Application

19830 - 2024 Bridges
20297 - Cedar Lake Road Bridge Replacement Over BNSF Railway
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/08/2023 1:19 AM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website: http://www.ci.minneapolis.mn.us/

Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS (City) Minnesota (State/Province) 55401 (Postal Code/Zip)

County: Hennepin

Phone:* 612-673-3884 Ext.

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Cedar Lake Road Bridge Replacement Over BNSF Railway

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project will reconstruct and replace the existing Cedar Lake Road Bridge (MnDOT Bridge No. 90471) over the BNSF Railway in the City of Minneapolis. Cedar Lake Road (MSAS 406) is classified as a minor collector roadway with an ADT of 1,334 (2021).

Constructed in 1941, the existing bridge is a seven-span timber trestle with timber stringers and ship lap decking boards overlain with a cast-in-place concrete deck, integral sidewalk, and railing posts. The 2-lane roadway has an overall width of 36' and there are 2-6' raised sidewalks on either side. Existing deficiencies include vertical clearance above top of rail and a load posting of 20 Tons. NBI condition ratings are 5 for the deck, 5 for the superstructure and 4 for the substructure resulting in an overall condition of "Poor" which warrants a full replacement.

Due to the deteriorating timber piles and timber pier caps, H-piles were erected for reinforcement and support at several locations. Upon annual inspection, it was noted that support shims between these steel supports and the girders were missing. This necessitated an immediate closure of the road on April 11, 2023 through August 25, 2023 until emergency repairs were completed. Upon reopening, the bridge is only open to vehicle traffic less than 20 tons and both sidewalks are closed and temporarily shifted onto the bridge deck.

This route is multimodal as its pedestrian and bicycle usage is nearly half of the vehicle traffic (460 pedestrians, 160 bicyclists, 1,334 vehicles). This bridge is part of and connects the Luce Line Trail, a detached multi-use trail and a RBTN Tier 2 facility. Cedar Lake Road itself is planned to have on-street bike lanes as part of the City's All Ages and Abilities Network per their Transportation Action Plan and the new bridge will be built to accommodate this addition. There are no transit routes over this bridge.

Several bridge alternatives are being considered for this project. In all options, traffic lanes will be 12' with a 2' raised concrete barrier installed separating vehicle traffic from the bicycle and pedestrian lanes. The approaches to the bridge will include 7' bike lanes and 6' sidewalks. How that is carried across the bridge will be determined in the preliminary design and continuing public engagement phases of the project. Three options are shown in the attachments and Option 1 is being used as the basis of this application.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

CEDAR LAKE ROADWAY (MSAS 406) OVER BNSF RR, 0.5 MILE SW OF JCT CSAH 40, REPLACE OLD BRIDGE #90471 WITH NEW BRIDGE #27C74 AND APPROACHES.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$4,854,400.00
Match Amount	$1,213,600.00
Minimum of 20% of project total	
Project Total	$6,068,000.00
For transit projects, the total cost for the application is total cost minus fare revenues.	
Match Percentage	20.0%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	

Source of Match Funds MSAS Funds

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: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2025, 2026, 2027

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

Project Information-Roadways

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#:

County, City, or Lead Agency City of Minneapolis

Functional Class of Road Minor Collector

Road System MSAS

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

Road/Route No. 406

i.e., 53 for CSAH 53

Name of Road Cedar Lake Road

Example; 1st ST., MAIN AVE

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

From:
Road System 160 Feet West of Morgan Ave S

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

To:
Road System Cedar Lake Road Bridge over Bassett Creek

DO NOT INCLUDE LEGAL DESCRIPTION

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

In the City/Cities of: Minneapolis

(List all cities within project limits)

OR:

At:
Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

In the City/Cities of:

(List all cities within project limits)

PROJECT LENGTH

Miles 0.1

(nearest 0.1 miles)

Primary Types of Work (check all the apply)

New Construction

Reconstruction

Resurfacing

Bituminous Pavement

Concrete Pavement

Roundabout

New Bridge

Bridge Replacement Yes

Bridge Rehab

New Signal

Signal Replacement/Revision

Bike Trail	
Other (do not include incidental items)	Retaining Walls, Approaches, Sidewalk, Bike Path, Ped Ramps, Lighting
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55405
Approximate Begin Construction Date	04/01/2027
Approximate End Construction Date	11/30/2027
Miles of Trail (nearest 0.1 miles)	0.2
Miles of Sidewalk (nearest 0.1 miles)	0.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.2
Is this a new trail?	No

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

Goal A: Transportation System Stewardship (pp. 2.2-2.4)

Objectives A & B; Strategies A1 & A2

The city's annual bridge inspection program identifies maintenance, preservation and capital priorities for its bridge assets. This project will replace a structurally deficient bridge that is nearing the end of its useful life. It currently is load restricted which places the burden of truck traffic on other infrastructure.

Goal B: Safety and Security (pp. 2.5-2.9)

Objectives A & B; Strategies B1, B4 & B6

This project will address the structural safety issues that exist for this deficient bridge. The existing sidewalks are currently closed on this bridge and are temporarily relocated onto the main bridge deck. The previously striped bike lane is now also temporarily removed and shares the vehicle traffic lane. This load restriction also requires emergency vehicles such as firetrucks to detour around this area.

Goal C: Access to Destinations (pp. 2.10-2.25)

Objectives A, B, C, D & E; Strategies C1, C2, C4, C8, C15, C16 & C17

Cedar Lake Road is a minor collector that connects the Bryn-Mawr and Harrison neighborhoods. This area serves residential, commercial/industrial and recreational uses. In addition to the vehicular connections this bridge makes, it also carries the Luce Line Trail which is a Tier 2 trail on the RBTN.

Goal D: Competitive Economy (pp. 2-26-2.29)

Objectives A, B & C; Strategies D1, D3 & D4

As noted in Goal C, this area serves residential, commercial/industrial and recreational uses. This bridge removes the barrier of the BNSF Railway for the vehicles, freight, bicyclists and pedestrians that rely on this route for business and recreation.

Goal E: Healthy and Equitable Communities (pp. 2.30-2.34)

Objectives A, B, C & D; Strategies E1, E3, E4, E5, E6 & E7

The replacement bridge at this location will have enhanced bike and pedestrian accommodations that the current bridge does not have. The new bridge will have 7' bike lanes and 6' sidewalks on both sides of the bridge. These non-motorized appurtenances will have a curb-style barrier separating them from the vehicular traffic.

Goal F: Leverage Transportation Investments to Guide Land Use (pp. 2.35-2.41)

Objectives A & C; Strategies F1, F2, F3, F4, F5, F6, F7 & F9

This project will promote all modes of transportation (vehicle, bike and pedestrian) on the street side and preserve the safety of the railway underneath. This important connection for the Luce Line Trail will provide access to the future Bassett Creek Valley Station with the completion of the Southwest LRT project. Replacing this key bridge asset will ensure the area remains attractive for future residential development opportunities.

Limit 2,800 characters, approximately 400 words

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Bridge Projects

2023 CLIC Report - 2024-2029 Capital Improvement Program (Page 34)

Minneapolis 2040 - The City's Comprehensive Plan (Page 274)

Trail Projects

2020 Minneapolis Transportation Action Plan (Page 74)

Minneapolis Bicycle Master Plan (Page 40)

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2024 funding cycle).

Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 03/10/2022

Link to plan: https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/2022-ADA-Transition-Plan-Update-V2.pdf

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. 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

13. 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

14. 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility 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.

Bridge Rehabilitation/Replacement and Strategic Capacity 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

Bridge Rehabilitation/Replacement projects only:

5. The length of the in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$105,000.00
Removals (approx. 5% of total cost)	$105,000.00
Roadway (grading, borrow, etc.)	$50,000.00
Roadway (aggregates and paving)	$75,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$115,000.00
Ponds	$75,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$151,000.00
Traffic Control	$25,000.00
Striping	$10,000.00
Signing	$20,000.00
Lighting	$10,000.00
Turf - Erosion & Landscaping	$87,000.00
Bridge	$3,170,000.00
Retaining Walls	$1,135,000.00
Noise Wall (not calculated 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	$610,000.00
Other Roadway Elements	$65,000.00
Totals	**$5,808,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$4,000.00
Sidewalk Construction	$138,000.00
On-Street Bicycle Facility Construction	$5,000.00
Right-of-Way	$13,000.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$40,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$60,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$260,000.00**

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

On January 1, 2022, the City of Minneapolis' new Stormwater Ordinance - Chapter 54 went into effect. The purpose of this ordinance is to minimize negative impacts of stormwater runoff rates, volumes, and quality on Minneapolis lakes, streams, wetlands, and the Mississippi River by guiding development and redevelopment activity and by assuring the long-term effectiveness of stormwater best management practices. It specifically was enacted to address chronic issues associated with its overburdened storm sewer system, impaired surface waters, and localized flooding. It also removed the exemption that linear projects (i.e., street projects) had from previous stormwater ordinances. As such, this project will have requirements (and costs) that are now aligned with the elements identified in the PROTECT funding program. It is assumed that these requirements contribute an additional 10% to the overall storm water management for this project. This additional cost can be summarized as follows: Storm Sewer: $115,000 Ponds $ 75,000 Turf/Erosion $ 87,000 Total: $277,000 10% Increase: $ 27,700

Totals

Total Cost	$6,068,000.00
Construction Cost Total	$6,068,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing: Penn Avenue (CSAH 2) approximately 1,150 feet to the northwest.

Explanation:

The nearest non-local detour route would be Penn Avenue (CSAH 2/Other Arterial) and Glenwood Avenue (CSAH 40/A-Minor Arterial). As an alternate for bike and pedestrian movement, Van White Memorial Boulevard is also approximately 2,500 feet to the east of the Cedar Lake Road Bridge, but this route does not have a direct connection to Cedar Lake Road south of the railroad for vehicle traffic.

From the bridge site, the detour route would be Cedar Lake Road southwesterly to Penn Avenue, Penn Avenue north to Glenwood Avenue, Glenwood Avenue east to Cedar Lake Road, and then Cedar Lake Road southwesterly back to the point of beginning. This route would keep the detoured traffic, including trucks that use this route, from rumbling through the adjacent residential neighborhoods and parks.

The bridge replacement will require the complete closure of the route while the old bridge is removed and the new bridge is constructed for a duration of approximately 8 months.

Besides vehicle traffic, this closure will greatly impact the Luce Line Trail which crosses at this bridge location and connects the Bryn Mawr Meadows Park east of Cedar Lake Road with Bassett Creek Park west of Cedar Lake Park. The Luce Line Trail will also connect to the Bassett Creek Valley Station with the completion of the Southwest LRT project.

(Limit 2,800 characters; approximately 400 words)

Distance from one end of proposed project to nearest non-local functionally classified parallel crossing and then back to the other side of the proposed project (calculated by Council Staff): 0

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

Existing Employment within 1 Mile:	16360
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	2517
Existing Post-Secondary Students within 1 Mile:	7967
Upload Map	1700598548842_RegEconBridgeMplsCLR.pdf

Please upload attachment in PDF form

Measure C: Regional Truck Corridor Tiers

Along Tier 1:

(65 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 2:

(60 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 3:

(55 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

(10 Points)

The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: Yes

(0 Points)

Measure A: Current Daily Person Throughput

Location South of 2nd Avenue North

Current AADT Volume 1334.0

Existing Transit Routes on the Project: N/A

Select all transit routes that apply.

Upload "Transit Connections" map 1700598864861_TransConnBridgeMplsCLR.pdf

Please upload attachment in PDF form

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 1734.0

Measure B: 2040 Forecast ADT

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

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The Cedar Lake Road Bridge over the BNSF Railway provides critical access to nearby residents, businesses, commuters and trail users in this area. This project is located on the border of the Harrison and Bryn-Mawr neighborhoods of the Near-North Section of Minneapolis. 14% of the residents who live in this area are BIPOC.

A project website has been established for this project. The website included a project description, interactive map, and information fact sheet. Requests for alternative accessible formats are offered via email at email311 or via telephone via 311 or 612-673-3000 for persons with disabilities.

A virtual public open house was held for this project on October 26, 2021. This meeting was held live via Zoom and also included a self-directed presentation on the project's website. This interactive meeting included a polling function during the presentation and the website offers opportunities for public comment. Notices for this meeting were made through postcard direct mailings and yard signs.

7% of the persons in this area either walk or bike as their means of transportation to work. Because this route has a high percentage of bicyclists and pedestrians, schematic designs of the new bridge and approaches were presented to the City's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) for review.

A formal and collaborative relationship has been established with the BNSF Railway which this bridge crosses over and they have been involved with this project and the design issues associated with it from the beginning of the preliminary design process.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

? pedestrian and bicycle safety improvements;
? public health benefits;
? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
? travel time improvements;
? gap closures;
? new transportation services or modal options;
? leveraging of other beneficial projects and investments;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
? Increased speed and/or ?cut-through? traffic.
? Removed or diminished safe bicycle access.
? Inclusion of some other barrier to access to jobs and other destinations.

Response:

This bridge replacement project will benefit users of all modes. As noted earlier in this application, nearly half of the traffic on this bridge are from pedestrians and bicyclists. This bridge is a critical link in the Luce Line Trail, a multi-use trail and a RBTN Tier 2 facility. A special feature of the new bridge will be that the 7' bike lanes and 6' sidewalks (both sides) will have concrete bike buffers to separate them from the vehicle traffic lanes. These important amenities to this bridge are significant benefits that can reduce disparities in physical activity and health outcomes for BIPOC communities and persons with disabilities by providing healthy transportation options.

Potential negative impacts relate to construction only. The city will observe and abide by the applicable Minneapolis ordinances pertaining to permissible noise levels and hours of operation for construction equipment, and will be diligent about implementing dust mitigation. The city will coordinate, develop and implement a vehicle and bike/ped detour plan to maintain reliable travel during construction. Access to housing and community destinations will be maintained throughout construction.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

? specific direct access improvements for residents
? improved access to destinations such as jobs, school, health care or other;
? new transportation services or modal options;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 1,812 publicly subsidized rental housing units in census tracts within 1/2 mile of the project. The north limits of this project abut the Bassett Creek which is the boundary of the Harrison Neighborhood which is an Area of Concentrated Poverty.

As noted elsewhere in this application, 7% of the persons in this area walk or bike as their means of transportation to work. This project is an important link for this mode of transportation and will become even more essential with the opening of the SWLRT which the Luce Line Trail connects to and is carried across this bridge.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the ?Socio-Economic Conditions? map used for this measure.	1700599251140_SocEconBridgeMplsCLR.pdf

Measure A: Bridge Condition

• **Deck Rating:**	5.0
• **Superstructure Rating:**	5.0
• **Substructure Rating:**	4.0
• **Channel Rating:**	0
• **Culvert Rating:**	0
Lowest National Bridge Inventory Condition Rating:	4.0
Upload Structure Inventory Report	1700599580433_Bridge Inspection and Inventory Report.pdf

Please upload attachment in PDF form

Measure A: Infrastructure Age

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

Measure A: Multimodal Elements and Existing Connections

Response:

The existing bridge has raised sidewalks and an on-street striped bicycle lane on both sides of the bridge. However, because of the condition of the bridge, the sidewalks have been placed on the bridge deck (separated from traffic with a temporary J-barrier) and the on-street bike lane has been removed and shares the vehicle traffic lane.

The new bridge is anticipated to have 12' traffic lanes, 2' raised concrete bike buffers, and accommodations for bicycles and pedestrians on each half of the bridge. Approaches on both sides of the bridge will also be reconstructed to accommodate the widening for the bike lanes and sidewalks.

This route is multimodal as its pedestrian and bicycle usage is nearly half of the vehicle traffic (460 pedestrians, 160 bicyclists, 1,334 vehicles). This bridge is part of and connects the Luce Line Trail, a detached multi-use trail and a RBTN Tier 2 facility. Cedar Lake Road itself is planned to have on-street bike lanes as part of the City's All Ages and Abilities Network per their Transportation Action Plan and the new bridge will be built to accommodate this addition.

There are no transit routes over this bridge. However, this important connection for the Luce Line Trail will provide access to the future Bassett Creek Valley Station with the completion of the Southwest LRT project.

This area serves residential, commercial/industrial, and recreational uses. This bridge removes the barrier of the BNSF Railway for the vehicles, freight, bicyclists and pedestrians that rely on this route for business and recreation. Replacing this key bridge asset will ensure the area remains attractive for future residential development opportunities.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

A project website has been established for this project. The website included a project description, interactive map, and information fact sheet. Requests for alternative accessible formats are offered via email at email311 or via telephone via 311 or 612-673-3000 for persons with disabilities.

A virtual public open house was held for this project on October 26, 2021. This meeting was held live via Zoom and also included a self-directed presentation on the project's website. This interactive meeting included a polling function during the presentation and the website offers opportunities for public comment. Notices for this meeting were made through postcard direct mailings and yard signs.

7% of the persons in this area either walk or bike as their means of transportation to work. Because this route has a high percentage of bicyclists and pedestrians, both a Bicycle Advisory Committee (BAC) and a Pedestrian Advisory Committee (PAC) were established for this project.

A formal and collaborative relationship has been established with the BNSF Railway which this bridge crosses over and they have been involved with this project and the design issues associated with it from the beginning of the preliminary design process.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout 1701198925086_CLR Bridge Prelim Plan 01182022.pdf

Please upload attachment in PDF form

Additional Attachments 1701198925076_Cedar Lake Road Concept Design Layout.pdf

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 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%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified Yes

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $6,068,000.00

Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$6,068,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2024 Regional Solicitation Letter of Support Minneapolis.pdf	Letter of support (Minneapolis)	2.4 MB
Cedar Lake Road Options Plan View.pdf	Cedar Lake Road Bike and Ped Bridge Options	2.4 MB
Emergency Repair Photos.pdf	Emergency Repair Photos	1.1 MB
Existing Conditions Photos.pdf	Existing Conditions Photos	1.4 MB
Luce Line Trail.pdf	Luce Line Trail	356 KB
One-Pager_Revised.pdf	Cedar Lake Road Bridge Replacement - One-Pager	428 KB
Project Location - Base Map.pdf	Project Location Map	73 KB

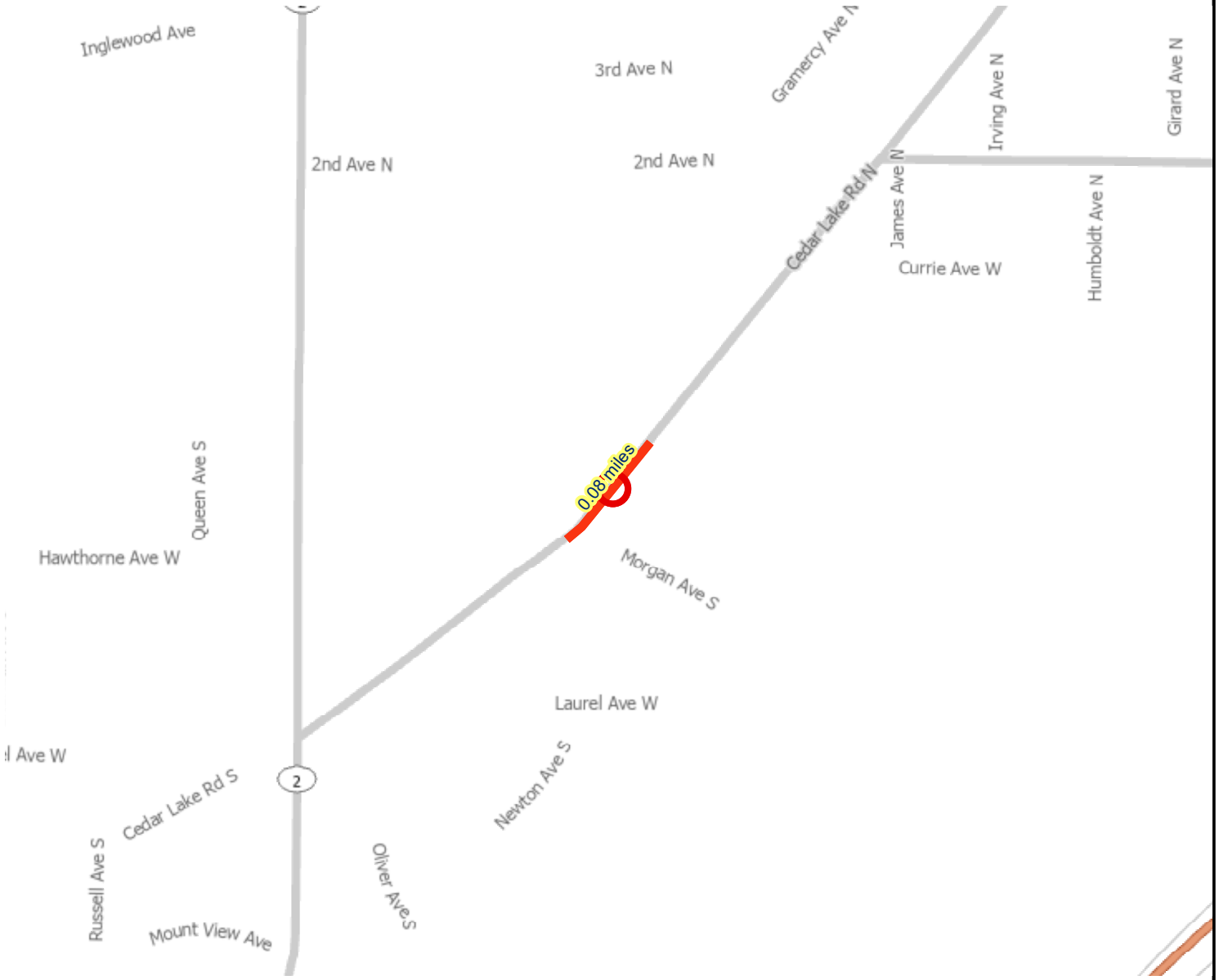
Regional Economy

Bridges Project: Cedar Lake Road Bridge Over BNSF | Map ID: 1700597299624

Results

WITHIN ONE MI of project:
Postsecondary Students: 7967

Totals by City:
Golden Valley
Population: 1662
Employment: 5401
Mfg and Dist Employment: 854
Minneapolis
Population: 28272
Employment: 10959
Mfg and Dist Employment: 1663



