Application

17075 - 2022 Bridges

17451 - CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	04/11/2022 4:34 PM

Primary Contact

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

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

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

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Brooklyn Center and Crystal

Jurisdictional Agency (If Different than the Applicant):

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

This project includes the replacement of the CSAH 10 (Bass Lake Rd) Bridge #91131 over Twin Lakes in the Cities of Brooklyn Center and Crystal as shown in Attachment 02. CSAH 10 (Bass Lake Rd) is classified as an A-Minor Arterial that functions as an augmenter.

The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lakes Inlet. The culvert is in relatively poor condition as the box sections have cracked and spalled in many locations. In addition, some sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended. Photos depicting the existing conditions for Bridge #91131 are included in Attachment 03.

The project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required. The potential typical section and planning level concept for the bridge structure are shown in Attachment 04 and Attachment 05.

Furthermore, this project will include additional improvements at the project location, such as the waiting area for the Route 721 bus stop, approximately 25' of sidewalk realignment, and ADA improvements to ensure an accessible

crossing.

(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 10 over Twin Lakes Inlet in Brooklyn Center and Crystal - Replace Bridge #91131

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

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

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

Yes

If yes, please identify the source(s)

Local Bridge Replacement Program (LBRP)

Federal Amount

$1,040,000.00

Match Amount

$260,000.00

Minimum of 20% of project total

Project Total

$1,300,000.00

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 and LBRP

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:

2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

2025

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 (Augmenter)

Road System

CSAH

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

Road/Route No.

10

i.e., 53 for CSAH 53

Name of Road	Bass Lake Rd
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55429
(Approximate) Begin Construction Date	05/01/2026
(Approximate) End Construction Date	10/30/2026

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	Bridge #91131
Miles of Sidewalk (nearest 0.1 miles)	0.1
Miles of Trail (nearest 0.1 miles)	0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	REPLACE BRIDGE #91131, ROADWAY APPROACHES, SIDEWALK, ADA
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.:	91131
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	Twin Lakes Inlet

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)

Objectives A & B; Strategies A1 & A2

This project will replace a structurally deficient bridge along a vital east/west roadway which connects users among TH 169, CSAH 81 (Bottineau Blvd), and TH 100. Replacement will improve mobility for people walking and biking and maintain crossing for 10,700 users who rely on the bridge daily.

B) Safety and Security (p 2.5-2.9)

Objectives A & B; Strategies B1, B3, B4, B6

This project will address safety issues for this structurally deficient bridge. Deteriorating bridge and culvert infrastructure may result in poor conditions for road users. Reconstructed sidewalk and boulevard assets will address safety and comfort for those walking, using transit, biking, and rolling.

C) Access to Destinations (p 2.10-2.25)

Objectives A, B, C, D, and E; Strategies C1, C2, C3, C4, C8, C9, C15, C16, C17

CSAH 10 (Bass Lake Rd) is a regionally significant A-Minor Augmenter, providing connections to TH 100, TH 169, and CSAH 81 (Bottineau Blvd). Metro Transit Route 721 provides service along the corridor, and includes local stops on either end of the bridge. The corridor provides critical access to jobs and services at the intersections with CSAH

152 (Brooklyn Blvd) and CSAH 81 (Bottineau Blvd).

D) Competitive Economy (p2.26-2.29)

Objectives A, B & C; Strategies D1, D3, D4, D5

The corridor is key for serving diverse needs for residents to access employment, shopping, and recreation destinations in Brooklyn Center. CSAH 10 (Bass Lake Rd) also provides connections to several key Tier 1 freight corridors; including TH 100, TH 169, and I-94.

E) Healthy and Equitable Communities (p 2.30-2.34)

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

The project would enhance opportunities for active transportation through reconstructing sidewalk and boulevard assets, which are in relatively poor condition and are not accessible. If feasible, the project will also modify the design of 58th Ave, reducing vehicle speeds through curb extensions and smaller turning radii.

F) Leveraging Transportation Investments to Guide Lane Use (p 2.35-2.41)

Objectives: A & C; Strategies: F1, F2, F5, F6, F7

The CSAH 10 (Bass Lake Rd) bridge is a vital asset which supports the connections to developing commercial areas at Brooklyn Blvd (CSAH 152) and Bottineau Blvd (CSAH 81). Constructing

accessible pedestrian ramps and improving the pedestrian environment will align the bridge asset with its existing residential context.

Limit 2,800 characters, approximately 400 words

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

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

1) Hennepin County Board Resolution 22-0109 (Attachment 06)

2) Hennepin County 2022-2026 Transportation Capital Improvement Program (Attachment 07)

3) Hennepin County 2040 Transportation Plan (pages 2-11 - 2-18)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/comp-plan-2040-2-transportation.pdf

4) Hennepin County Climate Action Plan (pages 50-54)

URL: hennepin.us/climate-action/-/media/climateaction/ hennepin-county-climate-action-plan-final.pdf

5) Hennepin County Complete Streets Policy

URL: hennepin.us/completestreets

6) Hennepin County Bike Plan (page 36)

URL: hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf

7) Hennepin County Pedestrian Plan (page 8)

URL: hennepin.us/-/media/hennepinus/residents/transportation/docum

ents/pedestrian-plan.pdf

Limit 2,800 characters, approximately 400 words

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

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

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

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

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

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

Date plan completed: 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. Unique projects are exempt from this qualifying requirement.

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1.All roadway 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 Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2.The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using 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 clear span must 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)	$43,000.00
Removals (approx. 5% of total cost)	$43,000.00
Roadway (grading, borrow, etc.)	$6,000.00
Roadway (aggregates and paving)	$18,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$28,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$10,000.00
Traffic Control	$43,000.00
Striping	$2,000.00
Signing	$5,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$28,000.00
Bridge	$725,000.00
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	$285,000.00

Other Roadway Elements	$0.00
Totals	**$1,236,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$11,000.00
On-Street Bicycle Facility Construction	$2,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$10,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$26,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$15,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$64,000.00**

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	$1,300,000.00
Construction Cost Total	$1,300,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing:	TH 100 to the South

CSAH 10 (Bass Lake Rd) serves east west trips between CSAH 81 (Bottineau Blvd) and CSAH 152 (Brooklyn Blvd). The nearest parallel crossing for the CSAH 10 (Bass Lake Rd) Bridge Replacement Project is TH 100, a principal arterial roadway, located approximately 1.0 miles south of this bridge that provides users with a similar connection across the Twin Lakes Inlet. In addition, I-694 also offers a parallel connection north of the bridge, however, it's distance is slightly great than 1.0 miles. 63rd Ave may also offer a convenient connection, though the functional classification of this roadway is a collector route.

Explanation:

People walking and biking can utilize local neighborhood streets via 58th Pl/Major Ave to bypass the CSAH 10 (Bass Lake Rd) Bridge Replacement project during construction activities. Alternate routes to CSAH 10 are illustrated in Attachment 08.

