Application

13865 - 2020 Bridges

14359 - Nicollet Avenue South over Minnehaha Creek

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
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Primary Contact

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

Organization Information

Name:	MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website: http://www.ci.minneapolis.mn.us/

Address: DEPT OF PUBLIC WORKS

309 2ND AVE S #300

*	MINNEAPOLIS	Minnesota	55401
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 612-673-3884 Ext.

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Nicollet Avenue South over Minnehaha Creek

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

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

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. Project limits are: East Minnehaha Parkway to West 52nd Street (total project length of 1,020 ft.; bridge length of 818 ft.).

The bridge was built in 1923 and repaired in 1973. Bridge 90591, is 63 ft. wide has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks. It has a Sufficiency Rating of 56.6.

MnDOT traffic data indicates that the AADT in 2015 was 8,900 and City of Minneapolis counts indicate that over 1000 cyclists and over 600 pedestrians travel beneath the bridge each day. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Nicollet Avenue is also designated as a transit priority corridor in the draft Transportation Action Plan. An on-street bikeway was added to Nicollet Avenue from 40th Street to 61st Street in 2016, which includes Bridge 90591.

The bridge was last inspected by the City of Minneapolis on July 10, 2019. Cracks and deteriorated concrete were found on the underside of the deck, spandrel columns, and piers. The concrete deck is in poor condition, it has an NBI rating of 4. The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, "Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2nd reinforcement

mat. City crews are applying shotcrete to many places during inspection". The funds from the Met Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

(Limit 2,800 characters; approximately 400 words)

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

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

Project Length (Miles)

to the nearest one-tenth of a mile

0.2

Project Funding

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

Yes

If yes, please identify the source(s)

State Transportation Fund - Bridge Bonds

Federal Amount

$7,000,000.00

Match Amount

$13,500,000.00

Minimum of 20% of project total

Project Total

$20,500,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

65.85%

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

Source of Match Funds

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

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

Preferred Program Year

Select one: 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 Minneapolis

Functional Class of Road A Minor Arterial

Road System MSAS

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

Road/Route No.

i.e., 53 for CSAH 53

Name of Road Nicollet Avenue South

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55419

(Approximate) Begin Construction Date 03/15/2024

(Approximate) End Construction Date 12/01/2024

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

From:
(Intersection or Address) East Minnehaha Parkway

To:
(Intersection or Address) West 52nd Street

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 0

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work Bridge

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: Bridge No. 90591

New Bridge/Culvert No.: Bridge No. 90591

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

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (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:

Goal: Transportation System Stewardship (Page 42)

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies: A significant portion of funding is spent every year for maintenance, operation, repair, and replacement of the existing system. This includes major infrastructure such as pavement, bridges, park-and-ride facilities, transit stations, stops, and shelters. Climate-related severe weather events such as flooding and colder winters will continue to have impacts on regional transportation infrastructure. Continued and enhanced system maintenance, repair and preservation increase the resiliency of the regional transportation infrastructure. Preservation includes the repair or replacement of pavement, bridges, and infrastructure to support their safe and efficient use.

Goal: Healthy and Equitable Communities (Page 50)

The regional transportation system advances equity and contributes to communities livability and sustainability while protecting natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions.
B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.
C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

Strategies: Investments in the transportation system will protect and enhance the natural, cultural, and developed environments, and will be identified through effective engagement with affected communities.
Examples of environment include the air we breathe, the water we drink and play in, the weather we experience, the characteristics of the neighborhood we live in, and the built infrastructure of roads, bridges, and buildings. A healthy environment is one where impacts of transportation are considered and mitigated in as many ways as we can afford.

Transit Investment Summary (Page 70)

Increased Revenue Scenario - Transitway System

Projects with study recommendations in advanced stages of development:
Nicollet-Central modern streetcar

The Increased Revenue Scenario could also reasonably include the following arterial BRT investments, beyond the funded and partially funded projects in the Current Revenue Scenario:
Nicollet Avenue

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.

Bridge Rehab

2018 City of Minneapolis Capital Long-Range Improvement Committee Report (pages 20, 23, 37, 42, 45, 52)

Minneapolis 2040 - The City's Comprehensive Plan (Pages 94, 128, 245, 260, 272, 274)

List the applicable documents and pages:

Transit & Ped/Bike

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

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

Hennepin County 2040 Comprehensive Plan (page 2-34)

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: 03/13/2020

Link to plan: http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmsp-207494.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)	$1,300,000.00
Removals (approx. 5% of total cost)	$3,600,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$440,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$40,000.00
Traffic Control	$50,000.00
Striping	$10,000.00
Signing	$10,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$14,600,000.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$20,050,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$220,000.00
On-Street Bicycle Facility Construction	$100,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$75,000.00
Streetscaping	$0.00

Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$25,000.00
Other Bicycle and Pedestrian Elements	$10,000.00
Totals	**$450,000.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	$20,500,000.00
Construction Cost Total	$20,500,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	Lyndale Avenue South (Hennepin County CSAH 22)

The nearest detour route is Lyndale Avenue South. The detour route would be along 50th Street to Lyndale Avenue across Minnehaha Creek to 54th Street to Nicollet Avenue. Regional or longer distance trips that currently use Nicollet Avenue will also be able to use I-35W.

Explanation:

It is anticipated that the Nicollet Avenue bridge will be closed for removal and replacement of the concrete deck, spandrel columns and beams. Construction is anticipated to last 1 calendar year. Its effect on connections to employment will be minimal as the detour route is only approximately 1.7 miles. Transit bus users going to places of employment or post-secondary locations will only experience slight delays. The project is not located on Tier 1, Tier 2, or Tier 3 corridors so a closure will have minimal effect on truck traffic. Also, due to I-35W being adjacent to Nicollet Avenue, trucks will be able to access the 46th Street exit to the north and the Diamond Lake exit to the south to avoid traveling along Nicollet Avenue.

The closure of Nicollet Avenue bridge may lead to more vehicle trips on nearby neighborhoods streets if Lyndale Avenue becomes congested with the addition of more vehicle trips during the bridge closure. This may also occur on Portland Avenue, approximately a half mile east of Nicollet Avenue. The bridge closure may also affect routes to two nearby schools along 50th Street (Washburn High school and Justice Page Middle School).

(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:	7017
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	531
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589372424158_NicAveBr_Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

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

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

(65 Points)

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:

(10 Points)

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

(0 Points)

Measure A: Current Daily Person Throughput

Location	1.7 MI N OF JCT CSAH 53
Current AADT Volume	8900.0
Existing Transit Routes on the Project:	18

Select all transit routes that apply.

Upload "Transit Connections" map	1589372927638_NicAveBr_Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11570.0

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.*

Broad public engagement activities began in 2018 with the kick-off of the Transportation Action Plan and continued into 2020. Events included an open house on the corridor in addition to 4 open houses in other areas of Minneapolis and 10 targeted dialogues with community organizations and underrepresented groups. This outreach included conversations in English, Somali, Spanish, Lao, and Hmong, and was co-led by staff from the City of Minneapolis and community organizations. Additional conversations were held with youth, public housing residents, and people with disabilities. Minneapolis Public Works introduced this regional solicitation application to City Council and received support in spring 2020 (see attachments).

Response:

The project area has high populations of low-income, elderly, and persons with limited English proficiency. Future engagement with these populations will occur during project development. Project managers will strategically choose engagement methods that target populations traditionally not involved in community engagement who use the corridor, such as communities of color, low-income populations, transit riders, renters, and persons with disabilities, as well as identified focus groups and neighborhood organizations. Significant effort will be made to engage the identified populations at pop-up events, bringing public engagement to the people at a time that is convenient to them and in an environment that they are comfortable with instead of seeking input primarily through public meetings. Furthermore, the City will seek input through the Minneapolis advisory committees and neighborhood groups along the corridor.

(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 rehabilitation of the Nicollet Avenue South Bridge (Bridge 90591) over Minnehaha Creek and Parkway is located adjacent to census tracts above the regional average of concentration of race/poverty. In addition to the communities served in South Minneapolis, low income populations in areas of Richfield and Bloomington will benefit from the proposed rehabilitated bridge as it serves as a link between those areas and downtown/south side of Minneapolis. Bridge 90591 carries local transit Route 18, which carries passengers between Bloomington, Richfield and downtown Minneapolis and helps low-income individuals travel around the metro. According to Metro Council's THRIVE MSP 2040 and Transportation Policy Plan, the Nicollet Avenue corridor is identified as potentially having Bus Rapid Transit or Streetcar. With the recent announcement that the Kmart store will be bought and removed at Nicollet and Lake Street, the City is continuing to evaluate the entire Nicollet Avenue corridor, which includes this bridge, as a longterm streetcar corridor. BRT or Streetcar will be beneficial in reducing travel time along the corridor. The alignment of both the streetcar and the BRT would connect to both the Blue and Green lines of Light Rail as well as the new Orange Line Corridor at Lake Street. This region of Lake Street contains nearly 3 miles of concentrated poverty and over 50% people of color.

Pedestrians and bicyclists will continue to benefit from the bridge's sidewalks and bike lanes. The project proposes to have protected bike lanes on the new bridge deck. Also, efficiently rehabilitating the bridge will continue to allow children to walk and commute to their schools quickly and safely, as there are 8 schools within the 1.2 mile radius of the project area.

(Limit 2,800 characters; approximately 400 words)

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:

During construction, pedestrian/bike and bus facilities will be negatively impacted. Negative impacts will be alleviated by temporarily relocating bus service to other unaffected streets and an installation of a fully ADA compliant Temporary Pedestrian Access route (TPAR). The City will require the contractor to protect Minnehaha Parkway trail bicycle and pedestrian traffic underneath the bridge. Once completed, this project will have no negative impacts on low income populations, people of color, children, people with disabilities, or the elderly.

(Limit 2,800 characters; approximately 400 words)

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

(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 1589374665542_NicAveBr_Socio-Economic.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
Minneapolis	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length 0.2

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.2

Total Housing Score 100.0

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.

3 affordable housing developments are located within 1/2 mile. Total Units = 56. Mixture of 1 BR - 4 BR. Built in 1980, 2005 & 2009. Funding is thru Tax Credit (LIHTC 9%) and/or Project based subsidy. Units serve Families & Elderly.

Response:

Proposed project will improve access for residents by repairing an aging bridge that would otherwise be closed within the next 10 years due to its poor condition. Bus Route 18, bike trails and sidewalks will remain in service along this corridor with this bridge rehab.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589408476042_NicolletAveBridge_Affordable Housing Access.pdf

Measure A: Bridge Condition

4.0

5.0

4.0

Lowest National Bridge Inventory Condition Rating: 4.0

Upload Structure Inventory Report 1589375738338_NicolleAveBridge Br90591_Inv Report.pdf

Please upload attachment in PDF form.

Measure B: Load-Posting

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

Measure A: Multimodal Elements and Existing Connections

Response:

The rehabilitation of the Nicollet Avenue South Bridge (Bridge 90591) over Minnehaha Parkway and Creek will benefit people walking, biking, rolling, and taking transit. As one of only a few bridges over Minnehaha Creek in this part of South Minneapolis, the bridge provides a critical connection across a barrier.

The rehabilitation will replace the deck and will enhance existing bicycle facilities by adding a protected bikeway in each direction, connecting to the Nicollet Avenue on-street bicycle lanes constructed in 2016. The protected bikeway would also connect to proposed protected bikeways on Nicollet Avenue south of the bridge, which is slated to be reconstructed in the next few years. The addition of protected bikeways through these projects will contribute to a connected All Ages and Abilities bicycle network in Minneapolis and improve safety and comfort for people biking. The bridge rehabilitation will replace the existing sidewalks on both the east and west sides of the bridge, creating a lasting and safe travel surface for pedestrians. New bridge railings and pedestrian scale lighting will further enhance traveling experience for people walking and biking.

Bridge 90591 crosses over the Minnehaha Parkway Trail that is part of the historic Grand Rounds pathway system and is listed as a Tier 1 Alignment on the RBTN. The proposed rehabilitation will improve the safety for both bicyclists and pedestrians, as the rehabilitation will eliminate the risk of falling debris from an obsolete and deteriorating bridge onto the pathways below. City of Minneapolis Bicycle counts indicate that over 1000 cyclists and over 600 pedestrians travel beneath the bridge each day. Repairing the bridge will improve its aesthetics, enhancing the livability

and quality of life for Minneapolis residents and trail visitors.

Bridge 90591 currently carries local Metro Transit Route 18, which carries passengers from Bloomington to downtown Minneapolis predominately along Nicollet Avenue and is one of the most used routes in the Metro Transit system. Route 18 is a high frequency network and a Night Owl route. The THRIVE MSP 2040's Transportation Policy Plan stipulates that the Nicollet Avenue South bridge could potentially carry a Streetcar or BRT line in the future. The line would offer circulation through the core of the city from American Boulevard in Bloomington to 3rd Street in downtown Minneapolis.

