



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14349 - Minneapolis - 22nd Avenue Pedestrian and Bicycle Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name 22nd Avenue Pedestrian and Bicycle Bridge Replacement
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant): Minnesota Department of Transportation (MnDOT)

The proposed project will replace the existing 22nd Avenue pedestrian bridge over I-94 in the Cedar-Riverside and Seward neighborhoods of Minneapolis to bring this high volume pedestrian and bicycle crossing up to modern bicycle, pedestrian, and ADA standards. The original structure was built in 1962 and only 8 feet wide, which is substandard for shared use paths, especially for this crossing that carries high volumes of pedestrian and bicycle traffic. The bridge was constructed prior to the adoption of ADA standards, and as such, has non-compliant approaches. Current ADA standards call for a maximum running slope of 5%, all existing approaches substantially exceed that maximum.

The substandard width and inaccessible approaches are problematic for this crossing. The bridge is located in a high-density area of Minneapolis and close to regional destinations such as the University of Minnesota, and Downtown Minneapolis, which likely drives the high levels of existing usage, as well as other destinations such as Augsburg University, and the Fairview Riverside Medical Campus.

The original bridge span required an emergency interim replacement after it was struck by a truck and irreparably damaged on August 5, 2019. The original span was replaced in late October 2019 with an interim truss with substandard width (8 ft.) for serving people walking and biking. The interim bridge span required installation with the original, non-compliant approaches still in place. A full bridge replacement will address both the substandard bridge width and the ADA issues that persist with the structure currently in place. The City of Minneapolis is seeking federal funding to construct a new bridge in partnership with MnDOT to bring the bridge up to modern trail and

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

accessibility standards. The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include aesthetic enhancements. A new bridge in this location will better serve the many pedestrians and bicyclists that already use the bridge, be accessible to people that cannot use the current bridge due to the steep slopes on the bridge approaches, and provide a safer alternative to nearby crossings of I-94 at high-traffic interchange locations. Modifications will be made to the frontage roads on both the north and south sides of the bridge to narrow the crossing distance and provide a safer and ADA compliant crossing of the frontage roads to connect to the local pedestrian and bicycle network.

(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.

22ND AVENUE PEDESTRIAN BRIDGE OVER I-94, REPLACE FORMER BRIDGE 9892 WITH NEW BRIDGE XXXX

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$3,145,000.00

Match Amount \$786,250.00

Minimum of 20% of project total

Project Total \$3,931,250.00

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

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds MnDOT Metro District 2024 pedestrian bridge set-aside

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:

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

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55415

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 11/29/2024

Name of Trail/Ped Facility: 22nd Avenue S Pedestrian Bridge

(i.e., CEDAR LAKE TRAIL)

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

From: 22nd Ave S & Butler Pl S
(Intersection or Address)

To: 22nd Ave S & S 9th St
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Miles of trail (nearest 0.1 miles): 0.1

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

Is this a new trail? No

Primary Types of Work Pedestrian and Bicycle Bridge Replacement

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 9892 (1962-2019)

New Bridge/Culvert No.:

Structure is Over/Under Interstate 94
(Bridge or culvert name):

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.

(p. 42) Goal: Transportation System Stewardship
(Taking Care of What We Have)

Objectives: Preserve and maintain the regional transportation system in a state of good repair.

Strategies: focus on investments that have the greatest benefit for all users of the transportation system: residents, businesses, and people of all ages, abilities, and backgrounds.

(p. 46) Goal: Access to Destinations

Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors; Increase the number and share of trips taken using transit, carpools, bicycling, and walking; improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

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

Strategies: Offer practical and affordable options, so all users can get to the places they need to go; improve and expand transportation options through investments in a multimodal system, and local pedestrian amenities; connect people to jobs, activities, and opportunities.

(p. 48) Goal: Competitive Economy

Objectives: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040; invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: investment in a transportation system will serve the generations of today and tomorrow, expand regional transit and bicycle systems and provide reliable options on the highway system to keep the region competitive.

(p. 50) Goal: Healthy and Equitable Communities

Objectives: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities; promote community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

Strategies: consider the needs of all potential users while promoting the environmental and health benefits of transportation options like carpooling, transit, bicycling, and walking; emphasize avoiding, minimizing, and mitigating impacts of the transportation system on people and the environment, especially disproportionately adverse impacts to people of color or people with low incomes.

(p. 53) GOAL: Leveraging transportation investment to guide land use

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

Strategies: Emphasize the importance of job concentrations and nodes along transportation corridors and the need for local governments to plan for more dense development and diverse; ensure that local government land use policies allow for the creation of livable communities that support stewardship and sustainability of the transportation system.

(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.

City of Minneapolis Transportation Action Plan (DRAFT Plan, anticipated adoption summer 2020.) p. 63 Bicycling: The 22nd Avenue pedestrian and bicycle bridge is identified in the Minneapolis Transportation Action Plan as a future "Connector or Long-Term Low Stress Bikeway".

p. 42 Walking: Strategy 6. Create and improve pedestrian connections across freeways, highways, rivers and railroads.

List the applicable documents and pages:

Cedar Riverside Small Area Plan. Chapter 8 - Transportation. p. 111

MnDOT Metro District Bicycle Plan. ArcGIS Story Map. Local bikeways crossing MnDOT highways. Bicycle investment prioritization scores along MnDOT highways.

2040 Transportation Policy Plan, Chapter 7: Bicycle & Pedestrian Investment Direction, p. 7.6, 7.16, 7.23

(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 in more than one funding sub-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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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: 03/10/2020

Adopted in 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

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$157,250.00
Removals (approx. 5% of total cost)	\$130,000.00
Roadway (grading, borrow, etc.)	\$35,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$10,000.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$25,000.00
Traffic Control	\$157,250.00
Striping	\$0.00
Signing	\$100,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$1,775,000.00
Retaining Walls	\$700,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$100,000.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$431,250.00
Other Roadway Elements	\$0.00
Totals	\$3,620,750.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$55,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$30,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$50,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$40,500.00
Other Bicycle and Pedestrian Elements	\$135,000.00
Totals	\$310,500.00

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	\$3,931,250.00
Construction Cost Total	\$3,931,250.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan. Yes

Upload Map 1589573236319_22ndAve_RBTNMap.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 45064

Existing Employment Within One Mile (Integer Only) 64392

Upload the "Population Summary" map 1589565695453_22ndAve_PopEmplMap.pdf

Please upload attachment in PDF form.

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 1/2 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.

From 2017 to 2020, nonprofit community development corporation, Seward Redesign Inc. coordinated an extensive planning process that engaged the community in reimagining the five crossings over I-94 between Seward and The West Bank. Engagement activities included a variety of site-specific and culturally relevant strategies. Aimed to meet people where they were at, events were hosted at subsidized housing buildings including Seward Towers East and West, Seward Square, and Cedar High Apartments. Events were also catered by or hosted at Somali-owned businesses with culturally appropriate food including Sambusas and Somali tea. Over a dozen events included interpretation in Somali, Oromo, and/or Amharic. Redesign partnered with a Somali Women's Group on the West Bank to host translated walking audits of multiple bridges.

Response:

This community planning process resulted in a number of common themes regarding the pedestrian bridge, including but not limited to the following needs:

1. Increased visibility - alignment with street grid and improved lighting
2. Improved pedestrian experience/comfort - barriers between pedestrians and highway traffic
3. Direct and ADA accessible route to public park

(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.

The West Bank and North Seward similarly have particularly high populations of East African immigrants, low income populations, and people with disabilities as compared with the rest of Minneapolis. In addition to their statistic similarities in population, there are strong cultural and community connections between the neighborhoods and anecdotally, travel between them is frequent among residents. There are also a number of notable resources and community assets on either side of I-94 that many BIPOC, low-income populations, and people with disabilities could benefit from improved access to.

Response:

Job Centers & Education | This project will improve the Seward community's access to major job centers and academic institutions including Fairview Medical Center, Augsburg University, and The University of Minnesota. Providing hundreds, if not thousands of living-wage jobs, these institutions offer employment opportunities in addition to higher education. For too long, infrastructure has only added to the barriers BIPOC and low-income populations face in accessing these resources. This project represents perhaps one of the most direct ways to remove an example of structural inequality, and literally provide connection to the communities directly adjacent.

Greenspace | It will also provide a direct, ADA accessible route to Murphy Square Park. Murphy Square is Minneapolis' first public park and the closest greenspace to much of North Seward. However, residents of Seward Square, the building providing housing to low-income people living with disabilities directly across the highway, have limited if any access to the space due to the steep inclines of the current ramps.

Goods and Services | For West Bank residents traveling Southbound, the project will improve access to the Franklin Avenue Commercial Corridor and Cultural District. There are a large number of eclectic, culturally-specific, and immigrant-owned businesses on Franklin Avenue. From the Seward Halal market to the Seward Co-op, the avenue provides a number of options to purchase fresh and local food. Additionally, Nomadic Oasis, the City's first high-end, East African-owned barbershop, is located here, as well as many other community assets and resources.

(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

No negative impacts to priority populations are anticipated with replacing an existing structure that is neither particularly well aligned, nor ADA accessible. A new, fully accessible pedestrian/bicycle bridge will serve members of the community, of all ages and abilities in gaining increased access to regional destinations and surrounding neighborhoods. At some point during construction, the existing structure will need to close to be able to construct the new bridge, during that time, the current crossing will need to be detoured. The City of Minneapolis will work with MnDOT to ensure that an appropriately designed detour route is implemented during the construction closure

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

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

(up to 40% of maximum score)

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

Upload Map

1589566065542_22ndAve_SocioEconMap.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	45064.0	1.0	100.0	100.0

Total Project Length

Total Project Length 0.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 45064.0

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.

There are approximately 24 properties with a total of 3,927 guaranteed affordable housing units located within a half mile of this project location according to data found on HousingLink.org (see map submitted). Approximately half of those properties are affordable to households earning 30% AMI or less. Funding for these properties include project-based subsidies, public housing, tax credit, tax credit (LIHTC 4%), tax credit (LIHTC 9%), and subsidized-other. Groups served by these affordable housing units include family, elderly, and disabled. Bedroom counts for units range from 0-3 bedrooms. According to data collected from mncompass.org, almost 50% of households within a half mile of the area are cost burdened households and the average rent within a half mi of the project area is \$764. According to the Met Council 2019 Affordability limits for rental housing, \$764 is affordable for 3 and 4 bedroom units for households making 30% AMI. \$764 is also affordable for households making at least 50% for all unit types.

Response:

A full bridge replacement will address both the substandard bridge width (8 ft.) and the ADA issues (inaccessible approaches) that persist with the structure currently in place. The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include aesthetic enhancements, thus closing a critical non-motorized transportation network gap for people of all abilities and ages. All types of residents who walk, bike, and take transit for their daily needs will all benefit from the new multipurpose pedestrian/bicycle bridge.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589566437945_AffordableHousingLocationsHousingLinkdotorg.jpg

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project will replace the existing 22nd Avenue pedestrian bridge over I-94, a freeway barrier listed in the RBBS, in the Cedar-Riverside and Seward neighborhoods of Minneapolis to bring this high volume pedestrian and bicycle crossing up to modern bicycle, pedestrian, and ADA standards. The existing structure is only 8 feet wide, which is substandard for shared use paths, especially for this crossing that carries high volumes of pedestrian and bicycle traffic. The bridge was constructed prior to the adoption of ADA standards, and as such, has non-compliant approaches which create a critical transportation network gap for people using mobility devices.

Response:

The substandard width and inaccessible approaches are problematic for this crossing. The bridge is located in a high-density area of Minneapolis and close to regional destinations such as the University of Minnesota, and Downtown Minneapolis, which likely drives the high levels of existing usage, as well as other destinations such as Augsburg University, and the Fairview Riverside Medical Campus. The new bridge will improve direct high-comfort connections between these different jurisdiction-like entities. The new bridge will also create a more direct high-comfort connection between two existing RBTN Tier 1 alignments (along Franklin Ave and Riverside Ave) via 22nd Ave.

A full bridge replacement will address both the substandard bridge width and the ADA issues that persist with the structure currently in place. The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include aesthetic enhancements, thus closing a critical transportation network gap for people of all abilities and ages. The additional bridge width will

also allow people biking and walking to pass by each other with safe social distancing.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

The project will correct existing deficiencies by replacing an existing substandard pedestrian and bicycle bridge with one that meets modern trail and ADA accessibility standards. The current bridge is only 8-feet wide and has steep running slopes on the bridge approaches that do not meet ADA standards. The existing bridge has also been noted by the neighborhood as being unattractive and uninviting due in part to lack of pedestrian scale lighting. A new bridge would be built to meet the needs of this high-demand crossing by increasing the width to 14-feet. The bridge will meet ADA standards by constructing approaches at a maximum 5% grade. The new bridge would also include pedestrian scale lighting, which will improve safety after dark. Aesthetic enhancements such as decorative railings will be more inviting to users and ensure that the bridge is considered an amenity rather than an eyesore to the surrounding neighborhood. Though there is not a documented pedestrian/bicycle crash problem at the existing 22nd Avenue bridge crossing, a new bridge will provide an ADA accessible and more bikeable, lower stress alternative to 25th Avenue.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The 22nd Avenue pedestrian/bicycle bridge is located in a dense neighborhood of Minneapolis that is walkable, has continuous sidewalk connections, is near several transit lines and is less than 1/2 mile from the heart of Cedar-Riverside and the Franklin Avenue commercial corridor. Schools within approximately 1/2 mile of the bridge include Seward Montessori (K-8), Augsburg University, and the University of Minnesota. The largest generators of pedestrian activity are likely the University of Minnesota campus (within 1/2 mile), Augsburg University (less than 1/4 mile), and the Fairview Medical Center (within 1/4 mile). The Franklin Avenue commercial corridor is also within 1/2 mile of the bridge. The 22nd Avenue pedestrian/bicycle bridge provides a direct and safe connection to many of these destinations, including green space, and will offer pedestrians an ADA accessible crossing of I-94 that is completely separated from traffic.

