Application

10356 - 2018 Bridges

11019 - Nicollet Avenue South over Minnehaha Creek

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/12/2018 7:24 AM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

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	Minnesota	55401
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 612-673-3884 Ext.

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Nicollet Avenue South over Minnehaha Creek

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project is for the rehabilitation of Bridge No. 90591. The 16-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: East Minnehaha Parkway to West 52nd Street (total project length of 1,020 ft.; bridge length of 818 ft.).

The bridge was built in 1923, repaired in 1973, has a sufficiency rating of 65.8 in the most recent MnDOT structural inventory report, and is functionally obsolete. Bridge 90591, is 63 ft. wide has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Thrive MSP 2040 states that the Nicollet Avenue South bridge could potentially carry Streetcar or a Bus Rapid Transit line in the future. The transit line would offer circulation through the core of the city from American Boulevard in Bloomington to 3rd Street in downtown Minneapolis. An on-street bikeway was added to Nicollet Avenue from 40th Street to 61st Street in 2016, including Bridge 90591.

The bridge was last inspected by the City of Minneapolis on August 8, 2017. 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 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. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation 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.

(Limit 2,800 characters; approximately 400 words)

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

The project proposes to rehabilitate Bridge No. 90591, Nicollet Avenue South over Minnehaha Creek, in the City of Minneapolis. It will preserve a major capital investment by replacing the deck and repairing the bridge's deteriorated concrete.

Project Length (Miles)

to the nearest one-tenth of a mile

0.2

Project Funding

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

Yes

If yes, please identify the source(s)

State Transportation Fund - Bridge Bonds

Federal Amount

$7,000,000.00

Match Amount

Minimum of 20% of project total

$15,200,000.00

Project Total

$22,200,000.00

Match Percentage

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

68.47%

Source of Match Funds

State Bridge Bond Funds ($10,000,000); Local/State Aid Funds (5,200,000)

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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2021

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

Project Information-Roadways

County, City, or Lead Agency City of Minneapolis

Functional Class of Road A Minor Arterial

Road System MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 430

i.e., 53 for CSAH 53

Name of Road Nicollet Avenue South

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55419

(Approximate) Begin Construction Date 04/18/2022

(Approximate) End Construction Date 10/31/2023

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

From:
(Intersection or Address) East Minnehaha Parkway

To:
(Intersection or Address) West 52nd Street

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work Bridge

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/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: Bridge No. 90591

New Bridge/Culvert No.: Bridge No. 90591

Structure is Over/Under
(Bridge or culvert name): over Minnehaha Creek and Parkway

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 (2015), 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 goals, 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.

Strategies: The public has invested heavily in its transportation system. Its preservation, maintenance, and operation are important to protect this investment for generations to come. Preservation includes the repair or replacement of pavement, bridges, transit infrastructure to support the safe and efficient use of these facilities.

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.

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

American Boulevard (Bloomington)
Central Avenue NE (Hennepin County)
East Seventh Street (Saint Paul)
Hennepin Avenue (Minneapolis)
Lake Street (Minneapolis)
Nicollet Avenue (Minneapolis)
Robert Street (Saint Paul, West Saint Paul)
West Broadway Avenue (Minneapolis)

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:

2018 City of Minneapolis Capital Long-Range Improvement Committee Report (pages 14, 18, 37, 41, 46, 53)

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)

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)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 Modernization and Spot Mobility: *$1,000,000 to $7,000,000*
Traffic Management Technologies (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 (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	01/03/2012 Date process started	12/31/2018 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.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 and Spot Mobility 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

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$1,110,000.00
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	$16,225,000.00
Retaining Walls	$0.00
Noise Wall (not calculated 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	**$20,335,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$390,000.00
On-Street Bicycle Facility Construction	$1,200,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$275,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,865,000.00**

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
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
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$22,200,000.00
Construction Cost Total	$22,200,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	Lyndale Avenue South (Hennepin County CSAH 22)
Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project (calculated by Council Staff):	0

Explanation:

The nearest detour route, Lyndale Avenue, is relatively close. The detour route would be along 50th Street to Lyndale Ave. to 54th Street to Nicollet Ave. It is anticipated that the bridge will be closed for removal and replacement of the concrete deck. This however would only be for approximately 6 months (May-October duration). Its effect on connections to employment will be minimal as the detour route is only approximately 1.7 miles. Transit bus users going to places of employment or post-secondary locations will only experience slight delays. The project is not located on Tier 1, Tier 2, or Tier 3 corridors so a closure will have minimal effect on truck traffic. Also, due to I-35W being adjacent to Nicollet Avenue, trucks will be able to access the 46th Street exit to the north and the Diamond Lake exit to the south to avoid traveling along Nicollet Avenue.

(Limit 2,800 characters; approximately 400 words)

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 Post-Secondary Students within 1 Mile:	0
Upload Map	1531324285781_Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

The project is located on either a Tier 1, Tier 2, or Tier 3 corridor:

(65 Points)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

(10 Points)

The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: Yes

(0 Points)

Measure A: Current Daily Person Throughput

Location	1.7 MI N OF JCT CSAH 53
Current AADT Volume	8900.0
Existing Transit Routes on the Project:	18
Upload "Transit Connections" map	1531324737125_Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	9083.0
Current Daily Person Throughput	20653.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	8100

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): *(up to 100% of maximum score)*	
Project located in Area of Concentrated Poverty: *(up to 80% of maximum score)*	
Projects census tracts are above the regional average for population in poverty or population of color: *(up to 60% of maximum score)*	
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: *(up to 40% of maximum score)*	Yes

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Through the public involvement process, this project will be vetted with groups on either side of the bridge including neighborhoods in Tangletown, Hale/Page/Diamond Lake, Windom, and Field/Regina/Northrup. In addition feedback will be sought by neighborhoods in Richfield and Bloomington as Nicollet Ave. is an important transit corridor for downtown employment or for connecting to Lake Street transit. Techniques for public engagement will be open houses, pop-up events at local festivals, project info sheets mailed to residents, social media, discussions with council members from affected neighborhoods in Minneapolis, Richfield and Bloomington. In addition because a construction detour route is close (Lyndale Ave. approx. 0.5 mile away) transit will not be delayed significantly allowing those of low-income continued, efficient, transportation along Route 18.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The rehabilitation of the Nicollet Avenue South Bridge (Bridge 90591) over Minnehaha Creek and Parkway 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 (0.5 mi to the NW & 0.7 mi to the SW) to two different census tracts with above the regional average of concentration of race/poverty. Low income populations in areas of Richfield and Bloomington will benefit from the proposed rehabilitated bridge as it serves as a link between those areas and downtown/south side of Minneapolis. Bridge 90591 carries local transit route 18, which busses passengers between Bloomington, Richfield and downtown Minneapolis and helps low-income individuals travel around the metro. According to Metro Council?s THRIVE MSP 2040 and Transportation Policy Plan, the Nicollet Avenue corridor is identified as either having Streetcar or Bus Rapid Transit. Streetcar is the locally preferred alternative along a portion of Nicollet. The City is continuing to evaluate the entire route, which includes this bridge, as a long-term streetcar corridor. BRT or Streetcar will be beneficial in reducing travel time along the corridor. The alignment of both the streetcar and the BRT would connect to both the Blue and Green lines of Light Rail, and it will provide connection to the Orange Line BRT. In addition, the Nicollet BRT would provide connection to the potential BRT Corridor on Lake Street. This region of Lake Street contains nearly 3 miles of concentrated poverty and over 50% people of color. Pedestrians and bicyclists will continue to benefit from the wide sidewalks and bike lanes, 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.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

During construction, pedestrian/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 pedestrian traffic underneath the bridge. Once completed, this project will have no negative impacts on low-income populations, people of color, children, people with disabilities, or the elderly.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531328862109_Socio_Economic.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minneapolis	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.2

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.2

Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Bridge Condition

Bridge Sufficiency Rating 65.8

Upload Structure Inventory Report 1531330909250_NicAveBrRehab_Inv Report.pdf

Please upload attachment in PDF form.

Measure B: Load-Posting

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

Measure A: Multimodal Elements and Existing Connections

Response:

The rehabilitation of the Nicollet Avenue South Bridge (Bridge 90591) over Minnehaha Parkway and Creek will benefit several multimodal elements in the transportation network. The rehabilitation will replace the deck and will continue to accommodate bicyclists as part of the Nicollet Avenue On-Street-Avenue Bicycle Corridor constructed in 2016. The plan is described in the 2011 Minneapolis Bicycle Master Plan. The trails on the bridge are listed on the RBTN as part of the regional Bikeway Inventory as a planned alignment. 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. New bridge railings and decorative lighting will further enhance the pedestrian traveling experience. Bridge 90591 crosses over the Minnehaha Parkway Trail that is part of the historic Grand Rounds pathway system and is listed as a Tier 1 Alignment on the RBTN. 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 1000 cyclists and over 600 pedestrians travel beneath the bridge each day. Repairing the bridge will improve its aesthetics, enhancing the livability and quality of life for Minneapolis residents and trail visitors. The Nicollet Avenue South bridge over Minnehaha Parkway and Creek currently carries local Metro Transit Route 18, which carries passengers from Bloomington to downtown Minneapolis predominately along Nicollet Avenue. Route 18 is a high frequency network and a Night Owl route. The THRIVE MSP 2040's Transportation Policy Plan stipulates that the Nicollet Avenue South bridge will potentially carry a Streetcar or Bus Rapid Transit line in the future. The line would offer circulation through the core of the city from American Boulevard in Bloomington to 3rd Street in downtown

Minneapolis. 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.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout 1531331358500_NicolletAveBrRehab_Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 10/31/2019

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated. Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge Yes

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition 12/31/2020

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $22,200,000.00

Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$22,200,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
MPLS_LetterSupport_Formatted.pdf	Project Letter of Support from the City of Minneapolis	547 KB
MPRB_NicolletBridge_Letter.pdf	Letter of support for the project from Minneapolis Park & Recreation Board	188 KB
NicelletAveBrRehab_Streetcar Candidate Corridors.pdf	Proposed Streetcar maps utilizing the Nicollet Ave corridor	990 KB
NicolletAveBrRehab_Brief Project Description.pdf	One-page Project Summary	275 KB
NicolletAveBrRehab_Exist Conditions Photo.pdf	Photograph showing existing conditions of the bridge rehab project.	237 KB
NicolletAveBrRehab_InvInsp Report.pdf	Inventory and Inspection Reports depicting current condition of the bridge	113 KB
NicolletAveBrRehab_Layout.pdf	Roadway/Bridge Layout depicting the project (beginning and end), bike lanes and pedestrian sidewalks .	873 KB
NicolletAveBrRehab_Nicollet Ave S Bikeway.pdf	Nicollet Avenue Bikeway recently constructed in 2016	236 KB
NicolletAveBrRehab_Nicollet_Avenue_BRT.pdf	Proposed BRT along Nicollet Avenue	1.3 MB
NicolletAveBrRehab_Proposed Rehab Areas.pdf	Concept drawings depicting the proposed improvements (repairs) to the bridge	1.2 MB
NicolletAveBrRehab_RBTN.pdf	Regional Bicycle Transportation Map depicting bike alignments under and over bridge	731 KB
NicolletAveBrRehab_Route 18 Map.pdf	Transit Map of Route 18 that utilizes the bridge	473 KB
NicolletAveRehab_Concrete Deterioration Images.pdf	Photos depicting areas of the bridge in need of repairs	959 KB

