



Application

01970 - 2014 Bridges

02221 - CSAH 152 (Cedar Avenue) over the Midtown Greenway

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 11/26/2014 8:13 AM

Primary Contact

Name:* Carla J Stueve
Salutation First Name Middle Name Last Name

Title: Transportation Engineer

Department:

Email: Carla.Stueve@hennepin.us

Address: 1600 Prairie Drive

***** Medina Minnesota 55340
City State/Province Postal Code/Zip

Phone:* 612-596-0356
Phone Ext.

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

Minnesota

55340

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-745-7600

Ext.

Fax:

PeopleSoft Vendor Number

0000028004A9

Project Information

Project Name

CSAH 152 over the Midtown Greenway; Bridge Number:
90437

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Hennepin

The project includes rehabilitation of the CSAH 152 (Cedar Avenue) bridge over the Midtown Greenway in the City of Minneapolis. This minor arterial roadway currently carries 13,500 vehicles per day. The pavement width on the bridge is 40 feet which provides four 10-foot travel lanes. There are currently 8-foot sidewalks on both sides of the bridge; however there are no shoulders or other bicycle accommodations. The bridge would be rehabilitated with a wider design that would better match the pavement width on the bridge approaches. The current four-lane section would be maintained with the project; however the lanes would be widened to 11-foot lanes, with a 2-foot shoulder next to the sidewalks. The width of the sidewalks would also be increased from 8 feet to 10 feet. Widening of the piers and abutments will be needed to support the widened bridge cross section.

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

The Cedar Avenue bridge was constructed in 1916 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 paved trail (the Midtown Greenway) now replaces the railroad tracks. The Greenway is located beneath the center span of the bridge.

The bridge is a three-span, neoclassical revival style, continuous concrete deck girder bridge. In general, the bridge is in poor condition. The bridge is classified as structurally deficient with a sufficiency rating of 50.3. More than half of the beams and the railings are in very poor condition,

the deck and northeast pier column are showing signs of significant freeze/thaw damage, and the abutments are severely cracking and settling. The load rating in 2013 assumed the reinforcement had 10% section loss. Until the bridge rehabilitation is performed, these beams will continue to deteriorate, the section loss will increase and the load rating for this bridge will decrease. It is anticipated that this bridge will need posting in the next 10 years if improvements are not completed. The design will follow industry standards, guidelines, and best practices. The project proposes to restore and add 35 years of service life to the bridge.

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

Project Length (Miles) 0.02

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 \$3,170,400.00

Match Amount \$792,600.00

Minimum of 20% of project total

Project Total \$3,963,000.00

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 152 (Cedar 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) 2850 Cedar Avenue

Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.

To:
(Intersection or Address) 29th Street

Type of Work Bridge Rehabilitation

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

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	\$3,963,000.00
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	\$3,963,000.00

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	\$3,963,000.00
Construction Cost Total	\$3,963,000.00
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 project 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 MnDOT's 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 sufficiency 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.

Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency 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 - Cedar Bridge Existing Basemap.pdf	Project Location Map	267 KB
Fig 02 - Cedar Avenue Existing Aerial.pdf	Project Aerial	1.0 MB
Fig 03 - MnDOT Bridge Rating and Load Posting Report - Bridge 90437.pdf	MnDOT Bridge Rating and Load Posting Report	99 KB
Fig 04 - MnDOT Structure Inventory Report - Bridge 90437.pdf	MnDOT Structure Inventory Report	60 KB
Fig 05 - MnDOT Bridge Inspection Report - Bridge 90437.pdf	MnDOT Bridge Inspection Report	92 KB
Fig 06 - Cedar Bridge - Midtown Corridor Individual Bridge Summary and Management Plan.pdf	Bridge Management Plan	415 KB
Fig 07 - Cedar Bridge Heavy Commercial Traffic.pdf	Daily Heavy Commercial Traffic	69 KB
Fig 08 - Cedar Bridge Proximity to Activity Centers.pdf	Proximity to Job and Activity Centers	466 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 - Cedar Bridge Existing ADT Volumes.pdf	Existing ADT Volumes	151 KB
Fig 12 - 2030 Forecasts from Mark Filipi.pdf	Forecast 2030 ADT Volumes (Email)	91 KB
Fig 13 - Cedar Bridge Typical Section Improvements.pdf	Project Typical Section	27 KB
Fig 14 - Midtown Greenway Map.pdf	Midtown Greenway Map	95 KB
Fig 15 - Cedar Bridge (90437) Support Letter Minneapolis.pdf	Support Letter	275 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 0.024

Project Length 0.019

Average Distance	1.2632
Upload Map	01 - Roadway Area Definition - CSAH 152 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	Cedar Avenue south of E. 28th Street
Current Daily Heavy Commercial Traffic Volume	1007.0

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	Yes
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 Avenue and Lake Street, Franklin Avenue LRT Station and Lake Street LRT Station. In addition, the project is located near Hiawatha Avenue/Lake Street (identified as a major retail center). 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 152 Bridge Rehabilitation.pdf
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Measure A: Current Daily Person Throughput

Location	Cedar Avenue north of Lake Street
Current AADT Volume	13500.0

Existing Transit Routes on the Project:

22, 27, 111

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	1387.0
Current Daily Person Throughput	18937.0

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

17500.0

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.

As shown in the socio-economic map, the project is located in a racially concentrated poverty area: the Minneapolis Phillips East neighborhood.

The project will maintain this important connection across the Midtown Greenway, by rehabilitating a bridge that is significantly deteriorated and is in poor structural condition (classified as structurally deficient). The rehabilitated bridge will provide a slightly wider design to better match the pavement width on the bridge approaches. The project will widen the traffic lanes from 10 feet (existing) to 11 feet with a 2-foot shoulder on the outside lanes, adjacent to the sidewalks, which will be widened from 8 to 10 feet. Widening of the piers and abutments will be needed to support the widened bridge cross section.

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

The project will further benefit this disadvantaged population by improving the Greenway, located under the bridge. As part of the project, the widening of the piers and abutments will provide an opportunity for future uses of the Greenway, including the county's long term plan for an express rail transit service.

Cedar Avenue is an important minor arterial corridor, providing access and capacity for Minneapolis and serves several local bus routes. Consistent with the goals in Thrive 2040, the project will connect local residents with safe and reliable transportation options to improve their overall quality of life.

Upload Map

02 - Socio Economic - CSAH 152 Bridge Rehabilitation.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.019
	0

Total Project Length

Total Project Length 0.02

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	0.019	0.019	97.0	1.0	97.0
		0	97	1	97

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.019
 Total Housing Score 97.0

Measure A: Bridge Condition

Bridge Sufficiency Rating 50.3
 Select all that apply:
 Structurally Deficient Yes
 Load-Posted

Measure B: Project Improvements

The bridge is classified as structurally deficient (50.3 sufficiency rating). Most beams are in poor condition, the north abutment has severe cracks and the northeast pier column and deck have major freeze/thaw damage.

The rehabilitated bridge will repair the cracks and spalls, with reinforcement where needed. The railing does not meet current height requirements for pedestrians/bicycles. A simple cable railing will be provided to add sufficient height. Helical anchors will be installed for the abutment wing walls to stop further settlement. Concrete approach panels will be added to the ends of the bridge to prevent water from collecting behind the abutments. Structure excavation will be needed to construct a concrete ledge on the back side of the abutment wall to support the concrete approach panel.

The project will improve the overall structure and increase the bridge longevity. The bridge will provide a wider design to better match the pavement width on the bridge approaches. The project will widen the existing bridge cross section from four 10-foot traffic lanes to four 11-foot lanes, with a 2-foot shoulder next to the sidewalks. The width of the sidewalks will also be widened from 8 to 10 feet. Widening of the piers and abutments will be needed to support the proposed bridge cross section. The project proposes to restore and add 35 years of service life to the bridge.

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

Measure A: Transit Connections

Existing Routes Directly Connected to the Project

22, 27, 111

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 152 Bridge Rehabilitation.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	2102674.0
Transitway Ridership	4288000.0

Measure B: Bicycle and Pedestrian Connections

The project area provides an extensive network for pedestrians and bicyclists. Cedar Avenue currently has 8-foot sidewalks on both sides of the bridge. There are no designated bike accommodations with the narrow 10-foot traffic lanes. The project will widen the bridge to provide four 11-foot lanes with a 2-foot shoulder next to the widened 10-foot sidewalks, improving the safety for bicyclists and pedestrians. Widening of the piers and abutments will be needed to support the future bridge cross section.

The Midtown Greenway (5.5-mile multi-use trail) is located under the bridge. There are at-grade connections from the Greenway immediately to the east and west of Cedar Avenue at 28th Street and 18th Avenue. The Greenway accommodates pedestrian/bicycle traffic and connects with paths around the Minneapolis Chain of Lakes, Southwest LRT Trail, and paths along the Mississippi River.

This project is located in an area with high job concentration, manufacturing/distribution and post-secondary education institutions (Takoda Institute and Augsburg College). There are numerous activity generators nearby, including Chicago/Lake, Franklin LRT Station and Lake LRT Station. In addition, the project is located near Hiawatha/Lake (identified as a major retail center). This project is in a racially concentrated poverty area, so transportation options are very important for this community.

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

Measure C: Multimodal Facilities

All transportation modes will benefit from the project. Cedar Avenue currently has 8-foot sidewalks on both sides of the bridge. The project will widen the existing four 10-foot traffic lanes on the bridge, which do not provide any space for bicycle traffic or a buffer area for pedestrians. The proposed cross section will provide four 11-foot lanes with a 2-foot shoulder next to the widened 10-foot sidewalks, improving the safety and travel experience for bicyclists and pedestrians.

The Midtown Greenway is located under the center span of the bridge which accommodates bicycle and pedestrian traffic. The Greenway provides a 5.5-mile multi-use trail which connects to the Minneapolis Chain of Lakes, Southwest LRT Trail, and paths along the Mississippi River. There is an at-grade connection from the Greenway immediately to the east and west of Cedar Avenue at 28th Street and 18th Avenue. As part of the project, widening of the bridge piers and abutments will be needed, which will provide an opportunity for future uses of the Greenway, including the county's long term plan for express rail transit service, which will improve the transit experience.

