



Application

13865 - 2020 Bridges

14042 - CSAH 152 (Washington Avenue N) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 05/15/2020 12:11 PM

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## Primary Contact

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Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

DPT OF PUBLIC WORKS  
1600 PRAIRIE DR

\*

MEDINA

Minnesota

55340

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:\*

763-745-7600

Ext.

Fax:

PeopleSoft Vendor Number

0000028004A9

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## Project Information

Project Name

CSAH 152 (Washington Ave 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):

The project includes the replacement of the CSAH 152 (Washington Ave N) Bridge #91333 over Bassett Creek within the City of Minneapolis. CSAH 152 (Washington Ave N) is classified as an A-Minor roadway that functions as a reliever. Attachment 2 includes an illustration of the project location.

CSAH 152 (Washington Ave N) is a regional corridor that provides access to I-394 and I-35W as well as provides supplementary capacity for I-94 in North Minneapolis. Additionally, the corridor serves as the main arterial through the North Loop area which includes commercial and residential land uses.

The existing culvert (built in 1923) consists of a concrete masonry arch that is entirely buried underneath CSAH 152 (Washington Ave N). The culvert received an NBI rating of 4 based on the rate and extent of deterioration experienced along the walls and arch; especially near the waterline. Additionally, there is evidence of spalling in between masonry blocks. Given its current condition, this structure has been classified as structurally deficient. Bridge maintenance activities are no longer cost effective in extending the useful life of this bridge. Photos depicting the bridge's current condition are included in Attachment 3.

The project includes a full replacement of the existing structure. The current barrel length is approximately 98' that provides a three-lane section for people driving, buffered bike lanes for people biking, on-road parking accommodations on both sides, along with sidewalk accommodations on both sides (with some streetscaping features) for people walking. It is anticipated that the existing roadway environment will primarily be replaced in-kind as the proposed scope of work will likely

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

require minimal impacts to the roadway surface. The new structure will likely be designed to provide a 75-year (or greater) service life. A potential typical section and concept for the CSAH 152 (Washington Ave N) Bridge Replacement Project are included in Attachments 4 and 5 respectively.

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

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

CSAH 152 (Washington Ave N) over Bassett Creek in Minneapolis

**Project Length (Miles)**

0.1

*to the nearest one-tenth of a mile*

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## 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** \$2,848,000.00

**Match Amount** \$712,000.00

*Minimum of 20% of project total*

**Project Total** \$3,560,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** 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:** 2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

**Additional Program Years:**

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

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## Project Information-Roadways

**County, City, or Lead Agency**

Hennepin County

**Functional Class of Road**

A-Minor Arterial (Reliever)

<b>Road System</b>	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
<b>Road/Route No.</b>	152
<i>i.e., 53 for CSAH 53</i>	
<b>Name of Road</b>	Washington Ave N
<i>Example; 1st ST., MAIN AVE</i>	
<b>Zip Code where Majority of Work is Being Performed</b>	55401
<b>(Approximate) Begin Construction Date</b>	05/06/2024
<b>(Approximate) End Construction Date</b>	10/25/2024
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b> <b>(Intersection or Address)</b>	7th Ave N
<b>To:</b> <b>(Intersection or Address)</b>	8th Ave N
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
<b>Or At</b>	
<b>Miles of Sidewalk (nearest 0.1 miles)</b>	0.1
<b>Miles of Trail (nearest 0.1 miles)</b>	0.1
<b>Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)</b>	0.1
<b>Primary Types of Work</b>	Bridge Replacement
<i>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.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	91333
<b>New Bridge/Culvert No.:</b>	
<b>Structure is Over/Under (Bridge or culvert name):</b>	Bassett Creek

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

#### A. Transportation System Stewardship (P 2.2-2.4)

The Hennepin County's annual bridge inspection program identifies maintenance, preservation, and capital priorities for bridges assigned to the county. The project will replace the structurally deficient bridge that serves nearly 15,000 vehicles daily. Bridge construction-related activities will be staged and/or accelerated to minimize impacts to users (especially emergency and commercial vehicles) to maintain traffic flows of the operating transportation system.

#### B. Safety/Security (P 2.5-2.9)

This project will address structural issues for this structurally deficient bridge. Further deterioration may result in potentially hazardous conditions for people biking, driving, and walking along the corridor. If not replaced, the bridge would likely require weight restrictions which would negatively impact freight operations in the area, including deliveries to nearby bars and restaurants.

#### C. Access to Destinations (P 2.10-2.25)

CSAH 152 (Washington Ave N) is a regionally significant reliever that provides access to both I-35W and I-394. The corridor serves as a key last mile commercial connection as a Tier 1 Regional Truck Corridor. Staff referenced a StreetLight analysis to estimate 1,100 commercial vehicles along Washington Ave N daily (Attachment 6). In addition, there are many local businesses in this area, including restaurants and retail, that are accessible for all modes via on-street parking, transit stops, and dedicated bicycle/pedestrian facilities.

#### D. Competitive Economy (P 2.26-2.29)

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

CSAH 152 (Washington Ave N) is identified as a Tier 1 Regional Truck Corridor, indicating a critical role in accommodating commercial vehicles. The surrounding area includes a diverse mix of housing, dining, and retail uses. Replacing this bridge will ensure that users, especially freight deliveries, can continue to rely on this route through the North Loop Area.

E. Healthy and Equitable Communities (P 2.30-2.34)

Replacing the deteriorating bridge will encourage safe multimodal use of the corridor. CSAH 152 (Washington Ave N) is identified as an RBTN Tier 1 Alignment and links people biking to the network via north-south access. In addition, the project will avoid disproportionate and adverse impacts to historically underrepresented communities.

F. Leverage Transportation Investments to Guide Land Use (P 2.35-2.41)

Replacing the CSAH 152 (Washington Ave N) bridge promotes asset management as the existing structure is well beyond its initial 50-year design service life. Replacing the bridge in a location that experiences high levels of activity will ensure that residents are provided with choices in transportation through the North Loop area.

*Limit 2,800 characters, approximately 400 words*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

2020-2024 Hennepin County Transportation CIP  
(Attachment 7)

List the applicable documents and pages:

2017 Hennepin County Budget - Board Resolution  
16-0338R1 (Attachment 8)

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

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

**Traffic Management Technologies (Roadway System Management):** \$250,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

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

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 08/31/2015

Link to plan: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.pdf>

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

Upload as PDF

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

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

11. *The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, 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**

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## 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.**

**Bridge Rehabilitation/Replacement and Strategic Capacity projects only:**

3. *Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using 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**

**Bridge Rehabilitation/Replacement projects only:**

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

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

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$128,000.00
Removals (approx. 5% of total cost)	\$240,000.00
Roadway (grading, borrow, etc.)	\$37,000.00
Roadway (aggregates and paving)	\$139,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$35,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$18,000.00
Traffic Control	\$128,000.00
Striping	\$8,000.00
Signing	\$5,000.00
Lighting	\$14,000.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$1,880,000.00
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	\$789,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,421,000.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$53,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$40,000.00
Streetscaping	\$14,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$32,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$139,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## 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

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## Totals

Total Cost	\$3,560,000.00
Construction Cost Total	\$3,560,000.00
Transit Operating Cost Total	\$0.00

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## Measure A: Distance to the nearest parallel bridge

*RESPONSE:*

Location of nearest parallel bridge crossing: 0.40 mi (7th St N to the west)

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 the crossing roadways. Staff identified 7th St N, located approximately 0.4 miles west of the bridge, as the closest parallel A-Minor Arterial roadway that provides similar access and mobility across Bassett Creek. As a Tier 1 Regional Truck Corridor, it's critical that commercial vehicles experience reliable travel times whenever travelling along CSAH 152 (Washington Ave N) through the North Loop Area.

**Explanation:**

The anticipated detour route during bridge replacement activities is one-mile as illustrated in Attachment 9. However, staff will investigate construction staging practices to accelerate the project schedule and/or minimize road closures. It is desired to avoid detours for an extended period due to the complex design of freeway access in the area that may lead to confusion for users.

Local traffic will likely have the option to utilize nearby collector streets that are within close proximity of CSAH 152 (Washington Ave N) to reduce the length of detour routes.

Additionally, CSAH 152 (Washington Ave N) provides access to both the I-35W and I-394 freeway systems near the project area. Therefore, Hennepin County will work with the City of Minneapolis to provide adequate wayfinding to navigate people driving and make adjustments to existing traffic signal timings to ensure adequate mobility during construction activities.

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 using non-local functionally-classified roadways (calculated by Council Staff): 0

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## 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 1585413350736\_2020 RS Map 02 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Regional Economy.pdf

Please upload attachment in PDF form.

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## 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)

Miles (to the nearest 0.1 miles): 0.1

If box above is checked, fill in length.

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

(10 Points)

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

(0 Points)

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## Measure A: Current Daily Person Throughput

Location North of 3rd Ave N

Current AADT Volume 14800.0

Existing Transit Routes on the Project: 7, 14

Select all transit routes that apply.

Upload "Transit Connections" map 1585413792960\_2020 RS Map 04 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Transit Connections.pdf

Please upload attachment in PDF form.

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

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## Measure B: 2040 Forecast ADT

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

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

OR

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

Forecast (2040) ADT volume

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

1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

Engagement efforts completed to date

As of May 2020, county staff has not begun any public engagement activities as they relate to this project. Most of the bridge reconstruction will occur below the road surface and not be visible to the public. Therefore, it's imperative to communicate the project schedule, road closures, as well as detour routes, through public engagement. The Socio-Economic Equity Map (Attachment 11) identifies sites within the project area that are likely destinations for populations of youth, elderly, and low-income, along with people living with disabilities. It is anticipated that Hennepin County staff will begin engaging project stakeholders in 2021; including residents, business owners, and employees during the planning and design stages of the project.

**Response:**

Engagement efforts anticipated for the design stage

Public engagement strategies during design will target businesses in the service industry (bars and restaurants) that are likely to be impacted by this project. Public meetings will be scheduled during the day to avoid conflicts with people who work nights/weekends, which is common in the service industry. Also, a project website will be created to publish the latest information in terms of project scope, schedule, and upcoming engagement events. Additionally, county staff will attend an Open Streets event(s) to connect with the community. County staff will rely specific strategies to ensure effective engagement; including: user surveys and visualizations/renderings that highlight improvements focused on the community. The project team will include staff from the county's Communications Team in an effort to follow best practices and encourage the use of plain language.

## Engagement efforts anticipated for the construction stage

County staff will work with Metro Transit and the City of Minneapolis to determine anticipated impacts to people biking, driving, walking, and using transit while construction activities are taking place. There are eight bars/restaurants located directly along CSAH 152 (Washington Ave N) that will likely be impacted by this project, including: Smack Shack, Black Sheep, The Loop, The Freehouse, Parlour, Bar La Grassa, Spyhouse Coffee, and Clubhouse Jager. Detailed Temporary Traffic Control Plans for people biking and people walking will be followed to ensure access to these businesses during construction. Construction inspection crews will visit these businesses frequently to ensure that reasonable accommodations are being provided. Additionally, temporary changes to transit services will be communicated with the public during the design and construction phases.

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

**2. Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

## Anticipated project benefits

This CSAH 152 (Washington Ave N) Bridge Replacement Project will replace an old culvert structure along the Basset Creek (installed in 1923) that is nearing the end of its useful life. To avoid future closure, the replacement of this structure is necessary and will ensure that access is provided along CSAH 152 (Washington Ave N) for people biking, driving, walking, and using transit. The existing typical section, which includes dedicated facilities for each user group, will likely be replaced in-kind. Although, there are a number of alternate routes for users through the North Loop Area, Washington Ave N provides direct access between North Minneapolis and Downtown Minneapolis.

