

Bridge Number: 90494
Portland Ave. S

FINAL MIDTOWN CORRIDOR INDIVIDUAL BRIDGE SUMMARY AND MANAGEMENT PLAN



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Executive Summary

The Portland Avenue Bridge (Bridge 90494) carries vehicular and pedestrian traffic over the Midtown Greenway in the city of Minneapolis. The bridge was constructed in 1914 and is a contributing element in the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District.

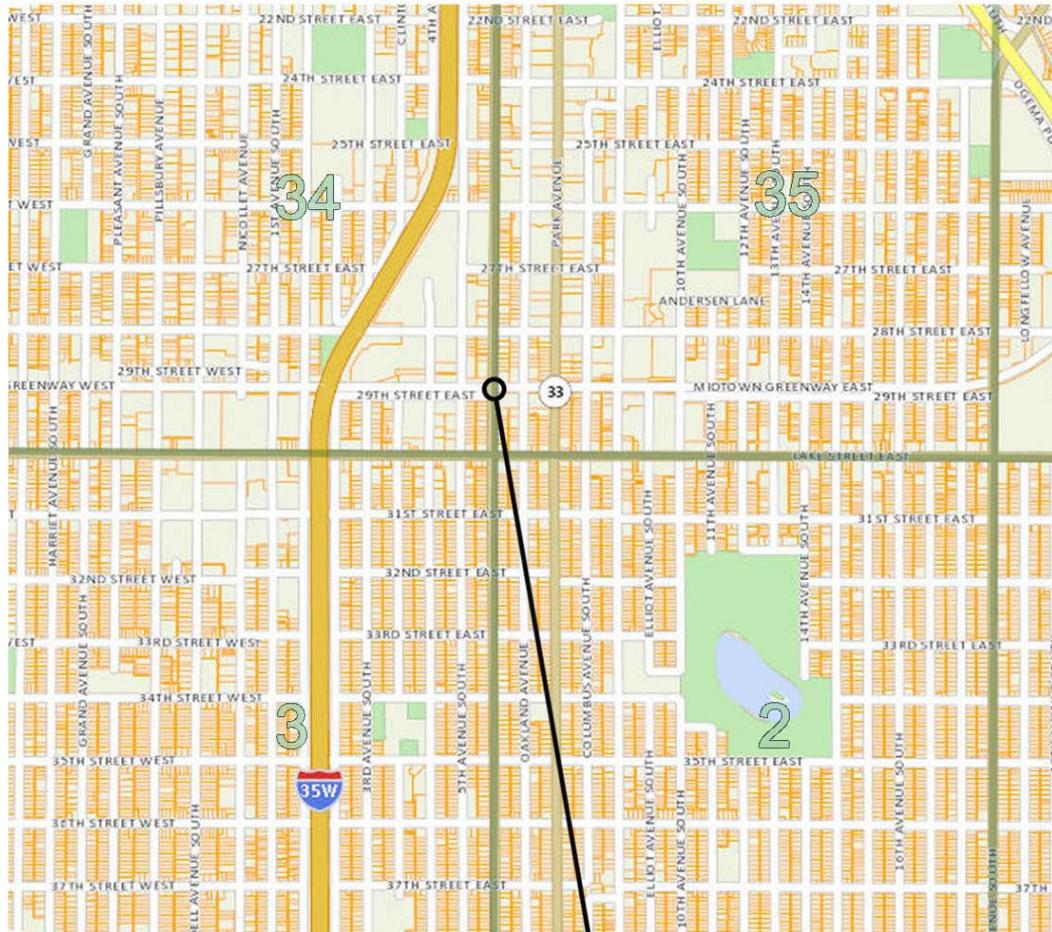
Bridge 90494 is a three-span continuous concrete multi-beam bridge with arched fascia girders. The overall bridge length is approximately 94 feet and the bridge width from curb to curb is 39 feet with a 7.8 foot sidewalk on both sides of the bridge. The railings consist of original 36 inch tall concrete railings with an added steel pipe to provide an overall height of approximately 42 inches. It has two tall abutments, with the Midtown Greenway trail located beneath the north span of the bridge. It is one of the bridges in the historic district that retains the greatest historic integrity in terms of both the structure and its immediate setting.

Bridge 90494 is a heavily used bridge with average daily traffic (ADT) of 10875 in 2012. It is in poor structural condition with the superstructure, substructure, and deck all having structural condition codes of 4. The bridge is structurally deficient and has an inventory rating of HS 12.4. (See page 16 for definition of structural condition codes, inventory rating, and structural deficiency.) Over half of the beams are in poor condition with spalls and exposed, corroded reinforcement. There are also spalls on the underside of the deck. The substructure is cracked and spalled; the north wing walls are also settling. With proper maintenance, stabilization, and preservation activities it is believed Bridge 90494 could continue to serve its present purpose for 20 years or longer, although it is estimated that only about 73% of total historic fabric would be retained.

Any work on Bridge 90494 should proceed according to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 67) and the "Guidelines for Bridge Maintenance and Rehabilitation Based on the Secretary of the Interior's Standards" as adapted by the Virginia Transportation Research Council.



Bridge Location



Bridge 90494
Portland Ave S



Location
Minneapolis
Hennepin County
T 29, R 24W, Sec 34,35

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I – Project Introduction

This individual bridge summary and management plan is an appendix to the Midtown Corridor General Bridge Management Plan (2015) which must be used in conjunction with this document. The overall plan describes the objectives, methods, and results of the Midtown Corridor Historic Bridge Study and provides further information on the recommended stabilization, preservation, and maintenance activities contained herein. This individual plan is based on visual observations; the overall plan discusses additional testing that should be completed before any preservation alternatives are pursued. The overall plan discusses the likely cause of the existing deterioration, intent of the preservation alternatives, and what statutes need to be considered when working on this historic bridge.

The purpose of the Midtown Corridor Bridge Study and this individual bridge summary is to determine the work required to preserve the bridge in accordance with the Secretary of the Interior's Standards by assessing current conditions and proposing a set of treatment alternatives that address structural deficiencies, deteriorating historic fabric, and bridge longevity while at the same time protecting the historic character and integrity of the bridge and, in turn, that of the 2.8-mile Chicago, Milwaukee and St. Paul Railroad (CM&StP) Grade Separation Historic District.

The Midtown Corridor Bridge Study is part of a several-year cooperative effort, led by MnDOT, to promote the preservation of historic bridges across the state. "Historic" bridges are defined by federal law as bridges listed on, or eligible for, the National Register of Historic Places. The Midtown Corridor bridges are a subset of bridges addressed in the Minnesota Local Historic Bridge Study. Launched in 2012, two phases of the Minnesota Local Historic Bridge Study have been completed, with the most recent phase examining approximately 140 historic bridges across Minnesota owned by entities other than MnDOT. The Minnesota Local Historic Bridge Study is conducted through a partnership that includes MnDOT State Aid, the MnDOT Cultural Resources Unit (CRU), the Federal Highway Administration (FHWA), the State Historic Preservation Office (SHPO), the Army Corps of Engineers, local public works and county highway departments, county and township boards and city councils, the historic preservation community, and the general public.

The Minnesota Local Historic Bridge Study is designed to encourage the preservation of the state's locally-owned historic bridges by compiling historic and engineering data on each bridge, analyzing bridge condition, and preparing a set of recommended treatment activities for each bridge. The recently completed statewide study also prepared National Register nominations for a select number of bridges, providing updates to MnDOT's 2006 Management Plan for Historic Bridges in Minnesota, producing content for MnDOT's Historic Bridges website, and exploring how other states are funding and managing historic bridge programs with an emphasis on locally-owned bridges.

An individual bridge report was prepared for each bridge in the Minnesota Local Historic Bridge Study. Each individual report suggests stabilization, preservation, and maintenance activities for each bridge. Stabilization activities are designed to maintain the bridge in its current state until a more substantial repair project is undertaken. These measures might be emergency repairs, or minor repairs intended to prevent emergency repairs in the near future. Preservation activities are designed to preserve the bridge and keep it in service for the next 20 to 30 years. Maintenance activities include items such as annual inspections and cleaning, vegetation removal, minor concrete repairs, and spot painting. This individual bridge report was created for the Midtown Corridor Bridge Study with the same purpose as the Minnesota Local Historic Bridge Study.

