



Application

01970 - 2014 Bridges

02235 - Southbound CSAH 81 (Bridge No. 27007) over Lowry Avenue/Oakdale Avenue and Victory Memorial Parkway/Theodore Wirth Parkway

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 11/26/2014 9:33 AM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:**

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**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

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## 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

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## Project Information

**Project Name** Southbound CSAH 81 (Bridge No. 27007) over Lowry Avenue/Victory Memorial Parkway

**Primary County where the Project is Located** Hennepin

**Jurisdictional Agency (If Different than the Applicant):** Hennepin

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

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

The current bridge design is a box girder that extends over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway. The southbound CSAH 81 bridge (27007) is classified as structurally deficient with a sufficiency rating of 33.4. The project will rehabilitate the existing bridge deck with a primary emphasis on replacing the existing hinged bridge joints. The current bridge joints are exhibiting cracking in the longitudinal grouted joints between the beams resulting in reflective cracks that have formed. This is a recurring problem for this type of bridge design. The cracks are resulting in leakage and general deterioration which is leading to severe corrosion at the deck joints. If the joints crack completely, the concern is that the load transfer will be lost.

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

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

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

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

**Project Length (Miles)** 0.07

**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 Structure Inventory Report

**Connection to Local Planning**

MnDOT Bridge Inspection Report

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## 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** \$2,184,797.00

**Match Amount** \$546,199.00

*Minimum of 20% of project total*

**Project Total** \$2,730,996.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** Hennepin County



## Preferred Program Year

Select one: 2018

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## MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Hennepin County
Functional Class of Road	Minor Arterial (Augmentor)
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	CSAH 81 (West Broadway Avenue/Bottineau Boulevard)
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55422
(Approximate) Begin Construction Date	04/16/2018
(Approximate) End Construction Date	11/16/2018
<b>LOCATION</b>	
From: (Intersection or Address)	Abbott Avenue
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	29th Avenue
Type of Work	Replace the deteriorated bridge joints and rehabilitate bridge.
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park &amp; Ride, etc.)</i>	
Old Bridge/Culvert?	Yes
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

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## 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	\$2,730,996.00
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
<b>Totals</b>	<b>\$2,730,996.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

<b>Total Cost</b>	\$2,730,996.00
<b>Construction Cost Total</b>	\$2,730,996.00
<b>Transit Operating Cost Total</b>	\$0.00

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## 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**

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## 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. Yes**

### **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**

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## **Other Attachments**

File Name	Description	File Size
Fig 01 - CSAH 81 SB Bridge (27007) Existing Basemap.pdf	Project Location Map	299 KB
Fig 02 - CSAH 81 SB Bridge (27007) Existing Aerial.pdf	Project Aerial	968 KB
Fig 03 - MnDOT Structure Inventory Report - Bridge 27007.pdf	MnDOT Structure Inventory Report	62 KB
Fig 04 - MnDOT Bridge Inspection Report - Bridge 27007.pdf	MnDOT Bridge Inspection Report	100 KB
Fig 05 - CSAH 81 Bridge Heavy Commercial Traffic.pdf	Daily Heavy Commercial Traffic	69 KB
Fig 06 - CSAH 81 Bridge Proximity to Activity Centers.pdf	Proximity to Job and Activity Centers	533 KB
Fig 07 - Minneapolis Plan for Sustainable Growth Regional Parks and Trails.pdf	Access Minneapolis Land Use Features	407 KB
Fig 08 - Access Minneapolis CitywideActionPlan Transit Oriented Commercial Corridors.pdf	Minneapolis Plan for Sustainable Growth	1.2 MB
Fig 09 - CSAH 81 Bridge Current ADT Volume MnDOT Approval.pdf	Existing ADT Volumes	2.0 MB
Fig 10 - CSAH 81 Bridge 2030 Forecasts from Mark Filipi.pdf	Forecast 2030 ADT Volumes (Email)	126 KB
Fig 11 - CSAH 81 SB Bridge (27007) Typical Section Improvements.pdf	Project Improvements - Typical Section	26 KB
Fig 12 - CSAH 81 Bridge Support Letter Robbinsdale.pdf	Project Support Letter ? Robbinsdale	60 KB
Fig 13 - CSAH 81 Bridge Support Letter Minneapolis.pdf	Project Support Letter ? Minneapolis	288 KB

## Measure A: Functional Classification

*Address how the project route fulfills its role in the regional economy as identified by its current functional classification. The project must be located on a Non-Freeway Principal Arterial or an A Minor Arterial.*

*Reference the Roadway Area Definition map generated at the beginning of the application process. Report the total area and project length, as depicted on the Roadway Project Summary map, to calculate the average distance between the project and the closest parallel A Minor Arterials or Principal Arterials on both sides of the project.*

*Upload the "Roadway Area Definition" map used for this measure.*

Area	0.169
Project Length	0.067
Average Distance	2.5224

### 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.

<b>Location</b>	Southbound CSAH 81 over Lowry Avenue/Victory Memorial Parkway
<b>Current Daily Heavy Commercial Traffic Volume</b>	475.0

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

#### Select all that apply

Direct connection to or within a mile of a Job Concentration

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

Direct connection to or within a mile of an Educational Institution

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

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

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

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

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## Measure A: Current Daily Person Throughput

Location	CSAH 81 Southbound Bridge
Current AADT Volume	6575.0
Existing Transit Routes on the Project:	14, 32

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	8548.0

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## Measure B: 2030 Forecast ADT

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

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## 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.



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

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

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

Upload Map

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

### Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Robbinsdale	0.07
	0

### Total Project Length

Total Project Length	0.07
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### 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

Robbinsdale	0.07	0.07	61.0	1.0	61.0
		<b>0</b>	<b>61</b>	<b>1</b>	<b>61</b>

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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.07
Total Housing Score	61.0

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### Measure A: Bridge Condition

Bridge Sufficiency Rating	33.4
Select all that apply:	
Structurally Deficient	Yes
Load-Posted	

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### Measure B: Project Improvements

The current CSAH 81 bridge design is a box girder, extending over Lowry Avenue/Oakdale Avenue and Victory Memorial Drive/Theodore Wirth Parkway. The bridge is classified as structurally deficient (sufficiency rating of 33.4). The project will rehabilitate the existing bridge deck with a primary emphasis on replacement of the existing bridge joints.

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

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

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

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project

14, 32

Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)

West Broadway Avenue BRT

Upload Map

03 - Transit Connections - CSAH 81 Southbound Bridge Rehabilitation.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership	2261656.0
Transitway Ridership	1856000.0

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## Measure B: Bicycle and Pedestrian Connections

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

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

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

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

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

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## Measure C: Multimodal Facilities

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

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

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

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## Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	\$2,730,996.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## 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](#)

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### Measure A: Risk Assessment

#### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

Yes

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

#### 3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

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

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

100%

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

80%

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

40%

Unknown impacts to historic/archaeological resources

0%

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

Project is located on an identified historic bridge

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

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

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

100%

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

100%

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

80%

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

30%

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

0%

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

Right-of-way or easements not required Yes

100%

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

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made



50%

**Right-of-way or easements required, parcels identified**

25%

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

0%

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

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

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

100%

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

60%

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

40%

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

0%

**Anticipated date or date of executed Agreement**

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

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

**9)Letting**

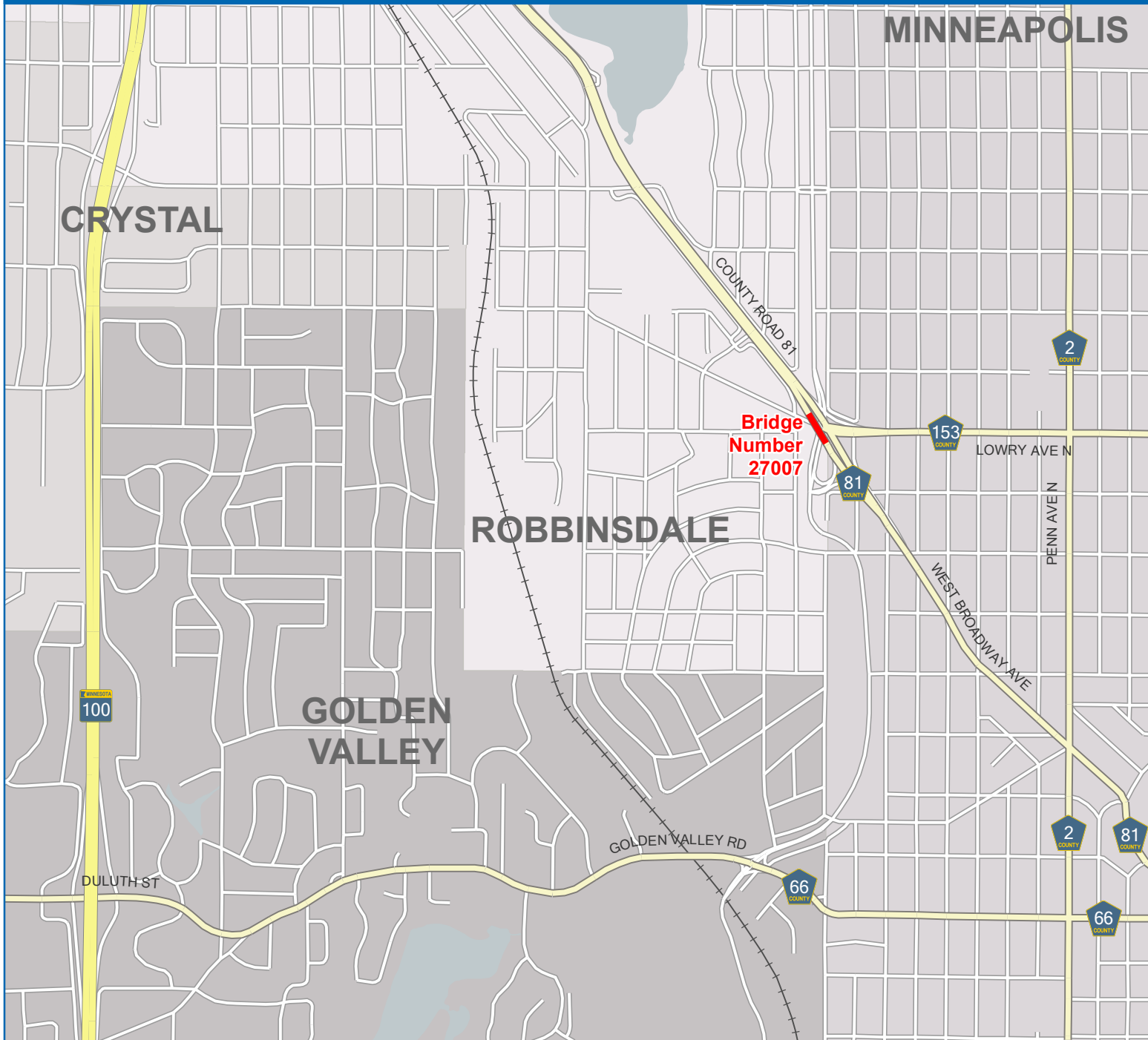
**Anticipated Letting Date**

# Project Location Map - CSAH 81 Bridge Rehabilitation

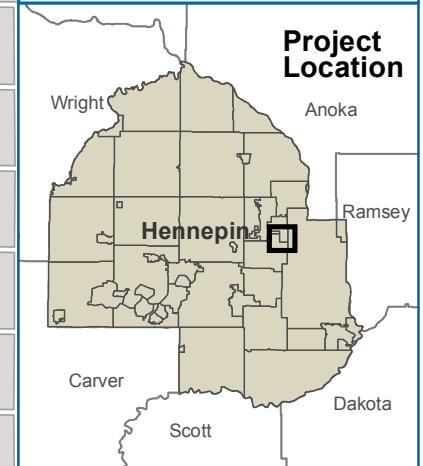
## Southbound Bridge over CSAH 153 (Lowry Avenue North)

▶ Transportation

Hennepin County Public Works



— Project Location



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: 11/19/2014



Hennepin County  
Public Works



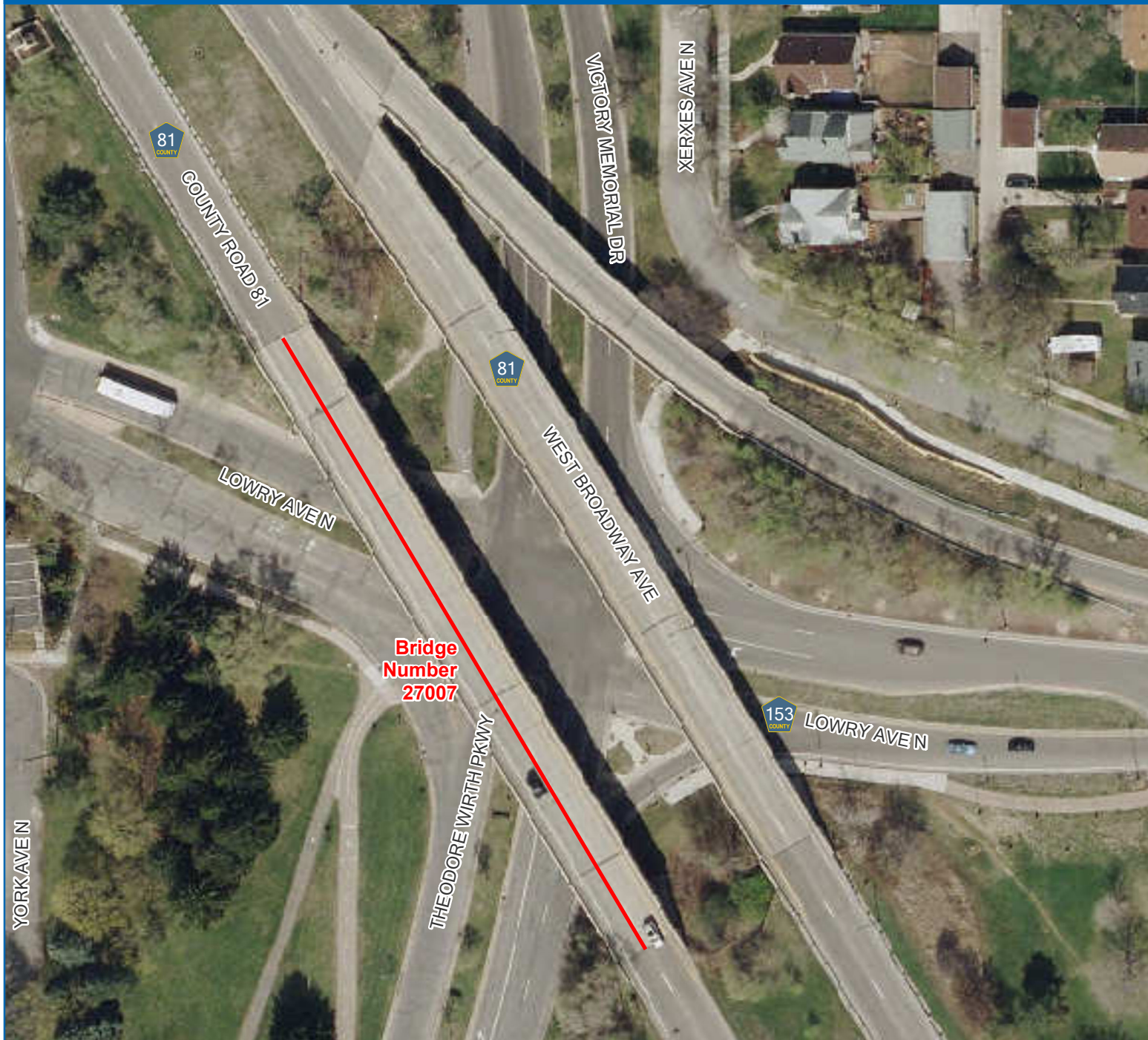
0 1,000 2,000  
Feet

# Aerial Map - CSAH 81 Bridge Rehabilitation

## Southbound Bridge over CSAH 153 (Lowry Avenue North)

► Transportation

Hennepin County Public Works



### Legend



Produced by Hennepin County Public Works Transportation Department.

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Published: 11/19/2014



Hennepin County  
Public Works



0 50 100  
Feet





## Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

**BRIDGE 27007 CSAH 81(SB) OVER MSAS 295 & STR 184**

**INSP. DATE: 08-27-2013**

County: HENNEPIN	Location: 2.3 MI NW OF JCT TH 94	Length: 374.2 ft
City: ROBBINSDALE	Route: CSAH 81 Ref. Pt.: 002+00.310	Deck Width: 35.5 ft
Township:	Control Section: Maint. Area:	Rdwy. Area / Pct. Unsnd: 11,227 sq ft 2 %
Section: 08 Township: 029NN Range: 24W	Local Agency Bridge Nbr:	Paint Area/ Pct. Unsnd:
Span Type: CCONC BOX GIRD		Culvert N/A
NBI Deck: 5 Super: 4 Sub: 6 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: 33.4
Required Bridge Signs - Load Posting: NOT REQUIRED	Traffic: NOT REQUIRED	
Horizontal: OBJECT MARKERS	Vertical: NOT APPLICABLE	

