

**STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
and
CITY OF BLOOMINGTON**

PROJECT MEMORANDUM

**SP 107-090-006
Minn Proj. No. TEAX 2709(019)**

Killebrew Drive Grade Separated Crossing (Pedestrian Bridge)

FROM: Future Hotel at Mall of America

TO: South side of Killebrew Drive

OVER: Killebrew Drive

PROPOSED IMPROVEMENT: Construction of a pedestrian bridge (Bridge Number 27B82) over Killebrew Drive and installation of pedestrian barriers along Killebrew Drive for a total length of approximately 1,250 feet.

Recommended:

Original signed by Shelly Pederson

City of Bloomington Engineer

February 1, 2012

Date

Reviewed and Recommended:

Original signed by Dan Erickson

District State Aid Engineer

February 1, 2012

Date

Approved:

Original signed by Lynnette Roshell (for)

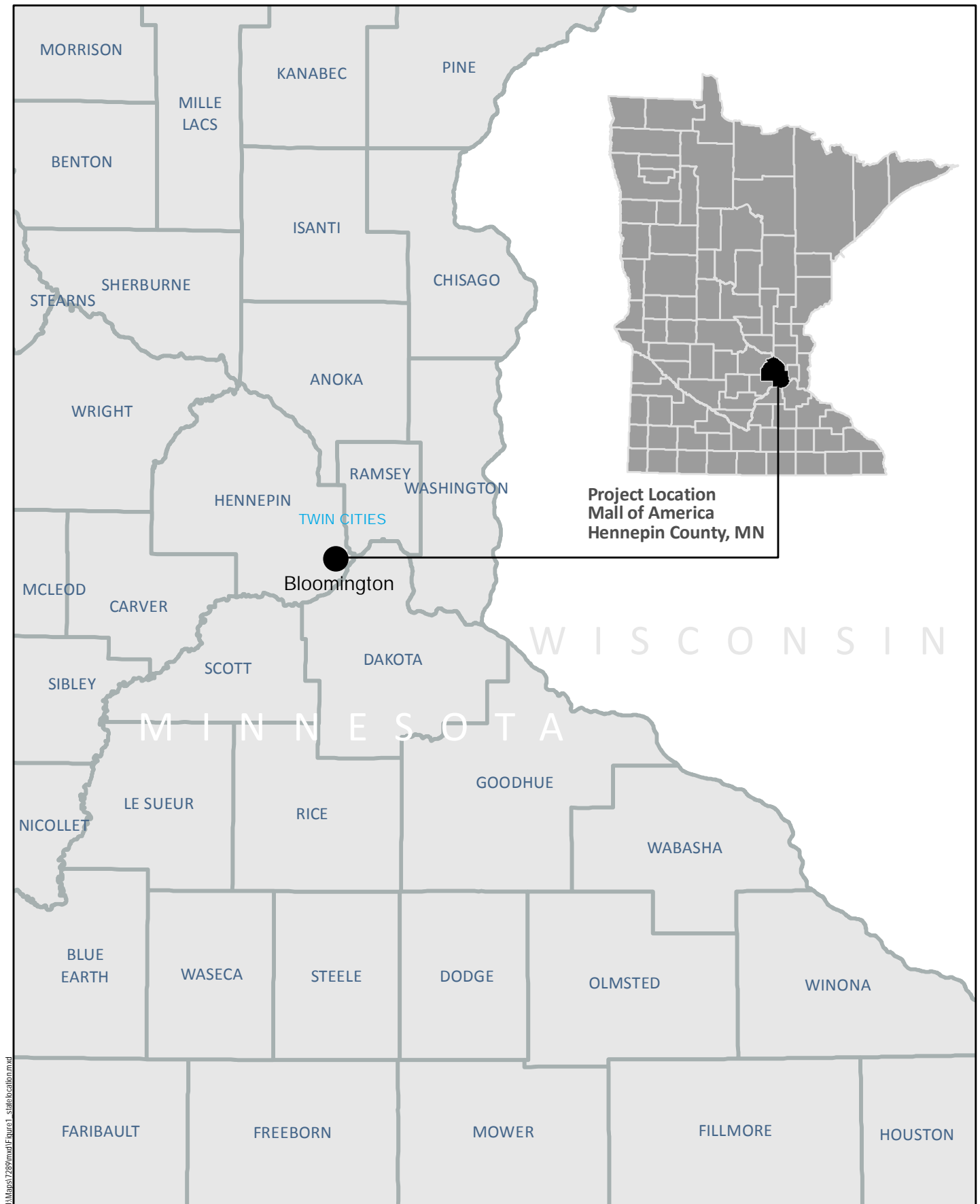
State Aid Engineer
State Aid For Local Transportation

February 22, 2012

Date

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State Location

Killebrew Pedestrian Bridge
 SP 107-090-006
 City of Bloomington

Figure 1



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Project Location

Killebrew Pedestrian Bridge
 SP 107-090-060
 City of Bloomington

Figure 2

I. REPORT PURPOSE

This Project Memorandum (PM) documents the need for the proposed improvement, environmental impacts and mitigation, and schedule, funding and design information.

This documentation was prepared to demonstrate that the project does not have a significant environmental effect and is excluded from the requirement to prepare an EA or EIS in accordance with 23 CFR 771.115. This Project Memorandum has been prepared and submitted in accordance with the approved Highway Project Development Process.

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II. HIGHWAY SECTION DESCRIPTION

Killebrew Drive is designated as a major roadway by the City of Bloomington. The roadway is six lanes and does not provide a welcoming environment for pedestrians. Vehicular traffic is predicted to increase over time, making pedestrian crossings increasingly difficult. In 2009, Killebrew Drive had an average annual daily traffic volume of 18,300 vehicles (MnDOT 2009). According to the *City of Bloomington Comprehensive Plan* (2008), the forecasted traffic volume for Killebrew Drive in 2030 is an average of 39,000 vehicles per day.

The affected roadway section is Killebrew Drive between Trunk Highway (TH) 77 and 24th Avenue South. The project area is in close proximity to the Mall of America and associated hotels and retail businesses.

Section Termini: Killebrew Drive from TH 77 to 24th Avenue South for a length of approximately 2,200 feet.

Unusual Traffic or Road/Facility Use:

There are no unusual traffic or road/facilities uses. It should be noted the proposed pedestrian bridge will be used by cyclists to walk their bikes across the bridge.

Horizontal/Vertical Alignment:

The roadway alignment is straight and flat within the project area.

Adjacent Land Use:

Land uses directly adjacent to the project area are hotels and retail uses, with office and residential uses nearby.

Bridge Crossing(s):

Bridge number: 27B82 (to be constructed)
Location: Over Killebrew Drive

Railroad Crossing Locations:

There are no freight railroads within the project area. The Hiawatha Light Rail Transit line is within 600 feet of the project area but will not be impacted. See Appendix B for correspondence.

Airport Proximity:

The project area is located approximately 0.75 miles south of the Minneapolis-St. Paul International Airport (MSP) and is within Airport Safety Zone C, but no impacts to airport operations or flight paths are anticipated. Minnesota Department of Transportation (MnDOT) Office of Aeronautics indicated the project will not have significant effect to airport operations (see Appendix B).

