Application

13865 - 2020 Bridges

14332 - CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
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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 (Osseo Rd) Rehabilitation 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 rehabilitation of the CSAH 152 (Osseo Rd) Bridge #27152 over the Canadian Pacific (CP) Railroad in Minneapolis. CSAH 152 (Osseo Rd) is classified as an A-Minor Arterial roadway that functions as a reliever. Attachment 2 includes an illustration of the project location.

CSAH 152 (Osseo Rd) is a regionally significant corridor that connects users from Brooklyn Park/Brooklyn Center to Downtown Minneapolis and provides access to TH 100. This bridge serves as the only grade separated crossing of the CP Railroad between TH 100 and I-94, therefore, users rely on this bridge to avoid any potential delays caused by trains. This is especially important as these railroad tracks experience a relatively high number of trains serving the nearby CP Humboldt Rail Yard as shown in Attachment 3.

The existing bridge (built in 1972) includes a pre-stressed concrete beam design. Overall, the bridge is generally in fair to good condition. However, the bridge expansion joints are of specific concern as they are currently showing signs of leaking. Additionally, portions of the slope paving have failed and require replacement. The deck received an NBI rating of 5 and is showing evidence of cracking and spalling, with some rebar being exposed. The superstructure received an NBI rating of 5 due to the extent of deterioration near the abutments that includes cracking and spalling in the beams. The substructure received an NBI rating of 6 due to the presence of minor cracking. Photos depicting the bridge's current condition are included in Attachment 4.

The project will include the rehabilitation of the existing bridge, therefore, the current bridge width

(approximately 52') will likely be retained. The existing cross section includes two lanes in each direction for people driving, dedicated on-road facilities for people biking, and sidewalks on both sides for people walking. The project team will utilize the public engagement process to determine if any adjustments to this configuration are necessary to improve user comfort, mobility, and safety across the bridge. The existing shared left-turn lane is not needed, therefore, an opportunity presents itself to reallocate this space. It is anticipated that this project will extend the service life of this bridge by approximately 20 years, ensuring that major capital activities won't be required in then near-term. The potential typical section for the CSAH 152 (Osseo Rd) Bridge Rehabilitation Project is included in Attachment 5.

(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 over CP Railroad in Minneapolis - Rehabilitate Bridge #27152

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$2,738,400.00

Match Amount

$684,600.00

Minimum of 20% of project total

Project Total

$3,423,000.00

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: 2022, 2023

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 Osseo Rd

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55430

(Approximate) Begin Construction Date 05/02/2022

(Approximate) End Construction Date 09/30/2022

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At Canadian Pacific (CP) Railroad

Miles of Sidewalk (nearest 0.1 miles) 0.1

Miles of Trail (nearest 0.1 miles) 0.1

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0.1

Primary Types of Work Bridge Rehabilitation, Bikeway, Sidewalk, Roadway Approaches

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.: 27152

New Bridge/Culvert No.:

Structure is Over/Under (Bridge or culvert name): Over Canadian Pacific (CP) Railroad

Requirements - All Projects

All Projects

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

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

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

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

A. Transportation System Stewardship (P 2.2-2.4)

The proposed project will rehabilitate the CSAH 152 (Osseo Rd) Bridge #27152 over the existing Canadian Pacific (CP) Railroad. CSAH 152 (Osseo Rd) is a critical north/south roadway that connects users from Brooklyn Park/Brooklyn Center to Minneapolis. This bridge is heavily relied on by users (approximately 11,500 daily) as it's the only grade separated crossing of the rail-line between TH 100 and I-94. Furthermore, extensive delays are caused by the railroad given the nearby CP Humboldt Yard where "track switching operations" occur daily involving slow moving trains (less than 5 mph).

B. Safety and Security (P 2.5-2.9)

Although no significant improvements to promote user safety are anticipated as part of this project, preserving this bridge asset will ensure that a grade separated crossing of the CP Railroad is retained. This will reduce the number of users relying on the nearby at-grade crossing located at Humboldt Ave.

C. Access to Destinations (P 2.10-2.25)

CSAH 152 is a regionally significant A-Minor Arterial that is one of the few major roadways through the Webber-Camden and Victory Neighborhoods of North Minneapolis. Full access is provided at the nearby TH 100 interchange, allowing users to visit this area from the surrounding first-ring suburbs within Hennepin County.

D. Competitive Economy (P 2.26-2.29)

CSAH 152 (Osseo Rd) is identified as a Tier 3 Regional Truck Corridor that allows commercial vehicles to avoid delays when crossing over the CP Railroad, allowing them to more easily complete deliveries to the commercial nodes at the Penn/44th and Lyndale/42nd intersections. Furthermore, retaining this heavily used crossing will minimize potential conflicts with CP freight cars that commonly transport crude oil throughout this area of Minnesota.

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

CSAH 152 (Osseo Rd) is identified as a Tier 1 alignment as part of MetCouncil's RBTN and provides a connection to the Victory Prairie Dog Park and Victory Memorial Park for people walking and biking. Additionally, Metro Transit provides Bus Rapid Transit (BRT) service along this roadway as part of the C-Line. Rehabilitating this bridge will ensure a safe crossing of the railroad for non-motorized users in the area.

G. Leveraging Transportation Investments to Guide Land Use (P 2.35-2.41)

Rehabilitating the CSAH 152 (Osseo Rd) Bridge will ensure that this part of North Minneapolis remains attractive for potential redevelopment opportunities, specifically at the Penn/44th intersection.

Limit 2,800 characters, approximately 400 words

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

List the applicable documents and pages:

2020-2024 Hennepin County Transportation CIP (Attachment 6)

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: 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

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$139,000.00
Removals (approx. 5% of total cost)	$175,000.00
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	$131,000.00
Striping	$3,000.00
Signing	$5,000.00
Lighting	$40,000.00
Turf - Erosion & Landscaping	$0.00
Bridge	$2,137,000.00
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
Totals	**$3,419,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$1,000.00
Other Bicycle and Pedestrian Elements	$3,000.00
Totals	**$4,000.00**

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	$3,423,000.00
Construction Cost Total	$3,423,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	1.2 mi (CSAH 81 to the west)

Explanation:

CSAH 152 (Osseo Rd) serves north/south trips from Brooklyn Park/Brooklyn Center to Downtown Minneapolis and varies in configuration between a 4-lane and 3-lane. Staff identified CSAH 81 (Bottineau Blvd), located approximately 1.2 miles west of this bridge, as the closest parallel A-Minor Arterial roadway that provides users with a similar connection across the Canadian Pacific (CP) Railroad.

In addition, staff has identified two potential alternate routes for users when the CSAH 152 (Osseo Rd) Bridge is being rehabilitated; each utilizing nearby collector routes to reduce the required detour distance. The first route guides users along France Ave, by means of Lake Dr and TH 100, that results in a detour distance of 3.3 miles (approximately 25% less than the primary alternate route). The second route guides users along Humboldt Ave, by means of 44th Ave and 49th Ave, that results in a detour distance of 2.8 miles (approximately 40% less than the primary alternate route). Staff will coordinate with the cities of Brooklyn Center and Minneapolis to determine if these nearby collector roadways can serve as detour routes and minimize construction impacts to travel times. These routes are illustrated in Attachment 7.

Additionally, staff will coordinate with traffic operations staff at MnDOT and the cities to investigate the need for temporary signal timing plans to better accommodate travel patterns during construction activities.

(Limit 2,800 characters; approximately 400 words)

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

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

Existing Employment within 1 Mile:	5712
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1032
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1588781997514_2020 RS Map 02 - CSAH 152 (Osseo Rd) Bridge Rehabilitation 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)

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)

Measure A: Current Daily Person Throughput

Location	South of 49th Ave, see Attachment 8
Current AADT Volume	11500.0
Existing Transit Routes on the Project:	5, 19, 721, 923-METRO C Line

Select all transit routes that apply.

Upload "Transit Connections" map	1588892958050_2020 RS Map 04 - CSAH 152 (Osseo Rd) Bridge Rehabilitation Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	14950.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

Measure A: 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.*

Response:

Engagement efforts completed to date:

Public engagement efforts for the CSAH 152 (Osseo Rd) Bridge Rehabilitation Project has been in conjunction with the CSAH 152 (Osseo Rd) Reconstruction Project as the two projects are located adjacent to one another (Project Website: hennepin.us/osseoroad). Engagement efforts completed to date include a user survey, a walking tour of the area, and two open houses that were held in late 2019. Local residents were targeted in search of top priorities for the project. The most popular comments were related to sidewalks, pedestrian crossings, and intersection safety. Other findings from public engagement indicated that many users were not aware of the staircase located on the southwest side of the bridge, and that users frequently cross Osseo Rd mid-block, creating potential conflicts with people driving. The project team has worked with stakeholders to review opportunities for improving the configuration of the bridge to better accommodate people biking and walking along and across the corridor. Feedback from nearby residents is key to ensuring this project has a positive impact on the community as this bridge is the only grade separated crossing of the Canadian Pacific (CP) Railroad in the area.

