



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

Date: August 18, 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 ARRA Funds, Plan Approval and Authority to 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:
 - Accept \$10,000,000 in federal funds from the American Recovery and Reinvestment Act (ARRA).
 - Increase the Appropriation and Revenue to the Camden Bridge Rehabilitation Project (CBR109) to Fund/Department (4100/9010938/3210) by \$10,000,000.
2. Passage of the resolution approving the project layout and plans and directing the City Engineer to proceed with bidding the project.
3. Authorizing appropriate City Officials to negotiate agreements with the Minnesota Department of Transportation necessary for the renovation of the Camden Bridge.

Previous Directives:

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:

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

Presenters in Committee: 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 \$10,000,000

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. This letter addresses a number of actions that Public Works staff will take in the coming weeks to successfully bring the project to a November 1st bid letting. This letter accepts the ARRA funds and appropriates them to the Camden Bridge Renovation Project. This letter also seeks Council Approval of the plans so they can be released for bid by November 1st. Finally, this letter seeks authorization to negotiate the necessary agreements with MnDOT to begin this project.

Background/Supporting Information:

The Camden Bridge is a steel girder bridge built over the Mississippi River in 1975 and connects 42nd Avenue North on the west river bank with 37th Avenue Northeast on the east river bank. The bridge is structurally deficient and has deteriorated to the point that it is in need to be 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, the City spends approximately a month conducting deck patching and painting of the bridge each year.

The bridge currently 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 and 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. It is anticipated that the project will be bid by approximately November 1, 2009 to meet requirements set by ARRA.

Neighborhood meetings conducted in 2005 indicated concerns about the amount of lighting for pedestrians on the bridge. This project will increase the lighting on the bridge to current City lighting standards. To address questions about a wider pedestrian and bicyclist crossing, City

staff proposed widening the bridge during the 2005 design process. MnDOT did not approve the widening due to load concerns.

Storm water that falls on the bridge currently drains directly to the Mississippi River. The storm water infrastructure will be modified to pipe all the storm water to the shoreline and storm water treatment structures that will be constructed there to increase overall water quality.

Impact of Camden Bridge Renovation Project

The opportunity provided by ARRA funding to accelerate the much needed Camden Bridge renovation is complicated by the concurrent closure of the Lowry Bridge. Public Works approached this challenge with the goal of minimizing the disruption to the adjacent communities while reconstructing the bridge in safe and quality manner and meeting ARRA schedule requirements.

It is the department's recommendation to close the bridge during renovation. Closing the bridge will allow the work to be completed in nine months. If the project was done with the bridge partially open, the construction would take two years and the bridge would still need to be closed for a two month period during replacement pin hangers and deck joints. There would also be intermittent closures in addition to the two month closure. There are also significant construction and engineering challenges to removing and replacing one half of the bridge at a time.

The Public Works Traffic Department completed a traffic analysis of total closure of the Camden Bridge along with the already closed Lowry Bridge. Camden Bridge currently carries approximately 10,200 vehicles per day. The results of the traffic study indicated that most traffic would detour to Interstate 694 river crossing and the Broadway Avenue Bridge. The associated detour routes would accommodate the detour traffic although it is anticipated that volumes would increase on arterial routes and a large portion of the commercial traffic would detour via 694. The traffic analysis also acknowledges that inconveniences would be experienced if the bridge work was completed under traffic as well including the eight week closure. In summary, the study indicated that operational challenges will occur under total closure, but with a feasible traffic plan they can be managed by engineered solutions.

MnDOT Agreements

Public Works is seeking approval to negotiate agreements with MnDOT for this project. The agreements include a cooperative agreement that will cover such things as MnDOT's contribution to the bridge work and MnDOT supplying a bridge inspector to verify the work being done by the contractor. A second agreement with MnDOT would allow MnDOT to act as the City's agent to distribute the ARRA funds to the City. Public Works will return to Council seeking approval to execute these agreements.

Schedule

The rehabilitation work is expected to begin in early 2010. The bridge will be closed during construction to shorten the construction period and to maintain a uniform loading on the bridge during reconstruction. It is anticipated that the majority of the work will be completed by Fall 2010. To meet this construction schedule and the schedule requirements of the ARRA funding, this project will be let for bids by November 1, 2009.

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

Attachment: Layout