III. PROJECT PURPOSE AND NEED

Purpose/Objectives:

The purpose of the project is to construct a grade-separated pedestrian crossing over Killebrew Drive to provide a safe crossing between the Mall of America, a new hotel on the north side of Killebrew Drive (under construction), and retail, office, and residential uses to the south. The purpose is also to provide an improved connection for the existing pedestrian and bicycle network, as well as to connect to the transit station at the Mall of America.

Need/Deficiencies:

The *City of Bloomington Comprehensive Plan* includes the goal to create a sustainable, multi-modal transportation system focused on mobility and community renewal. The Plan also calls for improved connections for bicyclists and pedestrians to better utilize the existing and planned transit network.

A pedestrian and bicycle connection is needed between the Hiawatha Light Rail Transit station at Mall of America, retail and hotel uses, and the surrounding trail network. The *City of Bloomington Alternative Transportation Plan* (2008) identifies Old Shakopee Road as a Core Linking Trail. Killebrew Drive intersects with Old Shakopee Road at 24th Avenue. A pedestrian crossing is needed to provide a connection across Killebrew Drive that will encourage walking as a mode of travel. In addition, a crossing is needed that can be used to safely transport bicycles across Killebrew Drive. For these reasons this alternative does not meet the needs of the project and was eliminated from further consideration

IV. ALTERNATIVES

No Build Alternative

If a grade-separated pedestrian crossing is not constructed at Killebrew Drive, the pedestrian environment will continue to deteriorate with increasing traffic volumes. Pedestrians will not be able to cross Killebrew Drive as easily, and may rely on personal vehicles to cross the street, an easily walkable distance of about 500 feet. The existing crossing is also not bicycle-friendly, which discourages bicycle access between the Mall of America, transit station, and areas to the south of Killebrew Drive.

Preferred Alternative

Killebrew Drive Pedestrian Bridge

The project will construct a steel truss pedestrian bridge over Killebrew Drive. It will include one single car elevator as well as stairs in an enclosed building on the south side of the bridge. A ramp will be constructed on the north side of the bridge connecting into a parking ramp for the hotel. The parking ramp is approximately half a floor lower than the bridge; the north ramp does not provide access to grade level. The ramp will be approximately 54 feet in length and will be constructed on the north side of the bridge to provide code-required accessibility (see Figures 5 and 6 in Appendix A). The bridge will have a roof, enclosable sides, and lighting. The bridge will be designed to be Americans with Disabilities Act (ADA) compliant with accommodations for transporting bicycles. The crossing is not intended as a bicycle trail that cyclists can ride across (note the bridge will not meet all bicycle trail standards; see design exception request), but will be designed so cyclists can walk their bicycles across. The presence of the elevator and ramp will allow for a safe crossing for all non-motorized vehicle users that will provide an important connection for the bicycle and pedestrian network.

The existing signal at the proposed bridge location will be revised to remove the pedestrian

crossing phase. Pedestrians, including those transporting bicycles, will access the bridge from sidewalks along Killebrew Drive and via the parking lots on either side of the roadway. Approximately 1,250 feet of pedestrian barrier will be constructed along Killebrew Drive to guide users to the bridge and prevent illegal crossings. From the bridge, users can access the Mall of America and the transit station via walkways. Minor changes to utility connections (water main, sanitary, and storm sewers) will be needed as part of the project.

Other Reasonable Location or Design Alternatives

Location Alternatives

Construction of the proposed pedestrian bridge on an alternative alignment location along Killebrew Drive was determined to be not feasible. Killebrew Drive is a constrained urban roadway with limited right of way. The proposed location has a wider area of right of way which limits the easements needed to construct the bridge and also provides the best access between destinations. In addition, the proposed location connects into the hotel, shortening the length of bridge needed. A location closer to 24th Avenue would impact the LRT, and a location closer to TH 77 would impact the highway ramps.

Design Alternatives

The existing pedestrian crossings are striped at-grade crossings which are not adequate or safe for users. Several bridge design alternatives were considered, focusing primarily on aesthetic differences such as enclosure types.

V. PROJECT COST, FUNDING & SCHEDULE

Estimate of Cost:

Construction Cost Total:	\$ 2,659,304
Non-Construction Costs: (Design, Construction Management, Overhead)	\$ 934,350
Total:	\$ 3,593,654

Anticipated Funding:

Type and amount of Federal and matching funds:

Federal:	\$ 1,008,000 (Transportation Enhancement – TEA)
Other State:	\$ 0
Local (City):	\$ 1,454,327
Private (Special Assessment):	\$ 1,223,000

The 2012-2015 State Transportation Improvement Program (STIP) (September 2011) has \$1,008,000 of Federal Transportation Enhancement Funding designated for this project in FY 2012.

Federal fiscal year 2012, Sequence # 1575
 Estimated cost shown in STIP: \$ 1,980,000
 Federal funding shown in STIP: \$ 1,008,000

Anticipated Schedule

Project Memorandum	Winter 2012
Right of Way Acquisition	February 2012
Plans, Specifications & Estimate	February 2012
Advertise and open bids	March 2012
MnDOT approval process and award contract	March-April 2012
Construction begins	May 2012

Future Stages or Improvements

No future stages are planned for the proposed project. Other trails or bicycle facilities are planned for nearby on American Boulevard and Old Shakopee Road, which users can connect to via 24th Avenue.

VI. SOCIAL, ECONOMIC AND ENVIRONMENTAL (SEE) IMPACTS

Based on the results of the environmental study in accordance with 23 CFR 771.117, summarized herein, it is determined that the proposed project is a Class II Action (Categorical Exclusion). This action will have non-significant social, economic, or environmental impacts, and is anticipated to have no foreseeable change on the quality of the human environment.

Section 4(f) of The Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act Of 1965

There are no Section 4(f) or 6(f) lands or properties adjacent to this project, and the project will not use Section 4(f) or 6(f) lands or properties.

Section 106 of the National Historic Preservation Act of 1966

It has been determined that **no historic properties** eligible for or listed in the National Register of Historic Places will be affected by the project. See letter from the MnDOT’s Cultural Resources Unit (CRU) (Appendix B).

Endangered Species Act of 1973

The project will have no effect on Federally-listed threatened and endangered (T&E) species or critical habitat. See letter from MnDOT’s Office of Environmental Stewardship (OES) for Federally-listed species (Appendix B).

Right-Of-Way

The project will require an easement from the Mall of America and hotel along the north side of Killebrew Drive. The remainder of the project will be constructed within existing City of Bloomington right of way. An agreement was executed in 2008 whereby the Mall of America will dedicate the easement to the City of Bloomington at no cost to the City. The limits of the easements will be defined with final design of the proposed pedestrian bridge.

The project will not require residential or business relocations or access changes.

Hazardous Materials

Potential for impacts from contaminated properties has been considered, but because of the project location and nature of the planned work, there is little potential for encountering contaminated materials. Any potentially contaminated materials encountered during construction will be handled and treated in accordance with applicable state and federal regulations.

Farmland Protection Policy Act of 1981

The project will not involve the acquisition of farmland.

Air Quality

The project will not significantly impact air quality.

Highway Traffic Noise

Type I projects are defined in 23 CFR 772.5 The definitions of a Type I project as are provided below, followed by a response as it relates to the Killebrew Drive Pedestrian Bridge Project. The project is not a Type I project. Procedures for the abatement of highway traffic noise do not apply in accordance with 23 CFR 772.

