Application

13865 - 2020 Bridges

14087 - Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/14/2020 9:49 AM

Primary Contact

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

Organization Information

Name:	ST PAUL, CITY OF

Jurisdictional Agency (if different):	
Organization Type:	City
Organization Website:	
Address:	DEPT OF PUBLIC WORKS-CITY HALL ANNEX 25 W 4TH ST #1500
*	ST PAUL (City) / Minnesota (State/Province) / 55101 (Postal Code/Zip)
County:	Ramsey
Phone:*	651-266-9700 Ext.
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PeopleSoft Vendor Number	0000003222A22

Project Information

Project Name	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Saint Paul
Jurisdictional Agency (If Different than the Applicant):	

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

(Limit 2,800 characters; approximately 400 words)

This project is to reconstruct Kellogg Boulevard / Third Street retaining walls, approach roadway and Bridge Nos. 62080 and 62080A over Ramsey County Regional Rail Authority (RCRRA), BNSF Railway, Bruce Vento Nature Sanctuary, Commercial Street, and Minnesota Department of Transportation (MnDOT) Trunk Highway I-94. Project limits are from Broadway Street to 250 feet west of Maria Avenue (total project length of 3,870 feet, bridge project length of approx. 2,117 feet). The existing 2,116 foot bridge was constructed in 1982/83, has a sufficiency rating of 36.8 in the most recent MnDOT structural inventory report, and is structurally deficient. The bridge was designed as a four lane vehicular bridge, with a 10 foot combined use bicycle/pedestrian trail.
In 2014 a structural evaluation determined that the deteriorated pier cap cantilevers could not support any live load under the current MnDOT-approved analysis method. The bridge was temporarily closed to allow for installation of concrete barriers that restrict all modes of traffic to the center portion of the pier caps. The bridge reopened as a reconfigured three vehicular lane bridge (two inbound and one outbound) with substandard 1.75-foot shoulders and a substandard 6 foot bicycle/pedestrian walk. AADT of the project segment is estimated at 14,418 vehicles per day (A-minor reliever).
reconstruction will further allow for upgraded bicycle and pedestrian facilities and traffic accommodations for Bus Rapid Transit.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

MSAS 158 Kellogg/3rd, from Broadway St to 250' W of Maria Ave - Replace Bridge Nos. 62080 & 62080A with new bridge including approach roadways and intersections

Project Length (Miles)

to the nearest one-tenth of a mile

0.7

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$7,000,000.00
Match Amount	$56,903,000.00
Minimum of 20% of project total	
Project Total	$63,903,000.00
For transit projects, the total cost for the application is total cost minus fare revenues.	
Match Percentage	89.05%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	State Bridge Bonds, Various Local Funds, Direct Legislative Appropriations
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:	2024
Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.	
Additional Program Years:	2022, 2023
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information-Roadways

County, City, or Lead Agency	City of Saint Paul
Functional Class of Road	A minor reliever
Road System	MSAS
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	158
i.e., 53 for CSAH 53	
Name of Road	Kellogg Boulevard / Third Street (MSAS 158)
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55101
(Approximate) Begin Construction Date	04/01/2022
(Approximate) End Construction Date	06/01/2025

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

From: **(Intersection or Address)**	Broadway Street
To: **(Intersection or Address)**	250' west of Maria Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles)	0.7
Miles of Trail (nearest 0.1 miles)	0.7
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	Bridge, Retaining Walls, Ped Ramps, Aggregate Base, Bit Surface, Signals, Lighting, Guardrail, Bike Path, Sidewalk

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.:	62080 and 62080A
New Bridge/Culvert No.:	Not Assigned
Structure is Over/Under (Bridge or culvert name):	Kellogg Blvd over Commercial St, I-94, RR, Parks

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

The proposed project fulfills each goal identified in the 2040 TPP:

"Transportation System Stewardship" Goal (p2.2)

-Efficiently preserves and maintains the regional system in a state of good repair.

-Operates the system to efficiently and cost-effectively move people and freight.

This project will improve the non-motorized system into and out of downtown. Existing sidewalk is substandard, located only on the south side, and lacks connections to key user destinations including CHS Field and Metro State University. Such system deficiencies will be corrected.

"Safety and Security" Goal (p2.5)

-Reduces crashes and improves safety and security for all travel modes.

-Reduces the system's vulnerability to man-made incidents.

The project improves bike/ped safety, lighting, and at-grade intersections where vehicles encounter bikes/peds.

Public Works has made several repairs to bridge barriers since 2014, especially near Kellogg/Mounds. Errant vehicles are not uncommon; new bridge design and signal improvements can lower event frequency.

"Access to Destinations" Goal (p2.10)

-Increases availability of multimodal travel options.

-Increases travel time reliability and predictability.

-Improves multimodal travel options for people to connect to jobs and other opportunities.

Congestion can be significant during peak hours or following a traffic incident on either end of the bridge. Travel time is often unreliable. Backups build quickly over the bridge's >2,000ft length. This is worsened by the fact that limited downtown/freeway access alternatives exist, and by a single outbound lane.

"Competitive Economy" Goal (p2.26)

-Improves multimodal access to regional job concentrations identified in Thrive MSP 2040

"Healthy and Equitable Communities" Goal (p2.30)

-Increases availability and attractiveness of transit, bicycling, and walking to promote healthy active transportation options.

-Provides a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, including historically under-represented populations.

The bridge provides a critical link between business-focused Lowertown and residential-focused Dayton?s Bluff. Each community serves low-income communities who rely upon and will benefit from multimodal facilities that the project will provide.

"Leveraging Transportation Investments" Goal (p2.35)

-Maintains direct connection with highway to meet regional demands for multi-modal and freight traffic in/out of Saint Paul.

Improvements at Mounds Blvd (US-61) will serve the needs of Bus Rapid Transit (BRT), scheduled to begin service in 2024. Bike/ped facilities will be added to the north side of the road. Reconfigured signals will improve reliability and access, and include phasing for a BRT station and ramp off I-94.

Limit 2,800 characters, approximately 400 words

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:

This project is included in the 5-year prioritized bridge replacement plan approved by the Saint Paul City Council on December 19, 2014. [RES 14-2129] It is further identified by the 5-year Capital Plan adopted April 18, 2018 and by resolution approved by the Saint Paul City Council on February 18, 2020. [RES 20-146]

Limit 2,800 characters, approximately 400 words

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 State Aid 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.
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$250,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 04/27/2010

Link to plan: https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.pdf

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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 and Strategic Capacity 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

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$2,200,000.00
Removals (approx. 5% of total cost)	$2,200,000.00
Roadway (grading, borrow, etc.)	$200,000.00
Roadway (aggregates and paving)	$1,500,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$50,000.00
Ponds	$15,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$50,000.00

Traffic Control	$200,000.00
Striping	$20,000.00
Signing	$10,000.00
Lighting	$150,000.00
Turf - Erosion & Landscaping	$10,000.00
Bridge	$36,000,000.00
Retaining Walls	$1,500,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$750,000.00
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	**$44,855,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$4,600,000.00
Sidewalk Construction	$4,500,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$40,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$50,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$9,190,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost

Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$50,000.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$50,000.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$100,000.00**

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	$54,145,000.00
Construction Cost Total	$54,145,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing: 7th Street / T.H. 5 is located 0.3 miles northwest

Explanation: 7th Street / T.H. 5 provides the nearest alternative route connecting Downtown Saint Paul with the Dayton's Bluff neighborhood, and spanning over the underlying railroad corridor. Connection with I-94 may be a more substantial challenge during closure of the Kellogg-Third Bridge (Hwy 61 Mounds Boulevard/I-94 access may be impacted) and result in increased congestion/travel time along T.H. 5.

(Limit 2,800 characters; approximately 400 words)

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 using non-local functionally-classified roadways (calculated by Council Staff):	0

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

Existing Employment within 1 Mile:	76259
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3726
Existing Post-Secondary Students within 1 Mile:	8424
Upload Map	1588693621244_Kellogg-Third RegnlEconomy.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)

Miles (to the nearest 0.1 miles):	0

If box above is checked, fill in length.

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

(10 Points)

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

(0 Points)

Measure A: Current Daily Person Throughput

Location	Kellogg between Broadway and Mounds (on bridge)
Current AADT Volume	14418.0
Existing Transit Routes on the Project:	3, 16, 21, 54, 63, 70, 94, 262, 294, 350, 351, 353, 355, 361, 364, 365, 375, 417, 452, 480, 484, 489, Other

Select all transit routes that apply.

Upload "Transit Connections" map	1588693984423_Kellogg-Third TransitConnectns.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0

Current Daily Person Throughput	18743.0

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	
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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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:

The bridge provides a physical link between Lowertown and Dayton's Bluff, two independently-diverse and vibrant communities. Dayton's Bluff has a high proportion of historically disadvantaged, under-represented, or low-income populations. Lowertown, known for its artists quarters, has seen a recent upswing with development of CHS Field Union Depot, and food/arts/entertainment.
Project team members will continue to openly engage populations within and beyond a ½ mile radius. The first engagement event was to occur in March 2020. For public health and safety during COVID-19 its format was adapted from a meeting to an informational mailing, and sent to an expanded list of >1,000 tenants as far as ¼ mile from the site. The mailer included a returnable, stamped survey, and language translation resources. The mailer format more effectively reaches under-represented or web-limited individuals whose mobility and work-life constraints make attendance at in-person meetings difficult. Also, online resources were distributed to a broad audience: community groups, district councils, and local media. As of April 2020, dozens of individuals and groups had responded to the surveys, with more received on a daily basis. Moving forward, design consultant SRF will continue to facilitate the participation process with help from local artist Seitu Jones. SRF and Mr. Jones have partnered many times to deliver community-driven public art that enhances community and a sense of ownership. Art is but one conduit for a larger connection that a bridge can offer to its users and neighbors. SRF will conduct public meetings, present alternatives and solicit community feedback. In addition to traditional means, others will be explored such as social media or on-site "pop-up" meetings that engage passersby. High level of community interest in this project is evident and will be capitalized upon. For example, in response to the input survey mailed in March 2020,

city staff were approached by a local podcast interested to interview the project. Use of emergent forms of technology may expand outreach to segments of the community.

Public feedback is reviewed with the design team and city staff, who use it to drive project design and construction consderations. SRF has taken a proactive approach to addressing and mitigating many of these issues by designing around existing structures and developing construction sequencing details to reduce the duration and extent of impacts. Public feedback will focus topics presented in upcoming public engagement events. Likewise, participation during design phase will populate a list of stakeholders and contacts who will remain informed with project progress updates during construction.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*
a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

The low income population (which consists primarily of people of color) will benefit from the proposed upgraded shared-use off-street trail, which serves as a link between the east side of Saint Paul and the job concentration center on the west end of the bridge. The bridge will also serve as a direct route to the Union Depot transit facility, which serves multiple bus lines, Green Line LRT and Amtrack. In the future it will serve the Riverview, Red Rock, Robert Street, Gateway and Rushline Transit Corridors.

Elderly and disabled populations will benefit from the addition of ADA-accessible pedestrian curb ramps at all intersections. At signalized intersections, audible pedestrian signals will be included. Additionally, bikes and pedestrians could benefit from reconstruction of the Mounds Boulevard intersection, which will include an off-street bike/ped facility on the north side where one currently does not exist, and will consider other connectivity improvements west of the bridge that could provide future grade-separated crossing of Kellogg Boulevard between Union Depot and northerly downtown destinations: Capital City Bikeway, CHS Field and Lowertown businesses.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

Project designers are actively mitigating for the negative impacts of construction. On a bridge project, impacts to ped/bike and bus facilities are those that most affect vulnerable or under-represented population groups. These impacts are largely with respect to travel times or access, therefore reducing the overall duration of service interruption is without doubt the most effective mitigation strategy. SRF is taking an innovative approach to the bridge design that should drastically reduce the time that the existing bridge is taken out of service. This will be achieved by carefully placing new piers around those existing, and specifying construction sequence such that the new structures can be built beneath the existing bridge while it remains in service (carrying traffic). Several months of delay and inconvenience may be spared by phasing work in this way. The next mitigation steps will be taken when, inevitably, the existing bridge is removed. Bus service will be temporarily relocated to other non-impacted streets, and a fully ADA-compliant Temporary Pedestrian Access Route (TPAR) will be provided. Temporary construction impacts such as noise or dust are anticipated to be low, as the bridge has few neighbors and other existing facilities such as the freeway and railways produce similar inconveniences during normal operation.
Once completed, this project will have no negative impacts on low-income populations, people of color, children, people with disabilities, or the elderly. No residents or businesses will be displaced.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):	Yes
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:	

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map	1588860540775_Kellogg-Third SocioEconomic.pdf

Measure B: Part 1: Housing Performance Score

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

Total Project Length

Total Project Length	0.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	0
Total Housing Score	0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

The project is located in an area of concentrated poverty and affordable housing access is of high importance to surrounding communities. The bridge provides critical access for all modes and levels of access. The attached map shows locations of nearby affordable housing developments with a ½ mile buffer of the project site. Approximately 20 housing developments exist, are under construction, or are planned within this boundary. City of Saint Paul Public Housing Agency offers assistance to eligible individuals and families to find and afford residency at these buildings. Section 8 vouchers and/or other forms of subsidy are accepted at many area developments. Some affordable housing developments are detailed below:

- Central Towers, 20 E Exchange St

o Existing development with 197 affordable units for elderly

o 67-Studio, 128-1BR, 2-2BR

o LIHTC 4 and 9 percent tax credit, subsidized-other

- Pioneer Press Building, 345 Cedar St

o Existing development with 143 affordable units

o 17-Studio, 101-1BR, 25-2BR

o LIHTC 4 percent tax credit, subsidized-other

- Minnesota Place (Minnesota Vistas)

o Existing development with 137 affordable units

o 23-Studio, 111-1BR, 3-2BR

o LIHTC 4 and 9 percent tax credit, subsidized-other

- Crane Ordway, 281 5th Street

o Existing development with 70 affordable units
o LIHTC 4 and 9 percent tax credit, subsidized-other

- Tilsner Lofts, 300 Broadway Street

o Existing development with 65 affordable units

o 5-Studio, 16-1BR, 38-2BR, 6-3BR

o LIHTC 4 percent tax credit

- Heritage House, 218 7th Street

o Existing development with 58 affordable units for elderly

o 58-1BR

o Section 8

The above list is only a partial offering of affordable housing developments located within ½ mile of the project area. Others include American House, Renaissance Box, Lyons Court, Commerce Apt, Sibley Park Apts, Straus Apts and Northern Warehouse. Searches resulted in approximately 20 affordable housing developments totaling about 2,000 affordable units, with approximate distribution of % Area Median Income (AMI) as follows: 650-30%, 120-50%, and 830-60%.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1588859231860_Kellogg-Housing-Report-PDF.pdf

Measure A: Bridge Condition

6.0

6.0

3.0

Lowest National Bridge Inventory Condition Rating:	3.0
Upload Structure Inventory Report	1588694447511_2019 Routine Inspection-62080 Kellogg Blvd over I94-Commercial St and RR.pdf

Please upload attachment in PDF form.

Measure B: Load-Posting

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

Measure A: Multimodal Elements and Existing Connections

Response:

Multimodal elements included as part of the project include new/improved bike and ped facilities, support infrastructure for bus rapid transit, and at-grade intersection improvements.

- A 12-foot barrier-protected bike/ped trail will be provided on each side of road (~30% of overall overall bridge width).
- New bike/ped segments will be provided (on north side of bridge) and explored during design (for example trail spur connection(s) to Union Depot and/or CHS Field/Prince St).
- Support infrastructure for bus rapid transit includes modification of the approach at Kellogg/Mounds to accommodate a boarding station on Mounds Blvd, and designated signal phasing for buses to turn onto Kellogg Blvd bridge en route to Union Depot.
- At-grade intersection improvements include ADA upgrades to signals and curb ramps, primarily at major intersections at Mounds Blvd and Lafayette St, with other improvements also anticipated at minor intersections at John St and Union Depot entrances.
- All facilities will be designed in accordance with state and local requirements and best practices, including guidance manuals on the development of bikeways.

The Kellogg-Third bridge provides a direct connection for pedestrians and bicycles between Daytons Bluff and downtown Saint Paul. Kellogg Blvd connects to the high pedestrian traffic areas around the Union Depot, the Green Line LRT, and the bustling Lowertown neighborhood. The Lowertown Master Plan identifies that the proposed bridge will connect East Side residents to the food/arts cluster near the Farmers Market and an entertainment district near Mears Park. The bridge route is an identified Planned Regional Bikeway in the Regional Bicycle Transportation Network (RBTN) and connects to other RTBN trails, such as

the Bruce Vento RT, Indian Mounds Park RT, and the Sam Morgan RT. The bridge will also improve connections to the Gateway State Trail and Capital City Bikeway, a phased network that will loop through downtown. The bridge is further identified in the City's adopted Bicycle Plan.
The proposed bridge will restore the existing substandard walk that was reduced to a 6' combined use trail when the City was forced to remove all traffic from the pier cantilevers. Existing vehicular lanes consist of one 11' outbound and two 11' inbound lanes. The vehicular shoulders are presently a substandard 1.75'. Mass transit and coach bus traffic use the bridge's common vehicular lanes, reducing travel time reliability.
The proposed bridge will include 12' barrier-protected sidewalks on each side of the bridge, four 11' vehicular lanes, and two 4' wide shoulders, which will provide added safety to bicyclists that choose to travel in the vehicular area.

(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 (25 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	1588866831216_Layout-Level2-20200501.pdf
Please upload attachment in PDF form.	
Layout has not been started	
0%	
Anticipated date or date of completion	09/01/2020

2)Review of Section 106 Historic Resources (15 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	Yes
100%	
There are historical/archeological properties present but determination of no historic properties affected is anticipated.	
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	

3)Right-of-Way (25 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	06/01/2021

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement	09/01/2021

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:	04/07/2020
Meeting with partner agencies:	05/13/2020
Targeted online/mail outreach:	04/07/2020
Number of respondents:	80
Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.	Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Stakeholder coordination and public engagement has been ongoing since 2014, when the existing bridge deck was re-configured for public safety reasons, and reconstruction planning efforts began. In recent months, coordination and input meetings have included:

- 05/13/2020: MnDOT Level 2 Layout Review at Metro District Layout Approval Committee (LAC)

- 04/30/2020: Coordination meeting with Metropolitan Council Planning and Operations staff. Metropolitan Council operates critical sewer infrastructure (sanitary receiving station and emergency overflow) adjacent to the site and is a key stakeholder.

- 04/08/2020: Coordination meeting with Wakan Tipi Interpretive Center (City Parks and Lower Phalen Creek Project team, Bruce Vento Sanctuary). Multiple prior coordination meetings have taken place with these key stakeholders.

- 02/11/2020: Coordination and project update at Xcel Annual Franchise Coordination Meeting. Xcel Energy operates a substation adjacent to the project, and has a large transmission tower in public right-of-way adjacent to the bridge. Xcel is a key stakeholder and multiple coordination activities have been conducted.

- BNSF Railway coordination has occurred dating back to 2015 and as recent as May 2020; negotiations have begun to enter into an agreement for Preliminary Design. The new bridge will improve lateral clearance to the railroad, and BNSF is a key stakeholder.

- A public engagement meeting was planned to occur in early April 2020; due to COVID-19 precautions and to protect public health, the City

opted to expand the geographic area of mailings (informational flyer and stamped return survey) to owners and tenants within 1/8 mile of the project start (Lowertown) and 1/4 mile of the project end (Daytons Bluff). In total approximately 1,000 mailings were sent. As of early May 2020, the city has received over 50 online submittals and around 30 mailed responses. Multiple letters have also been received from local business and residents.

- This project was first proposed in 2014, and has experienced a high level of public and political input since that time. Legislators have toured the site on multiple occasions and made inquiries that have shaped the city's budget and scope of the project. The bridge has been the subject of local and regional news outlets, and public input has been received via all forms of written and verbal communication. Public feedback has thus far resulted in selection of a layout that expands bike/ped facilities to both sides of the bridge (currently present only on the south side), and prioritized construction-phase impact mitigation (resulting in a pier design that allows for phased construction and reduced service interruption). Further public involvement will include community-driven public art.

Measure A: Cost Effectiveness

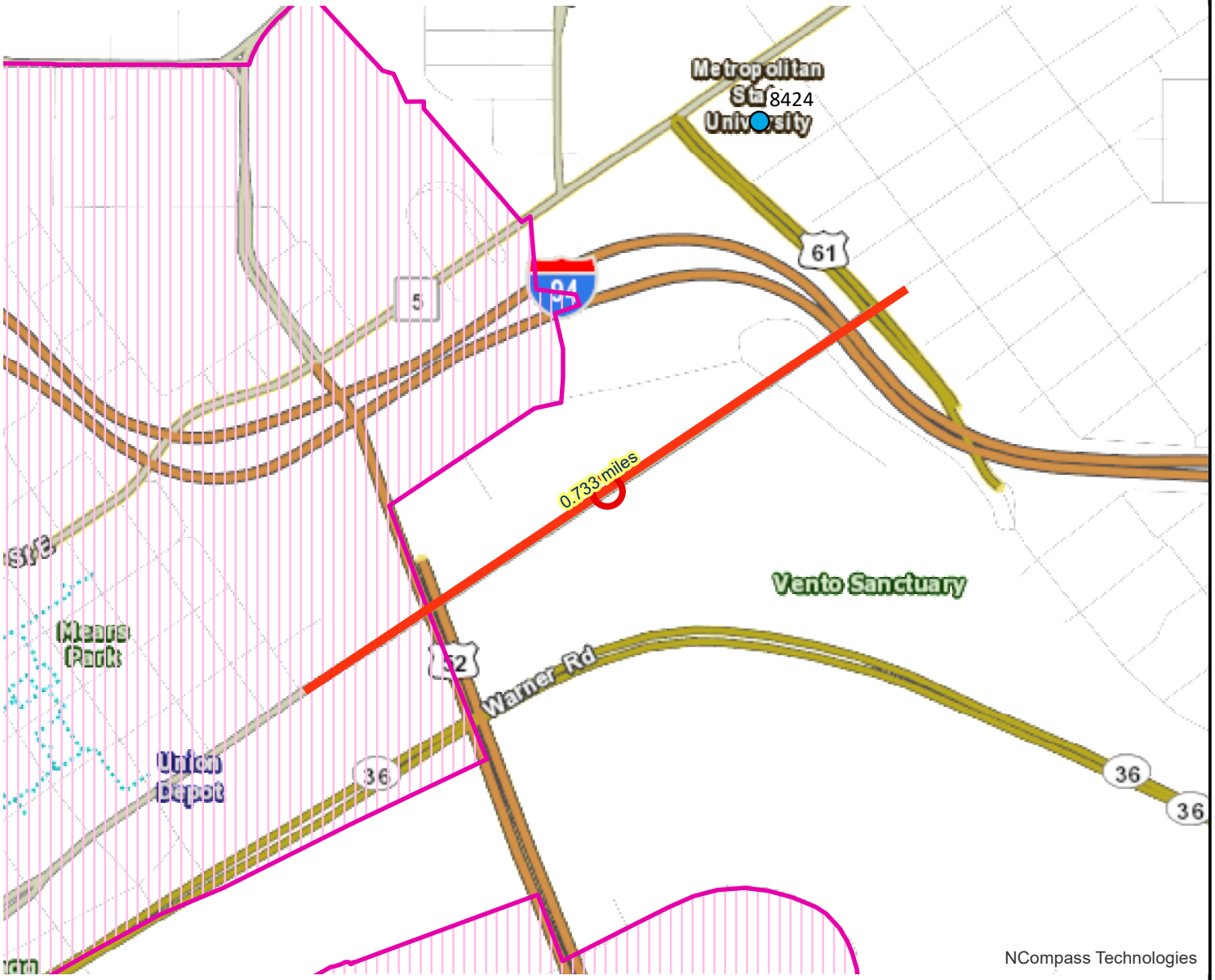
Total Project Cost (entered in Project Cost Form):	$54,145,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$54,145,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
1 One-page-project-summary.pdf	One page project summary	624 KB
10 2020-05-08 email EK re application criteria.pdf	Correspondence with Elaine Koutsoukos (TAB Coordinator) clarifying agency responses to specific application criteria.	98 KB
11 agency-notification-letters.pdf	Project notification letters from City to external agencies Ramsey County, Regional Rail Authority, and BNSF Railway.	194 KB
2 Before-photos-with-captions.pdf	Before photos - with captions	12.9 MB
3 Plans-Section-Elevation-Layout-ROW.pdf	Preliminary plans and layouts, including bridge elevation and cross sections, road geometry and layout, temporary easement and permanent right-of-way impacts; and showing bicycle/pedestrian/transit components	8.7 MB
4 Project-Location-Map.pdf	Project map - illustrating the location of the bridge in the state of Minnesota	154 KB
5 MetC-Kellogg-Third Combined Maps.pdf	Project information maps, generated using the web-based Metropolitan Council map-generating tool for congestion, economy, socio-economic condition, and transit.	15.7 MB
6 City-resolution-RES 20-146 Reg Sol Projects.pdf	City resolution to apply to Regional Solicitation Program	93 KB
7 City-resolution-RES-14-2129 5yr.pdf	City resolution identifying the Kellogg-Third Bridge Replacement project on the City's 5-year bridge prioritization plan (bridge replacement remains the city's top bonding priority)	129 KB
8 PW-5-year-plan_04-18-2018.pdf	Kellogg-Third Bridge Replacement project identified on the Adopted 5-year Capital Program for City of Saint Paul Public Works	41 KB
9 2019 routine-inspection-with-sir.pdf	2019 Routine Inspection Report including Structure Inventory Report for Bridge Nos 62080 and 62080A	3.6 MB

Regional Economy

Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389



Results

WITHIN ONE MI of project:
Postsecondary Students: 8424

Totals by City:
St. Paul
Population: 25080
Employment: 76259
Mfg and Dist Employment: 3726

Project Points
Project
Postsecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 3/18/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

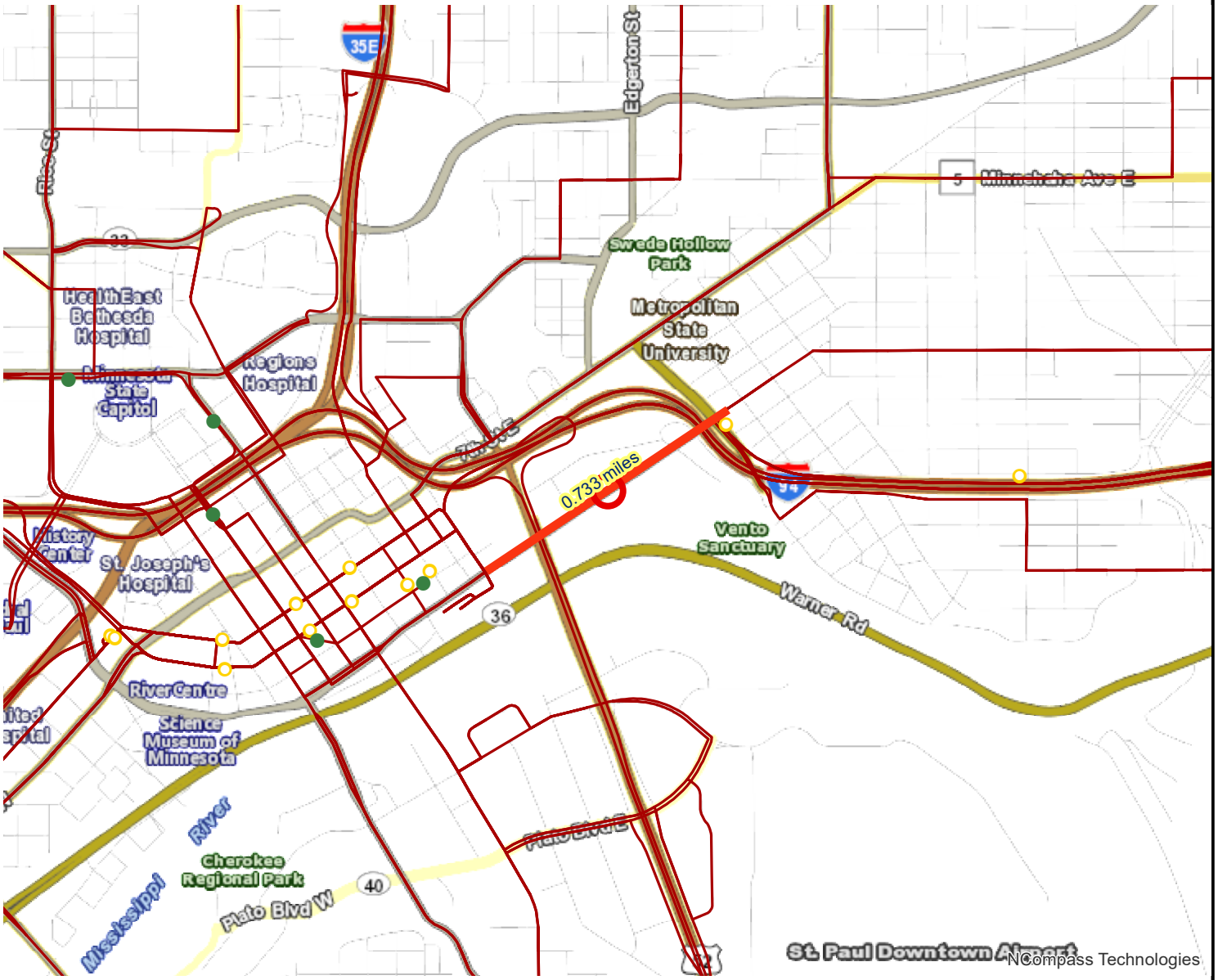
Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389

Results

Transit with a Direct Connection to project:
16 21 262 294 3 350 351 353 355 361 364 365 375 417 452 480 484 489 54 63 70 94 992
*Red Rock
*Rush Line
*Riverview
*Gold Line