A detailed description of how this project will benefit disadvantaged populations is included below. Attachment 11 identifies specific sites that likely attract specific population groups.

### Response:

## Nearby community resource destinations

Two community resource destinations were identified within 0.5 miles of the project area; including: Hall Park and West River Parkway. Although they may not have a defined customer base, they likely offer benefits to low-income populations, people of color, youth populations, people with disabilities, and elderly populations.

## Benefits for low-income populations

Five destinations for low-income populations were identified within 0.5 miles of the project area; including: Minneapolis Public Housing Authority, Salvation Army, East Side Neighborhood Services, Sharing and Caring Hands, and Mary's Place. It

should be noted that CSAH 152 (Washington Ave N) is identified as an RBTN Tier 1 alignment, therefore, it's essential to maintain this key bicycle route for individuals without access to a motor vehicle.

#### Benefits for youth populations

Three destinations for youth populations were identified within 0.5 miles of the project area; including: Child Trends, Reach Out and Read Minnesota, and Hired. The replacement of this bridge will ensure access to these services from North Minneapolis.

#### Benefits for people with disabilities

One destination for people with disabilities was identified within 0.5 miles of the project area; including Opportunity Services. Since some of this population group is unable to drive a vehicle, therefore, it's important to maintain this connection over the Bassett Creek to North Minneapolis to provide access for dial-a-ride transportation services.

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

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*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.*

*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*

*Other*

## Anticipated project negative impacts

This CSAH 152 (Washington Ave N) Bridge Project will likely avoid any long-term negative impacts as existing roadway assets will primarily be replaced in-kind. However, the project may have short-term negative impacts on users during construction activities.

Hennepin County has a specialized communications team for its Public Works business line who are responsible for phone hotline, project website, and social media inquiries during the planning, design, and construction phases of the project. This team will be critical for responding to inquiries made by residents, business owners, and employees who work in the area. Additionally, county staff will partner with Minneapolis and Metro Transit to minimize accessibility, mobility, transit, and environmental impacts. A detailed description of how negative impacts will be minimized is included below.

### Response:

## Negative impacts to accessibility

Impacts to existing sidewalk and bicycle facilities are anticipated during construction activities. However, the contractor will be required to follow the Temporary Traffic Control Plans which will provide instructions on temporary accommodations and/or detour routes for people walking and biking. Access to adjacent buildings, especially housing and restaurants/bars will be most critical. Staff will seek out opportunities to promote local businesses during construction, to minimize negative impacts to sales during construction. Additionally, bicycle and pedestrian crossings will still be provided during construction and will be encouraged at existing signalized intersections to promote safety.

### Negative impacts to mobility

A full closure is anticipated as part of this project; however, all transportation modes will be provided with proper signage and/or pavement markings to ensure all users have clear and safe detour routes. Staff will distribute detailed maps to the community that identifies the location and timing of detour routes.

### Negative impacts to transit

Given the anticipated full closure, transit services will likely need to be re-routed during construction. Staff will coordinate with Metro Transit to publish consistent messaging to notify transit customers of these changes. Additionally, transit services will be a key discussion topic during public engagement to learn how the scheduling or phasing of this project can minimize impacts to transit services.

### Negative impacts to the environment

Potential storm water impacts during construction will be mitigated through treatments such as silt fencing and inlet protection. These items will be monitored regularly by staff responsible for construction inspection. Additionally, all necessary permits from the local watershed district (Mississippi River) will be obtained and followed.

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

**Select one:**

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):**

**Project located in Area of Concentrated Poverty:**

**Projects census tracts are above the regional average for population in poverty or population of color:** 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 )*

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map** 1585417101246\_2020 RS Map 03 - CSAH 152 (Washington Ave N) Bridge Replacement Project - Socio Economic Conditions.pdf

## Measure B: Part 1: Housing Performance Score

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** 0.1

*Project length entered on the Project Information - General form.*

## Housing Performance Score

**Total Project Length (Miles) or Population** 35097.0

**Total Housing Score** 100.0

## Affordable Housing Scoring

---

### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

The CSAH 152 (Washington Ave N) Bridge Replacement Project will ensure that access over the Bassett Creek is retained along an A-Minor Arterial through the North Loop Area. The existing roadway configuration includes separate facilities for people biking, driving, and walking; ensuring that the community is provided with choices in transportation.

A detailed listing of affordable housing locations is included below, identifying the number of bedrooms, affordability limit based on area median income (AMI), etc. Attachment 12 illustrates specific affordable housing sites within a 1/2 mile of the project location.

Total number of affordable sites within project area:  
10

**Response:**

Number of existing sites: 9

Number of sites under construction: 0

Number of planned sites identified: 1

Location 1: Creamette Historic Lofts

Affordable Units: 48

Bedrooms per unit: 1-2

50% AMI: 10

60% AMI: 38

LIHTC

Location 2: Gaar Scott Historic Lofts

Affordable Units: 10

Bedrooms per unit: 1

50% AMI: 10

Location 3: Great River Landing

Affordable Units: 72

Bedrooms per unit: NA

60% AMI: 72

LIHTC

Location 4: Heritage Landing Apartments

Affordable Units: 46

Bedrooms per unit: 1

50% AMI: 46

Location 5: Heritage Park

Affordable Units: 95

Bedrooms per unit: NA

30% AMI: 95

Public Housing

Location 6: Mill City Quarter

Affordable Units: 150

Bedrooms per unit: 1-2

50% AMI: 60

60% AMI: 90

Location 7: St. Anthony Mills Apts

Affordable Units: 85

Bedrooms per unit: 0-2

50% AMI: 49

60% AMI: 36

LIHTC

Location 8: Talmage Green

Affordable Units: 26

Bedrooms per unit: 2-4

60% AMI: 26

LIHTC

Section 8

Location 9: The Cameron

Affordable Units: 44

Bedrooms per unit: 0-2

50% AMI: 17

60% AMI: 27

LIHTC

Location 10: The Redwell (planned)

Affordable Units: 109

Bedrooms per unit: 0-2

30% AMI: 22

60% AMI: 87

Section 8

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1588264145120\_Attachment 12 - Affordable Housing Access Map.pdf

---

## Measure A: Bridge Condition

0

0

0

**Lowest National Bridge Inventory Condition Rating:**

4.0

**Upload Structure Inventory Report**

1587999034294\_Attachment 13 - Minnesota Structure Inventory 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

The Multimodal Connections Map (Attachment 14) illustrates existing facilities for people biking, walking, and using transit in the area. Detailed descriptions of each user group are included below).

#### Improvements for people biking

CSAH 152 (Washington Ave N) currently has on-street bicycle facilities which include painted buffers on both sides of the roadway to promote user comfort and minimize conflicts with on-street parking. Any bicycle facilities impacted by the project will be restored to their existing condition. The project will evaluate the feasibility for additional enhancement to the bicycle facilities during the design process. CSAH 152 (Washington Ave N) is identified as a Tier 1 alignment within the RBTN as it provides north-south access through downtown Minneapolis. Key connections include: the University of Minnesota east and west bank campuses, Augsburg University, the Cedar Riverside neighborhood, and north Minneapolis via Plymouth Avenue. Average annual daily bicyclists are estimated between 220 and 310 per day (source: City of Minneapolis).

Response:

#### Improvements for people walking

CSAH 152 (Washington Ave N) currently includes sidewalk facilities on both sides of the roadway. A number of aesthetic and safety features, including a tree canopy, lighting, benches, as well as outdoor seating at local restaurants, exist along the sidewalk. Pedestrian ramps within the project area are currently identified as ADA compliant. Any sidewalk or facilities impacted by the project will be restored to their existing condition. Estimated daily pedestrian traffic is approximately 860 people per

day (source: City of Minneapolis).

### Improvements for people using transit

The project area currently provides Metro Transit services via Route 7 and 14. Route 7 is a local route that provides transit access between North and South Minneapolis. Route 14 provides critical connections from surrounding suburbs including Richfield, Golden Valley and Robbinsdale. Route 14 follows CSAH 152 (Washington Ave N) and has a number of transit stops within the proximity of the project area. This project will not enhance transit services; however, replacing the bridge infrastructure will ensure safe passage of transit vehicles. In addition, replacing this bridge infrastructure will allow pedestrians to safely access transit stops along the corridor. Any transit stop features, such as benches or transit shelters, that are impacted by the project will be restored to their existing condition.

*(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 (25 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**

1589562219827\_Attachment 05 - Potential Layout.pdf

Please upload attachment in PDF form.

**Layout has not been started**

0%

**Anticipated date or date of completion**

07/29/2022

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

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge**

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** Yes

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 (25 Percent of Points)**

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

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**

25%

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

0%

**Anticipated date or date of acquisition**

## **4)Railroad Involvement (15 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**

**5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:**

**Meeting with partner agencies:**

08/29/2019

**Targeted online/mail outreach:**

**Number of respondents:**

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

**Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.**

75%

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

50%

**At least one meeting specific to this project with key partner agencies has been used to help identify the project need.**

Yes

50%

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

25%

**No outreach has led to the selection of this project.**

0%

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

This project was identified as a result of the county's Bridge Inspection Program which applies a data-driven approach to prioritize capital bridge needs countywide. No public engagement activities specific to this project have occurred to date, however, county staff has notified the City of Minneapolis of this project as part of general discussions related to the county's Capital Improvement Program (CIP). This will allow agencies to coordinate the schedules of nearby construction activities and to budget for city cost participation (if applicable). Additionally, it provides the city with an opportunity to notify the county of items of particular interest that may require further exploration as part of the design process.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,560,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,560,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