**STRUCTURE UNIT: 0**

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5	
22	LS O/L (CONC DECK)	3	08-27-2013	13,283 SF	0	0	13,283	0	0	
			08-27-2012	13,283 SF	0	0	13,283	0	0	
Notes:  22. Large trans and long cracks. Map cracking @ N span. Surface scaled near both gutters. Conc scaled and spalled @ each side of all 3 expansion joints. Diag crack in NE and NW.'11-severe (3"-4" deep) spalls @ joint @ N abut-'12-spalls repaired w/ bit. '13-no change.										
300	STRIP SEAL JOINT	3	08-27-2013	115 LF	0	115	0	N/A	N/A	
			08-27-2012	115 LF	0	115	0	N/A	N/A	
Notes:  300. Joints partially filled w/ sand. Conc repaired @ joints in '05. '11-joints almost closed @ 70 deg. '12-conc spalls adj to joints. '13-85 deg - S joint opened +/- 3/8"; mid jt 1/8"; N jt closed.										
301	POURED DECK JOINT	3	08-27-2013	144 LF	134	10	0	N/A	N/A	
			08-27-2012	144 LF	137	7	0	N/A	N/A	
Notes:  301. Some joint material deteriorated and/or missing. '13-more material deteriorated.										
302	COMPRESSION JOINT	3	08-27-2013	69 LF	30	21	18	N/A	N/A	
			08-27-2012	69 LF	23	35	11	N/A	N/A	
Notes:  302. Joints @ N and S abuts. Hot pour over compression seals. '13-S joint looks good. N joint is deteriorated.										
407	BITUMINOUS APPROACH	2	08-27-2013	2 EA	1	1	0	0	N/A	
			08-27-2012	2 EA	1	1	0	0	N/A	
Notes:  407. Long cracks in S. S is settled w/ spalls in O/L. '13-no change.										
331	CONCRETE RAILING	3	08-27-2013	748 LF	0	723	25	0	N/A	
			08-27-2012	748 LF	0	723	25	0	N/A	
Notes:  331. Railing cracked and weathered. Conc spalled w/ rebar exp. Rust on conc. Cracks epoxy sealed in '05. Large spalls & rust in NE corner. '13-no change.										
105	CONCRETE BOX GIRDER	4	08-27-2013	374 LF	0	356	16	2	N/A	
			08-27-2012	374 LF	0	356	18	0	N/A	
Notes:  105. Large conc spall @ NE corner w/ rebar exp near bearing and deck. SE corner cracked and spalled w/ rebar exp. Shear cracks near columns. Water leakage under E side @ columns 2 and 3. Many vert cracks on sides of girders. Long term deflection apparent-minor. 2' X 2' spall w/ rebar exp in bottom of girder @ hinge in span 4. Remove numerous pigeon droppings inside girder near hinge areas-health risk. Diag cracks in conc above NW and SE corner bearing. Spalled @ E bearing pad @ S hinge. Spalled @ S hinge. Spalls w/ rebar exp on both sides @ all hinges-no loss under bearings, and many other spalls @ hinges. Many fine tension cracks in bottom. Haunch above bearing in NE, NW and SE is cracked. NW is also spalled w/ rebar exp. Tension cracks in all fascias near abuts. '13-scrape on underside @ WB left turn. Spall @ bearing in NE has gotten larger. Only conc left is just above bearing plate. NW has several mod cracks just above bearing. Engineer's opinion that no immediate repairs or new load rating required.										
379	CONCRETE HINGE	4	08-27-2013	3 EA	0	1	2	0	N/A	
			08-27-2012	3 EA	0	1	2	0	N/A	
Notes:  379. Trans cracks in bottom. Conc deteriorated and spalled w/ rebar exp in span 4. Large spalls w/ rebar exp @ E & W fascia of span 3. Some large spalls @ span 3 are repaired. Numerous spalls @ bottom span 2. Large spall, efflor, cracking, delams and rebar showing @ span 2. Wire screen loose @ all hinges. '13-conc deteriorated & spalled w/ rebar exp in all 3 spans.										

## Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 27007 CSAH 81(SB) OVER MSAS 295 &amp; STR 184

INSP. DATE: 08-27-2013

## STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
311	EXPANSION BEARING	4	08-27-2013	25 EA	10	5	10	N/A	N/A
			08-27-2012	25 EA	18	4	3	N/A	N/A
	Notes: [311. Most exterior bearings @ strip seals significantly rusted. Some bearings @ abuts have pack rust and are frozen. Conc cracked and broken above and around NE bearing, slight loss of bearing area. Steel pad placed @ NE bearing for support if failure occurs. Exterior bearings @ S abut and W bearing @ N abut appear to have the start of the same problem. '13-all bearings @ abuts have pack rust & are frozen.]								
205	CONCRETE COLUMN	4	08-27-2013	4 EA	4	0	0	0	N/A
			08-27-2012	4 EA	4	0	0	0	N/A
	Notes: [205. Map cracks in pier columns. '13-no change.]								
215	CONCRETE ABUTMENT	4	08-27-2013	69 LF	0	69	0	0	N/A
			08-27-2012	69 LF	0	69	0	0	N/A
	Notes: [215. Utility opening bricks repaired @ S abut in '05. Horiz and vert cracks in both. Cracked and delam'd conc. Some rust. Major leakage in SE and in NE @ utility blackout. '13-S abut patch below 2nd bearing from E is delaminating.]								
387	CONCRETE WINGWALL	4	08-27-2013	4 EA	2	2	0	0	N/A
			08-27-2012	4 EA	4	0	0	0	N/A
	Notes: [387. A spall on roadway side of each S wall. '13-spalls have rebars exp.]								
358	CONC DECK CRACKING	2	08-27-2013	1 EA	0	0	1	0	N/A
			08-27-2012	1 EA	0	0	1	0	N/A
	Notes: [358. Cracks are 5'-10', some are measurable in size, most unsealed. '13-no change.]								
359	CONC DECK UNDERSIDE	3	08-27-2013	1 EA	0	1	0	0	0
			08-27-2012	1 EA	0	1	0	0	0
	Notes: [359. Trans cracks on cantilever of box girders in all spans. Many spalls w/ rebar exp in W cantilever coping. Coping cracked and delam'd w/ rebar exp. Delam, efflor and rust on cantilevers.]								
964	CRITICAL FINDING	2	08-27-2013	1 EA	1	0	N/A	N/A	N/A
			08-27-2012	1 EA	1	0	N/A	N/A	N/A
	Notes: [964.]								
965	SHEAR CRACKING	2	08-27-2013	1 EA	0	1	0	0	N/A
	Notes: [965. '13-minor shear cracking of box girders present.]								
981	SIGNING	2	08-27-2013	1 EA	1	0	0	0	0
			08-27-2012	1 EA	1	0	0	0	0
	Notes: [981. Horiz clearance markers X4-4 @ N approach. 15 mph exit sign @ SW corner. '13-no change.]								
982	GUARDRAIL	2	08-27-2013	1 EA	1	0	0	N/A	N/A
			08-27-2012	1 EA	0	1	0	N/A	N/A
	Notes: [982. Guardrail attached @ NW and NE corners. '13-in good condition.]								
984	DRAINAGE	2	08-27-2013	1 EA	1	0	0	N/A	N/A
			08-27-2012	1 EA	1	0	0	N/A	N/A
	Notes: [984. Drains have been plugged w/ conc.]								
985	SLOPES	2	08-27-2013	1 EA	0	0	1	N/A	N/A
			08-27-2012	1 EA	0	0	1	N/A	N/A
	Notes: [985. S slope protection settled 3"-4". Slope paving has some cracks. '04-new joint seal @ abut slope paving(W.R. Meadows seal tight). 15' loose @ both abuts. N slope settled +/- 1". '13-no change.]								
986	CURB & SIDEWALK	2	08-27-2013	1 EA	1	0	0	N/A	N/A
			08-27-2012	1 EA	1	0	0	N/A	N/A
	Notes: [986. Some trans and long cracks in curbs. Repaired numerous areas of severely spalled curb on E rail in '05. Small spall @ SW & NE approach. Small spalls in patched curb on E side. '13-no change.]								

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**BRIDGE 27007 CSAH 81(SB ) OVER MSAS 295 & STR 184****INSP. DATE: 08-27-2013****STRUCTURE UNIT: 0**

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
988	MISCELLANEOUS	2	08-27-2013	1 EA	1	0	0	N/A	N/A
			08-27-2012	1 EA	1	0	0	N/A	N/A

Notes: [988. Bit pavement under is uneven. Roadway and curb settlement on Lowry +/- 75' W of SB Theo Wirth Pkwy. 3 lights mounted on center pier columns. Electrical conduit inside both fascias & outside W fascia. 2 new lights & conduit on top of bridge. '13-new bit on Lowry W of Theo Wirth. Curb & gutter, CB & bit median improvements and repairs to Lowry EB & WB.]

General Notes: \*Bridge 27007 SB CSAH 81 (Broadway Ave)/EB Lowry, Victory Mem Pkwy 8/27/13 WJM and PTH.

## Recommended Repairs:

- 22. Reseal deck cracks.
- 105. Remove numerous pigeon droppings inside girders near hinge areas. Health risk to inspection and operations personnel.
- 105. Monitor box girders near outside bearings @ abuts, especially NE.
- 105. Repair conc @ hinge joints.
- 105. Monitor deteriorated bottom of girders.
- 302. Reseal joints @ abuts w/ hot pour.
- 311. Monitor blocked up bearing @ NE corner.
- 320. Repair spalls @ joints.
- 379. Repair box girder spalls and deterioration @ hinges.

Inspector's Signature

Reviewer's Signature / Date

**HENNEPIN COUNTY  
TRANSPORTATION PLANNING DIVISION**

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

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

Classification Grand Totals

**Hourly Averages**

NB.