Response:

The 22nd Avenue pedestrian/bicycle bridge is within close proximity to three local, one limited stop, and two express bus routes and within 1/2 mile of the existing Franklin Avenue Blue Line transit station. It is also within 1/2 mile to the Franklin Avenue Corridor. The bridge will enhance access to these multi-modal facilities by providing an ADA accessible, bikeable, and well-lit pedestrian and bicycle bridge that meets modern shared use path standards and can handle the high volume of users today and in the future. The crossing will be completely separate from vehicular traffic, which will provide a crossing of I-94 that people of all ages and abilities can access safely.

(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

1589567439605_22nd ped bridge concept.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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.

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. Yes

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

12/31/2023

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:

Meeting with partner agencies:

05/01/2020

Targeted online/mail outreach:

Number of respondents:

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%

From 2017 to 2020, nonprofit community development corporation, Seward Redesign Inc. coordinated an extensive planning process that engaged the community in reimagining the five crossings over I-94 between Seward and The West Bank. Engagement activities included a variety of site-specific and culturally relevant strategies. Aimed to meet people where they were at, events were hosted at subsidized housing buildings including Seward Towers East and West, Seward Square, and Cedar High Apartments. Events were also catered by or hosted at Somali-owned businesses with culturally appropriate food including Sambusas and Somali tea. Over a dozen events included interpretation in Somali, Oromo, and/or Amharic. Redesign partnered with a Somali Women's Group on the West Bank to host translated walking audits of multiple bridges.

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

This community planning process resulted in a number of common themes regarding the pedestrian bridge, including but not limited to the following needs:

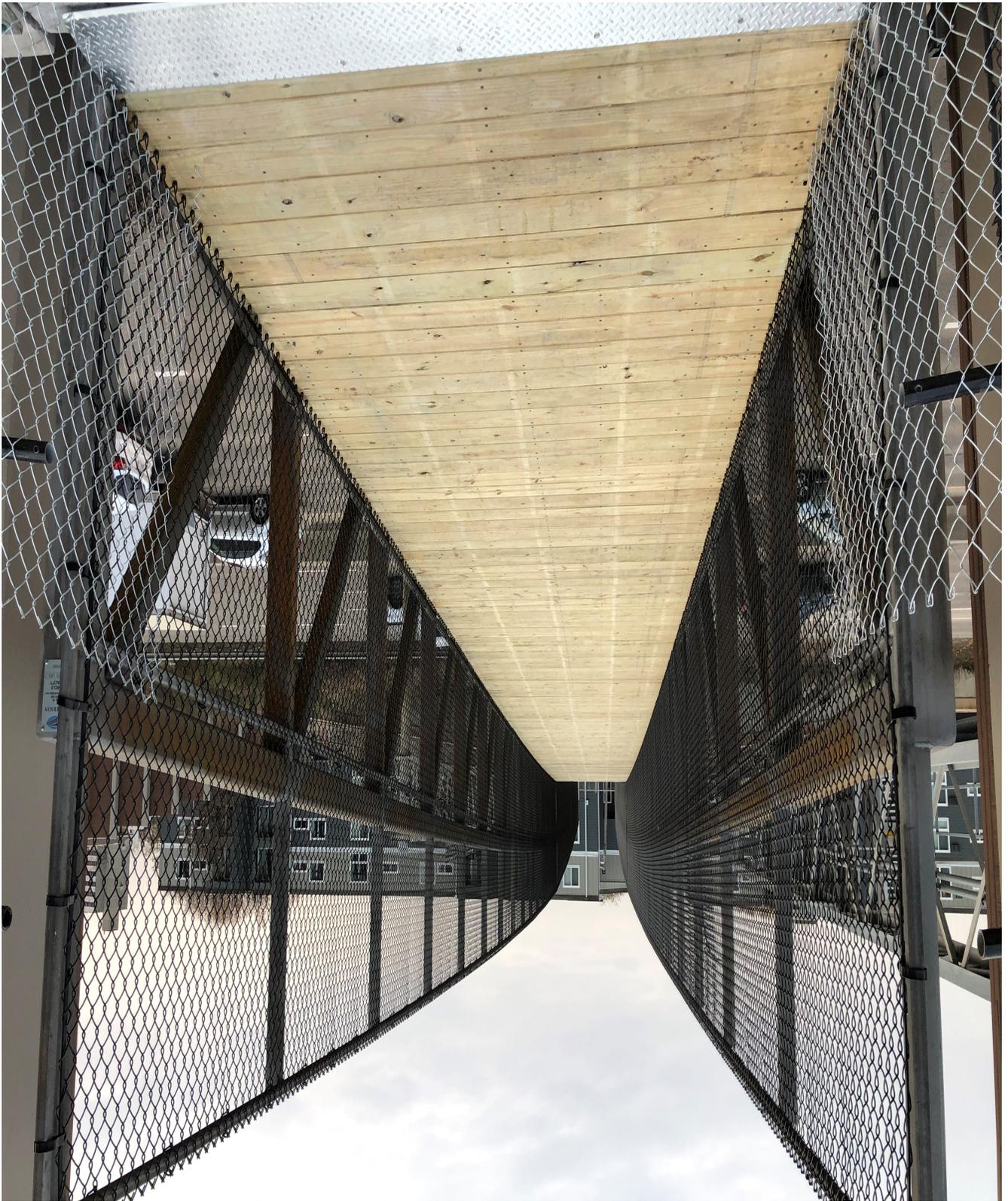
1. Increased visibility - alignment with street grid and improved lighting
2. Improved pedestrian experience/comfort - barriers between pedestrians and highway traffic
3. Direct and ADA accessible route to public park

Link to report: <https://redesigninc.org/wp-content/uploads/2020/01/Reconnecting-Neighborhoods-Plan-2020.pdf>

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,931,250.00
Enter Amount of the Noise Walls:	\$100,000.00
Total Project Cost subtract the amount of the noise walls:	\$3,831,250.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Temporary Replacement Bridge Photo

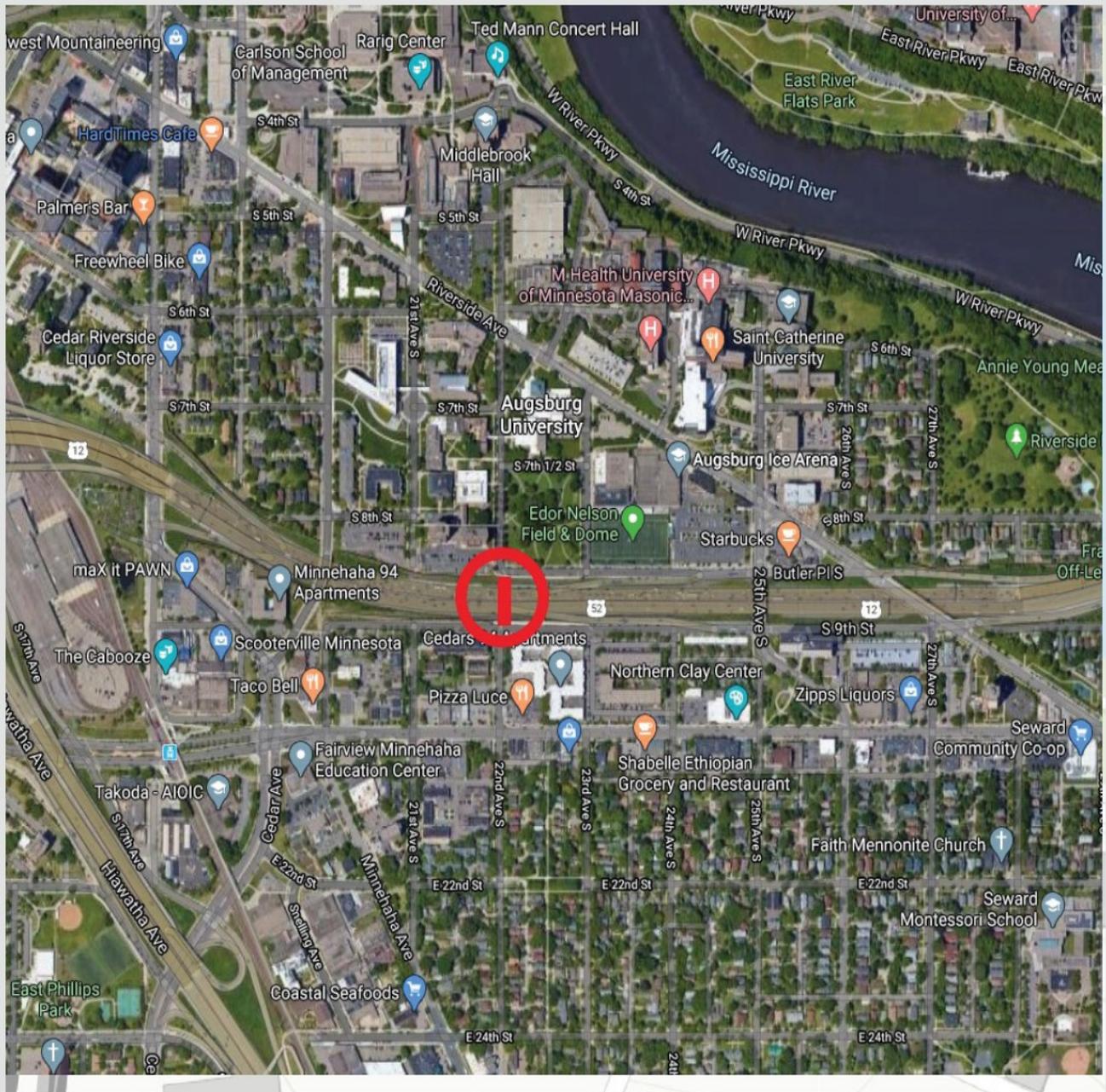
3.4 MB



Original Bridge Photo

220 KB

Project Map



 Project Location

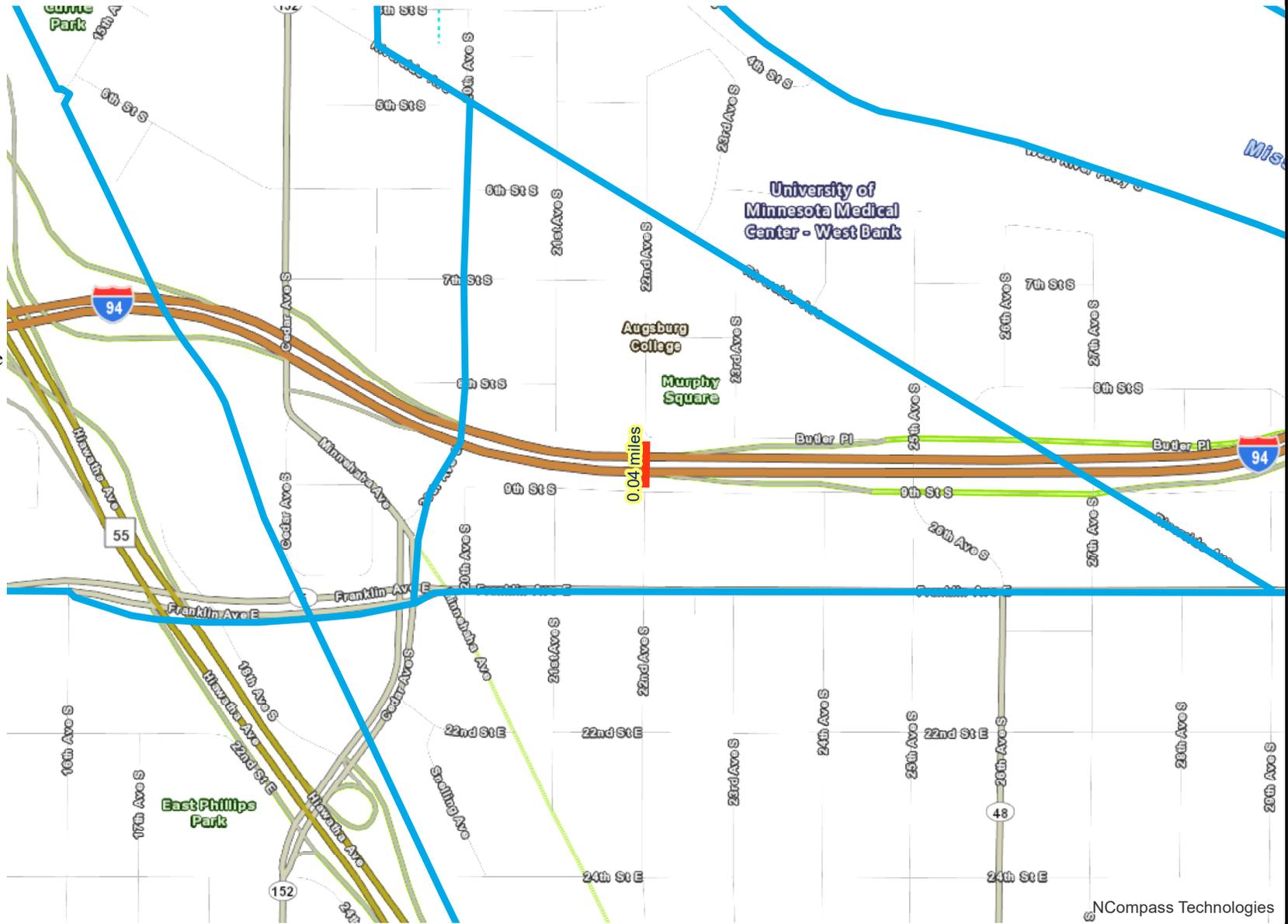
File Name	Description	File Size
2020-2021 PW-COM0001232 Mpls-MnDOT Maintenance Agreement.pdf	MPLS-MnDOT Maintenance Agreement, including bridge 9892	2.9 MB
22nd Ped Bridge Project Info Sheet.pdf	Project Info Sheet	1.2 MB
Application Letter.pdf	Agency Letter of Support	5.6 MB
Mpls 94-22nd Ave ped bridge (002).pdf	MnDOT Letter of Support	437 KB
Reconnecting-Neighborhoods-Plan-2020.pdf	Community Engagement Document Specific to the Bridge	544 KB

