Application

19830 - 2024 Bridges
20037 - CSAH 40 (Glenwood Ave) Bridge Replacement Project
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
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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 (City) | Minnesota (State/Province) | 55340 (Postal Code/Zip)

County: Hennepin
Phone:* 763-745-7600 Ext.

Fax:
PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 40 (Glenwood Ave) Bridge Replacement Project
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant):

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

This project includes the replacement of the CSAH 40 (Glenwood Ave) Bridge #94282 over Bassett Creek in the City of Minneapolis as shown in Attachment 02. CSAH 40 (Glenwood Ave) is classified as an A-Minor Reliever and Bridge #94282 has a local planning index (LPI) of 55 as shown in Attachment 03.

The existing bridge (built in 1889) consists of a masonry arch that is entirely buried underneath CSAH 40 (Glenwood Ave). The structure is in relatively poor condition, and therefore, has been classified as structurally deficient. Its masonry walls are showing signs of extensive deterioration that is allowing water to penetrate through the walls and floor of the structure. This structure is nearing the end of its useful life; therefore a replacement is recommended as routine maintenance activities are no longer cost effective in extending its useful life. Additionally, this structure is located immediately above other storm and sanitary utilities; suggesting relatively complicated underground conditions. Photos depicting existing conditions are illustrated in Attachment 04.

This project will replace Bridge #94282 as routine maintenance activities are no longer cost effective. It is anticipated that any incidental pavement, sidewalk, and drainage elements disturbed by the project will be replaced in-kind. Without this project, the bridge structure will continue to deteriorate and require frequent maintenance, which would impact people traveling along CSAH 40 (Glenwood Ave). The potential typical sections and concept for this project are shown in Attachments 05 and 06.

(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 40 over Bassett Creek in Minneapolis - Replace Bridge #94282

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)

0.01

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

$3,304,000.00

Match Amount

$826,000.00

Minimum of 20% of project total

Project Total

$4,130,000.00

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:

2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

2027

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

Project Information-Roadways

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#:

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.	40
i.e., 53 for CSAH 53	
Name of Road	Glenwood Ave
Example; 1st ST., MAIN AVE	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	
Road System	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	
Example; 1st ST., MAIN AVE	
To:	
Road System	
DO NOT INCLUDE LEGAL DESCRIPTION	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	
Example; 1st ST., MAIN AVE	
In the City/Cities of:	
(List all cities within project limits)	
OR:	
At:	
Road System	CSAH
(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)	
Road/Route No.	40
i.e., 53 for CSAH 53	
Name of Road	Glenwood Ave (at Bridge #94282)
Example; 1st ST., MAIN AVE	
In the City/Cities of:	Minneapolis
(List all cities within project limits)	
PROJECT LENGTH	
Miles	0.1
(nearest 0.1 miles)	
Primary Types of Work (check all the apply)	
New Construction	
Reconstruction	
Resurfacing	
Bituminous Pavement	
Concrete Pavement	
Roundabout	
New Bridge	
Bridge Replacement	Yes
Bridge Rehab	
New Signal	
Signal Replacement/Revision	
Bike Trail	
Other (do not include incidental items)	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	94282
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	Bassett Creek
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55405
Approximate Begin Construction Date	05/01/2028
Approximate End Construction Date	10/30/2028
Miles of Trail (nearest 0.1 miles)	0
Miles of Sidewalk (nearest 0.1 miles)	0.1
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	No

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

The project will replace a functionally obsolete box culvert that provides key access in and out of downtown Minneapolis. The bridge is structurally deficient and deferring replacement would likely result in bridge and road closure, impacting approximately 6,000 people who use the bridge as a reliever to access downtown.

B) Safety and security (p 2.5-2.9)

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

The project will address structural safety concerns related to the deteriorating bridge. Glenwood Ave serves multiple modes, including people driving, biking, walking, rolling, and hauling freight. The deteriorating asset can result in unsafe conditions and will worsen over time and impact all users.

C) Access to destinations (p 2.10-2.25)

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

CSAH 40 (Glenwood Ave) is an A-minor reliever for TH 55 and I-94 to and from downtown Minneapolis. The roadway is also a Tier 1 bikeway on the RBTN and provides access to residential, employment, shopping and recreational destinations in Minneapolis and Golden Valley.

D) Competitive economy (p 2.26-2.29)

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

CSAH 40 (Glenwood Ave) is a Tier 3 freight corridor that connects freight to downtown Minneapolis and the North Loop. CSAH 40 (Glenwood Ave) is also used by people walking, rolling, biking and driving to access varied destinations. Deferment of replacing the bridge may result in closure of the roadway, which would direct traffic onto TH 55 and I-94, increasing congestion and delays on principal arterials.

E) Healthy and equitable communities (p 2.30-2.34)

Objectives A, B, C & D; Strategies E1, E2, E3, E4, E5, E6 & E7

Replacing the bridge will maintain the existing multimodal network, including preserving biking and walking along the corridor. The project directly serves north Minneapolis, including areas with greater BIPOC populations, people living in poverty and people living with disabilities.

F) Leveraging transportation investments to guide land use (p 2.35-2.41)

Objectives A & C; Strategies F1, F2, F3, F5, F6, F7

The project benefits all modes accessing a variety of destinations and land uses. The bridge and road have dedicated facilities for people walking, rolling, and biking, and is used for people driving and hauling freight. Replacing the bridge will allow the route to remain open for all users and to preserve its existing use integrating all modes.

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 2024-2028 Capital Improvement Plan (Attachment 07)

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

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

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

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

4)Hennepin County Complete and Green Streets Policy (pages 10-11)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf

5)Hennepin County Pedestrian Plan (page 8)

URL: hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf

6)Hennepin County Bike Plan (page 36)

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

7)City of Minneapolis Vision Zero Action Plan (pages 16-35)

URL: lims.minneapolismn.gov/Download/RCAV2/31027/18-Vision-Zero-Action-Plan-2023-2025.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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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 MnDOT?s ?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.

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 in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) 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.

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$244,000.00
Removals (approx. 5% of total cost)	$244,000.00
Roadway (grading, borrow, etc.)	$62,400.00
Roadway (aggregates and paving)	$134,400.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$83,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$28,800.00
Traffic Control	$244,000.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$42,000.00
Bridge	$1,000,000.00
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	$926,240.00
Other Roadway Elements	$1,000,000.00
Totals	**$4,008,840.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$51,200.00
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	$42,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$27,960.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$121,160.00**

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Based on a planning level review of the proposed scope of work that's primarily focused on a bridge replacement, county staff did not identify any project elements that were obviously eligible for the PROTECT Program.

Totals

Total Cost	$4,130,000.00
Construction Cost Total	$4,130,000.00
Transit Operating Cost Total	$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing: Approximately 2.5 miles using TH 55 Route

Explanation:

CSAH 40 (Glenwood Ave) serves east/west trips to and from Downtown Minneapolis. The roadway generally includes one lane in each direction with buffered bike lanes and on-street parking on the north side of the roadway.

Based on the county's project development for prior work completed on this structure (SAP 027-640-005), 2nd Ave N (MSAS Route) may be a detour candidate for this structure.

Attachment 08 identifies two additional detour candidates that mainly utilize county roadways and state highways. the I-394 route utilizes I-394 and CSAH 2 (Penn Ave) to reach CSAH 40 (Glenwood Ave), and the TH 55 Route utilizes CSAH 2 (Penn Ave) and TH 55 (Olson Memorial Highway) to the north to reach CSAH 40 (Glenwood Ave).

For people biking, a similar (buffered on-street bike lane) facility does not exist within half mile of the project area; therefore, people biking would be required to utilize local roadways without a dedicated bike facility.

Prior to construction, county staff will coordinate with staff at the City of Minneapolis and the Metropolitan Council to better coordinate detours for all modes during construction activities.

(Limit 2,800 characters; approximately 400 words)

Distance from one end of proposed project to nearest non-local functionally classified parallel crossing and then back to the other side of the proposed project (calculated by Council Staff): 0

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

Existing Employment within 1 Mile:	84656
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	7303
Existing Post-Secondary Students within 1 Mile:	7967
Upload Map	1701196559532_RS 4_CSAH 40 (Glenwood Ave) 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: Yes

(55 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 CSAH 40 and Dupont Ave (Seq ID #62029)

Current AADT Volume 4400.0

Existing Transit Routes on the Project: 9

Select all transit routes that apply.

Upload "Transit Connections" map 1701197059195_RS 3_CSAH 40 (Glenwood Ave) Transit Connections.pdf

Please upload attachment in PDF form

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 5720.0

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:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The CSAH 40 (Glenwood Ave) Bridge Replacement Project is located in Sumner-Glenwood in Near North, one of the most diverse neighborhoods in Minneapolis which has experienced a history of redlining and disproportionate burdens of the transportation system through the construction of I-94 and TH 55. Within 0.5 miles of the project corridor, 81% of the population are Black, Indigenous, or People of Color (BIPOC) and 65% of the population has a household income under 200% of the federal poverty level. In addition, 15% of the population has a disability of any kind. Finally, an estimated 34% of the population is under the age of 18, which represents a significant percentage of people that walk, bike, or use transit. These demographic profiles are from the 2017 - 2021 5-year ACS estimates.

While formal engagement has not begun for this project, if funded Hennepin County will coordinate with the City of Minneapolis, the Metropolitan Council, and other key stakeholders along the corridor such as Metro Transit to determine appropriate strategies to meaningfully engage residents, particularly BIPOC residents, low-income households, youth, older adults, and those with disabilities. Materials will be translated into different language to ensure that engagement can reach the estimated 11% of households within 0.5 miles of the project with limited English proficiency. Historically, public engagement has been an iterative process including a regularly updated project website, paper and online surveys, focus groups, project signage and direct conversations with residents.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.*

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- *? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.*

Response:

The CSAH 40 (Glenwood Ave) bridge project will provide direct benefit to the significant population BIPOC residents, low income households, and youth in the Sumner-Glenwood neighborhood by replacing functionally obsolete infrastructure and preserving mobility for all modes of transportation along the corridor. Attachment 09 provides an overview of key community resources as well as census tracts with high scores of the CDC/ATSDR Social Vulnerability Index (SVI), a resource that uses census data to measure resilience to natural or human-caused disasters. Almost the entirety of the area 0.5 miles around the proposed project has a high SVI score, indicating the community is more vulnerable than others as well as a potentially a higher number of users who walk, cycle, or utilize public transit. This project will also directly address climate resiliency by addressing stormwater infrastructure that is over a century old.

