Application

01970 - 2014 Bridges

02127 - CSAH 35 (Portland Avenue) over the Midtown Greenway

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	11/25/2014 3:48 PM

Primary Contact

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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	CSAH 35 (Portland Avenue) over the Midtown Greenway; Bridge Number: 90494
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	Hennepin

The project includes replacement of the CSAH 35 (Portland Avenue) bridge over the Midtown Greenway in the City of Minneapolis. This minor arterial one-way southbound roadway carries 10,900 vehicles per day. The pavement width on the existing bridge is 39 feet which provides three 11-foot lanes and a 6-foot on-road bike lane.

The bridge will be replaced with a 49-foot pavement width that will maintain the three driving lanes with an additional 2 feet of shoulder on the outside lanes. The project will increase the width of the bike lane from 6 to 8 feet and widen the sidewalks from 8 to 10 feet. The project will provide a 2-foot raised median on the outside driving lanes next to the bike lane and sidewalk. The widened bridge would provide a better match with the pavement width on the bridge approaches.

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

The Portland Avenue bridge was constructed in 1914 and is a contributing element in the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District. The existing bridge played a significant role in the development of Minneapolis by facilitating transportation, increasing safety, protecting the quality of adjacent residential neighborhoods, and enhancing community aesthetics, all while maintaining important rail service and trackside industries. A bituminous-paved trail (the Midtown Greenway) now replaces the railroad tracks.

The bridge is a three-span, neoclassical revival style, continuous concrete deck girder bridge. The bridge is classified as structurally deficient with a sufficiency rating of 33.5. The multi-beam bridge is in poor structural condition, with the superstructure, substructure and deck all having structural condition codes of 4. Over half of the beams are in

very poor condition with spalls and exposed, corroded reinforcement. The outer pier columns have many cracks and spalls, with spalls also on the underside of the deck. The abutments are cracked, spalled and tilted forward. The pier columns have spalls and cracks and the north wing walls are settling.

During the site visits completed in late 2013 and 2014, much of the bridge was found to be so seriously deteriorated that it was determined that most of the structure is likely irreparable and would need to be replaced. The improvements include replacing the bridge structure with a wider design to accommodate all transportation modes. The project proposes a 75-year design life for the bridge.

The Midtown Greenway trail is located beneath the north span of the bridge. There are currently three spans under the bridge, each providing approximately 29 feet of clear opening. The project would modify the design to provide 80 feet between the abutments to better accommodate the Midtown Greenway. The design will follow industry standards, guidelines, and best practices.

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

Project Length (Miles) 0.03

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.

	MnDOT Special Haul Vehicle Load Rating
	MnDOT Structure Inventory Report
Connection to Local Planning	MnDOT Bridge Inspection Report
	Midtown Corridor Individual Bridge Summary and Management Plan

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	$2,815,200.00
Match Amount	$703,800.00
Minimum of 20% of project total	
Project Total	$3,519,000.00
Match Percentage	20.0%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	State Aid Funds
Preferred Program Year	
Select one:	2019

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Hennepin County
Functional Class of Road	Minor Arterial
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Name of Road	CSAH 35 (Portland Avenue)
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55407
(Approximate) Begin Construction Date	04/15/2019
(Approximate) End Construction Date	11/15/2019

LOCATION

From: **(Intersection or Address)** *Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.*	2828 Portland Avenue
To: **(Intersection or Address)**	29th Street
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Bridge removal and replacement
Old Bridge/Culvert?	
New Bridge/Culvert?	
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	$3,519,000.00
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	**$3,519,000.00**

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	$3,519,000.00
Construction Cost Total	$3,519,000.00
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.

Other Attachments

File Name	Description	File Size
Fig 01 - Portland Bridge Existing Basemap.pdf	Project Location Map	215 KB
Fig 02 - Potland Bridge Existing Aerial.pdf	Project Aerial	871 KB
Fig 03 - MnDOT Bridge Rating and Load Posting Report - Bridge 90494.pdf	MnDOT Bridge Rating and Load Posting Report	100 KB
Fig 04 - Portland Bridge MnDOT Structure Inventory Rating .pdf	MnDOT Structure Inventory Report	60 KB
Fig 05 - MnDOT Bridge Inspection Report - Bridge 90494.pdf	MnDOT Bridge Inspection Report	102 KB
Fig 06 - Midtown Corridor Individual Bridge Summary and Management Report.pdf	Bridge Management Plan	334 KB
Fig 07 - Portland Bridge Heavy Commercial Traffic.pdf	Daily Heavy Commercial Traffic	55 KB
Fig 08 - Portland Avenue Proximity to Activity Centers.pdf	Proximity to Job and Activity Centers	402 KB
Fig 09 - Access Mpls Activity Centers.pdf	Access Minneapolis Land Use Features	1.6 MB
Fig 10 - Minneapolis Activity Centers List.pdf	Minneapolis Plan for Sustainable Growth	32 KB
Fig 11 - Portland Bridge Existing ADT Volumes.pdf	Existing ADT Volumes	151 KB
Fig 12 - 2030 Forecasts from Mark Filipi.pdf	Forecast 2030 ADT Volumes (Email)	88 KB
Fig 13 - Portland Bridge Typical Section Improvements.pdf	Project Typical Section	27 KB
Fig 14 - Midtown Greenway Map.pdf	Midtown Greenway Map	95 KB
Fig 15 - Portland Bridge (90494) Support Letter Minneapolis.pdf	Support Letter	275 KB
RdywyAreaDef.pdf	Roadway Area Definition	1.0 MB
RgnlEcon.pdf	Regional Economy	1.3 MB
SocioEcon.pdf	Socio Ec	1.3 MB
TransitCon.pdf	Transit Connections	1.4 MB

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	0.0080
Project Length	0.0050
Average Distance	1.6
Upload Map	01 - Roadway Area Definition - CSAH 35 Bridge Replacement.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	Portland Avenue over the Midtown Greenway
Current Daily Heavy Commercial Traffic Volume	795.0

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	Yes
Direct connection to or within a mile of a Manufacturing/Distribution Location	
Direct connection to or within a mile of an Educational Institution	Yes
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)	Based on the Minneapolis Plan for Sustainable Growth, the project is located within a mile of the following defined local activity centers in Minneapolis: Chicago and Lake, Eat Street (26th Street/Nicollet Avenue), Nicollet and Lake, and Uptown. In addition, the project is located near Franklin Avenue/Nicollet Avenue (identified as a commercial corridor), Lake Street/Hiawatha LRT station, and Powderhorn Park/Powderhorn Recreation Center which offers several community programs and events. The Midtown Greenway is also located directly under the bridge, which connects with paths around the Minneapolis Chain of Lakes, Southwest LRT Trail, and paths along the Mississippi River.
Upload Map	04 - Regional Economy - CSAH 35 Bridge Replacement.pdf

Measure A: Current Daily Person Throughput

Location	Portland Avenue north of East Lake Street
Current AADT Volume	10900.0
Existing Transit Routes on the Project:	11, 21, 27, 39, 53

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	79.0
Current Daily Person Throughput	14249.0

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	17000.0

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.	

The project is located in the Minneapolis Phillips West neighborhood, which is an area of racially concentrated poverty, meaning that 50% or more of the residents are people of color and 40% or more live in poverty.

The project will maintain this important connection across the Midtown Greenway, by replacing a bridge that is significantly deteriorated and in poor structural condition (classified as structurally deficient). The new bridge will provide a wider section that will add a 2-foot shoulder on the outside driving lanes, increase the bike lane from 6 to 8 feet, widen the sidewalks from 8 to 10 feet, and provide barriers between the traffic lanes and bike lane/sidewalk.

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

The project will further benefit this disadvantaged population by improving the Greenway, located under the bridge. The new bridge will provide 80 feet between the abutments (currently 29 feet of clear opening) to better accommodate future uses of the Greenway, including the countys long term plan for express rail transit.

Portland Avenue is an important minor arterial corridor, providing a one-way pair with Park Avenue. This corridor provides important access and capacity for Minneapolis and serves several local bus routes. Consistent with the goals in Thrive 2040, the project will continue to connect local residents with safe and reliable transportation options to improve their quality of life.

Upload Map

02 - Socio Economic - CSAH 35 Bridge Replacement.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.027
	0

Total Project Length

Total Project Length	0.03

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	0.027	0.027	97.0	1.0	97.0
		0	**97**	**1**	**97**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.027
Total Housing Score	97.0

Measure A: Bridge Condition

Bridge Sufficiency Rating	33.5
Select all that apply:	
Structurally Deficient	Yes
Load-Posted	

Measure B: Project Improvements

The bridge is classified as structurally deficient (33.5 sufficiency rating). The superstructure, substructure and deck are in poor structural condition (code of 4). Over half of the beams are in very poor condition with spalls and exposed, corroded reinforcement. The outer pier columns have many cracks and spalls, with spalls on the underside of the deck. The abutments are cracked, spalled and tilted forward. The pier columns have spalls and cracks and the north wing walls are settling.

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

During site visits in 2013 and 2014, much of the bridge was found to be so seriously deteriorated that the structure is likely irreparable and would need to be replaced. The improvements include bridge replacement with a wider design to accommodate all transportation modes. The project proposes a 75-year design life for the bridge.

The bridge will be replaced with a wider design that will accommodate the current three 11-foot driving lanes, but would add a 2-foot shoulder and a 2-foot raised median for the two outside driving lanes next to the bike lane and sidewalk. In addition, the project would increase the width of the bike lane from 6 to 8 feet and widen the sidewalks from 8 to 10 feet. The project would modify the design under the bridge to provide 80 feet of clear span to better accommodate the Midtown Greenway. The design will follow industry standards, guidelines, and best practices.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	11, 21, 27, 39, 53
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A

Upload Map	03 - Transit Connections - CSAH 35 Bridge Replacement.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	5976247.0
Transitway Ridership	4288000.0

Measure B: Bicycle and Pedestrian Connections

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

Portland Avenue has an on-road bike lane, extending through Minneapolis from West River Parkway (connecting to Grand Rounds) to E. 60th Street. The bike lane on the bridge would be widened from 6 to 8 feet with the project. In addition, the 8-foot sidewalks along both sides of the bridge will be widened to 10 feet. A 2-foot raised barrier is proposed to separate the driving lanes from the bike lane and sidewalk.

The Midtown Greenway (5.5-mile east-west multi-use trail) is located under the bridge. There is a direct at-grade connection from the Greenway to Portland Avenue immediately to the west, via 5th Avenue and East 29th Street. The project will improve the Greenway for current and future users by expanding the clear opening from 29 feet (existing) to 80 feet. The Greenway connects with paths around the Minneapolis Chain of Lakes, Southwest LRT Trail, and paths along the Mississippi River.

This project is located in a high job concentration area, with numerous activity generators nearby, including Chicago and Lake, Eat Street (26th Street/Nicollet Avenue), Nicollet and Lake, and Uptown. In addition, the project is located near Franklin Avenue/Nicollet Avenue (commercial corridor) and Powderhorn Park/Recreation Center. This project is located in a racially concentrated poverty area, so the transportation options provided with this project are important for this community.

Measure C: Multimodal Facilities

All transportation modes will benefit from the project. Portland Avenue provides a 6-foot on-road bike lane, from West River Parkway to E. 60th Street. There are also 8-foot sidewalks along both sides of the current bridge. The project will improve the travel experience and safety for pedestrians and bicyclists by widening the bike lane to 8 feet, increasing the sidewalks to 10 feet, and adding a 2-foot shoulder and 2-foot raised median next to the bike lane and sidewalk. This is consistent with the Minneapolis Climate Action Plan, which identifies Portland Avenue as part of an initiative to implement 30 miles of on-street protected bike facilities by 2020.

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

The Midtown Greenway is located under the north bridge span (with 29 feet of clear opening). The project will provide 80 feet between the abutments to better accommodate the Greenway. This will improve opportunity and conditions for bicycles, pedestrians and future transit. The countys long term plan for the Greenway includes express rail transit, which will be an important part of the regional system.

There are several local bus routes that serve the corridor, including: 11, 21, 27, 39 and 53. The project is also located near the Lake Street/I-35W LRT station. In addition, Portland Avenue is being considered as an alignment for the future Lake Street Bus Rapid Transit Route, which will improve the transit experience.

Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	$3,519,000.00
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

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 Yes

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 Yes

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 Yes

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

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

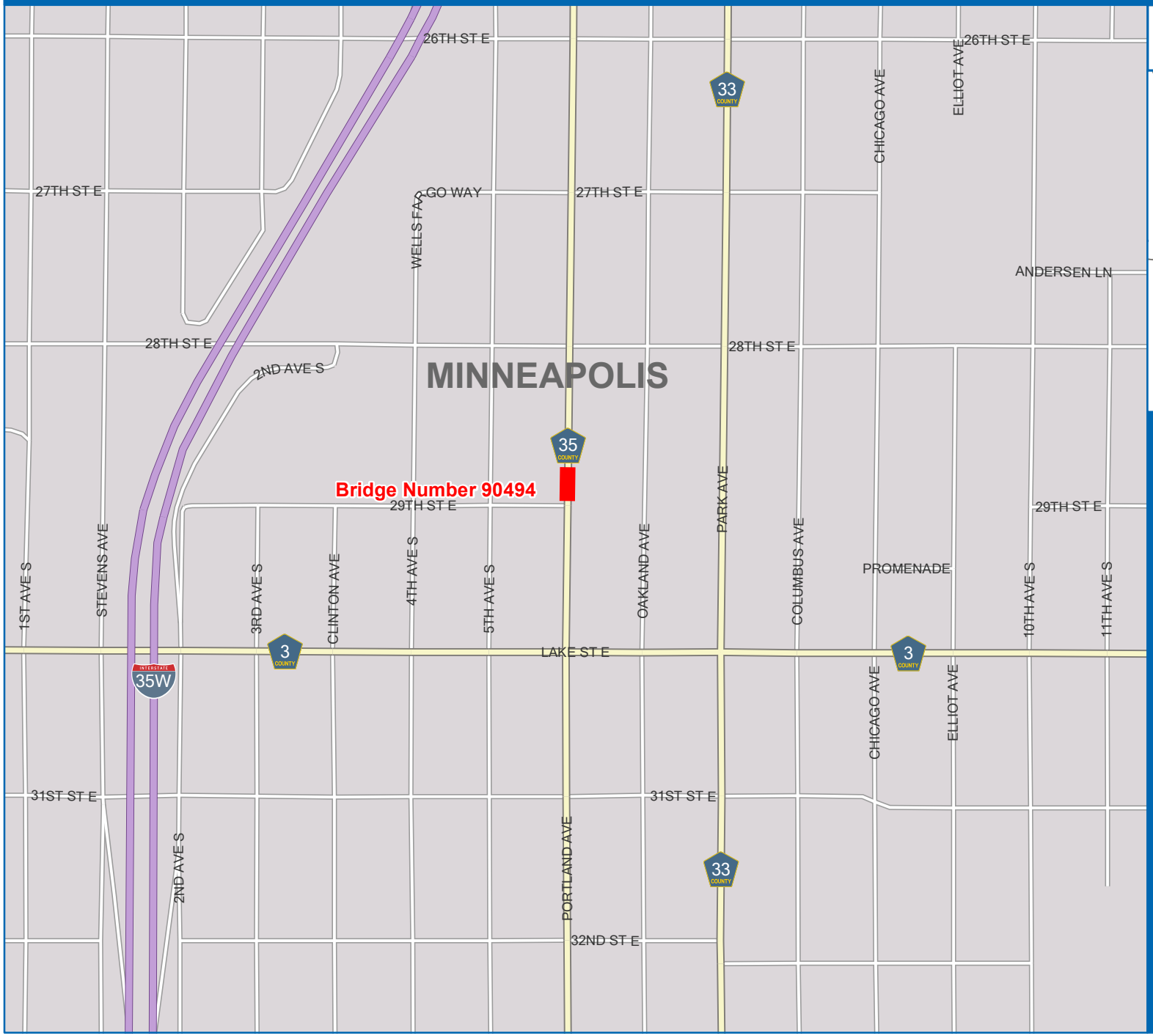
Anticipated Letting Date

Project Location Map - CSAH 35 Bridge Replacement

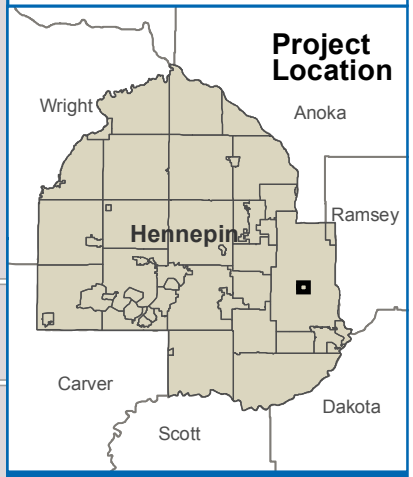
Bridge over Midtown Greenway / HCRRA Corridor

▶ Transportation

Hennepin County Public Works



Project Location



Produced by Hennepin County Public Works Transportation Department.

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Published: 11/10/2014

Hennepin County
Public Works

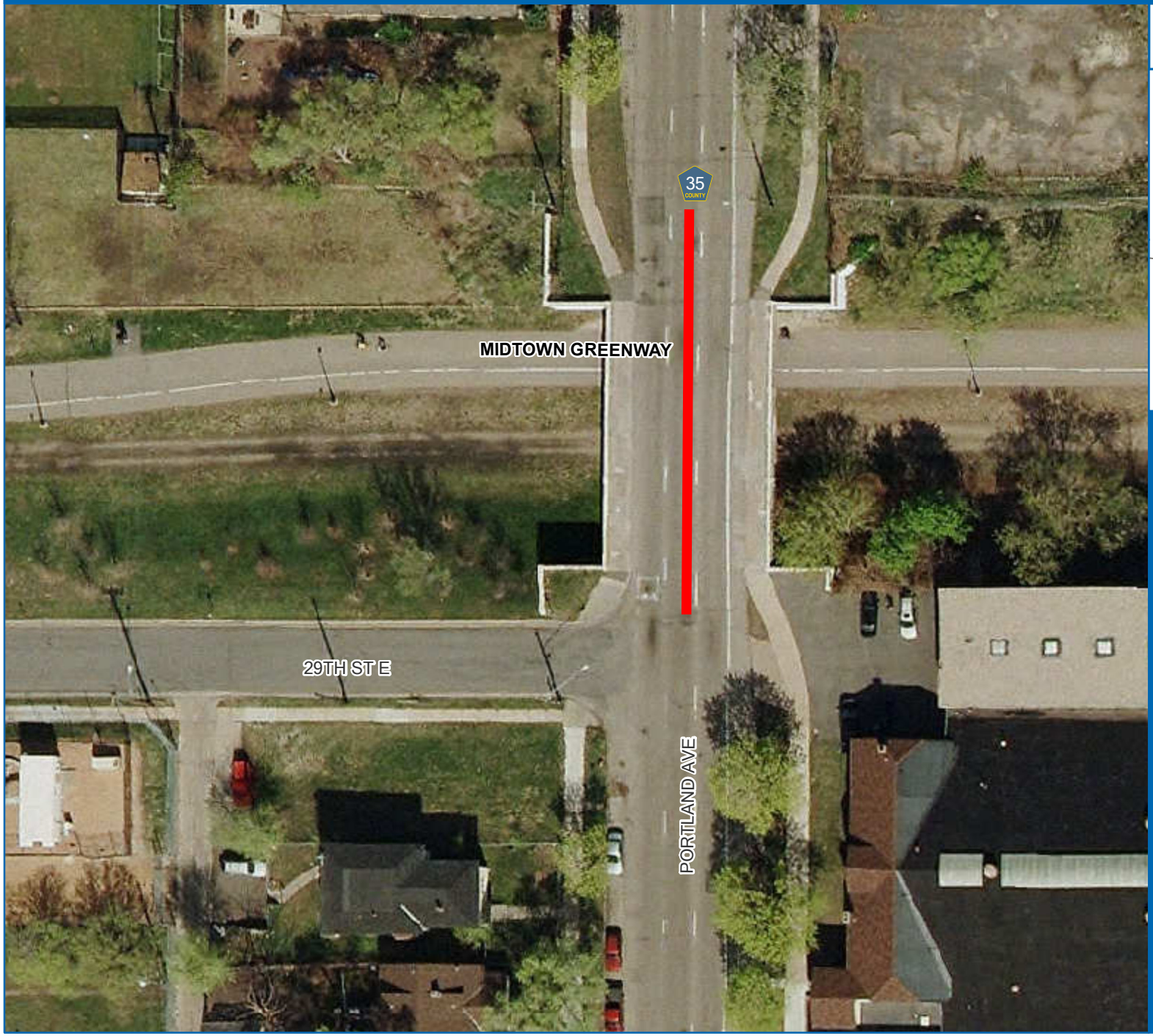
0 400 800
Feet

Aerial Map - CSAH 35 Bridge Replacement

Bridge over Midtown Greenway / HCRRA Corridor

▶ Transportation

Hennepin County Public Works



Project Location

Produced by Hennepin County Public Works Transportation Department.

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Published: 11/13/2014

Hennepin County
Public Works

0 30 60
Feet

FORM RC-CL
Revised Jan. 2012

MnDOT BRIDGE RATING AND LOAD POSTING REPORT FOR COUNTY AND LOCAL AGENCIES

Bridge Location and Description

Bridge No. 90494

Hwy. No. Portland Ave — Over ☒ / Under ☐ Midtown Greenway

Year Built 1914 — Year Remodeled — Replaces Br.

Type CConc Dk Gird — County Hennepin — Ref. Pt.

Description Bridge 90494 is a 3-span continuous reinforced concrete deck girder. It has a 40'-0" roadway width, 58'-0" deck width, 2 - concrete railings, 2 - 8'-0" sidewalks and a no skew.

Location 0.1 mi N of JCT Lake St in Minneapolis

Data for Basis of Report (Check all that apply)

NBI Condition Ratings

Deck 4
Superstructure 4
Substructure 4
ADTT 429

- ☒ Bridge Inventory File
- ☒ Previous Bridge Rating and Load Posting Report
- ☒ Bridge Plans
  - ☒ New ☐ Overlay
  - ☐ Repair/Reconstruction
  - ☐ Other Dead Load Modifications
- ☒ Bridge Inspected by HLE Date 11/29/2013
  - ☐ Damaged Component
  - ☐ Deteriorated Component

Types of Analysis:
☒ Manual ☐ Computer* ☐ BARS ☒ Virtis, V.6.2 ☐ Other*
* Hand calculations for rating of bridge deck.

Method of Rating (Check appropriate box)

- ☒ Load Factor (LF) ☐ Assigned Load Ratings
- ☐ Allowable Stress (AS)
- ☐ Load & Resistance Factor (LRFR)
- ☐ Load Testing
- ☐ No Rating Computations performed

Design Load Unknown

Design Method ASD

Summary of Rating and Load Posting Analysis

Load Posting — Required ☐ / Not Required ☒

Sign	TONS		
R12-1A ☐			
R12-5a ☐			
R12-5 ☐	M3	M3S2	M3-3
R12-X11 ☐		45	

Bridge Rating

Inventory	Operating
HS ☒ RF ☐ 12.4	HS ☒ RF ☐ 20.6

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Signature: Joseph R. Mueller Date: 1/23/2013

(Typed or Printed) Name: Joseph R. Mueller License No. 49106

(Typed or Printed) Employed by (☐Agency/☒Firm): TKDA

My signature below indicates that I have read and fully agreed with the load rating report.