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

**Study Grand Totals**

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

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

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

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



**HENNEPIN COUNTY  
TRANSPORTATION PLANNING DIVISION**

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

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

Classification Grand Totals

**Hourly Averages**

SB.

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

**Study Grand Totals**

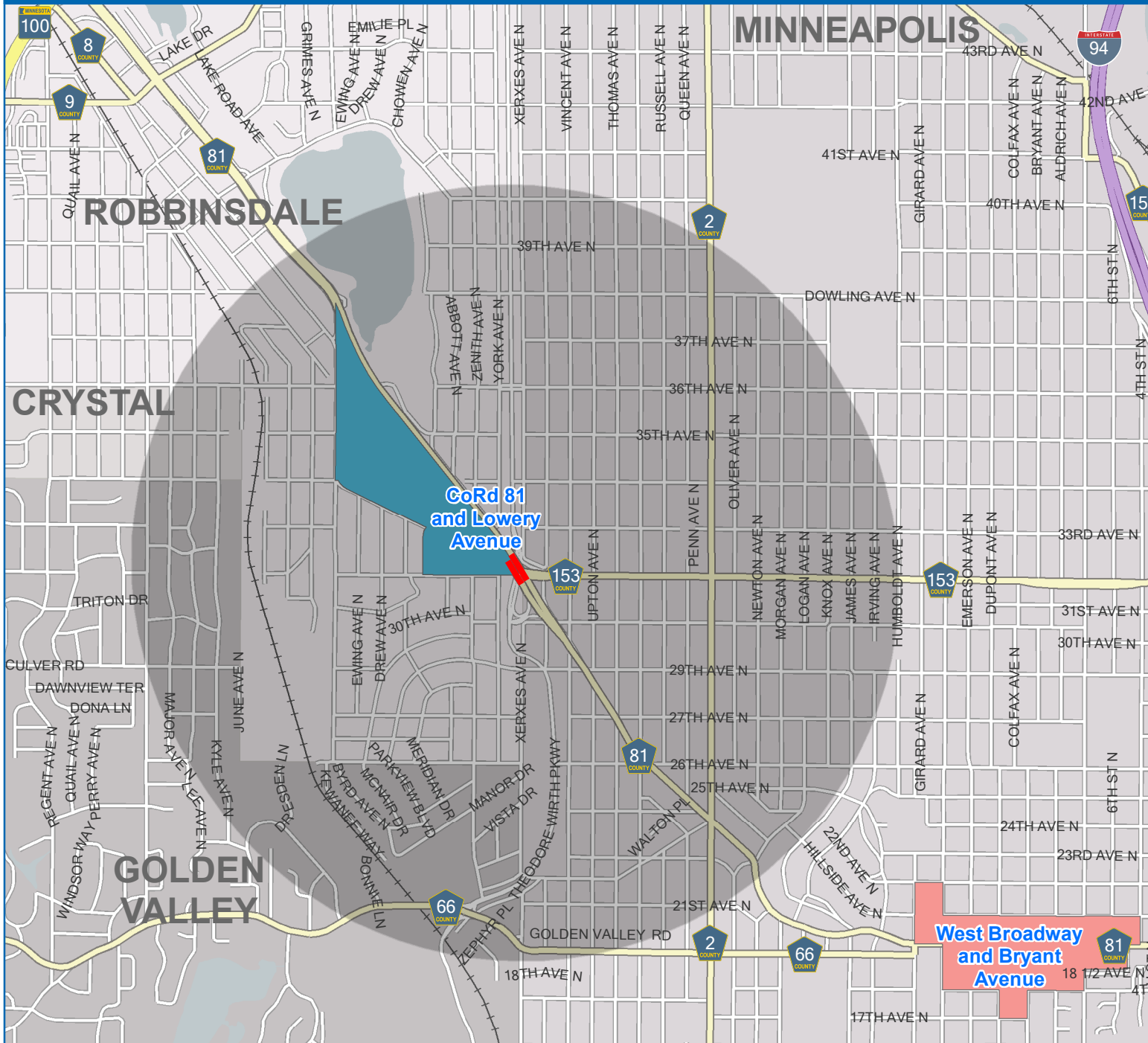
	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
SB.	14888	57 0.4 %	11152 74.9 %	2729 18.3 %	352 2.4 %	318 2.1 %	40 0.3 %	5 0.0 %	172 1.2 %	19 0.1 %	0 0.0 %	35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

# Proximity Map - CSAH 81 Bridge Rehabilitation

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

Transportation

Hennepin County Public Works



### Project Termini

Project Location

### Project One Mile Buffer

Project One Mile Buffer

### Job & Activity Centers

Major

Professional

Industrial

Activity

Diversified

Produced by Hennepin County Public Works Transportation Department.

