



Application

04776 - 2016 Bridges

04867 - CSAH 19 (Shadywood Road) over Narrows Channel Bridge (No. 27516) Rehabilitation

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/14/2016 12:01 PM

Primary Contact

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***** Medina Minnesota 55340
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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 19 (Shadywood Road) over Narrows Channel Bridge
(No. 27516) Rehabilitation

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The project includes the rehabilitation of the CSAH 19 (Shadywood Road) bridge (No. 27516) located over the Narrows Channel of Lake Minnetonka. This bridge is on the border between the cities of Orono and Tonka Bay. CSAH 19 is an A-Minor Arterial roadway that currently carries 11,900 vehicles per day. This section of CSAH 19 is a vital corridor for all modes of traffic through the Lake Minnetonka area. The roadway extends north from TH 7 in the southern part of Hennepin County for approximately 24 miles into Wright County. This section is a heavily used bike route and provides a popular recreational/fishing area directly under the bridge. Bridge rehabilitation is needed to deliver safe and efficient transportation service to its users.

Existing Conditions:

The CSAH 19 bridge is classified as structurally deficient with a sufficiency rating of 54. The bridge is experiencing significant deterioration of the north abutment, including distortion and stress cracking. The abutment wall has separated from its originally constructed position and is resting on the adjacent bridge deck. Soil beneath the approach panel has filled the void created by this movement and may be causing further damage to the wall. The paving block appears to be pulling away from the end of the approach panel resulting in a void between it and the approach panel. Water that is leaking through the bridge deck is resulting in rapid deterioration of the uncoated reinforcement, steel beam ends, bearings, and abutment seat. In addition, there is no available space for thermal expansion to occur at either end of the bridge since the expansion joints are completely closed. Fluctuating temperatures result in a thermally induced axial load on the superstructure that was not originally accounted for in the design.

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

Project Improvements:

The project includes rehabilitation of this deteriorated bridge with improvements to the bridge deck, approach panel, abutment wall, joints, bridge beams and bearing assemblies. The improvements are needed as soon as possible to avoid failure of the abutment. The rehabilitation will include replacing the approach panels and north abutment parapet, replacing both expansion joints and the concrete deck, and sand blasting and repainting the beams and bearing assemblies.

The current bridge cross section is 52 feet, which includes two 12-foot driving lanes and two 14-foot shoulders. This cross section will remain intact with the proposed rehabilitation. The bridge would be designed for a 75-year or greater service life.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 19 OVER NARROWS CHANNEL - REHAB BR. 27516

Project Length (Miles)

0.12

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

\$1,520,000.00

Match Amount

\$380,000.00

Minimum of 20% of project total

Project Total

\$1,900,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Hennepin County and State

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2021

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

County, City, or Lead Agency Hennepin County

Functional Class of Road A Minor Arterial (Expander)

Road System CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 19
i.e., 53 for CSAH 53

Name of Road Shadywood Road
Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55391

(Approximate) Begin Construction Date 04/12/2021

(Approximate) End Construction Date 11/19/2021

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: (Intersection or Address) Approximately 300 feet north of bridge

To: (Intersection or Address) Approximately 300 feet south of bridge

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work Bridge rehabilitation
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 27516

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$1,900,000.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$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	\$1,900,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$1,900,000.00
Construction Cost Total	\$1,900,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

The CSAH 19 bridge rehabilitation project is consistent with the 2040 Transportation Policy Plan by meeting the following objectives and strategies:

A) Transportation System Stewardship: Through Hennepin County's annual bridge inspection program we ensure planned preservation and maintenance of our facilities. This project will rehabilitate a structurally deficient bridge that currently carries 11,900 vehicles per day.

B) Safety and Security: The rehabilitated bridge will provide a safer design to serve its users, and will retain the current cross section, with two 12-foot travel lanes and two 14-foot shoulders to accommodate dedicated buffered bicycle lanes on the bridge. The bridge rehabilitation will also solve the structural safety issues for this deficient bridge.

C) Access to Destinations: CSAH 19 is a regional corridor that extends approximately 24 miles from TH 7 in southern Hennepin County into Wright County, providing access for visitors to the Lake Minnetonka area and multiple regional trails. The bridge rehabilitation will continue to provide efficient access to key destinations in the area. This bridge also supports local transit Express Route 671.

D) Competitive Economy: CSAH 19 provides a vital connection for residents and visitors to access jobs, education, and recreational destinations.

E) Healthy Environment: The rehabilitated bridge will provide dedicated buffered bicycle lanes to support multi-modal traffic, which will provide an alternative local transportation connection bridging mature, walkable neighborhoods. The rehabilitated bridge will also benefit pedestrians and bicyclists on the bridge by providing a smoother pavement

List the goals, objectives, strategies, and associated pages:

surface.

F) Leveraging Transportation Investments to Guide Land Use: Due to land constraints, development will be largely limited to subdivision and redevelopment. There is an imminent need to preserve and enhance the existing infrastructure to support transportation and land use in the area.

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Top 20 Hennepin County Bridge Priority Ranking

MnDOT Bridge Inspection Report (pages attached)

List the applicable documents and pages:

MnDOT Structure Inventory Report(pages attached)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization: \$1,000,000 to \$7,000,000

Roadway System Management \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects 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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway 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

4. 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 application categories. Rail-only bridges are ineligible for funding.

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Measure A: Functional Classification

Area	0.17
Project Length	0.12
Average Distance	1.4167
Upload Map	1466539291371_CSAH 019 (Shadywood Road) Bridge - Roadway Area.pdf

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

Existing Employment within 1 Mile:	1785
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	216
Existing Students:	0
Upload Map	1466539409087_CSAH 019 (Shadywood Road) Bridge - Regional Economy.pdf

Measure C: Current Daily Heavy Commercial Traffic

Location	CSAH 19 bridge, south of Lafayette Road
Current Daily Heavy Commercial Traffic Volume	2066.0
Date Heavy Commercial Count Taken:	05/19/2016

Measure D: Freight Elements

The CSAH 19 bridge over the Narrows Channel is a regionally significant freight route for Lake Minnetonka communities carrying 2,066 heavy commercial vehicles daily. CSAH 19 extends approximately 24 miles north from TH 7 in southern Hennepin County into Wright County. Traffic trends show increased freight and delivery trucks along this corridor and others in the region.

The bridge is classified as structurally deficient with a 54 sufficiency rating. The rehabilitation will include significant safety improvements to continue to serve heavy commercial vehicles with time-sensitive freight. The rehabilitation of this bridge will avoid potential load restrictions and rerouting of heavy vehicles. A detour from this connection would result in rerouting of truck traffic over 15 miles due to the limited routes around Lake Minnetonka accessible to heavy trucks.

As freight needs continue to increase, this project will improve mobility, safety and operations for truck traffic. The bridge rehabilitation will support economic development by providing efficient access to key destinations in the area. The project will preserve the existing cross section of 52 feet, with two 12-foot lanes and two 14-foot shoulders. It's anticipated the bridge would remain open to traffic throughout construction, thus avoiding lengthy detours. The bridge would be designed for a 75-year or greater service life.

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

Measure A: Current Daily Person Throughput

Location	CSAH 19 south of Lafayette Road
Current AADT Volume	11900.0
Existing Transit Routes on the Project:	671
Upload Transit Map	1466539059810_CSAH 019 (Shadywood Road) Bridge - Transit Connections.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	15470.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

Yes

METC Staff - Forecast (2040) ADT volume

0

OR

Approved county or city travel demand model to determine forecast (2040) ADT volume

No

Forecast (2040) ADT volume

16200.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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:

Yes

This bridge is located between the cities of Orono and Tonka Bay, which is identified as a census tract that is below the regional average for population in poverty or populations of color. The project is in an area that includes children, people with disabilities and the elderly; although not in concentrations recognized by the Metropolitan Council.

The CSAH 19 bridge connects residents (inclusive of all races, ethnicity, incomes, and abilities) to jobs and educational opportunities. This section of CSAH 19 is a heavily used bike route and provides a popular recreational/fishing area directly under the bridge. The rehabilitation of the bridge will maintain a vital north-south link through the communities around Lake Minnetonka. This project will also allow for a very important bicycle link between the Dakota Rail Regional Trail and the Lake Minnetonka LRT Regional Trail. These regional trails create a non-motorized transportation option for populations who may not have access to a motor vehicle.

Response (Limit 2,800 characters; approximately 400 words)

The project will provide a benefit to all residents, including children and elderly that currently live in the area by increasing the safety of this bridge. This will allow all transportation modes with the freedom to use this facility for commuting, recreational or social purposes. The CSAH 19 bridge rehabilitation project will provide a safer bridge design by maintaining space on the bridge for all residents, including children and elderly, to walk or bike along this facility. The project will not negatively impact low-income populations, populations of color, or the elderly. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1466794943786_CSAH 019 (Shadywood Road) Bridge - SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Orono	1527.0
Shorewood	2920.0
Spring Park	1997.0
Tonka Bay	1591.0
	8035

Total Project Length

Total Project Length (Total Population) 0.12

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 8035.0
Total Housing Score 0

Measure A: Bridge Condition

Bridge Sufficiency Rating 54.0

Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted):

Measure A: Multimodal Elements and Existing Connections

The CSAH 19 bridge rehabilitation project will include the following multimodal elements:

- Buffered bicycle lanes
- Improved roadway surface

CSAH 19 provides a singular north/south connection across Lake Minnetonka between the Dakota Rail Regional Trail and the Lake Minnetonka Regional Trail. The corridor, which includes shoulders of varying width, is signed as a bike route and recognized as an existing on-street bikeway in the county bike plan. Designated pedestrian facilities are not provided except in commercial areas, the closest of which is approximately 0.75 miles north of the project area. In addition, CSAH 19 serves Express Route 671 with service between Excelsior and Downtown Minneapolis.

Response (Limit 2,800 characters; approximately 400 words)

The corridor is identified as a planned off-street bikeway and prioritized as a top 25 planned bikeway segment in the county bicycle plan. Prior to the county bike plan, Shorewood, Tonka Bay, Orono, and Hennepin County collaborated to develop a County Road 19 Trail Concept Design for the corridor between the Dakota Rail Regional Trail and Lake Minnetonka Regional Trail. The concept design sought opportunities to improve conditions for people walking and biking both for local and regional recreation and transportation purposes. While an off-street connection is consistently identified among plans and studies, trail alignment and timeline for implementation remain uncertain.