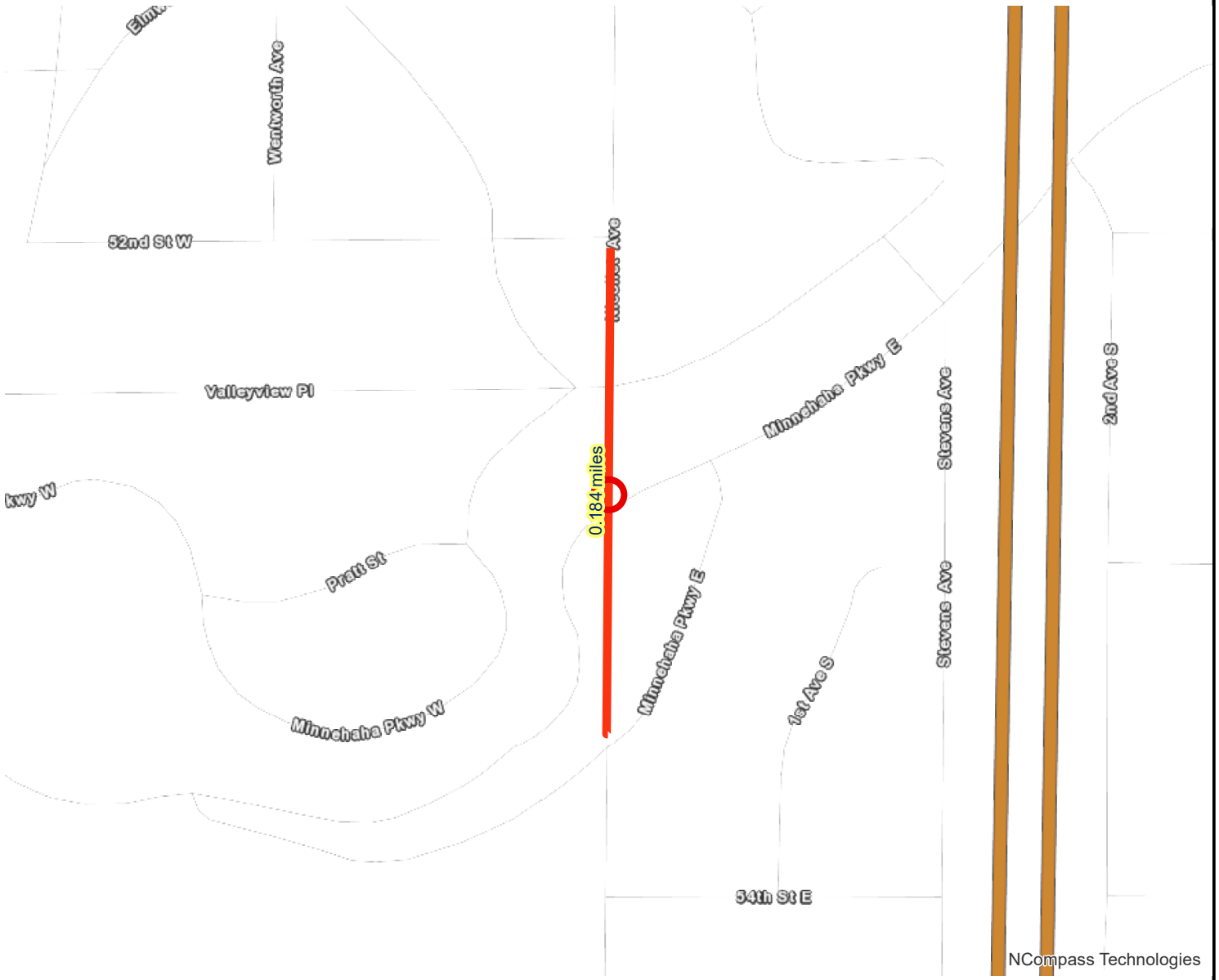
Regional Economy

Bridges Project: Nicollet Ave. South over Minnehaha Creek | Map ID: 1531162160089

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

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



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.0375 0.075 0.15 0.225 0.3 Miles

Created: 7/9/2018
LandscapeRSA5

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: Nicollet Ave. South over Minnehaha Creek | Map ID: 1531162160089

Results

Transit with a Direct Connection to project:
18
*Nicollet

**indicates Planned Alignments*

Project Points
Active Stop
Planned Transitway Alignments
Arterial BRT
Project
Transit Routes
Orange Line

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/9/2018
LandscapeRSA3

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

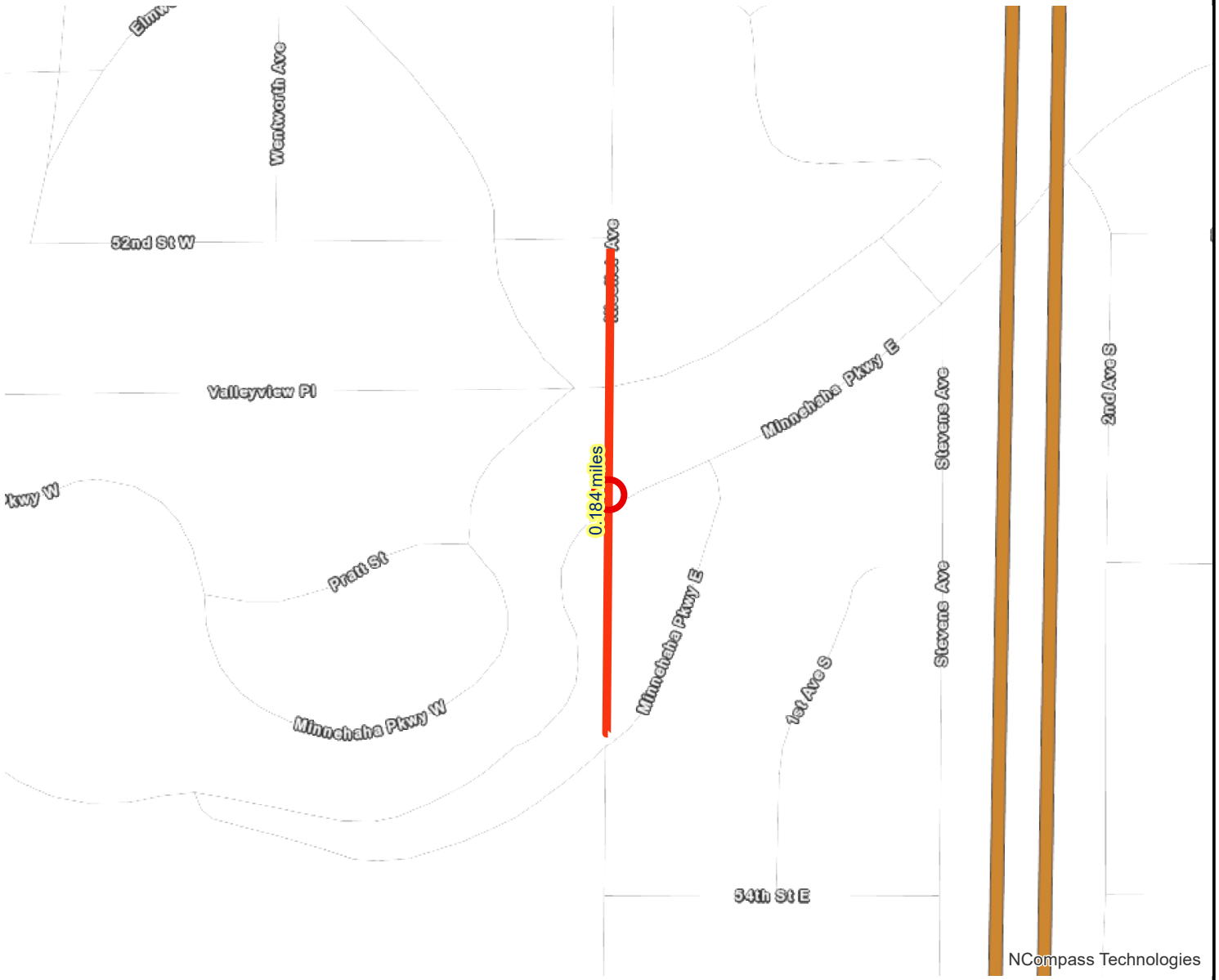
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: Nicollet Ave. South over Minnehaha Creek | Map ID: 1531162160089

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

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.0375 0.075 0.15 0.225 0.3 Miles

Created: 7/9/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

MINNESOTA STRUCTURE INVENTORY REPORT

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

Date: 05/11/2018

+ 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 27.38s
Longitude 93d 16m 41.13s
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 ARC
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
Road Name NICOLLET AVE S
National Highway System N
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) 8,948 (2015)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB	SB-WE
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 65.8
Last Inspection Date 08-02-2017
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. +

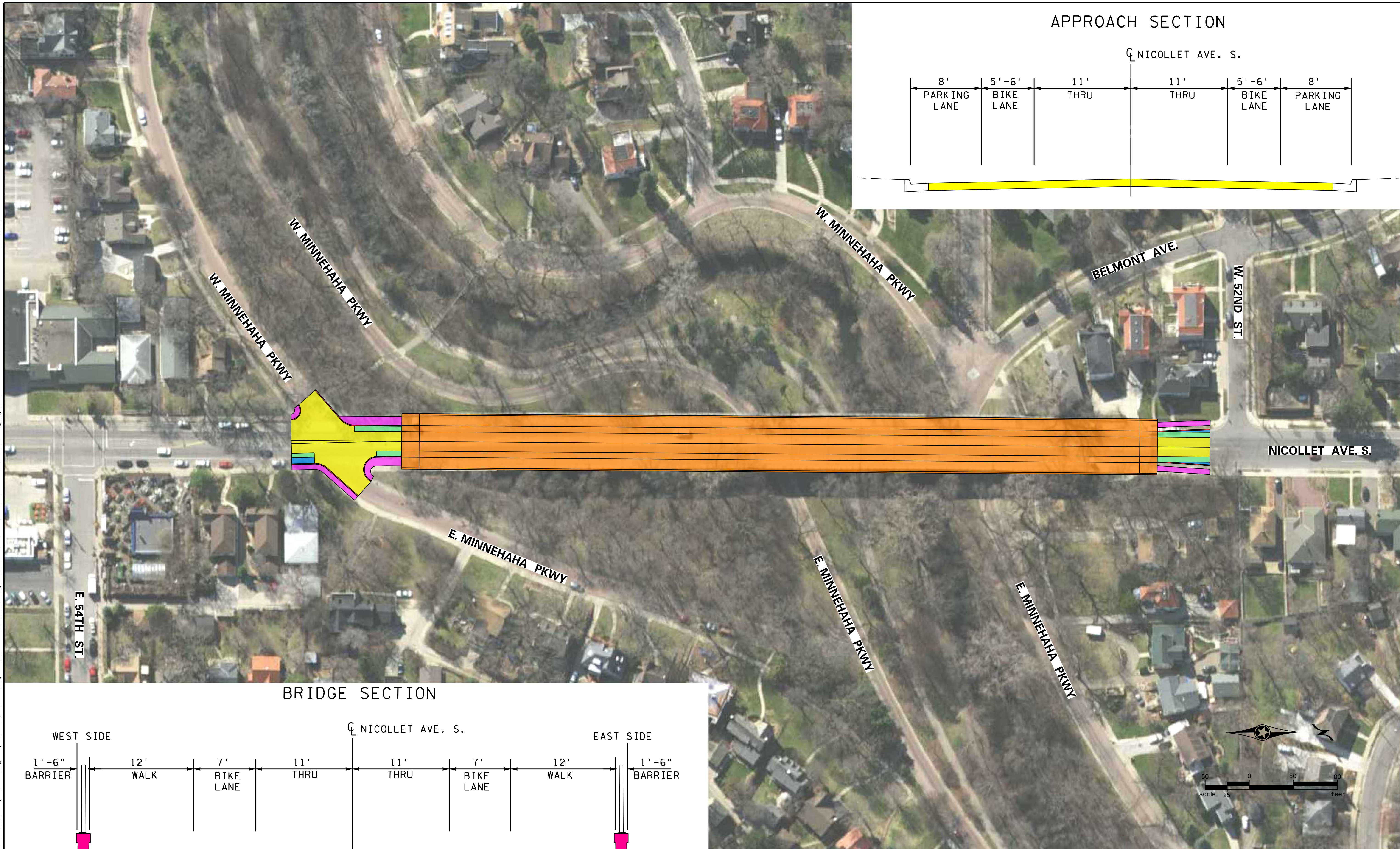
Frac. Critical N
Underwater N
Pinned Asbly. N