This bridge report's activities follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and, in particular, the Standards for Rehabilitation and accompanying Guidelines. The Secretary of the Interior's Standards are basic principles created to help preserve the distinct character of a historic property and its site, while allowing for reasonable changes to meet new engineering standards and codes. The Standards take a conservative approach to the preservation of historic fabric and recommend repairing rather than replacing deteriorated features whenever possible. The Standards apply to historic properties of all periods, styles, types, materials, and sizes and encompass the property's location and surrounding environment. Recommendations for the Midtown Corridor bridges are also

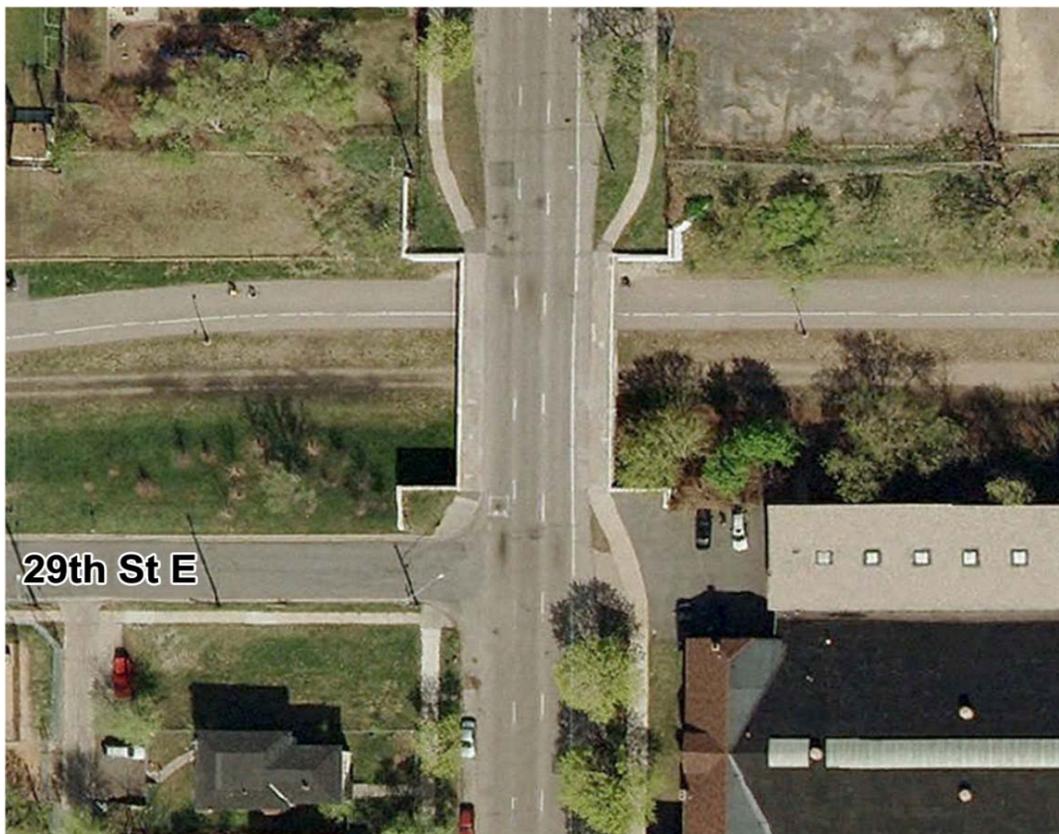
consistent with best practices outlined in the National Park Service's Preservation Brief 15 entitled *Preservation of Historic Concrete*, and with the "Guidelines for Bridge Maintenance and Rehabilitation Based on the Secretary of the Interior's Standards," as adapted by the Virginia Transportation Research Council.

To compile this report, engineering and historical data were gathered from a variety of sources including multiple field visits, original construction plans, current MnDOT Structure Inventory Reports and MnDOT Bridge Inspection Reports, load ratings where available, historic photographs and documents, and the National Register nomination for the CM&StP Railroad Grade Separation Historic District.

Included in the appendices of this report are a glossary of historic preservation and engineering terms, the Virginia "Guidelines for Bridge Maintenance and Rehabilitation based on the Secretary of the Interior's Standards," and engineering and historical documents pertinent to this bridge such as the current MnDOT Structure Inventory and Bridge Inspection reports.

This individual bridge report is designed to provide the bridge owner and other interested parties with a comprehensive summary of engineering and historic data and recommendations that will enable historic bridge owners to make informed decisions when planning for and managing their historic properties. Again, this report should be used in conjunction with the overall Midtown Corridor General Bridge Management Plan which provides additional information and a multi-bridge perspective.

Below is an aerial view of Bridge 90494 to provide an understanding of the physical context of the bridge.



Hennepin Co. aerial 2012

II – Historical Data

Contractor: Chicago, Milwaukee, and St. Paul (CM&StP) Railroad

Designer/Engineer: H. C. Lothholz, Engineer of Design, CM&StP Railroad
Charles Frederick Loweth, Chief Engineer, CM&StP Railroad

Description

Bridge 90494 carries Portland Avenue S. (CSAH 35) over the Chicago, Milwaukee, and St. Paul Railroad. Built in 1914-1915, it is a three-span, Neoclassical Revival style, continuous concrete deck girder bridge.

Geometrics. The bridge is about 144 feet long (measured end of rail to end of rail) and about 58 feet wide, slightly wider than many bridges in the CM&StP corridor (which are 49 feet or 51 feet). The central span is 31 feet 6 inches long and the outer spans 30 feet 9 inches, which is typical of the corridor. The street is about 39 feet wide between the curbs. Unlike most corridor bridges, it carries three lanes of traffic, instead of two. The concrete deck has a bituminous overlay. (The decks were originally paved with 4-inch-thick wood blocks (“Track Depression Work” 1915).) The sidewalks retain their original width of approximately 8 feet but have received an overlay. (Original plans indicate the sidewalks were to be divided into 4-foot squares; historic photos suggest this occurred on at least some bridges.)

Structure. The substructure is comprised of concrete abutments and two piers or bents. Each pier has four square columns with a rounded-arched cross beam system that extends to the fascia to support cantilevered raised sidewalks. The bridge seat has simple Neoclassical coping.

The multi-beam continuous structural system uses non-prismatic reinforced concrete beams (roughly 13 inches wide, 4 feet deep, and 5 feet apart). The lower edge of the beams is angled to follow the lower curve of the fascia beams.

The fascias are haunched and ornamented with recessed panels that align with the pier columns. There are 19-inch-long smoke shields above the center spans.

Railings. The bridge has approximately 36-inch-tall solid concrete railings topped by a modern pipe rail at about 42 inches. The rail posts form squat, square columns with a base, shaft, and capital. The rail panels are similarly detailed. Both posts and panels have simple recessed panels in the shaft region.

Near the ends of the bridge the railings move apart laterally, tracing the edge of the abutments, with the sidewalks widening correspondingly. None of the four corners was originally identical, with the ends of the west railing being longer than the corresponding ends of the east railing. The railing ends appear to be intact. Much of the widened sidewalk has been replaced by turf at the northwest, northeast, and southwest corners of the bridge. At the southeast corner, a parking area occupies part of this space.

Concrete Surface. The bridge was originally unpainted (see Historic Integrity below). The surface of the abutments, piers, beams, underside of deck, and, to some extent, fascia, retains original board form lines. The fascia and railings have a fairly smooth finish. According to a 1915 article in *Engineering News*, the bridge railings built in 1913-1914 had a surface texture achieved by removing the forms after 24 hours and treating the concrete “with a stiff wire brush to expose the red granite screenings in the aggregate.” For the railings built in 1915-1917, “It was decided to discontinue this practice, as a smooth concrete face seems to give a more pleasing effect and to bring out more clearly the angles and planes of the design.” Instead, the forms remained in place at least 48 hours and the concrete was rubbed “with emery stone just enough to take out surface irregularities or brushed with cement grout to remove surface discolorations” (“Track Depression at Minneapolis” 1915).

The underside of the deck is blackened by locomotive smoke. The bridge has date blocks indicating two different years: a block cast near the northeast corner of the north abutment reads “1914” and a block cast near the southwest corner of the south abutment reads “1915”.

Other. A city watermain was originally suspended under the deck and one remains there today. (Original plans indicate other utility lines crossed beneath the floor of the trench.)

There is sloped gravel fill against the south abutment.

There is a pipe rail fence of unknown age attached or adjacent to the southeast corner of the bridge at the top of the trench. There may be early walls or wall segments adjacent to or near the bridge.

Setting and Views. The bridge is located within the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District. (See the Master map in the Midtown Corridor General Bridge Management Plan (2015) for the historic district boundaries.) The historic district's identical bridges span the trench and are closely spaced – one block apart – giving the corridor strong visual continuity and a tunnel-like effect. The trench is about 110-120 feet wide at the top of the slope and 22 feet deep; near Portland Avenue the sides slope at roughly 30 degrees. (At 5th Avenue one block to the west the trench walls are flat and the crossing is at-grade.) A recreational trail now replaces the railroad tracks. The floor of the trench beneath the bridge is at a single grade, as it was historically.

Vegetation on the trench slopes in most of the corridor consists largely of volunteer deciduous trees, shrubs, and herbaceous plants.

From both below and on top of the bridge, corridor views to the east include the trench, its wooded slopes, and the identical historic bridges. The view to the west includes the at-grade 5th Avenue crossing. A modern element in the view to the west is the 4th Avenue Bridge (1997). Views from the top of the bridge also include surrounding city blocks.

When the bridge was built, the setting was comprised of a rail corridor, with about 20 trackside industries, aligned through a largely residential neighborhood. A segment of 29th Street intersects Portland at the south end of the bridge; the street does not continue east past Portland Avenue. Today the bridge's setting is mixed. There is a community garden and an apartment building northwest and a large new electrical substation to the northeast. There is a house and empty lot to the southwest, and a light industrial building to the southeast. The bridge is located in Minneapolis' Phillips West neighborhood.

Historic Integrity

Bridge 90494 retains strong historic integrity of location, design, materials, workmanship, feeling, and association. It is one of the most intact bridges in the historic district. The setting has been somewhat altered. Alterations to the bridge and its immediate setting include:

- o Simple pipe rails have been added to the concrete rails to increase railing height.
- o The piers, the lower part of the abutments, and roadway side of the railings have been painted grayish white. Painting of the piers and abutments occurred sometime after 1995.
- o The widened sidewalk area has been altered at the corners of the bridge.
- o Original plans indicate an iron picket right-of-way fence, built by the railroad as part of the project, was originally attached to the southwest corner of the bridge. The fence has been removed. (Examples of surviving segments of the fence include from Fremont to Dupont (two blocks) and Colfax to Lyndale (three blocks) on the south edge of the trench.)
- o Trains traveled the corridor until the summer of 2001. The last tracks were removed ca. 2002. (The original plans propose two main line tracks beneath the center span and two industry service tracks in the north span and one in the south span.)
- o A bituminous-paved recreational trail was installed under the north span, this segment opening in 2004. A square safety light was mounted on the north pier.
- o Unobtrusive modern shoebox streetlights have been added to the trail near the bridge.