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Published: 11/12/2014



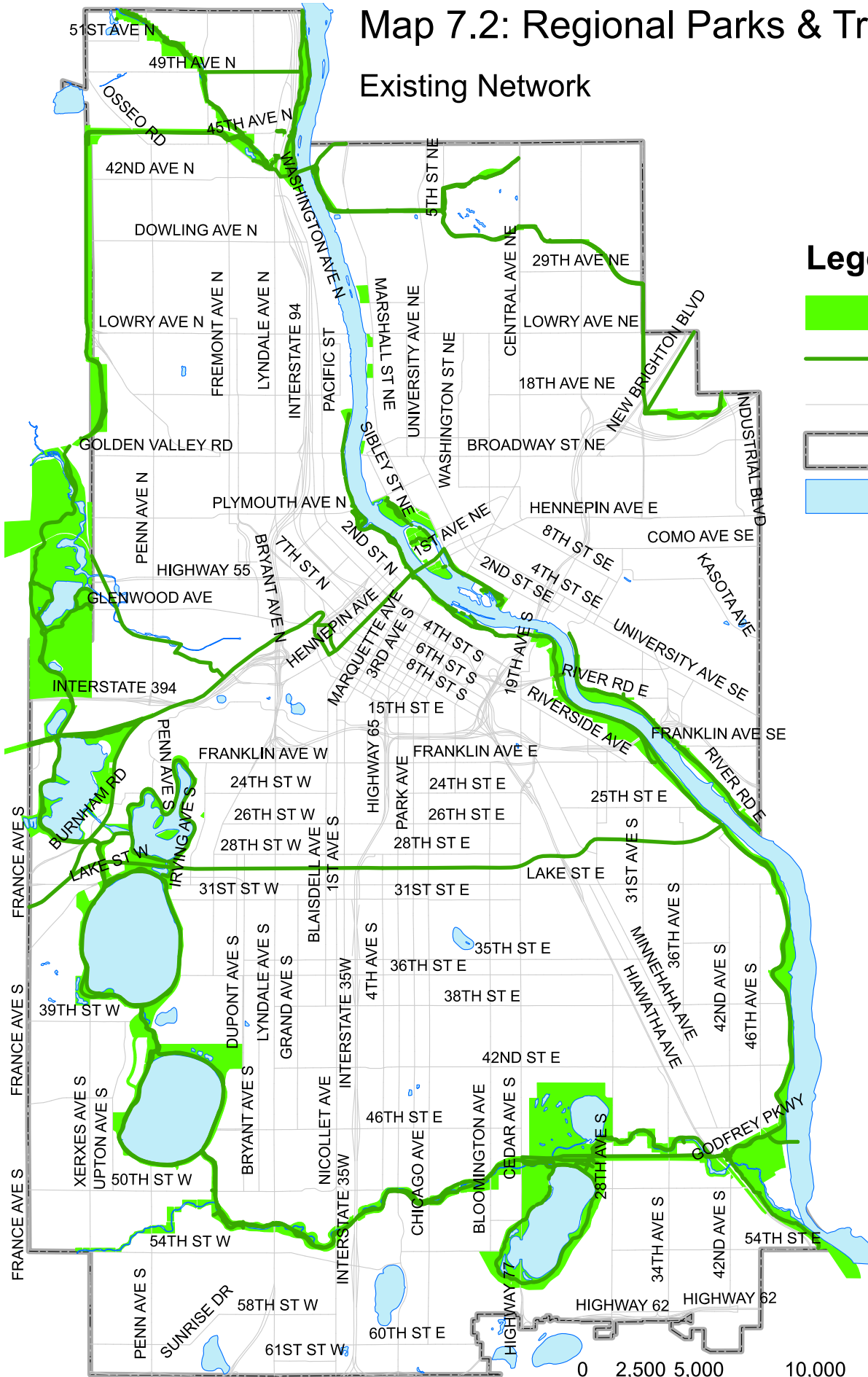
Hennepin County Public Works



0 1,300 2,600 Feet

# Map 7.2: Regional Parks & Trails

## Existing Network



### Legend

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



Sources:  
 Minneapolis Park and Recreation Board and Metropolitan Council

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



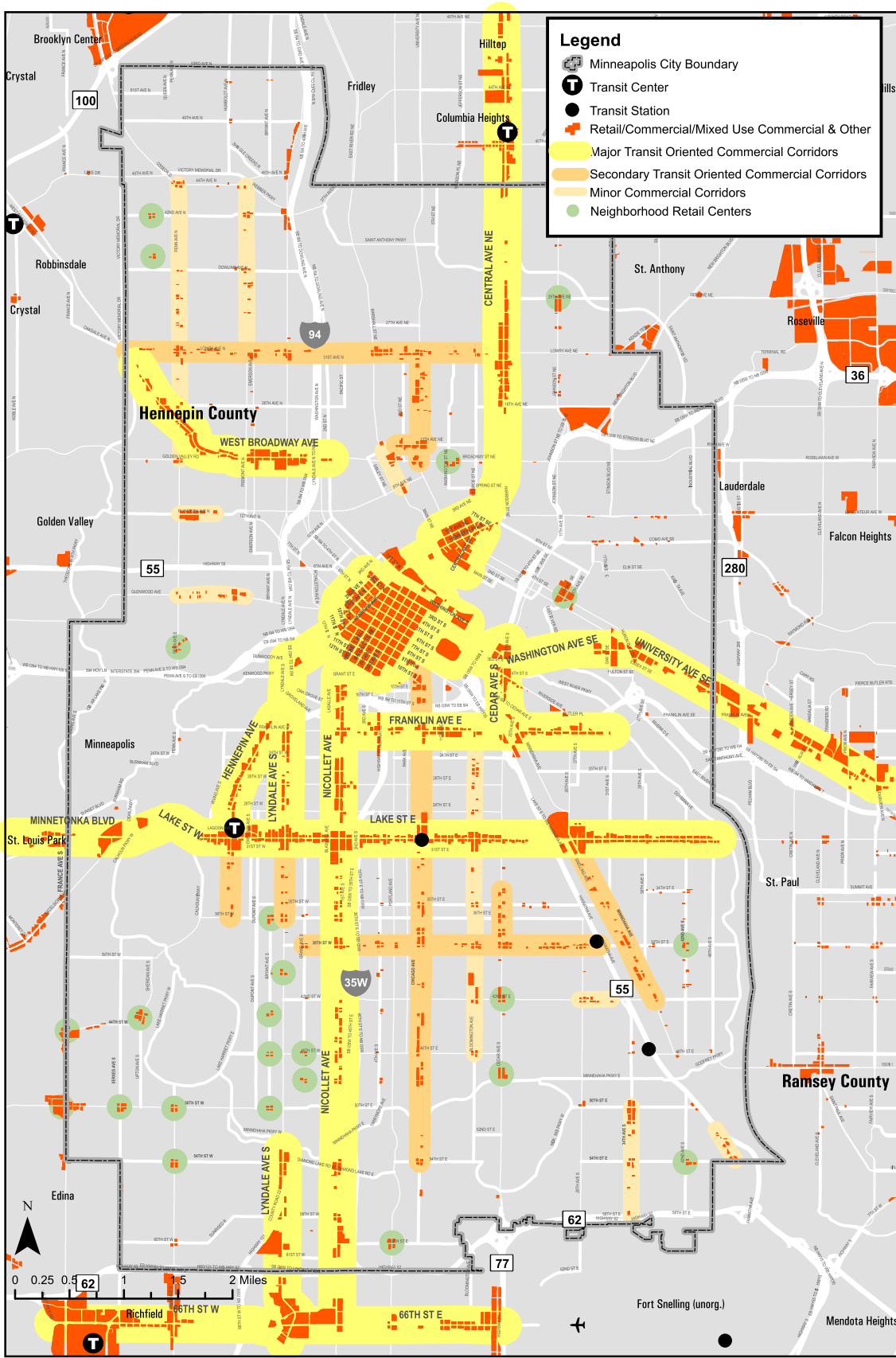


FIGURE 4 - HISTORIC DEVELOPMENT & TRANSPORTATION PATTERNS

## Carla J Stueve

---

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

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

---

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

Jason,

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

Thank you,

Christy

---

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

Christy,

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

Regards,

Jason Pieper, EIT  
Transportation Engineer

Office: 612-596-0241  
Cell: 651-357-8037  
Email: [Jason.Pieper@hennepin.us](mailto:Jason.Pieper@hennepin.us)

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

---

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

Hi Jason,

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

Thanks,

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

---

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

Good morning Christy,

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

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

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

Attachment 02: Aerial of the Project Location



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

Attachment 03: 2013 Traffic Volume Report for station number 43028

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

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

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

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

Thank-you for your time,

Jason Pieper, EIT  
Transportation Engineer

Office: 612-596-0241  
Cell: 651-357-8037  
Email: [Jason.Pieper@hennepin.us](mailto:Jason.Pieper@hennepin.us)

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

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**Disclaimer:** Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

**HENNEPIN COUNTY  
TRANSPORTATION PLANNING  
DIVISION**

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

Site: 744

Weekly Volume

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

Peak Hours

12:00 AM - 11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	10:00 AM	-	-	-	-	-	-	-	-	11:00 AM	11:00 AM
12:00 PM - 1:00 PM	142	250	150	225	146	206	-	-	-	-	-	-	-	-	146.0	237.5
12:00 PM - 5:00 PM	300	433	307	539	-	-	-	-	-	-	-	-	-	-	303.5	481.5
12:00 AM - 5:00 PM	300	433	307	539	-	-	-	-	-	-	-	-	-	-	303.5	481.5