Additionally, staff will coordinate with traffic operations staff at MnDOT and the cities of Brooklyn Center and Crystal to coordinate detours 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:	5955
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	942
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1648580146951_2022 RS Map 02 - CSAH 10 (Bass Lake Rd) Bridge Replacement Project - Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

Along Tier 1:

(65 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 2:

(60 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 3:

(55 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

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

(10 Points)

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

(0 Points)

Measure A: Current Daily Person Throughput

Location CSAH 10 west of CSAH 152 (SEQ ID #42942)

Current AADT Volume 10700.0

Existing Transit Routes on the Project: 721

Select all transit routes that apply.

Upload "Transit Connections" map 1648580420307_2022 RS Map 04 - CSAH 10 (Bass Lake Rd) Bridge Replacement 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 13910.0

Measure B: 2040 Forecast ADT

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

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.
ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.
iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

Based on the 2020 Census, BIPOC populations in the area of the CSAH 10 (Bass Lake Rd) Bridge Replacement Project include 59% of people in Census Tract 27053020400 and 37% of people in Census Tract 27053020700. The project is located on a racial inflection point, with neighborhoods to the east being majority BIPOC while neighborhoods to the west are majority white. Brooklyn Center, whose border is immediately east of the project, is the most ethnically diverse city in Minnesota, with a large population of Liberians and Hmong.

The pedestrian improvements in this project were identified in consultation with residents of Twin Lake North, a garden apartment complex just off of (CSAH 10) Bass Lake Road. Hennepin County worked with residents, many of whom are BIPOC, as part of an Active Living initiative to improve health through incorporation of physical activity in people's daily lives, especially through active or nonmotorized transportation. Residents suggested that the bus stop and sidewalks on CSAH 10 (Bass Lake Rd) be improved. Hennepin County has incorporated those needs into this project. Engagement tools included group meetings, fliers, and frequent conversation with property management.

CSAH 10 (Bass Lake Rd) is an important connection between the larger BIPOC population to the east and the regional investment in the Blue Line (Bottineau) LRT extension, with a station planned for the intersection of CSAH 10 (Bass Lake Rd) and CSAH 81 (Bottineau Blvd), located approximately 1.2 miles west of the project area. The project also connects residents with jobs, shopping, schools, and other destinations in New Hope, Crystal, and Maple Grove.

The project will improve pedestrian, bicycle, and transit connections; with improved sidewalk and the preservation of existing on-road bike lanes.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The CSAH 10 (Bass Lake Rd) Bridge Replacement Project will improve conditions for walking, using transit, and biking, as well as preserve infrastructure to ensure long roadway life and uninterrupted connectivity.

The project includes updates to the nearby transit stop and sidewalks over the project area and will retain current on-street bike lanes. The project will improve the connection between the large BIPOC population to the east (Brooklyn Center is Minnesota's most ethnically diverse city) and the regional investment in the Blue Line LRT extension located approximately 1.2 miles to the west at the intersection of CSAH 10 (Bass Lake Rd) and CSAH 81 (Bottineau Blvd). Access to LRT will help connect residents to jobs, education, and other destinations across the metro. There are also a number of community resources such as places of worship, schools, childcare, and healthcare facilities within a half mile of the project as shown on the Socio-Economic Equity Map (Attachment 09).

Accessibility improvements, particularly at the bus stop, will assist people with disabilities meet their transportation needs.

The only negative impacts are expected to be construction closures. Hennepin County with work with the cities, residents, and others affected to mitigate the magnitude and duration of impacts, especially for people walking, using transit, and biking. The corridor is one of the limited options to cross the Twin Lakes drainage system without using a motor vehicle.

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

Measure C: Affordable Housing Access

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

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

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

As identified in the Socio-Economic Conditions map that was generated in MetCouncil's mapping application, 301 subsidized units exist in census tracts within 0.5 miles of the project. While outside the 0.5-mile buffer, three affordable housing developments with over 100 units of subsidized housing each were identified within 1-mile of the proposed project. Notable among those is the Sanctuary at Brookyln Center, a subsidized affordable housing development with 158 units dedicated solely to seniors and those with disabilities - which represents a significant population of vulnerable roadway users. Attachment 10 provides a geographic overview of these existing subsidized housing units with a 1-mile buffer of the project area. Note that no affordable housing location shown is within 1/2 mile of the proposed project, and the map is solely for context purposes.

Response:

While not subsidized, Twin Lakes North is an apartment complex with an estimated 276 one and two-bedroom units. As an older apartment complex (originally constructed in 1968), the property is a significant destination for those walking, using transit, biking, and driving across the CSAH 10 (Bass Lake Rd) bridge. The proposed project will directly benefit the residents of this development through the construction of pedestrian ramps and ADA compliant sidewalk facilities. If feasible, the pedestrian crossing at 58th Ave will also be shortened through curb extensions and tighter turn radii.

The proposed project will benefit projects of both subsidized and naturally occurring affordable housing by replacing an aging bridge asset and ensuring the future use of the roadway for those walking, using transit, and biking to destinations along and beyond those adjacent to CSAH 10

(Bass Lake Rd). Significant commercial nodes are located east and west of the project at the CSAH 152 (Brooklyn Blvd) and CSAH 81 (Bottineau Blvd), and CSAH 8 (W Broadway Ave) intersections which provide employment and daily necessities to residents of affordable housing. If feasible, expanded boulevard and sidewalk space will be provided on the bridge to improve first and last mile transit connections to Metro Transit Route 721, which provides connection to the C Line and D Line BRT via the Brooklyn Center Transit Center.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure. 1646930031242_2022 RS Map 03 - CSAH 10 (Bass Lake Rd) Bridge Replacement Project - Socio Economic Conditions.pdf

Measure A: Bridge Condition

0

0

0

6.0

4.0

Lowest National Bridge Inventory Condition Rating: 0

Upload Structure Inventory Report 1649602086400_Attachment 11 - Minnesota Structure Inventory Report.pdf

Please upload attachment in PDF form.

Measure A: Infrastructure Age

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

Measure A: Multimodal Elements and Existing Connections

The CSAH 10 (Bass Lake Rd) Bridge Replacement Project will benefit people walking by improving existing sidewalks over the culvert structure and by reducing the turning radii at the adjacent 58th Ave intersection, which will reduce turning speeds of people driving and improve pedestrian visibility.

The new culvert will be sized to accommodate current on-street bikeways and potential future off-street bikeways. The culvert is in a Regional Bicycle Transportation Network Tier 2 search corridor whose centerline follows CSAH 10 (Bass Lake Rd). The culvert enables crossing of a Regional Bicycle Barrier, Twin Lakes Inlet, which restricts bicycling movement between New Hope, Brooklyn Park, Brooklyn Center, Crystal, Robbinsdale, and Minneapolis.

Response:

The culvert replacement will include accessibility improvements, such as pedestrian ramps, identified as not meeting current ADA design standards as part of the county's self evaluation of its sidewalk facilities (URL: hennepin.us/adaplan).

This project will benefit transit users by upgrading sidewalk adjacent to a bus stop served by Route 721 with weekday service approximately every half hour. The project will also make accessibility improvements (i.e. bus stop landing) and introduce more boulevard space through the tightening of the turning radii at the 58th Ave intersection. The tighter turning radii is anticipated to slow turning traffic in front of the stop and guide buses to the general lane, discouraging drivers from improperly passing a departing bus.