Engagement efforts anticipated for the design stage

Public engagement strategies during design will continue to target residents and services likely impacted by the project. A project website will be created to publish the latest information in terms of project scope, schedule, and upcoming engagement events. The project team will likely include staff from the county's Communications and Engagement Team to encourage the use of plain language and to ensure best practices are followed. In an effort to minimize potential communication

barriers, public engagement tools will rely on visualizations and renderings to highlight improvements for people biking, driving, and walking.

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 during construction. Loring Elementary School and Patrick Henry High School are located within close proximity of this project. The project team will work directly with these schools to coordinate school arrival/dismissal operations to ensure that adequate accommodations are retained during construction activities. Additionally, the contractor will be required to follow the Detailed Temporary Traffic Control Plans to ensure access (especially for people biking and walking) to nearby sites during construction. 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.

Response:

Anticipated project benefits

The existing bridge over the CP Railroad is showing signs of deterioration; therefore, a rehabilitation project is being recommended to extend the useful life for the bridge. This will ensure that people biking, driving, walking, and using transit will be provided with a grade separated crossing of the CP Railroad that experiences approximately 20 train crossings per week. In addition, an opportunity exists to reconfigure the space on the bridge deck as the existing shared left-turn lane is not needed.

A detailed description of how this project will benefit disadvantaged populations is included below. Attachment 9 identifies specific sites that likely attract each of the population groups.

Nearby community resource destinations

Although they may not have a defined customer base, community resources offer benefits to low-income populations, people of color, youth populations, people with disabilities, and elderly populations. There are 11 identified community resource destinations within the project area, including parks, churches and community centers, and government services such as a fire station and a library. This project will preserve a key bridge asset that includes dedicated facilities for each user group, continuing to promote changes in transportation for all ages and abilities.There are two community resource destinations that are of specific interest. The first is the North Market, a neighborhood grocery store, which relies on the Osseo Rd Bridge to facilitate delivery operations. The second is the Webber Park Library which provides resources (including technology) and

services to the surrounding community.

Benefits for youth populations

Five locations were identified as locations that benefit youth populations, including New Millenium Academy, Penny's Care Learning Center, Jack Home Daycare, Loring Elementary School, and Patrick Henry High School. Rehabilitating the bridge will maintain the safe crossing above the railroad to ensure access to these locations.

Benefits for elderly populations

Three locations were identified that benefit elderly populations, including: Shingle Creek Commons, Senior Dining, and Hamilton Manor. Rehabilitating the bridge that is deteriorating will ensure that this crossing remains open for people who rely on motor vehicles, including dial-a-ride services or medical transportation services, for transportation needs.

(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

Response:

Anticipated project negative impacts

The CSAH 152 (Osseo Rd) Bridge Rehabilitation Project is not anticipated to result in any long-term negative impacts. However, the project may have short-term negative impacts 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 various phases of the project. This resource has already been in effect for this project and has cited over 200 interactions with the public on social media alone as of February 2020. The communications team responds to inquires 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.

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 residential areas and community resources will be most critical. 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

Temporary traffic control measures (pavement markings, signs, and barriers) will be installed as part of the project to ensure safe travel during construction. 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

Transit services may need be re-routed during construction. Staff will coordinate with Metro Transit to publish consistent messaging to notify transit customers of these changes, particularly for the relatively new C-Line BRT service. Accessing transit services will continue to 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

No negative impacts to the environment are anticipated as this project will just be rehabilitating an existing bridge asset. Construction inspection crews will monitor the project site during rain events to ensure that temporary treatments are functioning properly and not placing nearby residents at risk.

(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 1589392106782_2020 RS Map 03 - CSAH 152 (Osseo Rd) Bridge Rehabilitation 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	15106.0	0.54	100.0	53.697
Brooklyn Center	6438.0	0.23	100.0	22.885
Crystal	2362.0	0.08	88.0	7.389
Robbinsdale	4226.0	0.15	91.0	13.67

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 28132.0

Total Housing Score 97.641

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.

Response:

The CSAH 152 (Osseo Rd) Bridge currently includes sidewalks on both sides, on-road bicycle lanes, and a 3-lane roadway configuration. It is anticipated that the proposed project will rehabilitate the existing bridge to extend its useful life for approximately 20 years. These improvements will ensure a grade separated crossing over the Canadian Pacific (CP) Railroad will be maintained for people biking, driving, walking, and using transit in the area. Although a rehabilitation project provides limited opportunities to reconfigure space on the bridge, the project team will investigate opportunities to enhance accommodations for users. Overall, this bridge serves as the primary route into North Minneapolis from Brooklyn Center; therefore, it is especially important to retain a grade separated crossing of a relatively active railroad (approximately 20 crossings per week). Furthermore, Bus Rapid Transit (BRT) service operates along CSAH 152 (Osseo Rd) as part of the C-Line.

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 10 illustrates specific affordable housing sites within a 1/2 mile of the project location.

Total number of affordable sites within project area: 6

Number of existing sites: 6

Number of sites under construction: 0

Number of planned sites identified: 0

Location 1: Camden Apartments

Affordable Units: 23

Bedrooms per unit: 2-4

50% AMI: 23

LIHTC

Location 2: Hamilton Manor

Affordable Units: 220

Bedrooms per unit: 1-2

30% AMI: 220

Public Housing

Location 3: Humboldt Greenway

Affordable Units: 2

Bedrooms per unit: 3

80% AMI: 2

Location 4: Kingsley Commons

Affordable Units: 21

Bedrooms per unit: 1-2

50% AMI: 21

Section 8

Location 5: Prosperity Village

Affordable Units: 25

Bedrooms per unit: NA

30% AMI: 25

Public Housing

Location 6: Shingle Creek Commons

Affordable Units: 22

Bedrooms per unit: 1-2

50% AMI: 15

60% AMI: 7

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589392326521_Attachment 10 - Affordable Housing Access.pdf

Measure A: Bridge Condition

5.0

5.0

6.0

Lowest National Bridge Inventory Condition Rating: 5.0

Upload Structure Inventory Report 1589392433584_Attachment 11 - 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

Response:

The Multimodal Connections Map (Attachment 12) illustrates how this project connects people biking, walking, and using transit in the area. Overall, deferring this bridge rehabilitation project will result in more frequent maintenance activities that will negatively impact multimodal users in the area. This is undesirable as this bridge provides the only grade separated crossing of the Canadian Pacific (CP) Railroad between TH 100 and I-94. Detailed descriptions of these benefits are included below.

Improvements for people biking

CSAH 152 (Osseo Rd) currently has dedicated on-street facilities for people biking. Despite existing facilities in place on the bridge, a public engagement survey from November 2019 found that users do not feel safe or comfortable biking. Therefore, consideration will be given to additional enhancements to the dedicated on-street facilities on the bridge as part of the design process. The existing shared left-turn lane, which is not currently being used, provides an opportunity to reallocate space on the bridge to better accommodate user needs. It's especially important to preserve this bridge asset as Osseo Road is a Tier 1 alignment within the RBTN, and provides a direct connection to a Tier 1 alignment on 45th Ave and to Tier 2 alignments on 49th Ave and Queen Ave.

Improvements for people walking

The existing Osseo Rd Bridge includes sidewalks on both sides of the roadway. The project may replace and/or enhance pedestrian features based on findings from ongoing public engagement efforts related to the Osseo Road Reconstruction Project. According to public engagement results, many pedestrians using the bridge do not feel safe or

comfortable. In addition, many users were not aware of the staircase on the southwest side of the bridge which connects to residential areas on Washburn Ave. The county will coordinate this project with other capital activities to link these multimodal facilities to the surrounding pedestrian network.

Improvements for people using transit

The project area currently serves customers along Metro Transit Routes 19, 5, 721. These transit routes offer service to Bloomington, Brooklyn Center, Brooklyn Park, Golden Valley, Minneapolis, Plymouth, and Robbinsdale. In addition, the C-Line provides exceptional service to transit customers (in terms of travel time and ride experience) between Brooklyn Center and Minneapolis. This project is needed to preserve a key bridge asset that provides a grade separated crossing of the CP Railroad to ensure transit buses are able to access this area in North Minneapolis. Furthermore, the bridge will serve key first/last-mile connections for people walking and biking to nearby transit stops.

(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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started Yes

0%

Anticipated date or date of completion 12/18/2020

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 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 (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)

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.	Yes

0%

Anticipated date or date of executed Agreement	02/25/2022

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:	12/06/2019
Meeting with partner agencies:	05/06/2020
Targeted online/mail outreach:	11/04/2019
Number of respondents:	65
Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.	Yes

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.

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):

Public engagement efforts for the CSAH 152 (Osseo Rd) Bridge Rehabilitation project began in late 2019. Public engagement activities included a public survey, a walk through of the project area, an open house as well as participating in the Camden neighborhood event Holiday on the 44th. Participants of all engagement included nearby residents, people who drive, ride bikes or walk on the bridge, people who access transit via the bridge as well as individuals who work near the project. The public engagement identified three top priorities among residents, including: sidewalks, pedestrian crossings and intersection safety.