Project to RBTN Orientation

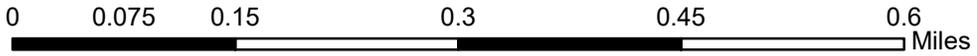
Multiuse Trails and Bicycle Facilities Project: 22nd Ave Pedestrian Bridge | Map ID: 1588628721140

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



- Project
- RBTN Tier 1 Alignment
- Principal Arterials
- RBTN Tier 1
- RBTN Tier 2
- Minor Arterials



Created: 5/4/2020
LandscapeRSA6



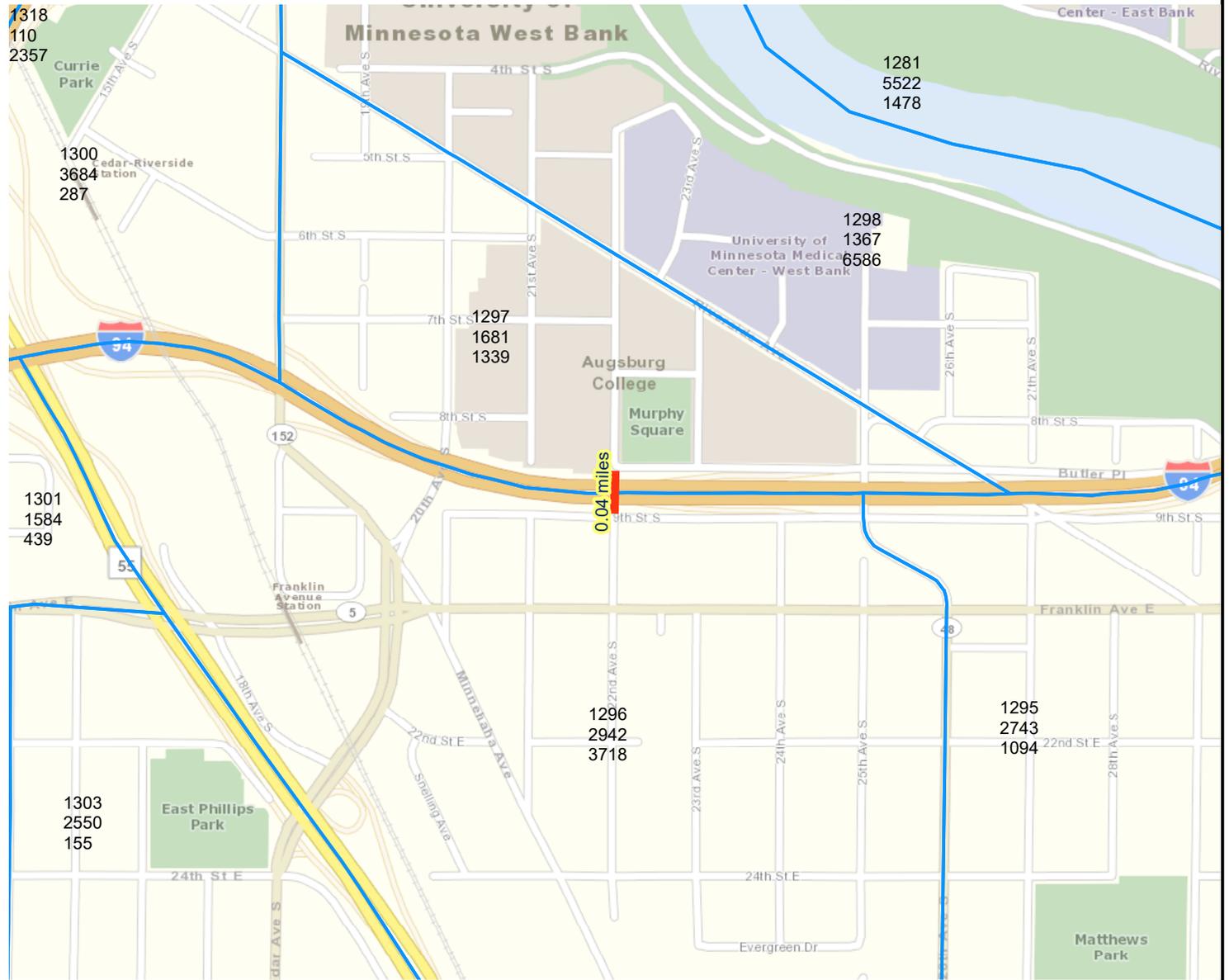
For complete disclaimer of accuracy, please visit <https://giswebpage.metc.state.mn.us/gis/notice.aspx>



©NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: 22nd Ave Pedestrian Bridge | Map ID: 1588628721140



Results

Within ONE Mile of project:
 Total Population: 45064
 Total Employment: 64392

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/4/2020
 LandscapeRSA4



For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

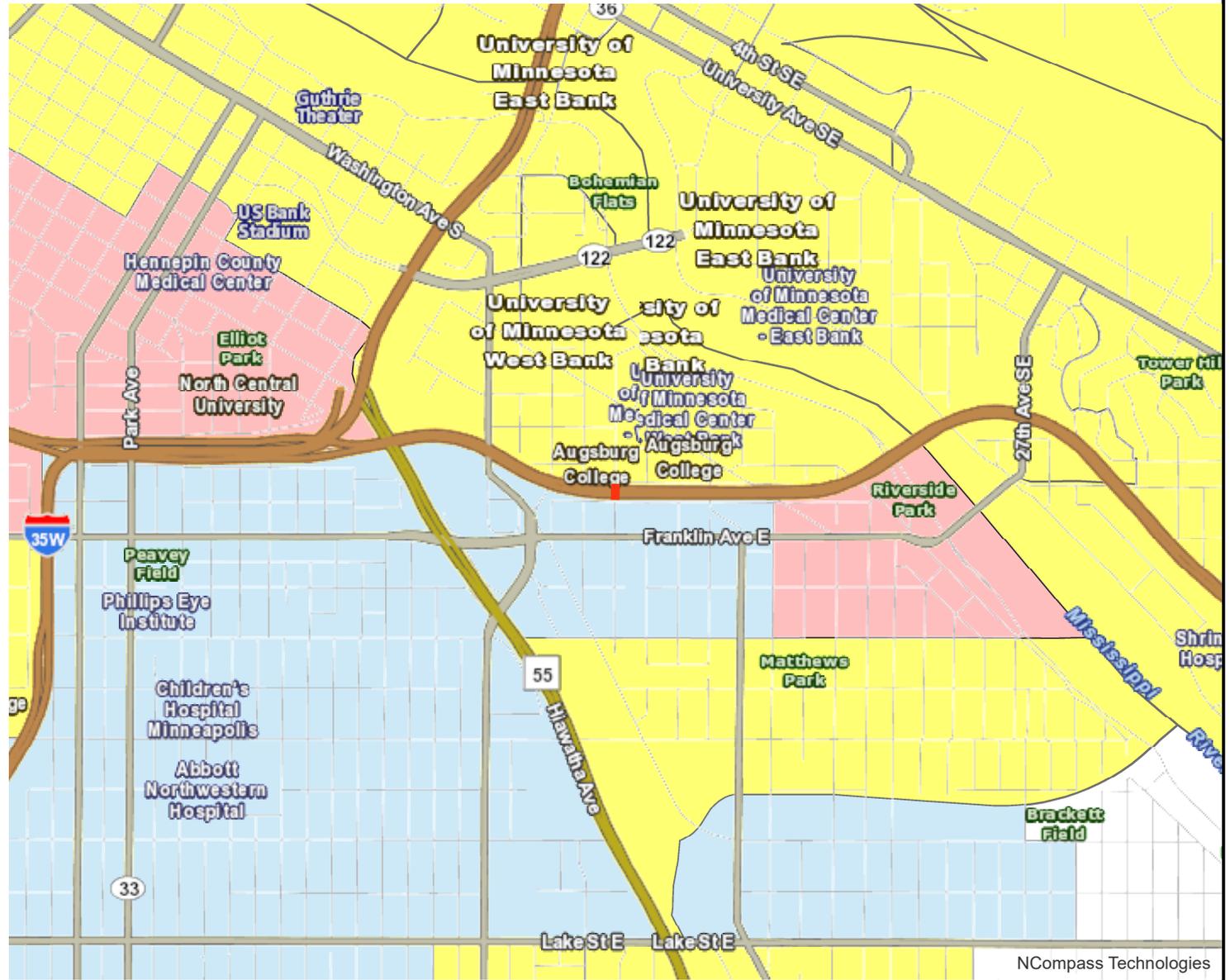


Socio-Economic Conditions

Results

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

Tracts within half-mile:
 104800 104900 106000
 106200 106400 107500
 125900



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



Created: 5/4/2020
 LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



NCompass Technologies

50'
SCALE IN FEET

S. BUTLER PL.

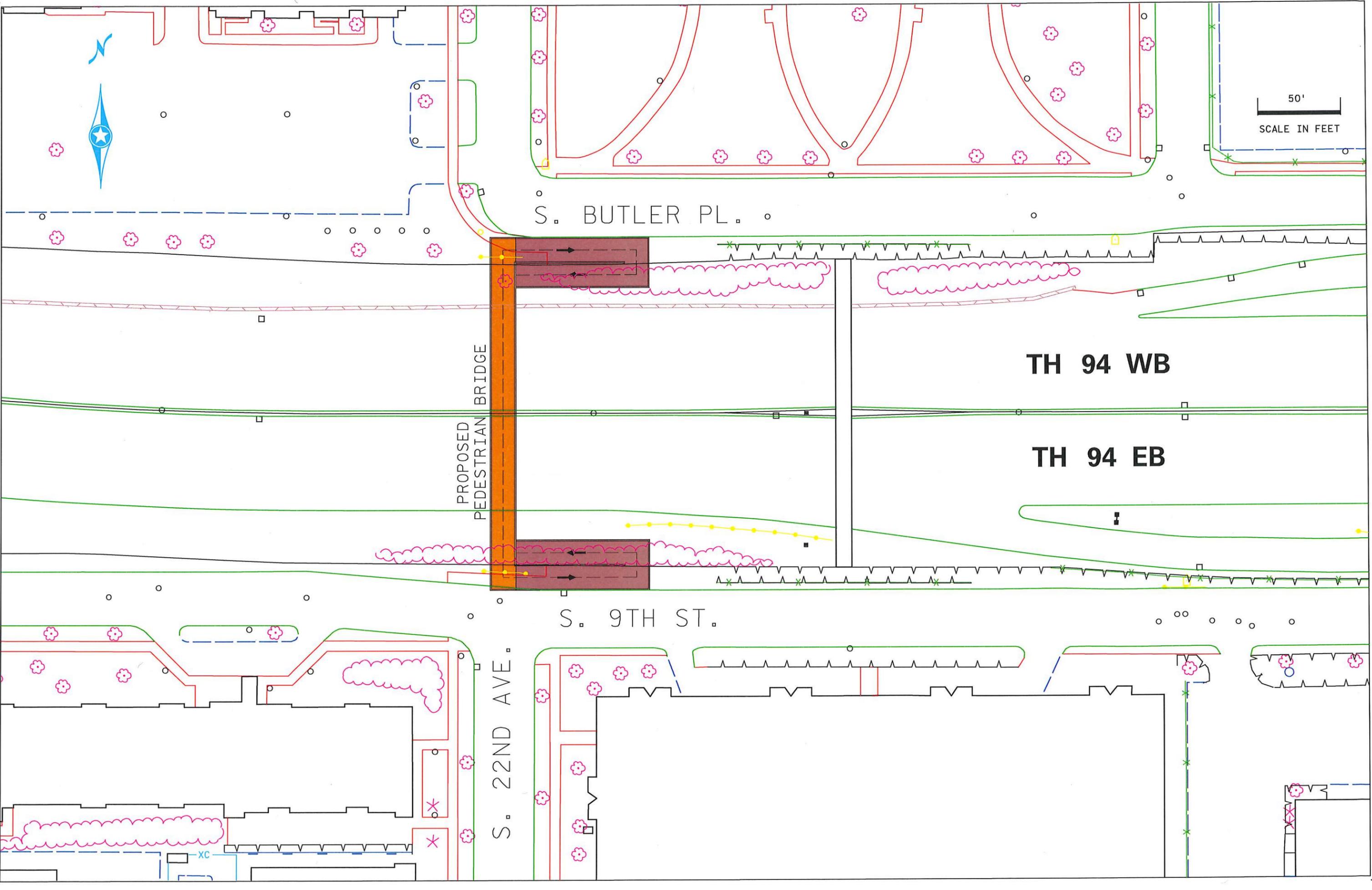
TH 94 WB

TH 94 EB

PROPOSED PEDESTRIAN BRIDGE

S. 9TH ST.

S. 22ND AVE.



PREPARED BY
METRO DISTRICT
MAINTENANCE

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
ROUTINE MAINTENANCE AGREEMENT

Mn/DOT
AGREEMENT NO.
1034229

AGREEMENT BETWEEN

THE STATE OF MINNESOTA, DEPARTMENT OF TRANSPORTATION

AND

THE CITY OF MINNEAPOLIS

FOR

Routine maintenance of certain portions of trunk highways and bridges within and adjoining the corporate limits of the City of Minneapolis upon the terms and conditions set forth in this Agreement.