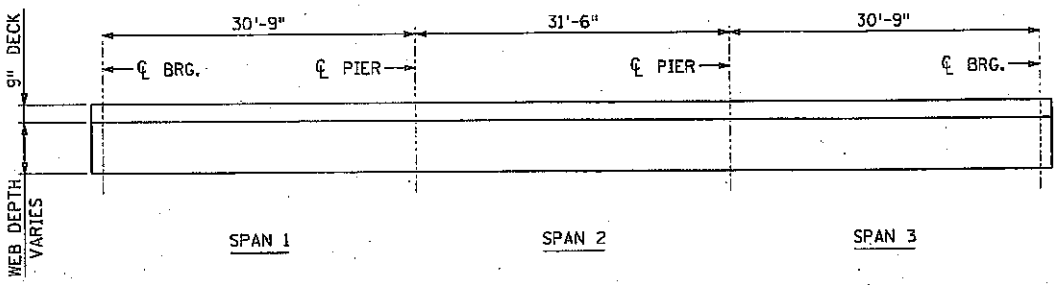
Program Administrator's Signature: [signature] Date: 2/01/13

FORM RD-CL
Revised Jan. 2012

BRIDGE RATING DETAILS

Bridge Type CConc Deck
Rating Method LFD
Roadway Width 40'-0"
☐ Curved ☐ Tapered
Beam Spacing 5'-2 1/2"
☒ Live Load Distribution Factor
Single S/6.5 Multiple S/6
☐ Finite/Grid Element Analysis

Bridge No. 90494
Design Load: Unknown
Inventory Rating: 12.4
Operating Rating: 20.6
Rated HLE Checked MJD
Date 1/18/2013
Sheet 2 of 2



3-SPAN CONTINUOUS REINFORCED CONCRETE DECK GIRDER

BEAM ELEVATION [2]

Show span lengths, structure/beam depths.

Truck	Rating Factor	Span/ Pier	Location	Limit State [1]	Notes/Comments
HS 20 Inventory	0.62	0.5L	Deck	Ultimate Moment	Truck Load
HS 20 Operating	1.03	0.5L	Deck	Ultimate Moment	Truck Load
Post, M3	1.95	0.5L	Deck	Ultimate Moment	
Post, M3S2	1.95	0.5L	Deck	Ultimate Moment	
Post, M3S3	2.07	0.5L	Deck	Ultimate Moment	
Type SU4	1.95	0.5L	Deck	Ultimate Moment	
Type SU5	1.95	0.5L	Deck	Ultimate Moment	
Type SU6	1.95	0.5L	Deck	Ultimate Moment	
Type SU7	1.93	Pier 1	N/A	Ultimate Shear	Beam "G6"

1 Choose from: service or ultimate; shear or moment
2 Elevation may be on back or another sheet if it won't fit here.

Mn/DOT Structure Inventory Report

Bridge ID: 90494 **CSAH 35(PORTLAND) over HCRRA**

Date: 11/14/2014

+ GENERAL +

Agency Br. No.	723
District	METRO **Maint. Area**
County	27 - HENNEPIN
City	MINNEAPOLIS
Township	
Desc. Loc.	0.1 MI N OF JCT LAKE ST
Sect., Twp., Range	35 - 029NN - 24W
Latitude	44d 57m 01.26s
Longitude	93d 16m 04.10s
Custodian	COUNTY
Owner	RAILROAD
Inspection By	HENNEPIN COUNTY
BMU Agreement	
Year Built	1914
Year Fed Rehab	
Year Remodeled	
Temp	
Plan Avail.	COUNTY

+ STRUCTURE +

Service On	HWY;PED
Service Under	PED;BICYCLE
Main Span Type	CONC DECK GIRD
Main Span Detail	
Appr. Span Type	
Appr. Span Detail	
Skew	
Culvert Type	
Barrel Length	

Number of Spans

MAIN: 3 APPR: 0 TOTAL: 3

Main Span Length	31.7 ft
Structure Length	94.3 ft
Deck Width	58.4 ft
Deck Material	C-I-P CONCRETE
Wear Surf Type	BITUMINOUS
Wear Surf Install Year	
Wear Course/Fill Depth	0.54 ft
Deck Membrane	NONE
Deck Protect.	N/A
Deck Install Year	
Structure Area	5,507 sq ft
Roadway Area	3,681 sq ft
Sidewalk Width - L/R	7.8 ft 7.8 ft
Curb Height - L/R	0.42 ft 0.42 ft
Rail Codes - L/R	36 36

+ ROADWAY +

Bridge Match ID (TIS)	1
Roadway O/U Key	1-ON
Route Sys/Nbr	CSAH 35

Roadway Name or Description

PORTLAND

Roadway Function	MAINLINE
Roadway Type	1 WAY TRAF
Control Section (TH Only)	
Ref. Point (TH Only)	
Date Opened to Traffic	01-01-1915
Detour Length	1 mi.
Lanes	3 Lanes ON Bridge
ADT (YEAR)	12,713 (2008)
HCADT	
Functional Class.	URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided	**NB-EB**	**SB-WB**
Roadway Width	39.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	38.9 ft	
Lateral Clr. - Lt/Rt		
Appr. Surface Width	56.0 ft	
Roadway Width	39.0 ft	
Median Width		

+ MISC. BRIDGE DATA +

Structure Flared	NO
Parallel Structure	NONE
Field Conn. ID	
Cantilever ID	

Foundations

Abut.	CONC - SPRD SOIL
Pier	CONC - SPRD SOIL
Historic Status	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	NOT REQUIRED
Vertical	NOT APPLICABLE

+ INSPECTION +

Deficient Status	S.D.
Sufficiency Rating	33.5
Last Inspection Date	09-10-2013
Inspection Frequency	12
Inspector Name	HENNEPIN
Structure	A-OPEN

+ NBI CONDITION RATINGS +

Deck	4
Superstructure	4
Substructure	4
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	3
Underclearances	N
Waterway Adequacy	N
Approach Alignment	8

+ SAFETY FEATURES +

Bridge Railing	0-SUBSTANDARD
GR Transition	N-NOT REQUIRED
Appr. Guardrail	N-NOT REQUIRED
GR Termini	N-NOT REQUIRED

+ IN DEPTH INSP. +

Frac. Critical	
Underwater	
Pinned Asbly.	
Spec. Feat.	

+ WATERWAY +

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

+ CAPACITY RATINGS +

Design Load	UNKN
Operating Rating	HS 20.60
Inventory Rating	HS 12.40
Posting	
Rating Date	01-23-2013

Mn/DOT Permit Codes

A: N B: N C: N

V2006

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 CSAH 35(PORTLAND) OVER HCRRA **INSP. DATE: 09-10-2013**

County: HENNEPIN
City: MINNEAPOLIS
Township:
Section: 35 Township: 029NN Range: 24W
Span Type: CONC DECK GIRD
NBI Deck: 4 Super: 4 Sub: 4 Chan: N Culv: N

Location: 0.1 MI N OF JCT LAKE ST
Route: CSAH 35 Ref. Pt.: 008+00.610
Control Section: Maint. Area:
Local Agency Bridge Nbr: 723

Length: 94.3 ft
Deck Width: 58.4 ft
Rdwy. Area / Pct. Unsnd: 3,681 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: 33.5

Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED 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
13	BIT. O/L (CONC DECK)	4	09-10-2013	5,511 SF	0	0	5,511	0	0
			09-19-2012	5,511 SF	0	0	5,511	0	0
	Notes: |13. Numerous large, unsealed long, trans and diag cracks. Conc patches in E shoulder. Roadway is rutted. Ruts in roadway are in same area as large underdeck spall. '12-operations replaced a patch in SE @ curb. '13-no change.|								
320	CONC APPR SLAB-BITOL	4	09-10-2013	2 EA	1	1	0	0	N/A
			09-19-2012	2 EA	0	1	1	0	N/A
	Notes: |320. Bit O/L in '97. Several full width unsealed trans & long cracks @ bridge end. Slight settlement @ N approach slab & SE & SW corners. N has some patched spall areas. '13-milled bit patch in bit @ NW corner. Mod cracks in N.|								
333	RAILING - OTHER	4	09-10-2013	259 LF	129	130	0	N/A	N/A
			09-19-2012	259 LF	177	82	0	N/A	N/A
	Notes: |333. Numerous spalls, delams and vert cracks. Conc rails are painted. 1 line galvanized steel rail added to top of in place conc rail. Nuts missing from rail pipe brackets on NE side. '13-conc deteriorated on top of about half of railing.|								
110	CONCRETE GIRDER	3	09-10-2013	1,040 LF	0	340	10	690	N/A
			09-19-2012	1,040 LF	0	340	10	690	N/A

Notes: |110. 11 T girders. Girders have 2 layers of long reinforcement bars in bottom. Carbon deposits on many girders. Conc deterioration @ many haunches. Fascias are weathered and spalled w/ rebar exp. Girders in the center part of bridge of all spans are in fairly good shape. '13-many girders have fine vert cracks in haunch area +/- 3' from ends.

SOUTH SPAN (SPAN 1): 3' of 1st, 3/4 of 2nd and all of 3rd from E are severely deteriorated w/ efflor and spalled w/ rebar exp. 4th and 9th from E are long cracked & delam'd on bottom w/ rust stains. 10th from E @ S abut is delam'd and spalled w/ rebars exp for 3/4 length. Fine vert cracks in 4th-7th girders on S side of S cap. '13-7/8 of 2nd girder is severely deteriorated. 9th from E is spalled w/ rebars exp & minor section loss. Minor section loss of long bars @ 3rd from E.

CENTER SPAN (SPAN 2): 2nd, 3rd and 10th from E have efflor and are severely spalled w/ section loss of exp rebars for full length, 9th from E for 1/2 length. 4th from E has fine long cracks in bottom.

NORTH SPAN (SPAN 3): 9th and 10th from E have efflor, delams and a few spalls, w/ 10th having section loss of exp rebar. 2nd from E is delam'd and spalled along entire length. 1st 2 girders on both sides are spalled @ abut. '11-fine vert crack on N side of N cap in 6th and 7th girder from E. '13-9th & 10th from E are spalled full length & both have section loss of exp rebar. 1st 2 girders on E side & 1st 3 on W side are spalled @ abut.

|

380	SECONDARY ELEMENTS	2	09-10-2013	1 EA	0	1	0	0	N/A
			09-19-2012	1 EA	0	1	0	0	N/A
	Notes: |380. 1/2 of conc diaphragms over abuts are spalled w/ rebars exp. '13-no change.|								
205	CONCRETE COLUMN	1	09-10-2013	8 EA	1	1	6	0	N/A
			09-19-2012	8 EA	1	2	5	0	N/A

Notes: |205. Conc spalled. Columns painted white. Diag cold joints cracked near top @ 5 of 8 columns. South-Rebar exp @ base of 2 E columns & W column. Delam on E face of 2nd from W. Many vert cracks in E column. '13-many vert cracks in W column. Rebar exp @ base of all. North-many vert cracks in E column. '13-many vert cracks in W column. Some delams.|

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 **CSAH 35(PORTLAND) OVER HCRRA** **INSP. DATE: 09-10-2013**