The project will carry people walking, using transit,

biking, or driving to a potential Blue Line Extension (Bottineau Line) LRT station located approximately 1.3 miles to the west at the CSAH 10 (Bass Lake Rd) and CSAH 81 (Bottineau Blvd) intersection. The culvert will be designed with consideration for separated bicycle and pedestrian traffic.

The crossing is a critical point to connect first/last mile LRT users from the east, as it is the only accessible bike and pedestrian crossing of the Twin Lakes system in a 2.5 mile stretch.

The CSAH 10 (Bass Lake Rd) Bridge Replacement Project is anticipated to benefit aviation by conveying water from the Metropolitan Airports Commission's Crystal Airport approximately 0.2 mile away through Twin Lakes Inlet.

Attachment 12 includes an illustration of key multimodal connections.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1.Public Involvement (20 Percent of Points)

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

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

100%

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

50%

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

50%

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

25%

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

0%

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

Response:

This project was selected for pursuit of Regional Solicitation funding based on its overall asset condition.

No formal public outreach has taken place at this time; however, Hennepin County Active Living staff met with residents of the Twin Lakes North apartment building near the project area in 2018. Through these conversations, county staff heard the need for improved transit and sidewalk connections. A more formal engagement process is anticipated to occur during the design phase of this project. Outreach will be coordinated with the Cities of Brooklyn Center and Crystal.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout 1649198526942_Attachment 05 - Potential Concept.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,300,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,300,000.00
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	77 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	145 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	455 KB
Attachment 03 - Existing Bridge Condition Photos.pdf	Attachment 03 - Existing Bridge Condition Photos	2.5 MB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	146 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	939 KB
Attachment 06 - Hennepin County Board Resolution 22-0109.pdf	Attachment 06 - Hennepin County Board Resolution 22-0109	801 KB
Attachment 07 - Hennepin County 2022-2026 Transportation CIP.pdf	Attachment 07 - Hennepin County 2022-2026 Transportation CIP	304 KB
Attachment 08 - Alternate Routes Map.pdf	Attachment 08 - Alternate Routes Map	704 KB
Attachment 09 - Socio-Economic Equity Map.pdf	Attachment 09 - Socio-Economic Equity Map	2.0 MB
Attachment 10 - Affordable Housing Access Map.pdf	Attachment 10 - Affordable Housing Access Map	1.1 MB
Attachment 11 - Minnesota Structure Inventory Report.pdf	Attachment 11 - Minnesota Structure Inventory Report	145 KB
Attachment 12 - Multimodal Connections Map.pdf	Attachment 12 - Multimodal Connections Map	518 KB
Attachment 13 - City of Brooklyn Center Support Letter.pdf	Attachment 13 - City of Brooklyn Center Support Letter	303 KB
Attachment 14 - City of Crystal Support Letter.pdf	Attachment 14 - City of Crystal Support Letter	180 KB

Regional Economy

Bridges Project: CSAH 10 (Bass Lake Rd) Bridge Replacement Project | Map ID: 1646870560814

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Brooklyn Center
Population: 11041
Employment: 3588
Mfg and Dist Employment: 213

Brooklyn Park
Population: 5039
Employment: 903
Mfg and Dist Employment: 496

Crystal
Population: 5898
Employment: 1464
Mfg and Dist Employment: 233

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.0275 0.055 0.11 0.165 0.22 Miles

Created: 3/9/2022
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 10 (Bass Lake Rd) Bridge Replacement Project | Map ID: 1646870560814

Results

Transit with a Direct Connection to project: 721

**indicates Planned Alignments*

Transit Market areas: 3

Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

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

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

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

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

Light Rail
Modern Streetcar
Undetermined

0 0.0275 0.055 0.11 0.165 0.22 Miles

Created: 3/9/2022
LandscapeRSA3

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

METROPOLITAN COUNCIL

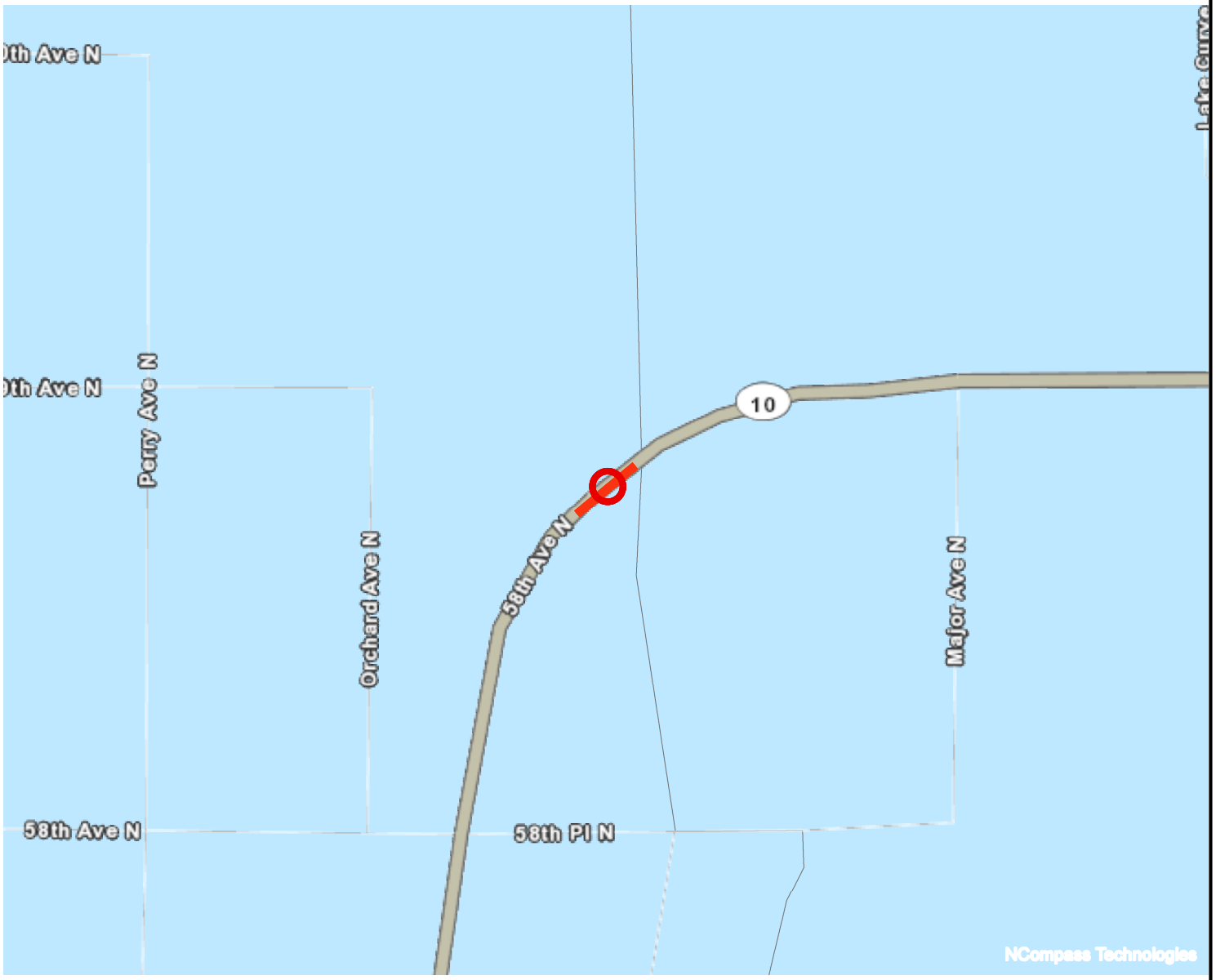
Socio-Economic Conditions

Bridges Project: CSAH 10 (Bass Lake Rd) Bridge Replacement Project | Map ID: 1646870560814