The following concerns were identified from the public engagement process:

- safety of walking and biking on Osseo Rd

- the pedestrian staircase

- crossing at intersections, particularly to access the local dog park

- crashes, particularly at intersections

-drivers using the turn lane as a passing lane

-limited lighting at intersection crossings

-bus stop improvements

These concerns will be addressed during the design stage of the project. Public engagement will continue to occur throughout the duration of the project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$3,423,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,423,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	53 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	146 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	200 KB
Attachment 03 - FRA Crossing Inventory Form.PDF	Attachment 03 - FRA Crossing Inventory Form	592 KB
Attachment 04 - Existing Bridge Condition Photos.pdf	Attachment 04 - Existing Bridge Condition Photos	871 KB
Attachment 05 - Potential Typical Section.pdf	Attachment 05 - Potential Typical Section	78 KB
Attachment 06 - 2020-2024 Hennepin County Transportation Capital Improvement Program.pdf	Attachment 06 - 2020-2024 Hennepin County Transportation Capital Improvement Program	167 KB
Attachment 07 - Alternate Routes Map.pdf	Attachment 07 - Alternate Routes Map	495 KB
Attachment 08 - MnDOT 50-Series Map.pdf	Attachment 08 - MnDOT 50-Series Map	2.7 MB
Attachment 09 - Socio-Economic Equity Map.pdf	Attachment 09 - Socio-Economic Equity Map	765 KB
Attachment 10 - Affordable Housing Access Map.pdf	Attachment 10 - Affordable Housing Access Map	859 KB
Attachment 11 - Minnesota Structure Inventory Report.pdf	Attachment 11 - Minnesota Structure Inventory Report	2.2 MB
Attachment 12 - Multimodal Connections Map.pdf	Attachment 12 - Multimodal Connections Map	199 KB
Attachment 13 - City of Minneapolis Support Letter.pdf	Attachment 13 - City of Minneapolis Support Letter	106 KB

Regional Economy

Bridges Project: CSAH 152 (Osseo Rd) Bridge Rehabilitation Project | Map ID: 1588595624994

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

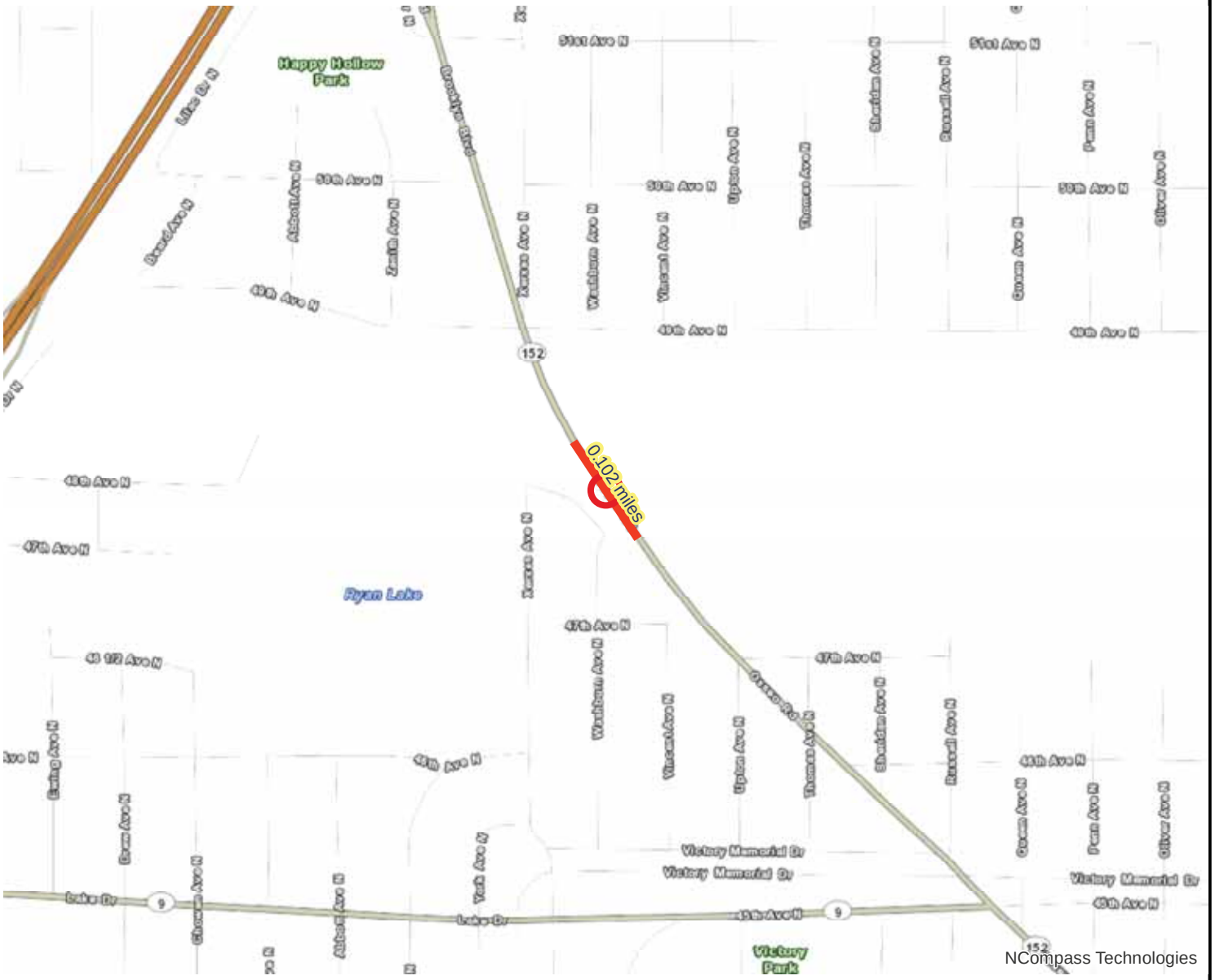
Totals by City:

Brooklyn Center
Population: 6438
Employment: 2460
Mfg and Dist Employment: 541

Crystal
Population: 2362
Employment: 150
Mfg and Dist Employment: 74

Minneapolis
Population: 15106
Employment: 2097
Mfg and Dist Employment: 405

Robbinsdale
Population: 4226
Employment: 1005
Mfg and Dist Employment: 12



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

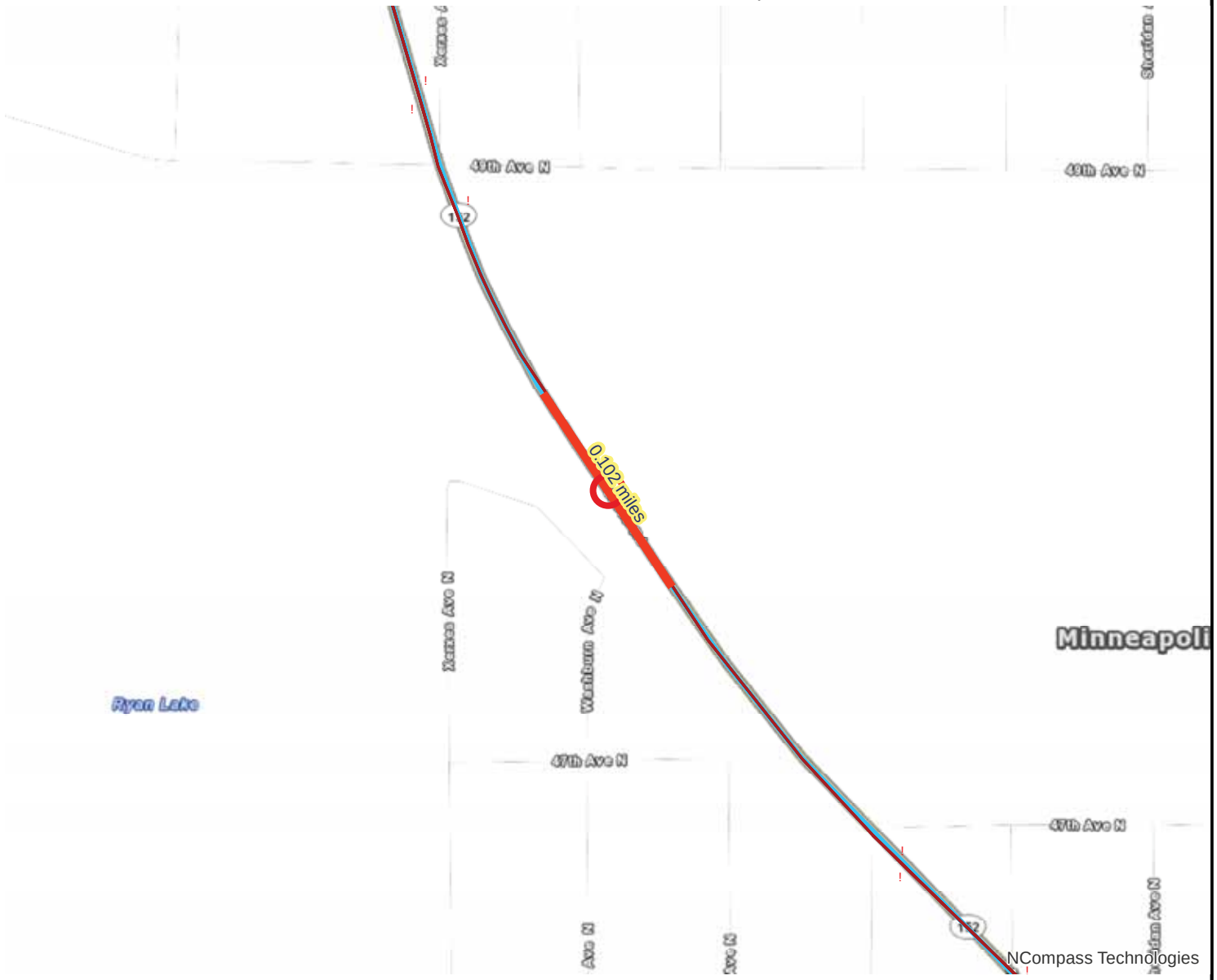
0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 5/4/2020
LandscapeRSA5

