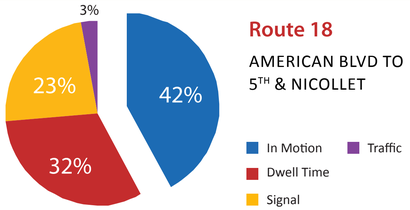
Corridor Demographics

	Within ¼ Mile of Rapid Bus Stations	Within ½ Mile of Rapid Bus Stations
Population (2010)	46,900	91,300
Housing Units (2010)	26,100	47,900
Total Jobs (2008)	143,900	164,200
Outside Downtown Minneapolis	12,800	23,800

Current Bus Service

Route	18
Average Weekday Bus Speed	10.9 miles per hour
Average Weekday Riders in Corridor	13,600
On-time Performance	90.4%
Frequency (Rush Hours)	7.5 Minutes

Current Bus Travel Time



Nicollet and 4th- Downtown Minneapolis

38th and Nicollet

Diamond Lake Road and Nicollet

66th and Nicollet

Rapid Bus Concept

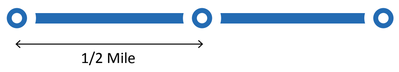
Overview

Corridor Length: 8.8 Miles
Number of Stations: 28
Stations per Mile: 3.2

Frequency and Stop Spacing

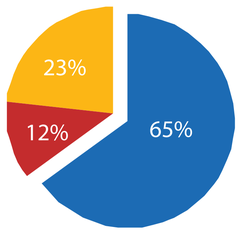
Weekday Rush Hours

Rapid Bus: 7.5-minute Service



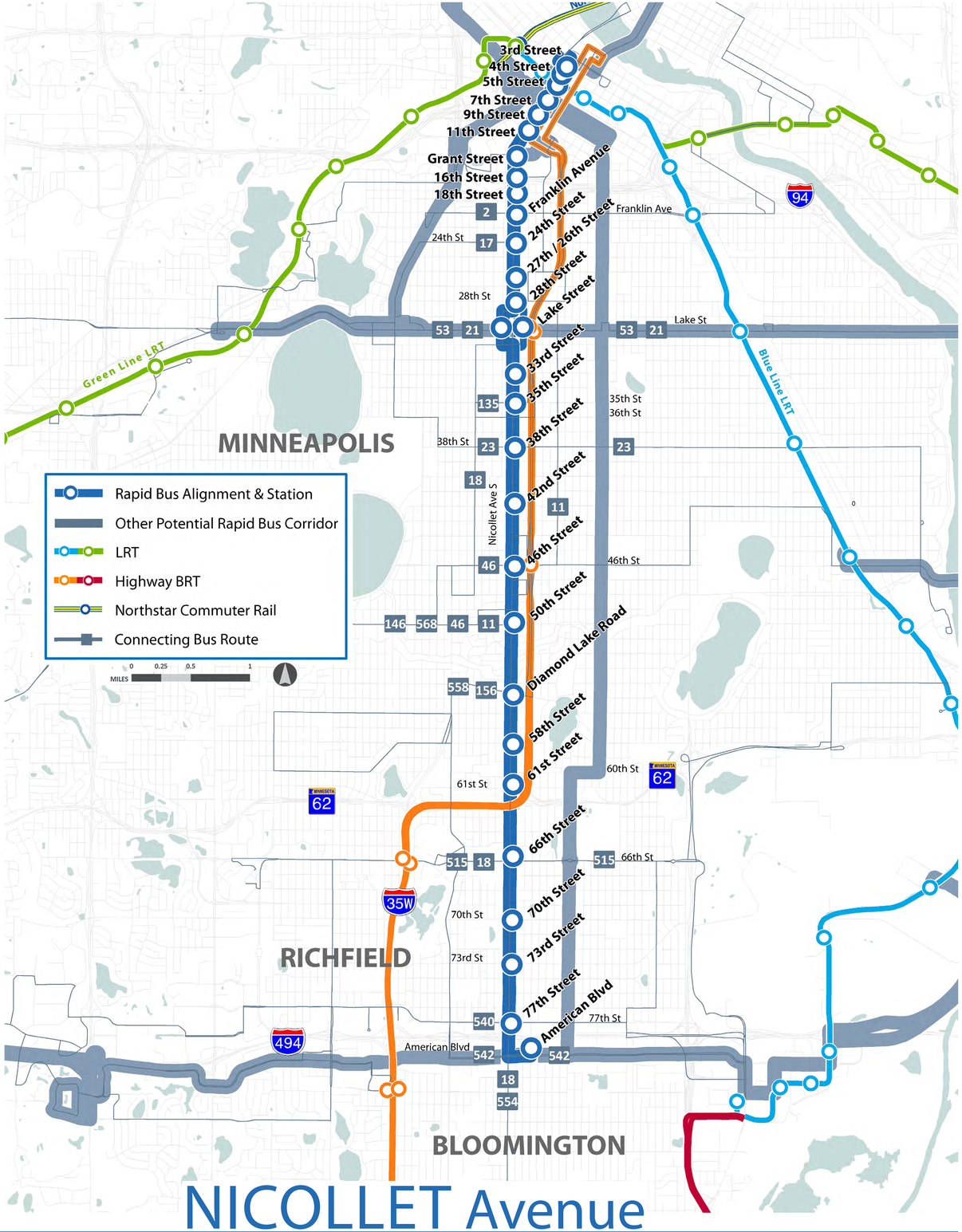
Route 18: 15-minute Service

Rapid Bus Travel Time



Travel Time Savings

AMERICAN BLVD TO 7TH & NICOLLET	
Existing Route	49 Minutes
Rapid Bus	39 Minutes
Change	**20% Faster**



NICOLLET Avenue

RAPID BUS CONCEPT

Metropolitan Council | Metro Transit

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road
Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400
Fax
612-230-6500

www.minneapolisparks.org

July 5, 2016

Steven Hay, P.E.
City of Minneapolis, Department of Public Works
309 2nd Ave S, Rm 300
Minneapolis, MN 55401

Re: Letter of Support for City of Minneapolis's Regional Solicitation Application and Project MSAS 430 (Nicollet Avenue South) Bridge Rehabilitation Project over Minnehaha Creek Parkway

Dear Mr. Hay:

The City of Minneapolis Park & Recreation Board supports the City of Minneapolis's federal funding application through the Regional Solicitation for the proposed MSAS 430 (Nicollet Avenue South) bridge improvement project over Minnehaha Parkway.

The Nicollet Avenue South Bridge is an important resource within the Grand Rounds Parkway in South Minneapolis. The large number of pedestrians, cyclists and vehicles that use the trails and parkways along Minnehaha Creek below the bridge would benefit from a rehabilitated bridge. The repair of deteriorated concrete elements will improve the safety of the parkway and trail and will greatly improve the aesthetics of the bridge. These bridge improvements will enhance the livability and quality of life for Minneapolis residents.

Thank you for making us aware of this application effort and the opportunity to provide support. The Park & Recreation board looks forward to working with you on this project.