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
215	CONCRETE ABUTMENT	1	09-10-2013	203 LF	0	0	203	0	N/A
			09-19-2012	203 LF	0	0	203	0	N/A
	Notes: |215. Retaining wall type abut. Conc deteriorated, weathered, scaled and spalled @ both. Many areas of white paint peeling on both. Vert cracks extending total height. South-Conc under fascias spalled and cracked in SE and SW corners. Large spalls in seal coping @ SE. '13-conc spalled in SW. North-rebar exp. Conc deteriorated @ base. Conc under fascias spalled and cracked w/ rebar exp in NE. '13-large vert cracks & spall in NW under 3rd beam from W. Rebar now exp @ spall under W fascia.|								
234	CONCRETE CAP	1	09-10-2013	118 LF	0	79	39	0	N/A
			09-19-2012	118 LF	0	79	39	0	N/A
	Notes: |234. Crack in both center arches @ 6th girder from E. South-numerous cracks and spalls on E and W ends. 6 SF delam on N side over E arch. North-some spalls on N side. Numerous fine cracks in N side around 2nd and 3rd girder from E. '13-no change. |								
387	CONCRETE WINGWALL	1	09-10-2013	4 EA	0	1	3	0	N/A
			09-19-2012	4 EA	0	1	3	0	N/A
	Notes: |387. Rebar exp, cracks and spalls in all. Walls have shown signs of settlement-see #360.|								
359	CONC DECK UNDERSIDE	2	09-10-2013	1 EA	0	0	0	1	0
			09-19-2012	1 EA	0	0	0	1	0
	Notes: |359. Carbon deposits. Trans and long cracks w/ efflor @ cold joints. Water stains @ several cracks. Map cracking in 3 outer bays of all spans. SOUTH SPAN: 2nd bay from E-10' X 4' repaired area near S abut; 5' X 4' and 1' X 4' area replaced w/ new conc. Patches in E shoulder-'06. 4' X 2' spall w/ rebar exp. Numerous cracks, many have efflor. Long crack w/ rust for length of const joint. '13-no change. CENTER SPAN: 3 E bays have map cracking. 2nd bay from E mid span -3' X 3' and 4' X 3' spalls; @ N pier, punky, delam'd and spalled areas w/ rebar exp; 5' X 4' and 10' X 4' unsound area removed and patched w/ conc in '06; 6' X 6" deck hole repaired in '06. 6th bay from E has 70 SF delam and spall w/ rebar exp and section loss. 7th bay from E has 4 SF spall w/ corroded rebars. '13-4' x 3' spall in 2nd bay from E is now 4' x 5'. NORTH SPAN: 10th bay from E-6' X 8' patch in deck. 6th bay from E has a 25 SF spall w/ rebar exp and covered w/ wire mesh(over trail). '13-spall in 6th bay from E is now 50 SF & wire mesh has been removed.|								
360	SETTLEMENT	2	09-10-2013	1 EA	1	0	0	N/A	N/A
			09-19-2012	1 EA	1	0	0	N/A	N/A
	Notes: |360. Wingwalls tipped. NW shifted out approximately 3". NE shifted 2". SE tipped slightly to the N. Continue to monitor. See settlement monitoring sheet in file. '13-NE wing is not settled. There is a retaining wall behind the wing joint that has settled.|								
964	CRITICAL FINDING	2	09-10-2013	1 EA	1	0	N/A	N/A	N/A
			09-19-2012	1 EA	1	0	N/A	N/A	N/A
	Notes: |964.|								
984	DRAINAGE	2	09-10-2013	1 EA	1	0	0	N/A	N/A
			09-19-2012	1 EA	1	0	0	N/A	N/A
	Notes: |984.|								
986	CURB & SIDEWALK	2	09-10-2013	1 EA	0	1	0	N/A	N/A
			09-19-2012	1 EA	0	1	0	N/A	N/A
	Notes: |986. Walks are scaled and cracked w/ many popouts. Many conc patches on both sides. Bit patches on walks @ 3 corners(NW, NE & SW) of bridge w/ some settlement. Numerous curb spalls. Conc patches repaired in E curb and walk in '12. '13-new curb @ NW approach.|								

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 **CSAH 35(PORTLAND) OVER HCRRA** **INSP. DATE: 09-10-2013**

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
988	MISCELLANEOUS	2	09-10-2013	1 EA	1	0	0	N/A	N/A
			09-19-2012	1 EA	1	0	0	N/A	N/A

Notes: |988. Bit ped/bike path under N span. 12" diameter watermain between girders in 3rd bay from W. Buried telephone cable and communication lines between S abut and pier. New chain link fence @ NE and NW wingwall in '05. Light fixture on trail side of N pier. '13-restriped deck for 3 vehicle lanes & 5.5' bike lane on W side. N approach is striped for 2 lanes, a bike lane, parking @ both curbs and a buffer area on either side of the bike lane. S approach has 3 lanes, bike lane parking on W side and bit shoulder on E side.|

General Notes: Bridge 90494 (723) CSAH 35 (Portland Ave)/Midtown Greenway 9/10/13. BJJ, WJM and PTH
Was scheduled for replacement in '08. CP #0406.

Recommended Repairs:

13. Monitor patched and deteriorated deck areas. Seal cracks in bit roadway.
110. Monitor and repair conc girders if not replaced soon. Monitor and remove spalls in N span which is over the Midtown Greenway ped/bike path.
320. Fill dirt patch in NW with bit.
333. Repair concrete on railings.

Inspector's Signature

Reviewer's Signature / Date

Bridge Number: 90494
Portland Ave. S

DRAFT MIDTOWN CORRIDOR INDIVIDUAL BRIDGE SUMMARY AND MANAGEMENT PLAN

Prepared By: **Olson & Nesvold Engineers, P.S.C.**
SRF Consulting Group, Inc.
Gemini Research
Braun Intertec
MacDonald & Mack Architects

October 2014

HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION

CLASS COUNT DATA
CSAH 35 S. OF 28TH. ST.
(ATTN: ONE WAY STREET)

Site: 05
Tuesday, 10/21/2014 11:00 AM -
Thursday, 10/23/2014 11:00 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	85.0	0.5	75.5	8.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	57.5	0.0	42.0	14.0	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2:00 AM	38.0	0.0	29.0	8.5	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	27.5	0.0	21.0	6.5	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	42.0	0.0	32.5	8.5	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	95.0	0.0	74.5	16.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	194.0	0.0	140.5	33.5	9.5	8.0	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	414.5	0.5	285.0	86.0	15.5	15.5	2.5	0.5	7.0	0.0	0.0	1.5	0.0	0.5	0.0
8:00 AM	452.0	0.5	321.5	92.5	12.0	19.5	0.0	0.0	4.0	1.0	0.0	1.0	0.0	0.0	0.0
9:00 AM	449.5	1.5	324.0	99.0	8.0	10.0	2.0	0.0	2.5	1.5	0.0	1.0	0.0	0.0	0.0
10:00 AM	458.5	1.0	328.5	100.5	6.5	14.5	2.5	0.0	4.0	0.5	0.0	0.5	0.0	0.0	0.0
11:00 AM	489.0	2.5	354.0	104.5	7.0	13.0	0.0	0.0	7.0	0.0	0.0	1.0	0.0	0.0	0.0
12:00 PM	528.5	0.5	403.5	102.0	4.5	13.0	0.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	660.0	1.0	504.5	127.0	10.0	13.0	2.0	0.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	665.5	1.5	493.0	127.5	14.0	19.5	0.0	0.0	8.0	0.0	0.0	2.0	0.0	0.0	0.0
3:00 PM	900.5	3.0	688.0	133.0	30.0	18.0	0.5	0.0	20.5	1.0	0.0	6.5	0.0	0.0	0.0
4:00 PM	1276.0	9.0	964.0	177.5	43.0	22.0	2.5	0.0	39.0	2.0	0.0	14.5	0.0	2.5	0.0
5:00 PM	1303.5	4.5	963.5	150.0	77.0	12.0	1.5	1.0	66.0	2.5	0.0	17.5	0.5	7.5	0.0
6:00 PM	906.5	5.5	690.0	126.0	31.5	11.0	0.5	0.0	30.0	1.0	0.5	9.0	0.0	1.5	0.0
7:00 PM	520.0	1.5	427.0	79.5	1.5	6.5	0.0	0.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0
8:00 PM	480.5	0.0	396.5	72.0	2.0	8.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	406.5	1.0	342.0	55.5	1.0	4.0	0.0	0.0	2.5	0.0	0.0	0.5	0.0	0.0	0.0
10:00 PM	232.5	0.5	195.0	34.5	1.5	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	171.5	0.0	146.0	24.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	10854.0	34.5	8241.0	1786.0	276.5	214.0	15.5	2.0	205.5	11.0	0.5	55.0	0.5	12.0	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
SB.	21708	69	16482	3572	553	428	31	4	411	22	1	110	1	24	0
		0.3 %	75.9 %	16.5 %	2.5 %	2.0 %	0.1 %	0.0 %	1.9 %	0.1 %	0.0 %	0.5 %	0.0 %	0.1 %	0.0 %

NORTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 0

SOUTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 795

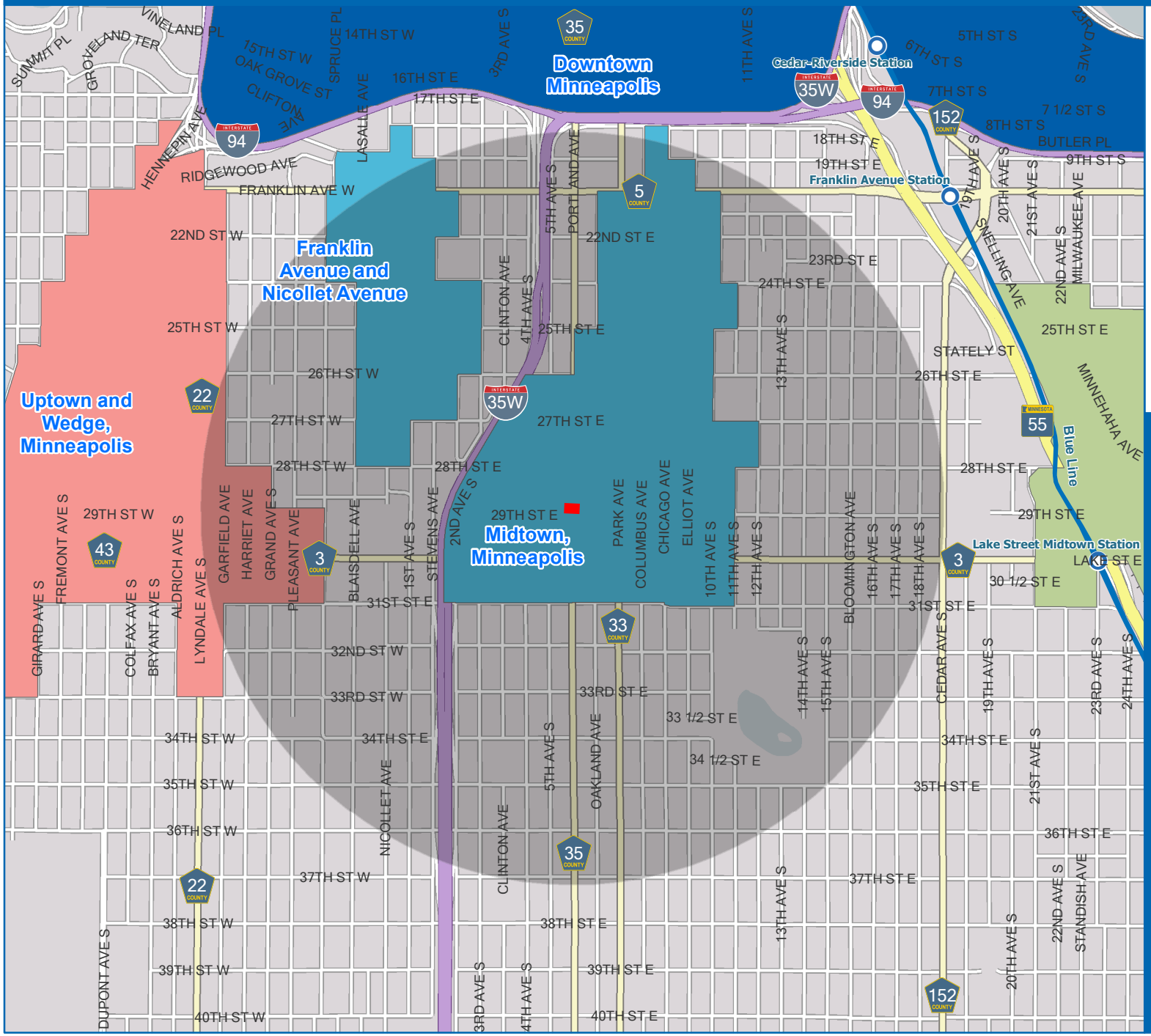
DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = 795

Proximity Map - CSAH 35 Bridge Replacement

Bridge over Midtown Greenway / HCRRA Corridor

▶ 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.