**indicates Planned Alignments*

Transit Market areas: 1



Project Points
Project
Project Area

Transitway Stations
Green Line

Planned Transitway Stations
Gold Line
Transit Routes

0 0.25 0.5 1 1.5 2 Miles

Created: 3/18/2020
LandscapeRSA3

METROPOLITAN COUNCIL

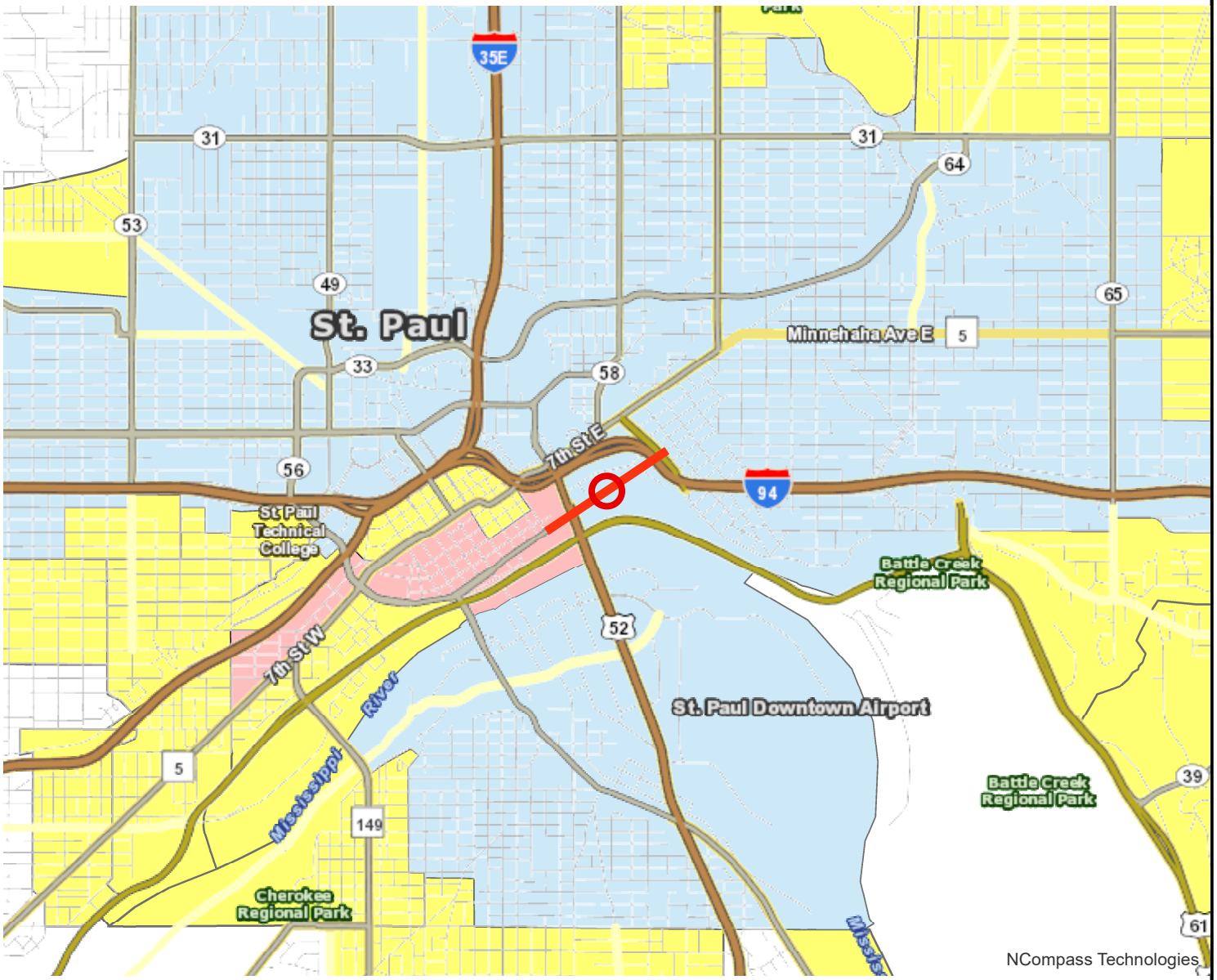
Socio-Economic Conditions

Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389

Results

Project located **IN**
Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):
(0 to 30 Points)

Tracts within half-mile:
33000 33100 34201
34202 34400 34500
36100 37100



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

0 0.5 1 2 3 4 Miles

Created: 3/18/2020
LandscapeRSA2

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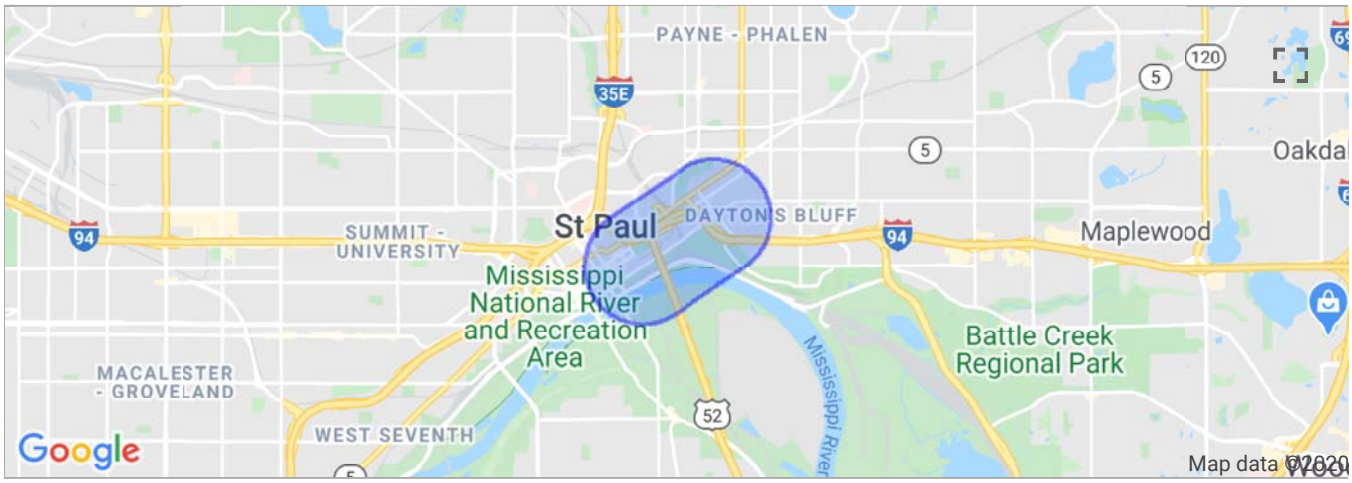
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Minnesota Compass - mncompass.org

CUSTOM GEOGRAPHIC PROFILE

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.



Selected geography: Custom selection area

Bookmark or share this profile | Print | Collapse rows | Show margins

Demographics

Custom selection area

Total population (2013-2017)		
Total population	8,907	100.0%
Gender and age (2013-2017)		
Male	4,609	51.7%
Female	4,298	48.3%
Under 5 years	533	6.0%
5-9 years	417	4.7%
10-14 years	409	4.6%
15-17 years	233	2.6%
18-24 years	849	9.5%
25-34 years	2,223	25.0%
35-44 years	1,201	13.5%

45-54 years	1,212	13.6%
55-64 years	1,039	11.7%
65-74 years	538	6.0%
75-84 years	195	2.2%
85 years and older	*suppressed*	
17 years and younger	1,591	17.9%
18-64 years	6,525	73.3%
65 years and older	791	8.9%

Race and ethnicity (2013-2017)

White	4,938	55.4%
Of Color	3,969	44.6%
Black or African American	1,313	14.7%
American Indian and Alaskan Native	101	1.1%
Asian or Pacific Islander	1,240	13.9%
Other	*suppressed*	
Two or more races	485	5.4%
Hispanic or Latino	829	9.3%

Foreign-born (2013-2017)

Foreign-born residents	1,219	13.7%

Language spoken (2013-2017)

Population (5 years and older)	8,374	100.0%
English only	6,575	78.5%
Language other than English	1,799	21.5%
Speaks English less than "very well"	646	7.7%

Disability (2013-2017)

Total population for whom disability status is determined	8,818	100.0%
Population with a disability	1,290	14.6%

Residence one year ago (2013-2017)

Population (1 year and over in US)	8,803	100.0%
Same residence	5,840	66.3%
Different residence in the U.S.	2,761	31.4%
Different residence outside the U.S.	*suppressed*	

.

Economy

Custom selection area

Household income (2017 dollars) (2013-2017)		
Total households	4,504	100.0%
Less than $35,000	1,884	41.8%
$35,000-$49,999	643	14.3%
$50,000-$74,999	869	19.3%
$75,000-$99,999	395	8.8%
$100,000 or more	713	15.8%
Median household income (2017 dollars)	$43,714	

Poverty (2013-2017)		
All people for whom poverty status is determined	8,676	100.0%
With income below poverty	2,088	24.1%
With income 100-149% of poverty	1,002	11.5%
With income 150-199% of poverty	1,104	12.7%
With income 200% of poverty or higher	4,483	51.7%
17 years and younger (percent of people under age 18)	579	39.5%
18-64 (percent of people 18-64)	1,358	25.9%
65 years and older (percent of people age 65+)	150	19.5%
17 years and younger (percent of people under age 18)	579	39.5%
18-24 (percent of people age 18-24)	281	34.7%
25-34 (percent of people age 25-34)	409	18.6%
35-44 (percent of people age 35-44)	213	17.8%
45-54 (percent of people age 45-54)	276	22.9%
55-64 (percent of people age 55-64)	180	17.5%
65 years and older (percent of people age 65+)	150	19.5%

Health

Custom selection area

Health coverage (2013-2017)	
Total population age 65 and under for whom health insurance coverage status is determined	8,049

Housing

Custom selection area

Total housing units (2013-2017)	
Total housing units	4,789

Owned and Rental Housing (2013-2017)		
Vacant housing units (seasonal units included)	321	6.7%
Occupied housing units	4,468	93.3%
Average household size	1.91	
Owner-occupied	1,225	27.4%
Average household size	2.21	
Renter-occupied	3,242	72.6%
Average household size	2.3	
Year built (2013-2017)		
2000 or later	438	9.2%
1970-1999	1,427	29.8%
1940-1969	584	12.2%
1939 or earlier	2,340	48.9%
Households (2013-2017)		
Total households	4,504	
Households by type (2013-2017)		
Family households	1,485	33.0%
With children under 18 years	737	16.4%
Married-couple family households	943	20.9%
With children under 18 years	359	8.0%
Single-person family households	542	12.0%
With children under 18 years	378	8.4%
Nonfamily households	3,019	67.0%
Householder living alone	2,541	56.4%
65 years and over	419	9.3%
Households with one or more children under 18 years	747	16.6%
Households with one or more people 65 years and over	629	14.0%
Year householder moved into unit (2013-2017)		
Moved in 2010 or later	3,190	70.8%
Moved in 2000-2009	820	18.2%
Moved in 1990-1999	245	5.4%
Moved in 1980-1989	108	2.4%
Moved in 1979 or earlier	105	2.3%
Cost-burdened households (2013-2017)		
All households for which cost burden is calculated	4,421	
Cost-burdened households	1,990	45.0%

Owner households for which cost burden is calculated	1,223	
Cost-burdened owner households	294	24.1%
Renter households for which cost burden is calculated	3,198	
Cost-burdened renter households	1,696	53.0%

Rent paid (2013-2017)

Households paying rent	3,262	
Median rent paid (2017 dollars)	$1,023	

Transportation

Custom selection area

Vehicles per household (2013-2017)

No vehicles	1,197	26.6%
1 vehicle available	2,164	48.1%
2 vehicles available	762	16.9%
3 or more vehicles available	345	7.7%

Transportation to work (2013-2017)

Workers (16 years and older)	4,644	100.0%
Car, truck, or van (including passengers)	3,110	67.0%
Public transportation	537	11.6%
Walked, biked, worked at home, or other	997	21.5%

Travel time to work (2013-2017)

Total workers age 16+ (not home based)	4,438	100.0%
Less than 10 minutes	501	11.3%
10-19 minutes	1,535	34.6%
20-29 minutes	1,204	27.1%
30 minutes or longer	1,198	27.0%

Workforce

Custom selection area

Educational attainment (2013-2017)

Population (25 years and older)	6,466	100.0%
Less than high school	593	9.2%
High school diploma or GED	1,293	20.0%
Some college or associate degree	1,614	25.0%

Bachelor's degree	1,891	29.2%
Graduate or professional degree	1,074	16.6%
High school graduate or higher	5,873	90.8%
Bachelor's degree or higher	2,966	45.9%

Working adults (2013-2017)

Total civilian non-institutionalized population, age 18-64	6,468	
% of working age adults who are employed	4,583	70.9%

Total employed workers (LEHD) (2015)

Total employed workers	4,013	100.0%

Worker age (2015)

Age 29 or younger	1,250	31.1%
Age 30 to 54	2,087	52.0%
Age 55 or older	676	16.8%

Workers by earnings (2015)

$15,000 per year or less	771	19.2%
$15,001 to $39,999 per year	1,299	32.4%
$40,000 or more per year	1,943	48.4%

Workers by industry of employment (2015)

Accommodation and food services	369	9.2%
Administration & support, waste management, and remediation	266	6.6%
Agriculture, forestry, fishing and hunting	*suppressed*	
Arts, entertainment, and recreation	74	1.8%
Construction	92	2.3%
Educational services	289	7.2%
Finance and insurance	242	6.0%
Health care and social assistance	658	16.4%
Information	122	3.0%
Management of companies and enterprises	276	6.9%
Manufacturing	274	6.8%
Mining, quarrying, and oil and gas extraction	*suppressed*	
Other services (excluding public administration)	156	3.9%
Professional, scientific, and technical services	280	7.0%
Public administration	244	6.1%
Real estate and rental and leasing	76	1.9%
Retail trade	330	8.2%
Transportation and warehousing	93	2.3%
Utilities	*suppressed*	

Wholesale trade	147	3.7%
Workers by race (2015)		
White alone	2,966	73.9%
Black or African American alone	506	12.6%
American Indian or Alaska Native alone	*suppressed*	
Asian alone	404	10.1%
Native Hawaiian or Other Pacific Islander alone	*suppressed*	
Two or more race groups	105	2.6%
Workers by educational attainment (2015)		
Less than high school	263	6.6%
High school or equivalent, no college	630	15.7%
Some college or associate degree	897	22.4%
Bachelor's degree or advanced degree	973	24.2%
Educational attainment not available (workers under age 30)	1,250	31.1%
Workers by employment location (2015)		
Workers with an identified employer location (top 10 locations)	3,962	
St. Paul	1,417	35.8%
Minneapolis	723	18.2%
Bloomington	184	4.6%
Eagan	154	3.9%
Roseville	102	2.6%
Maplewood	72	1.8%
Woodbury	63	1.6%
Oakdale	45	1.1%
Edina	45	1.1%
Shoreview	43	1.1%
All other	1,114	28.1%
Workers by distance to employment location (linear) (2015)		
Less than 10 miles	2,707	68.3%
10 to 24 miles	1,099	27.7%
25 to 50 miles	66	1.7%
Greater than 50 miles	90	2.3%

Full notes and sources

The geographic profiles are part of Minnesota Compass, a project that provides measures of well-being at the state, region, county, city, and select neighborhood levels. Minnesota Compass is led by Wilder Research and funded by a collaborative of foundations.

Retrieved on May 5, 2020

HousingLink

Streams

Return to main site

Streams (Data through 12/31/2018)

About Streams

Search by Property Name or Address

Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

Funding Source
- Federal
- State
- Local
- Philanthropic

Funding Categories
- Project-Based Subsidy
- Public Housing
- Tax Credit
- Tax Credit (LIHTC 4%)
- Tax Credit (LIHTC 9%)
- Subsidized-Other

Groups Served
- Family
- Elderly
- Disabled

Obligation End Year
Start Year / End Year

Last Finance Year
Start Year / End Year

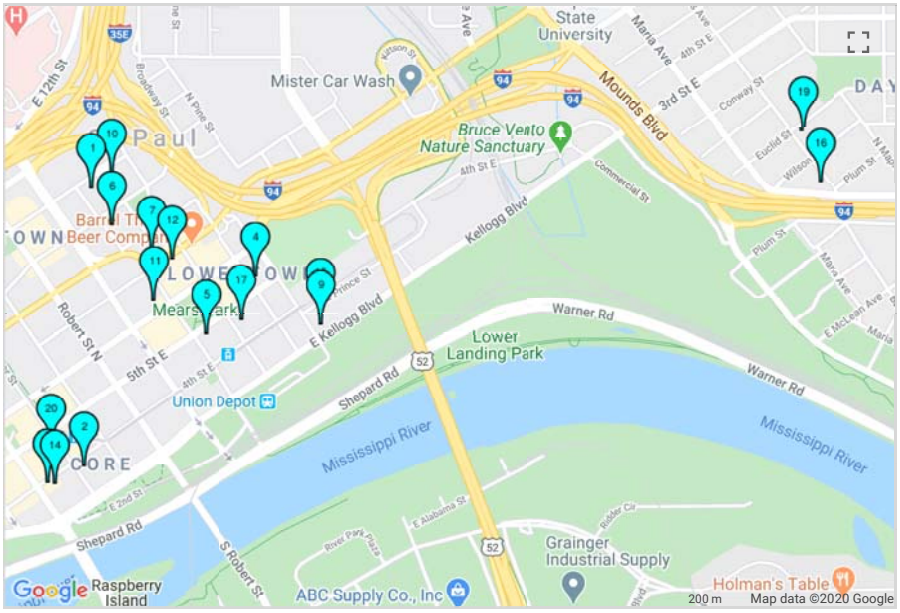
First Finance Year
Start Year / End Year

- New Construction
- Other

Show Results

Clear All

Map Search | City Search | Greater MN



Send us feedback

Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
20	2,001	646	122	835	0	1,603

* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.
** Obligation expiration dates are estimated based on program definition if not provided.
*** There may be other funders. This funder provided for reference.

Property Detail (click on property row for additional detail)

Sort By: 1st Name A-Z 2nd Name A-Z 3rd Name A-Z Resort

Click here to export these search results to a csv file. (Use indicates acceptance of our Data Use Agreement.)

Ref	Name	Address	City	Address Count	Primary Funder***	Property ID	Total Units	30% AMI	50% AMI	60% AMI	80% AMI	Total Afford. Units*	Est	1st Close	Last Funding	Earliest Release**	Est
17	American House	352 Wacouta St	St Paul	1	MHFA	D3192	70			70		70	*	05/13/2010	05/13/2010	05/13/2040	
3	Commerce Apartments Phase I	8 4th St E	St Paul	1	MHFA	D5527	55	6	6	43		55		07/01/2007	05/14/2009	05/14/2024	
14	Commerce Apartments Phase Ii	10 4th St E	St Paul	1	MHFA	D6264	45	5	38	2		45		01/21/2011	07/01/2011	01/21/2041	
4	Crane Ordway	281 5th St E	St Paul	1	MHFA	D3813	70			70		70		10/03/2005	07/01/2006	10/03/2035	**
8	Dundry Hope Block Stabilization Phase II aka St. Joseph House	Multiple Addresses	Lakeville	13	MHFA	D0841	30	25	5			30	*	03/19/1996	12/13/2018	12/31/2020	
19	Euclid View Flats	234 Bates Ave	St Paul	1	StPPED	Euclid View Flats	12			12		12		07/01/2017	07/01/2017	07/01/2047	**
12	Heritage House	218 7th St E	St Paul	1	MHFA	D1559	58	58				58		06/29/2004	06/29/2004	04/26/2033	
16	Historic Bluff Landing	Multiple Addresses	St Paul	6	HUDLIHTC9	MNA20030060	16		16			16		07/01/2003	07/01/2003	07/01/2033	**
10	Lyon's Court	510 N Sibley St	St Paul	1	HUDLIHTC4	MNA20050095	60		30	30		60		07/01/2005	07/01/2005	07/01/2035	**
11	Mears Park Place	401 N Sibley St	St Paul	1	HUD	800011093	298	50				50				03/15/2019	
2	Minnesota Place aka: Minnesota Vistas	46 4th St E	St Paul	1	MHFA	D5960	137	14	12	111		137		06/25/2010	07/01/2010	06/25/2020	**
15	Northern Warehouse	Northern Warehouse	St Paul	1	MHFA	D1567	52	6	6	40		52		07/01/2012	07/01/2012	07/01/2042	**
13	Park Haven Apts. (aka Carriage House Associates)	Multiple Addresses	Brooklyn Park	47	MHFA	D2704	176	123	9	44		176		07/01/2016	07/01/2016	07/01/2046	**
20	Pioneer Press Building	345 Cedar St	St Paul	1	StPPED	Pioneer Press Building	143			143		143					
18	Public Housing Agency of the City of St Paul - Scattered Site	Address(es) intentionally withheld	St Paul	343	HUDPH	MN001000009	359	359				359		09/30/2006	09/30/2006		
1	Renaissance Box	200 10th St E	St Paul	1	MHFA	D5218	70			70		70		07/01/2011	11/03/2011	07/01/2041	**
6	Sibley Court Apartments	Multiple Addresses	St Paul	2	MHFA	D3055	122			51		51	*	07/01/2003	07/01/2003	07/01/2033	**
7	Sibley Park Apartments	211 E 7th St	St Paul	1	MHFA	D2857	114			50		50	*	01/31/2001	07/01/2002	01/31/2031	**
5	Straus Apartments	350 N Sibley St	St Paul	1	MHFA	D3543	49			34		34	*	07/01/2002	07/01/2003	07/01/2032	**
9	Tilsner Building	300 Broadway St	St Paul	1	HUDLIHTC4	MNA20000180	65			65		65		07/01/2000	07/01/2000	07/01/2030	**

2019 ROUTINE
BRIDGE INSPECTION REPORT

BRIDGE # 62080
KELLOGG Blvd over RR; I 94; Comm Fox St

DISTRICT: Metro **COUNTY:** Ramsey **CITY/TOWNSHIP:** St Paul

STATE: Minnesota

Date of Inspection: 07/12/2019

Equipment Used: Other

Owner: City or Municipal Highway Agency

Inspected By: Christensen, Brent; Ekstrand, Ron; Engel, Michael; Grau, Joe; Reimer, Dan

Report Written By: Ron Ekstrand

Report Reviewed By: Glenn Pagel

Final Report Date: 10/18/2019

Minnesota Structure Inventory Report

Bridge ID: **62080** **KELLOGG Blvd over RR; I 94; Comm Fox St**

+ GENERAL +

Agency Br. No.	**Crew** 7639
District 05	**Maint. Area** 5B
County 062 - Ramsey	
City St Paul	
Township	
Desc. Loc. 0.5 MI E OF JCT TH 52	
Sect., Twp., Range 32 029N - 22W	
Latitude 44.951972	
Longitude -93.076636	
Custodian 04 - City or Municipal Highway Agency	
Owner 04 - City or Municipal Highway Agency	
Year Built 1982	
Date Opened to Traffic 9/1/1983	
MN Year Remodeled	
FHWA Year Reconstructed	
Bridge Plan Location 1 - CENTRAL	
Potential ABC 2 - N/A	

+ STRUCTURE +

Service On	5 - Highway-pedestrian
Service Under	4 - Highway - railroad
Main Span Type	5 - Prestress or Precast
	01 - Beam Span
Main Span Detail	
Appr. Span Type	
Appr. Span Detail	
Skew 0	
Culvert Type	
Barrel Length	

Number of Spans

MAIN: 18 **APPR:** 0 **TOTAL:**

Main Span Length	109.0 **ft**	
Structure Length	1914.0 **ft**	
Deck Width (Out-to-Out)	69.3 **ft**	VARIES
Deck Material	1 - Concrete Cast-in-Place	
Deck Installation Year	1983	
Wear Surf Type	4 - Low Slump Concrete	
Wear Surf Install Year	1983	
Wear Course/Fill Depth	0.17 **ft**	
Deck Membrane	0 - None	
Deck Rebars	1 - Epoxy Coated Reinforcing	
Structure Area (Out-to-Out)	131129 **sq ft**	
Roadway Area (Curb-to-Curb)	104750 **sq ft**	
Sidewalk Width - L/R	0.00	10.30 **ft**
Curb Height - L/R	0.00	0.00 **ft**
Rail Codes - L/R	28	22

+ ROADWAY ON BRIDGE +

Road Name	Kellogg Blvd (MSAS 158)
Functional Class.	16 - Urban - Minor Arterial
ADT 9900	**YEAR** 2012
HCADT	**ADTT** **%**
NHS	0 - Structure/Route is NOT on NHS
Route Sys/Nbr	05 - MSAS / 158
Ref. Point (TIS)	002+00.103
Detour Length	1
Lanes 4	**Lanes ON Bridge**
Control Section (TH Only)	
Function	1 - MAINLINE
Type	2 - 2-way traffic
Bridge Match ID	1
Roadway Key	Route On Structure

+ RDWY DIMENSIONS ON BRIDGE +

If Divided:	NB-EB	SB-WB
Roadway Width	54.80 **ft**	**ft**
Vertical Clearance	**ft**	**ft**
Max. Vert. Clear.	**ft**	**ft**
Horizontal Clear.	54.7 **ft**	**ft**
Appr. Surface Width	48.0 **ft**	
Bridge Roadway Width	54.8 **ft**	
Median Width On Bridge	50.00 **ft**	

+ MISC. BRIDGE DATA +

Structure Flared	1 - Flared
Parallel Structure	N - No parallel structure
Field Conn. ID	
Cantilever ID	

Foundations (Material/Type)

Abutment	1 - CONC	3 - FTG PILE
Pier	1 - CONC	3 - FTG PILE
Historic Status	5 - Not eligible	
On - Off System	1 - ON	

+ PAINT +

Year Painted	
Painted Area	**sq ft**
Primer Type	
Finish Type	

+ BRIDGE SIGNS +

Posted Load	0 - Not Required
Traffic	0 - Not Required
Horizontal	0 - Not Required
Vertical	0 - Not Required

+ INSPECTION +

Structurally Deficient	Y
Functionally Obsolete	N
Sufficiency Rating	36.8
Last Routine Insp Date	07/12/2019
Routine Insp Frequency	12
Inspector Name	Ekstrand, Ron
Status	A - Open

+ NBI CONDITION RATINGS +

Deck	6
Superstructure	6
Substructure	3
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	3
Deck Geometry	5
Underclearances	9
Waterway Adequacy	N
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

+ SPECIAL INSPECTIONS +

	Y/N	Freq	Date
Frac. Critical	N		
Underwater	N		
Pinned Asbly.	N		

+ WATERWAY +

Drainage Area (sq mi)	
Waterway Opening (sq ft)	
Navigation Control	N - Not applicable, no waterway
Pier Protection	
Nav. Clr. (ft)	**Vert.** 0.0 **Horiz.** 0.0
Nav. Vert. Lift Bridge Clear. (ft)	
MN Scour Code	A - NON WATERWAY
Scour Evaluation Year	

+ CAPACITY RATINGS +

Design Load	5 - HS 20	
Operating Rating	2 - HS TRUCK	41.9
Inventory Rating	2 - HS TRUCK	24.8

Posting **VEH:** **SEMI:** **DBL:**

Rating Date 12/20/2017

Overweight Permit Codes

A: 1 B: 1 C: 1

Minnesota Structure Inventory Report

Additional Roadways

Bridge ID: 62080 KELLOGG Blvd over RR; I 94; Comm Fox St

Roadway_1

FEATURES

Road Name		FOX ROAD
Functional Class.		19 - Urban - Local
ADT 50	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		926
Reference Point (TIS)		000+00.164
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		3
Roadway Key		A - UNDERRECORD A TYPE (IF MORE THAN 1 UNDERREC)

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	22.0	
Vertical Clearance (ft):	54.9	
Max. Vert. Clear. (ft):	54.9	
Horizontal Clear. (ft):	94.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):		29.4
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		100002396511 0924-D
Decreasing LRS Measure		0.183
Decreasing LRS Date of Last Update		06/27/2019

* SB-WB entered only when the roadway is divided by a median.

FEATURES

Road Name		Frontage Road
Functional Class.		19 - Urban - Local
ADT 500	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		1101
Reference Point (TIS)		000+00.120
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		4
Roadway Key		B - UNDERRECORD B

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	28.00	
Vertical Clearance (ft):	34.9	
Max. Vert. Clear. (ft):	34.9	
Horizontal Clear. (ft):	95.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):	9.7	
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		
Decreasing LRS Measure		
Decreasing LRS Date of Last Update		

* SB-WB entered only when the roadway is divided by a median.

FEATURES

Road Name		Commercial St
Functional Class.		19 - Urban - Local
ADT 250	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		924
Reference Point (TIS)		000+00.160
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		2
Roadway Key		C - UNDERRECORD C

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	32.70	
Vertical Clearance (ft):	51.9	
Max. Vert. Clear. (ft):	51.9	
Horizontal Clear. (ft):	59.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):		15.4
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		100002396511 1101-D
Decreasing LRS Measure		0
Decreasing LRS Date of Last Update		06/27/2019

* SB-WB entered only when the roadway is divided by a median.

MINNESOTA BRIDGE INSPECTION REPORT

10/18/2019

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

County: Ramsey
City: St Paul
Township:
Section: 32 Township: 029N Range: 22W Maint. Area: 5B
Span Type: 5 - Prestressed Concrete 2 - Stringer/Multi-beam or Girder
List:
NBI Deck: 6 Super: 6 Sub: 3 Chan: N Culv: N

Location: 0.5 MI E OF JCT TH 52
Route: 05 - MSAS 158 Ref. Pt.: 002+00.103
Control Section:
Local Agency Bridge Nbr.:
Open, Posted, Closed: A - Open
MN Scour Code: A - NON WATERWAY

Length: 1914.0 ft.
Deck Width: 69.3 ft.
Rdwy. Area/ Pct. Unsnd: 104750 sq. ft. / %
Paint Area/ Pct. Unsnd: sq. ft. / %
Culvert: N/A
Postings:

Appraisal Ratings - Approach: 8 Waterway: N
Required Bridge Signs - Load Posting: 0 - Not Required Traffic: 0 - Not Required
Horizntal: 0 - Not Required Vertical: 0 - Not Required

Unofficial Structurally Deficient Y
Unofficial Functionally Obsolete N
Unofficial Sufficiency Rating 36.8

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	Reinforced Concrete Deck	Routine	07/12/2019	131129 SF	128403	103	2623	0
		Routine	07/12/2018	131129 SF	128506	0	2623	0

Notes: Under deck notes:
Pier 3 - 1 SF of delam. 2016-19
Pier 4 - 2 SF of delam. 2016-19
Pier 5 - 6 SF of spall. West side of gland. 2016-19
Pier 5 - 8 SF of spall. East side of gland. 2016-19
Pier 7 - 20 SF of delam. 2016-19
Pier 10 - Significant water / salt saturation with rust staining. 2018-19
Pier 13 - 4 SF of delam. East side of gland. 2018-19
Pier 13 - 6 SF of delam. West side of gland. 2018-19
Pier 16 - Significant water / salt saturation with rust staining. 2018-19
Need pictures of under deck delams / spalls next inspection. with exposed rebar. 2019

	510 - Wearing Surfaces	Routine	07/12/2019	104750 SF	100027	2655	1973	95
		Routine	07/12/2018	104750 SF	100000	2655	2000	95

Notes: Low Slump Overlay with Epoxy Rebar Notes:
Pier 3 - [1996] 8 SF PATCH - N GUTTER.
Pier 9 - 10 SF PATCH - N GUTTER.