There are several local bus routes that serve the corridor, including: 22, 27, and 111. The project is also located near the Franklin Avenue and Lake Street LRT Stations.

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

Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	\$3,963,000.00
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/archeological 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

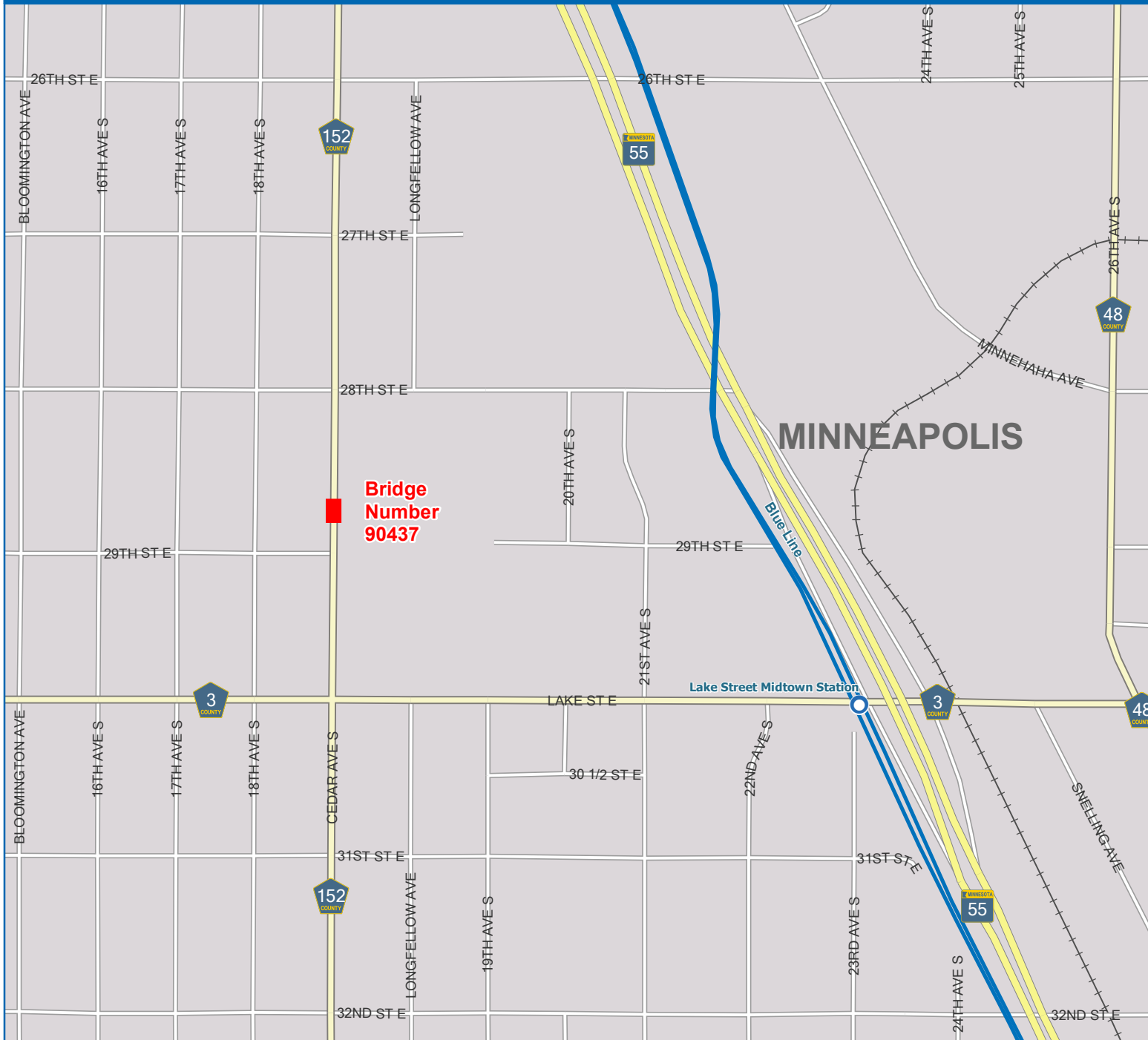
Anticipated Letting Date

Project Location Map - CSAH 152 Bridge Rehabilitation

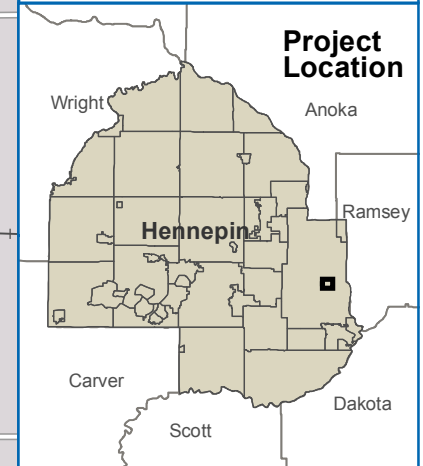
Bridge over Midtown Greenway / HCRRA Corridor

▶ Transportation

Hennepin County Public Works



 Project Location



Produced by Hennepin County Public Works Transportation Department.

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Published: 10/21/2014



Hennepin County
Public Works

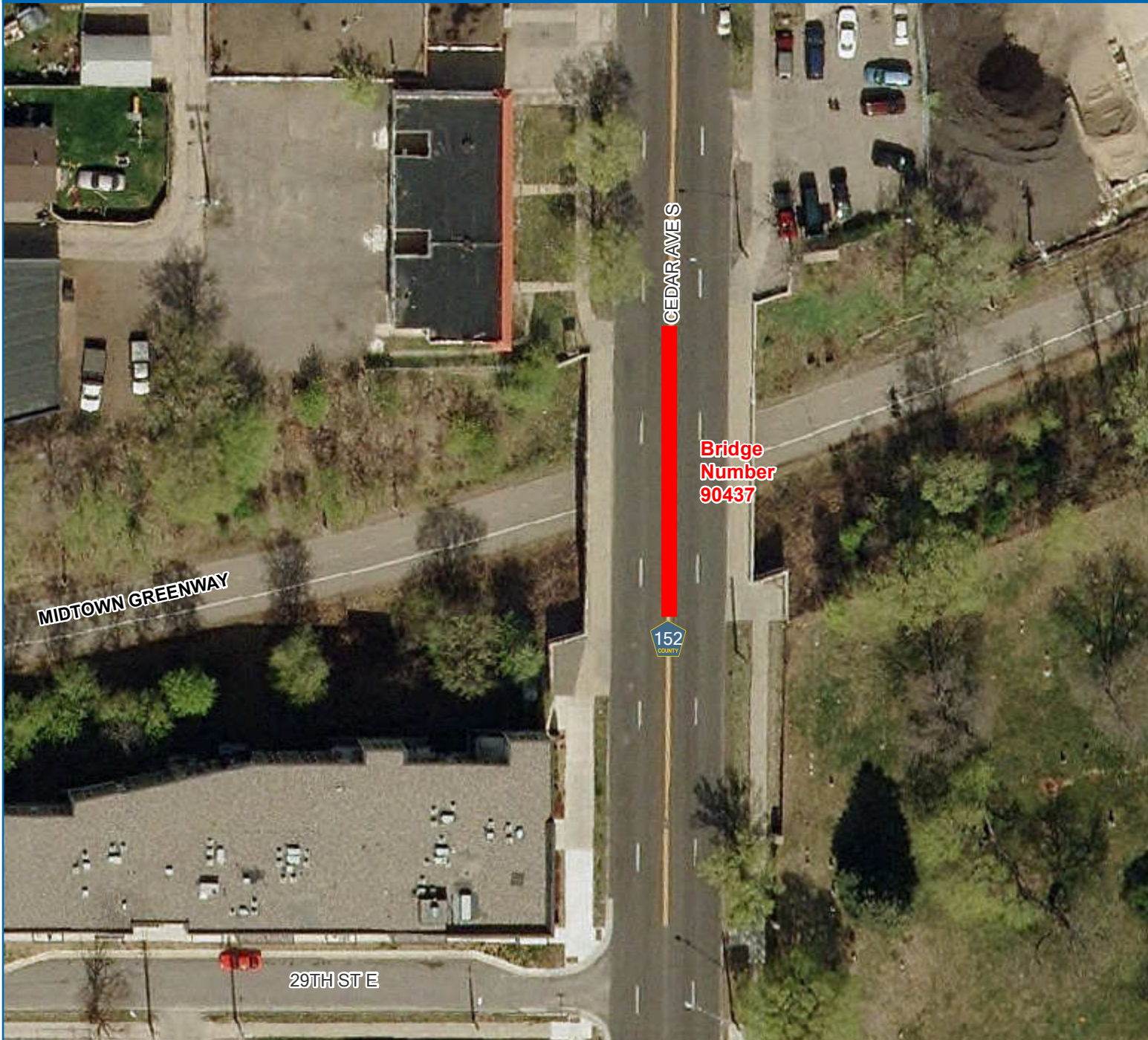


Aerial Map - CSAH 152 Bridge Rehabilitation

Bridge over Midtown Greenway / HCRRA Corridor

► Transportation

Hennepin County Public Works



 Project Location



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Published: 11/13/2014



Hennepin County
Public Works



0 30 60
Feet

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

Bridge Location and Description

Hwy. No. Cedar Ave Over Midtown Greenway Bridge No. 90437
 Under Midtown Greenway
 Year Built 1916 Year Remodeled _____ Replaces Br. _____
 Type CConc Dk Gird County Hennepin Ref. Pt. _____
 Description Bridge 90437 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 an 18 degree skew.
 Location 0.1 Miles N. of Lake St. in Minneapolis

Data for Basis of Report (Check all that apply)

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 Virts, V.6.2 Other*
 * Hand calculations for rating of bridge deck.

