Application

10356 - 2018 Bridges

10926 - CSAH 152 (Washington Ave N) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 2:22 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

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

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 152 (Washington Avenue N) Bridge Replacement Project

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.)

The project includes the replacement of the CSAH 152 (Washington Ave N) Bridge at Bassett Creek located within the City of Minneapolis. CSAH 152 (Washington Ave N) is classified as an A-Minor Arterial roadway that functions as a reliever. Attachment 2 provides an illustration of the project location.

CSAH 152 (Washington Ave N) is a significant regional corridor, providing users with access to I-35W and I-394. Additionally, this roadway serves as the main connection through the North Loop Area that includes both dense residential and commercial land uses. Closure of this bridge would impact users significantly.

The current CSAH 152 (Washington Ave N) bridge design includes a masonry arch that is experiencing deterioration between the masonry bricks. There are indications of erosion and scouring near the base of the structure. Advanced deterioration is occurring below the water level suggesting that the structure has reached the end of its useful life. This bridge is classified as structurally deficient and was assigned a sufficiency rating of 38.9. Photos depicting the bridge's current condition are included in Attachment 3.

The project includes a full replacement of the bridge. The current width of the bridge approximately 98', and it is anticipated that the entire CSAH 152 (Washington Ave N) roadway will be impacted by construction activities due to the location and type of structure. The approximate existing curb to curb width of CSAH 152 (Washington Ave N) is 66' which includes one vehicle lane in each direction, a continuous two-way left-turn lane, on-street bicycle facilities with

painted buffers, and on-street parking lanes. Sidewalk facilities and an amenities zone (which includes lighting, benches, street trees, and bicycle racks) are provided on both sides of the roadway. The proposed bridge design will include a similar typical section as the existing typical section (as illustrated in Attachment 4). Any impacts to the roadway, sidewalk, and amenities zone will be restored as necessary. It is anticipated that the new bridge would be designed for a 75-year (or greater) service life.

Since this bridge is located underneath the existing CSAH 152 (Washington Ave N) roadway, the design of the structure does not impact the roadway environment. A proposed concept of this project is included in Attachment 5 that illustrates the approximate project area.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)	CSAH 152 (Washington Ave N) over Bassett Creek in Minneapolis
Project Length (Miles) *to the nearest one-tenth of a mile*	0.04

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	$2,312,000.00
Match Amount *Minimum of 20% of project total*	$578,000.00
Project Total	$2,890,000.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	20.0%
Source of Match Funds	Hennepin County

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: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency Hennepin County

Functional Class of Road A-Minor Arterial (Reliever)

Road System CSAH

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

Road/Route No. 152

i.e., 53 for CSAH 53

Name of Road Washington Ave N

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55401

(Approximate) Begin Construction Date 04/03/2023

(Approximate) End Construction Date 11/30/2023

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

From:
(Intersection or Address) 7th Ave N

To:
(Intersection or Address) 8th Ave N

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work Bridge Replacement

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 91333

New Bridge/Culvert No.:

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

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 (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

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

A) Transportation System Stewardship (P 2.17-2.19)

Hennepin County's annual bridge inspection program ensures planned preservation and maintenance of our bridge assets. This project will replace a structurally deficient bridge that serves 14,800 vehicles daily. Bridge construction activities will be staged and/or accelerated to minimize impacts to roadway users; especially emergency and commercial vehicles.

B) Safety/Security (P 2.20-2.23)

This project will address structural safety issues for this deficient bridge. Further deterioration may lead to the implementation of weight restrictions which would significantly impact commercial vehicles. This is especially important since CSAH 152 (Washington Ave N) is identified as a Tier 1 Regional Truck Corridor.

C) Access to Destinations (P 2.24-2.37)

CSAH 152 (Washington Ave N) is a regionally significant corridor that provides access to both I-35W and I-394. Additionally, there are many local businesses (including restaurants and bars) along Washington Ave N in this area. Access for all modes is provided via the on-street parking areas, nearby transit stops, and bicycle/pedestrian facilities.

D) Competitive Economy (P 2.38-2.41)

CSAH 152 (Washington Ave N) serves as a commercial corridor that includes both dense residential (high-rise apartment) and commercial

(restaurants and retail) land uses. This project promotes diverse activities along the corridor by accommodating the distribution of goods and services, maintaining a high level of attractiveness, and providing safe facilities for all modes.

E) Healthy Environment (P 2.42-2.45)

Recent data provided by the City of Minneapolis estimates that approximately 2,500 pedestrians and 300 bicyclists travel along the Washington Avenue North corridor daily. Inability to replace this bridge in a timely manner would impact these users significantly and require them to rely on other modes of transportation; thus, impacting the environment in a negative manner.

F) Leveraging Transportation Investments to Guide Land Use (P 2.46-2.55)

This project enhances the role of CSAH 152 (Washington Ave N) in terms of supporting activity across all modes in terms of accessibility, mobility, and safety. This bridge replacement project will provide a new critical asset with a service life of 50+ years in a location that experiences high levels of activity.

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.

Hennepin County Board Resolution - 2017 Operating and Capital Budgets (Attachment 6)

List the applicable documents and pages:

Hennepin County Board Resolution - 2018 Regional Solicitation (Attachment 7)

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.

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

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization Modernization and Spot Mobility:** $1,000,000 to $7,000,000*
***Traffic Management Technologies (Roadway System Management):** $250,000 to $7,000,000*
***Bridges Rehabilitation/ Replacement:** $1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act (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, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	05/02/2011 Date process started	04/07/2020 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

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, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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 and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization 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. Yes

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

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

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

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

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

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, 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 Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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)	$110,000.00
Removals (approx. 5% of total cost)	$220,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$60,000.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$1,240,000.00
Retaining Walls	$0.00
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	$160,000.00
Other Roadway Elements	$0.00
Totals	**$1,790,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00

Sidewalk Construction	$500,000.00
On-Street Bicycle Facility Construction	$460,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$20,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$100,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,100,000.00**

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

Totals

Total Cost	$2,890,000.00

Construction Cost Total	$2,890,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	0.40 mi (7th St N to the West)
Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project (calculated by Council Staff):	0

CSAH 152 (Washington Ave N) is the primary north/south route through the North Loop Area. The Bassett Creek feature extends at a southwest/northeast diagonal through this area and is carried through culverts underneath each of the roadways it crosses. Staff identified 7th St N as the closest parallel A-Minor Arterial roadway that provides similar access and mobility across the Bassett Creek.

The anticipated detour route during bridge replacement activities is one-mile, however, staff will investigate the potential to implement construction staging practices or accelerated bridge construction methods to minimize the duration of full bridge closures. It is desired to avoid detours for an extended duration due to the complex design of freeway access in the area that can lead to confusion for drivers.

Explanation:

CSAH 152 (Washington Ave N) has been identified as a Tier One Regional Truck Corridor by the Metropolitan Council that describes the roadway's function in terms of serving commercial vehicles with reliable travel times and adequate roadway geometry. The land use along CSAH 152 (Washington Ave N) changes drastically (from mixed commercial/residential to industrial) as one exits the North Loop Area and continues north alongside I-94 towards the Upper Harbor Terminal site located near Dowling Ave. The new roadway environment will not change drastically by this bridge replacement project.

CSAH 152 (Washington Ave N) also provides access to the I-35W and I-394 freeway systems. Hennepin County works with the City of Minneapolis on a regular basis to ensure that

existing traffic signal timings offer high mobility in the area to transport users to their destinations.