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 11/21/2023
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: Cedar Lake Road Bridge Over BNSF | Map ID: 1700597299624

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 1

Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 11/21/2023
LandscapeRSA3

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

METROPOLITAN COUNCIL

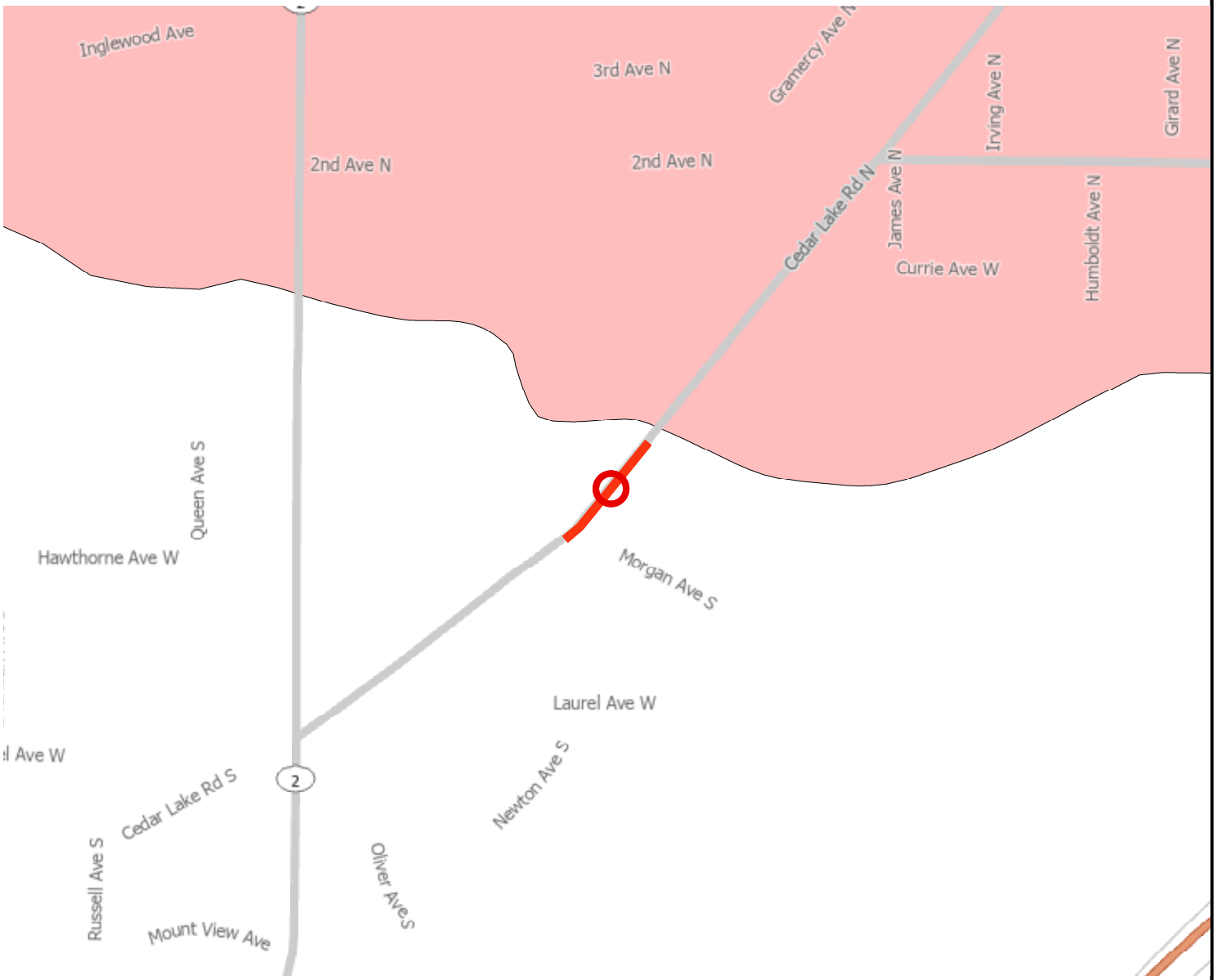
Socio-Economic Conditions

Bridges Project: Cedar Lake Road Bridge Over BNSF | Map ID: 1700597299624

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1812

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



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LandscapeRSA2

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METROPOLITAN COUNCIL

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 90471 **CEDAR LAKE RD over BNSF RR** Date: 11/16/2023

+ GENERAL +

Agency Br. No.	4740	**Crew**	
District	METRO	**Maint. Area**	
County	27 - HENNEPIN		
City	MINNEAPOLIS		
Township			
Desc. Loc.	0.5 MI SW OF JCT CSAH 40		
Sect., Twp., Range	28 - 029N - 24W		
Latitude	44d 58m 33.84s		
Longitude	93d 18m 15.53s		
Custodian	RAILROAD		
Owner	RAILROAD		
Insp Responsibility	CITY OF MINNEAPOLIS		
Year Built	1941		
Date Opened to Traffic	01-01-1941		
MN Year Remodeled			
FHWA Year Reconstructed			
Bridge Plan Location	COUNTY		
Potential ABC	N.A.		

+ STRUCTURE +

Service On	HWY;PED		
Service Under	RAILROAD		
Main Span Type	TIMB BEAM SPAN		
Main Span Detail			
Appr. Span Type			
Appr. Span Detail			
Skew	17L		
Culvert Type			
Barrel Length			
No of Spans	Main: 7 Appr: 0 Total: 7		
Main Span Length	21.0 ft		
Structure Length	142.0 ft		
Deck Width	51.0 ft		
Deck Material	C-I-P CONCRETE		
Deck Install Year			
Deck Rebar Layers	UNKN		
Deck Rebar (NBI)	0-NONE		
Wear Surf Type	LOW SLUMP CONC		
Wear Surf Install Year	1976		
Wear Course/Fill Depth	0.21 ft		
Structure Area	7,242 sq ft		
Roadway Area	5,113 sq ft		
Sidewalk Width - L/R	6.0 ft	6.0 ft	
Curb Height - L/R	0.83 ft	0.83 ft	
Rail Codes - L/R	35	35	

+ ROADWAY ON BRIDGE +

Facility	MSAS 406
LRS Mile Point	1.016
Functional Class	MINOR COLLECTOR
Urban Code	57628 - TWIN CITIES
ADT (YEAR)	1,334 (2021)
HCADT	
Speed Limit	
National Highway System	N
Detour Length	1 mi.
Lanes	2 Lanes ON Bridge
Control Section (TH Only)	
Function	MAINLINE
Type	2 WAY TRAF
Bridge Match ID	1
Roadway Key	1-ON

+ RDWY DIMENSIONS ON BRIDGE +

If Divided	**NB-EB**	**SB-WB**
Roadway Width	36.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	35.9 ft	
Appr. Surface Width		36.0 ft
Bridge Roadway Width		36.0 ft
Median Width on Bridge		NA

+ MISC. BRIDGE DATA +

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

+ FOUNDATIONS +

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

+ PAINT +

Year Painted	
Painted Area	
Primer Type	
Finish Type	

+ BRIDGE SIGNS +

Posted Load	UNKN
Traffic	NOT REQUIRED
Horizontal	NOT REQUIRED
Vertical	NOT REQUIRED

+ INSPECTION +

Local Plan. Index	41
Overall Condition	POOR
Last Routine Insp Date	06-01-2022
Routine Insp Frequency	12
Inspector Name	CITY MINNEAPOLIS
Status	D-OPEN (TEMP SHORING)

+ NBI CONDITION RATINGS +

Deck	5
Superstructure	5
Substructure	4
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	6
Underclearances	4
Waterway Adequacy	N
Approach Alignment	6

+ SAFETY FEATURES +

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

+ SPECIAL INSPECTIONS +

NSTM	N
Underwater	N
Pinned Asbly.	N

+ WATERWAY +

Drainage Area	
Waterway Opening	
Navigation Control	NOT APPL
Pier Protection	
Nav. Vert./Horz. Clr.	
Nav. Vert. Lift Bridge Clear.	
MN Scour Code	A-NON WATERWAY
Scour Evaluation Year	1993

+ CAPACITY RATINGS +

Design Load	UNKN
Operating Rating	HS 24.00
Inventory Rating	HS 18.00
Posting	VEH: 20 SEMI: DBL:
Rating Date	09-22-2023

Overweight Permit Codes

A: X B: X C: X

11/16/2023
Crew:

MINNESOTA BRIDGE INSPECTION REPORT

Insp Responsibility: CITY OF MINNEAPOLIS

BRIDGE 90471 CEDAR LAKE RD OVER BNSF RR **INSP. DATE: 06-01-2022**

County: HENNEPIN
City: MINNEAPOLIS
Township:
Section: 28 Township: 029N Range: 24W
Main Span Type: TIMB BEAM SPAN
NBI Deck: 5 Super: 5 Sub: 4 Chan: N Culv: N

Location: 0.5 MI SW OF JCT CSAH 40
Facility: MSAS 406 Mile Pt: 1.016
Control Section: Maint. Area:
Local Agency Bridge Nbr: 4740
Open, Posted, Closed: TEMP SHORING

Length: 142.0 ft
Deck Width: 51.0 ft
Rdwy. Area 5,113 sq ft
Paint Area
Culvert : N/A
Postings: 20 - -

Appraisal Ratings - Approach: 6 Waterway: N
MN Scour Code: A-NON WATERWAY
Local Plan. Index 41
Required Bridge Signs - Load Posting: UNKN Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT REQUIRED
Overall Condition: Poor

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	06-01-2022	1 EA	1	0	0	0
		05-26-2021	1 EA	1	0	0	0
	Notes: [2023] CRITICAL FINDINGS. Shims that Support between the steel pier cap and timber girders are missing. 2" gap. Pier caps crushing and sagging. many hollow and decayed piles and caps. Deep checks. [8-25-2023] Bridge was open after bridge crews major repairs on stiffing cap.						
12	REINFORCED CONCRETE DECK	06-01-2022	7,242 SF	6,722	520	0	0
		05-26-2021	7,242 SF	6,722	520	0	0
	Notes: THE UNDERSIDE OF THE CONC. DECK IS NOT VISIBLE DUE TO THE TIMBER PLANKING. THE WOOD IS 1" X 8" TIMBER THAT WERE PLACED TO SUPPORT THE CONCRETE POUR. MANY OF THE TIMBERS ARE SPLITTING AND HAVE AREAS OF EFFLORESCENCE STAINS. MINOR AREAS OF ROT FROM CONCRETE LEACHING. [2017] THE CONCRETE DECK UNDER BOTH SIDEWALKS HAVE CRACKS WITH EFFLORESCENCE AND SPALL WITH REBAR EXPOSED. [2020] DECK FASCIA LARGE CRACK AND DELAMINATION. [2022-23] NO SIGNIFICANT CHANGE.						
510	*WEARING SURFACE*	*06-01-2022*	*5,113 SF*	*4,010*	*1,103*	*0*	*0*
		05-26-2021	*5,113 SF*	*4,010*	*1,103*	*0*	*0*
	Notes: Low Slump Overlay with Uncoated Rebar Notes: THERE ARE MANY LARGE SIZE TRANSVERSE AND LONGITUDINAL CRACKS. ONE PATCHED DELAMINATED AREA ON THE SURFACE OF THE DECK, NORTH END 8' OF PLOW DAMAGE AND SCALE. [2016] PLOW DAMAGE IS PATCHED WITH ASPHALT. [2017] PATCHED AREA AT S. SIDE HAVE DEVELOPED LARGE SPALL. [2018] CRACKS IS GETTING WIDER AND SPALLS. [2022-23] NO SIGNIFICANT CHANGE.						
301	POURED SEAL JOINT	06-01-2022	407 LF	77	200	100	30
		05-26-2021	407 LF	77	200	100	30
	Notes: THERE IS TOTAL LOSS OF MATERIAL, SCALING, SPALLING AT THE JOINTS. [2016] THE N. JOINT IS COVERED WITH SEALCOAT. [2017] THE SOUTH JOINT HAVE LARGE SPALL. [2018] LOST OF MATERIAL AND MOST OF THE JOINTS DEVELOPING SPALLS. [2022] ASPHALT REPAIR OVER JOINT. [2023] NO SIGNIFICANT CHANGE.						
330	METAL BRIDGE RAILING	06-01-2022	285 LF	0	285	0	0
		05-26-2021	285 LF	0	285	0	0
	Notes: [2020] SURFACE CORROSION. [2022-23] NO SIGNIFICANT CHANGE.						
515	*STEEL PROTECTIVE COATING*	*06-01-2022*	*747 SF*	*0*	*0*	*97*	*650*
		05-26-2021	*747 SF*	*0*	*0*	*97*	*650*
	Notes: [2016] PAINT SYSTEM FAILURE. PRIME COAT PEELING AND STEEL EXPOSED. [2022-23] NO SIGNIFICANT CHANGE.						
331	REINFORCED CONC BRIDGE RAILING	06-01-2022	47 LF	0	41	6	0
		05-26-2021	47 LF	0	41	6	0
	Notes: [2019] THE CONCRETE RAILING POSTS HAVE LARGE SPALLS WITH REBAR EXPOSED, CRACKS, DELAMINATION AND A FEW HOLLOW AREAS. THERE IS UNIFORM SCALE AND RUST ON THE RAILS. [2020] 3 POST SPALLS WITH REBAR EXPOSED. [2022-23] NO SIGNIFICANT CHANGE.						
321	CONCRETE APPROACH SLAB	06-01-2022	1,440 SF	530	460	350	100
		05-26-2021	1,440 SF	530	460	350	100
	Notes: [2016] SEAL COAT MATERIAL ON THE N OPEN JOINT. LARGE SPALL AND SCALE IN N.B. LANE NEXT TO THE S. APPROACH. SETTLEMENT OF CURB AND GUTTER AT BOTH ENDS. [2020] TEMPORARY BITUMINOUS PATCH ON APPROACH PANELS. SOUTH APPROACH NE CORNER DETERIORATING. [2022-23] NO SIGNIFICANT CHANGE.						
225	STEEL OR CIP PILING	06-01-2022	6 EA	6	0	0	0
		05-26-2021	6 EA	6	0	0	0
	Notes: [2020] PILE WAS ADDED TO SUPPORT 3RD BENTS FOR THE NORTH. GOOD. GRAFFITI [2022] NO SIGNIFICANT CHANGE. [2023] Steel Piles no longer needed.						

231	STEEL PIER CAP	06-01-2022	87 LF	0	87	0	0
		05-26-2021	30 LF	30	0	0	0

Notes: [2020] PILE WAS ADDED TO SUPPORT 3RD BENTS FOR THE NORTH. GOOD. GRAFFITI. [2022] NO SIGNIFICANT CHANGE.
[2023] Timber cap was reinforced with steel channel sections (C8X18.7) on each side of cap on below locations (bays between piles labeled from the east):
BENT #2: 10 LF on Bay 2 and 10 LF on Bay 7.
BENT #3: 10 LF on Bay 2 and 10 LF on Bay 7.
BENT #4: 17 LF on Bays 2 & 3, and 10 LF on Bay 7.
BENT #5: 10 LF on Bay 2 and 10 LF on Bay 7.
Total of 87 LF (CS2). previous steel supports no longer taking load from the bridge and NOT included on totals.

515	*STEEL PROTECTIVE COATING*	*06-01-2022*	*383 SF*	*383*	*0*	*0*	*0*

Notes: [2023] Steel channel sections (C8X18.7) = 383 SF (CS2) - Bared metal in good condition / no protective coating.

215	REINFORCED CONCRETE ABUTMENT	06-01-2022	155 LF	155	0	0	0
		05-26-2021	155 LF	155	0	0	0

Notes: [2020] ABUTMENT SUPERFICIAL DETERIORATION. [2023] North abutment undermined. South abutment undermined and timber falsework in place.

234	REINFORCED CONCRETE PIER CAP	06-01-2022	105 LF	0	91	10	4
		05-26-2021	105 LF	0	91	10	4

Notes: [2016] THE CONCRETE CAP AT N. ABUTMENT HAS HEAVY CRACKS, DELAMINATION, RUST STAINS AND HEAVY SPALL WITH REBARS EXPOSED ON BOTTOM. GRAFFITI. [2019] N. ABUTMENT CONCRETE CAP HAVE SPALLS, DELAMINATION AND SIGNS OF CRUSHING [2020] NORTH LARGE SPALL WITH REBAR 4" DEEP UNDER 2ND BEAM FROM EAST. SOUTH ABUTMENT MODERATE CRACKS. NE CAP HEAVY SCALING. [2023] Bent #1, spall over pile #1, spall with rebar over pile 2, Delaminated over pile 3. Large crack and delaminated over pile 4. Large cracks and crushing over pile 5. Over pile 8, bottom deteriorating and exposed steel.

111	TIMBER GIRDER OR BEAM	06-01-2022	3,727 LF	2,464	1,200	63	0
		05-26-2021	3,727 LF	2,464	1,200	63	0

Notes: MANY TIMBER GIRDERS ARE CRUSHING AT PILE AND WEATHERED, SPLITTING AND HAVE AREAS OF EFFLORESCENCE STAINS WITH THE CONNECTION ANGLES ON THE FASCIA SHOWING HEAVY PACK RUST. [2022-23] NO SIGNIFICANT CHANGE.

228	TIMBER PILING	06-01-2022	72 EA	0	60	10	2
		05-26-2021	72 EA	0	66	6	0

Notes: MANY OF THE PILE ARE SPLITTING AND CRACKED. GRAFFITI. [2019] TWO H-PILES ERECTED FOR REINFORCEMENT BESIDES 1ST AND 2ND PILES FORM N.E AND N.W. [2020] 6 PILES INSERT RULER 4" TO 6" IN SPLITS. [2021] MANY CRACKS ARE 1" WIDE.
[2023] PIER BENTS LABELED FROM THE NORTH AND TIMBER PILES LABELED FROM THE EAST.
BENT #2: Pile 1 check whole length 6" deep, hollow. Pile 4 check 4' long, 4" deep Hollow. Pile 5, 2' hollow. Pile 6 1'4" hollow top. Pile 7, Check 8' long, 4" deep. Pile 8, check 9.5' long, 5" deep. Pile 9, check 8' long, 3" deep.
- Friction collar installed on piles 7 & 8 to reinforce timber cap (bay 7).
BENT #3: Pile 1, cap crushed, check full length, 5" deep. Pile 8' check, 4" deep. Pile 4, check full Length, 5" deep. Pile 6, check full length, 5", Pile 7 8' check, 4" deep. Pile 8, 3/4 check 5" deep. Pile 9, full length check, 5" deep.
- Friction collars installed on piles 2 & 3 to reinforce timber cap (bay 2) and collars on piles 7 & 8 to reinforce timber cap (bay 7).
BENT #4: Pile 1, check full length, 6" deep, Pile 2, check Full length, 2" deep. Pile 3 check 8' length, 4" deep. Pile 4, check full Length, 4" deep. Pile 5 check 1/8" wide. Pile 7, check 10' length, 4 1/2" deep. Cap Crushing. Pile 9, check full length, 4" to 6" deep.
- Friction collars installed on piles 2, 3 & 4 to reinforce timber cap (bays 2 & 3), collars on piles 7 & 8 to reinforce timber cap (bay 7). Pile #3 vertically reinforced with 2 steel channels C8x18.7, vertical bars and 3/4" straps.
BENT #5: Pile 3, check 12' long, 5" deep, Pile 4, check full length, 4" deep, Pile 6, check 6', 4 1/2" deep.
- Friction collars installed on piles 2 & 3 to reinforce timber cap (bay 2), collars on piles 7 & 8 to reinforce timber cap (bay 7)
BENT #6: No repairs.
BENT #7: Pile 1, 2' hollow, Pile 4, check 4', 4" deep, Pile 5, check 5', Pile 6, 2' Hollow area at top. Pile 7 check 8', 4" deep hollow at bottom. Pile 8, check 9.5' long, 5" deep, pile 9, check 8' long, 3" deep, hollow at bottom. - No repairs.

235	TIMBER PIER CAP	06-01-2022	312 LF	132	180	0	0
		05-26-2021	312 LF	132	180	0	0

Notes: THERE IS UNIFORM HEAVY WHITE ROT STAINS. [2019] TWO STEEL H-PILE CAPS INSTALLED BESIDES 2ND BENT 1ST COLUMN WEST AND 3RD BENTS EAST COLUMNS. [2023] Cap over pile 1 bent 3, crushing. cap between pile 7 & 8 saturated. Cap bent #4 between 7& 8 crushing and checks/split. bent #2, pile 9 sagging and some crushing.

856	SECONDARY MEMBERS (SUB)	06-01-2022	1 EA	0	1	0	0
		05-26-2021	1 EA	0	1	0	0

Notes: DIAGONAL BRACING IS WEATHERED, CHECKING, CRACKING, SPLIT AND BROKEN OFF AT THE ENDS. [2017]

DIAGONAL BRACING AT PIER 5 FROM S.W IS DECAYING AND HOLLOWED. GRAFFITI. [2022-23] NO SIGNIFICANT CHANGE.