Existing conditions include an undivided two-lane configuration with buffered on-street bike lanes. CSAH 40 (Glenwood Ave) supports Metro Transit route 9 and is a major east/west cycling route. The corridor also supports first and last mile connections to proposed Green Line extension at the Basset Creek Valley station and the future Royalston Ave station. The project area is also home to the Sumner Library, several childcare centers, places of worship and the Minneapolis Farmers Market, all critical destinations that are accessible by walking, rolling, and biking that serve the diverse population of Near North.

The proposed project will address an outdated masonry culvert to ensure long-term mobility for all modes throughout the corridor. This also will leverage county investments in the Green Line Extension as well as a recent reconstruction of CSAH 40 (Glenwood Ave) from Aldrich Ave to Royalston Ave which implemented further complete and green streets enhancements. Alternate routes would require users to cross significant barriers for people walking, biking, and rolling including crossings at TH-55 and Lyndale Ave S/I-94.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 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 project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- *? specific direct access improvements for residents*
- *? improved access to destinations such as jobs, school, health care or other;*
- *? new transportation services or modal options;*
- *? and/or community connection and cohesion improvements.*

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.

Response:

A total of 18 affordable housing developments are within ½ mile of the proposed project, many of which specifically target serving those with disabilities, seniors, and families with children. Attachment 10 provides a map and full detail summary of these locations, including unit sizes and affordability limits based on area median incomes. As identified in the Met Council generated Socio Economic Conditions map, 2878 subsidized units exist in census tracts within 0.5 miles of the project. The Olson Park Apartments represent 92 units of affordable housing directly north of the project area which was recently developed. All units have a Section 8 Housing Assistance voucher, representing a mechanism for ensuring long-term affordability. Similarly, Park Plaza Apartments provides 134 units of subsidized affordable housing for families.

The project area is also home to several critical resources that serve residents of affordable housing, including Harrison High School, Summit Early Learning Center and Summit Academy, which provides vocational training in field such as Cybersecurity, Carpentry, and IT, and others.

The proposed project will benefit residents of affordable housing by improving infrastructure that is over a century old to preserve mobility and safety along CSAH 40 (Glenwood Ave). The corridor serves as a critical east/west bicycle connection and provides first and last mile connections to several future Green Line extension stations. The project will leverage recent investments to the east, and alternate routes to CSAH 40 (Glenwood Ave) require users to utilize Lyndale Ave S, I-394 and TH 55, all of which represent significant barriers to people walking, rolling, and using transit. This is especially critical as Near North and Sumner-Glenwood have experienced historical systemic racism and disproportionate burdens from the transportation system through the construction of TH 55, I-94, and I-394 as well as railroad infrastructure which physically isolates this community that is overwhelmingly comprised of Black, Indigenous and People of Color and low-income households.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
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.	1702072074501_RS 2_CSAH 40 Glenwood Ave Socio-Economic Conditions.pdf

Measure A: Bridge Condition

• **Deck Rating:**	0
• **Superstructure Rating:**	0
• **Substructure Rating:**	0
• **Channel Rating:**	0
• **Culvert Rating:**	0
Lowest National Bridge Inventory Condition Rating:	4.0
Upload Structure Inventory Report	1702059947077_CSAH 40 Glenwood Ave - Bridge Inventory Report for Bridge 94282.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

Response:

CSAH 40 (Glenwood Ave) is a Tier 1 alignment on the RBTN. Replacing Bridge #94282 and maintaining it in a good state of repair will ensure that multimodal users can continue to access this key east-west route. For people biking, this section of CSAH 40 (Glenwood Ave) includes buffered bike lanes. It is frequently used as a direct route for people biking to destinations such as Theodore Wirth Park or to Downtown Minneapolis. People biking can connect north/south from CSAH 40 (Glenwood Ave) to Van White Memorial Blvd or Fremont Ave. Attachment 11 highlights key multimodal connections near the project location.

The Met Council's Regional Bicycle Barriers webmap shows this location as a Stream Barrier because of Bassett Creek, which runs underneath the roadway. This project will directly address this Stream Barrier by replacing Bridge #94282 as the structure is nearing the end of it's useful life and routine maintenance activities are no longer effective.

This project will replace assets in-kind, including sidewalk facilities along the south side of Bridge #94282 so that people walking and rolling are provided a continuous sidewalk connection along the corridor.

Metro Transit's Route 9 stops at CSAH 40 (Glenwood Ave) and Dupont Ave, the location of this structure. The replacement of Bridge #94282 will ensure that people taking transit can access Metro Transit's bus services at this location and connect to their final destination. This corridor will also be within walking distance to the future Royalston Ave Green Line Station.

For people driving, a smooth pavement surface will be replaced at this location as part of the replacement of Bridge #94282.

(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 the overall asset condition of Bridge #94282. No public outreach specific to this project has taken place at this time, but it is expected to occur during the design phase of the project. Future outreach is likely to be coordinated with the City of Minneapolis and Metropolitan Council.

(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 project?s 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 1702593278394_Attachment 06 - 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):	$4,130,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$4,130,000.00
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	162 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	846 KB
Attachment 03 - Minnesota Structure Inventory Report.pdf	Attachment 03 - Minnesota Structure Inventory Report	118 KB
Attachment 04 - Existing Condition Photos.pdf	Attachment 04 - Existing Condition Photos	333 KB
Attachment 05 - Potential Typical Section.pdf	Attachment 05 - Potential Typical Section	94 KB
Attachment 06 - Potential Concept.pdf	Attachment 06 - Potential Concept	235 KB
Attachment 07 - Hennepin County 2024-2028 Transportation CIP.pdf	Attachment 07 - Hennepin County 2024-2028 Transportation CIP	259 KB
Attachment 08 - Bridge Alternate Routes Map.pdf	Attachment 08 - Bridge Alternate Routes Map	482 KB
Attachment 09 - Disadvantaged Communities and Resources Map.pdf	Attachment 09 - Disadvantaged Communities and Resources Map	2.0 MB
Attachment 10 - Affordable Housing Access Map and Detail Summary.pdf	Attachment 10 - Affordable Housing Access Map and Detail Summary	484 KB
Attachment 11 - Multimodal Connections Map.pdf	Attachment 11 - Multimodal Connections Map	878 KB
Attachment 12 - City of Minneapolis Support Letter.pdf	Attachment 12 - City of Minneapolis Support Letter	183 KB
Attachment 13 - Metropolitan Council Support Letter.pdf	Attachment 13 - Metropolitan Council Support Letter	105 KB

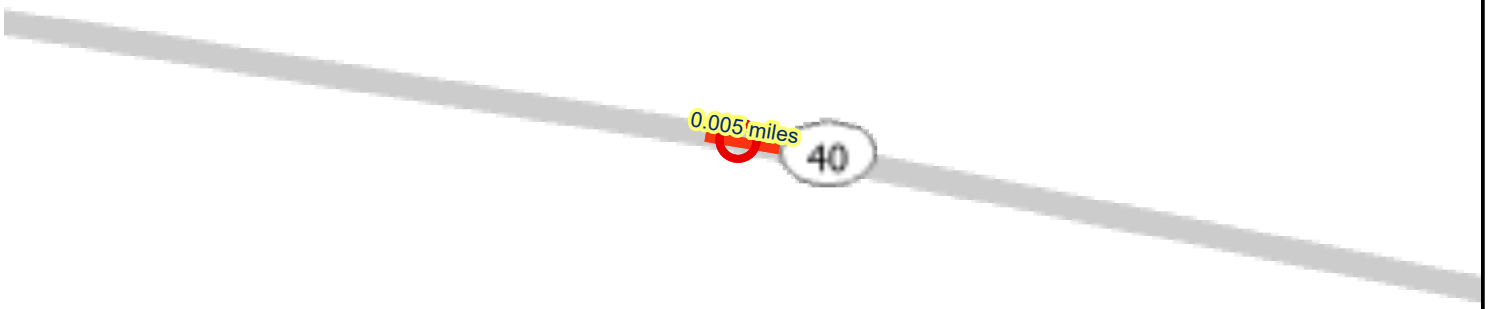
Regional Economy

Bridges Project: CSAH 40 (Glenwood Ave) Bridge Replacement Project | Map ID: 1701195254773

Results

WITHIN ONE MI of project:
Postsecondary Students: 7967

Totals by City:
Minneapolis
Population: 42136
Employment: 84656
Mfg and Dist Employment: 7303



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.0075 0.015 0.03 0.045 0.06 Miles

Created: 11/28/2023
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

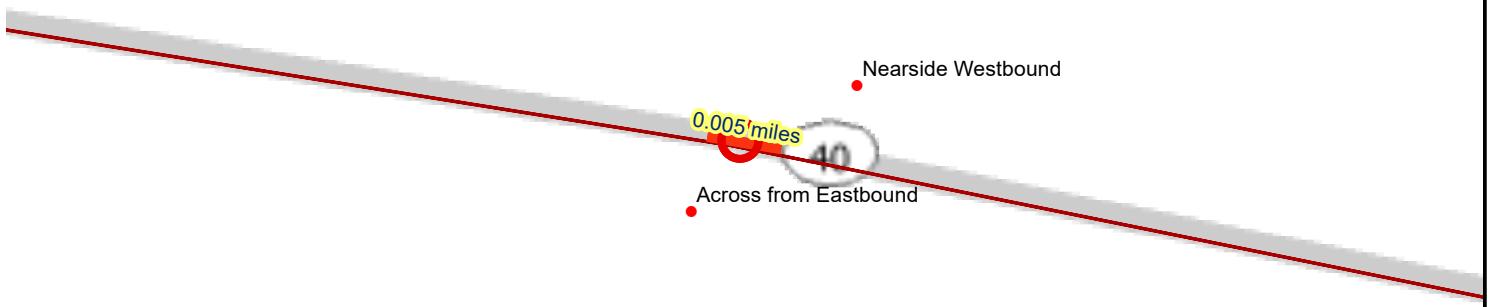
Bridges Project: CSAH 40 (Glenwood Ave) Bridge Replacement Project | Map ID: 1701195254773

