Application

01970 - 2014 Bridges

02014 - Northbound CSAH 81 (Bridge No. 27008) over Lowry Avenue/Oakdale Avenue and Victory Memorial Parkway/Theodore Wirth Parkway

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	11/26/2014 9:08 AM

Primary Contact

Name:*

Salutation	First Name	Middle Name	Last Name
	Carla	J	Stueve

Title: Transportation Engineer

Department:

Email: Carla.Stueve@hennepin.us

Address: 1600 Prairie Drive

*

City	State/Province	Postal Code/Zip
Medina	Minnesota	55340

Phone:*

Phone	Ext.
612-596-0356	

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:	HENNEPIN COUNTY
Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	DPT OF PUBLIC WORKS
	1600 PRAIRIE DR
*	MEDINA (City) Minnesota (State/Province) 55340 (Postal Code/Zip)
County:	Hennepin
Phone:*	763-745-7600 Ext.
Fax:	
PeopleSoft Vendor Number	0000028004A9

Project Information

Project Name	Northbound CSAH 81 (Bridge No. 27008) over Lowry Avenue/Victory Memorial Parkway
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	Hennepin

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The project includes the rehabilitation of the northbound CSAH 81 (West Broadway Avenue/Bottineau Boulevard) bridge (No. 27008). The rehabilitation is needed to improve the condition of the bridge on this minor arterial roadway. The northbound CSAH 81 bridge is a twin/sister bridge to the CSAH 81 southbound bridge (No. 27007). This pair of bridges currently carries 10,500 vehicles per day and is located on the border of Minneapolis and Robbinsdale. CSAH 81(West Broadway Avenue/Bottineau Boulevard) is a significant corridor, supporting local and regional economic development. Increasing traffic volumes, growth and development, and congestion along the corridor threaten the ability of CSAH 81 to deliver safe and efficient transportation service to its users.

The current bridge design is a box girder that extends over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway. The northbound CSAH 81 bridge (27008) is classified as structurally deficient with a sufficiency rating of 30.9. The project will rehabilitate the existing bridge deck with a primary emphasis on replacing the existing hinged bridge joints. The current bridge joints are exhibiting cracking in the longitudinal grouted joints between the beams resulting in reflective cracks that have formed. This is a recurring problem for this type of bridge design. The cracks are resulting in leakage and general deterioration which is leading to severe corrosion at the deck joints. If the joints crack completely, the concern is that the load transfer will be lost.

The pavement width on the existing northbound bridge is 30 feet, providing two northbound through lanes. The current pavement width and cross section will be maintained with the project. The curb barrier and railing would be updated from the

existing one line concrete railing (Type II) to current standards (Type F) which will provide a safer design.

The proposed project includes improvements to replace the deteriorated bridge joints, rehabilitate the bridge deck, and upgrade the bridge railings to improve the safety and longevity of the bridge. The proposed improvements will follow recommended design and construction practices to reduce the likelihood of future longitudinal cracking in the box beam for this bridge. The project proposes to add an additional 40 to 50 years of service life to the bridge.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0.08

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

MnDOT Structure Inventory Report

MnDOT Bridge Inspection Report

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount $2,487,756.00

Match Amount $621,939.00

Minimum of 20% of project total

Project Total $3,109,695.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Hennepin County

Preferred Program Year

Select one:	2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Hennepin County
Functional Class of Road	Minor Arterial (Augmentor)
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Name of Road *Example; 1st ST., MAIN AVE*	CSAH 81 (West Broadway Avenue/Bottineau Boulevard)
Zip Code where Majority of Work is Being Performed	55422
(Approximate) Begin Construction Date	05/14/2018
(Approximate) End Construction Date	11/16/2018

LOCATION

From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	Abbott Avenue
To: **(Intersection or Address)**	29th Avenue
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Replace the deteriorated bridge joints and rehabilitate bridge.
Old Bridge/Culvert?	Yes
New Bridge/Culvert?	No
Structure is Over/Under **(Bridge or culvert name):**	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00

Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$3,109,695.00
Retaining Walls	$0.00
Noise Wall	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$3,109,695.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Transit and TDM Contingencies	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$3,109,695.00
Construction Cost Total	$3,109,695.00
Transit Operating Cost Total	$0.00

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between $1,000,000 and $7,000,000. Roadway system management must be between $250,000 and $7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1.The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

2.Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.
The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

Bridge Projects Only

3.The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

4.Bridges selected in previous Bridge Improvement and Replacement solicitations (1994 2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement. Yes

5.Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement. Yes

6.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement. Yes

7.The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement. Yes

8.Project limits for bridge projects are limited from abutment to abutment.

Check the box to indicate that the project meets this requirement. Yes

9.The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

Check the box to indicate that the project meets this requirement. Yes

Bridge Replacement Projects Only

10.The bridge must have a sufficienty rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Bridge Rehabilitiation Projects Only

11.The bridge must have a sufficienty rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Other Attachments

File Name	Description	File Size
Fig 01 - CSAH 81 NB Bridge (27008) Existing Basemap.pdf	Project Location Map	300 KB
Fig 02 - CSAH 81 NB Bridge (27008) Existing Aerial.pdf	Project Aerial	968 KB
Fig 03 - MnDOT Structure Inventory Report - Bridge 27008.pdf	MnDOT Structure Inventory Report	61 KB
Fig 04 - MnDOT Bridge Inspection Report - Bridge 27008.pdf	MnDOT Bridge Inspection Report	118 KB
Fig 05 - CSAH 81 Bridge Heavy Commercial Traffic.pdf	Daily Heavy Commercial Traffic	69 KB
Fig 06 - CSAH 81 Bridge Proximity to Activity Centers.pdf	Proximity to Job and Activity Centers	533 KB
Fig 07 - Minneapolis Plan for Sustainable Growth Regional Parks and Trails.pdf	Access Minneapolis Land Use Features	407 KB
Fig 08 - Access Minneapolis CitywideActionPlan Transit Oriented Commercial Corridors.pdf	Minneapolis Plan for Sustainable Growth	1.2 MB
Fig 09 - CSAH 81 Bridge Current ADT Volume MnDOT Approval.pdf	Existing ADT Volumes	2.0 MB
Fig 10 - CSAH 81 Bridge 2030 Forecasts from Mark Filipi.pdf	Forecast 2030 ADT Volumes (Email)	126 KB
Fig 11 - CSAH 81 NB Bridge (27008) Typical Section Improvements.pdf	Project Improvements - Typical Section	27 KB
Fig 12 - CSAH 81 Bridge Support Letter Robbinsdale.pdf	Project Support Letter ? Robbinsdale	60 KB
Fig 13 - CSAH 81 Bridge Support Letter Minneapolis.pdf	Project Support Letter ? Minneapolis	288 KB

Measure A: Functional Classification

Address how the project route fulfills its role in the regional economy as identified by its current functional classification. The project must be located on a Non-Freeway Principal Arterial or an A Minor Arterial.
Reference the Roadway Area Definition map generated at the beginning of the application process. Report the total area and project length, as depicted on the Roadway Project Summary map, to calculate the average distance between the project and the closest parallel A Minor Arterials or Principal Arterials on both sides of the project.
Upload the "Roadway Area Definition" map used for this measure.

Area	0.207
Project Length	0.081
Average Distance	2.5556

Upload Map	01 - Roadway Area Definition - CSAH 81 Northbound Bridge Rehabilitation.pdf

Measure B: Current Daily Heavy Commercial Traffic

Non-Freeway Principal Arterial or A Minor Arterial

Calculate the average distance between the project and the closest parallel Principal Arterials or A Minor Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

Location	Northbound CSAH 81 over Lowry Avenue/Victory Memorial Parkway
Current Daily Heavy Commercial Traffic Volume	638.0

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration

Direct connection to or within a mile of a Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution

Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan

Yes

County or City Plan Reference (Limit 700 characters; approximately 100 words)

The Minneapolis Plan for Sustainable Growth identifies Victory Memorial Parkway, which provides a 2.8 mile park under the CSAH 81 bridges. It is an important activity generator in the region, and is part of Grand Rounds, a 40 mile loop around Minneapolis. Theodore Wirth Parkway also provides a multi-use trail south of Lowry Avenue connecting to Theodore Wirth Regional Park.

The Robbinsdale Comprehensive Plan shows the area immediately northwest of the project, occupied by North Memorial Hospital as public/semi public/institutional land use. This is an important Level I Trauma Center in the Twin Cities. This facility provides inpatient, outpatient, emergency and educational/support services.

Upload Map	04 - Regional Economy - CSAH 81 Northbound Bridge Rehabilitation.pdf

Measure A: Current Daily Person Throughput

Location	CSAH 81 Northbound Bridge
Current AADT Volume	3940.0
Existing Transit Routes on the Project:	14, 19, 32

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	5122.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	Yes
METC Staff - Forecast (2030) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	No
Forecast (2030) ADT volume	10250.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	Yes
Project located in Concentrated Area of Poverty	
Projects census tracts are above the regional average for population in poverty or population of color	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.	

Response (Limit 1,400 characters; approximately 200 words)

This project is located within an area of racially concentrated poverty, meaning that 50 percent or more of the residents are people of color and 40 percent or more live in poverty. These identified areas include the Jordan and Willard-Hay neighborhoods that are within the larger Near North community on the north side of Minneapolis. These neighborhoods are directly adjacent to the project, located east and west of CSAH 81 (West Broadway Avenue/Bottineau Boulevard) and south of Lowry Avenue.

CSAH 81 is a vital transportation corridor, providing a connection between I-94 in Minneapolis and TH 101 in the City of Rogers. Consistent with the goals and desired outcomes in Thrive 2040, the project will continue to connect local residents in these neighborhoods (inclusive of all races, ethnicity, incomes, and abilities) with a safe and reliable transportation system to improve their overall quality of life.

Upload Map

02 - Socio Economic - CSAH 81 Northbound Bridge Rehabilitation.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.02
Robbinsdale	0.06
	0

Total Project Length

Total Project Length 0.08

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	0.02	0.08	97.0	0.25	24.25
Robbinsdale	0.06	0.08	61.0	0.75	45.75
		0	**158**	**1**	**70**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.08

Total Housing Score 70.0

Measure A: Bridge Condition

Bridge Sufficiency Rating 30.9

Select all that apply:

Structurally Deficient Yes

Load-Posted

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The current CSAH 81 bridge design is a box girder, extending over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway. The bridge is classified as structurally deficient (sufficiency rating of 30.9). The project will rehabilitate the existing bridge deck with a primary emphasis on replacement of the existing bridge joints.

The existing joints are concrete hinge assemblies. These joint types are no longer popular in the region as they are difficult to maintain. Failure of the bridge deck joint has allowed water, chlorides and debris to collect in the hinge area resulting in substantial concrete deterioration and spalling. Many of the spalled areas have exposed the reinforcement bars which exhibit section loss. Water, chlorides and debris trapped in the hinge joint, have also caused similar deterioration to the bottom slab of the box sections.

The project includes improvements to replace the deteriorated bridge joints, patch the deteriorated box sections, and rehabilitate the bridge deck. The curb barrier and railings would also be updated from the one line concrete railing (Type II) to current standards (Type F), which will provide a safer design. The improvements will follow recommended design and construction practices to reduce the likelihood of future longitudinal cracking in the box beams of the bridge.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	14, 19, 32
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	West Broadway Avenue BRT
Upload Map	03 - Transit Connections - CSAH 81 NorthboundBridge Rehabilitation.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	4584899.0
Transitway Ridership	1856000.0

Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Based on the current design and function of the bridge structures and dynamics of the surrounding area, which borders the cities of Minneapolis and Robbinsdale, pedestrian and bicycle traffic is accommodated directly beneath the CSAH 81 bridges. The project area provides an extensive network of facilities that is heavily used by pedestrian and bicycle traffic, including: on-road bike lanes, multi-use trails and sidewalks.

Victory Memorial Parkway provides an off-road multi-use trail extending north of Lowry Avenue. The parkway is an important activity generator in the region, combining recreation and open space. The Victory Memorial trail is also part of the Grand Rounds, a 40 mile loop around the City of Minneapolis. Theodore Wirth Parkway provides an off-road multi-use trail extending south of Lowry Avenue connecting to Theodore Wirth Regional Park.

Lowry Avenue provides designated on-road bike lanes in both directions, east of CSAH 81, in addition to sidewalks along the north and south sides of the roadway with direct sidewalk connections to the local neighborhoods. The sidewalks on Lowry Avenue continue under the CSAH 81 bridges, continuing west on Oakdale Avenue.

These multi-modal pedestrian/bicycle facilities intersect under the CSAH 81 bridges with guide signing provided.

Measure C: Multimodal Facilities

All transportation modes (vehicles, bicycles, transit, and pedestrians) are currently accommodated within the project area. There are three local bus routes that serve this corridor, including routes 14, 19, and 32. This roadway is also a planned alignment for the West Broadway Avenue Arterial Bus Rapid Transit (BRT), which will improve the transit experience.