NBI Condition Ratings	
Deck	<u>5</u>
Superstructure	<u>4</u>
Substructure	<u>4</u>
ADTT	<u>504</u>

Method of Rating (Check appropriate box)

Load Factor (LF) Assigned Load Ratings Design Load Unknown
 Allowable Stress (AS)
 Load & Resistance Factor (LRFR)
 Load Testing Design Method ASD
 No Rating Computations performed

Summary of Rating and Load Posting Analysis

Load Posting	Required			Bridge Rating			
	Sign	TONS			Inventory		Operating
R12-1A <input type="checkbox"/>				HS <input checked="" type="checkbox"/>		HS <input checked="" type="checkbox"/>	
R12-5a <input type="checkbox"/>				RF <input type="checkbox"/>	<u>23.2</u>	RF <input type="checkbox"/>	<u>38.6</u>
R12-5 <input type="checkbox"/>		M3	M3S2				
R12-X11 <input type="checkbox"/>			45				

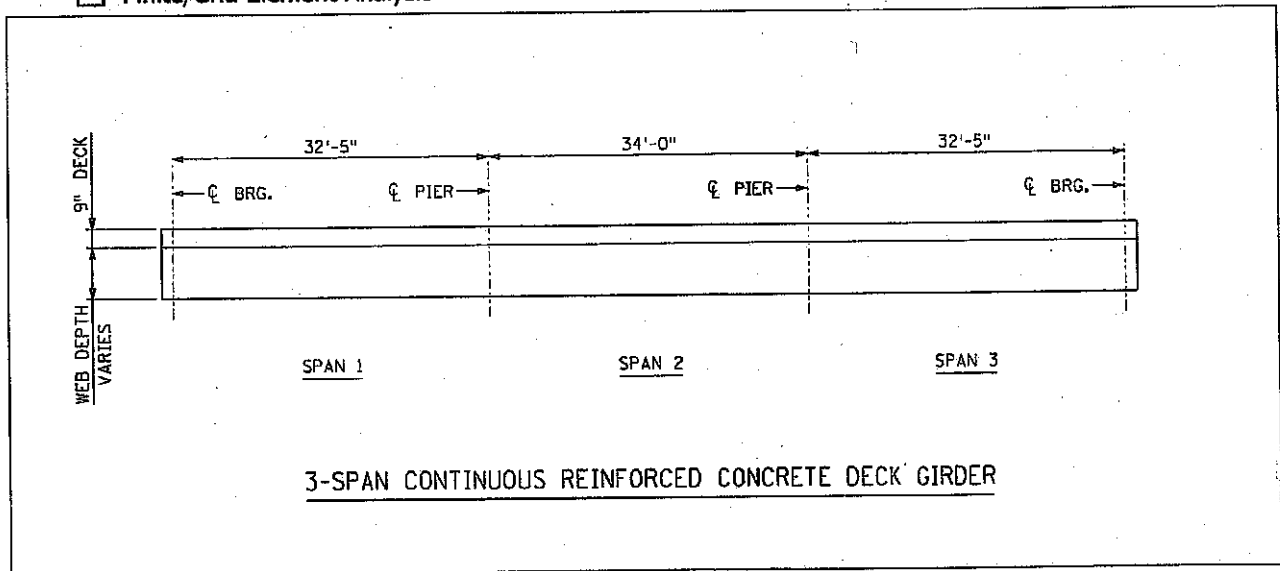
I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Signature: Joseph R. Mueller Date: 1/23/2013
 (Typed or Printed) Name: Joseph R. Mueller License No. 49106
 (Typed or Printed) 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

BRIDGE RATING DETAILS

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

Bridge No. 90437
 Design Load: Unknown
 Inventory Rating: 23.2
 Operating Rating: 38.6
 Rated HLE Checked MJD
 Date 1/22/2013
 Sheet 2 of 2



BEAM ELEVATION ²

Show span lengths, structure/beam depths.

Truck	Rating Factor	Span/ Pier	Location	Limit State ¹	Notes/Comments
HS 20 Inventory	1.16	0.5L	Deck	Ultimate Moment	Truck Load
HS 20 Operating	1.93	0.5L	Deck	Ultimate Moment	Truck Load
Post, M3	2.18	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Post, M3S2	2.36	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Post, M3S3	2.28	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Type SU4	1.95	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Type SU5	1.84	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Type SU6	1.70	0.4L	Sp. 1	Ultimate Moment	Beam "G1"
Type SU7	1.62	0.4L	Sp. 1	Ultimate Moment	Beam "G1"

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: 90437 CEDAR S (CSAH 152) over HCRRA

Date: 11/14/2014

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No. 4750	Bridge Match ID (TIS) 1	Deficient Status S.D.
District METRO Maint. Area	Roadway O/U Key 1-ON	Sufficiency Rating 50.3
County 27 - HENNEPIN	Route Sys/Nbr CSAH 152	Last Inspection Date 09-10-2013
City MINNEAPOLIS	Roadway Name or Description	Inspection Frequency 12
Township	CEDAR S	Inspector Name HENNEPIN
Desc. Loc. 0.1 MI N OF LAKE ST	Roadway Function MAINLINE	Structure A-OPEN
Sect., Twp., Range 36 - 029NN - 24W	Roadway Type 2 WAY TRAF	+ NBI CONDITION RATINGS +
Latitude 44d 57m 00.00s	Control Section (TH Only)	Deck 5
Longitude 93d 14m 48.00s	Ref. Point (TH Only)	Superstructure 4
Custodian COUNTY	Date Opened to Traffic 01-01-1916	Substructure 4
Owner RAILROAD	Detour Length 1 mi.	Channel N
Inspection By HENNEPIN COUNTY	Lanes 4 Lanes ON Bridge	Culvert N
BMU Agreement	ADT (YEAR) 15,841 (2008)	+ NBI APPRAISAL RATINGS +
Year Built 1916	HCA DT	Structure Evaluation 4
Year Fed Rehab	Functional Class. URB/MINOR ART	Deck Geometry 2
Year Remodeled	+ RDWY DIMENSIONS +	Underclearances N
Temp	If Divided NB-EB SB-WB	Waterway Adequacy N
Plan Avail. MUNICIPAL	Roadway Width 40.0 ft	Approach Alignment 8
+ STRUCTURE +	Vertical Clearance	+ SAFETY FEATURES +
Service On HWY;PED	Max. Vert. Clear.	Bridge Railing 0-SUBSTANDARD
Service Under PED;BICYCLE	Horizontal Clear. 39.9 ft	GR Transition N-NOT REQUIRED
Main Span Type CONC DECK GIRD	Lateral Clr. - Lt/Rt	Appr. Guardrail N-NOT REQUIRED
Main Span Detail	Appr. Surface Width 40.0 ft	GR Termini N-NOT REQUIRED
Appr. Span Type	Roadway Width 40.0 ft	+ IN DEPTH INSP. +
Appr. Span Detail	Median Width	Frac. Critical
Skew 18L	+ MISC. BRIDGE DATA +	Underwater
Culvert Type	Structure Flared NO	Pinned Asbly.
Barrel Length	Parallel Structure NONE	Spec. Feat.
Number of Spans	Field Conn. ID	+ WATERWAY +
MAIN: 3 APPR: 0 TOTAL: 3	Cantilever ID	Drainage Area
Main Span Length 34.0 ft	Foundations	Waterway Opening
Structure Length 100.6 ft	Abut. CONC - SPRD SOIL	Navigation Control NOT APPL
Deck Width 60.0 ft	Pier CONC - SPRD SOIL	Pier Protection
Deck Material C-I-P CONCRETE	Historic Status ELIGIBLE	Nav. Vert./Horz. Clr.
Wear Surf Type BITUMINOUS	On - Off System ON	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year	+ PAINT +	MN Scour Code A-NON WATERWAY
Wear Course/Fill Depth 0.58 ft	Year Painted Pct. Unsound	Scour Evaluation Year 1993
Deck Membrane NONE	Painted Area	+ CAPACITY RATINGS +
Deck Protect. N/A	Primer Type	Design Load UNKN
Deck Install Year	Finish Type	Operating Rating HS 38.60
Structure Area 6,036 sq ft	+ BRIDGE SIGNS +	Inventory Rating HS 23.20
Roadway Area 6,039 sq ft	Posted Load NOT REQUIRED	Posting
Sidewalk Width - L/R 8.0 ft 8.0 ft	Traffic NOT REQUIRED	Rating Date 01-23-2013
Curb Height - L/R 0.33 ft 0.33 ft	Horizontal NOT REQUIRED	Mn/DOT Permit Codes
Rail Codes - L/R 36 36	Vertical NOT APPLICABLE	A: N B: N C: N

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90437 CEDAR S (CSAH 152) OVER HCRRRA

