

Kern Bridge Solicitation for Relocation Memo

Date: July 15, 2020

To: Cities, Counties, State Departments and other interested parties

From: Kern Bridge Partners Steering Committee

RE: Solicitation Process for Selecting a New Owner for Bridge L5669/Kern Bridge

This memo outlines the process and criteria for finding a new, permanent home for the historic Kern Bridge, and attempts to answer potential questions applicants may have.

Background

The Kern Bridge is listed on the National Register of Historic Places. It holds the distinction of being one of the oldest bridges in Minnesota, is made from a rare material (wrought iron), and is a rare type of structure. The Kern Bridge is the only bow-string arch bridge in Minnesota, and is the longest of its type in the nation.

The bridge has been carefully dismantled, loaded into sealed containers and removed from its previous location in Blue Earth County. The deconstruction work was managed by Blue Earth County and administered by MnDOT using Federal (FHWA) aid and State Aid Bridge funds. The new owner of the Kern Bridge must ensure that the bridge will be rehabilitated to the Secretary of the Interior's (SOI) Standards for Rehabilitation and revise National Register of Historic Places listing.

Local Match and Cost Sharing Requirements

Federal (FHWA) funds are available to cover 80 percent of the costs to reconstruct the Kern Bridge at a new location and to rehabilitate it to the Secretary of the Interior's Treatment of Historic Properties Rehabilitation Standard ([The SOI Standards for Rehabilitation](#)). A 20 percent State or local match (23 U.S.C. 120) is required. For the selected project, the federal share is the same as for the general federal-aid highway program: 80 percent Federal as provided in 49 CFR 18.24 "Matching or cost sharing," and there are some specific qualifications and exceptions.

It is expected that relocating and rehabilitating the Kern Bridge will cost at least \$1,500,000, so the anticipated non-federal match would be at least \$300,000. Revising the Bridge's National Register of Historic Places listing to reflect its new location and eligibility is an additional cost not included in the rehabilitation price and will be

the responsibility of the new owner. Preparation of the National Register nomination should be undertaken by a SOI-qualified historian.¹

Federal Program Requirements

Following is a partial listing of the regulations that apply to any project receiving federal transportation funds. These requirements must be taken in to consideration for budget development, project development and project implementation stages.

Davis-Bacon and Copeland Acts: Payment of pre-determined wage is applicable to all federal-aid construction contracts exceeding \$2,000 and to all related subcontracts.

ADA Requirements: Projects must comply with the federal and state handicapped accessibility mandates to the extent possible without effecting the historic integrity of the bridge (See <https://www.nps.gov/tps/how-to-preserve/briefs/32-accessibility.htm#summary> or <https://www.ada.gov/pubs/t2qa.txt> (question #7)).

Anti-Discrimination Laws: Each sponsoring participant must comply with applicable federal and state Anti-discrimination laws and be able to demonstrate compliance.

Project Supervision: All project work must be under the direct supervision of a Minnesota Licensed Professional Engineer.

Additional Requirements and Specifications: Successful applicants will be provided with additional information as needed by MnDOT.

Section 106 of the National Historic Preservation Act - Since the bridge is historically significant and the project will be utilizing FHWA funds, the project as a whole must comply with this act. All work will be performed to the [SOI Standards for Rehabilitation](#), as determined by MnDOT's Cultural Resources Unit (CRU), on behalf of the FHWA. MnDOT CRU will review the rehabilitation plans and work with the selected project team to make changes to the plans in order to ensure compatibility with these Standards, as well as review the National Register of Historic Places revised listing documentation in its new location.

Timeframe and Deliverability

Because the timeframe for using these federal funds is somewhat flexible, the timing for the bridge relocation may potentially be any time (2022 to 2025). The federal project delivery schedule is likely to take at least 2-3 years from the time of applicant selection (see **Timeline Guidance for Project Development to Construction**).

Tentative Solicitation Schedule

- **July 15, 2020** – Kern Bridge solicitation announced.
- **August 31, 2020** – Deadline for applicants to submit Letters of Intent.

¹ Cost to prepare a National Register nomination varies between consultants and could range from \$15,000-\$30,000, or more, depending on the level of effort undertaken.

- **September 30, 2020** – Notification to select applicants to proceed with full application.
- **November 20, 2020** – Deadline for applicants to submit full applications.
- **November - December 2020** – Applicants will follow the solicitation process while engaging with local partners, MnDOT districts, Area Transportation Partners, Regional Development Organizations and Metropolitan Planning Organizations as appropriate.
- **November – December 2020** - Kern Bridge Partners Steering Committee reviews applications and answers questions of applicants as necessary.
- **January 2021** – Kern Bridge Partners Steering Committee selects successful applicant and notifies successful applicant of federal funding to be programmed in STIP.