Response (Limit 1,400 characters; approximately 200 words)

There are no pedestrian or bicycle facilities provided directly on the CSAH 81 (West Broadway Avenue/Bottineau Boulevard) bridges. Due to the dynamics of the surrounding area and current design of the bridge structures, the pedestrian and bicycle traffic is more safely accommodated by an extensive and heavily used pedestrian/bicycle network that provides connections under the bridges. This network includes: off-road multi-use trails on Victory Memorial Parkway that extend north of Lowry Avenue (part of the Grand Rounds, a 40 mile loop around Minneapolis); off-road multi-use trails on Theodore Wirth Parkway extending south of Lowry Avenue to Theodore Wirth Regional Park; designated on-road bike lanes in both directions on Lowry Avenue east of CSAH 81; and sidewalks along the north and south sides of Lowry Avenue/Oakdale Avenue, east and west of CSAH 81. These facilities intersect under the CSAH 81 bridges with guide signing provided. In addition there are local neighborhood connections provided for these facilities.

Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	$3,109,695.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

---

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted Yes

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started Yes

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion

9)Letting

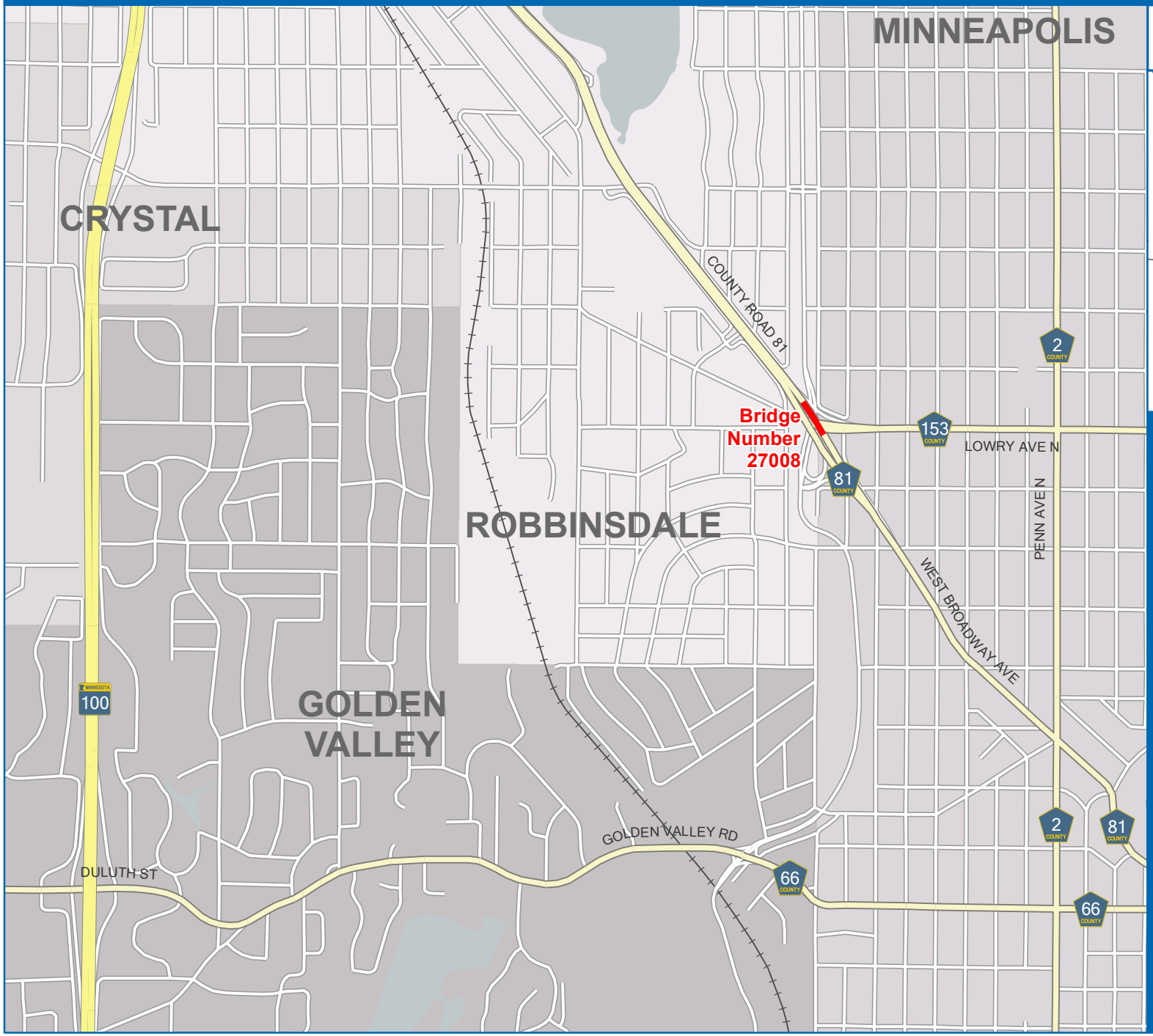
Anticipated Letting Date

Project Location Map - CSAH 81 Bridge Rehabilitation

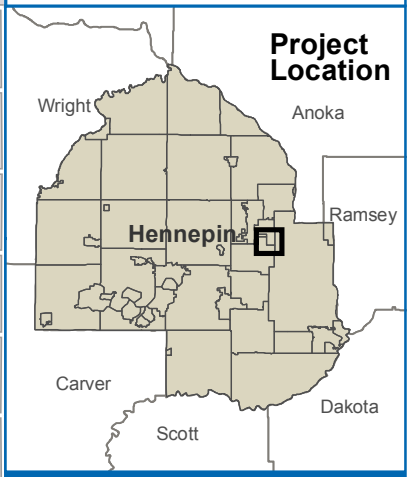
Northbound Bridge over CSAH 153 (Lowry Avenue North)

▶ Transportation

Hennepin County Public Works



Project Location



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Published: 11/19/2014

Hennepin County
Public Works

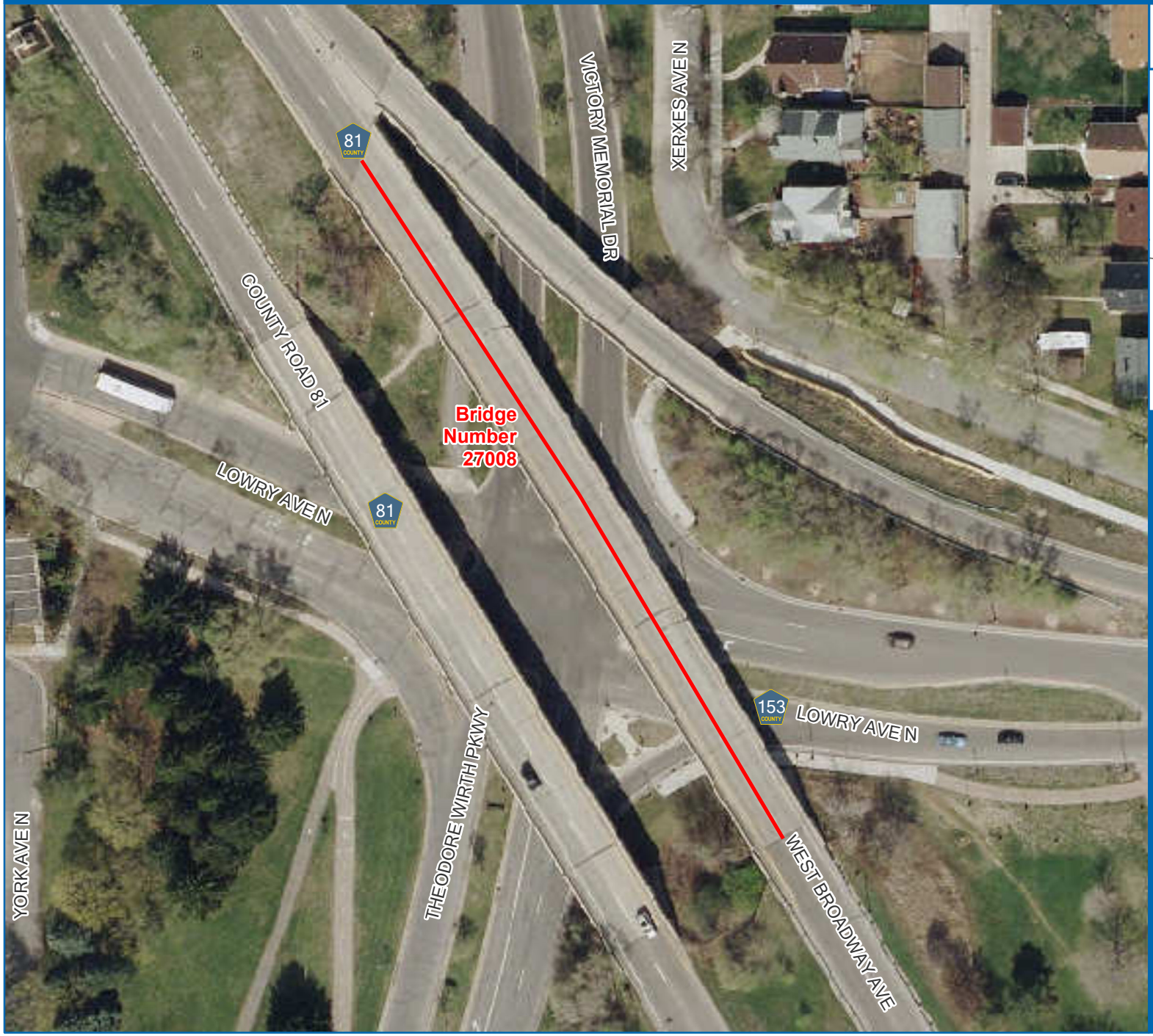
0 1,000 2,000 Feet

Aerial Map - CSAH 81 Bridge Rehabilitation

Northbound Bridge over CSAH 153 (Lowry Avenue North)

▶ Transportation

Hennepin County Public Works



Legend

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Published: 11/19/2014

Hennepin

Hennepin County
Public Works

0 50 100
Feet

Mn/DOT Structure Inventory Report

Bridge ID: 27008 **CSAH 81 NB over MSAS 295 & STR 184**

Date: 11/14/2014

+ GENERAL +

Agency Br. No.
District METRO **Maint. Area**
County 27 - HENNEPIN
City ROBBINSDALE
Township
Desc. Loc. 2.3 MI NW OF JCT TH 94
Sect., Twp., Range 08 - 029NN - 24W
Latitude 45d 00m 48.49s
Longitude 93d 19m 07.14s
Custodian COUNTY
Owner COUNTY
Inspection By HENNEPIN COUNTY
BMU Agreement
Year Built 1964
Year Fed Rehab
Year Remodeled
Temp
Plan Avail. COUNTY

+ STRUCTURE +

Service On HIGHWAY
Service Under HIGHWAY
Main Span Type CCONC BOX GIRD
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew 45R
Culvert Type
Barrel Length

Number of Spans

MAIN: 4 APPR: 0 TOTAL: 4

Main Span Length 121.6 ft
Structure Length 426.7 ft
Deck Width 35.5 ft
Deck Material C-I-P CONCRETE
Wear Surf Type LOW SLUMP CONC
Wear Surf Install Year 1978
Wear Course/Fill Depth 0.17 ft
Deck Membrane NONE
Deck Protect. N/A
Deck Install Year
Structure Area 15,148 sq ft
Roadway Area 12,798 sq ft
Sidewalk Width - L/R 1.0 ft 1.0 ft
Curb Height - L/R 0.67 ft 0.67 ft
Rail Codes - L/R 29 29

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr CSAH 81

Roadway Name or Description

CSAH 81 (BROADWAY) NB

Roadway Function MAINLINE
Roadway Type 1 WAY TRAF
Control Section (TH Only)
Ref. Point (TH Only) 002+00.310
Date Opened to Traffic 01-01-1964
Detour Length 1 mi.
Lanes 2 Lanes ON Bridge
ADT (YEAR) 6,250 (2005)
HCADT
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	NB-EB	SB-WB
Roadway Width	30.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	29.9 ft	
Lateral Clr. - Lt/Rt		
Appr. Surface Width		30.0 ft
Roadway Width		30.0 ft
Median Width		

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure RIGHT
Field Conn. ID
Cantilever ID

Foundations

Abut. CONC - FTG PILE
Pier CONC - FTG PILE
Historic Status NOT ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load NOT REQUIRED
Traffic NOT REQUIRED
Horizontal OBJECT MARKERS
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 30.9
Last Inspection Date 08-27-2013
Inspection Frequency 12
Inspector Name HENNEPIN
Structure A-OPEN

+ NBI CONDITION RATINGS +

Deck 5
Superstructure 5
Substructure 5
Channel N
Culvert N

+ NBI APPRAISAL RATINGS +

Structure Evaluation 2
Deck Geometry 4
Underclearances 2
Waterway Adequacy N
Approach Alignment 8

+ SAFETY FEATURES +

Bridge Railing 1-MEETS STANDARDS
GR Transition 1-MEETS STANDARDS
Appr. Guardrail 1-MEETS STANDARDS
GR Termini 1-MEETS STANDARDS

+ IN DEPTH INSP. +

Frac. Critical
Underwater
Pinned Asbly.
Spec. Feat.