Given the opportunity but uncertainty of future

corridor improvements, the overall bridge width and planned bikeway will allow for flexibility in design down the road. Dedicated buffered bicycle lanes will improve existing conditions by better defining space and preserving a seamless transition between the bridge and bikeable shoulders while providing an opportunity to easily modify lanes in the future to align with trail and sidewalk improvements on the approaches. Additional vertical separation (flexible delineators, for example) may be considered later in the design process.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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 Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
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 06/30/2020

3)Environmental Documentation (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

08/31/2020

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

Yes

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

0%

Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 12/31/2020

10)Letting

Anticipated Letting Date 04/15/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,900,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,900,000.00

Points Awarded in Previous Criteria

Other Attachments

File Name	Description	File Size
Fig 01- Project Location CSAH 19 Bridge.pdf	Project Location CSAH 19 Bridge	803 KB
Fig 02 - MnDOT Inspection and Inventory Reports - CSAH 19.pdf	MnDOT Inspection and Inventory Reports - CSAH 19	101 KB
Fig 03 - Photos of CSAH 19 Deficiencies.pdf	Photos of CSAH 19 Deficiencies	779 KB
Fig 04 - CSAH 19 Bridge Rehab - Typical Section.pdf	CSAH 19 Bridge Rehab - Typical Section	173 KB
Fig 05- CSAH 19 2016 Heavy Commercial Volumes.pdf	CSAH 19 2016 Heavy Commercial Volumes	69 KB
Fig 06 - CSAH 19 Bridge - 2016 AADT.pdf	CSAH 19 Bridge - 2016 AADT	60 KB
Fig 07 - CSAH 19 Bridge 2040 Forecasts from Mark Filipi.pdf	CSAH 19 Bridge 2040 Forecasts from Mark Filipi	96 KB
Fig 08 - Orono - Public Transit Routes.pdf	Orono - Public Transit Routes	515 KB
Fig 09 - Hennepin County Priority Bikeways.pdf	Hennepin County Priority Bikeways	875 KB
Fig 10 - Orono - Comprehensive Trail System Map.pdf	Orono - Comprehensive Trail System Map	750 KB
Fig 11 - Trail Concept Design Study - Bridge Concept.pdf	Trail Concept Design Study - Bridge Concept	252 KB
Fig 12 - Trail Concept Design Study - On-Street Preliminary Concept Design.pdf	Trail Concept Design Study - On-Street Preliminary Concept Design	436 KB
Fig 13 - Trail Concept Design Study - Off-Street Trail Preliminary Concept Design.pdf	Trail Concept Design Study - Off-Street Trail Preliminary Concept Design	433 KB
Fig 14 - OronoSupportLetter.pdf	Orono Support Letter	33 KB
Fig 15 - Tonka Bay Support Letter.pdf	Tonka Bay Support Letter	61 KB

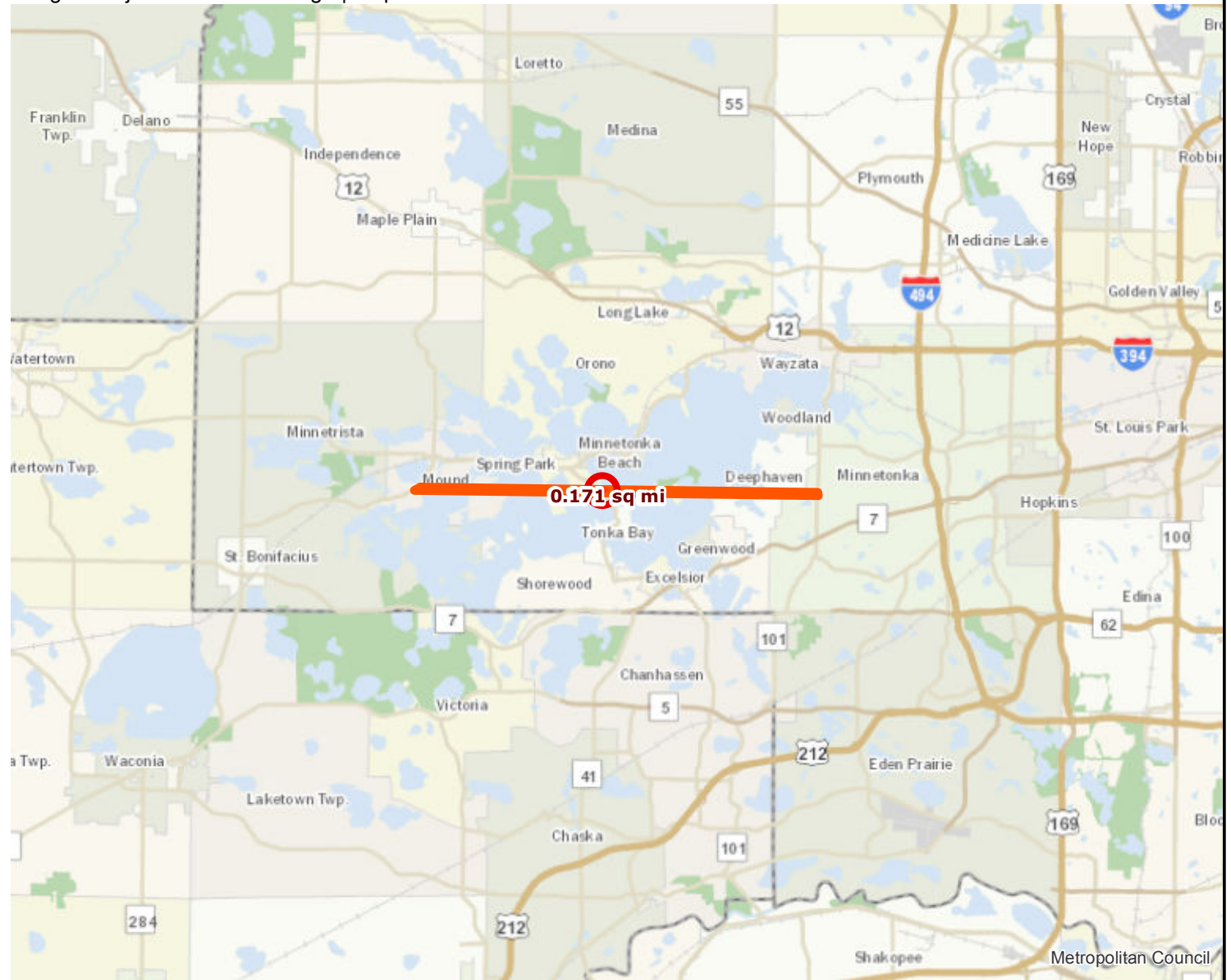
Roadway Area Definition

Bridges Project: CSAH 19 Bridge | Map ID: 1465847090034

Results

Project Length: 0.116 miles

Project Area: 0.171 sq mi



 Project Points  Project Area

 Project



Created: 6/13/2016
LandscapeRSA1



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



Regional Economy

Bridges Project: CSAH 19 Bridge | Map ID: 1465847090034

Results

WITHIN ONE MI of project:

Totals by City:

Orono

Population: 1527
Employment: 558
Mfg and Dist Employment: 15

Shorewood

Population: 2920
Employment: 286
Mfg and Dist Employment: 12

Spring Park

Population: 1997
Employment: 696
Mfg and Dist Employment: 183

Tonka Bay

Population: 1591
Employment: 245
Mfg and Dist Employment: 6

Postsecondary Students:
0



 Project Points  Project Area

 Project



Created: 6/13/2016
LandscapeRSA5



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





Results

Transit with a Direct Connection to project: 671

**indicates Planned Alignments*

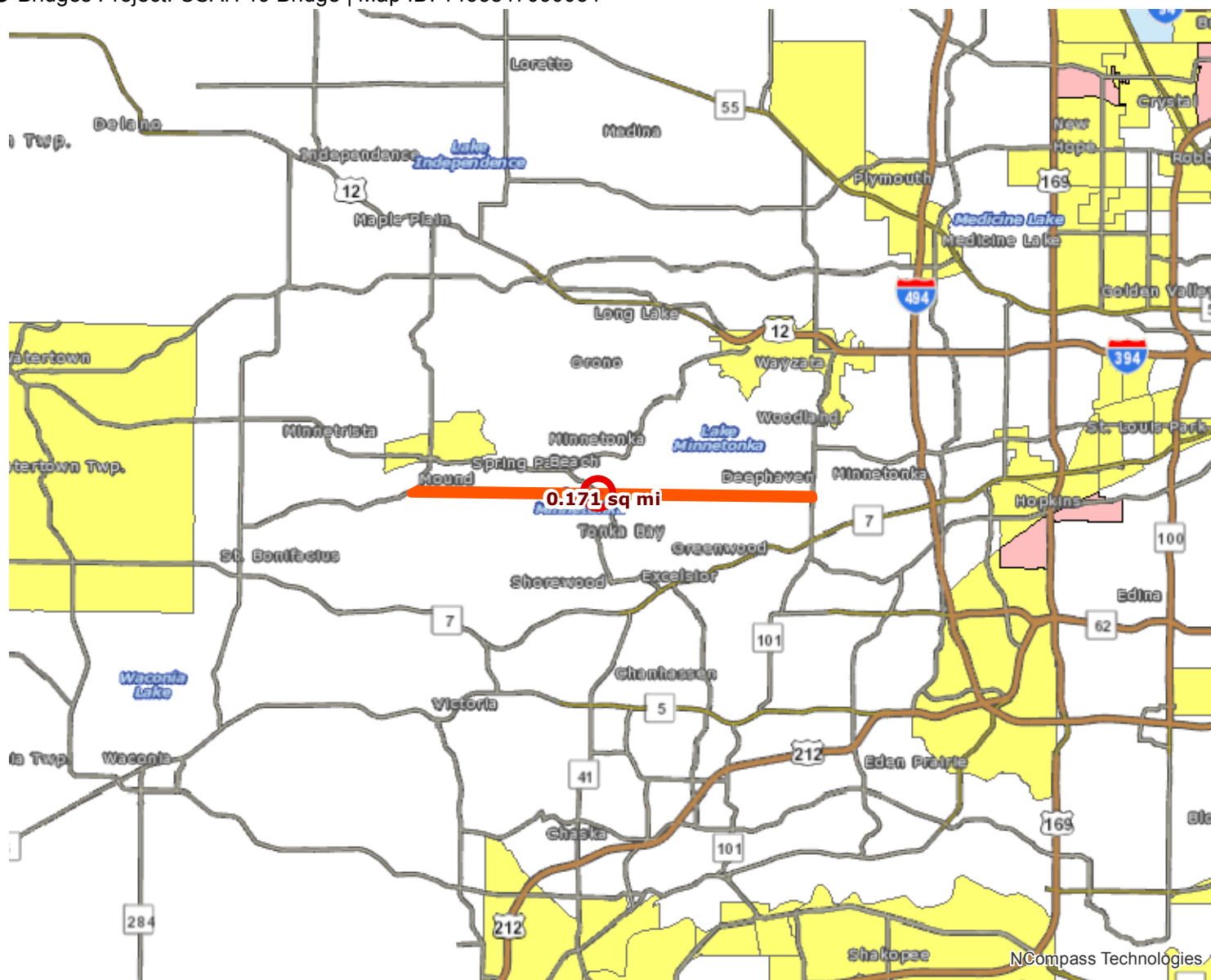
○ Project Points
 Project Area
 Planned Alignments
— Light Rail, Blue Line Extension
— Light Rail, Green Line Extension
— Arterial BRT
— Project