Eligible entities

Cities, counties and state agencies are eligible to apply; however, cities with populations under 5,000 must have the project sponsored by their county. (See **Ensure Project Deliverability- Eligible entities**)

Solicitation Process

MnDOT administers a federal funded program that funds mostly pedestrian and bicycle transportation improvements called the Transportation Alternatives (TA) program. This solicitation process will be similar to the TA solicitation in that there will be two key phases – letter of intent and full application. However, project selection will not be made by the Area Transportation Partnership, but by the Kern Bridge Partners Steering Committee.

Letter of Intent

The Letter of Intent (LOI) phase of the joint application process will operate much like the annual TA solicitation. A brief form will be used to check for initial eligibility, deliverability and appropriateness of the project and site. The LOI form and process will be the same for all applicants, including cities, counties, state or other entities.

Interested applicants will be directed to fill out the LOI form, which will be available by link on the MnDOT Historic Bridge website <https://www.dot.state.mn.us/historicbridges/available-bridges.html>. The LOI form will be available starting **July 16, 2020**. Interested applicants will have until **August 31, 2020** to complete and return electronically. The LOI announcement will include contact information to whom applicants can direct questions. Applicants are expected to review the document *Structural Analysis & Bridge Load Rating Report for Kern Bridge* (<https://www.dot.state.mn.us/historicbridges/L5669.html>) to understand potential costs to relocate and rehabilitate the bridge, as well as structural limitations that need to be worked out with potential future use. Federal and state design guidelines for pedestrian and bicycle bridges should also be considered and [MnDOT's Bicycle design guide](#) is a suggested resource. A recommended resource for guidance in conforming to [SOI Standards for Rehabilitation](#) is the [2015 Management Plan for Historic Bridges](#) (see page 51 and Appendix B-1).

LOI Review

Upon receipt of a LOI, MnDOT will distribute to the Kern Bridge Partners steering committee for review. The steering committee reviews LOI's and determines if project intents are viable. During this review, the applicants may need to provide more information about their interest.

The purpose of this initial review is to help ensure projects and sites are eligible and ready before applicants spend time and resources to complete the full application. A notice to proceed will be sent to the applicant on or before **September 30, 2020**; and applicants will be directed to the full application on the MnDOT website.

Full Application

Applicants that are asked to continue beyond the LOI phase will have until **November 20, 2020** to submit the full application to the Kern Bridge Partners. The applicant is responsible for successfully obtaining all needed partners, sponsors, local resolutions, maintenance agreements and cost shares that will be needed for the full application.

Full Application Review

Kern Bridge Partners Review & Project Selection

The Kern Bridge Partners will review all applications and determine if any projects warrant selection for the federal funding. The selection criteria to be used is provided with this solicitation. However, because of the unique circumstances, it is critical to reach certain minimum criteria in order for a project to be selected. The process may include culling applicants to a "short list" of candidate sites that may need further analysis and review before a candidate is selected. If no project candidates are not determined to warrant selection, a future round of solicitations may be made.

The successful applicant will be communicated with as early as possible, likely in **January 2021** if the project will go into the 2022-2025 STIP. The district ATP coordinator and MPO (if applicable for the TIP) will need to be informed of the project.

Applicants are encouraged to engage with local partners, MnDOT districts, Area Transportation Partners, Regional Development Organizations and Metropolitan Planning Organizations. Applicants are encouraged to put together a multidisciplinary team of engineers and other professionals (historians) who have worked on similar projects. Applicants are welcome to ask the Kern Bridge Partners Steering Committee for support and information-sharing with applicants' partners.