INSP. DATE: 09-10-2013

County: HENNEPIN	Location: 0.1 MI N OF LAKE ST	Length: 100.6 ft
City: MINNEAPOLIS	Route: CSAH 152 Ref. Pt.: 013+00.890	Deck Width: 60.0 ft
Township:	Control Section: Maint. Area:	Rdwy. Area / Pct. Unsnd: 6,039 sq ft
Section: 36 Township: 029NN Range: 24W	Local Agency Bridge Nbr: 4750	Paint Area/ Pct. Unsnd:
Span Type: CONC DECK GIRD		Culvert N/A
NBI Deck: 5 Super: 4 Sub: 4 Chan: N Culv: N	Open, Posted, Closed: OPEN	
Appraisal Ratings - Approach: 8 Waterway: N	MN Scour Code: A-NON WATERWAY	Def. Stat: S.D. Suff. Rate: 50.3
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	6,039 SF	6,039	0	0	0	0	
			09-19-2012	6,039 SF	6,039	0	0	0	0	
Notes: [13. New bit O/L prior to '12 inspection. '13-several mod long & trans cracks.]										
320	CONC APPR SLAB-BITOL	4	09-10-2013	2 EA	2	0	0	0	N/A	
			09-19-2012	2 EA	2	0	0	0	N/A	
Notes: [320. New bit O/L prior to '12 inspection. '13-no change.]										
333	RAILING - OTHER	4	09-10-2013	203 LF	0	98	105	N/A	N/A	
			09-19-2012	203 LF	0	98	105	N/A	N/A	
Notes: [333. Conc railings have many vert cracks, hollow areas and spalls w/ rebar exp. Conc rail posts are very spalled and deteriorated. Galvanized metal pipe handrails. SW corner rail posts gone/deteriorated. Metal railing bent in NE @ wingwall. '13-no change.]										
110	CONCRETE GIRDER	3	09-10-2013	1,201 LF	0	0	890	311	N/A	
			09-19-2012	1,201 LF	0	0	902	299	N/A	
Notes: [110. 12 T girders. Few long cracks in some girders. Many excessive leaching and hollow areas. Some of the patches are spalling. Accident damage to all girders in center span. Many of the beams over the N and S spans are patched. Some rebar exposed. SOUTH SPAN: 2nd and 10th from E cracked long w/ efflor. 5th, 6th, 7th, 8th and 11th from E shotcreted. Some shotcrete repair areas are spalling and some are cracking. Cracks and delam @ abut and pier. '13-2nd & 11th from E are spalled w/ rebars exp. CENTER SPAN: 2nd and 3rd from E severely delam'd and spalled w/ deteriorated exp rebar the full length. 5th - 8th from E spalled w/ many rebar exp. 11th from E delam'd and spalled w/ deteriorated exp rebar. NORTH SPAN: 2nd, 3rd, 5th, 7th, 10th, and 11th from E shotcreted. Some shotcrete repairs spalled and vert cracked again. Haunch spalled away @ N abut in 10th from W. Cracks and spalls @ abut. '13-haunch spall repaired @ N abut.]										
205	CONCRETE COLUMN	4	09-10-2013	8 EA	0	6	2	0	N/A	
			09-19-2012	8 EA	0	6	2	0	N/A	
Notes: [205. At the N pier, 2nd column from the E, a large delam has formed on the N side. At the N pier, E column has many vert cracks. '13-delam on 2nd column from E @ N pier is now a spall w/ rebar exp.]										
215	CONCRETE ABUTMENT	4	09-10-2013	171 LF	0	0	171	0	N/A	
			09-19-2012	171 LF	0	0	171	0	N/A	
Notes: [215. Both footings exp. Some cracks, spalls and leaching on many diaphragms. Cracks on the beam seats. Surface finish peeled. '13-no change. N ABUTMENT: Tipped to the S. See #360, settlement. Large crack @ W end. Large crack and spall on E side. S ABUTMENT: Tipped to the N. See #360, settlement. Rebar exp w/ minor section loss @ parapet wall. Large vert crack @ SE and SW area of face and wingwall.]										

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90437 CEDAR S (CSAH 152) OVER HCRRRA

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
234	CONCRETE CAP	4	09-10-2013	121 LF	0	109	12	0	N/A
			09-19-2012	121 LF	0	121	0	0	N/A
Notes: 234. Seepage over both caps w/ efflor and leaching. W arch of both piers has a crack under 4th beam from W. North-W cantilever has a 2' crack @ end. Fine vert crack over W arch. '13-cap spalled on W end. Many fine map cracks over E arch & S face over all arches. Map crack w/ efflor over 2 E columns. South-Several vert cracks near center arch and W cantilever. Spall w/ rebar exp under 4th beam from W. '13-fine vert crack over W arch. Map crack w/ rust & efflor over E column.]									
387	CONCRETE WINGWALL	1	09-10-2013	4 EA	0	0	4	0	N/A
			09-19-2012	4 EA	0	0	4	0	N/A
Notes: 387. All walls weathered, cracked and tipped forward. See #360, Settlement. SW wall is diag/horiz cracked. SE wall has diag/horiz crack. NW wall cracked and bowed w/ 2" separation. SE and SW wings have a large crack +/-6' behind abut face. NE is cracked and spalled @ abut joint. '11-top of NW wall is 3" back from lower wall @ crack. '12-top of NW wall is 3 1/2" back from lower wall. '13-no change.]									
359	CONC DECK UNDERSIDE	2	09-10-2013	1 EA	0	0	1	0	0
			09-19-2012	1 EA	0	0	1	0	0
Notes: 359. Map cracking and many fine long cracks w/ efflor. Minor spalls w/ rebar exp. 4' X 3' patch @ SE w/ wood form still in place. Heavily weathered w/ minor spalls and rebar exp. '13-delaam & some spalls w/ heavy efflor under NB gutter over trail. Long cracks w/ efflor @ both gutter lines.]									
360	SETTLEMENT	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: 360. Continue to monitor wingwalls and abuts. Take measurements every year. See form in bridge folder for documentation. Measurements from '11 to '12 show NW has continued to settle. '13-no change.]									
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.]									
981	SIGNING	2	09-10-2013	1 EA	1	0	0	0	0
			09-19-2012	1 EA	1	0	0	0	0
Notes: 981. No parking signs @ both approaches. Snow emergency route in SE corner. Watch Force Police sign in NW corner.]									
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.]									
985	SLOPES	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: 985. Crushed limestone over deteriorated conc. 4 course exposed modular block wall along N pier @ bottom of slope. Watermain break in '11 caused erosion hole in N slope paving-restored by City. '13-no change.]									
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. Curb and walk have some fine cracks and several minor spalls on W side. Walk spalled, cracked and settled @ SW approach. Trans cracks on E. NE walk settled. '13-SE walk settled.]									

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90437 CEDAR S (CSAH 152) 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	0	1	0	N/A	N/A
			09-19-2012	1 EA	0	1	0	N/A	N/A

Notes: [988. Bit bike and ped path under center span. 8" diameter utility pipe(Mpls water) under slab @ 2nd bay from W. Watermain supports deteriorated-Mpls bridge repaired in '06. 1 light on S side of N pier. '11-watermain attached to bridge broke in Sept. City of Mpls restored. 5 of 6 remaining conc watermain supports in center span over trail are badly deteriorated. S span conc supports are bad also. Notified City about problem. '13-last remaining conc WM supports replaced with metal supports since '12 inspection.]

General Notes: *Bridge 90437 (4750) CSAH 152 (Cedar Ave S)/HCRRA, Midtown Greenway Corridor 9/10/13. WJM and PTH.

Scheduled for replacement in '08. Turnback: Route designation change in '95.

Recommended Repairs:

- 13. Seal cracks in bit O/L on bridge and approach panels.
- 110. Monitor deteriorated conc girders.
- 110. Repair deteriorated reinforced conc T girders if bridge is not replaced soon.
- 360. Continue to monitor abuts and wingwalls for settlement.
- 359. Monitor bottom of deck and remove any delam'd conc which may drop onto bit path under bridge.

Inspector's Signature

Reviewer's Signature / Date

Bridge Number: 90437
Cedar 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

**HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION**

CLASS COUNT DATA
CSAH 152 S. OF 28TH. ST.

Site: 05
Tuesday, 10/21/2014 11:00 AM -
Thursday, 10/23/2014 11:00 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	50.5	0.0	42.5	6.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	33.0	0.0	29.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	28.5	0.0	23.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	22.5	0.0	18.0	3.0	0.5	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	53.0	0.0	44.5	7.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	140.0	0.0	108.0	22.5	2.5	5.5	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
6:00 AM	433.0	0.0	356.0	58.0	5.5	11.0	0.5	0.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0
7:00 AM	755.5	4.5	615.5	84.5	18.0	13.5	2.0	1.0	10.0	0.5	1.0	4.0	0.0	0.5	0.5
8:00 AM	737.0	4.0	588.0	82.0	26.0	14.5	0.0	0.5	15.5	1.5	1.5	1.5	0.5	1.0	0.5
9:00 AM	437.5	2.0	351.5	59.5	10.0	7.0	2.0	0.0	1.5	1.0	2.0	1.0	0.0	0.0	0.0
10:00 AM	320.5	0.5	236.5	61.0	5.0	11.5	0.5	0.0	2.5	2.0	1.0	0.0	0.0	0.0	0.0
11:00 AM	312.0	2.5	243.5	45.0	5.0	10.5	0.5	0.0	0.5	2.0	1.5	0.0	0.0	1.0	0.0
12:00 PM	353.5	1.0	275.5	55.5	4.5	10.0	0.0	0.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0
1:00 PM	375.5	0.0	290.5	59.0	7.5	11.0	0.5	0.0	4.0	1.5	1.5	0.0	0.0	0.0	0.0
2:00 PM	379.5	2.0	290.5	56.0	8.0	17.0	1.0	0.5	3.0	0.0	1.5	0.0	0.0	0.0	0.0
3:00 PM	427.0	1.0	326.5	64.5	11.5	14.0	1.0	0.0	5.5	2.0	1.0	0.0	0.0	0.0	0.0
4:00 PM	441.0	2.0	347.5	63.5	11.5	12.5	0.5	0.0	3.0	0.5	0.0	0.0	0.0	0.0	0.0
5:00 PM	463.0	2.5	388.5	52.5	7.0	10.5	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	389.5	2.0	323.0	55.0	6.0	2.0	0.0	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	293.5	0.0	243.0	42.5	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5
8:00 PM	254.0	1.0	214.0	33.0	1.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	201.0	0.0	174.5	23.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	149.5	1.0	131.5	13.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	78.5	0.5	65.0	11.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	7128.5	26.5	5726.5	966.5	141.0	163.5	9.0	2.0	51.5	18.5	12.0	7.0	0.5	2.5	1.5

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.	14257	53 0.4 %	11453 80.3 %	1933 13.6 %	282 2.0 %	327 2.3 %	18 0.1 %	4 0.0 %	103 0.7 %	37 0.3 %	24 0.2 %	14 0.1 %	1 0.0 %	5 0.0 %	3 0.0 %

NORTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 410
SOUTHBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 597

DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = 1,007

**HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION**

CLASS COUNT DATA
CSAH 152 S.OF 28TH. ST.