0 2 4 8 12 16 Miles

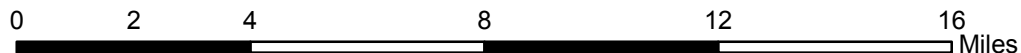
Created: 6/13/2016
 LandscapeRSA3
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Results

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:
(0 to 12 Points)

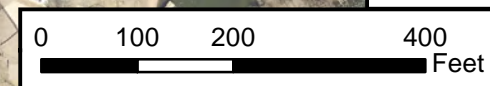
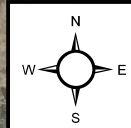


- Project Points
- Project
- Project Area
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



2016 Regional Solicitation | Project Location Map

CSAH 019 (Shadywood Road/Manitou Road) Bridge Rehabilitation Project - CP 1635



MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 27516

CSAH 19 over NARROWS CHAN; CIRCLE RD

Date: 06/10/2016

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No.	Bridge Match ID (TIS) 1	Deficient Status S.D.
District METRO Maint. Area	Roadway O/U Key 1-ON	Sufficiency Rating 54.0
County 27 - HENNEPIN	Route Sys/Nbr CSAH 19	Last Inspection Date 06-12-2015
City ORONO	Roadway Name or Description	Inspection Frequency 12
Township	SHADYWOOD RD (CSAH 19)	Inspector Name HENNEPIN COUNTY
Desc. Loc. 0.8 MI S OF JCT CSAH 15	Roadway Function MAINLINE	Status A-OPEN
Sect., Twp., Range 21 - 117N - 23W	Roadway Type 2 WAY TRAF	+ NBI CONDITION RATINGS +
Latitude 44d 55m 39.61s	Control Section (TH Only)	Deck 3 % UNSOUND 5
Longitude 93d 35m 38.76s	Ref. Point	Superstructure 6
Custodian COUNTY	Date Opened to Traffic 01-01-1964	Substructure 4
Owner COUNTY	Detour Length 14 mi.	Channel 7
Inspection By HENNEPIN COUNTY	Lanes 2 Lanes ON Bridge	Culvert N
Year Built 1964	ADT (YEAR) 13,600 (2005)	+ NBI APPRAISAL RATINGS +
MN Year Remodeled	HCA DT	Structure Evaluation 4
FHWA Year Reconstructed	Functional Class. URB/MINOR ART	Deck Geometry 9
Bridge Plan Location COUNTY	+ RDWY DIMENSIONS +	Underclearances 5
Potential ABC N.A.	If Divided NB-EB SB-WB	Waterway Adequacy 8
	Roadway Width 52.0 ft	Approach Alignment 6
	Vertical Clearance	+ SAFETY FEATURES +
Service On HWY;PED	Max. Vert. Clear.	Bridge Railing 0-SUBSTANDARD
Service Under HWY;STREAM	Horizontal Clear. 51.9 ft	GR Transition 0-SUBSTANDARD
Main Span Type CSTL BEAM SPAN	Lateral Clr. - Lt/Rt	Appr. Guardrail 1-MEETS STANDARDS
Main Span Detail	Appr. Surface Width 37.0 ft	GR Termini 0-SUBSTANDARD
Appr. Span Type	Bridge Roadway Width 52.0 ft	+ IN DEPTH INSP. +
Appr. Span Detail	Median Width on Bridge	Frac. Critical
Skew 5L	+ MISC. BRIDGE DATA +	Underwater
Culvert Type	Structure Flared NO	Pinned Asbly.
Barrel Length	Parallel Structure NONE	Spec. Feat.
Number of Spans	Field Conn. ID RIVETED	+ WATERWAY +
MAIN: 3 APPR: 0 TOTAL: 3	Cantilever ID	Drainage Area
Main Span Length 121.0 ft	Foundations	Waterway Opening 945 sq ft
Structure Length 320.7 ft	Abut. CONC - FTG PILE	Navigation Control NO PRMT REQD
Deck Width 58.8 ft	Pier CONC - FTG PILE	Pier Protection
Deck Material C-I-P CONCRETE	Historic Status NOT ELIGIBLE	Nav. Vert./Horz. Clr.
Wear Surf Type LOW SLUMP CONC	On - Off System ON	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year 1981	+ PAINT +	MN Scour Code I-LOW RISK
Wear Course/Fill Depth 0.25 ft	Year Painted 1981 Pct. Unsound 5 %	Scour Evaluation Year 1991
Deck Membrane NONE	Painted Area 29,100 sf	+ CAPACITY RATINGS +
Deck Rebars NONE	Primer Type ORGANIC ZINC	Design Load H 20
Deck Rebars Install Year	Finish Type VINYL	Operating Rating HS 35.70
Structure Area 18,857 sq ft	+ BRIDGE SIGNS +	Inventory Rating HS 21.40
Roadway Area 16,673 sq ft	Posted Load NOT REQUIRED	Posting
Sidewalk Width - L/R 1.5 ft 3.0 ft	Traffic NOT REQUIRED	Rating Date 01-23-2013
Curb Height - L/R 0.67 ft 0.67 ft	Horizontal OBJECT MARKERS	Overweight Permit Codes
Rail Codes - L/R 19 19	Vertical NOT APPLICABLE	A: N B: N C: N

06/10/2016

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 27516 CSAH 19 OVER NARROWS CHAN; CIRCLE RD

INSP. DATE: 06-12-2015

County: HENNEPIN

Location: 0.8 MI S OF JCT CSAH 15

Length: 320.7 ft

City: ORONO

Route: CSAH 19 Ref. Pt.: 003+00.410

Deck Width: 58.8 ft

Township:

Control Section: Maint. Area:

Rdwy. Area / Pct. Unsnd: 16,673 sq ft 3 %

Section: 21 Township: 117N Range: 23W

Local Agency Bridge Nbr:

Paint Area / Pct. Unsnd: 29,100 sq ft 5 %

Span Type: CSTL BEAM SPAN

Culvert: N/A

NBI Deck: 5 Super: 6 Sub: 4 Chan: 7 Culv: N

Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 6 Waterway: 8

MN Scour Code: I-LOW RISK

Def. Stat: S.D. Suff. Rate: 54.0

Required Bridge Signs - Load Posting: NOT REQUIRED

Traffic: NOT REQUIRED

Horizontal: OBJECT MARKERS

Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	06-12-2015	1 EA	1	0	0	0
Notes: No critical structural deficiencies or serious safety hazards are present on this structure.							
12	REINFORCED CONCRETE DECK	06-12-2015	18,857 SF	16,971	0	1,886	0
Notes: 359. Many rust spots in coping from exp rebar chairs. Some cracks w/ rust & efflor. Numerous trans cracks, some w/ efflor. Minor honeycomb area near N & S piers. Many delam areas & spalls w/ rebar exp & rust throughout bridge. 1' X 4' delam @ N abut. CENTER SPAN: Delam areas & spalls near mid span w/ rusted rebar & some near splice plates. 2 areas near counterculture point are delam & have rusted rebar. Numerous map cracks & few long cracks. Minor section loss on some exp rebars. Copings spalled in numerous places. '13-W side coping spalled in numerous areas. Rust spots from chairs @ dripline for entire length of bridge. Many spalls w/ rebars exp and large delams in center span @ const jt/girder splice @ N end. '14-delams & spall above N abut in W 2 bays. 115 SF of spalls w/ rebar exp & 5 SF w/o rebar; 10 SF of delam; 530 LF of trans cracks w/ efflor and 145 SF of map cracking; 165 SF of popouts and scale. '15-135 SF of spall w/ rebar exp; 20 SF of delam.							
510	WEARING SURFACE	06-12-2015	16,673 SF	15,006	0	1,667	0
Notes: Low Slump Overlay with Uncoated Rebar Notes: 22. Very numerous trans & long cracks & spalls. Minor spall in SBL. '13-some areas of scaling. Cracks sealed since last inspection. Bit patched spall in SB @ N end. Several small(<1 sf) spalls filled w/ epoxy in SB @ S end. '14-deck spalls @ poured joints. 2' x 8" & 3' x 8" spall w/ rebar exp in W face of main span. '15-epoxy repairs in SBL have deteriorated. Few unsealed cracks are moderate in size.							
810	CONC WEAR SURF-CRACKING SEALING	06-12-2015	0 LF	0	0	0	0
Notes: 358. Rigid O/L cracked long the length of bridge @ all 3 construction joints. Many trans & long cracks. '13-Most cracks sealed. Unsealed cracks are minor in size and >10' apart. '14-no change. '15-some unsealed cracks are mod in size. Density is >10'.							
300	STRIP SEAL DECK JOINT	06-12-2015	115 LF	1	79	0	35
Notes: 300. Sand in both joints. Seal cracked. Both abut joints are tight. South-Seal is possibly pulled out of extrusion & leaking on abut. '13-minor spalling of deck adj to jt. When viewed from underneath, it is open 1-1/4"-1-1/2". '14-partially filled w/ sand. Joint opened 1" on top. 2' of seal out & 2' partially out. North-'13-jt is open 1/2"-3/4". '15-joint is opened 3/4" and partially filled. Minor deck spalls adj to joint.							
301	POURED SEAL JOINT	06-12-2015	118 LF	0	83	0	35
Notes: 301. Numerous small spalls & joints deteriorated. '13-some spalls filled w/ epoxy. Changed qty to reflect the 2 poured joints over the beam splices in the span over the channel. '14-conc spalled @ joints. Material missing from both joints. '15-no change.							
330	METAL BRIDGE RAILING	06-12-2015	636 LF	0	636	0	0
Notes: [2016] Migrator assumed concrete/metal combination type rail. 333. Spalls & rust spots @ vert cracks in railbases. Several spalls in both rails. Minor random cracking NE & NW end post. '13-a 6" spall in SW rail post behind guardrail. Most vert cracks sealed. Small pieces of 2 metal rail posts gone, +/-50' from NW corner. Posts scraped in NW. NE rail post has many cracks. Corner rail posts cracked across top. '14-3' spall on bottom of W rail over S seawall. 6" spall in SE post behind guardrail. '15-small piece of 3 metal rail posts gone.							
515	STEEL PROTECTIVE COATING	06-12-2015	999 SF	999	0	0	0
Notes: [2016] Migrator assumed CS1 and a quantity of 999 SF.							
331	REINFORCED CONC BRIDGE RAILING	06-12-2015	636 LF	0	636	0	0

Notes: [2016] Migrator assumed concrete/metal combination type rail.