TOTAL AGREEMENT AMOUNT
\$1,479,411.46

AMOUNT TO BE ENCUMBERED
(Fiscal Year 2020)
\$739,705.73

AMOUNT TO BE ENCUMBERED
(Fiscal Year 2021)
\$739,705.73

AMOUNT RECEIVABLE
(None)

THIS AGREEMENT is by and between the State of Minnesota through its Commissioner of Transportation, hereinafter referred to as "State", and the City of Minneapolis, acting through its City Council, hereinafter referred to as "City".

WHEREAS, State and City are empowered to enter into agreements pursuant to Minnesota Statutes Section 471.59; and

WHEREAS, pursuant to Minnesota Statutes Section 161.38, the parties desire to enter into an agreement relating to the maintenance of Trunk Highway roadways, bridges, and the Hiawatha Tunnel within and adjoining the corporate limits of City upon the terms and conditions set forth in this Agreement; and

WHEREAS, it is in the interest of both parties to work cooperatively in delivering these services.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

I. DUTIES OF THE CITY

- A. City will provide for routine maintenance as defined in Section I, Paragraph E, on those portions of the Trunk Highway (T.H.) roadways, the Hiawatha Tunnel, and Category A and B Bridges within and adjoining the corporate limits of the City as indicated on the map titled Exhibit A, which is attached and incorporated into this Agreement, particularly as described as follows, for which calculations can be found in Exhibits B and C which are attached and incorporated into this Agreement:

T.H. 35W: The following 0.52 miles of trunk highway designated in Minnesota Department of Transportation (Mn/DOT) records as Control Section No. 2783; beginning at the intersection of Trunk Highway 35W and Eight Street Southeast; thence northerly on the east and west frontage roads along T.H. 35W to their point of consolidation near E. Hennepin Avenue.

T.H. 47: The following 3.50 miles of trunk highway designated in Mn/DOT records as Control Section No. 2726; beginning at the intersection of Central Avenue Northeast (T.H. 65) and University Avenue Northeast; thence northerly on University Avenue Northeast to the north City limits.

T.H. 55: The following 1.37 miles of trunk highway designated in Mn/DOT records as Control Section No. 2751; beginning at Olson Memorial Highway and Thomas Avenue North, thence easterly on Olson Memorial to Oak Lake Avenue; and the following 5.07 miles of trunk highway designated in Mn/DOT records as Control Section No. 2724; beginning at Trunk Highway 94 and Thirteenth Avenue South, thence southeasterly on Trunk Highway 55 to the south City limits (East Fifty-Fourth Street) including the Hiawatha Tunnel; and the following 0.75 miles of Minnehaha Avenue beginning at East Fifty-Second Street, thence southeasterly to East Fifty-Fourth Street and continuing southeasterly from East Fifty-Fourth Street to Trunk Highway 55.

T.H. 65: The following 4.20 miles of trunk highway designated in Mn/DOT records as Control Section No. 2710; beginning at Washington Avenue South and Third Avenue South, thence northerly on Third Avenue North and Central Avenue to the north City limits.

T.H. 94 The following descriptions are all designated in Mn/DOT records as Control Section 2781. The following 0.56 miles of trunk highway beginning at the intersection of the east frontage road of Trunk Highway 94 with Oak Grove Street; thence northerly along the east frontage road of Trunk Highway 94 to its intersection with Linden Street; and the following 0.28 miles of trunk highway beginning at the intersection of the west frontage road of Trunk Highway 94 with Linden Avenue; thence southerly along the west frontage road to Dunwoody Boulevard; and the following 0.60 miles of trunk highway beginning at the intersection of the west frontage road of Trunk Highway 94 with Seventh Street North; thence southerly along the west frontage road to Third Avenue North (including the portion of Seventh Street North between the west frontage road and Eleventh Avenue North); and the following 0.43 miles of trunk highway beginning at the intersection of the east frontage road of Trunk Highway 94 with Trunk Highway 55; thence northerly along the east frontage road to Eleventh Avenue North (including the portion of Seventh Street North between Eighth Avenue North and the east frontage road).

T.H. 394 The following descriptions are all designated in Mn/DOT records as Control Section 2789. The following 0.39 miles of trunk highway beginning on the north frontage road of Trunk

Highway 394 at Theodore Wirth Parkway; thence easterly on the north frontage road to South Cedar Lake Road; and the following 0.14 miles of trunk highway beginning on the north frontage road of Trunk Highway 394 at Penn Avenue South; thence easterly on the north frontage road to Oliver Avenue North; and the following 1.01 miles of trunk highway beginning on the south frontage road of Trunk Highway 394 at France Avenue; thence easterly on the south frontage road to Penn Avenue North.

T.H. 952A The following 0.64 miles of trunk highway designated in Mn/DOT records as Control Section No. 2726; westbound Trunk Highway 952A begins at Fourth Street Southeast and Trunk Highway 35W; thence northwesterly on Fourth Street Southeast to Central Avenue Northeast (T.H. 65); eastbound Trunk Highway 952A begins at Central Avenue Northeast (T.H. 65) and University Avenue Southeast; thence southeasterly on University Avenue Southeast to Trunk Highway 35W.

- B. The above roadway descriptions have a net road total of 94.35 Equivalent Lane Miles, 18.04 centerline miles, and 664,224 square yards of pavement area.

Bridges have a net total of 28.28 Equivalent Lane Miles or 199,080 square yards as measured from curb to curb.

- C. This Agreement covers a grand total of 122.63 Equivalent Lane Miles, or 863,304 square yards of pavement area.
- D. Equivalent Lane Miles are equal to the roadway width between the curbs, measured in feet, multiplied by the length of the roadway, measure in miles, divided by a standard lane width of twelve (12) feet.
- E. City will provide routine maintenance on the above described roadways, bridges, and the Hiawatha Tunnel in accordance with the standards and guidelines City uses to routinely maintain its highway system, with a goal of achieving a Level of Service Long Term Target as defined in Exhibit D, which is based on Mn/DOT Products and Services definitions, as follows:
1. **CLEAR ROADWAYS:** Keep the roadways, bridges, Hiawatha Tunnel, and pedestrian walkways reasonably free and clear of ice and snow and undertake proper and timely cleaning of ice and snow when necessary with the exception of TH 55 (the State will be responsible for snow and ice for TH 55 roadways and bridges; the City will be responsible for snow and ice for the pedestrian walkways on TH 55) and perform debris clearance to keep the same free and clear from obstructions and impediments that may interfere with the passage of vehicle, bicycle, and pedestrian traffic. Bridge ice and snow removal will cover the entire bridge width without pushing ice or snow onto any roadway, railroad, trail, path, or walkway located below the bridge. Perform sweeping on an agreed upon schedule for all roadways; and
 2. **SMOOTH PAVEMENT:** Maintain the roadways so as to keep the same in good repair. Maintenance will include necessary routine maintenance to preserve the roadways, and sidewalks which includes, but is not limited to, patching of the road surface and sidewalks, minor slope repairs, minor curb and gutter repairs, and drainage structure cleaning on a complaint basis; and
 3. **SAFETY FEATURES:** Maintain the highway safety devices such as: signing, and fencing. City shall also maintain fence that is within 30 feet of the end of the bridges as referenced in Exhibit B. The State will furnish, for City installation, suitable route markers for the guidance of traffic on such trunk highways; and
 4. **AVAILABLE BRIDGES:** Perform routine maintenance and report all maintenance activities performed to the State on a monthly basis per Legislative Bridge Reporting Requirements on the sample form found in Exhibit F [which is attached and incorporated into this Agreement] (further defined as Category A and Category B) to preserve the bridges, retaining walls, and noise walls in reasonable condition, including the following (see Exhibit B for bridge identification):

- a. **Category A Maintenance:** Category A bridges are generally those bridges that are City roadway bridges over State trunk highways, bridges that are concurrent with the trunk highways listed in Section I, Paragraph A of this agreement, and pedestrian bridges. Maintenance includes: the proper and timely cleaning and flushing of bridge deck drains and other substructure areas that do not require lane closures on the roadway below the bridge, necessary curb, sidewalk and deck spall patching with material approved by the Mn/DOT Metro Bridge Maintenance Office, minor bridge railing repair, proper and timely sealing of cracks in the bridge wearing surface (does not include hairline crack sealing or seal coating of the entire bridge deck), removal of graffiti, painting repairs, proper and timely repair of expansion joint glands (does not include gland replacement), replacement of light bulbs, lamps, and electrical connections at fixtures, minor slope paving maintenance, and proper and timely sweeping of the bridge surface and sidewalks; and
 - b. **Category B Maintenance:** Category B bridges are generally those bridges that are State trunk highway bridges over City streets. Maintenance includes: routine maintenance underneath the bridge (below the Mn/DOT highway elevation) including, but not limited to, removal of graffiti (including backside of the bridge rail), painting repairs, replacement of light bulbs, lamps and electrical connections at fixtures, minor slope paving maintenance, cleaning of drainage structures on a complaint basis, snow and ice control and minor repair of sidewalks, stairs and roadway below the Mn/DOT highway elevation and within Mn/DOT right-of-way, flushing of the bearing assemblies, debris removal, and landscaping maintenance; and
 - c. **Noise Wall Maintenance:** The City is responsible for temporary repairs to prevent pedestrians or animals from entering State right of way. Repairs may be made on either side of the noise wall as determined to be appropriate by the City. Temporary repairs are defined as non-structural, short term duration. Upon completion of the temporary repair, the City will contact the State for final repair. Any materials used by the City for temporary repair will become a part of the noise wall and ownership transferred to the State.
5. **PERMITS:** Administer, issue, regulate, and inspect transportation permits, and permits to maintain existing utilities on the Trunk Highways described in Section I, Paragraph A. Transportation permits include, but are not limited to obstruction permits for sidewalks, travel lanes; parking lanes; parade permits; race permits; block events as defined by City of Minneapolis ordinance; street furniture including transit shelters, transit benches, litter, news corrals, oversized-overweight vehicles, etc. in accordance to Mn/DOT policy and regulations.
 6. **ATTRACTIVE ROADSIDES:** Perform graffiti removal within the Trunk Highway right-of-way. The City is responsible for cleaning graffiti on the city side freeway and city side non-freeway (trunk highway) of all Noise Walls located within the City boundaries, where the State Noise Wall right of way is adjacent to City right of way. City will respond to and perform all Gopher State One Call locates on the TH 47, TH 55, TH 65 and TH 952A electrical systems, except fiber optics not owned by City for the trunk highways described in Section I, Paragraph A. This will not apply to Trunk Highway 55 from Twenty-Sixth Street East to Trunk Highway 94; and
 7. The Level of Service Long Term Targets for the above-mentioned responsibilities are further defined in Exhibit D (which is attached and incorporated into this Agreement) which was the result of a 2007 joint effort between the City of Minneapolis, City of St. Paul, and Mn/DOT to clearly define the responsibilities in this agreement.
- F. City will operate and provide routine maintenance for the Hiawatha Tunnel located between Forty-Sixth Street and Fiftieth Street on the Trunk Highway 55 corridor, in accordance with the following:
1. All responsibilities of Section I, Paragraph E of this agreement will apply to the Hiawatha Tunnel; and
 2. Operate and maintain all Hiawatha Tunnel systems in accordance with the Operations and Maintenance Manuals provided to City by State and in accordance with all manufacturers' recommendations; and
 3. Maintenance will include payment of all utility bills and all necessary routine maintenance to preserve in good working order: the lighting, alarms, HVAC, equipment room, pavement surface, cleaning of drainage structures on a complaint basis, water service, fire protection systems, electronic control equipment, and all other entities, appurtenances, and systems associated with the Hiawatha Tunnel, except those excluded in Section II Paragraph B and Paragraph C; and

4. It is hereby agreed that this agreement covers the two easterly barrels of the Hiawatha Tunnel associated with Trunk Highway 55 vehicular traffic. The third barrel is for Light Rail Transit and is not covered by this agreement.
- G. City will provide routine maintenance on the Third Avenue Bridge over Trunk Highway 94 and the Third Avenue approaches to this bridge, all in accordance with Section I, Paragraph E of this agreement, and when needed, the City will order, purchase, store, furnish and install all special aesthetic facade panels, decorative light fixtures, poles, lamps, ornamental railing, and other architectural appurtenances that may require replacement on the bridge.
- H. City will furnish all labor, equipment, materials, supplies, tools, and other items necessary for the performance of the services to be provided for by City under this Agreement.
- I. City will collect and report available, complete, and verifiable cost data for labor, equipment, and materials to support the consideration and payment in Section V of this agreement.
- J. All materials used by City in the performance of the work under this Agreement must conform to the requirements of the current edition of the Minnesota Department of Transportation Standard Specifications for Construction and to any subsequent amendments thereto.
- K. If there is a change in the routing of a Trunk Highway, a substitution of a new route for a Trunk Highway, or a variation from the present Trunk Highway location by the State, City will maintain the new Trunk Highway in accordance with this Agreement during such period of substitution and will be paid the amount to which it is entitled under this Agreement. If State relocates any portion of the above described Trunk Highways and the present roadway, bridges, or Hiawatha Tunnel revert to City, the City will maintain the reverted portion at its sole cost and expense.
- L. The City will provide ticketing and towing services of vehicles parked on the Trunk Highways described in Section I, Paragraph A as needed to facilitate street maintenance operations or other events.