(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

1589566779688_Nicollet Ave Bridge_Layout 5-14-2020.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 10/01/2020

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

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

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

25%

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

0%

Anticipated date or date of acquisition

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) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

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:	07/15/2019
Meeting with partner agencies:	
Targeted online/mail outreach:	04/15/2020
Number of respondents:	73
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):	The Minneapolis Transportation Action Plan update involved three years of public engagement and built upon relationships and engagement conducted as part of Minneapolis 2040, the City's comprehensive plan. Minneapolis staff conducted outreach throughout the City including in Ward 11 where this project takes place. Key goals of public engagement for the Minneapolis Transportation Plan included engaging a broad spectrum of people and stakeholders, prioritizing engagement with traditionally underrepresented groups, and providing many ways for people to provide input. A variety of types of engagement were utilized as part of this project including online materials (websites, surveys, and social media), in-person events (community dialogues, street festivals, and neighborhood meetings), large events (open houses and conferences), and Creative Tools (infographics and digital media communications). Project materials were translated into many languages and translators were made available at large events and by demand at smaller gatherings. With portions of this project within areas with significant low-income and minority populations, access to translated materials was at the forefront of engagement efforts.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$20,500,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$20,500,000.00
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
NicolleAveBridge Br90591_Inv and Insp Report.pdf	Bridge 90591 Inventory and Inspection Report	150 KB
NicolletAveBridge_Mpls City Support Letter.pdf	City of Minneapolis Support Letter	5.6 MB
NicolletAveBrRehab_ Nicollet Ave S Bikeway.pdf	Nicollet Avenue South Bikeway	236 KB
NicolletAveBrRehab_BriefProjectDescription (3).pdf	Project Description	2.5 MB
NicolletAveBrRehab_Exist Conditions Photo.pdf	Bridge 90591 Existing Condition Photo	724 KB
NicolletAveBrRehab_Nicollet_Avenue_BRT.pdf	Nicollet Avenue BRT Map	1.3 MB
NicolletAveBrRehab_Proposed Rehab & Imprvment Areas.pdf	Bridge 90591 Proposed Rehab & Improvements	2.2 MB
NicolletAveBrRehab_RBTN.pdf	Regional Bicycle Transportation Network Map	370 KB
NicolletAveBrRehab_Repair Photos.pdf	Bridge 90591 Repair Photos	2.0 MB
NicolletAveBrRehab_Route 18 Map.pdf	Metro Transit Route 18 Map	480 KB

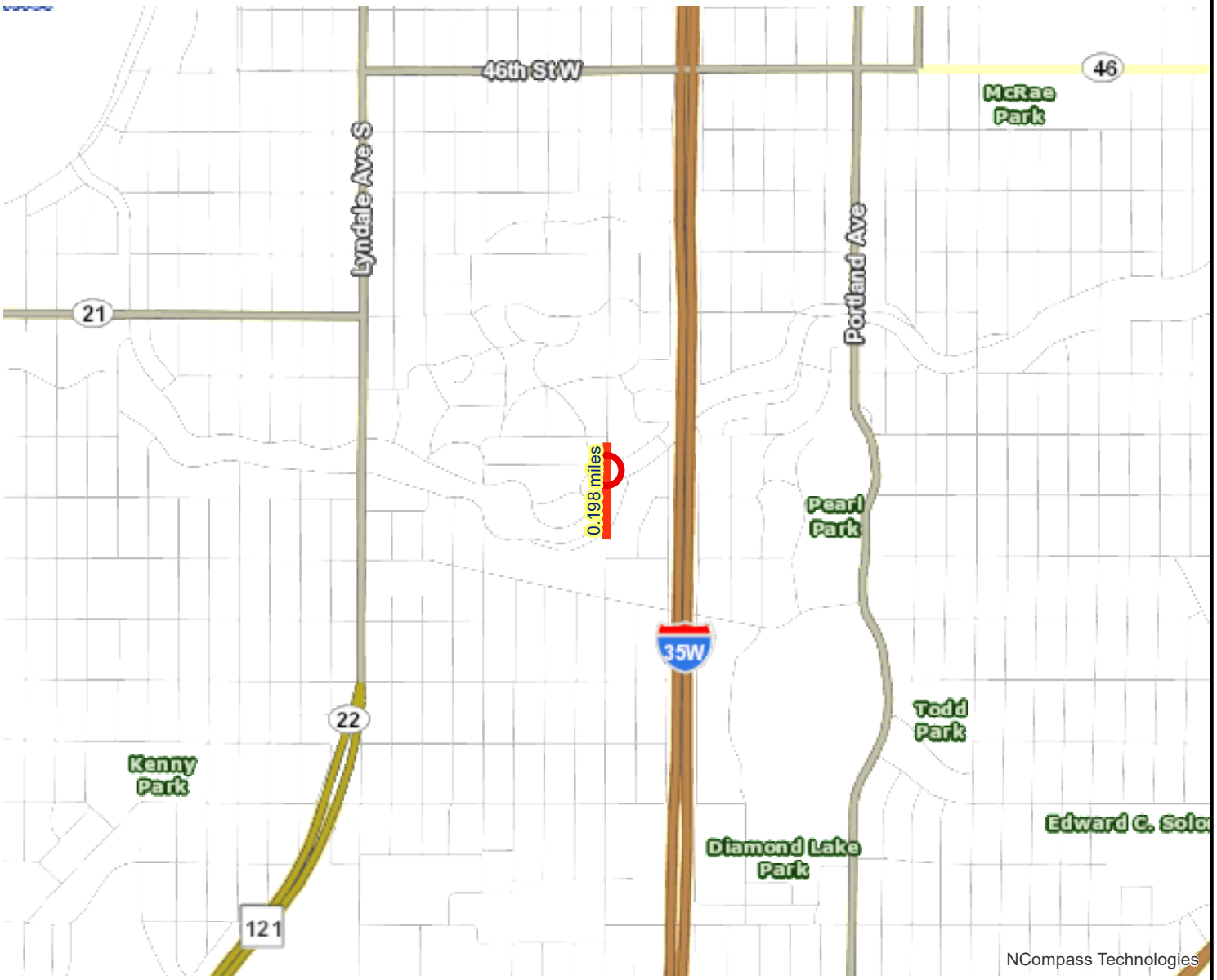
Regional Economy

Bridges Project: Nicollet Avenue South over Minnehaha Creek | Map ID: 1589371952194

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

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



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.2 0.4 0.8 1.2 1.6 Miles

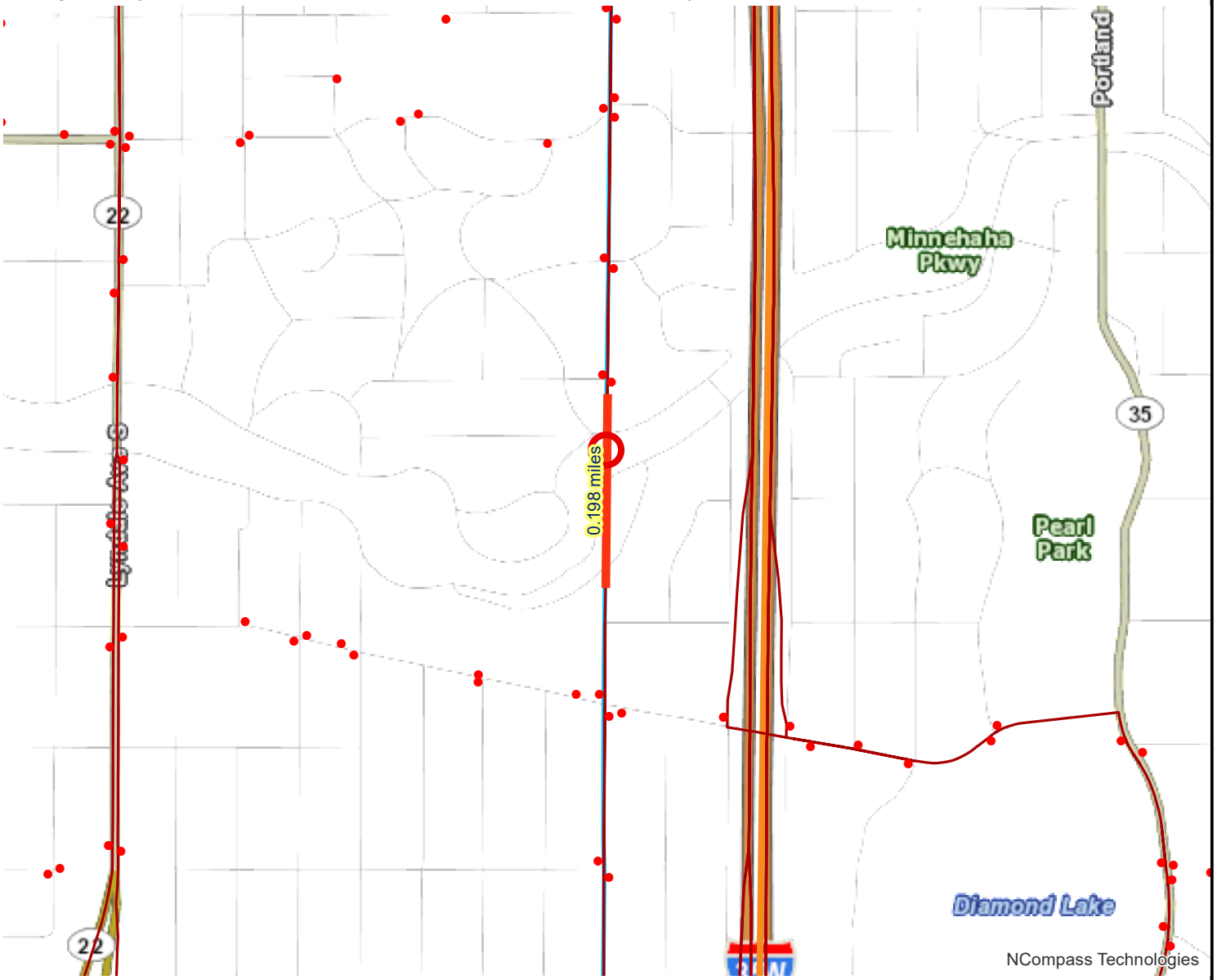
Created: 5/13/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: Nicollet Avenue South over Minnehaha Creek | Map ID: 1589371952194



Results

Transit with a Direct Connection to project:
18
*Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 2

Project Points
Active Stop
Orange Line
Project
Transit Routes
Project Area
Arterial BRT

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/13/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

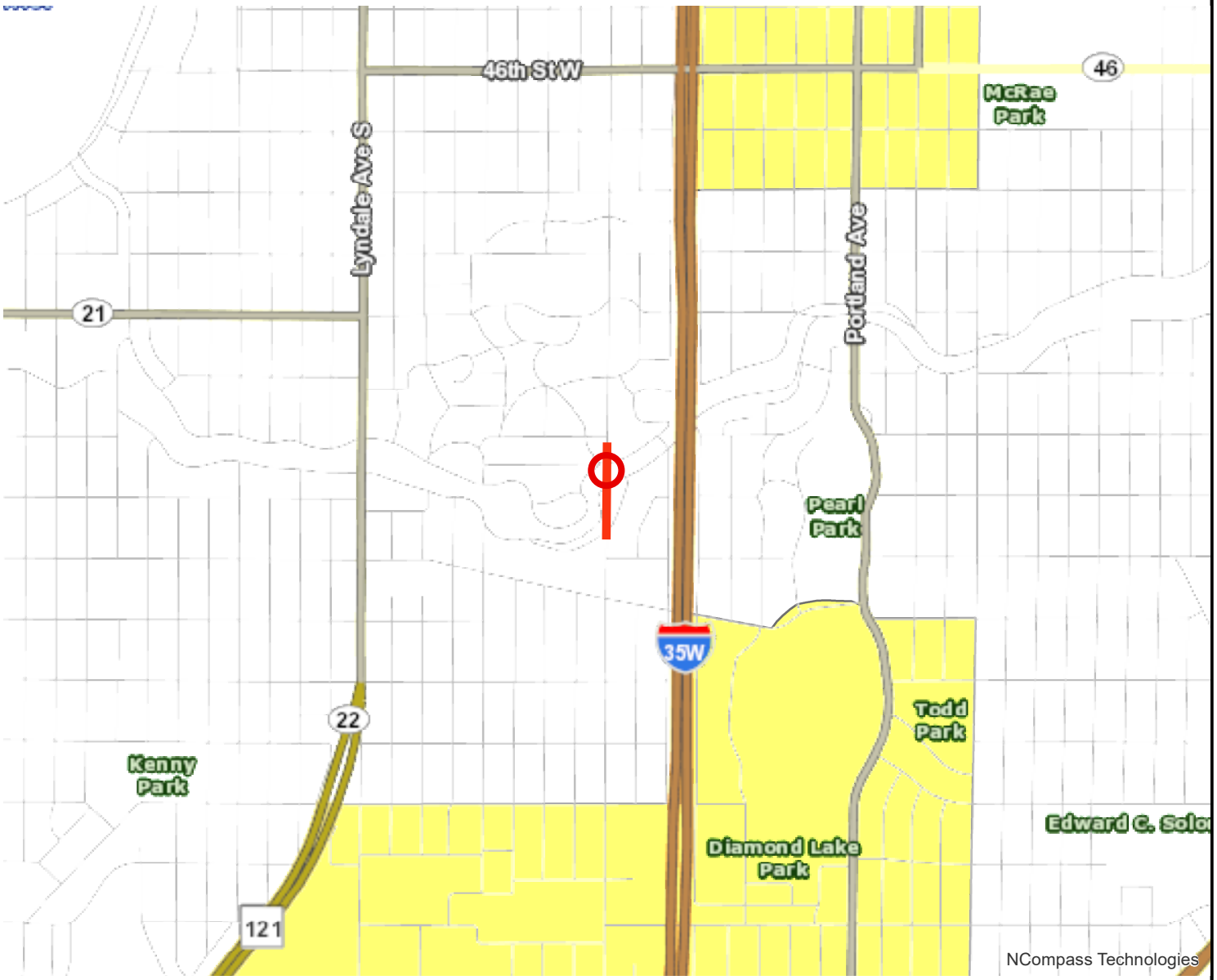
Socio-Economic Conditions

Bridges Project: Nicollet Avenue South over Minnehaha Creek | Map ID: 1589371952194