333. Spalls & rust spots @ vert cracks in railbases. Several spalls in both rails. Minor random cracking NE & NW end post. '13-a 6" spall in SW rail post behind guardrail. Most vert cracks sealed. Small pieces of 2 metal rail posts gone, +/-50' from NW corner. Posts scraped in NW. NE rail post has many cracks. Corner rail posts cracked across top. '14-3' spall on bottom of W rail over S seawall. 6" spall in SE post behind guardrail. '15-small piece of 3 metal rail posts gone.

822	BITUMINOUS APPROACH ROADWAY	06-12-2015	2 EA	0	2	0	0
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Notes: 320. N Approach. Cracked & spalled @ back of parapet. '13-mod - large spalls. '14-spalls have been filled w/ bit. Long cracks in travel lanes. '15-no change.

407. S approach. Cracks & spalling @ joint. '13-approach & curb settled 2" in SW. Large long & trans cracks. '14-qty changed-S approach only. Settlement in SW is now 2-1/2". Travel lanes settled 1/2". '15-no change.

107	STEEL GIRDER OR BEAM	06-12-2015	2,241 LF	2,023	218	0	0
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Notes: 107. Paint flaking off @ several areas. Rust @ several locations especially @ top flanges & abuts. Some minor rust @ some areas of top & bottom flanges of fascia girders. Riveted splice plates. Paint blistered & peeled in some areas. Top flange rusted @ most splices. '13-bottom ext flange of both fascias have paint failure & rusting. Rust starting @ top flange splices in center span of all girders. '14-125 LF of minor rust on beams. '15-fascias have surface rust on bottom flange for entire length.

515	STEEL PROTECTIVE COATING	06-12-2015	29,100 SF	26,269	0	2,649	182
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Notes: [2016] Migrator used inventory quantity of 29,100 SF and estimated the condition states.

205	REINFORCED CONCRETE COLUMN	06-12-2015	6 EA	6	0	0	0
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Notes: 205. '14-minor paint flaking @ P1. 10 LF of very minor vert cracks in S face of W column @ P2. '15-no change.

215	REINFORCED CONCRETE ABUTMENT	06-12-2015	158 LF	40	59	0	59
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Notes: [2016] Migrator added 40 LF to abutment quantity to account for wingwalls (CS1:40 CS2:0 CS3:0 CS4:0).

215. Water on seats of both. North-parapet is broken away and leaning to S, it is shoved by conc roadway. Cracks & spalls in parapet wall were repaired w/ epoxy, which is cracked. Large spalls w/ rebar exp & rusted on seat. Many cracks & delams w/ efflor in seat. '13-large horiz cracks in face of seat. Many of these are located under bearings. No water standing. '15-water standing on seat. Parapet is out of position because of severe delam, crack. South-vert cracks w/ efflor in parapet & seat & rust stains thru horiz cracks. Some cracks & delams w/ efflor in seat and parapet. '13-delams in parapet. Horiz crack w/ rust in center @ base of parapet. Spall in seat of W bay. Vert cracks every 3'-6'. Several horiz cracks in face of seat are under bearings. No water standing. At center joint, abut is tipped back 1/2" in 4'. '14-no water on seats. '15-no change.

Wingwall notes: 387.

234	REINFORCED CONCRETE PIER CAP	06-12-2015	115 LF	115	0	0	0
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Notes: 234. Fine crack in P2 cap under B5. '13-hairline diag crack in S face of P2 under B1 bearing. Hairline horiz crack in E half of S face of P2. Fine crack in P1 under B5. '14-no change. '15-same.

311	EXPANSION BEARING	06-12-2015	18 EA	11	7	0	0
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Notes: 311. Removed, blasted, painted assemblies & installed new pins on all abut bearings in '07 & '08. Minor surface rust on fascia bearings of S pier. '13-paint flaking on S abut bearings w/ minor-mod surface rust. Mod surface rust on most bearings of N abut. N abut bearings are vertical @ 75 deg air temp. '14-no change. '15-N abut bearings are vert @ 70 deg.

313	FIXED BEARING	06-12-2015	6 EA	4	2	0	0
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Notes: 313. At P2. Surface rust on fascia bearings. '13-no change. '14-no change. '15-same.

855	SECONDARY MEMBERS (SUPER)	06-12-2015	1 EA	1	0	0	0
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Notes: 380. Steel diaphragms are riveted x-bracing. X-bracing bottom bracket bent over main span in N end of bay 2. '13-mod rusting on several N abut diaphragms. '14-no change. '15-same.

883	CONCRETE SHEAR CRACKING	06-12-2015	1 EA	1	0	0	0
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Notes: Use this element to monitor the presence of shear cracking on concrete elements. Pay particular attention to the concrete pier caps.

884	SUBSTRUCTURE SETTLEMENT & MVMT	06-12-2015	1 EA	1	0	0	0
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Notes: 360. S abut is tipped back 1/2" in 4' @ center const joint. Continue to monitor.

891	OTHER BRIDGE SIGNING	06-12-2015	1 EA	0	1	0	0
Notes: 981. Horiz clearance marker X4-4 & No Fishing Or Standing On Bridge sign @ NW & SE approaches. X4-5 missing in NE, SE & NW. Small X4-4 in SW. No Parking @ NW & NE. '13-no change. '14-Adopt A Highway sign in SW. '15-35 MPH sign in SW.							
892	SLOPES & SLOPE PROTECTION	06-12-2015	1 EA	0	1	0	0
Notes: 985. Trans & a few long cracks in both. Waterproof membrane is pulled away @ both. Top of both slopes have a 6" gap @ abuts. North-some settlement on top on W side. '13-6" x 5' spall @ top. '15-spall in top under 2nd bay from W is 6" x 6' w/ rebar exp. South-'13-minor-mod cracking. Few small delams beginning to occur. '14-<1 SF spall in S paving @ W end. '15-slope beginning to settle around utility pipe on W end.							
893	GUARDRAIL	06-12-2015	1 EA	0	1	0	0
Notes: 982. Guardrail approach ends are turned down except in SW & NE. Minor damage @ all corners. '13-spacer blocks twisted @ all corners. '14-several rail posts in SE are broken. Post also broken in NW. '15-no change.							
894	DECK & APPROACH DRAINAGE	06-12-2015	1 EA	1	0	0	0
Notes: 984. Deck drains were plugged when O/L was repaired in '81. '13-no change. '14-same. '15-same.							
895	SIDEWALK, CURB, & MEDIAN	06-12-2015	1 EA	0	1	0	0
Notes: 986. Sealed trans cracks in curbs. Some moderate spalling on face of curb. '14-several spalls on curb are <1 SF. '15-horiz cracks, some w/ rebar exp in E curb.							
899	MISCELLANEOUS ITEMS	06-12-2015	1 EA	1	0	0	0
Notes: 988. At high water, channel overflows N seawall to N of P1. Evidence of flowing water from S of N toe of slope to S side of P1. 6" pipe behind W fascia beam is resting on diaphragms. Telephone line along top of S pier. 3 conduits in curb on E side. Buried fiber optic cable E of bridge. Some conc crib wall members are cracked, deteriorated & spalled w/ rebar exp & rusted. Seawall & parking @ S end under bridge. MH, GV & shutoffs @ span 1 on E side. Cut tree @ SW approach. See inspection report SW-19-A for seawalls @ Narrows channel.							
900	PROTECTED SPECIES	06-12-2015	1 EA	1	0	0	0
Notes: Use this element to track the presence of protected species living on this structure.							

General *Bridge 27516 CSAH 19 / Narrows Channel 6/12/15 JDE & PTH. 60' Snooper over E side only. Snooper on shoulder.

Notes:

Recommended Repairs:

215. Repair abut seats. Repairing N abut parapet wall would be major repair-it is structurally adequate @ present. Hinged @ seat & supported @ deck-monitor for changes.

301. Repair poured joints.

320 & 407. Repair roadway spalls & large cracks @ ends of bridge.