II. DUTIES OF THE STATE

- A. State is responsible for any extraordinary maintenance, betterment, construction, or reconstruction on the Trunk Highways, bridges, and Hiawatha Tunnel described in Section I, Paragraph A. If State desires City to perform any such work, the parties must enter into a separate agreement or Master Contract Work Order therefore. Extraordinary maintenance, betterment, construction, or reconstruction includes, but is not limited to, seal coat, overlay of the roadway surface, mill and overlay of the roadway surface, replacement and repair of guardrail and attenuators, replacement and repair of drainage structures and culverts which require excavation, major washout repairs, and lifecycle replacement of state owned signs for retro-reflectivity.
- B. State will be responsible for washing the walls of the Trunk Highway 55 Hiawatha Tunnel and the associated traffic control. Washing will take place on an as-needed basis, as determined by State.
- C. State monitored the carbon monoxide levels in the Hiawatha Tunnel for a period of two years after the tunnel was opened, at which time State determined further monitoring was not warranted. If City desires to continue such monitoring, all costs to monitor and maintain this system will be the sole responsibility of the City.
- D. State will retain its authority to administer, issue, and regulate access permits, drainage permits, and permits to install new utilities on the Trunk Highways described in Section I, Paragraph A.
- E. For the State-owned bridges referenced in Exhibit B, the State shall be responsible for all bridge safety inspections and for reporting into the Structures Information Management System (SIMS) bridge inspection system, thus the City will not be responsible for the structural integrity of these bridges.

- F. Maintain the pavement markings on trunk highways.
- G. Attractive Roadsides: Perform routine maintenance of vegetation and landscaping, including necessary and regular mowing per the current district practices, tree trimming, diseased tree removal, and litter or debris collection and disposal within the Trunk Highway right-of-way.
- H. Noise Walls: Complete all betterment and reconstruction activities associated with State owned noise walls.

III. SEMI-ANNUAL INSPECTION

Authorized representatives of State and City will individually inspect roadways, bridges, and the Hiawatha Tunnel included in this agreement and meet on a semi-annual basis to review the adequacy of the maintenance work being performed, and to determine if any extraordinary maintenance, betterments, construction, or reconstruction is required.

IV. LANE CLOSURES AND TRAFFIC CONTROL

- A. The City or State may partially block the trunk highways and bridges for a period of time necessary for the performance of the services covered under this Agreement. In cases of emergency or planned special events, such trunk highways and bridges may be wholly blocked and the passage of traffic thereon prevented by the City. At no time, however, will the City continue to obstruct the free passage of traffic on the trunk highways or bridges for a longer period of time than is required for performing the necessary work or completion of planned special events thereon. In the event of the total blocking or closing of any such trunk highway or bridge, City must provide a suitable detour during such time, with the assistance of State, as needed.
- B. City may close to travel the trunk highways and bridges at such time as it is necessary for the emergency repair of water or gas mains, electric or telephone cables, or sewers. However, City will not cause any portions of said trunk highways and bridges to be closed to traffic for any reasons other than those above set forth, and in no event for a time longer than reasonably necessary to complete authorized work.
- C. All partial and total closures of the trunk highways and bridges covered under this Agreement must be in conformance with the current Minnesota Manual on Uniform Traffic Control Devices, and City must provide at least a 24-hour notice of these closures to the Mn/DOT Dispatch Center at 651-234-7110, except during emergency events.

V. CONSIDERATION AND TERMS OF PAYMENT

- A. State will pay to City the sum of \$739,705.73 during the first year of this Agreement and the sum of \$739,705.73 during the second year of this Agreement for the performance of the work and the furnishing of labor, equipment, and materials as set forth in Section I of this Agreement. For historical reference, these figures were determined by considering the City's previous 3-year average costs, as determined by the City's existing accounting methods.
- B. State reimbursement to the City shall be, but not exceed \$739,705.73 for each fiscal year, **unless this agreement is amended.**
- C. The City and State have agreed to continue to pursue discussions regarding services, resources, method of determining adequate payment, and cost reporting format, within the structure of Exhibit D: Products and Services Long Term Target. It is understood that the amount of payment does not match the City Level of Service Long Term Target outlined in Exhibit D. State and City recognize this and will continue to work toward a system where the amount of the payment fully funds the jointly agreed upon Level of Service.

- D. No payment will be made to City to order, purchase, store, furnish and install any special aesthetic facade panels, decorative light fixtures, poles, lamps, ornamental railing, and other architectural appurtenances that may require replacement on the 3rd Avenue Bridge over Trunk Highway 94 as set forth in Section I, Paragraph G of this Agreement.
- E. In the event there is a change as described in Section I, Paragraph K, in the roadways, bridges, or Hiawatha Tunnel to be maintained by City, or this Agreement is cancelled prior to June 30, 2021, the payment due to City will be prorated for the full months and fractional months, if any, that the terms of this agreement are in effect.
- F. During the term of this agreement, four lump sum payments will be made to the City for Fiscal Year 2020 with four additional lump sum payments made to the City for fiscal year 2021 in the amounts listed below.

<u>Fiscal Year 2020</u>		<u>Fiscal Year 2021</u>	
October 1, 2019	\$184,926.43	October 1, 2020	\$184,926.43
January 1, 2020	\$184,926.43	January 1, 2021	\$184,926.43
April 1, 2020	\$184,926.43	April 1, 2021	\$184,926.43
June 30, 2020	\$184,926.43	June 30, 2021	\$184,926.43

State's maximum obligation during the first year of the Agreement is \$739,705.73 and its maximum obligation during the second year of this Agreement is \$739,705.73. State's total obligation under this Agreement is \$1,479,411.46. Refer to Exhibit E (which is attached and incorporated into this Agreement) as a reference to the work items and payments for the work items included herein.

VI. CONDITIONS OF PAYMENT

- A. Payment will be made by State under this Agreement on a quarterly basis, as soon as possible after the respective dates of October 1, January 1, April 1, and June 30 of each fiscal year, upon the submission by City to State of a cost analysis listing all labor, materials, and equipment used by City during the quarter, and an invoice for the services performed, and a certificate certifying that all work done during the period for which City seeks payment has been performed in full conformity with this Agreement.
- B. All services provided by City pursuant to this Agreement must be performed to the satisfaction of State, as determined at the sole discretion of its Authorized Representative pursuant to Section IX, Paragraph C, and in accordance with all applicable federal, state, and local laws, ordinances, rules and regulations.
- C. If City fails to perform any of the work according to the terms of this Agreement, State may perform such work and may offset any payment due to the City under this agreement by the amount of the labor, overhead, and material costs incurred by the State in performing such work. Performance of such work by the State will not be construed as a waiver of the City's obligation to subsequently perform such work, and the City will be entitled to compensation, pursuant to this agreement, for subsequent work, which is satisfactorily performed by the City. This paragraph will not be construed to relinquish any rights of action, which may accrue on behalf of State as against City for any breach of contract.

VII. TERM OF AGREEMENT

- A. Effective Date: July 1, 2019
No reimbursements will be made until or upon the date that the final required signature is obtained by the State, pursuant to Minnesota Statutes Section 16C.05, subdivision 2.
- B. Expiration date: June 30, 2021, or until all obligations have been satisfactorily fulfilled, whichever occurs first.

VIII. CANCELLATION

- A. This Agreement may be canceled by either party with sixty (60) days prior written notice to the other party. In the event of such a cancellation, City will be entitled to a prorated payment for the months and fractional months, if any, that this Agreement was in effect.
- B. The State may immediately terminate this contract if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment of the services covered here. Termination must be by written or fax notice to the City. The State is not obligated to pay for any services that are provided after notice and effective date of termination, however, the City will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed to the extent that funds are available. The State must provide the City notice of the lack of funding within a reasonable time of the State's receiving that notice.

IX. AUTHORIZED REPRESENTATIVE

- A. State's Authorized Representative for the purposes of the administration of this Agreement is Todd Stevens (or successor), Assistant District Engineer – Maintenance, Minnesota Department of Transportation, Metro District, 1500 West County Road B2, Roseville, MN 55113, (651) 234-7901, or his designee or successor.
- B. City's Authorized Representative is Lisa Cerney (or successor), City Engineer/Deputy Director of Public Works, City of Minneapolis – Department of Public Works, 350 South 5th Street, Room 203, Minneapolis, MN, 55415-1390, (612) 673-3061, or her designee or successor.
- C. State's Authorized Representative will have final authority for acceptance of City's services. If such services are accepted as satisfactory, State's Authorized Representative will so certify on each invoice submitted pursuant to Section VI, Paragraph A, and will authorize payment.

X. ASSIGNMENT

- A. Neither party will assign or transfer any rights or obligations under this Agreement, in whole or in part, without prior written consent of the other.
- B. All contracts and agreements made by either party with third parties for the performance of any work to be done under this Agreement must be made in accordance with the terms of this Agreement and State of Minnesota law.
- C. This Agreement will not be construed as a relinquishment by State of any powers or control it may have over the trunk highways and bridges covered under this Agreement.

XI. MERGER/AMENDMENTS

This Agreement contains all negotiations and agreements between the State and City. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party. Any amendments to this Agreement must be in writing, and must be executed by the same parties who executed the original Agreement, or their successors in office.

XII. WAIVER

If either party fails to enforce any provision of this contract, that failure does not waive the provision or a party's right to subsequently enforce it.

XIII. LIABILITY

- A. The employees and agents of the City will not be deemed to be employees of the State for any reason.
- B. Each party will be solely responsible for its own acts and omissions, the acts and omissions of its employees, and results thereof to the extent authorized by law. The parties will not be responsible for the acts of any others and the results thereof. Liability of State will be governed by the provisions of the Minnesota Tort Claims Act, Minnesota Statutes Section 3.736, and the liability of City will be governed by Minnesota Statutes Chapter 466. This clause will not be construed to bar any legal remedies each party may have for the other party's failure to fulfill its obligations pursuant to this Agreement.
- C. Each party to this Agreement will defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim of whatsoever character arising in connection with or by virtue of performance of its own work as provided herein.

XIV. WORKERS' COMPENSATION

Each party will be solely responsible for its own employees for any workers compensation claims.

XV. CIVIL RIGHTS

The City must comply with the provisions of Minnesota Statutes Section 181.59, and any applicable local ordinance relating to civil rights and discrimination.

XVI. STATE AUDITS

The books, records, documents, and accounting procedures and practices of City, relevant to this Agreement, may be subject to examination by the Mn/DOT auditor, and the Legislative Auditor, or the State Auditor, as appropriate, for no less than six years following the expiration of this Agreement.

XVII. DATA PRACTICES

The State and the City must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to any information provided to or by a party to this agreement.

XVIII. EXHIBITS INCORPORATED

All exhibits (Exhibits A-F) attached to this Agreement are deemed incorporated into this Agreement.

[The remainder of this page has been intentionally left blank]

STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minnesota Statutes 16A.15 and 16C.05.

By [Signature]

Date 7/10/19

SWIFT
MAPS Encumbrance No. 3000488676
SWIFT Contract # 162597

DEPARTMENT OF TRANSPORTATION

Recommended for approval:

By [Signature]
Metro District
Assistant District Engineer – Maintenance

Date 7/23/19

Approved:

By [Signature]
Metro District Engineer

Date 7/23/19

Approved as to form and execution:

By [Signature]
Contract Management

Date 8/2/2019

COMMISSIONER OF ADMINISTRATION

As delegated to Materials Management Division

By [Signature]

Date 8/5/2019

CITY OF MINNEAPOLIS

Approved: [Signature]
Department Head responsible for Contract Monitoring
for this contract

Date 6/27/2019

Countersigned: [Signature]
Finance Officer Designee

Date 07.05.19

Approved as to form:

By [Signature]
Assistant City Attorney

Date 7/11/19

63149

Municipality of Minneapolis

Prepared by the
MINNESOTA DEPARTMENT OF TRANSPORTATION
Maintenance Asset Management Unit