11"  
11,400

+ 14.3  
00

NB - 7218  
SB - 7359

14,577 / 1.119 = 13,027

NB - 7218  
SB - 7359  
14,577

+14.3  
vby p.y.  
8-20-13



**HENNEPIN COUNTY  
TRANSPORTATION PLANNING  
DIVISION**

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

Site: 744

Weekly Volume, per Channel

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

**Peak Hours**

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



**LEGEND**

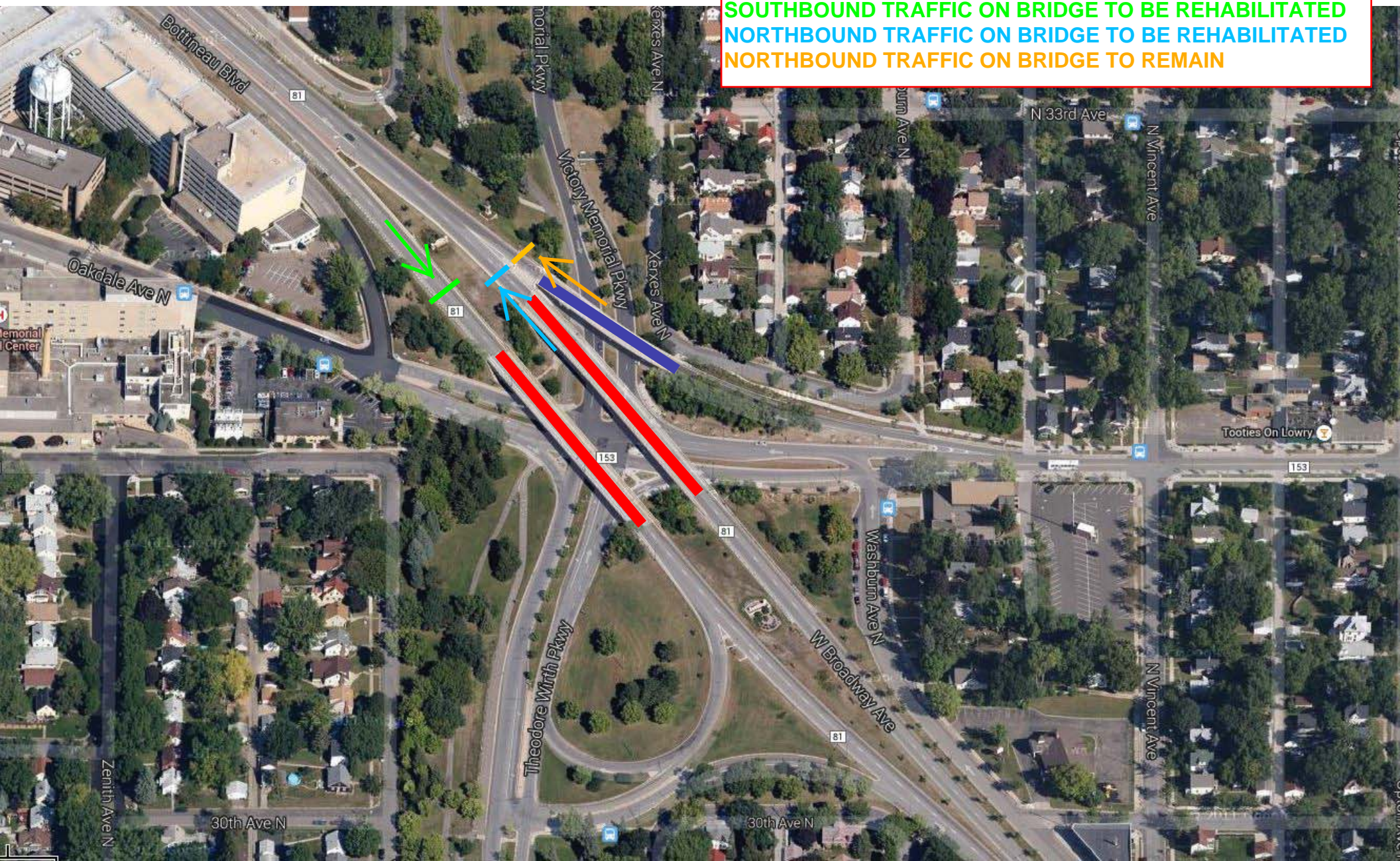
**BRIDGES TO BE REHABILITATED**

**BRIDGE TO REMAIN**

**SOUTHBOUND TRAFFIC ON BRIDGE TO BE REHABILITATED**

**NORTHBOUND TRAFFIC ON BRIDGE TO BE REHABILITATED**

**NORTHBOUND TRAFFIC ON BRIDGE TO REMAIN**

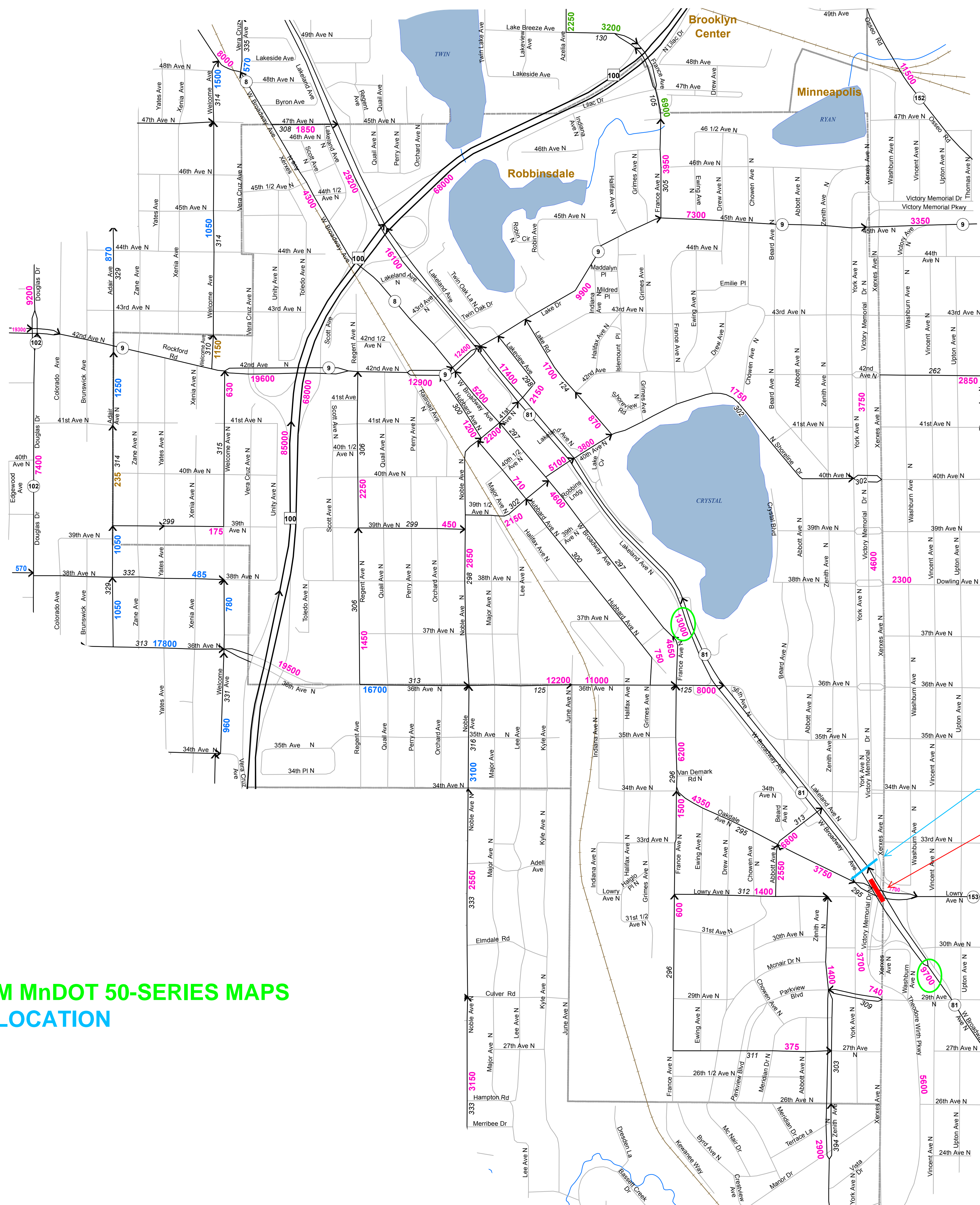




# 2013 Publication Traffic Volumes - Robbinsdale



0 0.25 Mi.



## LEGEND

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

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

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

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

## MAP LEGEND

- AADT Year
  - 2013 2012
  - 2011 2010
  - 2009 and older
- Interstate
- US Highway
- MN Highway
- CSAH
- MSAS
- County Road
- Other Roads
- Railroads
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov'ts
- State Forests
- State Parks

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

## Carla J Stueve

---

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

Just divide in half.



Mark Filipi, AICP PTP

Manager, Technical Planning Support  
Metropolitan Transportation Services  
[mark.filipi@metc.state.mn.us](mailto: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](http://metro council.org)

CONNECT WITH US



---

**From:** Carla J Stueve [<mailto:Carla.Stueve@hennepin.us>]

**Sent:** Thursday, November 20, 2014 10:56 AM

**To:** Filipi, Mark

**Subject:** CSAH 81 Bridge Forecasts

Hi Mark,

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

Thanks!

Carla Stueve



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## 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 83 <sup>rd</sup> 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



#### Mark Filipi, AICP PTP

Manager, Technical Planning Support  
Metropolitan Transportation Services

[mark.filipi@metc.state.mn.us](mailto: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](http://metro council.org)

CONNECT WITH US



---

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

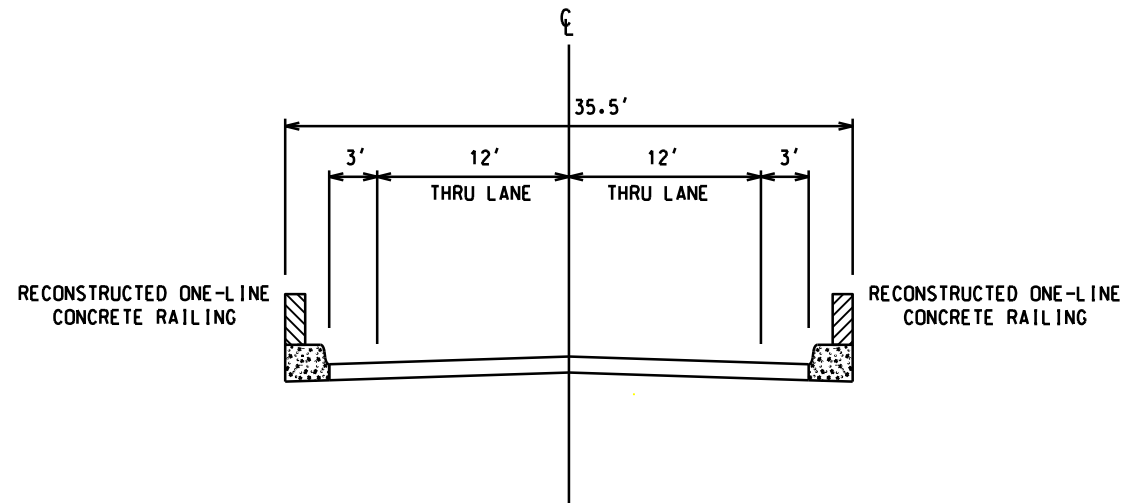
Good morning Mark,

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

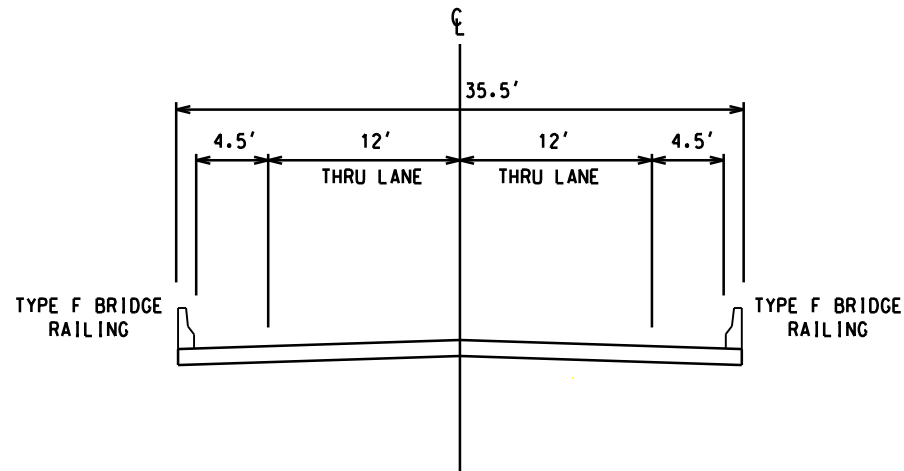
Thanks for your help!