+ 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


APPROACH SECTION
℄ NICOLLET AVE. S.
8' PARKING LANE
5'-6" BIKE LANE
11' THRU
11' THRU
5'-6" BIKE LANE
8' PARKING LANE
W. MINNEHAHA PKWY
W. MINNEHAHA PKWY
W. MINNEHAHA PKWY
BELMONT AVE.
W. 52ND ST.
NICOLLET AVE. S.
E. MINNEHAHA PKWY
E. MINNEHAHA PKWY
E. MINNEHAHA PKWY
E. 54TH ST.
BRIDGE SECTION
℄ NICOLLET AVE. S.
WEST SIDE
EAST SIDE
1'-6" BARRIER
12' WALK
7' BIKE LANE
11' THRU
11' THRU
7' BIKE LANE
12' WALK
1'-6" BARRIER
50
0
50
100
scale 25
feet

	146990 DATE: 7/10/2018	**NICOLLET AVE. BRIDGE 90591 REHAB**	**FIGURE No. 1**

7/10/2018 9:52:37 AM

Minneapolis
City of Lakes

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

July 5, 2018

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

RE: 2018 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2018 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 15, 2018.

The City is submitting applications for seven projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	**Regional Solicitation Category**
Hennepin Avenue S - Douglas Avenue to Lake Street	Roadway Reconstruction/ Modernization
37th Avenue NE - Central Avenue to Stinson Boulevard	Roadway Reconstruction/ Modernization
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
36th Street West Bicycle and Pedestrian Enhancements	Bicycle and Pedestrian Facilities
Lyndale Avenue N Pedestrian Safety Improvements	Pedestrian Facilities
Near North - Safe Routes to School	Safe Routes to School

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

Thank you for the opportunity to submit these applications.

Sincerely,

Robin Hutcheson
Director of Public Works

Council Action No. 2018A-0448 **City of Minneapolis** **File No. 2018-00649**

Committee: TPW, WM Public Hearing: None Passage: Jun 15, 2018 Publication: JUN 23 2018

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	✖			
Jenkins	✖			
Johnson	✖			
Gordon	✖			
Reich	✖			
Fletcher	✖			
Cunningham	✖			
Ellison	✖			
Warsame				✖
Goodman	✖			
Cano	✖			
Schroeder	✖			
Palmisano	✖			

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

JUN 19 2018

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: JUN 15 2018

Received from Mayor: JUN 20 2018

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications for federal transportation funds through the 2018 Metropolitan Council's Regional Solicitation Program, as further set forth in Legislative File No. 2018-00649.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications through the 2018 Metropolitan Council Regional Solicitation Program for federal transportation funds (RCA-2018-00568)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Jun 5, 2018
2	Ways & Means Committee	Jun 12, 2018

LEAD STAFF: Liz Heyman, Transportation Planner, Transportation Planning and Programming Division

PRESENTED BY: Liz Heyman, Transportation Planner, Transportation Planning and Programming Division

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications for federal transportation funds through the 2018 Metropolitan Council's Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Previous Actions

None

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2018 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 2022 and 2023.

Over the course of several months, Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications are submitted in a manner that is consistent with the equity-based approach used to select and prioritize as a part of the Capital Improvement Program (CIP). Additional consideration is given to identify which projects align with the criteria upon which the applications are scored, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users, multimodal elements, etc. Public Works also takes into account project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Access Minneapolis*, *20 Year Street Funding Plan*, Complete Streets Policy, Vision Zero, etc.).

The 2018 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; each category includes several sub-categories as detailed below.

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

The City is recommending the submittal of up to seven applications, which are summarized below:

Project Name	Category	Requested Federal Amount	Minimum Local Match Required
Hennepin Avenue S - Douglas Avenue to Lake Street	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000
37th Avenue NE - Central Avenue to Stinson Boulevard	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000*
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement	$7,000,000	$1,750,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	$3,000,000	$750,000
36th Street West Bicycle and Pedestrian Enhancements	Bicycle and Pedestrian Facilities	$2,000,000	$500,000
Lyndale Avenue N Pedestrian Safety Improvements	Pedestrian Facilities	$1,000,000	$250,000
Near North - Safe Routes to School	Safe Routes to School	$1,000,000	$250,000
	Totals	$27,000,000	$6,750,000

* *Local expenditures on this project will be shared between Minneapolis and Columbia Heights, as the two cities share the right-of-way along this section of 37th Avenue NE.*

Details of the proposed applications are described below.

Hennepin Avenue S – Douglas Avenue to W Lake Street

The proposed project is a complete reconstruction of Hennepin Avenue South from Douglas Avenue to West Lake Street, a distance of approximately 1.3 miles. Hennepin Avenue has been identified as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, as well as an opportunity to better plan for Metro Transit's future E-Line Rapid Bus service. Hennepin Avenue serves an estimated 3,400 people walking, 280 people biking, 6,600 transit users, 400 buses, and 31,500 people driving per day. This segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2023. Hennepin Avenue South is identified as a Pedestrian Crash Concentration Corridor and High Injury Network in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains,

driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, ADA ramps, and implement shelters/platforms for the future Metro Transit E-Line. This is the last remaining segment of Hennepin Avenue under the City's jurisdiction to be reconstructed between 36th Street West and Washington Avenue South.

Program Category: Roadway Reconstruction/Modernization

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 mile. This section of 37th Avenue NE is along the border between Minneapolis and Columbia Heights and is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2023. 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, ADA ramps, some sidewalks, as well as construction of a bicycle facility.

Program Category: Roadway Reconstruction/Modernization

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 and is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2022. 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. 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: Bridge Rehabilitation/Replacement

Intelligent Transportation System Upgrades & Enhancements
The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and more reliable traffic communication network, deploying additional CCTV cameras, upgrading detection systems, and installing infrastructure for advancements in connected vehicle V2I technology in locations throughout the City. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

36th Street W Bicycle and Pedestrian Enhancements
The proposed project involves ADA upgrades, sidewalk gap infill, transit accommodations, and construction of a protected bikeway to replace the interim bollard protected pedestrian and bicycle path between Richfield Road and Dupont Avenue S.

Program Category: Bicycle and Pedestrian Facilities

Lyndale Ave N Pedestrian Safety Improvements
The proposed project would include the implementation of pedestrian-related safety improvements at select intersection along Lyndale Avenue North between 18th Avenue North and 40th Avenue North. Lyndale Avenue North has been identified as part of the Pedestrian Crash Concentration Corridor and High Injury Network in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Near North - Safe Routes to School
The proposed project would include pedestrian and bicycle-related improvements along 16th Avenue North between Penn Avenue North and Aldrich Avenue North, which connects North High School and Franklin Middle School. This portion of 16th Avenue North is identified in the Minneapolis Bicycle Master Plan as a future bicycle boulevard and has also been identified as a Pedestrian Crash Concentration Corridor in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Bicycle and pedestrian improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on May 2nd, 2018, and to the Bicycle Advisory Committee on May 23rd, 2018.

FISCAL IMPACT STATEMENT

- No fiscal impact anticipated

Attachments

Regional Solicitation Map

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
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 9, 2018

Nathan Koster, AICP
City of Minneapolis
Department of Public Works
301 4th Avenue South
Suite 785N
Minneapolis, MN 55415

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

Dear Mr. Koster:

The Minneapolis Park and Recreation Board supports the City of Minneapolis' 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 all Minneapolis residents.

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

Sincerely,

Michael Schroeder
Assistant Superintendent, Planning

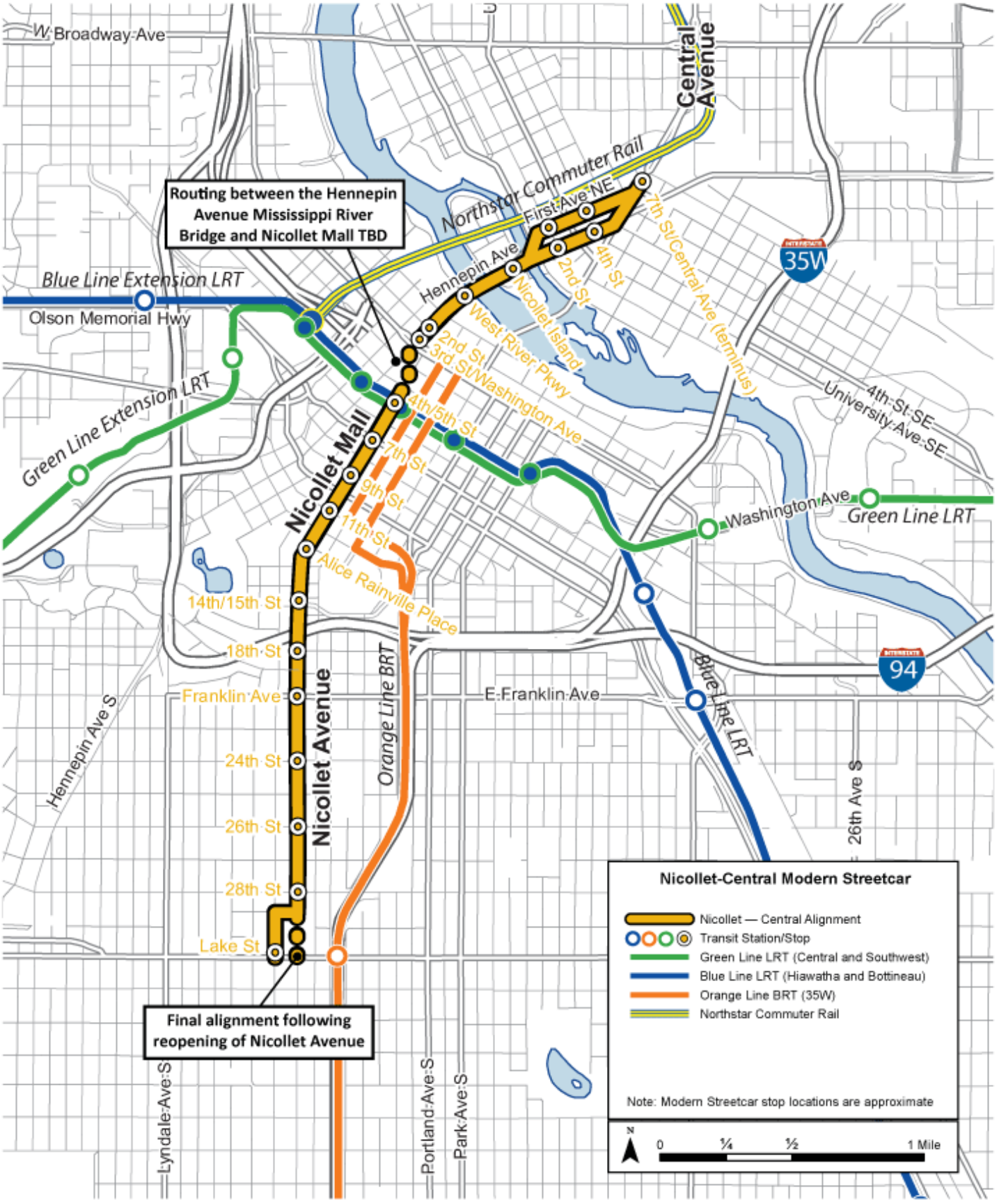

W Broadway Ave
Central Avenue
Northstar Commuter Rail
First Ave NE
7th St/Central Ave (terminus)
4th St
2nd St
Routing between the Hennepin Avenue Mississippi River Bridge and Nicollet Mall TBD
Blue Line Extension LRT
Olson Memorial Hwy
Hennepin Ave
Nicollet Island
West River Pkwy
2nd St
3rd St/Washington Ave
4th/5th St
7th St
9th St
11th St
Alice Rainville Place
Green Line Extension LRT
Nicollet Mall
4th St SE
University Ave SE
Washington Ave
Green Line LRT
14th/15th St
18th St
Franklin Ave
24th St
26th St
28th St
Lake St
Nicollet Avenue
Orange Line BRT
E Franklin Ave
Blue Line LRT
26th Ave S
Hennepin Ave S
Final alignment following reopening of Nicollet Avenue
Lyndale Ave S
Portland Ave S
Park Ave S
35W
94
Nicollet-Central Modern Streetcar
Nicollet — Central Alignment
Transit Station/Stop
Green Line LRT (Central and Southwest)
Blue Line LRT (Hiawatha and Bottineau)
Orange Line BRT (35W)
Northstar Commuter Rail
Note: Modern Streetcar stop locations are approximate
N
0
¼
½
1 Mile