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 152 (Osseo Rd) Bridge Rehabilitation Project | Map ID: 1588595624994



Results

Transit with a Direct Connection to project:
19 5 721 923
*Penn Avenue
*Chicago/Emerson-Fremont

**indicates Planned Alignments*

Transit Market areas: 2

Project Points
Project
Project Area
Active Stop
Transit Routes
Arterial BRT

0 0.0425 0.085 0.17 0.255 0.34 Miles

Created: 5/4/2020
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 152 (Osseo Rd) Bridge Rehabilitation Project | Map ID: 1588595624994

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:
101 300 20400
21200 100200

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

0 0.075 0.15 0.3 0.45 0.6 Miles

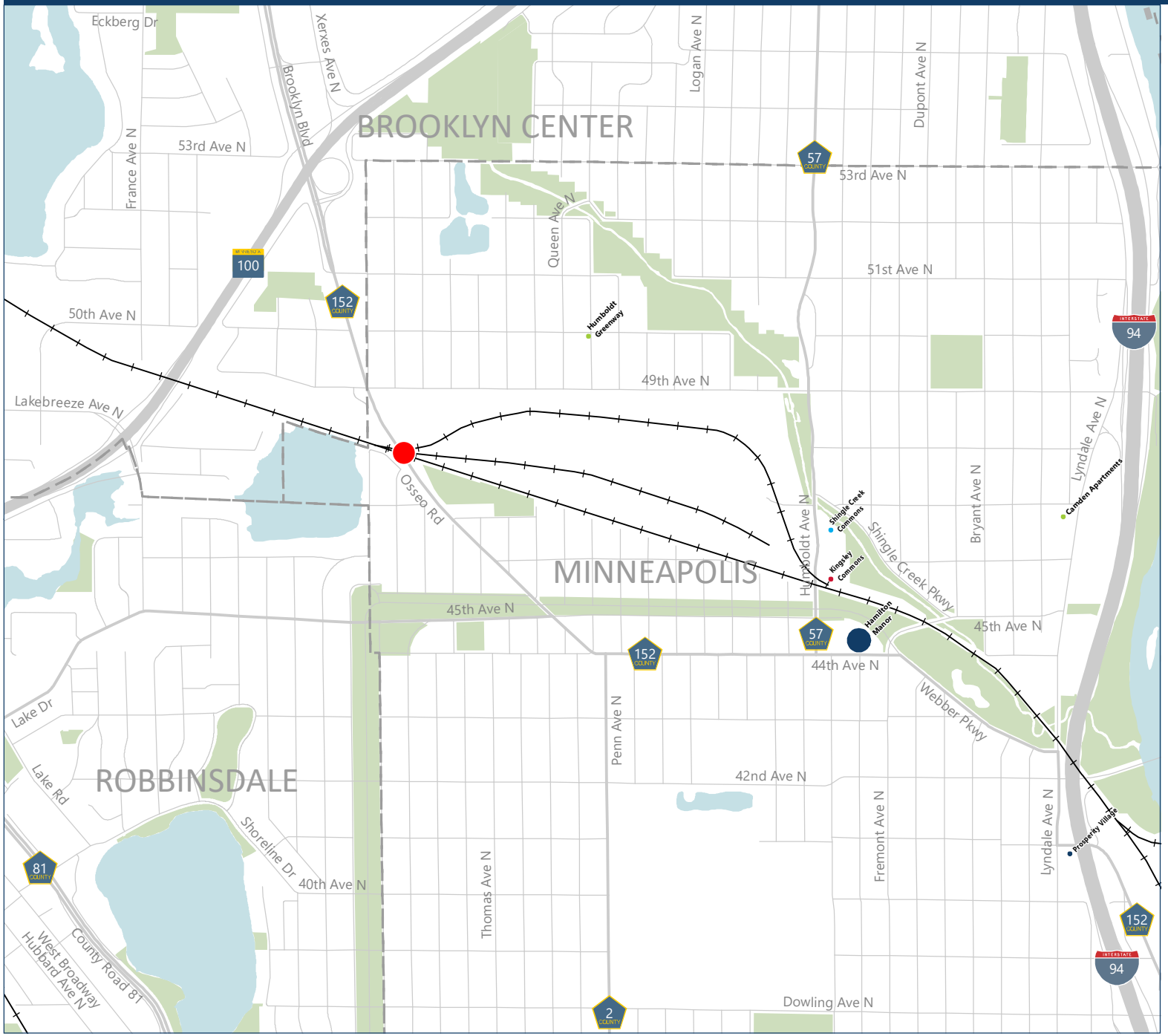
Created: 5/4/2020
LandscapeRSA2

METROPOLITAN COUNCIL

CSAH 152 (Osseo Road) Bridge Rehabilitation Project

Attachment 10 | 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
- 501 - 1500

Construction Status

- Complete
- Planned

0 0.275 0.55 Miles

Published date: 5/8/2020

N

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 11 | Minnesota Structure Inventory Report

Bridge ID: 27152 **CSAH 152 over CP RAIL** Date: 05/04/2020

+ GENERAL +

Agency Br. No. **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 0.6 MI SE OF JCT TH100
Sect., Twp., Range 11 - 118N - 21W
Latitude 45d 02m 31.61s
Longitude 93d 19m 04.75s
Custodian COUNTY
Owner COUNTY
Insp Responsibility HENNEPIN COUNTY
Year Built 1972
Date Opened to Traffic 01-01-1972
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under RAILROAD
Main Span Type PRESTR BM SPAN
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew 51R
Culvert Type
Barrel Length

Number of Spans

MAIN: 4 APPR: 0 TOTAL: 4

Main Span Length 97.6 ft
Structure Length 370.1 ft
Deck Width 66.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type LOW SLUMP CONC
Wear Surf Install Year 1979
Wear Course/Fill Depth 0.17 ft
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 24,538 sq ft
Roadway Area 19,246 sq ft
Sidewalk Width - L/R 6.0 ft 6.0 ft
Curb Height - L/R 0.67 ft 0.67 ft
Rail Codes - L/R 21 21

+ ROADWAY ON BRIDGE +

Road Name CSAH 152
Functional Class. URB/MINOR ART
ADT (YEAR) 14,900 (2017)
HCADT
National Highway System N
Route Sys/Nbr CSAH 152
Ref. Point (TIS) 005+00.530
Detour Length 1 mi.
Lanes 4 Lanes ON Bridge
Control Section (TH Only)
Function MAINLINE
Type 2 WAY TRAF
Bridge Match ID 1
Roadway Key 1-ON

+ RDWY DIMENSIONS ON BRIDGE +

If Divided	NB-EB	SB-WB
Roadway Width	52.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	51.9 ft	
Appr. Surface Width	52.0 ft	
Bridge Roadway Width	52.0 ft	
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

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

Foundations

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

+ PAINT +

Year Painted
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

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

+ INSPECTION +

Deficient Status ADEQ
Sufficiency Rating 67.1
Last Routine Insp Date 06-13-2019
Routine Insp Frequency 24
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	5
Superstructure	5
Substructure	6
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	5
Deck Geometry	4
Underclearances	5
Waterway Adequacy	N
Approach Alignment	8

+ SAFETY FEATURES +

Bridge Railing	1-MEETS STANDARDS
GR Transition	1-MEETS STANDARDS
Appr. Guardrail	1-MEETS STANDARDS
GR Termini	1-MEETS STANDARDS

+ SPECIAL INSPECTIONS +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening
Navigation Control NOT APPL
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code A-NON WATERWAY
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load HS 20
Operating Rating HS 31.30
Inventory Rating HS 18.80
Posting
Rating Date 04-06-2015

Overweight Permit Codes

A: N B: N C: N

CSAH 152 (Osseo Rd) Bridge Replacement Project

List of Attachments

1. Project Narrative
2. Project Location Map
3. FRA Crossing Inventory Form
4. Existing Bridge Condition Photos
5. Potential Typical Section
6. 2020-2024 Hennepin County Transportation Capital Improvement Program
7. Anticipated Alternate Routes
8. MnDOT 50-Series Map
9. Socio-Economic Equity Map
10. Affordable Housing Access Map
11. Minnesota Structure Inventory Report
12. Multimodal Connections Map
13. City of Minneapolis Support Letter

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name
CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

City(ies)
Minneapolis N/A N/A N/A

Commisioner Districts
2 N/A N/A

Capital Project Number
2176500

Project Category
Bridge Rehabilitation

Scoping Manager
Jason Pieper

Scoping Form Revision Dates
5/12/2020

Project Summary

Rehabilitate Bridge #27152 along Osseo Road (CSAH 152) over the Canadian Pacific (CP) Railroad in the City of Minneapolis.