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 301

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.0275 0.055 0.11 0.165 0.22 Miles

Created: 3/9/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 11 | Minnesota Structure Inventory Report

Bridge ID: 91131 **CSAH 10 over TWIN LAKE NORTH INLET** Date: 04/04/2022

+ GENERAL +

Agency Br. No. **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City BROOKLYN CENTER
Township
Desc. Loc. 0.6 MI W OF JCT CSAH 152
Sect., Twp., Range 03 - 118N - 21W
Latitude 45d 03m 34.82s
Longitude 93d 20m 23.10s
Custodian COUNTY
Owner COUNTY
Insp Responsibility HENNEPIN COUNTY
Year Built 1967
Date Opened to Traffic 10-01-1967
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under STREAM
Main Span Type CONC BOX CULV
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew
Culvert Type C106D
Barrel Length 77 ft
Number of Spans
MAIN: 2 APPR: 0 TOTAL: 2
Main Span Length 10.0 ft
Structure Length 22.0 ft
Deck Width
Deck Material N/A
Wear Surf Type N/A
Wear Surf Install Year
Wear Course/Fill Depth 3.90 ft
Deck Membrane N/A
Deck Rebars N/A
Deck Rebars Install Year
Structure Area
Roadway Area
Sidewalk Width - L/R 8.3 ft 8.3 ft
Curb Height - L/R 0.50 ft 0.50 ft
Rail Codes - L/R NN NN

+ ROADWAY ON BRIDGE +

Facility CSAH 10
Functional Class URB/MINOR ART
ADT (YEAR) 10,700 (2017)
HCADT 214
National Highway System N
Route Sys/Nbr (TIS) CSAH 10
Ref. Point (TIS) 023+00.120
Detour Length 3 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	48.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.		
Appr. Surface Width	48.0 ft	
Bridge Roadway Width		
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut.
Pier N/A
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 NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Local Planning Index 57
Last Routine Insp Date 09-16-2021
Routine Insp Frequency 12
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	6
Culvert	4

+ NBI APPRAISAL RATINGS +

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

+ SAFETY FEATURES +

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

+ SPECIAL INSPECTIONS +

Frac. Critical	N
Underwater	N
Pinned Asbly.	N

+ WATERWAY +

Drainage Area 2.4 sq mi
Waterway Opening 120 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code E-CULVERT
Scour Evaluation Year 1990

+ CAPACITY RATINGS +

Design Load HS 20
Operating Rating RF 1.34 (HL-93)
Inventory Rating RF 1.04 (HL-93)
Posting
Rating Date 07-12-2019
Overweight Permit Codes
A: 1 B: 1 C: 1

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

0 50 100
SCALE IN FEET

Job #14870
3/17/2022
H:\Projects\14000\14870\Design\Graphics\Concept Graphics\CSAH 10\14870_gr01_CSAH 10.dgn

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Bridge Condition Photos
4. Potential Typical Section
5. Potential Concept
6. Hennepin County Board Resolution 22-0109
7. Hennepin County 2022-2026 Transportation CIP
8. Alternate Routes Map
9. Socio-Economic Equity Map
10. Affordable Housing Access Map
11. Minnesota Structure Inventory Report
12. Multimodal Connections Map
13. City of Brooklyn Center Support Letter
14. City of Crystal Support Letter

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name
CSAH 10 (Bass Lake Rd) Bridge Replacement Project

City(ies)
Brooklyn Center Crystal

Commissioner District(s)
1

Capital Project Number
2200800

Project Category
Bridge

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/5/2022

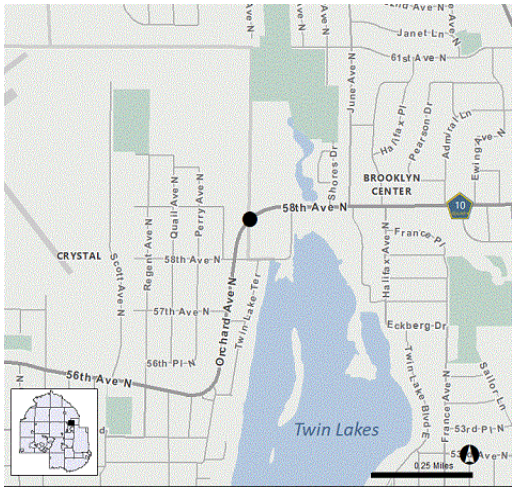
Project Summary
Replace Bridge #91131 over Twin Lakes in the cities of Brooklyn Center and Crystal.

Roadway History
The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lakes Inlet. The culvert is in relatively poor condition as the box sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

Project Description and Benefits
This project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in kind. Additionally, this project will include improvements, such as a bus pad for the Route 721 bus stop, as well as approximately 25 ft of sidewalk realignment and ADA improvements.

Project Risks & Uncertainties
Coordination of bridge design and construction detours will take place among Hennepin County and the cities of Brooklyn Center and Crystal.

Project Map



Project Timeline

Scoping:	Q1 2022 - Q4 - 2023
Design:	Q1 2024 - Q4 2025
R/W Acquisition:	Q1 2025 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2026