Jason Pieper, EIT

## EXISTING SECTION - CSAH 81 SOUTHBOUND BRIDGE



## PROPOSED SECTION - CSAH 81 SOUTHBOUND BRIDGE



HENNEPIN COUNTY

TYPICAL SECTIONS

CSAH NO 81 Southbound at Lowry Ave N/Victory Memorial Drive BRIDGE # 27007



# City of Robbinsdale

4100 Lakeview Avenue North • Robbinsdale • Minnesota • 55422-2280  
Phone (763)531-1258 • Fax (763)531-1291  
Website [www.robbinsdalemn.com](http://www.robbinsdalemn.com)

November 18, 2014

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

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

Dear Mr. Grube:

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

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

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

Sincerely,  
CITY OF ROBBINSDALE

Regan L. Murphy  
Mayor

Marcia Glick  
City Manager



**Minneapolis**  
City of Lakes

**Department of  
Public Works**

Steven A. Kotke, P.E.  
City Engineer  
Director

350 South 5th Street - Room 203  
Minneapolis MN 55415

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

November 21, 2014

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

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

Dear Mr. Grube:

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

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

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

Sincerely,

Steve Kotke  
Director of Public Works and City Engineer





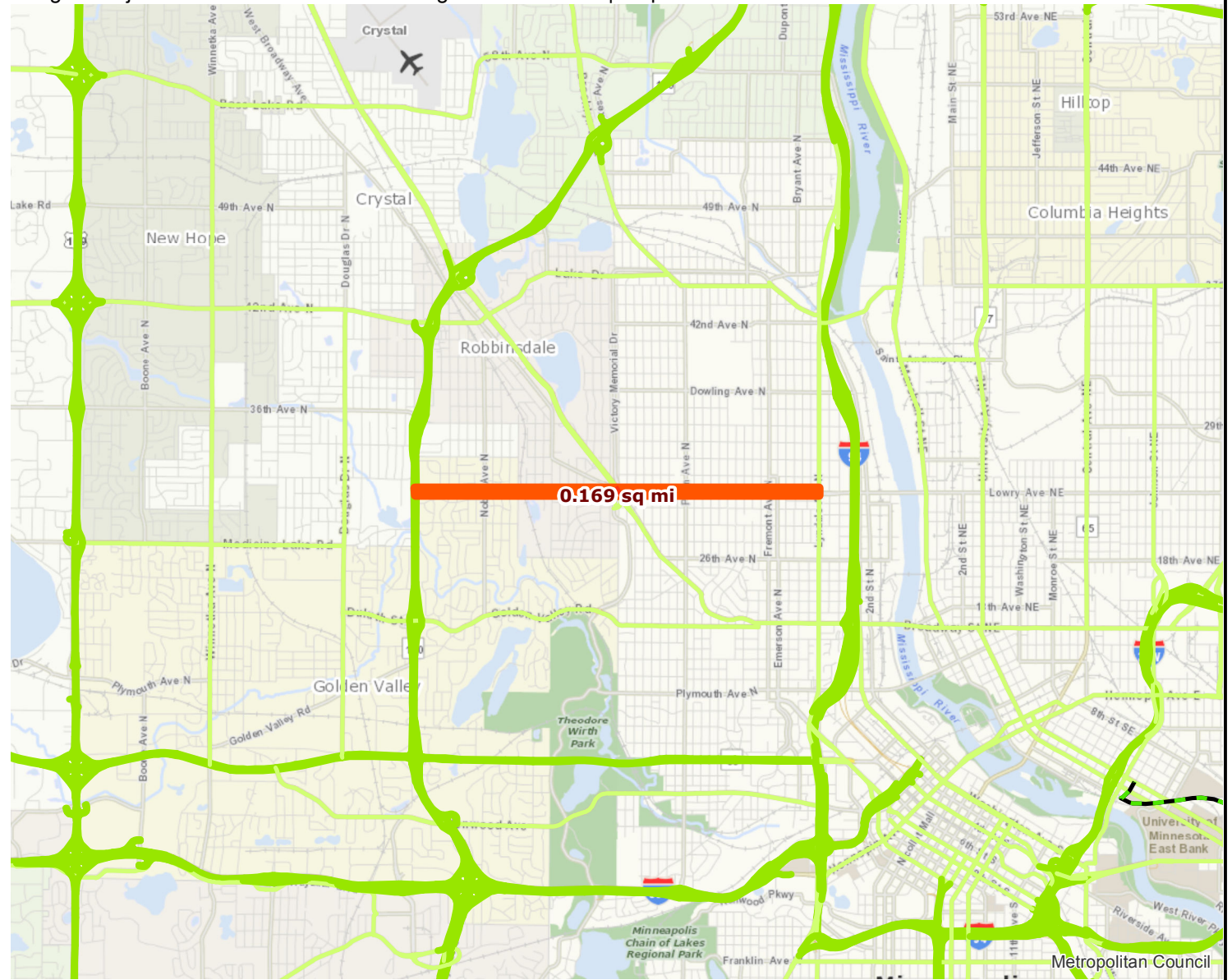
# Roadway Area Definition

Bridges Project: CSAH 81 Southbound Bridge Rehabilitation | Map ID: 1416320963556

## Results

Project Length: 0.067 miles

Project Area: 0.169 sq mi



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



Created: 11/18/2014  
LandscapeRSA1



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



# Regional Economy

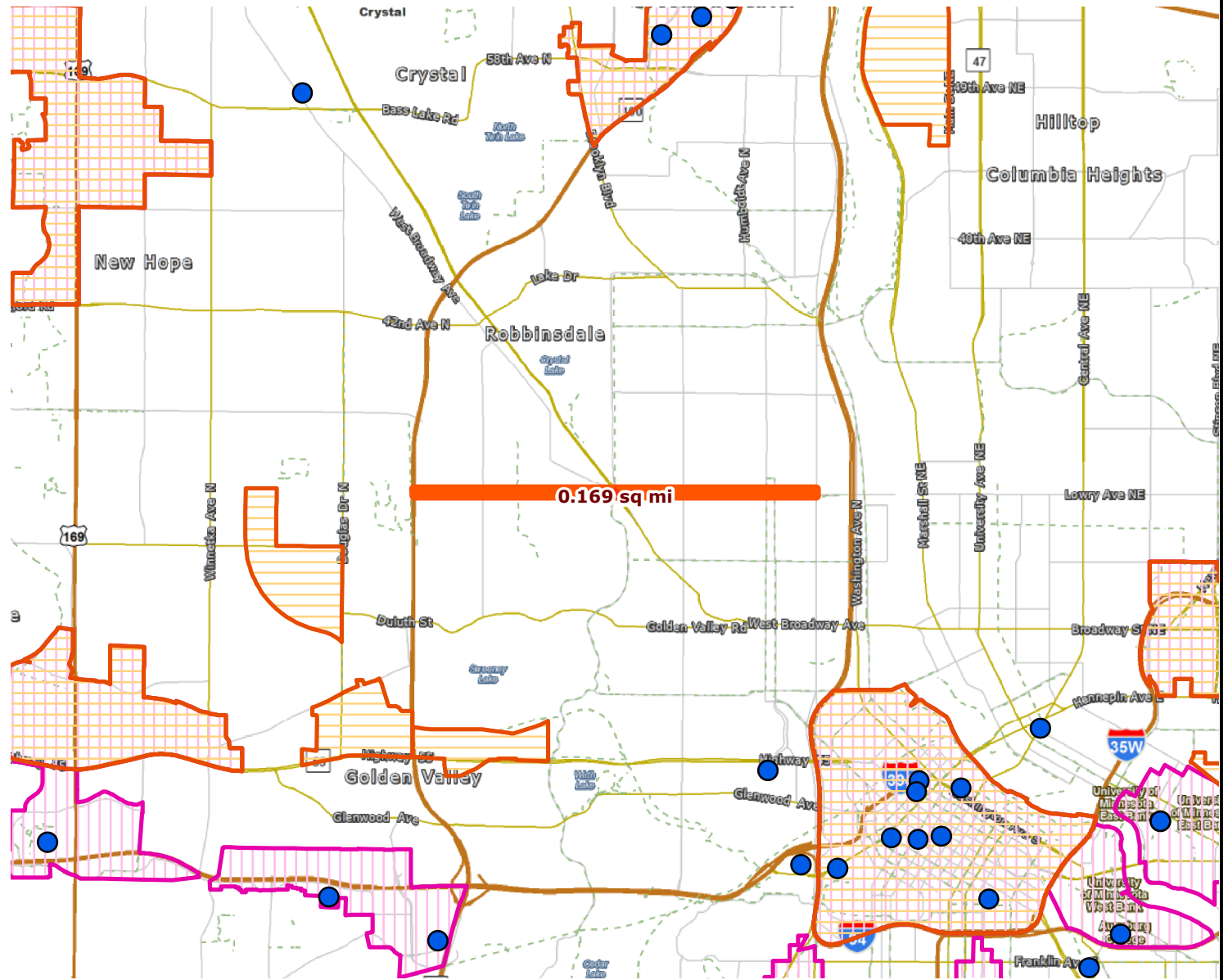
Bridges Project: CSAH 81 Southbound Bridge Rehabilitation | Map ID: 1416320963556

## Results

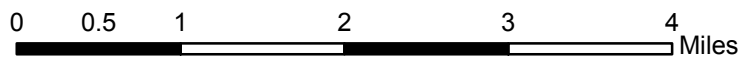
Project **NOT IN** area of Job Concentration.