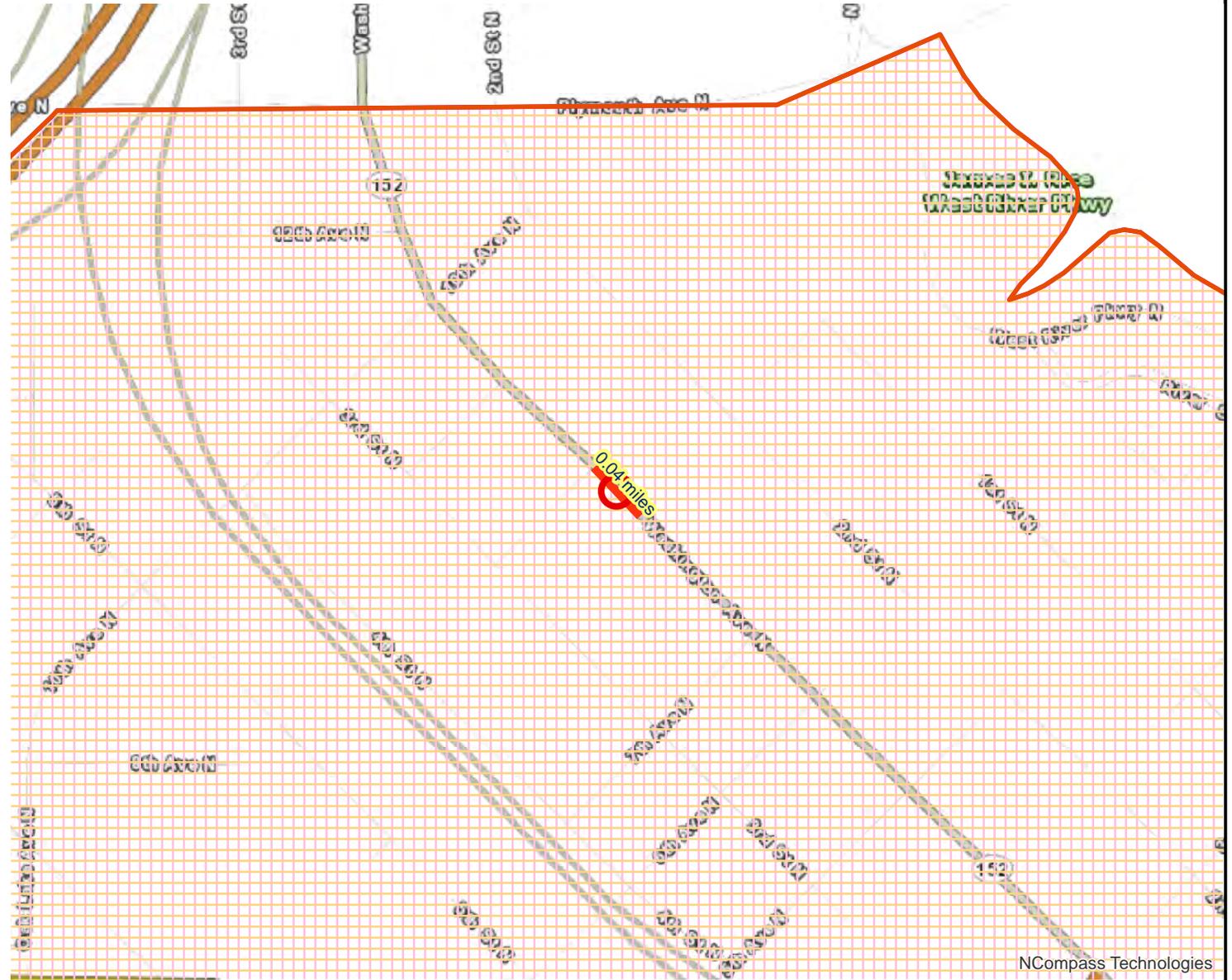
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### Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	56 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	122 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	389 KB
Attachment 03 - Existing Bridge Condition Photos.pdf	Attachment 03 - Existing Bridge Condition Photos	567 KB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	62 KB
Attachment 05 - Potential Layout.pdf	Attachment 05 - Potential Layout	137 KB
Attachment 06 - StreetLight HCAADT Estimate.pdf	Attachment 06 - StreetLight HCAADT Estimate	69 KB
Attachment 07 - Hennepin County 2020-2024 Transportation Capital Improvement Program.pdf	Attachment 07 - Hennepin County 2020-2025 Transportation Capital Improvement Program	123 KB
Attachment 08 - 2017 Hennepin County Budget - Resolution 16-0338R1.pdf	Attachment 08 - 2017 Hennepin County Budget - Resolution 16-0338R1	132 KB
Attachment 09 - Anticipated Alternate Routes Map.pdf	Attachment 09 - Anticipated Alternate Routes Map	697 KB
Attachment 10 - MnDOT 50-Series Map.pdf	Attachment 10 - MnDOT 50-Series Map	1.6 MB
Attachment 11 - Socio-Economic Equity Map.pdf	Attachment 11 - Socio-Economic Equity Map	255 KB
Attachment 12 - Affordable Housing Access Map.pdf	Attachment 12 - Affordable Housing Access Map	325 KB
Attachment 13 - Minnesota Structure Inventory Report.pdf	Attachment 13 - Minnesota Structure Inventory Report	65 KB
Attachment 14 - Multimodal Connections Map.pdf	Attachment 14 - Multimodal Connections Map	494 KB
Attachment 15 - City of Minneapolis Support Letter.pdf	Attachment 15 - City of Minneapolis Support Letter	26 KB

# Regional Economy

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1585409206466



## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 1442

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

-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



Created: 3/28/2020  
LandscapeRSA5



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



NCompass Technologies

# Transit Connections

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1585409206466

## Results

Transit with a Direct Connection to project:

14 7

\*West Broadway

*\*indicates Planned Alignments*

Transit Market areas: 1

-  Project Points
-  Active Stop
-  Project
-  Transit Routes
-  Project Area
-  Modern Streetcar



Created: 3/28/2020  
LandscapeRSA3



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



NCompass Technologies

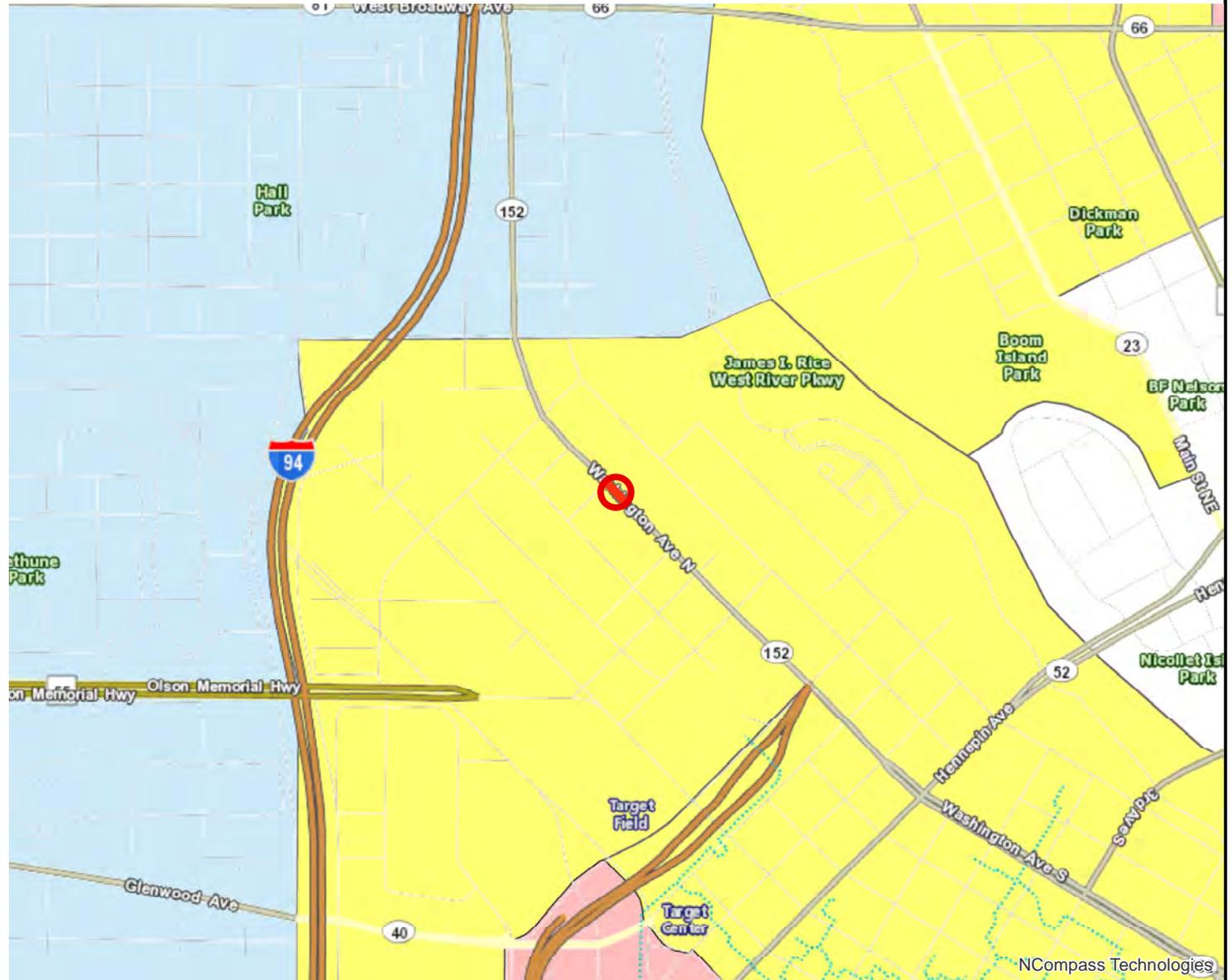
# Socio-Economic Conditions

Bridges Project: CSAH 152 (Washington Ave N) Bridge Replacement Project | Map ID: 1585409206466

## Results

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

Tracts within half-mile:  
102300 103000 103400  
126100 126200



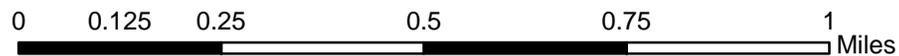
○ Points

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/28/2020  
LandscapeRSA2



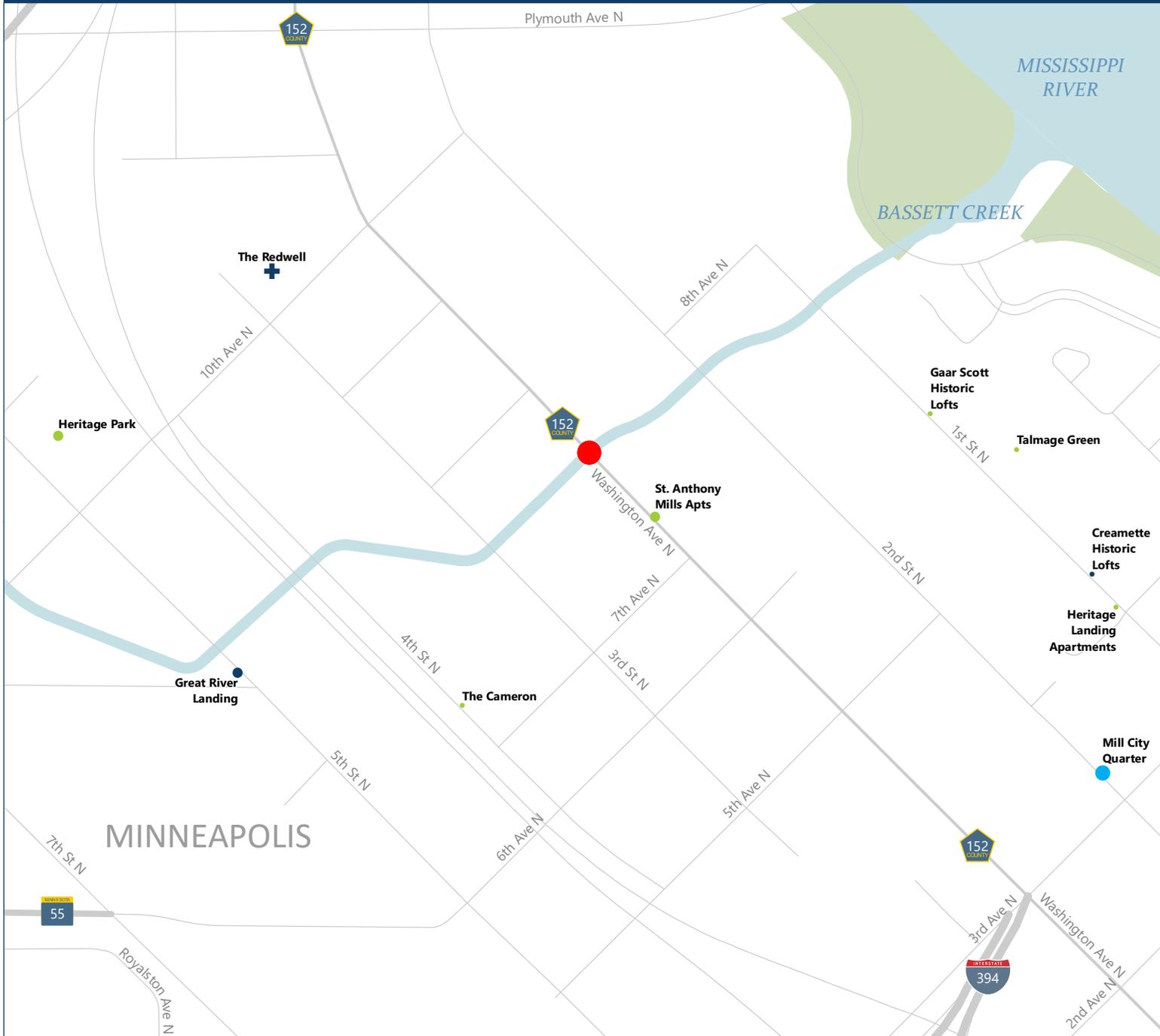
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissite/notice.aspx>