+ WATERWAY +

Drainage Area
Waterway Opening
Navigation Control NOT APPL
Pier Protection NOT APPL
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code A-NON WATERWAY
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load HS20
Operating Rating HS 32.40
Inventory Rating HS 7.10
Posting
Rating Date 09-01-1989

Mn/DOT Permit Codes

A: 1 B: 1 C: 1

V2006

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 27008 CSAH 81 NB OVER MSAS 295 & STR 184 INSP. DATE: 08-27-2013

County: HENNEPIN
City: ROBBINSDALE
Township:
Section: 08 Township: 029NN Range: 24W
Span Type: CCONC BOX GIRD
NBI Deck: 5 Super: 5 Sub: 5 Chan: N Culv: N

Location: 2.3 MI NW OF JCT TH 94
Route: CSAH 81 Ref. Pt.: 002+00.310
Control Section: Maint. Area:
Local Agency Bridge Nbr:

Length: 426.7 ft
Deck Width: 35.5 ft
Rdwy. Area / Pct. Unsnd: 12,798 sq ft
Paint Area/ Pct. Unsnd:
Culvert N/A

Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 8 Waterway: N
MN Scour Code: A-NON WATERWAY Def. Stat: S.D. Suff. Rate: 30.9

Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: OBJECT MARKERS Vertical: NOT APPLICABLE

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
22	LS O/L (CONC DECK)	3	08-27-2013	15,145 SF	0	0	15,145	0	0
			08-27-2012	15,145 SF	0	0	15,145	0	0
	Notes: |22. Trans, long and some map cracks. Wear course sealed in '05. Surface scaled @ E side(50' X 5' area +/- 75' from S). Long cracks over each interior web wall. Tined finish is wore off in wheel tracks of right lane. Some small spalls, most @ strip seal joints. Numerous unsealed long, trans and map cracks. Few small patches, up to 2' x 4' in size. Numerous larger cracks in N span, some sealed. '13-cracks are generally larger in size, some up to 1/16".|								
300	STRIP SEAL JOINT	3	08-27-2013	72 LF	29	43	0	N/A	N/A
			08-27-2012	72 LF	29	43	0	N/A	N/A
	Notes: |300. Joints partially filled w/ sand. 1' X 1' spall @ N joint. '11-both joints almost closed @ 70 deg-same in '12. '12-numerous spalls @ S joint in adj conc in repaired areas. 4' partially out in S; 3' in N. '13-85 degrees, N joint is closed in the middle for about 8'.|								
301	POURED DECK JOINT	3	08-27-2013	325 LF	305	15	5	N/A	N/A
			08-27-2012	325 LF	313	12	0	N/A	N/A
	Notes: |301. Material partially missing in some areas. '13-some cracks in material. Deck spall @ middle bridge joint.|								
302	COMPRESSION JOINT	3	08-27-2013	69 LF	0	56	13	N/A	N/A
			08-27-2012	69 LF	0	61	8	N/A	N/A
	Notes: |302. Joints @ end of bridge. Hot pour over joints has deteriorated. '13-small spalls @ joint in N. |								
407	BITUMINOUS APPROACH	2	08-27-2013	2 EA	0	0	2	0	N/A
			08-27-2012	2 EA	0	2	0	0	N/A
	Notes: |407. Spalls on both ends. Approach roadway on S end is higher than bridge deck, keeping runoff on deck and causing ponding in SW corner. Settled on N end w/ minor spalls & some cracks. Hot pour has deteriorated. '13-large spalls in N. Large crack in middle of S.|								
331	CONCRETE RAILING	3	08-27-2013	853 LF	0	799	54	0	N/A
			08-27-2012	853 LF	0	799	54	0	N/A
	Notes: |331. Numerous vert cracks in rail. Rail spalled @ several joints. Spall w/ rebar exp @ SE endpost. Rust stains @ E wall. Some map cracking on walls. Surface finish has some scale. Cracked and spalled near the top in SE. '13-many posts w/ vert cracks, some spalled. Several small delams on top of E. Long cracks on top of E are sealed.|								
105	CONCRETE BOX GIRDER	4	08-27-2013	427 LF	0	262	165	0	N/A
			08-27-2012	427 LF	0	406	21	0	N/A
	Notes: |105. Numerous vert cracks on sides of girders. Many shear cracks on both sides of girder @ all spans. Numerous trans cracks @ bottom of girder of all spans. Bottom of girders scraped. Girders spalled, some w/ rebar exp @ hinges. Long term deflection apparent-minor. Spalls w/ rebar exp in W face of spans 1 & 2. Repaired areas in span 1 are spalled on E and W sides. Repaired W side hinge joint cracks and spall in '01 and '04. 3 SF patch on E side. Some spalling, delam and rusted rebar on W side. Spalls & delam in bottom of girder @ N joint. '13-repaired areas are spalling again. 60 SF of spalls @ N hinge. 1 SF delam over N abut between 2 W bearings. Trans cracks spaced 2'-3' apart in N half of 2 N spans. Density is less on S half of these spans. 2nd span from S has same density from hinge to 20' S of column 2. S span density is 2'-3' in S 2/3 of span. Minor-mod shear cracking on both sides of girder. CS 3-150' from shear(structural cracks) and 15' from deterioration @ hinges. Interior inspection of beam A and D: Good condition inside. 1 small delam. Shear and tension cracks visible but OK. 1 slab crack w/ efflor @ N span. Remove numerous pigeon droppings inside box girder near hinge areas. Health risk for inspection and operations personnel.|								

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 27008 CSAH 81 NB OVER MSAS 295 & STR 184 INSP. DATE: 08-27-2013

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
379	CONCRETE HINGE	4	08-27-2013	2 EA	0	0	2	0	N/A
			08-27-2012	2 EA	0	1	1	0	N/A
	Notes: |379. Repaired severe cracks and spalls @ W side of N hinge-6' X 3' X 3" in '01 and '04. Spalling w/ rebar exp @ both hinges. Expanded metal bird screen placed @ all hinges in '04. Some bird screen loose from girder. N joint badly spalled and part of bird screen is gone. S joint spalled @ W side. '13-S joint spalled on both sides. Some section loss of rebar. Bird screens have been removed since last inspection.|								
311	EXPANSION BEARING	4	08-27-2013	20 EA	0	6	14	N/A	N/A
			08-27-2012	20 EA	0	10	10	N/A	N/A
	Notes: |311. Exterior bearings rusted @ strip seal joints. Bearings @ S abut have some sheet rust. Some abut bearings frozen. NW exterior corner of box cracking. Surface rust on rest of bearings. '13-N abut bearings have some sheet rust. Mod rust on all lower bearing assemblies @ N. Little if any movement @ many abut bearings. Ext bearing seats of both hinges spalled. Interior hinge bearings appear OK.|								
205	CONCRETE COLUMN	4	08-27-2013	3 EA	3	0	0	0	N/A
			08-27-2012	3 EA	3	0	0	0	N/A
	Notes: |205. Hairline vert cracks. Map cracking in pier columns. '13-cracks are minor in size.|								
215	CONCRETE ABUTMENT	4	08-27-2013	79 LF	0	55	24	0	N/A
			08-27-2012	79 LF	0	62	17	0	N/A
	Notes: |215. Horiz and vert cracks in both. Rust @ seats & faces. Leakage from utility blockout in parapet @ both. South- masonry spalled @ SW corner. 1.5' X 2' X 2" deep spall w/ rebar exp @ center on face and seat. Small spall in SE seat. Leakage thru parapet wall @ S where electrical conduit exits. '13-spall on face and seat is now 3" deep. Leakage @ conduit is heavy. Spalls & leakage @ blockouts. North-parapet wall cracked and spalled @ NW corner. 2' X 2' X 5" deep spall @ NW seat. NE parapet wall spalled @ joint. NW seat has 4' X 1' delam. '13-delam in NW is now a spall. |								
387	CONCRETE WINGWALL	4	08-27-2013	4 EA	3	1	0	0	N/A
			08-27-2012	4 EA	3	1	0	0	N/A
	Notes: |387. Horiz and vert cracks w/ efflor in NW. Large spall in SE. '13-no change.|								
358	CONC DECK CRACKING	2	08-27-2013	1 EA	0	0	1	0	N/A
			08-27-2012	1 EA	0	0	1	0	N/A
	Notes: |358. Numerous trans, long and map cracks. Minor in severity. Some sealed. Most cracks in right lane, where tine surface is wore. Most of the cracking in the left lane is @ the N end. '12-some cracks now 1/32"; density < 10'. '13-some cracks up to +/- 1/16" in size. Density <10'.|								
359	CONC DECK UNDERSIDE	3	08-27-2013	1 EA	0	1	0	0	0
			08-27-2012	1 EA	0	1	0	0	0
	Notes: |359. Efflor, much scaling and rust spots on both cantilevers. Conc pattern cracked @ E cantilever. Spalls w/ rebar exp @ both cantilevers. '13-many spalls on cantilevers.|								
964	CRITICAL FINDING	2	08-27-2013	1 EA	1	0	N/A	N/A	N/A
			08-27-2012	1 EA	1	0	N/A	N/A	N/A
	Notes: |964.|								
965	SHEAR CRACKING	2	08-27-2013	1 EA	0	0	1	0	N/A
	Notes: |965. '13-element added. Shear cracks in many areas of girders. Most are minor but some are moderate in size(<1/32").|								
981	SIGNING	2	08-27-2013	1 EA	0	0	1	0	0
			08-27-2012	1 EA	1	0	0	0	0
	Notes: |981. Horiz clearance marker X4-4 @ SE approach. Plow up/down X4-5 @ S approaches. '13-missing X4-4 in SW.|								
982	GUARDRAIL	2	08-27-2013	1 EA	0	1	0	N/A	N/A
			08-27-2012	1 EA	0	1	0	N/A	N/A
	Notes: |982. Guardrail in place @ S corners. Crashworthy end treatments. Rail not attached to several posts in SW. '13-no change.|								
984	DRAINAGE	2	08-27-2013	1 EA	0	1	0	N/A	N/A
			08-27-2012	1 EA	0	1	0	N/A	N/A
	Notes: |984. Deck drains are plugged w/ conc. Some delams around drains @ NW side. Bit roadway @ S end is raised above deck so some runoff stays on deck. '13-no change.|								

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 27008 CSAH 81 NB OVER MSAS 295 & STR 184 INSP. DATE: 08-27-2013

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
985	SLOPES	2	08-27-2013	1 EA	0	0	1	N/A	N/A
			08-27-2012	1 EA	0	0	1	N/A	N/A
	Notes: |985. S slope settled 3"-5" @ abut. Some slope paving cracked. Joint sealed @ top. 2004-new joint seal @ abut slope paving(W.R. Meadows Seal Tight). Small spall @ bottom of S slope paving. Erosion @ NW corner. '11-20' of joint seal loose @ both abuts. Horiz cracks in N. '13-S slope is pulled away from abut 6"-7".|								
986	CURB & SIDEWALK	2	08-27-2013	1 EA	0	0	1	N/A	N/A
			08-27-2012	1 EA	0	0	1	N/A	N/A
	Notes: |986. Trans, long and map cracks @ curb. S approach curbs severely spalled w/ rebar exp. Few vert cracks. '13-no change.|								
988	MISCELLANEOUS	2	08-27-2013	1 EA	1	0	0	N/A	N/A
			08-27-2012	1 EA	1	0	0	N/A	N/A
	Notes: |988. Lights attached to 2 southerly columns. Light attached to bottom of girder behind walk in S span.|								

General Notes: *Bridge 27008 NB CSAH 81 (Broadway Ave)/Victory Mem Dr and Lowry Ave. 8/27/13. PTH and WJM.

Recommended Repairs:

22. Seal cracks in deck-priority.
105. Monitor box girder shear cracks and girders near outside bearings @ abuts.
105. Clean out numerous pigeon droppings inside box girder near hinge areas. Poses health risk for inspection and operations personnel.
215. Repair abut spalls.
300. Monitor strip seals. Seals are virtually closed.
301. Replace any missing or deteriorated poured joint material.
302. Reseal deck joints @ abut w/ hot pour.
331. Repair spall in SE approach railing.
379. Monitor deteriorated hinges. Repair box girder spalls and deterioration @ hinges.
407. Replace hot pour material @ S approach panel.
981. Replace horiz clearance marker(X4-4) in SW corner.
982. Reattach plate beam guardrail to posts in SW.
984. Mill S bit approach slab to provide drainage off deck. Monitor to see if deck drains. If not, unplug deck drains in that corner.
986. Repair curbs in SE & SW.