- o The concrete deck has a bituminous overlay. (It was originally paved with 4-inch-thick wood blocks.)
- o Sidewalks have received a concrete overlay.
- o There is modern chainlink fencing attached or adjacent to the northwest and northeast corners of the bridge, also at the top.
- o The original railroad yard and industrial features at 5th Avenue one block west of the bridge have been replaced with modern elements such as a large parking lot, soccer field, and large expanses of mowed turf adjacent to light industrial buildings.
- o A large electrical substation was completed in 2014 adjacent to the trench immediately northeast of the bridge.
- o See also changes described in Setting and Views above.



The Portland Avenue Bridge viewed from the west with the at-grade 5th Avenue crossing in the foreground.

Significance

Bridge 90494, built in 1914-1915 to carry Portland Avenue S. over the Chicago, Milwaukee, and St. Paul Railroad (CM&StP), is an excellent example of the Neoclassical Revival style, continuous reinforced concrete girder bridges that are a significant component of the CM&StP Grade Separation Historic District. It is one of the most intact bridges remaining in the historic district. The 2.8-mile-long historic district is comprised of a railroad corridor trench as well as 40 bridges. Thirty-eight bridges carry urban streets over the trench, one bridge carries I-35W over the trench, and one bridge at 29th Street east of Dupont Avenue does not span the trench but historically provided track-level access to it. Twenty-seven of the bridges are original; 26 of the 27 (all but the 29th Street Bridge) are nearly identical. The massive grade separation project, which coincided with an expansion of the CM&StP main line, involved more than a decade of planning and controversy. The tracks were not only depressed, but the set of bridges that crossed them was designed with an emphasis on aesthetics. The project played a significant role in the development of Minneapolis by advancing civic planning, facilitating transportation, increasing safety, protecting the quality of adjacent residential neighborhoods, and enhancing community aesthetics, all while maintaining important rail service and the viability of trackside industries. The bridges were designed by the CM&StP and built in 1912-1917 by railroad labor. The Minnesota historic bridge study found the CM&StP corridor bridges to be significant within the statewide historic context "Reinforced Concrete Highway Bridges in Minnesota, 1900-1945." They are the work of designers identified in the context study as significant (J. H. Prior, H. C. Lothholz, and C. F. Loweth) and, as a collection, display unusual aesthetic qualities. According to the bridge study inventory form, "From an engineering perspective, the new crossings also were notable as early Minnesota examples of continuous, concrete, girder construction – a bridge type rarely used in the state for highway crossings" (Hess ca. 1997). The historic district was determined eligible for the National Register in 1997. It was officially listed on the National Register in 2005 under Criterion A (broad patterns of history) in the area of Community Planning and Development. The level of significance is listed as Local and the period of significance as 1912-1916. Bridge 90494 is a contributing element.

The corridor's bridges were generally built in sequence from west to east in 1912-1917. According to the original plans, Bridge 90494 (CM&StP Bridge 0-1540) was built during two construction seasons between September 1914 and August 1915. (See the plans for construction details.)

The railroad trench and bridges were designed by J. H. Prior and H. C. Lothholz who successively served as Engineer of Design for the CM&StP. (Prior's signature appears on plans for bridges west of about Stevens Avenue, and Lothholz signed plans for bridges from approximately Stevens Avenue eastward.) The railroad's Chief Engineer for the design process was Charles F. Loweth. All three men are considered significant engineers within the statewide historic context "Reinforced Concrete Highway Bridges in Minnesota, 1900-1945" (Frame 1988).

The trench and bridges were constructed by crews of CM&StP workers supervised by W. R. Powrie, District Engineer for the railroad. Original plans for the Portland Avenue Bridge indicate General Foreman was F. M. Sloane. In July of 1915 there were 500 men on the corridor project, more than half of whom were working on the bridges (Bainbridge 1915; "Track Depression Work" 1915).



The Portland Avenue Bridge under construction, ca. 1915, with the Oakland and Park Avenue bridges adjacent to the east. Farther east is a temporary foot bridge erected so the public could cross the corridor during construction (C. J. Hibbard, photographer; Minnesota Historical Society photo).



The Portland Avenue Bridge is the third bridge from the bottom in this ca. 1915 photo, which faces west. The Park Avenue Bridge is under construction at the lower edge (from "Views of the 29th Street Track Depression," Minnesota Historical Society).

Historic Context	Urban Centers, 1870-1940 Railroad Development in Minnesota, 1862-1956 Reinforced Concrete Highway Bridges in Minnesota, 1900-1945
National Register Status	Contributing to Listed Historic District
NRHP Historic District	Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District
Criterion A Significance	Community Planning and Development
Criterion C Significance	N/A
SHPO Inventory Number	HE-MPC-7319
Minneapolis HPC Status	Not individually designated, not in a district

Sources Used to Compile Section II – Historical Data

Bainbridge, C. N. "A Large Track Depression Project at Minneapolis." *Railway Age Gazette*, Dec. 3, 1915.

Construction Plans for Portland Avenue So. Crossing 0-1540. Seven sheets dated 1914. CM&StP Railway Engineering Department. City of Minneapolis files.

Frame, Robert M. "Reinforced Concrete Highway Bridges in Minnesota." National Register of Historic Places Multiple Property Documentation Form (MPDF). Aug. 15, 1988. State Historic Preservation Office, St. Paul.

Hennepin County Regional Rail Authority (HCRRRA). *Cultural Landscape Management Treatment Guidelines for the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District of the Midtown Corridor, Minneapolis, Minnesota*. 2006.

Photographs, Historic Aerial, of Minneapolis. 1937 and 1938. Borchert Map Library, University of Minnesota, Minneapolis.

Photographs, Historic, of Midtown Greenway Bridges. City of Minneapolis Public Works Department.

Photographs, Historic, of Midtown Greenway Bridges. Hennepin County Library, Minneapolis.

Photographs, Historic, of Midtown Greenway Bridges. Minnesota Historical Society, St. Paul.

"Photographs of Twenty-Four Early Minneapolis Businesses." Circa 1917. Photograph album. Hennepin County Library, Minneapolis.

Site visits to the bridge by ONE, SRF, Gemini Research, Braun Intertec, MacDonald and Mack, and Wiss Janney Elstner, 2013-2014.

TKDA and Hess Roise. *Midtown Corridor Historic Bridge Study*. Prepared for City of Minneapolis, 2007.

"Track Depression at Minneapolis." *Engineering News*, March 18, 1915.

"Track Depression Work of the C. M. and St. P. Ry. at Minneapolis." *Railway Review*, July 17, 1915.

Vermeer, Andrea C., and William E. Stark. "Chicago, Milwaukee, and St. Paul Railroad Grade Separation." National Register of Historic Places Registration Form. Dec. 23, 2004.

“Views of the 29th Street Track Depression Construction Project in Minneapolis.” Chicago, St. Paul, and Minneapolis Railroad. Circa 1917. Photo album call #212. Minnesota Historical Society, St. Paul.

Character-Defining Features

Character-defining features are prominent or distinctive qualities or elements of an historic property that contribute significantly to its physical character, historic integrity, and significance. A list of character-defining features does not identify all important aspects of an historic property, however. Each historic property contains additional elements of location, design, setting, materials, workmanship, feeling, and association that together comprise its historic integrity or authenticity. Character-defining features of Bridge 90494 are listed below. (See the Midtown Corridor General Bridge Management Plan (2015) for character-defining features of the historic district.)

Feature 1: Reinforced concrete three-span bridge carrying a city street and raised sidewalks over a railroad trench 101-120 feet wide and 22 feet deep with moderately sloping sides. Neoclassical Revival design shared by 26 bridges (originally 37). From both below and on top of the bridge, views of the trench and closely spaced identical bridges create visual continuity; the three spans create a tunnel-like effect.



Feature 2: Abutments with classical coping on bridge seats and date block imprints. Piers comprised of four square columns joined by rounded arches that extend to the fascia to support cantilevered sidewalks. Multiple beams integrated with the deck; beams are angled to follow the curve of the fascia beams. Fascias are haunched with recessed panel detailing over the piers and smoke shields above the center span.



Feature 3: 36-inch-tall concrete railings with both posts and panels divided into classical base, shaft, and capital. Simple recessed panels. Railings move apart laterally, tracing the edge of the abutments; sidewalks widen correspondingly.



Feature 4: Unpainted concrete surfaces (some now painted) with board form lines on abutments, piers, beams, and underside of the deck; smoother finish on fascia and railings.