883	CONCRETE SHEAR CRACKING	06-01-2022	1 EA	1	0	0	0
		05-26-2021	1 EA	1	0	0	0

Notes: [2022-23] NO SHEAR CRACKING

890	LOAD PST OR VERTICAL CLR SIGNING	06-01-2022	1 EA	1	0	0	0
		05-26-2021	1 EA	1	0	0	0

Notes: [2019] POSTED 45 TONS, GOOD. ADVANCED LOCATIONS NORTH SIGN ON NORTH SIDE OF BRIDGE #27650. [2022] NO SIGNIFICANT CHANGE. [2023] New load posting 20 Tons. Sign in place with flagging.

892	SLOPES & SLOPE PROTECTION	06-01-2022	1 EA	0	0	1	0
		05-26-2021	1 EA	0	0	1	0

Notes: [2019] DIRT SLOPE BOTH SIDES. [2020] NORTH SLOPE SIGNIFICANT EROSION. [2022-23] NO SIGNIFICANT CHANGE.

894	DECK & APPROACH DRAINAGE	06-01-2022	1 EA	1	0	0	0
		05-26-2021	1 EA	1	0	0	0

Notes: [2022-23] DRAINS AS INTENDED.

895	SIDEWALK, CURB, & MEDIAN	06-01-2022	1 EA	0	1	0	0
		05-26-2021	1 EA	0	1	0	0

Notes: CURB; FINE SIZED VERTICAL CRACKS, ONE SPALL NE AND S.E CORNER ON THE APPROACH CURB. SIDEWALK; THERE ARE FINE SIZED TRANSVERSE CRACKS AND AREAS OF LIGHT SCALE. THE APPROACH PANEL ON THE S.E AND N.E HAVE SETTLEMENT OF 2". THE SUBSURFACE OF THE SIDEWALK HAS SPALLS WITH REBAR EXPOSED. [2022] NO SIGNIFICANT CHANGE. [2023] Sidewalk is closed. No repairs done to under sidewalk.

900	PROTECTED SPECIES	06-01-2022	1 EA	0	1	0	0
		05-26-2021	1 EA	0	1	0	0

Notes: [2023] NO PROTECTED SPECIES ARE NESTING ON THIS BRIDGE.

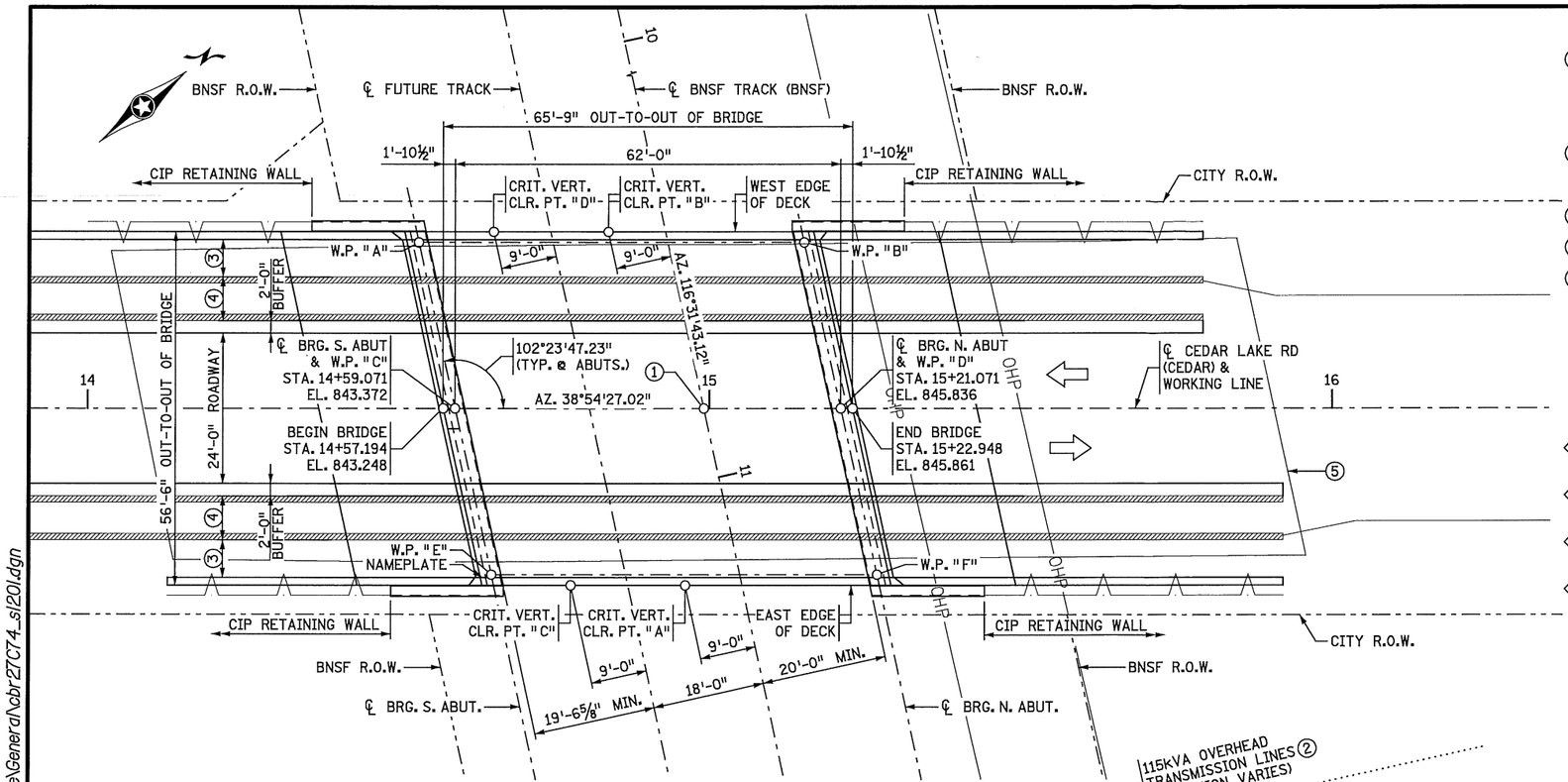
General Notes: RAILROAD #0.8, AREA UNDER, THERE IS ONE MAINLINE TRACK UNDER THE STRUCTURE. THERE IS HEAVY DEBRIS AND GARBAGE.
NOTE:1968 MAINTENANCE AGREEMENT IN FILE, CITY RESPONSIBILITY IS ROADWAY, CURBING, SIDEWALK AND RAILING. RAILROAD IS RESPONSIBLE FOR SUPERSTRUCTURE AND SUBSTRUCTURE.
[2021] FIELD INSPECTION BY KENT MADSEN AND NHUT NGUYEN.
[2022] FIELD INSPECTOR: KM & REL.
[2023] Critical Finding Report 4-11-23 Bridge closed.
[2023] Bridge repairs in place and bridge opened. 8-25-23

Deck: [5] THE DECK HAS MANY LARGE SIZE TRANSVERSE AND LONGITUDINAL CRACKS. ONE PATCHED DELAMINATED AREA ON THE SURFACE OF THE DECK, NORTH END 8' OF PLOW DAMAGE AND SCALE. [2016] PLOW DAMAGE IS PATCHED WITH ASPHALT. [2017] PATCHED AREA AT S. SIDE HAVE DEVELOPED LARGE SPALL. THE TIMBERS OF THE UNDERSIDE DECK ARE SPLITTING AND HAVE AREAS OF EFFLORESCENCE STAINS. MINOR AREAS OF ROT FROM CONCRETE LEACHING. [2017] THE CONCRETE DECK UNDER BOTH SIDEWALKS HAVE CRACKS WITH EFFLORESCENCE AND SPALL WITH REBAR EXPOSED.

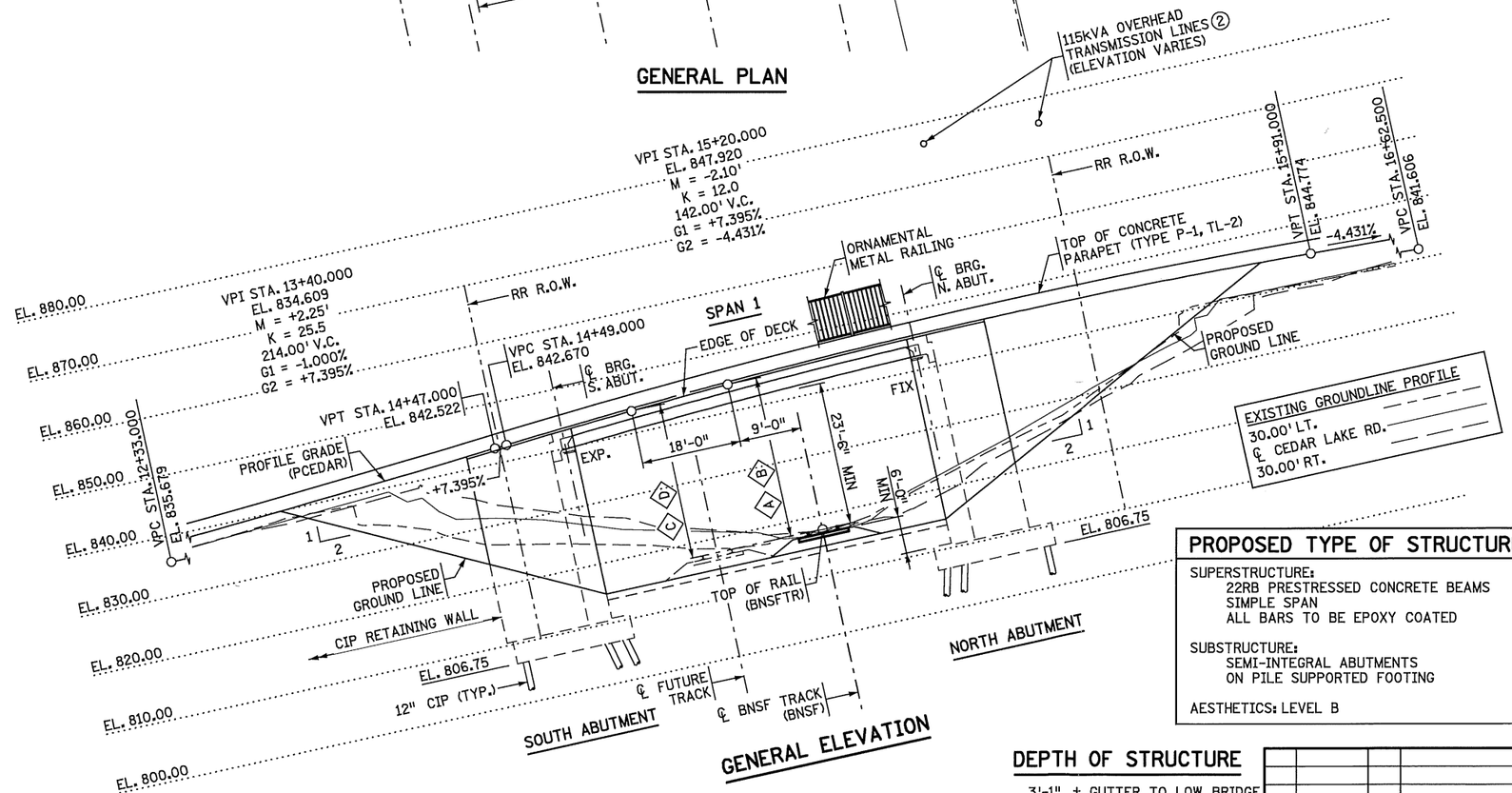
Superstructure: [5] MANY TIMBER GIRDERS ARE CRUSHING AT PILE AND WEATHERED, SPLITTING AND HAVE AREAS OF EFFLORESCENCE STAINS WITH THE CONNECTION ANGLES ON THE FASCIA SHOWING HEAVY PACK RUST.

Substructure: [4] [2023] [2019]MANY TIMBER STRINGERS ARE CRUSHING AT PILE AND WEATHERED, SPLITTING AND HAVE AREAS OF EFFLORESCENCE STAINS WITH THE CONNECTION ANGLES ON THE FASCIA SHOWING HEAVY PACK RUST. MANY TIMBER PILES ARE SPLITTING AND CRACKED. THE CONCRETE CAP AT THE N. ABUTMENT HAS CRACKS, DELAMINATION, RUST STAINS AND HEAVY SPALL WITH REBARS. [2023] PIER BENTS LABELED FROM THE NORTH AND TIMBER PILES LABELED FROM THE EAST. Changed NBI 4 Satisfactory Condition. With all the repairs the sidewalk is still closed and still are deteriorated.
BENT #2: Pile 1 check whole length 6" deep, hollow. Pile 4 check 4' long, 4" deep Hollow. Pile 5, 2' hollow. Pile 6 1'4" hollow top. Pile 7, Check 8' long, 4" deep. Pile 8, check 9.5' long, 5" deep. Pile 9, check 8' long, 3" deep.
- Friction collar installed on piles 7 & 8 to reinforce timber cap (bay 7).
BENT #3: Pile 1, cap crushed, check full length, 5" deep. Pile 8' check, 4" deep. Pile 4, check full Length, 5" deep. Pile 6, check full length, 5", Pile 7 8' check, 4" deep. Pile 8, 3/4 check 5" deep. Pile 9, full length check, 5" deep.
- Friction collars installed on piles 2 & 3 to reinforce timber cap (bay 2) and collars on piles 7 & 8 to reinforce timber cap (bay 7).
BENT #4: Pile 1, check full length, 6" deep, Pile 2, check Full length, 2" deep. Pile 3 check 8' length, 4" deep. Pile 4, check full Length, 4" deep. Pile 5 check 1/8" wide. Pile 7, check 10' length, 4 1/2" deep. Cap Crushing. Pile 9, check full length, 4" to 6" deep.
- Friction collars installed on piles 2, 3 & 4 to reinforce timber cap (bays 2 & 3), collars on piles 7 & 8 to reinforce timber cap (bay 7). Pile #3 vertically reinforced with 2 steel channels C8x18.7, vertical bars and 3/4" straps.
BENT #5: Pile 3, check 12' long, 5" deep, Pile 4, check full length, 4" deep, Pile 6, check 6', 4 1/2" deep.

- Friction collars installed on piles 2 & 3 to reinforce timber cap (bay 2), collars on piles 7 & 8 to reinforce timber cap (bay 7)
BENT #6: No repairs.
BENT #7: Pile 1, 2' hollow, Pile 4, check 4', 4" deep, Pile 5, check 5', Pile 6, 2' Hollow area at top. Pile 7 check 8', 4" deep hollow at bottom. Pile 8, check 9.5' long, 5" deep, pile 9, check 8' long, 3" deep, hollow at bottom. - No repairs.
[2023] Timber cap was reinforced with steel channel sections (C8X18.7) on each side of cap on below locations (bays between piles labeled from the east):
BENT #2: 10 LF on Bay 2 and 10 LF on Bay 7.
BENT #3: 10 LF on Bay 2 and 10 LF on Bay 7.
BENT #4: 17 LF on Bays 2 & 3, and 10 LF on Bay 7.
BENT #5: 10 LF on Bay 2 and 10 LF on Bay 7.
Total of 87 LF (CS2). previous steel supports no longer taking load from the bridge and NOT included on totals.



GENERAL PLAN



GENERAL ELEVATION

PROPOSED TYPE OF STRUCTURE

SUPERSTRUCTURE:
22RB PRESTRESSED CONCRETE BEAMS
SIMPLE SPAN
ALL BARS TO BE EPOXY COATED

SUBSTRUCTURE:
SEMI-INTEGRAL ABUTMENTS
ON PILE SUPPORTED FOOTING

AESTHETICS: LEVEL B

DEPTH OF STRUCTURE

3'-1" ± GUTTER TO LOW BRIDGE
22RB PCB - 14 LINES

NOTES:

① CONTROL POINT 1
℄ CEDAR LAKE RD (CEDAR) STA. 14+99.067
= ℄ BNSF TRACK (BNSF) STA. 10+88.768
X = 520,436.732; Y = 167,426.073
∢ = 102°22'43.90"

② MINIMUM 26'-0" ROADWAY CLEARANCE REQUIRED BY XCEL ENERGY. 20'-0" MINIMUM CLEARANCE TO TOP OF ORNAMENTAL METAL RAILING.

③ 6'-0" SIDEWALK.

④ 7'-0" BIKE LANE (INCLUDES TWO 1'-0" SHOULDERS).

⑤ INPLACE BRIDGE NO. 90471 - SEVEN SPAN TIMBER BEAM SPANS 142' LONG X 51' WIDE. TO BE REMOVED UNDER BRIDGE PORTION OF THE CONTRACT.

VERTICAL CLEARANCE:

VERTICAL CLEARANCE IS FROM TOP OF BNSF RAILWAY TRACK TO LOW MEMBER. 23'-6" MIN. VERTICAL CLEARANCE REQUIRED. VARIANCE ACQUIRED FOR VERTICAL CLEARANCE FOR FUTURE TRACK.

Ⓐ CRIT. VERT. CLEARANCE POINT "A" = 24'-3⅜"
℄ BNSF TRACK TOP OF RAIL EL. 817.458

Ⓑ CRIT. VERT. CLEARANCE POINT "B" = 23'-6½"
℄ BNSF TRACK TOP OF RAIL EL. 817.702

Ⓒ CRIT. VERT. CLEARANCE POINT"C" = 23'-6¾"
℄ FUTURE TRACK TOP OF RAIL EL. 817.480

Ⓓ CRIT. VERT. CLEARANCE POINT "D" = 22'-7⅝"
℄ FUTURE TRACK TOP OF RAIL EL. 817.717

CONSTRUCTION NOTES:

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

SEE SPECIAL PROVISIONS FOR ALL XXXX.6XX SERIES PAY ITEMS FOR ADDITIONAL REQUIREMENTS.

THE BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.

BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED IN ACCORDANCE WITH SPEC. 3301.

BARS MARKED WITH THE SUFFIX "S" SHALL BE STAINLESS STEEL IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

THE PILE LOADS SHOWN IN THE PLANS AND THE CORRESPONDING NOMINAL PILE BEARING RESISTANCE (Rn) WERE COMPUTED USING LRFD METHODOLOGY. PILE BEARING RESISTANCE DETERMINED IN THE FIELD SHALL INCORPORATE THE METHODS AND/OR FORMULAS DESCRIBED IN THE SPECIAL PROVISIONS.

THE GIRDERS HAVE BEEN DESIGNED AND DETAILED WITHOUT DIAPHRAGMS. THE CONTRACTOR'S ENGINEER SHALL DESIGN, AND THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY BRACING SYSTEM AND/OR A DECK FALSEWORK/FORMWORK SYSTEM. THE SYSTEM SHALL PROVIDE LATERAL AND ROTATIONAL STABILITY OF THE GIRDERS TO RESIST UNSYMMETRICAL CONCRETE AND CONSTRUCTION LOADS UNTIL THE DECK CONCRETE HAS ATTAINED A MINIMUM STRENGTH OF 2800 PSI.

SEE "BRIDGE CLEARANCE ENVELOPE" FOR RAILROAD CONSTRUCTION NOTES.