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Published: 11/12/2014

Hennepin County Public Works

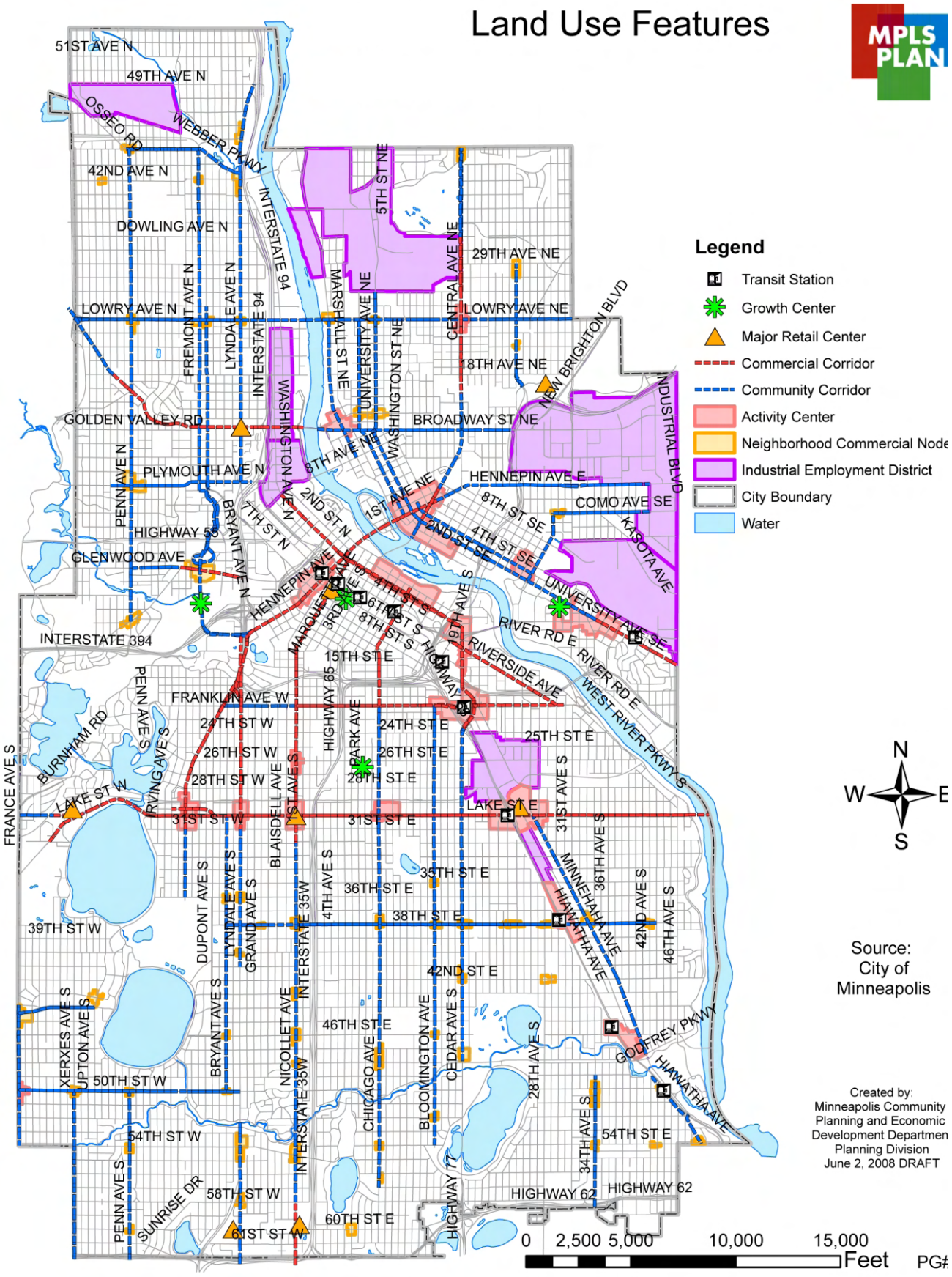


FIGURE 6 - LAND USE FEATURES

Table 1a: Commercial Corridors

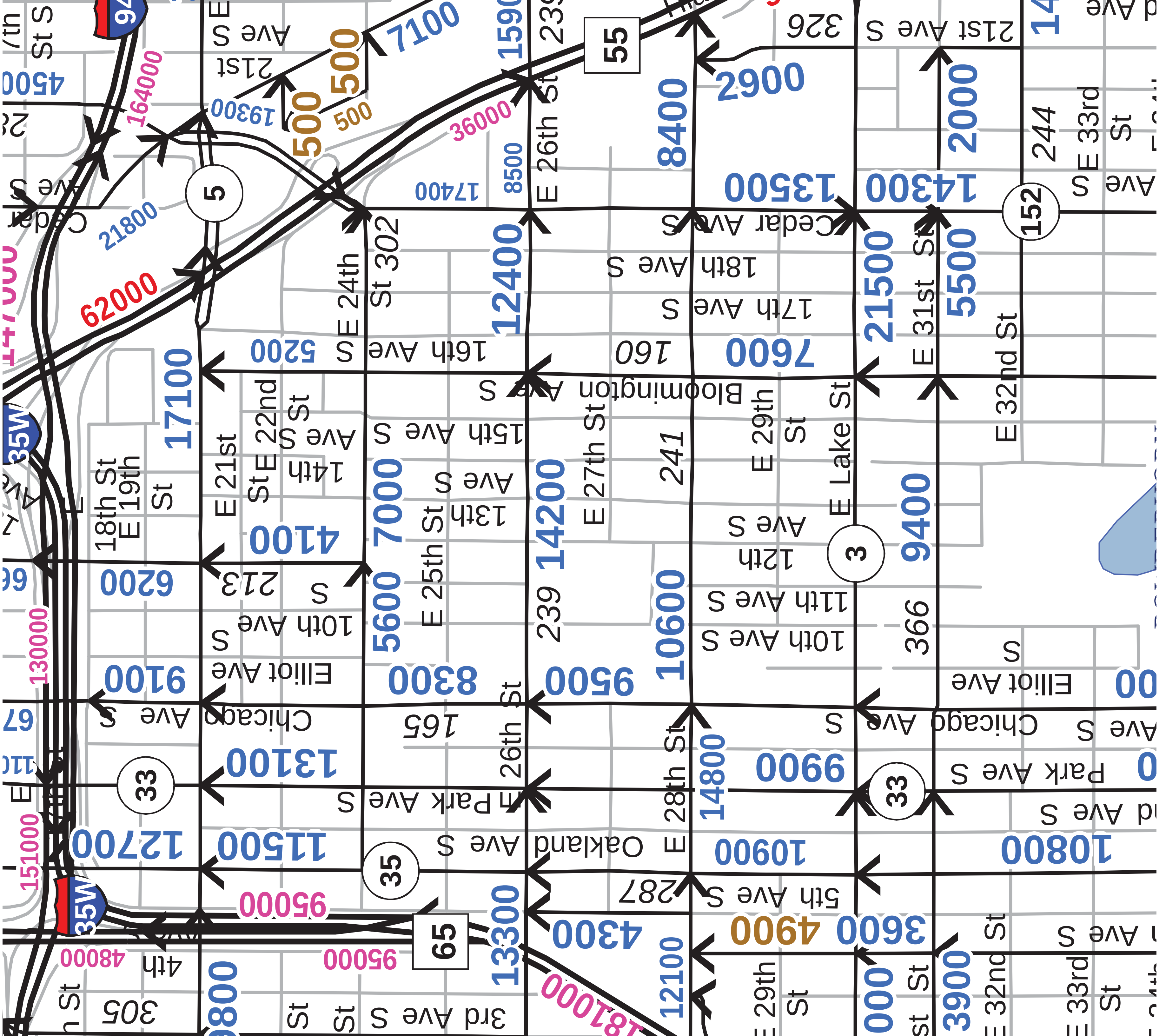
Corridor	Designated Area
Cedar Ave S / Minnehaha Ave	Hiawatha Ave to Washington Ave S
Central Ave (northern)	18th Ave NE to 31st Ave NE
Central Ave (southern)	University Ave SE to 7th St NE
Chicago Ave	2nd St S to Franklin Ave E
Excelsior Blvd	32nd St W to Lake St W
Franklin Ave	Nicollet Ave to 30th Ave S
Glenwood Ave N	12th St N to Cedar Lake Rd N
Hennepin Ave	Mississippi River to 31st St W
Hennepin Ave E	Mississippi River to 6th St SE
Lagoon Ave	Dupont Ave S to Humboldt Ave S
Lake St	Mississippi River to Abbott Ave S
Lyndale Ave S	Dunwoody Ave to 31st St W
Nicollet Ave (northern)	Washington Ave to 32nd St W
Nicollet Ave (southern)	58th St to city boundary
Riverside Ave / 4th St S	15th Ave S to Franklin Ave E
University Ave SE	Washington Ave SE to Emerald St
West Broadway Ave	Mississippi River to 26th Ave N
Washington Ave S	Cedar Ave S to 10th Ave N

Table 1b: Community Corridors

Corridor	Designated Area
15th Ave SE / Como Ave SE	University Ave SE to 29th Ave SE
2nd St NE	Lowry Ave NE to Hennepin Ave
34th Ave S	49th St E to Hwy 62
38th St	43rd Ave S to Bryant Ave S
44th Ave N	Webber Pkwy to Osseo Rd
44th St W	City boundary to Upton Ave S
4th St SE	1st Ave NE to 15th Ave SE
50th St W	City boundary to Lyndale Ave S
Bloomington Ave	Franklin Ave to 54th St E
Broadway Ave NE	Mississippi River to I-35W

Table 1d: Activity Centers

38th Street LRT Station
46th Street LRT Station
50th & France
Cedar Riverside (includes 7 Corners)
Central & Lowry
Chicago & Lake
Dinkytown
East Hennepin
Eat Street (26th St & Nicollet Ave)
Franklin Ave LRT Station
Grain Belt Complex (Broadway & Marshall)
Lake Street LRT Station
Lyn–Lake
Mill District
Nicollet & Lake
Stadium Village
Uptown
Warehouse District


94
35W
55
5
152
3
33
35
65
21st Ave S
Cedar Ave S
18th Ave S
17th Ave S
16th Ave S
Bloomington Ave S
15th Ave S
14th Ave S
13th Ave S
12th Ave S
11th Ave S
10th Ave S
Elliot Ave
Chicago Ave S
Park Ave S
Oakland Ave S
5th Ave S
4th Ave S
3rd Ave S
E 21st St
E 22nd St
E 24th St
E 25th St
E 26th St
E 27th St
E 28th St
E 29th St
E Lake St
E 31st St
E 32nd St
E 33rd St
18th St
E 19th St
164000
36000
62000
21800
19300
17400
17100
5200
4100
6200
9100
13100
12700
11500
95000
48000
130000
151000
7100
500
1590
8500
12400
8400
2900
13500
14300
2000
7600
21500
5500
14200
7000
5600
8300
9500
10600
9400
9900
14800
10900
10800
13300
4300
4900
3600
12100
3900
181000
302
160
241
213
239
366
165
287
305
326
244

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

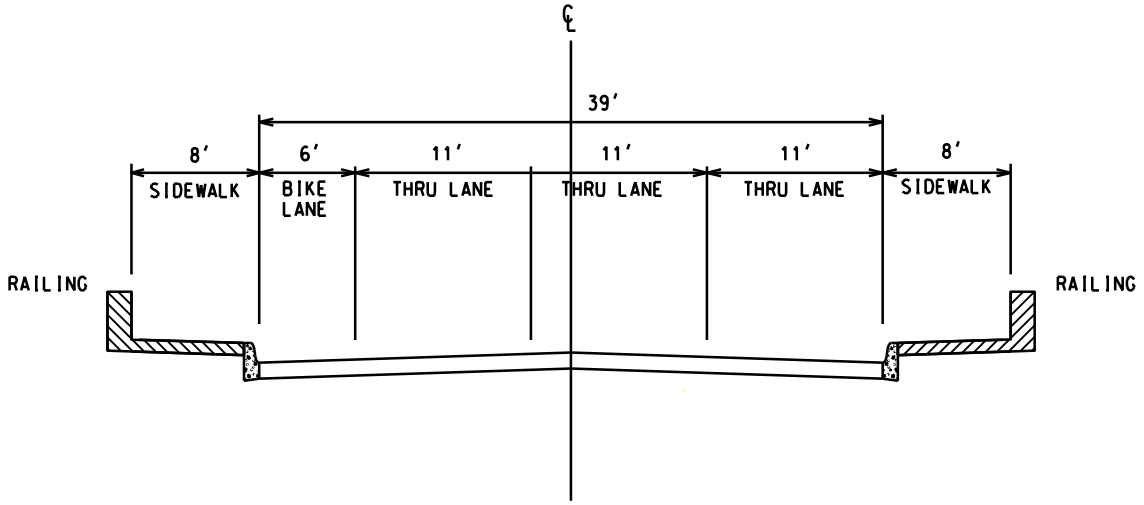
Good morning Mark,

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

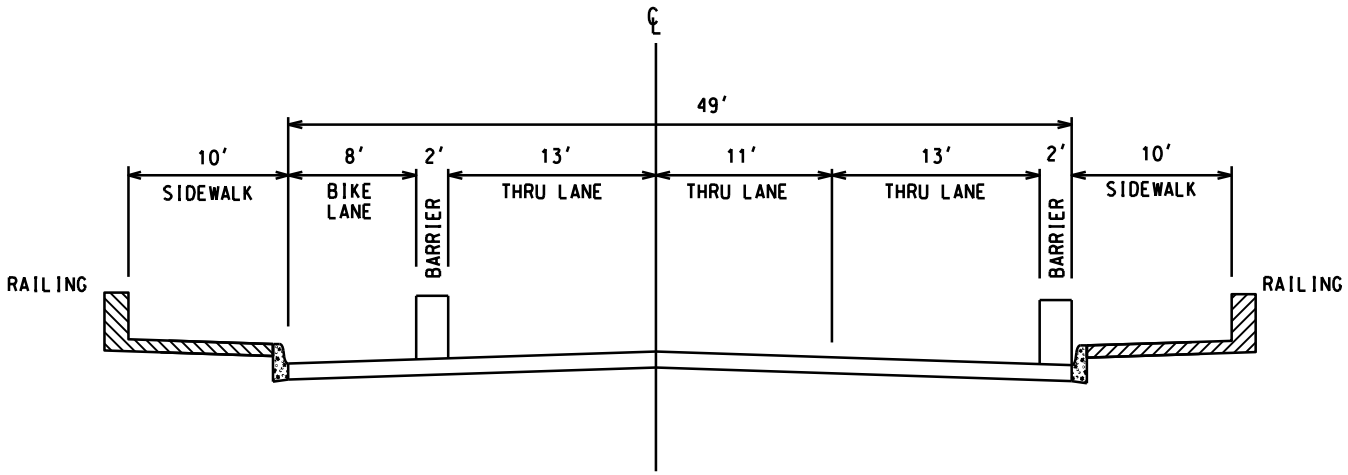
Thanks for your help!