# CSAH 152 (Washington Avenue N) Bridge Replacement Project

Attachment 12 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location

#### Groups Served

- People with Disabilities
- Elderly
- Family
- Homeless
- Single People
- Multiple Groups
- No Information

#### Affordable Units

- 0 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 1500

#### Construction Status

- Complete
- ⊕ Planned

0 0.05 0.1 Miles

**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.

Published date: 4/29/2020



# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 13 | Minnesota Structure Inventory Report

Bridge ID: 91333

CSAH 152(WASH AVE) over BASSETT CREEK TUNNEL

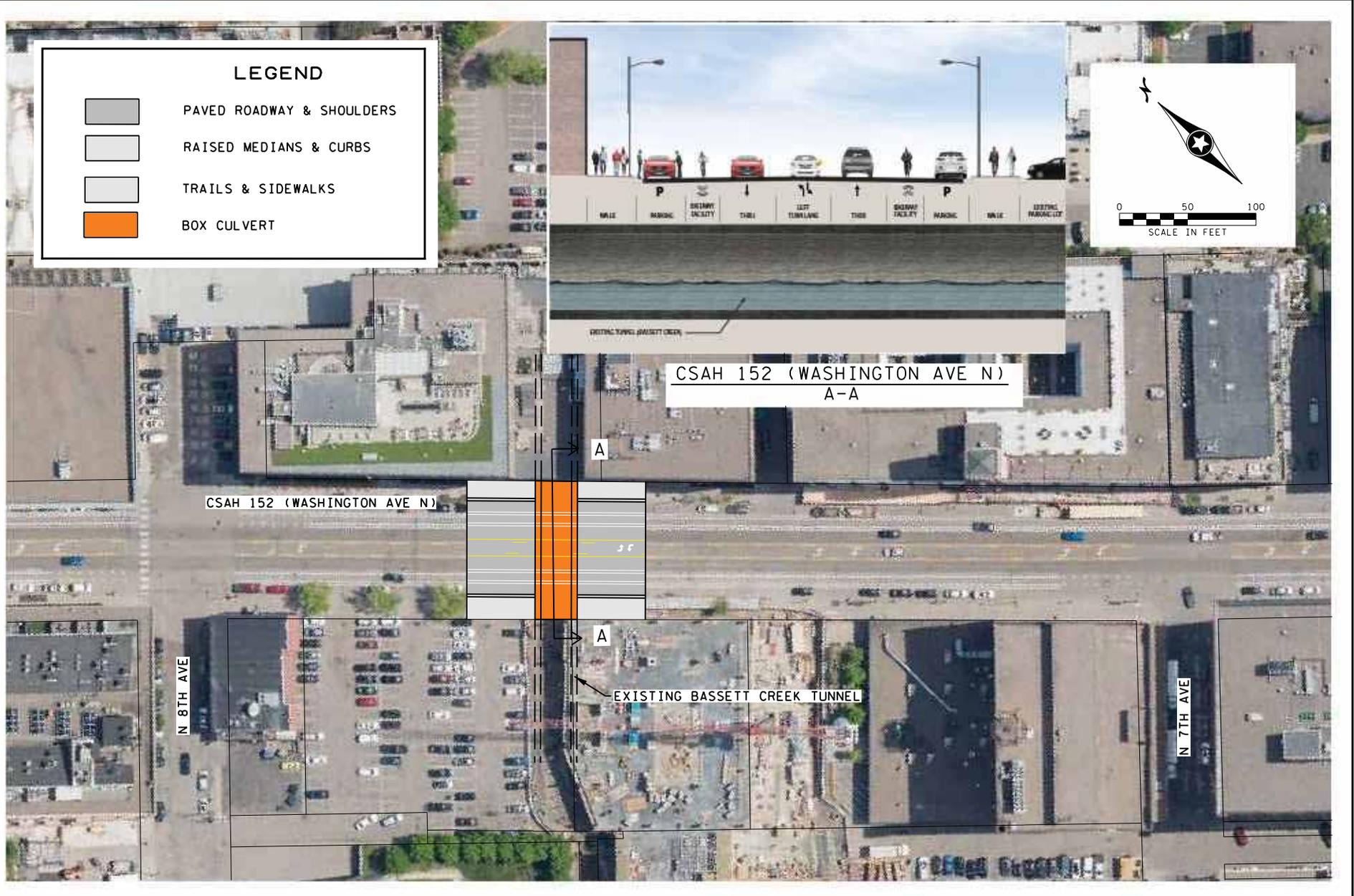
Date: 03/26/2020

+ GENERAL +	+ ROADWAY ON BRIDGE +	+ INSPECTION +
<b>Agency Br. No.</b> 534 <b>Crew</b> <b>District</b> METRO <b>Maint. Area</b> <b>County</b> 27 - HENNEPIN <b>City</b> MINNEAPOLIS <b>Township</b> <b>Desc. Loc.</b> 0.9 MI NW OF JCT HENN AV <b>Sect., Twp., Range</b> 22 - 029N - 24W <b>Latitude</b> 44d 59m 19.91s <b>Longitude</b> 93d 16m 43.00s <b>Custodian</b> COUNTY <b>Owner</b> COUNTY <b>Insp Responsibility</b> HENNEPIN COUNTY <b>Year Built</b> 1923 <b>Date Opened to Traffic</b> 01-01-1923 <b>MN Year Remodeled</b> <b>FHWA Year Reconstructed</b> <b>Bridge Plan Location</b> DISTRICT <b>Potential ABC</b> N.A.	<b>Road Name</b> CSAH 152 <b>Functional Class.</b> URB/MINOR ART <b>ADT (YEAR)</b> 14,800 (2014) <b>HCADT</b> 1,036 <b>National Highway System</b> N <b>Route Sys/Nbr</b> CSAH 152 <b>Ref. Point (TIS)</b> 010+00.346 <b>Detour Length</b> 1 mi. <b>Lanes</b> 6 Lanes ON Bridge <b>Control Section (TH Only)</b> <b>Function</b> MAINLINE <b>Type</b> 2 WAY TRAF <b>Bridge Match ID</b> 1 <b>Roadway Key</b> 1-ON  <b>+ RDWY DIMENSIONS ON BRIDGE +</b> <b>If Divided</b> <b>NB-EB</b> <b>SB-WB</b> <b>Roadway Width</b> 76.0 ft  <b>Vertical Clearance</b> <b>Max. Vert. Clear.</b> <b>Horizontal Clear.</b> <b>Appr. Surface Width</b> 76.0 ft <b>Bridge Roadway Width</b> <b>Median Width on Bridge</b> NA  <b>+ MISC. BRIDGE DATA +</b> <b>Structure Flared</b> NO <b>Parallel Structure</b> NONE <b>Field Conn. ID</b> <b>Cantilever ID</b>  <b>Foundations</b> <b>Abut.</b> MASONRY - FTG PILE <b>Pier</b> N/A <b>Historic Status</b> NOT ELIGIBLE <b>On - Off System</b> ON  <b>+ PAINT +</b> <b>Year Painted</b> <b>Painted Area</b> <b>Primer Type</b> <b>Finish Type</b>  <b>+ BRIDGE SIGNS +</b> <b>Posted Load</b> NOT REQUIRED <b>Traffic</b> NOT REQUIRED <b>Horizontal</b> NOT REQUIRED <b>Vertical</b> NOT APPLICABLE	<b>Deficient Status</b> S.D. <b>Sufficiency Rating</b> 38.9 <b>Last Routine Insp Date</b> 09-19-2019 <b>Routine Insp Frequency</b> 12 <b>Inspector Name</b> HENNEPIN COUNTY <b>Status</b> A-OPEN  <b>+ NBI CONDITION RATINGS +</b> <b>Deck</b> N <b>Superstructure</b> N <b>Substructure</b> N <b>Channel</b> 6 <b>Culvert</b> 4  <b>+ NBI APPRAISAL RATINGS +</b> <b>Structure Evaluation</b> 4 <b>Deck Geometry</b> N <b>Underclearances</b> N <b>Waterway Adequacy</b> 7 <b>Approach Alignment</b> 8  <b>+ SAFETY FEATURES +</b> <b>Bridge Railing</b> N-NOT REQUIRED <b>GR Transition</b> N-NOT REQUIRED <b>Appr. Guardrail</b> N-NOT REQUIRED <b>GR Termini</b> N-NOT REQUIRED  <b>+ SPECIAL INSPECTIONS +</b> <b>Frac. Critical</b> N <b>Underwater</b> N <b>Pinned Asbly.</b> N  <b>+ WATERWAY +</b> <b>Drainage Area</b> <b>Waterway Opening</b> 223 sq ft <b>Navigation Control</b> NO PRMT REQD <b>Pier Protection</b> <b>Nav. Vert./Horz. Clr.</b> <b>Nav. Vert. Lift Bridge Clear.</b> <b>MN Scour Code</b> E-CULVERT <b>Scour Evaluation Year</b>  <b>+ CAPACITY RATINGS +</b> <b>Design Load</b> UNKN <b>Operating Rating</b> HS 20.00 <b>Inventory Rating</b> HS 12.00 <b>Posting</b> <b>Rating Date</b> 10-22-2013  <b>Overweight Permit Codes</b> A: N      B: N      C: N
+ STRUCTURE +		
<b>Service On</b> HWY;PED <b>Service Under</b> STREAM <b>Main Span Type</b> MASONRY ARCH <b>Main Span Detail</b> SPANDREL FILLED ARCH <b>Appr. Span Type</b> <b>Appr. Span Detail</b> <b>Skew</b> <b>Culvert Type</b> 21' ARCH <b>Barrel Length</b> 98 ft  <b>Number of Spans</b> MAIN: 1    APPR: 0    TOTAL: 1 <b>Main Span Length</b> 21.4 ft <b>Structure Length</b> 30.8 ft <b>Deck Width</b> <b>Deck Material</b> N/A <b>Wear Surf Type</b> N/A <b>Wear Surf Install Year</b> <b>Wear Course/Fill Depth</b> <b>Deck Membrane</b> N/A <b>Deck Rebars</b> N/A <b>Deck Rebars Install Year</b> <b>Structure Area</b> 3,018 sq ft <b>Roadway Area</b> <b>Sidewalk Width - L/R</b> 10.0 ft 10.0 ft <b>Curb Height - L/R</b> <b>Rail Codes - L/R</b> NN NN		

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 05 | Potential Layout

Job # 13344  
3/27/2020  
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Washington Ave Culvert\13344\_gr04\_01\_Washington Ave Culvert.dgn