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2020 AND CURRENT INTERIM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
HL-93 LIVE LOAD
DEAD LOAD INCLUDES 20 POUNDS PER SQUARE FOOT ALLOWANCE BETWEEN PARAPETS FOR FUTURE WEARING COURSE MODIFICATIONS

MATERIAL DESIGN PROPERTIES:
REINFORCED CONCRETE:
f'c = 4 KSI CONCRETE
fy = 60 KSI PLAIN AND EPOXY COATED BARS
fy = 75 KSI STAINLESS STEEL BARS
n = 8 FOR REINFORCEMENT
PRETENSIONED CONCRETE:
f'c = 7.0 KSI CONCRETE
fpu = 300 KSI LOW RELAXATION STRANDS
n = 1 FOR PRETENSIONING STRANDS
0.75 fpu FOR INITIAL PRESTRESS

DESIGN SPEED:
OVER = 25 MPH
DECK AREA = 3,715 SQUARE FEET

2042 PROJECTED TRAFFIC VOLUMES:
1700 A.A.D.T.
82 H.C.A.D.T.
294 D.H.V.

HL-93 LRFR
BRIDGE OPERATING RATING RF = X.XX

LIST OF SHEETS

TKDA

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNED _____ DATE 1/18/2022
NAME LINDSEY J. LAWRENCE LICENSE 48298

MINNESOTA
DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLAN
BRIDGE NO. 27C74
GENERAL PLAN AND ELEVATION

CEDAR LAKE RD (MSAS 406) OVER BNSF RR
0.5 MILE SW OF JCT CSAH 40
63' PRESTRESSED CONC. BEAM SPANS
24'-0" ROADWAY, 13'-0" SIDEWALKS 12.40° SKEW
2-TYPE P-1 CONCRETE PARAPETS WITH
ORNAMENTAL METAL RAILING
IDENTIFICATION NO. 501

SEC. 28 T 29 N R 24 W
MINNEAPOLIS HENNEPIN COUNTY

APPROVED _____ CITY ENGINEER
DATE _____
APPROVED _____ STATE BRIDGE ENGINEER
DATE _____

NO.	DATE	BY	DESCRIPTION OF REVISIONS	DES: LJL	DR: LJL
				CHK: JJB	CHK: JJB

SHEET NO. 1 OF 9 SHEETS | 27C74

DATE: 1/18/2022 TIME: 1:12:34 PM
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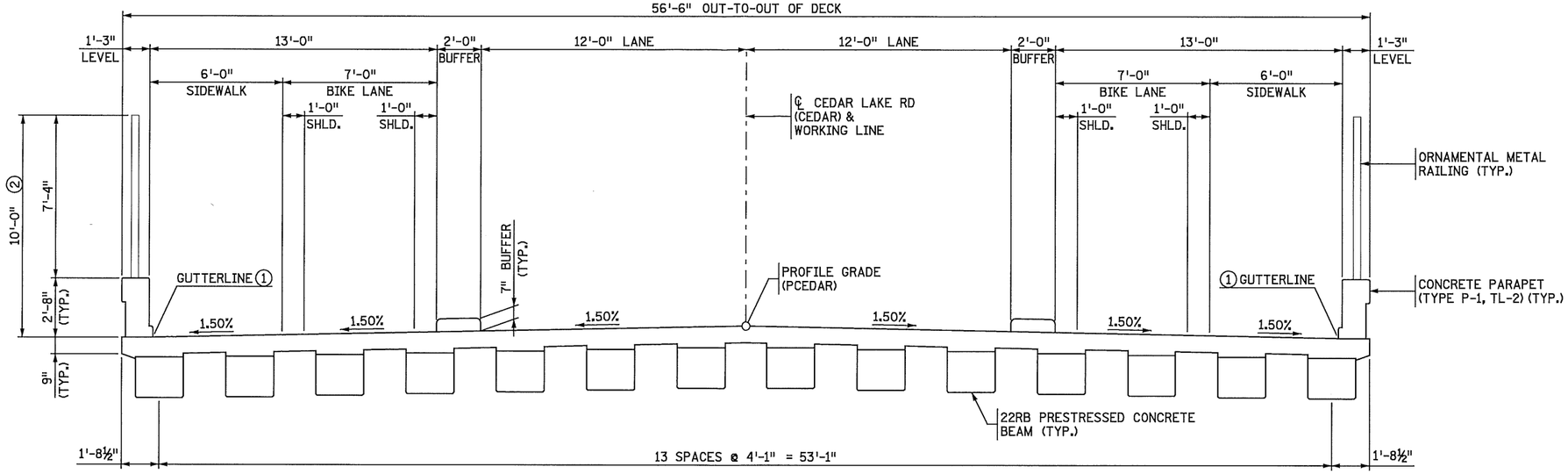


WEST END **EAST END**

TRANSVERSE SECTION

(LOOKING UPSTATION)

NOTES:

① ELEVATION CHANGE FROM PROFILE GRADE (PCEDAR) TO WEST AND EAST GUTTERLINE IS -0.405'.

② ORNAMENTAL METAL RAILING WILL BE 10'-0" OVER THE EXISTING RR TRACKS, AND STEP DOWN TO A LOWER RAILING HEIGHT. THIS IS CURRENTLY BEING DEVELOPED WITH PUBLIC ENGAGEMENT AND BNSF RAILWAY.

SCHEDULE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
2401.503	TYPE P-1 BARRIER CONCRETE (3S52)	LIN FT	(P)
2401.507	STRUCTURAL CONCRETE (1G52)	CU YD	(P)
2401.507	STRUCTURAL CONCRETE (3B52)	CU YD	(P)
2401.508	REINFORCEMENT BARS	POUND	(P)
2401.508	REINFORCEMENT BARS (EPOXY COATED)	POUND	(P)
2401.508	REINFORCEMENT BARS (STAINLESS-75KSI)	POUND	(P)
2401.518	RAISED MEDIAN CONCRETE (3S52)	SQ FT	(P)
2401.518	BRIDGE SLAB CONCRETE (3YHPC-M)	SQ FT	(P)
2401.601	FOUNDATION PREPARATION ABUTS	LUMP SUM	
2401.601	STRUCTURE EXCAVATION	LUMP SUM	
2402.502	BEARING ASSEMBLY	EACH	
2405.503	PRESTRESSED CONCRETE BEAMS 22RB	LIN FT	(P)
2442.501	REMOVE EXISTING BRIDGE	LUMP SUM	
2452.502	C-I-P CONCRETE TEST PILE 65 FT LONG 12"	EACH	
2452.503	C-I-P CONCRETE PILING 12"	LIN FT	
2475.503	ORNAMENTAL METAL RAILING TYPE SPECIAL	LIN FT	(P)
2502.501	DRAINAGE SYSTEM TYPE (B910)	LUMP SUM	
2545.501	CONDUIT SYSTEM TYPE 1 (FUTURE)	LUMP SUM	
2545.501	CONDUIT SYSTEM TYPE 2 (LIGHTING)	LUMP SUM	

(P) DENOTES PLAN QUANTITY PAY ITEM AS PER SPEC. 1901.

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED _____ LINDSEY J. LAWRENCE
DATE: 1/18/2022 LIC. NO.: 48298

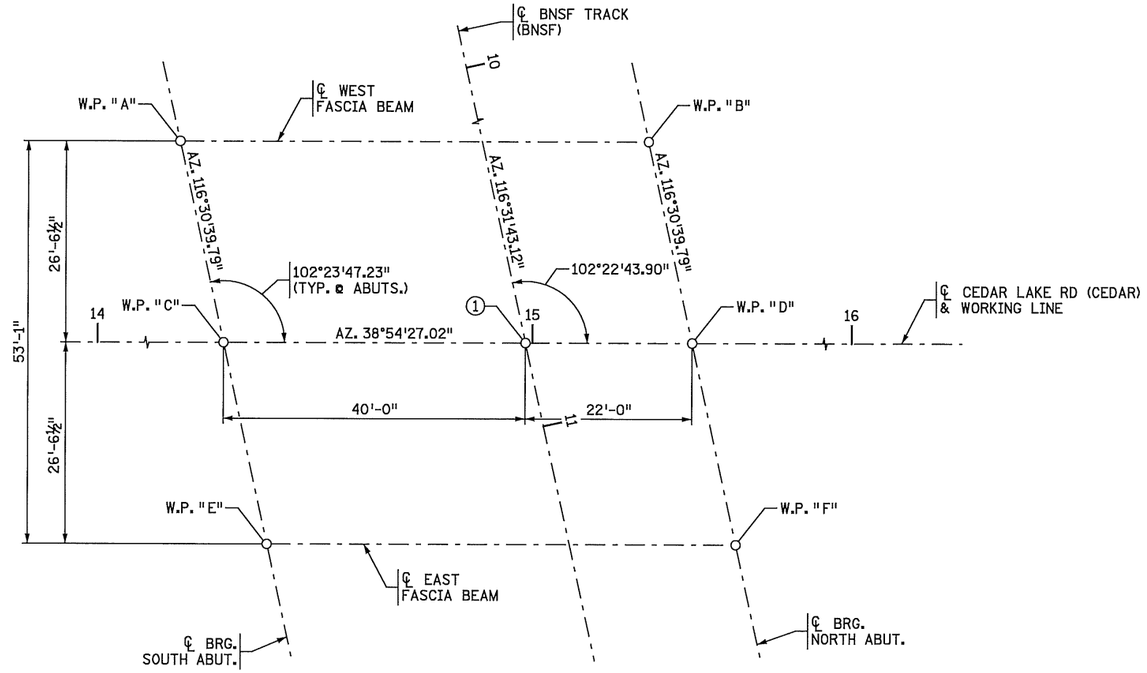
TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___; S.P. ___

TITLE: TRANSVERSE SECTION

DES: LJL | DR: LJL | APPROVED
CHK: JJB | CHK: JJB
SHEET NO. 2 OF 9 SHEETS

BRIDGE NO. 27C74



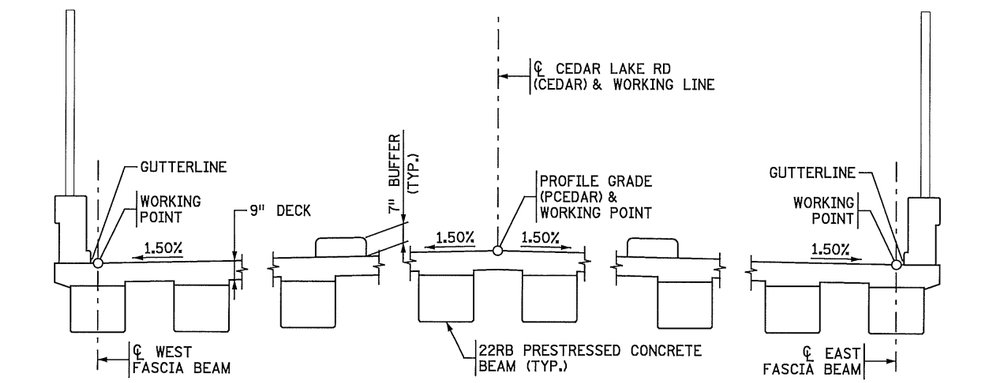
NOTES:

1. CONTROL POINT 1
   ℄ CEDAR LAKE RD (CEDAR) STA. 14+99.067
   = ℄ BNSF TRACK (BNSF) STA. 10+88.768
   X = 520,436.732
   Y = 167,426.073
   ∢ = 102°22'43.90"

WORKING POINT LAYOUT

TOP OF ROADWAY TO BRIDGE SEAT		
	S. ABUT.	N. ABUT.
SLAB THICKNESS	9"	9"
STOOL HEIGHT	2"	2"
BEAM HEIGHT	22"	22"
BEARING ASSEMBLY HEIGHT	5.25"	3.25"
TOTAL (INCHES)	38.25	36.25
TOTAL (FEET)	3.188	3.021

DIMENSIONS BETWEEN WORKING POINTS										ELEVATIONS			
POINT	STATION	X-COORD.	Y-COORD.	A	B	C	D	E	F	TOP OF DECK	TOP/DECK TO BR. SEAT	BRIDGE SEAT	POINT
A	14+53.237	520,387.294	167,407.080		62.000	27.175	72.842		90.801	842.577	3.188	839.389	A
B	15+15.237	520,426.234	167,455.326				27.175	73.152		845.343	3.021	842.322	B
C	14+59.071	520,411.612	167,394.950				62.000	27.175	72.842	843.372			C
D	15+21.071	520,450.552	167,443.196						27.175	845.836			D
E	14+64.905	520,435.929	167,382.820						62.000	843.342	3.188	840.154	E
F	15+26.905	520,474.869	167,431.065							845.505	3.021	842.484	F



WORKING POINT LOCATIONS

(LOOKING UPSTATION)

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED _____ LINDSEY J. LAWRENCE
DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___; S.P. ___

TITLE: BRIDGE LAYOUT

DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

SHEET NO. 3 OF 9 SHEETS

BRIDGE NO. 27C74

DATE: 1/18/2022 TIME: 1:12:52 PM
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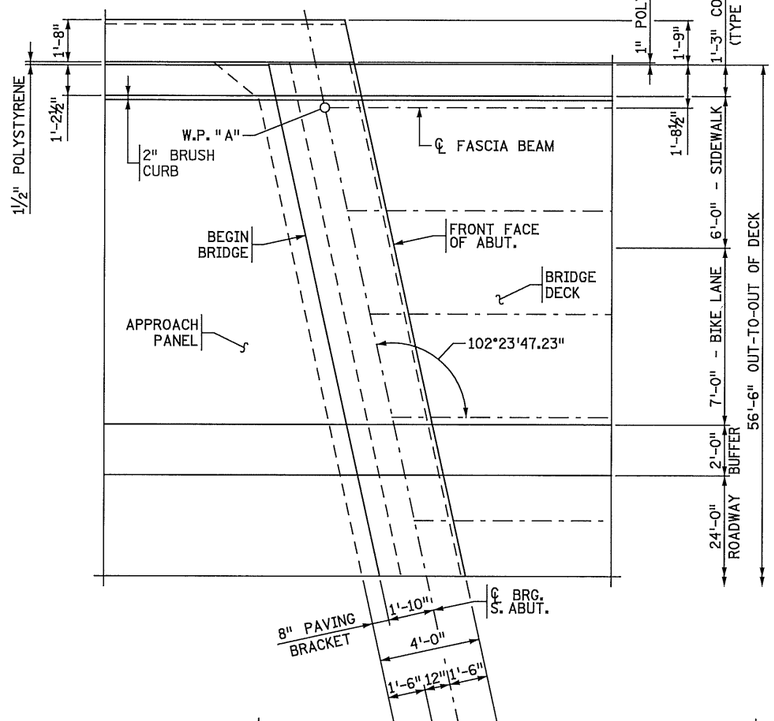
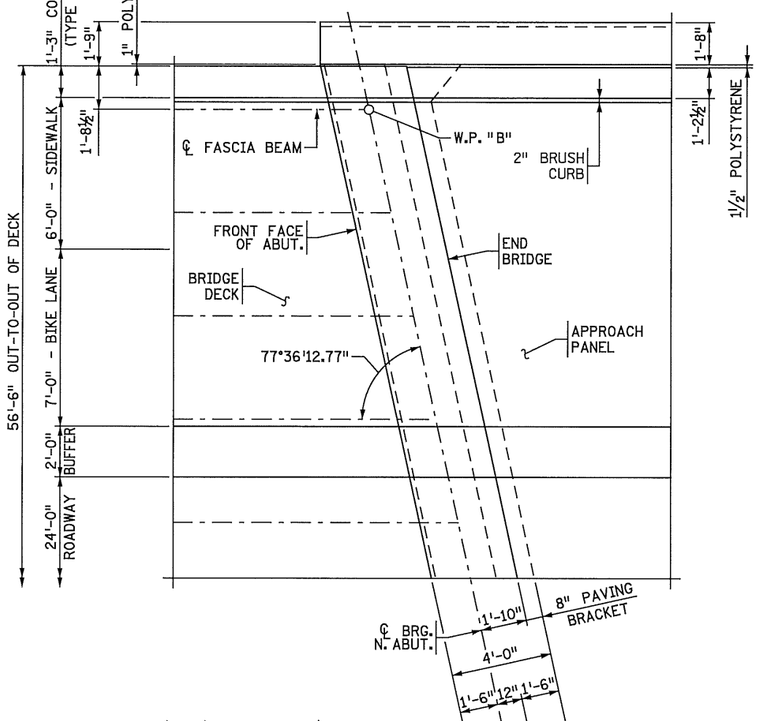
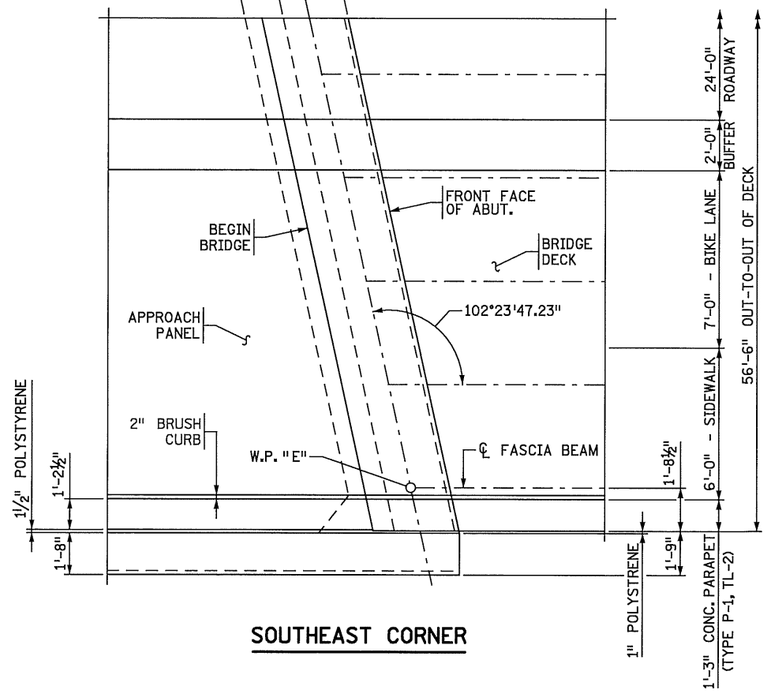
SOUTHWEST CORNER

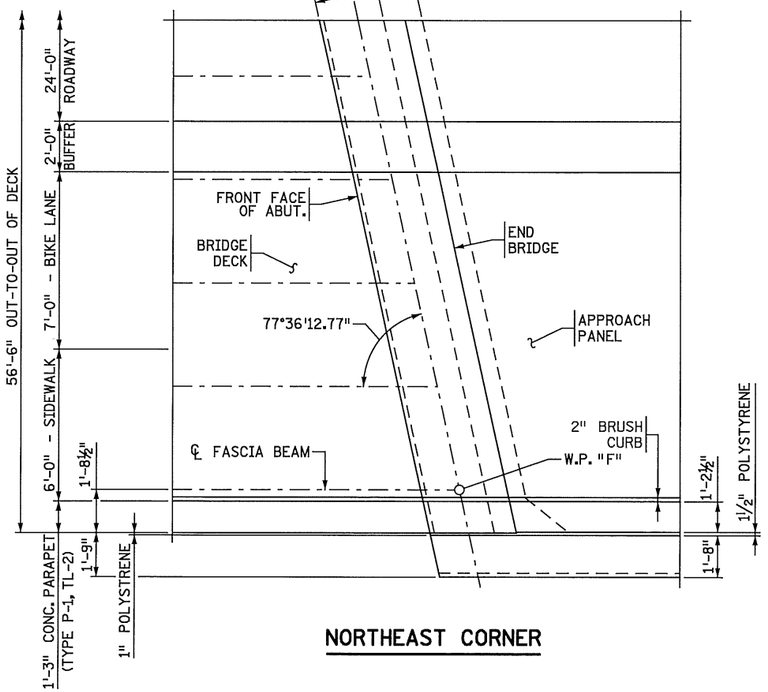


NORTHWEST CORNER





SOUTHEAST CORNER



NORTHEAST CORNER

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNED _____ LINDSEY J. LAWRENCE

DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

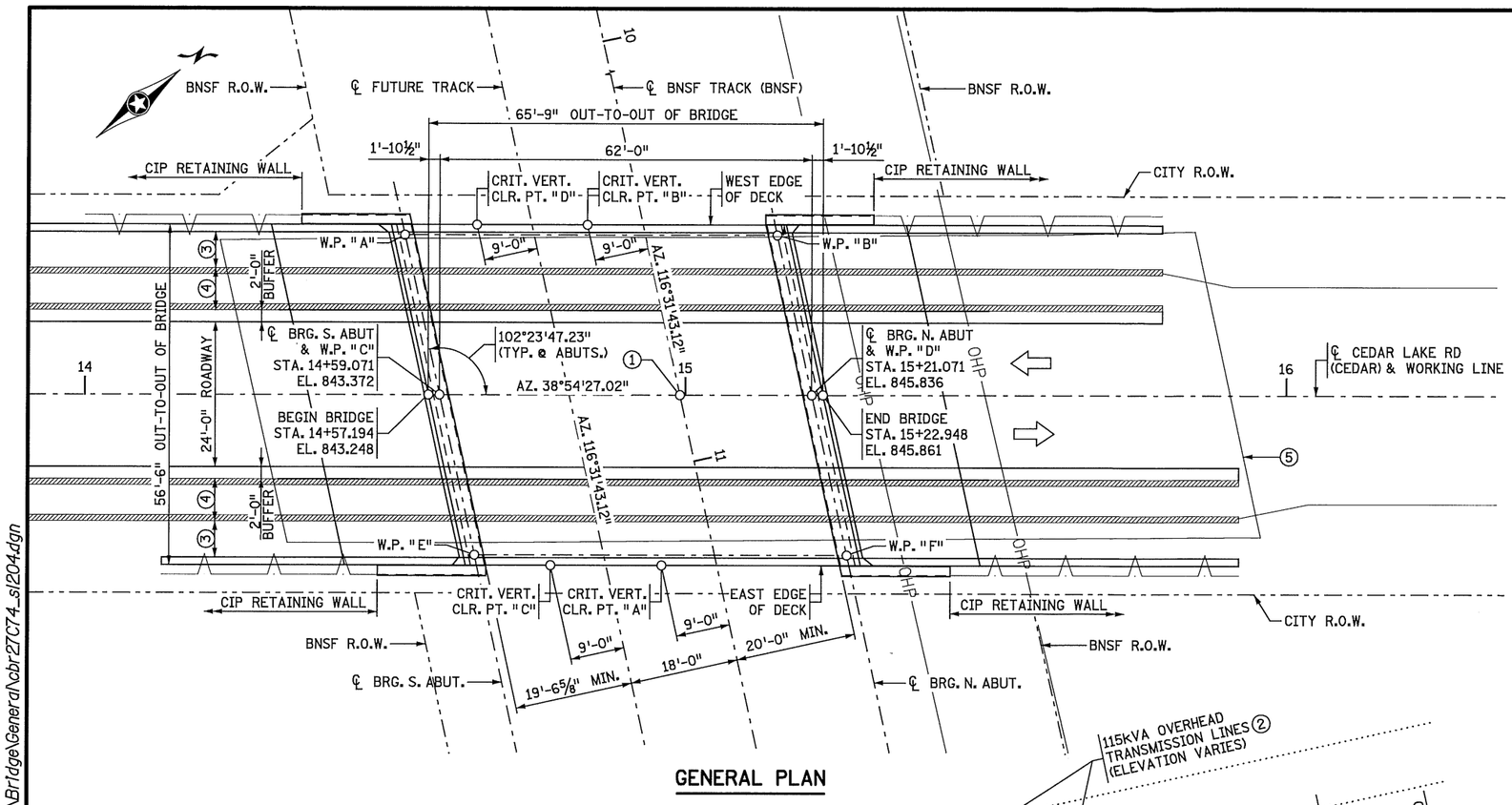
City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___; S.P. ___