Unsealed cracks on deck. 2017-19 (CS2)
Moderate and wide cracks are present. (CSS) 2018-19

Some areas of scale and abrasion are present. ¼" to ½" deep.(CS4) 2018-19
Mostly near the drains and expansion joint areas. 2018-19

109	Prestressed Concrete Open Girder/Beam	Routine	07/12/2019	13829 LF	13626	158	45	0
		Routine	07/12/2018	13829 LF	13691	138	0	0

Notes: 72" Deep prestressed beams. [1985]
Most of the crack is at the edge of the sole plate. 2005
Minor cracks at a few of the beam ends. 2013-19
Above odd number piers - Most beam ends have rust staining from the prestressed strands exposure. 2019
- Spalls with exposed reinforcement is starting to occur at the beam end locations. 2019
- Section loss of the reinforcement has started. 2019
BEAM 5 at WEST END of SPAN 2 has a 2 LF CRACK at the BOTTOM FLANGE.
Pier 7 - 2nd beam from the south - W. side of pier - sole plate, bottom of beam spall and crack. 2019
Pier 7 - North fascia beam - sole plate, bottom of beam spall - beam end spall with exposed reinforcement. 2019
Pier 11 - W. side of pier - bottom of beam end spall - with exposed reinforcement. 2019
Pier 15 - 2nd beam from the south - E. end of beam spall - with exposed reinforcement. 2019
Pier 17 - North fascia beam - End of beam spalls - with exposed reinforcement. (CS3) 2019

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
205	Reinforced Concrete Column	Routine	07/12/2019	34 EA	28	3	3	0
		Routine	07/12/2018	34 EA	28	3	3	0

Notes: Staining at odd # piers from glands leaking. 2011-19
Pier 3 - N. side column - 3' crack. 2015-19
Pier 5 - S. side column - 20' of cracking with corner spalls. CS-3 2015-19
- also, rust staining and exposed rebar. 2016-19
Pier 6 - N. side column - insignificant impact damage at RR service road. 2015-19
Pier 9 - N. side column - 9 SF of spalls with exposed rebar. 2018-19
- S. side column - crack with spall. 2015-19
- also, 3 SF delam, N. side. CS-3 2016-19
Pier 13 - Aggregate pop outs present. - SE. side column - 3' crack. 2015-19
Pier 15 - S. side column - 4 SF of spalls. 2015-10

215	Reinforced Concrete Abutment	Routine	07/12/2019	169 LF	164	5	0	0
		Routine	07/12/2018	169 LF	169	0	0	0

Notes: Crack at W. side abut. - S. end. 2011
50 LF light cracks in West abut wing walls.
30 LF light cracks in East abut wing walls.
[1995] NE WING WALL HAS 30'' CRACKS, OVERHANG HAS 1 SF SPALL.
MINOR IMPACT DAMAGE ALONG SW WING WALL. 2005
Moderate size cracks are present. 2019

234	Reinforced Concrete Pier Cap	Routine	07/12/2019	1248 LF	448	175	597	28
		Routine	07/12/2018	1248 LF	448	175	625	0

Notes: [1991/97] Odd numbered piers (below leaking expansion joints) have horizontal & diagonal cracks with rust stains.
Piers 1,3,5,7,9 & 11 from the west end have longitudinal cracks at the top of the cap at the outside edge of the columns (at the point of cantilever.) 2005-19
All piers under expansion devices are degrading at an accelerating rate.LF of cap changed to 1,248.4 LF. 2011 (piers 1-17)
Extensive cracking at cantilevers. Leaching and staining is present. 2011-19
Structural cracking from shear is present. 2011-19
Moderate shear cracking is present. 2019
Delaminating and spalled concrete with exposed reinforcement present. 2011-19
Some areas of rebar are rusted through. 2019
SRF was contracted to do a load rating analysis of the bridge. 2014
Pier cap inspections with photos are on a 3 month frequency. 2017-19
Pier caps 3, 5 and 13 have spalls deeper than 4". CS-4 2019

300	Strip Seal Expansion Joint	Routine	07/12/2019	679 LF	601	20	58	0
		Routine	07/12/2018	679 LF	614	7	58	0

Notes: [1982] Type H strip seal @ abuts & odd numbered piers.
[1983] Majority of bolts in sliding slot of exp plates are at maximum contraction.
Glands leaking, torn or pulling out at various locations. 2011-19
58 LF of gland is torn or pulled out. CS-3 2014-19
Recommend gland replacement. 2017-19
Corrosion of the steel extrusion is present. Locations vary. 2019

301	Pourable Joint Seal	Routine	07/12/2019	744 LF	621	76	47	0
		Routine	07/12/2018	744 LF	651	66	27	0

Notes: Quantity change = (126 LF at W. approach) + (462 LF at piers 2 thru 14) + (156 LF at piers 15 thru 18). 2013
Total quantity bridge 62080 = 744 LF. 2013
Additional 126 LF at E. approach bridge 62080A.
Approach panel joints need resealing. 2018-19
Sealant is missing or has loss adhesion at various locations. 2018-19
E. approach has edge spalls at the poured joints. 2015-19
Recommend repairs and sealant at approaches. 2017-19
Most of the defects are at the west approach panels. (CS3) 2019

310	Elastomeric Bearing	Routine	07/12/2019	130 EA	100	30	0	0
		Routine	07/12/2018	130 EA	130	0	0	0

Notes: Freckled rust is present at some sole plates. (beam bottoms) 2019

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	Routine	07/12/2019	130 EA	115	15	0	0
		Routine	07/12/2018	130 EA	130	0	0	0
	Notes: 1998 - Interior bearings fixed @ west abut & even numbered piers. Pier 19 also. Some anchor bolts are slightly bent out of alignment. 2019							
321	Reinforced Concrete Approach Slab	Routine	07/12/2019	2760 SF	1995	650	100	15
		Routine	07/12/2018	2760 SF	1995	670	80	15
	Notes: E. approach has 69 SF of spalls. Most are patched with bituminous. 2015-19 Unsealed cracks are present. 2017-19 Scale and wear up to ½" deep at the west approach. 2018-19 6" x 3' spall at the west approach - WB lane. (CS4) 2018-19 1" to 2" rubber filler - longitudinal crack at the W. approach - S. side.(CS4) 2019							
330	Metal Bridge Railing	Routine	07/12/2019	3828 LF	3444	380	1	3
		Routine	07/12/2018	3828 LF	3444	380	1	3
	Notes: Railing location - N. side roadway. 2011 Metal railing base plates and anchors are corroded / rusty. 2015-19 1 LF significantly bent post on the S. side, east of pier 7. (CS3) 2016-19 3 LF of severely torn railing on the N. side between pier 4 and 5. (CS4) 2016-19 1913 LF 5' Ornamental metal railing spans 1 thru 18, 205 LF 8' Ornamental metal railing & chain link fence @ spans 19 & 20 Ped. railing location - S. side walkway. 2011 Grout missing from various connection base plates. 2011-19 Rust staining present at connections / anchors. 2011-19 Minor to moderate corrosion / rust at the base plates and anchors. 2015-19							
	515 - Steel Protective Coating	Routine	07/12/2019	13398 SF	0	7370	4019	2009
		Routine	07/12/2018	13398 SF	0	7370	4019	2009
	Notes: Finish coat is chalky and fading. CS-2. 2016-19 Finish coat failure, primer is mostly in tact. CS-3 2016-19 Paint system failure, exposed metal surfaces are present. CS-4 2016-19							
331	Reinforced Concrete Bridge Railing	Routine	07/12/2019	3828 LF	0	3764	40	24
		Routine	07/12/2018	3828 LF	0	3764	40	24
	Notes: Railing location - N. side roadway and S. side roadway between walk and road. 2011 Longitudinal and map cracking are present. 2011-19 Rust staining at light pole locations. 2011-19 Rust staining from metal railing present. 2011-19 Bridge railing expansion slipped down at various locations. 2011-19 Moderate deterioration present. Cracking, scaling and staining present. 2011-19 Delams. and spalling with exposed rebar are frequent. 2011-19 24 LF of spalling deeper than 4 inches. CS-4 2016-19 Unsealed moderate map cracking through out. 2016-19 40 LF of spalls greater than 6 inches in diameter with exposed re-bar. CS-3 2016-19 Temporary J-barrier placed to restrict bridge to 3 lanes of traffic. 2016-19							
800	Critical Deficiencies or Safety Hazards	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION. 2016-19							
~~810~~	~~Concrete Decks - Cracking & Sealing~~	~~Routine~~	~~07/12/2019~~	~~0 EA~~	~~0~~	~~0~~	~~0~~	~~0~~
880	Impact Damage	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: Insignificant impact at the columns of pier 6 near the railroad sevice road. 2015							

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
883	Concrete Shear Cracking	Routine	07/12/2019	1 EA	0	0	1	0
		Routine	07/12/2018	1 EA	0	0	1	0
	Notes: Minor shear cracking present at miscellaneous beam ends. 2013-19 Shear cracking present at the pier cap cantilevers. 2013-19 .016" to .045" cracks are present. (CS3) 2019 See photos - 2019							
890	Load Posting or Vertical Clearance Signing	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: All required signage is in place 2016-19. Traffic barriers placed to contain traffic to the center of the bridge substructure. 2016-19 No changes in 2017-19.							
891	Other Bridge Signing	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: All required signage is present. 2015-19							
892	Slopes & Slope Protection	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: OK							
893	Guardrail	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: Posted speed does not exceed 40 MPH. 2014-19							
894	Deck & Approach Drainage	Routine	07/12/2019	1 EA	0	0	1	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Drainage has been compromised, DUE to the PARKING LOT GRADE CHANGES. 2013 E. end drainage structures are inadequate. 2013-19 Erosion occurs frequently at CB structures. 2013-19 Pier 1 under deck drainage area flows out to the Union Depot parking lot - S. side. 2013-19 Pier 1 drainage area - a sediment log was placed at the down stream side. 2015 Some down spouts are clogged. CS-3 2019 A couple of drain clamps have been removed. 2019							
895	Sidewalk, Curb, & Median	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Concrete walk has cracking present. Cracks are not sealed. 2015-19							
899	Miscellaneous Items	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: The City of St. Paul stores material under the bridge. The Sewer Division has some things under span 1 and 2, the Construction Division under spans 2, 3 & 4 also, The Bridge Division under span 5. Unauthorized dumping has occurred in some spans east of the railroad tracks and the area has been blocked off and gates control access at 4th St. The Sewer Division placed surplus class 5, removed from flood control dams, under spans 1,2,15 & 16. Lighting and utilities are present on the bridge. 2019 Several railroads run under the bridge. Spans 7 and 8. 2019 I94 runs under spans 19 and 20. 2019							
900	Protected Species	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Use this element to track the presence of protected species living on this structure. None found in 2016-19.							

General Notes: Bridge built 1982 - See Mn/Dot
Bridge is owned & maintained by the City of St. Paul.
There are 18 spans numbered from downtown and inspected by St. Paul.

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4

Mn/Dot inspects spans above Interstate Freeway 94. (The two east spans are now numbered 62080A) 2003.

RR contacts:
BNSF - Michael Anderson (763) 782-3310 cell (612) 749-3401 michael.anderson5@bnsf.com
BNSF - Kyle Kirberger cell (612) 219-4219 Kyle.Kirberger@BNSF.com
RCRRA - Union Depot - Jean Krueger (651) 296-1367

PIR-CL form completed by consultant SRF on 03/10/2015
See attached files for a signed copy.

58. Deck NBI: Strip seals leaking onto lower bridge members. 2011-19
Deck has minor to moderate wear with cracking present. 2013-19
Deck spalls present at isolated joint locations. 2015-19

36A. Brdg Railings NBI:

36B. Transitions NBI: Posted speed does not exceed 40 MPH. 2014
Bridge roadway is the same width as the approach roadway. 2014

36C. Appr Guardrail NBI:

36D. Appr Guardrail Terminal NBI:

59. Superstructure NBI: Minor to moderate isolated non-structural cracking present. 2014-2019
(beam ends and sole plates)

60. Substructure NBI: Concrete shear cracking present at pier cap cantilevers. 2011-19
Extensive delamination and spalling of all odd number piers. 2019
Severe spalling, delamination and cracking present at the odd # piers. 2014-19
Odd # piers have stripseals on them. 2014
Concrete cover on pier cantilevers 3,5 and 13 have spalls deeper than 4", wiith exposed rebar.(CS4)

61. Channel NBI:

62. Culvert NBI:

71. Waterway Adeq NBI:

72. Appr Roadway Alignment NBI:

Ron Ekstrand
Inspector's Signature

Glenn Pagel
Reviewer's Signature

1. 2016 google deck view_1.PNG

2. 2016 google deck view_2.PNG

3. 2016 google deck view_3.PNG

4. 2016 google deck view_4.PNG

5. 2016 google deck view_5.PNG

6. End block @ E approch (1).JPG

7. End block @ E approch (2).JPG

8. End block @ E approch (3).JPG

9. Pier 10-2nd bay from N.JPG

10. Pier 10-3rd bay from S.JPG

11. Pier 13- E side of gland.JPG

12. Pier 13-W side of gland.JPG

13. Pier 16 (2).JPG

14. Scale- W approch WB lane.JPG

15. W approch WB lane.JPG

16. W approch.JPG

17. Wear surface cracks @ pier 5.JPG

18. Pier 1, W side, 2 sf, 1 sf.JPG

19. Pier 1, W side, 10'x 3'x 3 inches (30 sf).JPG

20. Pier 3, E side, (.045).JPG

21. Pier 3, E side, 8'x 2'x 3.5 inches (16 sf).JPG

22. Pier 3, E side, 8'x 2'x 4 inches (16 sf).JPG

23. Pier 5, Deck at S end E of pier.JPG

24. Pier 5, Deck at S end W of pier.JPG

25. Pier 5, E side, 3'x 3'x 4 inches (9 sf).JPG

26. Pier 5, E side, 10'x 2'x 2 inchs (20 sf).JPG

27. Pier 5, W side, 2 sf, 3 sf, 1 sf.JPG

28. Pier 5, W side, 13'x 3'x 3 inches (39 sf).JPG

29. Pier 6, W side (.016).JPG

30. Pier 6, W side (.020).JPG

31. Pier 7, 2nd beam from the S, W side (1).JPG

32. Pier 7, 2nd beam from the S, W side.JPG

33. Pier 7, N facia beam (1).JPG

34. Pier 7, N facia beam (2).JPG

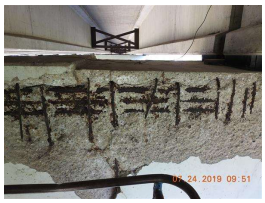
35. Pier 7, N facia beam.JPG

36. Pier 8, W side over N Column.JPG

37. Pier 8, W side over S Column.JPG

38. Pier 9, E side (1).JPG

39. Pier 9, E side (2).JPG



40. Pier 9, E side (3).JPG

41. Pier 9, E side (4).JPG

42. Pier 9, E side (5).JPG

43. Pier 9, E side.JPG

44. Pier 9, W side (1).JPG

45. Pier 9, W side (2).JPG

46. Pier 9, W side (3).JPG

47. Pier 9, W side (4).JPG

48. Pier 9, W side (5).JPG

49. Pier 9, W side (6).JPG

50. Pier 9, W side over S Column.JPG

51. Pier 9, W side.JPG

52. Pier 10, E side (1).JPG

53. Pier 10, E side.JPG

54. Pier 10, W side (.016) (1).JPG

55. Pier 10, W side (.016).JPG

56. Pier 10, W side (1).JPG

57. Pier 10, W side.JPG

58. Pier 11, E side (.030).JPG

59. Pier 11, E side (1).JPG

60. Pier 11, E side (2).JPG

61. Pier 11, E side.JPG

62. Pier 11, W side (.025).JPG

63. Pier 11, W side (.030).JPG

64. Pier 11, W side (1).JPG

65. Pier 11, W side.JPG

66. Pier 12, E side (.025).JPG

67. Pier 12, E side (1).JPG

68. Pier 12, E side.JPG

69. Pier 12, W side (.025).JPG

70. Pier 12, W side (1).JPG

71. Pier 12, W side.JPG

72. Pier 13, E side, 1 & 2 sf spalls.JPG

73. Pier 13, E side, 12'x 3'x 3 inch (36 sf) (1).JPG

74. Pier 13, E side, 12'x 3'x 3 inch (36 sf).JPG

75. Pier 13, W side, 11'x 4'x 3 inch (44 sf).JPG

76. Pier 13, W side.JPG

77. Pier 14, W side (.020).JPG

78. Pier 14, W side.JPG

79. Pier 15, 2nd Beam from S, E end of beam (1).JPG

80. Pier 15, 2nd Beam from S, E end of beam.JPG

81. Pier 15, E side, 2'x 3' (6 sf).JPG

82. Pier 15, W side, 5'x 3' (15 sf).JPG

83. Pier 15, W side, 6'x 2' (12 sf).JPG

84. Pier 15, W side, N end, (.040).JPG

85. Pier 16, E side.JPG

86. Pier 17, Beam ends, N facia (1).JPG

87. Pier 17, Beam ends, N facia (2).JPG

88. Pier 17, Beam ends, N facia.JPG

89. Pier 17, E side, 4'x 3' x2 inchs (12 sf).JPG

90. Pier 17, W side.JPG

LAYOUT HISTORY

AUGUST 2014	THE CITY OF SAINT PAUL CLOSES THE OUTERMOST LANES & SIDEWALKS OF EXISTING BRIDGE NO. 62080/62080A DUE TO INSUFFICIENT CAPACITY OF THE EXISTING PIER CAPS.
NOVEMBER 2014	SRF CONSULTING GROUP, INC. IS RETAINED BY THE CITY OF SAINT PAUL TO EVALUATE BRIDGE REHABILITATION & REPLACEMENT ALTERNATIVES. ALTERNATIVES INCLUDING ACCOMMODATIONS FOR FUTURE LIGHT RAIL TRANSIT, SEPARATED BUS RAPID TRANSIT FACILITIES, AND LOCATIONS OF TRAIL FACILITIES WERE EVALUATED. DUE TO THE CONDITION OF THE EXISTING BRIDGE, REPLACEMENT WAS CONSIDERED MORE DESIRABLE THAN REHABILITATION. DUE TO COST CONSIDERATIONS, PROVISIONS FOR LIGHT RAIL TRANSIT WERE NOT ADVANCED AND BUS RAPID TRANSIT WOULD BE ACCOMMODATED IN THE TRAFFIC LANES. ROADWAY RECONSTRUCTION WAS EXTENDED EAST, PAST THE UNION DEPOT PARKING LOT ENTRANCE, TO ACCOMMODATE THE WIDENED TRAIL FACILITIES AND TO IMPROVE THE SAFETY AND FUNCTION OF THE INTERSECTIONS WITH THE UNION DEPOT PARKING LOT AND LAFAYETTE STREET. ROADWAY RECONSTRUCTION WAS FURTHER EXTENDED TO BROADWAY STREET TO ADD A RIGHT TURN LANE INTO THE UNION DEPOT PARKING LOT AND TO EXTEND THE WIDENED TRAIL FACILITY ON THE SOUTH SIDE OF KELLOGG BLVD.
JULY 2018	THE CITY OF SAINT PAUL RETAINS SRF CONSULTING GROUP, INC. TO REFINE THE LAYOUT AND TO PERFORM FINAL BRIDGE/ROADWAY DESIGN. 3 ALIGNMENT ALTERNATIVES WERE EVALUATED BASED THE PROXIMITY TO THE EXISTING XCEL ENERGY TRANSMISSION TOWER, THE PROXIMITY OF THE TH52 BRIDGE PIERS, AND IMPACTS TO THE PARKING FACILITIES AT THE WEST END OF THE PROJECT.
JANUARY 2020	AN ALIGNMENT IS SELECTED THAT ELIMINATES THE NEED TO RELOCATE THE XCEL ENERGY TRANSMISSION TOWER, CLEARS THE TH52 BRIDGE PIER, AND BALANCES IMPACTS TO THE PARKING FACILITIES ON BOTH SIDES OF THE BRIDGE.

DESIGN EXCEPTIONS

- NONE.

LAYOUT NOTES

- ALL PEDESTRAIN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
- ALL PROPOSED PEDESTRIAN ACCOMODATIONS WILL MEET ADA/PROWAG REQUIREMENTS.
- ADVANCED WARNING SIGNAGE WILL BE ADDED ON THE EXISTING ROADWAY.
- KELLOGG IS NOT AN OSOW SUPER LOAD CORRIDOR.
- KELLOGG IS NOT A HOUSE MOVING ROUTE.
- I-94 IS NOT AN OSOW SUPER LOAD CORRIDOR.
- I-94 IS NOT A HOUSE MOVING ROUTE.

LAYOUT No. 1A COPY No. 1

T.H. ___ VICINITY OF KELLOGG BLVD, ST. PAUL

FROM BROADWAY ST TO MOUNDS BLVD

Prepared APRIL 20TH 2020 Scale: Hor. 1 Inch = 50 ft.

By SRF CONSULTING GROUP INC. Scale: Vert. 1 Inch = 5 ft.

The alignment and grades shown on this map are tentative and subject to change without notice.

Staff Approval Date: ___

The traffic volume shown are estimated for year 2040 THE TRAFFIC VOLUMES WERE USED FROM THE GOLD LINE BRT PROJECT

Prepared APRIL 16, 2020

S.P.: 164-158-024 A.J. ___ PPMS Activity ___

Copy To: ___ For: ___

DESIGN FILE: N:\bms\srf-pw\efrancen@srfconsulting.com\dms31345\11371-LAYOUT-LEVEL2.dwg
DATE: 4/30/2020 - DATE PLOTTED

Level 2 LAYOUT APPROVAL

Programmed Letting Date ANTICIPATED 2023/2024

Reviewed By ___ Metro District Preliminary Design Engineer 20__

Reviewed By ___ Metro District Maintenance Operations Engineer 20__

Reviewed By ___ Metro District Traffic Engineer 20__

Approved By ___ Metro District Engineer 20__

I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: ___ LIC. NO. ___ DATE: ___ 20__

LEGEND

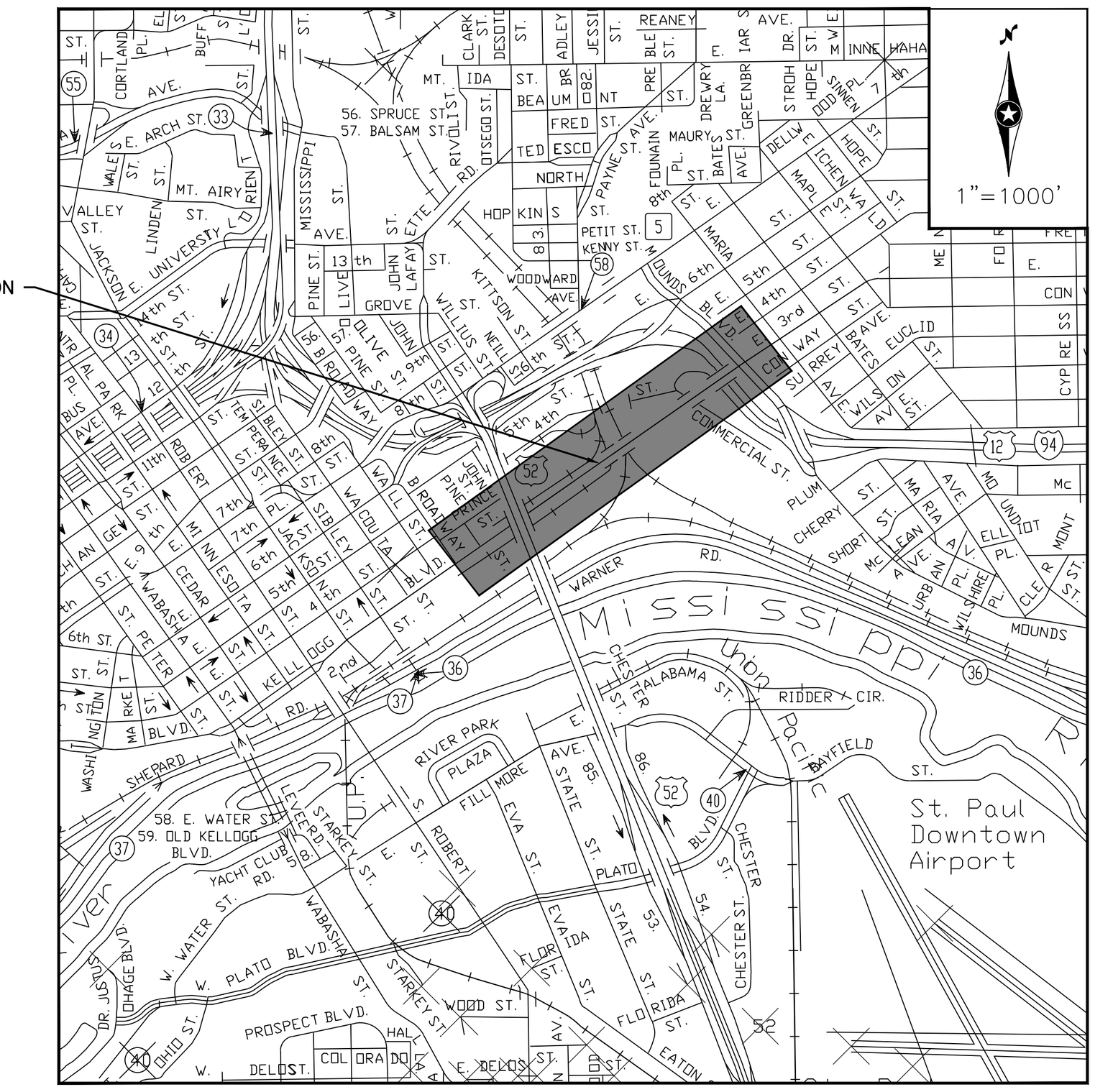
- PAVED ROADWAY
- PAVED SHOULDER
- CONCRETE WALK & TRAIL
- BRIDGE & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PARKING
- MISCELLANEOUS STRUCTURES
- EXISTING PROPERTY LINE
- CONSTRUCTION LIMITS
- RETAINING WALL
- DRIVEWAY ACCESS LOCATION
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

NOTE:
1. ALL PEDESTRIAN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
2. NO DESIGN EXCEPTIONS.
3. ADVANCED WARNING SIGNAGE WILL BE ADDED ON THE EXISTING ROADWAY.
4. A ZERO DATUM OF 694.26 1988 NGVD WAS USED IN ACCORDANCE WITH THE CITY OF SAINT PAUL DEPARTMENT OF PUBLIC WORKS SURVEY SECTION.

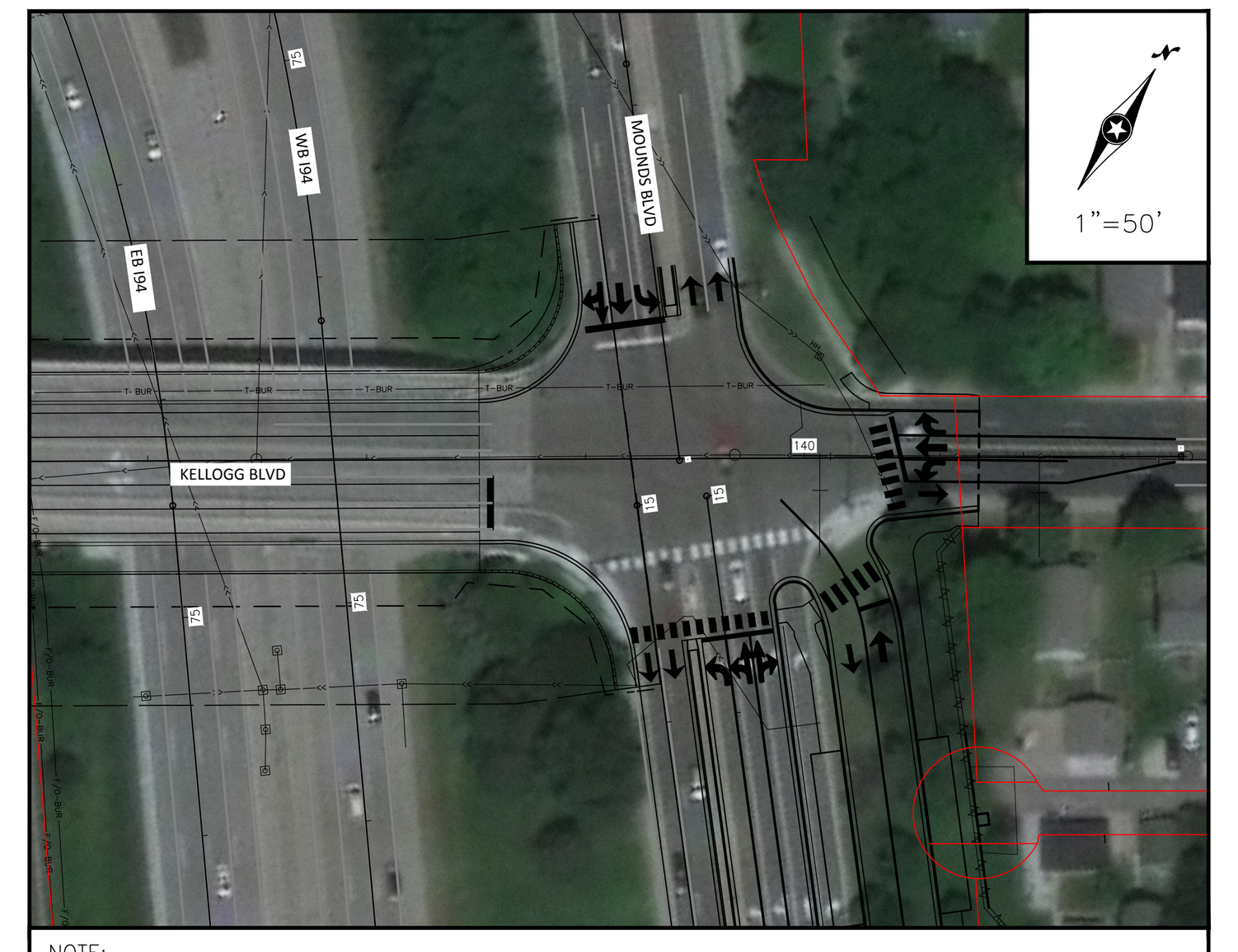
℄ KELLOGG-ALTC

SEGMENT NUMBER	BEGIN STATION	DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	AZIMUTH	END STATION
L1	100+00.00						START: 577385.6100 END: 578323.9971	START: 157411.5102 END: 158036.3442	56°20'31.04"	111+27.38
C1	111+27.38	2°16'47.90"	0°34'22.65"	10000.000	198.991	397.930	START: 578323.9971 END: 578650.7434	START: 158036.3442 END: 158263.4222	56°20'31.04" 54°03'43.14"	115+25.31
C2	115+25.31	1°12'42.69"	0°34'22.65"	10000.000	105.759	211.509	START: 578650.7434 END: 578823.2924	START: 158263.4222 END: 158385.7388	54°03'43.16" 55°16'25.85"	117+36.82
L2	117+36.82						START: 578823.2924 END: 580824.6859	START: 158385.7388 END: 159772.9214	55°16'25.85"	141+71.95