Inspector's Signature

Reviewer's Signature / Date

HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION

CLASS COUNT DATA
CSAH 81 N. OF LOWRY AVE. BRIDGE

Site: 01
Monday, 10/20/2014 9:00 AM -
Wednesday, 10/22/2014 9:00 AM

Classification Grand Totals

Hourly Averages

NB.

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
12:00 AM	51.0	0.5	40.5	8.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	30.0	0.0	24.5	4.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	22.0	0.0	17.5	3.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	22.0	0.0	15.0	3.5	0.0	3.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	71.5	0.5	57.5	8.0	1.5	3.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	140.5	0.5	109.0	18.0	5.0	6.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	276.5	1.0	194.5	44.5	9.0	23.5	1.0	0.0	2.5	0.0	0.0	0.5	0.0	0.0	0.0
7:00 AM	389.0	3.0	270.5	59.5	14.5	31.5	2.0	0.0	5.5	1.0	0.5	0.5	0.0	0.5	0.0
8:00 AM	370.0	3.5	264.0	66.0	11.0	23.0	1.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	321.0	1.5	220.5	68.5	6.5	20.5	1.0	0.0	1.5	1.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	328.5	3.0	232.5	65.5	4.0	19.5	0.0	0.0	3.5	0.0	0.0	0.5	0.0	0.0	0.0
11:00 AM	344.0	3.0	251.0	61.0	5.0	16.5	1.5	1.0	3.5	1.0	0.0	0.5	0.0	0.0	0.0
12:00 PM	396.0	3.5	282.0	72.0	13.5	19.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	411.5	4.0	298.5	73.5	12.0	18.0	1.5	0.0	2.5	1.0	0.0	0.5	0.0	0.0	0.0
2:00 PM	479.5	9.0	334.0	96.0	11.0	22.0	0.0	0.0	4.5	1.5	0.5	1.0	0.0	0.0	0.0
3:00 PM	588.0	5.5	438.5	93.0	15.0	27.5	2.5	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	753.0	9.5	587.0	102.0	18.0	22.5	1.0	0.0	11.5	1.0	0.0	0.5	0.0	0.0	0.0
5:00 PM	807.5	9.0	626.0	96.5	22.5	36.5	3.0	0.0	12.0	0.5	0.0	1.0	0.0	0.5	0.0
6:00 PM	543.5	5.0	428.5	69.5	12.5	22.0	0.0	0.0	5.5	0.0	0.0	0.5	0.0	0.0	0.0
7:00 PM	354.5	4.0	277.0	54.0	1.5	14.5	0.5	0.0	2.5	0.0	0.0	0.5	0.0	0.0	0.0
8:00 PM	272.5	2.0	215.5	39.0	2.0	11.0	0.5	0.0	2.0	0.0	0.0	0.5	0.0	0.0	0.0
9:00 PM	204.5	2.5	165.5	27.0	1.0	7.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	167.0	0.5	136.0	21.0	0.5	7.5	0.0	0.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0
11:00 PM	77.0	0.0	65.0	9.5	0.0	1.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	7420.5	71.0	5550.5	1163.5	166.0	360.5	19.5	1.0	72.5	7.0	1.5	6.5	0.0	1.0	0.0

Study Grand Totals

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
NB.	14841	142	11101	2327	332	721	39	2	145	14	3	13	0	2	0
		1.0 %	74.8 %	15.7 %	2.2 %	4.9 %	0.3 %	0.0 %	1.0 %	0.1 %	0.0 %	0.1 %	0.0 %	0.0 %	0.0 %

NORTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 638

SOUTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 475

DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = *1,113*

HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION

CLASS COUNT DATA
CSAH 81 N. OF LOWRY AVE. BRIDGE

Site: 01
Monday, 10/20/2014 9:00 AM -
Wednesday, 10/22/2014 9:00 AM

Classification Grand Totals

Hourly Averages

SB.

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
12:00 AM	57.5	0.5	47.5	9.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	45.5	0.5	32.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	27.5	0.0	24.0	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	21.5	0.0	17.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	37.0	0.0	25.5	9.5	0.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	113.0	0.5	81.5	27.5	0.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	282.0	2.0	198.5	56.5	10.5	8.0	0.5	0.0	5.0	0.5	0.0	0.0	0.0	0.5	0.0
7:00 AM	622.5	1.5	460.0	105.5	21.0	13.5	1.0	0.0	13.0	1.5	0.0	5.0	0.0	0.0	0.5
8:00 AM	566.5	3.0	399.5	94.0	30.0	23.0	2.5	0.0	9.5	2.5	0.0	1.5	0.0	1.0	0.0
9:00 AM	370.0	1.0	255.5	82.5	9.0	12.0	2.0	0.5	6.0	0.5	0.0	0.5	0.5	0.0	0.0
10:00 AM	347.0	2.0	244.5	80.0	8.0	6.5	1.5	0.0	3.0	0.5	0.0	0.5	0.0	0.0	0.5
11:00 AM	370.0	1.0	268.5	77.5	5.0	10.0	3.5	0.5	1.5	1.5	0.0	1.0	0.0	0.0	0.0
12:00 PM	398.0	3.5	288.5	74.5	7.5	15.5	2.0	0.5	3.5	0.5	0.0	2.0	0.0	0.0	0.0
1:00 PM	414.0	1.0	304.0	81.0	8.5	10.5	1.5	0.0	5.5	0.5	0.0	1.5	0.0	0.0	0.0
2:00 PM	456.0	1.5	328.0	94.5	14.0	10.5	0.5	0.5	6.0	0.0	0.0	0.5	0.0	0.0	0.0
3:00 PM	540.0	2.0	411.5	93.5	8.5	11.5	3.0	0.0	8.0	1.0	0.0	1.0	0.0	0.0	0.0
4:00 PM	601.0	1.5	451.0	106.0	22.0	11.5	0.0	0.5	7.0	0.5	0.0	0.5	0.0	0.0	0.5
5:00 PM	590.0	2.5	463.0	95.0	13.0	6.5	0.0	0.0	8.0	0.0	0.0	2.0	0.0	0.0	0.0
6:00 PM	452.0	1.5	352.5	79.5	10.0	4.5	0.0	0.0	2.5	0.0	0.0	1.0	0.0	0.0	0.5
7:00 PM	367.5	1.0	292.0	64.5	4.0	3.5	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	294.0	0.5	239.5	44.5	1.5	4.5	0.0	0.0	2.5	0.0	0.0	0.5	0.0	0.5	0.0
9:00 PM	215.5	0.0	178.5	33.0	1.0	2.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	157.5	0.5	131.0	23.5	0.0	2.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	98.5	1.0	82.5	13.5	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	7444.0	28.5	5576.0	1364.5	176.0	159.0	20.0	2.5	86.0	9.5	0.0	17.5	0.5	2.0	2.0

Study Grand Totals

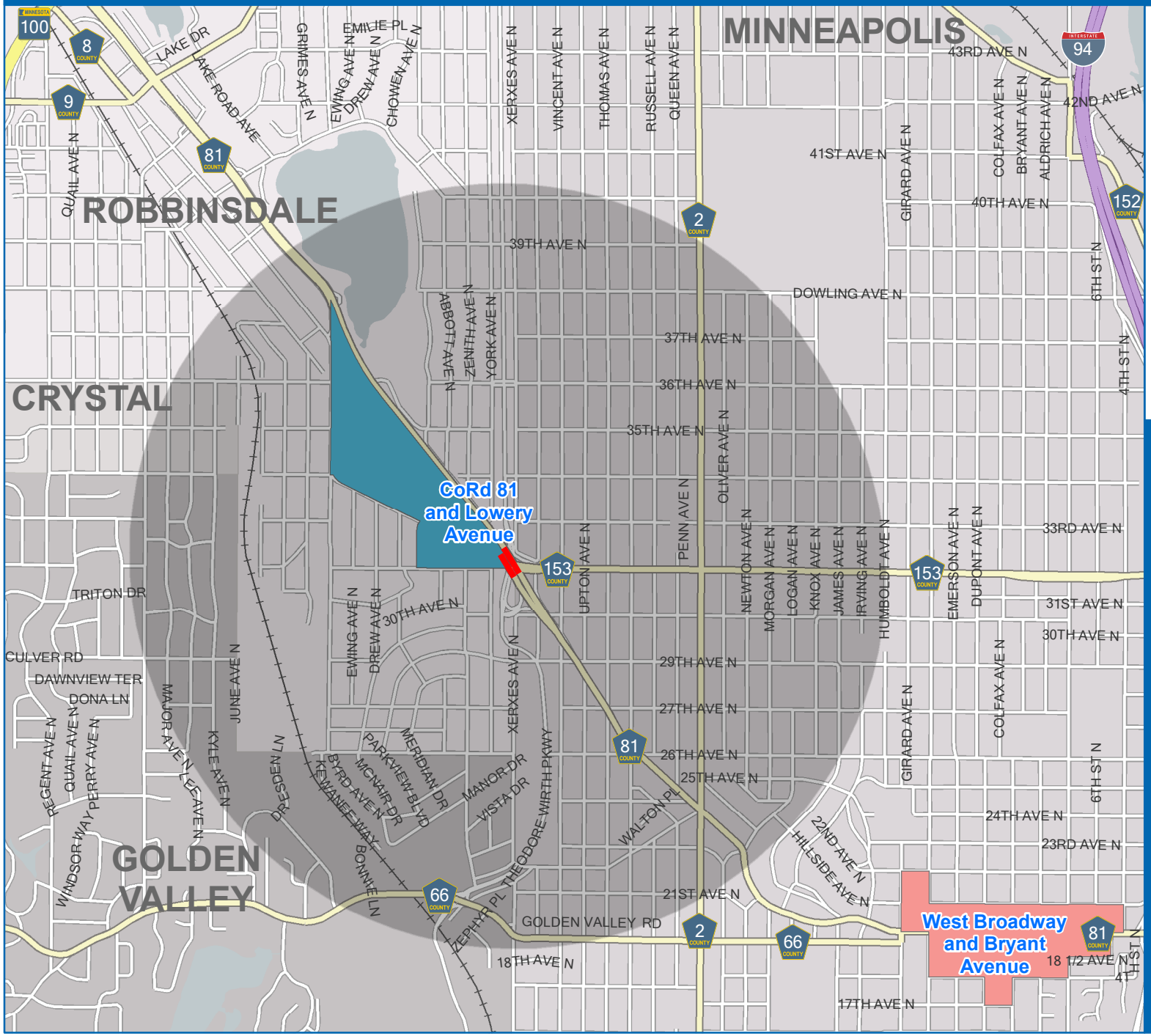
	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
SB.	14888	57	11152	2729	352	318	40	5	172	19	0	35	1	4	4
		0.4 %	74.9 %	18.3 %	2.4 %	2.1 %	0.3 %	0.0 %	1.2 %	0.1 %	0.0 %	0.2 %	0.0 %	0.0 %	0.0 %

Proximity Map - CSAH 81 Bridge Rehabilitation

Northbound and Southbound Bridges over CSAH 153 (Lowry Avenue North)

▶ Transportation

Hennepin County Public Works



Project Termini

Project Location

Project One Mile Buffer

Project One Mile Buffer

Job & Activity Centers

- Major
- Professional
- Industrial
- Activity
- Diversified

Produced by Hennepin County Public Works Transportation Department.

This map has been created for informational purposes only and is not considered a legally recorded map or document. Hennepin County makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein.