Jason Pieper, EIT

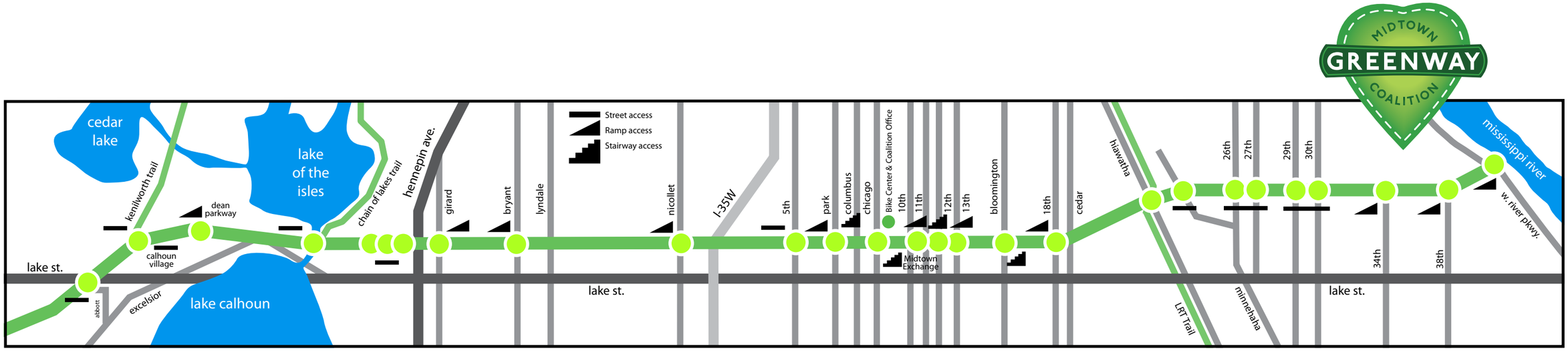
EXISTING SECTION - PORTLAND AVE BRIDGE



PROPOSED SECTION - PORTLAND AVE BRIDGE



Hennepin	HENNEPIN COUNTY	TYPICAL SECTIONS
		CSAH NO 35 (Portland Ave) over The Midtown Greenway BRIDGE # 90494



for best results
set printer for landscape format

print on 11x17 for best quality

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 35 (Portland Avenue) Bridge Improvement Project Over the Midtown Greenway

Dear Mr. Grube:

The City of Minneapolis supports Hennepin County's federal funding application through the Regional Solicitation for the proposed bridge improvements on CSAH 35 (Portland Avenue) over the Midtown Greenway.

The city supports this county project to improve the bridge structure as well as widen the clear span under the bridge to better accommodate the Midtown Greenway. These proposed 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

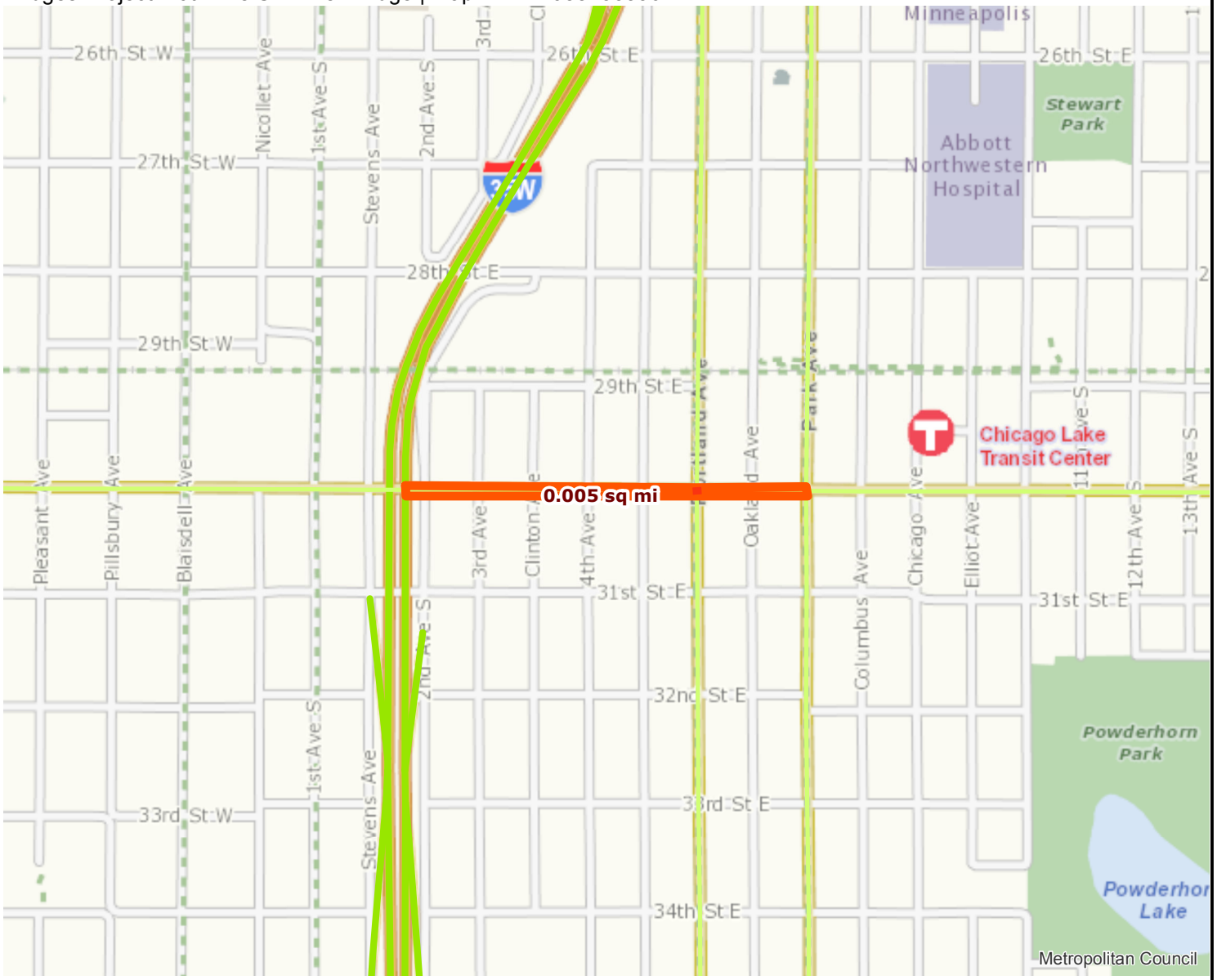
Roadway Area Definition

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419884333567

Results

Project Length: 0.008 miles

Project Area: 0.005 sq mi



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 12/29/2014
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

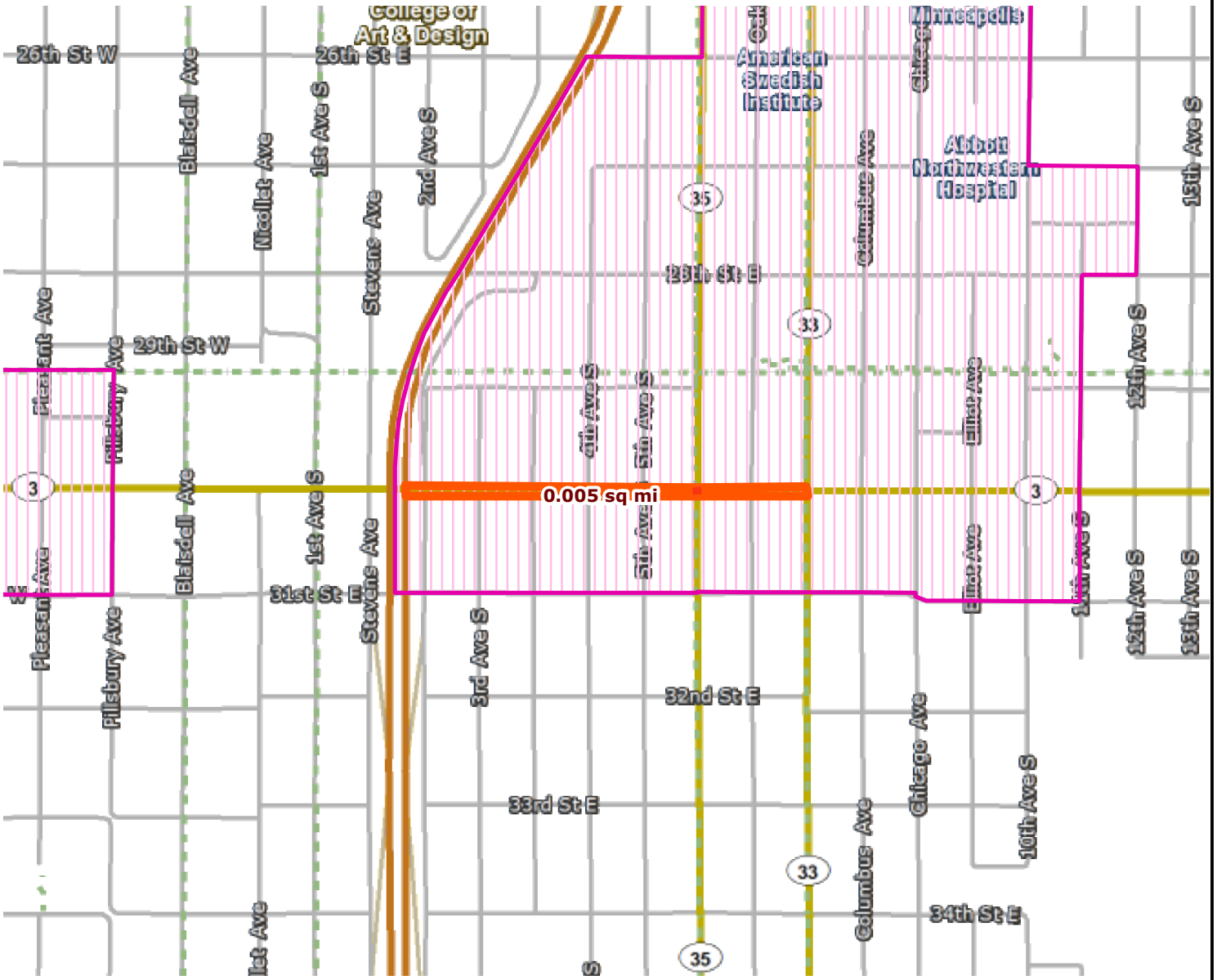
Bridges Project: 10th Ave SE River Bridge | Map ID: 1419884333567

Results

Project **IN** area of Job Concentration.