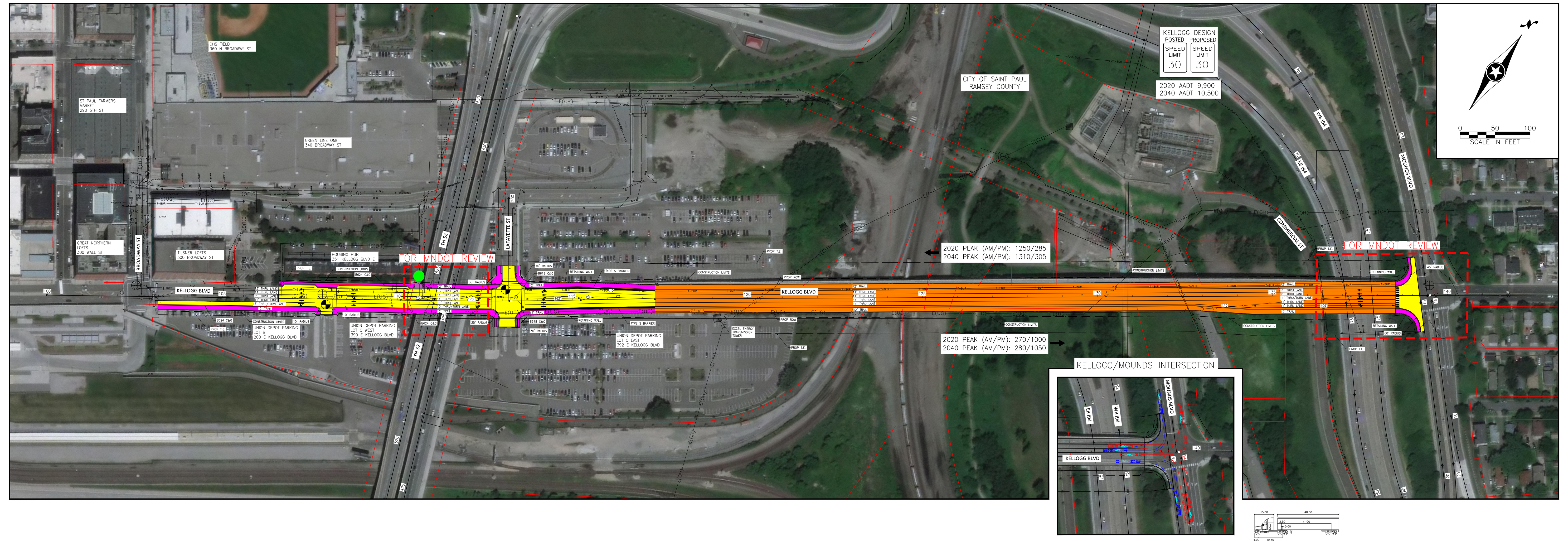
PROJECT LOCATION

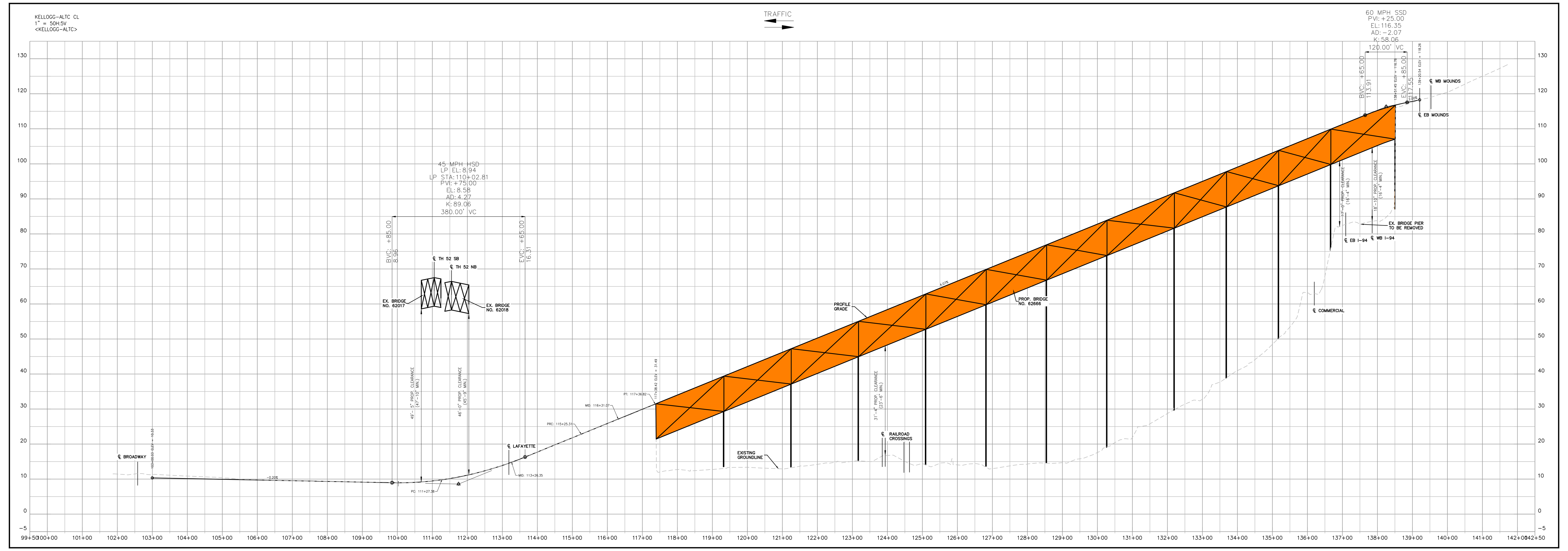


KELLOGG/MOUNDS INTERSECTION

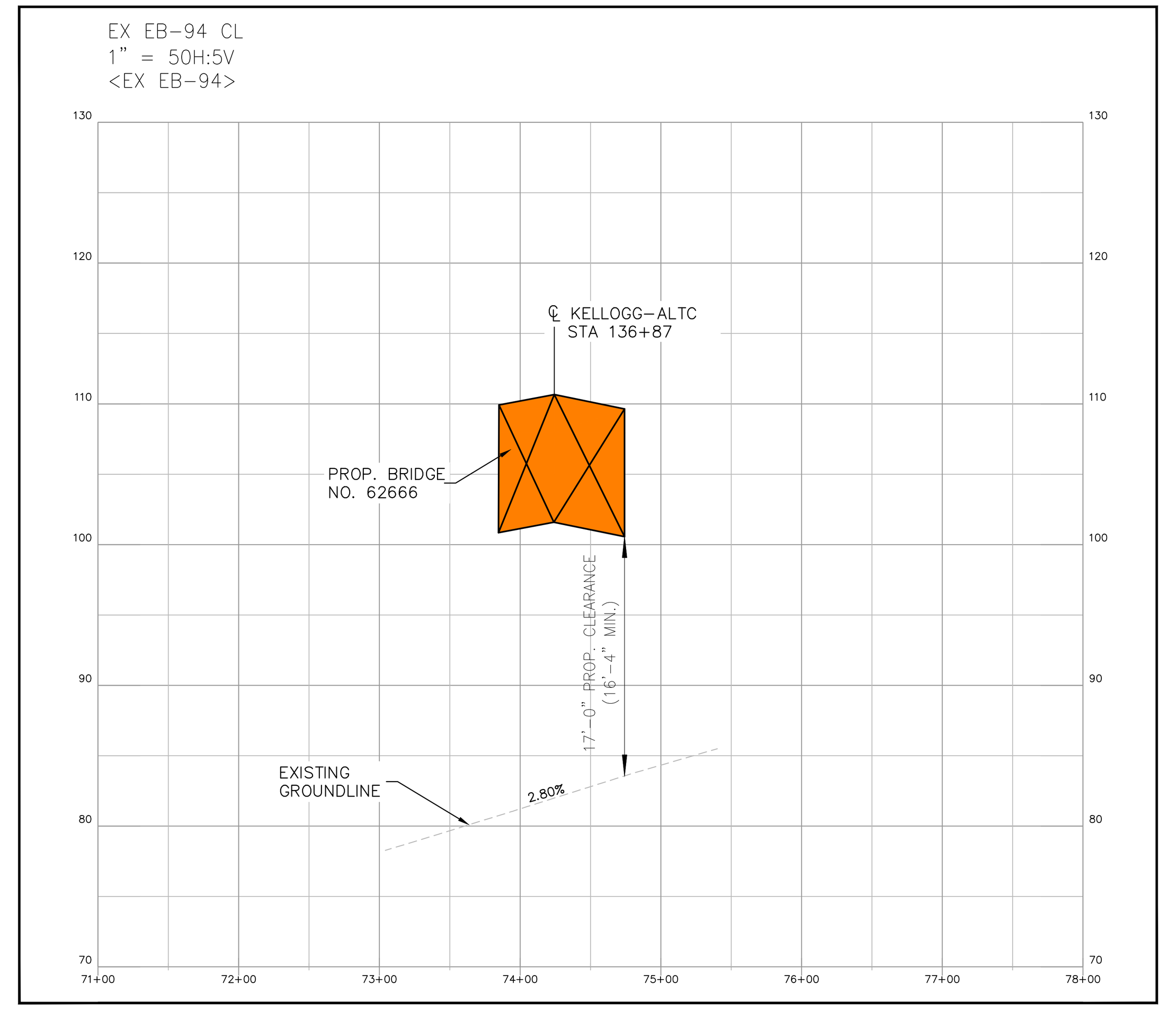


NOTE:
1. THE MOUNDS/KELLOGG INTERSECTION IS CURRENTLY UNDER DEVELOPMENT AS A PART OF THE GOLD LINE BRT PROJECT. THE VIEW ABOVE SHOWS THE PROPOSED MOUNDS GEOMETRY AS OF 04/07/2020.

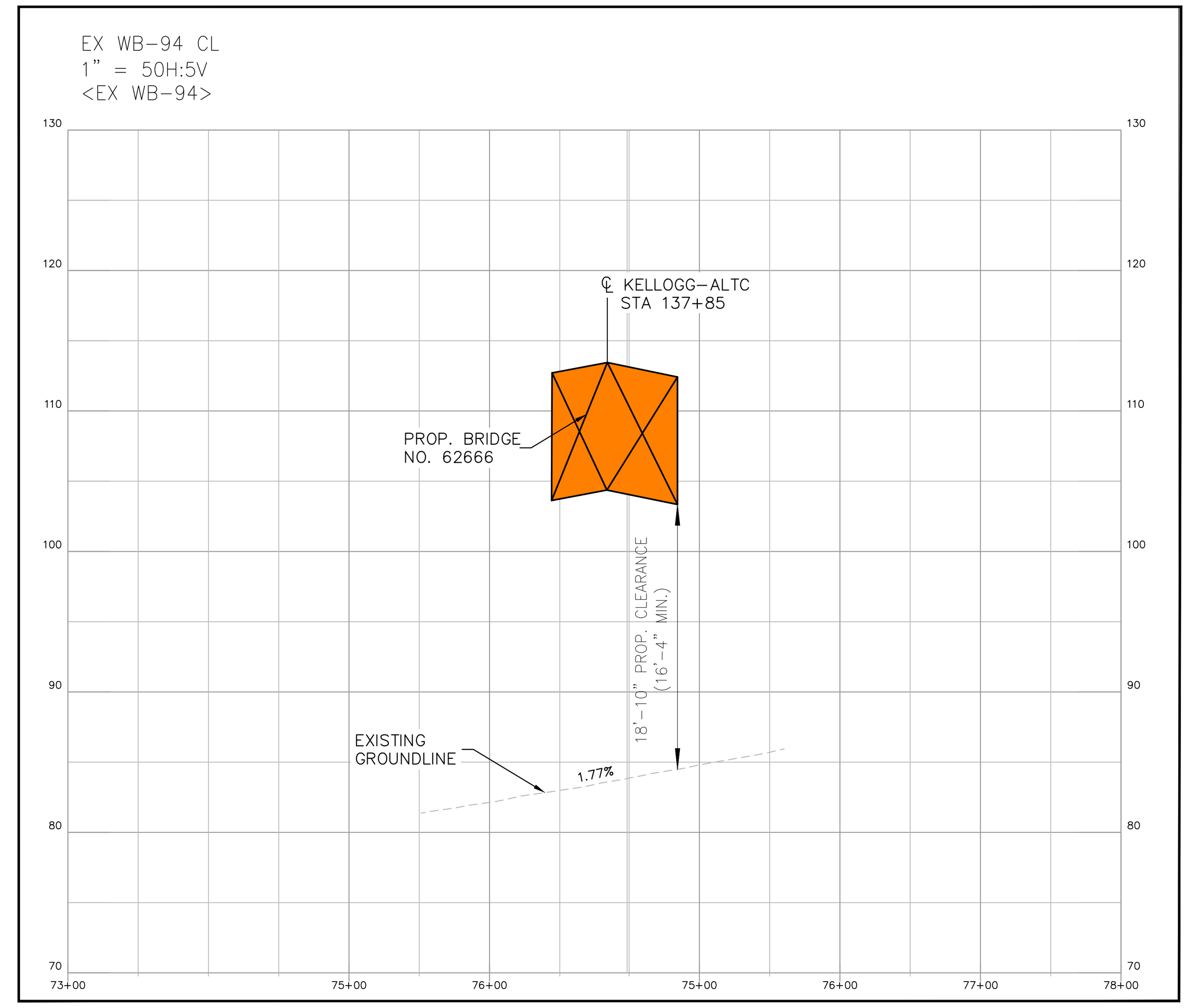




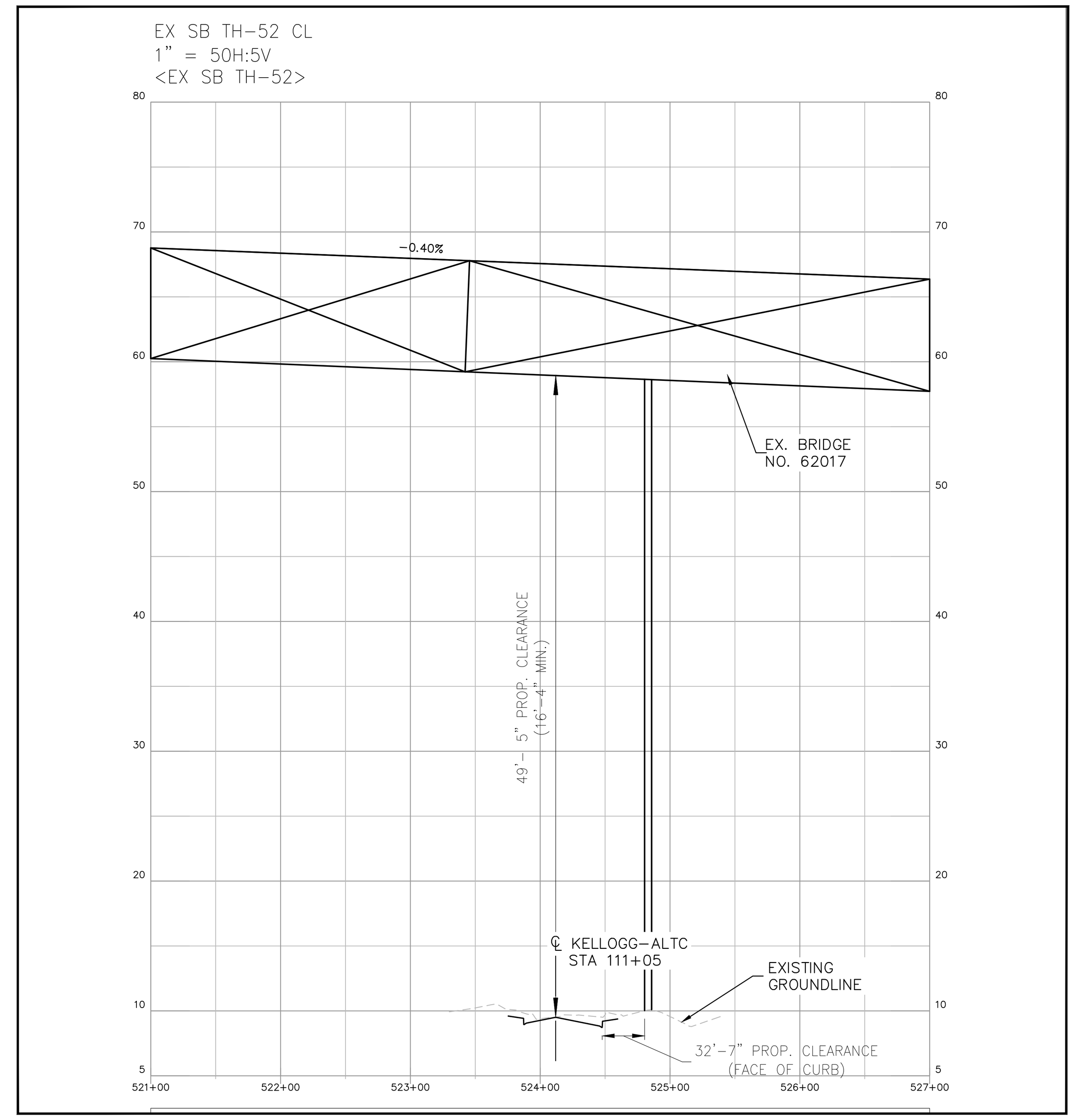
I-94 EB BRIDGE VERTICAL CLEARANCE



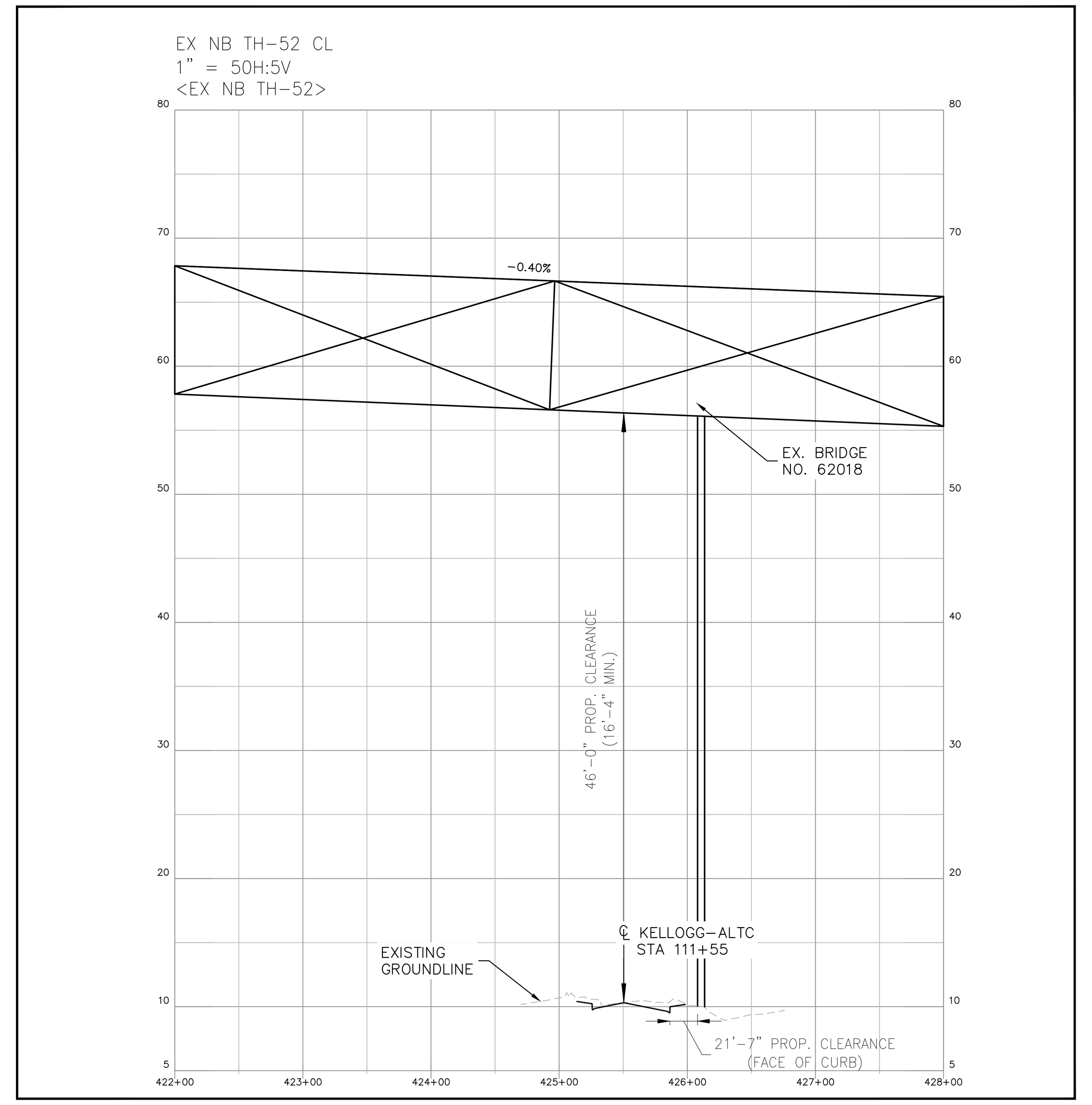
I-94 WB BRIDGE VERTICAL CLEARANCE



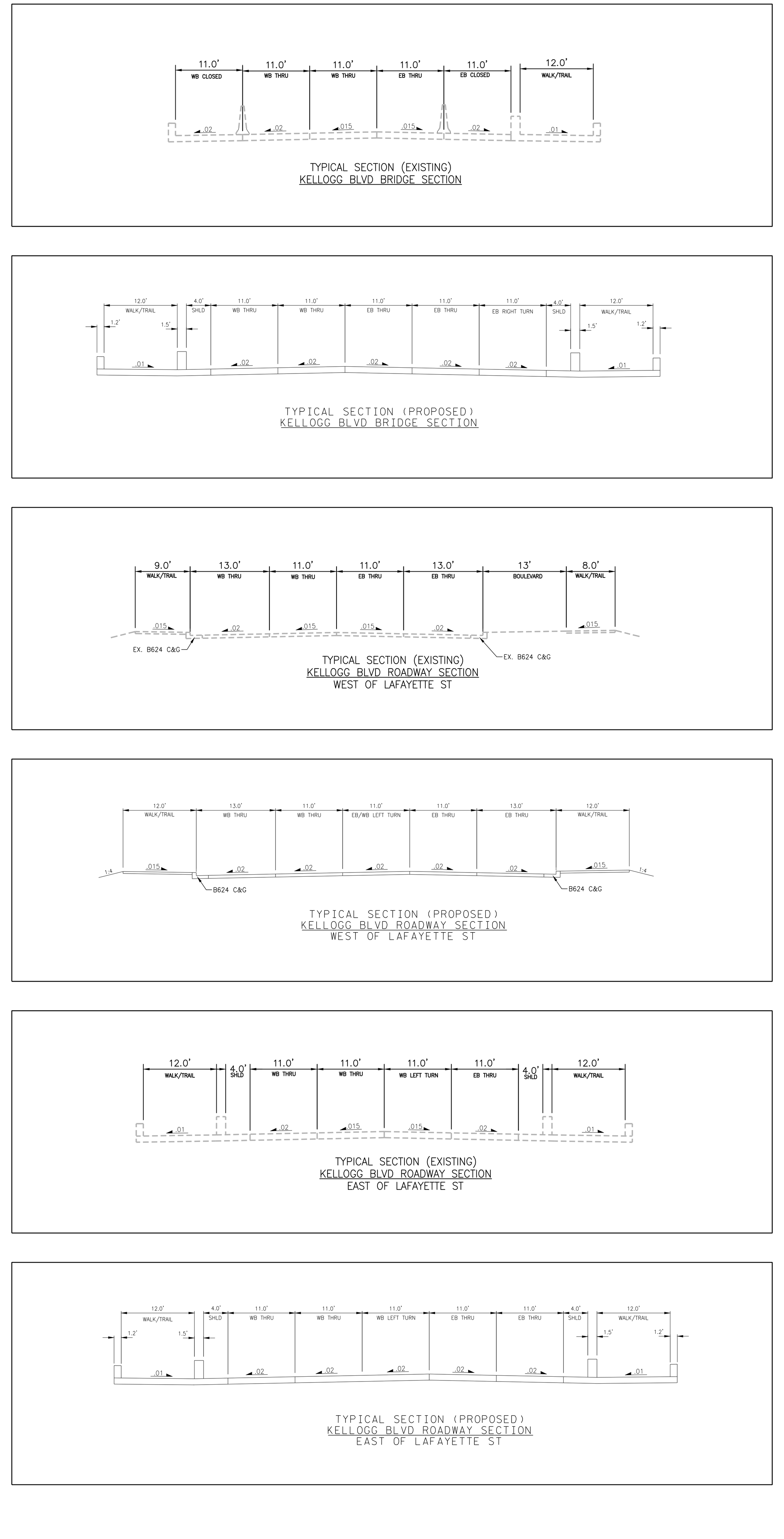
TH-52 SB BRIDGE VERTICAL CLEARANCE



TH-52 NB BRIDGE VERTICAL CLEARANCE



TYPICAL SECTIONS



3rd Street Bridge

Background, Scope & Impact

Background

The Third Street Bridge is a critical arterial bridge that connects the Mounds Park neighborhood to Lowertown and the downtown Entertainment District. Built in 1982, it is the longest bridge owned by the City of Saint Paul, spanning over 2100 feet. When operating at full four-lane capacity, average daily bridge traffic was 14,400 vehicles. The bridge has been restricted to three traffic lanes and one 6-foot wide sidewalk since September 2014 due to structural deficiencies.

Scope

The project will reconstruct the Third Street Bridge from Lafayette St to Mounds Blvd. The construction project will cost $63 million and involves demolition of the current structure and reconstruction of piers, abutments, beams, bridge deck, railings, parapets and approach roadways. The City of Saint Paul is requesting $48 million from the State to complete this project.

The Third Street Bridge is the proposed route for Gold Line BRT as it enters downtown Saint Paul, enroute to the Union Depot transportation hub. The City will coordinate with its regional partners to improve traffic signal and intersection accommodations for BRT as part of this project.

Decision to Reconstruct

In order to provide safe and reliable access into downtown Saint Paul, the City must invest now to restore service and operations to the Third Street Bridge. It is essential to address this issue with a long-term, fiscally-responsible solution. Reconstruction provides this solution, offering a 75-year service life, eliminating costly and inefficient maintenance of a substandard bridge, and providing multimodal facilities that encourage, rather than restrict, future transportation demands.

Reconstruction of the Third Street Bridge will allow Saint Paul and the State of Minnesota to maximize the potential of its valuable resources to meet the region's current and future public infrastructure needs.

Future Impact on Saint Paul

More people are choosing to live and work downtown, and that trend is expected to continue over the next decade. As downtown Saint Paul continues to grow, the Third Street Bridge will become an increasingly essential link between Lowertown, the Mounds Park neighborhood, and multimodal regional transportation systems. It further provides access for east side residents to the workforce opportunities generated by recent downtown business development.

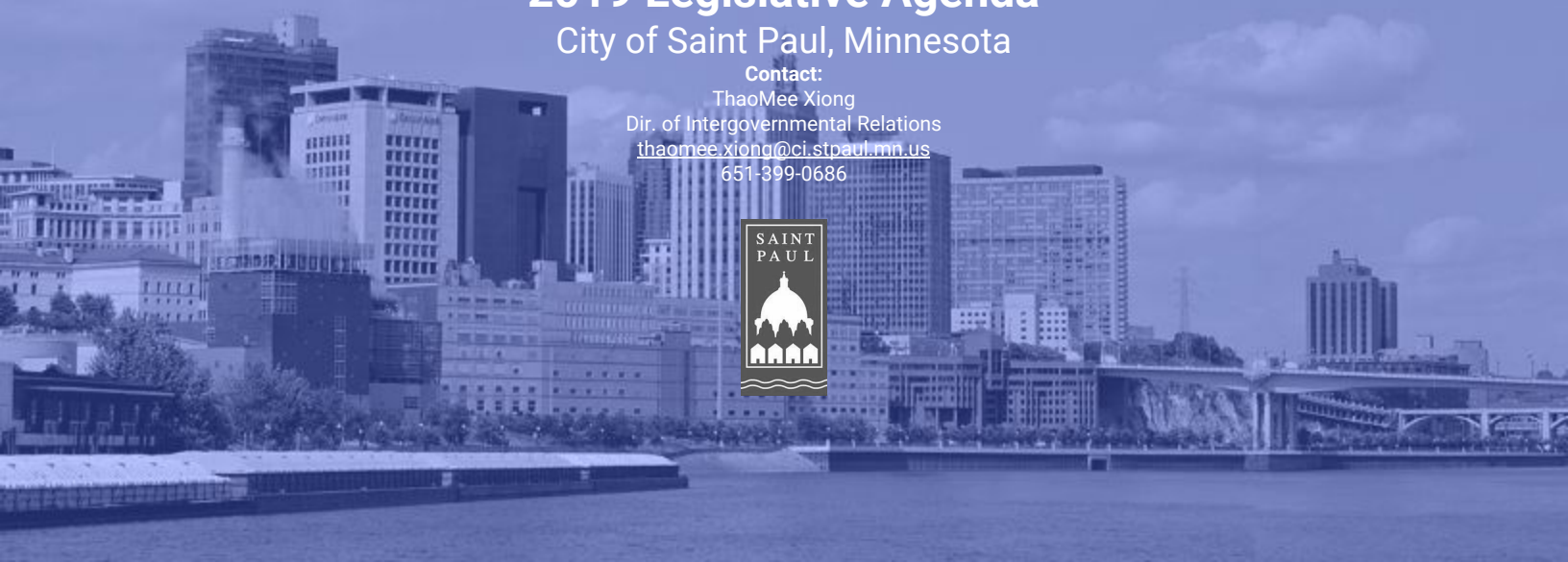
OUR CAPITAL CITY

Investing in Our 21st Century Global Community

2019 Legislative Agenda

City of Saint Paul, Minnesota

Contact:
ThaoMee Xiong
Dir. of Intergovernmental Relations
thaomee.xiong@ci.stpaul.mn.us
651-399-0686



Christensen, Brent (CI-StPaul)

From: Koutsoukos, Elaine <elaine.koutsoukos@metc.state.mn.us>
Sent: Friday, May 8, 2020 8:33 AM
To: Christensen, Brent (CI-StPaul)
Cc: Pagel, Glenn (CI-StPaul)
Subject: RE: Kellogg-Third Bridge application details

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Brent,

Thank you for submitting the information for verification. The information provided below is reasonable for entry into the application. You may include this email as an attachment to the application.