Results

Transit with a Direct Connection to project:
9

**indicates Planned Alignments*

Transit Market areas: 2



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 0.0075 0.015 0.03 0.045 0.06 Miles

Created: 11/28/2023
LandscapeRSA3

METROPOLITAN COUNCIL

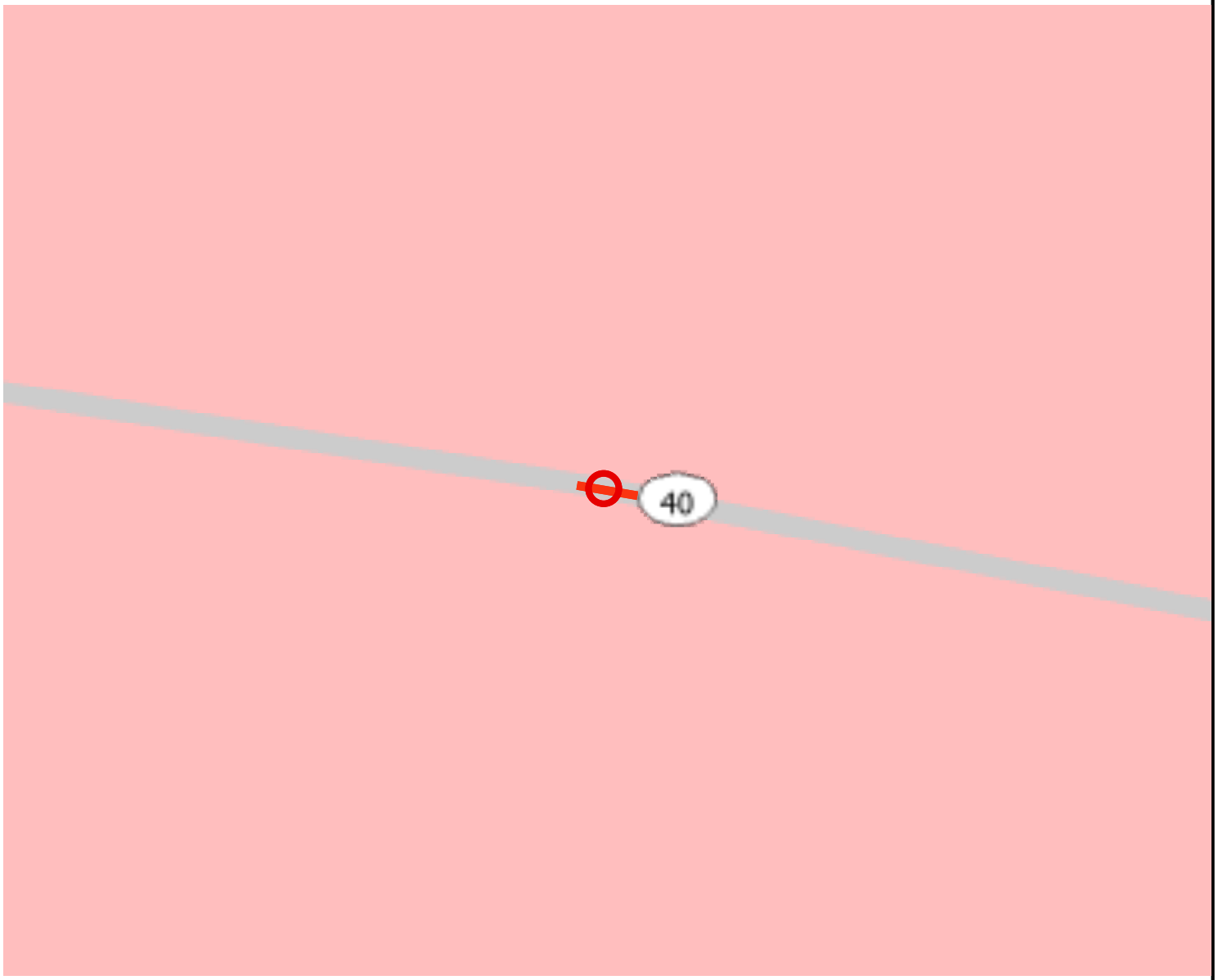
Socio-Economic Conditions

Bridges Project: CSAH 40 (Glenwood Ave) Bridge Replacement Project | Map ID: 1701195254773

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2878

Project located IN an Area of Concentrated Poverty.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.0075 0.015 0.03 0.045 0.06 Miles

Created: 11/28/2023
LandscapeRSA2

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METROPOLITAN COUNCIL

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 94282 **GLENWOOD AVE N over BASSETT CREEK** Date: 12/08/2023

+ GENERAL +

Agency Br. No.	**Crew**
District	METRO **Maint. Area**
County	27 - HENNEPIN
City	MINNEAPOLIS
Township	
Desc. Loc.	1.0 MI E OF JCT CSAH 2
Sect., Twp., Range	21 - 029N - 24W
Latitude	44d 58m 48.47s
Longitude	93d 17m 34.61s
Custodian	COUNTY
Owner	COUNTY
Insp Responsibility	HENNEPIN COUNTY
Year Built	1889
Date Opened to Traffic	
MN Year Remodeled	
FHWA Year Reconstructed	2009
Bridge Plan Location	COUNTY
Potential ABC	N.A.

+ STRUCTURE +

Service On	HIGHWAY
Service Under	STREAM
Main Span Type	
Main Span Detail	
Appr. Span Type	
Appr. Span Detail	
Skew	
Culvert Type	W1610
Barrel Length	54 ft
No of Spans	Main: 1 Appr: 0 Total: 1
Main Span Length	16.0 ft
Structure Length	20.0 ft
Deck Width	
Deck Material	N/A
Deck Install Year	
Deck Rebar Layers	UNKN
Deck Rebar (NBI)	N/A
Wear Surf Type	N/A
Wear Surf Install Year	
Wear Course/Fill Depth	5.00 ft
Structure Area	
Roadway Area	
Sidewalk Width - L/R	
Curb Height - L/R	
Rail Codes - L/R	NN NN

+ ROADWAY ON BRIDGE +

Facility	CSAH 40
LRS Mile Point	4.027
Functional Class	MINOR ARTERIAL
Urban Code	57628 - TWIN CITIES
ADT (YEAR)	4,389 (2021)
HCADT	
Speed Limit	
National Highway System	N
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	54.0 ft
Vertical Clearance	
Max. Vert. Clear.	
Horizontal Clear.	
Appr. Surface Width	52.0 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.	N/A
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 +

Local Plan. Index	55
Overall Condition	POOR
Last Routine Insp Date	09-21-2023
Routine Insp Frequency	12
Inspector Name	HENNEPIN COUNTY
Status	A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	N
Culvert	4

+ NBI APPRAISAL RATINGS +

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

+ SAFETY FEATURES +

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

+ SPECIAL INSPECTIONS +

NSTM	N
Underwater	N
Pinned Asbly.	N

+ WATERWAY +

Drainage Area	
Waterway Opening	160 sq ft
Navigation Control	NO PRMT REQD
Pier Protection	
Nav. Vert./Horz. Clr.	
Nav. Vert. Lift Bridge Clear.	
MN Scour Code	E-CULVERT
Scour Evaluation Year	

+ CAPACITY RATINGS +

Design Load	HL 93
Operating Rating	HS 32.40
Inventory Rating	HS 25.00
Posting	
Rating Date	07-10-2019

Overweight Permit Codes

A: X B: X C: X

12/08/2023
Crew:
Insp Responsibility: HENNEPIN COUNTY

MINNESOTA BRIDGE INSPECTION REPORT

BRIDGE 94282 **GLENWOOD AVE N OVER BASSETT CREEK** **INSP. DATE: 09-21-2023**

County: HENNEPIN
City: MINNEAPOLIS
Township:
Section: 21 Township: 029N Range: 24W
Main Span Type:
NBI Deck: N Super: N Sub: N Chan: N Culv: 4

Location: 1.0 MI E OF JCT CSAH 2
Facility: CSAH 40 Mile Pt: 4.027
Control Section: Maint. Area:
Local Agency Bridge Nbr:
Open, Posted, Closed: OPEN

Length: 20.0 ft
Deck Width:
Rdwy. Area
Paint Area
Culvert : W1610 / 54 ft

Appraisal Ratings - Approach: 8 Waterway: 8
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

MN Scour Code: E-CULVERT

Local Plan. Index 55
Overall Condition: Poor

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	09-21-2023	1 EA	1	0	0	0
		09-14-2022	1 EA	1	0	0	0

Notes: 800. '23-No critical structural deficiencies or serious safety hazards are present on this structure.

244	MASONRY CULVERT	09-21-2023	52 LF	0	27	10	15
		09-14-2022	52 LF	0	27	10	15

Notes: 244. Reinforced conc top and bottom slab, stone masonry side walls. Masonry walls are deteriorated, especially under storm outlets.
'12-W culvert wall was damaged in several spots by City of Minneapolis backhoe during utility construction. Repairs were made by the City.
'13-full width fine trans cracks w/ efflor on S end. '14-along the floor joint @ the W wall, from the storm pipe outlet to 10' N, holes have developed in the joint. These holes range from 2" - 3' long. Water coming out of the pipes is leaking through these holes. Holes range from 18" - 24" deep.
'15-holes in joint @ W wall/floor joint extend 12' N of pipe-water is still leaking through these holes. Deterioration below E storm pipe is 1.9' deep; under W pipe is 3.3' deep.
'16-6-8 SF of up to 1' deep deterioration below 8" pipe @ SE end. Up to 1.5' deep deterioration around utility pipes in N. 2.5' of sediment N & S of storm pipes.
'17-new 42" pipe @ E wall. 27" pipe @ W wall. Still a gap between W wall & floor N of W storm pipe. Crack w/ efflor @ N end @ utility pipes. Deterioration below new E storm pipe is partially repaired.
'18-trans crack w/ efflor in top slab @ N end adj to new city construction.
'19-up to 3 1/2' of penetration W/rods into blocks near large culvert W wall, bottom 2 block courses @ center line have leaching and minor mortar loss.
'20- 3 Full length long cracks w/efflor in top slab.
'21- Patch S of west outlet is completely exposed due to low water level in culvert. Exposed rebar @ S end in top of W wall.
'23-No Change.