Construction Noise

Construction noise has been considered and no impact is anticipated.

Floodplain Management

The project will not encroach into a floodplain.

Wetland Protection

The project will not impact or encroach into a wetland. A No Loss determination was issued in January 2011 (see Appendix B).

Section 404 Of The Clean Water Act

The project will not involve placement of fill into waters of the U.S. (defined in 33CFR 328).

Water Pollution / MPCA—NPDES

This project will cause a non-significant increase from the existing impervious surface area by converting portions of boulevard areas for portions of the bridge. The project will not adversely impact the existing drainage system. This project does not introduce highway runoff to sensitive water bodies. Therefore, no impacts on water quality are anticipated.

Construction of the proposed Killebrew Drive Pedestrian Bridge will disturb less than 1 acre of total land area, will not impact any public or private water supply, or allow contamination of free flowing water. An NPDES permit would not be required. However, as per conversations with Minnesota Pollution Control Agency (MPCA) staff, the proposed pedestrian bridge is considered a common plan of development with respect to National Pollutant Discharge Elimination System (NPDES) permitting given the proximity to the proposed hotel along the north side of Killebrew Drive that is currently under construction. The proposed pedestrian bridge would connect into the hotel public parking ramp, owned by the Bloomington Port Authority. The separate projects combined as a common plan of development do exceed the one acre threshold for requiring an NPDES permit. An application for an NPDES permit will be completed. The permit will be submitted to MnDOT State Aid prior to project authorization, and a Stormwater Pollution Prevention Plan (SWPPP) will be included in the construction plan package.

Controversial Issues

The project is not anticipated to be controversial.

Environmental Justice

The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low income populations. Based on a field review of the project area, and discussions with City officials, it has been determined that there are no minority or low income populations within the project area. Therefore, there are no Environmental Justice concerns on this project.

State Environmental Review (MEQB)

The project does not meet the mandatory EAW threshold and does not have potential for significant environmental effects.

Federal Action Determination Statement

Based on the environmental study in accordance with 23 CFR 771.117, it is determined that the proposed improvement is a Class II Action (categorical exclusion) anticipated to have no foreseeable change on the quality of the human environment.

VII. AGENCY COORDINATION

Municipal Approval:

The project is proposed by the City of Bloomington. The City is responsible for any project costs beyond the federal funding.

DNR Natural Heritage and Nongame Research Program:

See attached letter from the MnDNR for State species (Appendix B).

Airport Agency:

See attached letter from MnDOT Office of Aeronautics (Appendix B).

Permits and Approvals Required

Permits and approvals required are listed in Table 1.

**TABLE 1
PERMITS AND APPROVALS REQUIRED**

Permits and Approvals Required			
Agency	REQ'D	Status / Date Received	Attached
USACE Section 404	N	--	NA
Coast Guard	N	--	NA
DNR—Waters	TBD	A temporary water appropriations permit may be required from the DNR for any groundwater encountered during construction of the proposed pedestrian bridge.	N
DNR—Public Waters	N	--	NA
MPCA—NPDES	Y	See Water Pollution / MPCA—NPDES discussion under Section VI.	N
MPCA—Section 401	N	--	NA
Richfield-Bloomington WMO	N	No permit or approval required. Plan review and comment.	N
Wetland Conservation Act / BSWR	Y	No loss determination.	Y
MnDOT Cultrual Resources Unit	Y	No historic properties affected	Y
Railroad	N	--	NA
Other	None	--	None

NA – not applicable.
TBD – to be determined.

VIII. PUBLIC INVOLVEMENT

A public information meeting was held on October 4, 2006 that addressed both an earlier project on Killebrew Drive and the future pedestrian bridge. Attendees were presented with the information and did not have any concerns.

A project specific information meeting was held on September 18, 2007 regarding the construction of the pedestrian bridge. Attendees were business property owners in the project area. The property owners were supportive of the project, and the primary outcome of the meeting relates to private property assessments for a portion of the project costs.

Another public information open house was held on November 16, 2011. Project staff were available to discuss the project and answer questions. Minor questions were raised regarding pedestrian routes and bridge access. All questions were answered at the meeting.

Three meetings were held December 13, 14, and 16, 2011 to inform business property owners about the project and potential special assessments. The main concerns raised pertained to division of special assessments among the businesses, and use of private lots for Mall of America parking. The division of special assessment fees will be determined by the Bloomington City Council.

IX. DESIGN STUDY

Design Standards and Specifications

The project will be designed in accordance with the FHWA-MnDOT Stewardship Plan. For this project, the following design standards are applicable:

State Aid Geometric Design Standards:

8820.9946 Minimum Design Standards, Urban; Reconditioning Projects
8820.9995 Minimum Bicycle Path Standards

Other Standards:

MnDOT LRFD Bridge Design Manual
Minnesota State Building Code (MNSBC)
International Building Code (IBC)
AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges, December 2009
Americans with Disabilities Act (ADA)

The project will be constructed in accordance with the current edition of the Minnesota Department of Transportation's "Standard Specifications for Construction", including all Supplemental Specifications.

Geometric Design Elements

Table 2: Geometric Design Elements – Killebrew Drive

Table 3: Geometric Design Elements – Killebrew Drive Pedestrian Bridge

TABLE 2

GEOMETRIC DESIGN ELEMENTS

KILLEBREW DRIVE

FROM: 22nd Avenue

TO: 24th Avenue

Design Element	Existing Condition	Proposed Design	Required
Roadway Type	Urban	Urban	
Project or segment length, ft	1,350 feet	1,350 feet	
Functional Class	Collector	Collector	
ADT (Year)	18,300 (2009)	18,300 (2009)	
Heavy Commercial, %	3	3	
Speed, mph	Regulatory Speed 35 mph (posted)	35 mph (design)	
# Thru Lanes each direction	3	3	
Lane width, ft	12 feet	11 feet minimum	11 feet
Surfacing type	Bituminous	Bituminous	Paved
Structural Design Strength, ton	9 ton	9 ton	9 ton
Shoulder Width, ft	None	None	
Surfacing type	Bituminous	Bituminous	Paved
Recovery Area From Edge of Traffic Lane, ft	1.5 feet	1.5 feet	1.5 feet
Inslope, rise:run	Varies	Varies	
Approach Sideslopes	Varies	Varies	
Turn Lane, ft	12 feet	12 feet	10 feet
Bypass Lane, ft	None	None	
Right-of-Way Width, ft	Varies	Varies	

TABLE 2 (continued)
GEOMETRIC DESIGN ELEMENTS
KILLEBREW DRIVE

Design Element	Existing Condition	Proposed Design	Required
Median, ft, raised/painted	5-10 feet (raised)	5-10 feet (raised)	4 feet (minimum)
Median Curb Reaction, ft	1 foot	1 foot	1 foot
Curb & Gutter type	B624 (Concrete) and B612 (Concrete)	B624 (Concrete) and B612 (Concrete)	
Curb Reaction, ft	1-2 feet	1-2 feet	1 foot minimum
Clearance from Face Curb, ft	2 feet	2 feet	1.5 feet
Parking Lane, ft	None	None	None ⁽²⁾
Storm Sewer, Y / N	Y	Y	
Utilities, Y / N	Y	Y	
Sidewalk Width, ft	5 feet	5 feet	
Distance from edge of traveled way to sidewalk, ft	6 feet (approx)	6 feet (approx)	
Curb Ramps with detectable warning, Y/ N	Y – in some locations	Y	
Traffic Signal(s)	Existing Location(s): 20th, 22nd, and 24th Avenues	Proposed Location(s): 20th, 22nd, and 24th Avenues	
Roadway Lighting, Type	Energy efficient shoebox luminaire	Energy efficient shoebox luminaire	
Railroad Crossing	N/A	N/A	
Design Exceptions required NO	Location: None Exception Requested: None	Location: None Exception Requested: None	

⁽²⁾ No parking is allowed for 6-lane collectors or arterials.