Project Delivery Responsibilities

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

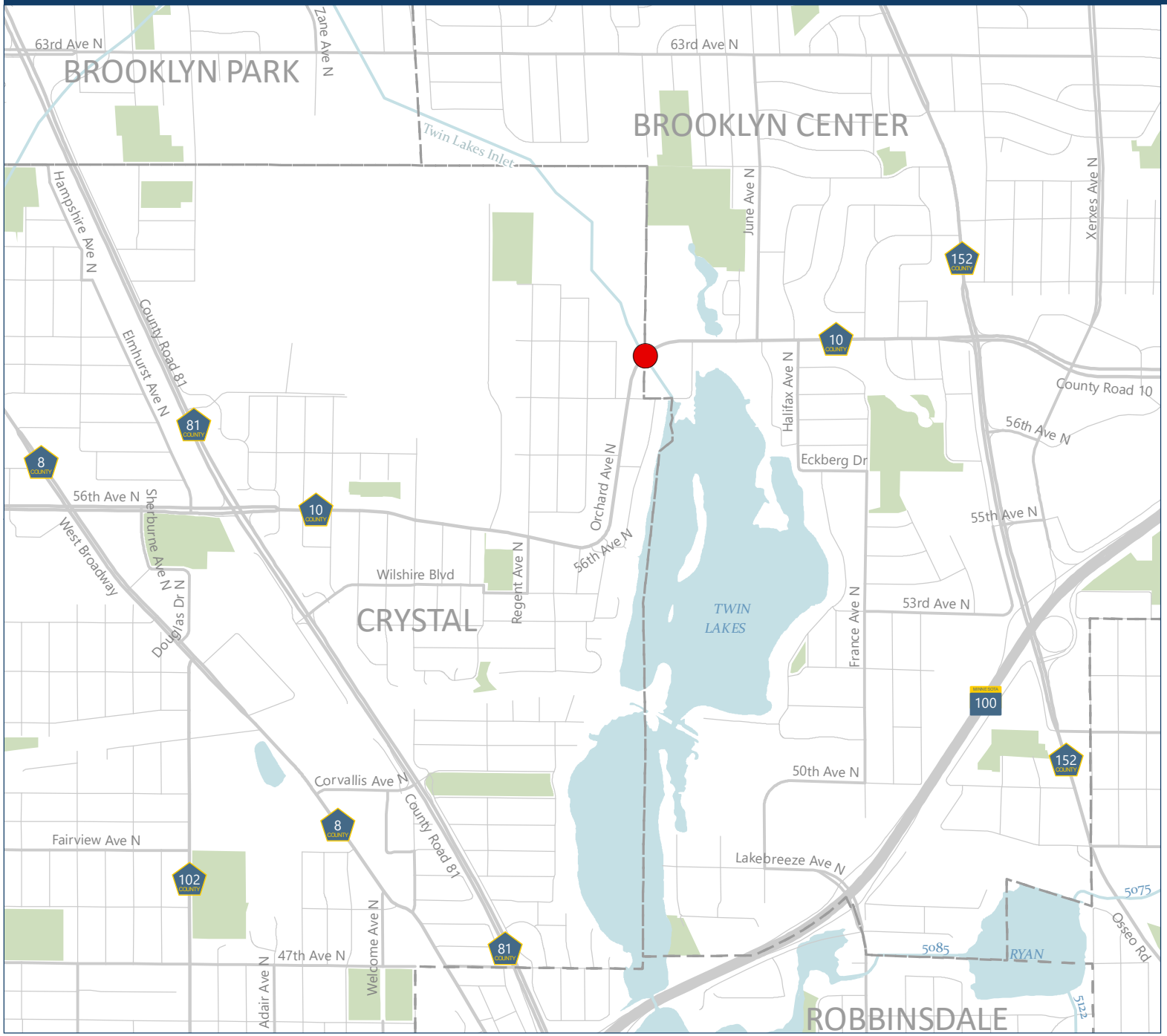
Project Budget -		Project Level
Construction:	$	1,000,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	1,080,000
Design Services:	$	90,000
R/W Acquisition:	$	140,000
Other (Utility Burial):	$	-
Construction Services:	$	-
Contingency:	$	300,000
Total Project Budget:	**$**	**1,610,000**

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

0 0.25 0.5 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: 4/8/2022

N

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 03 | Existing Bridge Condition Photos

View of the Bass Lake Rd Bridge, looking west.

South culvert intake.

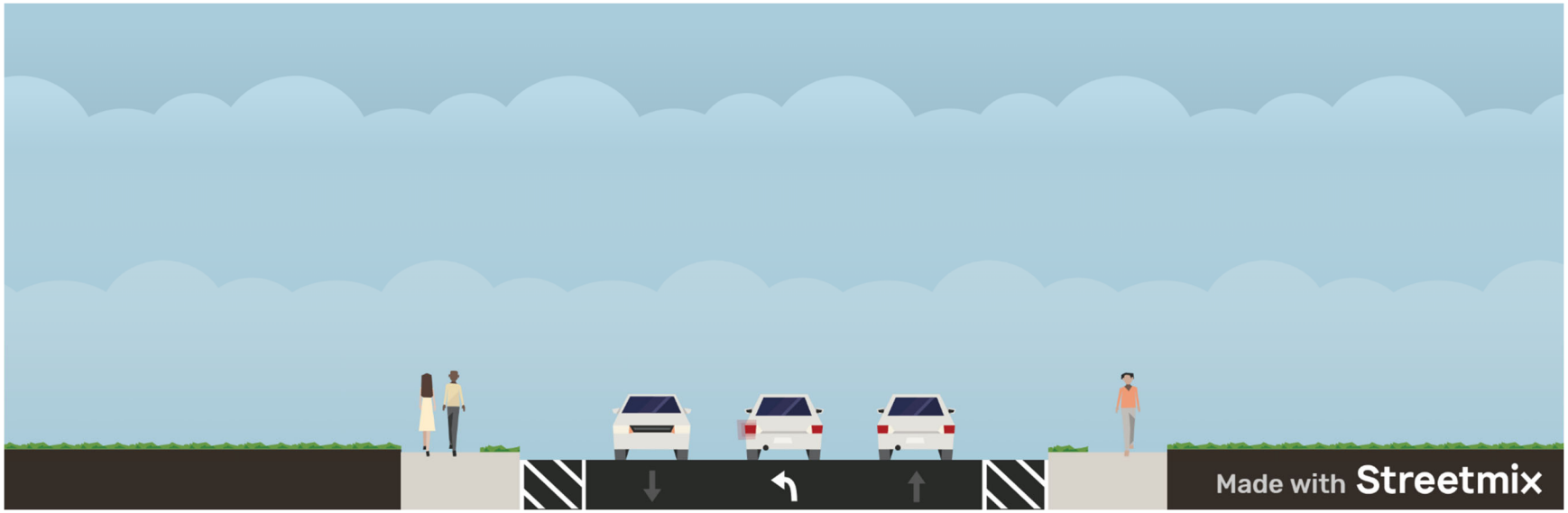
North culvert intake.

Degrading sidewalk and paved boulevard assets, south side of Bass Lake Rd.

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 04 | Potential Typical Section



CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

0 50 100
SCALE IN FEET

Job #14870
3/17/2022
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CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 06 | Hennepin County Board Resolution 22-0109

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 22-0109

2022

The following resolution was moved by Commissioner Angela Conley and seconded by Commissioner Debbie Goettel:

BE IT RESOLVED, that Hennepin County be authorized to apply for federal funding through the Regional Solicitation for the following projects (separated by category) on various County State Aid Highways (CSAHs) throughout the county:

Roadway Reconstruction/Modernization

Projects programmed in the 2022-2026 CIP:

- Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in Minneapolis
- Dayton River Road (CSAH 12) from Colburn Street to North Diamond Lake Road (CSAH 144) in Dayton and Champlin
- Lyndale Avenue (CSAH 22) from the Hennepin County Regional Railroad Authority (HCRRA) bridge to Franklin Avenue (CSAH 5) in Minneapolis

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Penn Avenue (CSAH 32) from 75th Street to the Trunk Highway 62 South Ramp in Richfield
- Cedar Avenue (CSAH 152) from Lake Street (CSAH 3) to 24th Street in Minneapolis

Bridge Rehabilitation/Replacement

Project programmed in the 2022-2026 CIP:

- Bass Lake Road (CSAH 10) bridge over the Twin Lakes Inlet in Brooklyn Center and Crystal

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Pioneer Trail (CSAH 1) bridge over the HCRRA corridor in Eden Prairie
- Eden Prairie Road (CSAH 4) bridge over Twin Cities and Western Railroad in Eden Prairie

Multiuse Trails/Bicycle and Pedestrian Facilities (sidewalks, streetscaping and improved accessibility)

Project partially programmed in the 2022-2026 CIP:

- Lake Street (CSAH 3) from Dupont Avenue to the Mississippi River

Project identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Marshall Street NE (CSAH 23) from Third Avenue NE to Lowry Avenue NE (CSAH 153).