Figure 2-1 Candidate Streetcar Corridors

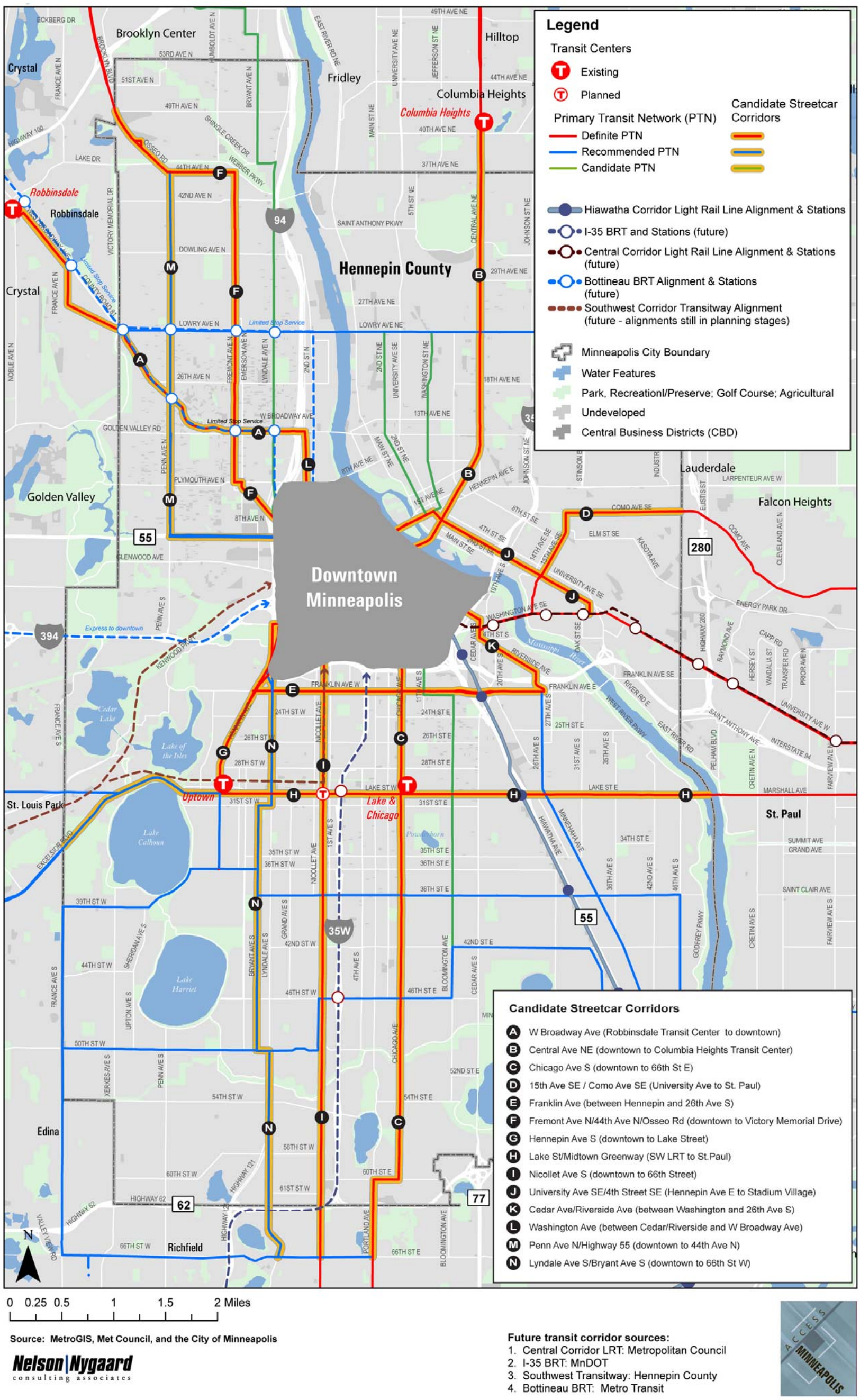
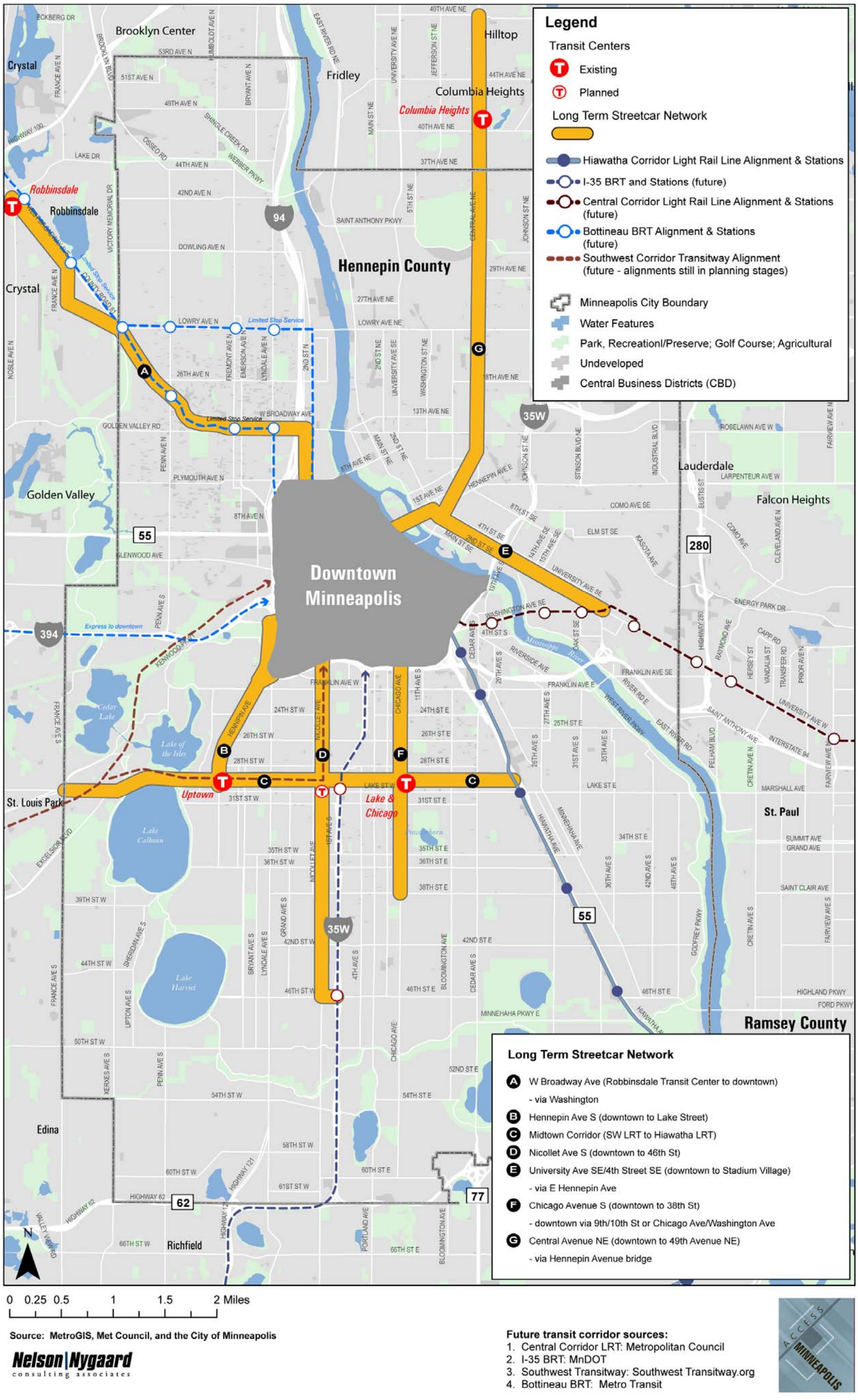


Figure ES-1 Long-Term Streetcar Network (Corridors Outside of Downtown)



Source: MetroGIS, Met Council, and the City of Minneapolis

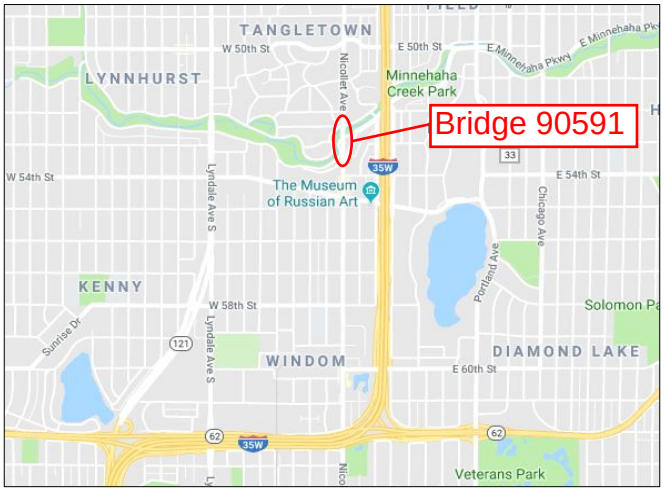
Nelson|Nygaard consulting associates

Future transit corridor sources:
1. Central Corridor LRT: Metropolitan Council
2. I-35 BRT: MnDOT
3. Southwest Transitway: Southwest Transitway.org
4. Bottineau BRT: Metro Transit

Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis

Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = $7,000,000
Project Cost = $22,200,000

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-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 reliever roadway. The bridge was built in 1923, repaired in 1973, has a sufficiency rating of 65.8 and is functionally obsolete. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

The bridge was last inspected by the City of Minneapolis on August 8, 2017. Cracks, concrete spalls and exposed reinforcement were found on the underside of the deck, floor beams, spandrel columns, and pier walls. The arches have cracks where they were previously repaired as do the floor beam cantilevers. Leaking joints and continuous exposure to water and salt has caused concrete delamination and reinforcing steel corrosion in the structure. The condition of the bridge satisfies Section 15 of MnDOT Bridge Design Manual, which directs owners to reduce the capacity of bridges due to deterioration - this is a strong possibility in the near future. The funds from the Metro Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation 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, new floor beams, sidewalk replacement, new joints, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue over Minnehaha Creek and Parkway in a beautiful park-like setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the sufficiency rating and functional capacity of the bridge for increased roadway usage such as for the proposed Nicollet Avenue BRT. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and parkway/trail/creek users.

Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis

Existing Condition - Nicollet Ave. South Bridge over Minnehaha Creek

MINNESOTA STRUCTURE INVENTORY REPORT

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

Date: 05/11/2018

+ 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 27.38s
Longitude 93d 16m 41.13s
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 ARC
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
Road Name NICOLLET AVE S
National Highway System N
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) 8,900 (2015)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB	SB-WE
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 65.8
Last Inspection Date 08-02-2017
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 N
Underwater N
Pinned Asbly. N

+ 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

05/11/2018

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: CITY OF MINNEAPOLIS

BRIDGE 90591 NICOLLET AVE S OVER MINNEHAHA PKWY; CREEK INSP. DATE: 08-02-2017

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
Def. Stat: F.O. Suff. Rate: 65.8

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

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	08-02-2017	1 EA	1	0	0	0
		07-14-2016	1 EA	1	0	0	0
	Notes: [2017] NO CRITICAL FINDINGS.						
12	REINFORCED CONCRETE DECK	08-02-2017	50,961 SF	0	45,865	5,096	0
		07-14-2016	50,961 SF	0	45,865	5,096	0
	Notes: [2016] MANY DELAMINATIONS, LARGE SPALLS, LARGE AREAS WITH REBARS EXPOSED, UNDERMINED INTO SECOI LAYER OF REINFORCEMENT AND LONGITUDINAL CRACKS WITH AREAS OF INCRUSTATION, LOCATED AROUND AL THE JOINTS TO N. ABUTMENT. STAINING AND EFFLORESCENCE. OLD FORM WORK EXPOSED AT S. CAP. SHOTCRETE REPAIR OVER ROADWAY. REBAR SECTION LOSS ON S. SIDE ABOVE THE CREEK. [2017] MORE DETERIORATION AND MORE SPALLS.						
510	*WEARING SURFACE*	*08-02-2017*	*29,448 SF*	*0*	*22,086*	*7,362*	*0*
		07-14-2016	*29,448 SF*	*0*	*22,086*	*7,362*	*0*
	Notes: Top of Concrete Deck with Uncoated Rebar Notes: [2016] 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. [2017] MANY NEW CONCRETE PATCHES, FEW SMALL SPALLS AND MANY LARGE CRACKS.						
301	POURED SEAL JOINT	08-02-2017	2,164 LF	0	2,164	0	0
		07-14-2016	2,164 LF	0	2,164	0	0
	Notes: [2016] LONGITUDINAL AND TRANSVERSE JOINTS HAVE SEPARATION AND LOSS OF ADHESION. [2017] MATERIAL SEALANT IS DETERIORATING ALL JOINTS.						
302	COMPRESSION DECK JOINT	08-02-2017	1,197 LF	0	0	0	1,197
		07-14-2016	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.[2016] PARA PLASTIC IS DETERIORATING. [2017] MATERIAL SEALANT IS DETERIORATING AND NO PARA PLASTIC MANY JOINTS.						
330	METAL BRIDGE RAILING	08-02-2017	1,637 LF	0	1,637	0	0
		07-14-2016	1,637 LF	0	1,637	0	0
	Notes: [2016] GALVANIZED STEEL COATING IS FADING, MANY SCRATCHES AND MINOR RUST. [2017] NO CHANGE.						
515	*STEEL PROTECTIVE COATING*	*08-02-2017*	*4,229 SF*	*0*	*4,229*	*0*	*0*
		07-14-2016	*4,229 SF*	*0*	*4,229*	*0*	*0*
	Notes: [2016] GALVANIZED STEEL COATING IS FADING, MANY SCRATCHES AND MINOR RUST. [2017] NO CHANGE.						
331	REINFORCED CONC BRIDGE RAILING	08-02-2017	1,637 LF	0	1,600	37	0
		07-14-2016	1,637 LF	0	1,600	37	0
	Notes: THE CONCRETE PARAPET HAS MANY FINE SIZE MAP CRACKS, RUST STAINS, DELAMINATION, SMALL SPALLS WITI REBAR EXPOSED AT THE FASCIAS. [2016] LARGE SPALLS WITH REBAR EXPOSED BOTH SIDES. [2017] MORE SPALI WITH REBAR EXPOSED.						
321	CONCRETE APPROACH SLAB	08-02-2017	1,040 SF	0	1,040	0	0
		07-14-2016	1,040 SF	0	1,040	0	0
	Notes: [2016] THERE IS SCALE, SPALLS, PLOW DAMAGE AT JOINT AND THE ASPHALT OF THE ROADWAY NEXT TO THE APPROACH IS MILLED. S.E AND N.E APPROACH HAVE SPALLS AND DELAMINATION. 2017] THE PATCHES HAVE SOI DETERIORATION.						

822	BITUMINOUS APPROACH ROADWAY	08-02-2017	1 EA	0	1	0	0
		07-14-2016	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. [2017] NO CHANGE.

144	REINFORCED CONCRETE ARCH	08-02-2017	1,371 LF	0	1,371	0	0
		07-14-2016	1,371 LF	0	1,371	0	0

Notes: THERE ARE LONGITUDINAL CRACKS, DELAMINATION, SPALLS WITH REBAR EXPOSED, MANY OF THE CRACKS HAV 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.[2016] LARGE DELAMINATION OF THE ARCH S.E OF THE CREEK. SEVER SCALING Arch Spandrel Column Notes: MANY CRACKED AND HAVE AREAS OF DELAMINATION AND EFFLORESCENCE, MANY SPALLS WITH REBARS EXPOSED. (PRIMARILY UNDER DECK JOINTS) [2017] NO CHANGE.

205	REINFORCED CONCRETE COLUMN	08-02-2017	20 EA	0	20	0	0
		07-14-2016	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. [2017] NO CHANGE.

210	REINFORCED CONCRETE PIER WALL	08-02-2017	200 LF	0	100	100	0
		07-14-2016	200 LF	0	100	100	0

Notes: [2016] THERE ARE LARGE SPALLS, REBAR EXPOSED, AND DELAMINATED AREAS. SEVERE SCALE AND SPALL AT SCUPPER LOCATIONS ON PIER WALL. EXTENSIVE DETERIORATION AND UNDERMINING AREAS AT STREAM FLOW [2017] MORE DETERIORATION AND SPALLS GETTING LARGER PIER WALLS NEXT TO THE CREEK.

215	REINFORCED CONCRETE ABUTMENT	08-02-2017	165 LF	0	40	125	0
		07-14-2016	165 LF	0	40	125	0

Notes: [2016] THERE ARE SIGNS OF SEEPAGE, SCALING, DELAMINATION, LARGE SPALLS AND FOUR FULL HEIGHT CRACK ON THE NORTH, SPALLS WITH REBAR EXPOSED AT N.W. THERE ARE SIGNS OF SEEPAGE AND AREAS OF SCALIN SPALLS WITH REBAR EXPOSED ON THE SOUTH. TOP PART OF N.W ABUTMENT IS BREAKING OFF. Wingwall notes: THERE ARE AREAS OF MEDIUM SIZE MAP CRACKS AND DELAMINATIONS. HEAVY VEGETATION. [2017] NO CHANGE

234	REINFORCED CONCRETE PIER CAP	08-02-2017	3,346 LF	0	2,008	1,338	0
		07-14-2016	3,346 LF	0	2,008	1,338	0

Notes: THERE ARE SPALLS WITH RUST STAINS, INCRUSTATION, PATCHES AND MANY FINE & MEDIUM SIZE CRACKS AT T 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]. [2016] LARGE PART OF ONE OF THE E. CAPS ABOVE THE CREEK IS BROKEN. [2017] NO CHANGE.

883	CONCRETE SHEAR CRACKING	08-02-2017	1 EA	1	0	0	0
		07-14-2016	1 EA	1	0	0	0

Notes: [2017] NO SHEAR CRACKING ON THIS BRIDGE.

885	SCOUR	08-02-2017	1 EA	1	0	0	0
		07-14-2016	1 EA	1	0	0	0

Notes: THERE IS MINOR SCOUR ON THE S.W. & N.E. AND SEDIMENT ON S. SIDE. [2017] NO CHANGE.

892	SLOPES & SLOPE PROTECTION	08-02-2017	1 EA	0	1	0	0
		07-14-2016	2 EA	0	2	0	0

Notes: [2016] DIRT SLOPE ERODED BOTH SIDES. [2017] NO CHANGE.

894	DECK & APPROACH DRAINAGE	08-02-2017	1 EA	1	0	0	0
		07-14-2016	1 EA	1	0	0	0

Notes: [2017] ALL CATCH BASINS ARE WORKING AS INTENDED.

895	SIDEWALK, CURB, & MEDIAN	08-02-2017	1 EA	0	1	0	0
		07-14-2016	1 EA	0	1	0	0

Notes: CURB; LARGE CRACK. THE SIDEWALK SUBSURFACE HAS DELAMINATION AND SPALLS WITH REBARS EXPOSED A 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 SPALLE WITH SCRAPE MARKS, OTHERS SHOWING VERTICAL CRACKS, THE ORNAMENTAL STEEL AT TOP HAS SURFACE RUST. VEGETATION IN OPEN JOINTS. [2016] CURB IS REPAIRED WITH SHOT CRETE. LARGE SPALL W. SIDEWALK LARGE SPALL WITH REBAR EXPOSED N.E APPROACH SIDEWALK. [2017] NO CHANGE.

899	MISCELLANEOUS ITEMS	08-02-2017	1 EA	0	1	0	0
		07-14-2016	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.
[2017] COVER PLATE MISSING THE 3RD FROM S.E.

