



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

Date: August 9, 2005
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: Midtown Greenway Bridge Over Hiawatha Avenue

Recommendation:

- a) Approve the attached layout
- b) Authorize the proper City officers to enter into a Limited Use Permit Agreement with MnDOT to allow the Midtown Greenway over Hiawatha Avenue to be placed on MnDOT right-of-way.
- c) Name the Bridge the Martin Olav Sabo Bridge

Previous Directives:

- Entered into a Permit Agreement (easement) for the City to use the Hennepin County Regional Railroad Authority (HCRRA) property for the Midtown Greenway (Phase 3) Trail – February 2005
- Approved the Phase 3 trail construction plans/specifications and direct city/county staff to obtain construction bids – February 2005
- Midtown Greenway (Phase 1) Permit agreement – June 1995
- Midtown Greenway (Phase 2) Permit agreement – July 2002
- City of Minneapolis/Hennepin County Memorandum of Understanding – July 2002
- Cost participation agreement with the State of Minnesota (MnDOT) and Hennepin County for the construction of Phases 2 and 3 of the Midtown Greenway Trail – July 2002

Prepared by: Donald Pflaum, Transportation Engineer, 612-673-2129

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Donald Pflaum, Transportation Engineer, 612-673-2129

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase – Capital Only

Action requires use of contingency or reserves

Other financial impact (Explain): Action will result in increased operating budget

Request provided to the Budget Office when provided to the Committee Coordinator

Background/History:

Project purpose and need:

Currently trail users on both phases 2 and 3 of the Midtown Greenway must cross Hiawatha at-grade at 28th Street East. Although the signalized trail crossing is well marked and provides a safe crossing it is perceived as a safety concern, especially for younger and slower trail users. To reduce the risk of a pedestrian or a bicycle accident at this intersection Hennepin County sought federal funding for a pedestrian bridge to be constructed north of the intersection midway between 26th Street East and 28th Street East. Once constructed the at-grade crossing will remain.

Bridge structure and project design:

The proposed bridge will be the first true cable suspension bridge in the State of Minnesota. The bridge will be structurally supported by cables suspended from a large vertical column located along the western side of the bridge. This design is necessary due to a number of unique constraints at the site. First, there is limited median space along Hiawatha for a median support column. Second there is limited vertical space on the eastern side of Hiawatha. In order to achieve the necessary vertical clearances from the Hiawatha LRT guidewires below and the Xcel power lines above, a very thin bridge deck was required. The bridge has been placed to optimize the vertical clearances on the eastern side and to take advantage of the existing Hennepin County Regional Railroad Authority right-of-way on the western side. Efforts have been made to minimize the crossing distance of Hiawatha Avenue to minimize project cost.

Neighborhood input:

Two neighborhood meetings were held on April 12, 2005 and May 10, 2005 to solicit public input. The bridge concept was very well received and most comments at both meetings were oriented toward enhancing the proposed bridge. Enhancements to the bridge that may be considered in final design will include lighting, a seating area at a lookout area located at a widened portion of the bridge (on the easterly side of the bridge to optimize views of the downtown skyline), railing treatments, and landscaping the approaches.

Timeline:

Once layout approval has been granted final design will be completed. Final design is expected to take the remainder of 2005. Construction of the bridge will start in 2006 and will be completed in 2007.

Funding:

This \$4 million project is being funded with Federal (\$2.9 million) and Hennepin County dollars (\$1.1 million). The City of Minneapolis will be responsible for the operation and maintenance of the bridge and trail infrastructure and the city will become owner of the bridge and trail infrastructure when the project is complete.

Recommendation:

It is recommended that the enclosed plan and profile layouts (Attachments A and B) be approved.

MnDOT Limited Use Permit:

The Minnesota Department of Transportation has informed the City of Minneapolis that a Limited Use Permit is required to allow the bridge/trail to be constructed on MnDOT right-of-way. It is recommended that the proper City officers enter into a Limited Use Permit Agreement with MnDOT to allow the Midtown Greenway over Hiawatha Avenue to be placed on MnDOT right-of-way.

Martin Olav Sabo Bridge:

Congressman Sabo has earmarked \$2.9 in federal funding to accomplish this project. In addition to this project Congressman Sabo has been responsible for millions of dollars of federal funding to complete dozens of capital improvements throughout the city. It is fitting and proper that a piece of city infrastructure be named to thank and honor Congressman Sabo for his achievements. In addition, the Minneapolis Bicycle Advisory Committee unanimously resolved to name the bridge. It is recommended that this bridge be named the "Martin Olav Sabo Bridge."

Attachments:

Attachment 1: Plan layout

Attachment 2: Bridge profile

Attachment 3: Bicycle Advisory Committee Resolution; April 2004

Attachment 4: Resolution

Attachment 5: Context map