407. Ramp S bit approach w/ bit

981. Replace signs: X4-5 @ SE, NE & NW.

982. Repair guardrail posts in SE & NW.

985. Fill gap & replace seal @ top of slope paving @ abuts.

988. Cut tree @ E end of N pier for snooper access.

MINNESOTA BRIDGE INSPECTION REPORT

OLD ELEMENT SYSTEM

06/10/2016

Inspected by: HENNEPIN COUNTY

BRIDGE 27516 CSAH 19 OVER NARROWS CHAN; CIRCLE RD**INSP. DATE: 06-12-2015**

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)	4	06-12-2015 06-13-2014	18,858 SF 18,858 SF	0 0	0 0	18,858 18,858	0 0	0 0
Notes: 22. Very numerous trans & long cracks & spalls. Minor spall in SBL. '13-some areas of scaling. Cracks sealed since last inspection. Bit patched spall in SB @ N end. Several small(<1 sf) spalls filled w/ epoxy in SB @ S end. '14-deck spalls @ poured joints. 2' x 8" & 3' x 8" spall w/ rebar exp in W face of main span. '15-epoxy repairs in SBL have deteriorated. Few unsealed cracks are moderate in size.									
300	STRIP SEAL JOINT	4	06-12-2015 06-13-2014	115 LF 115 LF	1 1	79 79	35 35	N/A N/A	N/A N/A
Notes: 300. Sand in both joints. Seal cracked. Both abut joints are tight. South-Seal is possibly pulled out of extrusion & leaking on abut. '13-minor spalling of deck adj to jt. When viewed from underneath, jt is open 1-1/4"-1-1/2". '14-partially filled w/ sand. Joint opened 1" on top. 2' of seal out & 2' partially out. North-'13-jt is open 1/2"-3/4". '15-joint is opened 3/4" and partially filled. Minor deck spalls adj to joint.									
301	POURED DECK JOINT	4	06-12-2015 06-13-2014	118 LF 118 LF	0 0	83 83	35 35	N/A N/A	N/A N/A
Notes: 301. Numerous small spalls & joints deteriorated. '13-some spalls filled w/ epoxy. Changed qty to reflect the 2 poured joints over the beam splices in the span over the channel. '14-conc spalled @ joints. Material missing from both joints. '15-no change.									
320	CONC APPR SLAB-BITOL	2	06-12-2015 06-13-2014	1 EA 1 EA	0 0	1 1	0 0	0 0	N/A N/A
Notes: 320. N Approach. Cracked & spalled @ back of parapet. '13-mod - large spalls. '14-spalls have been filled w/ bit. Long cracks in travel lanes. '15-no change.									
407	BITUMINOUS APPROACH	4	06-12-2015 06-13-2014	1 EA 1 EA	0 0	1 1	0 0	0 0	N/A N/A
Notes: 407. S approach. Cracks & spalling @ joint. '13-approach & curb settled 2" in SW. Large long & trans cracks. '14-qty changed-S approach only. Settlement in SW is now 2-1/2". Travel lanes settled 1/2". '15-no change.									
333	RAILING - OTHER	4	06-12-2015 06-13-2014	636 LF 636 LF	0 0	636 636	0 0	N/A N/A	N/A N/A
Notes: 333. Spalls & rust spots @ vert cracks in railbases. Several spalls in both rails. Minor random cracking NE & NW end post. '13-a 6" spall in SW rail post behind guardrail. Most vert cracks sealed. Small pieces of 2 metal rail posts gone, +/-50' from NW corner. Posts scraped in NW. NE rail post has many cracks. Corner rail posts cracked across top. '14-3' spall on bottom of W rail over S seawall. 6" spall in SE post behind guardrail. '15-small piece of 3 metal rail posts gone.									
107	PAINTED STEEL GIRDER	3	06-12-2015 06-13-2014	2,241 LF 2,241 LF	2,023 2,023	204 204	14 14	0 0	0 0
Notes: 107. Paint flaking off @ several areas. Rust @ several locations especially @ top flanges & abuts. Some minor rust @ some areas of top & bottom flanges of fascia girders. Riveted splice plates. Paint blistered & peeled in some areas. Top flange rusted @ most splices. '13-bottom ext flange of both fascias have paint failure & rusting. Rust starting @ top flange splices in center span of all girders. '14-125 LF of minor rust on beams. '15-fascias have surface rust on bottom flange for entire length.									
380	SECONDARY ELEMENTS	2	06-12-2015 06-13-2014	1 EA 1 EA	1 1	0 0	0 0	0 0	N/A N/A
Notes: 380. Steel diaphragms are riveted x-bracing. X-bracing bottom bracket bent over main span in N end of bay 2. '13-mod rusting on several N abut diaphragms. '14-no change. '15-same.									
311	EXPANSION BEARING	3	06-12-2015 06-13-2014	18 EA 18 EA	11 11	7 7	0 0	N/A N/A	N/A N/A
Notes: 311. Removed, blasted, painted assemblies & installed new pins on all abut bearings in '07 & '08. Minor surface rust on fascia bearings of S pier. '13-paint flaking on S abut bearings w/ minor-mod surface rust. Mod surface rust on most bearings of N abut. N abut bearings are vertical @ 75 deg air temp. '14-no change. '15-N abut bearings are vert @ 70 deg.									

MINNESOTA BRIDGE INSPECTION REPORT

OLD ELEMENT SYSTEM

06/10/2016

Inspected by: HENNEPIN COUNTY

BRIDGE 27516 CSAH 19 OVER NARROWS CHAN; CIRCLE RD

INSP. DATE: 06-12-2015

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
313	FIXED BEARING	3	06-12-2015 06-13-2014	6 EA 6 EA	4 4	2 2	0 0	N/A N/A	N/A N/A
Notes: 313. At P2. Surface rust on fascia bearings. '13-no change. '14-no change. '15-same.									
205	CONCRETE COLUMN	2	06-12-2015 06-13-2014	6 EA 6 EA	6 6	0 0	0 0	0 0	N/A N/A
Notes: 205. '14-minor paint flaking @ P1. 10 LF of very minor vert cracks in S face of W column @ P2. '15-no change.									
215	CONCRETE ABUTMENT	4	06-12-2015 06-13-2014	118 LF 118 LF	0 0	59 59	0 59	59 0	N/A N/A
Notes: 215. Water on seats of both. North-parapet is broken away and leaning to S, it is shoved by conc roadway. Cracks & spalls in parapet wall were repaired w/ epoxy, which is cracked. Large spalls w/ rebar exp & rusted on seat. Many cracks & delams w/ efflor in seat. '13-large horiz cracks in face of seat. Many of these are located under bearings. No water standing. '15-water standing on seat. Parapet is out of position because of severe delam, crack. South-vert cracks w/ efflor in parapet & seat & rust stains thru horiz cracks. Some cracks & delams w/ efflor in seat and parapet. '13-delams in parapet. Horiz crack w/ rust in center @ base of parapet. Spall in seat of W bay. Vert cracks every 3'-6". Several horiz cracks in face of seat are under bearings. No water standing. At center joint, abut is tipped back 1/2" in 4'. '14-no water on seats. '15-no change.									
234	CONCRETE CAP	2	06-12-2015 06-13-2014	115 LF 115 LF	115 115	0 0	0 0	0 0	N/A N/A
Notes: 234. Fine crack in P2 cap under B5. '13-hairline diag crack in S face of P2 under B1 bearing. Hairline horiz crack in E half of S face of P2. Fine crack in P1 under B5. '14-no change. '15-same.									
387	CONCRETE WINGWALL	2	06-12-2015 06-13-2014	4 EA 4 EA	4 4	0 0	0 0	0 0	N/A N/A
Notes: 387.									
358	CONC DECK CRACKING	2	06-12-2015 06-13-2014	1 EA 1 EA	0 1	1 0	0 0	0 0	N/A N/A
Notes: 358. Rigid O/L cracked long the length of bridge @ all 3 construction joints. Many trans & long cracks. '13-Most cracks sealed. Unsealed cracks are minor in size and >10' apart. '14-no change. '15-some unsealed cracks are mod in size. Density is >10'.									
359	CONC DECK UNDERSIDE	2	06-12-2015 06-13-2014	1 EA 1 EA	0 0	0 0	1 1	0 0	0 0
Notes: 359. Many rust spots in coping from exp rebar chairs. Some cracks w/ rust & efflor. Numerous trans cracks, some w/ efflor. Minor honeycomb area near N & S piers. Many delam areas & spalls w/ rebar exp & rust throughout bridge. 1' X 4' delam @ N abut. CENTER SPAN: Delam areas & spalls near mid span w/ rusted rebar & some near splice plates. 2 areas near counterculture point are delam & have rusted rebar. Numerous map cracks & few long cracks. Minor section loss on some exp rebars. Copings spalled in numerous places. '13-W side coping spalled in numerous areas. Rust spots from chairs @ dripline for entire length of bridge. Many spalls w/ rebars exp and large delams in center span @ const jt/girder splice @ N end. '14-delams & spall above N abut in W 2 bays. 115 SF of spalls w/ rebar exp & 5 SF w/o rebar; 10 SF of delam; 530 LF of trans cracks w/ efflor and 145 SF of map cracking; 165 SF of popouts and scale. '15-135 SF of spall w/ rebar exp; 20 SF of delam.									
360	SETTLEMENT	2	06-12-2015 06-13-2014	1 EA 1 EA	1 1	0 0	0 0	N/A N/A	N/A N/A
Notes: 360. S abut is tipped back 1/2" in 4' @ center const joint. Continue to monitor.									
964	CRITICAL FINDING	2	06-12-2015 06-13-2014	1 EA 1 EA	1 1	0 0	N/A N/A	N/A N/A	N/A N/A
Notes: 964.									
981	SIGNING	2	06-12-2015 06-13-2014	1 EA 1 EA	0 0	1 1	0 0	0 0	0 0
Notes: 981. Horiz clearance marker X4-4 & No Fishing Or Standing On Bridge sign @ NW & SE approaches. X4-5 missing in NE, SE & NW. Small X4-4 in SW. No Parking @ NW & NE. '13-no change. '14-Adopt A Highway sign in SW. '15-35 MPH sign in SW.									

MINNESOTA BRIDGE INSPECTION REPORT

OLD ELEMENT SYSTEM

06/10/2016

Inspected by: HENNEPIN COUNTY

BRIDGE 27516 CSAH 19 OVER NARROWS CHAN; CIRCLE RD**INSP. DATE: 06-12-2015**

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
982	GUARDRAIL	2	06-12-2015	1 EA	0	1	0	N/A	N/A
			06-13-2014	1 EA	0	1	0	N/A	N/A
Notes: 982. Guardrail approach ends are turned down except in SW & NE. Minor damage @ all corners. '13-spacer blocks twisted @ all corners. '14-several rail posts in SE are broken. Post also broken in NW. '15-no change.									
984	DRAINAGE	2	06-12-2015	1 EA	1	0	0	N/A	N/A
			06-13-2014	1 EA	1	0	0	N/A	N/A
Notes: 984. Deck drains were plugged when O/L was repaired in '81. '13-no change. '14-same. '15-same.									
985	SLOPES	2	06-12-2015	1 EA	0	1	0	N/A	N/A
			06-13-2014	1 EA	0	1	0	N/A	N/A
Notes: 985. Trans & a few long cracks in both. Waterproof membrane is pulled away @ both. Top of both slopes have a 6" gap @ abuts. North-some settlement on top on W side. '13-6" x 5' spall @ top. '15-spall in top under 2nd bay from W is 6" x 6' w/ rebar exp. South-'13-minor-mod cracking. Few small delams beginning to occur. '14-<1 SF spall in S paving @ W end. '15-slope beginning to settle around utility pipe on W end.									
986	CURB & SIDEWALK	2	06-12-2015	1 EA	0	1	0	N/A	N/A
			06-13-2014	1 EA	1	0	0	N/A	N/A
Notes: 986. Sealed trans cracks in curbs. Some moderate spalling on face of curb. '14-several spalls on curb are <1 SF. '15-horiz cracks, some w/ rebar exp in E curb.									
988	MISCELLANEOUS	2	06-12-2015	1 EA	1	0	0	N/A	N/A
			06-13-2014	1 EA	1	0	0	N/A	N/A
Notes: 988. At high water, channel overflows N seawall to N of P1. Evidence of flowing water from S of N toe of slope to S side of P1. 6" pipe behind W fascia beam is resting on diaphragms. Telephone line along top of S pier. 3 conduits in curb on E side. Buried fiber optic cable E of bridge. Some conc crib wall members are cracked, deteriorated & spalled w/ rebar exp & rusted. Seawall & parking @ S end under bridge. MH, GV & shutoffs @ span 1 on E side. Cut tree @ SW approach. See inspection report SW-19-A for seawalls @ Narrows channel.									