900	PROTECTED SPECIES	08-02-2017	1 EA	0	1	0	0
		07-14-2016	1 EA	1	0	0	0

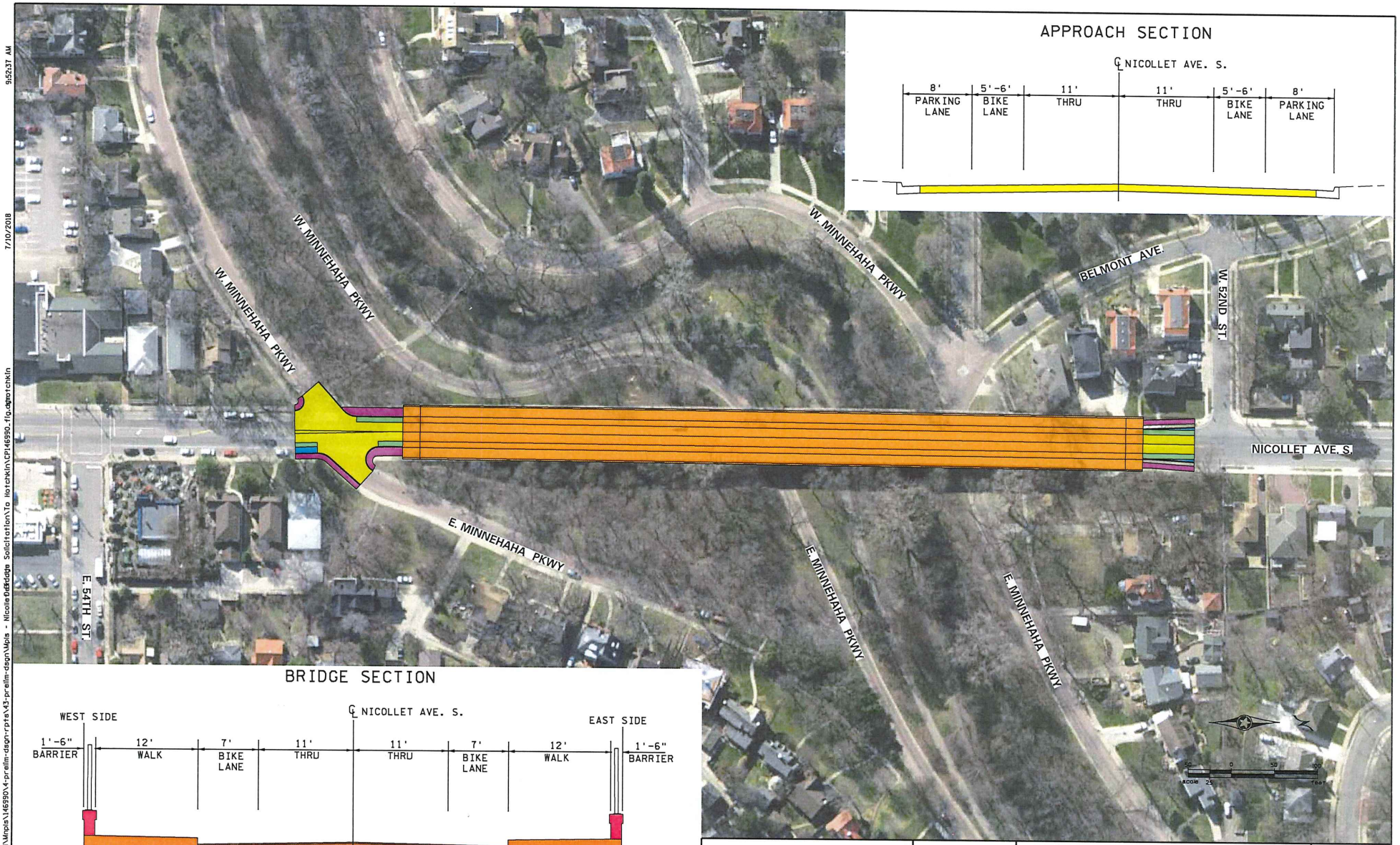
Notes: [2017] NO PROTECTED SPECIES ARE NESTING ON THIS BRIDGE.

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.
NOTE: ONE ENGINEERING CONCRETE LOSS DISCUSSION POSITIVE MOMENT DOES NOT BECOME AN ISSUE UNTIL AVERAGE LOOSE IS GREATER THAN 4". NEGATIVE MOMENT BECOMES AN ISSUE WHEN AVERAGE LOSS IS APPROXIMATELY 1.5". LOOK IN FILE FOR POSITIVE AND NEGATIVE MOMENTS LOCATIONS.
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.

Deck: [5] [2016] MANY DELAMINATIONS, LARGE SPALLS, LARGE AREAS WITH REBARS EXPOSED, UNDERMINED INTO SECON 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. REBAR SECTION LOSS ON S. SIDE ABOVE THE CREEK.[2017] MORE DETERIORATION AND MORE SPALL
wearing surface:2016] 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. [2017] MANY NEW CONCRETE PATCHES, FEW SMALL SPALLS AND MANY LARGE CRACKS.

Superstructure: [5] THERE ARE LONGITUDINAL CRACKS, DELAMINATION, SPALLS WITH REBAR EXPOSED, MANY OF THE CRACKS HAV 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 A N. ARCH OVER THE PARKWAY.[2016] LARGE DELAMINATION OF THE ARCH S.E OF THE CREEK. SEVER SCALING

Substructure: [5] 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.



	146990 DATE: 7/10/2018	NICOLLET AVE. BRIDGE 90591 REHAB	FIGURE No. 1

Nicollet Ave S Bikeway

Project Completed in 2016

40th St E to 61st St E

Project Background

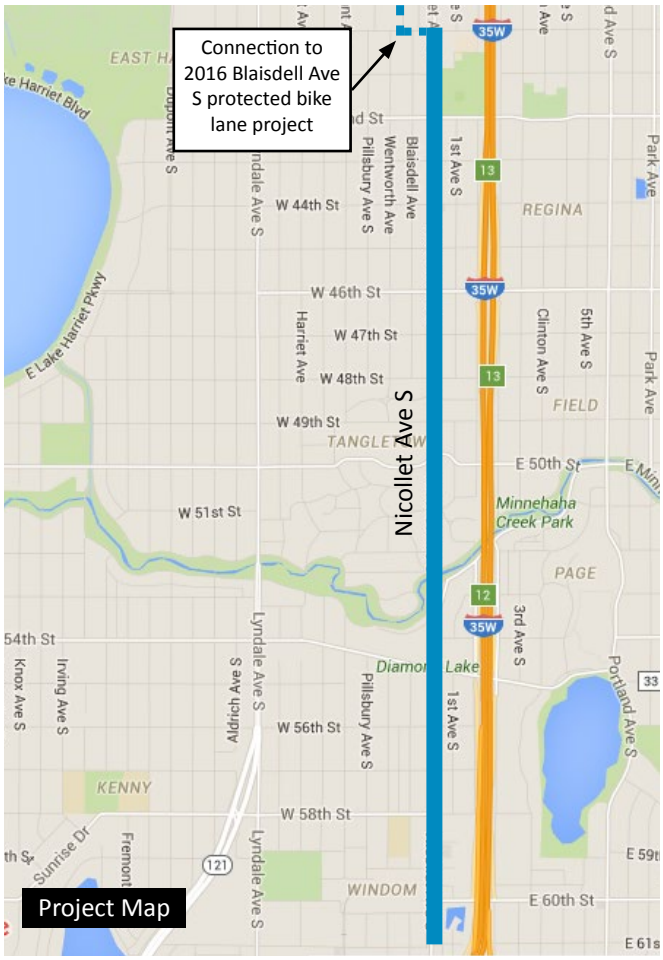
In the summer of 2016, Minneapolis Public Works will be sealcoating Nicollet Avenue South from East Minnehaha Parkway to 61st Street. There is also an opportunity to continue the project north of East Minnehaha Parkway to 40th Street without significant modifications. Both segments of Nicollet Avenue 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

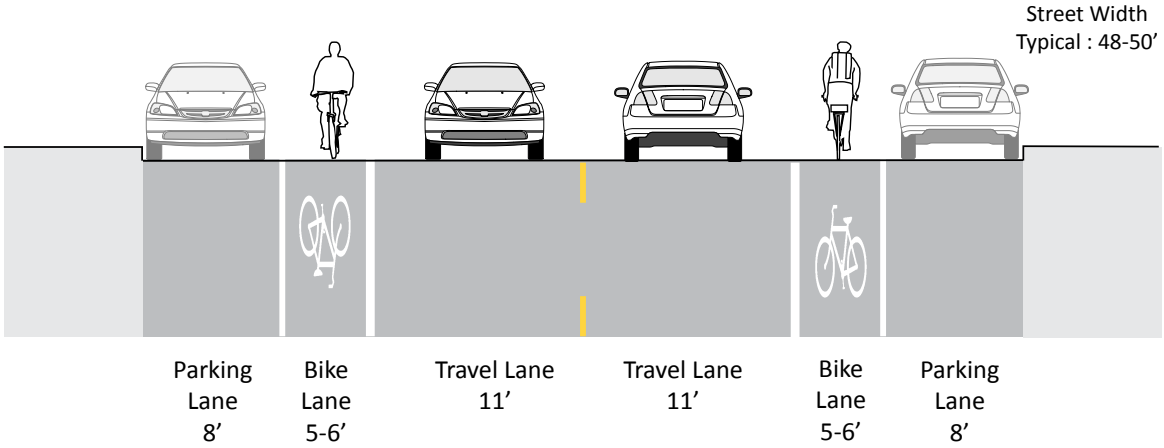
There is currently parking on both sides of Nicollet Avenue South along the entire project corridor. In order to install dedicated bike lanes, initial review has found that impacts to existing parking would be minimal. Pending preliminary support from the applicable City Council Offices and impacted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