0 0.25 0.5 1 Miles

2013



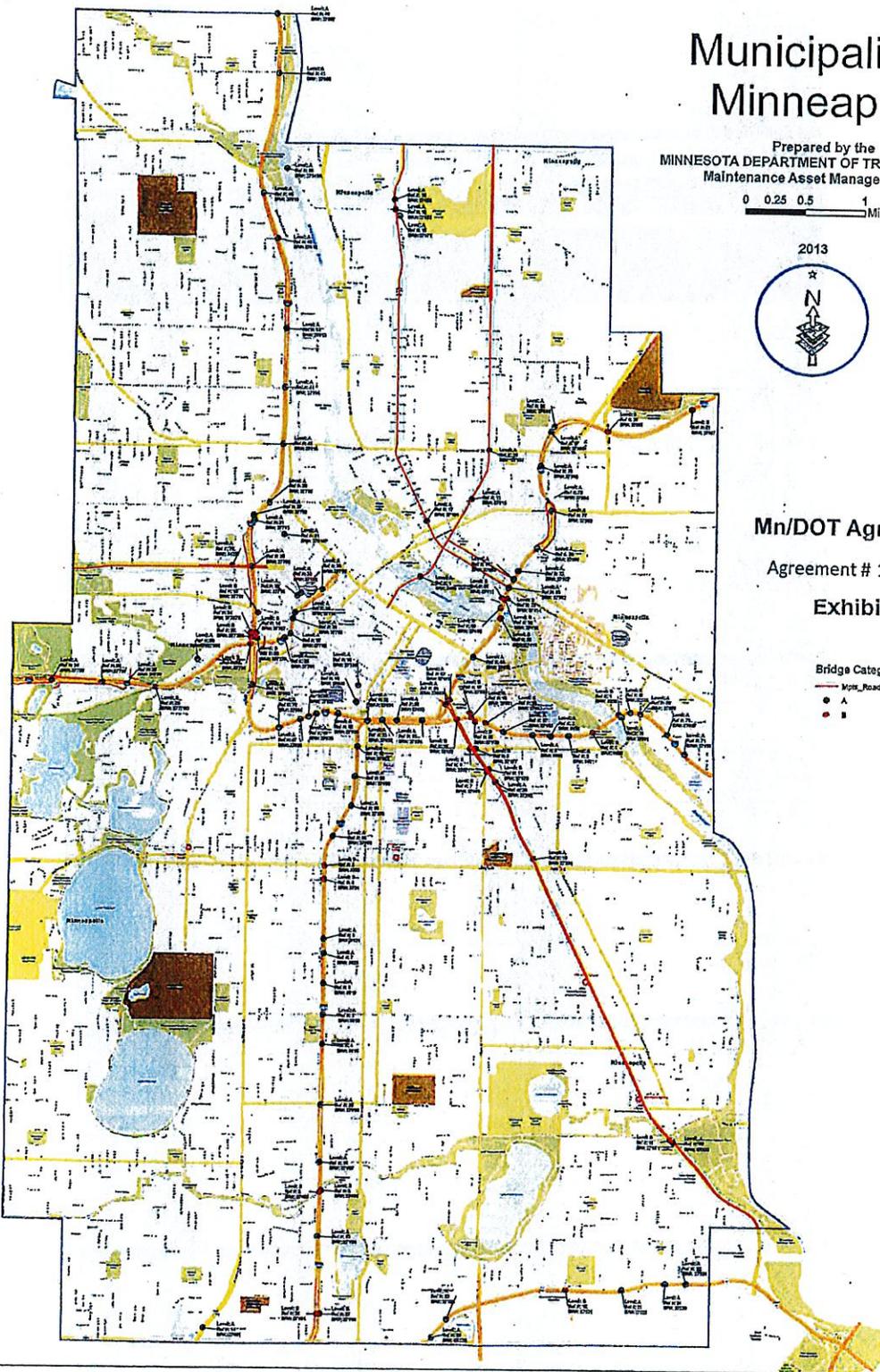
Mn/DOT Agreement

Agreement # 1034229

Exhibit A

Bridge Category

- Major Roads
- A
- B



STATE BRIDGE	ROUTE (LOCATION)	CROSSING OVER/UNDER	STREET ROUTE	OWNER & MAJOR REPAIRS	ROUTINE MAINT.	BRIDGE AREA (S.F.)	EQUIV LANE MILES
2440	14th Ave. S	Over MGS R & BNSF RR	TH 65	State	City	110,820	1.743
9420	25th Ave. S	Over I-94	MSAS 429	State	City	9,620	0.152
9421	Riverside Ave. S.	Over I-94	MSAS 198	State	City	16,160	0.287
9611	E. Diamond Lake Rd.	Over I-35W	MSAS 167	State	City	11,130	0.176
9615	E. 50th St.	Over I-35W	MSAS 264	State	City	9,760	0.154
9616	E. 42nd St.	Over I-35W	MSAS 260	State	City	10,340	0.163
9617	E. 46th St.	Over I-35W	CSAH 48	State	City	11,830	0.177
9618	E. 40th St.	Over I-35W	CSAH 48	State	City	11,830	0.177
9619	E. 38th St.	Over I-35W	MSAS 253	State	City	11,830	0.177
9620	E. 36th St.	Over I-35W	MSAS 251	State	City	9,390	0.148
9621	E. 35th St.	Over I-35W	MSAS 249	State	City	8,850	0.143
9622	E. 58th St.	Over I-35W	MSAS 249	State	City	8,810	0.139
9731	E. 31st St.	Under I-35W	Pedestrian	State	City	1,270	0.020
9733	Lake St.	Under I-35W	MSAS 285	State	City	17,440	0.275
8892	23rd Ave. S.	Under I-94	CSAH 9	State	City	22,870	0.361
9853	Franklin Terrace	Under I-94	LOCAL	State	City	18,910	0.028
27003	Pedestrian Walkway	Over I-94	Pedestrian	State	City	4,540	0.073
27013	Central Ave. N.E.	Over BNSF RR @ 9th St. SE	TH 65	State	City	3,220	0.130
27056	St. Anthony Blvd.	Over University Ave. N.E.	City PB 97	State	City	7,290	0.115
27059	Unescoy Ave. N.E.	Over I-94	TH 47	State	City	20,450	0.323
27061	W. 61st St. (at Dupont)	Over TH 121	Pedestrian	State	City	1,030	0.016
27063	Cedar Ave. S. (S. Br.)	Under TH 55 WB	CSAH 11	State	City	12,300	0.194
27071	E. Franklin Ave.	Under TH 55	CSAH 11	State	City	21,500	0.338
27072	University Ave. N.E.	Over BNSF RR	TH 47	State	City	23,310	0.473
27100	11th St. S.	Over TH 65	City 2075	State	City	8,740	0.138
27131	Unescoy Ave. N.E.	Over BNSF RR	TH 47	State	City	2,650	0.042
27154	Blawie & Central Ave. N.E.	Over BNSF RR	TH 65	State	City	12,490	0.197
27177	E. Franklin Ave. (W Br.)	Under TH 55 EB	CSAH 6	State	City	20,800	0.328
27178	Cedar Ave. S. (N. Br.)	Under TH 55 EB	CSAH 6	State	City	9,900	0.155
27181	Hawatha Ave. (Tunnel)	Under Hancock Parkway	TH 55	State	City	18,290	0.182
27201	Hawatha Ave.	Over E. Lake St.	TH 55	State	City	46,400	0.732
27202	Pedestrian Walkway	Over Hawatha Ave. S.	Pedestrian	State	City	7,690	0.121
27409	West River Parkway	Under I-35W SB	Prkwd Rvwy	State	City	106,160	1.675
27410	West River Parkway	Under I-35W NB	Prkwd Rvwy	State	City	106,810	1.688
27411	2nd St.	Under I-35W SB	MSAS 217	State	City	6,850	0.108
27412	2nd St.	Under I-35W NB	MSAS 221	State	City	5,850	0.092
27521	28th Ave. S.	Under TH 62	MSAS 431	State	City	7,670	0.119
27522	34th Ave. S.	Over TH 62	City 1711	State	City	7,130	0.113
27524	43rd Ave. S.	Over TH 62	City 1600	State	City	4,780	0.075
27525	Bloomington Ave. S.	Over TH 62	MSAS 271	State	City	4,850	0.073
27530	40th Ave. S.	Over TH 62	Pedestrian	State	City	1,060	0.017
27535	14th Ave. S.	Over TH 62	Pedestrian	State	City	1,320	0.021
27549A	42nd Ave. N. (Camden Bridge)	Over I-94	MSAS 260	State	City	12,248	0.193
27701	Linden Ave.	Over I-394	City 1561	State	City	7,590	0.120
27702	12th St. N.	Over I-394	MSAS 225	State	City	5,840	0.094
27703	11th St. N.	Over I-394	MSAS 224	State	City	6,350	0.100
27704	Glenwood Ave. N.	Over I-394 & Ramps	CSAH 40	State	City	11,230	0.177
27705	7th St. N.	Over I-394 & Ramps	TH 65	State	City	16,280	0.257
27706	8th St. N.	Over I-394	MSAS 218	State	City	16,320	0.258
27716	Lyndal's Ave. NB+B274	Over I-94	City 2027	State	City	16,250	0.258
27718	10th St. N. Extended	Over BNSF RR	old TH 55	State	City	25,190	0.398
27730	10th St. N.	Over I-394 & Ramps	TH 394	State	City	16,280	0.257
27732	7th St. N.	Over BNSF RR	old TH 55	State	City	25,660	0.405
27758	Theodore Wirth Parkway	Over I-394 & Frontage Road	old 430	State	City	12,460	0.197
27757	Cedar Lake Road	Over Wavzatta Boulevard	Pedestrian	State	City	2,780	0.044
27756	Penn Ave.	Over I-394	CSAH 2	State	City	12,760	0.202
27706B	BNSF & UP RR	Under I-394 EB	railroad	State	City	29,280	0.462
27706C	BNSF & UP RR	Under I-394 RB	railroad	State	City	35,230	0.556
27782	7th St. N.	Over I-94	MSAS 221	State	City	32,680	0.516
27785	11th St. (Olson Highway)	Over I-94	TH 55	State	City	22,760	0.359
27796	Plymouth Ave. N.	Over I-94 & Ramps	MSAS 197	State	City	34,830	0.551
27799	Dunwoody Blvd.	Under I-94	MSAS 312	State	City	54,340	0.868
27807	I-94	Under 53rd Ave. N.	I-94	State	City	13,580	0.214
27808	I-94	Under 49th Ave. N.	I-94	State	City	17,280	0.273
27812	Dovling Ave. N.	Over I-94	MSAS 169	State	City	15,170	0.239
27813	Lowry Ave. N.	Over I-94	CSAH 153	State	City	15,630	0.247
27814	26th Ave. N.	Over I-94	MSAS 240	State	City	11,970	0.189
27815	I-94 SB TH 952A	Under W. Broadway	TH 952A	State	City	18,830	0.297
27816P	Pedestrian Walkway	Over BNSF RR	railroad	State	City	7,620	0.120
27819	41st Ave. N.	Over I-94	CSAH 152	State	City	11,730	0.185
27832	Lowry Hill Tunnel	Over I-94	MSAS 159	State	City	157,860	0.162
27836	LaSalle Ave.	Over I-94	MSAS 192	State	City	11,890	0.189
27837	Nicollet Ave. S.	Over I-94	MSAS 283	State	City	8,800	0.139
27838	1st Ave. S.	Over I-94	MSAS 190	State	City	10,470	0.165
27840	E. 16th St.	Over TH 65 & Ramp	MSAS 261	State	City	17,500	0.276
27845	High Street SE	Over I-35W, Ramps & Coll. Rd.	TH 55	State	City	21,400	0.338
27851	Portland Ave. S.	Over I-94 & I-35W	CSAH 35	State	City	19,540	0.308
27852	Park Ave. S.	Over I-94 & I-35W	MSAS 163	State	City	18,450	0.291
27853	Chicago Ave. S.	Over I-94 & I-35W	MSAS 215	State	City	20,180	0.318
27854	11th Ave. S.	Over I-94 & I-35W	CSAH 5	State	City	11,440	0.181
27856	27th Ave. S.E.	Over I-94 & Ramp	CSAH 152	State	City	19,310	0.305
27883	Cedar Avenue	Under I-94	MSAS 282	State	City	9,840	0.155
27885	20th Ave. S.	Over I-94	Pedestrian	State	City	9,210	0.145
27886	Laurel Ave. S.	Over I-35W	Pedestrian	State	City	3,700	0.058
27888	W. 24th St.	Over I-35W	MSAS 241	State	City	10,990	0.173
27869	E. 28th St.	Over I-35W	MSAS 239	State	City	12,230	0.193
27870	E. 28th St.	Over I-35W	CSAH 5	State	City	13,600	0.216
27872	Franklin Ave.	Over I-35W	TH 55	State	City	23,900	0.387
27875	7th Street NE	Over I-35W, Ramps & Coll. Rd.	TH 55	State	City	10,950	0.173
27877	5th St. off I-94 WB	Over I-35W & collector roads	MSAS 218	State	City	14,680	0.232
27881	Washington Ave. S.	Over I-35W	CSAH 152	State	City	9,960	0.158
27882	University Ave. S.E.	Over I-35W	TH 952A	State	City	9,910	0.156
27883	4th St. S.E.	Over I-35W	TH 52	State	City	26,220	0.414
27885	Johnson St. N.E.	Over I-35W & Ramp	MSAS 183	State	City	15,080	0.238
27886	Broadway St. N.E.	Over I-35W and NB off-ramps	CSAH 66	State	City	24,280	0.383
27895	Sinson Blvd.	Under I-35W	CSAH 27	State	City	1,750	0.027
27955	Huron Blvd. S.E.	Over I-94 Ramps	Pedestrian	State	City	7,380	0.116
27957	Franklin Ave. S.E.	Over I-94	CSAH 505	State	City	2,320	0.037
27958	Seymore Ave. S.E.	Over I-94	Pedestrian	State	City	14,760	0.233
27965	W. Groveland Ave.	Over I-94	City 513	State	City	7,470	0.118
27961	East River Parkway	Over I-35W	Pedestrian	State	City	3,280	0.052
27965	Summer St. N.E.	Over I-35W	Pedestrian	State	City	3,720	0.059
27987	5th St. S.E.	Over I-35W	MSAS 231	State	City	10,370	0.164
27988	8th St. S.E.	Over I-35W	MSAS 231	State	City	11,850	0.188
27989	E. Hennepin Ave.	Over I-35W	CSAH 52	State	City	26,040	0.414
27990	BNSF RR	Over I-35W	railroad	State	City	13,540	0.214
27994	Johnson St. N.E.	Over I-35W	City 1801	State	City	1,948	0.006
94277	TH 55 (Olson Hwy.)	Over Bassett's Creek	TH 55	State	City	12,250	0.193
27549A	42nd Ave. (Camden Br.)	Over I-94	MSAS 262	State	City	7,620	0.120
27816P	3rd St. N.	Over 3rd Ave. N. & BNSF RR	Pedestrian	State	City	12,110	0.191
2725	3rd Ave. S.	Over I-94 & Ramp	MSAS 305	State	City	5,410	0.085
27V80	E. 60th St.	Under ramp I-35W SB to TH 62	MSAS 271	State	City	15,010	0.237
27V81	E. 60th St.	Under I-35W	MSAS 167	State	City	11,830	0.188
27V84	E. Diamond Lake Road	Under I-35W	MSAS 264	State	City	9,500	0.150
27V87	E. 60th St.	Over I-35W	CSAH 46	State	City	17,045	0.269
27V83	E. 46th St.	Under I-35W	TH 55	State	City	4,700	0.074
27483	Hawatha Ave. S. TH 55	Over Minnehaha Creek	TH 55	State	City	28,28	0.444