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)

Tracts within half-mile:
12003 111500 111600



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

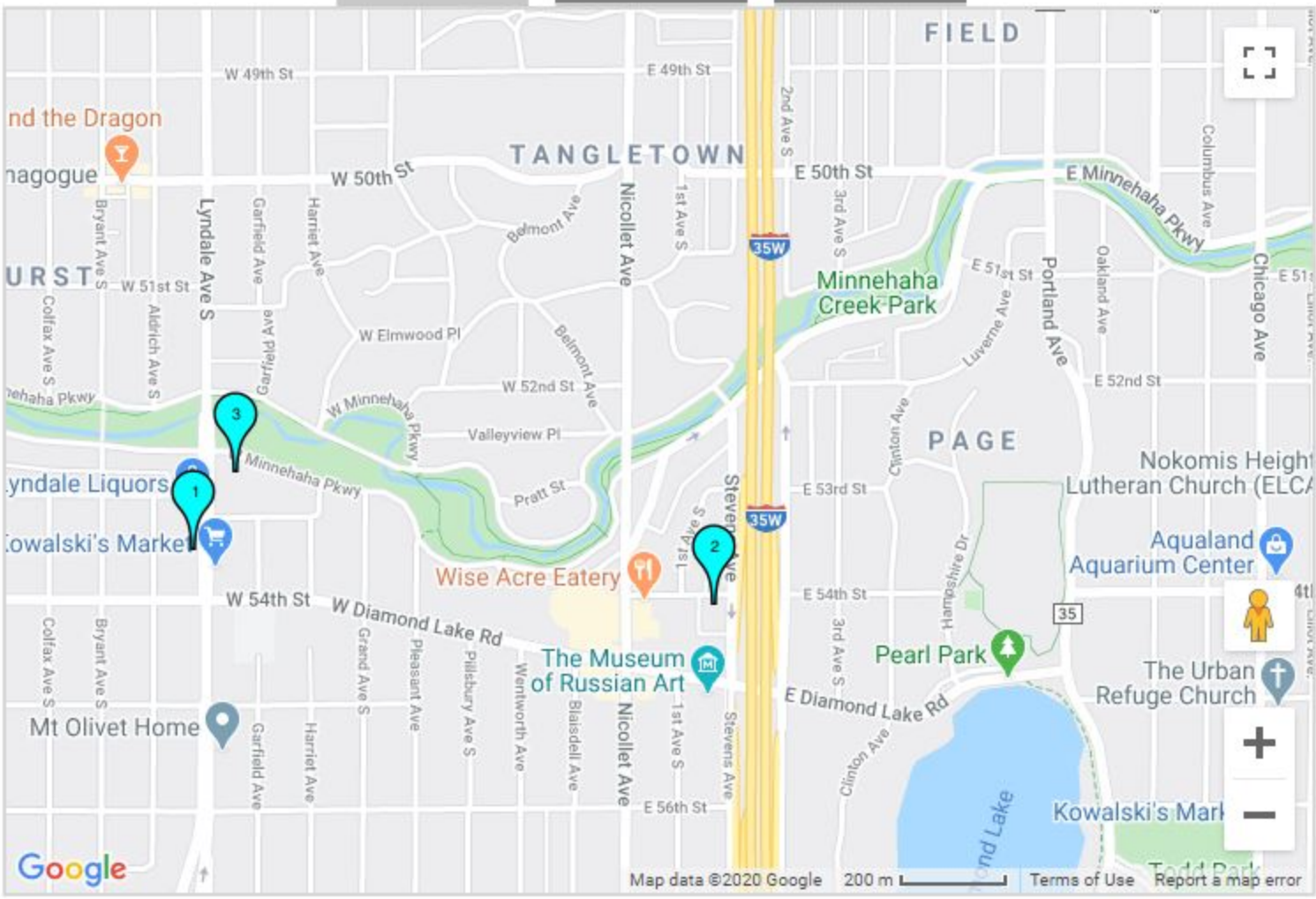
0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 5/13/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL

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*
5	912	804	28	0	0	832

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 90591 **NICOLLET AVE S over MINNEHAHA PKWY; CREEK** Date: 05/13/2020

+ GENERAL +

Agency Br. No. 4511 **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 1.7 MI N OF JCT CSAH 53
Sect., Twp., Range 15 - 028N - 24W
Latitude 44d 54m 27.36s
Longitude 93d 16m 41.10s
Custodian CITY
Owner CITY
Insp Responsibility CITY OF MINNEAPOLIS
Year Built 1923
Date Opened to Traffic 01-01-1974
MN Year Remodeled 2002
FHWA Year Reconstructed
Bridge Plan Location MUNICIPAL
Potential ABC N.A.

+ STRUCTURE +

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

Number of Spans
MAIN: 9 APPR: 7 TOTAL: 16

Main Span Length 93.6 ft
Structure Length 818.0 ft
Deck Width 62.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type MONOLITHIC CONC
Wear Surf Install Year
Wear Course/Fill Depth
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 50,961 sq ft
Roadway Area 29,448 sq ft
Sidewalk Width - L/R 12.0 ft 12.0 ft
Curb Height - L/R 0.75 ft 0.75 ft
Rail Codes - L/R 17 17

+ ROADWAY ON BRIDGE +

Road Name NICOLLET AVE S
Functional Class. URB/MINOR ART
ADT (YEAR) 8,948 (2015)
HCADT
National Highway System N
Route Sys/Nbr MSAS 430
Ref. Point (TIS) 001+00.040
Detour Length 1 mi.
Lanes 2 Lanes ON Bridge
Control Section (TH Only)
Function MAINLINE
Type 2 WAY TRAF
Bridge Match ID 1
Roadway Key 1-ON

+ RDWY DIMENSIONS ON BRIDGE +

If Divided	NB-EB	SB-WB
Roadway Width	36.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	36.0 ft	
Appr. Surface Width	52.0 ft	
Bridge Roadway Width	36.0 ft	
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

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

Foundations
Abut. CONC - SPRD SOIL
Pier CONC - FTG PILE
Historic Status ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

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

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 56.6
Last Routine Insp Date 07-10-2019
Routine Insp Frequency 24
Inspector Name CITY MINNEAPOLIS
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	4
Superstructure	5
Substructure	4
Channel	5
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	4
Underclearances	6
Waterway Adequacy	8
Approach Alignment	6

+ SAFETY FEATURES +

Bridge Railing 0-SUBSTANDARD
GR Transition 0-SUBSTANDARD
Appr. Guardrail 0-SUBSTANDARD
GR Termini 0-SUBSTANDARD

+ SPECIAL INSPECTIONS +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

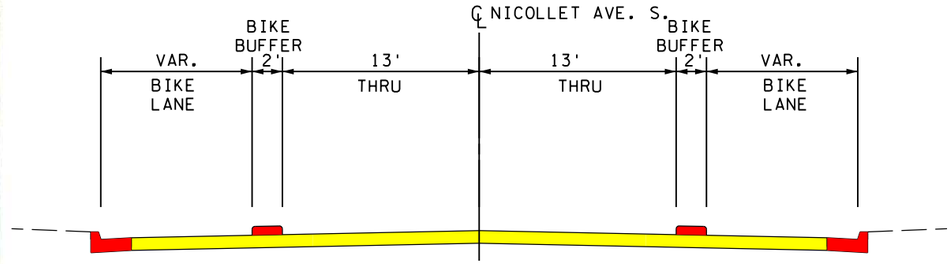
Drainage Area
Waterway Opening 99999 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code I-LOW RISK
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load H 20
Operating Rating HS 29.80
Inventory Rating HS 17.90
Posting
Rating Date 04-01-2013

Overweight Permit Codes
A: N B: N C: N

APPROACH SECTION



BRIDGE SECTION

	146990	**NICOLLET AVE. BRIDGE 90591 REHAB**	**FIGURE No. 1**
	DATE: 5/14/2020		

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 90591 **NICOLLET AVE S over MINNEHAHA PKWY; CREEK** Date: 05/13/2020

+ GENERAL +

Agency Br. No. 4511 **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 1.7 MI N OF JCT CSAH 53
Sect., Twp., Range 15 - 028N - 24W
Latitude 44d 54m 27.36s
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Custodian CITY
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Insp Responsibility CITY OF MINNEAPOLIS
Year Built 1923
Date Opened to Traffic 01-01-1974
MN Year Remodeled 2002
FHWA Year Reconstructed
Bridge Plan Location MUNICIPAL
Potential ABC N.A.

+ STRUCTURE +

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

+ ROADWAY ON BRIDGE +

Road Name NICOLLET AVE S
Functional Class. URB/MINOR ART
ADT (YEAR) 8,948 (2015)
HCADT
National Highway System N
Route Sys/Nbr MSAS 430
Ref. Point (TIS) 001+00.040
Detour Length 1 mi.
Lanes 2 Lanes ON Bridge
Control Section (TH Only)
Function MAINLINE
Type 2 WAY TRAF
Bridge Match ID 1
Roadway Key 1-ON

+ RDWY DIMENSIONS ON BRIDGE +

If Divided	NB-EB	SB-WB
Roadway Width	36.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	36.0 ft	
Appr. Surface Width	52.0 ft	
Bridge Roadway Width	36.0 ft	
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

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

+ PAINT +

Year Painted
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

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

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 56.6
Last Routine Insp Date 07-10-2019
Routine Insp Frequency 24
Inspector Name CITY MINNEAPOLIS
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	4
Superstructure	5
Substructure	4
Channel	5
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	4
Underclearances	6
Waterway Adequacy	8
Approach Alignment	6

+ SAFETY FEATURES +

Bridge Railing	0-SUBSTANDARD
GR Transition	0-SUBSTANDARD
Appr. Guardrail	0-SUBSTANDARD
GR Termini	0-SUBSTANDARD

+ SPECIAL INSPECTIONS +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

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

+ CAPACITY RATINGS +

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

MINNESOTA STRUCTURE INVENTORY REPORT
Roadway Under Bridge

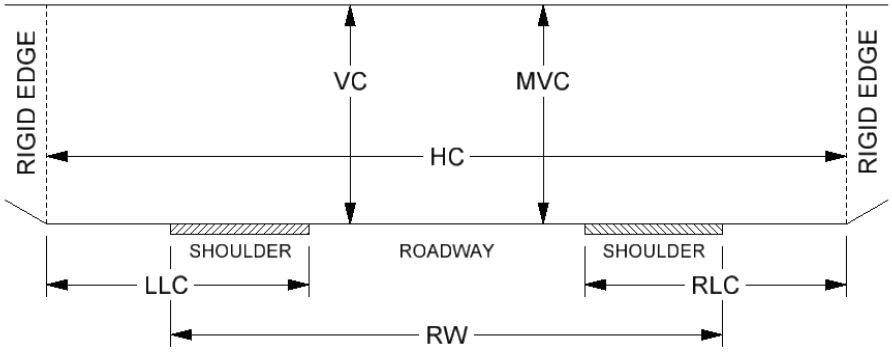
Bridge ID: 90591 — EB MINNEHAHA PKWY under NICOLLET AVE S — Date: 05/13/2020

+ FEATURES +			+ DIMENSIONS +			
Item Description	NBI (if appl)	Value	Item Description	Diagram Abbrev.	Values NB-EB	Values SB-WB *
Road Name		EB MINNEHAHA PKWY	**Roadway Width**	RW	16.0 ft	
Functional Class.	26	URB COLL	**Vertical Clearance**	VC	15.4 ft	
ADT (YEAR)	29 (& 30)	8,900 (2002)	**Max. Vert. Clear**	MVC	15.4 ft	
HCADT	109		**Horizontal Clear**	HC	62.4 ft	
National Highway System	104	N	**Lateral Clr. - Lt**	LLC		
Route System/Number		MUN 1025	**Lateral Clr. - Rt**	RLC	13.7 ft	
Ref. Point (TIS)		000+00.000	**Median Width**	MW	NA	
Detour Length	19	1 mi.				
Lanes	28B	1 Lane UNDER Bridge				
Control Section (TH Only)						
Function	5C	MAINLINE				
Type	102	1 WAY TRAF				
Bridge Match ID		2				
Roadway Key	5A	A-UNDER (1ST)				

* Entered only if this record is for a divided roadway

UNDIVIDED HIGHWAY

1 WAY TRAFFIC



RIGID EDGE IS A TOE OF SLOPE STEEPER THAN 1 TO 3 OR A FIXED OBJECT SUCH AS GUARDRAIL, PIER STRUT OR OTHER BARRIER.

LLC (LEFT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. LEFT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL.

RLC (RIGHT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. RIGHT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL.