Roadway History

The existing bridge (built in 1972) consists of a pre-stressed concrete beam design that spans over the CP Railroad. The overall bridge is generally in good condition as major structural components are all rated fair to good. However, the bridge expansion joints are in relatively poor condition; showing signs of leaking. This has resulted in failure of slope paving located in the south abutment. If left unrepaired, the structural integrity of the foundations could be compromised.

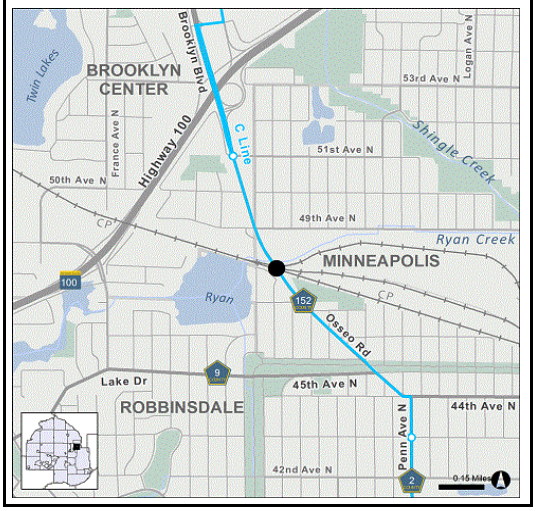
Project Description and Benefits

The proposed project includes the rehabilitation of the existing bridge as maintenance activities are no longer cost effective in extending the bridge's useful life. At this time, the primary activities include repairs to the expansion joints and the slope paving. In addition, minor repairs to the approach panels and sidewalk. These improvements are anticipated to extend the useful life of the bridge by approximately 20 years.

It is anticipated that this project will be coordinated with the county's Osseo Road Reconstruction Project (CP 2174100) that is located within the project limits.

Project Risks & Uncertainities

Project Map



Project Timeline

Scoping:	2018 - 2020
Design:	2021
R/W Acquisition:	2021
Bid Advertisement:	Q1 2022
Construction:	Q2 2022 - Q4 2022

Project Delivery Responsibilities

Preliminary Design:	Hennepin County
Final Design:	Hennepin County
Construction Services:	Hennepin County

Project Budget -		Project Level
Construction:	$	2,630,000
Cost Estimate Year:		2020
Construction Year:		2024
Annual Inflation Rate:		3.0%
Inflated Construction:	$	2,960,000
Design Services:	$	150,000
R/W Acquisition:	$	50,000
Other (Utility Burial):	$	-
Construction Services:	$	-
Contingency:	$	790,000
Total Project Budget:	**$**	**3,950,000**

Funding Notes

The project is eligible for federal funding given the bridge length (greater than 20'), condition (NBI Rating of 5 or less) and functional classification of CSAH 152 (A-Minor Arterial).

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY
MINNESOTA

Key

- Project Location

0 0.1 0.2 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: 5/4/2020

N

Hennepin

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 03 | U.S DOT Crossing Inventory Form

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
06 / 26 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	688936B

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
SOO Line Railroad Company [SOO]	MINNESOTA	HENNEPIN

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MINNEAPOLIS	HUMBOLDT AVE (Street/Road Name) | * (Block Number)	CSAH 57

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR CN

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None EAST	☐ None PAYNESVILLE	☐ None ML	(prefix) | 0003.930 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MPLS HUMBOLDT	☐ N/A CP	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use

☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☐ No ☒ 24 Hr ☐ Partial ☐ Chicago Excused Date Established 6/25/2005 12:00:0

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 45.037681	(WGS84 std: -nnn.nnnnnnn) -93.299073	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-716-9132	800-716-9132	651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
10	10	5	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 5 to 25

4. Type and Count of Tracks

Main 1 Siding 1 Yard 0 Transit 0 Industry 2

5. Train Detection (Main Track only)

☒ Constant Warning Time ☐ Motion Detection ☒ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
06/26/2019		688936B

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☒ Yes *(count_____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type W10-12 Count 2 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 8	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 6	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☒ LED ☒ Back Lights Included ☒ Side Lights Included	17

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 2 Specify type SIDELIGHT

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal

☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

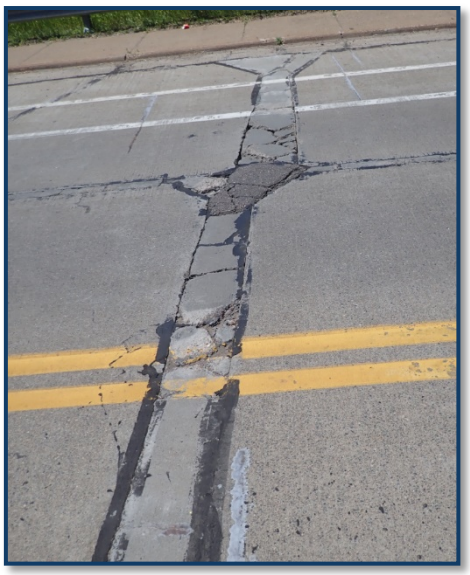
7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2007 AADT 2808	2 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

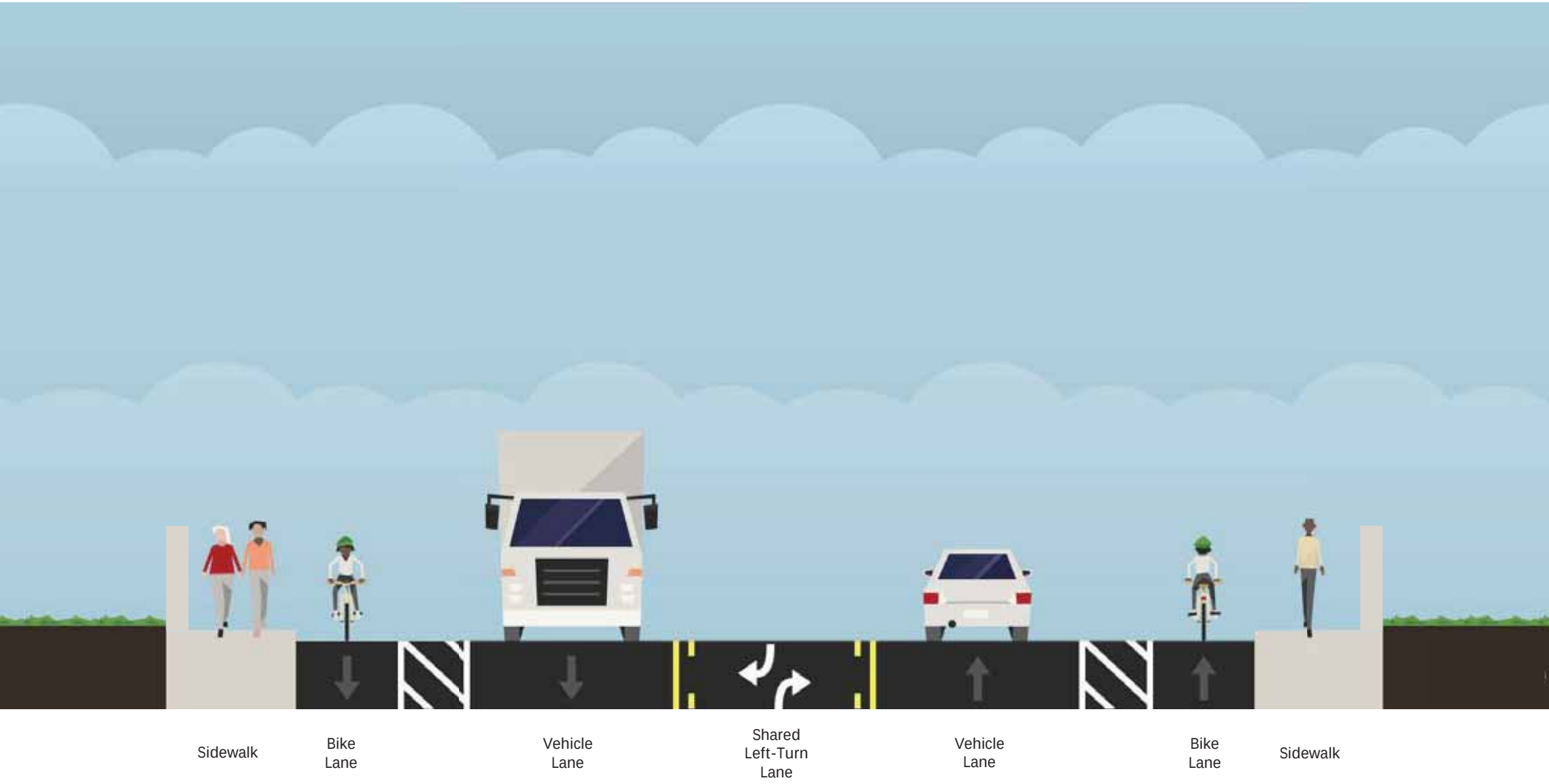
CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 04 | Existing Bridge Condition Photos



CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 05 | Potential Typical Section



CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 06 | 2020-2024 Hennepin County Transportation Capital Improvement Program

BOARD APPROVED: 2020 CAPITAL BUDGET AND 2020-2024 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2176500 CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP Rail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2022

Summary:

Rehabilitate Bridge #27152 along Osseo Road (CSAH 152) over the Canadian Pacific (CP) Railroad in Minneapolis.