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

Project **WITHIN ONE MI** of area of Education Institutions.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 12/29/2014
LandscapeRSA5

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

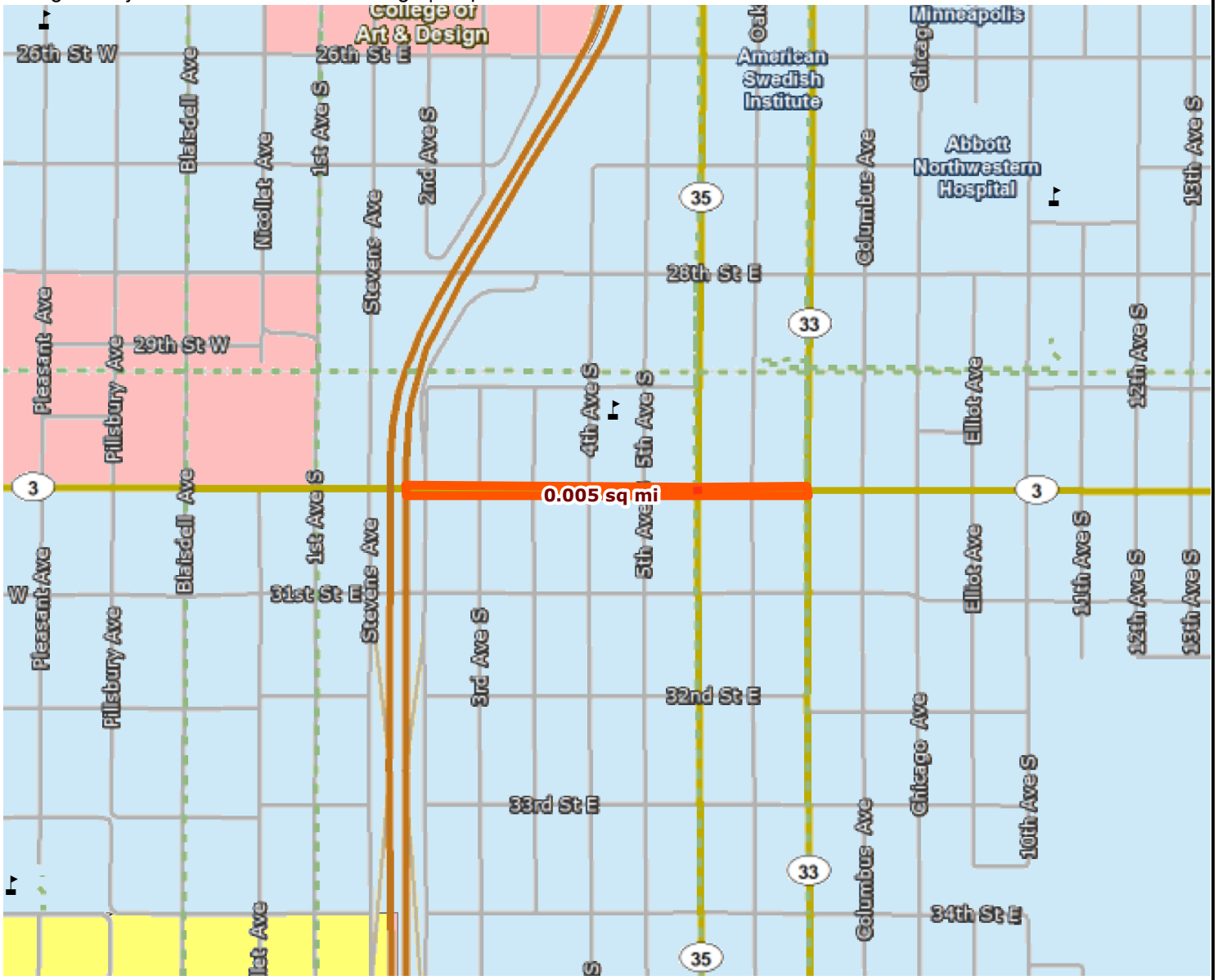
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419884333567

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
School

0 0.1 0.2 0.4 0.6 0.8 Miles

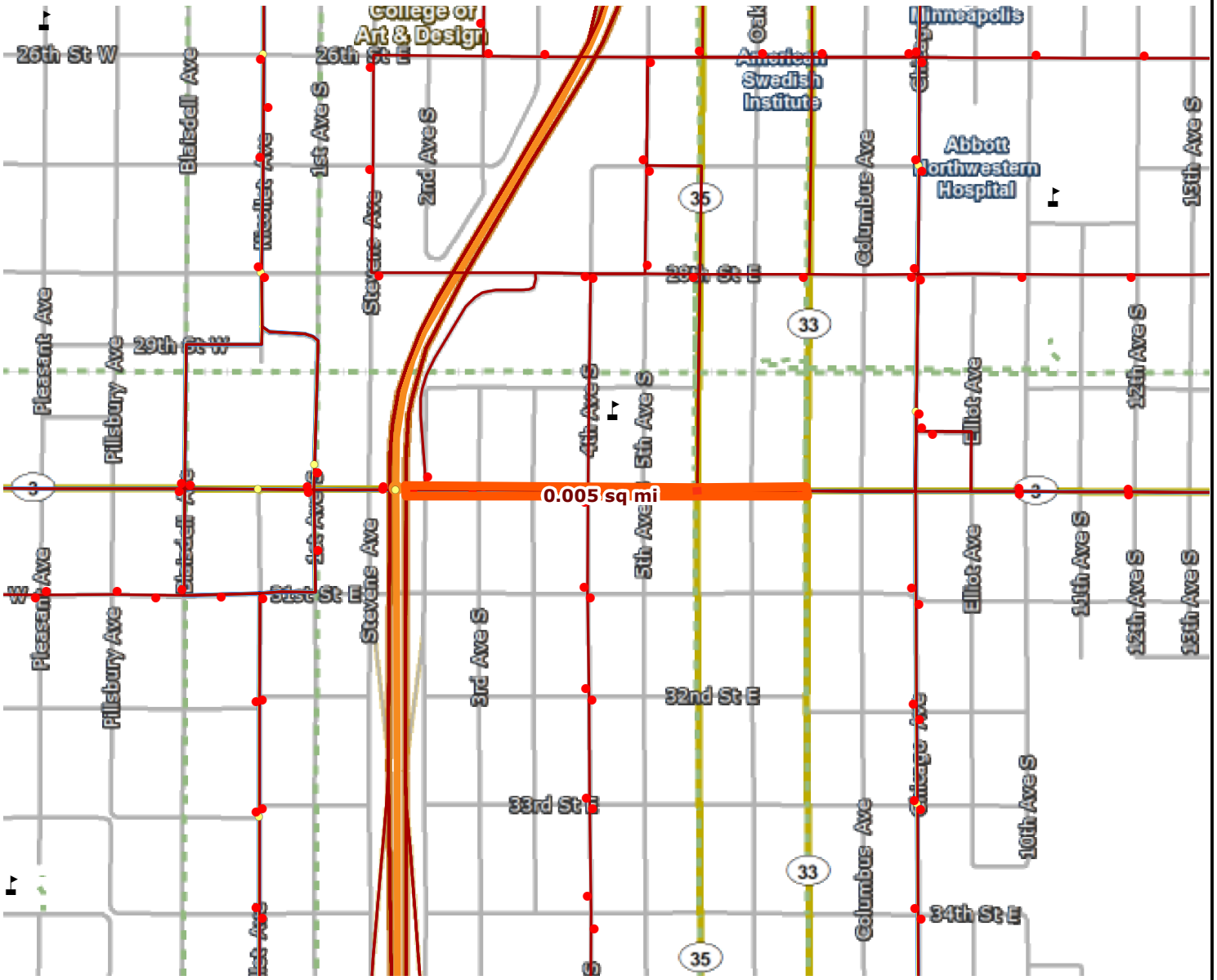
Created: 12/29/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419884333567



Results

Transit with a Direct Connection to project:
11 21 27 39 53
*Lake

**indicates Planned Alignments*

Project
Project Area
Active Stop
School
Arterial BRT
BRT, Orange Line
Transit Routes
Planned Alignments
BRT, Orange Line
Arterial BRT