**TABLE 3
GEOMETRIC DESIGN TABLE
KILLEBREW DRIVE PEDESTRIAN BRIDGE**

FROM: South side of Killebrew Drive **To:** North side of Killebrew Drive

Design Element	Existing Condition	Proposed Design	Required
Bridge or Culvert Number	N/A	27B82	
Location (over/under)	N/A	Over Killebrew Drive	
Bridge or Culvert Type	N/A	Steel Truss	
Design Loading	N/A	90 psf uniform live	
Bridge width, ft Inside Clearance	N/A	12 feet	
Bridge Length, ft	N/A	210 feet	
Bridge: # of Spans	N/A	3	
Skew	N/A	10 degrees	
Guardrail	None	None	
Bike Path Type	N/A	Off-road	
	N/A	Two Way	
	N/A	Multi Use	
Path Width, ft	N/A	12 feet	8 feet ⁽¹⁾
Path Surfacing	N/A	Concrete	
Shoulder Surfacing	N/A	N/A	
Clear Zone, ft	N/A	2 feet	2 feet
Inslope, rise:run	N/A	N/A	N/A
Design Speed, mph	N/A	See note ⁽²⁾	20 mph
Maximum Grade, %	N/A	See note ⁽³⁾	8.3%
Vertical Clearance, ft	N/A	7 feet minimum ⁽⁴⁾	10 feet ⁽⁵⁾

(1) Minimum structure clear width is 12 feet.

(2) Bicyclists will be instructed to walk their bicycles throughout the facility, including on stairs, elevator, bridge, and north ramp.

(3) Vertical circulation at north end is by ADA accessible ramp. Vertical circulation at south end is by elevator or stairs.

(4) Clearance at doorways will be reduced.

(5) Proposed rule change for vertical clearance over land and shoulder, 9 feet 9 inches (7 feet 9 inches if passage for emergency or maintenance vehicles is not required)

TABLE 3 (continued)
GEOMETRIC DESIGN TABLE
KILLEBREW DRIVE PEDESTRIAN BRIDGE

Design Element	Existing Condition	Proposed Design	Required
Design Exceptions required Yes	Location: None Exception Requested: None	Location: Killebrew Pedestrian Bridge Exception Requested: Design Speed as it relates to maximum grade, vertical clearance, horizontal clearance, and clear zone	

Design Exception Request

The purpose of this document is to request exceptions for design elements that do not meet the criteria set forth in the standards. Design exceptions are hereby requested with the following justifications and considerations.

Design Standard the Exception is from: 8820.9995 Minimum Bicycle Path Standards

Design Element Involved:

Design speed as it relates to other standards:

1. Maximum grade
2. Vertical clearance
3. Horizontal clearance/clear zone

Required Standard:

Design speed - 20 mph

1. Maximum grade – 8.3%
2. Vertical clearance - 10 feet
3. Horizontal clearance - 8 foot minimum with two 2 foot clear zones

Proposed “in lieu of” Design:

The proposed design is a grade-separated crossing for pedestrians and signed to walk bikes in an urban shopping center setting. The grade separation will improve safety for pedestrians and bicyclists by removing an at-grade crossing of Killebrew Drive. The pedestrian and bicycle facilities along Killebrew Drive are sidewalks which connect to trails along 24th Avenue South. The sidewalks provide access to retail parking lots and are shared use; there are no on-street bicycle facilities on Killebrew Drive. The setting is not a typical off-road shared use trail where bicyclists expect to travel at 20 miles per hour. They will be traveling from retail businesses nearby or from other more typical off-road trails several blocks away. See Figures 5

and 6, Appendix A. The crossing is designed for cyclists to walk their bicycles throughout the facility via the elevator and ramp. Due to physical constraints on the north end of the bridge (the bridge ends in a hotel parking level), bicyclists will not be able to continue traveling on their bicycles safely. They will be destined for the hotel or mall, or if they wish to continue on the sidewalk or go to the transit station, will need to walk their bicycles through the parking ramp. The parking ramp is not part of the project, but will be striped and signed for pedestrian use, and will also have signage for bicyclists to walk their bicycles.

Location:

1. Maximum grade - at south end, for elevator
2. Vertical clearance - at doors - seven foot minimum proposed
3. Horizontal clearance and clear zone - at doors - five foot minimum proposed

Social Impacts

Degree to which the standard is reduced:

The maximum grade on the south side is higher than the standard due to the elevator, which will provide a safe crossing and enable transport of bicycles. The crossing is not designed for bicyclists to ride across the bridge. Signage will direct them to walk their bicycles across.

The horizontal clearance (and clear zone) will be a five foot minimum at doorways, to be determined during final design based on doorway type selected. The vertical clearance will be reduced to seven feet at doorways, to be determined based on final design. It should be noted that doors to the elevator building are required by building code, so designing the bridge without doors is not feasible. The clearance will also be reduced at the beginning of the ramp into the hotel parking level. The horizontal and vertical clearance will follow the standard in all other areas.

Affect on other standards:

The design details of the bridge not discussed in this design exception request will follow standards.

Driver expectation/conformance/compatibility with rest of the road:

The proposed design is compatible with the surrounding setting. On the south end of the bridge, bicyclists will be navigating shared use paths and parking lots. On the north end of the bridge, bicyclists will be entering an urban setting; the trail ends in a parking garage and provides connections to retail uses and a transit station, and bicyclists will be directed to walk bicycles to these destinations.

Future Compatibility: No future trail projects are planned for the immediate project area.

Existing & Projected ADT & vehicle mix: Not applicable. The project is a trail crossing.

Safety/Accidents: The construction of the grade-separated crossing is intended to improve safety and lessen pedestrian-vehicle or bicycle-vehicle conflicts.

Economics

Cost:

Meeting the maximum grade standards would require construction of ramps to serve the function of the elevator on the south end. The site constraints do not allow for ramps without property acquisitions or parking encroachments.

The use of standard doorways and the construction of the bridge constrain the minimum height and width possible. Custom doors could be ordered that meet the design standards of 10 feet vertical clearance and 12 feet horizontal clearance (8 feet plus two feet clear zone each side), which would be more expensive. However, larger doors may require increasing the size of the bridge, which would increase the construction cost significantly.

Cost-benefit:

The proposed design is less expensive than acquiring additional properties. Business acquisitions would also decrease the economic vitality of the area. In addition, the urban setting is such that a design which allows users to ride bicycles across the bridge would not make sense, since they would need to dismount to enter the parking structure.