Elaine

Elaine Koutsoukos
TAB Coordinator | Transportation Advisory Board
elaine.koutsoukos@metc.state.mn.us
P. 651.602.1717 | F. 651.602.1739
390 North Robert Street, St. Paul, MN 55101
metrocouncil.org

From: Christensen, Brent (CI-StPaul) <brent.christensen@ci.stpaul.mn.us>
Sent: Thursday, May 7, 2020 12:58 PM
To: Koutsoukos, Elaine <elaine.koutsoukos@metc.state.mn.us>
Cc: Pagel, Glenn (CI-StPaul) <glenn.pagel@ci.stpaul.mn.us>
Subject: Kellogg-Third Bridge application details

Dear Ms. Koutsoukos,
I will be submitting the Kellogg-Third Bridge regional solicitation grant application next week, on behalf of Saint Paul Public Works. Consistent with prior year submittals, there are a couple of entries in the application that warrant further explanation or clarification:

1. The submitted "Current AADT Volume" will appear higher than that listed the MnDOT 50-series maps. The 50-series map inaccurately applies traffic count data from a count station located east of the project site, and translates it to the bridge segment. This omits a large volume of actual road traffic that accesses the project segment from I-94 and Mounds Boulevard. This issue has been corrected in prior grant cycles by utilizing City traffic data recorded in 2014 just prior to road restrictions (partial bridge closure). This year's application will utilize the same traffic data as in prior accepted submittals. For reference, I am attaching some prior email correspondence related to this subject, and the 2014 traffic count that identifies the proper AADT of the project segment.
2. For purpose of the grant application, the application notes that the bridge is "Load-Posted" to reflect the actuality that a large portion of bridge deck cannot accommodate any live load (traffic). The City has

subsequently placed physical barriers and restricted use of the bridge to only its central portion that can accommodate legal loads.

3. In recognition of COVID-19, City plans to conduct an in-person public engagement meeting were cancelled in the interest of public health and welfare. Public Works made the decision to send informational mailings and input surveys to an expanded geographical area of property owners and tenants, in lieu of moving to an online meeting format. This decision was made in part to encourage equity; it is believed that many members of the surrounding community may have limited access or means to online resources. The mailing did also link to online resources and an online survey option, which was further e-distributed to local groups and district councils for sharing with the broader community. This amended public engagement approach is detailed in the application responses, and we feel it worth noting here, as well.

Again, the above subjects of AADT and Load-Posting will be submitted in the same fashion as prior year submittals. If you have any questions or suggestions, Glenn or I will be happy to respond and clarify.

Sincerely,
Brent

Brent Christensen, PE
City of Saint Paul Public Works Bridge Division
651.266.6182 (o) 651.341.0534 (c) 651.298.4559 (f)

DEPARTMENT OF PUBLIC WORKS
Paul Kurtz, Interim Director

CITY OF SAINT PAUL
Melvin Carter III, Mayor

Glenn Pagel, Division Manager
Bridge Engineering Division
900 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-292-6315

May 12, 2020

Mr. Daniel Peltier
Manager of Public Projects
BNSF Railway
80 44th Avenue Northeast
Fridley, MN 55421

Re: Notification of Replacement of the Kellogg/3rd Street Bridge, Nos. 62080 and 62080A

Dear Mr. Peltier:

This letter is to notify you that the City of Saint Paul intends to reconstruct Kellogg Bridge nos. 62080 and 62080A over BNSF Railway property between John Street and Mounds Boulevard. The city is applying for 2024/2025 federal funding under the current Metropolitan Council Regional Solicitation.

The city has begun the preliminary design process and intends to construct the replacement bridge as soon as final plans are approved and funding has been secured. It is a possibility that demolition of the current bridge could begin during 2021.

Thank you,

Glenn Pagel

DEPARTMENT OF PUBLIC WORKS
Paul Kurtz, Interim Director

CITY OF SAINT PAUL
Melvin Carter III, Mayor

Glenn Pagel, Division Manager
Bridge Engineering Division
900 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-292-6315

May 12, 2020

Mr. Ted Schoenecker
Public Works Director
Ramsey County
1425 Kirkwood Drive
Arden Hills, MN 55112

Re: Notification of Replacement of the Kellogg/3rd Street Bridge, Nos. 62080 and 62080A

Dear Mr. Schoenecker:

This letter is to notify you that the City of Saint Paul intends to reconstruct Kellogg Bridge nos. 62080 and 62080A over BNSF Railway property between John Street and Mounds Boulevard. The city is applying for 2024/2025 federal funding under the current Metropolitan Council Regional Solicitation.

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Thank you,

Glenn Pagel

DEPARTMENT OF PUBLIC WORKS
Paul Kurtz, Interim Director

CITY OF SAINT PAUL
Melvin Carter III, Mayor

Glenn Pagel, Division Manager
Bridge Engineering Division
900 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-292-6315

May 12, 2020

Ramsey County Regional Railroad Authority
c/o Mr. Ted Schoenecker
Ramsey County
1425 Kirkwood Drive
Arden Hills, MN 55112

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Dear Mr. Schoenecker:

This letter is to notify you that the City of Saint Paul intends to reconstruct Kellogg Bridge nos. 62080 and 62080A over BNSF Railway property between John Street and Mounds Boulevard. The city is applying for 2024/2025 federal funding under the current Metropolitan Council Regional Solicitation.

The city has begun the preliminary design process and intends to construct the replacement bridge as soon as final plans are approved and funding has been secured. It is a possibility that demolition of the current bridge could begin during 2021.

Thank you,

Glenn Pagel

Figure 1. General Elevation View, West Portion of Bridge No. 62080

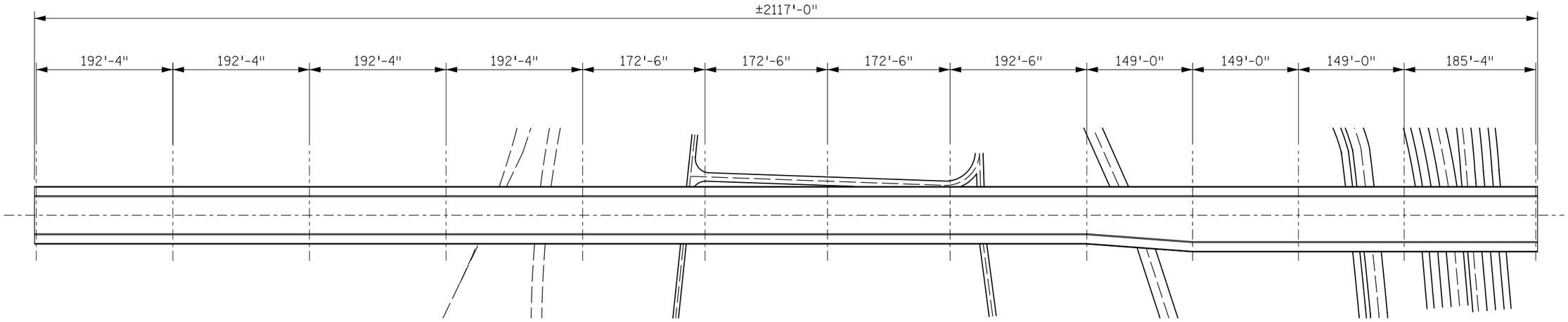
Figure 2. General Elevation View, East Portion of Bridge No. 62080A (over freeway)

Figure 3. Deterioration of cantilever bridge pier caps.
Even without deterioration, cantilever design capacity is insufficient to support traffic.

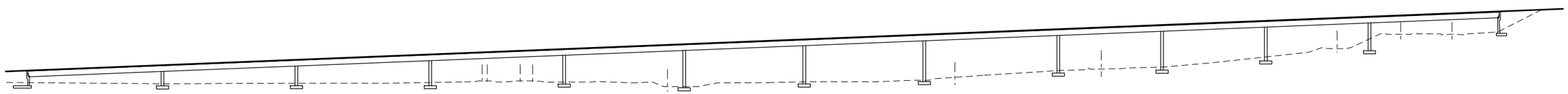
Figure 4. Reconfigured bridge deck, prohibiting loading upon cantilevered portion.

Figure 5. Reduced and narrow lanes contribute to increased incidents and maintenance.

Figure 6. Reduced lanes result in decreased reliability and increased traffic delay.



GENERAL PLAN



GENERAL ELEVATION

H:\Projects\8699\BR\Misc\8699_KelloggPrelimEst_151004Option.dgn

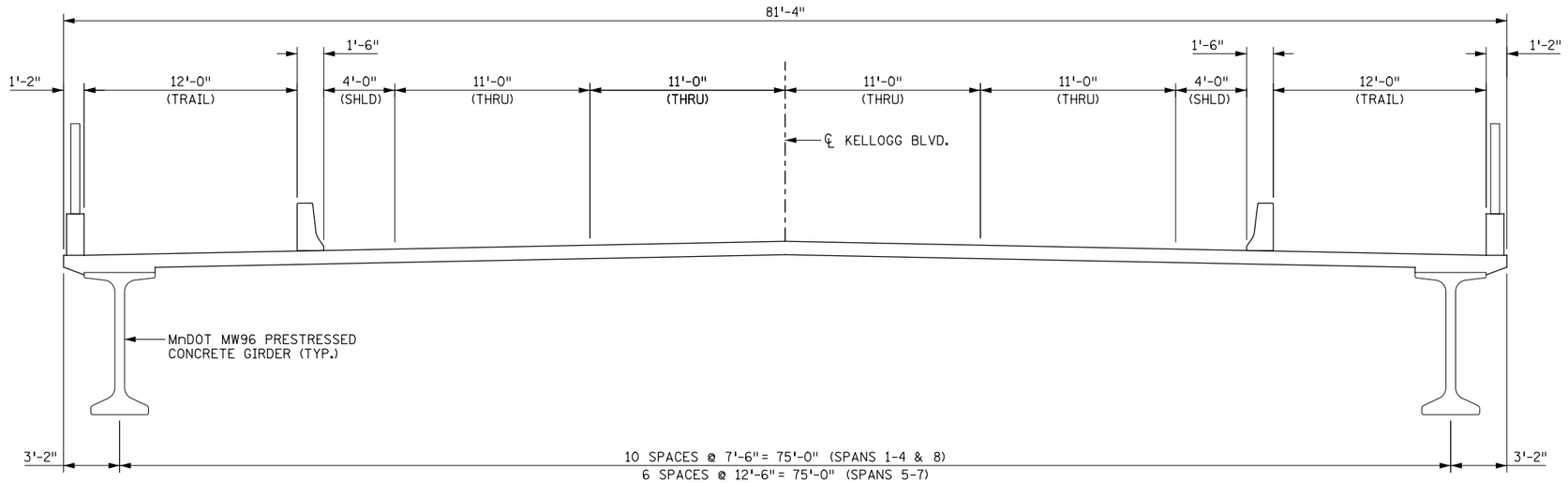
SRF Consulting Group, Inc.

Job #
10/12/2015

Kellogg Boulevard Bridge over BNSF Railway and TH94

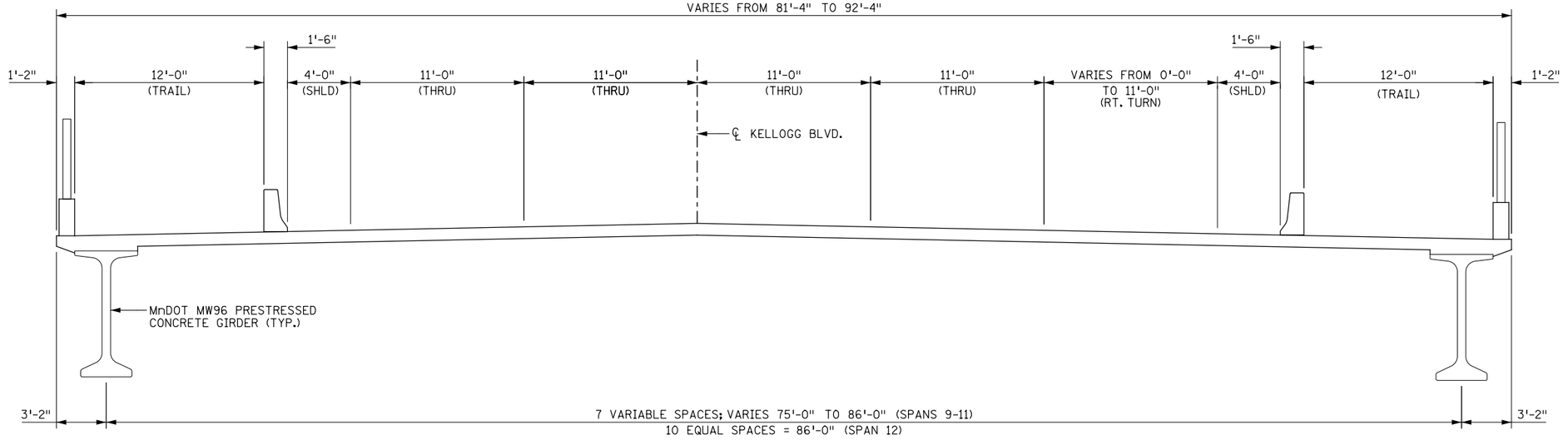
Preliminary Bridge General Plan and Elevation
St. Paul, Minnesota

Figure 1



TYPICAL SECTION

(SPANS 1-8)



TYPICAL SECTION

(SPANS 9-12)

H:\Projects\8699\BR\Misc\8699_KelloggPrelimEst_151004Option.dgn

SRF Consulting Group, Inc.

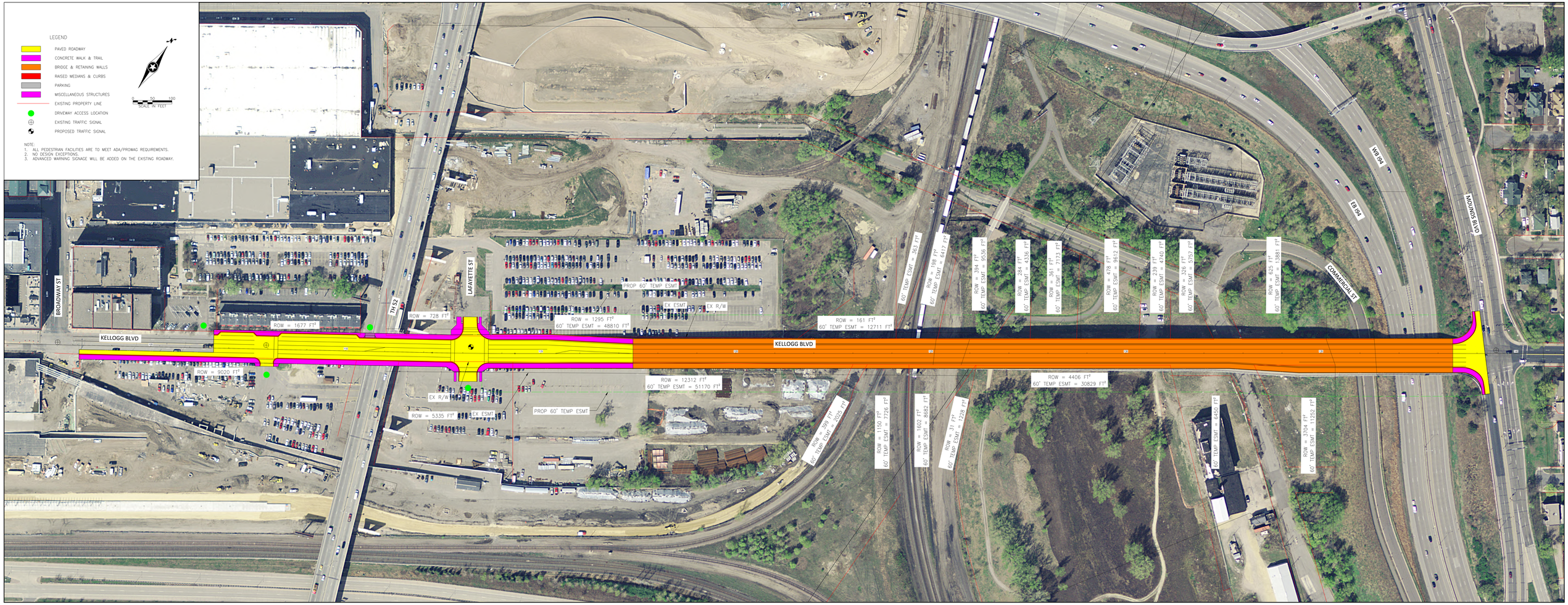
Job #
10/12/2015

Kellogg Boulevard Bridge over BNSF Railway and TH94

Preliminary Typical Sections

St. Paul, Minnesota

Figure 2


LEGEND
PAVED ROADWAY
CONCRETE WALK & TRAIL
BRIDGE & RETAINING WALLS
RAISED MEDIANS & CURBS
PARKING
MISCELLANEOUS STRUCTURES
EXISTING PROPERTY LINE
DRIVEWAY ACCESS LOCATION
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
NOTE:
1. ALL PEDESTRIAN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
2. NO DESIGN EXCEPTIONS.
3. ADVANCED WARNING SIGNAGE WILL BE ADDED ON THE EXISTING ROADWAY.
0 50 100
SCALE IN FEET
BROADWAY ST
KELLOGG BLVD
TH 52
LAFAYETTE ST
COMMERCIAL ST
MOUNDS BLVD
WB I94
EB I94
ROW = 1677 FT²
ROW = 728 FT²
ROW = 1295 FT²
60' TEMP ESMT = 48810 FT²
PROP 60' TEMP ESMT
EX ESMT
EX R/W
ROW = 161 FT²
60' TEMP ESMT = 12711 FT²
60' TEMP ESMT = 363 FT²
ROW = 198 FT²
60' TEMP ESMT = 6417 FT²
ROW = 394 FT²
60' TEMP ESMT = 9536 FT²
ROW = 284 FT²
60' TEMP ESMT = 4336 FT²
ROW = 361 FT²
60' TEMP ESMT = 7793 FT²
ROW = 478 FT²
60' TEMP ESMT = 9612 FT²
ROW = 239 FT²
60' TEMP ESMT = 4740 FT²
ROW = 326 FT²
60' TEMP ESMT = 5757 FT²
ROW = 625 FT²
60' TEMP ESMT = 13881 FT²
ROW = 9020 FT²
ROW = 5335 FT²
ROW = 12312 FT²
60' TEMP ESMT = 51170 FT²
ROW = 399 FT²
60' TEMP ESMT = 3025 FT²
ROW = 1150 FT²
60' TEMP ESMT = 7726 FT²
ROW = 1902 FT²
60' TEMP ESMT = 8682 FT²
ROW = 311 FT²
60' TEMP ESMT = 1728 FT²
ROW = 4406 FT²
60' TEMP ESMT = 30829 FT²
ROW = 6450 FT²
ROW = 3704 FT²
60' TEMP ESMT = 11252 FT²

LAYOUT HISTORY

AUGUST 2014	THE CITY OF SAINT PAUL CLOSES THE OUTERMOST LANES & SIDEWALKS OF EXISTING BRIDGE NO. 62080/62080A DUE TO INSUFFICIENT CAPACITY OF THE EXISTING PIER CAPS.
NOVEMBER 2014	SRF CONSULTING GROUP, INC. IS RETAINED BY THE CITY OF SAINT PAUL TO EVALUATE BRIDGE REHABILITATION & REPLACEMENT ALTERNATIVES. ALTERNATIVES INCLUDING ACCOMMODATIONS FOR FUTURE LIGHT RAIL TRANSIT, SEPARATED BUS RAPID TRANSIT FACILITIES, AND LOCATIONS OF TRAIL FACILITIES WERE EVALUATED. DUE TO THE CONDITION OF THE EXISTING BRIDGE, REPLACEMENT WAS CONSIDERED MORE DESIRABLE THAN REHABILITATION. DUE TO COST CONSIDERATIONS, PROVISIONS FOR LIGHT RAIL TRANSIT WERE NOT ADVANCED AND BUS RAPID TRANSIT WOULD BE ACCOMMODATED IN THE TRAFFIC LANES. ROADWAY RECONSTRUCTION WAS EXTENDED EAST, PAST THE UNION DEPOT PARKING LOT ENTRANCE, TO ACCOMMODATE THE WIDENED TRAIL FACILITIES AND TO IMPROVE THE SAFETY AND FUNCTION OF THE INTERSECTIONS WITH THE UNION DEPOT PARKING LOT AND LAFAYETTE STREET. ROADWAY RECONSTRUCTION WAS FURTHER EXTENDED TO BROADWAY STREET TO ADD A RIGHT TURN LANE INTO THE UNION DEPOT PARKING LOT AND TO EXTEND THE WIDENED TRAIL FACILITY ON THE SOUTH SIDE OF KELLOGG BLVD.
JULY 2018	THE CITY OF SAINT PAUL RETAINS SRF CONSULTING GROUP, INC. TO REFINE THE LAYOUT AND TO PERFORM FINAL BRIDGE/ROADWAY DESIGN. 3 ALIGNMENT ALTERNATIVES WERE EVALUATED BASED THE PROXIMITY TO THE EXISTING XCEL ENERGY TRANSMISSION TOWER, THE PROXIMITY OF THE TH52 BRIDGE PIERS, AND IMPACTS TO THE PARKING FACILITIES AT THE WEST END OF THE PROJECT.
JANUARY 2020	AN ALIGNMENT IS SELECTED THAT ELIMINATES THE NEED TO RELOCATE THE XCEL ENERGY TRANSMISSION TOWER, CLEARS THE TH52 BRIDGE PIER, AND BALANCES IMPACTS TO THE PARKING FACILITIES ON BOTH SIDES OF THE BRIDGE.

DESIGN EXCEPTIONS

- NONE.

LAYOUT NOTES

- ALL PEDESTRAIN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
- ALL PROPOSED PEDESTRIAN ACCOMODATIONS WILL MEET ADA/PROWAG REQUIREMENTS.
- ADVANCED WARNING SIGNAGE WILL BE ADDED ON THE EXISTING ROADWAY.
- KELLOGG IS NOT AN OSOW SUPER LOAD CORRIDOR.
- KELLOGG IS NOT A HOUSE MOVING ROUTE.
- I-94 IS NOT AN OSOW SUPER LOAD CORRIDOR.
- I-94 IS NOT A HOUSE MOVING ROUTE.

LAYOUT No. 1A COPY No. 1

T.H. ___ VICINITY OF KELLOGG BLVD, ST. PAUL

FROM BROADWAY ST TO MOUNDS BLVD

Prepared APRIL 20TH 2020 Scale: Hor. 1 Inch = 50 ft.

By SRF CONSULTING GROUP INC. Scale: Vert. 1 Inch = 5 ft.

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date:	The traffic volume shown are estimated for year 2040 THE TRAFFIC VOLUMES WERE USED FROM THE GOLD LINE BRT PROJECT Prepared APRIL 16, 2020

S.P.: 164-158-024 A.J. ___ PPMS Activity ___

Copy To: ___ For: ___

DESIGN FILE: N:\bms\srf-pw\efrancen@srfconsulting.com\dms31345\11371-LAYOUT-LEVEL2.dwg
DATE: 4/30/2020 - DATE PLOTTED

Level 2 LAYOUT APPROVAL

Programmed Letting Date ANTICIPATED 2023/2024

Reviewed By ___ 20__
Metro District Preliminary Design Engineer

Reviewed By ___ 20__
Metro District Maintenance Operations Engineer

Reviewed By ___ 20__
Metro District Traffic Engineer

Approved By ___ 20__
Metro District Engineer

I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: ___ LIC. NO. ___ DATE: ___ 20__

LEGEND

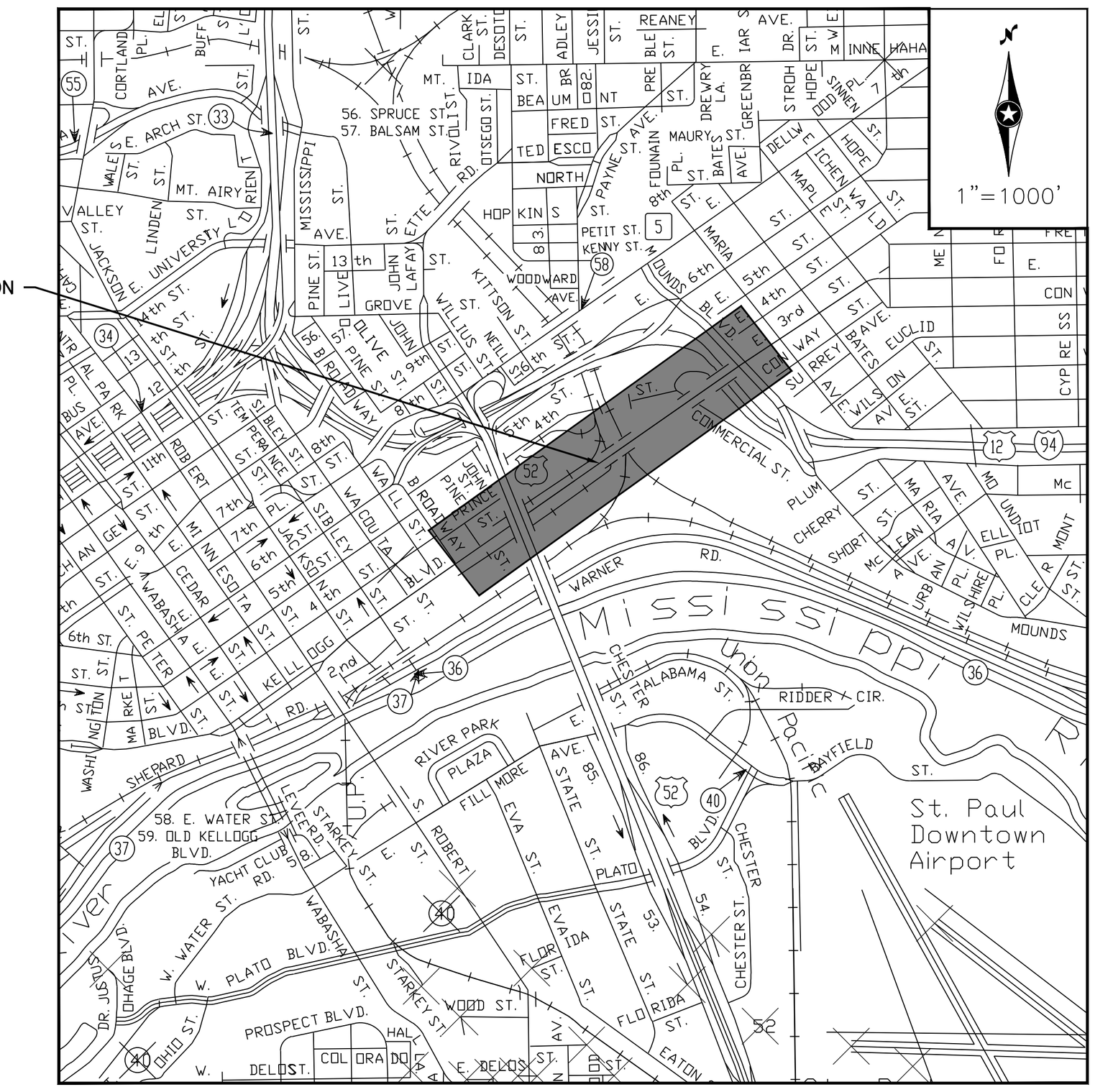
- PAVED ROADWAY
- PAVED SHOULDER
- CONCRETE WALK & TRAIL
- BRIDGE & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PARKING
- MISCELLANEOUS STRUCTURES
- EXISTING PROPERTY LINE
- CONSTRUCTION LIMITS
- RETAINING WALL
- DRIVEWAY ACCESS LOCATION
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

NOTE:
1. ALL PEDESTRIAN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
2. NO DESIGN EXCEPTIONS.
3. ADVANCED WARNING SIGNAGE WILL BE ADDED ON THE EXISTING ROADWAY.
4. A ZERO DATUM OF 694.26 1988 NGVD WAS USED IN ACCORDANCE WITH THE CITY OF SAINT PAUL DEPARTMENT OF PUBLIC WORKS SURVEY SECTION.

