



## **Request for City Council Committee Action From the Department of Public Works**

**Date:** November 5, 2009

**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

**Referral:** Honorable Paul Ostrow, Chair Ways and Means Committee

**Subject:** **Minneapolis Economic Recovery Strategy – Acceptance of MNDOT Funds and Negotiate and Execute Agreements with MNDOT for the Camden Bridge Rehabilitation Project.**

### **Recommendation:**

1. Passage of a Resolution amending the 2009 Capital Improvement Program (Resolution 2009R-092) as follows:
  - i. Accept \$400,000 in state funds from the Minnesota Department of Transportation (MNDOT)
  - ii. Increase the Appropriation and Revenue to the Camden Bridge Rehabilitation Project (CBR109) to Fund/Department (4100/9010938/3210) by \$400,000.
2. Authorizing appropriate City Officials to negotiate and execute a Partnership Agreement and a Cooperative Agreement with the Minnesota Department of Transportation necessary for the renovation of the Camden Bridge.

### **Previous Directives:**

- August 28, 2009: Council Resolution 2009R-402 accepting \$10,000,000 in ARRA funds and increase the project appropriation and revenue by \$10,000,000.
- August 28, 2009: Council Resolution 2009R-403 approving the layout and plans for the Camden Bridge Rehabilitation Project and directing the City Engineer to proceed with project bidding and directed proper City officers to negotiate agreements with MNDOT
- August 28, 2009: Council Resolution 2009R-404 authorizing the acquisition of a limited use permit from MNDOT.
- August 28, 2009: Council Resolution 2009R-405 authorizing an agreement with MNDOT for delegated contracting authority for federal aid construction.
- April 15, 2005: Council Resolution 2005R-199 amending the 2005 capital improvement resolution by decreasing the Municipal State Aid Appropriation to the Camden Bridge by \$1,315,710 and increase the Loring Bikeway Phase II funding by \$1,315,710.
- December 13, 2004: Council Resolution 2004R-580 Adopting the 2005 – 2009 five Year Capital Program and appropriating \$85,000 Net Debt Bonds and \$1,981,000 in Municipal State Aid funds to the Camden Bridge Rehabilitation Project.

**Prepared by:** Ole Mersinger, Project Engineer 673-3537  
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

**Approved by:**

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Steven A. Kotke, P.E., City Engineer, Director of Public Works

**Presenters:** Ole Mersinger, Project Engineer

**Reviews**

Permanent Review Committee (PRC): Approval **NA** Date

Civil Rights Approval Approval **NA** Date

Policy Review Group (PRG): Approval **NA** Date

**Financial Impact**

Increase in appropriation and revenue by \$400,000

**Community Impact**

Neighborhood Notification: Community involvement occurred in 2005 with the original project. Additional involvement will occur prior to construction

City Goals: A SAFE PLACE TO CALL HOME, CONNECTED COMMUNITIES:  
the city's infrastructure will be well- maintained, people will feel safe in the city  
Comprehensive Plan: Implements the transportation policies set forth in the city's  
comprehensive plan  
Zoning Code: Not Applicable

**Purpose of Letter:**

This project is under extremely tight schedule constraints to meet the requirements of the American Recovery and Reinvestment Act (ARRA) funding. The recommended action and associated resolutions allow the project to continue in an expedited manner; it authorizes appropriate city officials to execute a Cooperative Agreement and a Partnership Agreement with MNDOT; and it increases the project appropriation to account for \$400,000 MNDOT has included in the two agreements to cover construction costs in excess of the \$10,000,000 ARRA grant. MNDOT is a partial owner of the Camden Bridge. The City Attorneys' office has reviewed both agreements. City and MNDOT Staff are currently negotiating an acceptable agreement for both organizations.

**Background/Supporting Information:**

The Camden Bridge is a steel girder bridge built over the Mississippi River in 1975 and connects 42<sup>nd</sup> Avenue North on the west river bank with 37<sup>th</sup> Avenue Northeast on the east river bank. The bridge is structurally deficient and has deteriorated to the point that it is in need of being repaired to maintain public safety. The proposed rehabilitation will include replacement of expansion joints, replacement of 21 fracture critical pin hangers that carry the steel beams, full deck replacement, a new drainage system, replacement of approach panels, crash railing, sidewalks, pedestrian railings, bridge lighting and re-painting. The completed project will also save Minneapolis maintenance costs into the future. Currently, city crews spend approximately a month on deck patching and painting the bridge each year.

The bridge crosses the Mississippi River, active railroad tracks owned by the Canadian Pacific Railway Company and Interstate 94. The Minnesota Department of Transportation owns approximately 16% of the Camden Bridge (e.g., the portion that crosses Interstate 94). The

Camden Bridge Rehabilitation is in the 5 year Capital Improvement Program and this work was scheduled to occur in 2012 and 2013.

This project originally began in 2004 as a bridge deck rehabilitation project. The project design and the initial public involvement process were completed in 2005. The project did not occur due to funding shortages and the completed design was shelved. In 2009 a \$10 million request for funding from the American Recovery & Reinvestment Act (ARRA) was submitted and funding was approved on June 10, 2009 as part of the second round of project reviews. It is anticipated that the project will be bid once MNDOT has approved the submitted plans and specifications.

Neighborhood meetings conducted in 2005 and City staff has subsequently met with some nearby property owners and neighborhood groups. A more extensive neighborhood meeting schedule will be completed prior to construction.

### **Schedule**

The rehabilitation work is expected to begin in early 2010. The bridge will be closed during construction to shorten the construction period. It is anticipated that the majority of the work will be completed by Fall 2010. The critical path associated with this letter is the MNDOT agreements which are required prior to the opening of bids. Bid opening is anticipated to occur this year contingent upon MNDOT's approval to let the bids.

Cc: CM Paul Ostrow – Ward 1  
Don Elwood, Transportation Planning and Engineering  
Greg Schroeder, Transportation Planning and Engineering  
Jack Yuzna, Transportation Planning and Engineering  
Bill Schroeder, Finance  
Craig Troutman, Finance