Environmental Impacts/Encroachments:

Parks – No change

Historic – No change

Endangered Species – No change

Right-of-way – Following the standards would require greater right of way impacts due to the construction of ramps.

Hazardous Materials – No change

Farmland – No change

Noise – No change

Floodplain – No change

Wetlands – No change

Environmental Justice – No change

Construction Impacts – No change

Mitigation

Traffic control: On the south and north ends of the bridge, signage will instruct cyclists walk their bicycles and guide them to the appropriate facilities (elevator and bike ramp on stairs).

Design betterments: The north end stairs will include a bike ramp or rail at the side of the stairs to make pushing bicycles up and down the stairs easier. The south side elevator and north side stair bypass ramp will provide ADA access.

Lighting: Not applicable to the design exceptions.

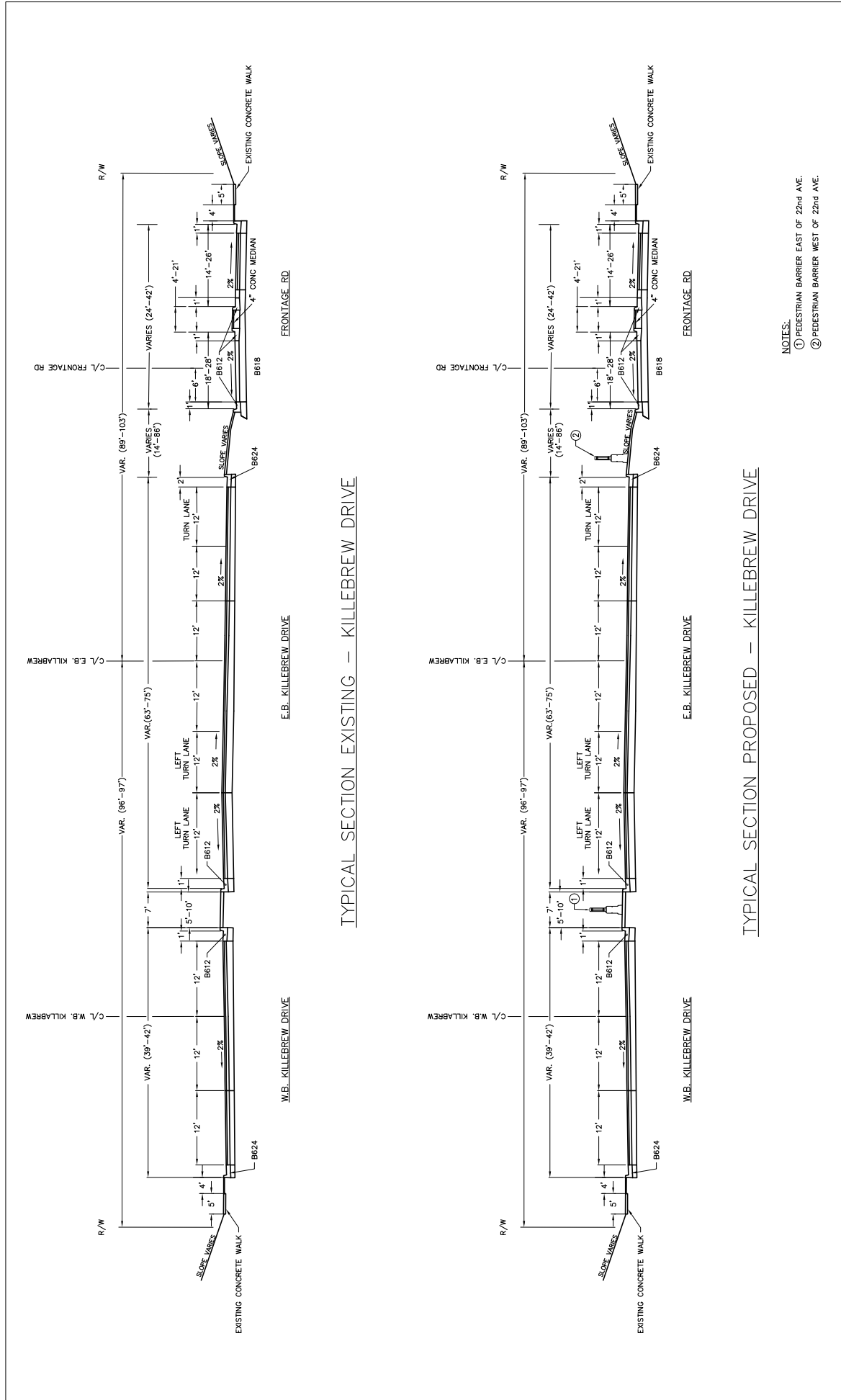
Conclusion: The proposed design is the most reasonable and feasible design, and following the design standards would not be appropriate given the site context and constraints. The proposed design will provide a safe crossing for all users.

X. TRAFFIC DURING CONSTRUCTION

Partial temporary closures of Killebrew Drive will be required during the pedestrian bridge construction with a full closure required during the truss erection. A detailed traffic control plan will be developed during final design to identify any lane closures and detours as needed. Minor closures will be needed for utility work.

Appendix A

Figures

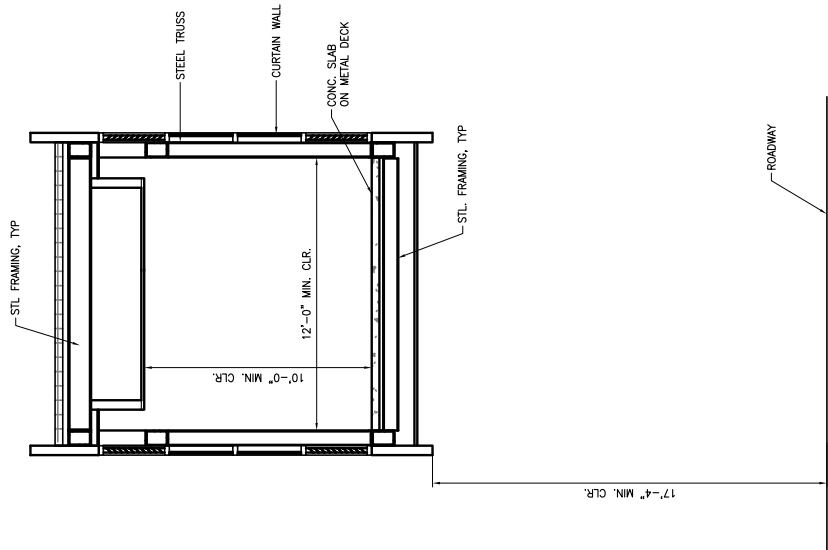


NOTES:
 ① PEDESTRIAN BARRIER EAST OF 22nd AVE.
 ② PEDESTRIAN BARRIER WEST OF 22nd AVE.