III – Bridge Data

Date of Construction (remodel) 1914-1915
Common Name (if any)

Location

Feature Carried: Portland Avenue S. (CSAH 35)
Feature Crossed: Midtown Greenway
County: Hennepin
Ownership (assumed not confirmed): Hennepin County Regional Rail Authority

MnDOT Structure Data

Data Current (as of): Oct 2014
Main Span Type: Continuous Concrete Girder, tee beam
Main Span detail:
Substructure Type - Foundation Type:
Abutment: Concrete – Spread Footing on Soil
Piers: Concrete – Spread Footing on Soil
Total Length: 94.3 ft
Main Span Length: 31.7 ft
Total Number of Span(s): 3
Skew (degrees): 0
Structure Flared: No Flare
Roadway Function: Urban Minor Arterial
Custodian/Maintenance Type: Hennepin County/City of Minneapolis

Reported Owner Inspection Date

9/10/2013

Sufficiency Rating¹

33.5

Operating Rating²

HS 20.6

Inventory Rating²

HS 12.4

Posted Load³

A - Open

Posting³

N/A

Design Load

Unknown, designed before standard design trucks existed

Current Condition Code⁴

Deck: 4
Superstructure: 4
Substructure: 4
Channel and Protection: N/A
Culvert: N/A

Roadway Clearances

Roadway Width: 39 ft curb to curb
Vert. Clearance Over Rdwy: N/A
Vert. Clearance Under Rdwy: 17'-8" +/-
North Span: 29.0 ft clear opening;
location of trail
Center Span: 29.5 ft clear opening;
level; lower than trail
South Span: 29.0 ft; clear opening
all sloped to abutment

Fracture Critical⁵

No

Deficiency Status⁶

Structurally Deficient

Roadway Data

ADT Total: 10875 (2012)
Truck ADT Percentage: Not available
Bypass Detour length: 1 mile
Number of Lanes: 3

Current Appraisal Rating⁷

Structural Evaluation: 4
Deck Geometry: 3
Underclearances: N/A
Waterway Adequacy: N/A
Approach Alignment: 8

1 - Sufficiency Rating is used to determine funding eligibility and priority for bridge replacement and rehabilitation. It is based on condition codes, inventory rating, appraisal ratings, ADT, and detour length.

2 - The bridges are load rated using an AASHTO defined 36 ton truck. An inventory rating of HS 12 implies the bridge may safely be able to carry a 21 ton truck indefinitely. An operating rating equal to HS 18 implies the maximum permissible live load that the bridge can carry is 32 tons.

3 - If the bridge is posted, the bridge cannot safely carry standard trucks used to design a new bridge. The posting values are determined by rating the bridge with model trucks determined by AASHTO. The trucks have specific distances between axles and axle loads. Typically, if the calculated operating rating is less than HS 27, calculations are completed to determine if posting is required. If the operating rating is greater than HS 27, it is assumed that posting is not required for the bridge.

4 - Bridges are provided structural condition codes based on inspection findings. The codes range between 9 and 0. A code of 9 is excellent condition; a code of 0 is failed – beyond corrective action. Code 4 is poor condition.

5 - A bridge is fracture critical if the failure of one member will likely cause a section or the entire bridge to collapse.

6 - Deficiency status is an additional check used to determine funding eligibility. If it is rated as structurally deficient or functionally obsolete, the bridge is eligible for funding. A bridge is structurally deficient if any of the deck, superstructure, or substructure condition codes are 4 or less, or if the structure evaluation appraisal rating is 2 or less. A bridge is functionally obsolete if any of the listed appraisal ratings are 3 or less.

7 - Bridges are rated on a scale of 0 to 9. Structural evaluation of 4 meets minimum tolerable limits. Deck geometry rating of 3 means basically intolerable. Approach alignment rating of 8 means no speed reduction required.

Non-MnDOT Data

Roadway Characteristics

Lane Widths: 11.4 ft
Shoulder Width: 0 ft; 4'-8" bike lane west
Shoulders Paved or Unpaved: Paved
Roadway Surfacing: Bituminous overlay

Sidewalk Characteristics

Sidewalk Width East & West: 7.8 ft
Railing Height East & West: 3.5 ft
Pedestrian Ramps: N/A to all but SW
Type of Pedestrian Ramp: Curb cutout

Location of Plans

City of Minneapolis

Accident Data

Info not specific enough to report

Previous Repairs, if any

Bituminous overlay in 1997. Shade of white paint applied to abutments and pier columns to cover graffiti. Some areas of the underside of the deck were patched in 2006. New chain link fence was installed on the NE and NW wing walls in 2005. Metal railing added to the top of the concrete rail to improve railing height.

IV – Existing Conditions/Activities

As described in the Project Introduction section, the bridge was visited multiple times. These visits were conducted to determine the existing condition of the bridge and vertical clearance.

General Bridge Description:

Bridge 90494 is a 3-span continuous concrete girder bridge which carries three lanes of traffic and one bike lane on Portland Avenue over the Midtown Greenway in the city of Minneapolis. There are 11 tee beams in each of the three spans. There is a concrete deck topped with a bituminous overlay. The bridge has two tall abutments, and two 4-column piers. The roadway width is 39 feet from curb to curb and there is a 7.8 foot sidewalk on either side of the bridge. The railings are made of concrete and stand 36 inches tall. A steel pipe rail was added on top to provide an additional 6 inches of height.

Serviceability Observations:

The bridge is structurally deficient due to its condition, but is currently not posted. The NBI condition code for the deck, superstructure, and substructure is a 4. Bridges are provided structural condition codes based on inspection findings. The codes range between 9 and 0. A code of 9 is excellent condition; a code of 0 is failed – beyond corrective action. A code of 4 suggests poor condition. These codes are used to assist in determining the sufficiency rating of the bridge which is used to determine funding eligibility and priority for bridge replacement and rehabilitation.

The roadway and sidewalk geometrics on the bridge are consistent with the approach to the south, but are narrower than the roadway to the north.

Condition Observations:

Superstructure:



The first two to three interior girders on either side of the bridge are in poor condition. A typical state of the beams next to the watermain is shown to the left. There are major spalls and reinforcement section loss on these beams.



Deteriorated beams can be seen in the center span of the bridge.



There are major deck spalls in the center of the bridge along the longitudinal joint.

The center beams have approximately 30 square feet of minor spalls.

Substructure:



Spalls and cracks are on both abutments. This is more defined on the outer pier columns as seen in the pictures below. There are slight signs of settlement on the south abutment. The two north wing walls are tilting outwards about 3 to 4 inches.

About 25 linear feet of cracks are less than ½ inches in width; about 25 linear feet of cracks are more than ½ inches in width on both abutments.



There are deep and shallow spalls on both abutments. There are a total of about 250 square feet of spalls where the unsound concrete is likely more than 4 inches deep and about 50 square feet of more shallow spalls.



The pier columns and caps appear to be in poor condition. The outer columns have the most damage while the other columns have some spalls. The outer columns have numerous small cracks.

There are about 10 square feet of spalls where the unsound concrete is likely more than 4 inches deep and about 20 square feet of more shallow spalls on the interior columns.

Railings and Sidewalks:



The railings are in poor condition. This shows a typical wingwall condition. The panel adjacent to the corner post has poor concrete. The rest of the railing on the wingwall has a few spalls and delaminations.



The railings are in poor condition. The bottom of most posts is deteriorated. The top cap is also deteriorated.



Many patches and sealed cracks were noticed in the sidewalks during the site visits.

Approaches:



The approaches are bituminous. The south approach show signs of significant settlement.

Non-Structural Condition:



A watermain is supported between the second and third interior beams on the west side of the bridge.

Date of Site Visit: December 13, 2013 and July 2, 2014

Overall Considerations:

The Portland Avenue Bridge is currently open to vehicular traffic. The activities that follow assume the bridge will remain open to vehicular and pedestrian traffic.

The bridge was built in 1914-1915. Design standards for newly constructed bridges are different in 2014 than they were in 1914; among other requirements, vehicle loadings and railing crash level requirements are greater now. The activities presented below are intended to rehabilitate deteriorated portions of the bridge. The original load capacity of the bridge would be restored.

Once a project begins and the purpose and need are identified, the owner may desire or need additional vehicle load capacity, railing crash capacity, additional lanes or sidewalk widths, etc. Designers should consider the use of design exceptions and the use of non-typical details during project development. It may be possible for a deviation from current standards to be accepted by all parties. Creative solutions are encouraged to provide safe, durable, and functional designs that minimize the impact to the historic integrity of the bridge.

Stabilization Activities:

For the purposes of this report, stabilization is defined as measures performed to maintain the bridge in its current state until a more substantial repair project is undertaken. These measures could be minor repairs which are intended to prevent the need for emergency repairs in the near future, or could be emergency repairs.

There are no stabilization activities for this bridge.

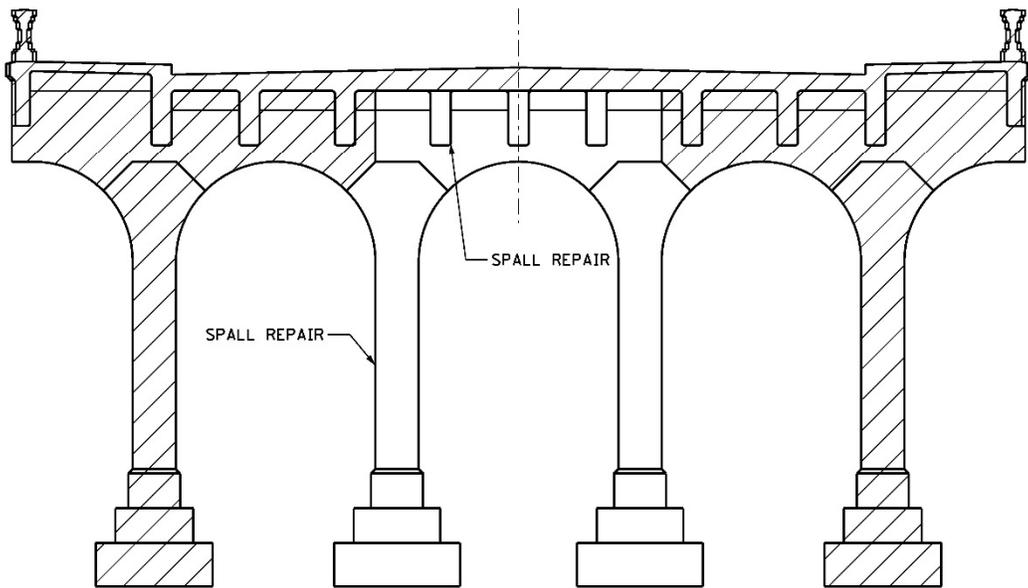
Preservation Activities:

For the purposes of this report, preservation is defined as actions taken to preserve the structural and historic integrity of the bridge for the next 20 to 30 years.