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

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



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



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LandscapeRSA5

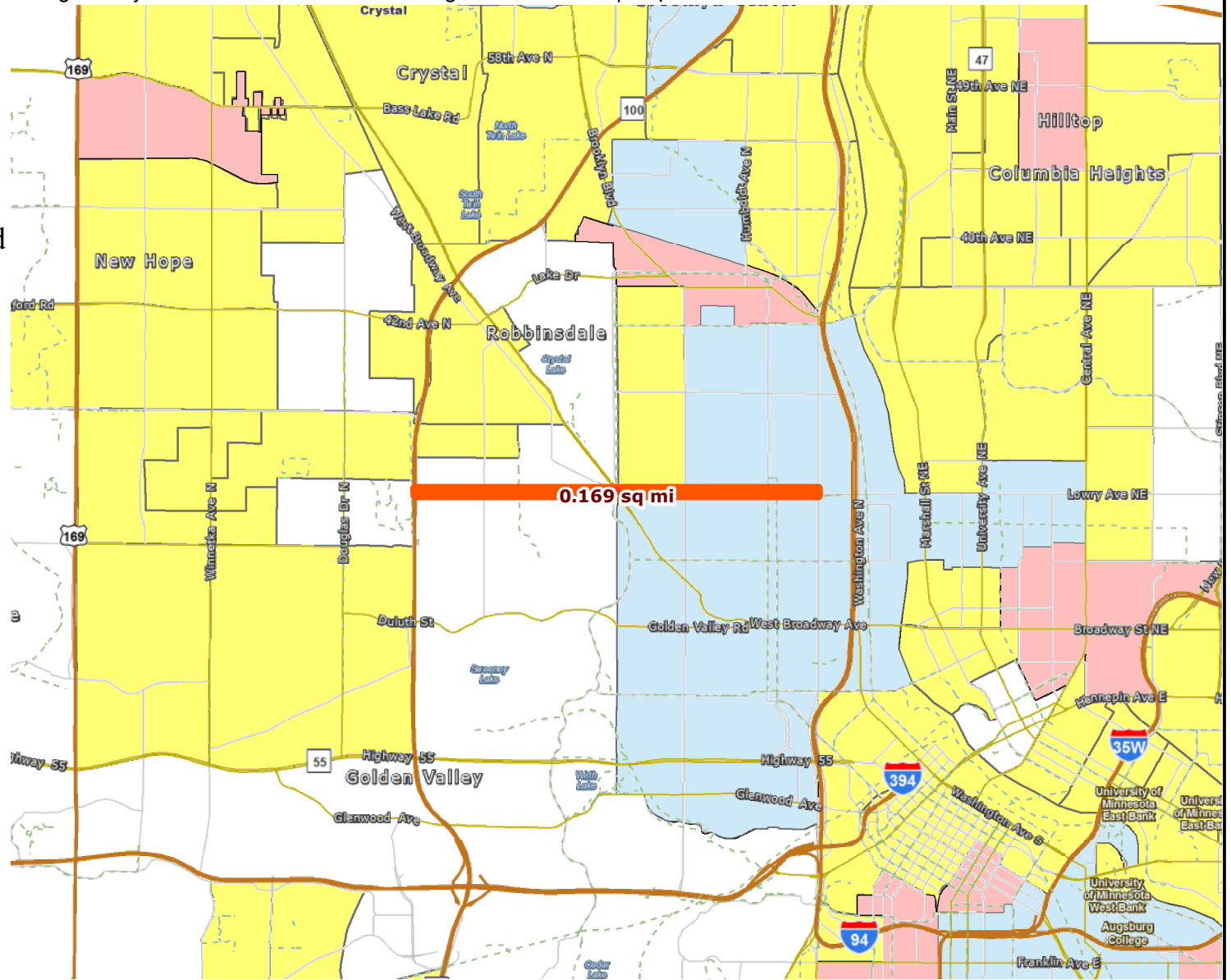


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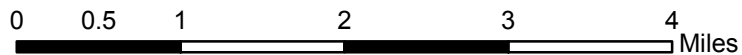


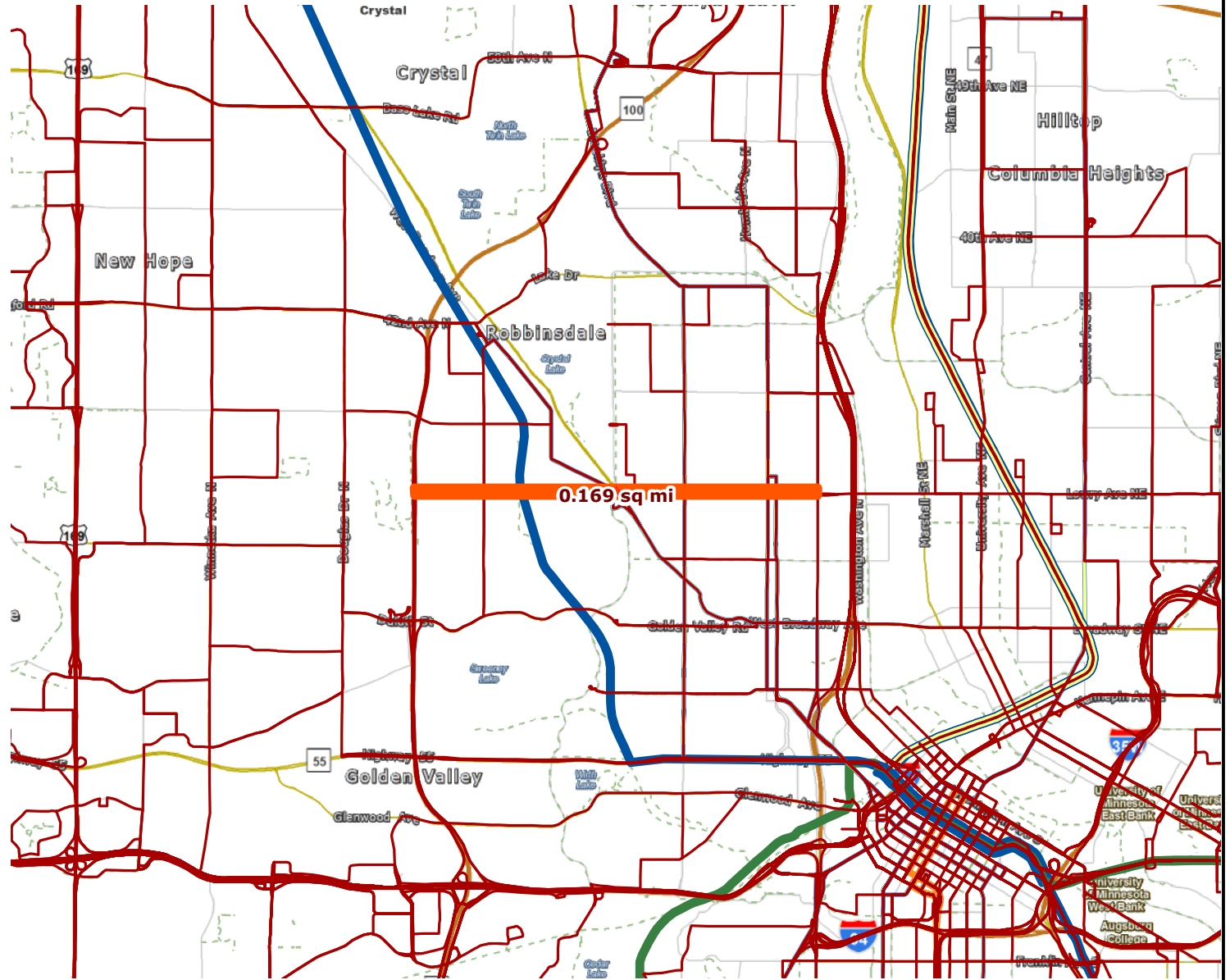
Results

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



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





Results

Transit with a Direct Connection to project:

14 32

\*West Broadway

\*indicates Planned Alignments

- ▬ Project
- Project Area
- ▬ Transit Routes
- Transitway**
- ▬ Blue / Green Line
- ▬ Blue Line
- ▬ Green Line
- Planned Alignments**
- ▬▬▬ Northstar Line
- ▬ Light Rail, Blue Line Extension
- ▬ Arterial BRT
- ▬ BRT, Orange Line
- ▬ Light Rail, Green Line Extension



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