Typical Sections

Killebrew Pedestrian Bridge
 SP 107-090-06
 City of Bloomington

Figure 3

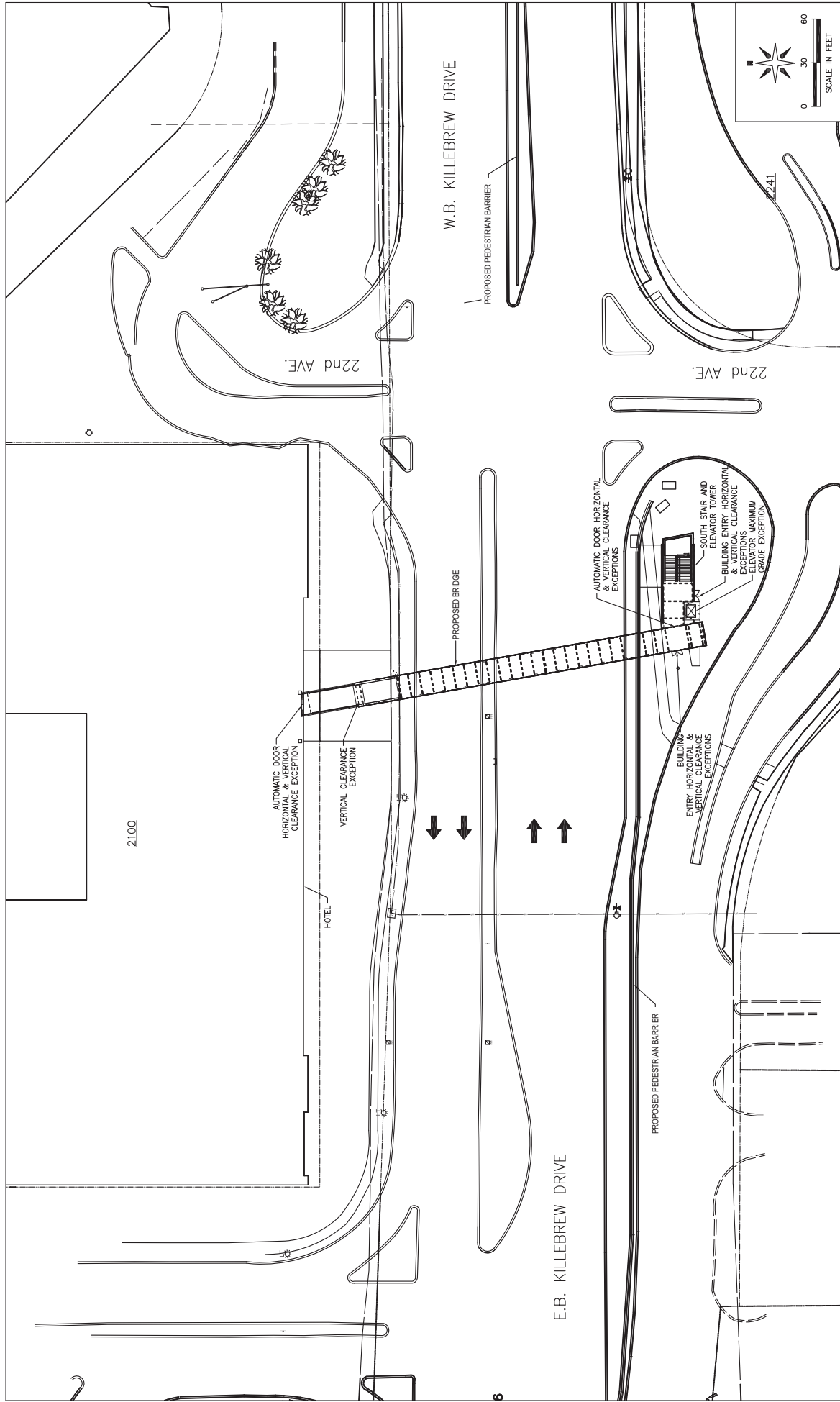


TYPICAL SECTION — BRIDGE

Typical Section (Proposed)

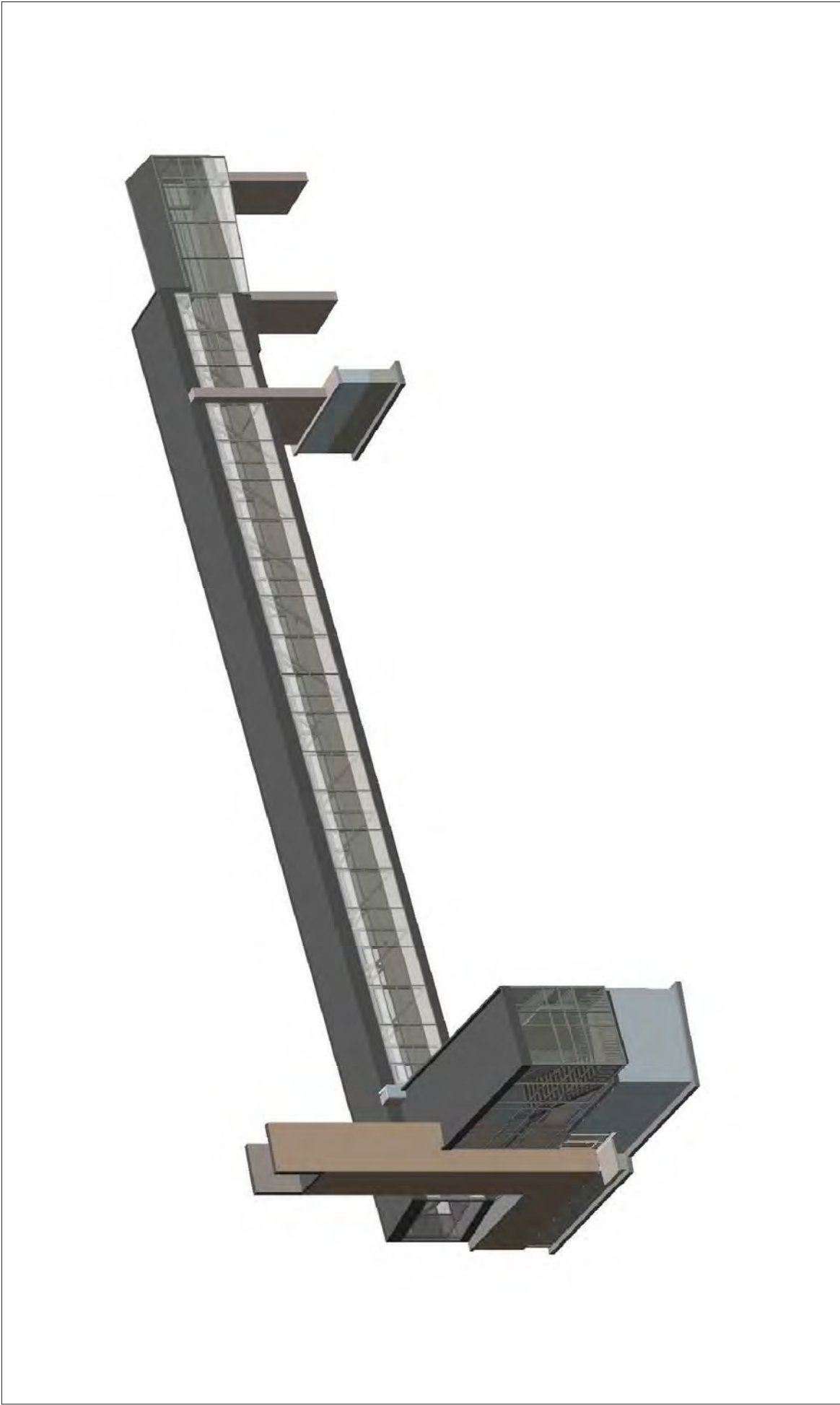
Killebrew Pedestrian Bridge
 SP 107-090-06
 City of Bloomington

Figure 4



OVERALL BRIDGE PLAN (Proposed)

Killebrew Pedestrian Bridge
 SP 107-090-06
 City of Bloomington



ISOMETRIC VIEW

Killebrew Pedestrian Bridge
SP 107-090-006
City of Bloomington

Figure 6

Appendix B

Correspondence

From: [Kelcie Young](#)
To: [Kelcie Young](#)
Subject: FW: LRT requirements
Date: Friday, January 27, 2012 2:51:06 PM

From: Gingerich, Sheri [mailto:sher.gingerich@metc.state.mn.us]
Sent: Thursday, January 26, 2012 4:02 PM
To: Reihl, Gary (DOT)
Cc: Tomasevich, Dmitry (DOT); Dodds, Bryan (DOT)
Subject: RE: LRT requirements

Bruce Fenlason and I reviewed the picture and we have no concerns that this will impact rail operations in any way. Thank you for including us in this.

