



## APWA MINNESOTA CHAPTER PUBLIC WORKS PROJECT OF THE YEAR NOMINATION FORM

Return to: Sarah Lloyd  
Bolton & Menk, Inc.  
12224 Nicollet Avenue  
Burnsville, MN 55337

Phone: 952-890-0509 ext. 2417  
Email: [sarah.lloyd@bolton-menk.com](mailto:sarah.lloyd@bolton-menk.com)

**Submission Deadline: October 1, 2022**

All nomination and supporting data are to be submitted as a PDF to Sarah at [sarah.lloyd@bolton-menk.com](mailto:sarah.lloyd@bolton-menk.com) with a maximum page size of 5 pages, including photos.

### Project Nominated:

Managing Agency: \_\_\_\_\_  
Contact Person: \_\_\_\_\_  
Agency Address: \_\_\_\_\_  
Agency Phone Number: \_\_\_\_\_  
Email: \_\_\_\_\_

Project Design Firm: \_\_\_\_\_  
Project Construction Administration Firm: \_\_\_\_\_  
Project General Contractor: \_\_\_\_\_

Name of Person Making Nomination: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Email: \_\_\_\_\_

### Criteria for Nomination

- Project must be substantially completed by October 31, 2021 or October 31, 2022.
- Includes use of innovative construction management techniques and completion of the project on schedule.
- Maintained excellent safety performance and safety program throughout construction.
- Evidence of strong community relations during all project phases.
- Consideration given to the environment. Sustainable design techniques involved.
- Unusual accomplishments given adverse conditions.
- Provides future value to the public works profession and perception by the public.
- Additional considerations such as value engineering, innovative project financing, multi-agency coordination and participation.

**Reasons for Nomination:** Describe the project with the aspects and features of the project that fulfilled any of the applicable criteria listed. (Include description on a separate page.)



4RM+ULA



# CSAH 152 RECONSTRUCTION (WEBBER 44) HENNEPIN COUNTY, MINNESOTA

APWA-MN Project of the Year  
October 2022



# GENERAL OVERVIEW

Hennepin County, in coordination with the City of Minneapolis and Metro Transit, has reconstructed County Road 152 in North Minneapolis from Penn Ave to I-94. This includes a segment of 44<sup>th</sup> Avenue, Webber Parkway, and a segment of Lyndale Avenue North, hence the short name of "Webber 44" for the name of this project.

Designing and constructing this project meant considering many variables. The project area has a diverse population, including many demographics traditionally underrepresented in outreach processes—low-income households, people of color, renters, youth, and students. Trails, freight routes, and transit routes also run through the area.

During the design phase, the Webber 44 engagement strategy operated under one guiding principle: instead of bringing the community to the project team, bring the project team to the community. Through this idea, project members ranging from Hennepin County to Juxtaposition Arts student apprentices wove into the community through engagement at important places, such as farmers markets, community groups, schools, and gathering spaces. Whether participants were taking a project bike tour, sharing improvements using voting blocks, or making custom-made bicycle smoothies after a survey, they could be themselves and voice ideas in a familiar and comfortable space. Participants also provided feedback with online tools like comment mapping and Facebook questions.

These engagement techniques formed a unique community solution shaped by as many demographics as possible, totaling more than 10,000 interactions. The engagement team ended the outreach during the design phase by placing an *ad in the local paper* thanking everyone for their involvement in making the project what it is.



Webber 44

## THANK YOU FOR YOUR FEEDBACK

10,400<sup>+</sup> total interactions!

<b>350</b> face-to-face interactions	<b>8,670</b> people reached online	<b>1,120+</b> video views	<b>75+</b> written surveys
---	---------------------------------------	------------------------------	-------------------------------

Your comments helped shape roadway features and elements for those walking and biking!




2020

County designs

- Finalize design details
- Determine construction staging timeline

2021

County builds

- Inform the community about next steps
- Make improvements!

HENNEPIN COUNTY  
MINNESOTA

www.hennepin.us/webber44



## Innovative Construction Management Techniques and Completion of the Project on Schedule

The Webber 44 project is located within the City of Minneapolis. One of the challenges that Hennepin County has in urban areas is to have weed-free grass in the boulevards. In urban areas, the community wants the boulevards to have that “golf course” look. MnDOT specifications are written to achieve 70 percent grass growth in order to close out NPDES permits, and there are no maintenance requirements once the boulevards have been seeded. If the boulevards are not maintained properly for at least 60 days after having been seeded, it is likely that weeds will overtake and eventually kill the grass. On many of our projects, Hennepin County has had to perform corrective actions on the boulevards long after the projects have been closed out.