(Limit 2,800 characters; approximately 400 words)

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

Existing Employment within 1 Mile:	149756
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	8286
Existing Post-Secondary Students within 1 Mile:	1442
Upload Map	1529949196749_2018 RS Map 02 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

The project is located on either a Tier 1, Tier 2, or Tier 3 corridor:	Yes
(65 Points)	
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:	
(0 Points)	

Measure A: Current Daily Person Throughput

Location	East of 5th Ave N
Current AADT Volume	14800.0
Existing Transit Routes on the Project:	7, 14, 785
Upload "Transit Connections" map	1529951298593_2018 RS Map 04 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	6170.0
Current Daily Person Throughput	25410.0

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	1800

OR

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

Forecast (2040) ADT volume

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): *(up to 100% of maximum score)*	
Project located in Area of Concentrated Poverty: *(up to 80% of maximum score)*	
Projects census tracts are above the regional average for population in poverty or population of color: *(up to 60% of maximum score)*	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: *(up to 40% of maximum score)*	

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Hennepin County will engage each of the project stakeholders, including: local residents, business owners, City of Minneapolis, and Metro Transit during the planning and design stages of the project. The main goals of the engagement include the following:

- Listen respectfully to public questions and concerns

- Deliver clear project updates across all communication streams

- Maintain formal relationships with critical stakeholders, mainly nearby business owners and residents, to ensure project impacts are known and understood

- Coordinate with local partners to avoid conflicts with other planned projects or initiatives

Hennepin County will apply various engagement techniques for the various stakeholder groups to actively participate. These techniques range from formal open houses that include a presentation to informal pop-up events that include opportunities for short dialogues. A theme of inclusiveness and accessibility will be present throughout the engagement process.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

In 2015, Hennepin County reconfigured the striping along this section of CSAH 152 (Washington Ave N) to introduce bicycle lanes that were enhanced with painted buffers. On-street parking areas were preserved on both sides, which was critical in serving the parking demand in this area. This configuration will remain with this project as it adequately serves all modes.

The CSAH 152 (Washington Ave N) Bridge Replacement Project will restore all roadway assets that are impacted by the project to maintain this critical north/south connection through the North Loop Area. Any damaged assets (such as a cracked sidewalk panel or settled catch basin) will be improved so that they can properly serve their function.

If this aging bridge structure is not replaced in a timely manner, it will eventually be closed to the travelling public. This closure would negatively impact the nearly 20,000 users (comprising of all modes) that rely on CSAH 152 (Washington Ave N) to reach their destination. Although the surrounding local roadway network follows a grid system, their roadway design and traffic operations are not capable of handling the increased demand that would be diverted.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

No long-term negative impacts are anticipated by the project since roadway assets will be replaced in-kind wherever disturbed. However, some negative impacts to users who rely on CSAH 152 (Washington Ave N) for transportation will occur during construction activities. Hennepin County will work with Minneapolis staff (specifically staff from Traffic Operation, Water Resources, and Permit areas) to develop appropriate Construction Staging, Temporary Traffic Control, and Stormwater Pollution Prevention plans to minimize impacts to users.

Mobility Impacts

It is anticipated that accommodations (i.e. the width of a pedestrian facility) will be reduced during construction activities, however, all modes will be provided with accessible routes throughout the entire duration of the project. Proper signage, pavement markings, and other treatments (jersey barriers, temporary accessibility ramps, etc.) will be implemented to ensure that users are directed along their intended route in a safe manner. These mobility impacts caused by construction activities will mainly be related to user comfort levels.

Environmental Impacts

Potential storm water impacts during construction will be mitigated through the use of effective treatments (such as silt fencing and inlet protection) that will be monitored on a regular basis. All necessary permits from the local watershed district (Mississippi River) will be obtained and followed.

Hennepin County has a specialized communications team for its Public Works business

line who are responsible for responding to various inquiries during the planning, design, and construction phases of a project. This team will be critical in accommodating the needs of those who are most impacted by the project (nearby residents and business owners). This effort centralizes correspondence related to the project, provides clarity on who to contact, and delivers a consistent message.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530045942608_2018 RS Map 03 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Socio Economic Conditions.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minneapolis	35097.0	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.04

Affordable Housing Scoring

Total Project Length (Miles) or Population 35097.0

Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Bridge Condition

Bridge Sufficiency Rating

38.9

Upload Structure Inventory Report

1530053470921_Attachment 09 - 2018 MN Structure Inventory & Bridge Inspection Report.pdf

Please upload attachment in PDF form.

Measure B: Load-Posting

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

Measure A: Multimodal Elements and Existing Connections

Response:

Bicycle Facilities

This segment of CSAH 152 (Washington Ave N) currently includes on-street bicycle facilities (with painted buffers on both sides) and is identified as a Tier 1 alignment within the Regional Bicycle Transportation Network. These accommodations align with recommendations from the 2040 Hennepin County Bicycle Transportation Plan. Additionally, staff will investigate the feasibility of enhancements to the bicycle facilities (i.e. adding a vertical barrier) during the design process. Any bicycle facilities impacted by the project will be restored properly.

Pedestrian Facilities

This segment of CSAH 152 (Washington Ave N) currently includes sidewalk facilities on both sides of the roadway. These accommodations are enhanced with the following various streetscaping elements: street trees, lighting, and benches. No additional streetscaping enhancements are proposed with this project, however, any pedestrian facilities and amenities impacted by the project will be restored properly.

Transit Services

This segment of CSAH 152 (Washington Ave N) currently services Metro Transit routes 7, 14, and 785 that provide critical connections from surrounding suburbs, including: Robbinsdale, Golden Valley, Maple Grove, and Fort Snelling. This project will not enhance these services, however, it's critical that this bridge asset is replaced to avoid weight restrictions that would negatively impact transit vehicles due to their size. Any transit amenities (i.e. benches and transit

shelters) impacted by the project will be restored properly.

(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)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 12/18/2020

2)Review of Section 106 Historic Resources (20 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

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition 12/30/2022

4)Railroad Involvement (20 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $2,890,000.00

Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,890,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	List of Attachments	46 KB
Attachment 01 - Project Narrative.pdf	Project Narrative	688 KB
Attachment 02 - Project Location Map.pdf	Project Location Map	221 KB
Attachment 03 - Existing Bridge Deficiencies.pdf	Existing Bridge Deficiencies	1.4 MB
Attachment 04 - Proposed Typical Section.pdf	Proposed Typical Section	646 KB
Attachment 05 - Proposed Concept.pdf	Proposed Concept	769 KB
Attachment 06 - Hennepin County Board Resolution - 2017 Operating & Capital Budgets.pdf	Hennepin County Board Resolution - 2017 Operating and Capital Budgets	620 KB
Attachment 07 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Hennepin County Board Resolution - 2018 Regional Solicitation	663 KB
Attachment 08 - MnDOT 50 Series Map.pdf	MnDOT 50 Series Map	1.4 MB
Attachment 09 - 2018 MN Structure Inventory & Bridge Inspection Report.pdf	2018 MN Structure Inventory and Bridge Inspection Report	629 KB
Attachment 10 - City of Minneapolis Support Letter.pdf	City of Minneapolis Support Letter	1.5 MB

Regional Economy

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1529943236902

Results

WITHIN ONE MI of project:
Postsecondary Students: 1442

Totals by City:
Minneapolis
Population: 35097
Employment: 149756
Mfg and Dist Employment: 8286

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.005 0.01 0.02 0.03 0.04 Miles