Timeline Guidance from Project Development to Construction

*Potential Timeline/Completion	Activity
June – Dec 2020	Applicant completes planning and preliminary work to describe and estimate cost of project. Plan development will be in coordination with MnDOT CRU; CRU will engage SHPO and other interested parties throughout the project.
January 2021	Project is selected in four-year State Transportation Improvement Program.
Jan 2021 - Apr 2022	Eligible agency performs preliminary engineering and assesses social, environmental and economic impacts and to apply design criteria. Eligible agency begins the Delegated Contract Process through State Aid, or MnDOT process as appropriate.
Jan 2021 - Apr 2022	Eligible agency submits Historic, Archaeological and Threatened and Endangered Review Request for to MnDOT’s Office of Environmental Services, and prepares environmental document.
April – May 2022	Eligible agency submits environmental documentation to District State Aid Engineer (or appropriate MnDOT process) with original signatures.
May – June 2022	District State Aid Engineer (or MnDOT as appropriate) reviews, comments and/or approves the documents.
April 2022 – August 2023	Eligible agency develops the 30, 60 and 90 percent plans in collaboration with MnDOT CRU, which shall consult with other consulting parties as necessary to ensure compliance with the SOI Standards.
August 2023	MnDOT notifies eligible agency of Environmental clearance approval and to proceed with right of way, detailed plans and necessary documentation for federal authorization.
August 2023	Eligible agency completes and submits final plans, right of way certification and required documentation to the District State Aid Engineer (or MnDOT as appropriate).
September 2023	Plan review by District State Aid Engineer and State Aid for Local Transportation and/or by MnDOT as appropriate.
October 2023	Federal authorization to let project.
November 2023	Bid opening and certification of Disadvantaged Business Enterprises.
December 2023	Contractor secures bond and signs contract.
2024	Contract approval and initiation of construction.

**This timeline could be accelerated if all of the needed steps are followed and cleared in the project development and environmental review processes.*

Applicants should be aware of the following potential issues:

Does the project use Section 4(f) Park Lands or properties and / or Section 6(f)? Does the project occur within any areas of effect on properties listed, or eligible for listing, on the National Register of Historic Places?

Does the project affect species or critical habitat protected by the Endangered Species Act?

Does the project have a high risk of hazardous materials involvement?

Does the project involve placement of fill into Waters of the U.S.?

Does the project encroach into a floodplain /wetlands?

Does the project significantly impact air quality in a negative manner?

Will the project involve relocation of utilities? (water, sewer, electric, cable)

Will the project be ADA compatible?

Does the project involve removal of trees?

Does the property involve redevelopment of an area? Building or structure removal?

Does the project involve purchase of property or Easements?

Does the project involve properties with previous uses that involved hazardous materials?

Does the project come near (within 600') of railroad property?

Is the project within an airport influence zone?

Is the project anticipated to be controversial?

Letter of Intent

Applicant Information

Name of applicant organization:

Title of project:

Name of contact:

Address:

City:

State:

Zip:

County:

Phone:

Email:

Project Information

1. One-sentence description of the bridge site and work for which you are seeking support:
2. Please attached photos of the site, both aerial and ground level.
3. Rough idea of dollar amount of federal funding requested: \$
4. Total project budget. Please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources, and specifically identify how you will obtain the 20 percent match (100 words maximum):
5. Project request type, e.g. capital and engineering? (capital costs and construction engineering costs would be eligible for federal funding):

10. Does the proposal benefit a designated Scenic Byway or State DNR trail? Yes No
If yes, which Scenic Byway or State DNR trail?

11. Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):

Applications should be submitted electronically to:
carrie.zempel@state.mn.us

For more information or questions about the Letter of Intent contact:

Lisa Bigham, District State Aid Engineer
MnDOT District 7
lisa.bigham@state.mn.us
507-381-2563

Katie Haun Schuring, Cultural Resources Historian
MnDOT Office of Environmental Stewardship
katherine.haun-schuring@state.mn.us
651-366-3603

The following is being provided in draft form during the LOI stage for information only. Final version to be available after LOI process is complete (September 2020).

Selection Criteria/Project Scoring

This section is for informational purposes only; not to be completed by applicant.

All projects must meet minimum qualifying criteria to be eligible for funding consideration.

<p>1. Project eligibility, description, and overview.</p> <ul style="list-style-type: none"> a. <i>Project design will meet the Secretary of the Interior’s Standards for the Treatment of Historic Properties, as defined by the Minnesota Department of Transportation’s Cultural Resources Unit. The rehabilitation project is subject to Section 106 of the National Historic Preservation Act, and will require extensive coordination with the MnDOT Cultural Resources Unit.</i> b. Application thoroughly describes the proposed project and provided project map/graphics/photos. c. Location provides a trail connection for pedestrians and bicyclists. To help with preserving the bridge, and for its continued use, the proposed site will not require substantial modification of the structure to accommodate heavy loads. d. Location preference is to fit the bridge without requiring additions. e. Additional hand rails and railings needed to meet minimum safety guidelines and also meet historic guidelines in the best way possible. 	<p>20 points possible</p>
<p>2. Project’s location and site is appropriate for the Kern Bridge.</p> <ul style="list-style-type: none"> a. Location over a flowing body of water (river or creek) is more favorable than over a roadway or other type of crossing. b. Length and grade of crossing is reasonable for context, grading and cost. c. Priority shall be given to sites located within 15 miles of its former location, Township Road 190 over Le Sueur River (.3 miles east of State Highway 66). 	<p>20 points possible</p>