871	ROADWAY OVER CULVERT	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 871. Bit O/L placed directly on top slab of culvert.
'22-Moderate to large cracks are unsealed.
'23- No changes at time of inspection.

894	DECK & APPROACH DRAINAGE	09-21-2023	1 EA	0	0	0	1
		09-14-2022	1 EA	0	0	0	1

Notes: 894. Catch basins in roadway. Storm pipes entering culvert from E & W.
'15-W storm pipe badly deteriorated-been this way for years. Last 2 sections of W pipe are misaligned vertically.
'17-new 42" storm pipe @ E wall.
'21-CBs are open and functioning properly.
'23-No change at time of inspection.

895	SIDEWALK, CURB, & MEDIAN	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 895 '18-SW walk repaired. Minor trans cracks in walk. Minor spalling/delam in walk & curbs in SW.
'19-new sidewalk in SE again.
'20- Old piece of curb over culvert on S side is spalled.
'23- No changes at time of inspection.

899	MISCELLANEOUS ITEMS	09-21-2023	1 EA	0	0	1	0
		09-14-2022	1 EA	0	0	1	0

Notes: 899. 2 PVC communication conduits thru side walls and hanging on top slab @ N end. Steel beams and plates set atop

masonry walls under walk @ S end. Steel is moderately rusted. Multiple communication conduits encased in conc below walk and above steel beams and plates. Steel plates under walk are sheet rusted w/ efflor. Access manhole added @ N end in '09 @ the intersection of WB Glenwood Ave and Dupont Ave.
'16-steel plates & beams under S walk are severely rusted w/ heavy efflor.
'22-Water level low in culvert at time of inspection.

900	PROTECTED SPECIES	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 900. '23-No change at time at time of inspection.

General Notes: *Bridge 94282 CSAH 40 (Glenwood Ave)/Basset Creek Tunnel
9/21/23, Routine Inspection, ADT & JM
9/14/22, Routine Inspection, MAM, ADT, SNS and NJL.

Culvert reconstruction in '09(HC Proj # 0729). New reinforced conc top slab(16"), bit O/L(13"), curb, conc walk and access manhole.
Confined space atmosphere-monitoring required. Tunnel can be accessed thru Manhole(MH) @ intersection of WB Glenwood Ave and Dupont Ave, or inlet near 2nd Ave N and Dupont Ave. If MH is used, must bring cones & fence for safety and traffic control.
2017-At time of inspection, Michels pipeline working on connecting main on W side of culvert. City of Minneapolis project to replace city utility pipes east of culvert. As part of project, CenterPoint Energy needed to relocate gas main under EBL walk. Main runs under walk to east side of culvert, then runs north along culvert to centerline where it crosses over the top to the west side, then runs south along culvert to tie into existing main. City of Mpls placing new walk up E side of Dupont Ave. City has poured new walls & slab in culvert just to N of HC structure.

Recommended Repairs:

244. Regrout masonry joints.
244. Repair holes in W wall/floor joint at & north of storm sewer inlet.
244. Repair/seal trans crack in floor @ 27" pipe.
871. Seal cracks in roadway.
894. Contact City of Minneapolis about storm sewer inlet pipes and repairing deterioration of walls underneath pipes.
2017-City replaced storm pipe into culvert from the east. Threw a little grout under the pipe but no full repair of wall.

Culvert: [4] '16-CS4-extensive spalling/weathering under storm sewer pipes in wall. Wall/floor joint separation under west storm pipe.
'22 [PA Commentary: Structure is programmed for replacement in 2026]
'23- (4) Advanced cracking and scaling with significant spalling under drainage outlets.

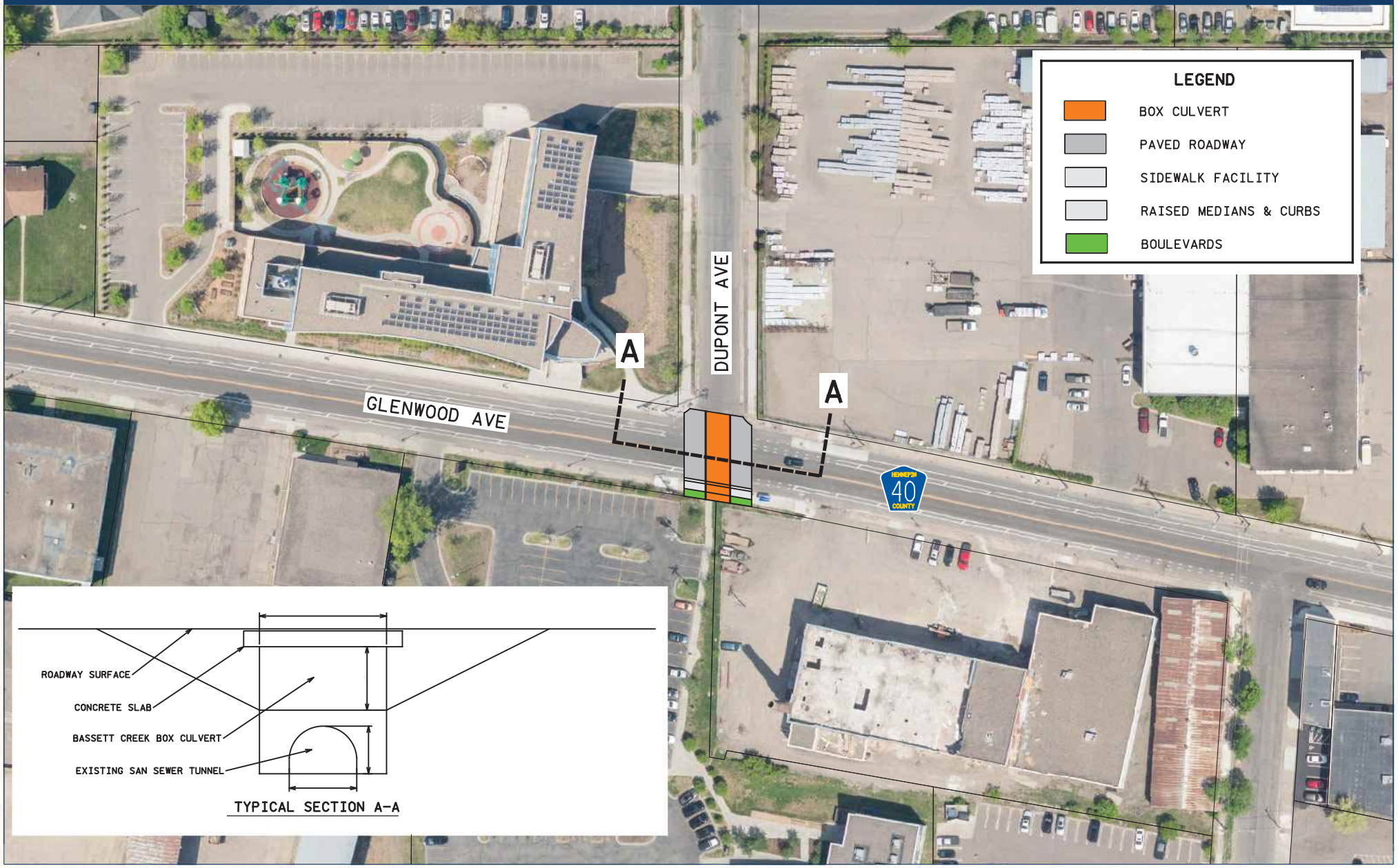
Waterway Adeq: [8] '23- (8) Water has a slight chance of overtopping roadway.

Appr Roadway Alignment: [8] '23- (8) No speed reduction needed.

CSAH 40 (Glenwood Ave) Reconstruction Project

Attachment 06 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



Job #16612
11/5/2023
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CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 00 | List of Attachments

1. Project Narrative
2. Project Location Map
3. Minnesota Structure Inventory Report
4. Existing Condition Photos
5. Potential Typical Section
6. Potential Concept
7. Hennepin County 2024-2028 Transportation CIP
8. Bridge Alternate Routes Map
9. Disadvantaged Communities and Resources Map
10. Affordable Housing Access Map and Detail Summary
11. Multimodal Connections Map
12. City of Minneapolis Support Letter
13. Metropolitan Council Support Letter

CSAH 40 (Glenwood Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 040 (Glenwood Ave) Bridge #94282 Replacement Project

City(ies)
Minneapolis

Commisioner District(s)
2

Capital Project Number
CP 2200700

Project Category
Bridge Replacement

Scoping Manager
Jason Pieper

Scoping Form Revision Dates
12/14/2023

Project Summary

Replace Bridge #94282 along Glenwood Avenue (CSAH 40) over Bassett Creek in the City of Minneapolis.

Roadway History

The existing bridge (built in 1889) consists of a masonry arch that is entirely buried underneath Glenwood Avenue (CSAH 40). The culvert is in relatively poor condition, and therefore, has been classified as structurally deficient. Its masonry walls are showing signs of extensive deterioration that is allowing water to penetrate through the walls and floor of the structure. This structure is nearing the end of its useful life; therefore a replacement is recommended as routine maintenance activities are no longer cost effective in extending its useful life. Additionally, this structure is located immediately above other storm and sanitary utilities; suggesting relatively complicated underground conditions.

Project Description and Benefits

This project will replace Bridge #94282 as routine maintenance activities are no longer cost effective in preserving this asset. It is anticipated that any incidental pavement, sidewalk, and drainage elements disturbed by the project will be replaced in-kind. Without this project, the bridge structure will continue to deteriorate and require frequent maintenance; therby disrupting users along Glenwood Avenue (CSAH 40).

Project Risks & Uncertainities

The existing underground conditions are somewhat complicated as a sanitary sewer facility is located immediately underneath the county's Bassett Creek culvert.