Purpose & Description:

The existing bridge (built in 1972) is generally in good condition with all major structural components rated fair to good. The current design is a pre-stressed concrete beam that spans over the CP Railroad. However, the bridge expansion joints are leaking and are in relatively poor condition. This has caused failure in the south abutment slope paving. If left unrepaired, the foundations could soon be compromised, resulting in bridge failure.

The proposed project will rehabilitate the bridge to extend the service life, and thus, reduces the risk of failure.

It is anticipated that this project will be coordinated with the county's Osseo Road Reconstruction Project (CP 2174100) that is located within the project limits.

REVENUE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Mn/DOT State Aid - Regular	100,000		100,000			2,200,000				2,300,000
Total	**100,000**		**100,000**			**2,200,000**				**2,300,000**

EXPENSE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Right of Way	50,000		50,000							50,000
Construction						1,800,000				1,800,000
Consulting	50,000		50,000							50,000
Contingency						400,000				400,000
Total	**100,000**		**100,000**			**2,200,000**				**2,300,000**

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 05 | 2020-2024 Hennepin County Transportation Capital Improvement Program

BOARD APPROVED: 2020 CAPITAL BUDGET AND 2020-2024 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2176500 CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP Rail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2022

Current Year's CIP Process Summary	Budget To-Date	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	100,000			2,200,000				2,300,000
Administrator Proposed	100,000			2,200,000				2,300,000
CBTF Recommended	100,000			2,200,000				2,300,000
Board Approved Final	100,000			2,200,000				2,300,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2020
Design	Q1 2021 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Project's Effect on Annual Operating Budget:

Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs. The proposed project will primarily rehabilitate existing bridge assets.

Environmental Impacts and Initiatives:

Changes from Prior CIP:

- Postponed PY to 2022 to coordinate activities with the Osseo Road (CSAH 152) Reconstruction Project (CP 2174100) to minimize impacts to users.
- Increased Project Budget by $0.1 million from $2.2 million to $2.3 million based on revised Engineer's Estimate to be financed with State Aid Regular.
- Increased consulting activities by $0.05 million for geotechnical soils investgation as requested by Transportation Project Delivery.
- Increased R/W activities by $0.05 million as requested by Community Works.

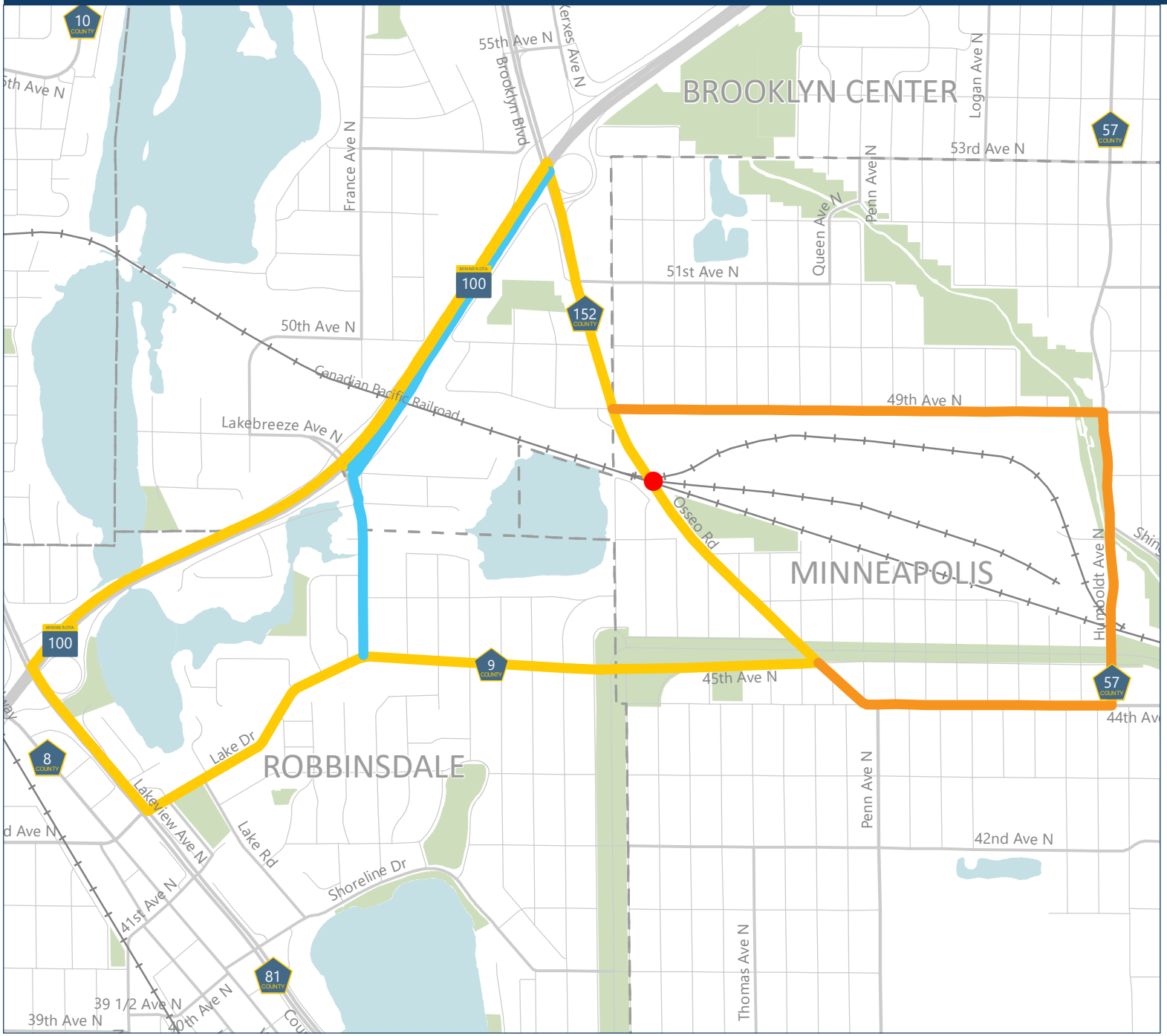
Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2019	2020	2021	2022	2023	Beyond 2023	Total
Department Requested		100,000		2,100,000				2,200,000
Administrator Proposed		100,000		2,100,000				2,200,000
CBTF Recommended		100,000		2,100,000				2,200,000
Board Approved Final		100,000		2,100,000				2,200,000

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 07 | Alternate Routes Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Alternate Routes

- CSAH 81 Arterial Route
- CSAH 57 Collector Route
- France Ave Collector Route

0 0.225 0.45 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.