According to the Secretary of the Interior's Standards, historic fabric should be retained and repaired where possible. During the site visits completed in late 2013 and 2014, some of the bridge was found so seriously deteriorated that a portion of the structure is likely irreparable. It is estimated that about 73% of total historic fabric would be retained, primarily in the tall abutments, long wing walls, interior pier columns, and center 3 beams. The percentage is based off of total cubic yards of concrete placed during original construction, excluding footings.

The outer pier columns have numerous small cracks; the damage is believed to be deep into the concrete and therefore, precludes repair. The deck has spalls and half of the beams are in poor condition. For these reasons, the following items are suggested to be replaced: two outer pier columns in each bent, eight beams, deck, sidewalk, and railing. A typical section showing removal limits is provided on the following page.

When a project need and purpose are defined, testing can be completed to better define the damage. Consultation among interested parties should take into account the future project's Purpose and Need, preservation of the historic district's overall integrity, additional environmental impacts, and other factors. One possibility might be in-kind replacement of these items to original dimensions. For purposes of the preservation estimate, an allowance for in-kind replacement of these portions of the bridge was included.



TYPICAL SECTION

 REMOVE AND REPLACE IN KIND

Continuous Concrete Tee Beams:

A few of the center beams which are suggested to remain would require minor spall repairs, where approximately 2 inches of concrete is estimated to be replaced. All new concrete should be finished with a board form treatment to line up with the original board form lines and should match the texture and color of the adjacent historic concrete. Limit excess removals and excess new concrete to preserve the black residue that remains on the beams.

Abutments and Piers:

The abutments and remaining pier columns would require spall repairs, both major (where approximately 4 inches of concrete is estimated to be replaced) and minor (where approximately 2 inches of concrete is estimated to be replaced). With the major repairs, the existing reinforcement should be cleaned and assessed for corrosion. Additional reinforcement may need to be added depending on the extent of the corrosion. All new concrete should be finished with a board form treatment to line up with the original board form lines and should match the texture and color of the adjacent historic concrete.

A few narrow cracks on the abutments need to be filled with epoxy which is compatible with the adjacent historic concrete.

A few major cracks on the abutments would need repair. The repair would likely consist of new reinforcement bars which are stitched into the existing concrete and span over the large crack. All replacement concrete would be finished similar to the spall repairs.

Helical anchors are suggested to prevent further settlement of the south abutment and north wing walls. Helical anchors would be installed by drilling through the abutment and wing wall footings and vertical faces. The new concrete which will replace the concrete removed to install the anchors would be finished similar to the spall repairs.

Concrete Approach Panels:

Concrete approach panels would be added to either end of the bridge to prevent water from collecting behind the abutments. This will alleviate pressure behind the abutments and in the deck. Structure excavation is required so that a concrete ledge can be built on the back side of the abutment wall to support the concrete approach panel. This ledge will not be visible as it will be buried beneath the new approach panel.

Cumulatively the recommended work is expected to meet the Secretary of the Interior's Standards.

Maintenance Activities:

Annual maintenance activities should be performed on this bridge. The maintenance activities should include an annual inspection, power washing of the deck each spring, clearing vegetation that interferes with the abutments and wing walls, spot painting the metal railing to repair chipped paint, and fixing spalls as required.

V – Projected Costs

It is important to recognize that the work scope and cost estimates presented herein are based on a limited level assessment of the existing structure. In moving forward with future project planning, it will be essential to undertake a detailed structure assessment addressing the proposed work for the structure. It is also important that any future preservation work follow applicable preservation standards with emphasis on rehabilitating and repairing in-place structure elements in lieu of replacement. This includes elements which are preliminarily estimated for replacement within the work scope of this report. Only through a thorough review of rehabilitation and repair options and comprehensive structural and historic assessment can a definitive conclusion for replacement of historic fabric be formed.

The opinions of probable construction costs provided below are presented in 2014 dollars. These costs were developed without benefit of a detailed, thorough bridge inspection, bridge survey or completion of preliminary design for the estimated improvements. The estimated costs represent an opinion based on background knowledge of historic unit prices and comparable work performed on other structures. The opinions of cost are intended to provide a programming level of estimated cost. These costs will require refinement and may require significant adjustments as further analysis is completed in determining the course of action for future structure improvements. A 25% contingency and 10% mobilization allowance has been included in the construction cost estimates. These values differ from the Minnesota Local Historic Bridge Study and are based off of previous estimates and bid tabs on work items performed in the Midtown Corridor.

Administrative and engineering costs are also presented below as 20% of the preservation activities. Engineering and administrative costs are also to be interpreted as programming level only. Costs can be highly variable and are dependent on the structure condition, intended work scope, project size, and level of investigative, testing, and documentation work necessary. Additional studies, evaluation, and historical consultation costs not exclusively called out may also be incurred on a case-by-case basis.

Maintenance, Stabilization and Preservation Costs (refer to the work item breakdown on the next page):

Opinion of Annual Cost - Maintenance Activities:	\$	7,500
Opinion of Construction Cost - Stabilization Activities:	\$	0
Opinion of Construction Cost - Preservation Activities:	\$	3.5 million

(Note the estimated maintenance costs assume the preservation activities are already completed).

Estimated Preliminary Design, Final Design, and Construction Administration Costs: \$ 700,000

MAINTENANCE, STABILIZATION, & PRESERVATION COST ESTIMATE (2014 DOLLARS)					
Bridge No. 90494 (Portland Ave.)					
December 31, 2014					
			ESTIMATED QUANTITIES AND COST		
ITEM NO.	ITEM	UNIT	QUANTITY / ANTICIPATED LIFE CYCLE (YRS)	UNIT COST	TOTAL ESTIMATE
MAINTENANCE COSTS					
1	ANNUAL INSPECTION	LUMP SUM	1	\$1,000	\$1,000
2	POWER WASHING DECK	LUMP SUM	1	\$1,500	\$1,500
3	VEGETATION REMOVAL	LUMP SUM	5	\$10,000	\$2,000
4	SPOT PAINTING METAL RAILING	LUMP SUM	10	\$5,000	\$500
5	LOOSE CONCRETE REMOVAL/REPAIR	LUMP SUM	1	\$1,000	\$1,000
	25% CONTINGENCY				\$1,500
ESTIMATED MAINTENANCE COSTS					\$7,500
STABILIZATION COSTS					
1				\$0	\$0
	25% CONTINGENCY				\$0
ESTIMATED STABILIZATION COSTS					\$0
PRESERVATION COSTS					
	MOBILIZATION @ 10%				\$249,200
1	STRUCTURE EXCAVATION	LUMP SUM	1	\$30,000	\$30,000
2	HELICAL ANCHORS	EACH	20	\$5,000	\$100,000
3	EPOXY CRACK REPAIR	LF	25	\$125	\$3,125
4	REINFORCEMENT CRACK REPAIR	LF	25	\$200	\$5,000
5	MINOR SPALL REPAIR - ABUT	SF	50	\$210	\$10,500
6	DEEP SPALL REPAIR - ABUT	SF	250	\$210	\$52,500
7	MINOR SPALL REPAIR - PIER	SF	20	\$210	\$4,200
8	DEEP SPALL REPAIR - PIER	SF	10	\$210	\$2,100
9	MINOR SPALL REPAIR - BEAM	SF	30	\$240	\$7,200
10	PIER COLUMN REPLACEMENT	CY	46	\$4,500	\$207,000
11	APPROACH PANELS	EACH	2	\$43,000	\$86,000
12	BEAM AND DECK REPLACEMENT	CY	225	\$7,000	\$1,575,000
13	ADD STRUCTURAL DECK	SF	3780	\$25	\$94,500
14	NEW OVERLAY	SF	5380	\$11	\$59,180
15	RECONSTRUCT RAIL	LF	364	\$700	\$254,800
	25% CONTINGENCY				\$685,100
ESTIMATED PRESERVATION COSTS					\$3,426,000
IN-KIND REPLACEMENT COSTS					
1	BRIDGE REMOVAL	CY	1182	\$400	\$472,800
2	BRIDGE REPLACEMENT	SF	5510	\$425	\$2,341,750
	25% CONTINGENCY				\$703,700
ESTIMATED IN-KIND REPLACEMENT COSTS					\$3,519,000

Appendix A. Glossary

Abutment – Component of bridge substructure at either end of bridge that transfers load from superstructure to foundation and provides lateral support for the approach roadway embankment.

Appraisal ratings – Five National Bridge Inventory (NBI) appraisal ratings (structural evaluation, deck geometry, under-clearances, waterway adequacy, and approach alignment, as defined below), collectively called appraisal ratings, are used to evaluate a bridge's overall structural condition and load-carrying capacity. The evaluated bridge is compared with a new bridge built to current design standards. Ratings range from a low of 0 (closed bridge) to a high of 9 (superior). Any appraisal item not applicable to a specific bridge is coded N.

Approach alignment – One of five NBI inspection ratings. This rating appraises a bridge's functionality based on the alignment of its approaches. It incorporates a typical motorist's speed reduction because of the horizontal or vertical alignment of the approach.

Character-defining features – Prominent or distinctive aspects, qualities, or characteristics of a historic property that contribute significantly to its physical character. Features may include structural or decorative details and materials.