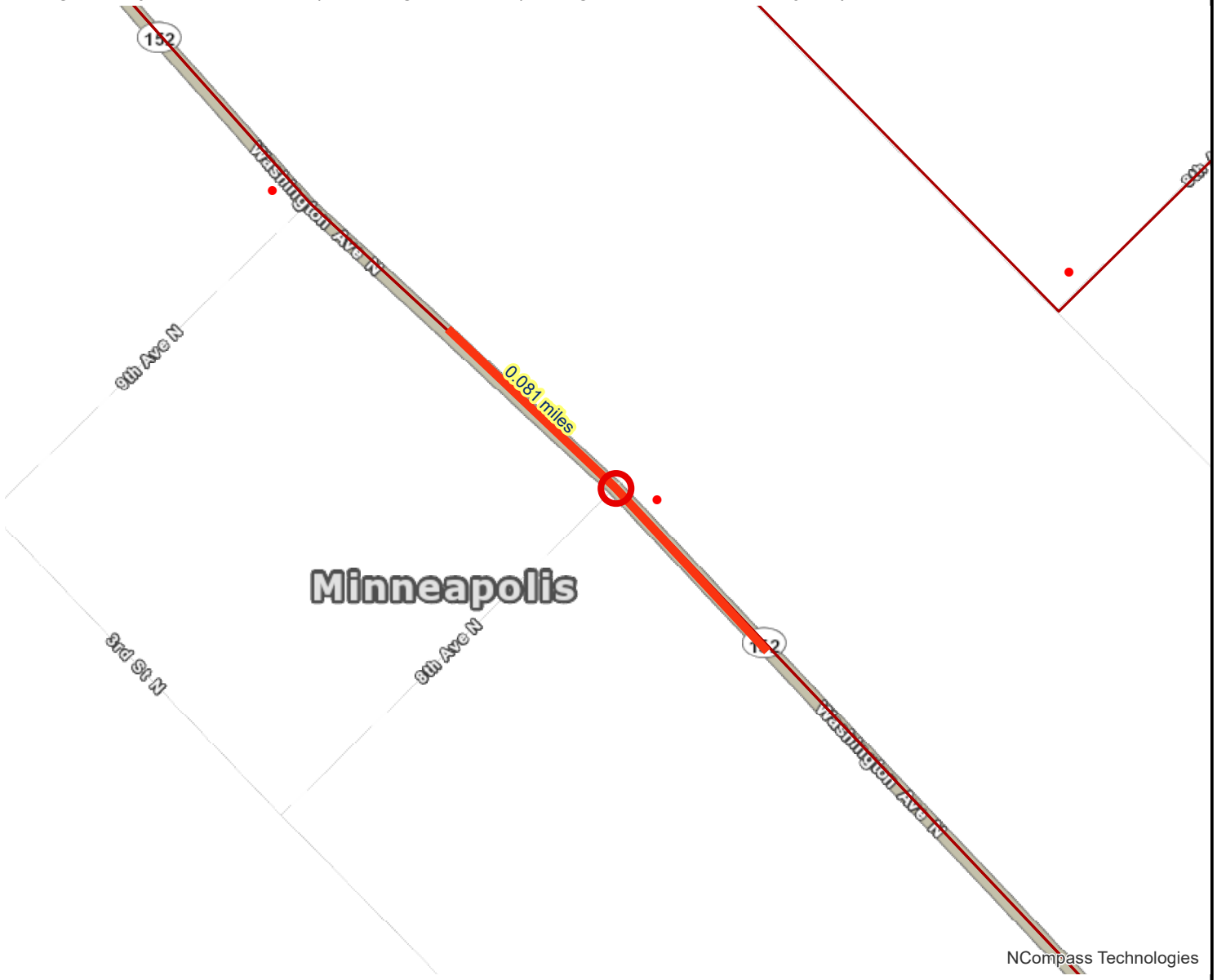
Created: 6/25/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1528307358645



Results

Transit with a Direct Connection to project:
14 7 785

**indicates Planned Alignments*

Project Points
Active Stop
Project
Transit Routes

0 0.0175 0.035 0.07 0.105 0.14 Miles

Created: 6/6/2018
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1529943236902

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

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

0 0.005 0.01 0.02 0.03 0.04 Miles

Created: 6/25/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 91333 CSAH 152(WASH AVE) over BASSETT CREEK TUNNEL

Date: 06/14/2018

+ GENERAL +

Agency Br. No. 534
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 0.9 MI NW OF JCT HENN AV
Sect., Twp., Range 22 - 029N - 24W
Latitude 44d 59m 19.91s
Longitude 93d 16m 43.00s
Custodian COUNTY
Owner COUNTY
Inspection By HENNEPIN COUNTY
Year Built 1923
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location DISTRICT
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under STREAM
Main Span Type MASONRY ARCH
Main Span Detail SPANDREL FILLED AR
Appr. Span Type
Appr. Span Detail
Skew
Culvert Type 21' ARCH
Barrel Length 98 ft
Number of Spans
MAIN: 1 APPR: 0 TOTAL: 1
Main Span Length 21.4 ft
Structure Length 30.8 ft
Deck Width
Deck Material N/A
Wear Surf Type BITUMINOUS
Wear Surf Install Year
Wear Course/Fill Depth
Deck Membrane N/A
Deck Rebars N/A
Deck Rebars Install Year
Structure Area 3,018 sq ft
Roadway Area
Sidewalk Width - L/R 10.0 ft 10.0 ft
Curb Height - L/R
Rail Codes - L/R NN NN

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr CSAH 152
Road Name CSAH 152
National Highway System N
Roadwav Function MAINLINE
Roadway Type 2 WAY TRAF
Control Section (TH Only)
Ref. Point
Date Opened to Traffic 01-01-1923
Detour Length 1 mi.
Lanes 6 Lanes ON Bridge
ADT (YEAR) 14,800 (2014)
HCADT 1,036
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided **NB-EB** **SB-WE**
Roadway Width 76.0 ft
Vertical Clearance
Max. Vert. Clear.
Horizontal Clear.
Lateral Clr. - Lt/Rt
Appr. Surface Width 76.0 ft
Bridge Roadway Width
Median Width on Bridge

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut. MASONRY - FTG PILE
Pier N/A
Historic Status NOT ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load NOT REQUIRED
Traffic NOT REQUIRED
Horizontal NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 38.9
Last Inspection Date 09-11-2017
Inspection Frequency 12
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	6
Culvert	4

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	N
Underclearances	N
Waterway Adequacy	7
Approach Alignment	8

+ SAFETY FEATURES +

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

+ IN DEPTH INSP. +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening 223 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code E-CULVERT
Scour Evaluation Year

+ CAPACITY RATINGS +

Design Load UNKN
Operating Rating HS 20.00
Inventory Rating HS 12.00
Posting
Rating Date 10-22-2013
Overweight Permit Codes
A: N B: N C: N

06/14/2018

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 91333 CSAH 152(WASH AVE) OVER BASSETT CREEK TUNNEL INSP. DATE: 09-11-2017

County:HENNEPIN
City: MINNEAPOLIS
Township:
Section: 22 Township: 029N Range: 24W
Span Type: MASONRY ARCH
NBI Deck: N Super: N Sub: N Chan: 6 Culv: 4

Location: 0.9 MI NW OF JCT HENN AV
Route: CSAH 152 Ref. Pt.: 010+00.346
Control Section: Maint. Area:
Local Agency Bridge Nbr: 534

Length: 30.8 ft
Deck Width:
Rdwy. Area / Pct. Unsnd:
Paint Area / Pct. Unsnd:
Culvert : 21' ARCH / 98 ft

