



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

**Date:** February 26, 2013

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

**Referral:** Honorable Betsy Hodges, Chair Ways & Means/Budget Committee

**Subject:** **Request for Proposal (RFP) for Engineering Services for the Northtown Rail Yard Bridge**

**Recommendation:**

- A. Authorize Public Works to develop and issue a Request for Proposal (RFP) for the Northtown Rail Yard Bridge over the BNSF Northtown Rail Yard and Construction Support Pending PRC Approval.

**Previous Directives:**

- Resolution 2010R-333, 2010R-334 (July 2, 2010) Amending the 2010 Capital Improvement and PW-Transportation Capital Agency Appropriations by \$600,000 upon execution of State Grant Agreement No SG-2009-072.
- Resolution 2010R-331 (July 2, 2010) Authorizing execution of State Grant Agreement No SG-2009-072 between Minneapolis and the Metropolitan Council.
- Resolution 2009R-180 (April 24, 2009) Authorizing proper City officers to submit the St. Anthony Bridge Project application for Member-Designated High Priority Project
- Council Action (May 5, 2007) Authorization to submit an application for federal funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the St Anthony Bridge Project with a recommendation to commit City funds should the project be selected per federal requirements.
- Resolution 2004R-582 and Resolution 2004R-583 (December 13, 2004) Request to issue & sell bonds for 2005 Capital Program
- Resolution 2004R-580 (December 13, 2004) Adoption of 2005-2010 Capital Program and fixing the maximum amounts for 2005 to be expended by the various funds
- Resolution 99R -427 (December 9, 1999) Request to issue & sell bonds for 2000 Capital Program
- Resolution 99R -426 (December 9, 1999) Adoption of 2000-2004 Capital Program and fixing the maximum amounts for 2000 to be expended by the various funds

**Prepared by:** Ole Mersinger, Project Engineer 673-3537

**Approved by:**

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

**Presenters:** Ole Mersinger, Project Manager, Department of Public Works, TPE

**Reviews**

Permanent Review Committee (PRC)	Approval: Pending 2/28/2013
Civil Rights Approval	Approval:
Policy Review Group (PRG)	Approval: Not Applicable

**Financial Impact**

No financial impact

**Community Impact**

Neighborhood Notification:  
City Goals:  
Comprehensive Plan:  
Zoning Code:

**Background/Supporting Information**

Project History

Public Works has been working to make improvements to the Northtown Rail Yard Bridge (sometimes referred to as the St. Anthony Parkway Bridge) since the late 1980's. The bridge is a Warren through truss bridge originally constructed by a predecessor of the Burlington Northern Santa Fe Railway Co. (BNSF) in 1925 to carry St. Anthony Parkway over the BNSF Northtown Rail Yard. Though the bridge's poor condition has been addressed to ensure public safety, its condition has continued to worsen. The bridge is structurally deficient; has a sufficiency rating of 2.0 out of 100; is fracture critical; and is posted for Vehicle Load and Vertical Clearance Restrictions.

The project initially was programmed for bridge rehabilitation. A rehabilitation study conducted in 2006 determined the bridge condition far exceeded the project budget. Public Works solicited and was awarded additional federal and state funds for the project for the increased project scope. As the project has progressed, Public Works has further evaluated numerous rehabilitation and replacement options for the bridge while working diligently with staff from the local Federal Highway Administration (FHWA) office, Minnesota Department of Transportation (MNDOT), MNDOT's Cultural Resource Unit (CRU), and the State Historic Preservation Officer (SHPO) since 2008.

Historic Eligibility

The bridge is eligible for the National Register of Historic Places since few examples of highway bridges of this type built by railroads exist. In addition, the bridge is located within the historically eligible Grand Rounds Historical District and is considered a contributing element. The bridge also crosses a historically eligible rail corridor. It has been determined that replacement of the bridge will have an adverse effect on the Grand Rounds and the railroad corridor under the federal National Environmental Policy Act (NEPA).

In December 2010, after thorough evaluation of rehabilitation and replacement alternatives, FHWA has issued a determination that the projects purpose and need can only be met with the replacement of the Northtown Rail Yard Bridge with a new bridge.

## Funding

The current project funding is as follows:

Federal:	\$ 8,960,000
State:	\$ 7,600,000
MSA	\$ 5,125,000
NDB	\$ 5,047,000
ASSMB/Sewer/Water	\$ 368,000
TOTAL	\$ 27,100,000

In addition, Public Works will be requesting approximately \$2 million for the project in the 2014 Capital Improvement Program.

## Requested Action and Next Steps

Staff have developed a Request for Proposal (RFP) for Engineering Services for a replacement structure. The costs to design a replacement structure are anticipated to exceed the review authority of the Permanent Review Committee (PRC). Thus authorization from Council is being sought to issue an RFP for these services. The RFP will be reviewed by PRC on February 28<sup>th</sup>, 2013.

The current project schedule is to return to Council in late May seeking authorization to award the Engineering Design Services work. Full design is anticipated to be completed by March 2014 with the design being bid and construction commencing later in 2014.

Attachments: Project Map

Cc: CM Reich



Existing  
Saint Anthony  
Parkway Bridge

23

47

1st St N

Mississippi River

NE Columbia Ave

NE 31st Ave

California St NE

30th Ave NE

NE Randolph St

29th Ave NE

NE Main St

36th Ave NE

2nd St NE

2 1/2 St NE

3rd St NE

Edge Pl

35th Ave NE

35th Ave NE

36 1/2 Ave N

36th Ave N

5th St NE

35th Ave NE

Columbia Bl

32nd Ave

El Frontage Rd