Sheri Gingerich
Deputy Chief Operations Officer - Rail
Office: 612-341-5660
Cell: 763-234-8658
Email: sher.gingerich@metc.state.mn.us

From: Reihl, Gary (DOT) [mailto:Gary.Reihl@state.mn.us]
Sent: Thursday, January 26, 2012 3:06 PM
To: Gingerich, Sheri
Cc: Tomasevich, Dmitry (DOT); Dodds, Bryan (DOT)
Subject: RE: LRT requirements

Hi Sheri:

The City of Bloomington is building a Pedestrian Overpass over Killebrew Dr. and will be within 600' of LRT rail line. Is there any requirements or review/input Metro Transit would require from the project proposer? There should be no interference to the LRT line from the city project.

Please let me know your opinion.

Gary Reihl

***Project Development Engineer
State Aid Division***

Office: 651/366-3819
Fax: 651/366-3801
E-Mail: gary.reihl@state.mn.us

From: Dodds, Bryan (DOT)
Sent: Thursday, January 26, 2012 2:39 PM

To: Reihl, Gary (DOT)
Cc: Tomasevich, Dmitry (DOT); Sheri Gingerich
Subject: RE: LRT requirements

Gary,

Based on our discussion, it appears that the proposed pedestrian overpass will not impact LRT but please email a graphic to Sheri so that Metro Transit can weigh in.

Let me know if you need anything else.

Thanks,

Bryan

Bryan Dodds
Director, Metro District Transit Section
Minnesota Department of Transportation
651-602-1997 Office
651-775-6622 Mobile

From: Reihl, Gary (DOT)
Sent: Thursday, January 26, 2012 2:26 PM
To: Dodds, Bryan (DOT); Dodds, Bryan (DOT)
Cc: Tomasevich, Dmitry (DOT)
Subject: LRT requirements

Bryan:

The City of Bloomington is building a Pedestrian Overpass over Killebrew Dr. and will be within 600' of LRT rail line. Is there any requirements or review/input the LRT Office requires from the project proposer? There should be no interference to the LRT line from the city project.

Please call me if necessary.

Gary Reihl

***Project Development Engineer
State Aid Division***

Office: 651/366-3819
Fax: 651/366-3801
E-Mail: gary.reihl@state.mn.us

Schane Rudlang - FW: S.P. 107-090-06- ESA (Section 7) - Determination of No Effect

From: "Alcott, Jason (DOT)" <Jason.Alcott@state.mn.us>
To: "srudlang@ci.bloomington.mn.us" <srudlang@ci.bloomington.mn.us>
Date: Tuesday, August 31, 2010 8:50 AM
Subject: FW: S.P. 107-090-06- ESA (Section 7) - Determination of No Effect
CC: "Ross, Jennie (DOT)" <Jennie.Ross@state.mn.us>, "Bieringer, Mary (DOT)" <Mary.Bieringer@state.mn.us>

From: Alcott, Jason (DOT)
Sent: Tuesday, August 31, 2010 8:46 AM
To: 'srudlang@cibloomington.mn.us'
Cc: Ross, Jennie (DOT); Bieringer, Mary (DOT)
Subject: S.P. 107-090-06- ESA (Section 7) - Determination of No Effect

Endangered Species Act of 1973, as amended - Section 7 - Determination of No Effect
S.P. 107-090-06, Killebrew Drive
Pedestrian Bridge Construction
City of Bloomington
Hennepin County

In response to your request, the proposed action has been reviewed for potential effects to federally-listed threatened, endangered, proposed, candidate species and listed critical habitat. As a result of this review, a determination of **no effect** has been made.

Section 7 of Endangered Species Act of 1973, as amended, requires each Federal agency to review any action that it funds, authorizes or carries out to determine whether it may affect threatened, endangered, proposed species or listed critical habitat. Federal agencies, or their designated non-federal representatives (FHWA has delegated Mn/DOT as their non-federal representative) must consult with the Service if any such effects may occur as a result of their actions. Consultation with the Service is not necessary if the proposed action will not directly or indirectly affect listed species or critical habitat. If a federal agency finds that an action will have no effect on listed species or critical habitat, it should maintain a written record of that finding that includes the supporting rationale.

Based on the information you have provided, it has been determined that no further action under Section 7 of the Act is required. However, if information becomes available indicating that federally-listed species or designated critical habitat may be affected, please contact this office and consultation with the Service will be initiated, if necessary.

Jason Alcott
Natural Resource Specialist, Program Coordinator
Minnesota Department of Transportation
Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899
Phone: 651-366-3605
Fax: 651-366-3603
Email: jason.alcott@state.mn.us
(Note: Email Address Change)

From: [Sorenson, Deb \(DOT\)](#)
To: [Kelcie Young](#)
Cc: [Scott, Gene \(DOT\)](#); [Vesely, Kathy \(DOT\)](#)
Subject: RE: Killebrew Drive Pedestrian Bridge Coordination
Date: Tuesday, November 23, 2010 11:18:42 AM

The project description Killebrew Drive Pedestrian Bridge Memo has been received and reviewed by the Office of Aeronautics and has been determined to have no significant effect to the operations at the Minneapolis St Paul International Airport.

Thank you for the opportunity to comment.

*Debra Sorenson
Planning Coordinator
Office of Aeronautics
651-234-7191 office phone
deb.sorenson@state.mn.us*

From: Kelcie Young [mailto:kyoung@srfconsulting.com]
Sent: Monday, November 22, 2010 10:17 AM
To: Sorenson, Deb (DOT)
Cc: Schane Rudlang; Brett Danner; Matt Cramer
Subject: Killebrew Drive Pedestrian Bridge Coordination

Deb-

Please find the attached coordination letter and figure regarding the Killebrew Drive pedestrian bridge project in Bloomington. We appreciate your comments on the project, as it is within the MSP International Airport coordination area. Please contact me with any questions.