Open, Posted, Closed: OPEN
Appraisal Ratings - Approach: 8 Waterway: 7
MN Scour Code: E-CULVERT
Def. Stat: S.D. Suff. Rate: 38.9
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 800. No critical structural deficiencies or serious safety hazards are present on this structure.						
241	CONCRETE CULVERT	09-11-2017	98 LF	52	16	30	0
	Notes: 145. '12-changed qty from 30' to 98', which equals the barrel length. Leaching w/ efflor and some open mortar joints. Mortar missing between masonry blocks is most obvious discrepancy. Tuck point masonry where deteriorated or missing -Condition throughout entire arch. 2' X 1' & 0.5' X 0.5' deteriorated limestone masonry areas at top center of arch. More seriously deteriorated @ junction between conc floor and masonry arch. This is limited to an area approx 1' above floor where most tuck pointing is gone and some masonry is missing or spalled off. Here, there are areas from 0.2' to 0.8' deep, where the masonry block has deteriorated @ the waterline - approx 30' on the left and 15' on the right(looking downstream). Tuck pointing deteriorated in many areas. Photographed for Engineer('06). *Monitor*. No detection of any erosion behind arch, but it is possible if arch is left to deteriorate @ present rate. Masonry arch has a solid bottom floor(conc, rock, limestone?). The floor of arch has about a 3' drop where it matches in with both ends of arch. This 3' drop is filled w/ silt and sand thru out entire arch floor. Silt and sand scoured away on left (north) side (looking downstream) by 30" in RCP storm drain outlet built in 1986. The drain is spilling +/- 13' to tunnel floor and has scoured out a large area of silt and sand. +/- 4' deep scour hole in deposited silt and sand at tunnel floor. +/- 2' deep scour hole in silt and sand on right (south) side (looking downstream) under 30" RCP storm drain which enters arch. '13-looking downstream, there is an 8' x 3' patch upstream from the outlet pipe on the right. '14-deterioration @ bottom of walls not visible. No change. '15-no change. '16-1' x 1' x 8" deep deterioration in top center of arch. Heavy efflor in E end w/ some rust stains. 1' x 2' area of deterioration @ waterline 10' downstream from 30" pipe on N side. '17-deepest sidewall penetration near waterline is +/- 15".						
871	ROADWAY OVER CULVERT	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 871.						
892	SLOPES & SLOPE PROTECTION	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 892.						
894	DECK & APPROACH DRAINAGE	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 894.						
895	SIDEWALK, CURB, & MEDIAN	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 895.						
899	MISCELLANEOUS ITEMS	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 899. Water depth = 2'-4'. Sand and silt depth = 0.0'-2.0'. '14-water depth is over 2'. '15-did not use boat. '16-water depth is +/- 2.5'. '17-electronic device attached to S wall @ upstream (W) end.						
900	PROTECTED SPECIES	09-11-2017	1 EA	0	1	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 900. 16, 17-none noted.						

General Notes: *Bridge 91333 (534) CSAH 152 (Wash Ave)/Bassett Creek Tunnel 9/11/17. WJM, PTH & TSM.
Confined space atmosphere monitoring required.
Culvert runs under Washington Ave between 7th & 8th Avenues.
3 ways to access inside of arch:
1. Tunnel outlet to Mississippi river near W River Parkway and 8th Ave N(across river from Boom Island Park).
2. Manhole 231 @ inside lane of SB/EB Washington Ave near buildings 718 and 730. Need lane closure, ext ladder, rope ladder and chest waders. Beware of scour holes in sand and silt below 30" RCP. Only use during low water levels.
3. Tunnel inlet near 2nd Ave N and Dupont Ave-long walk. Need chest waders and Mpls key to open locked grate covering inlet.

Recommended Repairs:

145. Monitor closely and repair a few moderate to severely deteriorated areas near conc floor and masonry arch(@ waterline and below). Look for missing masonry, tuck pointing and eroded masonry. Some scour @ or near base of arch. Repair scour/erosion of masonry stone and mortar joints near base. Possibly use countermeasures or spot repairs to prevent further deterioration. *Deteriorated areas only seen @ low water levels or detected w/ probe rod.* Suggest most repairs be completed @ low water levels or while diverting water.
145. Possible rehab of masonry arch w/ conc liner system.
145. Repair mortar joints(tuck pointing) between limestone masonry.

Culvert: [4] '16-deterioration of walls along waterline. Mortar cracked or missing.

CSAH 152 (Washington Ave N) Bridge Replacement Project

List of Attachments

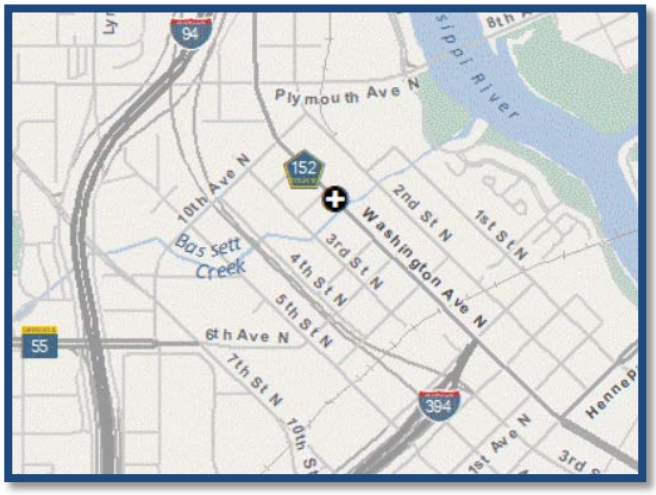
1. Project Narrative
2. Project Location Map
3. Existing Bridge Deficiencies
4. Proposed Typical Section
5. Proposed Concept
6. Hennepin County Board Resolution – 2017 Operating and Capital Budgets
7. Hennepin County Board Resolution – 2018 Regional Solicitation
8. MnDOT 50 Series Map
9. 2018 MN Bridge Inspection and Structure Inventory Report
10. City of Minneapolis Support Letter

Attachment 1 - Project Narrative

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 152 (Washington Ave N) Bridge Replacement Project
Roadway:	CSAH 152 (Washington Ave N)
Project Termini:	At Bassett Creek
Project Location:	City of Minneapolis

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$2,312,000
Total Project Cost:	$2,890,000

Project Information

The proposed project will replace the existing Bassett Creek Bridge (#91333) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

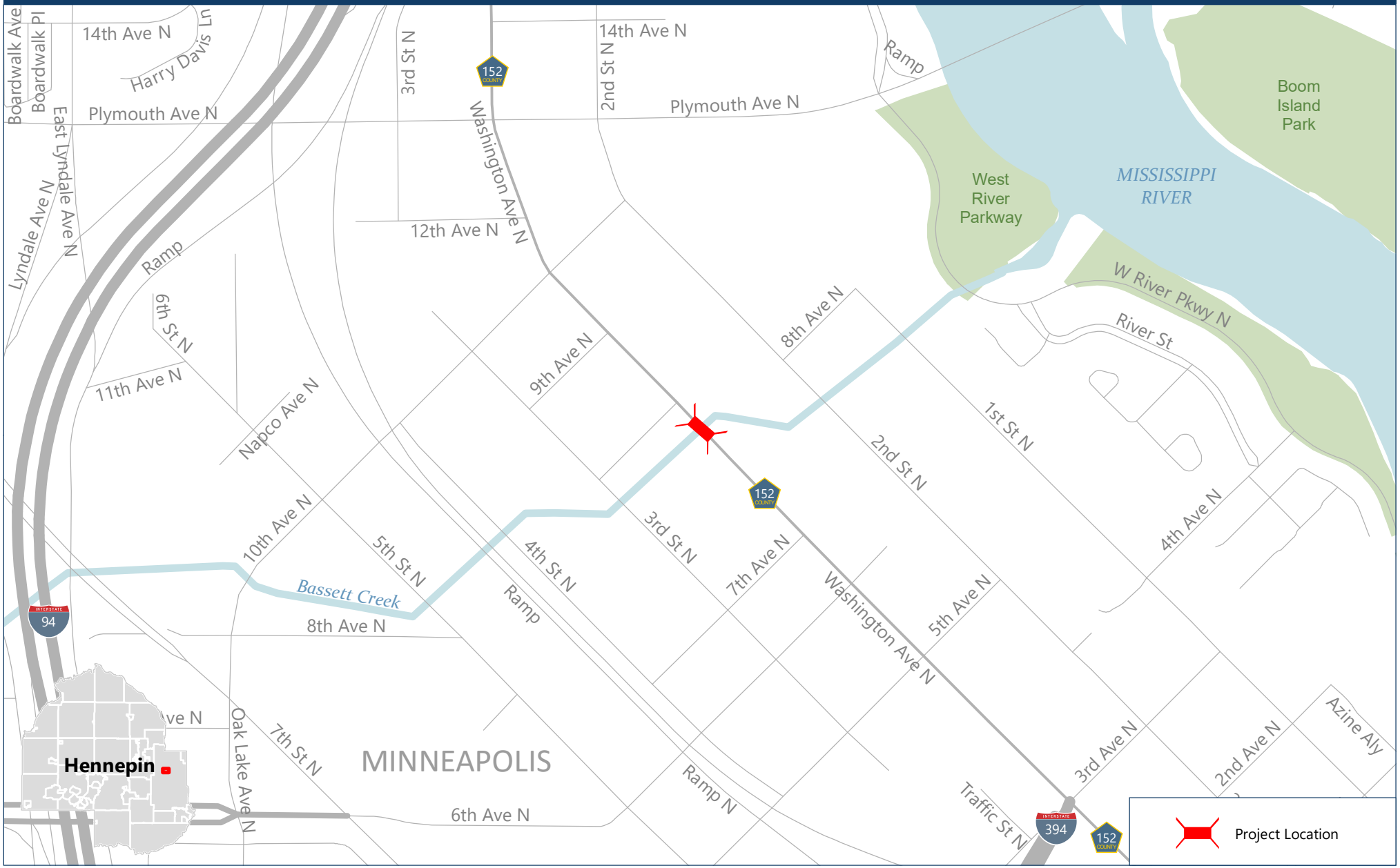
The existing Bassett Creek Bridge (built in 1923) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (masonary arch and concrete floor) are exhibiting significant deterioriation.