Project Map

Initial Project Timeline

Scoping:	2021 - 2024
Design:	Q1 2025 - Q4 2027
R/W Acquisition:	Q1 2026 - Q4 2027
Bid Advertisement:	Q1 2028
Construction:	Q2 2028 - Q3 2028

Project Delivery Responsibilities

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

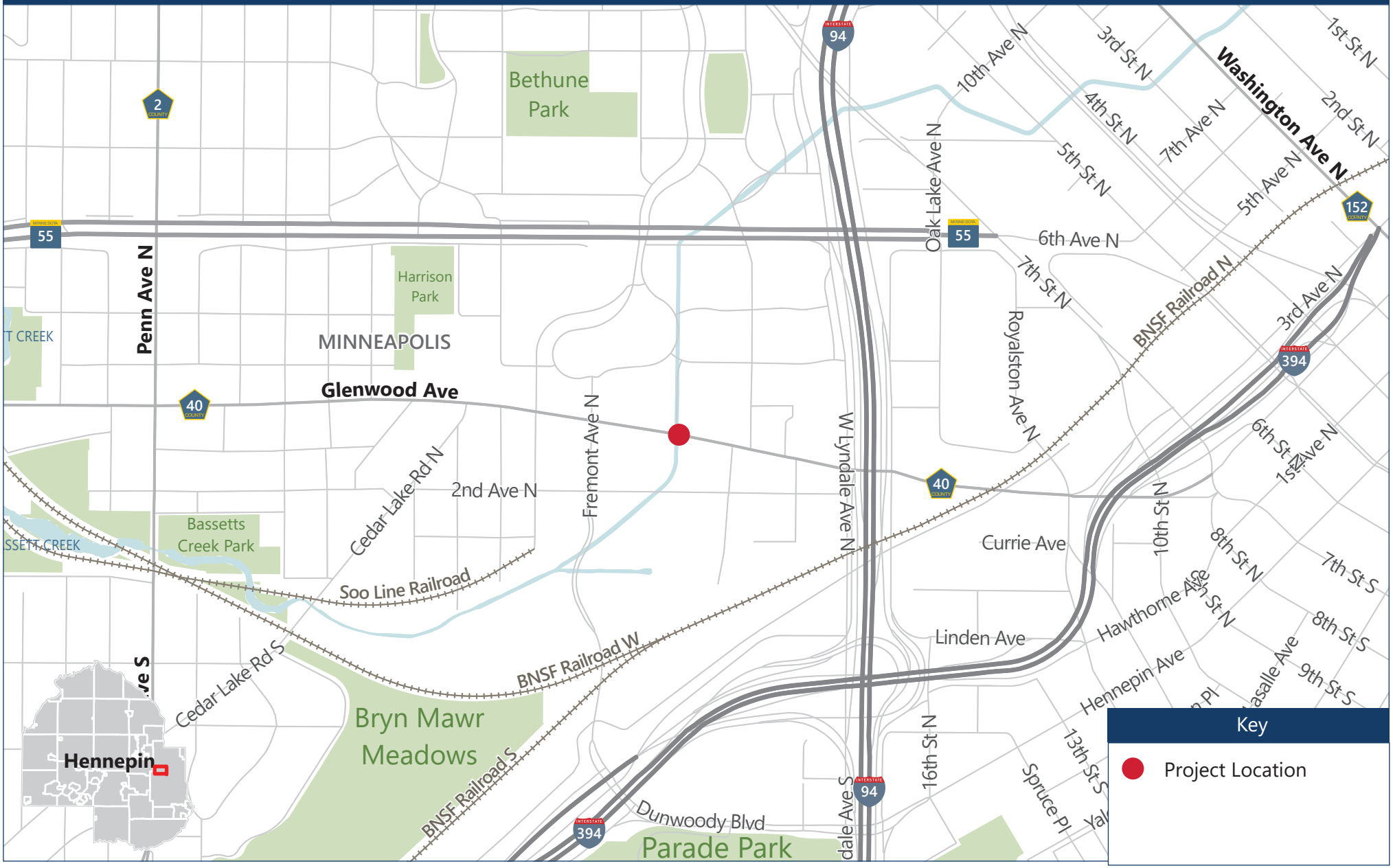
Project Budget -	Project Level	
Construction:	$	3,180,000
Cost Estimate Year:		2023
Construction Year:		2028
Annual Inflation Rate:		2.0%
Inflated Construction:	$	3,510,000
Design Services:	$	1,190,000
R/W Acquisition:	$	200,000
Other (Utility Burial):	$	-
Construction Services:	$	-
Contingency:	$	1,050,000
Total Project Budget:	**$**	**5,950,000**

Funding Notes

This project is eligible for federal funding hrough the Metropolitan Council's Regional Solicitation given the roadway's functional classification of A-Minor Reliever and a Local Planning Index value of 55.

CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 02 | Project Location Map



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N

0 0.33 0.65 Miles

Publication date: 10/17/2023

Data sources (if applicable):

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 94282 **GLENWOOD AVE N over BASSETT CREEK** Date: 12/08/2023

+ GENERAL +

Agency Br. No.	**Crew**
District	METRO **Maint. Area**
County	27 - HENNEPIN
City	MINNEAPOLIS
Township	
Desc. Loc.	1.0 MI E OF JCT CSAH 2
Sect., Twp., Range	21 - 029N - 24W
Latitude	44d 58m 48.47s
Longitude	93d 17m 34.61s
Custodian	COUNTY
Owner	COUNTY
Insp Responsibility	HENNEPIN COUNTY
Year Built	1889
Date Opened to Traffic	
MN Year Remodeled	
FHWA Year Reconstructed	2009
Bridge Plan Location	COUNTY
Potential ABC	N.A.

+ STRUCTURE +

Service On	HIGHWAY
Service Under	STREAM
Main Span Type	
Main Span Detail	
Appr. Span Type	
Appr. Span Detail	
Skew	
Culvert Type	W1610
Barrel Length	54 ft
No of Spans	Main: 1 Appr: 0 Total: 1
Main Span Length	16.0 ft
Structure Length	20.0 ft
Deck Width	
Deck Material	N/A
Deck Install Year	
Deck Rebar Layers	UNKN
Deck Rebar (NBI)	N/A
Wear Surf Type	N/A
Wear Surf Install Year	
Wear Course/Fill Depth	5.00 ft
Structure Area	
Roadway Area	
Sidewalk Width - L/R	
Curb Height - L/R	
Rail Codes - L/R	NN NN

+ ROADWAY ON BRIDGE +

Facility	CSAH 40
LRS Mile Point	4.027
Functional Class	MINOR ARTERIAL
Urban Code	57628 - TWIN CITIES
ADT (YEAR)	4,389 (2021)
HCADT	
Speed Limit	
National Highway System	N
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	54.0 ft
Vertical Clearance	
Max. Vert. Clear.	
Horizontal Clear.	
Appr. Surface Width	52.0 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.	N/A
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 +

Local Plan. Index	55
Overall Condition	POOR
Last Routine Insp Date	09-21-2023
Routine Insp Frequency	12
Inspector Name	HENNEPIN COUNTY
Status	A-OPEN

+ NBI CONDITION RATINGS +

Deck	N
Superstructure	N
Substructure	N
Channel	N
Culvert	4

+ NBI APPRAISAL RATINGS +

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

+ SAFETY FEATURES +

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

+ SPECIAL INSPECTIONS +

NSTM	N
Underwater	N
Pinned Asbly.	N

+ WATERWAY +

Drainage Area	
Waterway Opening	160 sq ft
Navigation Control	NO PRMT REQD
Pier Protection	
Nav. Vert./Horz. Clr.	
Nav. Vert. Lift Bridge Clear.	
MN Scour Code	E-CULVERT
Scour Evaluation Year	

+ CAPACITY RATINGS +

Design Load	HL 93
Operating Rating	HS 32.40
Inventory Rating	HS 25.00
Posting	
Rating Date	07-10-2019

Overweight Permit Codes

A: X B: X C: X

12/08/2023
Crew:
Insp Responsibility: HENNEPIN COUNTY

MINNESOTA BRIDGE INSPECTION REPORT

BRIDGE 94282 **GLENWOOD AVE N OVER BASSETT CREEK** **INSP. DATE: 09-21-2023**

County: HENNEPIN
City: MINNEAPOLIS
Township:
Section: 21 Township: 029N Range: 24W
Main Span Type:
NBI Deck: N Super: N Sub: N Chan: N Culv: 4

Location: 1.0 MI E OF JCT CSAH 2
Facility: CSAH 40 Mile Pt: 4.027
Control Section: Maint. Area:
Local Agency Bridge Nbr:
Open, Posted, Closed: OPEN

Length: 20.0 ft
Deck Width:
Rdwy. Area
Paint Area
Culvert : W1610 / 54 ft

Appraisal Ratings - Approach: 8 Waterway: 8
Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED
Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

MN Scour Code: E-CULVERT

Local Plan. Index 55
Overall Condition: Poor

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	09-21-2023	1 EA	1	0	0	0
		09-14-2022	1 EA	1	0	0	0

Notes: 800. '23-No critical structural deficiencies or serious safety hazards are present on this structure.

244	MASONRY CULVERT	09-21-2023	52 LF	0	27	10	15
		09-14-2022	52 LF	0	27	10	15

Notes: 244. Reinforced conc top and bottom slab, stone masonry side walls. Masonry walls are deteriorated, especially under storm outlets.
'12-W culvert wall was damaged in several spots by City of Minneapolis backhoe during utility construction. Repairs were made by the City.
'13-full width fine trans cracks w/ efflor on S end. '14-along the floor joint @ the W wall, from the storm pipe outlet to 10' N, holes have developed in the joint. These holes range from 2" - 3' long. Water coming out of the pipes is leaking through these holes. Holes range from 18" - 24" deep.
'15-holes in joint @ W wall/floor joint extend 12' N of pipe-water is still leaking through these holes. Deterioration below E storm pipe is 1.9' deep; under W pipe is 3.3' deep.
'16-6-8 SF of up to 1' deep deterioration below 8" pipe @ SE end. Up to 1.5' deep deterioration around utility pipes in N. 2.5' of sediment N & S of storm pipes.
'17-new 42" pipe @ E wall. 27" pipe @ W wall. Still a gap between W wall & floor N of W storm pipe. Crack w/ efflor @ N end @ utility pipes. Deterioration below new E storm pipe is partially repaired.
'18-trans crack w/ efflor in top slab @ N end adj to new city construction.
'19-up to 3 1/2' of penetration W/rods into blocks near large culvert W wall, bottom 2 block courses @ center line have leaching and minor mortar loss.
'20- 3 Full length long cracks w/efflor in top slab.
'21- Patch S of west outlet is completely exposed due to low water level in culvert. Exposed rebar @ S end in top of W wall.
'23-No Change.