Thanks,

Kelcie Young
Environmental Planner
SRF Consulting Group, Inc.
One Carlson Parkway North, Ste. 150
Minneapolis, MN 55447
kyoung@srfconsulting.com
phone: 763-475-0010
fax: 763-475-2429

Minnesota Department of Natural Resources



Division of Ecological Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5107 Fax: (651) 296-1811 E-mail: heidi.cyr@state.mn.us

August 11, 2010

Correspondence # ERDB 20110038

M. Schane Rudlang
City of Bloomington
1700 W. 98th Street
Bloomington, MN 55413

RE: Natural Heritage information in the vicinity of the proposed Killebrew Drive Pedestrian Bridge, T27N R24W Section 1, Hennepin County

Dear M. Rudlang,

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, several rare features have been documented within the search area (for details, please see the enclosed database report). However, given the project details that were provided with the data request form, I do not believe the proposed project will negatively affect any known occurrences of rare features.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Department of Natural Resources, Division of Ecological Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

The results are enclosed as an Index Report of records in the Rare Features Database, the main database of the NHIS. To control the release of specific location information, which might result in the destruction of a rare feature, the report is copyrighted. The Index Report provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an environmental review document (e.g., EAW or EIS), municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index report for any other purpose, please contact me to request written permission.

This letter does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist, Melissa Doperalski at (651-259-5738). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

A handwritten signature in black ink, appearing to be "Heidi Cyr", written over a circular stamp or mark.

Heidi Cyr
Endangered Species Environmental Review Specialist

enc. Rare Features Database: Index Report
Rare Features Database Reports: An Explanation of Fields

Rare Features Database:

Element Name and Occurrence Number

Vertebrate Animal

Falco peregrinus (Peregrine Falcon) #46
 T27N R23W S6; Hennepin County

Polyodon spathula (Paddlefish) #4
 T27N R24W S23, T115N R23W S16, T115N R23W S17, T115N R38W S28, T [...]; Blue Earth, Brown,
 Carver, Chippewa, [...] County

Records Printed = 2

Minnesota's endangered species law (*Minnesota Statutes*, section 84.0895) and associated rules (*Minnesota Rules*, part 6212.1800 to 6212.2300 and 6134) prohibit the taking of threatened or endangered species without a permit. For plants, taking includes digging or destroying. For animals, taking includes pursuing, capturing, or killing.

Federal Status	MN Status	State Rank	Global Rank	Last Observed Date	EO ID #
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No Status	THR	S2B	G4	1992	11029
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	THR	S2	G4	2004-12-04	16501
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Minnesota Department of Transportation

Office of Environmental Services

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel: (651) 366-3624

Fax: (651) 366-3603

September 17, 2010

Mr. Shane Rudlang
City of Bloomington
1700 W 98th Street
Bloomington, MN 55431

Re: S.P. 107-090-06
Pedestrian Bridge over Killebrew Dr. at 21st Avenue, Bloomington

Dear Mr. Rudlang,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the Programmatic Agreement (PA) between the FHWA and the Minnesota State Historic Preservation Office (SHPO) (June 2005).

The project consists of building a new pedestrian bridge over Killebrew Drive at approximately 21st Avenue in Bloomington. This will allow grade separated access to the destinations such as the Mall of America and its transit hub from destinations south of Killebrew Drive. A bituminous pavement overlay of Killebrew Drive will be constructed as a tied project. The new bridge will be predominately built to conform to existing grades. Signal phases will be modified to remove the pedestrian movements since those movements will occur in the bridge. Easements are required from the Mall of America, but an agreement has been executed by the MOA and the City whereby the MOA has agreed to provide the easements. The project will include resurfacing/rehabilitation, work outside the existing right-of-way, right-of-way acquisition, and a temporary easement.

This project is being conducted within a previously disturbed and recently developed area. Therefore, we have determined that there will be no historic properties affected by the project as currently proposed. As there are no historic properties within the project APE, the section 106 review of this project is now complete and no SHPO comment period and response are required under the terms of the new PA. If the project scope changes, please provide our office with the revised information and we will conduct an additional review.

Sincerely,

A handwritten signature in cursive script that reads 'Jacqueline Sluss'.

Jacqueline Sluss
State Prog Admin Coordinator
Cultural Resources Unit

cc: Joe Hudak, Mn/DOT CRU
Mn/DOT CRU Project File

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) City of Bloomington	Address 1800 West Old Shakopee Road Bloomington, Minnesota 55431
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1. PROJECT INFORMATION

Applicant Name Jeffrey W. Olson SRF Consulting Group, Inc.	Project Name Killebrew Drive Pedestrian Bridge	Date of Application 1/3/2011	Application Number 11-01
<input checked="" type="checkbox"/> Attach site locator map.			

Type of Decision:

<input type="checkbox"/> Wetland Boundary or Type	<input checked="" type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

Technical Evaluation Panel Findings and Recommendation (if any):

<input type="checkbox"/> Approve	<input type="checkbox"/> Approve with conditions	<input type="checkbox"/> Deny
Summary (or attach): <div style="border: 1px solid black; height: 40px; width: 100%;"></div>		

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: 1/3/2011		
<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Approved with conditions (include below)	<input type="checkbox"/> Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

The City of Bloomington finds that no wetlands are within the vicinity of the proposed Killebrew Drive Pedestrian Bridge Project as submitted by SRF Consulting Group. According to 8420.0415, Subp. A, this qualifies for a "No-Loss" determination as it is "an activity that will not impact a wetland."

The applicant has provided information showing that no hydric soils are present and no wetlands have been mapped on the National Wetland Inventory (NWI). The City of Bloomington has also previously constructed roads and other improvements within the project area with out any indications of wetlands on the site.

For Replacement Plans using credits from the State Wetland Bank:

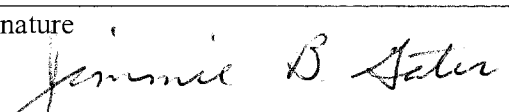
Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)
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Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.		
Name Jimmie B. Gates	Title Deputy Director of Public Works	
Signature 	Date 1-3-11	Phone Number and E-mail (952) 563-8730 jgates@ci.bloomington.mn.us

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for three years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$ _____ fee (if applicable) to:	<input type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
--	---

4. LIST OF ADDRESSEES

<input type="checkbox"/> SWCD TEP member: <input checked="" type="checkbox"/> BWSR TEP member: Lynda Peterson <input type="checkbox"/> LGU TEP member (if different than LGU Contact): <input checked="" type="checkbox"/> DNR TEP member: Jack Gleason <input type="checkbox"/> DNR Regional Office (if different than DNR TEP member) <input checked="" type="checkbox"/> WD or WMO (if applicable): Terry Schwalbe, Lower Minnesota River Watershed District <input checked="" type="checkbox"/> Applicant and Landowner (if different) <input type="checkbox"/> Members of the public who requested notice: <input type="checkbox"/> Corps of Engineers Project Manager <input type="checkbox"/> BWSR Wetland Bank Coordinator (wetland bank plan decisions only)

5. MAILING INFORMATION

- For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf
- For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf
- Department of Natural Resources Regional Offices:

<u>NW Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	<u>NE Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	<u>Central Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	<u>Southern Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073
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For a map of DNR Administrative Regions, see: http://files.dnr.state.mn.us/aboutdnr/dnr_regions.pdf

- For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687
or send to:

US Army Corps of Engineers
 St. Paul District, ATTN: OP-R
 180 Fifth St. East, Suite 700
 St. Paul, MN 55101-1678

- For Wetland Bank Plan applications, also send a copy of the application to:
 Minnesota Board of Water and Soil Resources
 Wetland Bank Coordinator
 520 Lafayette Road North
 St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments: <input checked="" type="checkbox"/> Site Map <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