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	105.5	0.0	90.0	11.0	2.0	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	73.0	0.0	59.0	12.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	39.5	0.0	31.5	6.5	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 AM	28.5	0.0	21.5	6.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	36.0	0.0	30.5	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	71.5	0.5	60.5	7.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	188.0	0.5	140.5	28.0	9.0	7.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	381.5	1.5	272.5	63.0	16.0	20.0	1.0	0.0	5.5	2.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	406.5	1.0	299.5	64.5	14.5	18.0	1.5	0.0	4.0	2.5	0.0	0.5	0.5	0.0	0.0
9:00 AM	360.0	0.0	265.5	59.5	10.5	18.0	1.5	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	350.0	0.5	254.5	63.0	7.0	10.5	4.0	1.5	5.5	3.0	0.0	0.0	0.0	0.5	0.0
11:00 AM	424.0	1.0	321.5	67.0	11.5	16.0	1.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	467.0	2.0	369.0	69.0	5.5	14.0	1.0	0.0	1.5	4.0	0.5	0.5	0.0	0.0	0.0
1:00 PM	491.5	2.0	383.0	78.5	7.5	13.5	1.0	0.0	1.5	4.0	0.5	0.0	0.0	0.0	0.0
2:00 PM	548.5	1.0	421.5	94.0	10.5	14.5	0.5	0.0	3.0	2.0	0.5	1.0	0.0	0.0	0.0
3:00 PM	727.5	4.0	581.0	104.5	10.5	16.5	0.5	0.5	5.0	2.5	0.5	1.5	0.0	0.0	0.5
4:00 PM	951.0	5.5	735.0	139.5	29.0	15.5	1.0	1.0	17.0	1.5	0.0	4.5	0.0	0.5	1.0
5:00 PM	976.0	4.0	752.0	116.5	45.0	9.0	1.5	1.0	30.5	1.0	0.0	10.0	0.0	3.5	2.0
6:00 PM	846.5	5.0	683.5	111.5	16.5	5.0	1.5	0.0	13.0	0.5	0.0	7.5	0.0	1.0	1.5
7:00 PM	440.0	1.0	362.5	60.0	4.0	8.5	0.0	0.0	3.5	0.0	0.0	0.5	0.0	0.0	0.0
8:00 PM	346.5	1.0	294.5	46.0	2.5	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0
9:00 PM	284.0	1.5	246.5	32.5	2.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
10:00 PM	201.0	1.0	168.5	25.0	3.0	2.0	0.0	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	159.0	0.0	141.0	14.5	2.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	8902.5	33.0	6985.0	1284.5	213.0	195.0	18.0	4.0	100.0	30.5	2.0	26.5	0.5	5.5	5.0

Study Grand Totals

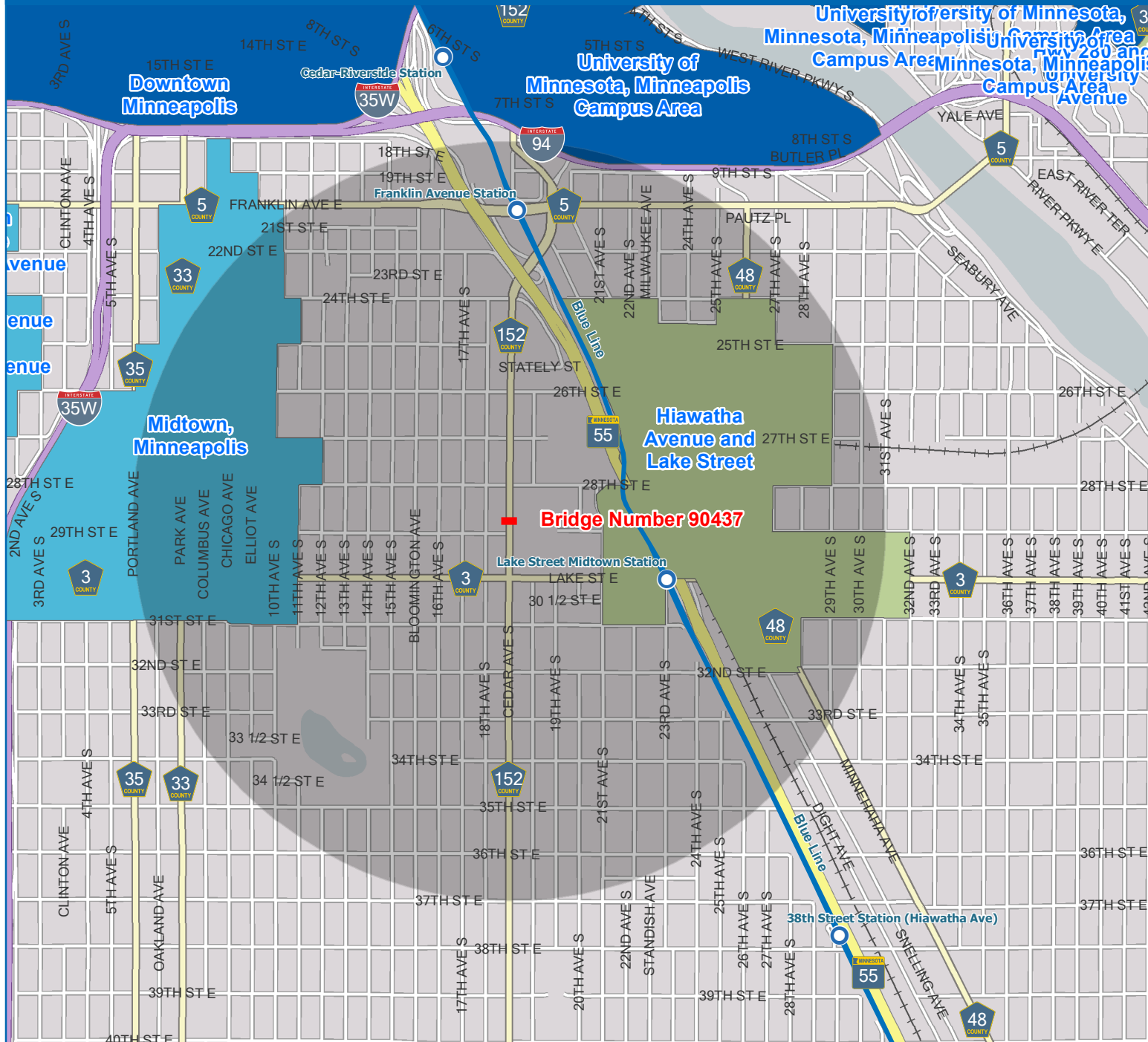
	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
SB.	17805	66 0.4 %	13970 78.5 %	2569 14.4 %	426 2.4 %	390 2.2 %	36 0.2 %	8 0.0 %	200 1.1 %	61 0.3 %	4 0.0 %	53 0.3 %	1 0.0 %	11 0.1 %	10 0.1 %

Proximity Map - CSAH 152 Bridge Replacement

Bridge over Midtown Greenway / HCRRRA 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.