MINNESOTA STRUCTURE INVENTORY REPORT
Roadway Under Bridge

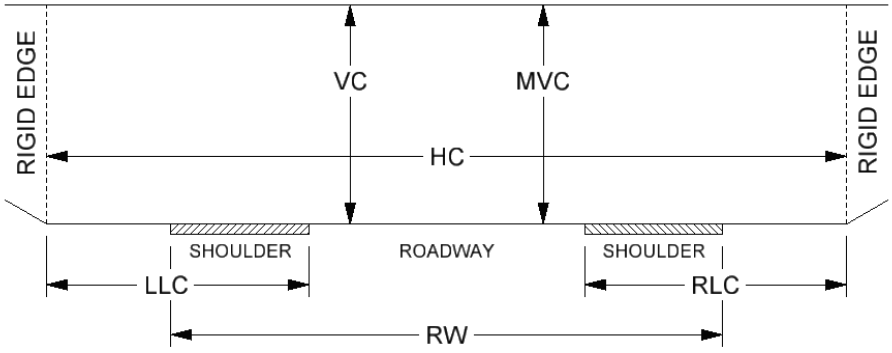
Bridge ID: 90591 — WB MINNEHAHA PKWY under NICOLLET AVE S — Date: 05/13/2020

+ FEATURES +			+ DIMENSIONS +			
Item Description	NBI (if appl)	Value	Item Description	Diagram Abbrev.	Values NB-EB	Values SB-WB *
Road Name		WB MINNEHAHA PKWY	**Roadway Width**	RW	16.0 ft	
Functional Class.	26	URB COLL	**Vertical Clearance**	VC	18.0 ft	
ADT (YEAR)	29 (& 30)	8,900 (2002)	**Max. Vert. Clear**	MVC	18.0 ft	
HCADT	109		**Horizontal Clear**	HC	43.5 ft	
National Highway System	104	N	**Lateral Clr. - Lt**	LLC		
Route System/Number		MUN 1067	**Lateral Clr. - Rt**	RLC	10.1 ft	
Ref. Point (TIS)		000+00.233	**Median Width**	MW	NA	
Detour Length	19	1 mi.				
Lanes	28B	1 Lane UNDER Bridge				
Control Section (TH Only)						
Function	5C	MAINLINE				
Type	102	1 WAY TRAF				
Bridge Match ID		3				
Roadway Key	5A	B-UNDER (2ND)				

* Entered only if this record is for a divided roadway

UNDIVIDED HIGHWAY

1 WAY TRAFFIC



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RLC (RIGHT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. RIGHT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL.

05/13/2020
Crew:

MINNESOTA BRIDGE INSPECTION REPORT

Insp Responsibility: CITY OF MINNEAPOLIS

BRIDGE 90591 NICOLLET AVE S OVER MINNEHAHA PKWY; CREEK INSP. DATE: 07-10-2019

County:HENNEPIN
City: MINNEAPOLIS
Township:
Section: 15 Township: 028N Range: 24W
Main Span Type: CONC ARCH

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

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

NBI Deck: 4 Super: 5 Sub: 4 Chan: 5 Culv: N Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 6 Waterway: 8 MN Scour Code: I-LOW RISK Def. Stat: S.D. Suff. Rate: 56.6
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	07-10-2019	1 EA	1	0	0	0
		07-16-2018	1 EA	1	0	0	0
	Notes: [2019] NO CRITICAL FINDINGS.						
12	REINFORCED CONCRETE DECK	07-10-2019	50,961 SF	0	43,865	5,096	2,000
		07-16-2018	50,961 SF	0	45,865	5,096	0
	Notes: [2016] MANY DELAMINATION, LARGE SPALLS, LARGE AREAS WITH REBARS EXPOSED, UNDERMINED INTO SECONI LAYER OF REINFORCEMENT AND LONGITUDINAL CRACKS WITH AREAS OF INCRUSTATION, LOCATED AROUND AL THE JOINTS TO N. ABUTMENT. STAINING AND EFFLORESCENCE. OLD FORM WORK EXPOSED AT S. CAP. SHOTCRETE REPAIR OVER ROADWAY. REBAR SECTION LOSS ON S. SIDE ABOVE THE CREEK. [2019] MOST OF UNDERSIDE HAVE ADVANCED SPALLS, REBAR EXPOSED AND SECTION LOSS THROUGH 2ND MATT SPECIALLY OVER THE WATER. CITY CREW APPLYING SHOTCRETE MANY PLACES DURING INSPECTION. [2020] UPDATED DEC DUE TO ADVANCE DETERIORATION.						
510	*WEARING SURFACE*	*07-10-2019*	*29,448 SF*	*0*	*22,086*	*7,362*	*0*
		07-16-2018	*29,448 SF*	*0*	*22,086*	*7,362*	*0*
	Notes: Top of Concrete Deck with Uncoated Rebar Notes: [2016] THERE ARE RANDOM CRACKS AND FINE, MEDIUM TO LARGE SIZE UNSEALED TRANSVERSE AND LONGITUDINAL CRACKS ON ENTIRE DECK. THE CENTER STRIPPED AREA CRACKS AND JOINTS HAVE NOT BEEN SEALED. MANY OF THE PATCHES ARE SCALING AT THE EDGES. ASPHALT PATCHES. [2017] MANY NEW CONCRETE PATCHES, FEW SMALL SPALLS AND MANY LARGE CRACKS. [2019] MANY LARGE SPALLS, LARGE CRACKS, DETERIORATION OF CONCRETE PATCHES.						
301	POURED SEAL JOINT	07-10-2019	2,164 LF	0	1,164	1,000	0
		07-16-2018	2,164 LF	0	2,164	0	0
	Notes: [2016] LONGITUDINAL AND TRANSVERSE JOINTS HAVE SEPARATION AND LOSS OF ADHESION. [2017] MATERIAL SEALANT IS DETERIORATING ALL JOINTS. [2019] NO CHANGE.						
302	COMPRESSION DECK JOINT	07-10-2019	1,197 LF	0	0	0	1,197
		07-16-2018	1,197 LF	0	0	0	1,197
	Notes: FULL OF SAND AND LOOSE RUBBLE. MANY PLACES OF THE JOINT ARE OPEN, SEPARATION, SPALLS, SCALE AND DELAMINATION. STEEL EXTRUSION BROKEN AND PUSHED IN AND MOST SHOWING RUST, CORROSION AND SATURATION BELOW. FOAM OF TWO JOINTS FROM NORTH HAS NO PARA PLASTIC.VEGETATION GROWING MANY AREAS OF THE JOINTS, SPALLS AND SCALE AT OUTSIDE EDGES.[2016] PARA PLASTIC IS DETERIORATING. [2017] MATERIAL SEALANT IS DETERIORATING AND NO PARA PLASTIC MANY JOINTS. [2019] NO CHANGE.						
330	METAL BRIDGE RAILING	07-10-2019	1,637 LF	0	1,637	0	0
		07-16-2018	1,637 LF	0	1,637	0	0
	Notes: [2016] GALVANIZED STEEL COATING IS FADING, MANY SCRATCHES AND MINOR RUST. [2019] NO CHANGE.						
515	*STEEL PROTECTIVE COATING*	*07-10-2019*	*4,229 SF*	*0*	*4,229*	*0*	*0*
		07-16-2018	*4,229 SF*	*0*	*4,229*	*0*	*0*
	Notes: [2016] GALVANIZED STEEL COATING IS FADING, MANY SCRATCHES AND MINOR RUST. [2019] NO CHANGE.						
331	REINFORCED CONC BRIDGE RAILING	07-10-2019	1,637 LF	0	1,600	37	0
		07-16-2018	1,637 LF	0	1,600	37	0
	Notes: THE CONCRETE PARAPET HAS MANY FINE SIZE MAP CRACKS, RUST STAINS, DELAMINATION, SMALL SPALLS WITI REBAR EXPOSED AT THE FASCIAS. [2016] LARGE SPALLS WITH REBAR EXPOSED BOTH SIDES. [2017] MORE SPALI WITH REBAR EXPOSED. [2019] NO CHANGE.						
321	CONCRETE APPROACH SLAB	07-10-2019	1,040 SF	0	1,040	0	0
		07-16-2018	1,040 SF	0	1,040	0	0

Notes: [2019] THERE IS SCALE, SPALLS, PLOW DAMAGE AT JOINT AND THE ASPHALT OF THE ROADWAY NEXT TO THE APPROACH IS MILLED. APPROACH HAVE SPALLS.

822	BITUMINOUS APPROACH ROADWAY	07-10-2019	1 EA	0	1	0	0
		07-16-2018	1 EA	0	1	0	0

Notes: [2015] ASPHALT SETTLED DOWN AT N. APPROACH. LARGE CRACKS, SEPARATION AND SETTLEMENT AT S APPROACH. 3" OF THE STEEL AT THE JOINT IS EXPOSED. JOINT FILLED WITH ASPHALT. [2019] LARGE CRACKS

144	REINFORCED CONCRETE ARCH	07-10-2019	1,371 LF	0	750	621	0
		07-16-2018	1,371 LF	0	1,371	0	0

Notes: THERE ARE LONGITUDINAL CRACKS, DELAMINATION, SPALLS WITH REBAR EXPOSED, MANY OF THE CRACKS HA\ RUST STAINS. ALSO LONGITUDINAL CRACKS ON THE SIDES OF THE ARCHES, SPALLS WITH REBAR EXPOSED, LONGITUDINAL CRACKS ON THE TOP AND BOTTOM OF THE ARCHES. [2013]SHOTCRETE REPAIRS. SCRAPE MARK AT N. ARCH OVER THE PARKWAY.[2016] LARGE DELAMINATION OF THE ARCH S.E OF THE CREEK. SEVER SCALIN Arch Spandrel Column Notes: MANY CRACKED AND HAVE AREAS OF DELAMINATION AND EFFLORESCENCE, MANY SPALLS WITH REBARS EXPOSED. (PRIMARILY UNDER DECK JOINTS) [2018] ARCHES OVER THE TRAIL HAVE LARG DELAMINATION.[2019] ALL ARCHES HAVE LARGE CRACKS, LARGE DELAMINATION, SPALLS AND REBAR EXPOSED

205	REINFORCED CONCRETE COLUMN	07-10-2019	20 EA	0	18	2	0
		07-16-2018	20 EA	0	20	0	0

Notes: COLUMNS HAVE FINE TO MEDIUM SIZE VERTICAL CRACKS WITH DELAMINATIONS, SPALLS, REBAR EXPOSED AND SEVERE SCALE AT THE SCUPPER LOCATIONS. [2019] 2ND COLUMN FROM N.E AND 3RD FORM S.W HAVE LARGE DELAMINATION, SPALL WITH REBAR EXPOSED AND SCALING.

210	REINFORCED CONCRETE PIER WALL	07-10-2019	200 LF	0	100	100	0
		07-16-2018	200 LF	0	100	100	0

Notes: [2019] MOST OF PIER WALLS HAVE EXTENSIVE SCALING ,LARGE SPALLS, REBAR EXPOSED, AND DELAMINATED AREAS. SEVERE SCALE AND SPALL AT SCUPPER LOCATIONS ON PIER WALL. EXTENSIVE DETERIORATION AND UNDERMINING AREAS AT STREAM FLOW.

215	REINFORCED CONCRETE ABUTMENT	07-10-2019	165 LF	0	40	120	5
		07-16-2018	165 LF	0	40	125	0

Notes: [2016] THERE ARE SIGNS OF SEEPAGE, SCALING, DELAMINATION, LARGE SPALLS AND FOUR FULL HEIGHT CRACK ON THE NORTH, SPALLS WITH REBAR EXPOSED AT N.W. THERE ARE SIGNS OF SEEPAGE AND AREAS OF SCALIN SPALLS WITH REBAR EXPOSED ON THE SOUTH. Wingwall notes: THERE ARE AREAS OF MEDIUM SIZE MAP CRACK AND DELAMINATIONS. HEAVY VEGETATION. [2019] TOP PART OF N.W ABUTMENT IS BREAKING OFF. LARGE SPALL AND DELAMINATION.

234	REINFORCED CONCRETE PIER CAP	07-10-2019	3,346 LF	0	2,008	1,328	10
		07-16-2018	3,346 LF	0	2,008	1,328	10

Notes: THERE ARE SPALLS WITH RUST STAINS, INCRUSTATION, PATCHES AND MANY FINE & MEDIUM SIZE CRACKS AT T CONCRETE EXTENSIONS. SPALLS ON THE ENDS OF THE CAPS ARE THE MOST SEVERE. THERE IS SEEPAGE, EFFLORESCENCE, HEAVY DELAMINATIONS, LARGE SPALLS WITH REBARS EXPOSED AND RUST STAINS UNDER THE EXPANSION JOINTS. ONE STEEL SUPPORT WAS INSTALLED ON ONE KNEE BRACE (BOTH SIDES), WHICH IS DETERIORATING AND SHOWING PACK RUST. TWO CRACK MONITORS WERE INSTALLED. ONE IN SPAN 3 ON THE WEST AND ONE IN SPAN 2 ON THE EAST. (SEE FILE FOR CRACK MONITOR SHEETS). ONE CRACK MONITOR BROKE DUE TO PACK RUST[2015]. [2016] LARGE PART OF ONE OF THE E. CAPS ABOVE THE CREEK IS BROKEN. [2018] KNE BRACE OF COLUMN C 2ND ARCH FROM SOUTH HAVE EXTENSIVE DETERIORATION AND NEED STRUCTURAL REVIEW. [2019] LARGE SPALLS AT FIRST KNEE BRACING FROM S.E. ONE PIER CAP OVER 2ND PIER COLUMN FRON SOUTH AND ONE CAP OVER WATER HAVE ADVANCED DETERIORATION, REBAR EXPOSED, SECTION LOSS TO 2ND MATT.

883	CONCRETE SHEAR CRACKING	07-10-2019	1 EA	1	0	0	0
		07-16-2018	1 EA	1	0	0	0

Notes: [2019] NO SHEAR CRACKING ON THIS BRIDGE.

885	SCOUR	07-10-2019	1 EA	1	0	0	0
		07-16-2018	1 EA	1	0	0	0

Notes: THERE IS MINOR SCOUR ON THE S.W. & N.E. AND SEDIMENT ON S. SIDE. [2019] NO CHANGE.