As a pilot, Hennepin County included a Permanent Vegetation Maintenance specification with a lump sum pay item to maintain the grass until it is accepted. The specification requires that the contractor submit a maintenance plan describing how the grass will be maintained after it has been seeded, including watering, mowing, and weed control. The initial maintenance period is 60 days. If the grass is not accepted at the end of 60 days, the maintenance period is extended until it is accepted. If the weather gets too cold before the grass is accepted, the maintenance period is extended for another 60 days the following spring. A pay item for maintenance was included in the contract to ensure that the contractor is properly compensated.

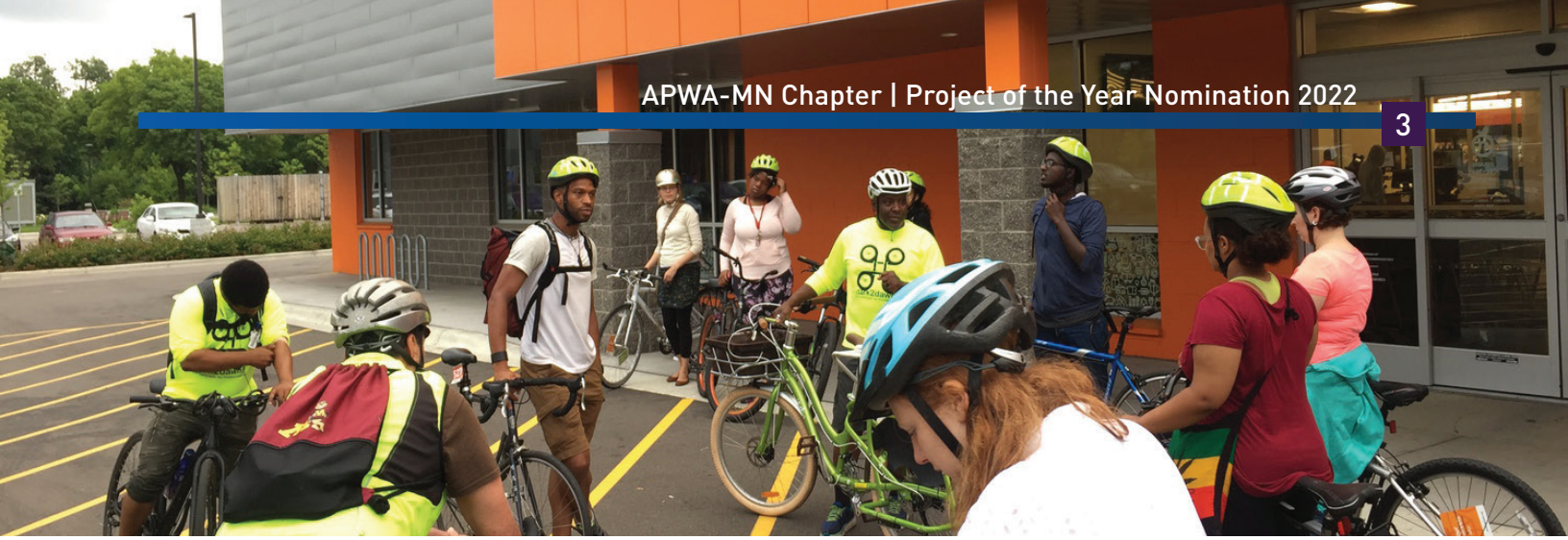
The plans called for four stages of construction. Stage 1 constructed 44<sup>th</sup> Avenue North from Penn Avenue North to Fremont Avenue North. Stage 2 constructed the intersection of Fremont Avenue, 44<sup>th</sup> Avenue, Victor Memorial Parkway, and 45<sup>th</sup> Avenue. Stage 3 constructed Webber Parkway from Fremont Avenue to Lyndale Avenue. Stage 4 constructed Lyndale Avenue.

During the construction of Stage 1, a significant number of conflicts were found with water and sanitary mains and services. After evaluating the situation, it was found that Stages 2, 3, and 4 could be constructed *simultaneously without increasing negative impacts to the local community*. This helped bring the project back on schedule, and the project will be completed this fall as initially planned.

## Maintained Excellent Safety Performance and Safety Program Through Construction

At the preconstruction conference, Forest Lake Contracting submitted their company’s safety plan that described how they would adhere to the specifications and OSHA requirements. Forest Lake Contracting holds monthly safety meetings to discuss general topics. The county also conducts regular safety inspections. Safety is a topic of conversation in all progress meetings.

