

ATTACHMENT A

For Local Governments Requesting a 2010 Capital Appropriation, Please Provide Answers to all of the Following Questions (for each request) in a Letter or Memorandum to the Minnesota Department of Finance

1. Project title. :
Northtown Rail Yards Bridge (formerly Northern Railroad / St. Anthony Bridge Replacement; formerly Grand Rounds National Scenic Byway Bridge Replacement).
2. Project location.
St. Anthony Parkway (between California Street NE and Main Street NE, Minneapolis, Hennepin County).
3. Total project cost (all funding sources – all years – for all capital costs).
\$24,400,000
4. Request for state funds in 2010.
\$7,600,000
5. Additional state funds to be requested for subsequent project costs/phases in 2012. : \$0
6. Additional state funds to be requested for subsequent project costs/phases in 2014. : \$0
7. Non-state funds available or to be contributed to the project (list the dollar amount and sources-federal, city, private or other). :
Federal: \$8.5 million; City: \$7.3 million; Other (BNSF): \$1 million
8. Project description and rationale (limit to one page maximum).
This request is for \$7,600,000 in 2010 in state funding to acquire land, pre-design, design and construct the St. Anthony Parkway Bridge over the BNSF's Northtown Rail Yard. The Bridge is located in Northeast Minneapolis between California Street NE and Main Street NE (immediately west of University Avenue NE). This project will replace an important crossing over the BNSF's Northtown Rail Yard. It will also provide the link to complete the "Grand Rounds' – National Scenic Byway" pathway on either side of the bridge by providing separate bicycle lanes and improving the pedestrian walkways. It will increase safety and improve the environment for pedestrians, bicyclists and motorized vehicles. Unlike most parkway bridges, the St. Anthony Bridge carries a significant volume of car and truck traffic (4200 ADT) due to the commercial businesses that have developed adjacent to the BNSF Rail Yard. The bridge superstructure is in an advanced state of deterioration.

The existing fracture-critical bridge consists of five trusses with a total length of 525 feet that spans the BNSF's Northtown Rail Yard. The bridge has a sufficiency rating of 33.9 (well below 50 rating for bridges considered structurally deficient). The bridge superstructure is in an advanced state of deterioration and the existing bridge deck and sidewalks must be continuously maintained in order to keep them in a safe and usable condition. Initially, federal funding was secured for bridge

rehabilitation. In 2006, it was found that the logistics of working within the active rail yard was much more costly than initially estimated. The City released funds due to the original estimate having underestimated the cost of rehabilitating or replacing the bridge. The City continued with the project pre-design using local funds and in 2008 applied and received \$8,000,000 in federal funding.

9. Identify total project costs for each of the following categories: land acquisition, predesign, design, construction, furniture/fixtures/equipment and relocation costs.

	2009	2010	2011	2013
Land acquisition		\$250	-0-	-0-
Predesign	250	\$150	-0-	-0-
Design		\$1,000	\$800	-0-
Project Management	50	\$50	\$50	\$800
Construction		-0-	-0-	\$21,000
Furniture/Fixtures/Equipment		-0-	-0-	-0-
Relocation		-0-	-0-	-0-

10. For new construction project: identify the new square footage requested. For remodeling, renovation or expansion projects: identify the total square footage of current facilities and new square footage requested.
N/A
11. Project schedule: identify the date (month/year) when construction will be completed with a certificate of occupancy.
Predesign 2009/2010; Acquisition 2010; Design 2010 & 2011; Construction Start 2013 and Construction Completion 2014.
12. Project contact person, title, address, phone number, fax and email (a project spokesperson who is knowledgeable about the project and can answer detailed questions).

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