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 12/29/2014
LandscapeRSA3

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METROPOLITAN COUNCIL

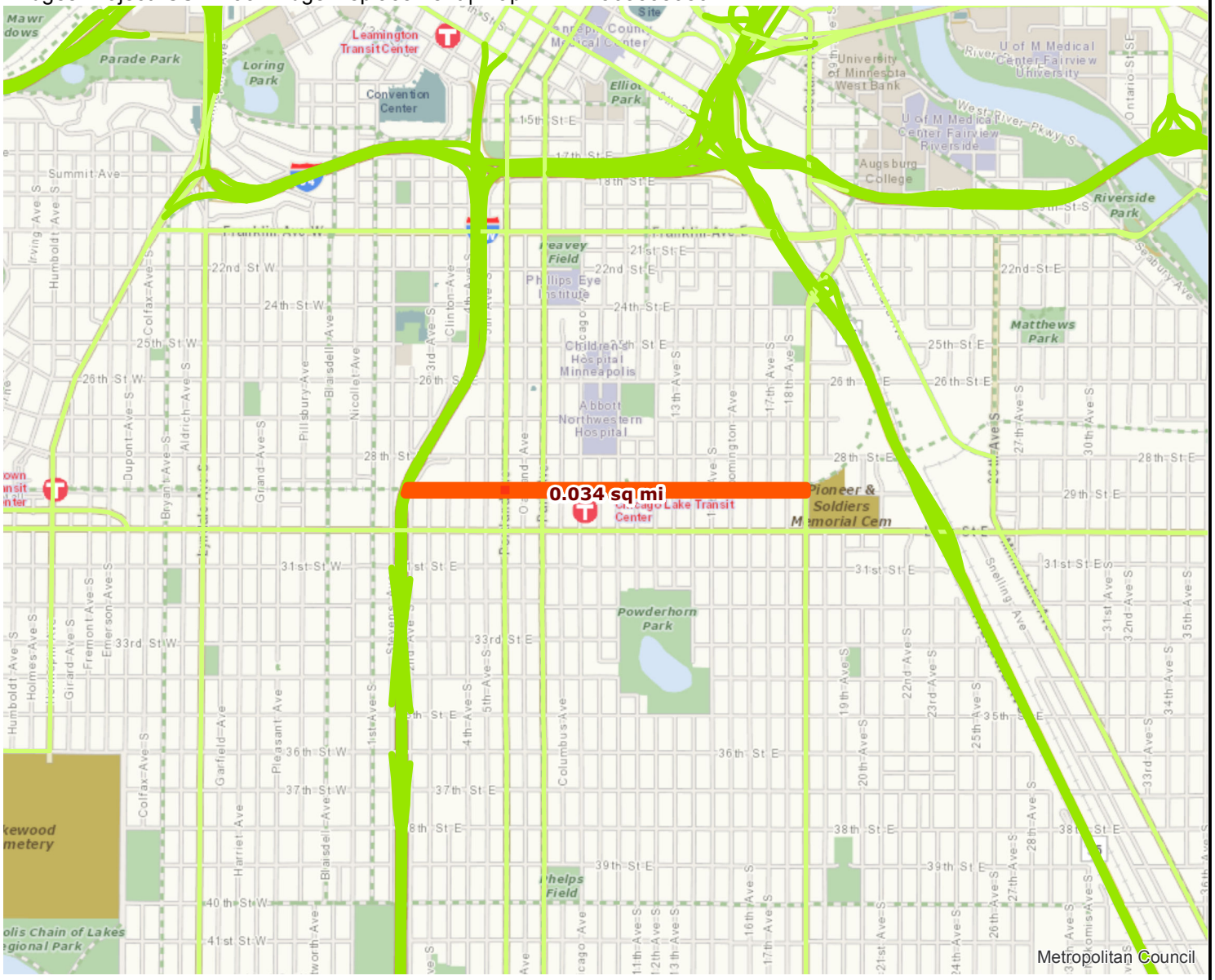
Roadway Area Definition

Bridges Project: CSAH 35 Bridge Replacement | Map ID: 1415655589894

Results

Project Length: 0.027 miles

Project Area: 0.034 sq mi



Project

Project Area

Principal Arterials

A Minor Arterials

Principal Arterials Planned

A Minor Arterials Planned

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 11/10/2014

LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

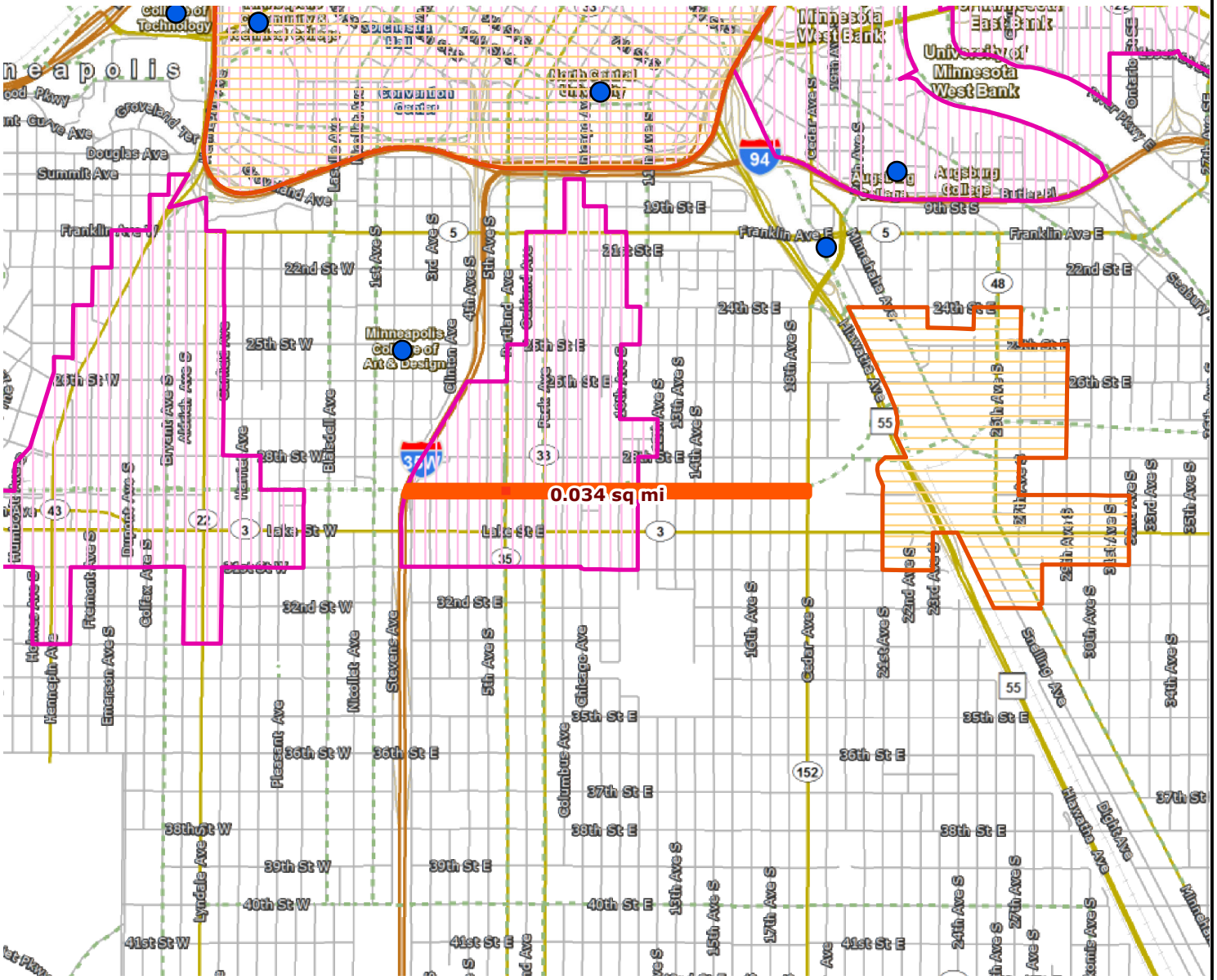
Bridges Project: CSAH 35 Bridge Replacement | Map ID: 1415655589894

Results

Project **IN** area of Job Concentration.

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

Project **WITHIN ONE MI** of area of Education Institutions.



Created: 11/10/2014
LandscapeRSA5

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

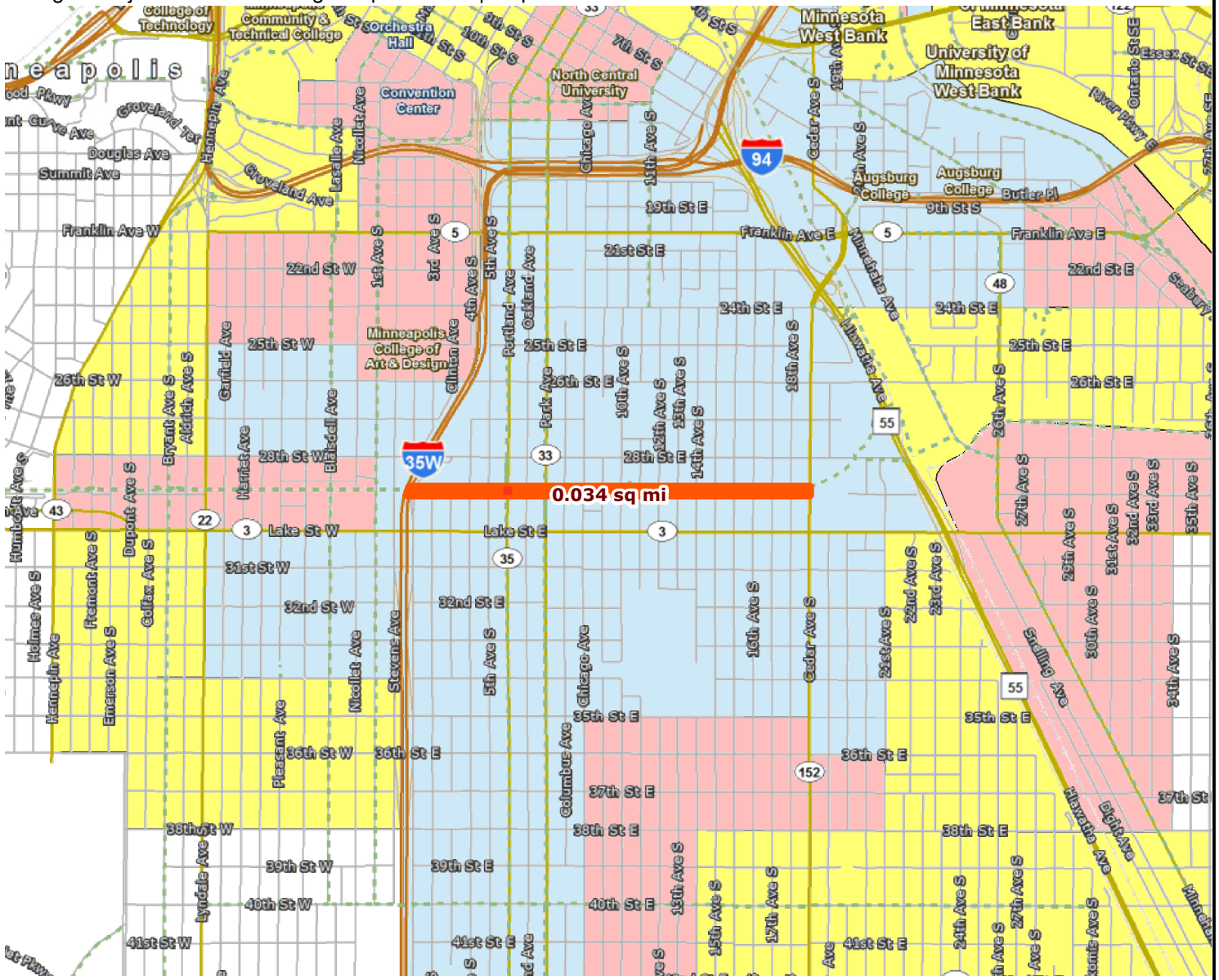
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 35 Bridge Replacement | Map ID: 1415655589894

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 0.325 0.65 1.3 1.95 2.6 Miles

Created: 11/10/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit
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METROPOLITAN COUNCIL

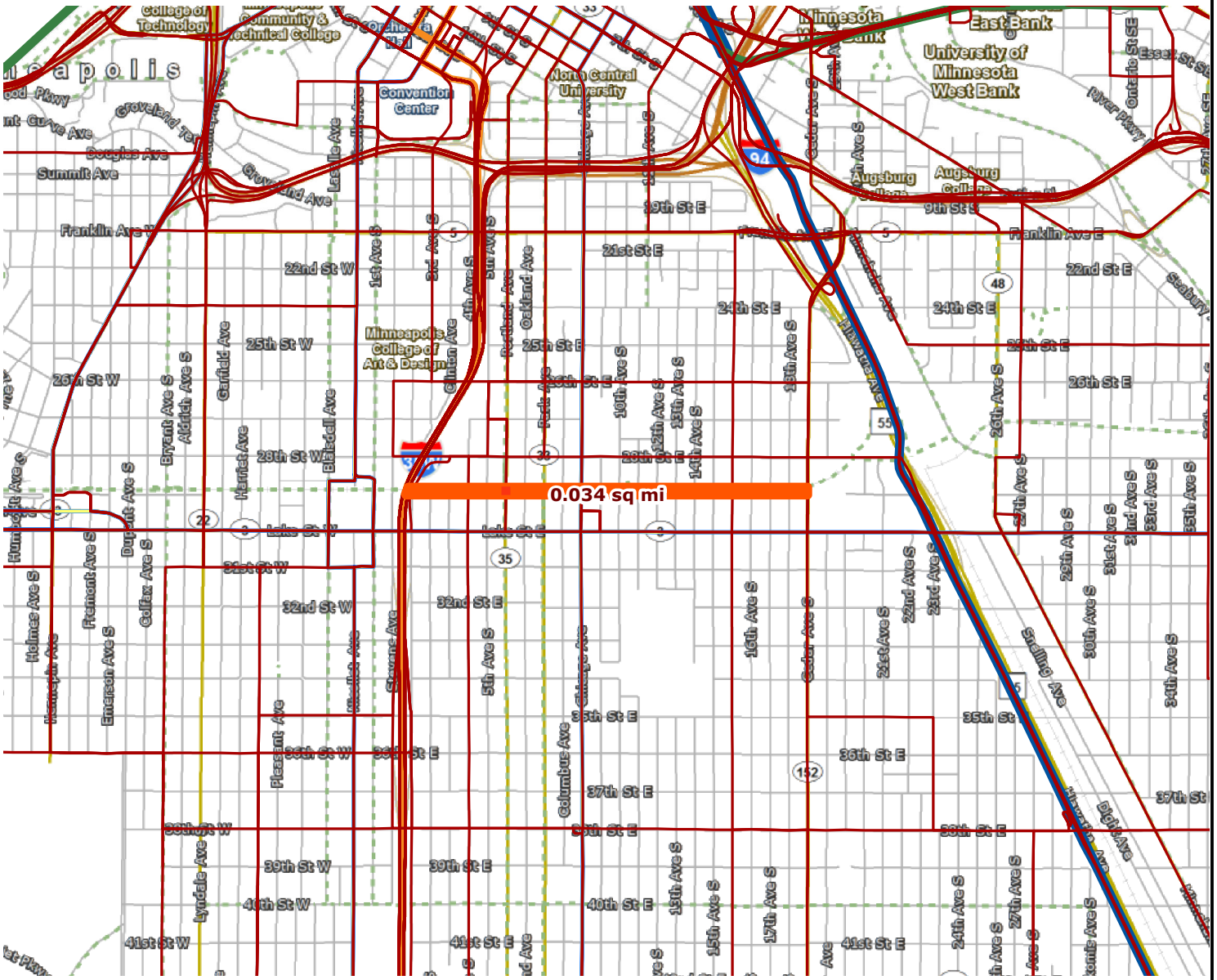
Transit Connections

Bridges Project: CSAH 35 Bridge Replacement | Map ID: 1415655589894

Results

Transit with a Direct Connection to project:
11 21 27 39 53
*Lake

**indicates Planned Alignments*



Project
Project Area
Transit Routes

Transitway
Blue / Green Line
Blue Line

Green Line
Planned Alignments
Arterial BRT

BRT, Orange Line
Light Rail, Green Line Extension

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 11/10/2014
LandscapeRSA3

For complete disclaimer of accuracy, please visit
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METROPOLITAN COUNCIL