<p>3. The project demonstrates a high degree of deliverability.</p> <ul style="list-style-type: none"> a. Applicant understood and was able to favorably answer all of the “risk assessment” questions (e.g. right-of-way acquisition, etc.). b. Applicant provided examples of other historic structure rehabilitation projects (building, bridge, etc) they have completed within the last 5-10 years. c. The project is not anticipated to be controversial thus making it un-deliverable. d. Licensed Engineer is overseeing project (required). 	<p>15 points possible</p>
<p>4. The project has a Project Sponsor and is supported by the local units of government.</p> <ul style="list-style-type: none"> a. The project was identified in a plan or underwent a public involvement process. b. All local units of government have come together to support the project. c. <i>Resolutions of support have been obtained and submitted.</i> d. <i>An “Agreement to Maintain Facility” resolution has been completed and submitted.</i> e. Applicant thoroughly describes the Project Sponsor/Applicant role and support for the project, including the need for on-going Maintenance. f. If the applicant is different than the Project Sponsor, the applicant clearly described how the responsibilities will be delegated. 	<p>10 points possible</p>
<p>5. Financial information low risk</p> <ul style="list-style-type: none"> a. <i>The project must have a match of at least 20% of the eligible construction costs. Identifies where these funds will come from.</i> b. Project’s total budget and where the funds are coming from or are expected to come from (describe elements of the project that are eligible for federal funding and which are not eligible) is clear. c. If this project is part of a larger project, in addition to the federal bridge relocation project, other funding sources have been identified. d. Unforeseen circumstances that increase project cost have been accounted for. e. A budget for operations and maintenance of the project, and the source of the funds needed for operations and maintenance, has been identified. 	<p>10 points possible</p>
<p>6. Other factors.</p>	<p>10 points possible</p>

<p>This ranking criteria is not to be addressed specifically by the applicant, but will be rated using information provided throughout the application. It is an opportunity for the ranking team members to make judgments about the application in consideration of factors other than those specifically named in the application, including, but not limited to:</p> <ul style="list-style-type: none"> a. Explanation of trail connections and trail gaps b. Communication with landowners on proposed use of land c. Explanation of later phases or special maintenance needs d. Sponsor’s previous history with federal project implementation e. Project is on a Scenic Byway. 	
<p>TOTAL</p>	<p>100 points possible</p>
<p>Notes:</p>	

Full Application Example

(Only to be used if LOI applicants are asked to proceed)

Section 1: General Information

This section will be required for all applicants.

Notes:

- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of Eminent Domain.

Project Information

Name of project: Click here to enter text.

Project is located in which county(ies): Click here to enter text.

Brief project description: Click here to enter text.

Project applicant: Click here to enter text.

Contact Information

Contact person (from applicant agency/organization): Click here to enter text.

Mailing address: Click here to enter text.

City: Click here to enter text. **State:** Click here to enter text. **Zip:** Click here to enter text.

Phone: Click here to enter text. **Fax:** Click here to enter text. **Email:** Click here to enter text.

Sponsoring agency (if different than applicant): Click here to enter text.

Contact person (from sponsoring agency, if different than applicant): Click here to enter text.

Information to be used for Evaluation

1. **Are improvements identified in a formally endorsed plan?** Click here to enter text.

If no, explain how improvements were identified, planned and prioritized (1,000 character limit): Click here to enter text.

2. Provide a full description of the proposed project (2,000 character limit): Click here to enter text.

Please include context of site and future use and project details, such as typical section width across bridge, railing height, total crossing length, piers or abutments needed, touch down grading needed, and landscaping. Pictures and maps are encouraged.

3. Ensure Project Deliverability- Eligible entities

- a. Describe the Project Sponsor/Applicants role and support of the project (staff and elected official roles, project and maintenance funding, knowledge and commitment to on-going maintenance needs). If the applicant is different than the sponsor, describe how the responsibilities will be delegated. (1050 characters maximum).
- b. This project must be submitted through/by a public agency, regional transportation authority, tribal government, county or a city with a population greater than 5,000 persons. Cities with less than 5,000 population, townships, school districts, and organizations must have their application/project sponsored by their respective county. The sponsoring county or city must pass a resolution (see Section 3) indicating their willingness to be the project sponsoring agency with responsibility for seeing the project through to its completion, with compliance of all applicable laws, rules and regulations. **The local unit of government, if different from the Sponsoring Agency, must also adopt a Resolution of Support.**
 - i. In Section 1: General Information, multiple signatures are required (from each involved governmental entity). In lieu of acquiring multiple signatures, each governmental unit may provide a “Resolution of Support.”
 - ii. If the project involves partnering with and / or crossing state or federal agency controlled land / rights of way, the full application should also include a **Letter of Support** from each agency involved.
- c. Projects must have an assured match of at least 20 percent of the eligible construction costs of the proposed project. The match must be in hard dollars. If funded, from what sources will the match come? If additional funds are needed due to unforeseen circumstances, from where will the additional funds come?