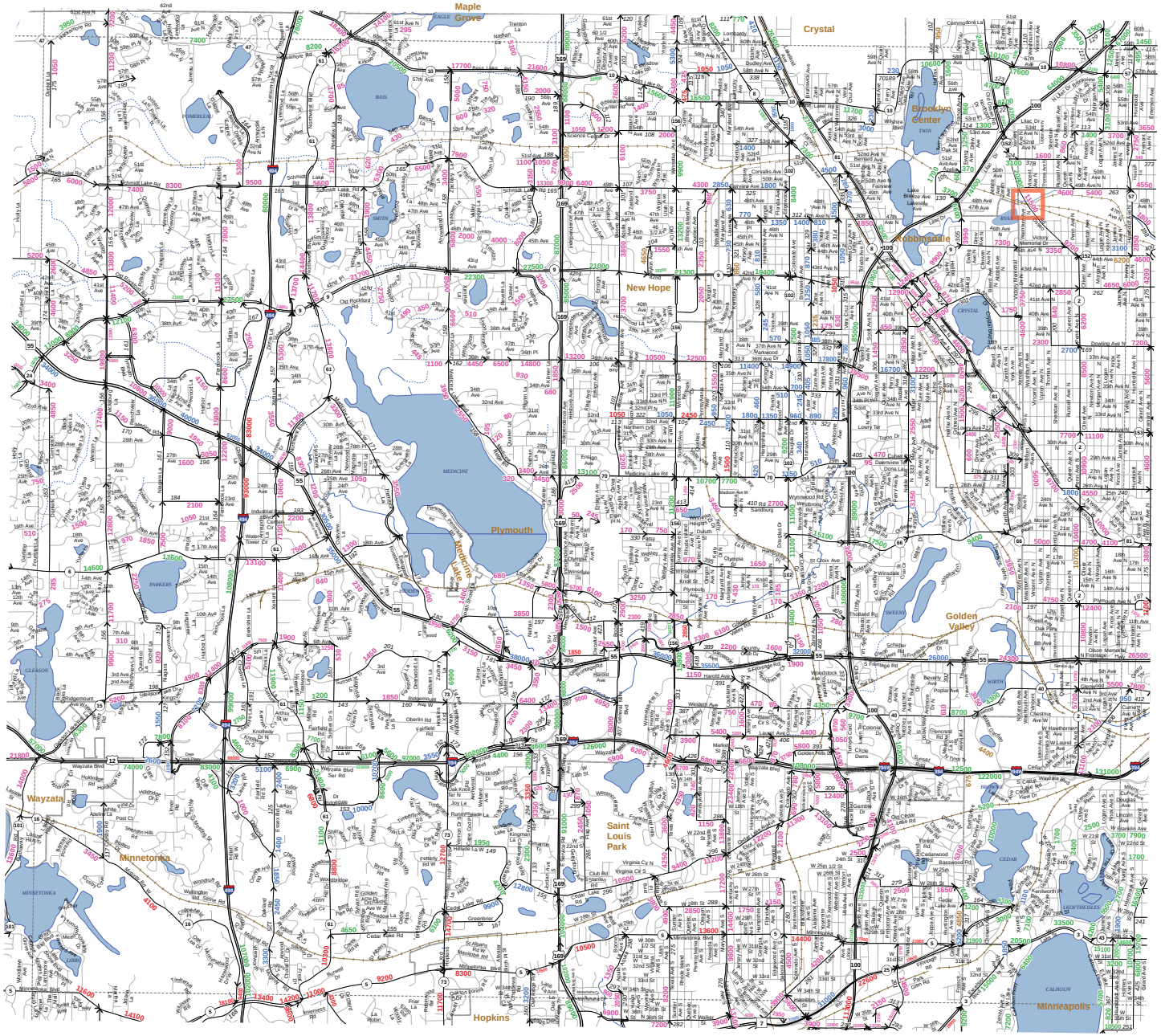
Published date: 5/14/2020

N

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 08 | MnDOT 50-Series Map

2015 Publication Traffic Volumes Metro Street Series - 4E



N

0 0.25 0.5 0.75 1 Mi.

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

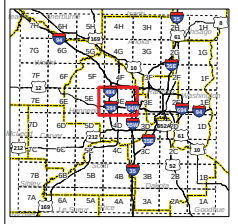
Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

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



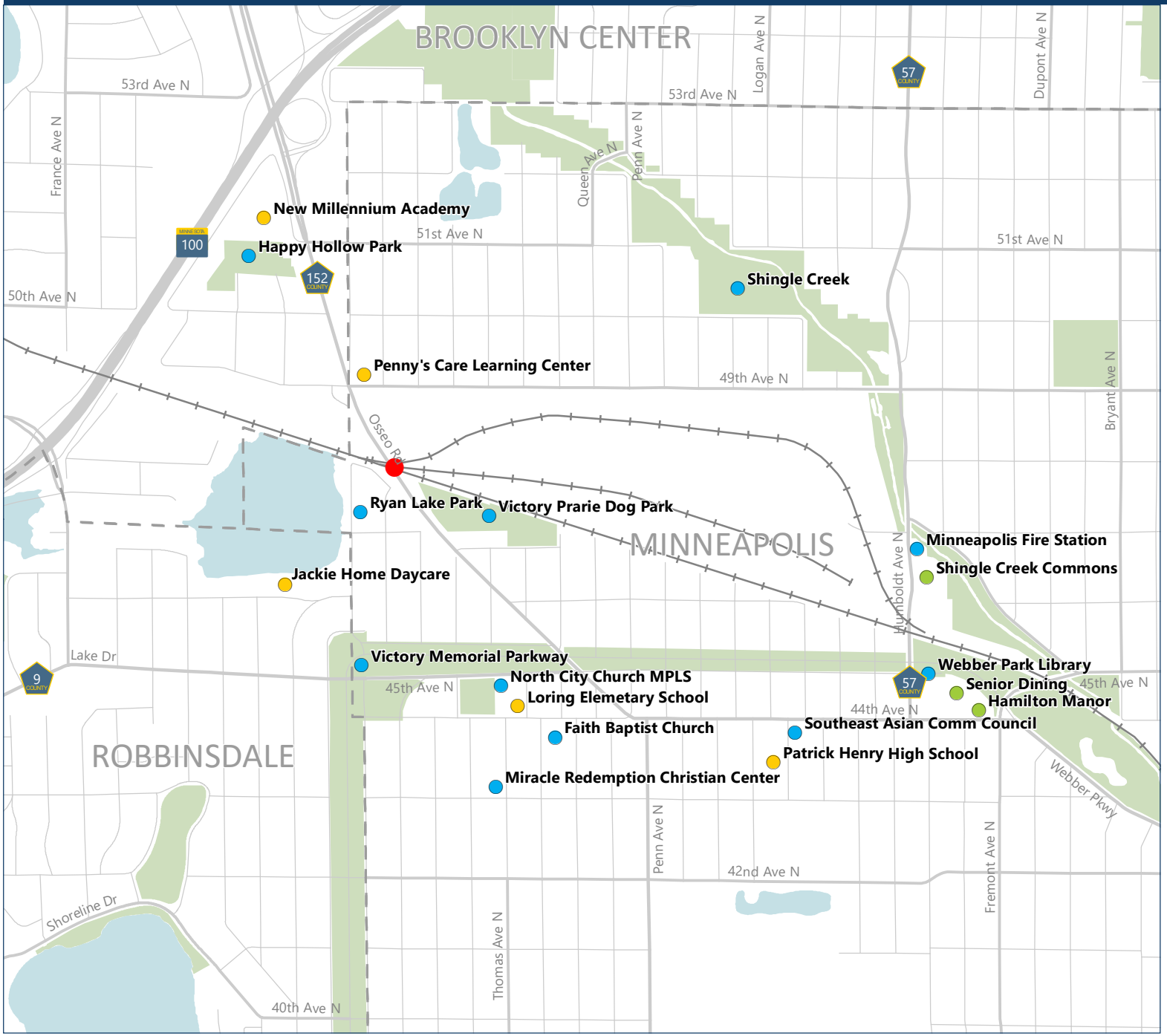
Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2015 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

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

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 09 | Socio-Economic Equity Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Socio-Economic Equity Category

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

0 0.25 0.5 Miles

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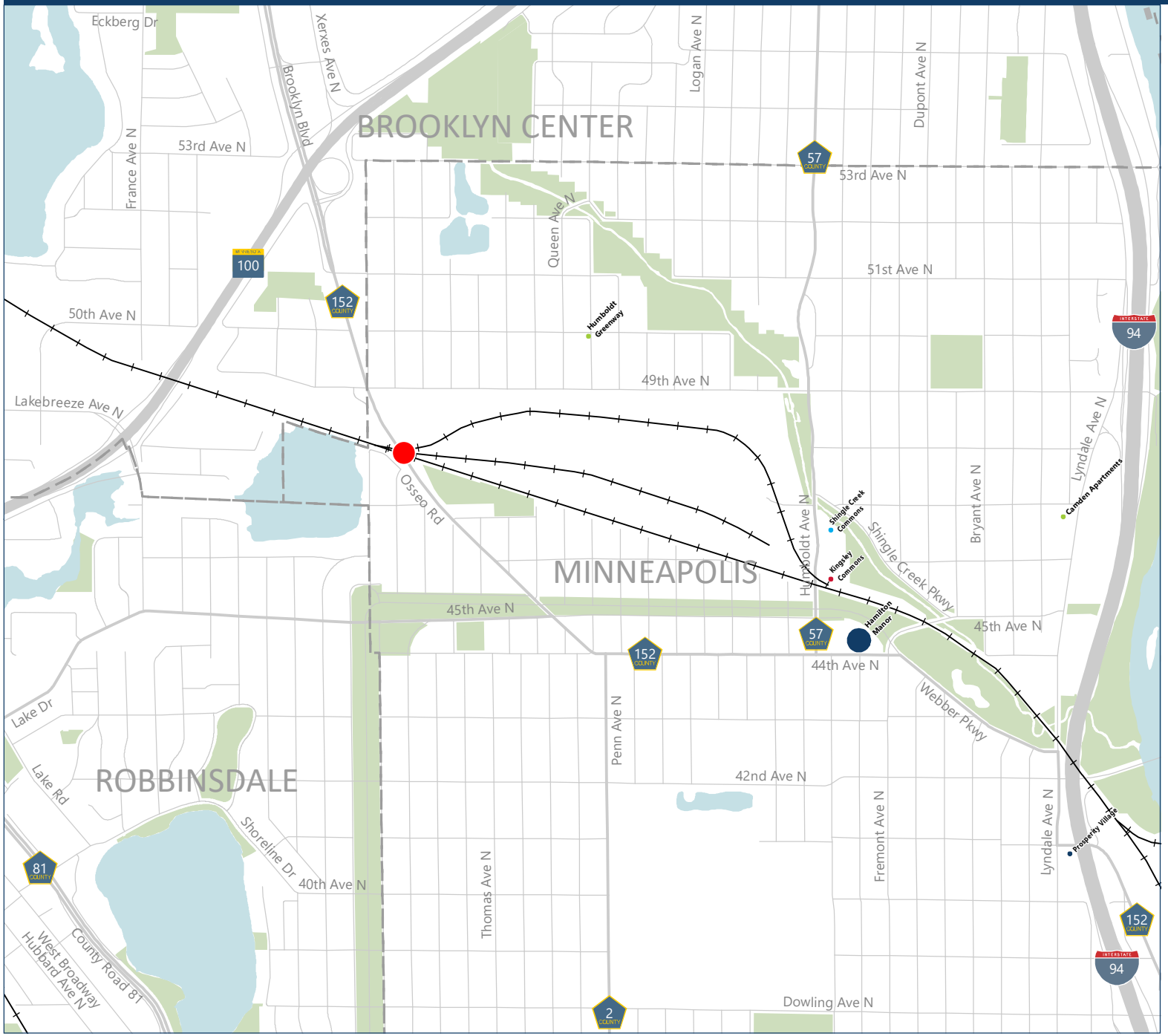
Published date: 5/8/2020