All field personnel took the necessary precautions to reduce the transmission of COVID-19. In addition, the field office specifications included additional hand sanitizers for the field office and a hand washing station at the outhouses to help construction field staff reduce COVID-19 transmission.



## Evidence of Strong Community Relations During All Project Phases

Planning for this project meant considering many variables. The project area has a diverse population, including many demographics that are traditionally underrepresented in planning processes—such as low-income households, people of color, renters, youth, and students. Trails, freight routes, and transit routes also run through the area. Both Minneapolis and Hennepin County have been active with other nearby projects.

To deliver a project with a community-focused solution, Hennepin County hired the team of Bolton & Menk, 4RM+ULA, and Juxtaposition Arts to administer the public outreach aspect of the project. Our team engaged and gathered input from all residents, workers, students, and other community members in the project area through an inclusive and accessible process. Strategies included social media outreach, pop-up meetings, working with youth apprentices, bicycle tours, arts-based activities, online comment mapping, attending community events, and video production.

*The Webber 44 engagement strategy operated under one guiding principle: instead of bringing the community to the project team, bring the project team to the community.*

Through this idea, project members ranging from Hennepin County to Juxtaposition Arts student apprentices wove into the community through engagement at places important to the community, such as farmers markets, community groups, schools, and gathering spaces. Whether participants were taking a project bike tour, sharing improvements using voting blocks, or making custom-made bicycle smoothies after a survey, participants could be themselves and voice ideas in a familiar and comfortable space. Participants also provided feedback with online tools like comment mapping and Facebook questions.

In addition, our team created a public outreach video which included 2D and 3D animation along with motion graphic and sound design effects. This summarized engagement and shared the final design with the public in an easy and accessible way.

These engagement techniques formed a unique community solution shaped by as many demographics as possible, totaling more than 7,000 interactions.

### Notable Outreach Statistics

- Video reach: 955 views on YouTube
- 10,400+ total engagements
- 250 face-to-face engagements
- 70+ open house attendees
- 8,500 reached on Facebook
- 80+ Facebook comments
- 90+ online mapping comments









# Webber 44

## ENGAGEMENT SUMMARY



**10,400+** total interactions!

 <b>2,092</b> GovDelivery Subscribers	 <b>10</b> GovDelivery e-mails	 <b>123</b> Facebook followers	 <b>1,225</b> Video views	 <b>9</b> Public meetings	 <b>MnDOT Award</b> Environmental Stewardship: Innovations in Public Engagement
--	---	---	--	--	--

## Unusual Accomplishments Given Adverse Conditions

This project wasn't without its complexities—both above ground and underground. Above ground, the design developed context-sensitive solutions balancing the needs of many corridor users. Pedestrian bump outs were added to shorten the crossing distance of CSAH 152 and intersecting city streets all while also providing enough space for trucks along the corridor. Below ground, the design team had to upsize the existing storm sewer trunk line, fitting it between the existing watermain and a large sanitary sewer trunk line. All of this was done with minimal right-of-way acquisition needs.

Although use of 3D design has recently become more prevalent in our industry, this project was one of Hennepin County's first projects to fully develop a 3D model of the corridor using Bentley's OpenRoads technology. The 3D model helped accurately determine right-of-way impacts and tie into existing elements such as stairs and building faces.

## Provides Future Value to the Public Works Profession and Perception by the Public

With an extensive public engagement process designed to gather information from as many demographics as possible, Hennepin County was pleased with the overall success of the project. The project team used the information gathered to develop a solution, accommodating many different functions within the corridor, ensuring safe and efficient travel regardless of transportation used.

The solution was both economical and cost-effective. Increasing pedestrian realms along the corridor and adding green boulevards reduced the amount, and consequently the cost, of materials needed for the reconstruction project. The reduced materials also allow for lower maintenance costs to ensure everything stays in good, working condition.

*This project stayed within budget and on schedule.*



## Multi-Agency Coordination

Hennepin County coordinated with many other agencies for this project. Metro Transit was a key partner as they were going to build two sets of D Line BRT stations within the project corridor. The Minneapolis Park and Recreation Board was involved as they operate Webber Park along Webber Parkway. It was important to develop a design that meshed with the pedestrian and bike network in and around the park. The City of Minneapolis was also a project partner as they maintain and operate many of the items that get built, such as traffic signals and the drainage trunk line.