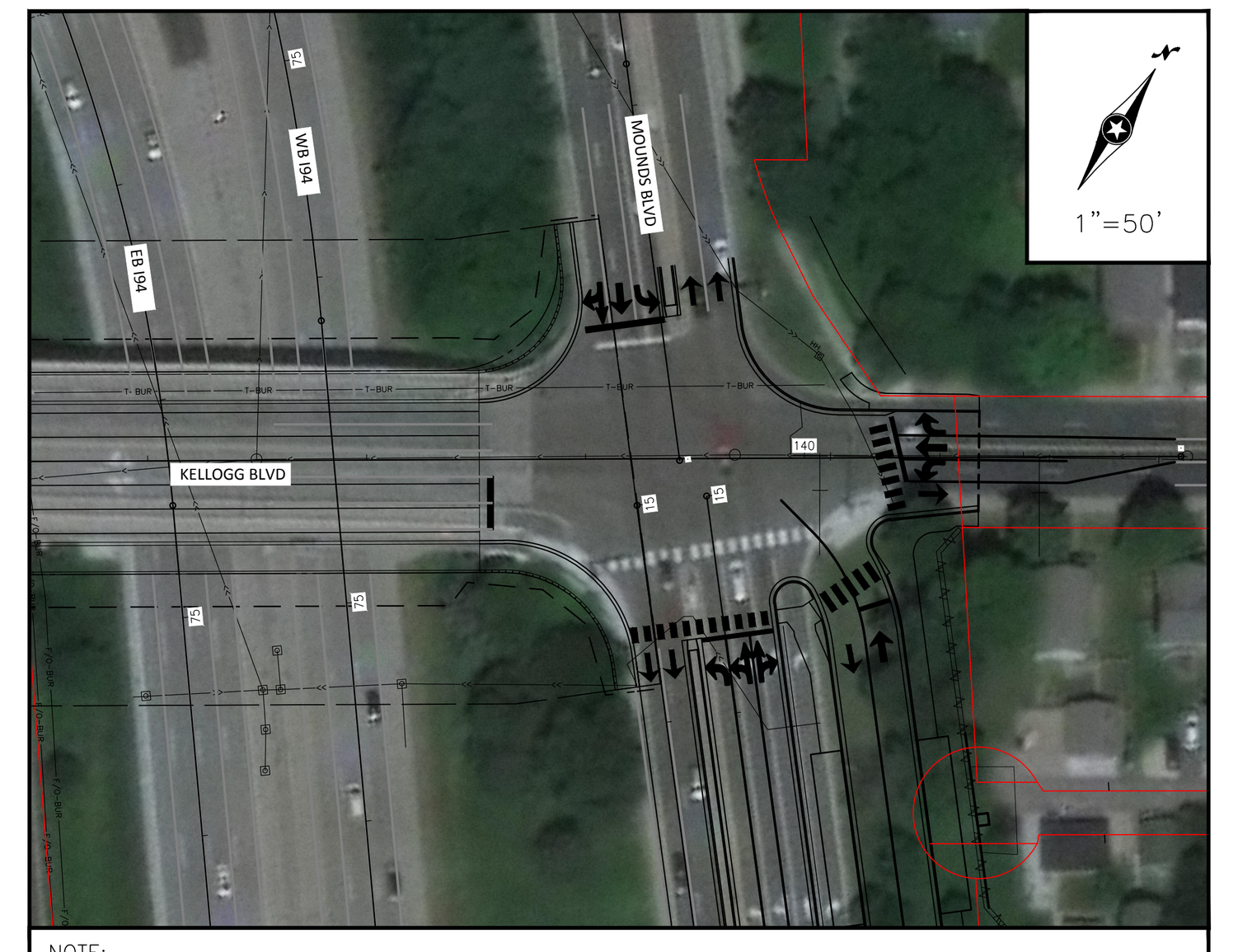
℄ KELLOGG-ALTC

SEGMENT NUMBER	BEGIN STATION	DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	AZIMUTH	END STATION
L1	100+00.00						START: 577385.6100 END: 578323.9971	START: 157411.5102 END: 158036.3442	56°20'31.04"	111+27.38
C1	111+27.38	2°16'47.90"	0°34'22.65"	10000.000	198.991	397.930	START: 578323.9971 END: 578650.7434	START: 158036.3442 END: 158263.4222	56°20'31.04" 54°03'43.14"	115+25.31
C2	115+25.31	1°12'42.69"	0°34'22.65"	10000.000	105.759	211.509	START: 578650.7434 END: 578823.2924	START: 158263.4222 END: 158385.7388	54°03'43.16" 55°16'25.85"	117+36.82
L2	117+36.82						START: 578823.2924 END: 580824.6859	START: 158385.7388 END: 159772.9214	55°16'25.85"	141+71.95

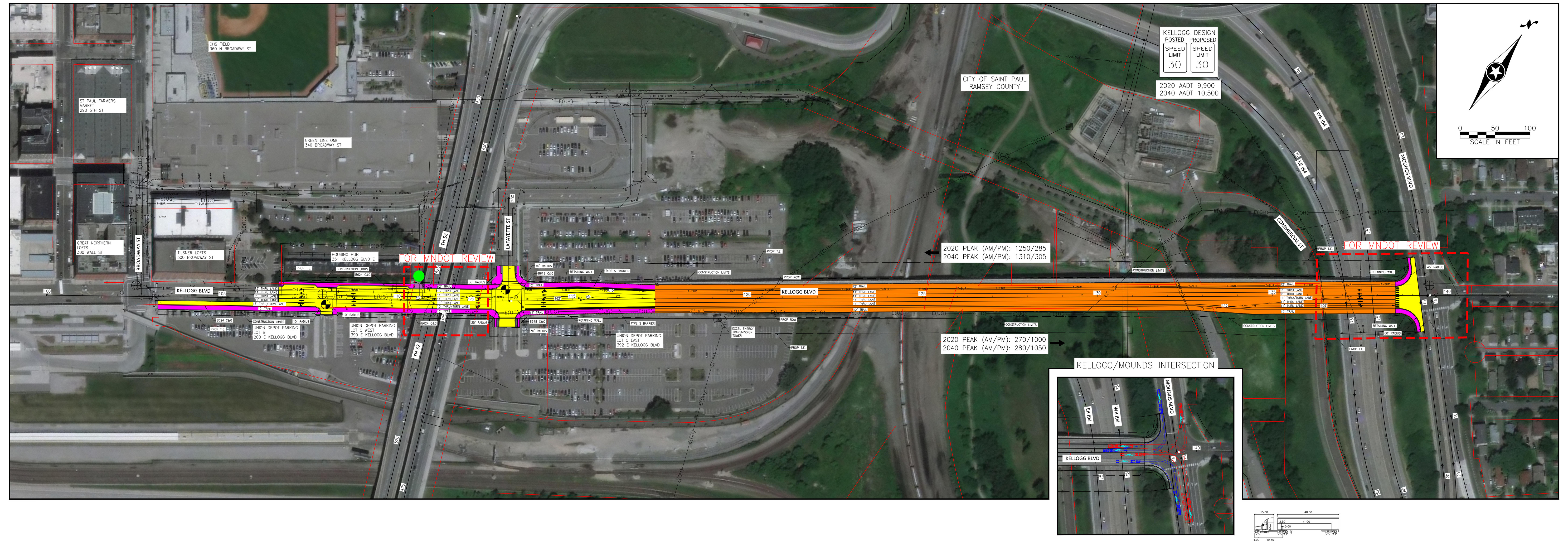
PROJECT LOCATION

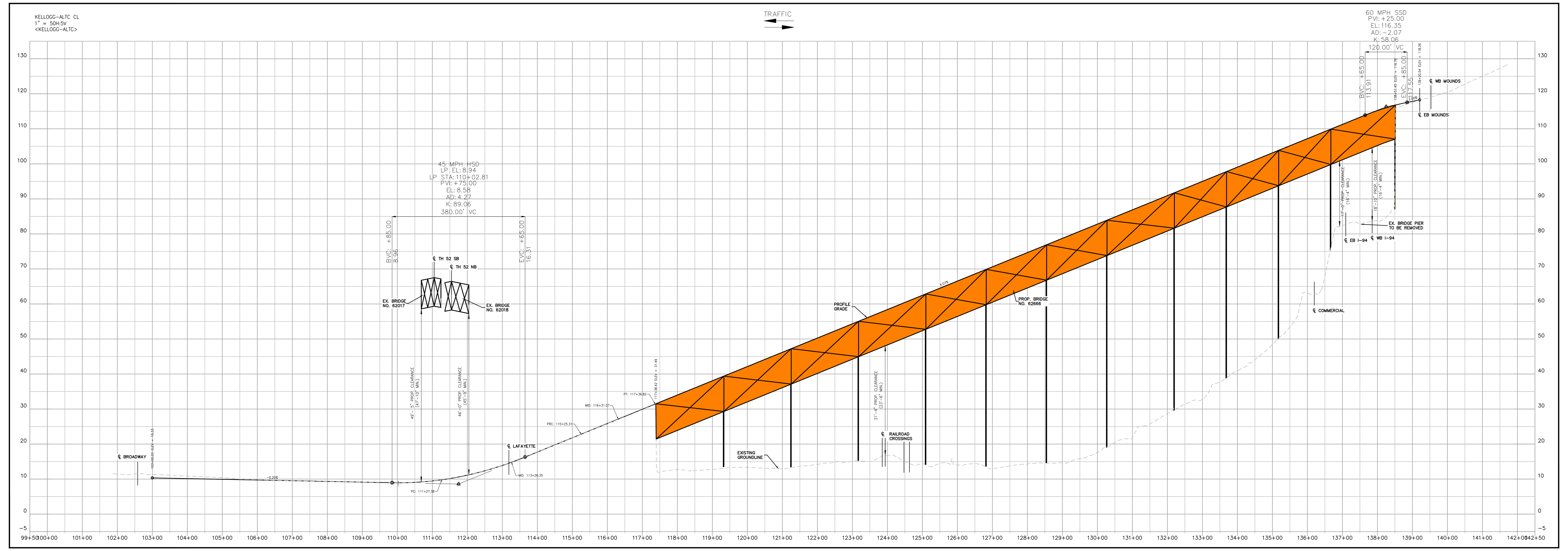


KELLOGG/MOUNDS INTERSECTION

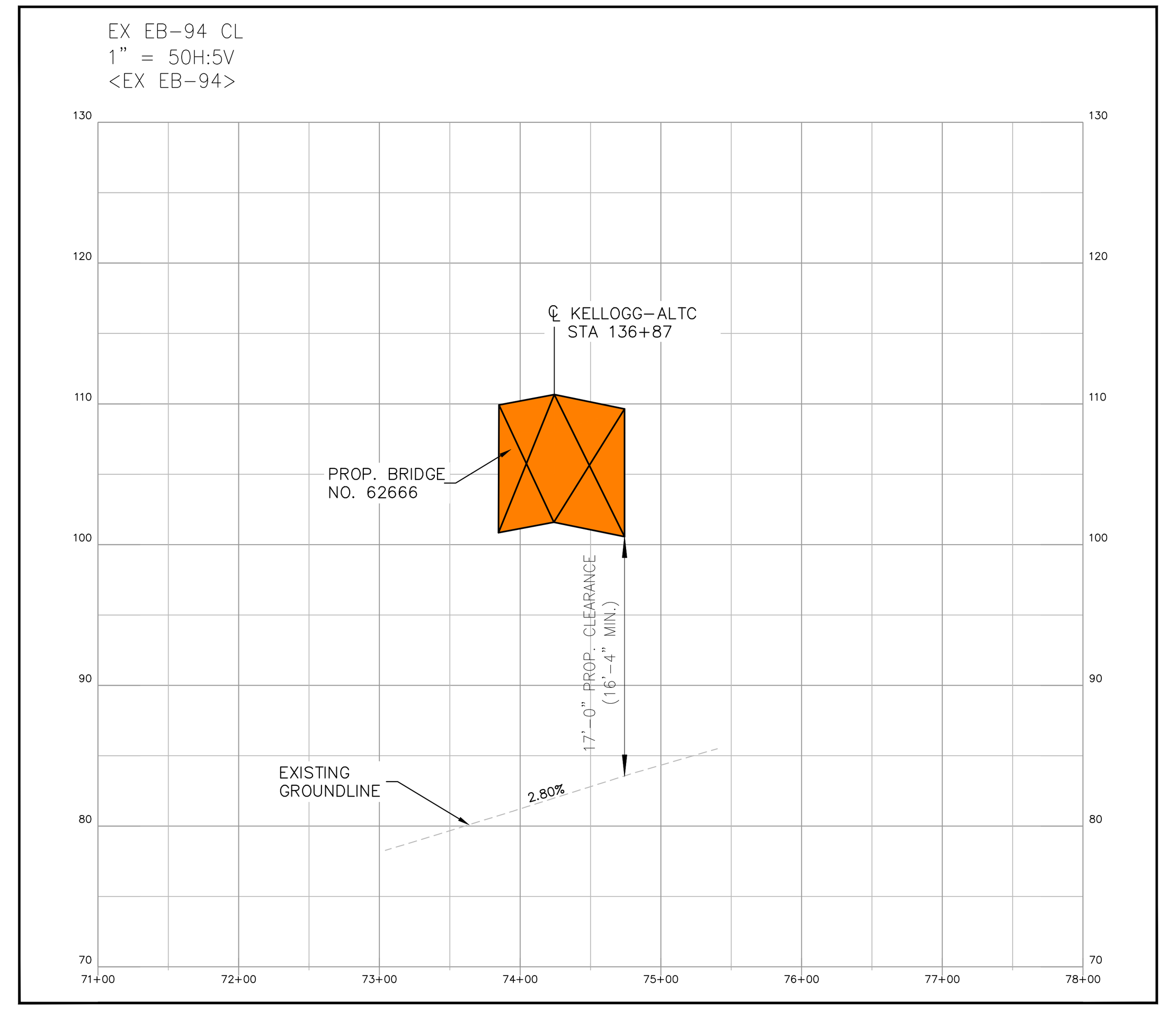


NOTE:
1. THE MOUNDS/KELLOGG INTERSECTION IS CURRENTLY UNDER DEVELOPMENT AS A PART OF THE GOLD LINE BRT PROJECT. THE VIEW ABOVE SHOWS THE PROPOSED MOUNDS GEOMETRY AS OF 04/07/2020

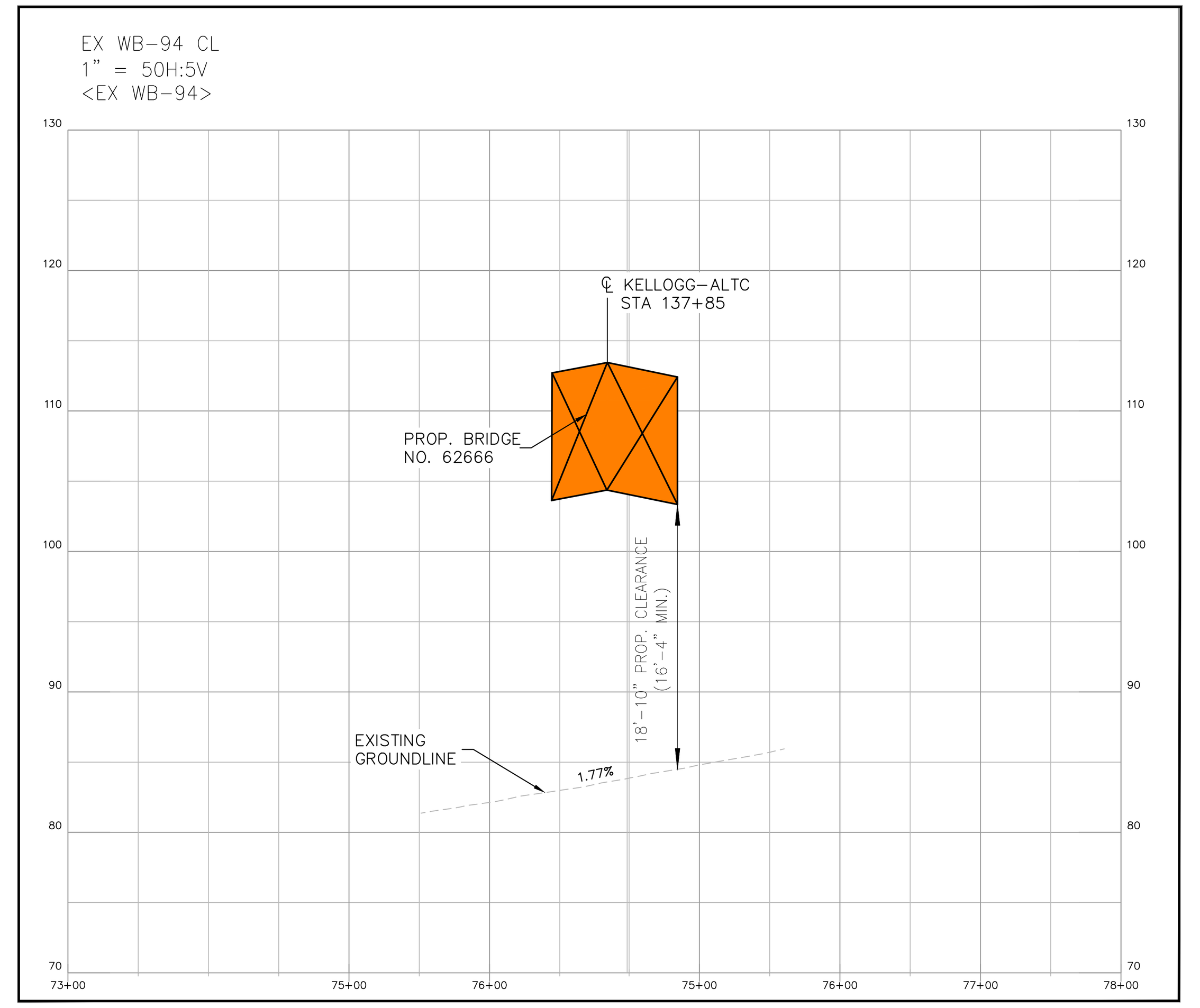




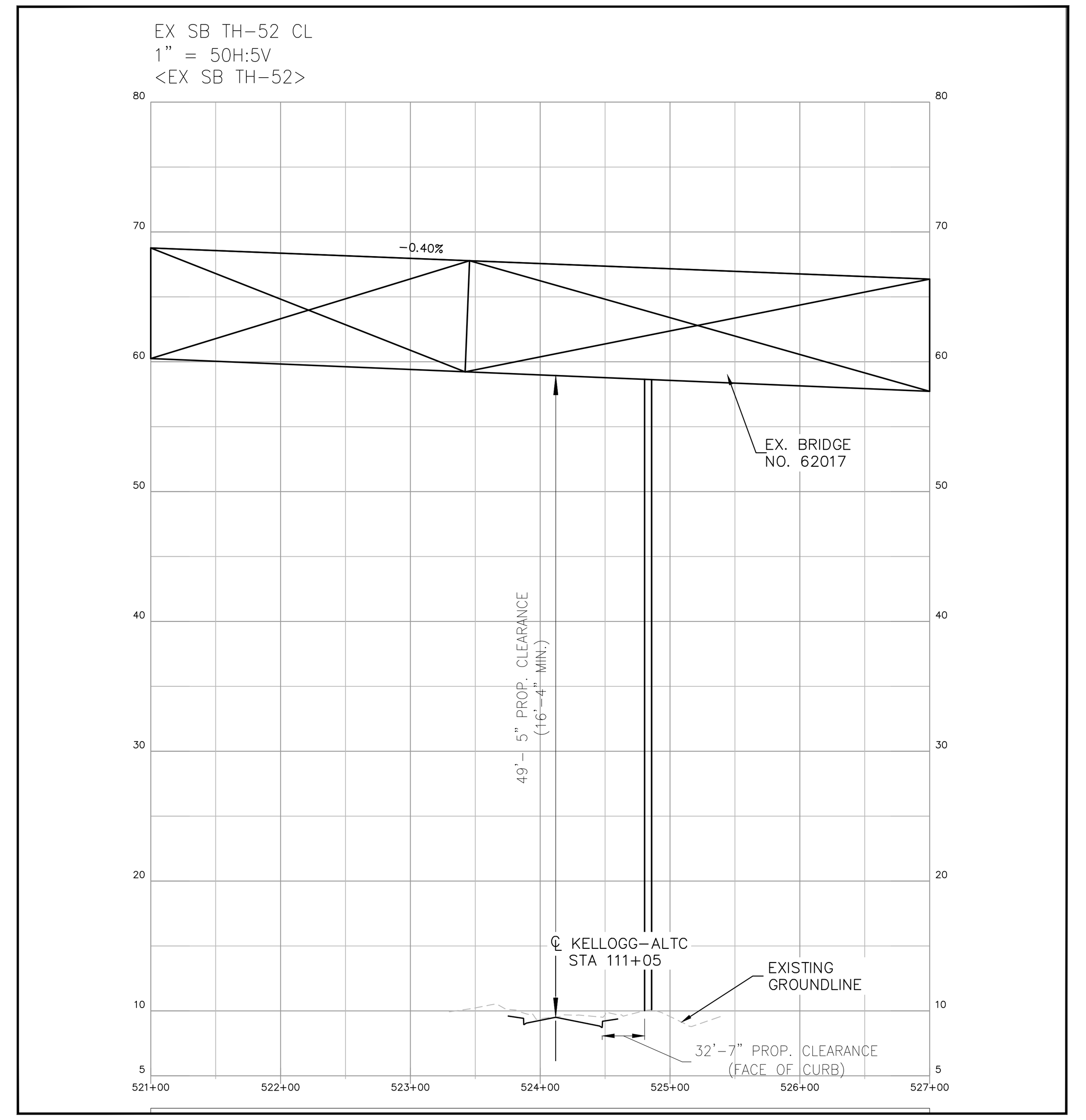
I-94 EB BRIDGE VERTICAL CLEARANCE



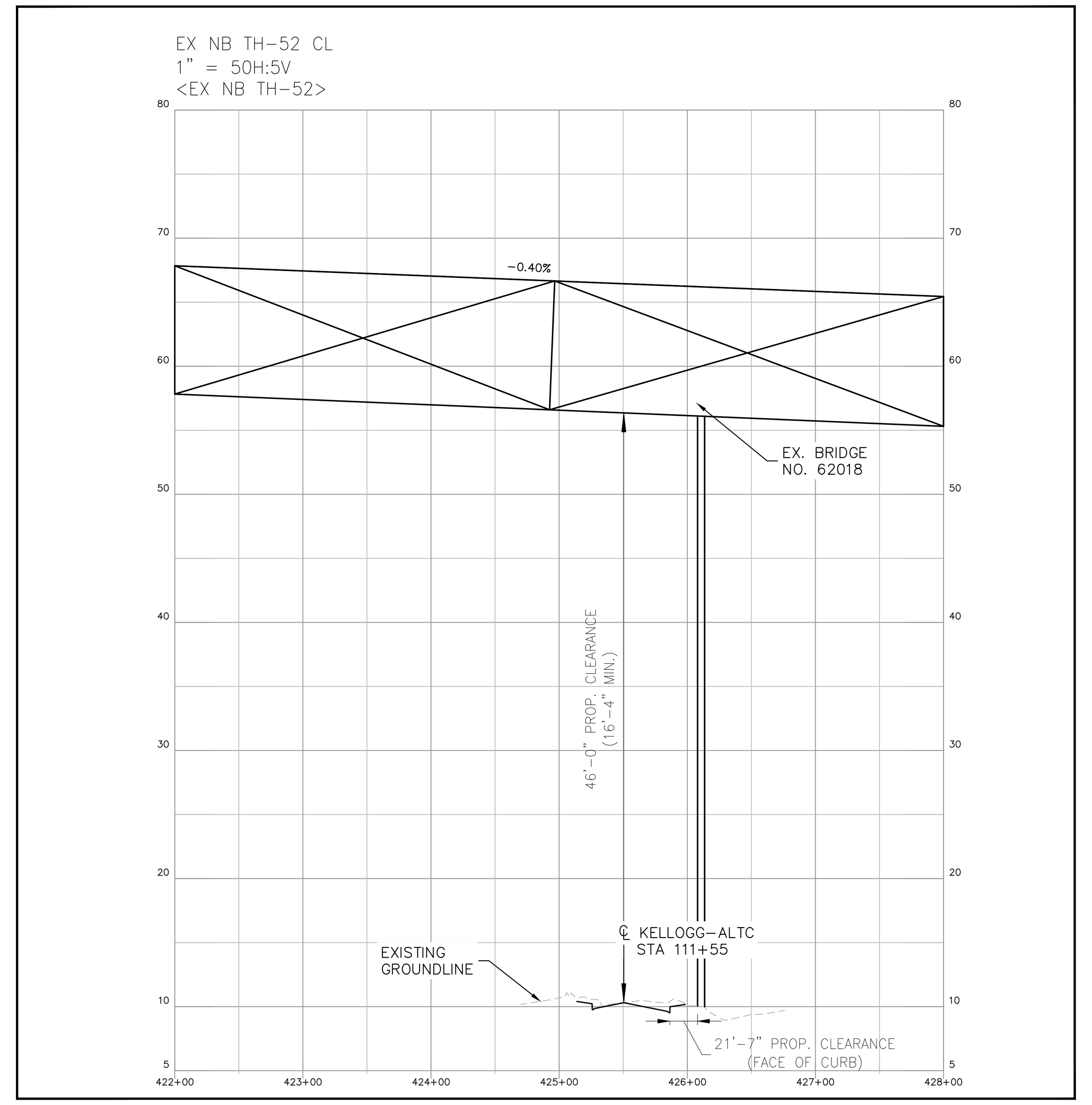
I-94 WB BRIDGE VERTICAL CLEARANCE



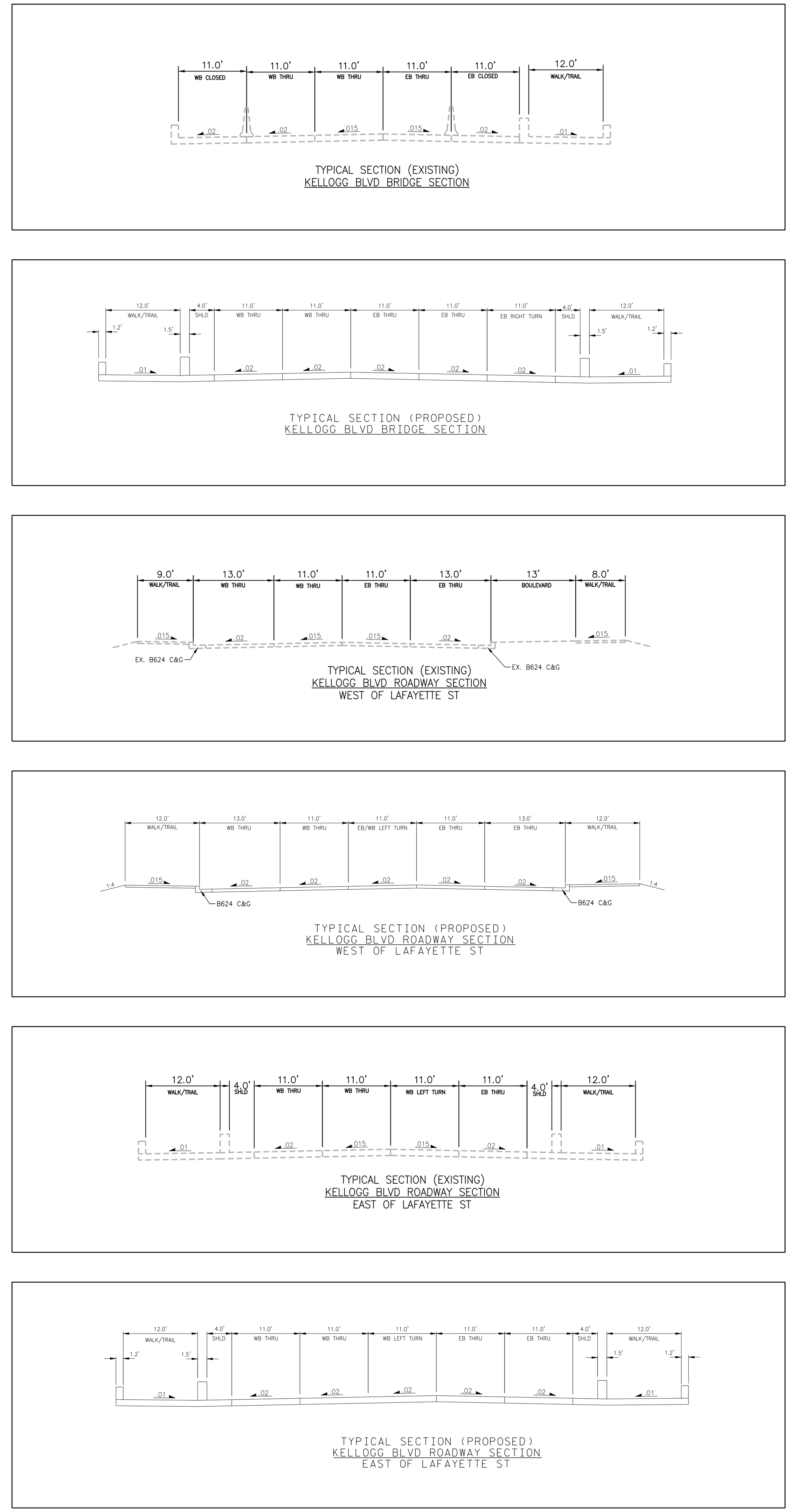
TH-52 SB BRIDGE VERTICAL CLEARANCE



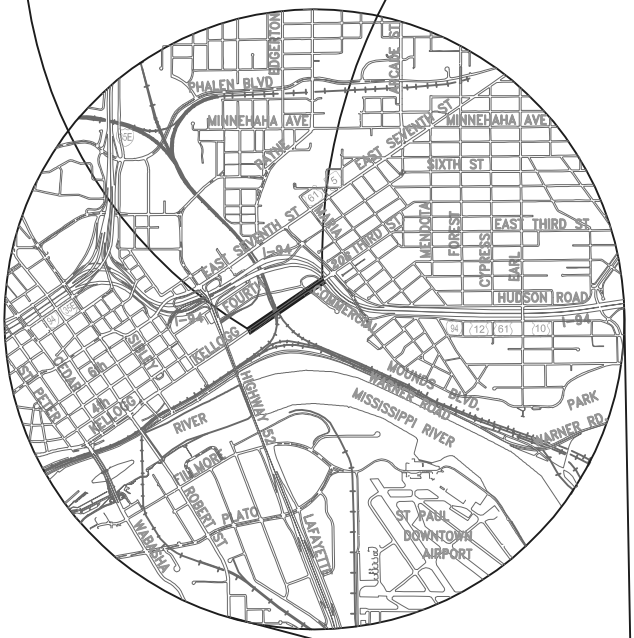
TH-52 NB BRIDGE VERTICAL CLEARANCE



TYPICAL SECTIONS



KELLOGG / 3RD ST.
BRIDGE NO'S 62080
AND 62080A



NORTH

NOT TO SCALE

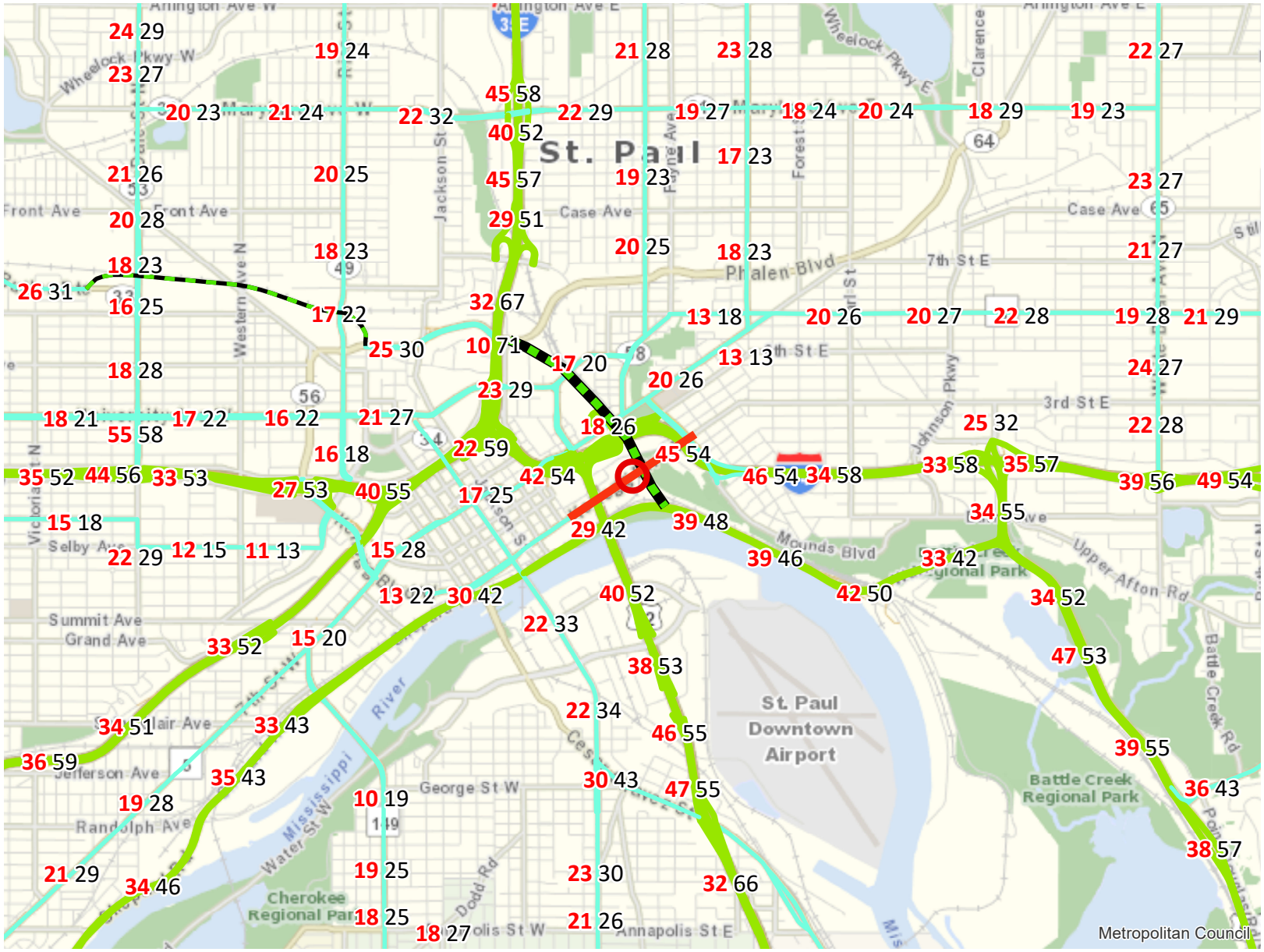
SAINT PAUL	DESIGNED BPC DGN CHECK GAP DRAWN RLA DWG CHECK GAP	PREPARED BY **BRIDGE DIVISION** FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS KELLOGG BLVD / 3RD ST BRIDGE NO'S 62080 & 62080A OVER BN RAILWAY AND COMMERCIAL STREET PROJECT AREA MAP	STATE AID PROJECT NUMBER: not assigned CITY PROJECT NO.: B-1202 DATE: 7/10/2018 PAGE: 1 of 2