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



Land Use Features

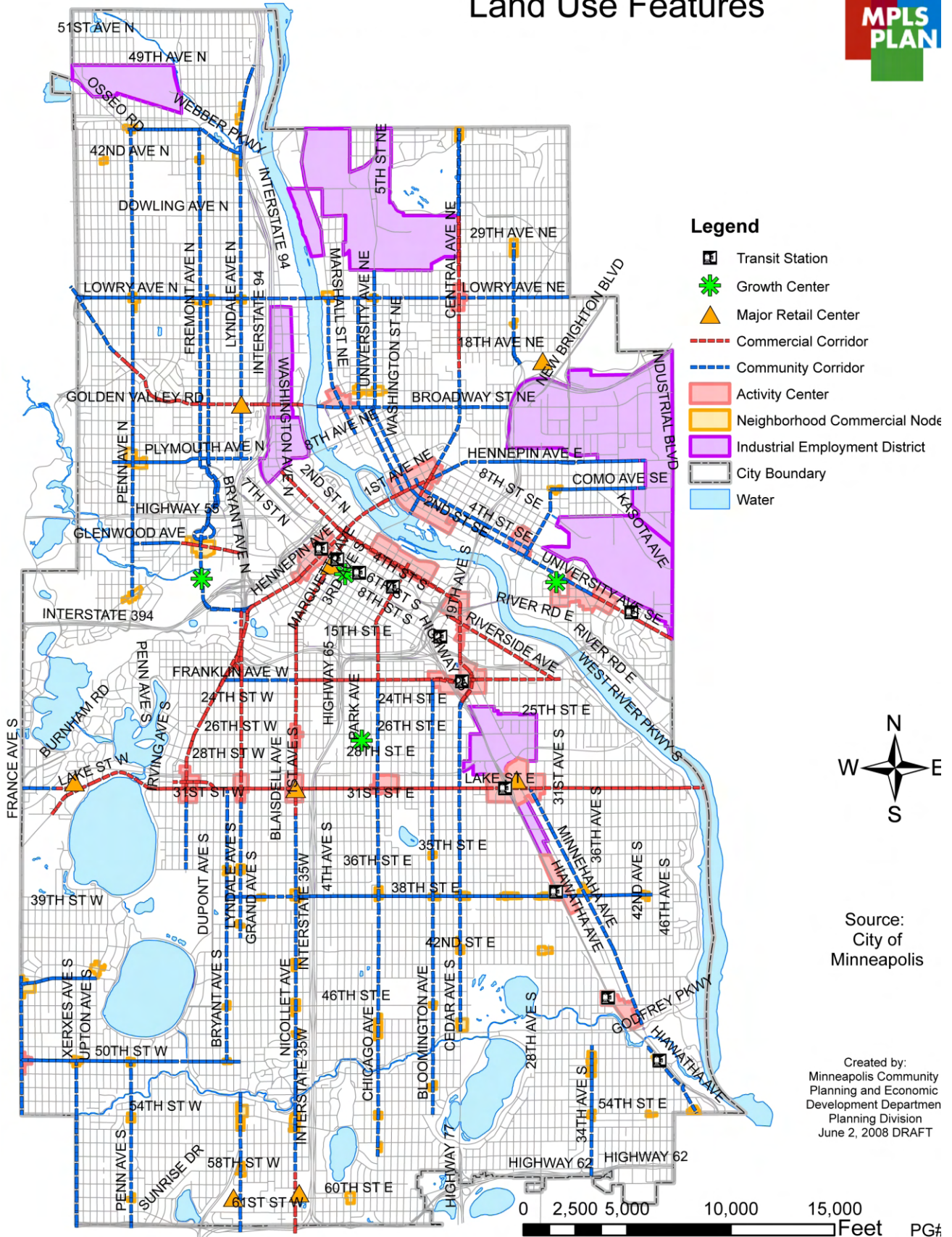


FIGURE 6 - LAND USE FEATURES

Table 1a: Commercial Corridors

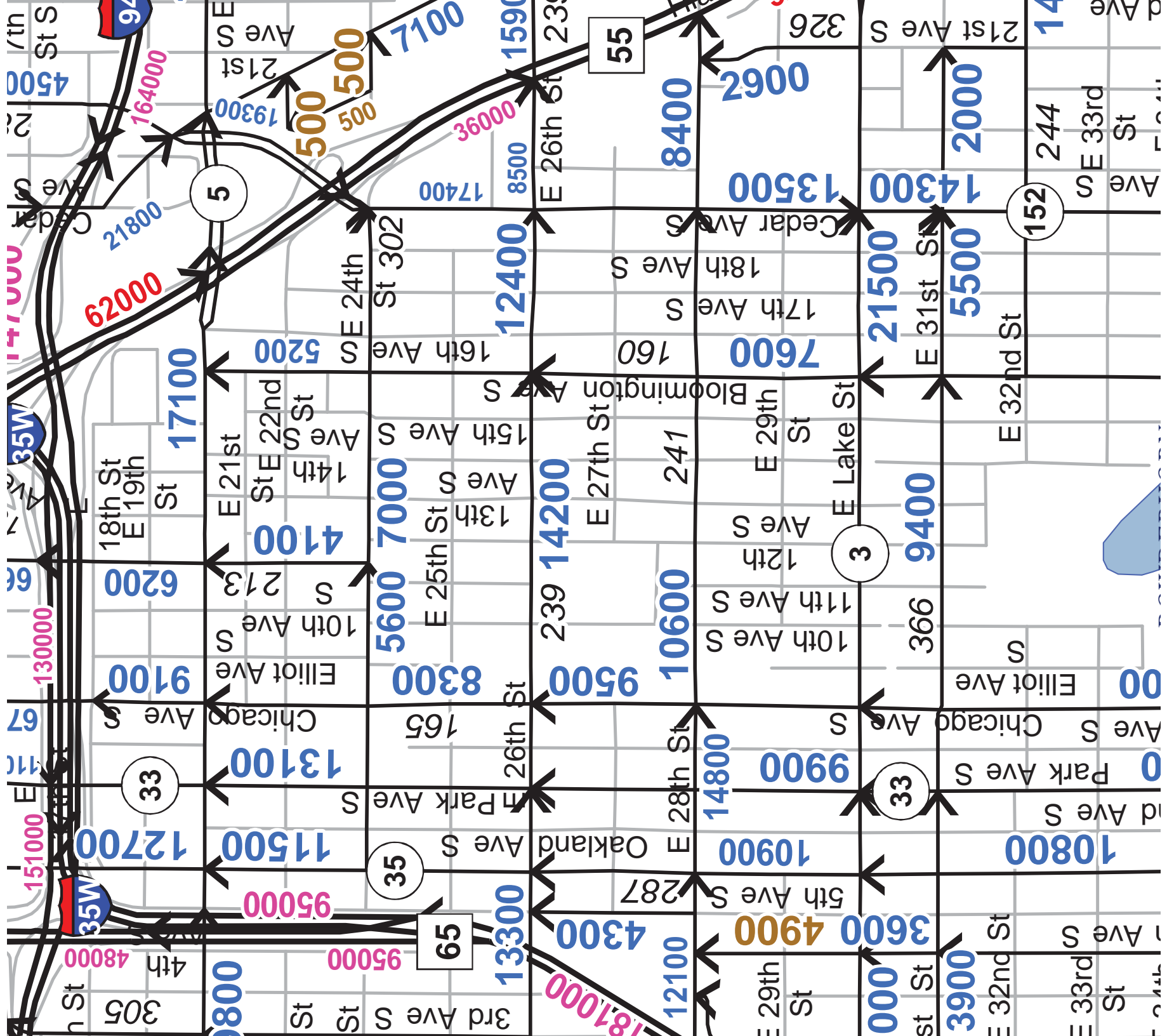
Corridor	Designated Area
Cedar Ave S / Minnehaha Ave	Hiawatha Ave to Washington Ave S
Central Ave (northern)	18 th Ave NE to 31 st Ave NE
Central Ave (southern)	University Ave SE to 7 th St NE
Chicago Ave	2 nd St S to Franklin Ave E
Excelsior Blvd	32 nd St W to Lake St W
Franklin Ave	Nicollet Ave to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

Table 1b: Community Corridors

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

Table 1d: Activity Centers

38 th Street LRT Station
46 th Street LRT Station
50 th & France
Cedar Riverside (includes 7 Corners)
Central & Lowry
Chicago & Lake
Dinkytown
East Hennepin
Eat Street (26 th 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



Carla J Stueve

From: Jason R Pieper
Sent: Thursday, November 13, 2014 9:45 AM
To: Carla J Stueve
Subject: FW: 2014 Regional Solicitation - Forecast AADT's

Carla,

Please reference the Excel File Below:

[\\yonkers\PWpwTEAM\TTPDIR\Stueve\Federal Funding Solicitation 2014\Regional Solicitation\2030 Forecast AADTs - Recieved from Met Council - 2014.10.24.xlsx](#)

From: Filipi, Mark [mailto:Mark.Filipi@metc.state.mn.us]
Sent: Thursday, November 13, 2014 9:32 AM
To: Jason R Pieper
Subject: RE: 2014 Regional Solicitation - Forecast AADT's

Jason,

For the Bridge Rehab on CSAH 152 over the Midtown Greenway, I forecast 17,500 in 2030.



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 | metro council.org

CONNECT WITH US



From: Jason R Pieper [mailto:Jason.Pieper@hennepin.us]
Sent: Monday, November 10, 2014 8:23 AM
To: Filipi, Mark
Subject: RE: 2014 Regional Solicitation - Forecast AADT's

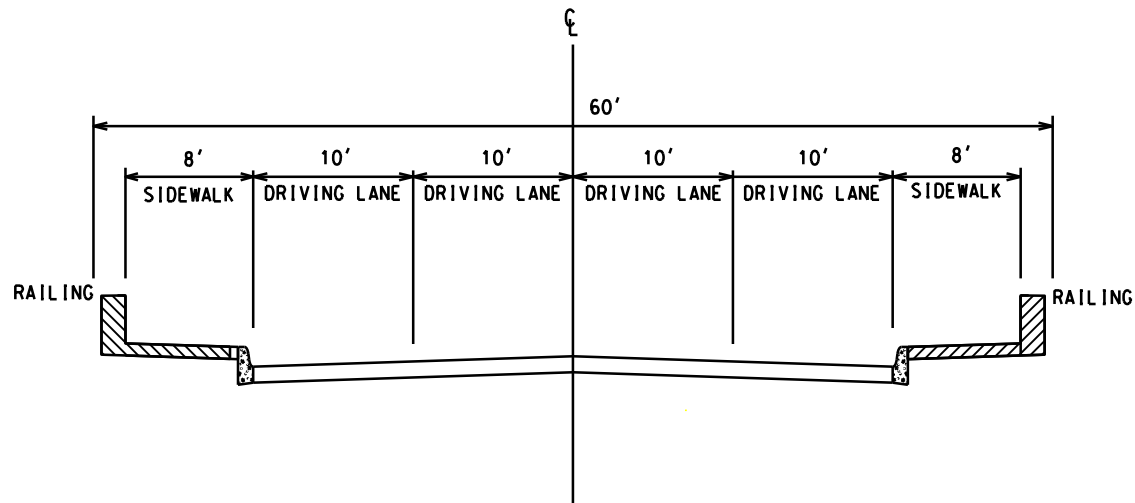
Mark,

Would it be possible to develop the forecast AADT for one additional project that I did not include with my initial request to you? It is a another bridge project across the Midtown Greenway in Minneapolis – this one is along CSAH 152 (Cedar Ave). I've attached a map that includes the project location & current AADT for the site.

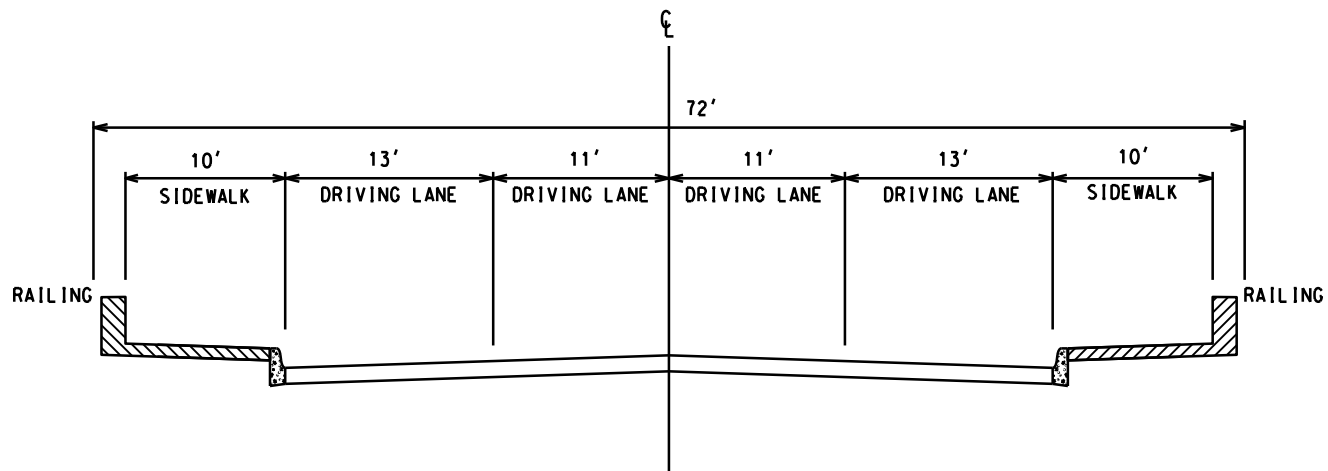
Thanks for your help!