## Hennepin County Improvements

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

Figure 1

# CSAH 152 (Washington Ave N) Bridge Replacement Project

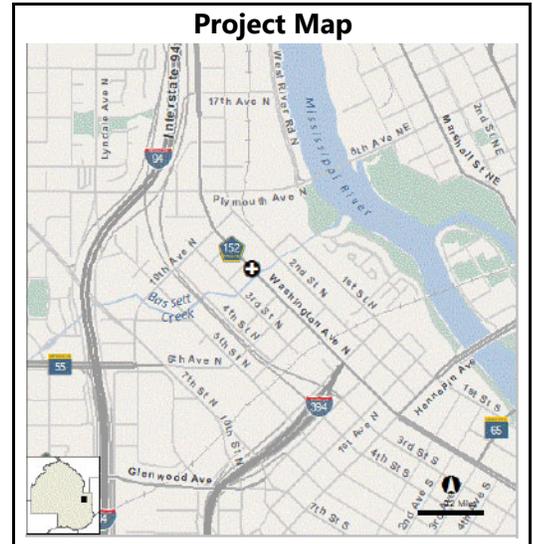
## List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Bridge Condition Photos
4. Potential Typical Section
5. Potential Layout
6. StreetLight HCAADT Estimate
7. 2020-2024 Hennepin County Transportation Capital Improvement Program
8. 2017 Hennepin County Budget – Board Resolution 16-0338R1
9. Anticipated Alternate Routes
10. MnDOT 50-Series Map
11. Socio-Economic Equity Map
12. Affordable Housing Access Map
13. Minnesota Structure Inventory Report
14. Multi-Modal Connections Map
15. City of Minneapolis Support Letter

# CSAH 152 (Washington Ave N) Bridge Replacement Project

## Attachment 01 | Project Narrative

<b>Project Name</b>	
CSAH 152 (Washington Ave N) Bridge Replacement Project	
<b>City(ies)</b>	
Minneapolis	N/A
<b>Commissioner Districts</b>	
2	N/A
<b>Capital Project Number</b>	
2176400	<b>Project Category</b>
	Bridge Replacement
<b>Scoping Manager</b>	
Jason Pieper	<b>Scoping Form Revision Dates</b>
	4/24/2020



**Project Summary**  
Replace Bridge #91333 along Washington Ave N (CSAH 152) over Bassett Creek in the City of Minneapolis.

**Roadway History**  
The existing culvert (built in 1923) consists of a concrete masonry arch that is entirely buried underneath CSAH 152 (Washington Avenue). The culvert received an NBI rating of 4 based on the rate and extent of deterioration experienced along the walls and arch, especially near the waterline. Additionally, there is evidence of spalling in between masonry blocks. Given its current condition, this structure has been classified as structurally deficient. Bridge maintenance activities are no longer cost effective in extending the useful life of this bridge.

**Anticipated Project Timeline**  
 Scoping: 2018 - 2020  
 Design: 2021 - 2023  
 R/W Acquisition: 2023  
 Bid Advertisement: Q1 2024  
 Construction: Q2 2024 - Q4 2024

**Project Delivery Responsibilities**  
 Preliminary Design: Consultant  
 Final Design: Consultant  
 Construction Services: Consultant

**Project Description and Benefits**  
The project includes a full replacement of the existing structure. The current barrel length is approximately 98' that provides a three-lane section for people driving, buffered bike lanes for people biking, on-road parking accommodations on both sides, along with sidewalk accommodations on both sides (with some streetscaping features) for people walking. It is anticipated that the existing roadway environment will primarily be replaced in-kind as the proposed scope of work will likely require minimal impacts to the roadway surface. The new structure will likely be designed to provide a 75-year (or greater) service life.

Project Budget -	Project Level
Construction:	\$ 2,740,000
Cost Estimate Year:	2020
Construction Year:	2024
Annual Inflation Rate:	3.0%
Inflated Construction:	\$ 3,080,000
Design Services:	\$ 460,000
R/W Acquisition:	\$ 100,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 310,000
Contingency:	\$ 820,000
<b>Total Project Budget:</b>	<b>\$ 4,770,000</b>

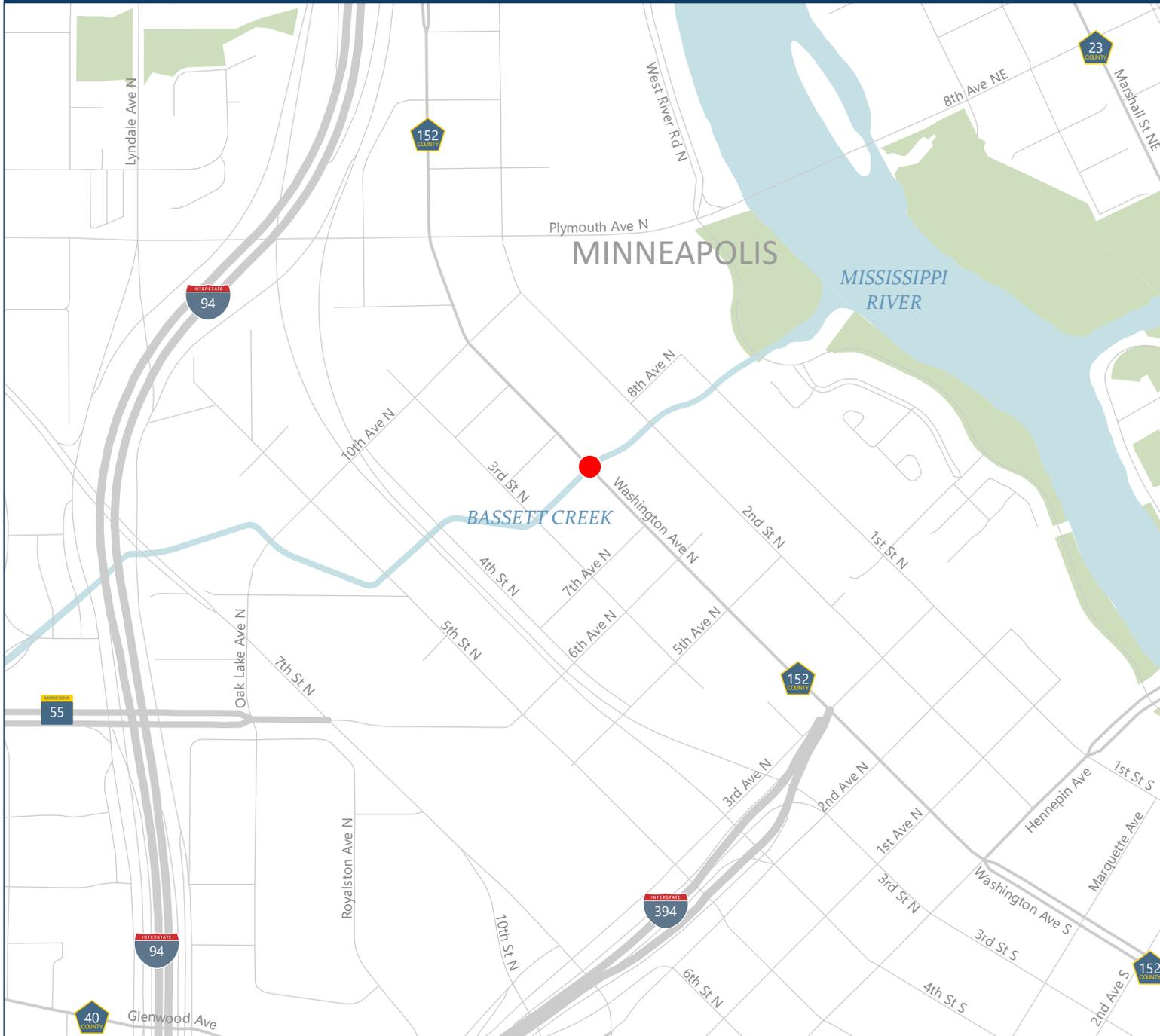
**Project Risks & Uncertainties**  
- The proposed project is located within the Minneapolis Warehouse Historic District which includes specific guidelines for street design in the area

**Funding Notes**  
The project is eligible for federal funding given the bridge length (greater than 20'), condition (NBI Rating of 4 or less) and functional classification of CSAH 152 (A-Minor Arterial).

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY  
MINNESOTA



**Key**

- Project Location



**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.

Published date: 3/24/2020



# CSAH 152 (Washington Ave N) Bridge Replacement Project

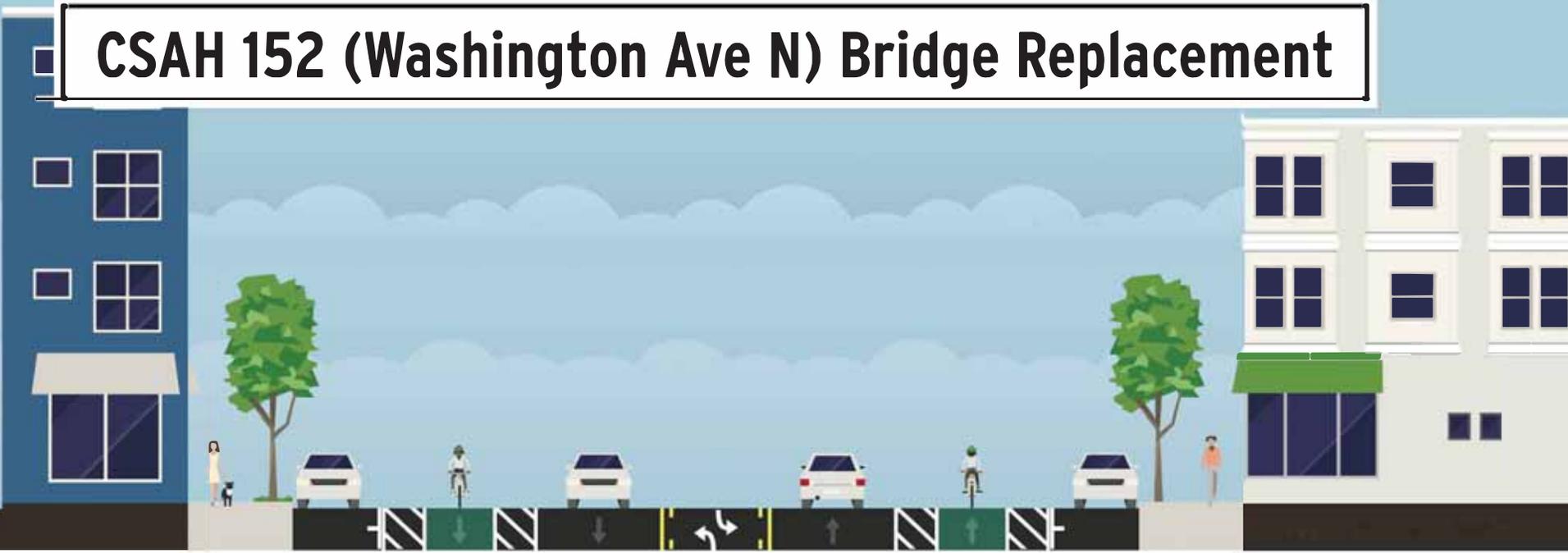
Attachment 03 | Existing Bridge Condition Photos



# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 04 | Potential Typical Section