General Notes: *Bridge 27516 CSAH 19 / Narrows Channel 6/12/15 JDE & PTH. 60' Snooper over E side only. Snooper on shoulder.

Recommended Repairs:

- 215. Repair abut seats. Repairing N abut parapet wall would be major repair-it is structurally adequate @ present. Hinged @ seat & supported @ deck-monitor for changes.
- 301. Repair poured joints.
- 320 & 407. Repair roadway spalls & large cracks @ ends of bridge.
- 407. Ramp S bit approach w/ bit
- 981. Replace signs: X4-5 @ SE, NE & NW.
- 982. Repair guardrail posts in SE & NW.
- 985. Fill gap & replace seal @ top of slope paving @ abuts.
- 988. Cut tree @ E end of N pier for snooper access.



CSAH 019 – CP 1635 Bridge Rehabilitation



Classification Grand Totals

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Hourly Averages Combined										Tailgating
					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	
12:00 AM	54.0	0.0	47.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	23.5	0.0	18.0	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	20.5	0.0	18.5	2.0	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	25.0	0.0	17.0	6.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	52.0	1.5	32.0	16.0	0.0	1.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	155.0	1.5	98.5	40.5	0.0	10.0	0.5	0.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	503.0	4.5	334.5	109.0	14.0	29.5	4.0	0.0	5.0	1.5	0.0	1.0	0.0	0.0	0.0
7:00 AM	918.5	13.5	580.5	198.0	39.0	53.5	8.0	2.0	17.5	1.5	2.0	2.5	0.0	0.5	0.0
8:00 AM	848.5	12.5	493.0	191.0	38.5	78.0	5.5	3.0	20.5	3.5	0.0	3.0	0.0	0.0	0.0
9:00 AM	753.0	9.0	420.0	178.0	36.0	82.0	4.5	2.0	16.0	3.0	0.0	2.0	0.5	0.0	0.0
10:00 AM	701.5	3.5	408.5	170.0	29.0	61.0	8.5	3.0	14.5	2.5	0.5	0.0	0.5	0.0	0.0
11:00 AM	738.5	4.0	429.0	178.5	33.5	61.0	8.0	3.0	18.0	0.5	0.5	2.0	0.0	0.5	0.0
12:00 PM	766.0	8.5	445.5	178.0	32.5	67.0	7.5	3.0	20.5	1.0	1.0	1.5	0.0	0.0	0.0
1:00 PM	806.5	14.0	477.0	192.5	30.0	61.0	6.5	3.5	18.5	2.5	0.0	1.0	0.0	0.0	0.0
2:00 PM	886.0	11.0	530.0	199.0	43.5	64.5	9.5	3.0	19.5	3.5	0.0	0.5	1.0	1.0	0.0
3:00 PM	1043.5	22.0	599.5	205.5	83.5	82.0	7.0	4.5	31.0	1.5	0.0	6.5	0.0	0.5	0.0
4:00 PM	1161.0	25.0	682.0	221.5	102.0	82.0	4.5	1.0	32.5	2.0	0.5	7.0	0.5	0.5	0.0
5:00 PM	1215.0	27.5	763.5	217.5	100.0	65.0	3.5	1.5	21.5	1.5	0.5	12.0	0.0	1.0	0.0
6:00 PM	937.0	16.5	617.0	170.0	51.5	57.0	2.0	0.5	16.5	1.0	0.0	3.5	0.0	1.5	0.0
7:00 PM	691.5	14.5	491.5	134.5	13.5	29.5	0.5	0.0	6.0	0.0	0.0	1.5	0.0	0.0	0.0
8:00 PM	569.0	14.0	413.0	103.5	9.0	27.0	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	417.5	4.5	320.0	70.0	1.5	17.5	0.0	0.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0
10:00 PM	250.5	2.0	185.0	51.0	0.5	10.5	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0
11:00 PM	107.0	0.5	88.0	16.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	13643.5	210.0	8508.5	2858.5	659.0	944.5	80.5	30.5	266.5	28.0	5.0	44.5	2.5	5.5	0.0

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Study Grand Totals										Tailgating
					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	
Combined	27287	420	17017	5717	1318	1889	161	61	533	56	10	89	5	11	0
		1.5 %	62.4 %	21.0 %	4.8 %	6.9 %	0.6 %	0.2 %	2.0 %	0.2 %	0.0 %	0.3 %	0.0 %	0.0 %	0.0 %
N.B.	14333	161	8827	2997	668	1184	68	49	297	32	5	41	1	3	0
		1.1 %	61.6 %	20.9 %	4.7 %	8.3 %	0.5 %	0.3 %	2.1 %	0.2 %	0.0 %	0.3 %	0.0 %	0.0 %	0.0 %
S.B.	12954	259	8190	2720	650	705	93	12	236	24	5	48	4	8	0
		2.0 %	63.2 %	21.0 %	5.0 %	5.4 %	0.7 %	0.1 %	1.8 %	0.2 %	0.0 %	0.4 %	0.0 %	0.1 %	0.0 %

DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = 2,066

**HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION**

TOTAL VOLUME DATA
CSAH 19 (SHADYWOOD RD.) S. OF -
LAFAYETTE RD. W. / STUDY # 4059

Site: 05

Weekly Volume

Interval Start	Mon 5/16/2016		Tue 5/17/2016		Wed 5/18/2016		Thu 5/19/2016		Fri 5/20/2016		Sat 5/21/2016		Sun 5/22/2016		Mon - Fri Average	
	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.
12:00 AM	-	-	-	-	-	-	33	26	29	20	-	-	-	-	31.0	23.0
1:00 AM	-	-	-	-	-	-	12	10	15	10	-	-	-	-	13.5	10.0
2:00 AM	-	-	-	-	-	-	9	11	16	5	-	-	-	-	12.5	8.0
3:00 AM	-	-	-	-	-	-	10	16	12	12	-	-	-	-	11.0	14.0
4:00 AM	-	-	-	-	-	-	26	31	19	28	-	-	-	-	22.5	29.5
5:00 AM	-	-	-	-	-	-	51	98	59	102	-	-	-	-	55.0	100.0
6:00 AM	-	-	-	-	-	-	198	316	211	281	-	-	-	-	204.5	298.5
7:00 AM	-	-	-	-	-	-	383	568	336	550	-	-	-	-	359.5	559.0
8:00 AM	-	-	-	-	-	-	408	440	385	464	-	-	-	-	396.5	452.0
9:00 AM	-	-	-	-	-	-	345	416	346	399	-	-	-	-	345.5	407.5
10:00 AM	-	-	-	-	-	-	331	359	338	375	-	-	-	-	334.5	367.0
11:00 AM	-	-	-	-	349	365	381	382	-	-	-	-	-	-	365.0	373.5
12:00 PM	-	-	-	-	364	372	416	380	-	-	-	-	-	-	390.0	376.0
1:00 PM	-	-	-	-	387	393	472	361	-	-	-	-	-	-	429.5	377.0
2:00 PM	-	-	-	-	437	411	503	421	-	-	-	-	-	-	470.0	416.0
3:00 PM	-	-	-	-	661	401	572	453	-	-	-	-	-	-	616.5	427.0
4:00 PM	-	-	-	-	701	426	730	465	-	-	-	-	-	-	715.5	445.5
5:00 PM	-	-	-	-	699	480	815	436	-	-	-	-	-	-	757.0	458.0
6:00 PM	-	-	-	-	523	414	582	355	-	-	-	-	-	-	552.5	384.5
7:00 PM	-	-	-	-	368	312	363	340	-	-	-	-	-	-	365.5	326.0
8:00 PM	-	-	-	-	310	268	282	278	-	-	-	-	-	-	296.0	273.0
9:00 PM	-	-	-	-	225	188	217	205	-	-	-	-	-	-	221.0	196.5
10:00 PM	-	-	-	-	123	99	164	115	-	-	-	-	-	-	143.5	107.0
11:00 PM	-	-	-	-	43	39	74	58	-	-	-	-	-	-	58.5	48.5
Totals	0	0	0	0	5190	4168	7377	6540	1766	2246	0	0	0	0	7166.5	6477.0
Combined	0	0	0	0	9358	9358	13917	13917	4012	4012	0	0	0	0	13643.5	13643.5
Split (%)	-	-	-	-	55.5	44.5	53.0	47.0	44.0	56.0	-	-	-	-	52.5	47.5

Peak Hours

12:00 AM - 12:00 PM	-	-	-	-	11:00 AM	11:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	-	-	-	-	8:00 AM	7:00 AM
Volume	-	-	-	-	349	365	408	568	385	550	-	-	-	-	396.5	559.0
12:00 PM - 12:00 AM	-	-	-	-	4:00 PM	5:00 PM	5:00 PM	4:00 PM	-	-	-	-	-	-	5:00 PM	5:00 PM
Volume	-	-	-	-	701	480	815	465	-	-	-	-	-	-	757.0	458.0

RAW TOTAL: 13,644
ADJUSTMENT FACTOR: 1.146

2016 AADT: 11,900

From: [Filipi, Mark](#)
To: [Sierra Saunders](#)
Cc: [Jason R Pieper](#); [Jason D Gottfried](#); [Carla J Stueve](#); [Robert H. Byers](#)
Subject: RE: 2016 Regional Solicitation - Forecast AADT's
Date: Thursday, June 16, 2016 10:23:49 AM
Attachments: [image006.png](#)
[image008.png](#)
[image010.png](#)

Sierra,

Here is the data you requested. It is generated from the model runs from the most recent update of the Council's 2040 Transportation Policy Plan and is based in the four-step trip-based regional travel demand forecast model.

Project	Forecast Volume
CSAH 15 (Shoreline Dr) Bridge Replacement	20,900
CSAH 19 (Manitou Rd/Shadywood Rd) Bridge Rehabilitation	16,200
CSAH 23 (Marshall St NE)	10,500
CSAH 32 (Penn Ave) Reconstruction you cite of 12,800 is actually outside your project area. 10,800 is the only AADT reported in your project area)	16,200 (Note: The 2014 AADT 10,800 is the only AADT reported in your project area)
CSAH 66 (Golden Valley Rd) Reconstruction	19,900 (West of Noble Ave.) 10,200 (East of Indiana Ave.)
CSAH 81 (Bottineau Blvd) Expansion	51,100
CSAH 81 (Broadway Ave) Bridge Replacement	24,700
CSAH 152 (Webber Pkwy) Reconstruction	This roadway is not in the regional model. The model links in the area show an annualized growth rate of 0.5%. When applied to the 13,700 2013 volume, this grows to 16,100.

If you have any questions, please feel free to contact me.