Jason Pieper, EIT
Transportation Engineer

EXISTING SECTION - CEDAR AVE BRIDGE



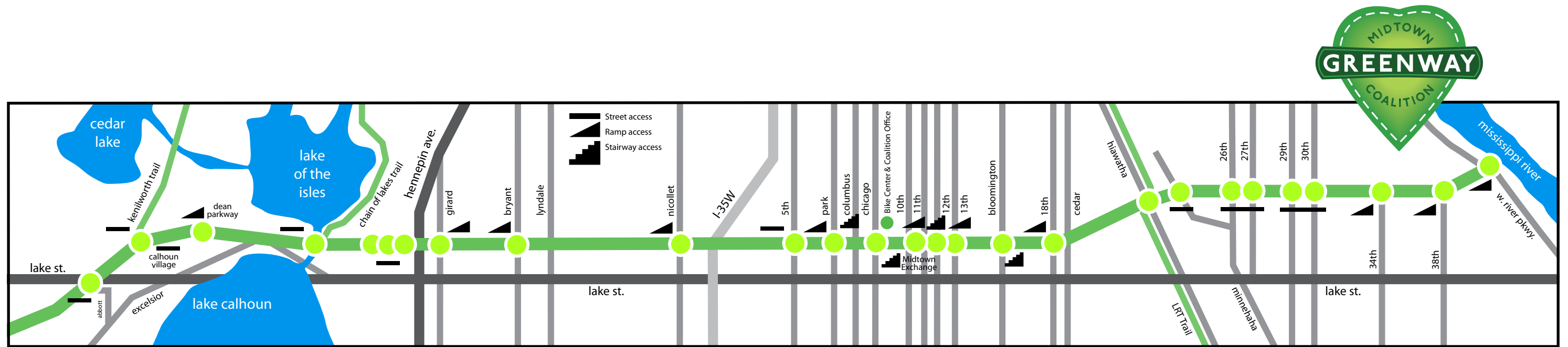
PROPOSED SECTION - CEDAR AVE BRIDGE



HENNEPIN COUNTY

TYPICAL SECTIONS

CSAH NO 152 (Cedar Ave) over The Midtown Greenway BRIDGE # 90437



MIDTOWNGREENWAY.ORG

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 152 (Cedar 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 152 (Cedar 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



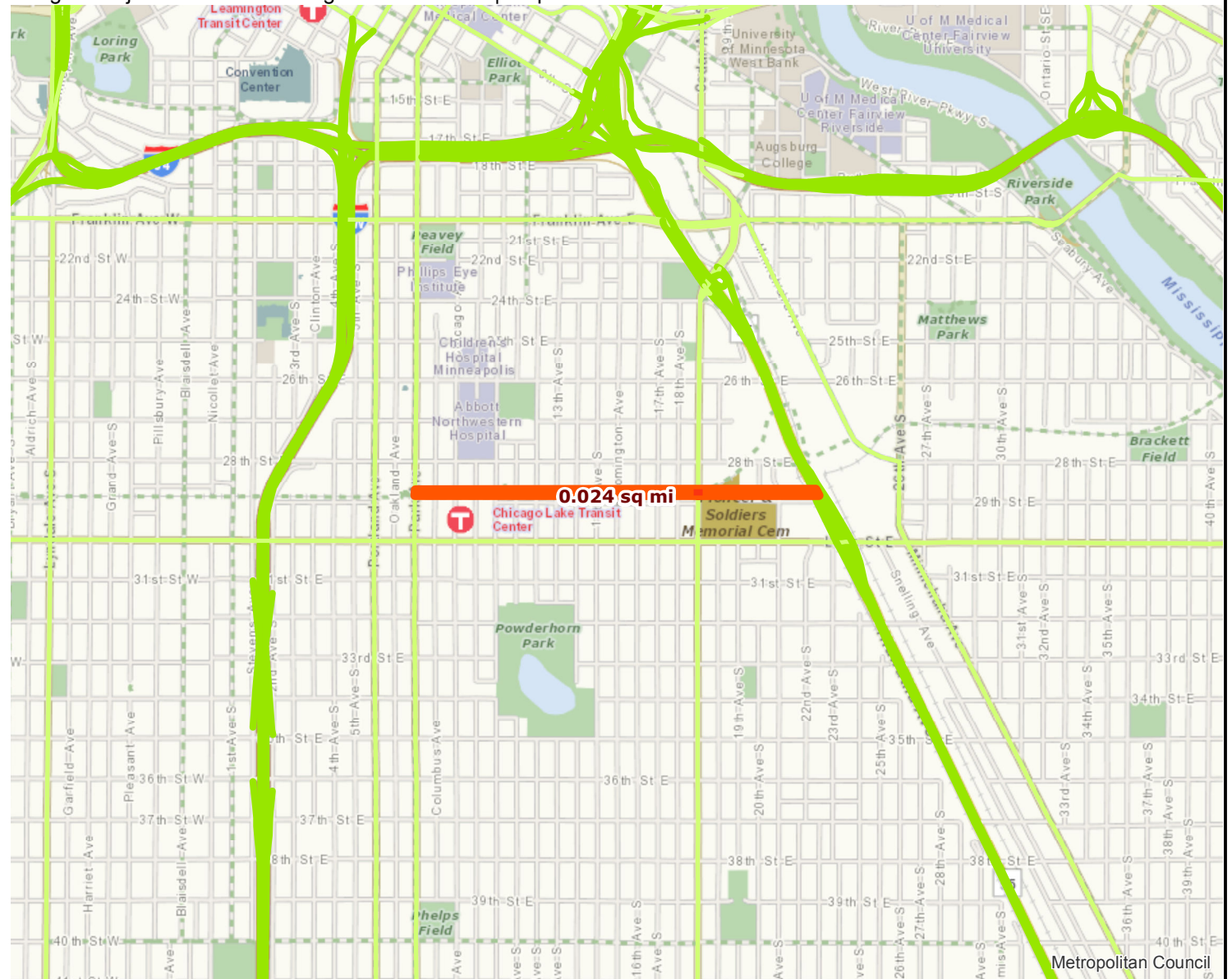
Roadway Area Definition

Bridges Project: CSAH 152 Bridge Rehabilitation | Map ID: 1414414216177

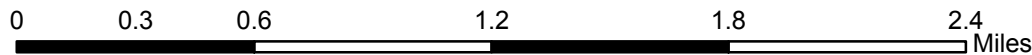
Results

Project Length: 0.019 miles

Project Area: 0.024 sq mi



- Project
- Project Area
- Principal Arterials
- Minor Arterials
- Principal Planned Arterial
- Minor Planned Arterial



Created: 10/27/2014
LandscapeRSA1



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

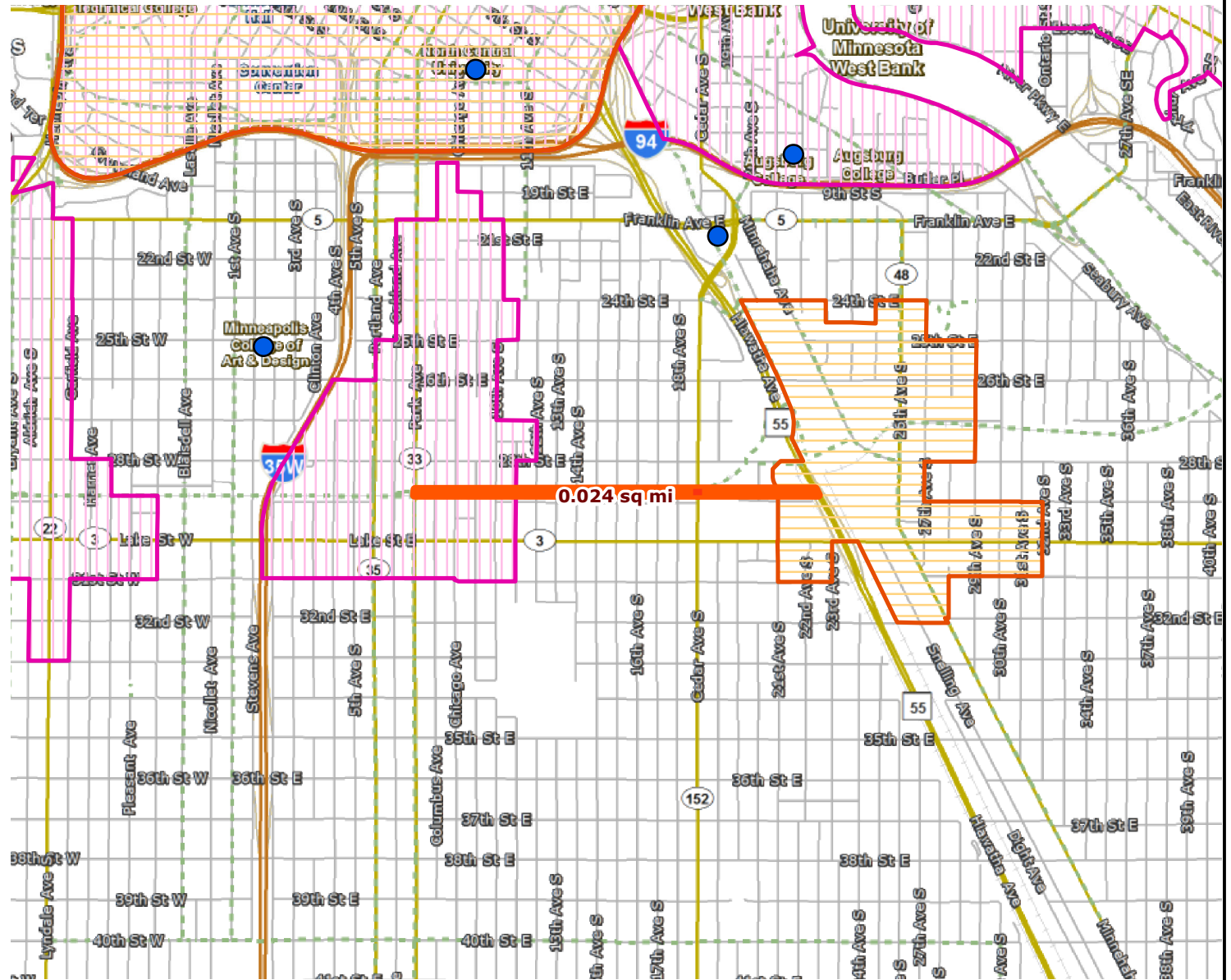
Bridges Project: CSAH 152 Bridge Rehabilitation | Map ID: 1414414216177

Results

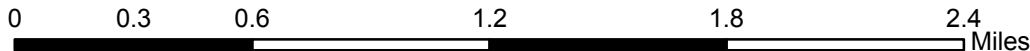
Project **WITHIN ONE MI** of area of Job Concentration.