N

CSAH 152 (Osseo Road) Bridge Rehabilitation Project

Attachment 10 | 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
- 501 - 1500

Construction Status

- Complete
- Planned

0 0.275 0.55 Miles

Published date: 5/8/2020

N

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 11 | Minnesota Structure Inventory Report

Bridge ID: 27152 **CSAH 152 over CP RAIL** Date: 05/04/2020

+ GENERAL +

Agency Br. No. **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City MINNEAPOLIS
Township
Desc. Loc. 0.6 MI SE OF JCT TH100
Sect., Twp., Range 11 - 118N - 21W
Latitude 45d 02m 31.61s
Longitude 93d 19m 04.75s
Custodian COUNTY
Owner COUNTY
Insp Responsibility HENNEPIN COUNTY
Year Built 1972
Date Opened to Traffic 01-01-1972
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under RAILROAD
Main Span Type PRESTR BM SPAN
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew 51R
Culvert Type
Barrel Length

Number of Spans

MAIN: 4 APPR: 0 TOTAL: 4

Main Span Length 97.6 ft
Structure Length 370.1 ft
Deck Width 66.3 ft
Deck Material C-I-P CONCRETE
Wear Surf Type LOW SLUMP CONC
Wear Surf Install Year 1979
Wear Course/Fill Depth 0.17 ft
Deck Membrane NONE
Deck Rebars NONE
Deck Rebars Install Year
Structure Area 24,538 sq ft
Roadway Area 19,246 sq ft
Sidewalk Width - L/R 6.0 ft 6.0 ft
Curb Height - L/R 0.67 ft 0.67 ft
Rail Codes - L/R 21 21

+ ROADWAY ON BRIDGE +

Road Name CSAH 152
Functional Class. URB/MINOR ART
ADT (YEAR) 14,900 (2017)
HCADT
National Highway System N
Route Sys/Nbr CSAH 152
Ref. Point (TIS) 005+00.530
Detour Length 1 mi.
Lanes 4 Lanes ON Bridge
Control Section (TH Only)
Function MAINLINE
Type 2 WAY TRAF
Bridge Match ID 1
Roadway Key 1-ON

+ RDWY DIMENSIONS ON BRIDGE +

If Divided	NB-EB	SB-WB
Roadway Width	52.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.	51.9 ft	
Appr. Surface Width	52.0 ft	
Bridge Roadway Width	52.0 ft	
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

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

Foundations

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

+ PAINT +

Year Painted
Painted Area
Primer Type
Finish Type

+ BRIDGE SIGNS +

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

+ INSPECTION +

Deficient Status ADEQ
Sufficiency Rating 67.1
Last Routine Insp Date 06-13-2019
Routine Insp Frequency 24
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	5
Superstructure	5
Substructure	6
Channel	N
Culvert	N

+ NBI APPRAISAL RATINGS +

Structure Evaluation	5
Deck Geometry	4
Underclearances	5
Waterway Adequacy	N
Approach Alignment	8

+ SAFETY FEATURES +

Bridge Railing	1-MEETS STANDARDS
GR Transition	1-MEETS STANDARDS
Appr. Guardrail	1-MEETS STANDARDS
GR Termini	1-MEETS STANDARDS

+ SPECIAL INSPECTIONS +

Frac. Critical N
Underwater N
Pinned Asbly. N

+ WATERWAY +

Drainage Area
Waterway Opening
Navigation Control NOT APPL
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code A-NON WATERWAY
Scour Evaluation Year 1991

+ CAPACITY RATINGS +

Design Load HS 20
Operating Rating HS 31.30
Inventory Rating HS 18.80
Posting
Rating Date 04-06-2015

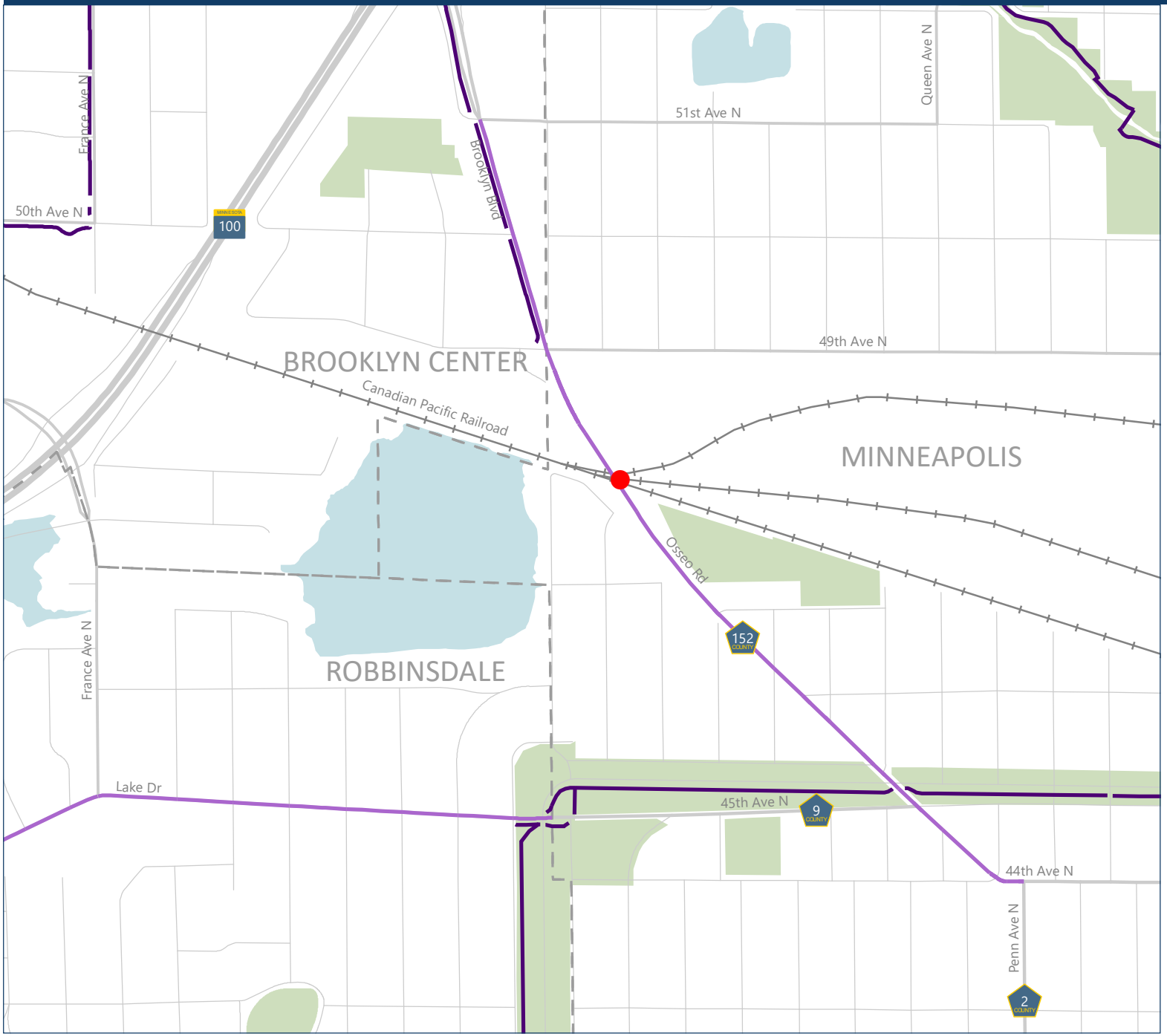
Overweight Permit Codes

A: N B: N C: N

CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

Attachment 12 | Multimodal Connections Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Multimodal Connections

- On-Street Bikeway
- Off-Street Bikeway and Trail

0 0.125 0.25 Miles

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Published date: 5/13/2020

N

Minneapolis
City of Lakes

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

Robin Hutcheson
Director of Public Works
City of Minneapolis