TITLE: CORNER DETAILS

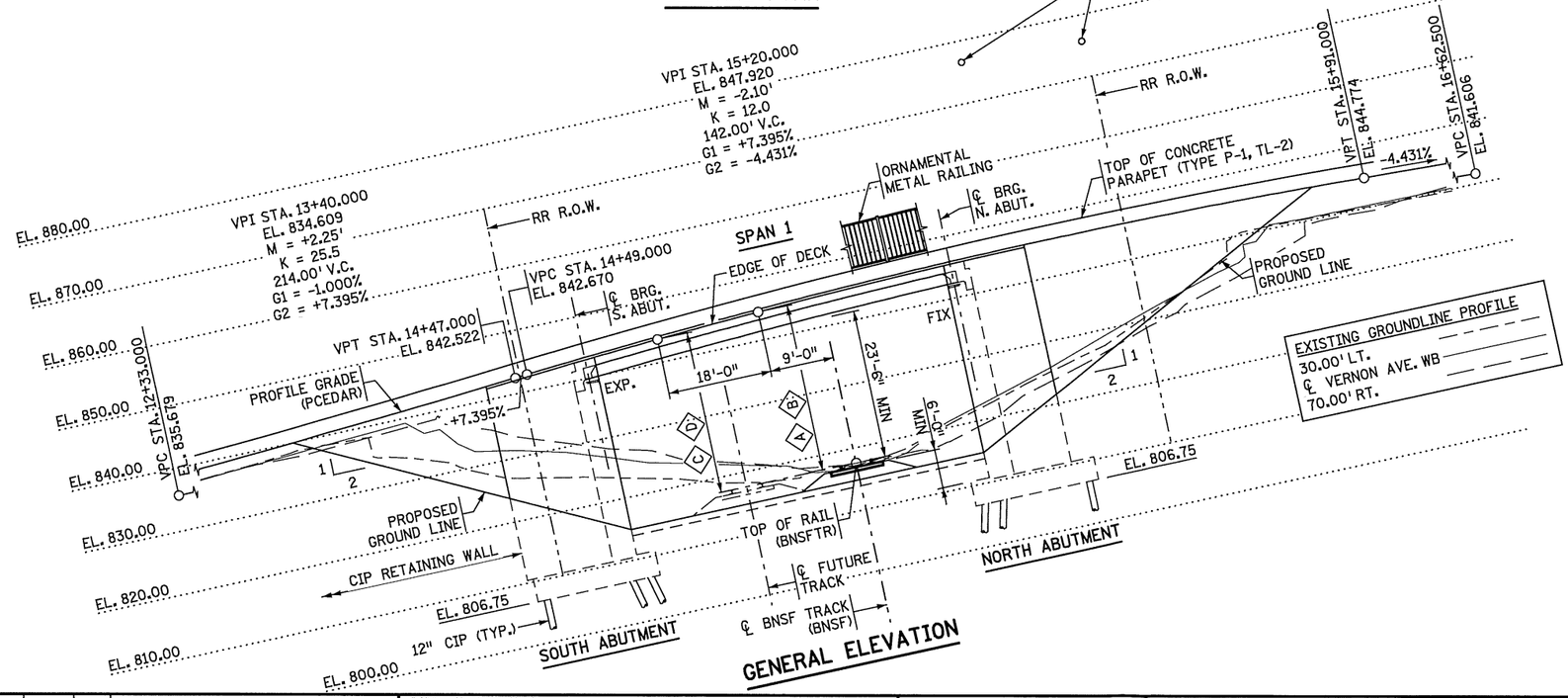
DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

SHEET NO. 4 OF 9 SHEETS

BRIDGE NO. 27C74



GENERAL PLAN



GENERAL ELEVATION

NOTES:

1. CONTROL POINT 1
   ℄ CEDAR LAKE RD (CEDAR) STA. 14+99.067
   = ℄ BNSF TRACK (BNSF) STA. 10+88.768
   X = 520,436.732; Y = 167,426.073
   ∢ = 102°22'43.90"
2. MINIMUM 26'-0" ROADWAY CLEARANCE REQUIRED BY XCEL ENERGY. 20'-0" MINIMUM CLEARANCE TO TOP OF ORNAMENTAL METAL RAILING.
3. 6'-0" SIDEWALK.
4. 7'-0" BIKE LANE (INCLUDES TWO 1'-0" SHOULDERS).
5. INPLACE BRIDGE NO. 90471 - SEVEN SPAN TIMBER BEAM SPANS 142' LONG X 51' WIDE TO BE REMOVED UNDER BRIDGE PORTION OF THE CONTRACT.

VERTICAL CLEARANCE:

VERTICAL CLEARANCE IS FROM TOP OF BNSF RAILWAY TRACK TO LOW MEMBER. 23'-6" MIN. VERTICAL CLEARANCE REQUIRED. VARIANCE ACQUIRED FOR VERTICAL CLEARANCE FOR FUTURE TRACK.

Ⓐ CRIT. VERT. CLEARANCE POINT "A" = 24'-3⅜"
℄ BNSF TRACK TOP OF RAIL EL. 817.458

Ⓑ CRIT. VERT. CLEARANCE POINT "B" = 23'-6½"
℄ BNSF TRACK TOP OF RAIL EL. 817.702

Ⓒ CRIT. VERT. CLEARANCE POINT"C" = 23'-6¾"
℄ FUTURE TRACK TOP OF RAIL EL. 817.480

Ⓓ CRIT. VERT. CLEARANCE POINT "D" = 22'-7⅝"
℄ FUTURE TRACK TOP OF RAIL EL. 817.717

CONSTRUCTION NOTES:

ANY SHORING SYSTEM THAT IMPACT THE RAILROAD OPERATIONS AND/OR SUPPORTS RAILROAD EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER THE RAILROAD TEMPORARY SHORING REQUIREMENTS.

ALL DEMOLITION THAT MAY IMPACT THE RAILROAD TRACKS OR OPERATIONS SHALL COMPLY WITH THE RAILROAD DEMOLITION REQUIREMENTS.

ERECTION OVER THE RAILROAD SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO ALL RAILROAD OPERATIONS.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITYAND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD PRIOR TO BEGINNING ANY GRADING ON THE PROJECT SITE.

FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIAL PROVISIONS OF THE PROJECT.

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED _____ LINDSEY J. LAWRENCE
DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___ ; S.P. ___

TITLE: BRIDGE CLEARANCE ENVELOPE

DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

SHEET NO. 5 OF 9 SHEETS

BRIDGE NO. 27C74

DATE: 1/18/2022 TIME: 1:13:17 PM
FILENAME: K:\Cty-m\Minneapolis_City\81490004_Production\01_CAD\Bridge\General\cbr27C74_sl204.dgn

ALIGNMENT TABULATION

POINT NUMBER OR CUR/SPI NAME	POINT	STATION	CIRCULAR CURVE DATA					COORDINATES		AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	
			SPIRAL CURVE DATA							
			ANGLE (Θs)	DEGREE	ST	LT	LS			
BNSF (BNSF)										
1	POT	0+00.000						519,462.598	167,912.366	
C1	PC	15+55.221						520,854.072	167,217.734	116° 31' 43.12"
	PI	16+54.368	1° 53' 36.22" LT	0° 57' 17.75"	6,000.000'	99.147'	198.276'	520,942.780	167,173.451	PI
	CC							523,533.943	172,586.001	
C2	PCC	17+53.497						521,032.903	167,132.122	114° 38' 06.90"
	PI	19+51.174	10° 16' 07.74" LT	2° 36' 15.67"	2,200.000'	197.677'	394.294'	521,212.587	167,049.723	PI
	CC							521,949.951	169,131.878	
	PT	21+47.791						521,404.082	167,000.675	104° 21' 59.16"

ALIGNMENT TABULATION

POINT NUMBER OR CUR/SPI NAME	POINT	STATION	CIRCULAR CURVE DATA					COORDINATES		AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	
			SPIRAL CURVE DATA							
			ANGLE (Θs)	DEGREE	ST	LT	LS			
CEDAR (CEDAR)										
2	POT	10+00.000						520,069.459	167,092.587	
C3	PC	13+02.885						520,309.744	167,276.984	52° 29' 49.33"
	PI	13+24.928	13° 35' 22.31" LT	30° 58' 14.49"	185.000'	22.043'	43.879'	520,327.231	167,290.404	PI
	CC							520,197.116	167,423.749	
	PT	13+46.764						520,341.076	167,307.557	38° 54' 27.02"
3	POT	20+99.997						520,814.154	167,893.693	

DATE: 1/18/2022 TIME: 1:13:24 PM
FILENAME: K:\g-mM\Minneapolis_City\B149000\04_Production\01_CAD\Bridge\General\br27C74_sur01.dgn

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED _____ LINDSEY J. LAWRENCE
DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___ ; S.P. ___

TITLE:
ALIGNMENT TABULATIONS

DES: MOB	DR: MRN	APPROVED
CHK: JJB	CHK: JJB	

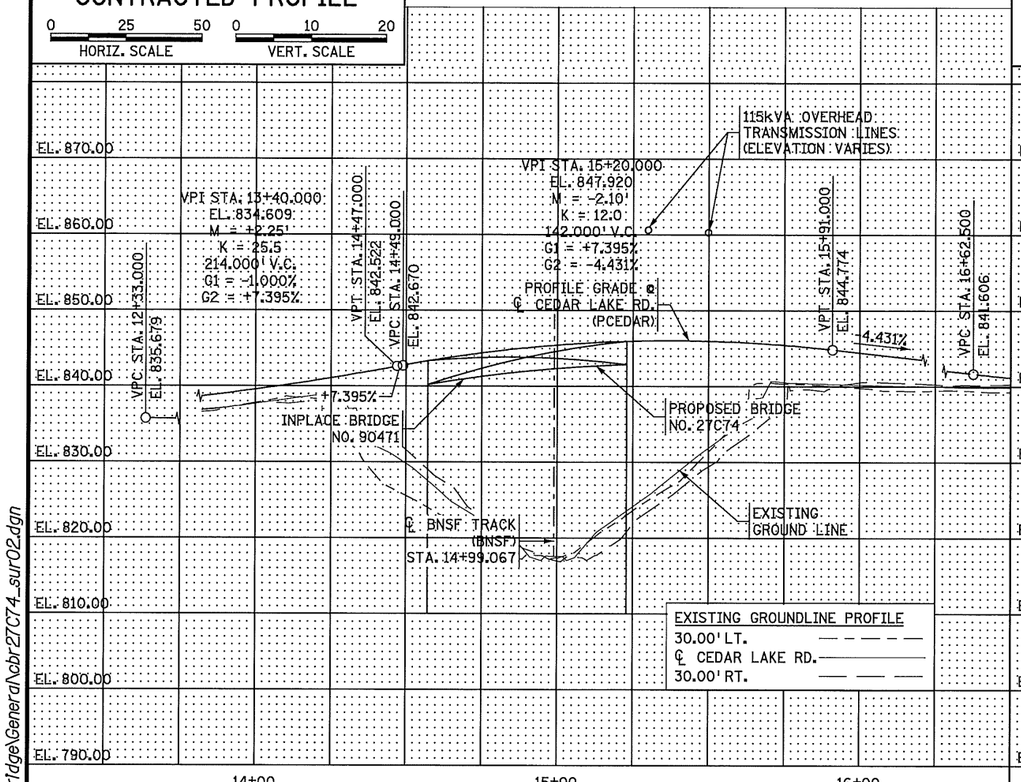
SHEET NO. 6 OF 9 SHEETS

BRIDGE NO. 27C74

CONTRACTED PROFILE

0 25 50 HORIZ. SCALE — 0 10 20 VERT. SCALE

CEDAR LAKE RD (PCEDAR)

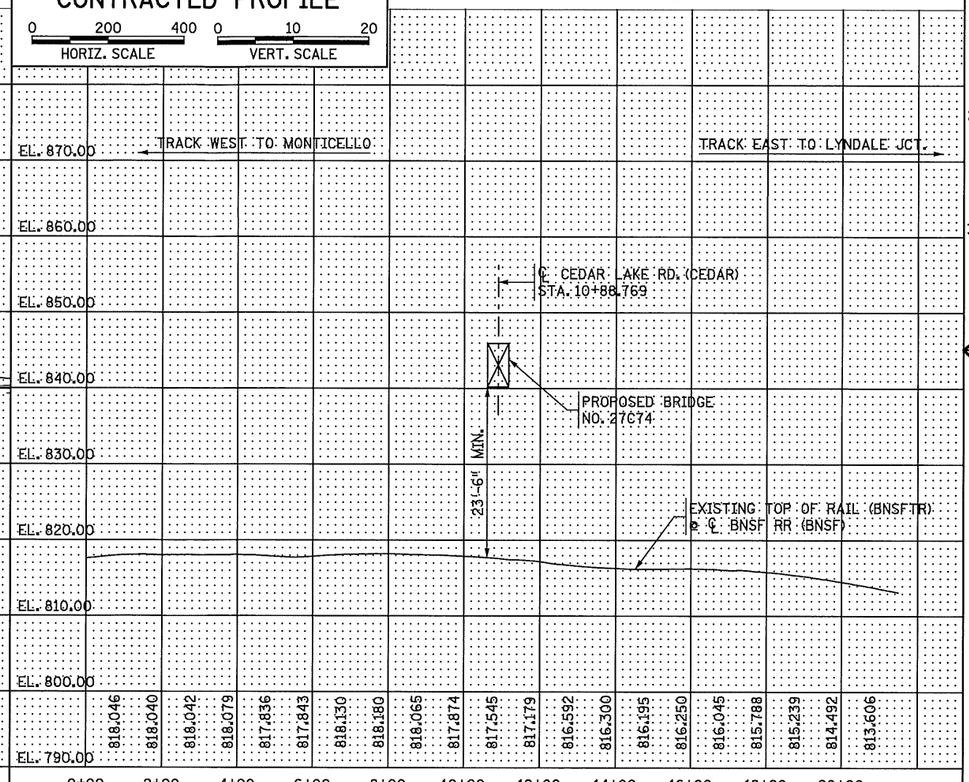


EXISTING GROUNDLINE PROFILE
30.00' LT. — — — —
℄ CEDAR LAKE RD. ————
30.00' RT. — — — —

CONTRACTED PROFILE

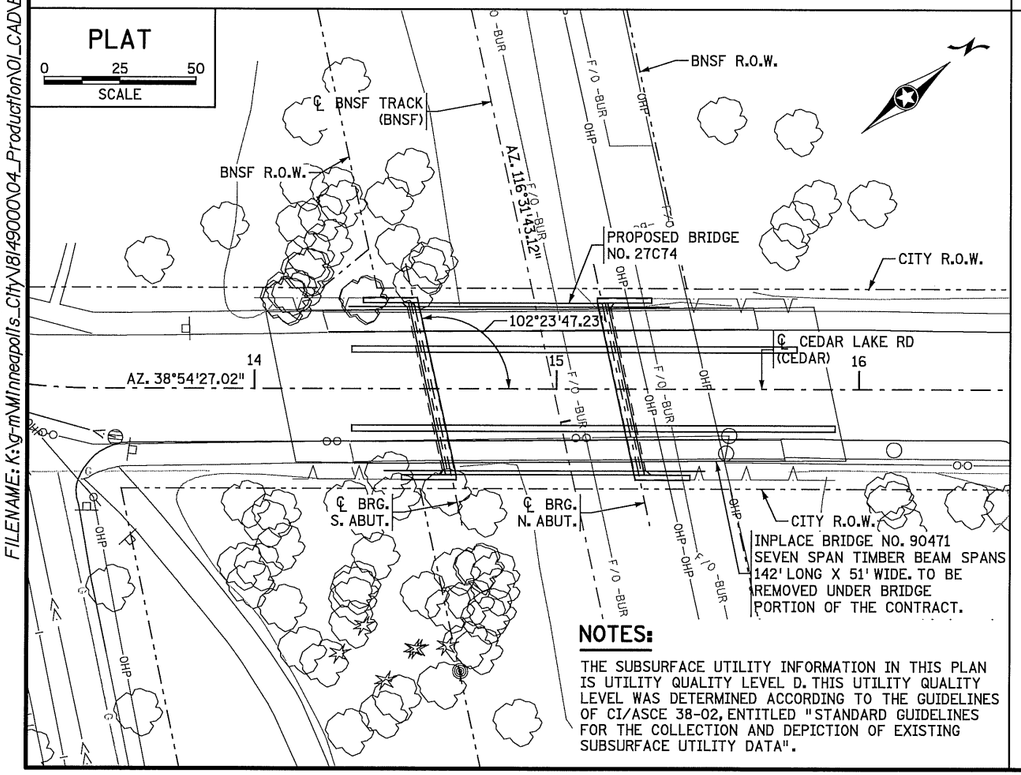
0 200 400 HORIZ. SCALE — 0 10 20 VERT. SCALE

BNSF RR (BNSFTR)



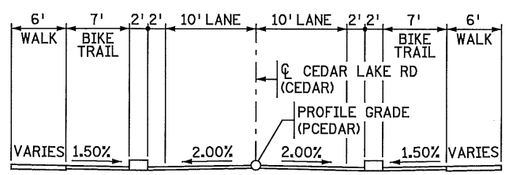
PLAT

0 25 50 SCALE



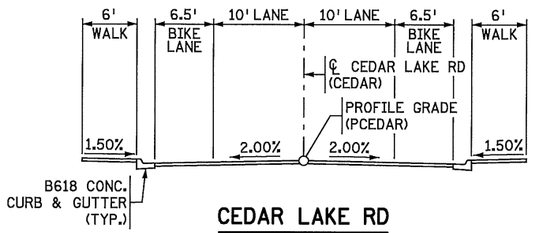
NOTES:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



CEDAR LAKE RD

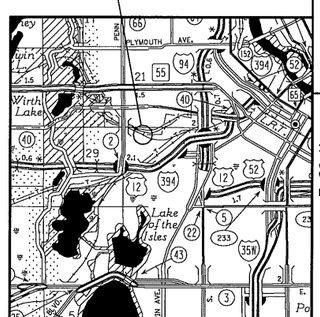
STA. 13+71.01 TO 14+37.19



CEDAR LAKE RD

STA. 15+61.97 TO 17+45.05

EXISTING BRIDGE 90471
PROPOSED BRIDGE 27C74



R 24 W
INDEX MAP

LOCATION ENGINEER'S OBSERVATIONS AT BRIDGE SITE

1. SPECIAL FEATURES: WATERFALLS, DAMS, FLOODS, ICE, DEBRIS, SLIDING BANKS, RECREATIONAL BOATING.
2. OTHER BRIDGES OR CULVERTS OVER THE SAME STREAM (PARTICULARLY STRUCTURES WHICH CARRY HIGH WATER WITHOUT OVERFLOW OF ROADWAY): GIVEN LOCATION, TYPE, LENGTH, HEIGHT ABOVE HIGH WATER, CROSS-SECTIONAL AREA ETC.
3. APPARENT HIGHWATER ELEVATION OBTAINED FROM:
4. OTHER DATA: APPROX. VELOCITY OF WATER AT TIME OF SURVEY.

HYDRAULIC ENGINEERS RECOMMENDATION

DATE: XX-XX-XX

STREAM OR DITCH DESIGNATION: XXX
DRAINAGE AREA: XXX SQ. MI.
MAX. FLOOD ON RECORD: XXX C.F.S. (XX-XX-XX)
MAXIMUM OBSERVED HIGHWATER ELEVATION: XXX.X FT.
DESIGN FLOOD (XX YR. FREQ.): XXX C.F.S.
HEADWATER ELEVATION: XXX.X FT.
DESIGN MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.
TOTAL STAGE INCREASE: XX.X FT.
LOW MEMBER AT OR ABOVE ELEVATION: XXX.X FT.
WATERWAY AREA REQUIRED BELOW ELEV. XXX.X = XXX SQ. FT. AT RIGHT ANGLES TO CHANNEL
BASIC FLOOD (100 YR. FREQ.): XXXX C.F.S.
HEADWATER ELEVATION: XXX.X FT.
TOTAL STAGE INCREASE: X.X FT.
MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.
FLOWLINE ELEVATION: XXX.X FT. SKEW ANGLE: XX
ESTIMATED PRELIMINARY TOTAL SCOUR AT PIER EL. XXX.X (500 OR OT YR. FREQ.)

FOUNDATION ENGINEER'S RECOMMENDATION

DATE: DECEMBER 6, 2021

AET REPORT NO. 01-20927

BENCH MARK: GPSOO7
BENCH MARK ELEVATION: 877.82 (N.A.V.D. 88 ADJ.)

LOCATION:
MINNESOTA SURVEY MONUMENT GPSOO7
PENN AVENUE SOUTH & I-394

BOLTON & MENK, INC.

MINNESOTA
DEPARTMENT OF TRANSPORTATION

BRIDGE SURVEY

CEDAR LAKE RD OVER BNSF RR
0.5 MILE SW OF JCT CSAH 40

SEC. 28 T 29 N R 24 W

COUNTY: HENNEPIN

CITY: MINNEAPOLIS

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

SHEET NO. 7 OF 9 SHEETS

BRIDGE NO. 27C74

DATE: 1/18/2022 TIME: 1:44:48 PM
FILENAME: K:\gr-mMinneapolis_City\81490004_Production\01_CAD\Bridge\General\cbr27C74_sur02.dgn

NOTES:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

℄ BNSF TRACK (BNSF)

BNSF R.O.W.