Sincerely,

Michael Schroeder
Associate Superintendent, Planning

Nicollet Ave S Bikeway

40th St E to 61st St E

Project Background

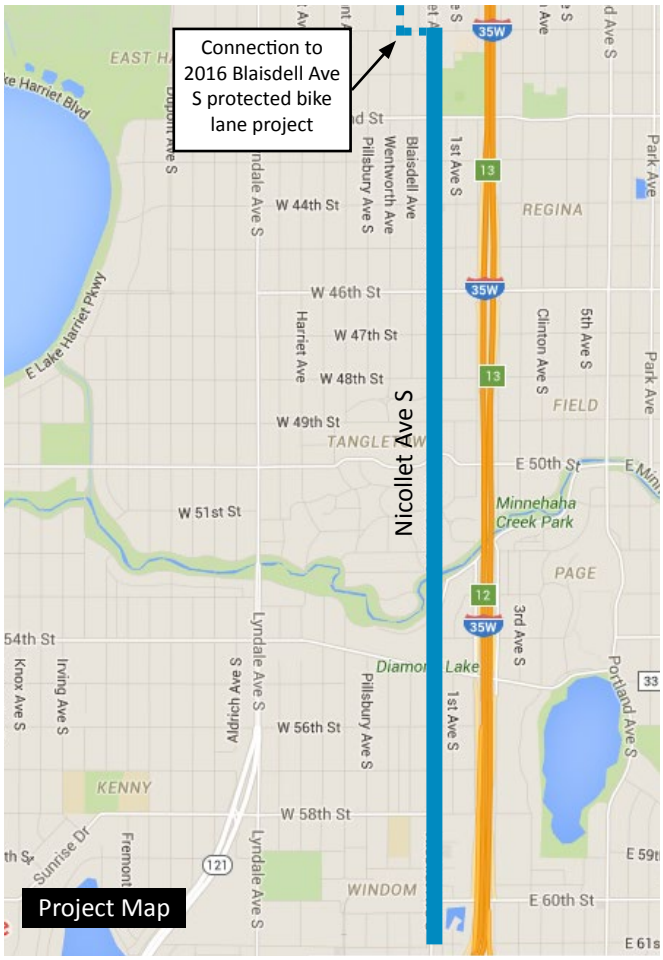
In the summer of 2016, Minneapolis Public Works will be sealcoating Nicollet Avenue South from East Minnehaha Parkway to 61st Street. There is also an opportunity to continue the project north of East Minnehaha Parkway to 40th Street without significant modifications. Both segments of Nicollet Avenue South are identified in the Minneapolis Bicycle Master Plan. The sealcoat project provides an opportunity to implement the planned bikeway consistent with adopted policy.

Proposed Concept

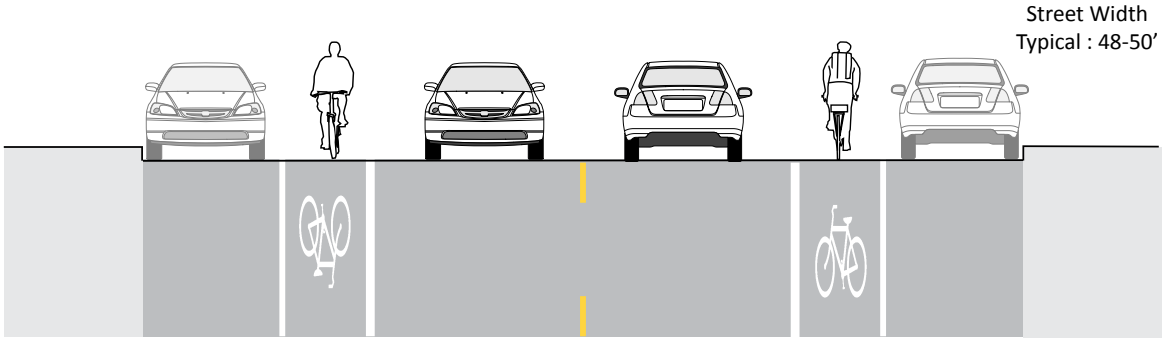
There is currently parking on both sides of Nicollet Avenue South along the entire project corridor. In order to install dedicated bike lanes, initial review has found that impacts to existing parking would be minimal. Pending preliminary support from the applicable City Council Offices and impacted stakeholders, Public Works staff would develop the design and provide updates regarding any changes.

Contact Information

Becca Hughes, Minneapolis Public Works
rebecca.hughes@minneapolismn.gov or 612-673-3594
Website: www.minneapolismn.gov/bicycles/projects



Proposed Typical



Minneapolis
City of Lakes

Updated January 15, 2016