Existing Conditions

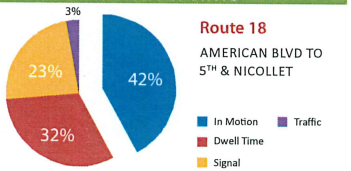
Corridor Demographics

	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



Route 18

AMERICAN BLVD TO 5TH & NICOLLET

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

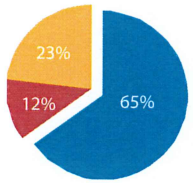
Frequency and Stop Spacing

Weekday Rush Hours

Rapid Bus: 7.5-minute Service

Route 18: 15-minute Service

Rapid Bus Travel Time

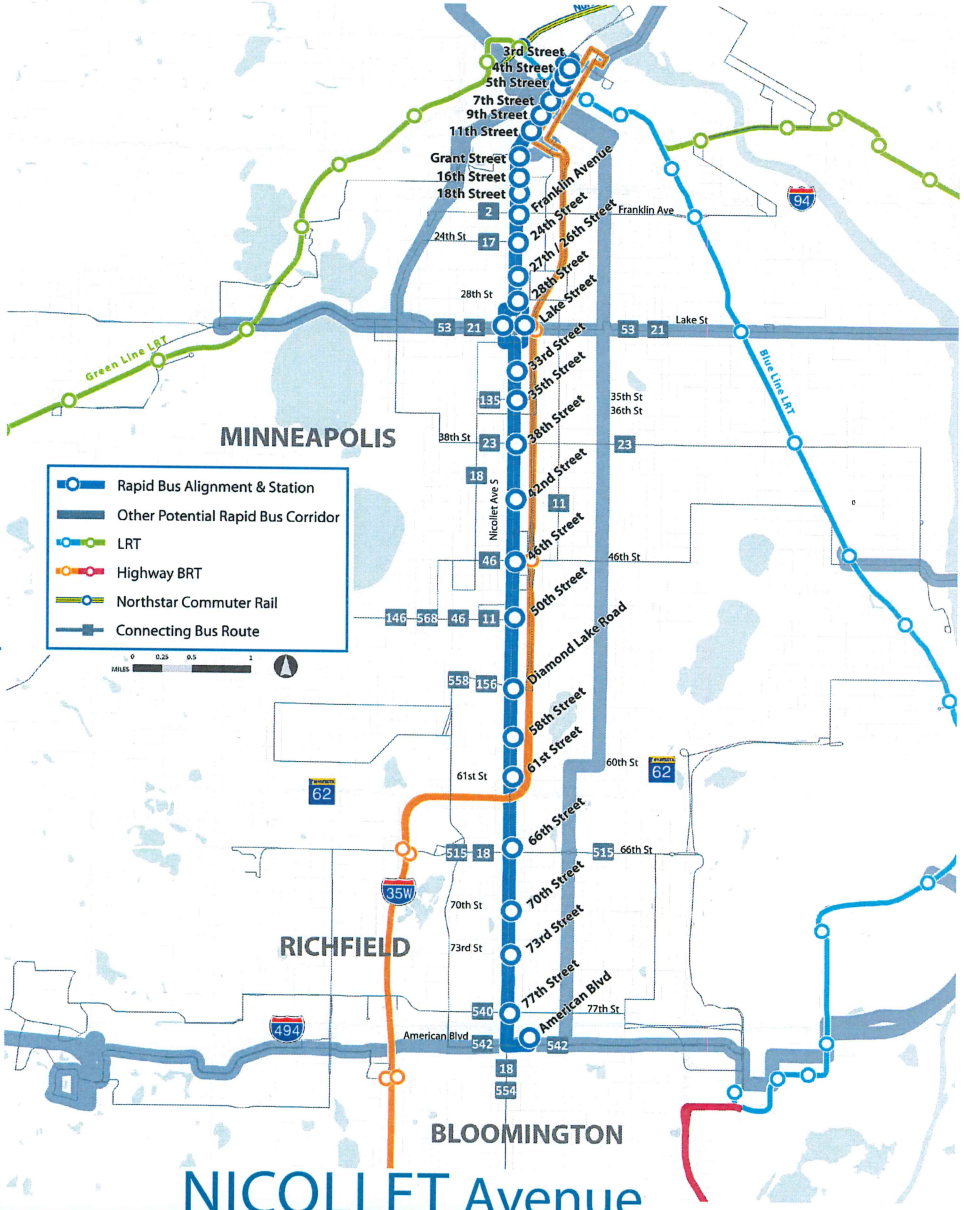


Proposed Rapid Bus Route

AMERICAN BLVD TO 3RD & NICOLLET

Travel Time Savings

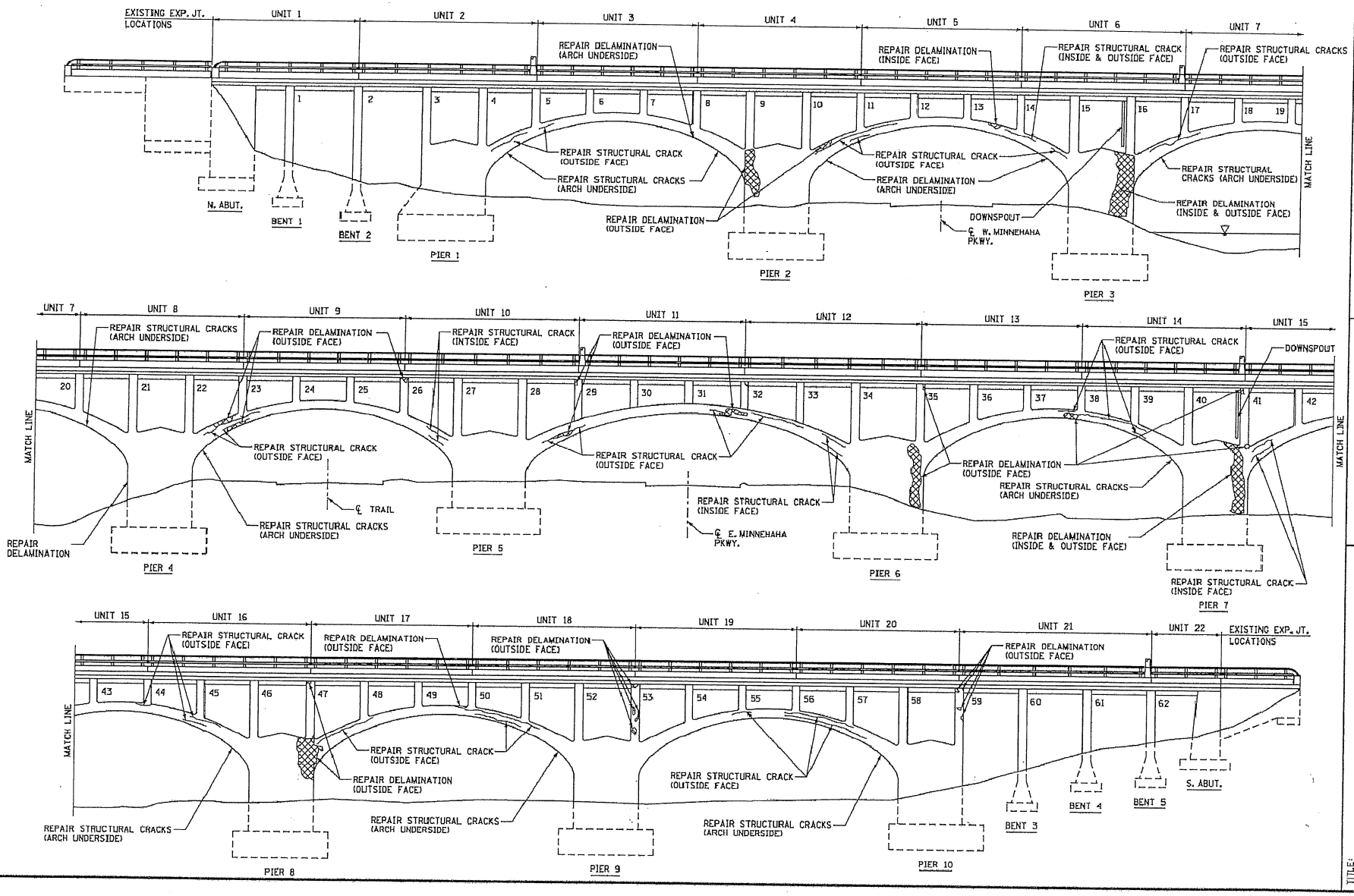
AMERICAN BLVD TO 7TH & NICOLLET	
Existing Route	49 Minutes
Rapid Bus	39 Minutes
Change	**20% Faster**



NICOLLET Avenue

RAPID BUS CONCEPT

Metropolitan Council | Metro Transit



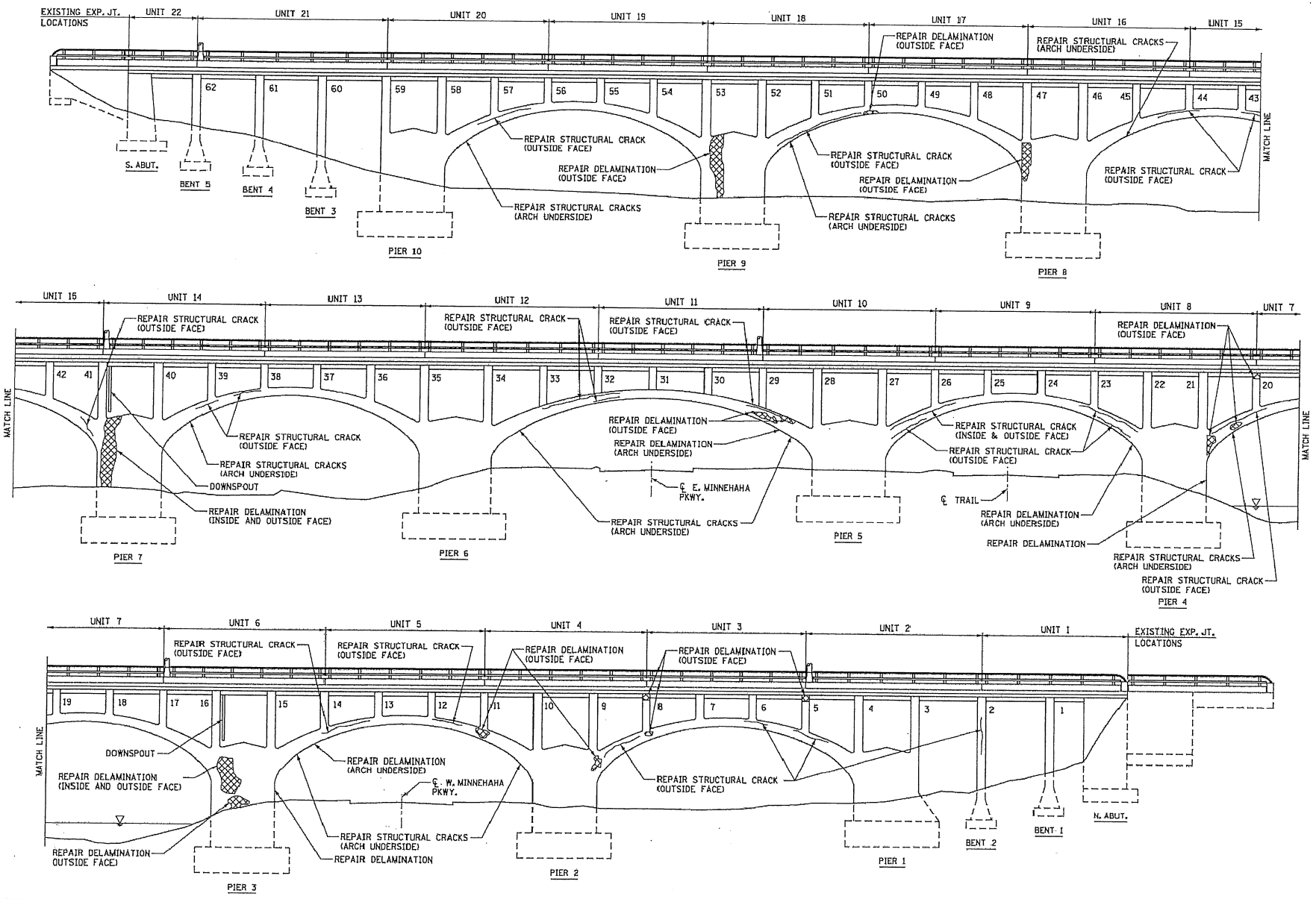
Plotted by: don.streeter
Plotted on: 10/9/2012 at 10:31:47 AM
File path: \\SBS\Public\projects\1043-1-Mpls Nicollet over M CV2 - Production\C - Work\Exhibit\For Images\Nicollet over MC.dgn

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



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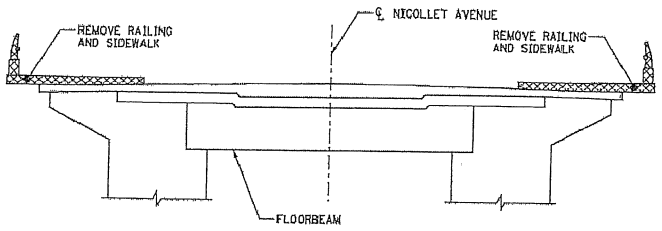
NICOLLET AVENUE OVER MINNEHAHA CREEK