BNSF R.O.W.

PROPOSED BRIDGE NO. 27C74

INPLACE BRIDGE NO. 90471

CITY R.O.W.

INPLACE BRIDGE NO. 27650

℄ CEDAR LAKE RD (CEDAR)

CITY R.O.W.

℄ MORGAN AVE (MORGAN)

LEGEND	
SHRUB	
TREE, CONIFEROUS	
TREE, DECIDUOUS	
PROPERTY LINE	
RAILROAD TRACK	
COMMUNICATION LINE	
COMMUNICATION MANHOLE	
GAS PIPE	
SANITARY SEWER PIPE	
STORM SEWER CATCH BASIN	
STORM SEWER PIPE	
TRAFFIC SIGN	
WATER HYDRANT	
WATER PIPE	

DATE: 1/18/2022 TIME: 1:15:02 PM
FILENAME: K:\g-m\Minneapolis_City\B14900\04_Production\01_CAD\Bridge\General\cb27C74_sur03.dgn

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNED _____ LINDSEY J. LAWRENCE

DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.282.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___; S.P. ___

TITLE: INPLACE TOPOGRAPHY AND UTILITIES

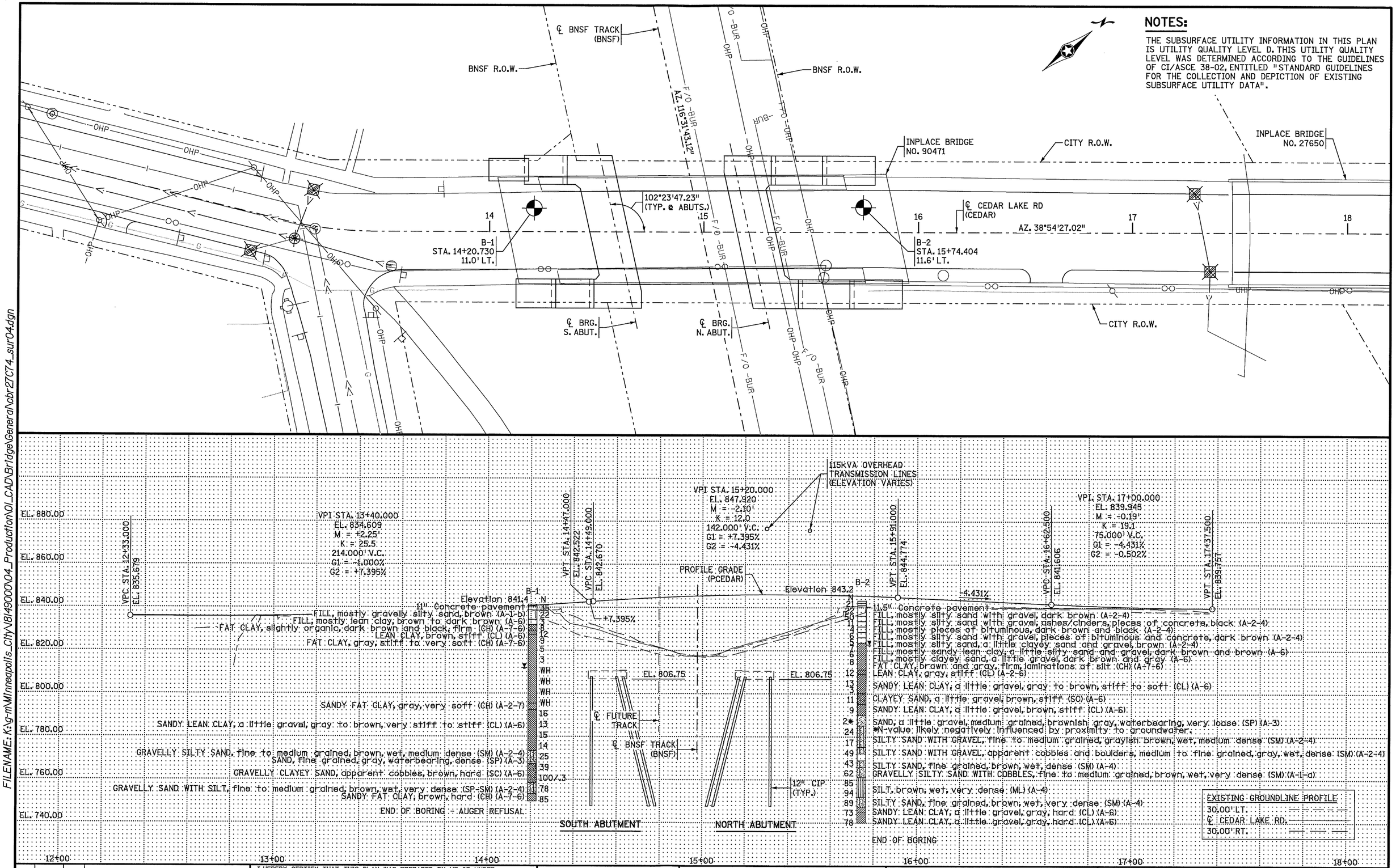
DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

SHEET NO. 8 OF 9 SHEETS

BRIDGE NO. 27C74

NOTES:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



DATE: 1/18/2022 TIME: 1:51:12 PM
FILENAME: K:\g-mM\Minneapolis_City\B149000\04_Production\01_CAD\Bridge\General\cbr27C74_sur04.dgn

NO.	DATE	BY	DESCRIPTION OF REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
SIGNED _____ LINDSEY J. LAWRENCE
DATE: 1/18/2022 LIC. NO.: 48298

TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

City of Minneapolis
Cedar Lake Road over BNSF RR
S.P. ___ ; S.P. ___

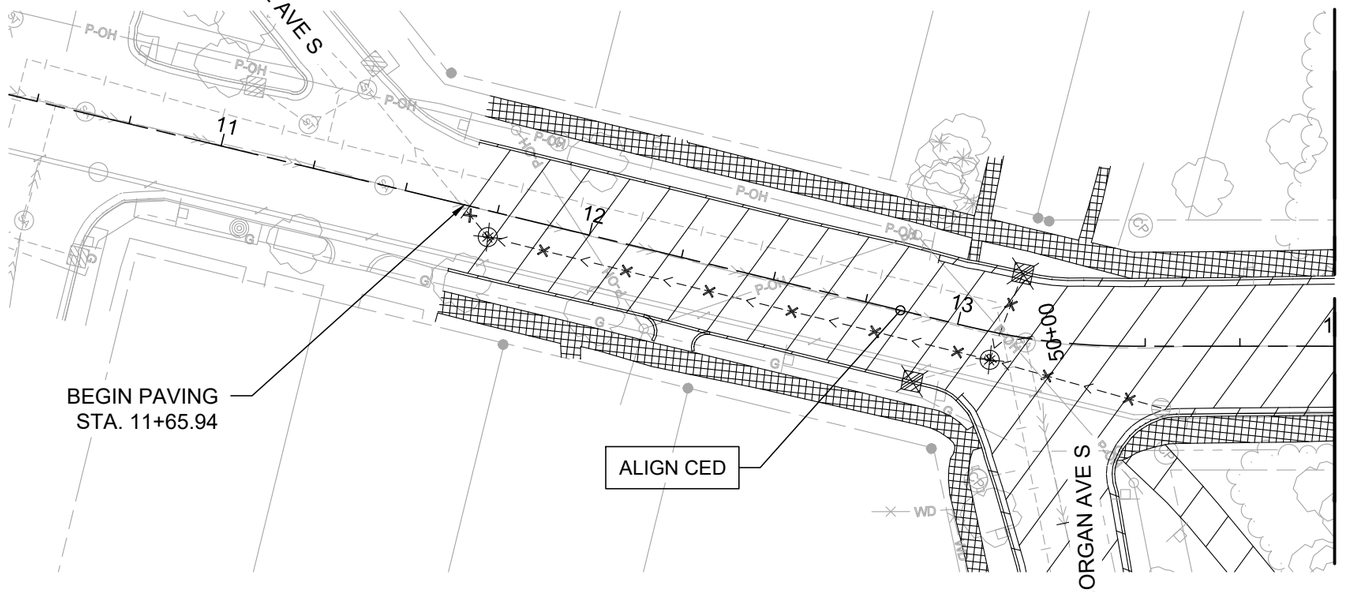
TITLE:
BRIDGE SURVEY
PLAN AND PROFILE

DES: LJL	DR: LJL	APPROVED
CHK: JJB	CHK: JJB	

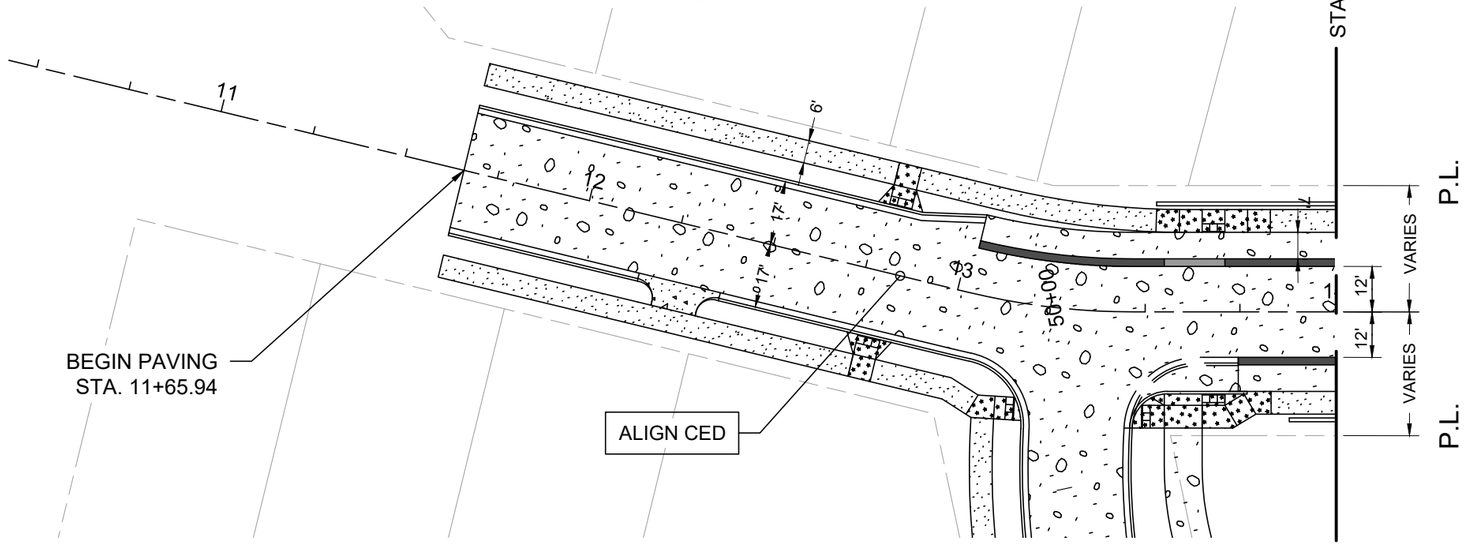
SHEET NO. 9 OF 9 SHEETS

BRIDGE NO. 27C74

EXISTING CONSTRUCTION



PROPOSED CONSTRUCTION



CEDAR LAKE ROAD					
STA. 14+00 TO 17+44.84					
NO.	ALIGN	LOCATION		DESCRIPTION	REMARKS

PLACE NORTH ARROW HERE

HORIZONTAL SCALE IN FEET
SCALE 40

VERTICAL SCALE IN FEET
SCALE 8

NO.	DATE	DRW	CKD	APP	REVISION
1					
2					
3					
4					
5					

TKDA

Minneapolis Public Works

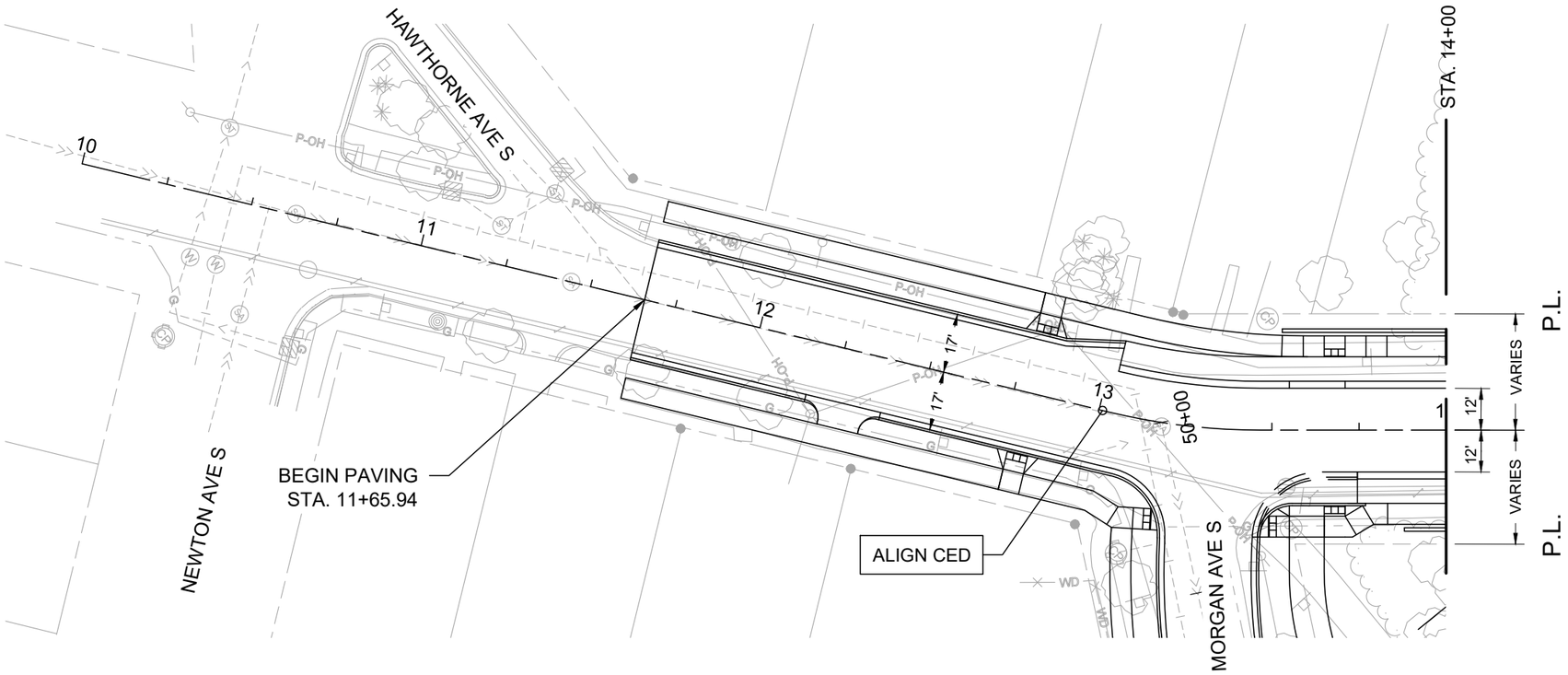
PAVING PLAN/PROFILE		
DRW: MOB	DATE: 12/13/2021	
CHK:	DATE:	
APP:	DATE:	

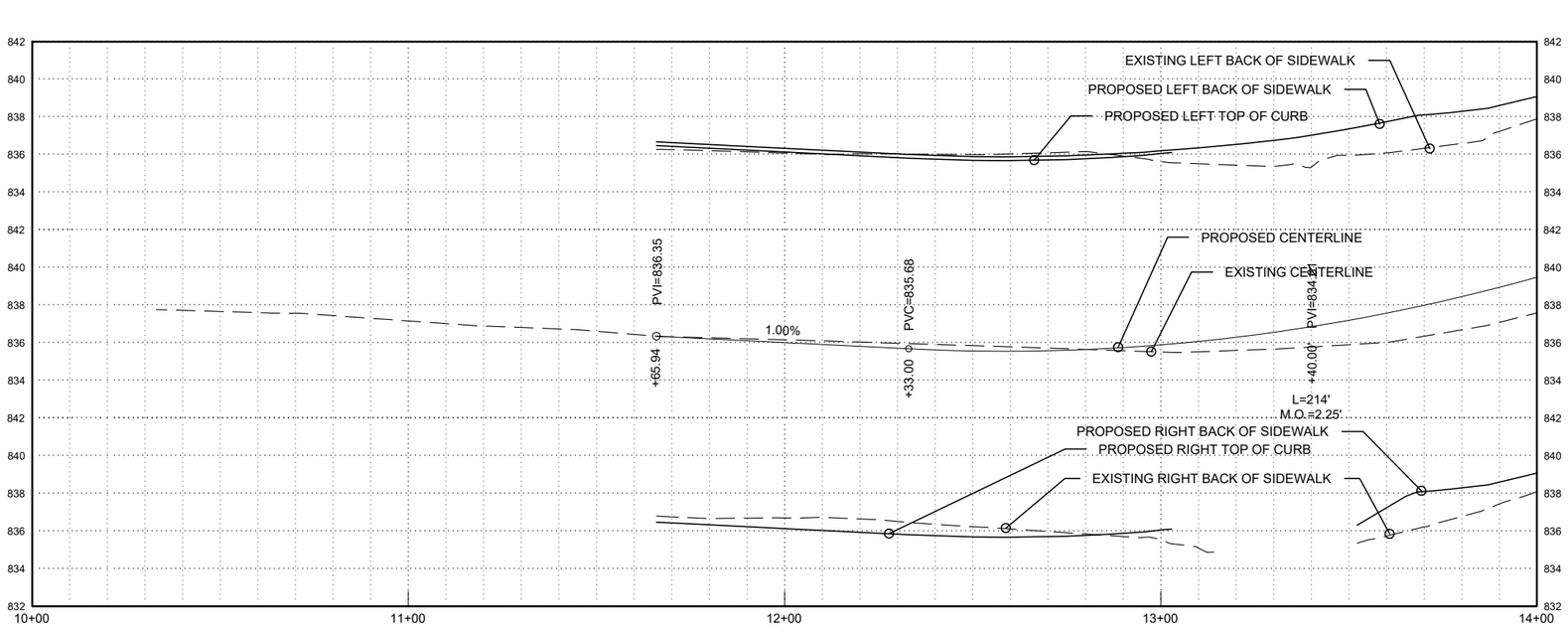
CEDAR LAKE RD BRIDGE REPLACEMENT

CONCEPT DESIGN

6 OF 9

FILE NAME = PVNG-001.dwg
DATE PRINTED = 012/15/2021
3:33pm





CEDAR LAKE ROAD					
STA. 10+00 TO 14+00					
NO.	ALIGN	LOCATION		DESCRIPTION	REMARKS

PLACE NORTH ARROW HERE

HORIZONTAL SCALE IN FEET
SCALE 40 (0, 20, 40)

VERTICAL SCALE IN FEET
SCALE 8 (8, 4, 0)

NO.	DATE	DRW	CKD	APP	REVISION
1					
2					
3					
4					
5					

TKDA

PAVING PLAN/PROFILE

Minneapolis Public Works

DRW: MOB	DATE: 12/13/2021
CHK:	DATE:
APP:	DATE:

CEDAR LAKE RD BRIDGE REPLACEMENT

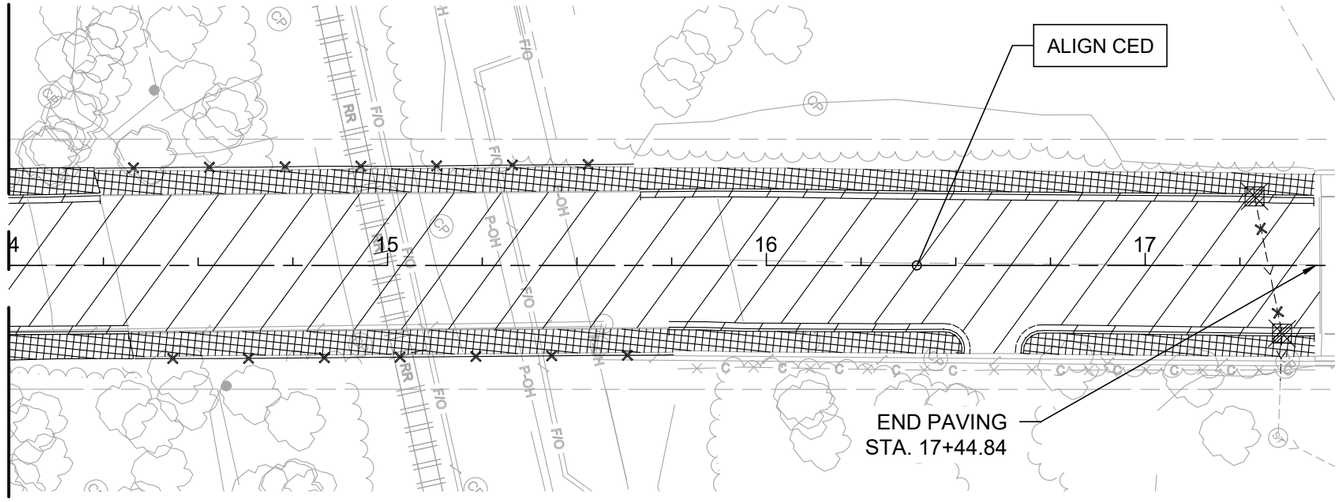
CONCEPT DESIGN

7 OF 9

FILE NAME = PVNG-002.dwg
DATE PRINTED = 012/15/2021
3:34pm

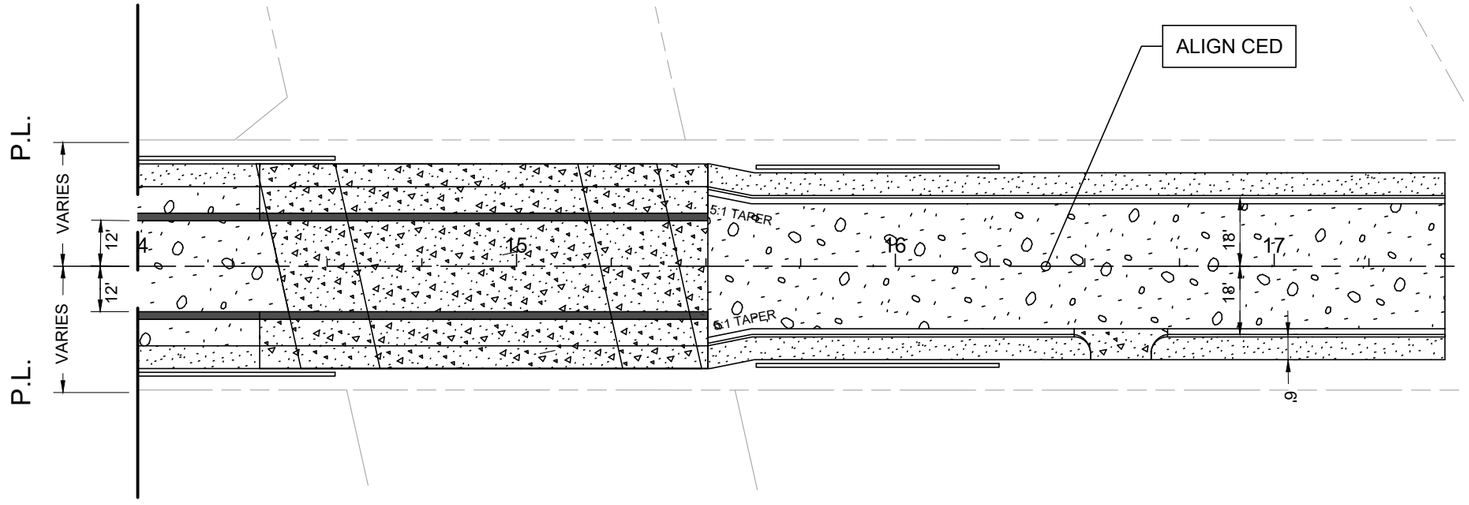
EXISTING CONSTRUCTION

STA. 14+00



PROPOSED CONSTRUCTION

STA. 14+00



CEDAR LAKE ROAD					
STA. 14+00 TO 17+44.84					
NO.	ALIGN	LOCATION		DESCRIPTION	REMARKS

FILE NAME = PVNG-003.dwg
DATE PRINTED = 012/15/2021
3:37pm

PLACE NORTH ARROW HERE

HORIZONTAL SCALE IN FEET
SCALE 40 (0, 20, 40)

VERTICAL SCALE IN FEET
SCALE 8 (8, 4, 0)

NO.	DATE	DRW	CKD	APP	REVISION
1					
2					
3					
4					
5					

TKDA

Minneapolis Public Works

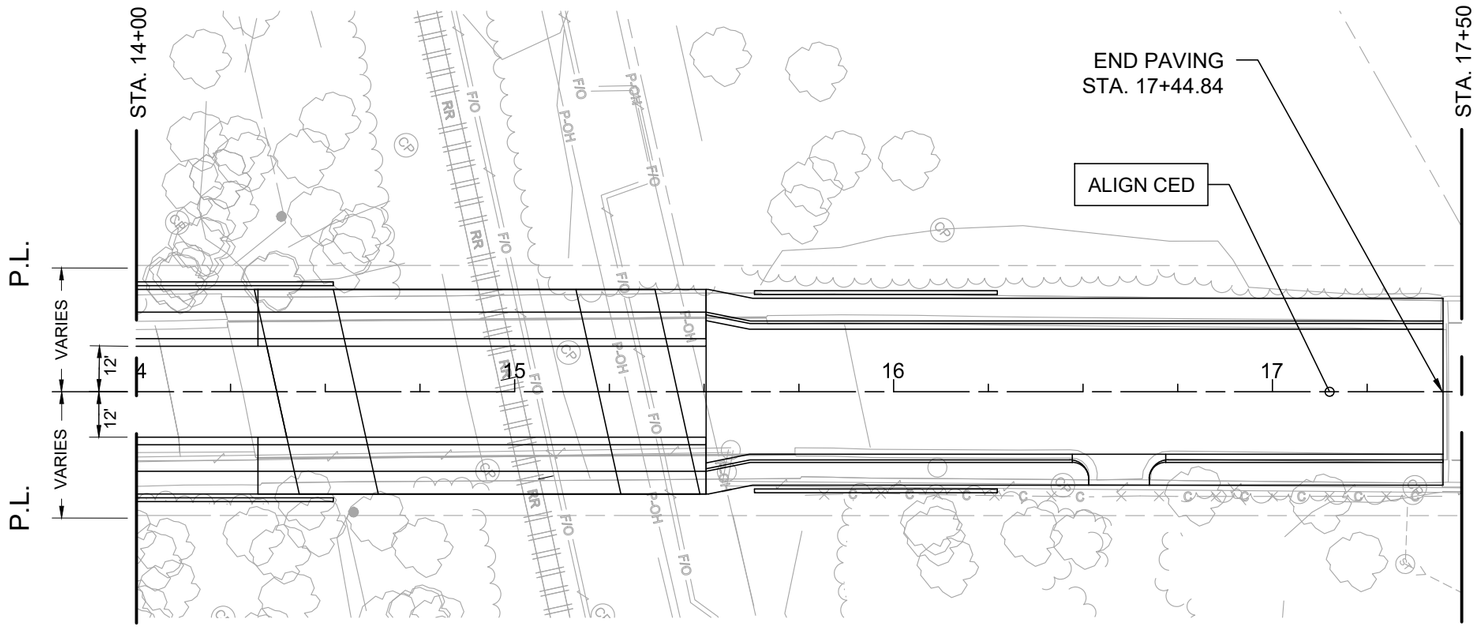
PAVING PLAN/PROFILE

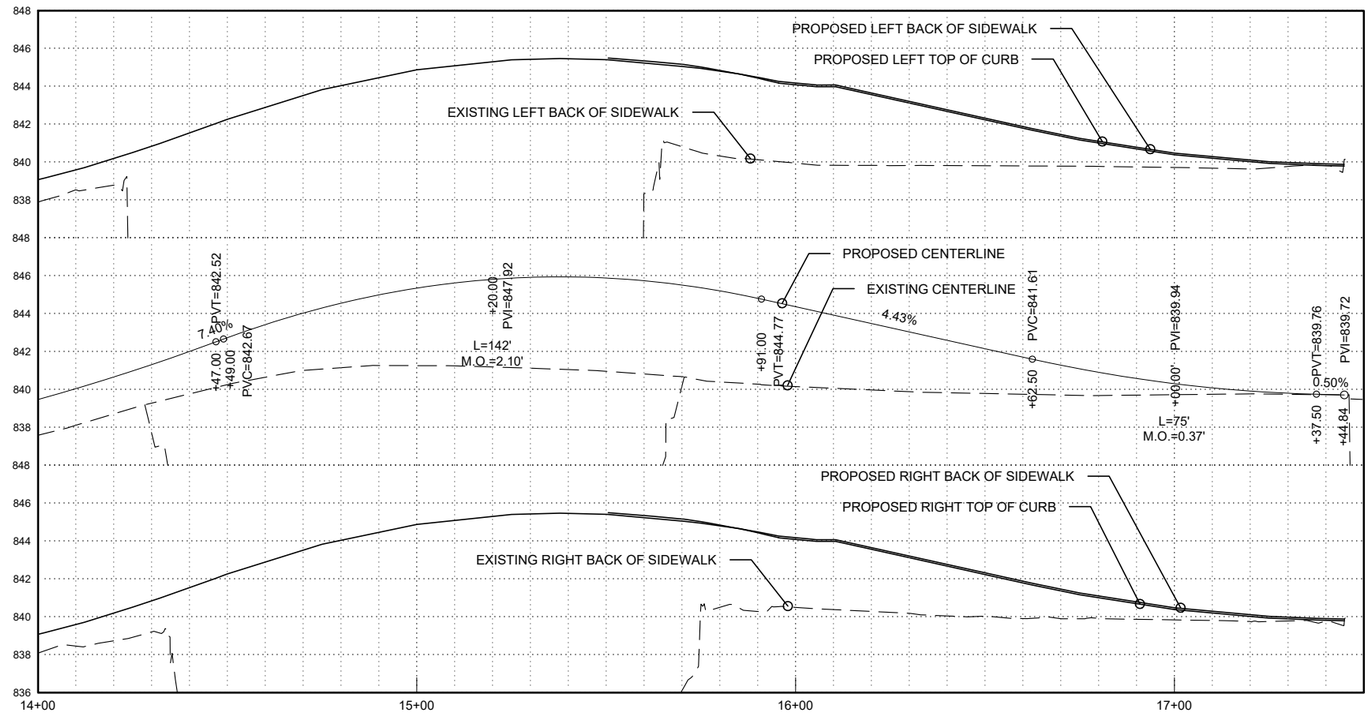
DRW: MOB	DATE: 12/13/2021
CHK:	DATE:
APP:	DATE:

CEDAR LAKE RD BRIDGE REPLACEMENT

CONCEPT DESIGN

8 OF 9





CEDAR LAKE ROAD					
STA. 14+00 TO 17+44.84					
NO.	ALIGN	LOCATION		DESCRIPTION	REMARKS

3:38pm

DATE PRINTED = 012/15/2021

FILE NAME = PVNG-004.dwg

PLACE NORTH ARROW HERE

HORIZONTAL SCALE IN FEET
SCALE 40 (0, 20, 40)

VERTICAL SCALE IN FEET
SCALE 8 (0, 4, 8)

NO.	DATE	DRW	CKD	APP	REVISION
1					
2					
3					
4					
5					

TKDA

PAVING PLAN/PROFILE

Minneapolis Public Works

DRW: MOB	DATE: 12/13/2021
CHK:	DATE:
APP:	DATE:

CEDAR LAKE RD BRIDGE REPLACEMENT

CONCEPT DESIGN

9 OF 9

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 239
Minneapolis, MN 55415
612.673.3000
www.minneapolismn.gov

December 4, 2023

Ms. Elaine Koutsoukos
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Re: 2024 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on November 16, 2023. The City is submitting applications for 12 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Regional Solicitation Category
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization
University Avenue NE from Central Avenue to 9th Avenue	Roadway Reconstruction/ Modernization
Cedar Lake Road Bridge over the BNSF railroad	Bridge Rehabilitation/Replacement
Northside Greenway Phase 2 (Humboldt/Irving Avenue N from 26th Avenue N to 4th Ave N/Van White Blvd)	Multiuse Trails and Bicycle Facilities
34th St W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue	Multiuse Trails and Bicycle Facilities
University Avenue/4th Street SE bikeway and safety improvements between Central Avenue and I-35W	Multiuse Trails and Bicycle Facilities
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities
26th Street E, 27th Street E, and 28th Street E pedestrian improvements	Pedestrian Facilities
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities
Hayes Street NE neighborhood greenway	Safe Routes to School
Pleasant Avenue S neighborhood greenway	Safe Routes to School
Ramp A Mobility Hub	Unique Projects

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Margaret Anderson Kelliher

Margaret Anderson Kelliher
Director of Public Works

Council Action No. 2023A-0801 **City of Minneapolis** **File No. 2023-01077**

Committee: PWI Public Hearing: None Passage: Nov 16, 2023 Publication: NOV 25 2023

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

Presented to Mayor: NOV 16 2023

Received from Mayor: NOV 20 2023

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2023-01091)

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Nov 9, 2023

LEAD STAFF: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

PRESENTED BY: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed City projects, estimate of requested amounts, and the minimum required local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2028 and 2029. Grant awards for these projects are expected to be announced in summer 2024.

This action does not include the package of projects being pursued by Metro Transit, Hennepin County, and MnDOT. Due to the increase in federal surface transportation funding available via the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, as well as the availability of new Regional Sales Tax funds for counties and Metro Transit, partner agencies are aggressively pursuing larger packages of projects that is putting additional pressure on local agencies to financially participate on these projects via cost participation policies. Public Works is closely evaluating the proposed city applications and those of partner agencies to

understand the broader impact on and the overall capacity of the City's capital improvement program. Public Works is recommending the submittal of up to 12 applications, the final submittal will be influenced by the evaluation of the overall impact and capacity of the City's capital improvement program.

Public Works identifies projects that meet the eligibility requirements for federal funding and will be competitive, and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies, and initiatives (e.g., *Minneapolis 2040, 20 Year Street Funding Plan*, the Transportation Action Plan, Complete Streets Policy, Vision Zero, and Racial Equity Framework for Transportation).

The 2024 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements
    - Strategic Capacity (Roadway Expansion)
    - Roadway Reconstruction/Modernization
    - Traffic Management Technologies (Roadway System Management)
    - Bridge Rehabilitation/Replacement
    - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
    - Arterial Bus Rapid Transit Project
    - Transit Expansion
    - Transit Modernization
    - Travel Demand Management
3. Bicycle and Pedestrian Facilities
    - Multiuse Trails and Bicycle Facilities
    - Pedestrian Facilities
    - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 12 applications, which are summarized below. Public Works is not planning to submit in categories that don't align with our goals (Strategic Capacity), where we do not have timely priority projects that fit the category criteria well (Spot Mobility and Safety and Traffic Management Technologies) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000
University Avenue NE part of section between Central Ave and 27th Ave NE	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000 (match provided by MnDOT)
Cedar Lake Road bridge over the BNSF railroad	Bridge Rehabilitation/Replacement	$7,000,000	$1,750,000
Northside Greenway Phase 2 (Irving Avenue N/Humboldt Avenue N from 26th Avenue N to 4th Avenue N/Van White Blvd)	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000
34th Street W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue and 35th Street E neighborhood greenway from Hiawatha Avenue to West River Pkwy	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000
University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000 (match provided by MnDOT)
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
26th Street and 28th Street E from Nicollet Avenue to Hiawatha Avenue pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
Hayes Street NE neighborhood greenway from 22nd Avenue to 33rd Avenue - Safe Routes to School	Safe Routes to School	$1,000,000	$250,000
Pleasant Avenue S neighborhood greenway from 50th St to 34th St – Safe Routes to School	Safe Routes to School	$1,000,000	$250,000
Ramp A/Glenwood Ave improvements	Unique Projects	$2,500,000	$625,000 (match provided by MnDOT)
	Totals	$48,000,000	$12,000,000

Details of the proposed applications are described below.

<u>7th Street S from Park Avenue to 13th Avenue S</u>

The proposed project is a complete reconstruction of 7th Street North from Park Avenue to 13th Avenue South, approximately 0.4 miles. 7th Street South has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, and a Transit Priority Project. This segment is not yet programmed in the City's Capital Improvement Program (CIP). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

University Avenue NE portion of section between Central Ave and 27th Ave NE

This proposed project is a complete reconstruction of a portion of University Avenue NE between Central Ave and 27th Ave NE. University Avenue NE is a Minnesota Department of Transportation (MnDOT) roadway--Highway 47. MnDOT and Public Works are finalizing details on this project, including what section of University Ave NE will be included. University Ave NE has been identified as a reconstruction candidate due to aging and deteriorating infrastructure and safety challenges (it is a High Injury Street). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps, while adding safety and pedestrian realm improvements. MnDOT will provide the required local match for this project and the City may be required to cost participate per MnDOT policy.

Program Category: Roadway Reconstruction/Modernization

Cedar Lake Road bridge over the BNSF railroad

This project is a replacement of the Cedar Lake Road bridge over the BNSF railroad in the Bryn Mawr neighborhood. The current bridge was built in 1941 and is in need of replacement. It is also an opportunity to improve pedestrian and bicycle access across the bridge. This project is programmed in the City's CIP for 2027.

Program Category: Bridge Rehabilitation/Replacement

Northside Greenway Phase 2

The proposed project will create a Neighborhood Greenway along Irving/Humboldt Avenue N for approximately 2 miles in North Minneapolis, extending from 26th Avenue N to 4th Avenue N and Van White Memorial Blvd. This segment is currently a low traffic residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project will extend phase 1, which will be constructed in 2026 north of 26th Avenue N.

Program Category: Multiuse Trails and Bicycle Facilities

34th Street W/E & 35th St E neighborhood greenway from Hennepin Avenue to West River Pkwy

The proposed project will create a Neighborhood Greenway along 34th Street from Hennepin Avenue to Hiawatha Avenue and 35th Street E from Hiawatha Avenue to West River Pkwy. These segments are generally low traffic residential streets. The route connects numerous schools and parks across South Minneapolis and will address a major gap in the east-west bikeway network. The corridor may receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. This project will build on the Green Central Safe Routes to School project, which will be installed in 2024, and a bikeway connection over Interstate 35W planned in coordination with the 2027 reconstruction of 35th Street East.

Program Category: Multiuse Trails and Bicycle Facilities

University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W

The proposed project will include a curb protected bike lane, pedestrian safety and access improvements, and potentially some signal upgrades on University Avenue SE and 4th Street SE from Central Avenue to Interstate 35W. University Ave and 4th St SE in this section are MnDOT roadways. MnDOT and Public Works are collaborating on this project; MnDOT will provide the required local match and the City may be required to cost participate per MnDOT policy.

Program Category: Multiuse Trails and Bicycle Facilities

Nicollet Avenue pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety and access improvements at select intersections along Nicollet Avenue between 14th Street and 46th Street. Nicollet Avenue is a High Injury Street and the improvements will build on other planned safety treatments in the area. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. This street was also included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works does not anticipate advancing this application in the Regional Solicitation.

Program Category: Pedestrian Facilities

26th Street and 28th Street E pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections along 26th Street and 28th Street from Nicollet Avenue to Hiawatha Avenue. Both streets are High Injury Streets and have many pedestrian curb ramps that are not fully ADA compliant. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. These streets were included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works will still advance the Regional Solicitation application with the intent of further augmenting that work.

Program Category: Pedestrian Facilities

Marcy-Holmes/Dinkytown area pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Marcy-Holmes neighborhood near Dinkytown. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, traffic circles, signage, traffic control devices, and pavement markings at select locations. This project will be coordinated with street resurfacing currently planned for 2027.

Program Category: Pedestrian Facilities

Hayes Street NE - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Hayes Street Northeast from 33rd Ave NE to 22nd Ave NE. The project will connect to Pillsbury Elementary School, Waite Park Elementary School, and Northeast Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Pleasant Ave S - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Pleasant Ave S from 34th Street to 50th Street. The project will connect to Lyndale Elementary School, Washburn High School, and Justice Page Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Ramp A/Glenwood Ave improvements

Ramp A is a State-owned parking ramp that goes over Glenwood Avenue between 10th St and 7th Street. Ramp construction was completed over 30 years ago and the State and City have a long-term contractual relationship for the City to manage, operate, and maintain the ramp. The proposed project is a renovation of the interior and exterior areas at the ground level of Ramp A at Glenwood Ave. It will improve interior environments by removing storage area walls, painting ramp undersides, improving pedestrian lighting, providing wayfinding to nearby destinations through ceiling and pavement gestures, designating carshare and motorcycle areas, adding bike lockers and secure storage, improving bike lanes, and adding wall art. Exterior improvements will be made to enhance pedestrian access, add landmark stair features for a sense of destination, and support 9th St. Plaza activation. The Minnesota Department of Transportation (MnDOT) will provide the required local match for this project.

Program Category: Unique Projects

The proposed projects were presented to the Pedestrian Advisory Committee on October 23, 2023, and to the Bicycle Advisory Committee on November 8, 2023.