## CSAH 152 (Washington Ave N) Bridge Replacement

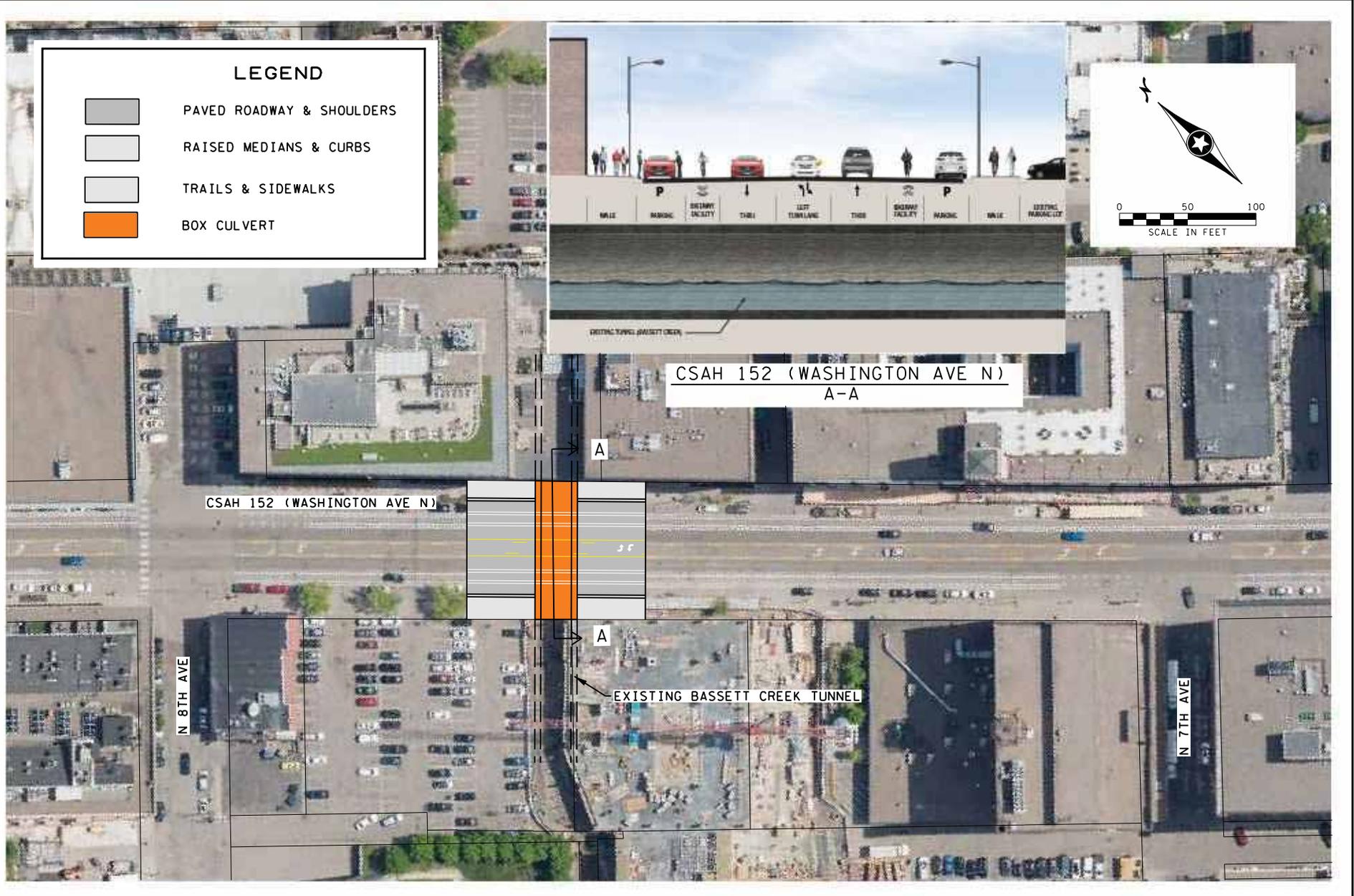


Sidewalk & Streetscaping    Parking Lane    Bike Lane    Vehicle Lane    Shared Left-Turn Lane    Vehicle Lane    Bike Lane    Parking Lane    Sidewalk & Streetscaping

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 05 | Potential Layout

Job # 13344  
3/27/2020  
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Washington Ave Culvert\13344\_gr04\_01\_Washington Ave Culvert.dgn



## Hennepin County Improvements

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

Figure 1

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 06 | StreetLight HCAADT Estimate

Table 1: HCAADT Estimates

Type of Travel	Zone Name	Average Daily Zone Traffic (StL Index)	HCAADT to Index Ratio	Estimated HCAADT
Commercial	CSAH 5 & W of I-35W	12085	0.1948	2350
Commercial	CSAH 9 & TH 169 Bridge	7766	0.1948	1500
Commercial	CSAH 152 & S of Plymouth Ave	5668	0.1948	1100
Commercial	CSAH 153 & W of TH 47	6647	0.1948	1300

Example calculation:  $12085 * 0.1948 = 2354$

Table 2: Reference Sites Countywide

Type of Travel	Zone Name	Average Daily Zone Traffic (StL Index)	HCAADT	HCAADT to Index Ratio
Commercial	H008	4381	1050	0.2397
Commercial	H061	2966	700	0.2360
Commercial	H070	4362	870	0.1994
Commercial	H263	6122	1250	0.2042
Commercial	H267	14545	2850	0.1959
Commercial	H268	7033	1800	0.2559
Commercial	H275	9115	1200	0.1317
Commercial	H286	4932	590	0.1196
Commercial	H293	3632	1650	0.4543
Commercial	H390	6381	840	0.1316
Commercial	H427	9914	1850	0.1866
Commercial	H440	2780	830	0.2986
Commercial	H442	4060	840	0.2069
Commercial	H522	10852	1400	0.1290
Commercial	H527	8089	1050	0.1298
Commercial	H639	8521	1100	0.1291
Commercial	H706	15969	2150	0.1346
Commercial	H712	11034	1600	0.1450
Commercial	H718	25554	3400	0.1331
Commercial	H719	18112	3600	0.1988
Commercial	H732	5101	730	0.1431
Commercial	H741	28006	4700	0.1678
Commercial	H803	8825	2550	0.2890
Commercial	H829	3394	760	0.2239
Commercial	H847	5223	1200	0.2298
Commercial	H875	4416	670	0.1517

Average ratio 0.1948

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 07 | 2020-2024 Hennepin County Transportation Capital Improvement Program

**Project Name:** 2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek  
**Major Program:** Transportation Provisional Projects  
**Department:** Transportation Provisional Roads & Bridges Projects

**Funding Start:** Beyond 2024  
**Funding Completion:** Beyond 2024

**Summary:**

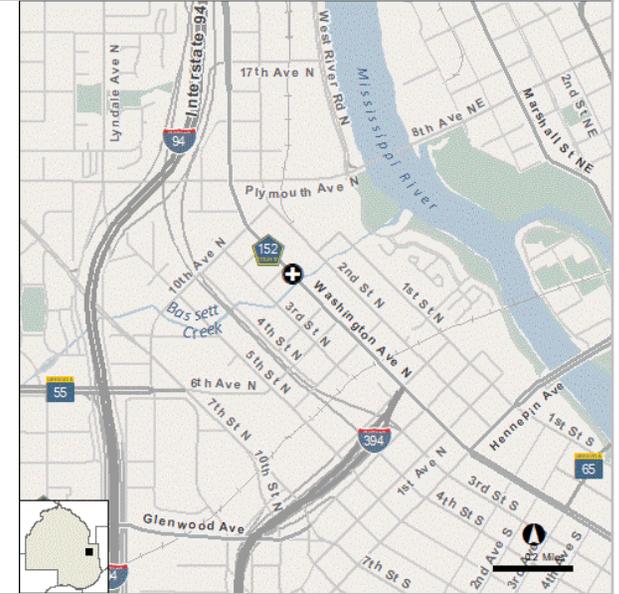
Replace Bridge #91333 along Washington Avenue N (CSAH 152) over Bassett Creek in the City of Minneapolis.

**Purpose & Description:**

The existing bridge (built in 1923) is classified as structurally deficient based on the condition of its primary structural elements. The nearly 100-year old masonry arch is experiencing advanced deterioration and has reached the end of its service life.

The structure is located in the active North Loop district of Minneapolis, where Washington Avenue N (CSAH 152) serves as critical connection to Downtown Minneapolis. Additionally, this area within Minneapolis is experiencing significant re-development that includes a mix of residential, commercial, and business uses.

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Right of Way									25,000	25,000
Construction									2,500,000	2,500,000
Consulting									625,000	625,000
Contingency									500,000	500,000
<b>Total</b>									<b>3,650,000</b>	<b>3,650,000</b>

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 07 | 2020-2024 Hennepin County Transportation Capital Improvement Program

<b>Project Name:</b> 2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek	<b>Funding Start:</b> Beyond 2024
<b>Major Program:</b> Transportation Provisional Projects	<b>Funding Completion:</b> Beyond 2024
<b>Department:</b> Transportation Provisional Roads & Bridges Projects	

Current Year's CIP Process Summary	Budget To-Date	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

**Scheduling Milestones (major phases only):**

**Board Resolutions / Supplemental Information:**

**Project's Effect on Annual Operating Budget:**  
 Additional planning and design work is required to determine the impact to Transportation Department staff or annual operating costs anticipated by this project.

**Environmental Impacts and Initiatives:**

**Changes from Prior CIP:**

- No changes since the 2019-2023 Transportation Capital Improvement Program.

Last Year's CIP Process Summary	Budget To-Date	2019	2020	2021	2022	2023	Beyond 2023	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 08 | 2017 Hennepin County Budget - Board Resolution 16-0338R1

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;

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 08 | 2017 Hennepin County Budget - Board Resolution 16-0338R1

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

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 08 | 2017 Hennepin County Budget - Board Resolution 16-0338R1

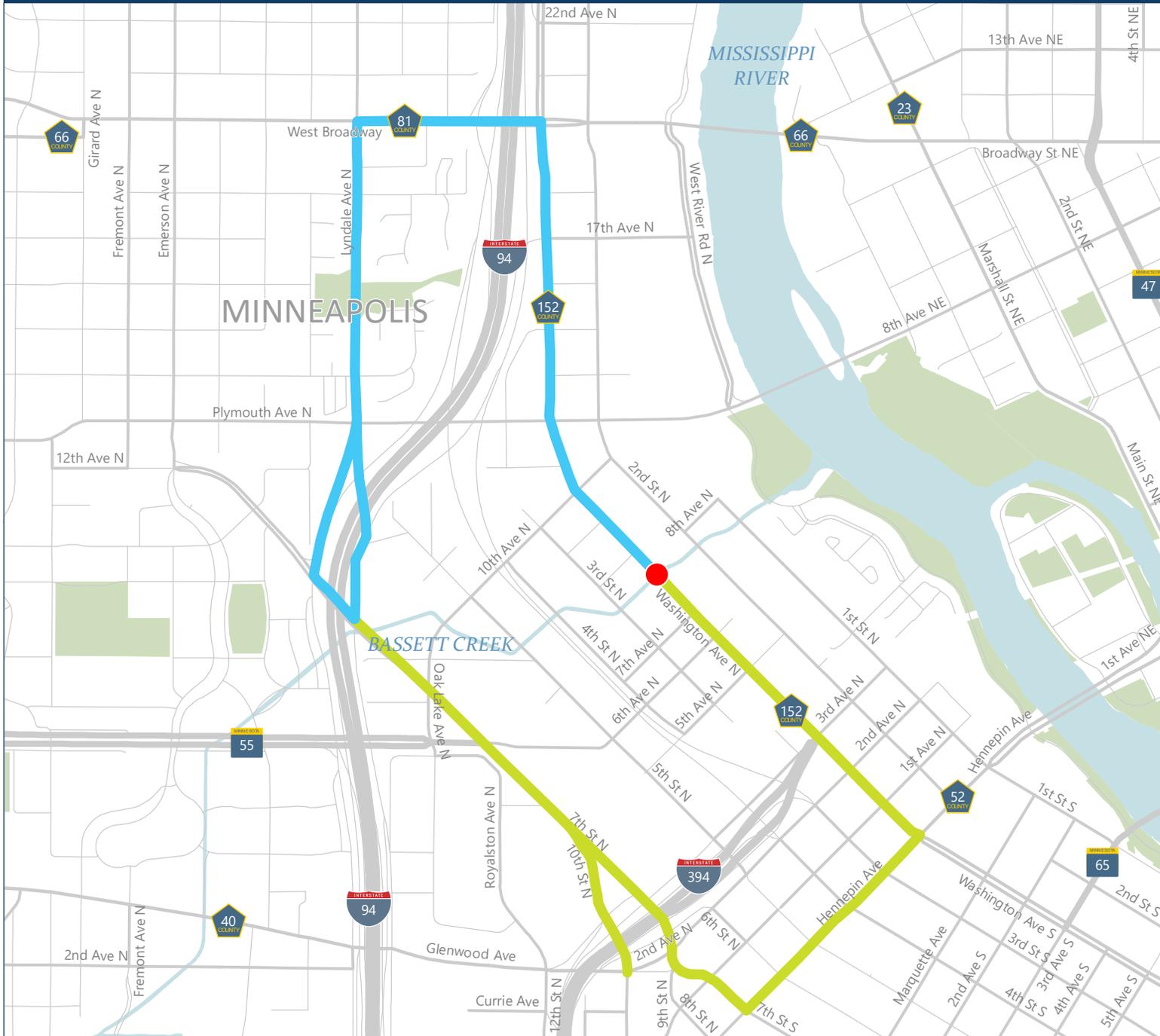
2163500 CSAH 19 (Shadywood Road): Rehabilitate bridge over Narrows Channel of Lake Minnetonka, on the border between the cities of Orono and Tonka Bay	27516	1958	5,800	76.7	\$2,500,000	2021
CSAH 158 (Vernon Avenue): Replace bridge over Canadian Pacific Railroad in Edina	4510	1927	20,400	26.0	\$2,500,000	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 86 (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 Noersberg 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:

# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 09 | Anticipated Alternative Routes Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location

### Alternate Routes

- CSAH 81 Arterial Route
- Hennepin Ave Arterial Route



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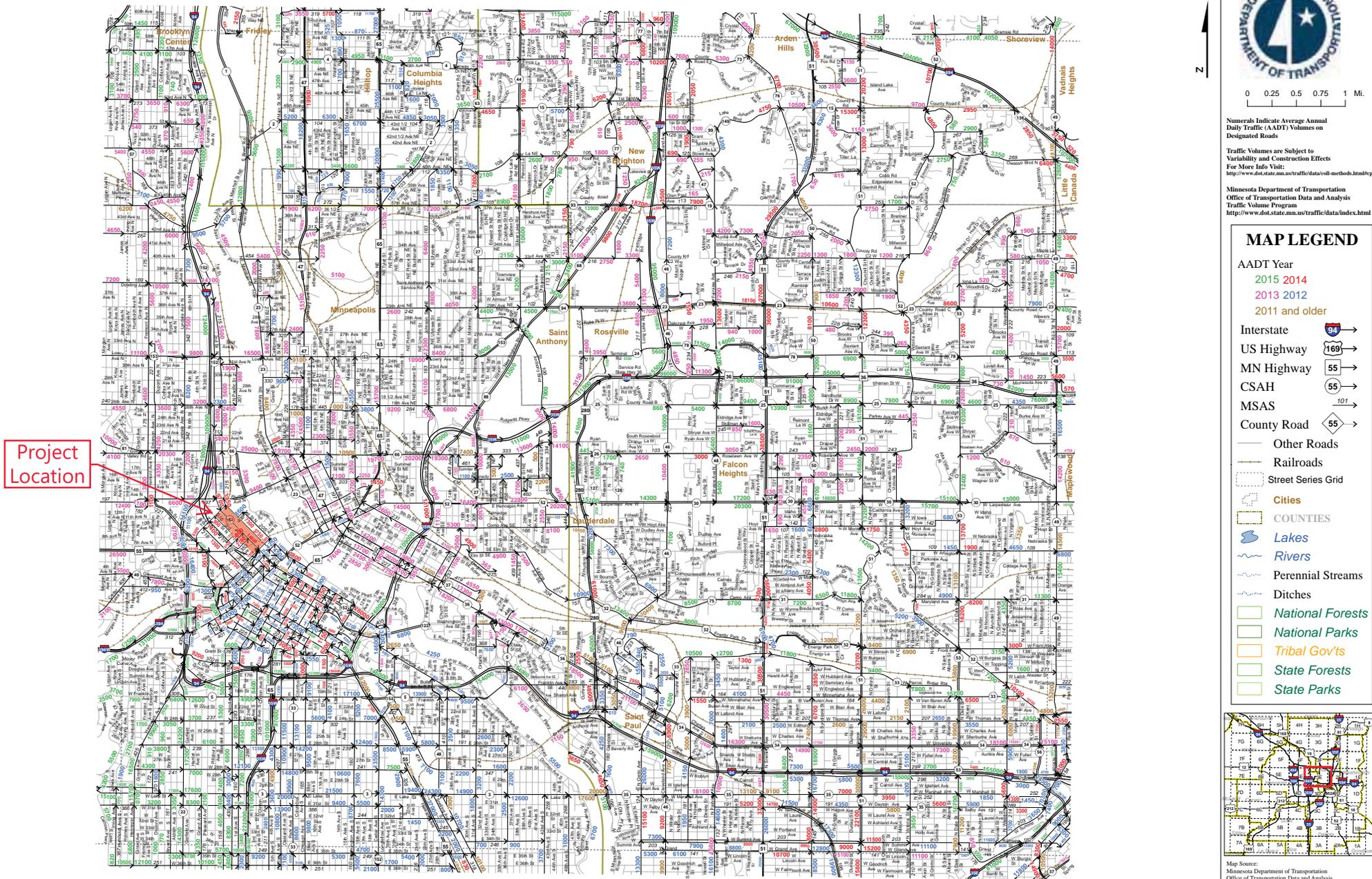
Published date: 4/1/2020



# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 10 | MnDOT 50-Series Map

## 2015 Publication Traffic Volumes Metro Street Series - 3E



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/cell-methods.html>

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

Project Location



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](http://www.dot.state.mn.us/traffic/data/data_products.html)

# CSAH 152 (Washington Ave N) Bridge Replacement Project

## Attachment 11 | Socio-Economic Equity Map



### Key

- Project Location

### Socio-Economic Equity Category

- Community Resource
- Disability
- Elderly
- Low-Income
- Youth



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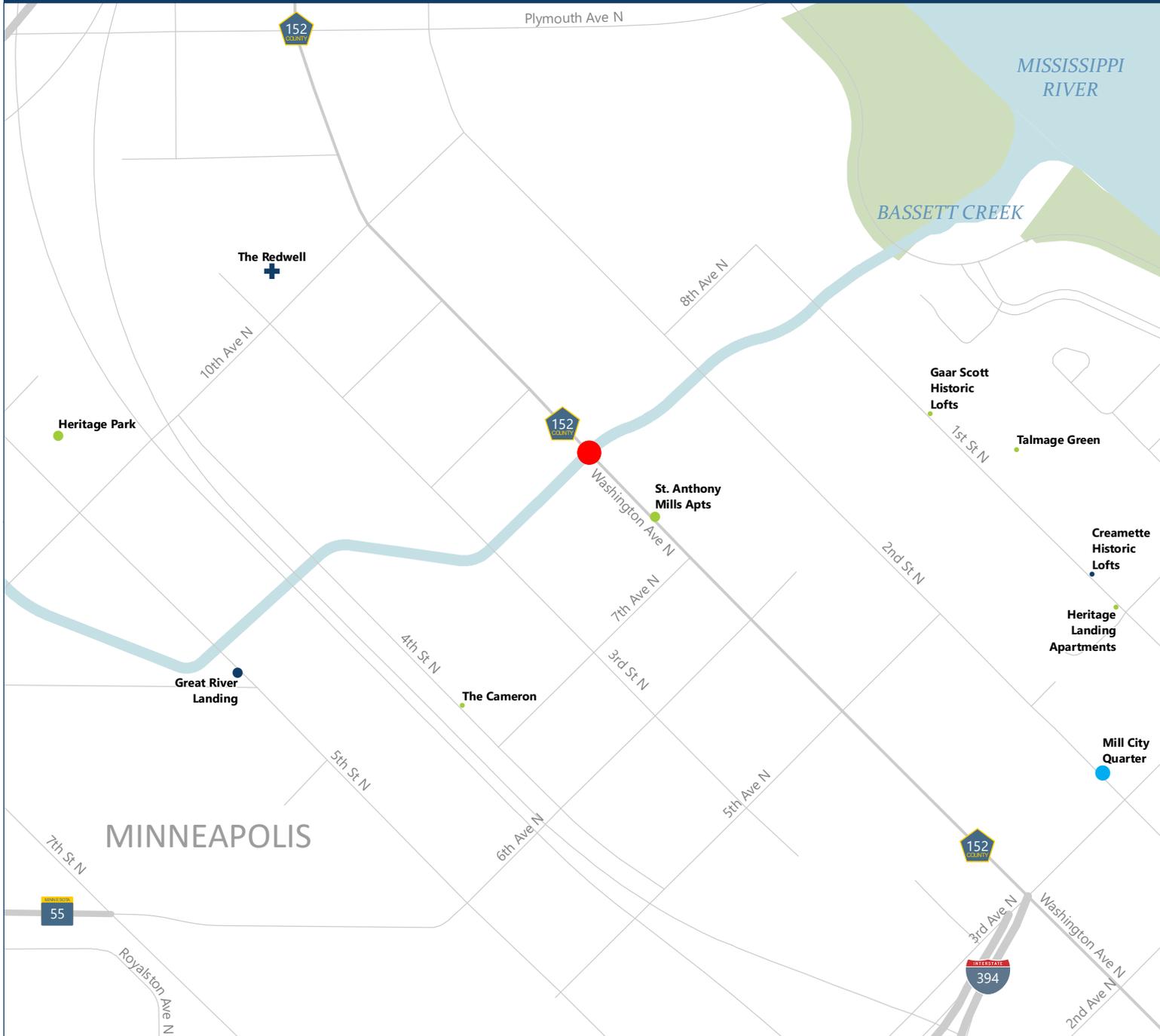
Published date: 3/31/2020



# CSAH 152 (Washington Avenue N) Bridge Replacement Project

Attachment 12 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location

#### Groups Served

- People with Disabilities
- Elderly
- Family
- Homeless
- Single People
- Multiple Groups
- No Information

#### Affordable Units

- 0 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 1500

#### Construction Status

- Complete
- ⊕ Planned

0 0.05 0.1 Miles

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Published date: 4/29/2020



# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 13 | Minnesota Structure Inventory Report

