

Attachment A

Local Government Requesting a 2011 Capital Appropriation

I. Project Basics

Requesting Government Subdivision:	City of Minneapolis
Project Title:	Plymouth Avenue Bridge
Project Priority Number:	1
Project Location: Minneapolis,	Plymouth Avenue over Mississippi River
Facility Owner:	City of Minneapolis
Project Contact Person:	Jack Yuzna, PE Principal Engineer Planning and Engineering City of Minneapolis Jacl Yuzna@ci.minneapolis.mn.us

II. Project Description

Emergency Bridge Rehabilitation - In October of 2010 during what was anticipated to be routine bridge maintenance, the bridge was found to have significant deterioration of its post-tensioning tendons. The finding resulted in the closure bridge to all traffic.

The project scope is to make the necessary repairs to the bridge that will replace the load capacity lost to deterioration and to allow for the reopening of the river crossing.

III. Project Financing

As the bridge deterioration was unexpected, the 2011 Capital Budget program will need to be amended to include the project. Once plans are completed and project cost estimates are known, Public Works will seek external funding. Public Works anticipates that local matching funds will be needed. Possible matching funds sources currently identified are the City's Municipal State Aid account and Net Debt Bonds.

The Project funding gap unknown at this time.

Attachment B
Minneapolis Bonding Criteria
Plymouth Avenue Bridge Rehabilitation

City budget impact:

The project would have a positive budget impact with less debt service required from the City of Minneapolis.

The Project has available of matching funds:

Yes, the City would allocate Municipal State Aid and Net Debt Bonds for matching funds. The amount needed is not known at this time as the scope of repair work required is currently under development.

The project has opportunities for joint planning and funding with others:

The project is an emergency rehabilitation and would not present a great amount of opportunities for major planning or bridge configuration changes

The project integrates infrastructure and deployment planning:

Both areas on the north and northeast side of the bridge have opportunities for development particularly with the purchase of the Scherer Lumber Yard parcels on the northeast side.

The Project Contributes to City Goals:

The project maintains infrastructure, integrates infrastructure with economic development opportunities, connects and builds communities and assists with multi model transportation goals.

The project serves a state or regional purpose:

The bridge carries over 14,000 vehicles a day and is an important Municipal State Aid Route crossing over the Mississippi River.

The project can be begun quickly:

Evaluation of the bridge structural condition is under way and is anticipated to be completed by the end of 2011. Development of design & bid documents will follow immediately and are anticipated to be completed within 2-3 months. Once funding is secured, the project will be advertised for bids. Repairs to the bridge could possibly begin in the summer of 2011 and completed by the end of the 2011 construction season.

The project does not require a state contribution for operation:

The bridge will continue to be owned and maintained by the City of Minneapolis and will not require any state contribution for operations.

The project will provide jobs both for construction and ongoing.

It is anticipated that this repair will employ skilled and unskilled labor during construction as well as consulting engineers for design & bid documents preparation. Labor will include, but not limited to, carpenters, ironworkers, heavy equipment operators, truck drivers and laborers.

Attachment A

Local Government Requesting a 2011 Capital Appropriation

I. Project Basics

Requesting Government Subdivision:	City of Minneapolis
Project Title:	10 th Avenue SE Bridge Rehabilitation
Project Priority Number:	3
Project Location:	Minneapolis, 10th Avenue SE over Mississippi River
Facility Owner:	City of Minneapolis
Project Contact Person	Jack Yuzna, PE Principal Engineer Planning and Engineering City of Minneapolis Jacl Yuzna@ci.minneapolis.mn.us

II. Project Description

The 10th Avenue Bridge was constructed in 1929.

The project proposes to rehabilitate the existing bridge over the Mississippi River and West River Parkway. It will preserve the major capital investment by repairing deteriorated concrete areas on the spandrel columns, floor beams and arches.

III. Project Financing

The proposed 2012-2016 Capital Budget programs the 10th Avenue SE Bridge Arch Rehabilitation for 2013. The budget includes \$1.2 million in Net Debt Bonds and \$2.195 million in Municipal State Aid.

The project gap is \$7.605 million.

**Attachment B
Minneapolis Bonding Criteria**

10th Avenue SE Bridge Rehabilitation

City budget impact:

The project would have a positive budget impact with less debt service required from the City of Minneapolis.

The Project has available of matching funds:

Yes, the City would use \$3.395 million for matching funds.

The project has opportunities for joint planning and funding with others:

Yes, the Marcy Holmes and Cedar Riverside neighborhoods, the University of Minnesota and the Seven Corners Business Association could be partners in the planning efforts

The project integrates infrastructure and deployment planning:

The northwest quadrant of the bridge has opportunities for development.

The Project Contributes to City Goals:

The project maintains infrastructure, integrates infrastructure with economic development opportunities, connects and builds communities and assists with multi model transportation goals.

The project serves a state or regional purpose:

The bridge carried over 9,900 vehicles a day and is a vital link between the East and West Bank campuses of the University of Minnesota. This link will become even more critical when the Central Corridor LRT reduces the vehicle capacity of the Washington Avenue Bridge.

The project can be begun quickly:

The project has been planned for some time and with state funds rehabilitation could begin as early as fall of 2012.

The project does not require a state contribution for operation:

The bridge will continue to be owned and maintained by the City of Minneapolis and will not require any state contribution for operations.

The project will provide jobs both for construction and ongoing.

It is anticipated that this major rehabilitation will employ skilled and unskilled labor during construction as well as consulting engineers for design & bid documents preparation. Labor will include, but not limited to, carpenters, ironworkers, heavy equipment operators, truck drivers and laborers.