Project not currently identified in the county's 2022-2026 CIP or 10-year work-plan:

- Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from Lake Street (CSAH 3) to the I-94/I-35W Bridge in Minneapolis

Mobility and Safety

Projects not currently identified in the county's 10-year work-plan or 5-year CIP:

- Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in Plymouth
- Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in Maple Grove

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

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Marion Greene			
Debbie Goettel			
Irene Fernando			
Angela Conley			
Jeff Lunde			
Chris LaTondresse			
Kevin Anderson			

RESOLUTION ADOPTED ON **3/22/2022**

ATTEST: M. Rose

Deputy/Clerk to the County Board

Hennepin County Board of Commissioners
300 South Sixth Street, Minneapolis, MN 55487
hennepin.us

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 07 | Hennepin County 2022-2026 Transportation CIP

BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Replace Bridge #91131 along Bass Lake Road (CSAH 10) at Twin Lakes in the Cities of Brooklyn Center and Crystal.

Purpose & Description:

The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lake Inlet. The culvert is in relatively poor condition as the box sections have cracked and spalled in many locations. In addition, some sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

The proposed project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.

REVENUE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular				48,000	54,000	80,000	1,280,000			1,462,000
Brooklyn Center				6,000	18,000	25,000	150,000			199,000
Crystal				6,000	18,000	25,000	150,000			199,000
Total				**60,000**	**90,000**	**130,000**	**1,580,000**			**1,860,000**

EXPENSE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					60,000	80,000				140,000
Construction							1,230,000			1,230,000
Consulting				60,000						60,000
Contingency					30,000	50,000	350,000			430,000
Total				**60,000**	**90,000**	**130,000**	**1,580,000**			**1,860,000**

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 07 | Hennepin County 2022-2026 Transportation CIP

BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		60,000	90,000	130,000	1,580,000			1,860,000
Administrator Proposed		60,000	90,000	130,000	1,580,000			1,860,000
CBTF Recommended		60,000	90,000	130,000	1,580,000			1,860,000
Board Approved Final		60,000	90,000	130,000	1,580,000			1,860,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - Q2 2022
Design	Q3 2022 - Q4 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q4 2025
Completion	Q2 2026

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across Twin Lakes for all modes. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain to this structure is approximately $1,700 per year. These costs are expected to decrease upon completion of this project.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to replace Bridge #91131 along Bass Lake Road (CSAH 10) over the Twin Lakes Inlet in the Cities of Brooklyn Center and Crystal

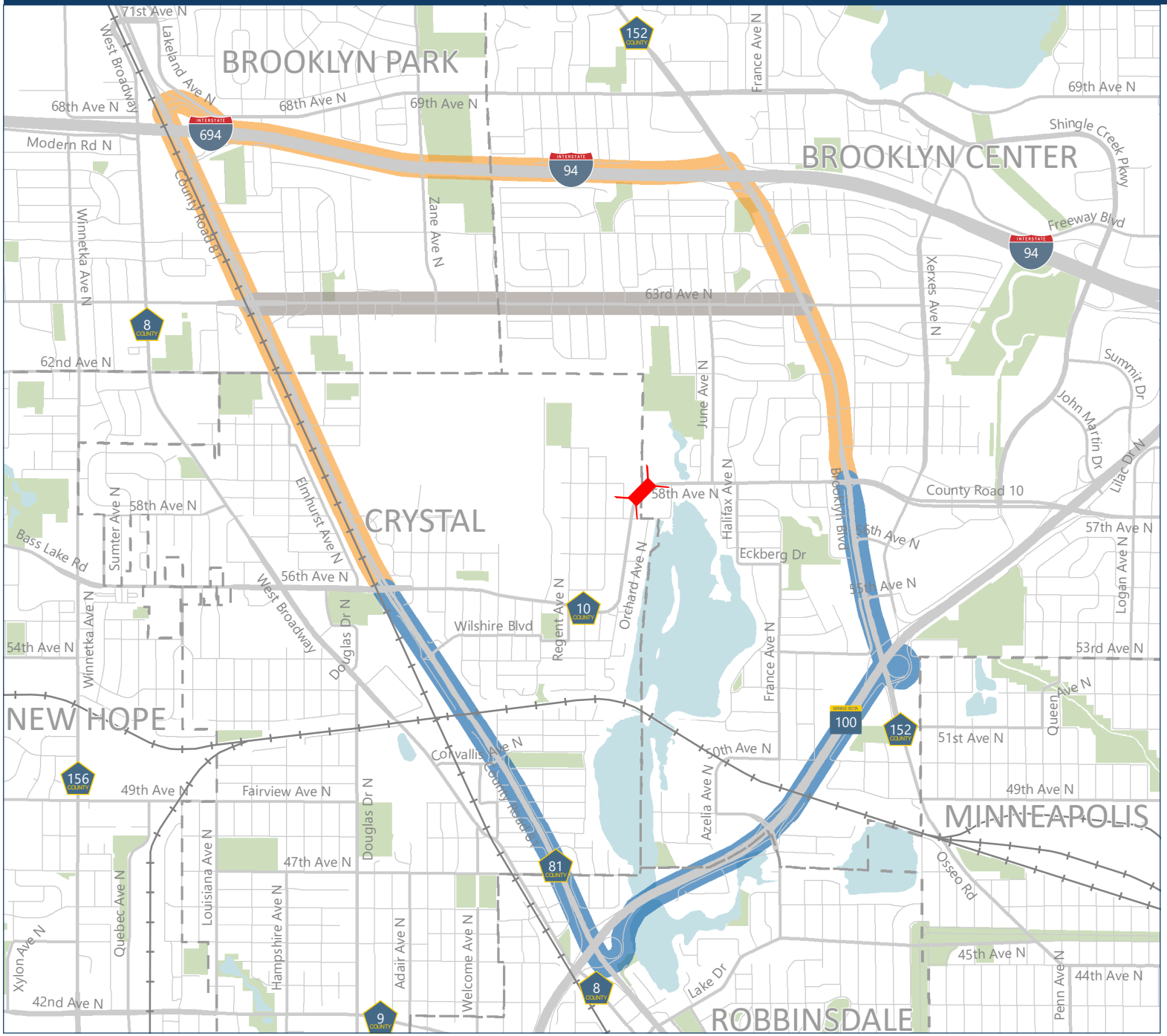
Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

CSAH 010 (Bass Lake Rd) Bridge Replacement Project

Attachment 08 | Alternate Routes Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location
- I-694 Route
- Mn Hwy 100 Route
- 63rd Ave N Collector Route