871	ROADWAY OVER CULVERT	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 871. Bit O/L placed directly on top slab of culvert.
'22-Moderate to large cracks are unsealed.
'23- No changes at time of inspection.

894	DECK & APPROACH DRAINAGE	09-21-2023	1 EA	0	0	0	1
		09-14-2022	1 EA	0	0	0	1

Notes: 894. Catch basins in roadway. Storm pipes entering culvert from E & W.
'15-W storm pipe badly deteriorated-been this way for years. Last 2 sections of W pipe are misaligned vertically.
'17-new 42" storm pipe @ E wall.
'21-CBs are open and functioning properly.
'23-No change at time of inspection.

895	SIDEWALK, CURB, & MEDIAN	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 895 '18-SW walk repaired. Minor trans cracks in walk. Minor spalling/delam in walk & curbs in SW.
'19-new sidewalk in SE again.
'20- Old piece of curb over culvert on S side is spalled.
'23- No changes at time of inspection.

899	MISCELLANEOUS ITEMS	09-21-2023	1 EA	0	0	1	0
		09-14-2022	1 EA	0	0	1	0

Notes: 899. 2 PVC communication conduits thru side walls and hanging on top slab @ N end. Steel beams and plates set atop

masonry walls under walk @ S end. Steel is moderately rusted. Multiple communication conduits encased in conc below walk and above steel beams and plates. Steel plates under walk are sheet rusted w/ efflor. Access manhole added @ N end in '09 @ the intersection of WB Glenwood Ave and Dupont Ave.
'16-steel plates & beams under S walk are severely rusted w/ heavy efflor.
'22-Water level low in culvert at time of inspection.

900	PROTECTED SPECIES	09-21-2023	1 EA	0	1	0	0
		09-14-2022	1 EA	0	1	0	0

Notes: 900. '23-No change at time at time of inspection.

General Notes: *Bridge 94282 CSAH 40 (Glenwood Ave)/Basset Creek Tunnel
9/21/23, Routine Inspection, ADT & JM
9/14/22, Routine Inspection, MAM, ADT, SNS and NJL.

Culvert reconstruction in '09(HC Proj # 0729). New reinforced conc top slab(16"), bit O/L(13"), curb, conc walk and access manhole.
Confined space atmosphere-monitoring required. Tunnel can be accessed thru Manhole(MH) @ intersection of WB Glenwood Ave and Dupont Ave, or inlet near 2nd Ave N and Dupont Ave. If MH is used, must bring cones & fence for safety and traffic control.
2017-At time of inspection, Michels pipeline working on connecting main on W side of culvert. City of Minneapolis project to replace city utility pipes east of culvert. As part of project, CenterPoint Energy needed to relocate gas main under EBL walk. Main runs under walk to east side of culvert, then runs north along culvert to centerline where it crosses over the top to the west side, then runs south along culvert to tie into existing main. City of Mpls placing new walk up E side of Dupont Ave. City has poured new walls & slab in culvert just to N of HC structure.

Recommended Repairs:

244. Regrout masonry joints.
244. Repair holes in W wall/floor joint at & north of storm sewer inlet.
244. Repair/seal trans crack in floor @ 27" pipe.
871. Seal cracks in roadway.
894. Contact City of Minneapolis about storm sewer inlet pipes and repairing deterioration of walls underneath pipes.
2017-City replaced storm pipe into culvert from the east. Threw a little grout under the pipe but no full repair of wall.

Culvert: [4] '16-CS4-extensive spalling/weathering under storm sewer pipes in wall. Wall/floor joint separation under west storm pipe.
'22 [PA Commentary: Structure is programmed for replacement in 2026]
'23- (4) Advanced cracking and scaling with significant spalling under drainage outlets.

Waterway Adeq: [8] '23- (8) Water has a slight chance of overtopping roadway.

Appr Roadway Alignment: [8] '23- (8) No speed reduction needed.

CSAH 40 (Glenwood Ave) Bridge Project

Attachment 04 | Existing Condition Photos

General northward view of Basset Creek under CSAH 40 (Glenwood Ave).

General view of south approach.

The east storm outlet undermining.

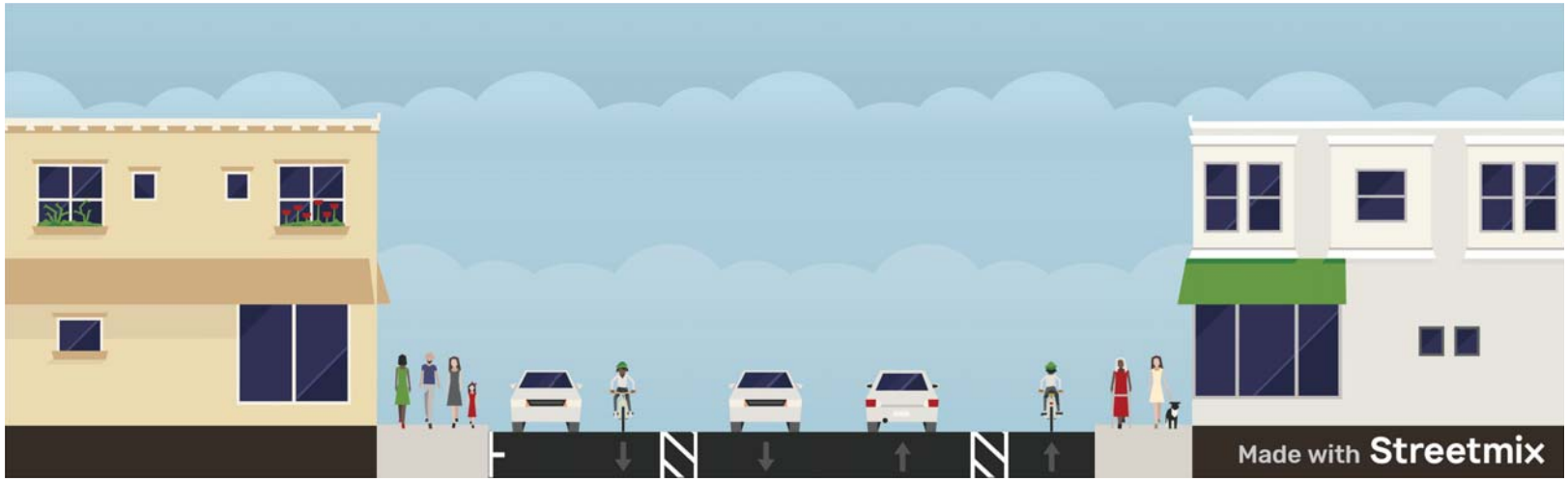
The intersection of Glenwood Ave (CSAH 40) and N Dupont Ave pictured above.

Under mining of the west storm outlet under culvert.

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

CSAH 40 (Glenwood Ave) Bridge Replacement Project

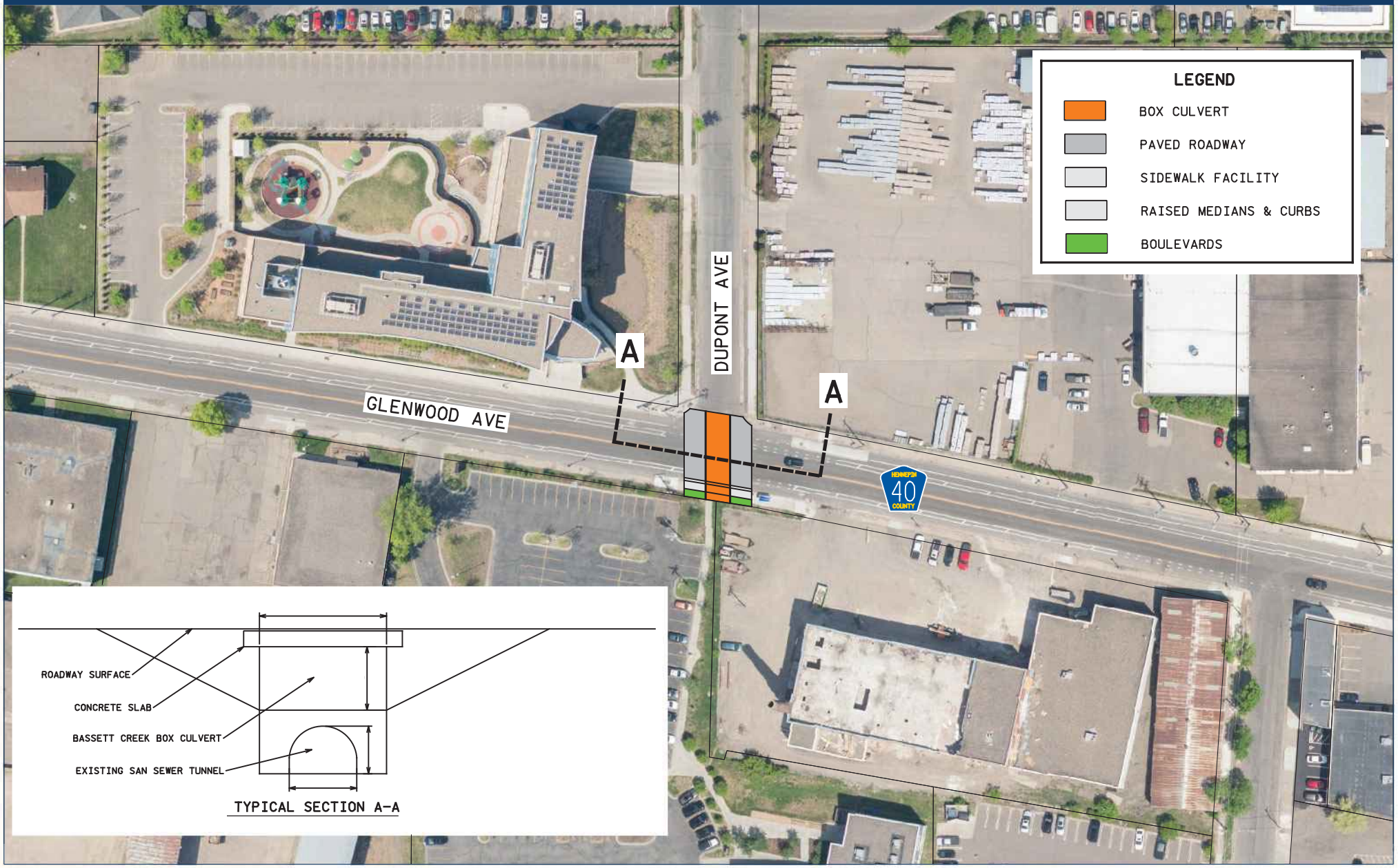
Attachment 05 | Potential Typical Section



CSAH 40 (Glenwood Ave) Reconstruction Project

Attachment 06 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



Job #16612
11/5/2023
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CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 07 | Hennepin County 2024-2027 Transportation CIP

Project Name: 2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2023
Funding Completion: 2026

Summary:

Replace existing Bridge #94282 along Glenwood Avenue (CSAH 40) over Bassett Creek in the City of Minneapolis.