Condition, fair – A bridge or bridge component of which all primary structural elements are sound, but may have minor deterioration, section loss, cracking, spalling, or scour.

Condition, good – A bridge or bridge component which may have some minor deficiencies, but all primary structural elements are sound.

Condition, poor – A bridge or bridge component that displays advanced section loss, deterioration, cracking, spalling, or scour.

Condition rating – Level of deterioration of bridge components and elements expressed on a numerical scale according to the NBI system. Components include the substructure, superstructure, deck, channel, and culvert. Elements are subsets of components, e.g., piers and abutments are elements of the component substructure. The evaluated bridge is compared with a new bridge built to current design standards. Component ratings range from 0 (failure) to 9 (new) or N for (not applicable); elements are rated on a scale of 1-3, 1-4 or 1-5 (depending on the element type and material). In all cases condition state 1 is the best condition with condition state 3, 4 or 5 being the worst condition. In rating a bridge's condition, MnDOT pairs the NBI system with the newer and more sophisticated Pontis element inspection information, which quantifies bridge elements in different condition states and is the basis for subsequent economic analysis.

Corrosion – The general disintegration of metal through oxidation.

Cutwater – The wedge-shaped end of a bridge pier, designed to divide the current and break up ice.

Decay – Deterioration of wood as a result of fungi feeding on its cell walls.

Delamination – Surface separation of concrete, steel, glue laminated timber plies etc. into layers.

Deck geometry – One of five NBI appraisal ratings. This rating appraises the functionality of a bridge's roadway width and vertical clearance, taking into account the type of roadway, number of lanes, and ADT.

Deficiency – The inadequacy of a bridge in terms of structure, serviceability, and/or function. Structural deficiency is determined through periodic inspections and is reflected in the ratings that are assigned to a bridge. Service deficiency is determined by comparing the facilities a bridge provides for vehicular, bicycle, and pedestrian traffic with those that are desired. Functional deficiency is another term for functionally obsolete (see below). Remedial activities may be needed to address any or all of these deficiencies.

Deficiency rating – A nonnumeric code indicating a bridge's status as structurally deficient (SD) or functionally obsolete (FO). See below for the definitions of SD and FO. The deficiency rating status may be used as a basis for establishing a bridge's eligibility and priority for replacement or rehabilitation.

Design exception – A deviation from federal design and geometric standards that takes into account environmental, scenic, aesthetic, historic, and community factors that may have bearing upon a transportation project. A design exception is used for federally funded projects where federal standards are not met. Approval requires appropriate justification and documentation that concerns for safety, durability, and economy of maintenance have been met.

Design load – The usable live-load capacity that a bridge was designed to carry, expressed in tons according to the AASHTO allowable stress, load factor, or load resistance factor rating methods. An additional code was recently added to assess design load by a rating factor instead of tons. This code is used to determine if a bridge has sufficient strength to accommodate traffic load demands. A bridge that is posted for load restrictions is not adequate to accommodate present or expected legal truck traffic.

Deterioration – Decline in condition of surfaces or structure over a period of time due to chemical or physical degradation.

Efflorescence – A deposit on concrete or brick caused by crystallization of carbonates brought to the surface by moisture in the masonry or concrete.

Extant – Currently or actually existing.

Extrados – The upper or outer surfaces of the voussoirs which compose the arch ring. Often contrasted with intrados.

Footing – The enlarged, lower portion of a substructure which distributes the structure load either to the earth or to supporting piles.

Fracture Critical Members – Tension members or tension components of bending members (including those subject to reversal of stress) whose failure would be expected to result in collapse of the bridge.

Functionally obsolete – The Federal Highway Administration (FHWA) classification of a bridge that does not meet current or projected traffic needs because of inadequate horizontal or vertical clearance, inadequate load-carrying capacity, and/or insufficient opening to accommodate water flow under the bridge. An appraisal rating of 3 or less for deck geometry, underclearance, approach alignment, structural evaluation or waterway adequacy will designate a bridge as functionally obsolete.

Gusset plate – A plate that connects the horizontal and vertical members of a truss structure and holds them in correct position at a joint.

Helicoidal – Arranged in or having the approximate shape of a flattened coil or spiral.

Historic fabric – The material in a bridge that was part of original construction or a subsequent alteration within the historic period of the bridge (i.e., more than 50 years old). Historic fabric is an important part of the character of the historic bridge and the removal, concealment, or alteration of any historic material or distinctive engineering or architectural feature should be avoided if possible. Often, the character-defining features include important historic fabric. However, historic fabric can also be found on other elements of a bridge that have not been noted as character-defining.

Historic bridge – A bridge that is listed in, or eligible for listing in, the National Register of Historic Places.

Historic integrity – The authenticity of a bridge's historic identity, evidenced by the survival and/or restoration of physical characteristics that existed during the bridge's historic period. A bridge may have integrity of location, design, setting, materials, workmanship, feeling, and association.

Inspections – Periodic field assessments and subsequent consideration of the fitness of a structure and the associated approaches and amenities to continue to function safely.

Intrados – The inner or lower surface of an arch. Often contrasted with extrados.

Inventory rating – The load level a bridge can safely carry for an indefinite amount of time expressed in tons or by the rating factor described in design load (see above). Inventory rating values typically correspond to the original design load for a bridge without deterioration.

Keystone – Wedge-shaped stone, or voussoir, at the crown of an arch.

Load Rating – The determination of the live load carrying capacity of a bridge using bridge plans and supplemented by field inspection.

Maintenance – Work of a routine nature to prevent or control the process of deterioration of a bridge.

Minnesota Historical Property Record – A documentary record of an important architectural, engineering, or industrial site, maintained by the Minnesota Historical Society as part of the state's commitment to historic preservation. MHPR typically includes large-format photographs and written history, and may also include historic photographs, drawings, and/or plans. This state-level documentation program is modeled after a federal program known as the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER).

National Bridge Inventory – Bridge inventory and appraisal data collected by the FHWA to fulfill the requirements of the National Bridge Inspection Standards (NBIS). Each state maintains an inventory of its bridges subject to NBIS and sends an annual update to the FHWA.

National Bridge Inspection Standards – Federal requirements for procedures and frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of state bridge inventories. NBIS applies to bridges located on public roads.

National Register of Historic Places – The official inventory of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, and culture, which is maintained by the Secretary of the Interior under the authority of the National Historic Preservation Act of 1966 (as amended).

Non-vehicular traffic – Pedestrians, non-motorized recreational vehicles, and small motorized recreational vehicles moving along a transportation route that does not serve automobiles and trucks. Includes bicycles and snowmobiles.

Operating rating – Maximum permissible load level to which a bridge may be subjected based on a specific truck type, expressed in tons or by the rating factor described in design load (see above).

Pack rust – Rust forming between adjacent steel surfaces in contact which tends to force the surfaces apart due to the increase in steel volume.

Pier – A substructure unit that supports the spans of a multi-span superstructure at an intermediate location between its abutments.

Pointing – The compaction of mortar into the outermost portion of a joint and the troweling of its exposed surface to secure water tightness and/ or desired architectural effect (when replacing deteriorated mortar).

Pony truss – A through bridge with parallel chords and having no top lateral bracing over the deck between the top chords.

Posted load – Legal live-load capacity for a bridge which is associated with the operating rating. A bridge posted for load restrictions is inadequate for legal truck traffic.

Pontis – Computer-based bridge management system to store inventory and inspection data and assist in other bridge data management tasks.

Preservation – Preservation, as used in this report, refers to historic preservation that is consistent with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties*. Historic preservation means saving from destruction or deterioration old and historic buildings, sites, structures, and objects, and providing for their continued use by means of restoration, rehabilitation, or adaptive reuse. It is the act or process of applying measures to sustain the existing form, integrity, and material of a historic building or structure, and its site and setting. MnDOT’s *Bridge Preservation, Improvement and Replacement Guidelines* describe preservation differently, focusing on repairing or delaying the deterioration of a bridge without significantly improving its function and without considerations for its historic integrity.

Preventive maintenance – The planned strategy of cost-effective treatments that preserve a bridge, slow future deterioration, and maintain or improve its functional condition without increasing structural capacity.

Reconstruction – The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location. Activities should be consistent with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties*.

Rehabilitation – The act or process of returning a historic property to a state of utility through repair or alteration which makes possible an efficient contemporary use, while preserving those portions or features of the property that are significant to its historic, architectural, and cultural values. Historic rehabilitation, as used in this report, refers to implementing activities that are consistent with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties*. As such, rehabilitation retains historic fabric and is different from replacement. MnDOT’s *Bridge Preservation, Improvement and Replacement Guidelines* describe rehabilitation and replacement in similar terms.

Restoration – The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time. Activities should be consistent with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties*.

Ring stone – One of the separate stones of an arch that shows on the face of the headwall, or end of the arch. Also known as a voussoir.

Scaling – The gradual distintegration of a concrete surface due to the failure of the cement surface caused by chemical attack or freeze-thaw cycles or rebar too close to the surface and oxidizing from exposure to chlorides.

Scour – Removal of material from a river’s bed or bank by flowing water, compromising the strength, stability, and serviceability of a bridge.

Scour critical rating – A measure of a bridge’s vulnerability to scour (see above). MnDOT utilizes letter designations to represent specific descriptions of a bridge’s susceptibility and/ or present condition in regards to scour. Range in condition and scour susceptibility does not necessarily correlate alpha numerically to the MnDOT scour code letters so it is important to understand the specific scour description for each MnDOT scour code. The scour codes and descriptions can be found in the “MNDOT Bridge Inspection Field Manual”.

