



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

Date: March 2, 2010

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

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

Subject: **27th Avenue South Project Closeout and Reallocate Funds to LaSalle Bridge Cost Participation and Camden Bridge Rehabilitation**

Recommendation:

- 1) Authorize the proper City Officials to negotiate and execute an Agreement with the Minnesota Department of Transportation for the City of Minneapolis costs associated with the Bridge Deck replacement of the LaSalle Bridge over I-94.
- 2) Receive and accept the final costs of all Paving and Traffic Operations project described in the following projects for the total amount specified and adjust the capital appropriation as specified thereby closing these projects:
 - i) All Paving operations work related to the 27th Avenue South Street Reconstruction project for a total of \$6,036,049.91. The paving operations capital appropriation for 04100-9010937 project CPV015PV should be decreased by \$845,072.56. Excess MSA revenues shall be re-designated in the amount of \$242,229.51 and excess Net Debt Bonds shall be re-designated in the amount of \$300,000.00.
 - ii) All Street Lighting work related to the 27th Avenue South Street Reconstruction project for a total of \$133,363.49. Street lighting capital appropriation in 04100-9010943 project CPV015SL should be decreased by \$237,636.51.
 - iii) All Traffic Operations work related to the 27th Avenue South Street Reconstruction project for a total of \$300,709.60. Traffic operations capital appropriation in 04100-9010943 project CPVT15 should be decreased by \$13,290.40.
- 3) Request the City Council to reallocate the excess revenue and Net Debt Bonds to the projects listed below with Capital Appropriation adjustment and revenue budget increases. Request authority to spend these funds and the concurrence of the board of Estimate and Taxation in the re-allocation of already issued Net Debt Bonds.
 - i) \$80,000 to MNDOT Cooperative Projects 04100-9010937 project CPV066 (LaSalle Bridge) from excess MSA revenues.
 - ii) \$462,229.51 to Camden Bridge Rehabilitation 04100-9010938 project CBR109 - \$300,000 of Net Debt Bonds and \$162,229.51 of excess MSA revenues.

Previous Directives:

None

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Approved by:

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

Presenters: Greg Schroeder, P.E., Transportation, Planning & Engineering 673-3718

Reviews:

Permanent Review Committee (PRC):	Approval	NA	Date
Civil Rights Affirmative Action Plan	Approval	NA	Date
Policy Review Group (PRG):	Approval	NA	Date

Financial Impact

- Action requires an appropriation increase to the Capital Budget
- Action provides increased revenue for appropriation increase

Community Impact

- Neighborhood Notification: Not Applicable
- City Goals: Maintain the physical infrastructure to ensure a healthy, vital and safe city
- Comprehensive Plan: Not Applicable
- Zoning Code: Not Applicable

Background/Supporting Information

MnDOT is replacing the bridge deck on the LaSalle Avenue Bridge over I-94 in 2010 and requested city input on the design of the project. Based on Minneapolis pedestrian and aesthetic design guidelines, the city will contribute \$80,000 to the project. This project is not included in the 2010 capital budget, therefore, we are proposing to close out the 27th Avenue South reconstruction project and reallocating funds to the LaSalle Avenue Bridge project (\$80,000). Public Works is recommending that the remaining available funds from the project close out be reallocated to the Camden Bridge Rehabilitation (\$462,229.51).

LaSalle Avenue Bridge Project

The existing bridge is 60 feet wide with two 8 foot wide sidewalks; two 12 foot wide travel lanes; and two 10 foot wide shoulders.

Based on our PED Design Guidelines for bridges, we have worked with MnDOT to widen the sidewalks from 8 feet to 12 feet on each side. This results in two 12 foot wide travel lanes and two 6 foot wide shoulders. Since LaSalle Avenue is designated as a future bike route, the two 6 foot shoulders can be converted to bike lines in the future.

The City of Minneapolis has an aesthetic design standard for bridges within the City that enhance the bridge railing design from MnDOT's chain-link fence design to a metal railing design. The following photographs show MnDOT's existing chain-link design on the existing LaSalle Bridge over I-94 and the City aesthetic design standard on the Riverside Avenue Bridge over I-94.

Funding

The cost estimate for the city's portion of this project is estimated to be approximately \$80,000. This includes \$20,000 for the costs of associated with the PED improvements and \$54,000 for the railing modification and \$6,000 to cover overhead and administration costs.

This project (PV066) is not included in the 2010 budget. Therefore, we are proposing to close out the 27th Avenue South reconstruction project (PV015) and reallocate \$80,000 of the remaining funding to this project (PV066 MnDOT Cooperative Projects) and \$462,229.51 to BR109, the Camden Bridge Rehabilitation project. The reason for the reallocation of the funding to the Camden Bridge project is to supplement the very small contingency funding available to cover unknowns and change orders for this \$15.5 million bridge project.

Funding Available		Revenue	Bonds	Total
	From 27 th Ave. S Paving	\$242,229.51	\$300,000.00	\$542,229.51
Reallocation				
	To LaSalle Avenue Bridge Ped Improvements Cost Share	(\$80,000)		(\$80,000)
	To Camden Bridge Rehab Contingency	(\$162,229.51)	(\$300,000.00)	(\$462,229.51)

Cc: Council Member Lisa Goodman
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Bridge Railing Example Photographs



Existing MnDOT Railing on LaSalle



Minneapolis Standard Railing