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: Sierra Saunders [mailto:Sierra.Saunders@hennepin.us]
Sent: Wednesday, June 15, 2016 8:02 AM
To: Filipi, Mark <Mark.Filipi@metc.state.mn.us>
Cc: Jason R Pieper <Jason.Pieper@hennepin.us>; Jason Gottfried <Jason.gottfried@hennepin.us>;
Carla Stueve <Carla.Stueve@hennepin.us>; Robert H. Byers <Robert.Byers@hennepin.us>
Subject: 2016 Regional Solicitation - Forecast AADT's

Greetings Mark,

I'm writing to request 2040 Forecast AADT information for the Regional Solicitation. Below is the list of projects with our most recent adjusted traffic counts. Project location maps are attached, in the same order as the list below:

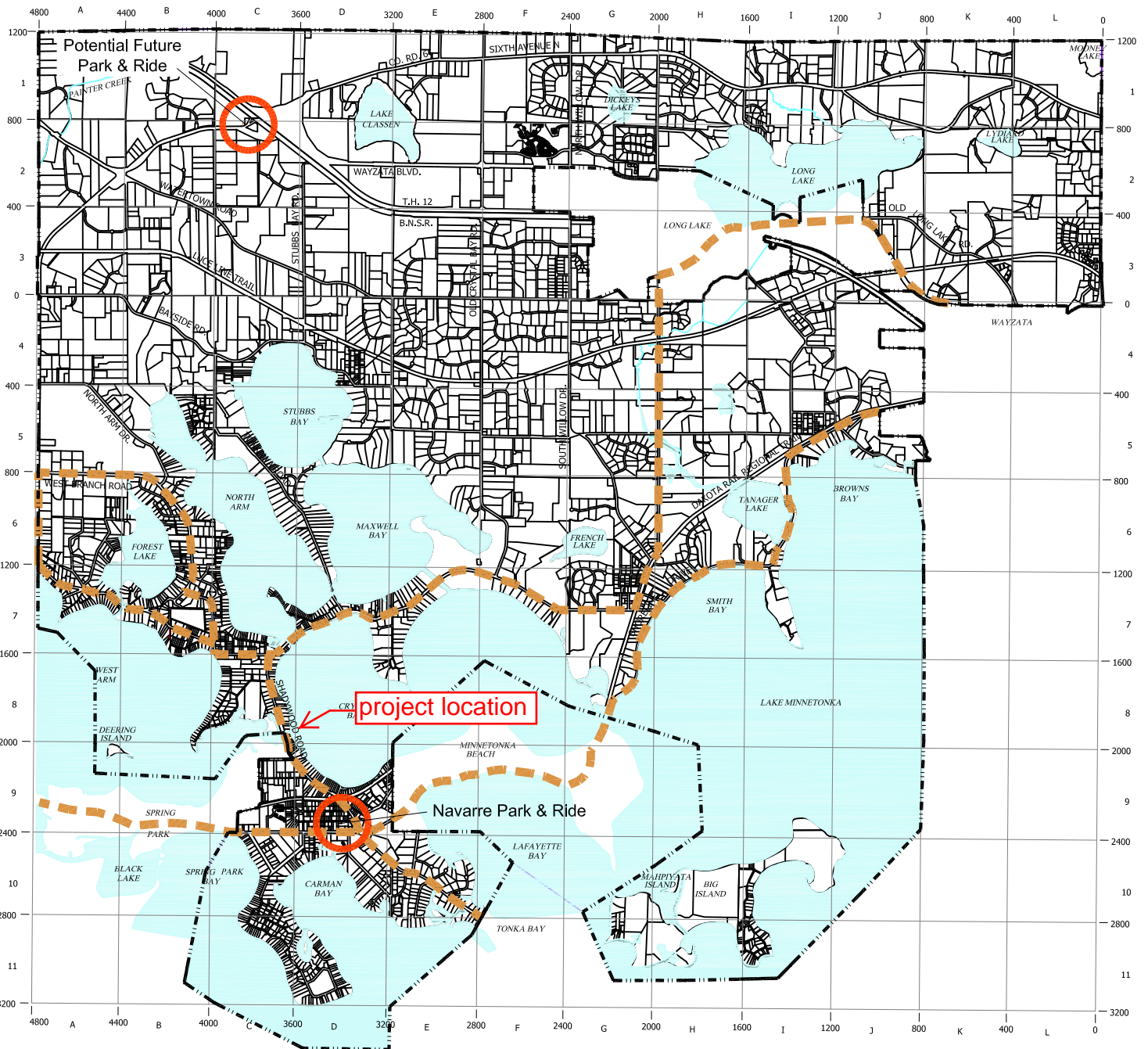
- CSAH 15 (Shoreline Dr) Bridge Replacement (Over Browns Bay/Tanager Channel): **16,500** (2014 AADT)
- CSAH 19 (Manitou Rd/Shadywood Rd) Bridge Rehabilitation (Over Narrows Channel): **11,900** (2016 AADT)
- CSAH 23 (Marshall St NE) Reconstruction: **8,800** (2016 AADT)
- CSAH 32 (Penn Ave) Reconstruction: **12,800** (2014 AADT)
- CSAH 66 (Golden Valley Rd) Reconstruction: **11,900** (2016 AADT)
- CSAH 81 (Bottineau Blvd) Expansion (4-lane divided to 6-lane divided): **21,400** (2013 AADT)
- CSAH 81 (Broadway Ave) Bridge Replacement (Over CSAH 153 [Lowry Ave]): **12,100** (2016 AADT)
- CSAH 152 (Webber Pkwy) Reconstruction: **13,700** (2013 AADT)

Please let me know if you need any additional information, and thank you!

Sierra Saunders
Multimodal Planner
Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340



Office: 612.596.0364
sierra.saunders@hennepin.us

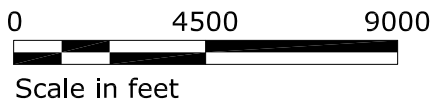
Disclaimer: If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.



Public Transportation Routes

City of Orono
Minnesota

-  Current Metro Transit Bus Route
-  Park & Ride Facilities



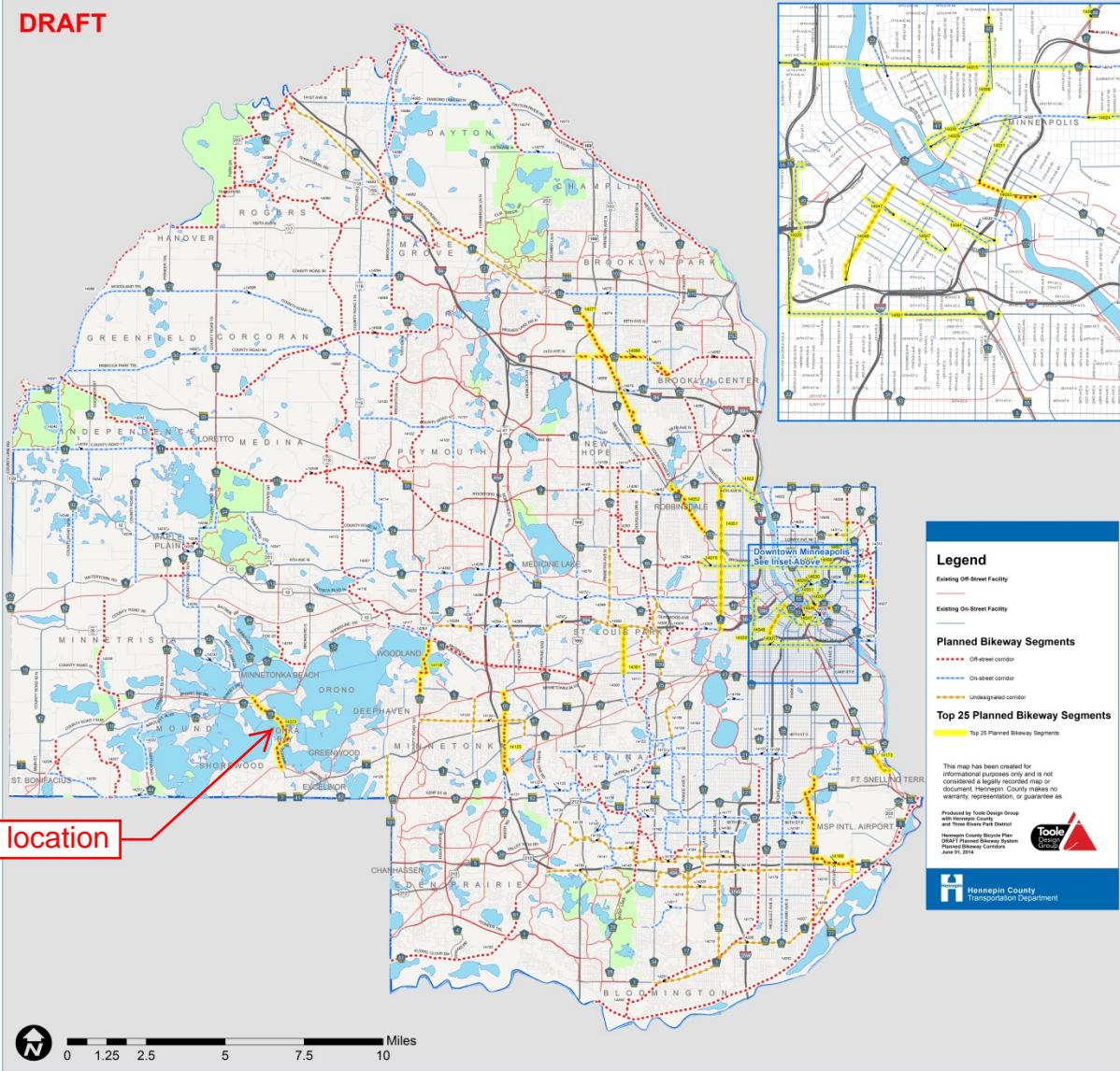
MAP 4A-5

Full Listing of Planned 2040 Bikeway System Segments

Hennepin County Bicycle Transportation Plan
Planned Bikeway System Segments - June 2014