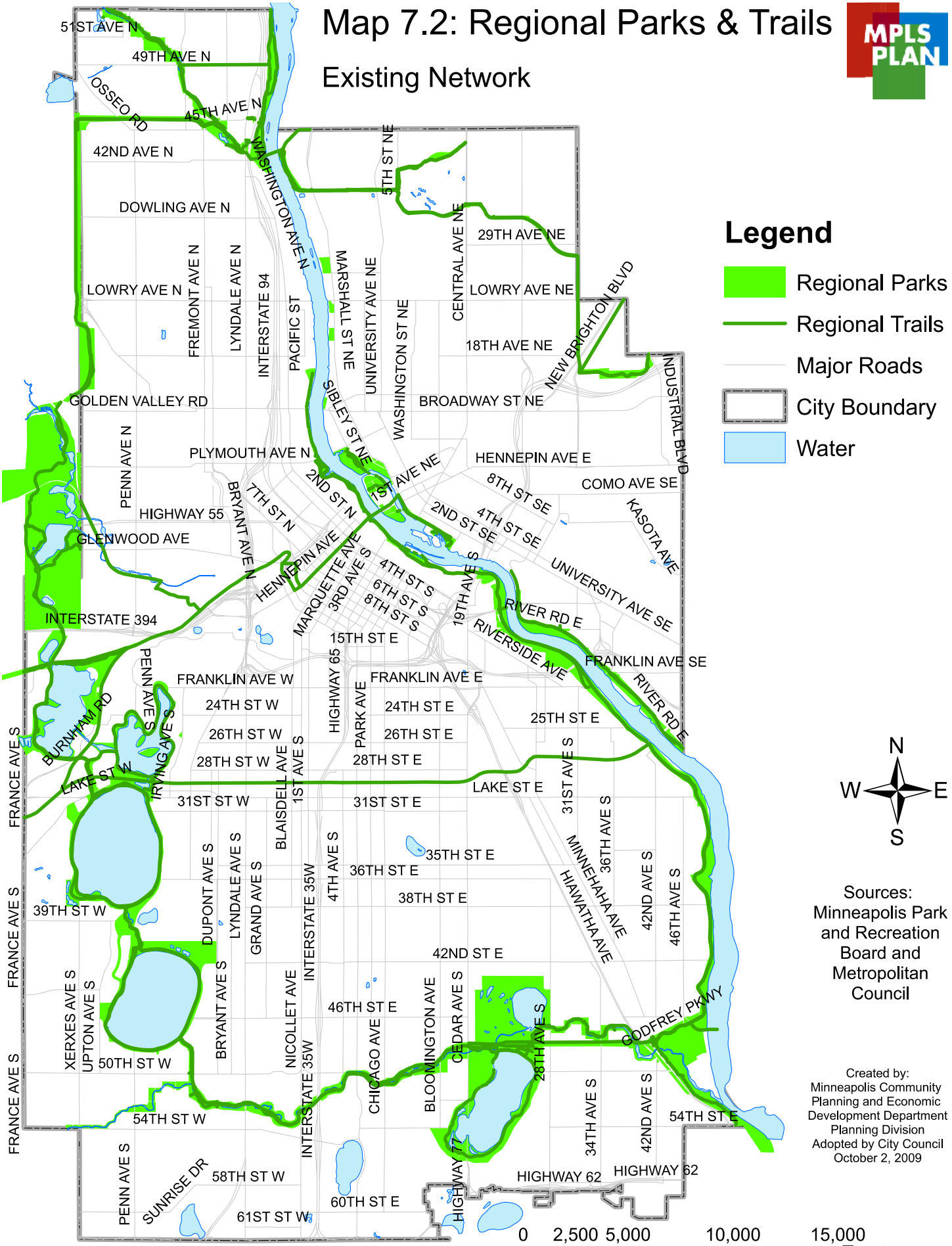
Published: 11/12/2014

Hennepin County Public Works

0 1,300 2,600 Feet

Map 7.2: Regional Parks & Trails

Existing Network



Legend

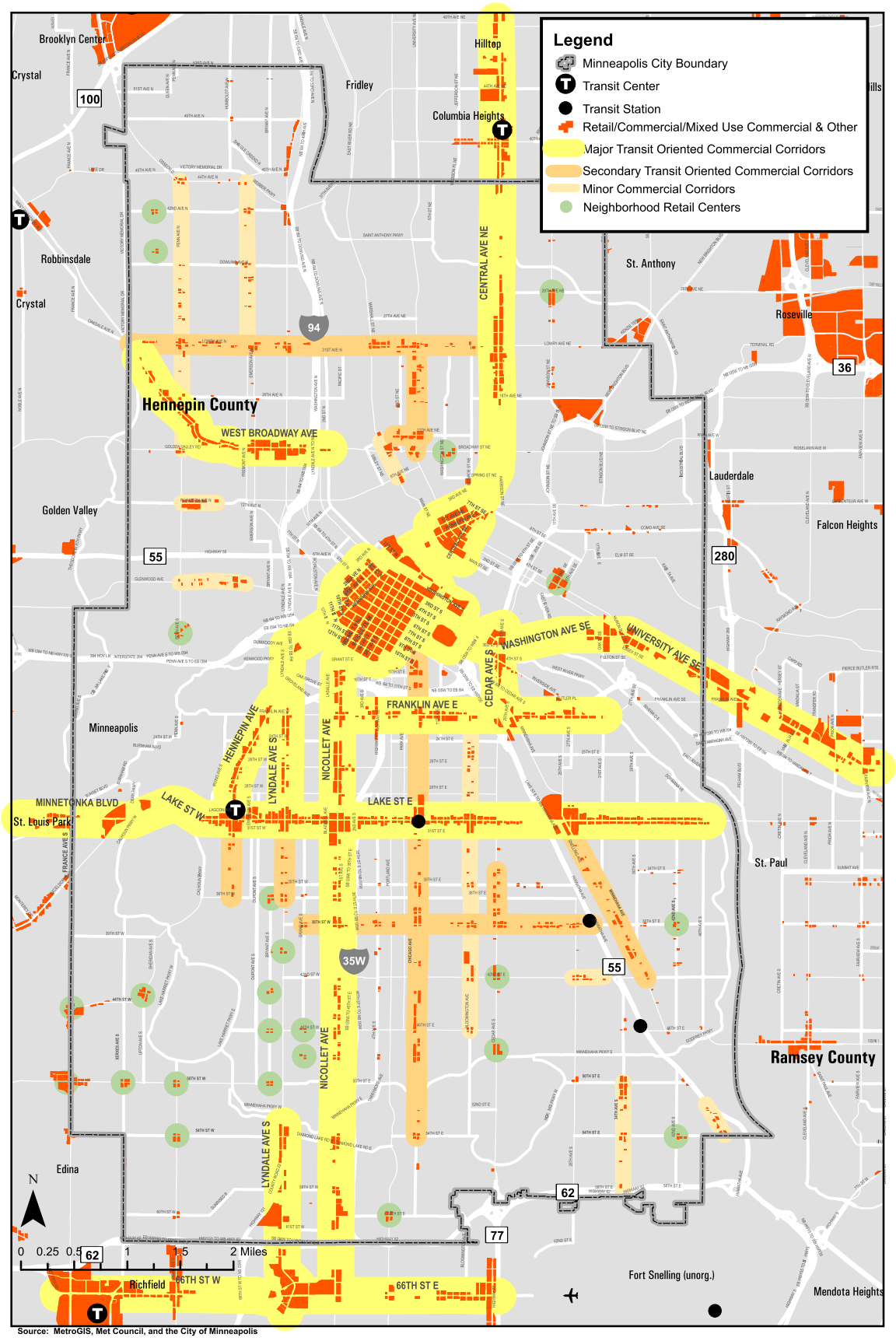
- Regional Parks
- Regional Trails
- Major Roads
- City Boundary
- Water

N
W E
S

Sources:
Minneapolis Park and Recreation Board and Metropolitan Council

Created by:
Minneapolis Community Planning and Economic Development Department
Planning Division
Adopted by City Council
October 2, 2009

0 2,500 5,000 10,000 15,000 Feet



Source: MetroGIS, Met Council, and the City of Minneapolis

FIGURE 4 - HISTORIC DEVELOPMENT & TRANSPORTATION PATTERNS

Carla J Stueve

From: Flinner, Mark (DOT) <mark.flinner@state.mn.us>
Sent: Wednesday, October 22, 2014 1:08 PM
To: Jason R Pieper
Cc: Carla J Stueve; joseph.barbeau@metc.state.mn.us; Yost, Tyler Andrew (DOT); Prentice, Christina (DOT); Hicks, Gene (DOT)
Subject: RE: 2014 Regional Solicitation - Project AADT Inquiry

I agree that Jason can use 10,500 current AADT for the bridge for NB CSAH 81. I also agree that we do not need to do any re-segmenting since we do not publish 'within interchange' AADTs.

From: Prentice, Christina (DOT)
Sent: Wednesday, October 22, 2014 9:28 AM
To: Jason R Pieper
Cc: Carla J Stueve; joseph.barbeau@metc.state.mn.us; Flinner, Mark (DOT); Yost, Tyler Andrew (DOT)
Subject: RE: 2014 Regional Solicitation - Project AADT Inquiry
Importance: High

Jason,

That makes sense on both the question of segmentation and bridge volume. Please wait for Mark Flinner to confirm his approval as he is the unit supervisor.

Thank you,

Christy

From: Jason R Pieper [mailto:Jason.Pieper@hennepin.us]
Sent: Wednesday, October 22, 2014 9:25 AM
To: Prentice, Christina (DOT)
Cc: Carla J Stueve; joseph.barbeau@metc.state.mn.us; Flinner, Mark (DOT); Yost, Tyler Andrew (DOT)
Subject: RE: 2014 Regional Solicitation - Project AADT Inquiry

Christy,

Thank-you for the response. I do not believe the right decision would be to resegment this corridor; it is only a complication when you would like to know the traffic splits on each of the bridges. I would just like approval from MnDOT's TFA Office to report 10,500 as the current AADT on the bridges to be part of the funding application.

Regards,

Jason Pieper, EIT
Transportation Engineer

Office: 612-596-0241
Cell: 651-357-8037
Email: Jason.Pieper@hennepin.us

Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340-3410

From: Prentice, Christina (DOT) [mailto:Christy.Prentice@state.mn.us]
Sent: Wednesday, October 22, 2014 9:12 AM
To: Jason R Pieper
Cc: Carla J Stueve; joseph.barbeau@metc.state.mn.us; Flinner, Mark (DOT); Yost, Tyler Andrew (DOT)
Subject: RE: 2014 Regional Solicitation - Project AADT Inquiry

Hi Jason,

Yes, I would not report 13,000 since this traffic segment break is right after the three bridges. The mainline bridges are technically in the traffic segment with an AADT of 9,700. I think that 10,500 makes sense given that the mainline bridges are right before the volume from the NB on-ramp is added. If you want we could resegment this area to reflect the difference between the sites reporting an AADT of 13,000 and 9,700?

Thanks,

Christy Prentice
Research Analysis Specialist
Traffic Volume Program
Traffic Forecasting and Analysis Section
Office of Transportation System Management
Minnesota Department of Transportation
395 John Ireland Blvd, MS 450
St. Paul, MN 55155-1800
651-366-3844
Christy.Prentice@state.mn.us

From: Jason R Pieper [mailto:Jason.Pieper@hennepin.us]
Sent: Wednesday, October 22, 2014 8:30 AM
To: Prentice, Christina (DOT)
Cc: Carla J Stueve; joseph.barbeau@metc.state.mn.us
Subject: 2014 Regional Solicitation - Project AADT Inquiry

Good morning Christy,

The 2014 Regional Solicitation has been released by Metropolitan Council, so Hennepin County has begun the process of completing applications for various types of projects. One of the required elements of the application is to include the "Current AADT" along the project; this value should be obtained from the MnDOT 50-Series Maps. However, one of the projects that the county will be including in the solicitation is a bridge project that has a somewhat complicated design. There are three bridges adjacent to each other; with two that currently require maintenance, and one that does not. I am seeking your guidance on the best way to report an AADT for the two bridge structures that we'd like to apply for funding. Unfortunately, this question entails a lot, so I apologize in advance for the length of this email. Please review the descriptions below for the attached items that will help in determining the proper way to proceed:

Attachment 01: MnDOT's 2013 50-Series Map for the City of Robbinsdale

a) Highlighted on the map are the bridge locations, AADT's, and the actual location of where Hennepin County collects the data

Attachment 02: Aerial of the Project Location

a) Highlighted on the map are proposed bridges to either be rehabilitated or to remain as-is
b) Also highlighted is how Hennepin County collects traffic volumes for the unique design of the location

Attachment 03: 2013 Traffic Volume Report for station number 43028

a) I used the same colors to highlight the volumes that correspond to the vehicle movements that are shown on Attachment 02

I would like to recommend to include only two movements from the 2013 Traffic Volume Report – SB Thru (Green) and NB Thru (Blue) when calculating an AADT to represent the traffic that is on the bridges to be rehabilitated. The recommended calculation would be as follows:

	7,359 (SB Thru-Green)
+	4,411 (NB Thru-Blue)
	11,770
	11,770
/	1.119 (Hennepin County adjustment factor based on time of year and location)
	10,500 = 2013 AADT along the two bridges to be rehabilitated

I would like to report 10,500 as the current AADT on the two bridges to be rehabilitated instead of reporting 13,000 that may be found on the 50-Series Map.