Attachment: 2024 Regional Solicitation Project Map

FISCAL NOTE

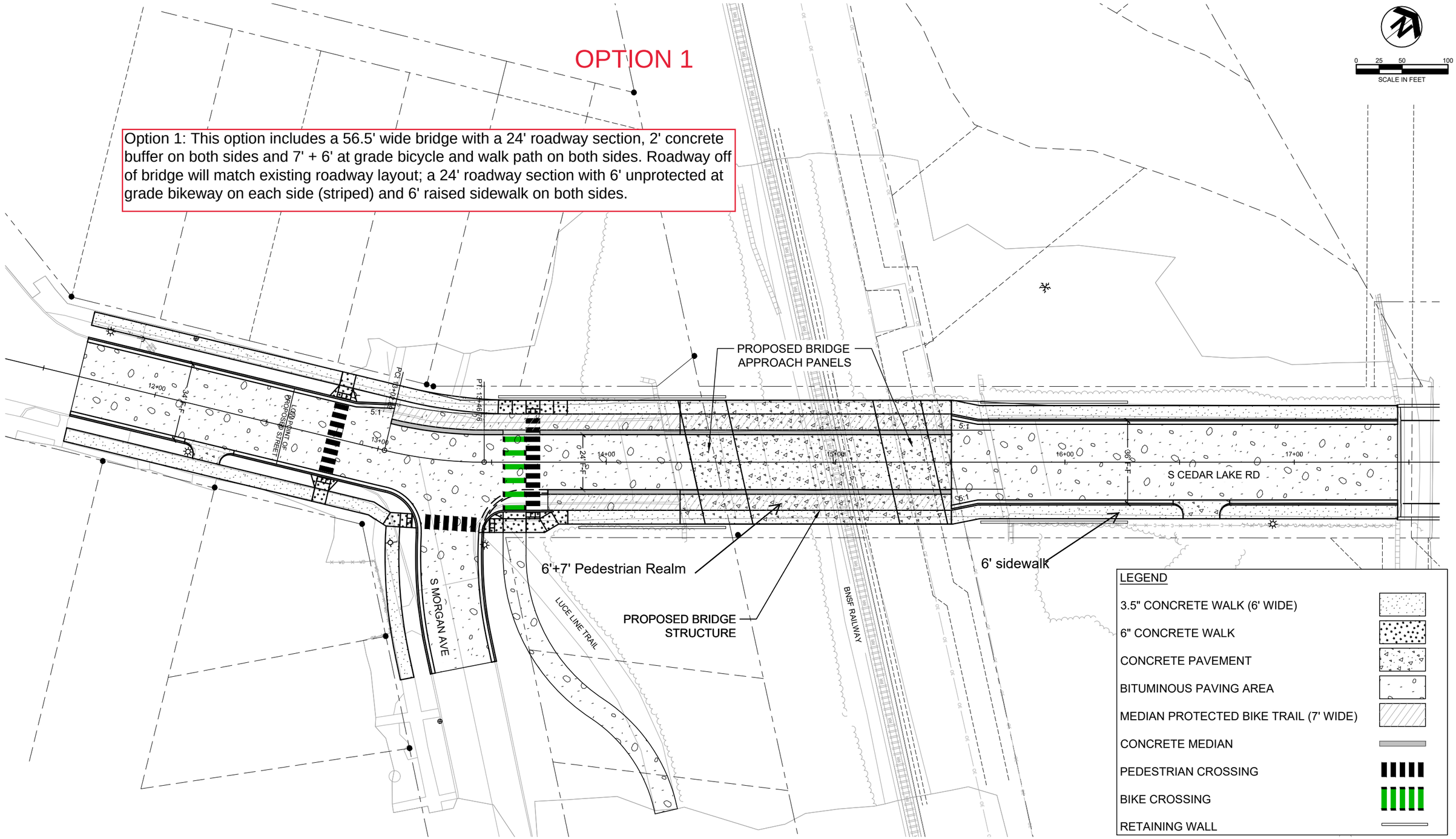
- Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2024 Regional Solicitation Project Applications Map

OPTION 1

Option 1: This option includes a 56.5' wide bridge with a 24' roadway section, 2' concrete buffer on both sides and 7' + 6' at grade bicycle and walk path on both sides. Roadway off of bridge will match existing roadway layout; a 24' roadway section with 6' unprotected at grade bikeway on each side (striped) and 6' raised sidewalk on both sides.



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PROJ. NO. 18149.000
MINNEAPOLIS, MINNESOTA
OCTOBER 2021

PRELIMINARY LAYOUT
CEDAR LAKE ROAD BRIDGE REPLACEMENT

OPTION 2

Option 2: This option includes a 50.5 wide bridge with a 24' roadway section, 2' concrete buffer on both sides and 10' at grade shared use path on both sides. Roadway off of bridge will match existing layout; a 24' roadway section with 6' unprotected at grade bikeway on each side (striped) and 6' raised sidewalk on both sides.

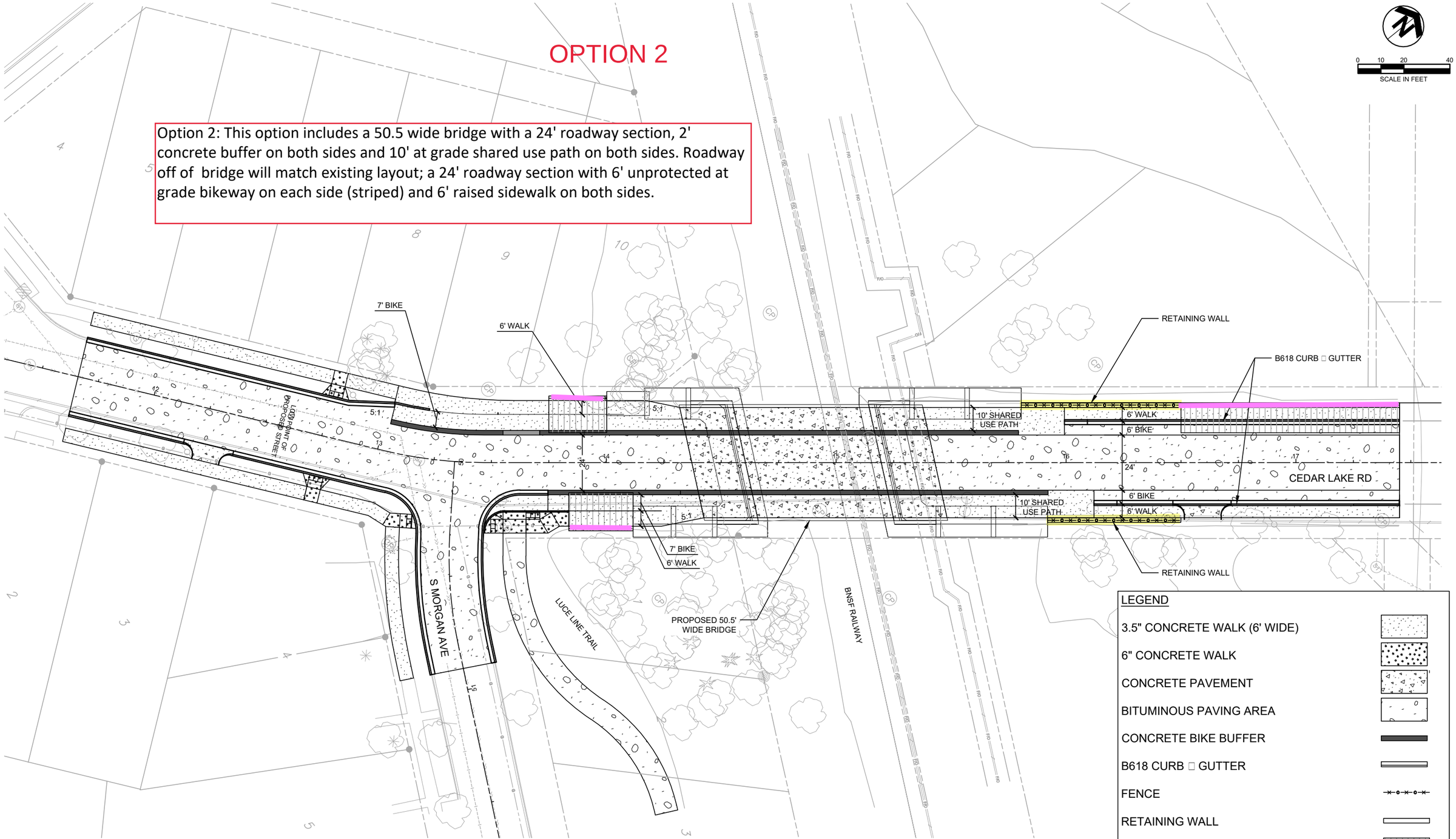

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EXHIBIT 6

PROJ. NO. 18149.000
MINNEAPOLIS, MINNESOTA
SEPTEMBER 2022

50.5' WIDE BRIDGE - SCENARIO 2 LAYOUT
CEDAR LAKE ROAD BRIDGE REPLACEMENT

OPTION 3

Option 3: This option includes a 50.5 wide bridge with a 24' roadway section, 2' concrete buffer on both sides and 10' at grade shared use path on both sides. Roadway off of bridge will be a continuation of the bridge layout; a 24' roadway section with 2' concrete buffers on each side and 10' at grade shared use path on each side.

0 10 20 40
SCALE IN FEET

7' BIKE
6' WALK
RETAINING WALL
10' SHARED USE PATH
CEDAR LAKE RD
LOW POINT OF PROPOSED STREET
S MORGAN AVE
LUCE LINE TRAIL
PROPOSED 50.5' WIDE BRIDGE
BNSF RAILWAY
5:1

LEGEND

- 3.5" CONCRETE WALK (6' WIDE)
- 6" CONCRETE WALK
- CONCRETE PAVEMENT
- BITUMINOUS PAVING AREA
- CONCRETE BIKE BUFFER
- B618 CURB □ GUTTER
- FENCE
- RETAINING WALL
- REINFORCED SIDEWALK SLAB

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EXHIBIT 5

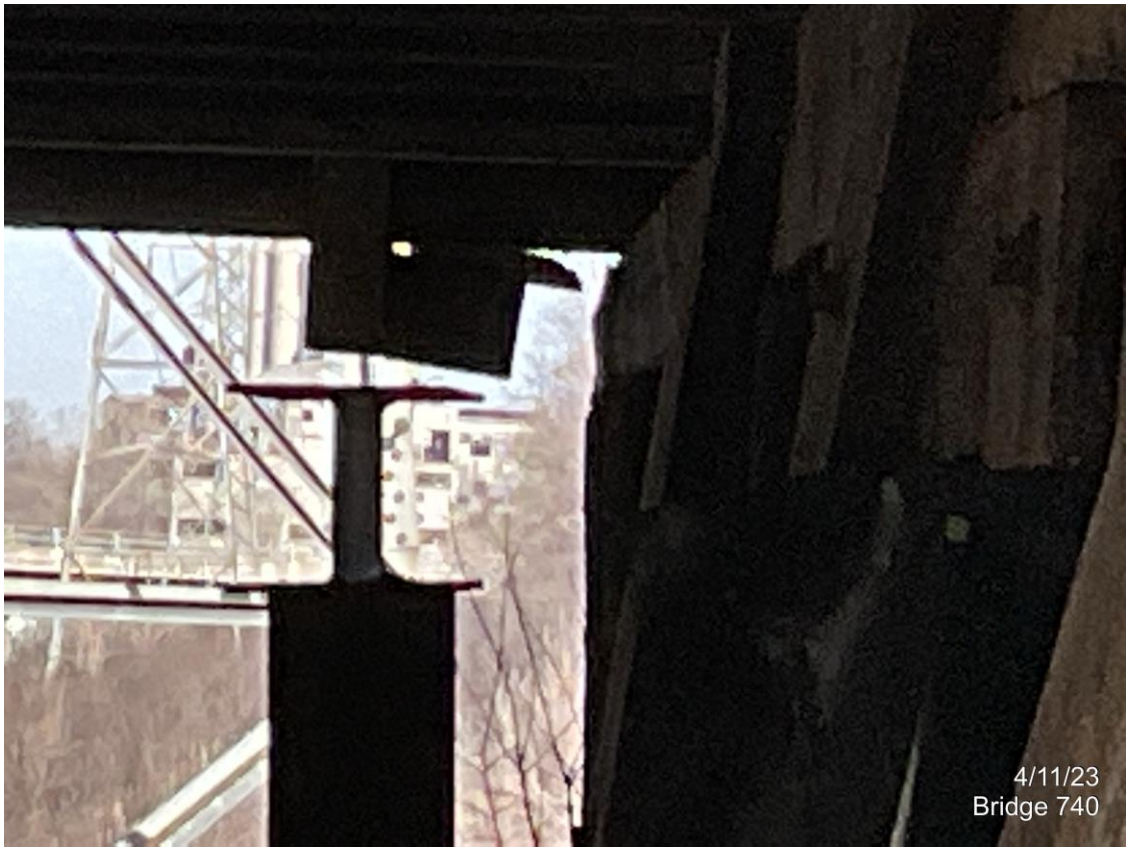
PROJ. NO. 18149.000
MINNEAPOLIS, MINNESOTA
SEPTEMBER 2022

50.5' WIDE BRIDGE - SCENARIO 1 LAYOUT
CEDAR LAKE ROAD BRIDGE REPLACEMENT

Cedar Lake Road Bridge 90471 Emergency Repair Photos


4/11/23
Bridge 740


4/11/23
Bridge 740


4/11/23
Bridge 740


4/11/23
Bridge 740

Existing Conditions Photos

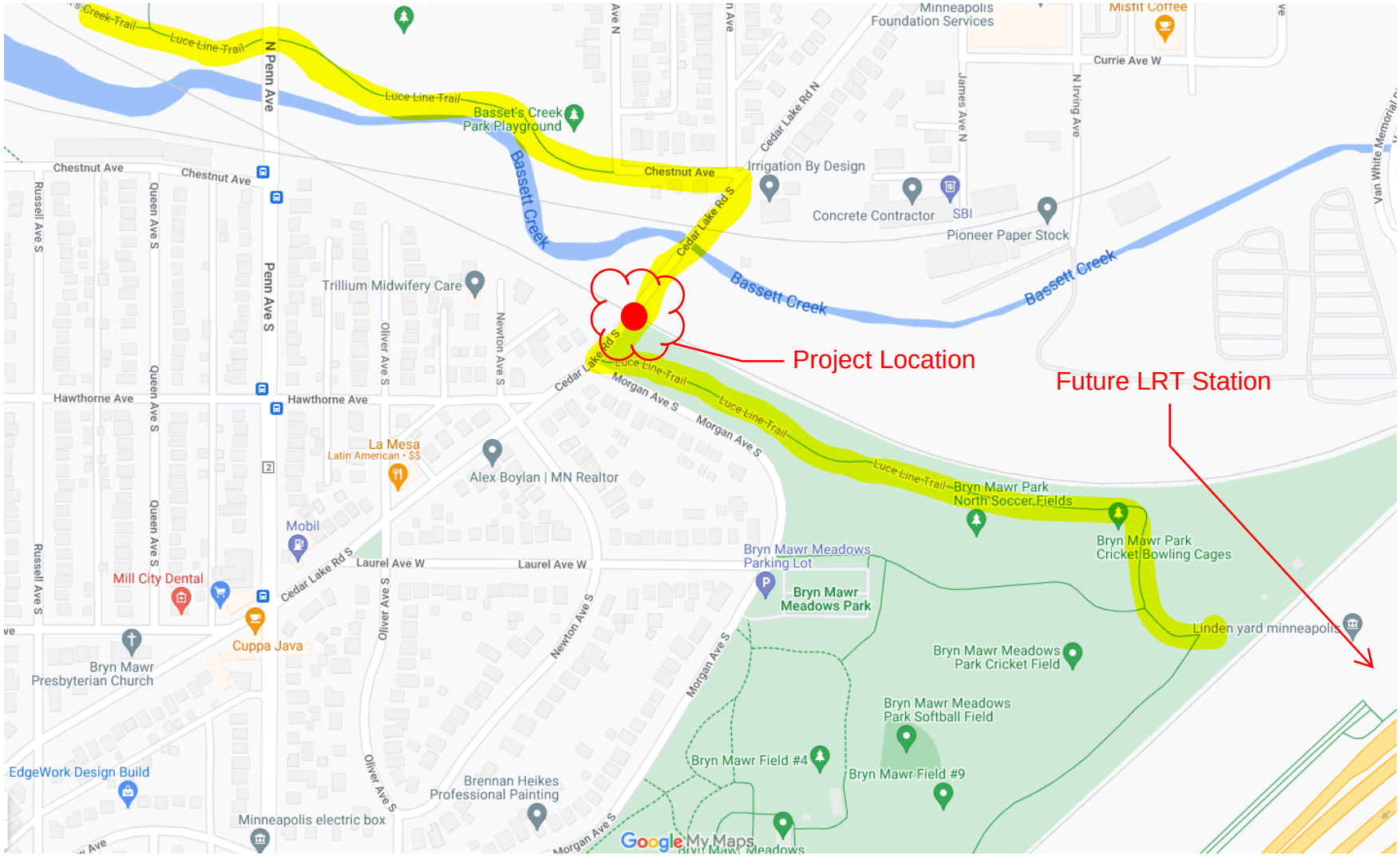
Cedar Lake Road Looking NE

Cedar Lake Road Looking SW

Sidewalk Closure – Temp Relocation onto Bridge Deck

Cedar Lake Road Bridge Elevation View Looking NE

Cedar Lake Road Bridge Elevation View Looking SW



Luce Line Trail

Future Basset Creek Valley LRT Station

Cedar Lake Road over BNSF Railway – Bridge Replacement

Applicant: City of Minneapolis

Cedar Lake Road Bridge 90471 over BNSF RR

Project Location

Requested Award Amount = $4,854,400
Project Cost = $6,068,000

Route: MSAS 406
Location: Minneapolis, MN

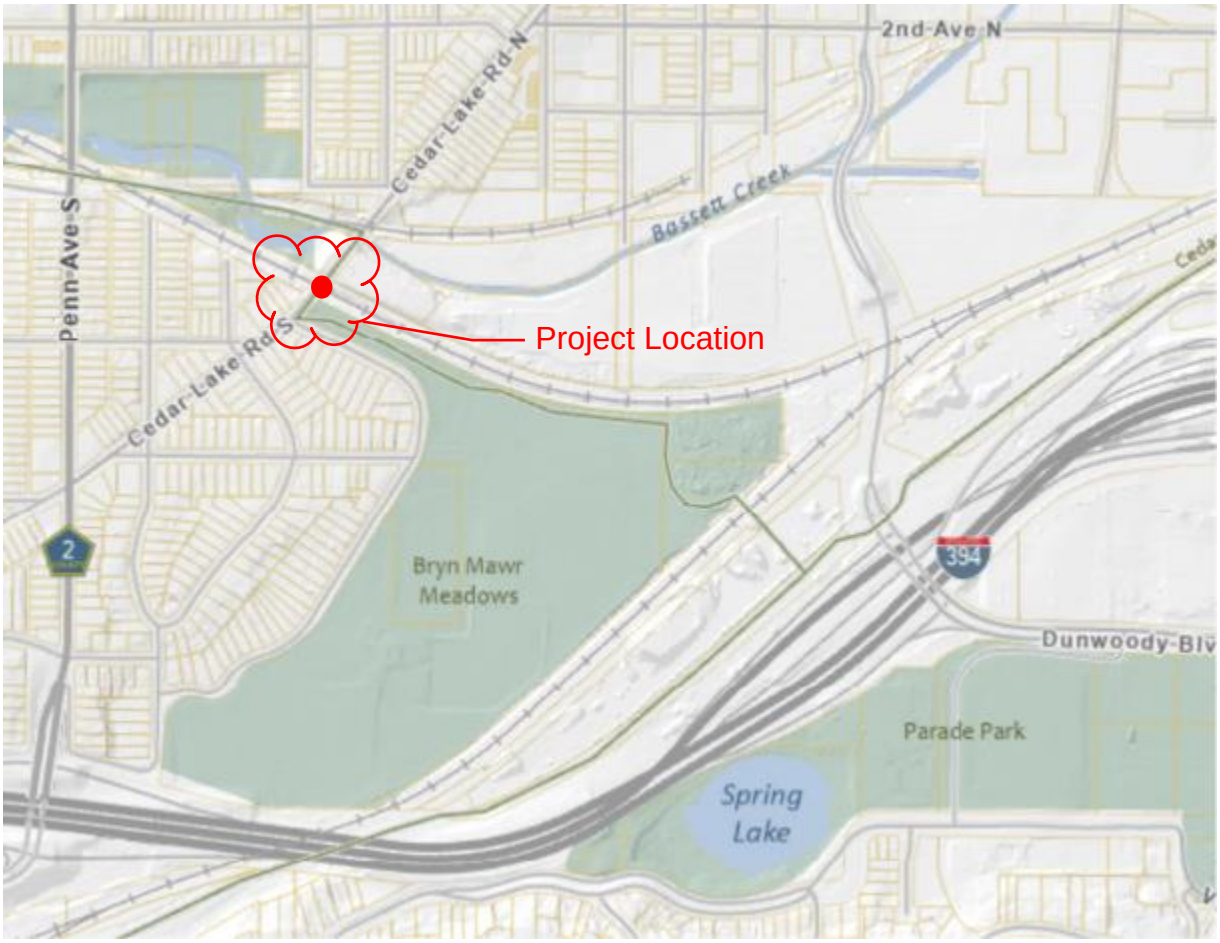
Project Description

The proposed project will reconstruct approximately 579' of Cedar Lake Road and Bridge over the BNSF Railway between Morgan Ave S and Cedar Lake Road Bridge over CP Rail and Bassett Creek. Currently, the corridor includes 142' foot bridge and the approach road includes at grade unprotected bike lanes in both directions, two vehicular lanes and sidewalks on both sides of the roadway. The area along the project corridor includes residential single-family homes, park area owned and operated by the Minneapolis Park & Recreational Board, and BNSF Railway undercrossing. The project is a bridge reconstruction project involving the entire right-of-way and will include bridge replacement, new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include retaining walls, lighting improvements, new signage, and new pavement markings, as needed. This corridor serves an estimated 460 people walking, 160 people biking, and 1,334 people driving per day.

The existing bridge over the BNSF Railway is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has been inspected in accordance with the National Bridge Inventory (NBI) condition rating system. Current ratings are: Deck – 5 (Fair), Superstructure – 5 (Fair), and Substructure – 4 (Poor) with an overall rating of "Poor" which necessitates its replacement. The poor condition of this bridge warranted emergency closure in the summer of 2023 and upon re-opening, a severe load posting (20 tons) had to be implemented.

Project Benefit

The new bridge and roadway approaches will remove the existing load postings which are causing heavy truck traffic to detour through other areas and could potentially delay response time of emergency vehicles that are prohibited from using this route. The new bridge will also greatly enhance the non-motorized realm with the inclusion of a barrier separated bikeway and sidewalk on both sides of the bridge and complete the Luce Line multimodal trail through this area.



Project Location Map