BRIDGE DIVISION

Z:\bridges\Federal solicitation\kellogg-3rd 2018\PROJECT AREA MAP - STATE.dwg Jul 11, 2018 - 1:19pm

Level of Congestion

Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389



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

0 0.45 0.9 1.8 2.7 3.6 Miles

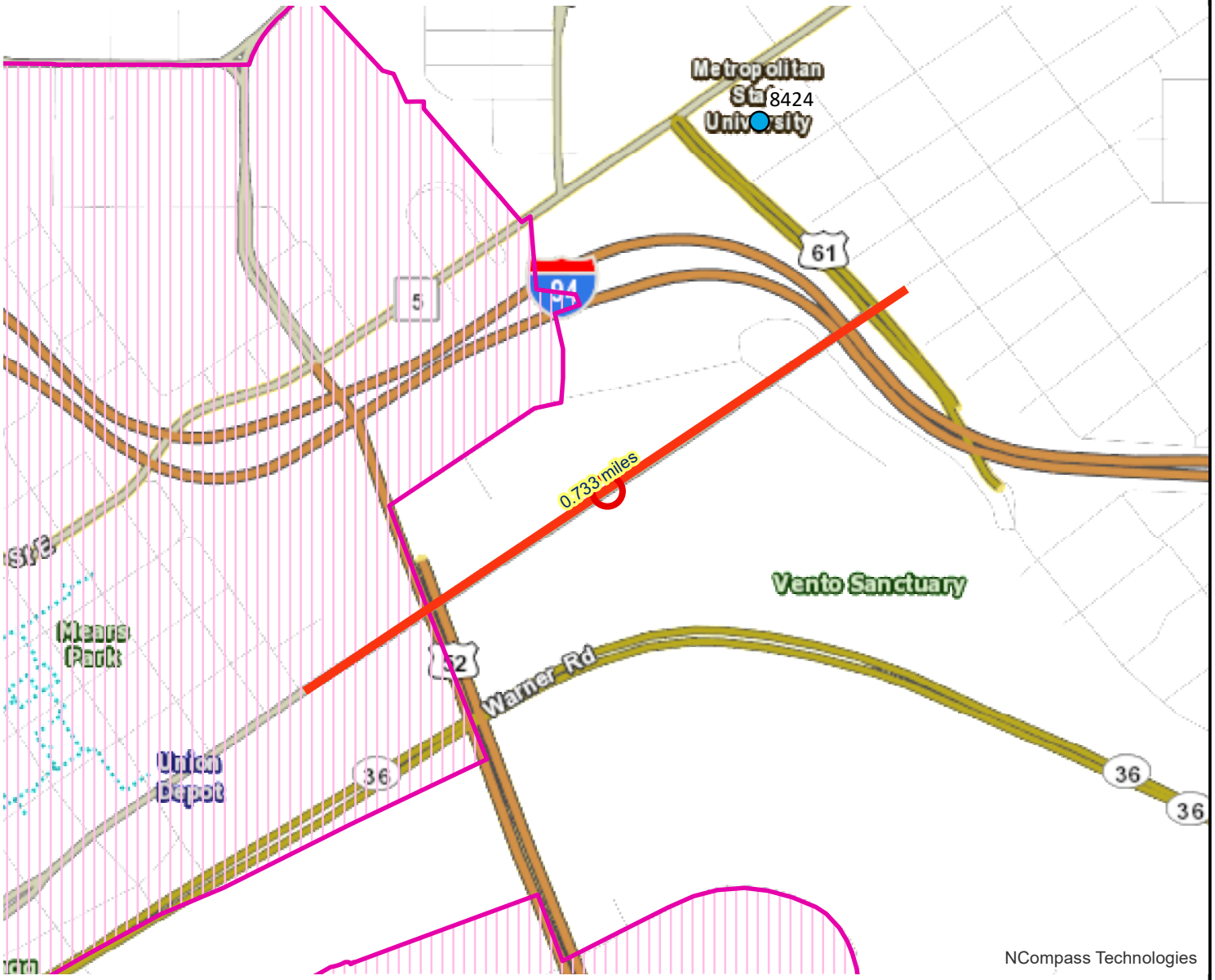
Created: 3/18/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389



Results

WITHIN ONE MI of project:
Postsecondary Students: 8424

Totals by City:
St. Paul
Population: 25080
Employment: 76259
Mfg and Dist Employment: 3726

Project Points
Project
Postsecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 3/18/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

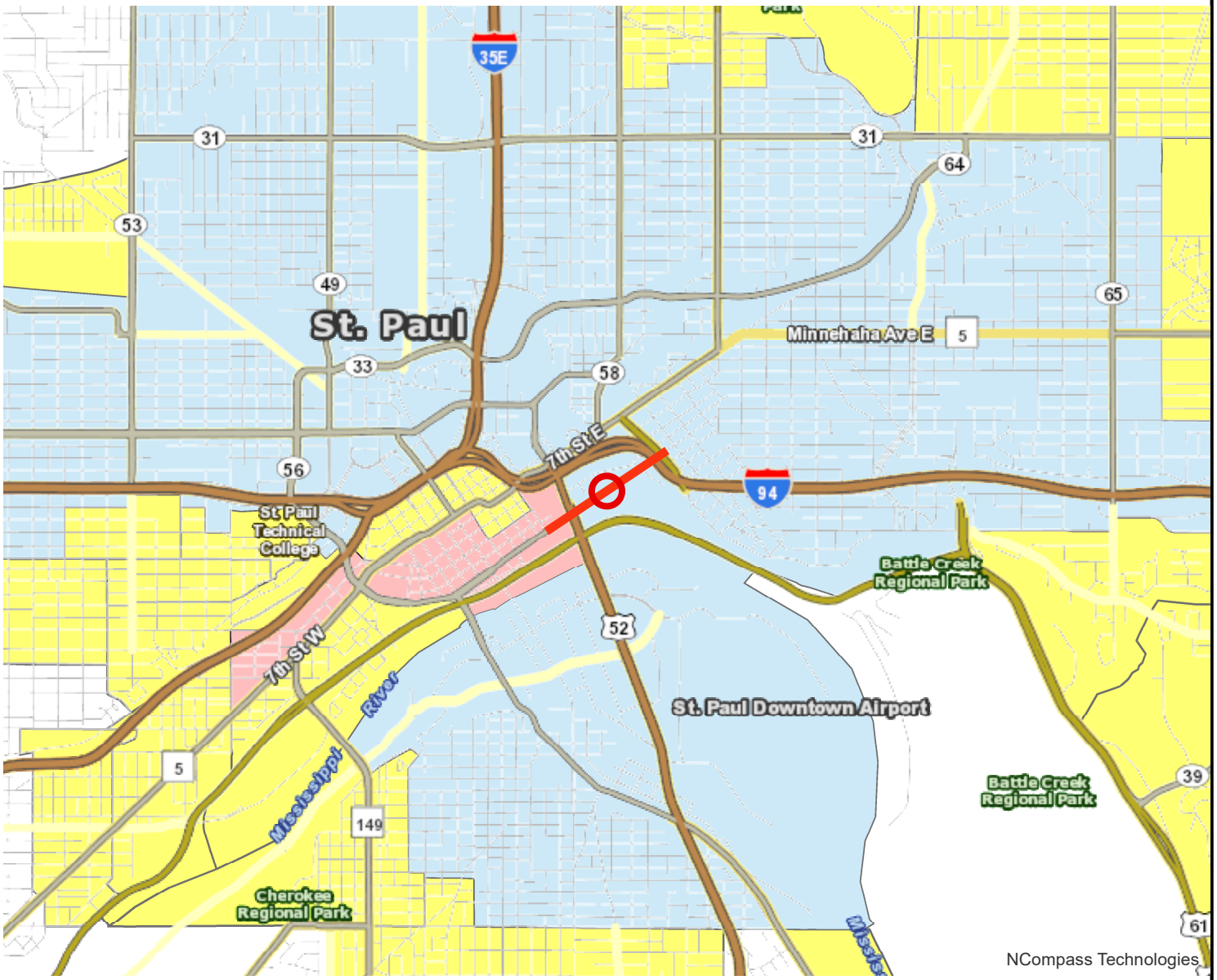
Socio-Economic Conditions

Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389

Results

Project located **IN**
Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):
(0 to 30 Points)

Tracts within half-mile:
33000 33100 34201
34202 34400 34500
36100 37100



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

0 0.5 1 2 3 4 Miles

Created: 3/18/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

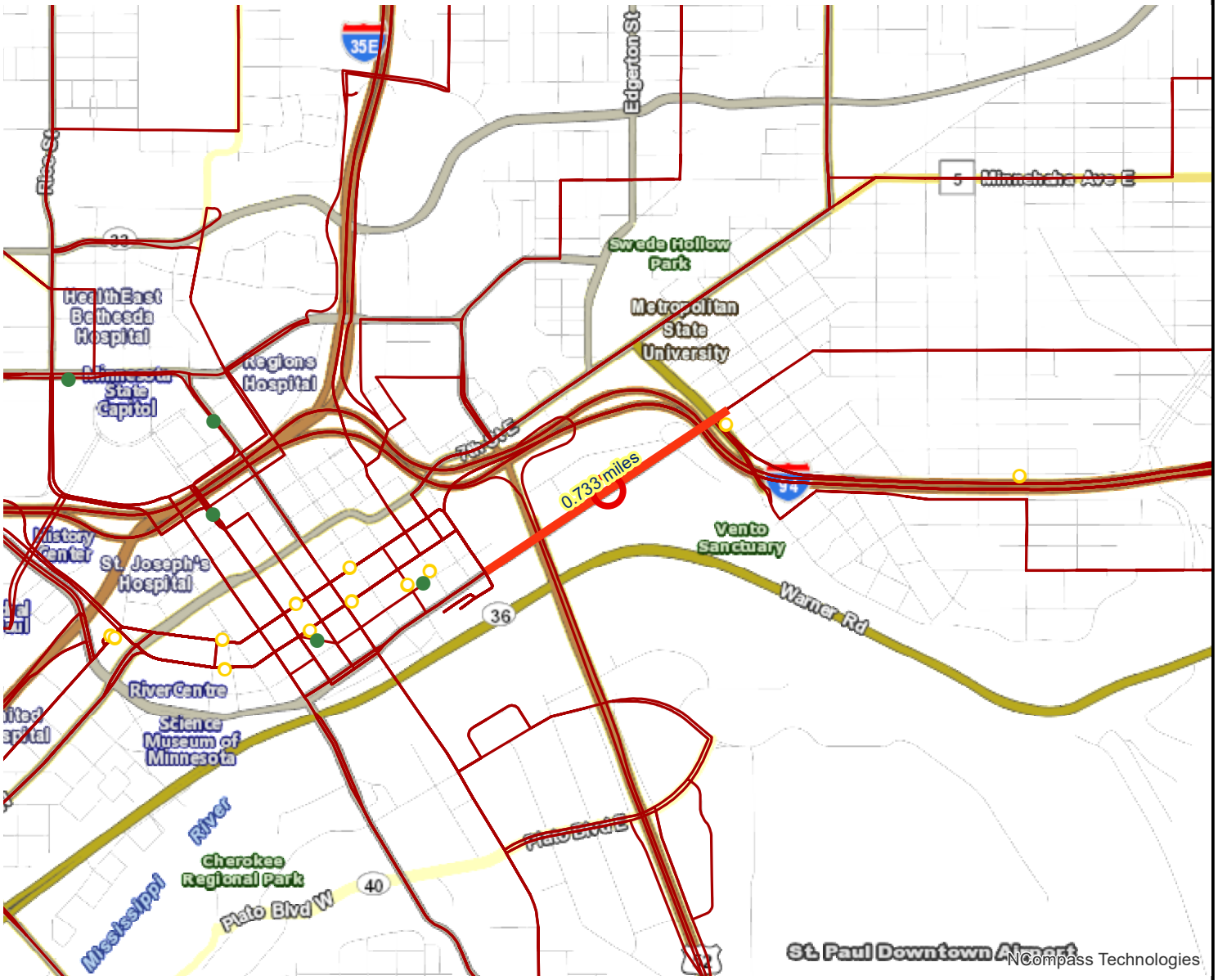
Bridges Project: Replacement of Kellogg-Third Street Bridge No. 62080 & 62080 | Map ID: 1584560044389

Results

Transit with a Direct Connection to project:
16 21 262 294 3 350 351 353 355 361 364 365 375 417 452 480 484 489 54 63 70 94 992
*Red Rock
*Rush Line
*Riverview
*Gold Line

**indicates Planned Alignments*

Transit Market areas: 1



Project Points
Project
Project Area

Transitway Stations
Green Line

Planned Transitway Stations
Gold Line
Transit Routes

0 0.25 0.5 1 1.5 2 Miles

Created: 3/18/2020
LandscapeRSA3

METROPOLITAN COUNCIL

City Hall and Court House
15 West Kellogg Boulevard
Phone: 651-266-8560

File Number: RES 20-146

Authorizing the Departments of Public Works and Parks and Recreation to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program for funding in years 2024 and 2025; and

WHEREAS, there is a required twenty percent local funding match to any project awarded to an agency under the Regional Solicitation Program; and

WHEREAS, the City commits to ensuring that all sidewalks and bikeways included in these project applications will be fully open for use and cleared of snow throughout the winter, either by City staff or by adjacent property owners per existing City ordinances; and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are as follows:

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail Phase 1 Construction

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and requirements specified for eligibility of federal funding; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul authorizes submission of the project applications for possible award of federal transportation funds through the Metropolitan Council

Regional Solicitation Program; and be it

FURTHER RESOLVED, that the Council of the City of Saint Paul authorizes the commitment of local funds on a twenty percent match basis plus engineering for any project awarded federal funding under the Regional Solicitation Program.

ResolutionRES 20-146PassedMayor's OfficepassedSigned2/18/20202/12/2020Signed|DAYTHAt a meeting of the on , this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Vote Attested by Council Secretary Trudy Moloney **Date** 2/12/2020

Approved by the Mayor Melvin Carter III **Date** 2/18/2020

City of Saint Paul

City Hall and Court House
15 West Kellogg Boulevard
Phone: 651-266-8560

Signature Copy

Resolution: RES 14-2129

File Number: RES 14-2129

Creating a prioritized bridge replacement list.

WHEREAS, the Department of Public Works has been tasked to create a Prioritized Bridge Replacement List by MnDOT, with estimated costs by funding type; and

WHEREAS, the prioritized list will be used by MnDOT for funding decisions; and

WHEREAS, the City of Saint Paul has reviewed the pertinent data on bridges requiring replacement, rehabilitation, or removal, supplied by local citizenry and local units of government; and

WHEREAS, the City of Saint Paul has identified those bridges that are high priority and that require replacement, rehabilitation, or removal within the next five years;

NOW, THERFORE BE IT RESOLVED that the following deficient bridges are high priority and the City of Saint Paul intends to replace, rehabilitate, or remove these bridges as soon as possible when funds are available,

Old Br.No.	Road No. or Name	Total Proj. Cost*	State Br. Funds	Federal Funds	Local/MSA Funds	Proposed Const. Yr.
90396	Wheelock	$3,095,645	$2,549,016	$0	$546,629	2014
92797	Kellogg (MSA 158)	$5,632,000	$686,400	$2,745,600	$2,200,000	2015
92798	Kellogg (MSA 158)	$3,301,000	$350,000	$1,400,000	$1,551,000	2015
62574	Kellogg (MSA 158)	$500,000	$0	$0	$500,000	2015
62080	Kellogg (MSA 158)	tbd, scoping rehabilitation and replacement options				2016-2018
5962	Forest (MSA 135)	$6,000,000	$1,000,000	$4,000,000	$1,000,000	2018
62515	Lafayette (MSA 113)	$4,750,000	$750,000	$3,000,000	$1,000,000	2018
90378	Kellogg	$4,750,000	$750,000	$3,000,000	$1,000,000	2019

*all dollars approximate

FURTHERMORE, the City of Saint Paul does hereby request authorization to replace, rehabilitate, or remove such bridges.

At a meeting of the City Council on 12/17/2014, this Resolution was Passed.

Yea: 7 Councilmember Bostrom, Councilmember Brendmoen, City Council President Lantry, Councilmember Stark, Councilmember Thao, Councilmember Thune, and Councilmember Tolbert

Nay: 0

Vote Attested by Council Secretary Trudy Moloney **Date** 12/17/2014

Approved by Chris Coleman **Date** 12/19/2014

DEPARTMENT OF PUBLIC WORKS
FIVE YEAR CAPITAL PLAN

04/18/18

This document shows approved projects for 2018, as well as projects planned for 2019-2022 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2019-2022 is preliminary and subject to change.

2018 PROJECTS		2019 PROJECTS		2020 PROJECTS		2021 PROJECTS		2022 PROJECTS	
SAINT PAUL STREETS PROJECTS	**$14,600,000**	**SAINT PAUL STREETS PROJECTS**	**$14,790,000**	**SAINT PAUL STREETS PROJECTS**	**$15,030,000**	**SAINT PAUL STREETS PROJECTS**	**$14,520,000**	**SAINT PAUL STREETS PROJECTS**	**$13,000,000**
Woodlawn/Jefferson Residential Phase I	4,100,000	Woodlawn/Jefferson Residential Phase II	6,000,000	Griggs/Scheffer Residential Phase I	5,600,000	Griggs/Scheffer Residential Phase II	5,900,000	Wheelock/Grotto Residential Phase I	8,000,000
Como Ave - Commonwealth to Brompton	6,000,000	Wheelock Pkwy - Western to Rice	8,790,000	Como Av - Brompton to City Limits	4,000,000	Summit Ave - Victoria to Lexington	4,520,000	Minnesota St - Kellogg to 5th Phase I	5,000,000
Wheelock Pkwy - Danforth to Western	4,500,000			Edgcumbe Rd - St. Paul to Fairview	5,430,000	Wheelock Pkwy - Edgerton to Arcade	4,100,000		
Street Reconstruction Bonds	14,600,000	Street Reconstruction Bonds	12,500,000	Street Reconstruction Bonds	12,500,000	Street Reconstruction Bonds	12,500,000	Street Reconstruction Bonds	12,500,000
		Financing to be determined	2,290,000	Financing to be determined	2,530,000	Financing to be determined	2,020,000	Financing to be determined	500,000
CIB PROJECTS	**$1,180,000**	**CIB PROJECTS**	**$760,000**	**CIB PROJECTS**	**$2,381,500**	**CIB PROJECTS**	**$3,685,000**	**CIB PROJECTS**	**$986,000**
Margaret Bicycle & Ped Improvements	320,000			Johnson Pkwy - Burns to Phalen Blvd	250,000	EB Kellogg Blvd Bridge @ RiverCentre	2,500,000	Noise Wall - I94 from Fairview to Prior	101,000
				Lexington Pkwy Realignment & Extension	300,000	Jackson St Bridge-Penn to Acker (County)	300,000		
				Payne/Phalen Sidewalk Infill	487,500				
				Washington Tech - Safe Routes to School	459,000				
Programs:		**Programs:**		**Programs:**		**Programs:**		**Programs:**	
Bicycle, Pedestrian & Traffic Safety*	350,000	Bicycle, Pedestrian & Traffic Safety	250,000	Bicycle, Pedestrian & Traffic Safety	250,000	Bicycle, Pedestrian & Traffic Safety	250,000	Bicycle, Pedestrian & Traffic Safety	250,000
Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000
RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000
Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000
Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000
* Includes $100,000 from general fund.				Safe Routes to Schools	125,000	Safe Routes to Schools	125,000	Safe Routes to School	125,000
MSA PROJECTS	**$8,455,000**	**MSA PROJECTS**	**$9,031,250**	**MSA PROJECTS**	**$9,343,750**	**MSA PROJECTS**	**$8,784,631**	**MSA PROJECTS**	**$10,625,000**
Summit Ave Bridge over Ayd Mill	1,253,000	Summit Avenue Bridge over Ayd Mill	1,497,000	Tedesco - Lafayette to Payne	1,474,875	EB Kellogg Blvd Bridge @ RiverCentre	1,774,888	Ayd Mill Rd M&O	3,490,000
Lafayette Bridge - University to Otsego	2,095,000	Lafayette Bridge - University to Otsego	2,236,750	Johnson Pkwy Trail - Burns to Phalen Blvd	2,393,750	Wabasha - Kellogg to 6th St	3,000,000	Prior Ave - St. Anthony to University	4,900,000
Third St Bridge	1,187,000	Johnson Pkwy Trail - Burns to Phalen Blvd	1,000,000	Como Ave Trail - Raymond to Hamline	2,095,125	Snelling/Lexington - ITS Traffic Mgmt	500,743	Battle Creek Rd Reclamation	530,000
Downtown Traffic Signal Enhancements	650,000	Como Ave Trail - Raymond to Hamline	750,000	Snelling/Lex - ITS Traffic Mgmt (Design)	625,000	TH 5 M&O - Arcade to McKnight (MnDOT)	1,000,000	(Park Ridge Ct. to Lower Afton)	
Street Improvements around Stadium*	355,000	Fairview Ave - Shields to University	1,120,000	Cleveland Ave - Como to Hendon (County)	400,000	Jackson St Bridge-Maryland to Arl(County)	1,000,000	Robert M&O-12th to Annapolis (MnDOT)	1,000,000
Dale St Bridge over I94 (County)	1,000,000	Downtown Traffic Signal Enhancements	600,000	Rice St-Rose to Arlington Lighting (County)	500,000	Lexington - Shepard to W7th (County)	504,000		
High Bridge Redeck - Lights/Rails(MnDOT)	800,000	Maryland@Edgerton Channelization(County)	500,000	Jackson St. Bridge-Penn to Acker (County)	1,000,000				
*$750,000 TIF and $500,000 TH funding		Cleveland Ave - Hendon to Larp (County)	300,000						
		Lexington - W7th to 850 N (County)	300,000						
		Snelling Ave @ Hoyt - Traffic Signal	37,500						
		Snelling Ave @ Midway - Traffic Signal	75,000						
Programs:		**Programs:**		**Programs:**		**Programs:**		**Programs:**	
SPS Traffic Signals on Arterials	600,000	SPS Traffic Signals on Arterials	150,000	SPS Traffic Signals on Arterials	450,000	SPS Traffic Signals on Arterials	600,000	SPS Traffic Signals on Arterials	300,000
Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000
RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000
MSA Contingency	350,000	MSA Contingency	300,000	MSA Contingency	240,000	MSA Contingency	240,000	MSA Contingency	240,000
SIDEWALK PROJECTS	**$1,367,500**	**SIDEWALK PROJECTS**	**$1,055,000**	**SIDEWALK PROJECTS**	**$1,066,250**	**SIDEWALK PROJECTS**	**$1,000,000**	**SIDEWALK PROJECTS**	**$1,000,000**
Sidewalk Reconstruction Program*	1,000,000	Sidewalk Reconstruction Program*	1,000,000	Sidewalk Reconstruction Program*	1,000,000	Sidewalk Reconstruction Program*	1,000,000	Sidewalk Reconstruction Program*	1,000,000
*includes $500,000 assessments		*includes $500,000 assessments		*includes $500,000 assessments		*includes $500,000 assessments		*includes $500,000 assessments	
Energy Pk Dr-Snelling to Lexington*	125,000	McKnight-Mailand to Londin*	55,000	Randolph - Toronto to Shepard*	66,250				
Randolph-Cleveland to Fairview*	100,000	* funded by assessments		* funded by assessments					
Larpenteur - Galtier to Rice*	42,500								
Wheeler - University to Thomas*	100,000								
* funded by assessments									
Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000
*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments	

2018 PROJECTS

CITY MILL & OVERLAY PROJECTS	$2,496,000
Arlington Ave - Rice to Jackson	155,100
Ped ramps	6
Forest St - Maryland to 7th	312,345
Ped ramps	33
Franklin Ave - TH 280 to Pelham	195,000
Ped ramps	4
Prior Ave - University to Minnehaha	124,990
Ped ramps	3
Stryker Ave - Baker to Annapolis	162,840
Ped ramps	30
Third St - Ruth to McKnight	93,650
Ped ramps	9
Victoria St - Summit to St Clair	132,705
Ped ramps	26
Western Ave - Como to Front	140,370
Ped ramps	20
Pedestrian Ramps with Overlays	1,179,000
Total Ped Ramps	131

RAMSEY COUNTY MILL & OVERLAYS
Como - Hamline to Lexington
Lexington - James to University
Lexington - East Como to Larpenteur
Maryland - Greenbrier to Johnson Pkwy
Prosperity - Arlington to Larpenteur

RAMSEY COUNTY FUNDING	$267,500
Sidewalk Projects	
Energy Pk Dr-Snelling to Lexington	125,000
Randolph-Cleveland to Fairview	100,000
Larpenteur - Galtier to Rice	42,500

RAMSEY CO PROJECTS (with City participation)
Dale St Bridge over I-94
(Iglehart to University)

MnDOT PROJECTS (with City participation)
Railroad Crossing at EPD (MSAS 157)
Smith M&O and High Bridge

FEDERAL FUNDING	$2,699,012
Margaret Bicycle & Ped Improvements	1,551,673
Grand-Hamline to Victoria Ped Safety	667,800
Expo Area - Safe Routes to School	479,539

SEWER UTILITY PROJECTS	$10,450,000
2018 Sewer Lining Project	1,800,000
2018 Misc Sewer Rehab Project	700,000
Phalen Creek Storm Inter Rehab Phase 3	4,000,000
Broadway Lift Station Rehab Project	1,300,000
Riverview Lift Station Rehab	1,000,000
Sewer Repairs on City & County Projects	900,000
2018 Citywide Sewer Repairs	600,000
Engineering for SW Facility Rehab Project	150,000

2019 PROJECTS

CITY MILL & OVERLAY PROJECTS	$2,696,332
Arlington Ave - E. Shore to White Bear	407,655
Ped ramps	40
Cleveland Ave - Itasca to MRB	188,525
Ped ramps	15
Jackson St - University to Pennsylvania	240,000
Ped ramps	12
Pascal St - University to St. Anthony	294,000
Ped ramps	20
Prior Ave - Marshall to I 94	78,195
Ped ramps	12
St. Clair Ave - Fairview to Snelling	161,085
Ped ramps	19
Sibley St - 4th to 7th	58,667
Ped ramps	5
10th St - Robert to Wacouta	107,205
Ped ramps	6
Pedestrian Ramps with Overlays	1,161,000
Total Ped Ramps	129

RAMSEY COUNTY MILL & OVERLAYS
Payne - 7th to Edgerton
Energy Park - TH 280 to RR tracks
Plato - W Water to Fillmore
Selby - Lexington to Dale
St. Paul Ave - Edgcumbe to Cleveland
White Bear Ave - Upper Afton to I-94

RAMSEY COUNTY FUNDING	$55,000
Sidewalk Projects	
McKnight-Mailand to Londin	55,000

RAMSEY CO PROJECTS (with City participation)
Maryland @ Edgerton Channelization
Lexington - W 7th to 850'N

MnDOT PROJECTS (with City participation)

FEDERAL FUNDING	$6,342,564
Downtown Signal Enhancements	2,400,624
Summit Ave Bridge Reconstruction	3,125,940
Washington Tech - Safe Routes to School	816,000

SEWER UTILITY PROJECTS	$12,100,000
2019 Sewer Lining Project	1,800,000
2019 Misc Sewer Rehab Project	700,000
Large Diameter Brick Sewer Rehab	2,000,000
Kittsondale Storm Tunnel Phase I	3,500,000
Sanitary Tunnel Rehab	500,000
Lift Station Rehab (Como-Eustis & Red Rk)	1,300,000
Sewer Repairs for City & County Projects	1,100,000
SW Facility Rehab Project	1,200,000

2020 PROJECTS

CITY MILL & OVERLAY PROJECTS	$2,594,835
Annapolis St - Bidwell to Robert	164,745
Ped ramps	12
Eustis St - TH 280 to Como	37,410
Ped ramps	2
Fairview Ave - University to Minnehaha	144,750
Ped ramps	13
Grand Ave - Dale to Pleasant	287,175
Ped ramps	13
Hamline Ave - Randolph to Highland	173,460
Ped ramps	28
Miss River Blvd - Marshall to Randolph	473,520
Ped ramps	23
Territorial Ave - Berry to Raymond	194,745
Ped ramps	14
Western Ave - Selby to Summit	84,030
Ped ramps	10
Pedestrian Ramps with Overlays	1,035,000
Total Ped Ramps	115

RAMSEY COUNTY MILL & OVERLAYS
Carver Ave - TH 61 to McKnight
Jackson St - 500' S of Arlington to Larp
Larpenteur - White Bear to Century

RAMSEY COUNTY FUNDING	$66,250
Sidewalk Projects	
Randolph - Toronto to Shepard	66,250

RAMSEY CO PROJECTS (with City participation)
Cleveland - Hendon to Larpenteur
Rice St - Rose to Arlington
Jackson St Bridge Reconstruction (Penn to Acker)

MnDOT PROJECTS (with City participation)

FEDERAL FUNDING	$13,367,600
Como Ave Trail - Raymond to Hamline	5,058,000
Johnson Pkwy Trail - Burns to Phalen Blvd	5,500,000
Tedesco Ave - Lafayette to Payne	2,029,600
Payne/Phalen Sidewalk Infill	780,000

SEWER UTILITY PROJECTS	$11,650,000
2020 Sewer Lining Project	1,800,000
2020 Brick MH Rehab Project	700,000
Large Diameter Brick Sewer Rehab	2,000,000
Kittsondale Storm Tunnel Phase 2	3,500,000
Sanitary Tunnel Rehab	500,000
Lift Station Rehab	1,300,000
Sewer Repairs for City & County Projects	900,000
2020 Citywide Sewer Repairs	800,000
Engineering for SW Facility Rehab Project	150,000