Thank-you for your time,

Jason Pieper, EIT
Transportation Engineer

Office: 612-596-0241
Cell: 651-357-8037
Email: Jason.Pieper@hennepin.us

Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340-3410

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HENNEPIN COUNTY
TRANSPORTATION PLANNING
DIVISION

AREA 2 ZONE 6
CSAH 81 N. OF CSAH 153
1-7-1

Site: 744

Weekly Volume

Interval Start	Mon 7/22/2013		Tue 7/23/2013		Wed 7/24/2013		Thu 7/25/2013		Fri 7/26/2013		Sat 7/27/2013		Sun 7/28/2013		Mon - Fri Average	
	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81	# 153 RAMP ENT	NB. # 81
12:00 AM	-	-	33	64	22	44	-	-	-	-	-	-	-	-	27.5	54.0
1:00 AM	-	-	10	26	17	19	-	-	-	-	-	-	-	-	13.5	22.5
2:00 AM	-	-	8	8	9	10	-	-	-	-	-	-	-	-	8.5	9.0
3:00 AM	-	-	8	18	13	16	-	-	-	-	-	-	-	-	10.5	17.0
4:00 AM	-	-	23	27	24	28	-	-	-	-	-	-	-	-	23.5	27.5
5:00 AM	-	-	60	62	56	62	-	-	-	-	-	-	-	-	58.0	62.0
6:00 AM	-	-	84	106	100	108	-	-	-	-	-	-	-	-	92.0	107.0
7:00 AM	-	-	138	162	132	154	-	-	-	-	-	-	-	-	135.0	158.0
8:00 AM	-	-	142	172	146	192	-	-	-	-	-	-	-	-	144.0	182.0
9:00 AM	-	-	134	182	130	179	-	-	-	-	-	-	-	-	132.0	180.5
10:00 AM	-	-	129	200	111	206	-	-	-	-	-	-	-	-	120.0	203.0
11:00 AM	142	250	150	225	-	-	-	-	-	-	-	-	-	-	146.0	237.5
12:00 PM	152	287	144	246	-	-	-	-	-	-	-	-	-	-	148.0	266.5
1:00 PM	166	256	166	267	-	-	-	-	-	-	-	-	-	-	166.0	261.5
2:00 PM	167	287	200	272	-	-	-	-	-	-	-	-	-	-	183.5	279.5
3:00 PM	198	321	237	332	-	-	-	-	-	-	-	-	-	-	217.5	326.5
4:00 PM	270	433	296	454	-	-	-	-	-	-	-	-	-	-	283.0	443.5
5:00 PM	300	424	307	539	-	-	-	-	-	-	-	-	-	-	303.5	481.5
6:00 PM	190	292	184	366	-	-	-	-	-	-	-	-	-	-	187.0	329.0
7:00 PM	122	199	122	200	-	-	-	-	-	-	-	-	-	-	122.0	199.5
8:00 PM	87	181	98	208	-	-	-	-	-	-	-	-	-	-	92.5	194.5
9:00 PM	76	174	94	172	-	-	-	-	-	-	-	-	-	-	85.0	173.0
10:00 PM	74	108	68	123	-	-	-	-	-	-	-	-	-	-	71.0	115.5
11:00 PM	32	80	44	80	-	-	-	-	-	-	-	-	-	-	38.0	80.0
Totals	1976	3292	2879	4511	760	1018	0	0	0	0	0	0	0	0	2807.5	4410.5
Combined	5268		7390		1778		0		0		0		0		7218.0	
Split (%)	37.5	62.5	39.0	61.0	42.7	57.3	-	-	-	-	-	-	-	-	38.9	61.1

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	-	-	-	-	-	-	-	-	11:00 AM	11:00 AM
Volume	142	250	150	225	146	206	-	-	-	-	-	-	-	-	146.0	237.5
12:00 PM - 12:00 AM	5:00 PM	4:00 PM	5:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	5:00 PM	5:00 PM
Volume	300	433	307	539	-	-	-	-	-	-	-	-	-	-	303.5	481.5

11" 11,400

+14.3% 80

NB - 7218
SB - 7359
14,577 / 1.119 = 13,027

NB - 7218
SB - 7359
14,577

+14.3% by P.Y. 8-20-13

HENNEPIN COUNTY
TRANSPORTATION PLANNING
DIVISION

AREA 2 ZONE 6
CSAH 81 N. OF CSAH 153
1-7-1

Site: 744

Weekly Volume, per Channel

S.B.

Interval Start	Mon 7/22/2013	Tue 7/23/2013	Wed 7/24/2013	Thu 7/25/2013	Fri 7/26/2013	Sat 7/27/2013	Sun 7/28/2013	Mon - Fri Average	Weekly Average
12:00 AM	-	76	47	-	-	-	-	61.5	61.5
1:00 AM	-	48	51	-	-	-	-	49.5	49.5
2:00 AM	-	32	32	-	-	-	-	32.0	32.0
3:00 AM	-	18	18	-	-	-	-	18.0	18.0
4:00 AM	-	24	28	-	-	-	-	26.0	26.0
5:00 AM	-	101	88	-	-	-	-	94.5	94.5
6:00 AM	-	254	244	-	-	-	-	249.0	249.0
7:00 AM	-	590	536	-	-	-	-	563.0	563.0
8:00 AM	-	529	506	-	-	-	-	517.5	517.5
9:00 AM	-	349	340	-	-	-	-	344.5	344.5
10:00 AM	-	330	332	-	-	-	-	331.0	331.0
11:00 AM	364	376	-	-	-	-	-	370.0	370.0
12:00 PM	410	418	-	-	-	-	-	414.0	414.0
1:00 PM	414	410	-	-	-	-	-	412.0	412.0
2:00 PM	464	455	-	-	-	-	-	459.5	459.5
3:00 PM	551	554	-	-	-	-	-	552.5	552.5
4:00 PM	596	586	-	-	-	-	-	591.0	591.0
5:00 PM	539	572	-	-	-	-	-	555.5	555.5
6:00 PM	410	472	-	-	-	-	-	441.0	441.0
7:00 PM	370	369	-	-	-	-	-	369.5	369.5
8:00 PM	302	332	-	-	-	-	-	317.0	317.0
9:00 PM	284	278	-	-	-	-	-	281.0	281.0
10:00 PM	202	193	-	-	-	-	-	197.5	197.5
11:00 PM	108	116	-	-	-	-	-	112.0	112.0
Totals	5014	7482	2222	0	0	0	0	7359.0	7359.0

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	7:00 AM	7:00 AM	-	-	-	-	7:00 AM	7:00 AM
Volume	364	590	536	-	-	-	-	563.0	563.0
12:00 PM - 12:00 AM	4:00 PM	4:00 PM	-	-	-	-	-	4:00 PM	4:00 PM
Volume	596	586	-	-	-	-	-	591.0	591.0

LEGEND

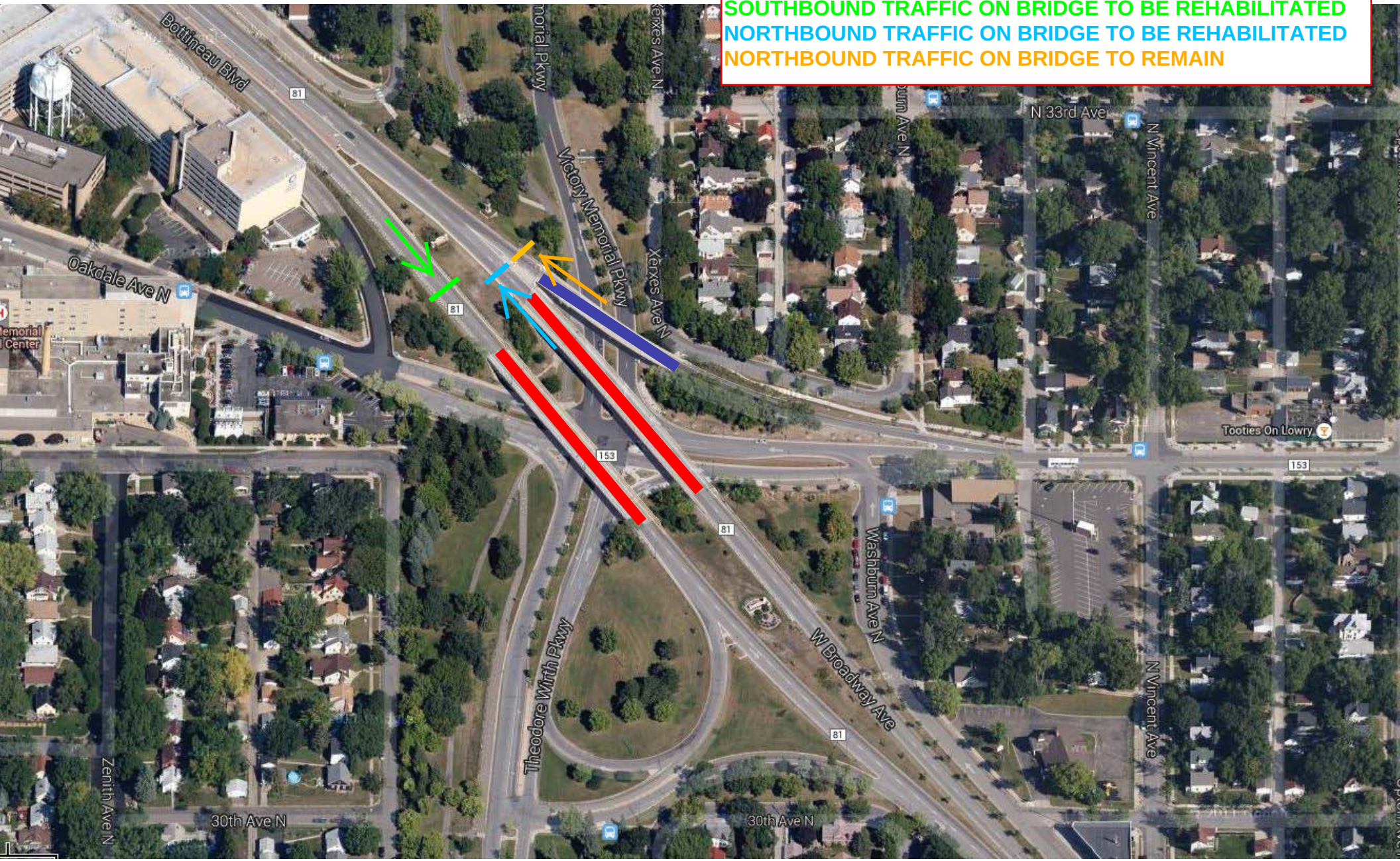
BRIDGES TO BE REHABILITATED

BRIDGE TO REMAIN

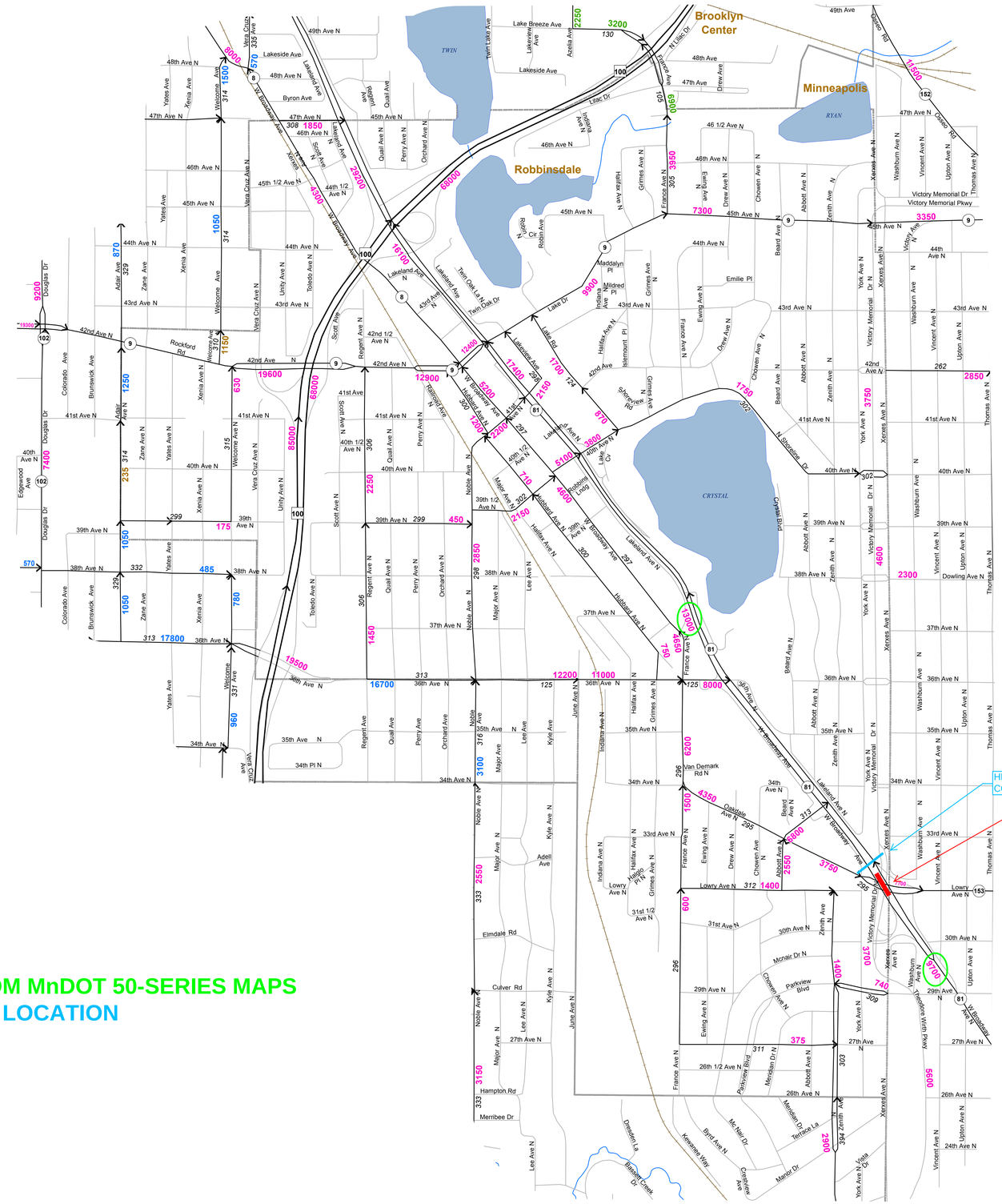
SOUTHBOUND TRAFFIC ON BRIDGE TO BE REHABILITATED

NORTHBOUND TRAFFIC ON BRIDGE TO BE REHABILITATED

NORTHBOUND TRAFFIC ON BRIDGE TO REMAIN



2013 Publication Traffic Volumes - Robbinsdale



LEGEND

- PROJECT LOCATION
- CURRENT AADT PULLED FROM MnDOT 50-SERIES MAPS
- HENNEPIN COUNTY STATION LOCATION

To view this data using an online interactive map please visit: http://www.dot.state.mn.us/traffic/data/tma.html

MINNESOTA DEPARTMENT OF TRANSPORTATION

N

0 0.25 Mi.

Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
http://www.dot.state.mn.us/traffic/data/index.html

MAP LEGEND

AADT Year
2013 2012
2011 2010
2009 and older

Interstate 94
US Highway 169
MN Highway 55
CSAH 55
101
MSAS
County Road 55

Other Roads
Railroads
Cities
COUNTIES
Lakes
Rivers
Perennial Streams
Ditches
National Forests
National Parks
Tribal Gov'ts
State Forests
State Parks

Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2013 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

Carla J Stueve

From: Filipi, Mark <Mark.Filipi@metc.state.mn.us>
Sent: Thursday, November 20, 2014 2:55 PM
To: Carla J Stueve
Subject: RE: CSAH 81 Bridge Forecasts

Just divide in half.

METROPOLITAN COUNCIL

Mark Filipi, AICP PTP
Manager, Technical Planning Support
Metropolitan Transportation Services
mark.filipi@metc.state.mn.us
P.651.602.1725 | F.651.602.1739
390 North Robert Street | St. Paul, MN | 55101 | metrocouncil.org

CONNECT WITH US

From: Carla J Stueve [mailto:Carla.Stueve@hennepin.us]
Sent: Thursday, November 20, 2014 10:56 AM
To: Filipi, Mark
Subject: CSAH 81 Bridge Forecasts

Hi Mark,

You had provided Jason Pieper from Hennepin County with a 2030 forecast ADT for the CSAH 81 Bridge Rehab over Lowry Ave. = 20,500. We now need to do separate applications for the northbound and southbound CSAH 81 bridges. Should I just divide this number in half, or is there different split that you would use to show the future ADT for each of the bridges?

Thanks!
Carla Stueve

Carla Stueve, P.E., PTOE
Hennepin County Public Works
Transportation Planning

1600 Prairie Drive
Medina, MN 55340
(612) 596-0356 Work

Carla.Stueve@Hennepin.us

Carla J Stueve

From: Jason R Pieper
Sent: Friday, October 24, 2014 3:05 PM
To: Carla J Stueve
Subject: FW: 2014 Regional Solicitation - Forecast AADT's

See email below

From: Filipi, Mark [mailto:Mark.Filipi@metc.state.mn.us]
Sent: Friday, October 24, 2014 3:04 PM
To: Jason R Pieper
Subject: RE: 2014 Regional Solicitation - Forecast AADT's

Jason,

Here is what I have developed for your projects:

	2030 Forecasts
County Road 81 Expansion (CR 8 to 83rd Ave):	34,000
CSAH 81 Bridge Rehab over Lowry Ave.:	20,500
CSAH 35 Bridge Replacement:	17,000
CSAH 3 (Lake Street) Reconstruction:	26,500
CSAH 3 (Excelsior Blvd) Reconstruction:	25,000

METROPOLITAN COUNCIL

Mark Filipi, AICP PTP
Manager, Technical Planning Support
Metropolitan Transportation Services
mark.filipi@metc.state.mn.us
P.651.602.1725 | F.651.602.1739
390 North Robert Street | St. Paul, MN | 55101 | metrocouncil.org

CONNECT WITH US

From: Jason R Pieper [mailto:Jason.Pieper@hennepin.us]
Sent: Friday, October 24, 2014 8:50 AM
To: Filipi, Mark
Subject: RE: 2014 Regional Solicitation - Forecast AADT's

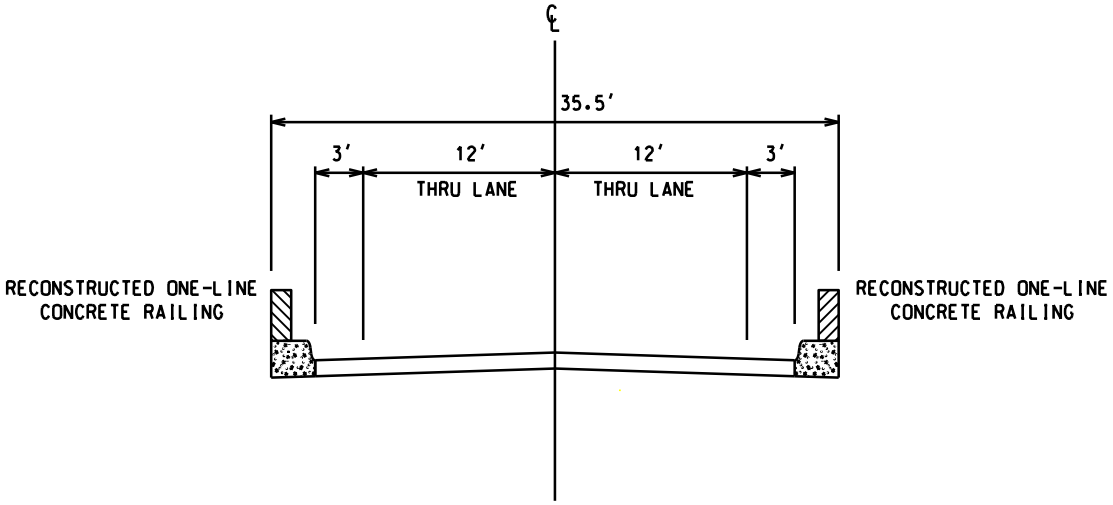
Good morning Mark,

Currently that piece of CSAH 081 is a 4-lane divided roadway. The proposed cross section will be a 6-lane divided roadway.

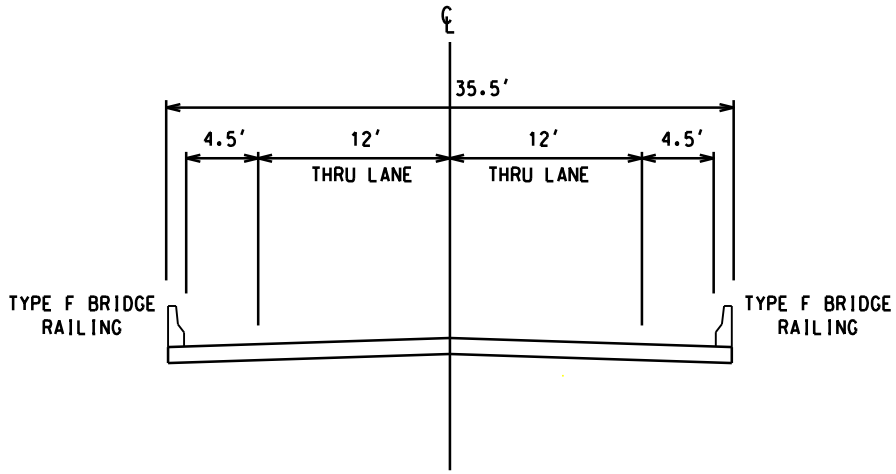
Thanks for your help!

Jason Pieper, EIT

EXISTING SECTION - CSAH 81 NORTHBOUND BRIDGE



PROPOSED SECTION - CSAH 81 NORTHBOUND BRIDGE



HENNEPIN COUNTY

TYPICAL SECTIONS

CSAH NO 81 Northbound at Lowry Ave N/Victory Memorial Drive BRIDGE # 27008

City of Robbinsdale
4100 Lakeview Avenue North • Robbinsdale • Minnesota • 55422-2280
Phone (763)531-1258 • Fax (763)531-1291
Website www.robbinsdalemn.com

November 18, 2014

James N. Grube, P.E.
Director of Transportation and County Engineer
Transportation Department
1600 Prairie Drive
Medina, Minnesota 55340

Re: Letter of Support for Hennepin County's Regional Solicitation Application and Project CSAH 81 (West Broadway Avenue/Bottineau Boulevard) Bridge Rehabilitation Project At Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway

Dear Mr. Grube:

The City of Robbinsdale supports Hennepin County's federal funding application through the Regional Solicitation for the proposed CSAH 81 (West Broadway Avenue/Bottineau Boulevard) bridge improvement project over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway.

The city supports this county project to rehabilitate the existing bridge decks and joints. These proposed safety improvements will enhance the livability and quality of life for Robbinsdale and Hennepin County residents.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,
CITY OF ROBBINSDALE

Regan L. Murphy
Mayor

Marcia Glick
City Manager

Minneapolis
City of Lakes

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

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

November 21, 2014

James N. Grube, P.E.
Director of Transportation and County Engineer
Transportation Department
1600 Prairie Drive
Medina, Minnesota 55340

Re: Letter of Support for Hennepin County's Regional Solicitation Application and Project CSAH 81 (West Broadway Avenue/Bottineau Boulevard) Bridge Rehabilitation Project At Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway

Dear Mr. Grube:

The City of Minneapolis supports Hennepin County's federal funding application through the Regional Solicitation for the proposed CSAH 81 (West Broadway Avenue/Bottineau Boulevard) bridge improvement project over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway.

The city supports this county project to rehabilitate the existing bridge decks and joints. These proposed safety improvements will enhance the livability and quality of life for Minneapolis and Hennepin County residents.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Steve Kotke
Director of Public Works and City Engineer

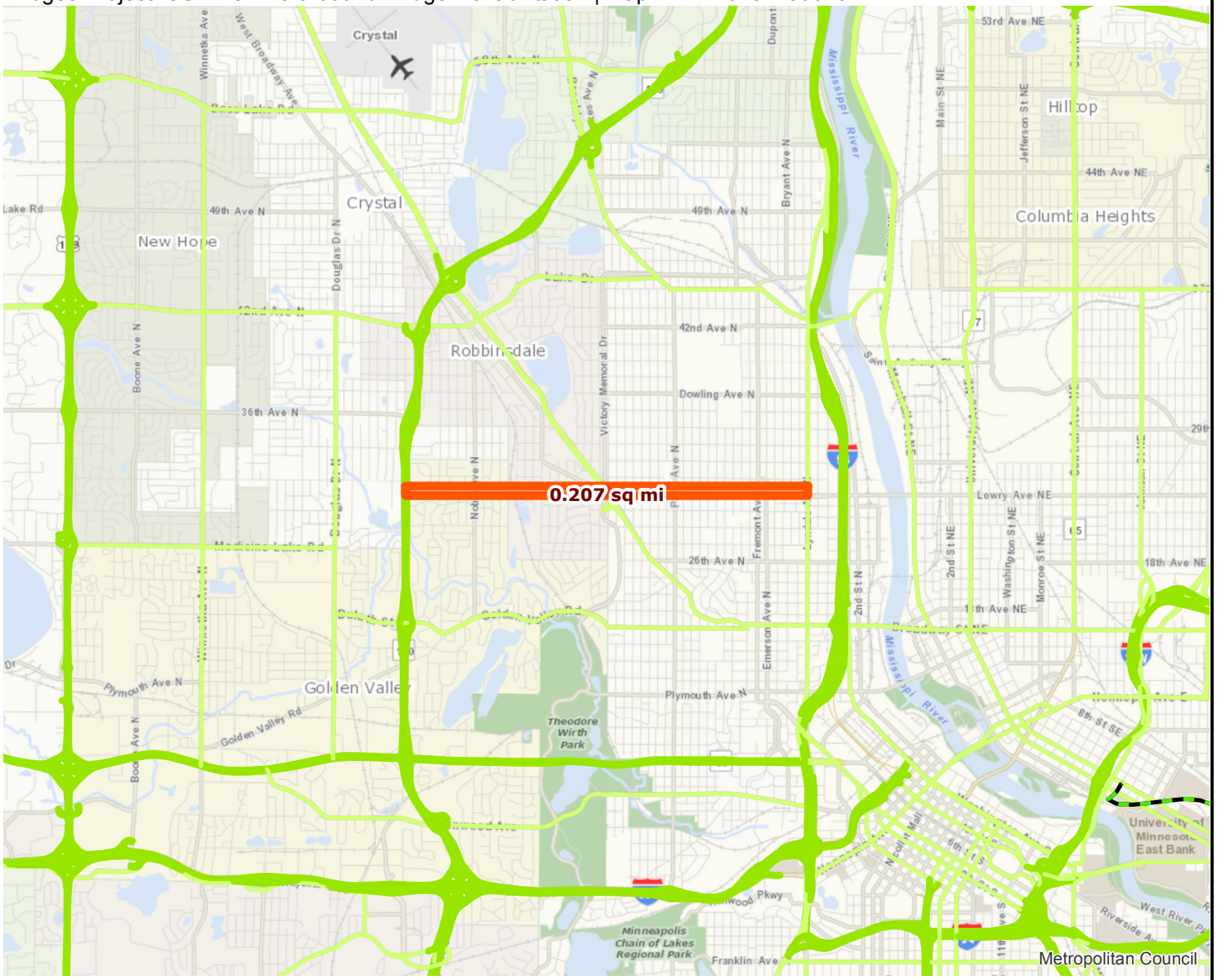
Roadway Area Definition

Bridges Project: CSAH 81 Northbound Bridge Rehabilitation | Map ID: 1416254786626