892	SLOPES & SLOPE PROTECTION	07-10-2019	1 EA	0	1	0	0
		07-16-2018	1 EA	0	1	0	0

Notes: [2016] DIRT SLOPE ERODED BOTH SIDES. [2019] NO CHANGE.

894	DECK & APPROACH DRAINAGE	07-10-2019	1 EA	1	0	0	0
		07-16-2018	1 EA	1	0	0	0

Notes: [2018] ALL CATCH BASINS ARE WORKING AS INTENDED. [2019] SOME CATCH BASINS ARE BLOCKED.

895	SIDEWALK, CURB, & MEDIAN	07-10-2019	1 EA	0	1	0	0
		07-16-2018	1 EA	0	1	0	0

Notes: CURB; LARGE CRACK. THE SIDEWALK SUBSURFACE HAS DELAMINATION AND SPALLS WITH REBARS EXPOSED A SPANDREL COLUMN CAPS. THE APPROACH SIDEWALK ON THE N.E. HAS LARGE SPALLS WITH REBAR EXPOSED. STEEL PLATES SHOWING HEAVY RUST. THE SIDEWALK JOINTS ON THE NE & NW HAS FOAM WITH NO SEAL. PARA PLASTIC STICKING UP FROM SIDEWALK JOINTS CAUSING TRIP HAZARDS. THE N.W. SIDEWALK TOWER IS SPALLE WITH SCRAPE MARKS, OTHERS SHOWING VERTICAL CRACKS, THE ORNAMENTAL STEEL AT TOP HAS SURFACE RUST. VEGETATION IN OPEN JOINTS. [2016] CURB IS REPAIRED WITH SHOT CRETE. LARGE SPALL W. SIDEWALK LARGE SPALL WITH REBAR EXPOSED N.E APPROACH SIDEWALK. [2019] NO CHANGE.

899	MISCELLANEOUS ITEMS	07-10-2019	1 EA	0	1	0	0
		07-16-2018	1 EA	0	1	0	0

Notes: LIGHTING: LIGHT BASE OF MANY PAINTED OVER RUST, STAINING RAIL PARAPET, PEELING AND FLAKING. [2015] LIGHT BASES HEAVY CORROSION AND HOLES. CONDUIT AT N.E. UNDER FASCIA. [2017] COVER PLATE MISSING TH 3RD FROM S.E. [2019] NO CHANGE.

900	PROTECTED SPECIES	07-10-2019	1 EA	0	1	0	0
		07-16-2018	1 EA	0	1	0	0

Notes: [2019] NO PROTECTED SPECIES ARE NESTING ON THIS BRIDGE.

General Notes: ROADWAY UNDER, THERE ARE A FEW CRACKS IN THE ASPHALT SURFACE. CURB UNDER, STANDARD PARK BOARD CURB AND GUTTER. THE SIDEWALK RUN UNDER THE FOURTH SPAN FROM THE NORTH. FULL OF DIRT FROM THE EROSION OF THE SLOPE TO THE NORTH. WOODEN STAIRWAY ON THE N. IS WEATHERED AND CHECKED.
NOTE: ONE ENGINEERING CONCRETE LOSS DISCUSSION POSITIVE MOMENT DOES NOT BECOME AN ISSUE UNTIL AVERAGE LOOSE IS GREATER THAN 4". NEGATIVE MOMENT BECOMES AN ISSUE WHEN AVERAGE LOSS IS APPROXIMATELY 1.5". LOOK IN FILE FOR POSITIVE AND NEGATIVE MOMENTS LOCATIONS.

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

Deck: [4] [2016] MANY DELAMINATIONS, LARGE SPALLS, LARGE AREAS WITH REBARS EXPOSED, UNDERMINED INTO SECON LAYER OF REINFORCEMENT AND LONGITUDINAL CRACKS WITH AREAS OF INCRUSTATION, LOCATED AROUND ALL THE JOINTS TO N. ABUTMENT. STAINING AND EFFLORESCENCE. OLD FORM WORK EXPOSED AT S. CAP. SHOTCRETE REPAIR OVER ROADWAY. REBAR SECTION LOSS ON S. SIDE ABOVE THE CREEK.[2017] MORE DETERIORATION AND MORE SPALL. wearing surface:2016] THERE ARE RANDOM CRACKS AND FINE, MEDIUM TO LARGE SIZE UNSEALED TRANSVERSE AND LONGITUDINAL CRACKS ON ENTIRE DECK. THE CENTER STRIPPED AREA CRACKS AND JOINTS HAVE NOT BEEN SEALED. MANY OF THE PATCHES ARE SCALING AT THE EDGES. ASPHALT PATCHES. [2017] MANY NE CONCRETE PATCHES, FEW SMALL SPALLS AND MANY LARGE CRACKS. {2020} CHANGE NBI FOR 5 TO 4 DUE TO DETERIORATION OF UNDER SIDE OF DECK AND SPALLS ON THE DECK.

Superstructure: [5] THERE ARE LONGITUDINAL CRACKS, DELAMINATION, SPALLS WITH REBAR EXPOSED, MANY OF THE CRACKS HAV RUST STAINS. ALSO LONGITUDINAL CRACKS ON THE SIDES OF THE ARCHES, SPALLS WITH REBAR EXPOSED, LONGITUDINAL CRACKS ON THE TOP AND BOTTOM OF THE ARCHES. [2013]SHOTCRETE REPAIRS. SCRAPE MARKS A N. ARCH OVER THE PARKWAY.[2016] LARGE DELAMINATION OF THE ARCH S.E OF THE CREEK. SEVER SCALING

Substructure: [4] 2020 change rating 5 to 4. SUBSTRUCTURE HAS ADVANCED DETERIORATION. CAPS ADVANCED SCALING, CRACKING. EXTENSIVE DELAMINATION AND SPALLING.

Channel: [5] Channel has moderate lateral movement. The dirt bank eroding on both sides. The bank protection is not in place and bank is deteriorating.

Appr Roadway Alignment: [6] . There is a slight hill to the north is steep an creates a sight line issues.

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 239
Minneapolis, MN 55415
TEL 612.673.3000
www.minneapolismn.gov

May 15, 2020

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

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Met Council Category
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization
Johnson Street Northeast/I-35W Ramps	Spot Mobility
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities
Green Central - Safe Routes to School	Safe Routes to School
Citywide Signal Retiming Project	Traffic Management Technologies
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Robin Hutcheson
Director of Public Works

Council Action No. 2020A-0177 **City of Minneapolis** **File No. 2020-00225**

Committee: TPW, WM Public Hearing: None Passage: Feb 28, 2020 Publication: MAR 07 2020

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

MAYOR ACTION

☒ APPROVED ☐ VETOED

MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: FEB 28 2020 Received from Mayor: MAR 03 2020

The Minneapolis City Council hereby:

1. Approves the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00136)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Feb 18, 2020
2	Ways & Means Committee	Feb 25, 2020

LEAD STAFF: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

PRESENTED BY: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Approving the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, Complete Streets Policy and Vision Zero).

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories as provided by the Metropolitan Council; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements
    - Strategic Capacity (Roadway Expansion)
    - Roadway Reconstruction/Modernization

- Traffic Management Technologies (Roadway System Management)
- Bridges Rehabilitation/Replacement
- Spot Mobility and Safety

2. Transit and Travel Demand Management (TDM) Projects
    - Arterial Bus Rapid Transit Project
    - Transit Expansion
    - Transit System Modernization
    - Travel Demand Management
3. Bicycle and Pedestrian Facilities
    - Multiuse Trails and Bicycle Facilities
    - Pedestrian Facilities
    - Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to eight applications, which are summarized below. See attachment for specific project locations. The City is not planning to submit in categories that don’t align with our goals (Road Expansion), where we do not have competitive applications (Bridges Rehabilitation/Replacement), or where partner agencies will be submitting (Transit and TDM).

Project Name	Met Council Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
Johnson Street Northeast/I-35W Ramps	Spot Mobility	$3,500,000	$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	$3,500,000	$700,000
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities	$1,000,000	$200,000
Green Central - Safe Routes to School	Safe Routes to School	$1,000,000	$200,000
	Totals	$34,000,000	$6,800,000

Details of the proposed applications are described below.

Nicollet Avenue – Minnehaha Parkway to 61st Street East

The proposed project is a complete reconstruction of Nicollet Avenue from Minnehaha Parkway to 61st Street East, approximately 1.0 mile. Nicollet Avenue has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2025. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals,

striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for pedestrian and transit enhancements along the street, as well as upgrading the existing bicycle facility to provide separation between vehicles and bicycles.

Program Category: Roadway Reconstruction/Modernization

42nd Street – Nicollet Avenue to Cedar Avenue

The proposed project is a complete reconstruction of 42nd Street East from Nicollet Avenue to Cedar Avenue, approximately 1.5 miles. 42nd Street East has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This section of 42nd Street East is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility. Further, the reconstruction of this section of 42nd Street East will provide an opportunity for the creation of comprehensive safety improvements for all modes of travel to address the disproportionately high number of crashes which occur on this street. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2024.

Program Category: Roadway Reconstruction/Modernization

Johnson Street Northeast/I-35W Ramps

This project proposes a major renovation of the intersection between Johnson Street Northeast and the I-35W ramps. This section of Johnson Street Northeast is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The existing intersection, which also serves as a driveway for the adjacent Quarry shopping center, currently features slip lanes on all four approaches, and does not have sidewalks or pedestrian ramps on two corners. Johnson Street Northeast between 18th Street Northeast and Broadway Street Northeast is planned to be a low-stress bikeway, and the renovation of the intersection will allow for safe bikeway facilities for users of all ages and abilities. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike facility. The project will be programmed into the City's CIP in 2024.

Program Category: Spot mobility.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and

more reliable traffic communication network, deploying additional cameras to monitor congestion, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Hennepin Avenue & Dunwoody Boulevard Bikeway

The proposed project would fill a gap in the protected bikeway network between 12th Street South and the new light rail station on the METRO Green Line Extension at Van White Memorial Boulevard west of I-394 (currently under construction). This project would improve the existing bikeway on Hennepin Avenue west of 12th Street South and create a new bikeway facility on Dunwoody Boulevard. The result would be a 0.9 mile protected bikeway that connects to the new protected bikeway being built during the Hennepin Avenue reconstruction. This bikeway would connect to two regional education destinations, Dunwoody College of Technology and Minneapolis Community and Technical College. Together, these two institutions have approximately 12,000 students and hundreds of additional staff and faculty. The project would also provide an opportunity to improve safety for all modes of travel, make ADA upgrades, improve transit stops, and upgrade traffic signals. The project will be programmed into the City's CIP in 2024.

Program Category: Multiuse Trails and Bicycle Facilities

Augsburg Bridge over I-94

The City is partnering with MnDOT to submit an application that would replace the non-motorized bridge over I-94 near Augsburg University connecting the Riverside and Seward neighborhoods. MnDOT is leading the development of the application and the City will be the local sponsor with financial participation following the adopted cost participation policy. The scope of the project will include a multimodal bridge in the general vicinity of 21st/22nd/23rd Ave, with full ADA accommodations. Engagement and preliminary engineering will help further guide the design when project financing is finalized.

Program Category: Multiuse Trails and Bicycle Facilities

Phillips Neighborhood Pedestrian Safety Improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 24th Street, 26th Street, and 28th Street in the broader Phillips Neighborhood. All three of these streets have been identified as High Injury Streets in the City's Vision Zero Action Plan. The prioritization of this project supports the

City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Green Central - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along two connected corridors:

- 34th Street East from 3rd Avenue South to 10th Avenue South
- 10th and/or 11th Avenues South from 34th Street East to the Midtown Greenway

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Regional Solicitation Project Submissions Map

Council Action No. 2020A-0413 **City of Minneapolis** **File No. 2020-00532**

Committee: POGO Public Hearing: None Passage: May 8, 2020 Publication: MAY 13 2020

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

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAY 08 2020 Received from Mayor: MAY 11 2020

The Minneapolis City Council hereby:

1. Authorizes the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00447)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Policy & Government Oversight Committee	May 6, 2020

LEAD STAFF: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

PRESENTED BY: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Previous Actions

2020-00225 - Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Council previously approved the submission of eight grant applications for the 2020 cycle (RCA 2020-00225), which will still be submitted, along with grant applications for up to two additional projects as outlined below.

This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, Complete Streets Policy and Vision Zero).

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

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

The City is recommending the submittal of up to 10 applications. Eight of these applications were included in a previous RCA (RCA 2020-00225). The additional two applications are summarized below, along with the total federal funding requested and the total minimum local match for all 10 applications. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting (Transit and TDM).

Project Name	Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Citywide Signal Retiming Project	Traffic Management Technologies	$3,500,000	$700,000
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement	$7,000,000	$1,400,000
	Totals	$10,500,000	$2,100,000
	Total Approved by Council in February	$34,000,000	$6,800,000
	Grand Total	$44,500,000	$8,900,000

Details of the proposed applications are described below.