TITLE: FIGURE 13: EAST ELEVATION REPAIRS

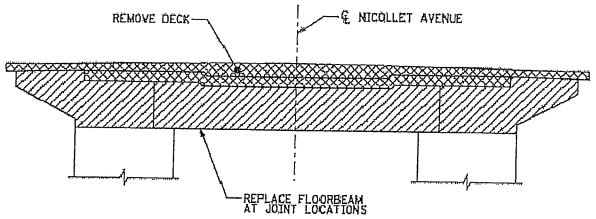
A



TYPICAL SECTION

1. REMOVE RAILING.
2. REMOVE SIDEWALK.

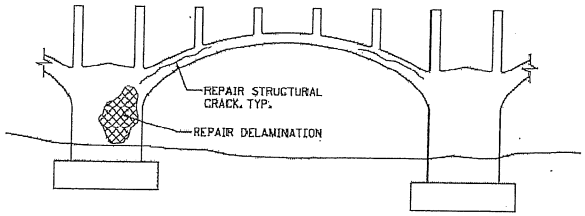
B



TYPICAL SECTION

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

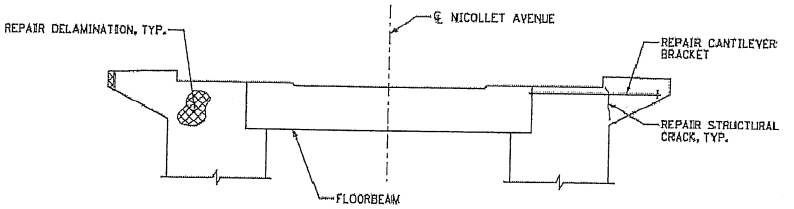
C



ELEVATION

1. REPAIR DELAMINATION.
2. REPAIR STRUCTURAL CRACKS.

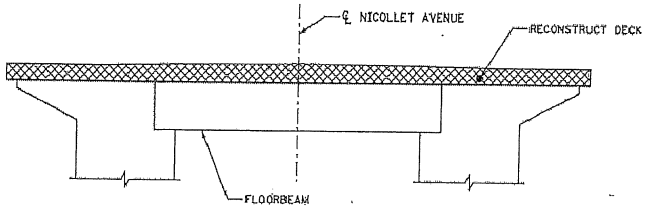
D



TYPICAL SECTION

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

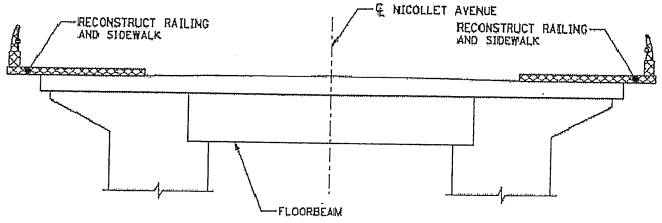
E



TYPICAL SECTION

1. RECONSTRUCT DECK.

F



TYPICAL SECTION

1. RECONSTRUCT SIDEWALK.
2. RECONSTRUCT RAILING.

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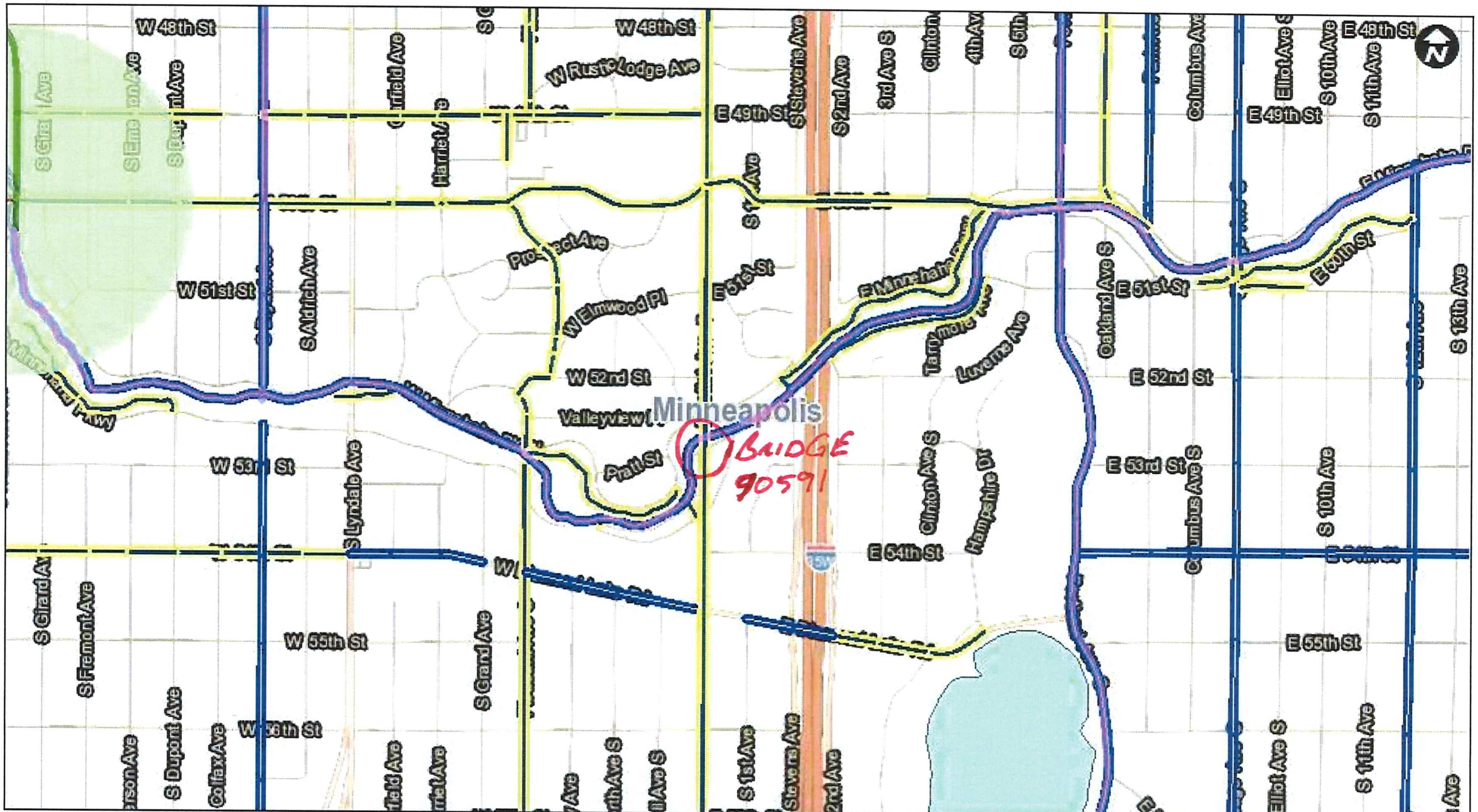
NICOLLET AVENUE OVER MINNEHAHA CREEK

TITLE: FIGURE 17: CONCEPTUAL REPAIR CONSTRUCTION SEQUENCE

Plotted by: dan.streeter
Plotted on: 4/9/2013 at 2:16:40 PM
File path: \\SBS\Public\projects\1043-1-Mpls Nicollet over M CV2 - Production\C - Work\Exhibit\For Images\Nicollet over MC.dgn

Regn'l Bicycle Transportation Network



Legend			
RBTN Tier 1 Alignments	RBTN Tier 2 Corridors	Higher Ed >2K	Programmed
RBTN Tier 1 Corridor Centerlines	**Destinations**	Major High Schools	Minnesota State Trails (DNR)
RBTN Tier 1 Corridors	Job Centers	**Regional Bikeways Inventory**	City and Township Boundaries
RBTN Tier 2 Alignments	Sports Ent Complex	Existing	Lakes and Rivers
RBTN Tier 2 Corridor Centerlines	Hi Visit Reg Parks	Planned	

0 0.5 1 Miles

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

Created: 7/9/2018

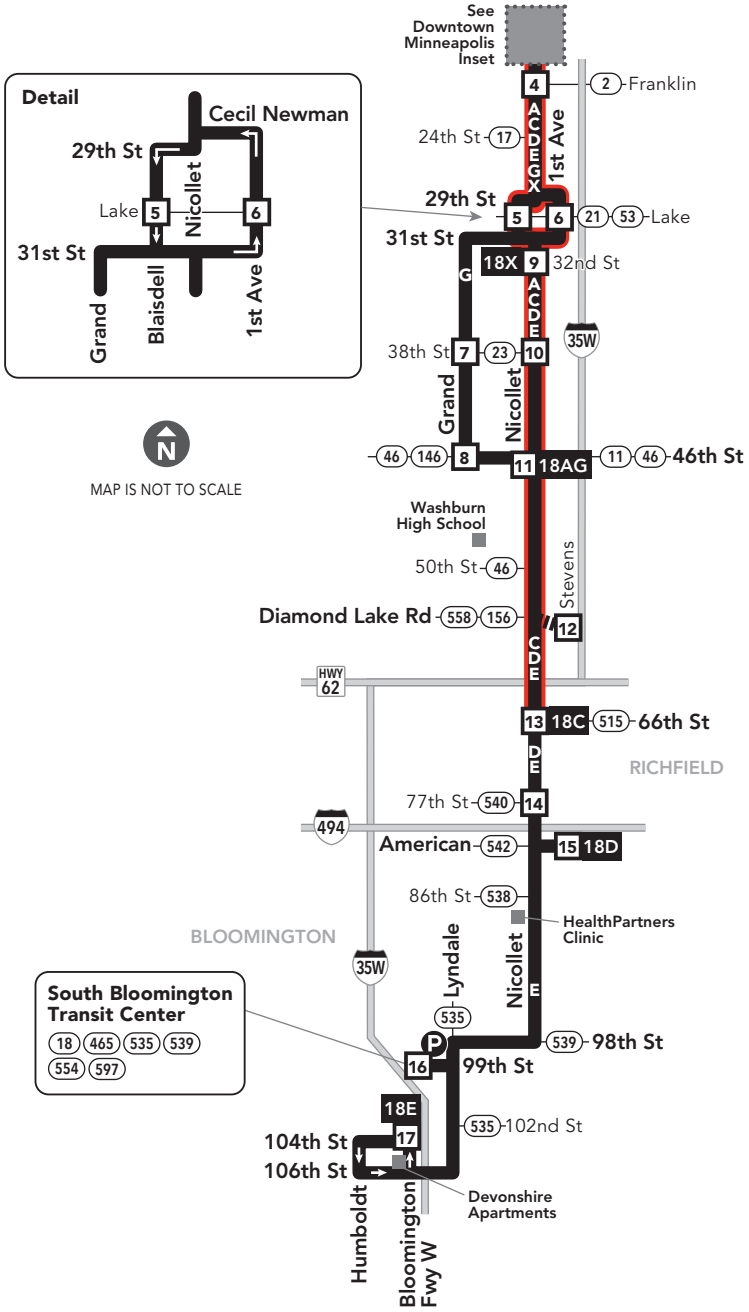
METROPOLITAN COUNCIL

18 Local Bus Route

HIGH Frequency | Go GREENER | NIGHT OWL | FREE RIDE

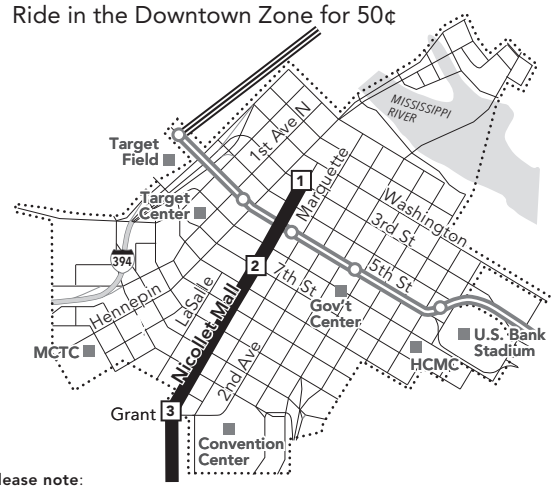
Metro Transit
metrotransit.org | 612-373-3333

Effective 12/2/17



Minneapolis Downtown Zone

Ride in the Downtown Zone for 50¢



Please note:
Between 11:45 p.m. – 5:15 a.m., buses will be timed to facilitate transfers between routes on Nicollet Mall, Hennepin Ave., 5th, 6th, 7th, 8th and 9th streets. See map or footnotes for details.

Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at metrotransit.org/GoGreener.

This route is part of the High Frequency network and operates at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See schedule for details.

Pay no fare when boarding buses marked "Free Ride" in downtown Minneapolis.

Night Owl routes operate overnight between the hours of 1 am and 5 am. Routing downtown may be different from normal route. Please see map for details.

3 **Timepoint on schedule**
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

Regular Route
Bus will pick up or drop off customers at any bus stop along this route

METRO Line and Stations
METRO trains or buses will pick up or drop off customers at any station along this route.

Northstar Commuter Line
Transfers from Northstar to buses or light rail are free. Transfers from buses or light rail to Northstar require an additional fare.

High Frequency Service
Service every 15 minutes on weekdays 6 am – 7 pm and on Saturdays 9 am – 6 pm.

Limited Service
Only certain trips take this route.

22B **Route Ending Point**
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

B **Route Letter**
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

(22) (717) **Connecting Routes**
See those route schedules for details.

Park & Ride Lot
Park free at these lots while you commute.

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