0 0.5 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: 4/6/2022

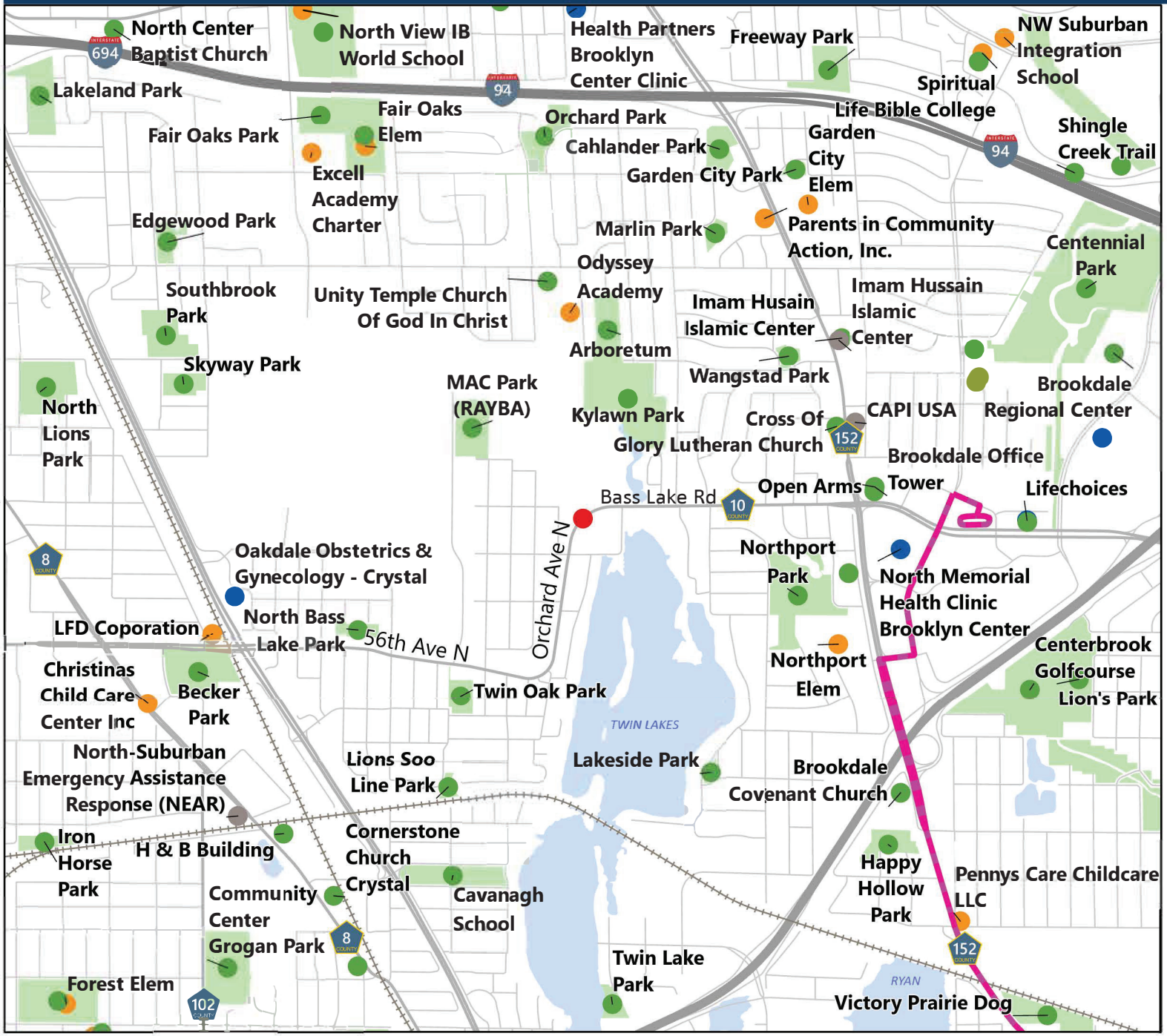
N

Hennepin

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 09| Socio-Economic Equity Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Resource Category

- Healthcare Facilities
- Schools & Childcare
- Community Facilities
- Food Shelves

Arterial BRT Services

- C Line
- Future D Line

0 0.25 0.5 Miles

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Published date: 3/21/2022

N

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 10| Affordable Housing Access Map

HENNEPIN COUNTY
MINNESOTA

Key

- Project Location

Affordable Units

- 1-5
- 6 - 50
- 51-100
- 101 - 150

Population Served

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

Construction Status

- Existing Affordable Housing
- Proposed or Under Construction

0 0.13 0.25 Miles

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Published date: 3/30/2022

N

Hennepin

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 11 | Minnesota Structure Inventory Report

Bridge ID: 91131 **CSAH 10 over TWIN LAKE NORTH INLET** Date: 04/04/2022

+ GENERAL +

Agency Br. No. **Crew**
District METRO **Maint. Area**
County 27 - HENNEPIN
City BROOKLYN CENTER
Township
Desc. Loc. 0.6 MI W OF JCT CSAH 152
Sect., Twp., Range 03 - 118N - 21W
Latitude 45d 03m 34.82s
Longitude 93d 20m 23.10s
Custodian COUNTY
Owner COUNTY
Insp Responsibility HENNEPIN COUNTY
Year Built 1967
Date Opened to Traffic 10-01-1967
MN Year Remodeled
FHWA Year Reconstructed
Bridge Plan Location COUNTY
Potential ABC N.A.

+ STRUCTURE +

Service On HWY;PED
Service Under STREAM
Main Span Type CONC BOX CULV
Main Span Detail
Appr. Span Type
Appr. Span Detail
Skew
Culvert Type C106D
Barrel Length 77 ft
Number of Spans
MAIN: 2 APPR: 0 TOTAL: 2
Main Span Length 10.0 ft
Structure Length 22.0 ft
Deck Width
Deck Material N/A
Wear Surf Type N/A
Wear Surf Install Year
Wear Course/Fill Depth 3.90 ft
Deck Membrane N/A
Deck Rebars N/A
Deck Rebars Install Year
Structure Area
Roadway Area
Sidewalk Width - L/R 8.3 ft 8.3 ft
Curb Height - L/R 0.50 ft 0.50 ft
Rail Codes - L/R NN NN

+ ROADWAY ON BRIDGE +

Facility CSAH 10
Functional Class URB/MINOR ART
ADT (YEAR) 10,700 (2017)
HCADT 214
National Highway System N
Route Sys/Nbr (TIS) CSAH 10
Ref. Point (TIS) 023+00.120
Detour Length 3 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	48.0 ft	
Vertical Clearance		
Max. Vert. Clear.		
Horizontal Clear.		
Appr. Surface Width	48.0 ft	
Bridge Roadway Width		
Median Width on Bridge	NA	

+ MISC. BRIDGE DATA +

Structure Flared NO
Parallel Structure NONE
Field Conn. ID
Cantilever ID
Foundations
Abut.
Pier N/A
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 NOT REQUIRED
Vertical NOT APPLICABLE

+ INSPECTION +

Deficient Status S.D.
Local Planning Index 57
Last Routine Insp Date 09-16-2021
Routine Insp Frequency 12
Inspector Name HENNEPIN COUNTY
Status A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	6
Culvert	4