Purpose & Description:

The existing bridge (built in 1889) consists of a masonry arch that is entirely buried underneath Glenwood Avenue (CSAH 40). The culvert is in relatively poor condition, and therefore, has been classified as structurally deficient. Its masonry walls are showing signs of extensive deterioration that is allowing water to penetrate through the walls and floor of the structure. This structure is nearing the end of its useful life; therefore, a capital project is being recommended as routine maintenance activities are no longer cost effective in extending its useful life. Additionally, this structure is located immediately above other storm and sanitary utilities; suggesting relatively complicated underground conditions.

At this time, the specific type of improvement has not yet been determined. However, county staff will investigate options to preserve the existing structure as part of the project development process. An alternative to full replacement may be preferred as it would minimize disruptions to the travelling public. It is anticipated that any incidental pavement, sidewalk, and drainage elements disturbed by the project will be replaced in-kind. Without future improvements, the bridge structure will continue to deteriorate and require frequent maintenance.

REVENUE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Mn/DOT State Aid - Regular	45,000		45,000	535,000	195,000	2,100,000				2,875,000
Minneapolis	15,000		15,000	75,000	105,000	700,000				895,000
Total	**60,000**		**60,000**	**610,000**	**300,000**	**2,800,000**				**3,770,000**

EXPENSE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Right of Way				70,000	120,000					190,000
Construction						2,000,000				2,000,000
Consulting	60,000		60,000	500,000	120,000					680,000
Contingency				40,000	60,000	800,000				900,000
Total	**60,000**		**60,000**	**610,000**	**300,000**	**2,800,000**				**3,770,000**

CSAH 146 (Brown Rd) Bridge Replacement Project

Attachment 07 | Hennepin County 2024-2027 Transportation CIP

Project Name: 2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2023
Funding Completion: 2026

Current Year's CIP Process Summary	Budget To-Date	2024	2025	2026	2027	2028	Future	Total
Department Requested	60,000	610,000	300,000	2,800,000				3,770,000
Administrator Proposed	60,000	610,000	300,000	2,800,000				3,770,000
CBTF Recommended	60,000	610,000	300,000	2,800,000				3,770,000
Board Approved Final	60,000	610,000	300,000	2,800,000				3,770,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2021 - 2023
Design	Q1 2024 - Q4 2025
Bid Advertisement	Q1 2026
Construction	Q2 2026 - Q3 2026
Completion	Q2 2027

Project's Effect on the 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 replace existing bridge assets in-kind.

Project's Effect on County Priorities:

This project will advance disparity reduction in the transportation domain by preserving a culvert nearing the end of its useful life, ensuring mobility for all modes. This is especially important as the project is located in an area that includes high percentages of people with limited mobility and low-income households.

Changes from Prior CIP:

- Project budget increased by approximately $0.4 million from $3.4 million to $3.8 million to finance consultant assistance for preliminary design activities.
- Consulting activities increased by approximately $0.4 million from $0.3 million to $0.7 million to be financed by State Aid Regular.

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2023	2024	2025	2026	2027	Future	Total
Department Requested		60,000	230,000	300,000	2,800,000			3,390,000
Administrator Proposed		60,000	230,000	300,000	2,800,000			3,390,000
CBTF Recommended		60,000	230,000	300,000	2,800,000			3,390,000
Board Approved Final		60,000	230,000	300,000	2,800,000			3,390,000

CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 08 | Bridge Alternate Routes Map

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N

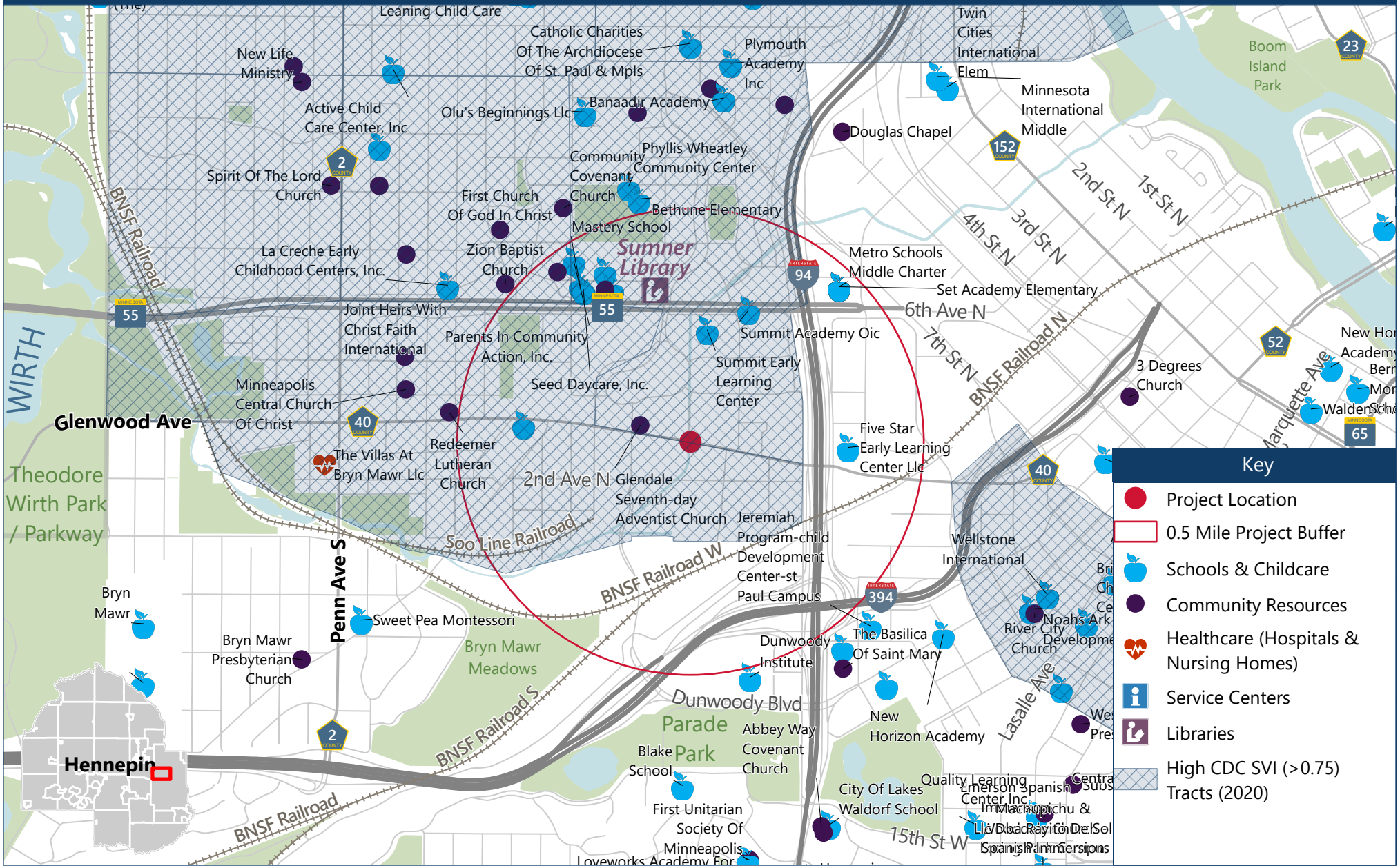
0 0.4 0.8 Miles

Publication date: 12/14/2023

Data sources (if applicable):

CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 09 | Disadvantaged Communities and Resources Map