The new bridge will accommodate all types of users (especially freight and emergency vehicles). Washington Ave N is a critical north/south route though the North Loop Area, therefore, it's critical to maintain this asset for the travelling public.

2018 Regional Solicitation | Project Location Map

Attachment 2 | CSAH 152 (Washington Ave N) Bridge Replacement Project

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

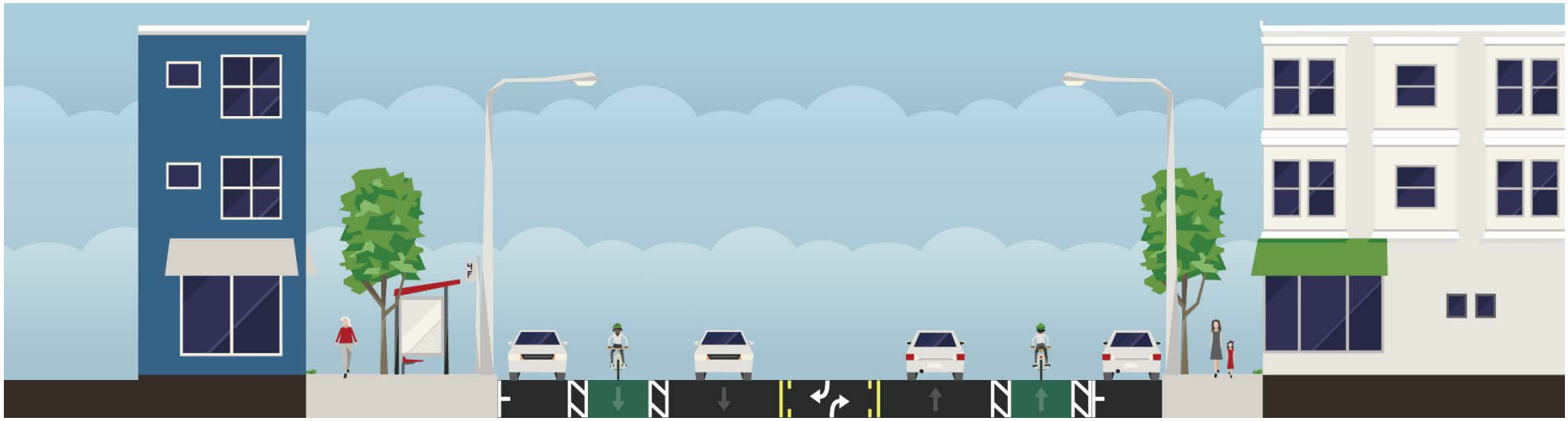
Publication date: 6/7/2018

N

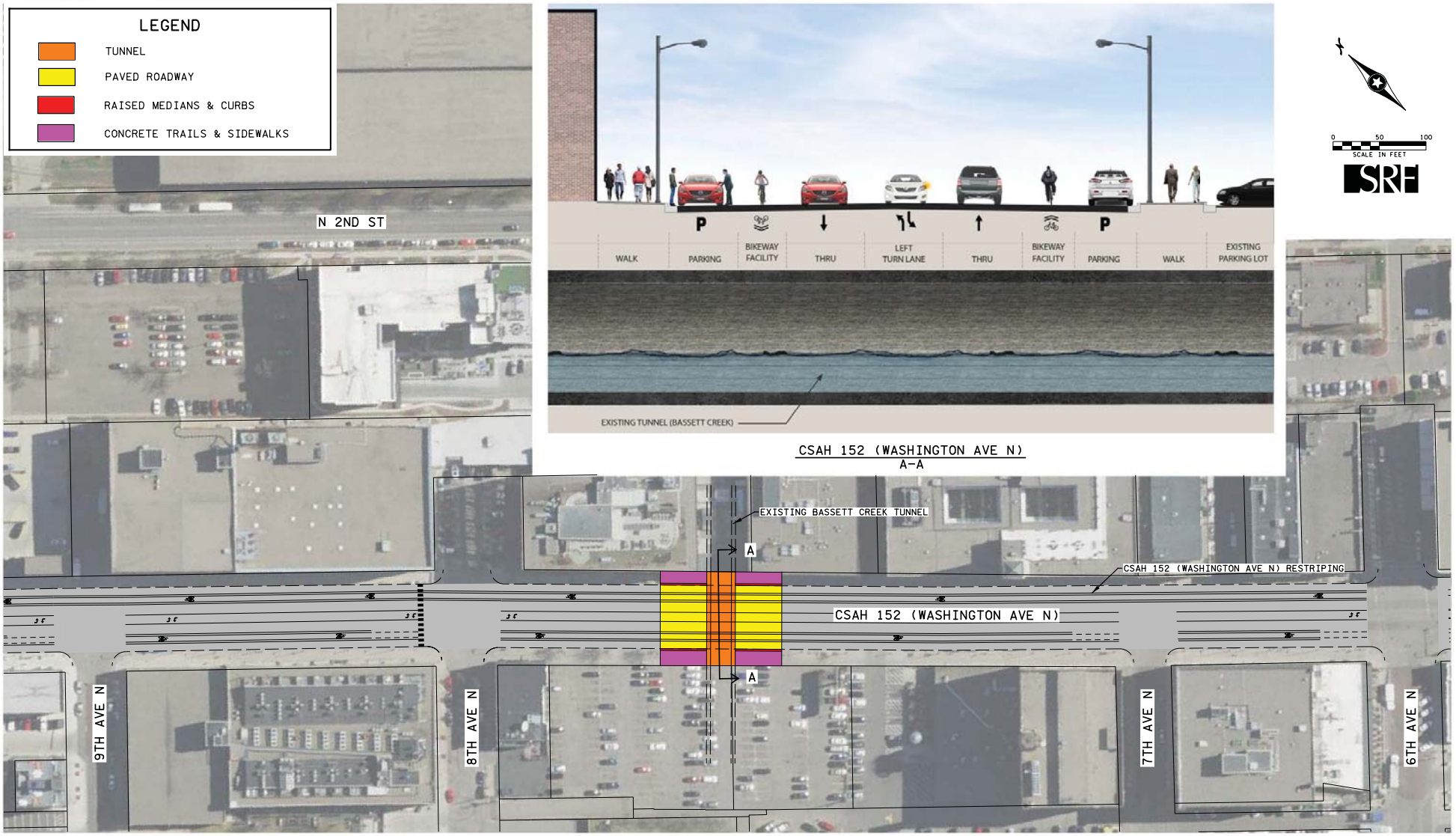
0 1,000 2,000 Feet

Attachment 3 - Existing Bridge Deficiencies

Attachment 4 - Proposed Typical Section



Attachment 5 - Proposed Concept



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Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 152 (Washington Ave N) Bassett Creek Tunnel Replacement
Minneapolis, MN