Bridge ID: 91333

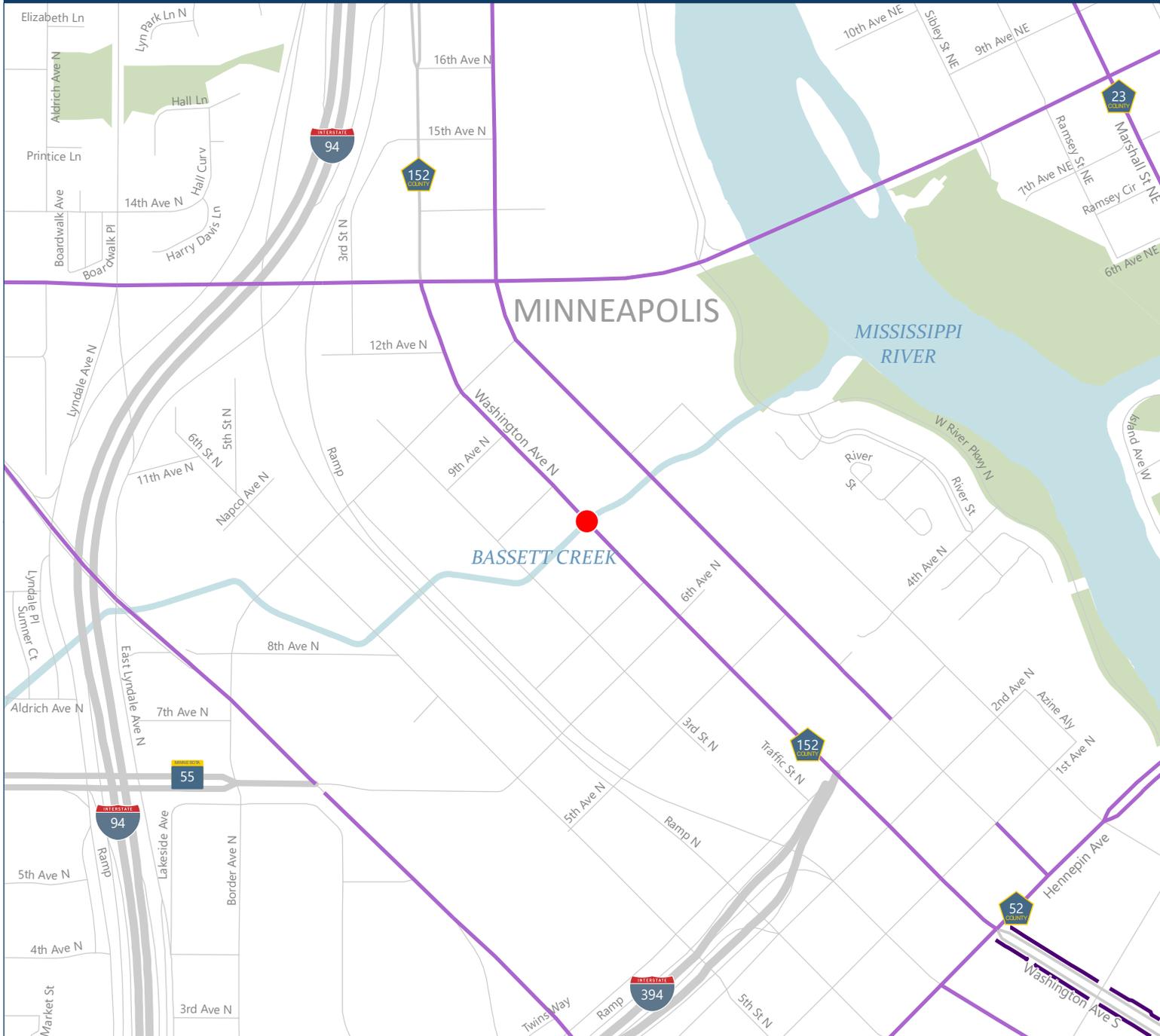
CSAH 152(WASH AVE) over BASSETT CREEK TUNNEL

Date: 03/26/2020

+ GENERAL +	+ ROADWAY ON BRIDGE +	+ INSPECTION +
<b>Agency Br. No.</b> 534 <b>Crew</b> <b>District</b> METRO <b>Maint. Area</b> <b>County</b> 27 - HENNEPIN <b>City</b> MINNEAPOLIS <b>Township</b> <b>Desc. Loc.</b> 0.9 MI NW OF JCT HENN AV <b>Sect., Twp., Range</b> 22 - 029N - 24W <b>Latitude</b> 44d 59m 19.91s <b>Longitude</b> 93d 16m 43.00s <b>Custodian</b> COUNTY <b>Owner</b> COUNTY <b>Insp Responsibility</b> HENNEPIN COUNTY <b>Year Built</b> 1923 <b>Date Opened to Traffic</b> 01-01-1923 <b>MN Year Remodeled</b> <b>FHWA Year Reconstructed</b> <b>Bridge Plan Location</b> DISTRICT <b>Potential ABC</b> N.A.	<b>Road Name</b> CSAH 152 <b>Functional Class.</b> URB/MINOR ART <b>ADT (YEAR)</b> 14,800 (2014) <b>HCADT</b> 1,036 <b>National Highway System</b> N <b>Route Sys/Nbr</b> CSAH 152 <b>Ref. Point (TIS)</b> 010+00.346 <b>Detour Length</b> 1 mi. <b>Lanes</b> 6 Lanes ON Bridge <b>Control Section (TH Only)</b> <b>Function</b> MAINLINE <b>Type</b> 2 WAY TRAF <b>Bridge Match ID</b> 1 <b>Roadway Key</b> 1-ON  <b>+ RDWY DIMENSIONS ON BRIDGE +</b> <b>If Divided</b> <b>NB-EB</b> <b>SB-WB</b> <b>Roadway Width</b> 76.0 ft  <b>Vertical Clearance</b> <b>Max. Vert. Clear.</b> <b>Horizontal Clear.</b> <b>Appr. Surface Width</b> 76.0 ft <b>Bridge Roadway Width</b> <b>Median Width on Bridge</b> NA  <b>+ MISC. BRIDGE DATA +</b> <b>Structure Flared</b> NO <b>Parallel Structure</b> NONE <b>Field Conn. ID</b> <b>Cantilever ID</b>  <b>Foundations</b> <b>Abut.</b> MASONRY - FTG PILE <b>Pier</b> N/A <b>Historic Status</b> NOT ELIGIBLE <b>On - Off System</b> ON  <b>+ PAINT +</b> <b>Year Painted</b> <b>Painted Area</b> <b>Primer Type</b> <b>Finish Type</b>  <b>+ BRIDGE SIGNS +</b> <b>Posted Load</b> NOT REQUIRED <b>Traffic</b> NOT REQUIRED <b>Horizontal</b> NOT REQUIRED <b>Vertical</b> NOT APPLICABLE	<b>Deficient Status</b> S.D. <b>Sufficiency Rating</b> 38.9 <b>Last Routine Insp Date</b> 09-19-2019 <b>Routine Insp Frequency</b> 12 <b>Inspector Name</b> HENNEPIN COUNTY <b>Status</b> A-OPEN  <b>+ NBI CONDITION RATINGS +</b> <b>Deck</b> N <b>Superstructure</b> N <b>Substructure</b> N <b>Channel</b> 6 <b>Culvert</b> 4  <b>+ NBI APPRAISAL RATINGS +</b> <b>Structure Evaluation</b> 4 <b>Deck Geometry</b> N <b>Underclearances</b> N <b>Waterway Adequacy</b> 7 <b>Approach Alignment</b> 8  <b>+ SAFETY FEATURES +</b> <b>Bridge Railing</b> N-NOT REQUIRED <b>GR Transition</b> N-NOT REQUIRED <b>Appr. Guardrail</b> N-NOT REQUIRED <b>GR Termini</b> N-NOT REQUIRED  <b>+ SPECIAL INSPECTIONS +</b> <b>Frac. Critical</b> N <b>Underwater</b> N <b>Pinned Asbly.</b> N  <b>+ WATERWAY +</b> <b>Drainage Area</b> <b>Waterway Opening</b> 223 sq ft <b>Navigation Control</b> NO PRMT REQD <b>Pier Protection</b> <b>Nav. Vert./Horz. Clr.</b> <b>Nav. Vert. Lift Bridge Clear.</b> <b>MN Scour Code</b> E-CULVERT <b>Scour Evaluation Year</b>  <b>+ CAPACITY RATINGS +</b> <b>Design Load</b> UNKN <b>Operating Rating</b> HS 20.00 <b>Inventory Rating</b> HS 12.00 <b>Posting</b> <b>Rating Date</b> 10-22-2013  <b>Overweight Permit Codes</b> <b>A: N    B: N    C: N</b>
+ STRUCTURE +		
<b>Service On</b> HWY;PED <b>Service Under</b> STREAM <b>Main Span Type</b> MASONRY ARCH <b>Main Span Detail</b> SPANDREL FILLED ARCH <b>Appr. Span Type</b> <b>Appr. Span Detail</b> <b>Skew</b> <b>Culvert Type</b> 21' ARCH <b>Barrel Length</b> 98 ft  <b>Number of Spans</b> <b>MAIN: 1    APPR: 0    TOTAL: 1</b> <b>Main Span Length</b> 21.4 ft <b>Structure Length</b> 30.8 ft <b>Deck Width</b> <b>Deck Material</b> N/A <b>Wear Surf Type</b> N/A <b>Wear Surf Install Year</b> <b>Wear Course/Fill Depth</b> <b>Deck Membrane</b> N/A <b>Deck Rebars</b> N/A <b>Deck Rebars Install Year</b> <b>Structure Area</b> 3,018 sq ft <b>Roadway Area</b> <b>Sidewalk Width - L/R</b> 10.0 ft 10.0 ft <b>Curb Height - L/R</b> <b>Rail Codes - L/R</b> NN NN		

# CSAH 152 (Washington Ave N) Bridge Replacement Project

## Attachment 14 | Multimodal Connections Map



### Key

- Project Location

#### Multimodal Connections

- On-street bikeway
- Off-street bikeway



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Published date: 4/2/2020



# CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 15 | City of Minneapolis Support Letter



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

[www.minneapolismn.gov](http://www.minneapolismn.gov)

Support for Hennepin County  
Regional Solicitation Applications

Dear Ms. Stueve:

Hennepin County has requested letters of support for a series of grant applications as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. As a part of this request, Minneapolis conducted a review of completed plans, studies, and community engagement, as well as documented priorities and adopted policies to identify which projects to support. Improvements along Hennepin County streets offer significant opportunities to address some of the greatest safety and mobility needs within Minneapolis and are a critical part of the city's goal to address climate change, support mode shifts, and eliminate deaths and severe injuries resulting from traffic crashes.

Minneapolis hereby supports the following applications:

#### **Roadway Reconstruction / Modernization**

- Lowry Ave NE (CSAH 153) Reconstruction: Marshall St NE to Washington St NE
- Franklin Ave (CSAH 5) Reconstruction: Blaisdell Ave to Chicago Ave

#### **Spot Mobility and Safety**

- Lake St E (CSAH 3) at Hiawatha Ave (TH 55): Intersection

#### **Pedestrian Facilities**

- Glenwood Ave (CSAH 40) ADA Upgrades: Penn Ave N (CSAH 2) to Bryant Ave N

#### **Bridges**

- Washington Avenue Bridge over Basset Creek (CSAH 152)
- Osseo Rd Bridge over CP Rail (CSAH 152)

At this time, Minneapolis has no funding programmed in its adopted 2020-2024 Transportation Capital Improvement Program (CIP) for these projects. Therefore, Minneapolis is currently unable to commit cost participation in these projects. However, we request that Hennepin County includes city staff as part of the design process to ensure project success. Furthermore, Minneapolis agrees to provide maintenance, such as sweeping and plowing, for protected bikeways included with these projects and in alignment with Minneapolis' proposed All Ages and Abilities Network, until such time Hennepin County has the resources to do so.

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,

A handwritten signature in blue ink, appearing to read "Robin Hutcherson".

Robin Hutcherson  
Director of Public Works  
City of Minneapolis