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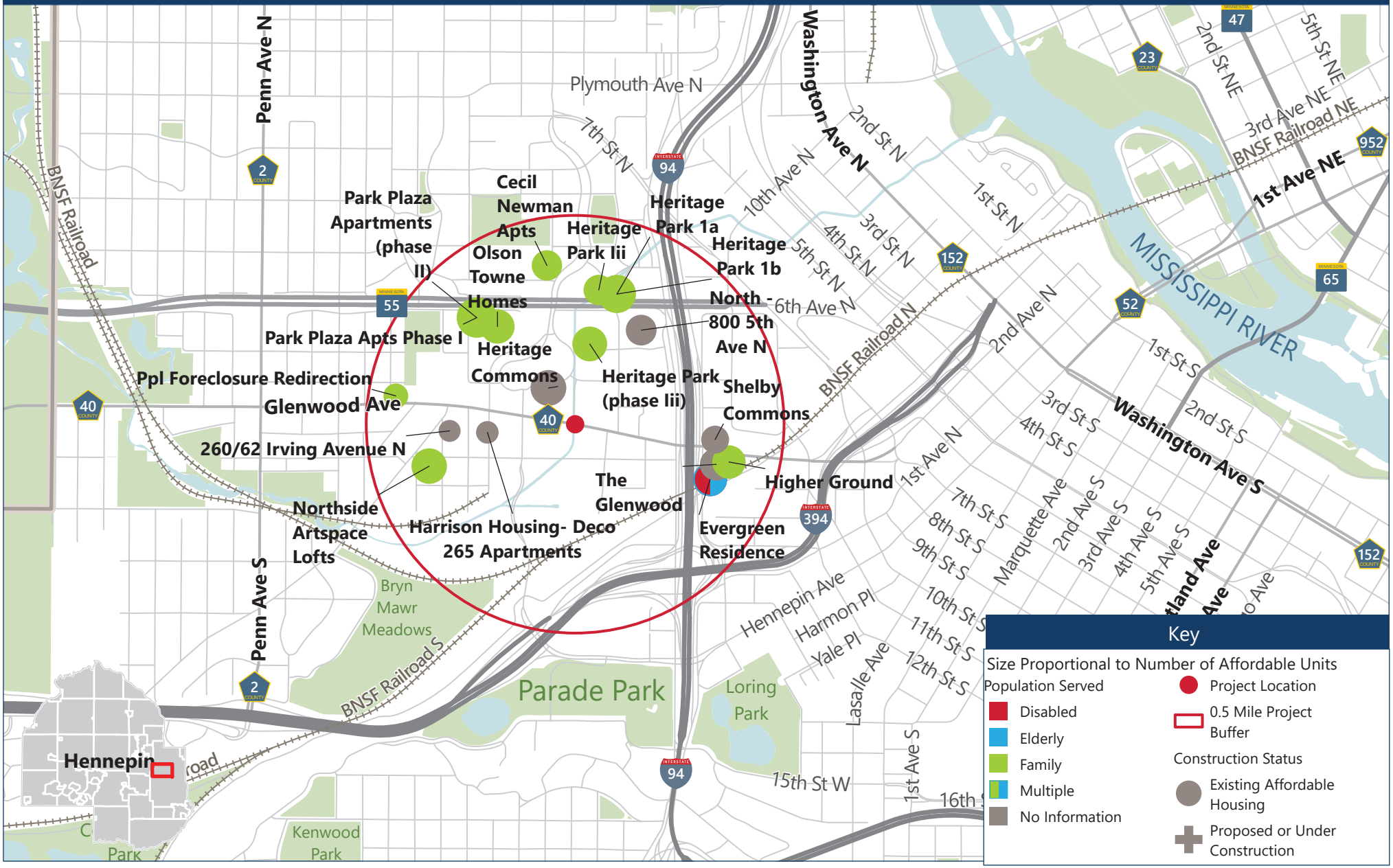
Publication date: 11/9/2023

Data sources (if applicable):

CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 10 | Affordable Housing Access Map and Detail Summary



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Publication date: 11/6/2023

Data sources (if applicable):

CSAH 40 (Glenwood Ave) Bridge Replacement Project

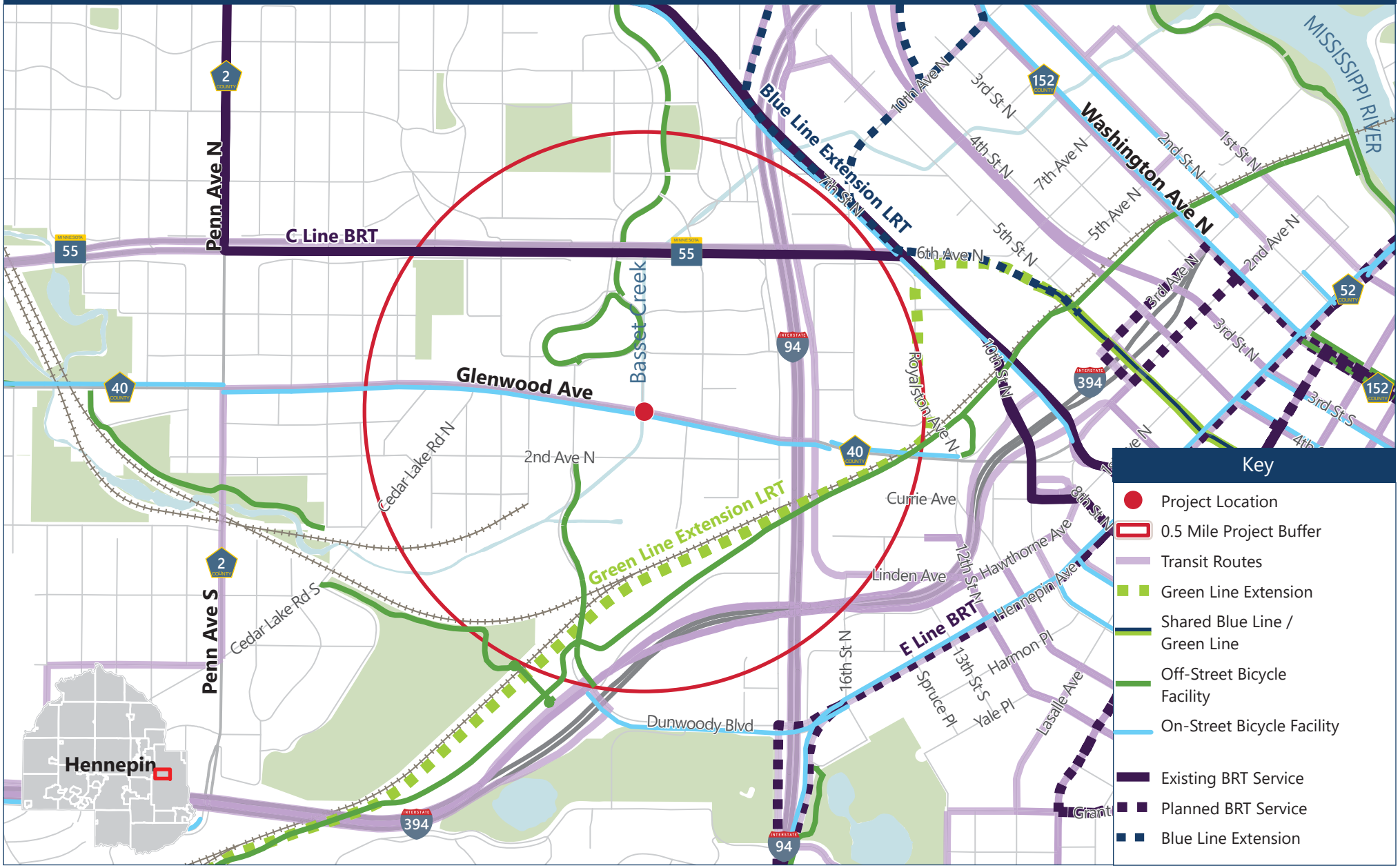
Attachment 10 | Affordable Housing Access Map and Detail Summary

Property ID	Property Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	80% AMI	0 BR	1 BR	2 BR	3 BR	4 BR
3207	Cecil Newman Apts	64	64	0	12	52	0	0	8	28	28	0
4676	Heritage Park - Heritage Park (phase Iii)	95	95	95	0	0	0	0	6	14	25	10
4892	Evergreen Residence	88	88	0	0	88	0	88	0	0	0	0
5216	The Glenwood	80	80	0	0	80	0	0	0	0	0	0
8577	Ppl Foreclosure Redirection	24	24	0	24	0	0	2	22	4	0	0
9436	Olson Towne Homes	92	92	0	82	10	0	0	2	77	13	0
10195	Higher Ground (fka J. Jerome Boxleitner Place)	85	85	85	0	0	0	85	0	0	0	0
10374	Heritage Park - Heritage Park 1b	120	111	111	0	0	0	0	0	0	0	0
10375	Heritage Park - Heritage Park 1a	119	119	119	0	0	0	0	0	0	0	0
10856	Park Plaza Apts Phase I	134	92	0	82	10	0	0	30	32	26	4
11114	North - 800 5th Ave N	66	66	66	0	0	0	0	66	0	0	0
11117	Heritage Commons	102	102	102	0	0	0	0	102	0	0	0
13517	Heritage Park Iii	120	64	0	0	64	0	0	30	61	36	0
13633	Northside Artspace Lofts	100	100	10	20	70	0	24	32	18	26	0
14640	Park Plaza Apartments (phase II)	134	134	0	0	134	0	0	62	59	13	0
15674	Shelby Commons	46	46	12	23	0	11	0	11	23	12	0
15727	Harrison Housing- Deco 265 Apartments	100	8	0	0	8	0	0	0	0	0	0
15936	260/62 Irving Avenue N	4	4	0	0	4	0	0	0	0	0	0

AMI: Area Median Income

CSAH 40 (Glenwood Ave) Bridge Replacement Project

Attachment 11 | Multimodal Connections Map



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N

0 0.4 0.8 Miles

Publication date: 10/23/2023

Data sources (if applicable):

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

- Cedar Avenue South (CSAH 152) Reconstruction Phase 2: 42nd Street East (CSAH 42) to East Lake Street (CSAH 3)

Multimodal/Trail

- Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) Bikeway Project: 38th Street East to the Midtown Greenway

Pedestrian Facilities

- Portland Avenue (CSAH 35) Pedestrian Upgrades: Diamond Lake Road to 350 ft north of 52nd Street East

Bridges

- Glenwood Avenue (CSAH 40) Bridge: Replacement/rehabilitation of Bridge #94282

At this time, Minneapolis has no funding programmed in its adopted 2023-2028 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. This maintenance commitment will require close coordination with city staff so that designs meet acceptable city standards, 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,

Jenifer Hager
Transportation Planning and Programming Director
Minneapolis Public Works

METROPOLITAN COUNCIL

December 13, 2023

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

Dear Ms. Stueve:

The Metropolitan Council hereby acknowledges Hennepin County's Regional Solicitation federal funding application for the proposed replacement of Bridge #94282 along CSAH 40 (Glenwood Ave) at Bassett Creek in the City of Minneapolis.

Metropolitan Council understands that this project involves the replacement/rehabilitation of Bridge #94282 along CSAH 40 (Glenwood Ave) at Bassett Creek and that it is nearing the end of its useful life. This project presents an opportunity to preserve a critical asset that is no longer cost effective to maintain based on the rate and extent of deterioration; thereby enhancing the livability and quality of life for Minneapolis and Hennepin County residents.

Given the proximity to the Metropolitan Council-owned sanitary sewer, the Metropolitan Council is a key stakeholder in project development. It is expected that Hennepin County will protect this critical infrastructure and that the Metropolitan Council will be included during the design process as project development is advanced.

Thank you for making us aware of this application and project.

Sincerely,

Bert Tracy
Bert Tracy (Dec 13, 2023 12:49 CST)

Bert Tracy
Director, MCES

Metropolitan Council (Regional Office & Environmental Services)
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