Figure 1

Hennepin County, Minnesota

RESOLUTION NO. 16-0338R1

The following Resolution was offered by

WHEREAS, the Budget and Capital Investment Committee of the Hennepin County Board of Commissioners has conducted a series of public meetings for the purpose of hearing public testimony and reviewing the County Administrator's proposed 2017 budget for the departments of the county;

BE IT RESOLVED, that the Hennepin County Board of Commissioners adopt a final net tax levy of $759,408,857 and budget of $1,937,726,503 for 2017; and

BE IT FURTHER RESOLVED, that the 2017 Operating and Capital Budgets as proposed by the County Administrator on September 13, 2016 be amended as follows:

1. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $687,000, and the 2017 staff complement be increased by 1.0 FTE for the Nurse-Family Partnership Program;**
2. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $88,000 and staff complement be increased by 1.0 grant FTE for the Pre-Exposure Prophylaxis project;**
3. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $35,000 for the Health Care for the Homeless medical respite care program;**
4. **That the Human Services and Public Health Department's 2017 revenue and expenditure budget be increased by $519,000; and the 2017 staffing complement be increased by 1.0 grant FTE for the purchase of medical and support services for persons living with HIV/AIDS.**
5. **That the Department of Community Corrections and Rehabilitation 2017 revenue and expenditure budget be increased by $60,379 to account for the grant funding from the US Department of Justice, Office of Justice Programs, Office of Juvenile Justice and Delinquency Prevention to perform a research study on trauma and justice involved youth;**
6. **That the Human Resources Department 2017 revenue and expenditure budget be increased by $1,375,000 for Hennepin Workforce Career Connections programming; that the Department of Community Corrections and Rehabilitation's 2017 revenue and expenditure budget be increased by $200,000 for contextualized GED and construction training services provided by Summit Academy OIC through the amended agreement A154775; and that the increase be funded by a Minnesota Department of Employment and Economic Development's career pathways using the Hennepin Career Connections Framework grant appropriation of $200,000; and that the Department of Community Corrections and Rehabilitation's 2017 revenue and expenditure budget be increased by $115,800 to develop employer-recognized certificates and training programs to prepare clients for employment along with earning a wage during the training program;**
7. **That the 2017 Public Works revenue and expenditure budget be increased by $400,000 to account for additional state aid for transportation maintenance funding from the Minnesota Department of Transportation;**
8. **That the Hennepin Justice Integration Program 2017 revenue and expenditure budget be increased by $150,000 to create a unique juvenile identifier to share appropriate information between Human Services and Public Safety Justice Partners;**

9. **That the Hennepin County Sheriff's Office 2017 revenue and expenditure budget be increased by $100,000 to pay for personal services associated with the Presidential Inauguration detail;**

10. **That the Hennepin County Sheriff's Office 2017 revenue and expenditure budget be increased by $90,046 to pay for training, software upgrades, and subcontracting needed to improve forensic science services;**

11. **That the 2017 Capital Budget be decreased by $6,671,000 in bond funding, due to a $4,000,000 deferral in project 1002293 HCMC Surgery Center Expansion & Relocation from 2017 to 2018 and a $2,671,000 deferral in project 1003286 Southdale Courts Relocation from 2017 to 2018 within the 2017-2021 Capital Improvement Program;**

12. **That the reconstruction of CSAH 61 / Flying Cloud Drive (CP 2090400), for the 2017 Capital Budget be increased by $6,783,000 and the 2017-2021 CIP and total project budget be decreased by a net of $2,150,000; for the reconstruction of CSAH 81 / Bottineau Blvd (CP 2020300), that the 2017 Capital Budget be increased by $1,893,359 and the 2017-2021 CIP and total project budget be decreased by a net of $106,641; for the reconstruction of CSAH 102 / Douglas Drive (CP 2100700), that the 2017 Capital Budget be increased by $1,673,086 and the 2017-2021 CIP and total project budget be increased by the same amount; and for the reconstruction of CSAH 112 (CP 2091101), that the 2017 Capital Budget be increased by $3,000,000 and the total project budget be increased by a net of $688,348;**

13. **That Hennepin County has reviewed the pertinent data on bridges requiring replacement, rehabilitation, or removal, and has identified and prioritized these deficient bridges that require upgrades and that Hennepin County intends to upgrade the bridges as soon as funds are available; that CP 2167600 replacing deficient bridges numbered 27007 and 27008 running northbound and southbound across Lowry Avenue and CP 2167500 replacing bridge number 27006 crossing Victory Memorial Parkway be added as provisional projects within the 2017-2021 Capital Improvement Program; and further, that the Prioritized Bridge Improvement List be hereby approved, and Hennepin County hereby requests financial assistance from the Minnesota Department of Transportation with eligible approach grading and engineering costs on bridges as provided by law;**

Project Number and Name	Bridge Number	Year Built	Avg. Daily Traffic	Sufficiency Rating	Estimated Construction Cost	Proposed Construction Year
2111500 CSAH 146 (Brown Road): Replace Bridge over Long Lake Creek, south of Fox St., in Orono	90622	1921	1,250	48.9	$1,390,000	2017
2040800 CR 202 (Elm Creek Road): Replace Bridge over Elm Creek within the Elm Creek Park Reserve in Dayton	8081	1973	580	20.5	$2,534,000	2018
2163400 CSAH 15 (Shoreline Drive): Replace bridge over Browns Bay & Tanager Channel in Orono	27592	1979	19,700	41.5	$2,500,000	2020
2167500 CSAH 81 (W Broadway Avenue): Replace bridge at Victory Memorial Parkway in Robbinsdale	27006	1964	3,550	68.7	$1,500,000	2021
2167600 CSAH 81 (W Broadway Avenue): Replace northbound and southbound bridges over Lowry Avenue in Robbinsdale	27007 27008	1964	14,300	44.2	$13,500,000	2021

2163500 CSAH 19 (Shadywood Road): Rehabilitate bridge over Narrows Channel of Lake Minnetonka, on the border between the cities of Orono and Tonka Bay	27516	1958	5,800	76.7	$2,500,000	2021
_____ CSAH 158 (Vernon Avenue): Replace bridge over Canadian Pacific Railroad in Edina	4510	1927	20,400	26.0	$2,500,000	Post 2021
_____CSAH 51 (North Shore Drive): Replace bridge over Hendrickson Channel in Orono	7258	1959	4,550	38.4	$2,000,000	Post 2021
_____CSAH 152 (Washington Avenue): Replace Bassett Creek Tunnel culvert in Minneapolis	91333	1923	9,700	39.0	$1,500,000	Post 2021
_____CSAH 66 (Golden Valley Road): Replace Bassett Creek culvert in Golden Valley	90605	1953	9,400	40.3	$1,300,000	Post 2021
_____CSAH 4 (Eden Prairie Road): Replace bridge over Twin Cities and Western Railroad in Eden Prairie	27502	1960	14,800	55.9	$1,800,000	Post 2021
_____CSAH 51 (North Shore Drive): Replace bridge over Noerenberg Channel in Orono	7194	1961	4,600	60.6	$2,000,000	Post 2021
_____CSAH 10: Replace bridge over Rush Creek in Corcoran	90462	1921	2,700	70.3	$750,000	Post 2021

14. **That the 2017 Capital Budget be decreased by $3,340,000 for capital project 2961701 – the reconstruction of CSAH 24 from CSAH 201 to 0.4 miles east;**

15. **That the project budget for CP 2155600, TH 252 Improvements from I-694 to TH 610, be increased by $100,000 in state aid to support planning and concept development of safety improvements, including necessary access modifications, along the Trunk Highway 252 corridor by Brooklyn Center, Brooklyn Park, the Minnesota Department of Transportation and Metro Transit;**