Section 2: Project Budget

This section is required for all applicants.

Table A – Engineering Estimate

- Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs as much as possible. Attach additional sheets if necessary. Please note: the federal dollar amount will be capped after project is awarded.

Budget Category	Estimated Cost
Superstructure: Refurbish/refabricate, blast and paint old bridge components; Replace/construct new bridge components; Reassemble bridge; Railing, etc.	\$
Substructure: New abutments; piers/additional spans (if needed)	\$
Approaches: Grading, paving, striping, signing, etc.	\$
Site Work: Drainage, erosion control, turf establishment, landscaping, etc.	\$
Pre-construction engineering and Right-of-way	Not eligible
Construction Engineering (up to 80% of Construction Cost)	\$
Total Costs	\$
Other (please list):	\$
Total Project Costs	\$

- Cost estimates are to be submitted in year of construction dollars. Please note in-eligible items, such as Pre-construction engineering, Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs, etc. will be the responsibility of the agency selected for the award.

Section 3: Sponsoring Agency Resolution

This section is required for all applicants. The Sponsoring Agency is the agency that is eligible to apply for federal funding.

Project Sponsors and Applicants

Sponsors

Federal funds for the relocation and rehabilitation of the Kern Bridge project must be passed through MnDOT to recipients that are adequately staffed and equipped to undertake and satisfactorily complete the requirements associated with federally-funded work. MnDOT determined that state aid cities (i.e. cities with population of over 5,000 persons) and counties are qualified recipients for federal funds. This solicitation requires their participation as a sponsor and/or applicant. If an eligible applicant is not a state aid city or county, then the applicant will need a state aid city or county to be a sponsor on their project. For a full description of state aid sponsor requirements please review the state aid manual at:

<http://www.dot.state.mn.us/stateaid/manual/2015esam.pdf>

Applicants

Project applicants must be an entity eligible to receive and use federal highway administration funding. Eligible applicants are:

1. a local government: Local government entities include any unit of local government below a State government agency, except for an MPO. Examples include city, town, township, village, borough, parish, or county agencies.
2. a regional transportation authority: Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
3. a transit agency: Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
4. a natural resource or public land agency: Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - o State or local park or forest agencies;
 - o State or local fish and game or wildlife agencies;
 - o Department of the Interior Land Management Agencies; and
 - o U.S. Forest Service.
5. a school district, local education agency, or school: School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
6. a tribal government.
7. a nonprofit entity responsible for the administration of local transportation safety programs: Examples include a nonprofit entity responsible for:

- a local program implementing construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and
 - a safe routes to school program.
8. any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

(Signature)

(Title)

(Date)

WITNESSED:

(Signature)

(Title)

(Date)

Section 4: Resolution of Support from Participating Local Unit of Government

This section is required for all applicants whose application requires a separate Sponsoring Agency. A resolution is to be provided by the Local Unit of Government in addition to the Sponsoring Agency Resolution.

A Resolution of Support from each participating Local Unit of Government (LUG) is required for each project. The resolution must be approved by the governing body of the LUG. Please attach an original signed copy of the resolution. An example of sample language which can be used by a participating LUG is listed below.

Sample Resolution Language

Be it resolved that _____ is a party to the “Relocation and Rehabilitation of the Kern Bridge”

(City, County or Agency Name)

project identified as _____ and has reviewed and approved the project as proposed. As a participating member the LUG understands their role in the project, which includes a willingness to secure and guarantee the local share of costs associated with this project as appropriate as well as the responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that _____ is hereby authorized to
(Name and Title)

act as agent on behalf of this Local Unit of Government.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by

_____ on this ____ day of _____, 20__
(City, County or Agency Name)

SIGNED:

(Signature)

(Title)

(Date)

WITNESSED:

(Signature)

(Title)

(Date)

Section 7: Resolution Agreeing to Maintain Facility

This section is required for all applicants.

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Relocating and rehabbing the Kern Bridge will receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the project identified as [project name].

THEREFORE BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Section 5: Signatures

This section is required for all applicants.

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

(Applicant Signature)

(Date)

(Sponsoring Agency Engineer Signature)

(Date)

(Local Unit of Government Signature)

(Date)

(If in MPO area, signature of MPO Executive Director)

(Date)