+ NBI APPRAISAL RATINGS +

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

+ SAFETY FEATURES +

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

+ SPECIAL INSPECTIONS +

Frac. Critical	N
Underwater	N
Pinned Asbly.	N

+ WATERWAY +

Drainage Area 2.4 sq mi
Waterway Opening 120 sq ft
Navigation Control NO PRMT REQD
Pier Protection
Nav. Vert./Horz. Clr.
Nav. Vert. Lift Bridge Clear.
MN Scour Code E-CULVERT
Scour Evaluation Year 1990

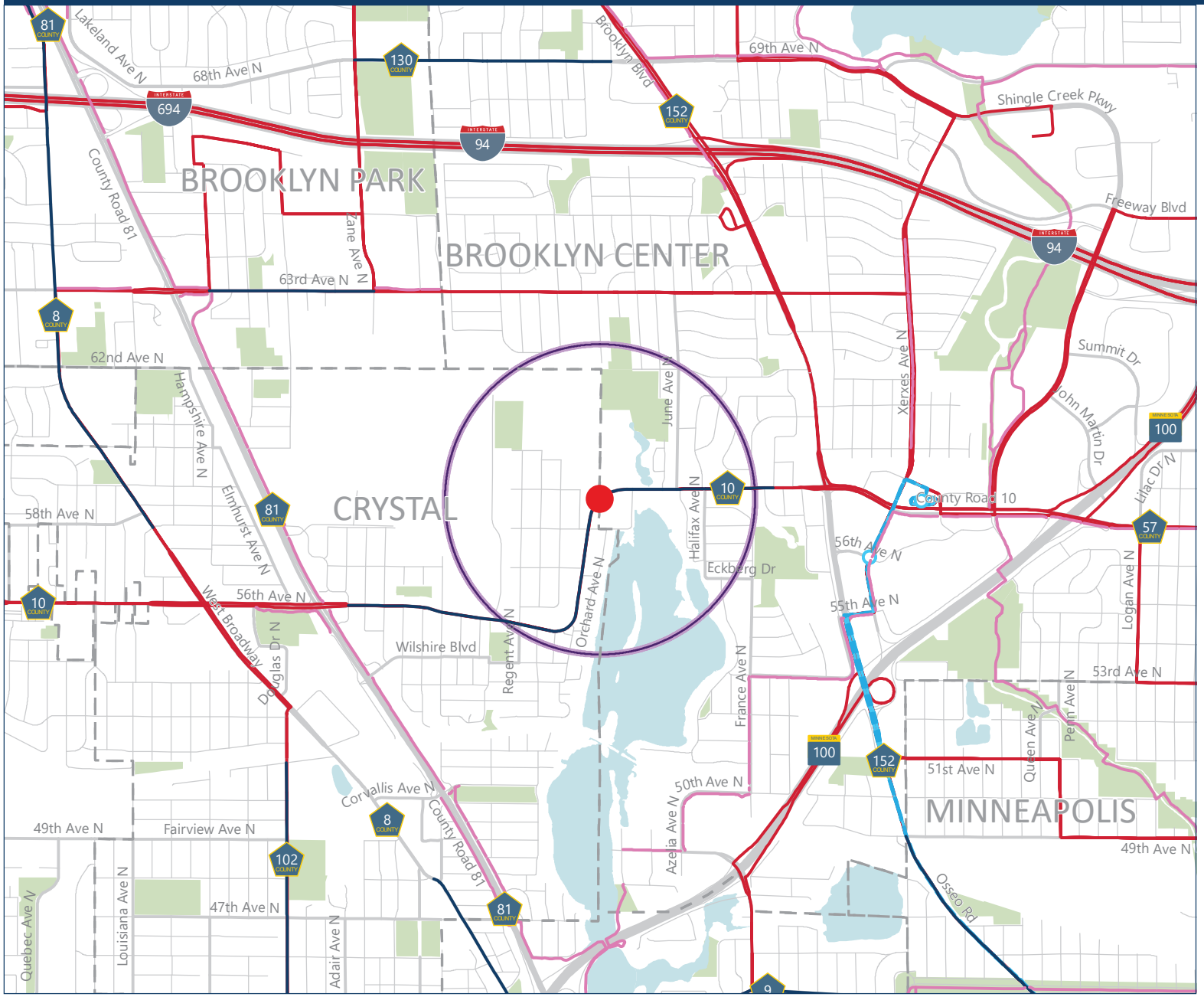
+ CAPACITY RATINGS +

Design Load HS 20
Operating Rating RF 1.34 (HL-93)
Inventory Rating RF 1.04 (HL-93)
Posting
Rating Date 07-12-2019
Overweight Permit Codes
A: 1 B: 1 C: 1

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 12 | Multimodal Connections Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location
- 1/2 Mi Buffer

Bikeways

- Off-Street
- On-Street

Transitway Stations

- Arterial BRT

Transitway Alignments

- Arterial BRT
- Planned Arterial BRT
- Transit Routes

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0 0.25 0.5 Miles

N

Published date: 3/23/2022

March 16, 2022

Carla Stueve, P.E., P.T.O.E
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Subject: Regional Solicitation Application for the replacement of Bridge #91131 along CSAH 10 (Bass Lake Rd) over Twin Lakes in Brooklyn Center and Crystal

Dear Ms. Stueve,

Thank you for requesting a letter of support from the City of Brooklyn Center for the Metropolitan Council 2022 Regional Solicitation.

The City of Brooklyn Center hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the replacement of Bridge #91131 along CSAH 10 (Bass Lake Rd) over Twin Lakes in Brooklyn Center and Crystal.

This project will involve the replacement of Bridge #91131 that is nearing the end of its useful life. This project also presents an opportunity to improve the sidewalk conditions for people walking and rolling, therefore providing additional accessibility, safety, and mobility for nonmotorized users, thereby enhancing the livability and quality of life for Brooklyn Center and Hennepin County residents.

This project has no funding from Brooklyn Center at this time since the project was listed as a Provisional Project in Hennepin County's 2021-2025 Capital Improvement Program. The City of Brooklyn Center understands that specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

Thank-you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Michael Albers

Mike Albers, P.E.
City Engineer
City of Brooklyn Center

CITY of CRYSTAL

4141 Douglas Drive North • Crystal, Minnesota 55422-1696

Tel: (763) 531-1000 • www.crystalmn.gov

March 29, 2022

Carla Stueve, P.E., P.T.O.E
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Crystal hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the replacement of Bridge #91131 along CSAH 10 (Bass Lake Rd) over Twin Lakes in Brooklyn Center and Crystal.

This project will involve the replacement of Bridge #91131 that is nearing the end of its useful life. This project also presents an opportunity to improve the sidewalk conditions for people walking and rolling, therefore providing additional accessibility, safety, and mobility for nonmotorized users, thereby enhancing the livability and quality of life for Crystal and Hennepin County residents. Additionally, with the nature of this water recreation in the area, there is also the potential opportunity to improve non-motorized access along the water, under the bridge.

At this time, the City of Crystal is unable to commit to cost participation for this project. It is anticipated that specific details regarding cost participation and maintenance responsibilities will be determined during the design process as project development is advanced.

Thank-you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project. Please contact Director of Public Works Mark Ray at mark.ray@crystalmn.gov or 763.531.1160 if you need anything further.

Sincerely,

Anne Norris
City Manager