Citywide Signal Retiming Project

The purpose of this project is to install traffic management equipment to support the operation of our traffic signals and to retime all 820 signals in the City of Minneapolis. The new timing patterns will change the paradigm of auto-centric signal timing that has historically been used in major cities throughout the United States to one that is guided by recent City of Minneapolis policies and initiatives such as Minneapolis 2040, Complete Streets, Vision Zero and the draft Transportation Action Plan. The reframed timing plans will incorporate strategies to improve transit efficiency and reliability, to better manage speeds on the city network and to enhance bike and pedestrian comfort and safety. The new signal timings will also reflect the recent change to speed limits on city-controlled streets.
Program Category: Traffic Management Technologies

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for major rehabilitation in 2025. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Bridge Rehabilitation/Replacement

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Metropolitan Council Regional Solicitation Project Map

Nicollet Ave S Bikeway

Project Completed in 2016

40th St E to 61st St E

Project Background

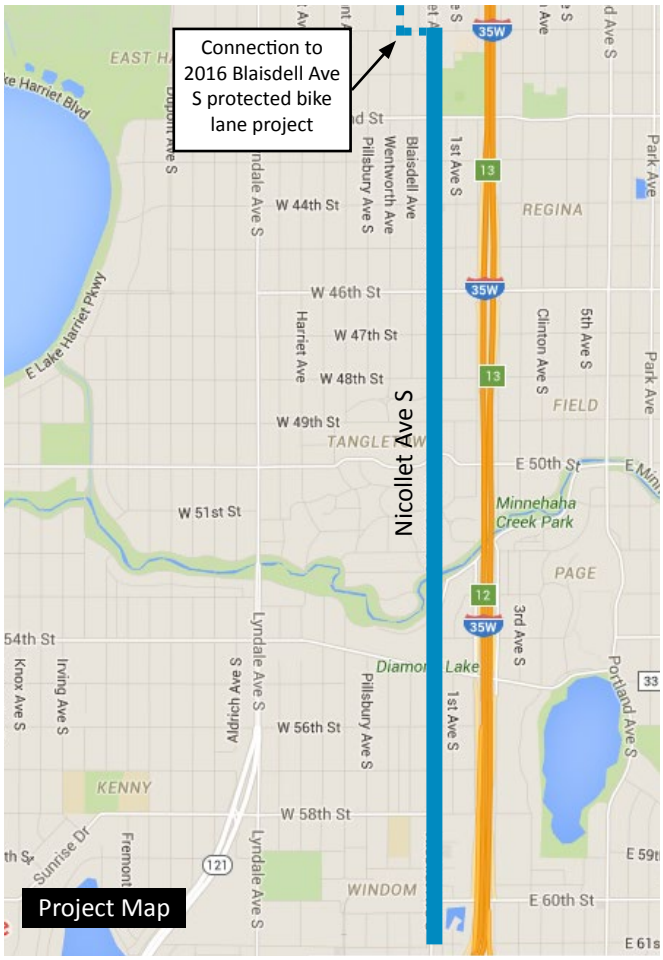
In the summer of 2016, Minneapolis Public Works will be sealcoating Nicollet Avenue South from East Minnehaha Parkway to 61st Street. There is also an opportunity to continue the project north of East Minnehaha Parkway to 40th Street without significant modifications. Both segments of Nicollet Avenue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

Proposed Concept

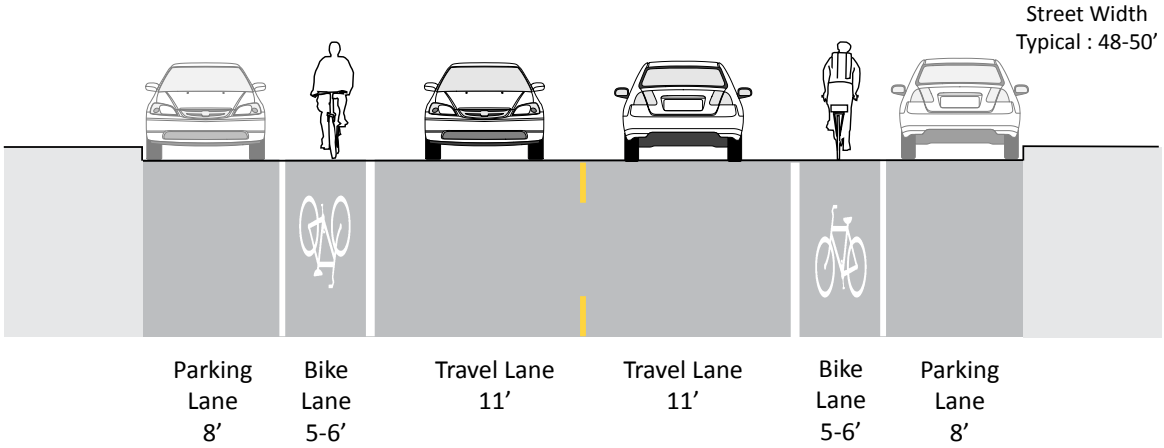
There is currently parking on both sides of Nicollet Avenue South along the entire project corridor. In order to install dedicated bike lanes, initial review has found that impacts to existing parking would be minimal. Pending preliminary support from the applicable City Council Offices and impacted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

Contact Information

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



Proposed Typical



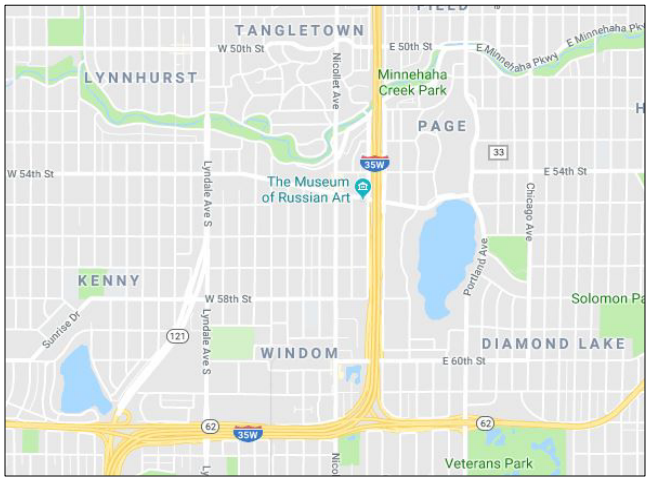
Minneapolis
City of Lakes

Updated January 15, 2016

Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis

Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = $7,000,000
Project Cost = $20,500,000

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. Project limits are: East Minnehaha Parkway to West 52nd Street (total project length of 1,020 ft.; bridge length of 818 ft.).

The bridge was built in 1923 and repaired in 1973. Bridge 90591, is 63 ft. wide has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks. It has a Sufficiency Rating of 56.6.

MnDOT traffic data indicates that the AADT in 2015 was 8,900 and City of Minneapolis counts indicate that over 1000 cyclists and over 600 pedestrians travel beneath the bridge each day. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Nicollet Avenue is also designated as a transit priority corridor in the draft Transportation Action Plan. An on-street bikeway was added to Nicollet Avenue from 40th Street to 61st Street in 2016, which includes Bridge 90591.

The bridge was last inspected by the City of Minneapolis on July 10, 2019. Cracks and deteriorated concrete were found on the underside of the deck, spandrel columns, and piers. The concrete deck is in poor condition, it has an NBI rating of 4. The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, "Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2nd reinforcement mat. City crews are applying shotcrete to many places during inspection". The funds from the Met Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