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

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



- Project
- PostSecondary Education Centers
- Job Concentration Centers
- Project Area
- Manufacturing/Distribution Centers



Created: 10/27/2014
LandscapeRSA5

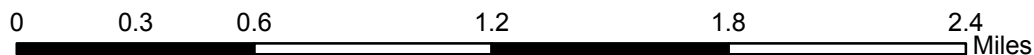
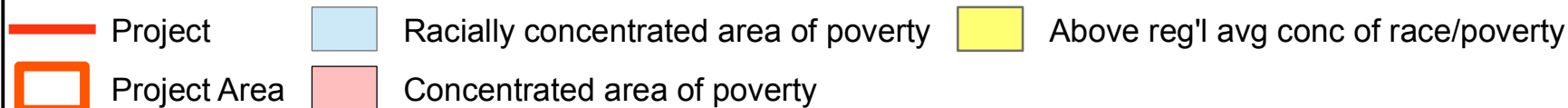
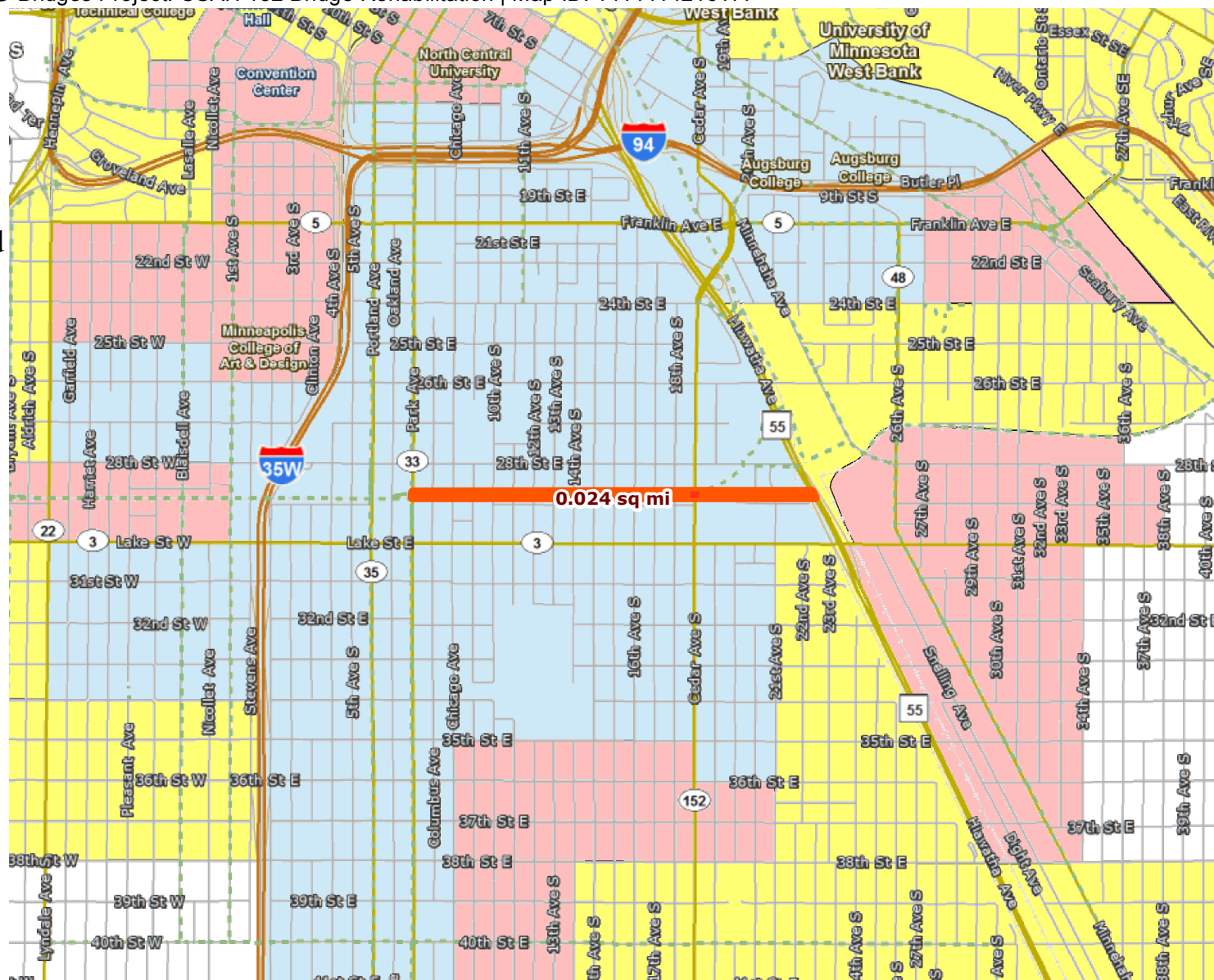


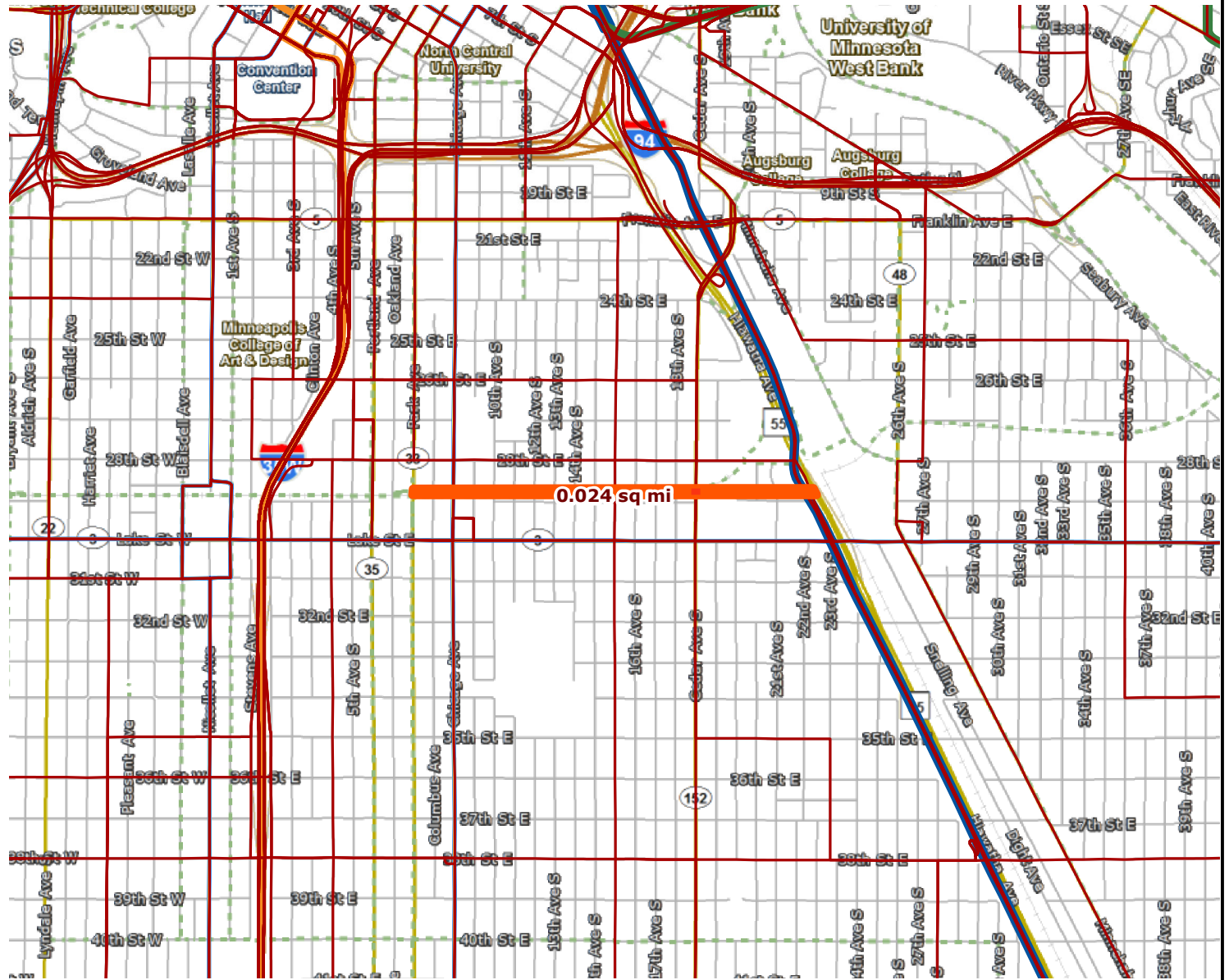
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Results

Project IN a racially concentrated area of poverty.



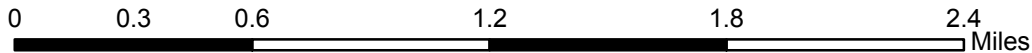


Results

Transit with a Direct Connection to project:
22 27 111

**indicates Planned Alignments*

- Project
- Project Area
- Transit Routes
- Transitway**
- Blue / Green Line
- Blue Line
- Planned Alignments**
- Green Line
- Arterial BRT
- BRT, Orange Line



Created: 10/27/2014
LandscapeRSA3



For complete disclaimer of accuracy, please visit
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