DRAFT

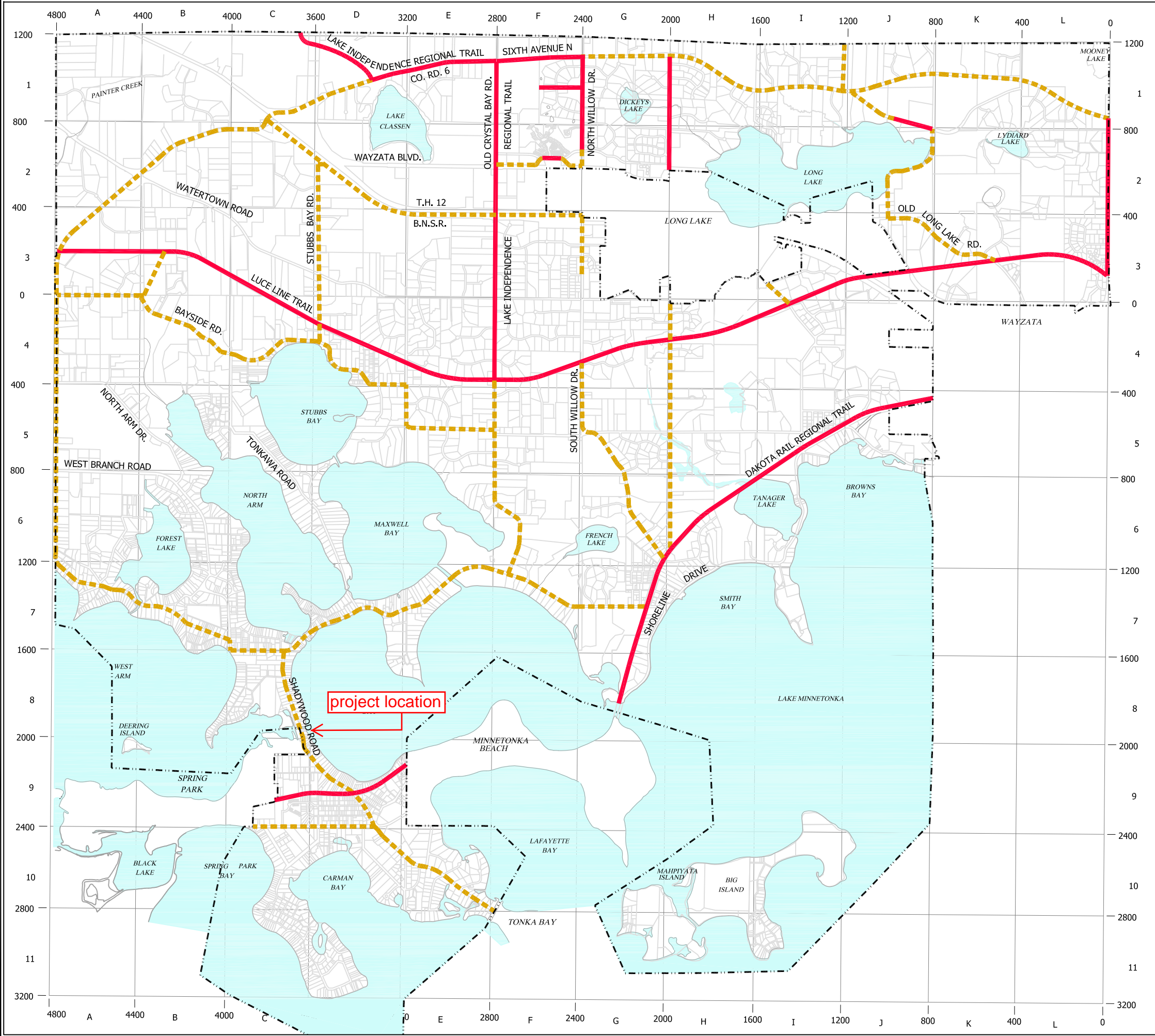




project location

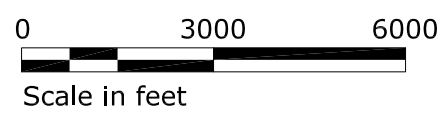
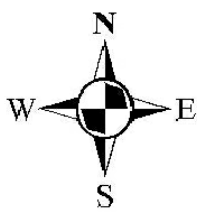
Figure 1 Planned 2040 Bikeway System Corridors Map

Comprehensive Trail System Plan

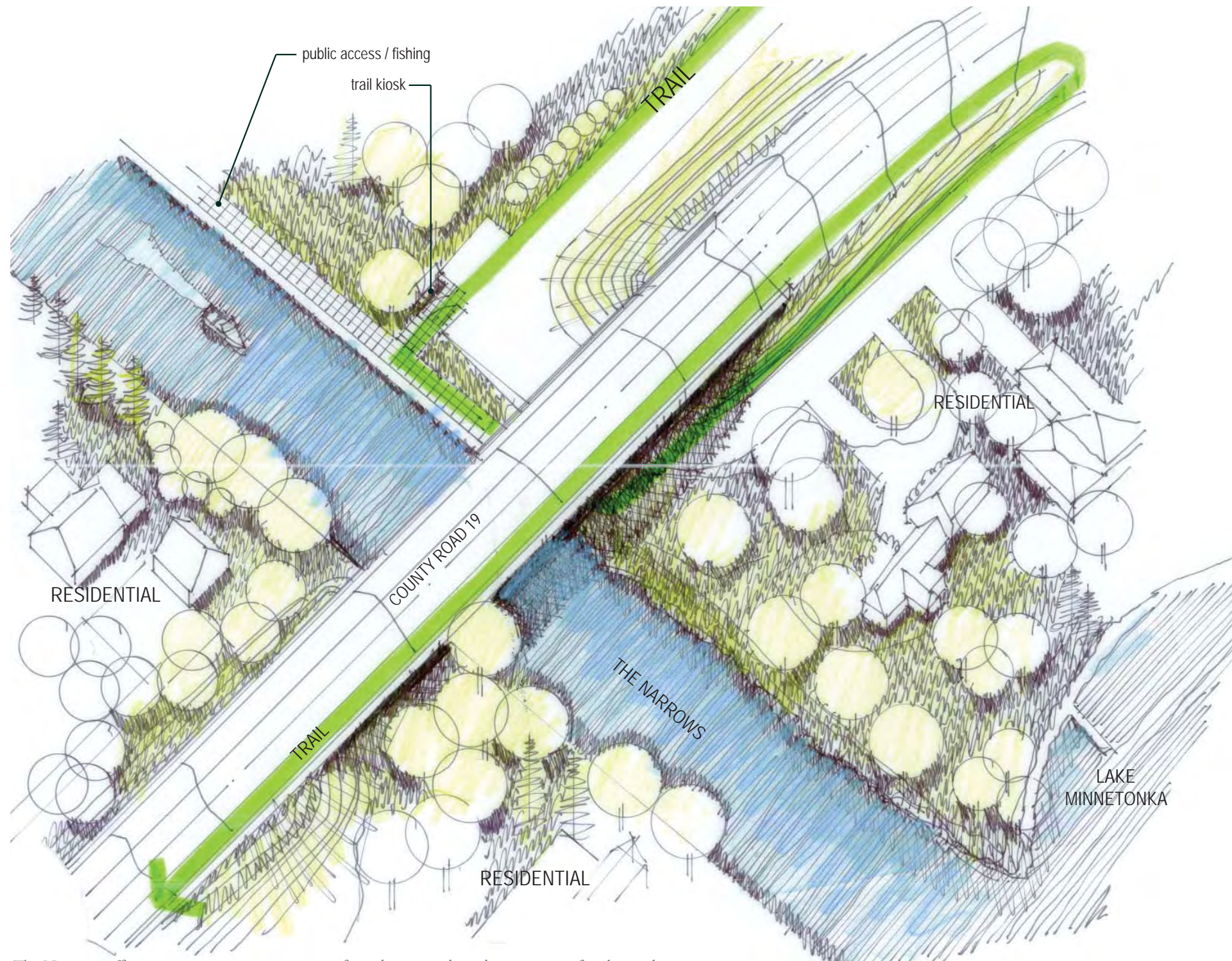
City of Orono
Minnesota



-  Existing Separated Trails
-  Future Trails (May Be Road Shoulder or Separated)



MAP 4E-3



The Narrows is a landmark for Lake Minnetonka, and it falls at a point that allows for trail users to move from one side of the corridor to the other. While the concepts might rely on this area as a means of safely traversing the corridor, the route is sufficiently long that trail users may choose to avoid the looping movements that would otherwise help them avoid cars on County Road 19. The public realm of the loop should attract trail users, with signage and landscaping, so that they not only use the loop but can experience the Narrows.

The Narrows offers an opportunity to create a safe and separated roadway crossing for the trail.







CITY OF ORONO

Street Address:
2750 Kelley Parkway
Orono, MN 55356

Mailing Address:
P.O. Box 66
Crystal Bay, MN 55323

Telephone (952) 249-4600
Fax (952) 249-4616
www.ci.orono.mn.us

June 06, 2016

James N. Grube, P.E.
Hennepin County Engineer
Transportation Department
1600 Prairie Drive
Medina, MN 55340

Re: Support for Regional Solicitation Application
CSAH 19 (Shadywood Road) Bridge Rehabilitation over Narrows Channel

Dear Mr. Grube:

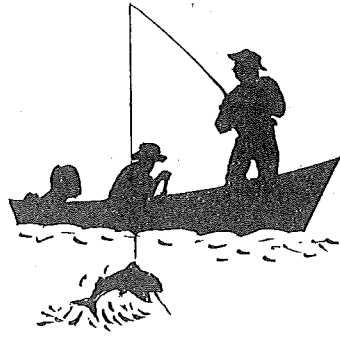
The City of Orono supports Hennepin County's federal funding application through the Regional Solicitation for the proposed rehabilitation of the CSAH 19 (Shadywood Road) bridge over the Narrows Channel.

The city supports this county project to rehabilitate the existing bridge with improvements to the bridge deck, approach panel, abutment wall and joints, in addition to sand blasting and repainting the beams and bearing assemblies. These improvement will enhance the livability and quality of life for Orono 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,

Adam Edwards, P.E.
Director of Public Works/City Engineer



City of Tonka Bay

4901 Manitou Road, Tonka Bay, Minnesota 55331 (952) 474-7994

June 22, 2016

James N. Grube, P.E.
Hennepin County Engineer
Transportation Department
1600 Prairie Drive
Medina, MN 55340

Re: Support for Regional Solicitation Application
CSAH 19 (Shadywood Road) Bridge Rehabilitation over the Narrows Channel

Dear Mr. Grube:

The City of Tonka Bay supports Hennepin County's federal funding application through the Regional Solicitation for the proposed rehabilitation of the CSAH 19 (Shadywood Road) bridge over the Narrows Channel.

The city supports this county project to rehabilitate the existing bridge with improvements to the bridge deck, approach panel, abutment wall and joints in addition to sand blasting and repainting the beams and bearing assemblies. These improvements will enhance the livability and quality of life for Tonka Bay and Hennepin County residents.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Lindy Crawford". The signature is fluid and cursive.

Lindy Crawford
City Administrator