Section loss – Loss of a member’s cross sectional area and resulting strength usually by corrosion or decay.

Serviceability – Level of facilities a bridge provides for vehicular, bicycle, and pedestrian traffic, compared with current design standards.

Smart flag – Special Pontis inspection element used to report the condition assessment of a deficiency that cannot be modeled, such as cracks, section loss, and steel fatigue.

Spall – Depression in concrete caused by a separation of a portion of the surface concrete, revealing a fracture parallel with or slightly inclined to the surface.

Spring line – The imaginary horizontal line at which an arch or vault begins to curve. As example, the point of transition from the vertical face of an abutment to the start of arch curvature extending from abutment face.

Stabilization – The act or process of stopping or slowing further deterioration of a bridge by means of making minor repairs until a more permanent repair or rehabilitation can be completed.

Stringcourse – A horizontal band of masonry, generally narrower than other courses and sometimes projecting, that extends across the structure’s horizontal face as an architectural accent. Also known as belt course.

Structural evaluation – Condition rating of a bridge designed to carry vehicular loads, expressed as a numeric value and based on the condition of the superstructure and substructure, the inventory load rating, and the ADT.

Structurally deficient – Classification indicating NBI condition rating of 4 or less for any of the following: deck condition, superstructure condition, substructure condition, or culvert condition. A bridge is also classified as structurally deficient if it has an appraisal rating of 2 or less for its structural evaluation or waterway adequacy.. A structurally deficient bridge is restricted to lightweight vehicles; requires immediate rehabilitation to remain open to traffic; or requires maintenance, rehabilitation, or replacement.

Sufficiency rating – Rating of a bridge’s structural adequacy and safety for public use, and its serviceability and function, expressed on a numeric scale ranging from a low of 0 to a high of 100. It is a relative measure of a bridge’s deterioration, load capacity deficiency, or functional obsolescence. MnDOT may use the rating as a basis for establishing eligibility and priority for replacement or rehabilitation. Typically, bridges which are structurally deficient and have sufficiency ratings between 50 and 80 are eligible for federal rehabilitation funds and those which are structurally deficient with sufficiency ratings of 50 and below are eligible for replacement.

Tee beam – A reinforced concrete superstructure system distinguished by a “T” shape. The lower portion of the system are rectangular reinforced concrete beams. The upper portion is a reinforced concrete deck. The two parts form an integral system which works together to resist applied loads.

Through truss – A bridge with parallel top and bottom chords and top lateral bracing with the deck generally near the bottom chord.

Under-clearances – One of five NBI appraisal ratings. This rating appraises the suitability of the horizontal and vertical clearances of a grade-separation structure, taking into account whether traffic beneath the structure is one- or two-way.

Variance – A deviation from State Aid Operations Statute Rules that takes into account environmental, scenic, aesthetic, historic, and community factors that may have bearing upon a transportation project. A design variance is used for projects using state aid funds. Approval requires appropriate justification and documentation that concerns for safety, durability and economy of maintenance have been met.

Vehicular traffic – The passage of automobiles and trucks along a transportation route.

Vousoir – One of the separate stones forming an arch ring; also known as a ring stone.

Waterway adequacy – One of five NBI appraisal ratings. This rating appraises a bridge’s waterway opening and passage of flow under or through the bridge, frequency of roadway overtopping, and typical duration of an overtopping event.

Appendix B. Guidelines for Bridge Maintenance and Rehabilitation based on the Secretary of the Interior's Standards

The Secretary's Standards with Regard to Repair, Rehabilitation, and Replacement Situations

Adapted from:

Clark, Kenneth M., Grimes, Mathew C., and Ann B. Miller, *Final Report, A Management Plan for Historic Bridges in Virginia*, Virginia Transportation Research Council, 2001.

The Secretary of the Interior's Standards for the Treatment of Historic Properties, first codified in 1979 and revised in 1992, have been interpreted and applied largely to buildings rather than engineering structures. In this document, the differences between buildings and structures are recognized and the language of the Standards has been adapted to the special requirements of historic bridges.

1. Every reasonable effort shall be made to continue an historic bridge in useful transportation service. Primary consideration shall be given to rehabilitation of the bridge on site. Only when this option has been fully exhausted shall other alternatives be explored.
2. The original character-defining qualities or elements of a bridge, its site, and its environment should be respected. The removal, concealment, or alteration of any historic material or distinctive engineering or architectural feature should be avoided.
3. All bridges shall be recognized as products of their own time. Alterations that have no historic basis and that seek to create a false historic appearance shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive engineering and stylistic features, finishes, and construction techniques or examples of craftsmanship that characterize an historic property shall be preserved.
6. Deteriorated structural members and architectural features shall be retained and repaired, rather than replaced. Where the severity of deterioration requires replacement of a distinctive element, the new element should match the old in design, texture, and other visual qualities and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical and physical treatments that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the most environmentally sensitive means possible.
8. Significant archaeological and cultural resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, structural reinforcements, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Appendix C. Documents

2013 MnDOT Structure Inventory Report

MnDOT Structure Inventory Report

Bridge ID: 90494

CSAH 35(PORTLAND) over HCRRRA

Date: 10/27/2014

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No. 723	Bridge Match ID (TIS) 1	Deficient Status S.D.
District METRO Maint. Area	Roadway O/U Key 1-ON	Sufficiency Rating 33.5
County 27 - HENNEPIN	Route Sys/Nbr CSAH 35	Last Inspection Date 09-10-2013
City MINNEAPOLIS	Roadway Name or Description PORTLAND	Inspection Frequency 12
Township	Roadway Function MAINLINE	Inspector Name HENNEPIN
Desc. Loc. 0.1 MI N OF JCT LAKE ST	Roadway Type 1 WAY TRAF	Structure A-OPEN
Sect., Twp., Range 35 - 029NN - 24W	Control Section (TH Only)	+ NBI CONDITION RATINGS +
Latitude 44d 57m 01.26s	Ref. Point (TH Only)	Deck 4
Longitude 93d 16m 04.10s	Date Opened to Traffic 01-01-1915	Superstructure 4
Custodian COUNTY	Detour Length 1 mi.	Substructure 4
Owner RAILROAD	Lanes 3 Lanes ON Bridge	Channel N
Inspection By HENNEPIN COUNTY	ADT (YEAR) 12,713 (2008)	Culvert N
BMU Agreement	HCADT	+ NBI APPRAISAL RATINGS +
Year Built 1914	Functional Class. URB/MINOR ART	Structure Evaluation 4
Year Fed Rehab	+ RDWY DIMENSIONS +	Deck Geometry 3
Year Remodeled	If Divided NB-EB SB-WB	Underclearances N
Temp	Roadway Width 39.0 ft	Waterway Adequacy N
Plan Avail. COUNTY	Vertical Clearance	Approach Alignment 8
+ STRUCTURE +	Max. Vert. Clear.	+ SAFETY FEATURES +
Service On HWY;PED	Horizontal Clear. 38.9 ft	Bridge Railing 0-SUBSTANDARD
Service Under PED;BICYCLE	Lateral Clr. - Lt/Rt	GR Transition N-NOT REQUIRED
Main Span Type CONC DECK GIRD	Appr. Surface Width 56.0 ft	Appr. Guardrail N-NOT REQUIRED
Main Span Detail	Roadway Width 39.0 ft	GR Termini N-NOT REQUIRED
Appr. Span Type	Median Width	+ IN DEPTH INSP. +
Appr. Span Detail	+ MISC. BRIDGE DATA +	Frac. Critical
Skew	Structure Flared NO	Underwater
Culvert Type	Parallel Structure NONE	Pinned Asbly.
Barrel Length	Field Conn. ID	Spec. Feat.
Number of Spans	Cantilever ID	+ WATERWAY +
MAIN: 3 APPR: 0 TOTAL: 3	Foundations	Drainage Area
Main Span Length 31.7 ft	Abut. CONC - SPRD SOIL	Waterway Opening
Structure Length 94.3 ft	Pier CONC - SPRD SOIL	Navigation Control NOT APPL
Deck Width 58.4 ft	Historic Status ELIGIBLE	Pier Protection
Deck Material C-I-P CONCRETE	On - Off System ON	Nav. Vert./Horz. Clr.
Wear Surf Type BITUMINOUS	+ PAINT +	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year	Year Painted Pct. Unsound	MN Scour Code A-NON WATERWAY
Wear Course/Fill Depth 0.54 ft	Painted Area	Scour Evaluation Year 1991
Deck Membrane NONE	Primer Type	+ CAPACITY RATINGS +
Deck Protect. N/A	Finish Type	Design Load UNKN
Deck Install Year	+ BRIDGE SIGNS +	Operating Rating HS 20.60
Structure Area 5,507 sq ft	Posted Load NOT REQUIRED	Inventory Rating HS 12.40
Roadway Area 3,681 sq ft	Traffic NOT REQUIRED	Posting
Sidewalk Width - L/R 7.8 ft 7.8 ft	Horizontal NOT REQUIRED	Rating Date 01-23-2013
Curb Height - L/R 0.42 ft 0.42 ft	Vertical NOT APPLICABLE	Mn/DOT Permit Codes
Rail Codes - L/R 36 36		A: N B: N C: N

BRIDGE INVENTORY REPORT.RPT

2013 Bridge Inspection Report

10/27/2014

Page 1 of 3

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 CSAH 35(PORTLAND) over HCRRA