2021 PROJECTS

CITY MILL & OVERLAY PROJECTS	$2,269,125
Concordia Ave - Lexington to Marion	522,750
Ped ramps	14
Jefferson Ave - 7th to Victoria	265,710
Ped ramps	29
St. Anthony Ave - Snelling to Victoria	591,105
Ped ramps	16
St. Paul Ave - Edgcumbe to 7th	322,560
Ped ramps	4
Pedestrian Ramps with Overlays	567,000
Total Ped Ramps	63

RAMSEY COUNTY MILL & OVERLAYS
Como - Raymond to Snelling
Dale - I 94 to Front
Energy Pk - RR tracks to Lexington Pkwy
Larpenteur - East Shore Dr to White Bear
Phalen Blvd - Johnson Pkwy to Maryland
Randolph - Cleveland to Brimhall

RAMSEY COUNTY FUNDING

RAMSEY CO PROJECTS (with City participation)
Cleveland - Como to Hendon
Jackson St Bridge Reconstruction (Maryland to Arlington)
Lexington - Shepard to W 7th

MnDOT PROJECTS (with City participation)
TH 5 M&O - Arcade to McKnight

FEDERAL FUNDING	$9,001,320
EB Kellogg Blvd Bridge @ RiverCentre	7,000,000
Snelling/Lexington ITS Traffic Mgmt	2,001,320

SEWER UTILITY PROJECTS	$12,100,000
2021 Sewer Lining	1,800,000
2021 Brick MH Rehab Project	700,000
Large Diameter Brick Sewer Rehab	2,000,000
Kittsondale Storm Tunnel Phase 3	3,500,000
Sanitary Tunnel Rehab	500,000
Lift Station Rehab	1,300,000
Sewer Repairs for City & County Projects	1,100,000
SW Facility Rehab Project	1,200,000

2022 PROJECTS

CITY MILL & OVERLAY PROJECTS	$2,720,580
Earl St - Hudson to Ross	343,830
Ped ramps	52
Fillmore St - Robert to W. Lafayette	160,125
Ped ramps	5
Minnesota St - 7th to 11th	187,500
Ped ramps	7
Mississippi River Blvd - Randolph to TH 5	784,125
Ped ramps	31
Wheelock - Arcade to Johnson Pkwy	354,000
Ped ramps	4
Pedestrian Ramps with Overlays	891,000
Total ped ramps	99

RAMSEY COUNTY MILL & OVERLAYS

RAMSEY COUNTY FUNDING

RAMSEY CO PROJECTS (with City participation)

MnDOT PROJECTS (with City participation)
Robert St M&O - 12th to Annapolis

FEDERAL FUNDING	$0

SEWER UTILITY PROJECTS	$11,700,000
2022 Sewer Lining	1,800,000
2022 Brick MH Rehab Project	700,000
Large Diameter Brick Sewer Rehab	2,000,000
Phalen Storm Tunnel Rehab Phase 4	3,500,000
Sanitary Tunnel Rehab	500,000
Lift Station Rehab	1,300,000
Sewer Repairs for City & County Projects	900,000
2022 Sewer Repairs	800000
Engineering for SW Facility Rehab Project	200,000

2019 ROUTINE
BRIDGE INSPECTION REPORT

BRIDGE # 62080
KELLOGG Blvd over RR; I 94; Comm Fox St

DISTRICT: Metro **COUNTY:** Ramsey **CITY/TOWNSHIP:** St Paul

STATE: Minnesota

Date of Inspection: 07/12/2019

Equipment Used: Other

Owner: City or Municipal Highway Agency

Inspected By: Christensen, Brent; Ekstrand, Ron; Engel, Michael; Grau, Joe; Reimer, Dan

Report Written By: Ron Ekstrand

Report Reviewed By: Glenn Pagel

Final Report Date: 10/18/2019

Minnesota Structure Inventory Report

Bridge ID: **62080** **KELLOGG Blvd over RR; I 94; Comm Fox St**

+ GENERAL +

Agency Br. No.	**Crew** 7639
District 05	**Maint. Area** 5B
County 062 - Ramsey	
City St Paul	
Township	
Desc. Loc. 0.5 MI E OF JCT TH 52	
Sect., Twp., Range 32 029N - 22W	
Latitude 44.951972	
Longitude -93.076636	
Custodian 04 - City or Municipal Highway Agency	
Owner 04 - City or Municipal Highway Agency	
Year Built 1982	
Date Opened to Traffic 9/1/1983	
MN Year Remodeled	
FHWA Year Reconstructed	
Bridge Plan Location 1 - CENTRAL	
Potential ABC 2 - N/A	

+ STRUCTURE +

Service On	5 - Highway-pedestrian
Service Under	4 - Highway - railroad
Main Span Type	5 - Prestress or Precast
	01 - Beam Span
Main Span Detail	
Appr. Span Type	
Appr. Span Detail	
Skew 0	
Culvert Type	
Barrel Length	

Number of Spans

MAIN: 18 **APPR:** 0 **TOTAL:**

Main Span Length	109.0 **ft**	
Structure Length	1914.0 **ft**	
Deck Width (Out-to-Out)	69.3 **ft**	VARIES
Deck Material	1 - Concrete Cast-in-Place	
Deck Installation Year	1983	
Wear Surf Type	4 - Low Slump Concrete	
Wear Surf Install Year	1983	
Wear Course/Fill Depth	0.17 **ft**	
Deck Membrane	0 - None	
Deck Rebars	1 - Epoxy Coated Reinforcing	
Structure Area (Out-to-Out)	131129 **sq ft**	
Roadway Area (Curb-to-Curb)	104750 **sq ft**	
Sidewalk Width - L/R	0.00	10.30 **ft**
Curb Height - L/R	0.00	0.00 **ft**
Rail Codes - L/R	28	22

+ ROADWAY ON BRIDGE +

Road Name	Kellogg Blvd (MSAS 158)
Functional Class.	16 - Urban - Minor Arterial
ADT 9900	**YEAR** 2012
HCADT	**ADTT** **%**
NHS	0 - Structure/Route is NOT on NHS
Route Sys/Nbr	05 - MSAS / 158
Ref. Point (TIS)	002+00.103
Detour Length	1
Lanes 4	**Lanes ON Bridge**
Control Section (TH Only)	
Function	1 - MAINLINE
Type	2 - 2-way traffic
Bridge Match ID	1
Roadway Key	Route On Structure

+ RDWY DIMENSIONS ON BRIDGE +

If Divided:	NB-EB	SB-WB
Roadway Width	54.80 **ft**	**ft**
Vertical Clearance	**ft**	**ft**
Max. Vert. Clear.	**ft**	**ft**
Horizontal Clear.	54.7 **ft**	**ft**
Appr. Surface Width	48.0 **ft**	
Bridge Roadway Width	54.8 **ft**	
Median Width On Bridge	50.00 **ft**	

+ MISC. BRIDGE DATA +

Structure Flared	1 - Flared
Parallel Structure	N - No parallel structure
Field Conn. ID	
Cantilever ID	

Foundations (Material/Type)

Abutment	1 - CONC	3 - FTG PILE
Pier	1 - CONC	3 - FTG PILE
Historic Status	5 - Not eligible	
On - Off System	1 - ON	

+ PAINT +

Year Painted	
Painted Area	**sq ft**
Primer Type	
Finish Type	

+ BRIDGE SIGNS +

Posted Load	0 - Not Required
Traffic	0 - Not Required
Horizontal	0 - Not Required
Vertical	0 - Not Required

+ INSPECTION +

Structurally Deficient	Y
Functionally Obsolete	N
Sufficiency Rating	36.8
Last Routine Insp Date	07/12/2019
Routine Insp Frequency	12
Inspector Name	Ekstrand, Ron
Status	A - Open

+ NBI CONDITION RATINGS +

Deck	6
Superstructure	6
Substructure	3
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	3
Deck Geometry	5
Underclearances	9
Waterway Adequacy	N
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

+ SPECIAL INSPECTIONS +

	Y/N	Freq	Date
Frac. Critical	N		
Underwater	N		
Pinned Asbly.	N		

+ WATERWAY +

Drainage Area (sq mi)	
Waterway Opening (sq ft)	
Navigation Control	N - Not applicable, no waterway
Pier Protection	
Nav. Clr. (ft)	**Vert.** 0.0 **Horiz.** 0.0
Nav. Vert. Lift Bridge Clear. (ft)	
MN Scour Code	A - NON WATERWAY
Scour Evaluation Year	

+ CAPACITY RATINGS +

Design Load	5 - HS 20	
Operating Rating	2 - HS TRUCK	41.9
Inventory Rating	2 - HS TRUCK	24.8

Posting **VEH:** **SEMI:** **DBL:**

Rating Date 12/20/2017

Overweight Permit Codes

A: 1 B: 1 C: 1

Minnesota Structure Inventory Report

Additional Roadways

Bridge ID: 62080 KELLOGG Blvd over RR; I 94; Comm Fox St

Roadway_1

FEATURES

Road Name		FOX ROAD
Functional Class.		19 - Urban - Local
ADT 50	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		926
Reference Point (TIS)		000+00.164
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		3
Roadway Key		A - UNDERRECORD A TYPE (IF MORE THAN 1 UNDERREC)

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	22.0	
Vertical Clearance (ft):	54.9	
Max. Vert. Clear. (ft):	54.9	
Horizontal Clear. (ft):	94.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):		29.4
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		100002396511 0924-D
Decreasing LRS Measure		0.183
Decreasing LRS Date of Last Update		06/27/2019

* SB-WB entered only when the roadway is divided by a median.

FEATURES

Road Name		Frontage Road
Functional Class.		19 - Urban - Local
ADT 500	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		1101
Reference Point (TIS)		000+00.120
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		4
Roadway Key		B - UNDERRECORD B

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	28.00	
Vertical Clearance (ft):	34.9	
Max. Vert. Clear. (ft):	34.9	
Horizontal Clear. (ft):	95.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):	9.7	
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		
Decreasing LRS Measure		
Decreasing LRS Date of Last Update		

* SB-WB entered only when the roadway is divided by a median.

FEATURES

Road Name		Commercial St
Functional Class.		19 - Urban - Local
ADT 250	YEAR	1980
HCADT (% of ADT)		
National Highway System		0 - Structure/Route is NOT on NHS
Route System		10 - MUN
Route Number		924
Reference Point (TIS)		000+00.160
Detour Length (mi.)		1
Lanes UNDER Bridge		2
Control Section (TH Only)		
Function		1 - MAINLINE
Type		2 - 2-way traffic
Bridge Match ID		2
Roadway Key		C - UNDERRECORD C

DIMENSIONS

	NB-EB	SB-WB *
Roadway Width (ft):	32.70	
Vertical Clearance (ft):	51.9	
Max. Vert. Clear. (ft):	51.9	
Horizontal Clear. (ft):	59.9	
Lateral Clr. - Lt (ft):		
Lateral Clr. - Rt (ft):		15.4
Median Width		
Increasing LRS Route ID		
Increasing LRS Measure		
Increasing LRS Date of Last Update		
Decreasing LRS Route ID		100002396511 1101-D
Decreasing LRS Measure		0
Decreasing LRS Date of Last Update		06/27/2019

* SB-WB entered only when the roadway is divided by a median.

MINNESOTA BRIDGE INSPECTION REPORT

10/18/2019

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

County: Ramsey
City: St Paul
Township:
Section: 32 Township: 029N Range: 22W Maint. Area: 5B
Span Type: 5 - Prestressed Concrete 2 - Stringer/Multi-beam or Girder
List:
NBI Deck: 6 Super: 6 Sub: 3 Chan: N Culv: N

Location: 0.5 MI E OF JCT TH 52
Route: 05 - MSAS 158 Ref. Pt.: 002+00.103
Control Section:
Local Agency Bridge Nbr.:
Open, Posted, Closed: A - Open
MN Scour Code: A - NON WATERWAY

Length: 1914.0 ft.
Deck Width: 69.3 ft.
Rdwy. Area/ Pct. Unsnd: 104750 sq. ft. / %
Paint Area/ Pct. Unsnd: sq. ft. / %
Culvert: N/A
Postings:

Appraisal Ratings - Approach: 8 Waterway: N
Required Bridge Signs - Load Posting: 0 - Not Required Traffic: 0 - Not Required
Horizntal: 0 - Not Required Vertical: 0 - Not Required

Unofficial Structurally Deficient Y
Unofficial Functionally Obsolete N
Unofficial Sufficiency Rating 36.8

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	Reinforced Concrete Deck	Routine	07/12/2019	131129 SF	128403	103	2623	0
		Routine	07/12/2018	131129 SF	128506	0	2623	0

Notes: Under deck notes:
Pier 3 - 1 SF of delam. 2016-19
Pier 4 - 2 SF of delam. 2016-19
Pier 5 - 6 SF of spall. West side of gland. 2016-19
Pier 5 - 8 SF of spall. East side of gland. 2016-19
Pier 7 - 20 SF of delam. 2016-19
Pier 10 - Significant water / salt saturation with rust staining. 2018-19
Pier 13 - 4 SF of delam. East side of gland. 2018-19
Pier 13 - 6 SF of delam. West side of gland. 2018-19
Pier 16 - Significant water / salt saturation with rust staining. 2018-19
Need pictures of under deck delams / spalls next inspection. with exposed rebar. 2019

	510 - Wearing Surfaces	Routine	07/12/2019	104750 SF	100027	2655	1973	95
		Routine	07/12/2018	104750 SF	100000	2655	2000	95

Notes: Low Slump Overlay with Epoxy Rebar Notes:
Pier 3 - [1996] 8 SF PATCH - N GUTTER.
Pier 9 - 10 SF PATCH - N GUTTER.

Unsealed cracks on deck. 2017-19 (CS2)
Moderate and wide cracks are present. (CSS) 2018-19

Some areas of scale and abrasion are present. ¼" to ½" deep.(CS4) 2018-19
Mostly near the drains and expansion joint areas. 2018-19

109	Prestressed Concrete Open Girder/Beam	Routine	07/12/2019	13829 LF	13626	158	45	0
		Routine	07/12/2018	13829 LF	13691	138	0	0

Notes: 72" Deep prestressed beams. [1985]
Most of the crack is at the edge of the sole plate. 2005
Minor cracks at a few of the beam ends. 2013-19
Above odd number piers - Most beam ends have rust staining from the prestressed strands exposure. 2019
- Spalls with exposed reinforcement is starting to occur at the beam end locations. 2019
- Section loss of the reinforcement has started. 2019
BEAM 5 at WEST END of SPAN 2 has a 2 LF CRACK at the BOTTOM FLANGE.
Pier 7 - 2nd beam from the south - W. side of pier - sole plate, bottom of beam spall and crack. 2019
Pier 7 - North fascia beam - sole plate, bottom of beam spall - beam end spall with exposed reinforcement. 2019
Pier 11 - W. side of pier - bottom of beam end spall - with exposed reinforcement. 2019
Pier 15 - 2nd beam from the south - E. end of beam spall - with exposed reinforcement. 2019
Pier 17 - North fascia beam - End of beam spalls - with exposed reinforcement. (CS3) 2019

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
205	Reinforced Concrete Column	Routine	07/12/2019	34 EA	28	3	3	0
		Routine	07/12/2018	34 EA	28	3	3	0

Notes: Staining at odd # piers from glands leaking. 2011-19
Pier 3 - N. side column - 3' crack. 2015-19
Pier 5 - S. side column - 20' of cracking with corner spalls. CS-3 2015-19
- also, rust staining and exposed rebar. 2016-19
Pier 6 - N. side column - insignificant impact damage at RR service road. 2015-19
Pier 9 - N. side column - 9 SF of spalls with exposed rebar. 2018-19
- S. side column - crack with spall. 2015-19
- also, 3 SF delam, N. side. CS-3 2016-19
Pier 13 - Aggregate pop outs present. - SE. side column - 3' crack. 2015-19
Pier 15 - S. side column - 4 SF of spalls. 2015-10

215	Reinforced Concrete Abutment	Routine	07/12/2019	169 LF	164	5	0	0
		Routine	07/12/2018	169 LF	169	0	0	0

Notes: Crack at W. side abut. - S. end. 2011
50 LF light cracks in West abut wing walls.
30 LF light cracks in East abut wing walls.
[1995] NE WING WALL HAS 30'' CRACKS, OVERHANG HAS 1 SF SPALL.
MINOR IMPACT DAMAGE ALONG SW WING WALL. 2005
Moderate size cracks are present. 2019

234	Reinforced Concrete Pier Cap	Routine	07/12/2019	1248 LF	448	175	597	28
		Routine	07/12/2018	1248 LF	448	175	625	0

Notes: [1991/97] Odd numbered piers (below leaking expansion joints) have horizontal & diagonal cracks with rust stains.
Piers 1,3,5,7,9 & 11 from the west end have longitudinal cracks at the top of the cap at the outside edge of the columns (at the point of cantilever.) 2005-19
All piers under expansion devices are degrading at an accelerating rate.LF of cap changed to 1,248.4 LF. 2011 (piers 1-17)
Extensive cracking at cantilevers. Leaching and staining is present. 2011-19
Structural cracking from shear is present. 2011-19
Moderate shear cracking is present. 2019
Delaminating and spalled concrete with exposed reinforcement present. 2011-19
Some areas of rebar are rusted through. 2019
SRF was contracted to do a load rating analysis of the bridge. 2014
Pier cap inspections with photos are on a 3 month frequency. 2017-19
Pier caps 3, 5 and 13 have spalls deeper than 4". CS-4 2019

300	Strip Seal Expansion Joint	Routine	07/12/2019	679 LF	601	20	58	0
		Routine	07/12/2018	679 LF	614	7	58	0

Notes: [1982] Type H strip seal @ abuts & odd numbered piers.
[1983] Majority of bolts in sliding slot of exp plates are at maximum contraction.
Glands leaking, torn or pulling out at various locations. 2011-19
58 LF of gland is torn or pulled out. CS-3 2014-19
Recommend gland replacement. 2017-19
Corrosion of the steel extrusion is present. Locations vary. 2019

301	Pourable Joint Seal	Routine	07/12/2019	744 LF	621	76	47	0
		Routine	07/12/2018	744 LF	651	66	27	0

Notes: Quantity change = (126 LF at W. approach) + (462 LF at piers 2 thru 14) + (156 LF at piers 15 thru 18). 2013
Total quantity bridge 62080 = 744 LF. 2013
Additional 126 LF at E. approach bridge 62080A.
Approach panel joints need resealing. 2018-19
Sealant is missing or has loss adhesion at various locations. 2018-19
E. approach has edge spalls at the poured joints. 2015-19
Recommend repairs and sealant at approaches. 2017-19
Most of the defects are at the west approach panels. (CS3) 2019

310	Elastomeric Bearing	Routine	07/12/2019	130 EA	100	30	0	0
		Routine	07/12/2018	130 EA	130	0	0	0

Notes: Freckled rust is present at some sole plates. (beam bottoms) 2019

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ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	Routine	07/12/2019	130 EA	115	15	0	0
		Routine	07/12/2018	130 EA	130	0	0	0
	Notes: 1998 - Interior bearings fixed @ west abut & even numbered piers. Pier 19 also. Some anchor bolts are slightly bent out of alignment. 2019							
321	Reinforced Concrete Approach Slab	Routine	07/12/2019	2760 SF	1995	650	100	15
		Routine	07/12/2018	2760 SF	1995	670	80	15
	Notes: E. approach has 69 SF of spalls. Most are patched with bituminous. 2015-19 Unsealed cracks are present. 2017-19 Scale and wear up to ½" deep at the west approach. 2018-19 6" x 3' spall at the west approach - WB lane. (CS4) 2018-19 1" to 2" rubber filler - longitudinal crack at the W. approach - S. side.(CS4) 2019							
330	Metal Bridge Railing	Routine	07/12/2019	3828 LF	3444	380	1	3
		Routine	07/12/2018	3828 LF	3444	380	1	3
	Notes: Railing location - N. side roadway. 2011 Metal railing base plates and anchors are corroded / rusty. 2015-19 1 LF significantly bent post on the S. side, east of pier 7. (CS3) 2016-19 3 LF of severely torn railing on the N. side between pier 4 and 5. (CS4) 2016-19 1913 LF 5' Ornamental metal railing spans 1 thru 18, 205 LF 8' Ornamental metal railing & chain link fence @ spans 19 & 20 Ped. railing location - S. side walkway. 2011 Grout missing from various connection base plates. 2011-19 Rust staining present at connections / anchors. 2011-19 Minor to moderate corrosion / rust at the base plates and anchors. 2015-19							
	515 - Steel Protective Coating	Routine	07/12/2019	13398 SF	0	7370	4019	2009
		Routine	07/12/2018	13398 SF	0	7370	4019	2009
	Notes: Finish coat is chalky and fading. CS-2. 2016-19 Finish coat failure, primer is mostly in tact. CS-3 2016-19 Paint system failure, exposed metal surfaces are present. CS-4 2016-19							
331	Reinforced Concrete Bridge Railing	Routine	07/12/2019	3828 LF	0	3764	40	24
		Routine	07/12/2018	3828 LF	0	3764	40	24
	Notes: Railing location - N. side roadway and S. side roadway between walk and road. 2011 Longitudinal and map cracking are present. 2011-19 Rust staining at light pole locations. 2011-19 Rust staining from metal railing present. 2011-19 Bridge railing expansion slipped down at various locations. 2011-19 Moderate deterioration present. Cracking, scaling and staining present. 2011-19 Delams. and spalling with exposed rebar are frequent. 2011-19 24 LF of spalling deeper than 4 inches. CS-4 2016-19 Unsealed moderate map cracking through out. 2016-19 40 LF of spalls greater than 6 inches in diameter with exposed re-bar. CS-3 2016-19 Temporary J-barrier placed to restrict bridge to 3 lanes of traffic. 2016-19							
800	Critical Deficiencies or Safety Hazards	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION. 2016-19							
~~810~~	~~Concrete Decks - Cracking & Sealing~~	~~Routine~~	~~07/12/2019~~	~~0 EA~~	~~0~~	~~0~~	~~0~~	~~0~~
880	Impact Damage	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: Insignificant impact at the columns of pier 6 near the railroad sevice road. 2015							

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ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
883	Concrete Shear Cracking	Routine	07/12/2019	1 EA	0	0	1	0
		Routine	07/12/2018	1 EA	0	0	1	0
	Notes: Minor shear cracking present at miscellaneous beam ends. 2013-19 Shear cracking present at the pier cap cantilevers. 2013-19 .016" to .045" cracks are present. (CS3) 2019 See photos - 2019							
890	Load Posting or Vertical Clearance Signing	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: All required signage is in place 2016-19. Traffic barriers placed to contain traffic to the center of the bridge substructure. 2016-19 No changes in 2017-19.							
891	Other Bridge Signing	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: All required signage is present. 2015-19							
892	Slopes & Slope Protection	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: OK							
893	Guardrail	Routine	07/12/2019	1 EA	1	0	0	0
		Routine	07/12/2018	1 EA	1	0	0	0
	Notes: Posted speed does not exceed 40 MPH. 2014-19							
894	Deck & Approach Drainage	Routine	07/12/2019	1 EA	0	0	1	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Drainage has been compromised, DUE to the PARKING LOT GRADE CHANGES. 2013 E. end drainage structures are inadequate. 2013-19 Erosion occurs frequently at CB structures. 2013-19 Pier 1 under deck drainage area flows out to the Union Depot parking lot - S. side. 2013-19 Pier 1 drainage area - a sediment log was placed at the down stream side. 2015 Some down spouts are clogged. CS-3 2019 A couple of drain clamps have been removed. 2019							
895	Sidewalk, Curb, & Median	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Concrete walk has cracking present. Cracks are not sealed. 2015-19							
899	Miscellaneous Items	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: The City of St. Paul stores material under the bridge. The Sewer Division has some things under span 1 and 2, the Construction Division under spans 2, 3 & 4 also, The Bridge Division under span 5. Unauthorized dumping has occurred in some spans east of the railroad tracks and the area has been blocked off and gates control access at 4th St. The Sewer Division placed surplus class 5, removed from flood control dams, under spans 1,2,15 & 16. Lighting and utilities are present on the bridge. 2019 Several railroads run under the bridge. Spans 7 and 8. 2019 I94 runs under spans 19 and 20. 2019							
900	Protected Species	Routine	07/12/2019	1 EA	0	1	0	0
		Routine	07/12/2018	1 EA	0	1	0	0
	Notes: Use this element to track the presence of protected species living on this structure. None found in 2016-19.							

General Notes: Bridge built 1982 - See Mn/Dot
Bridge is owned & maintained by the City of St. Paul.
There are 18 spans numbered from downtown and inspected by St. Paul.

BRIDGE 62080 KELLOGG Blvd OVER RR; I 94; Comm Fox St

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4

Mn/Dot inspects spans above Interstate Freeway 94. (The two east spans are now numbered 62080A) 2003.

RR contacts:
BNSF - Michael Anderson (763) 782-3310 cell (612) 749-3401 michael.anderson5@bnsf.com
BNSF - Kyle Kirberger cell (612) 219-4219 Kyle.Kirberger@BNSF.com
RCRRA - Union Depot - Jean Krueger (651) 296-1367

PIR-CL form completed by consultant SRF on 03/10/2015
See attached files for a signed copy.

58. Deck NBI: Strip seals leaking onto lower bridge members. 2011-19
Deck has minor to moderate wear with cracking present. 2013-19
Deck spalls present at isolated joint locations. 2015-19

36A. Brdg Railings NBI:

36B. Transitions NBI: Posted speed does not exceed 40 MPH. 2014
Bridge roadway is the same width as the approach roadway. 2014

36C. Appr Guardrail NBI:

36D. Appr Guardrail Terminal NBI:

59. Superstructure NBI: Minor to moderate isolated non-structural cracking present. 2014-2019
(beam ends and sole plates)

60. Substructure NBI: Concrete shear cracking present at pier cap cantilevers. 2011-19
Extensive delamination and spalling of all odd number piers. 2019
Severe spalling, delamination and cracking present at the odd # piers. 2014-19
Odd # piers have stripseals on them. 2014
Concrete cover on pier cantilevers 3,5 and 13 have spalls deeper than 4", wiith exposed rebar.(CS4)

61. Channel NBI:

62. Culvert NBI:

71. Waterway Adeq NBI:

72. Appr Roadway Alignment NBI:

Ron Ekstrand
Inspector's Signature

Glenn Pagel
Reviewer's Signature

1. 2016 google deck view_1.PNG

2. 2016 google deck view_2.PNG

3. 2016 google deck view_3.PNG

4. 2016 google deck view_4.PNG

5. 2016 google deck view_5.PNG

6. End block @ E approch (1).JPG

7. End block @ E approch (2).JPG

8. End block @ E approch (3).JPG

9. Pier 10-2nd bay from N.JPG

10. Pier 10-3rd bay from S.JPG

11. Pier 13- E side of gland.JPG

12. Pier 13-W side of gland.JPG

13. Pier 16 (2).JPG

14. Scale- W approch WB lane.JPG

15. W approch WB lane.JPG

16. W approch.JPG

17. Wear surface cracks @ pier 5.JPG

18. Pier 1, W side, 2 sf, 1 sf.JPG

19. Pier 1, W side, 10'x 3'x 3 inches (30 sf).JPG

20. Pier 3, E side, (.045).JPG

21. Pier 3, E side, 8'x 2'x 3.5 inches (16 sf).JPG

22. Pier 3, E side, 8'x 2'x 4 inches (16 sf).JPG

23. Pier 5, Deck at S end E of pier.JPG

24. Pier 5, Deck at S end W of pier.JPG

25. Pier 5, E side, 3'x 3'x 4 inches (9 sf).JPG

26. Pier 5, E side, 10'x 2'x 2 inchs (20 sf).JPG

27. Pier 5, W side, 2 sf, 3 sf, 1 sf.JPG

28. Pier 5, W side, 13'x 3'x 3 inches (39 sf).JPG

29. Pier 6, W side (.016).JPG

30. Pier 6, W side (.020).JPG

31. Pier 7, 2nd beam from the S, W side (1).JPG

32. Pier 7, 2nd beam from the S, W side.JPG

33. Pier 7, N facia beam (1).JPG

34. Pier 7, N facia beam (2).JPG

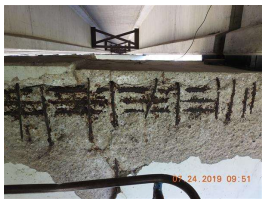
35. Pier 7, N facia beam.JPG

36. Pier 8, W side over N Column.JPG

37. Pier 8, W side over S Column.JPG

38. Pier 9, E side (1).JPG

39. Pier 9, E side (2).JPG



40. Pier 9, E side (3).JPG

41. Pier 9, E side (4).JPG

42. Pier 9, E side (5).JPG

43. Pier 9, E side.JPG

44. Pier 9, W side (1).JPG

45. Pier 9, W side (2).JPG

46. Pier 9, W side (3).JPG

47. Pier 9, W side (4).JPG

48. Pier 9, W side (5).JPG

49. Pier 9, W side (6).JPG

50. Pier 9, W side over S Column.JPG

51. Pier 9, W side.JPG

52. Pier 10, E side (1).JPG

53. Pier 10, E side.JPG

54. Pier 10, W side (.016) (1).JPG

55. Pier 10, W side (.016).JPG

56. Pier 10, W side (1).JPG

57. Pier 10, W side.JPG

58. Pier 11, E side (.030).JPG

59. Pier 11, E side (1).JPG

60. Pier 11, E side (2).JPG

61. Pier 11, E side.JPG

62. Pier 11, W side (.025).JPG

63. Pier 11, W side (.030).JPG

64. Pier 11, W side (1).JPG

65. Pier 11, W side.JPG

66. Pier 12, E side (.025).JPG

67. Pier 12, E side (1).JPG

68. Pier 12, E side.JPG

69. Pier 12, W side (.025).JPG

70. Pier 12, W side (1).JPG

71. Pier 12, W side.JPG

72. Pier 13, E side, 1 & 2 sf spalls.JPG

73. Pier 13, E side, 12'x 3'x 3 inch (36 sf) (1).JPG

74. Pier 13, E side, 12'x 3'x 3 inch (36 sf).JPG

75. Pier 13, W side, 11'x 4'x 3 inch (44 sf).JPG

76. Pier 13, W side.JPG

77. Pier 14, W side (.020).JPG

78. Pier 14, W side.JPG

79. Pier 15, 2nd Beam from S, E end of beam (1).JPG

80. Pier 15, 2nd Beam from S, E end of beam.JPG

81. Pier 15, E side, 2'x 3' (6 sf).JPG

82. Pier 15, W side, 5'x 3' (15 sf).JPG

83. Pier 15, W side, 6'x 2' (12 sf).JPG

84. Pier 15, W side, N end, (.040).JPG

85. Pier 16, E side.JPG

86. Pier 17, Beam ends, N facia (1).JPG

87. Pier 17, Beam ends, N facia (2).JPG

88. Pier 17, Beam ends, N facia.JPG

89. Pier 17, E side, 4'x 3' x2 inchs (12 sf).JPG

90. Pier 17, W side.JPG