1,677,809 total

381,400 ELM in Blue

1,849,379 remainder

BRIDGE EQUIVALENT LANE MILES 28.28

SQUARE FEET 1,791,741

Bridge ELM subtracted from Road ELM 6.13

11/17/2008

EXHIBIT D: PRODUCTS AND SERVICES & LEVEL OF SERVICE LONG TERM TARGETS

HIGHWAY PERMITS	AVAILABLE BRIDGES	ATTRACTIVE ROADSIDES				SAFETY FEATURES				SMOOTH PAVEMENT				CLEAR ROADWAYS	
		Landscape and Tree Maint	Mowing	Grass	Noxious Weeds	Shouldering	Bridge Rail	Fencing	Signing	Guardrail/Attenuators	Drainage	Patching	Debris Clearance	Sweeping	Snow & Ice
Encroachment Removal, late Zone within 48-72 hrs. Permit issuance; timely, responsive, accurate.	Comply with Fed and State standards for inspection and reporting.	Tree/Veg Trimming/ Removal	Grass: remove and respond as soon as possible.	Grass: remove and respond as soon as possible.	Shouldering: assess safety and functional needs, prioritize and address as feasible - respond to drop offs as soon as possible.	Bridge Rail: Bridge rail repairs as needed with regards to safety.	Fencing: Fence repair safety concerns within next work shift. Address and repair as feasible.	Signing: Signs: 12 year cycle. Respond to knockdowns/graffiti ASAP.	Guardrail/Attenuators: Guardrail, median barrier and attenuator replacement in priority order as soon as feasible.	Drainage: MS4 compliance, system repairs addressed as needed.	Patching: Pavement patching completed in priority order in most timely manner possible.	Debris Clearance: Clear natural and/or man-made debris as needed on the roadway.	Sweeping: Sweep to base curb in spring.	Snow & Ice: S & I: Super Compuser: here here for driving lane 2-3 ft after end of event.	
Manage/remove encroachments, consistent permit requirements and timely permit issuance and management.	Inspection services (include critical high-priority areas). Maintain and repair bridge components. Note wall and retaining wall repair.	Trimming/ Removal	Grass: remove and respond as soon as possible.	Grass: remove and respond as soon as possible.	Shouldering: assess safety and functional needs, prioritize and address as feasible - respond to drop offs as soon as possible.	Bridge Rail: Bridge rail repairs as needed with regards to safety.	Fencing: Fence repair safety concerns within next work shift. Address and repair as feasible.	Signing: Signs: 12 year cycle. Respond to knockdowns/graffiti ASAP.	Guardrail/Attenuators: Guardrail, median barrier and attenuator replacement in priority order as soon as feasible.	Drainage: MS4 compliance, system repairs addressed as needed.	Patching: Pavement patching completed in priority order in most timely manner possible.	Debris Clearance: Clear natural and/or man-made debris as needed on the roadway.	Sweeping: Sweep to base curb in spring.	Snow & Ice: S & I: Super Compuser: here here for driving lane 2-3 ft after end of event.	
Encroachment done - depending on extent of permit, MVDOT is responsible. Utility cut permits are issued. Depending on type of work, MVDOT will be 2% of the budget of a permit, MVDOT max of 500 sq ft. (any issues).	Comply with standards for reporting. Maintain and repair bridge components, retaining walls, utility cut permits are issued. Depending on type of work, MVDOT will be 2% of the budget of a permit, MVDOT max of 500 sq ft. (any issues).	Trimming/ Removal	Grass: remove and respond as soon as possible.	Grass: remove and respond as soon as possible.	Shouldering: assess safety and functional needs, prioritize and address as feasible - respond to drop offs as soon as possible.	Bridge Rail: Bridge rail repairs as needed with regards to safety.	Fencing: Fence repair safety concerns within next work shift. Address and repair as feasible.	Signing: Signs: 12 year cycle. Respond to knockdowns/graffiti ASAP.	Guardrail/Attenuators: Guardrail, median barrier and attenuator replacement in priority order as soon as feasible.	Drainage: MS4 compliance, system repairs addressed as needed.	Patching: Pavement patching completed in priority order in most timely manner possible.	Debris Clearance: Clear natural and/or man-made debris as needed on the roadway.	Sweeping: Sweep to base curb in spring.	Snow & Ice: S & I: Super Compuser: here here for driving lane 2-3 ft after end of event.	

Notes:
 Other MVDOT Products and Services are: Construction Contract Assistance, Incident Response, and System Security (these account for approx 2% of MVDOT Budget)
 T&M (Time and Materials) reimbursement needs further discussion. Option to place provision in agreement for work above and beyond the agreement.
 TENSA = Interstate Engineering Society of North America
 IRVM = Interstate Roadside Vegetation Maintenance

Agreement 1034229

	2015	2016	2017	Current Contract	3 yr average	Proposed Annual
Roadways						
Bridge Ice & Snow control	159,915.99	179,808.79	125,732.15	182,396.50	\$155,152.31	\$155,152.31
Snow and Ice Control	100,289.77	127,262.20	123,884.05	126,659.23	\$117,145.34	\$117,145.34
Sweeping	69,992.87	71,581.57	79,357.57	64,655.09	\$73,644.00	\$73,644.00
subtotal roadway	\$ 330,198.63	\$ 378,652.56	\$ 328,973.77	\$ 373,710.82	\$345,941.65	\$345,941.65
Smooth Pavement						
Patching	\$ 7,066.18	\$ 8,174.31	\$ 9,008.30	10,000.00	\$8,082.93	\$8,082.93
Drainage		\$ 2,835.86	\$ 387.92	9,000.00	\$1,074.59	\$1,000.00
subtotal smooth pavement	\$ 7,066.18	\$ 11,010.17	\$ 9,396.22	19,000.00	\$9,157.52	\$9,082.93
Safety						
Signage	\$ 65,827.76	\$ 59,748.67	\$ 51,870.75	62,271.86	\$59,149.06	\$59,149.06
subtotal safety	\$ 65,827.76	\$ 59,748.67	\$ 51,870.75	62,271.86	\$59,149.06	\$59,149.06
Attractive Roadside						
Graffiti	\$7,407.16	\$5,810.99	\$19,584.41	6,477.66	\$10,934.19	\$10,934.19
subtotal attractive roadides	\$ 7,407.16	\$ 5,810.99	\$19,584.41	6,477.66	\$10,934.19	\$10,934.19
Available Bridges						
Lighting	\$5,394.74	\$ 52,249.40	\$ 66,254.95	58,255.84	\$57,966.36	\$57,966.36
Maintenance	\$ 289,923.88	\$ 230,653.22	\$ 202,298.02	271,389.03	\$240,958.37	\$240,958.37
subtotal bridges	\$ 345,318.62	\$ 282,902.62	\$ 268,552.97	329,644.88	\$298,924.74	\$298,924.74
Highway Permits						
Locates	\$ 13,536.00	\$ 18,450.00	\$ 15,033.49	17,853.80	\$15,673.16	\$15,673.16
subtotal highway permits	\$ 13,536.00	\$ 18,450.00	\$ 15,033.49	17,853.80	\$15,673.16	\$15,673.16
Total State Trunk Highway expense	769,354.35	756,575.02	693,411.61	808,959.01	\$739,780.33	\$739,705.73

* Agreed upon rate to reflect that going forward,
 City will perform only complaint basis storm sewer cleaning.

CITY OF MINNEAPOLIS
CERTIFICATION

State of Minnesota }
County of Hennepin } ss.
City of Minneapolis }

I, Casey Joe Carl, City Clerk of the City of Minneapolis, in the County of Hennepin, and State of Minnesota, certify that I have examined the attached copy of the **Resolution No. 2019R-173, as part of File No. 2019-000614**, adopted by the Minneapolis City Council at a meeting held on June 7, 2019, and have carefully compared the same with the original on file in the Office of City Clerk, and that the attached copy is a true, correct, and complete copy of the original.

IN WITNESS WHEREOF, I have signed and affixed the
City seal on June 24, 2019.



Casey Joe Carl, City Clerk





Resolution No. 2019R-173

City of Minneapolis

File No. 2019-00614

Author: Reich

Committee: TPW, WM

Public Hearing: None

Passage: Jun 7, 2019

Publication: JUN 15 2019

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
 JUN 11 2019

 DATE

Certified an official action of the City Council

ATTEST:



 CITY CLERK

JUN 07 2019

Presented to Mayor: _____

JUN 12 2019

Received from Mayor: _____

Authorizing an agreement for the Biennial Routine Maintenance Agreement between the State of Minnesota Department of Transportation and the City of Minneapolis effective July 1, 2019, through June 30, 2021.

Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis enter into Agreement No. 1034229 with the State of Minnesota Department of Transportation to provide routine maintenance by the City on State Trunk Highways, bridges, and the Hiawatha Tunnel as defined in said Agreement.

Be It Further Resolved that the Director of Public Works and the Finance Officer are authorized to execute the Agreement.

22nd Avenue Pedestrian and Bicycle Bridge Replacement

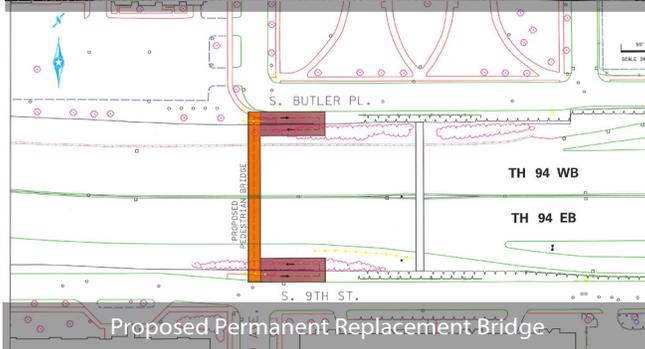
Project Description

The proposed pedestrian and bicycle bridge will replace the existing 22nd Avenue pedestrian bridge over I-94 in Minneapolis, and bring this crossing into alignment with modern bicycle, pedestrian, and Americans with Disabilities Act (ADA) standards. This bridge crossing was constructed prior to the adoption of ADA standards, and as such, has non-compliant approaches.

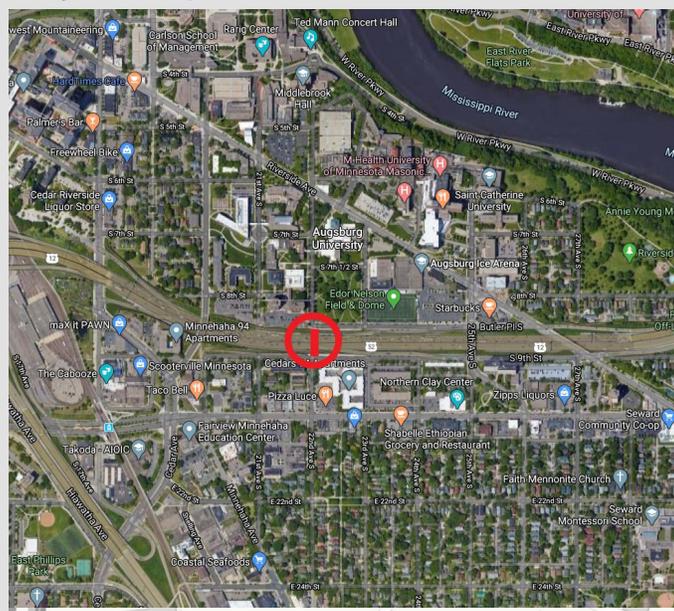
The original structure, span and approaches, were built in 1962 at only 8 feet wide and with steep approach grades, in excess of the ADA maximum running slope of 5%. An 8-foot path from edge to edge, is a substandard bridge width for a shared-use pedestrian and bicycle facility in an area that experiences high volumes of non-motorized traffic.

This bridge crossing is located in a high-density area of Minneapolis and close to regional destinations such as the University of Minnesota, and Downtown Minneapolis, as well as other destinations such as Augsburg University, and the Fairview Riverside Medical Campus, all of which likely contribute to the high levels of existing usage.

Existing Conditions



Project Map



Project Location

Project Info

Project Name: 22nd Avenue Pedestrian/Bicycle Bridge Replacement

Applicant: City of Minneapolis

Route: 22nd Avenue at I94

FEDERAL AMOUNT: \$3,145,000

MATCH AMOUNT: \$786,250 (Minimum of 20% of the project total)

PROJECT TOTAL: \$3,931,250

Project Benefits

The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include aesthetic enhancements. A new bridge in this location will better serve the many pedestrians and bicyclists that already use the bridge, be accessible to people that cannot use the current bridge due to the steep slopes on the bridge approaches, and provide a safer alternative to nearby crossings of I-94 at higher-traffic interchange locations.

To request this document in an alternative format, or for reasonable accommodations, please contact:
Luke Hanson with Minneapolis Public Works Department at 612-673-6175 or luke.hanson@minneapolismn.gov

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157
Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500

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

PRESENTED Mike Samuelson,
BY: 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
 - o Strategic Capacity (Roadway Expansion)
 - o Roadway Reconstruction/Modernization
 - o Traffic Management Technologies (Roadway System Management)
 - o Bridges Rehabilitation/Replacement
 - o Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
 - o Arterial Bus Rapid Transit Project
 - o Transit Expansion
 - o Transit System Modernization
 - o Travel Demand Management
3. Bicycle and Pedestrian Facilities
 - o Multiuse Trails and Bicycle Facilities
 - o Pedestrian Facilities
 - o 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



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

May 14, 2020

Mike Samuelson
City of Minneapolis
350 S 5th St, #203
Minneapolis, MN 55415

**Re: MnDOT Letter for the City of Minneapolis
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for
I-94/22nd Ave S pedestrian bridge**

Dear Mike Samuelson,

This letter documents MnDOT Metro District's recognition for the City of Minneapolis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the I-94-22nd Ave S pedestrian bridge project.