INSP. DATE: 09-10-2013

County: HENNEPIN Location: 0.1 MI N OF JCT LAKE ST Length: 94.3 ft
 City: MINNEAPOLIS Route: CSAH 35 Ref. Pt.: 008+00.610 Deck Width: 58.4 ft
 Township: Control Section: Maint. Area: Rdwy. Area / Pct. Unsnd: 3,681 sq ft
 Section: 35 Township: 029NN Range: 24W Local Agency Bridge Nbr: 723 Paint Area/ Pct. Unsnd:
 Span Type: CONC DECK GIRD Culvert N/A

NBI Deck: 4 Super: 4 Sub: 4 Chan: N Culv: N Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 8 Waterway: N MN Scour Code: A-NON WATERWAY Def. Stat: S.D. Suff. Rate: 33.5

Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED

Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
13	BIT. O/L (CONC DECK)	4	09-10-2013 09-19-2012	5,511 SF 5,511 SF	0 0	0 0	5,511 5,511	0 0	0 0
Notes: [13. Numerous large, unsealed long. trans and diag cracks. Conc patches in E shoulder. Roadway is rutted. Ruts in roadway are in same area as large underdeck spall. '12-operations replaced a patch in SE @ curb. '13-no change.]									
320	CONC APPR SLAB-BITOL	4	09-10-2013 09-19-2012	2 EA 2 EA	1 0	1 1	0 1	0 0	N/A N/A
Notes: [320. Bit O/L in '97. Several full width unsealed trans & long cracks @ bridge end. Slight settlement @ N approach slab & SE & SW corners. N has some patched spall areas. '13-milled bit patch in bit @ NW corner. Mod cracks in N.]									
333	RAILING - OTHER	4	09-10-2013 09-19-2012	259 LF 259 LF	129 177	130 82	0 0	N/A N/A	N/A N/A
Notes: [333. Numerous spalls, delams and vert cracks. Conc rails are painted. 1 line galvanized steel rail added to top of in place conc rail. Nuts missing from rail pipe brackets on NE side. '13-conc deteriorated on top of about half of railing.]									
110	CONCRETE GIRDER	3	09-10-2013 09-19-2012	1,040 LF 1,040 LF	0 0	340 340	10 10	690 690	N/A N/A
Notes: [110. 11 T girders. Girders have 2 layers of long reinforcement bars in bottom. Carbon deposits on many girders. Conc deterioration @ many haunches. Fascias are weathered and spalled w/ rebar exp. Girders in the center part of bridge of all spans are in fairly good shape. '13-many girders have fine vert cracks in haunch area +/- 3' from ends. SOUTH SPAN (SPAN 1): 3' of 1st, 3/4 of 2nd and all of 3rd from E are severely deteriorated w/ efflor and spalled w/ rebar exp. 4th and 9th from E are long cracked & delam'd on bottom w/ rust stains. 10th from E @ S abut is delam'd and spalled w/ rebars exp for 3/4 length. Fine vert cracks in 4th-7th girders on S side of S cap. '13-7/8 of 2nd girder is severely deteriorated. 9th from E is spalled w/ rebars exp & minor section loss. Minor section loss of long bars @ 3rd from E. CENTER SPAN (SPAN 2): 2nd, 3rd and 10th from E have efflor and are severely spalled w/ section loss of exp rebars for full length, 9th from E for 1/2 length. 4th from E has fine long cracks in bottom. NORTH SPAN (SPAN 3): 9th and 10th from E have efflor, delams and a few spalls, w/ 10th having section loss of exp rebar. 2nd from E is delam'd and spalled along entire length. 1st 2 girders on both sides are spalled @ abut. '11-fine vert crack on N side of N cap in 6th and 7th girder from E. '13-9th & 10th from E are spalled full length & both have section loss of exp rebar. 1st 2 girders on E side & 1st 3 on W side are spalled @ abut.									
380	SECONDARY ELEMENTS	2	09-10-2013 09-19-2012	1 EA 1 EA	0 0	1 1	0 0	0 0	N/A N/A
Notes: [380. 1/2 of conc diaphragms over abuts are spalled w/ rebars exp. '13-no change.]									
205	CONCRETE COLUMN	1	09-10-2013 09-19-2012	8 EA 8 EA	1 1	1 2	6 5	0 0	N/A N/A
Notes: [205. Conc spalled. Columns painted white. Diag cold joints cracked near top @ 5 of 8 columns. South-Rebar exp @ base of 2 E columns & W column. Delam on E face of 2nd from W. Many vert cracks in E column. '13-many vert cracks in W column. Rebar exp @ base of all. North-many vert cracks in E column. '13-many vert cracks in W column. Some delams.]									

10/27/2014

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Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 CSAH 35(PORTLAND) over HCRRA

INSP. DATE: 09-10-2013

STRUCTURE UNIT: 0

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

10/27/2014

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Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90494 CSAH 35(PORTLAND) over HCRRA

INSP. DATE: 09-10-2013

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
988	MISCELLANEOUS	2	09-10-2013	1 EA	1	0	0	N/A	N/A
			09-19-2012	1 EA	1	0	0	N/A	N/A

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

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

Recommended Repairs:

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

Inspector's Signature

Reviewer's Signature / Date

2013 Load Rating Report

FORM RC-CL Revised Jan. 2012		MnDOT BRIDGE RATING AND LOAD POSTING REPORT FOR COUNTY AND LOCAL AGENCIES			
Bridge Location and Description					
Hwy. No. <u>Portland Ave</u>		Over <input checked="" type="checkbox"/>	Bridge No. <u>90494</u>		
Year Built <u>1914</u>		Under <input type="checkbox"/>	<u>Midtown Greenway</u>		
Type <u>CConc Dk Gird</u>		Year Remodeled _____		Replaces Br. _____	
County <u>Hennepin</u>		Ref. Pt. _____		Description <u>Bridge 90494 is a 3-span continuous reinforced concrete deck girder. It has a 40'-0" roadway width, 58'-0" deck width, 2 - concrete railings, 2 - 8'-0" sidewalks and a no skew.</u>	
Location <u>0.1 mi N of JCT Lake St in Minneapolis</u>					
Data for Basis of Report (Check all that apply)					NBI Condition Ratings
<input checked="" type="checkbox"/> Bridge Inventory File					Deck <u>4</u>
<input checked="" type="checkbox"/> Previous Bridge Rating and Load Posting Report					Superstructure <u>4</u>
<input checked="" type="checkbox"/> Bridge Plans					Substructure <u>4</u>
<input checked="" type="checkbox"/> New <input type="checkbox"/> Overlay					ADTT <u>429</u>
<input type="checkbox"/> Repair/Reconstruction _____					
<input type="checkbox"/> Other Dead Load Modifications _____					
<input checked="" type="checkbox"/> Bridge Inspected by <u>HLE</u> Date <u>11/29/2013</u>					
<input type="checkbox"/> Damaged Component _____					
<input type="checkbox"/> Deteriorated Component _____					
Types of Analysis:					
<input checked="" type="checkbox"/> Manual <input type="checkbox"/> Computer* <input type="checkbox"/> BARS <input checked="" type="checkbox"/> Virtis, V.6.2 <input type="checkbox"/> Other*					
* Hand calculations for rating of bridge deck.					
Method of Rating (Check appropriate box)			Design Load <u>Unknown</u>		
<input checked="" type="checkbox"/> Load Factor (LF) <input type="checkbox"/> Assigned Load Ratings			Design Method <u>ASD</u>		
<input type="checkbox"/> Allowable Stress (AS)					
<input type="checkbox"/> Load & Resistance Factor (LRFR)					
<input type="checkbox"/> Load Testing					
<input type="checkbox"/> No Rating Computations performed					
Summary of Rating and Load Posting Analysis					
Load Posting		Required <input type="checkbox"/>		Bridge Rating	
		Not Required <input checked="" type="checkbox"/>			
Sign	TONS			Inventory	Operating
R12-1A <input type="checkbox"/>				HS <input checked="" type="checkbox"/>	HS <input checked="" type="checkbox"/>
R12-5a <input type="checkbox"/>				RF <input type="checkbox"/> <u>12.4</u>	RF <input type="checkbox"/> <u>20.6</u>
R12-5 <input type="checkbox"/>	M3	M3S2	M3-3		
R12-X11 <input type="checkbox"/>		45			
I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.					
Signature: <u>Joseph R. Mueller</u>				Date: <u>1/23/2013</u>	
(Typed or Printed) Name: <u>Joseph R. Mueller</u>				License No. <u>49106</u>	
(Typed or Printed) Employed by (<input type="checkbox"/> Agency/ <input checked="" type="checkbox"/> Firm): <u>TKDA</u>					
My signature below indicates that I have read and fully agreed with the load rating report.					
Program Administrator's Signature: _____				Date: _____	

FORM RD-CL Revised Jan. 2012	BRIDGE RATING DETAILS																																																																
Bridge Type <u>CConc Deck</u> Rating Method <u>LFD</u> Roadway Width <u>40'-0"</u> <input type="checkbox"/> Curved <input type="checkbox"/> Tapered Beam Spacing <u>5'-2 1/2"</u> <input checked="" type="checkbox"/> Live Load Distribution Factor Single <u>S/6.5</u> Multiple <u>S/6</u> <input type="checkbox"/> Finite/Grid Element Analysis	Bridge No. <u>90494</u> Design Load: <u>Unknown</u> Inventory Rating: <u>12.4</u> Operating Rating: <u>20.6</u> Rated <u>HLE</u> Checked <u>MJD</u> Date <u>1/18/2013</u> Sheet <u>2</u> of <u>2</u>																																																																
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<p>1 Choose from: service or ultimate; shear or moment 2 Elevation may be on back or another sheet if it won't fit here.</p>																																																																	