16. **That the Facility Services 2017 revenue and expenditure budget be decreased by $243,048 to reflect the reduction in costs due to the vacating of staff and closure of Century Plaza and that the 2017 Hennepin County contingency budget be increased by $243,048;**

17. **That the 2017 Hennepin County Emergency Management revenue and expenditure budget be increased by $120,000 to purchase additional equipment, perform maintenance updates along with software upgrades to the Outdoor Warning Siren System, and the 2017 Contingency expenditure budget and property tax requirement be decreased by $120,000;**

18. **That the Hennepin County Attorney's Office 2017 revenue and expenditure budget be increased by $120,000 and 2.0 FTEs for the remaining portion of the African American Advocacy services and Victim Emergency funds grant in which $100,000 will be received from the State of Minnesota, Department of Public Safety and $20,000 for the county match; and the 2017 Contingency expenditure and property tax budget be decreased by $20,000;**

19. **That the Hennepin County Board of Commissioners supports the recommendations for the advancement of the Child Protection system developed by the Child Protection Oversight Committee as noted below:**

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

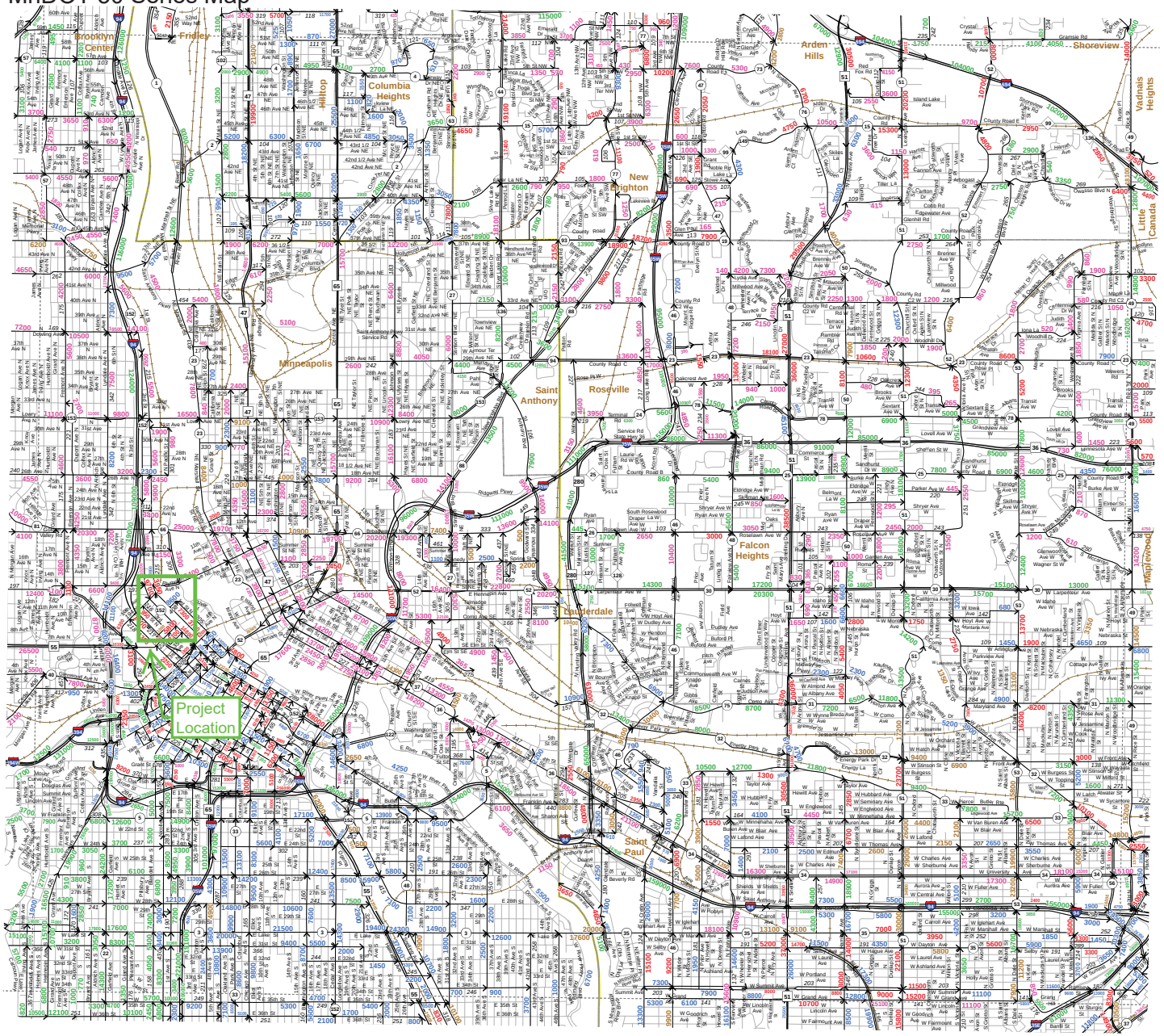
RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board

2015 Publication Traffic Volumes Metro Street Series - 3E

Attachment 8 - MnDOT 50 Series Map



MINNESOTA DEPARTMENT OF TRANSPORTATION

0 0.25 0.5 0.75 1 Mi.

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

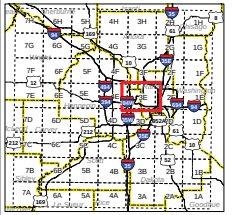
Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

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

MAP LEGEND

AADT Year
- 2015 2014
- 2013 2012
- 2011 and older

- Interstate (94)
- US Highway (169)
- MN Highway (55)
- CSAH (55)
- MSAS (101)
- County Road (55)
- Other Roads
- Railroads
- Street Series Grid
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov'ts
- State Forests
- State Parks



Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2015 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

To view this data using an online interactive map please visit: http://www.dot.state.mn.us/traffic/data/tma.html

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 91333 CSAH 152(WASH AVE) over BASSETT CREEK TUNNEL

Date: 06/14/2018

+ GENERAL +

Agency Br. No. 534
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 0.9 MI NW OF JCT HENN AV
Sect., Twp., Range 22 - 029N - 24W
Latitude 44d 59m 19.91s
Longitude 93d 16m 43.00s
Custodian COUNTY
Owner COUNTY
Inspection By HENNEPIN COUNTY
Year Built 1923
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location DISTRICT
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under STREAM
Main Span Type MASONRY ARCH
Main Span Detail SPANDREL FILLED AR
Appr. Span Type
Appr. Span Detail
Skew
Culvert Type 21' ARCH
Barrel Length 98 ft
Number of Spans
MAIN: 1 APPR: 0 TOTAL: 1
Main Span Length 21.4 ft
Structure Length 30.8 ft
Deck Width
Deck Material N/A
Wear Surf Type BITUMINOUS
Wear Surf Install Year
Wear Course/Fill Depth
Deck Membrane N/A
Deck Rebars N/A
Deck Rebars Install Year
Structure Area 3,018 sq ft
Roadway Area
Sidewalk Width - L/R 10.0 ft 10.0 ft
Curb Height - L/R
Rail Codes - L/R NN NN

+ ROADWAY +

Bridge Match ID (TIS) 1
Roadway O/U Key 1-ON
Route Sys/Nbr CSAH 152
Road Name CSAH 152
National Highway System N
Roadwav Function MAINLINE
Roadway Type 2 WAY TRAF
Control Section (TH Only)
Ref. Point
Date Opened to Traffic 01-01-1923
Detour Length 1 mi.
Lanes 6 Lanes ON Bridge
ADT (YEAR) 14,800 (2014)
HCADT 1,036
Functional Class. URB/MINOR ART

+ RDWY DIMENSIONS +

If Divided **NB-EB** **SB-WE**
Roadway Width 76.0 ft
Vertical Clearance
Max. Vert. Clear.
Horizontal Clear.
Lateral Clr. - Lt/Rt
Appr. Surface Width 76.0 ft
Bridge Roadway Width
Median Width on Bridge