As proposed, this project impacts MnDOT right-of-way on I-94. As the agency with jurisdiction over I-94, MnDOT will allow the City of Minneapolis to seek improvements proposed in the application. If funded, details of any future maintenance agreement with Minneapolis will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

MnDOT had identified funding for bridge repairs to this bridge and would contribute to the delivery of this project in state fiscal year 2024 or 2025 up to \$700,000. Please continue to coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

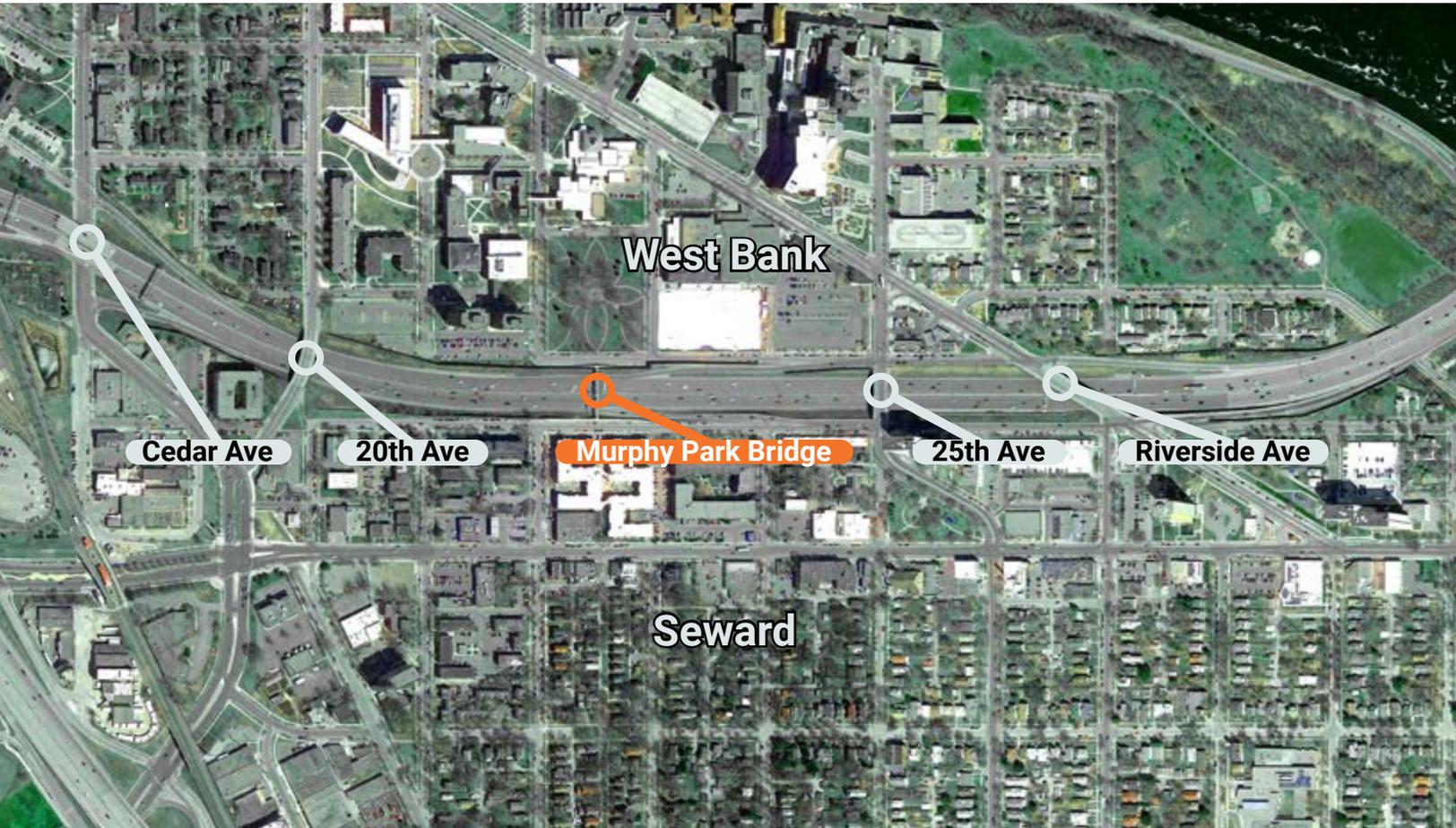
MnDOT Metro District looks forward to continued cooperation with Minneapolis as this project moves forward and as we work together to improve safety and travel options within the Metro Area. If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett@state.mn.us or 651-234-7728.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: April Crockett, Metro District Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer
Mackenzie Turner-Bargen, Metro Bicycle-Pedestrian Planning Coordinator

Reconnecting Neighborhoods: Murphy Park Bridge Crossing



Context. The Murphy Park bicycle and pedestrian bridge crosses I-94 between 22nd and 23rd Avenues. Augsburg and Murphy Park lie to the north of the bridge, and the Franklin Avenue business corridor and apartment buildings lie just south of the bridge. One of the apartments, Seward Square, is Section 8 low-income housing for people with disabilities.

Existing conditions and deficiencies. The ramps of the 1962 bridge are steeper than ADA requirements, and are inaccessible to many people who use mobility devices. MnDOT rates the bridge's accessibility as "poor." The bridge deck has about 8 feet of space framed by chain link fences. The bridge lacks screening or buffering from the freeway below. The sharp corners are hazardous for bicyclists. The mid-block alignment of the bridge and lack of lighting limits visibility for users of the bridge and for businesses on Franklin Avenue that are only 300 feet away. The bridge itself has lower clearance than regulation. During the course of the study, the bridge was hit and damaged by a truck.

Near-term recommendations. Since the accident, the bridge has been replaced with a temporary structure, allowing for use until long-term improvements are implemented. There are few opportunities for quick, low-cost improvements, and the long-term solutions below should be prioritized.

Long-term recommendations. The community has three main desires for a new pedestrian bridge: alignment with 22nd Avenue South (half a block west of the existing bridge), ramps that are accessible and inviting to people of all ages and abilities, and a deck that is wide and screened from freeway traffic below.

Existing Conditions and Deficiencies: Murphy Park Bridge

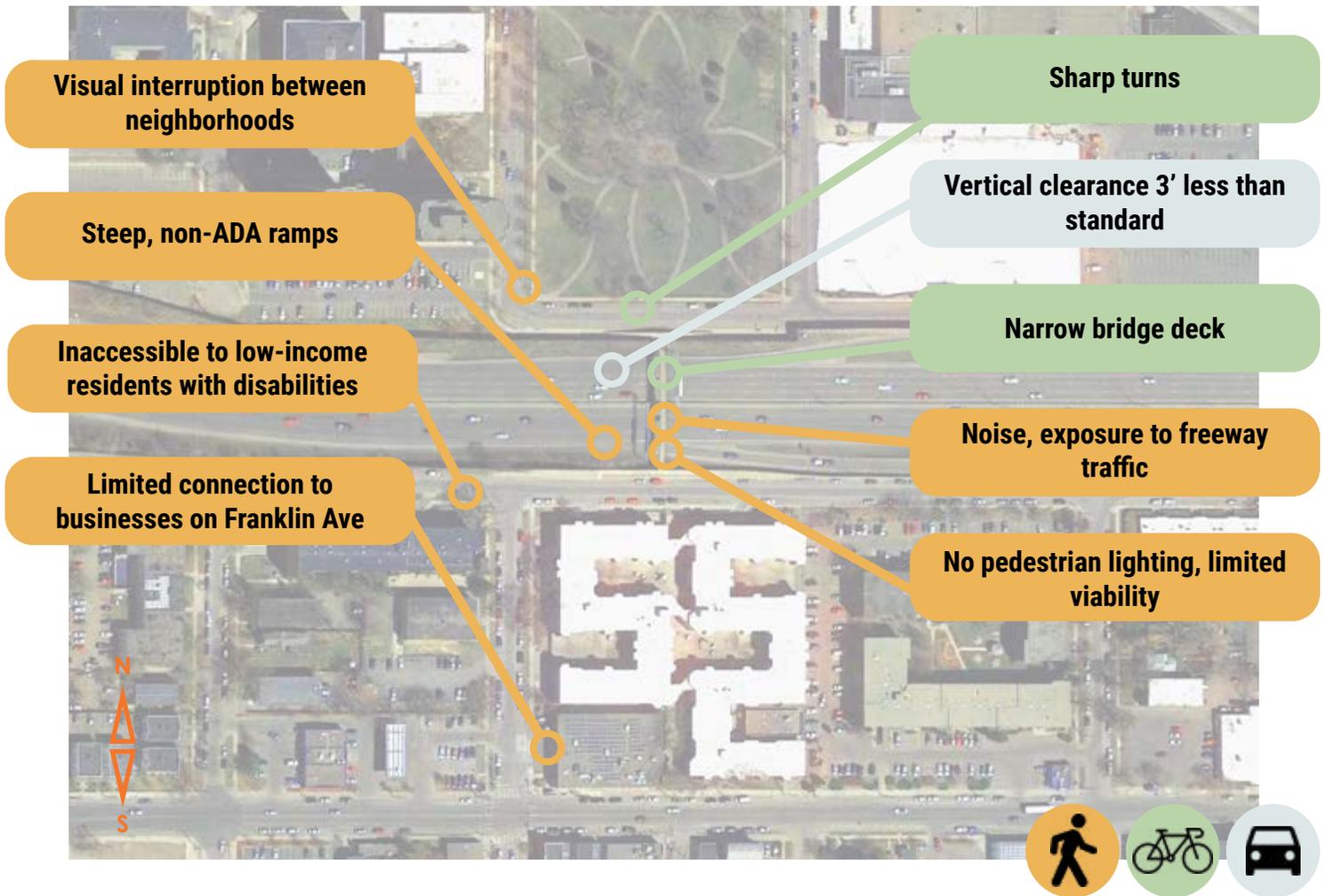


Figure 5 Non ADA compliant ramp system on South end

Long-Term Concepts: Murphy Park Bridge

From 2014-2015 Augsburg and Redesign hosted a public design process to engage community members and develop aspirational concepts for the Murphy Park Bridge. The process produced the conceptual renderings below and identified key community priorities including:

- ADA accessible walkways
- Public gathering space
- A welcoming connection to Murphy Square Park
- Alignment with 22nd Avenue S.
- Planting buffers to shield pedestrians from highway noise



Figure 6 Aerial Rendering of ADA accessible spiral ramp concept

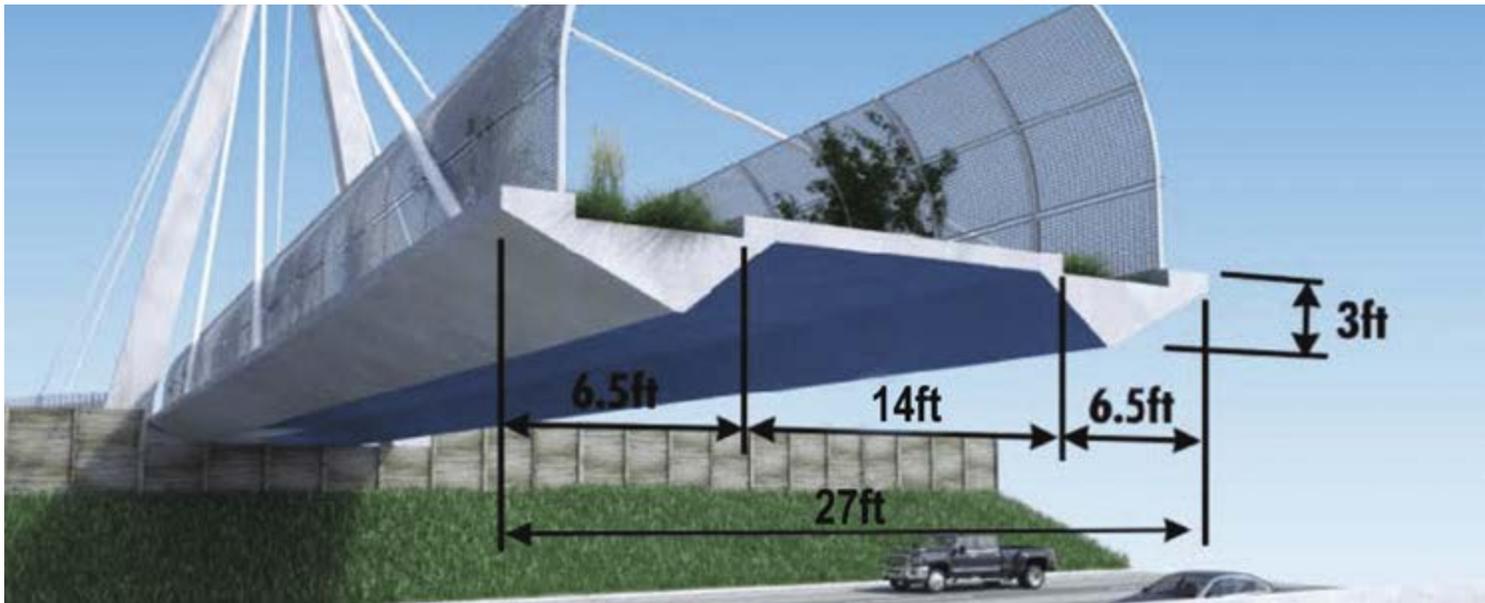


Figure 7 Rendering of plant-screened pedestrian crossing concept

Long-Term Concepts: Murphy Park Bridge