Project Benefit

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

Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis

Existing Condition - Nicollet Ave. South Bridge over Minnehaha Creek

Existing Conditions

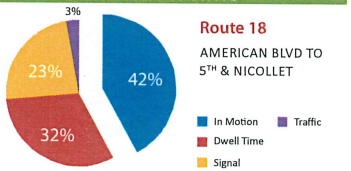
Corridor Demographics

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

Current Bus Service

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

Current Bus Travel Time



Nicollet and 4th- Downtown Minneapolis

38th and Nicollet

Diamond Lake Road and Nicollet

66th and Nicollet

Rapid Bus Concept

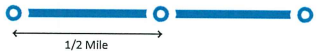
Overview

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

Frequency and Stop Spacing

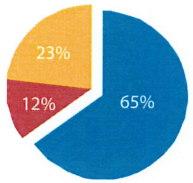
Weekday Rush Hours

Rapid Bus: 7.5-minute Service



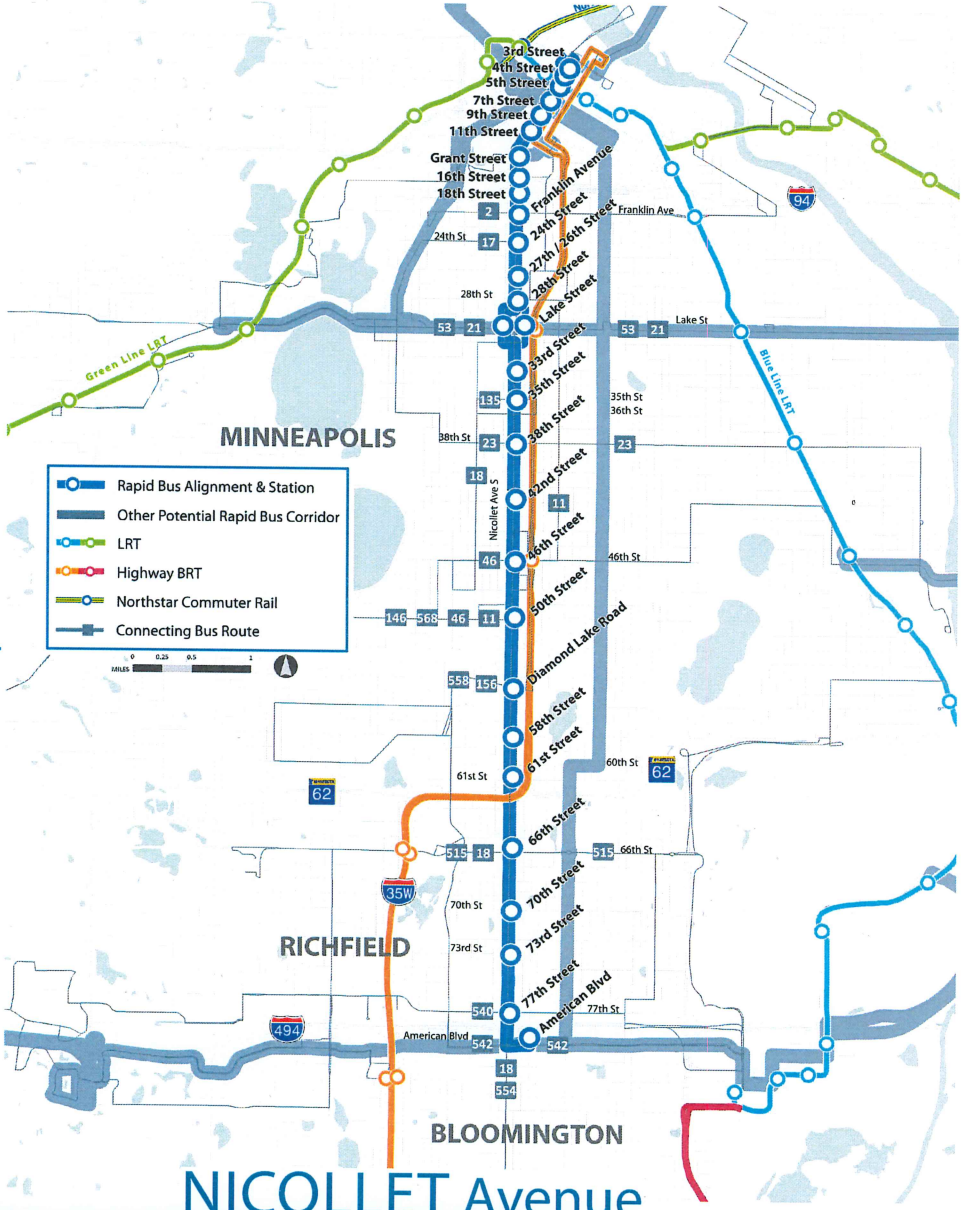
Route 18: 15-minute Service

Rapid Bus Travel Time



Travel Time Savings

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



NICOLLET Avenue

RAPID BUS CONCEPT

Metropolitan Council | Metro Transit

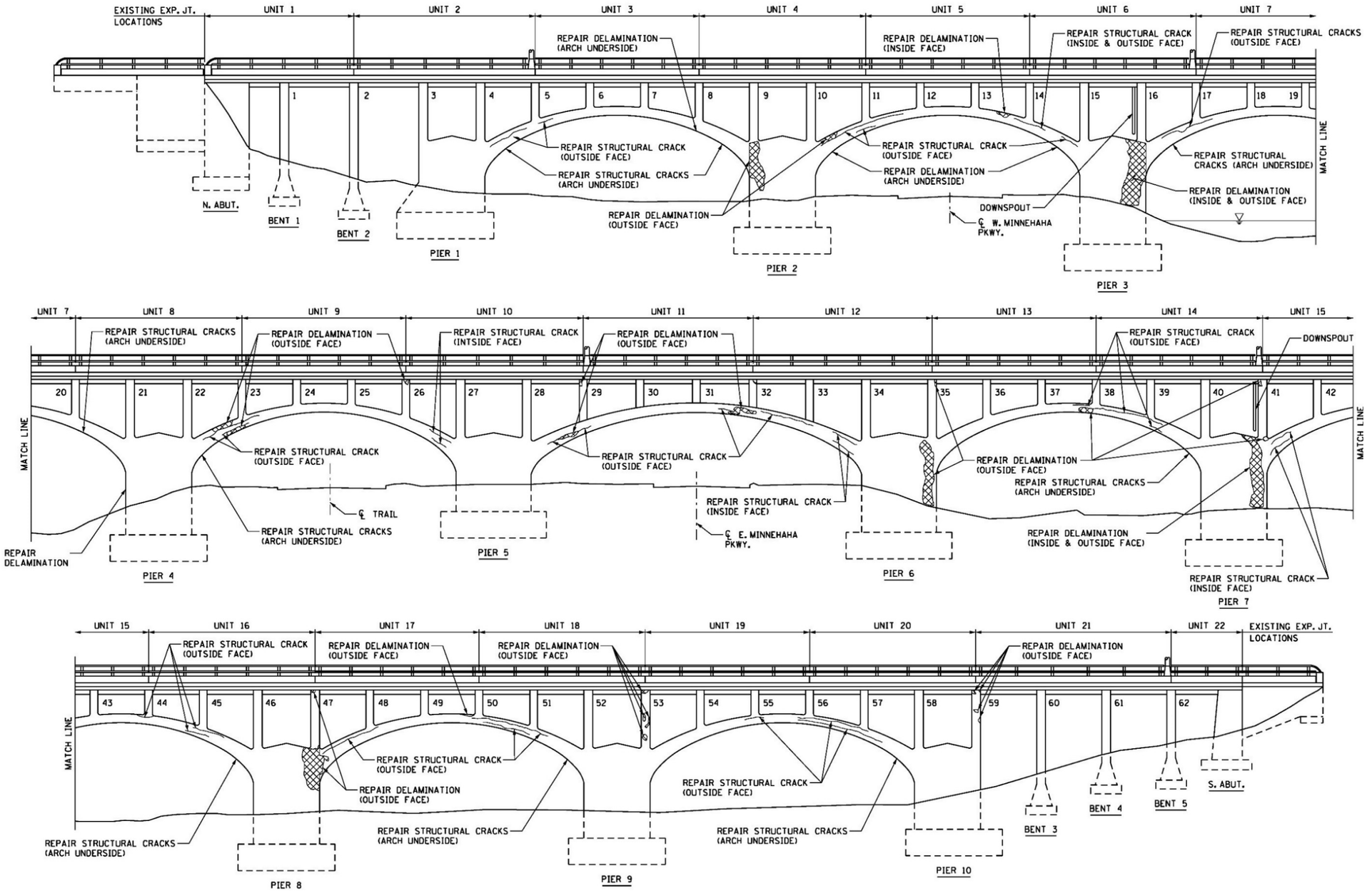


Figure 14: Elevation of Bridge Repairs

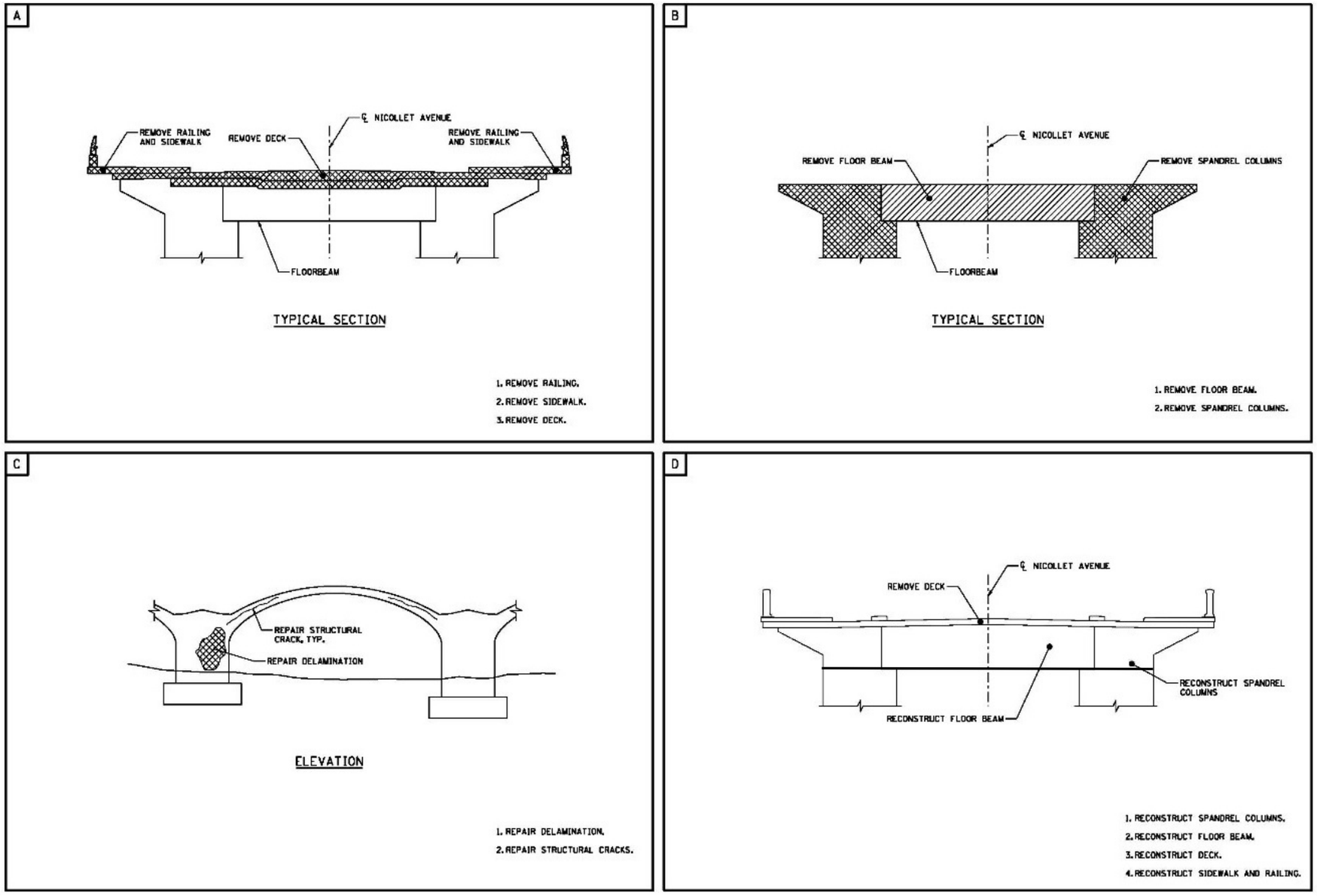


Figure 16 – Construction Repair Sequence

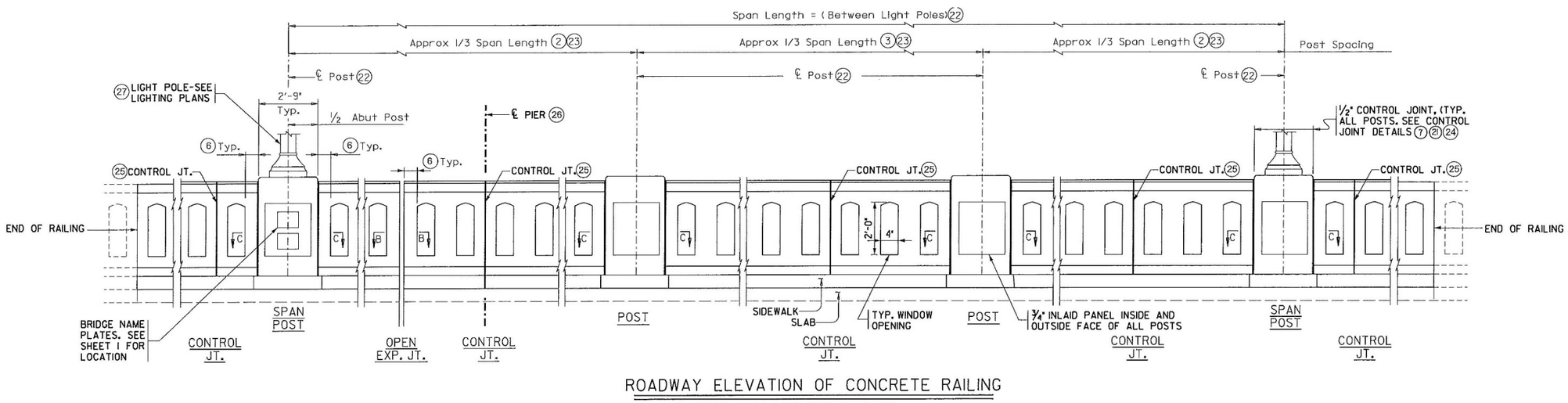


Figure 17 – Proposed Concrete Railing

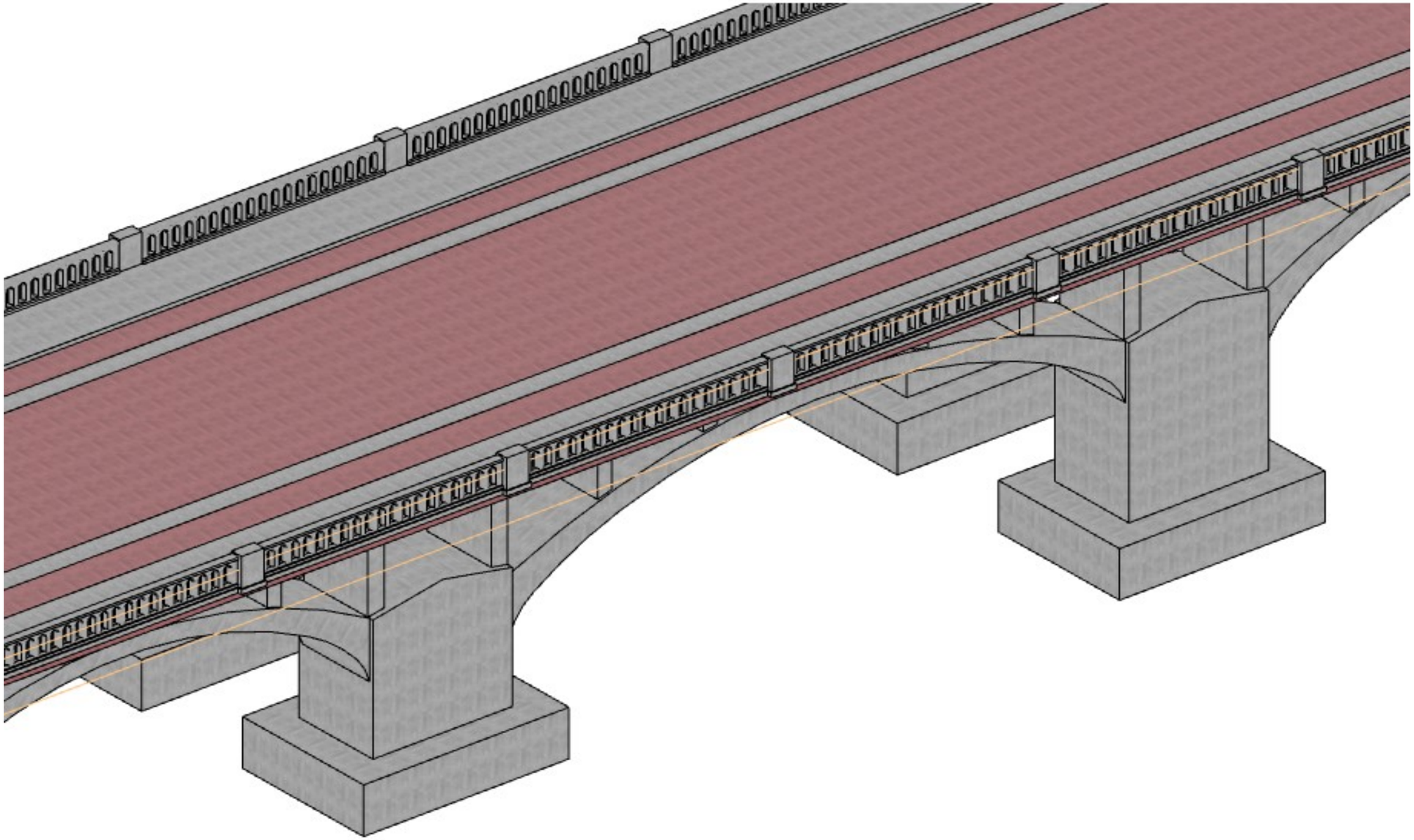


Figure 18 – Recommended Typical Section (Two 13’ traffic lanes, Two 2’ bike buffers, Two 5’ bike lanes, Two 8’ sidewalks, Two concrete railings at 1’-2”, Deck Out-Out Width = 58’-4”)

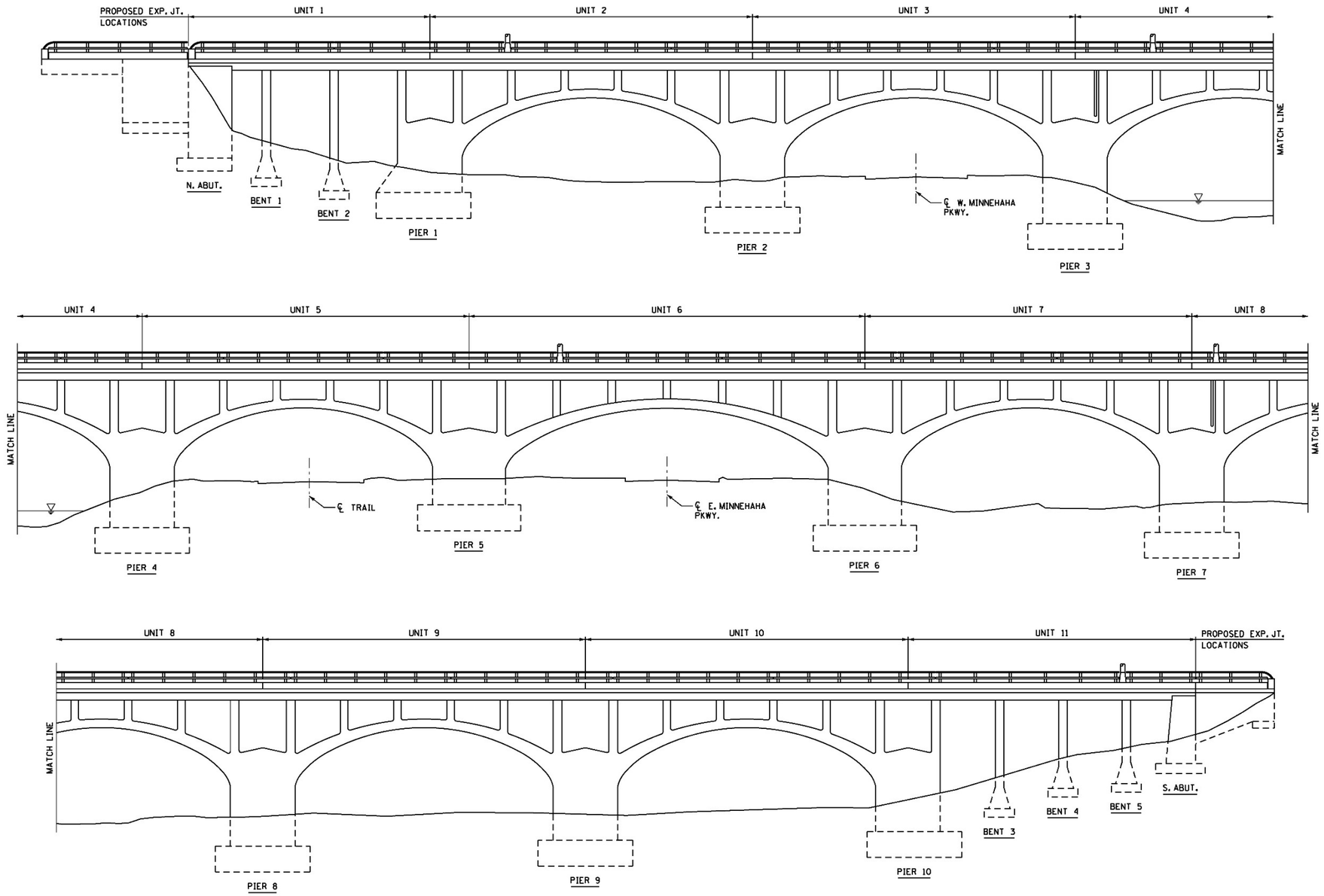


Figure 19 - Expansion Joint Locations

Regn'l Bicycle Transportation Network

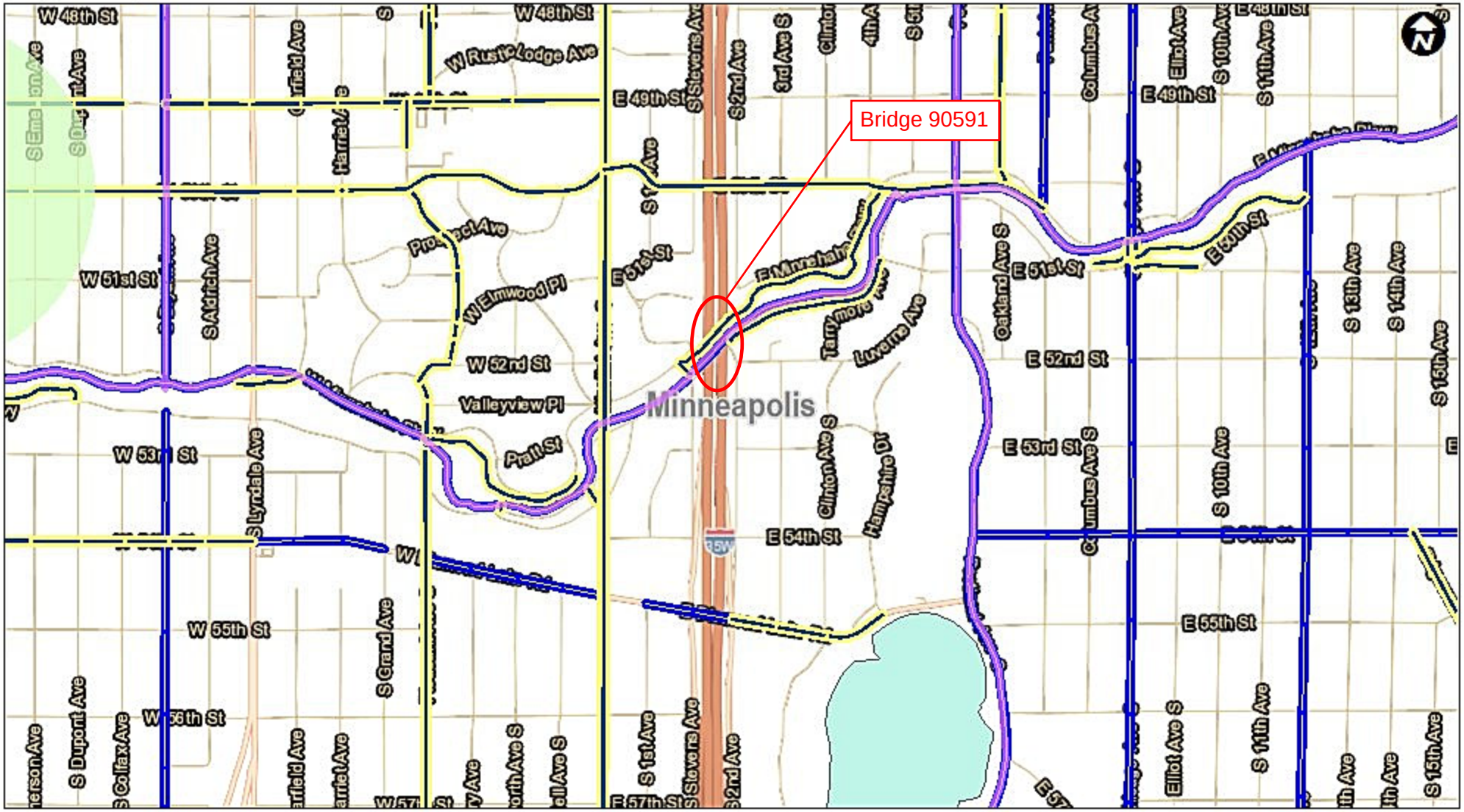


Figure 2: Major Crack and Concrete Deterioration on Arch Rib

Figure 3: Cracks and Concrete Spalling on Arch Rib

Figure 4: Cracks on Arch Rib

Figure 5: Deck Delamination (2011)

Figure 6: Deck Delamination (2019)

Figure 7: Spall on Deck, Spandrel Column Bracket with Strap Plate

Figure 8: Pier Delaminated Concrete with Exposed Reinforcement

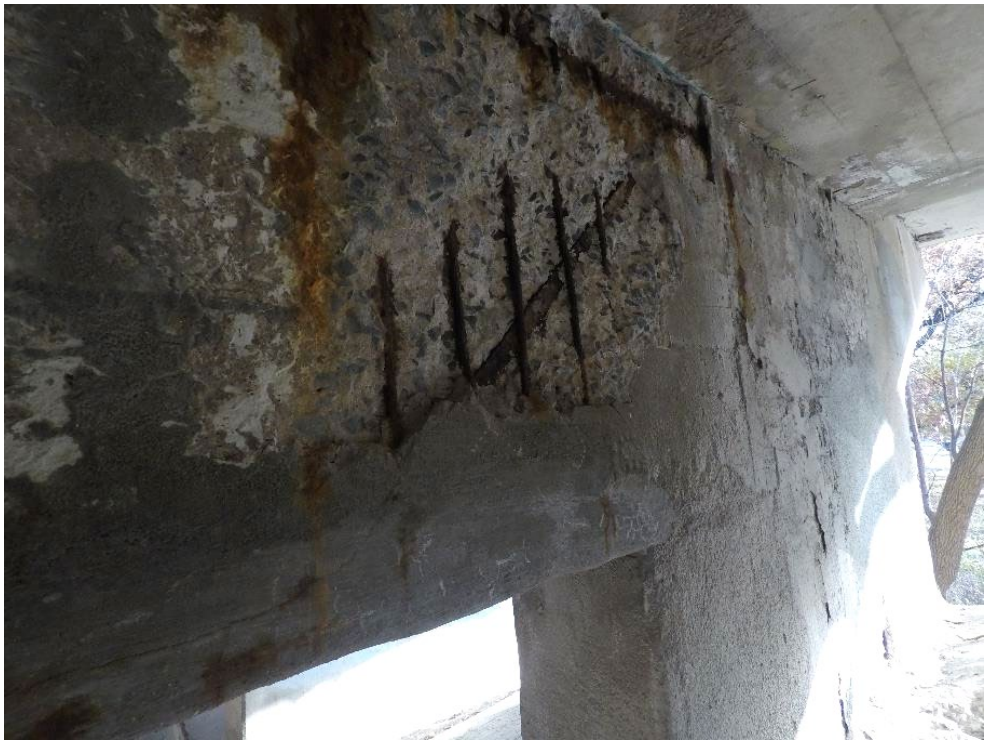


Figure 9: Floorbeam with Spalled Concrete and Exposed Reinforcement, Column Repaired with Shotcrete

Figure 10: Concrete Spalls and Cracks on all Elements

Figure 11: West Pier at Creek (2012)

Figure 12: West Pier at Creek (2019)

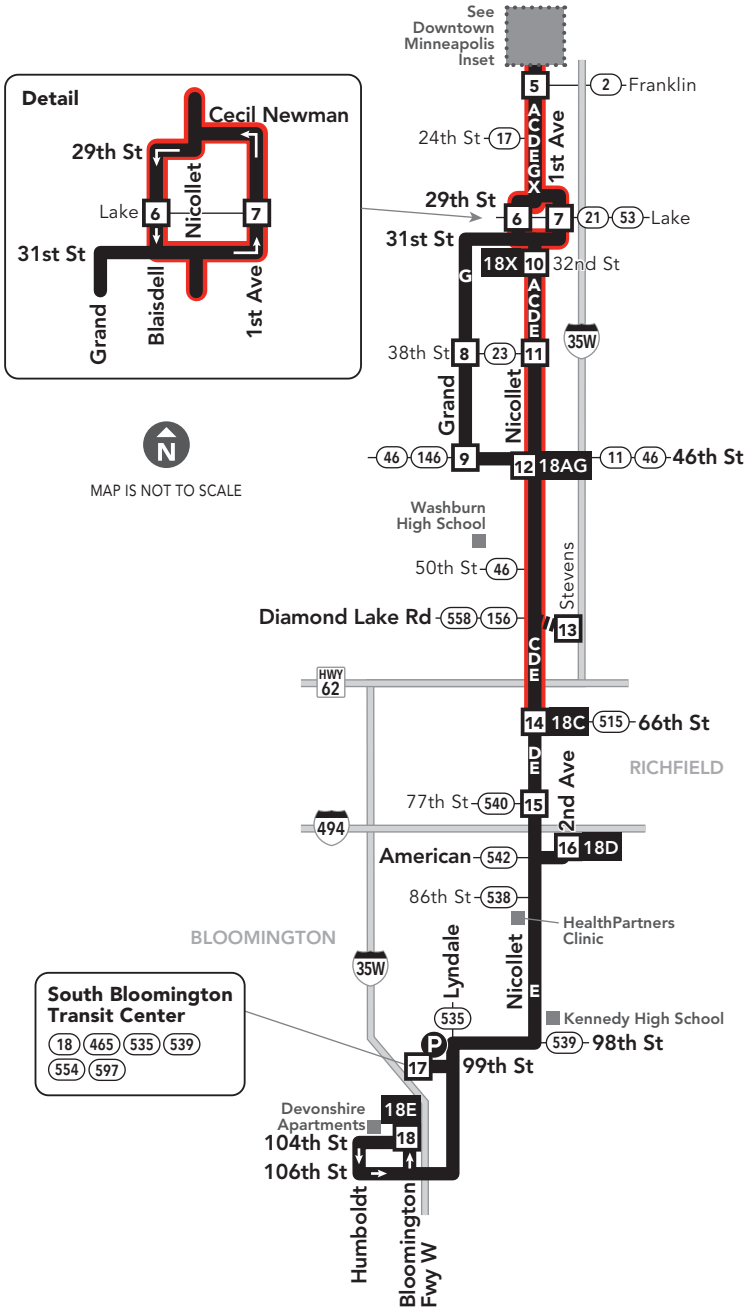
Figure 13: Crack on Floorbeam

18 Local Bus Route

HIGH Frequency | Go GREENER | NIGHT OWL | FREE RIDE

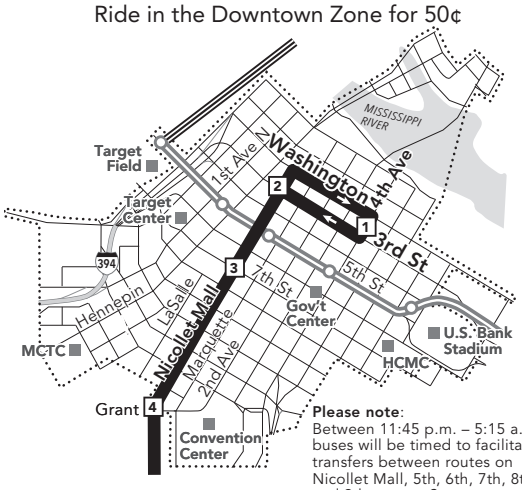
Metro Transit
metrotransit.org | 612-373-3333

Effective 12/7/19



Minneapolis Downtown Zone

Ride in the Downtown Zone for 50¢



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

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

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

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

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

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

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

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

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

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

Limited Service
Only certain trips take this route.

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

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

Connecting Routes
See those route schedules for details.

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