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut. MASONRY - FTG PILE
Pier N/A
Historic Status NOT ELIGIBLE
On - Off System ON

+ PAINT +

Year Painted **Pct. Unsound**
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

Posted Load NOT REQUIRED
Traffic NOT REQUIRED
Horizontal NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Sufficiency Rating 38.9
Last Inspection Date 09-11-2017
Inspection Frequency 12
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	6
Culvert	4

+ NBI APPRAISAL RATINGS +

Structure Evaluation	4
Deck Geometry	N
Underclearances	N
Waterway Adequacy	7
Approach Alignment	8

+ SAFETY FEATURES +

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

+ IN DEPTH INSP. +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening 223 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code E-CULVERT
Scour Evaluation Year

+ CAPACITY RATINGS +

Design Load UNKN
Operating Rating HS 20.00
Inventory Rating HS 12.00
Posting
Rating Date 10-22-2013
Overweight Permit Codes
A: N B: N C: N

06/14/2018

MINNESOTA BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 91333 CSAH 152(WASH AVE) OVER BASSETT CREEK TUNNEL INSP. DATE: 09-11-2017

County:HENNEPIN
City: MINNEAPOLIS
Township:
Section: 22 Township: 029N Range: 24W
Span Type: MASONRY ARCH
NBI Deck: N Super: N Sub: N Chan: 6 Culv: 4

Location: 0.9 MI NW OF JCT HENN AV
Route: CSAH 152 Ref. Pt.: 010+00.346
Control Section: Maint. Area:
Local Agency Bridge Nbr: 534

Length: 30.8 ft
Deck Width:
Rdwy. Area / Pct. Unsnd:
Paint Area / Pct. Unsnd:
Culvert : 21' ARCH / 98 ft

Open, Posted, Closed: OPEN
Appraisal Ratings - Approach: 8 Waterway: 7
MN Scour Code: E-CULVERT
Def. Stat: S.D. Suff. Rate: 38.9
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 800. No critical structural deficiencies or serious safety hazards are present on this structure.						
241	CONCRETE CULVERT	09-11-2017	98 LF	52	16	30	0
	Notes: 145. '12-changed qty from 30' to 98', which equals the barrel length. Leaching w/ efflor and some open mortar joints. Mortar missing between masonry blocks is most obvious discrepancy. Tuck point masonry where deteriorated or missing -Condition throughout entire arch. 2' X 1' & 0.5' X 0.5' deteriorated limestone masonry areas at top center of arch. More seriously deteriorated @ junction between conc floor and masonry arch. This is limited to an area approx 1' above floor where most tuck pointing is gone and some masonry is missing or spalled off. Here, there are areas from 0.2' to 0.8' deep, where the masonry block has deteriorated @ the waterline - approx 30' on the left and 15' on the right(looking downstream). Tuck pointing deteriorated in many areas. Photographed for Engineer('06). *Monitor*. No detection of any erosion behind arch, but it is possible if arch is left to deteriorate @ present rate. Masonry arch has a solid bottom floor(conc, rock, limestone?). The floor of arch has about a 3' drop where it matches in with both ends of arch. This 3' drop is filled w/ silt and sand thru out entire arch floor. Silt and sand scoured away on left (north) side (looking downstream) by 30" in RCP storm drain outlet built in 1986. The drain is spilling +/- 13' to tunnel floor and has scoured out a large area of silt and sand. +/- 4' deep scour hole in deposited silt and sand at tunnel floor. +/- 2' deep scour hole in silt and sand on right (south) side (looking downstream) under 30" RCP storm drain which enters arch. '13-looking downstream, there is an 8' x 3' patch upstream from the outlet pipe on the right. '14-deterioration @ bottom of walls not visible. No change. '15-no change. '16-1' x 1' x 8" deep deterioration in top center of arch. Heavy efflor in E end w/ some rust stains. 1' x 2' area of deterioration @ waterline 10' downstream from 30" pipe on N side. '17-deepest sidewall penetration near waterline is +/- 15".						
871	ROADWAY OVER CULVERT	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 871.						
892	SLOPES & SLOPE PROTECTION	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 892.						
894	DECK & APPROACH DRAINAGE	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 894.						
895	SIDEWALK, CURB, & MEDIAN	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 895.						
899	MISCELLANEOUS ITEMS	09-11-2017	1 EA	1	0	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 899. Water depth = 2'-4'. Sand and silt depth = 0.0'-2.0'. '14-water depth is over 2'. '15-did not use boat. '16-water depth is +/- 2.5'. '17-electronic device attached to S wall @ upstream (W) end.						
900	PROTECTED SPECIES	09-11-2017	1 EA	0	1	0	0
		09-15-2016	1 EA	1	0	0	0
	Notes: 900. 16, 17-none noted.						

General Notes: *Bridge 91333 (534) CSAH 152 (Wash Ave)/Bassett Creek Tunnel 9/11/17. WJM, PTH & TSM.
Confined space atmosphere monitoring required.
Culvert runs under Washington Ave between 7th & 8th Avenues.
3 ways to access inside of arch:
1. Tunnel outlet to Mississippi river near W River Parkway and 8th Ave N(across river from Boom Island Park).
2. Manhole 231 @ inside lane of SB/EB Washington Ave near buildings 718 and 730. Need lane closure, ext ladder, rope ladder and chest waders. Beware of scour holes in sand and silt below 30" RCP. Only use during low water levels.
3. Tunnel inlet near 2nd Ave N and Dupont Ave-long walk. Need chest waders and Mpls key to open locked grate covering inlet.

Recommended Repairs:

145. Monitor closely and repair a few moderate to severely deteriorated areas near conc floor and masonry arch(@ waterline and below). Look for missing masonry, tuck pointing and eroded masonry. Some scour @ or near base of arch. Repair scour/erosion of masonry stone and mortar joints near base. Possibly use countermeasures or spot repairs to prevent further deterioration. *Deteriorated areas only seen @ low water levels or detected w/ probe rod.* Suggest most repairs be completed @ low water levels or while diverting water.
145. Possible rehab of masonry arch w/ conc liner system.
145. Repair mortar joints(tuck pointing) between limestone masonry.

Culvert: [4] '16-deterioration of walls along waterline. Mortar cracked or missing.

Minneapolis
City of Lakes

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

Attachment 18 - Support Letter from City of Minneapolis

Support for Hennepin County
Regional Solicitation Applications

Dear Mrs. Stueve:

Hennepin County has requested letters of support for a series of grant applications across three funding categories as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Due to the number of application submittals by Hennepin County in the Roadway Reconstruction and Modernization category, Minneapolis Public Works has submitted a prioritized list of support.

Minneapolis Public Works evaluated Hennepin County's requested letters of support for Roadway Reconstruction and Modernization projects to develop a priority list for which the City wishes to express its support. This evaluation included a review of completed plans, studies, and community engagement, as well as documented City priorities and funding capacity. Minneapolis Public Works supports the following list of projects, in priority order based on this evaluation and overall anticipated benefit for Minneapolis and Hennepin County residents, workers, businesses, freight operators, and visitors:

1. Lowry Avenue NE (CSAH 153) Reconstruction: Washington Street NE to Johnson Street NE
2. Marshall Street NE (CSAH 23) Reconstruction: 16th Avenue NE and 27th Avenue NE
3. Osseo Road (CSAH 152) Reconstruction: Penn Avenue N (CSAH 2) to 49th Avenue N

In addition to the letters of support requested for Roadway Reconstruction and Modernization projects, Hennepin County requested letters of support for three projects in the Multiuse Trail and Bicycle Facilities category and one project in the Bridge Rehabilitation/ Replacement category. The City of Minneapolis hereby expresses its support, in no particular order, for the following two federal funding applications:

- University Avenue (CSAH 36) / 4th Avenue (CSAH 37) Protected Bikeway
- Basset Creek (Washington Avenue – CSAH 152) Bridge Replacement

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

Robin Hutcheson
Director of Public Works
City of Minneapolis