Results

Project Length: 0.081 miles

Project Area: 0.207 sq mi



Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 11/17/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Regional Economy

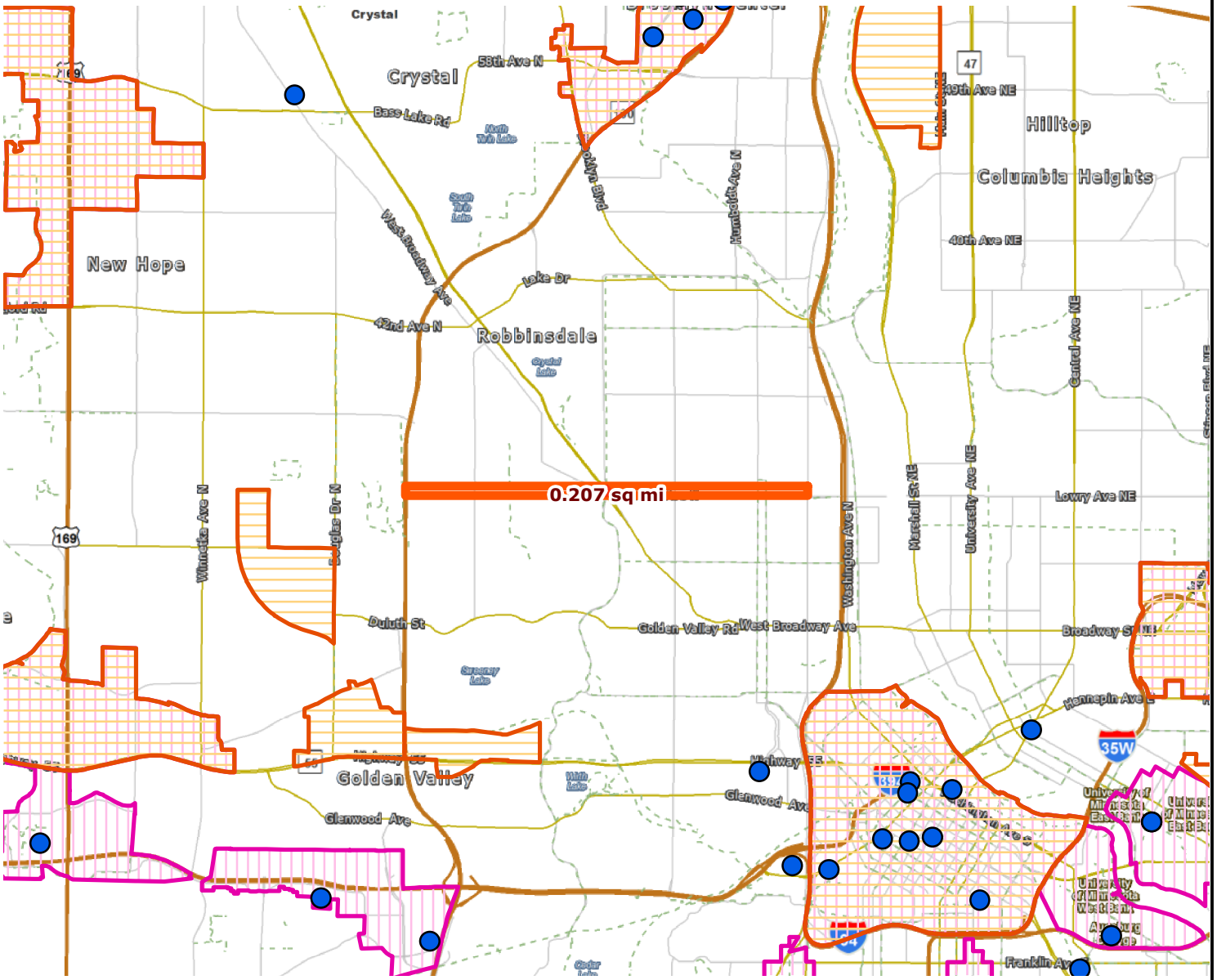
Bridges Project: CSAH 81 Northbound Bridge Rehabilitation | Map ID: 1416254786626

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 11/17/2014
LandscapeRSA5

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

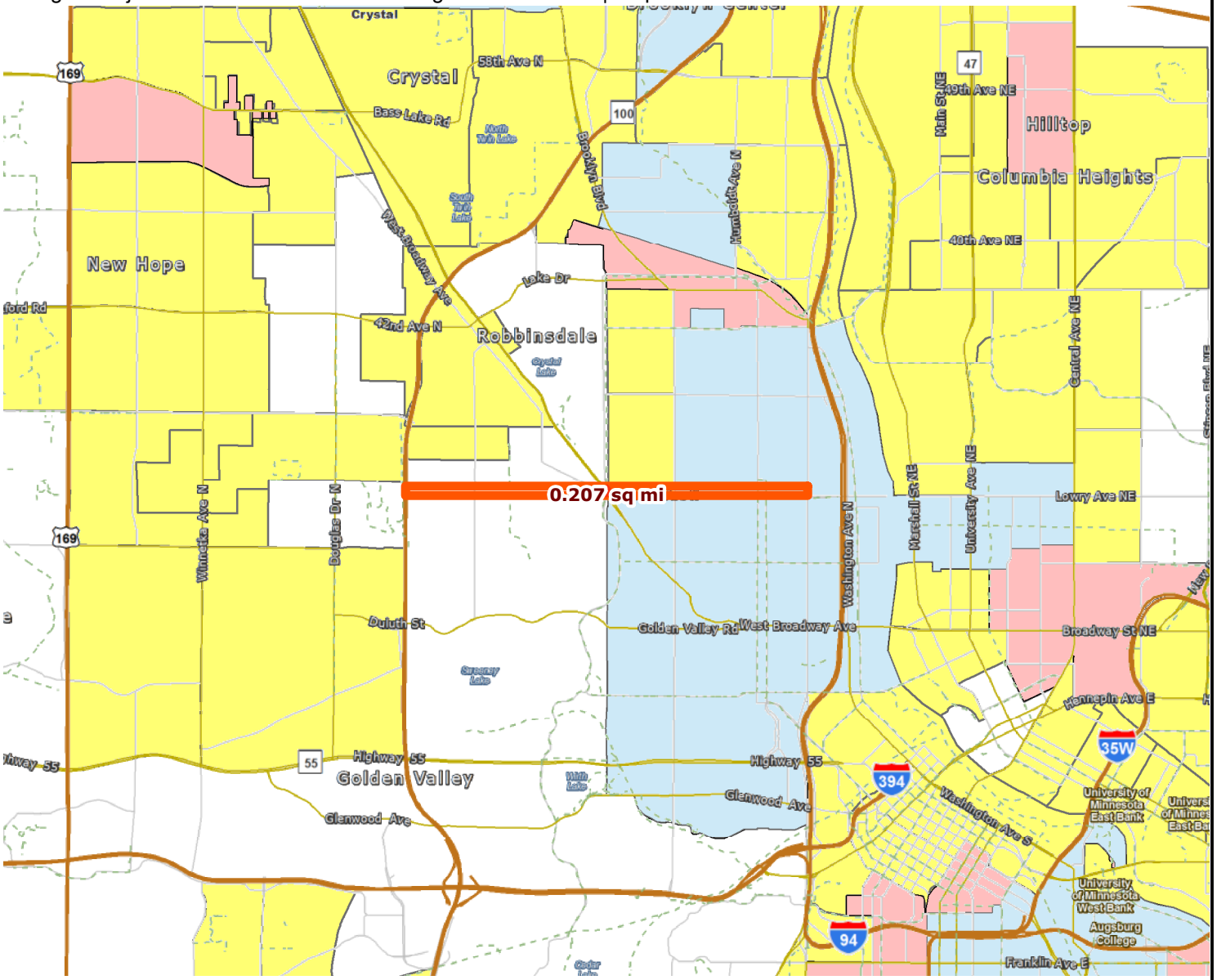
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 81 Northbound Bridge Rehabilitation | Map ID: 1416254786626

Results

Project **IN** a racially concentrated area of poverty.



Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

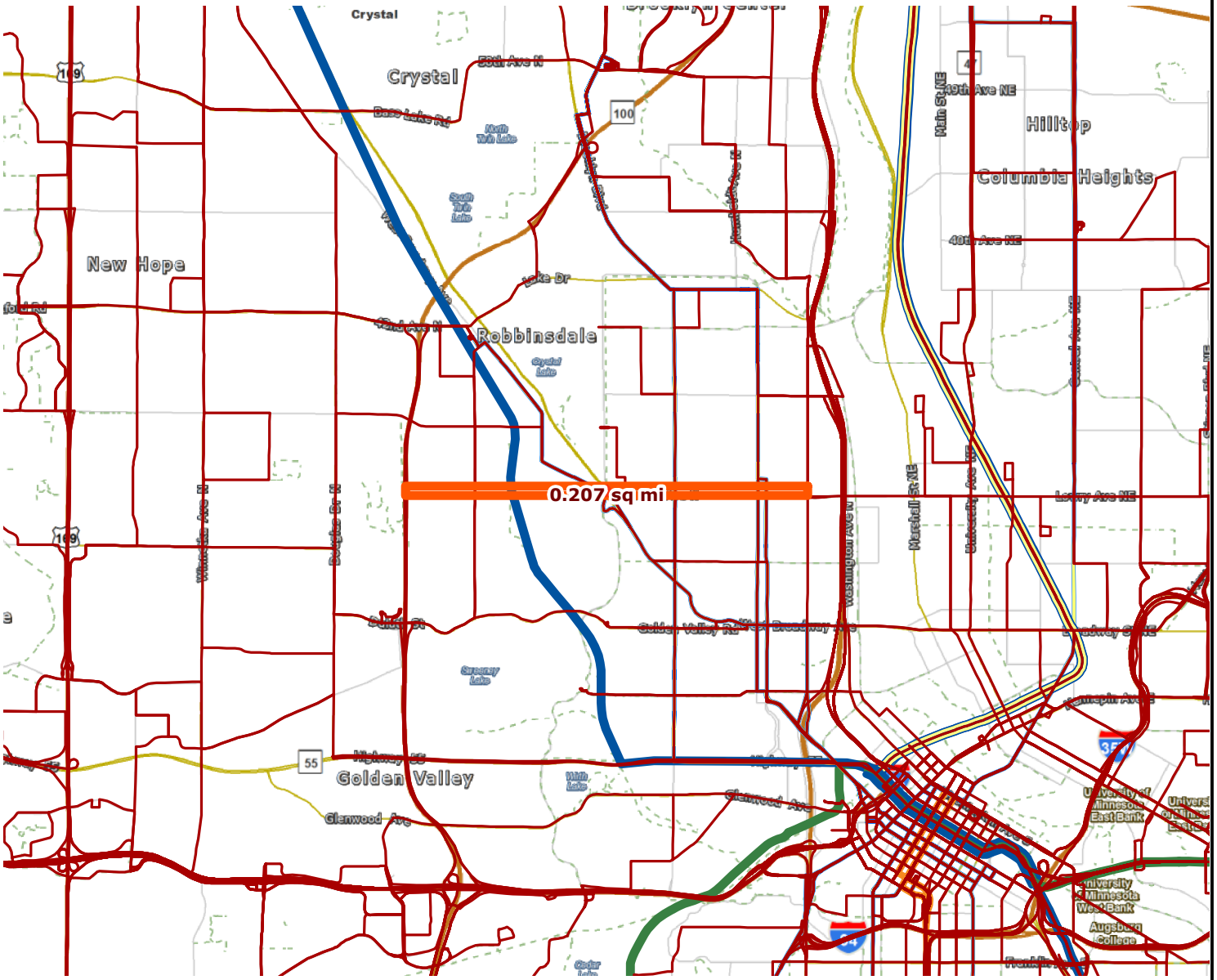
Created: 11/17/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 81 Northbound Bridge Rehabilitation | Map ID: 1416254786626



Results

Transit with a Direct Connection to project:
14 19 32
*West Broadway

**indicates Planned Alignments*

Created: 11/17/2014
LandscapeRSA3

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL