



Application

13865 - 2020 Bridges

14061 - CSAH 9 (Rockford Rd) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 05/08/2020 6:22 PM

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## Primary Contact

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**\*** Medina Minnesota 55340  
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**Fax:**

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

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## Organization Information

**Name:** HENNEPIN COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:**

County Government

**Organization Website:**

**Address:**

DPT OF PUBLIC WORKS

1600 PRAIRIE DR

\*

MEDINA

Minnesota

55340

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

763-745-7600

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000028004A9

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## Project Information

**Project Name**

CSAH 9 (Rockford Rd) Bridge Replacement Project

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

New Hope & Plymouth

**Jurisdictional Agency (If Different than the Applicant):**

The project includes the replacement of the CSAH 9 (Rockford Rd) Bridge #27551 over TH 169 located within the Cities of New Hope and Plymouth. CSAH 9 (Rockford Rd) is classified as an A-Minor Arterial roadway that functions as an augmentor. Attachment 2 includes an illustration of the project location.

CSAH 9 (Rockford Rd) is a significant regional corridor, connecting users between TH 55 in Plymouth to CSAH 152 (Osseo Rd) in North Minneapolis. Closure of this bridge would significantly impact the nearly 30,000 daily users.

The existing bridge (built in 1972) consists of two prestressed concrete beam spans that are experiencing advanced deterioration, spalling, and cracking. The pier caps are of specific concern based on their current condition. The deck received an NBI rating of 5 and is showing signs of moderate cracking, delamination, and spalling; allowing water to penetrate below the surface and cause rusting to the existing rebar. The superstructure received an NBI rating of 5 as the deterioration is no longer isolated. The beams are experiencing cracking and spalling, while the bearings are experiencing extensive corrosion (showing signs of rusting). The substructure received an NBI rating of 4 based on the rate of deterioration. The pier caps are experiencing shear cracking with significant section loss, the abutments include relatively wide cracking and extensive delamination, and the columns have exposed rebar. Bridge maintenance activities are no longer cost effective in extending the useful life of this bridge. Photos depicting the bridge's current condition are included in Attachment 3.

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

The project will include a full replacement of the

existing bridge. The current width is approximately 92' that provides two lanes in each direction, along with auxiliary lanes, for people driving, a raised median, and relatively narrow raised space on both sides that is inadequate for people walking (less than 4' wide). The configuration of the new bridge will better accommodate user needs in the area. It is anticipated that relatively wide space will be provided on both sides to serve people walking and biking. The size and location of the new median will be used as a traffic calming strategy. Additionally, it is anticipated that the new bridge will be designed to provide a 75-year (or greater) service life. The potential typical section and concept for the CSAH 9 (Rockford Rd) Bridge Replacement Project are included in Attachments 4 and 5 respectively.

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

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

CSAH 9 over TH 169 in New Hope & Plymouth - Replace Bridge #27551

**Project Length (Miles)**

0.1

*to the nearest one-tenth of a mile*

## Project Funding

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

**If yes, please identify the source(s)** Minnesota Highway Freight Program (not confirmed)

**Federal Amount** \$6,888,000.00

**Match Amount** \$1,722,000.00

*Minimum of 20% of project total*

**Project Total** \$8,610,000.00

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Hennepin County and MnDOT

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

Select one: 2024

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

Additional Program Years:

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

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## Project Information-Roadways

County, City, or Lead Agency	Hennepin County
Functional Class of Road	A-Minor Arterial (Augmentor)
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	9
<i>i.e., 53 for CSAH 53</i>	
Name of Road	Rockford Rd
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55442
(Approximate) Begin Construction Date	06/05/2023
(Approximate) End Construction Date	11/24/2023
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
From:	
(Intersection or Address)	
To:	
(Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	TH 169
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of Trail (nearest 0.1 miles)	0.1
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	Bridge Replacement, Trail, Roadway Approaches
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
Old Bridge/Culvert No.:	27551
New Bridge/Culvert No.:	27416
Structure is Over/Under (Bridge or culvert name):	Over TH 169

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## Requirements - All Projects

### All Projects

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

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

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

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

This project will replace the structurally deficient bridge along a vital east/west roadway that connects users from TH 55 in Plymouth to CSAH 152 (Osseo Rd) in Minneapolis. Deferring its replacement will likely result in weight restrictions, and eventually closure; causing significant impacts to approximately 27,500 people driving daily. In addition, the new bridge will improve mobility for people biking and walking by introducing dedicated facilities that are separated from people driving.

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

This project will address the structural safety issues that exists within the deficient bridge. Deteriorating bridge infrastructure may result in unsafe conditions for people travelling along or below the bridge. If not replaced, additional weight restrictions may be required that would impact commercial vehicle operations in the area, including emergency services. Furthermore, the construction of off-road accommodations will improve the safety and comfort of people walking and biking.

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

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

CSAH 9 is a regionally significant A-Minor Arterial that provides access to four Principal Arterials, including: TH 55, I-494, TH 169, and TH 100. Additionally, CSAH 9 connects users to the nearby commercial area located at the CSAH 9/Nathan Ln intersection.

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

CSAH 9 (Rockford Rd) is identified as a Tier 3

Regional Truck Corridor. Staff referenced a StreetLight analysis to estimate 1,500 commercial vehicles along Rockford Rd daily (Attachment 6). The corridor is key to serving diverse needs as it's surrounded by residential, restaurants, and retail uses. At the project location, freight can access TH 169, a Tier 1 corridor, that serves regional trips between the Twin Cities and the Iron Range in Northern Minnesota.

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

CSAH 9 (Rockford Rd) is identified as a planned bikeway between Nathan Ln and Boone Ave as part of the county's 2040 Bike Plan. Replacing and widening the deteriorating bridge will ensure safe and comfortable experiences for people walking and biking along the corridor. This is especially important for people who may rely on walking or biking across this bridge to access services and jobs.

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

Replacing and widening the CSAH 9 (Rockford Rd) Bridge will allow for a design that better suits the surrounding suburban area. Dedicated facilities for people walking and biking will promote choices in transportation. Replacing this key bridge asset will ensure this area remains attractive for potential redevelopment opportunities.

*Limit 2,800 characters, approximately 400 words*

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



2020-2024 Hennepin County Transportation CIP  
(Attachment 7)

List the applicable documents and pages:

2019-2028 MnDOT Metro District 10-Year Capital  
Highway Investment Plan (Attachment 8)

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 08/31/2015

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

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

**Date self-evaluation completed:**

**Link to plan:**

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

Upload as PDF

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

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

11. *The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.*

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

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

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

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

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

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

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

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## Roadways Including Multimodal Elements

1. *All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.*

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

### Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

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

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

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

3. *Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.*

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

4. *The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.*

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

### Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

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

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT ( Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$377,000.00
Removals (approx. 5% of total cost)	\$269,000.00
Roadway (grading, borrow, etc.)	\$60,000.00
Roadway (aggregates and paving)	\$640,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$164,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$45,000.00
Traffic Control	\$323,000.00
Striping	\$20,000.00
Signing	\$8,000.00
Lighting	\$80,000.00
Turf - Erosion & Landscaping	\$82,000.00
Bridge	\$4,050,000.00
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	\$1,940,000.00
Other Roadway Elements	\$350,000.00
<b>Totals</b>	<b>\$8,408,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$73,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$82,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$47,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$202,000.00</b>

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## Specific Transit and TDM Elements

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

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## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$8,610,000.00
Construction Cost Total	\$8,610,000.00
Transit Operating Cost Total	\$0.00

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## Measure A: Distance to the nearest parallel bridge

*RESPONSE:*

Location of nearest parallel bridge crossing:

Approximately 1.7 mi (CSAH 10 to the North)

CSAH 9 (Rockford Rd) serves east/west trips from TH 55 in Plymouth to CSAH 152 (Osseo Rd) in Minneapolis. The roadway generally includes two lanes in each direction and provides an alternate route to TH 55 and I-694 which often experience congestion, especially during the morning and afternoon peak periods. Staff identified CSAH 10 (Bass Lake Rd), located approximately 1.7 miles north of this bridge, as the closest parallel A-Minor Arterial roadway that provides users with a similar connection across TH 169.

In addition, CSAH 70 (Medicine Lake Rd) also offers a parallel connection south of this bridge, however, its distance is slightly greater than 1.7 miles. Staff has identified three potential alternate routes for users when the CSAH 9 (Rockford Rd) Bridge is under construction; each utilizing nearby A-Minor Arterial roadways to avoid diverting traffic onto collector and local streets. The first route guides users along Schmidt Lake Rd, by means of Zachary Ln and Boone Ave, that results in a detour distance of approximately 1.7 miles. The second route guides users along 36th Ave, by means of Zachary Ln and Boone Ave, that results in a detour distance of approximately 2.7 miles. The third route guides users along Medicine Lake Rd, by means of E Medicine Lake Blvd and CSAH 156 (Winnetka Ave), that results in a detour distance of approximately 3.8 miles. However, staff will coordinate with the cities of Plymouth and New Hope to determine if these nearby collector roadways can serve as detour routes to take advantage of nearby freeway access to TH 169 at Schmidt Lake Rd and 36th Ave, that would decrease detour routes by approximately 50 percent. These routes are illustrated in Attachment 9.

**Explanation:**

Additionally, staff will coordinate with traffic operations staff at MnDOT and the cities to

investigate the need for temporary signal timing plans to better accommodate travel patterns during construction activities.

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

**Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project using non-local functionally-classified roadways (calculated by Council Staff):** 0

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

**Existing Employment within 1 Mile:** 7400

**Existing Manufacturing/Distribution-Related Employment within 1 Mile:** 2967

**Existing Post-Secondary Students within 1 Mile:** 0

**Upload Map**

1584544582298\_2020 RS Map 02 - CSAH 9 (Rockford Rd) Bridge Replacement Project - Regional Economy.pdf

*Please upload attachment in PDF form.*

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## Measure C: Regional Truck Corridor Tiers

*RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):*

**The project is located on either a Tier 1, Tier 2, or Tier 3 corridor:** Yes

*(65 Points)*

**Miles (to the nearest 0.1 miles):** 0.1

*If box above is checked, fill in length.*

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

*(10 Points)*

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

*(0 Points)*

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## Measure A: Current Daily Person Throughput

**Location** West of TH 169

**Current AADT Volume** 27500.0

**Existing Transit Routes on the Project:** 717, 742

*Select all transit routes that apply.*

**Upload "Transit Connections" map**

1584559468350\_2020 RS Map 04 - CSAH 9 (Rockford Rd) Bridge Replacement Project - Transit Connections.pdf

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	35750.0

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## Measure B: 2040 Forecast ADT

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

No

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

Hennepin County conducted a comprehensive travel demand forecasting analysis based on the Metropolitan Council's regional activity-based model. Forecast traffic volumes were based on a combination of socio-economic and land use assumptions. It should be noted that the future transportation network was assumed to include projects identified in the regional Transportation Improvement Program and the county's Capital Improvement Program. Attachment 11 illustrates the forecast traffic volumes.

Forecast (2040) ADT volume

28700

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

*1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*



## Engagement efforts completed to date

As of April 2020, county staff has not begun any public engagement activities as they relate to this project. The bridge replacement project will impact multiple modal users, making it critical to communicate the project impacts, schedule, road closures, and detour routes through public engagement efforts. The Socio-Economic Equity Map (Attachment 12) identifies sites within the project area that are likely destinations for populations of youth, elderly, and low-income, along with people living with disabilities. Due to the project area located at an interchange, the Socio-Economic Equity Map also includes destinations beyond a half-mile to include key sites that are likely to be accessible only for people driving, but essential for these populations. Hennepin County staff, in partnership with MnDOT will employ public engagement strategies that target each of the five education centers located within one mile of the project, including Zachary Lane Elementary School at Pilgrim Lane, Step-by-Step Montessori Schools of Plymouth, Minnesota Youth Enrichment Services, and New Hope Learning Center.

### Response:

## Engagement efforts anticipated for the design stage

The project team will likely include staff from the county's Communications and Engagement Team to encourage the use of plain language and to ensure best practices are followed. In an effort to minimize potential communication barriers, public engagement tools will rely on visualizations and renderings to highlight improvements for people biking, driving, and walking. The project team will interview staff at each of the education centers to learn what barriers currently exist for their students within the project area. This feedback will guide the design process in determining a preferred concept

that promotes choices in transportation. It is anticipated that this project will introduce dedicated off-road facilities in an effort to support Safe Routes to School planning efforts.

Engagement efforts anticipated for the construction stage

The project team will engage each of the education centers to learn about arrival/dismissal operations. This information will be useful in developing the Temporary Traffic Control Plans to minimize impact to people accessing these facilities. Once detour routes have been confirmed, staff will rely on social media and project partners (MnDOT, City of Plymouth, and City of New Hope) to notify the public. Staff will remain in communication with project partners during construction activities to confirm that traffic diversion to local streets is does not become an issue. Additionally, construction inspection crews will remain available to education centers to address any issues that may arise.

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

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

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

## Anticipated project benefits

The CSAH 9 (Rockford Rd) Bridge Replacement Project will replace the existing bridge over TH 169 that is nearing the end of its useful life. To avoid future closure and to promote choices in transportation, a full replacement of this structure is necessary and will significantly enhance access and mobility for people biking, driving, walking, and using transit. The proposed project will replace the roadway in-kind and add dedicated facilities to both sides of the roadway for people walking and biking. These improvements will enhance the connection between the cities of Plymouth and New Hope, and create a safe interchange for all modal users.

A detailed description of how this project will benefit disadvantaged populations is included below. The Socio-Economic Equity Map (Attachment 12) identifies specific sites that likely attract each population.

**Response:**

## Nearby community resource destinations

Six community resource destinations were identified within the project area; Zachary Playfield, Asplin Center Opportunity Partners, Rolling Hills Park, Civic Center Park, Northwood Park, and New Hope YMCA. These sites are likely to offer benefits to low-income populations, people of color, youth populations, people with disabilities, and elderly populations.

## Benefits for youth populations

Six destinations for youth populations were identified within the project area; Zachary Lane Elementary School, FAIR School at Pilgrim Lane, Step by Step Montessori Schools of Plymouth, Minnesota Youth Enrichment Services, New Hope

Learning Center, and Treehouse Youth Outreach. Dedicated facilities for people walking and biking will eliminate the existing barrier of TH 169 and provide a safer and comfortable experience for students.

#### Benefits for elderly populations

Two destinations for elderly populations were identified within the project area; Gramercy Park Cooperative and Senior Dining Volunteers. The replacement of a bridge that is nearing the end of its useful life will ensure access to and across TH 169 that is especially important for populations who rely on vehicles, including dial-a-ride services, for their transportation needs.

#### Benefits for people with disabilities

One destination for people with disabilities was identified within the project area; HearingLife, a hearing aid store. This project will construct ADA accessible trails where none currently exist.

#### Benefits for low-income populations

There is one planned low-income site within the project area that includes over 400 units of affordable housing. Dedicated facilities for people walking and biking will eliminate the existing barrier of TH 169 and provide a safer and comfortable experience for people without access to a motor vehicle.

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

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

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

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

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

*Other*

## Anticipated project negative impacts

The CSAH 9 (Rockford Rd) Bridge Project will avoid any long-term negative impacts as the existing bridge will be replaced with a wider section that better accommodates people biking, driving, walking, and using transit. The project may have short-term negative impacts on users during construction activities.

The county has a specialized communications team within its Public Works business line who are responsible for phone hotline, project website inquiries during each phase of the project. This team will respond to inquiries made by residents, business owners, and employees who work in the area. Additionally, the project team will develop relationships with nearby education centers to coordinate construction activities with arrival/dismissal operations. Any significant impacts, such as a full closure, will be communicated with the public using multiple strategies, including a project website, mailings, and social media. A description of how negative impacts will be minimized is included below.

### Response:

## Negative impacts to accessibility

Conditions for people walking and biking during construction activities will be no worse than existing walking and biking conditions. Nonetheless, the contractor will follow the Temporary Traffic Control Plans which will provide instructions on temporary accommodations for people walking and biking. Access to nearby neighborhoods and business will be most critical. If any issues arise, construction inspection crews will work with the contractor to make necessary adjustments to ensure access.

## Negative impacts to mobility

It is anticipated that work on the CSAH 9 (Rockford Rd) Bridge will require temporary adjustments to TH 169 to allow for bridge replacement activities. Temporary traffic control measures (pavement markings, signs, and jersey barriers) will be installed as part of the project to ensure safe travel underneath. No dedicated facilities for people biking and walking currently exist on the bridge; the new bridge will include a wider section with off-road accommodations for multi-modal users. Staff will rely on detailed maps to communicate detour route information to overcome potential communication barriers. In addition, construction activities may result in traffic diversion onto local streets. Therefore, the project team will be sure to react quickly in implementing deterrent strategies to discourage this from continuing throughout the entirety of the project.

## Negative impacts to transit

Staff will coordinate with Metro Transit and Plymouth MetroLink to publish consistent messaging to notify transit customers if transit routes will be impacted during construction. Staff will distribute detailed maps to the community that identifies the location and timing of any detours.

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

### Select one:

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

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

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

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

*d.10 points for all other areas*

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

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

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

*(up to 40% of maximum score )*

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

**Upload Map**

1584802765883\_2020 RS Map 03 - CSAH 9 (Rockford Rd)  
Bridge Replacement Project - Socio Economic Conditions.pdf

---

## Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Plymouth	15152.0	0.66	88.0	57.782
New Hope	7924.0	0.34	95.0	32.622

---

## Total Project Length

Total Project Length 0.1

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

---

## Housing Performance Score

Total Project Length (Miles) or Population 23076.0

Total Housing Score 90.404

---

## Affordable Housing Scoring

---

### Part 2: Affordable Housing Access

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

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



The proposed project is anticipated to construct multi-use trails on both sides of the bridge. These facilities will promote choices in transportation and provide key access over TH 169 for people walking and biking. A detailed listing of affordable housing locations is included below, including number of bedrooms, affordability limit based on area median income (AMI), etc. Attachment 13 identifies specific affordable housing sites within a 1/2 mile of the project location.

Total number of affordable sites within project area:  
3

Number of existing sites: 2

Number of sites under construction: 0

Number of planned sites identified: 1

**Response:**

Location 1: The Glen at Valley Creek

Units: 42

Bedrooms per unit: 1-2

30% AMI: 5

50% AMI: 37

LIHTC

Location 2: Vinland Lodge

Units: 8

Bedrooms per unit: NA

60% AMI: 8

Location 3: Four Seasons (planned)

Units: 418

Bedrooms per unit: 1-3

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

**Upload map:**

1588265777857\_Attachment 13 - Affordable Housing Access Map.pdf

---

## Measure A: Bridge Condition

5.0

5.0

4.0

**Lowest National Bridge Inventory Condition Rating:**

4.0

**Upload Structure Inventory Report**

1588979723546\_Attachment 14 - Minnesota Structure Inventory Report.pdf

*Please upload attachment in PDF form.*

---

## Measure B: Load-Posting

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

---

## Measure A: Multimodal Elements and Existing Connections

The Multimodal Connections Map (Attachment 15) illustrates how this project benefits people biking, walking, and using transit in the area. Detailed descriptions of these benefits are included below.

#### Improvements for people biking

CSAH 9 (Rockford Rd) currently does not have dedicated facilities for people biking. Therefore, bicyclists currently use the outside lanes along CSAH 9 (Rockford Rd) or travel within the median. This is an uncomfortable experience for people biking as the existing traffic volumes are relatively high (nearly 30,000 per day) and the full-cloverleaf design promotes high vehicle speeds in the area. The Hennepin County 2040 Bicycle Transportation Plan has identified a planned bikeway facility on CSAH 9 (Rockford Rd) between Nathan Ln and Boone Ave. It is anticipated that multi-use trails will be provided on both sides of the new bridge. These facilities will provide connections to Zachary Ln and Boone Ave which are Tier 1 and Tier 2 corridors within the RBTN, respectively. Furthermore, this project will connect people biking over TH 169 which is considered as a freeway barrier as defined in the Regional Bicycle Barriers Study.

**Response:**

#### Improvements for people walking

The existing CSAH 9 (Rockford Rd) bridge includes limited space on both sides (less than 4') beyond the existing travel lanes. These conditions are not adequate for people walking, resulting in low levels of safety and comfort; discouraging people from walking across the bridge. Currently, people typically walk within the existing median area, which is not a recommended practice as it requires people walking to cross multiple lanes of vehicular traffic. The proposed project will provide dedicated

facilities on both sides which will to provide people walking with an adequate level of service. In addition, this design will minimize the number of crossings required to access the new facilities. The county will coordinate this project with other capital activities to link these multimodal facilities to the surrounding pedestrian network.

#### Improvements for people using transit

The project area currently serves customers along Metro Transit Routes 717 and 742. Route 717 is a suburban local route that uses CSAH 9 (Rockford Rd) to connect the Cities of Plymouth, Robbinsdale, and Brooklyn Center and includes transit stops surrounding the project area. Route 742 is a suburban express route that connects commuters between Plymouth and Downtown Minneapolis. This project will not directly enhance transit service; however, the replacement of an old bridge will ensure that transit buses are able to access this area to continue service. The dedicated space for people walking and biking will encourage choices in transportation for making first/last-mile connections to transit stops.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (25 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

**Attach Layout**

*Please upload attachment in PDF form.*

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

50%

**Attach Layout**

1585332997673\_Attachment 05 - Anticipated Layout.pdf

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

Anticipated date or date of completion 02/26/2021

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**3)Right-of-Way (25 Percent of Points)**

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

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

0%

**Anticipated date or date of acquisition**

**4)Railroad Involvement (15 Percent of Points)**

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

Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun**

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

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

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

**Meeting with general public:**

**Meeting with partner agencies:**

02/20/2020

**Targeted online/mail outreach:**

**Number of respondents:**

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

100%

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

75%

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

50%

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

Yes

50%

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

25%

No outreach has led to the selection of this project.

0%

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

The Project Team (MnDOT, Hennepin County, and Cities of Plymouth and New Hope) has participated in quarterly meetings since early 2019 (latest on February, 20, 2020). Discussions are related to scope, costs, and schedule; providing opportunities to raise questions, concerns, and feedback. Meeting early and often allows discussions to take place related to each agency's financial responsibilities. Agencies can plan accordingly within their respective CIPs and notify their elected officials.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$8,610,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$8,610,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	57 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	148 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	332 KB
Attachment 03 - Existing Bridge Condition Photos.pdf	Attachment 03 - Existing Bridge Condition Photos	317 KB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	34 KB
Attachment 05 - Potential Layout.pdf	Attachment 05 - Potential Layout	356 KB
Attachment 06 - StreetLight HCAADT Estimate.pdf	Attachment 06 - StreetLight HCAADT Estimate	69 KB
Attachment 07 - Hennepin County 2020-2024 Transportation Capital Improvement Program.pdf	Attachment 07 - Hennepin County 2020-2024 Transportation Capital Improvement Program	115 KB
Attachment 08 - MnDOT Metro District 10-Year Capital Highway Investment Plan (2019-2028).pdf	Attachment 08 - MnDOT Metro District 10-Year Capital Highway Investment Plan (2019-2028)	102 KB
Attachment 09 - Anticipated Alternate Routes.pdf	Attachment 09 - Anticipated Alternate Routes	308 KB
Attachment 10 - MnDOT 50-Series Map.pdf	Attachment 10 - MnDOT 50-Series Map	1.3 MB
Attachment 11 - Hennepin County TSP - 2040 Forecast Traffic Volumes.pdf	Attachment 11 - Hennepin County TSP - 2040 Forecast Traffic Volumes	2.4 MB
Attachment 12 - Socio-Economic Equity Map.pdf	Attachment 12 - Socio-Economic Equity Map	504 KB
Attachment 13 - Affordable Housing Access Map.pdf	Attachment 13 - Affordable Housing Access Map	259 KB
Attachment 14 - Minnesota Structure Inventory Report.pdf	Attachment 14 - Minnesota Structure Inventory Report	114 KB
Attachment 15 - Multimodal Connections Map.pdf	Attachment 15 - Multimodal Connections Map	456 KB
Attachment 16 - MnDOT Support Letter.pdf	Attachment 16 - MnDOT Support Letter	54 KB
Attachment 17 - City of Plymouth Support Letter.pdf	Attachment 17 - City of Plymouth Support Letter	122 KB
Attachment 18 - City of New Hope Support Letter.pdf	Attachment 18 - City of New Hope Support Letter	69 KB



# Regional Economy

Bridges Project: CSAH 9 (Rockford Rd) Bridge Replacement Project | Map ID: 1584290550244

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

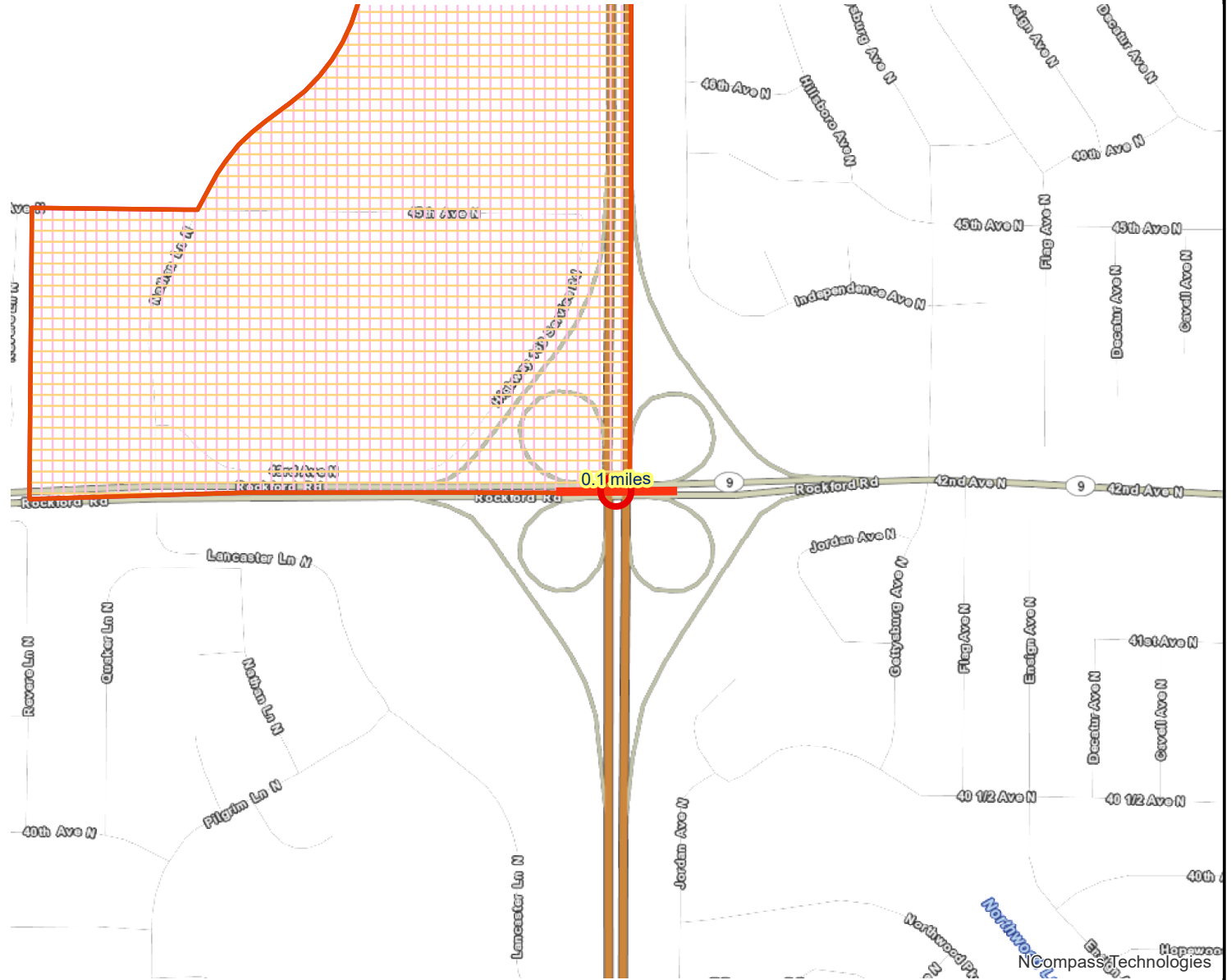
Totals by City:

### New Hope

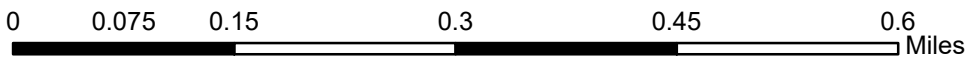
Population: 7924  
Employment: 3234  
Mfg and Dist Employment: 1216

### Plymouth

Population: 15152  
Employment: 4166  
Mfg and Dist Employment: 1751



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



Created: 3/15/2020  
LandscapeRSA5



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



# Transit Connections

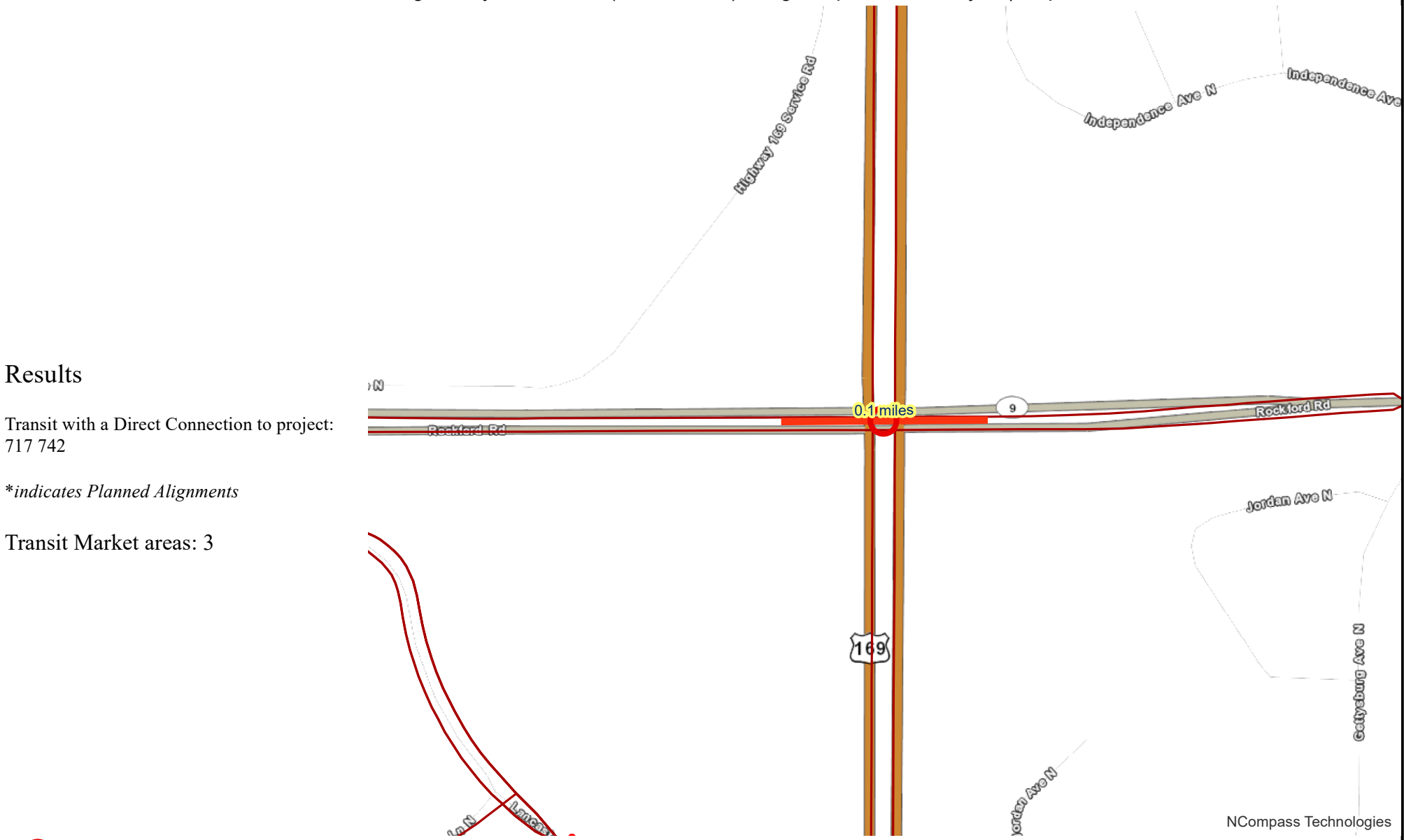
Bridges Project: CSAH 9 (Rockford Rd) Bridge Replacement Project | Map ID: 1584290550244

## Results

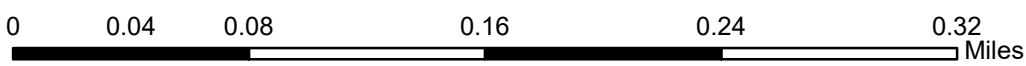
Transit with a Direct Connection to project:  
717 742

*\*indicates Planned Alignments*

Transit Market areas: 3



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



Created: 3/15/2020  
LandscapeRSA3



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



NCompass Technologies

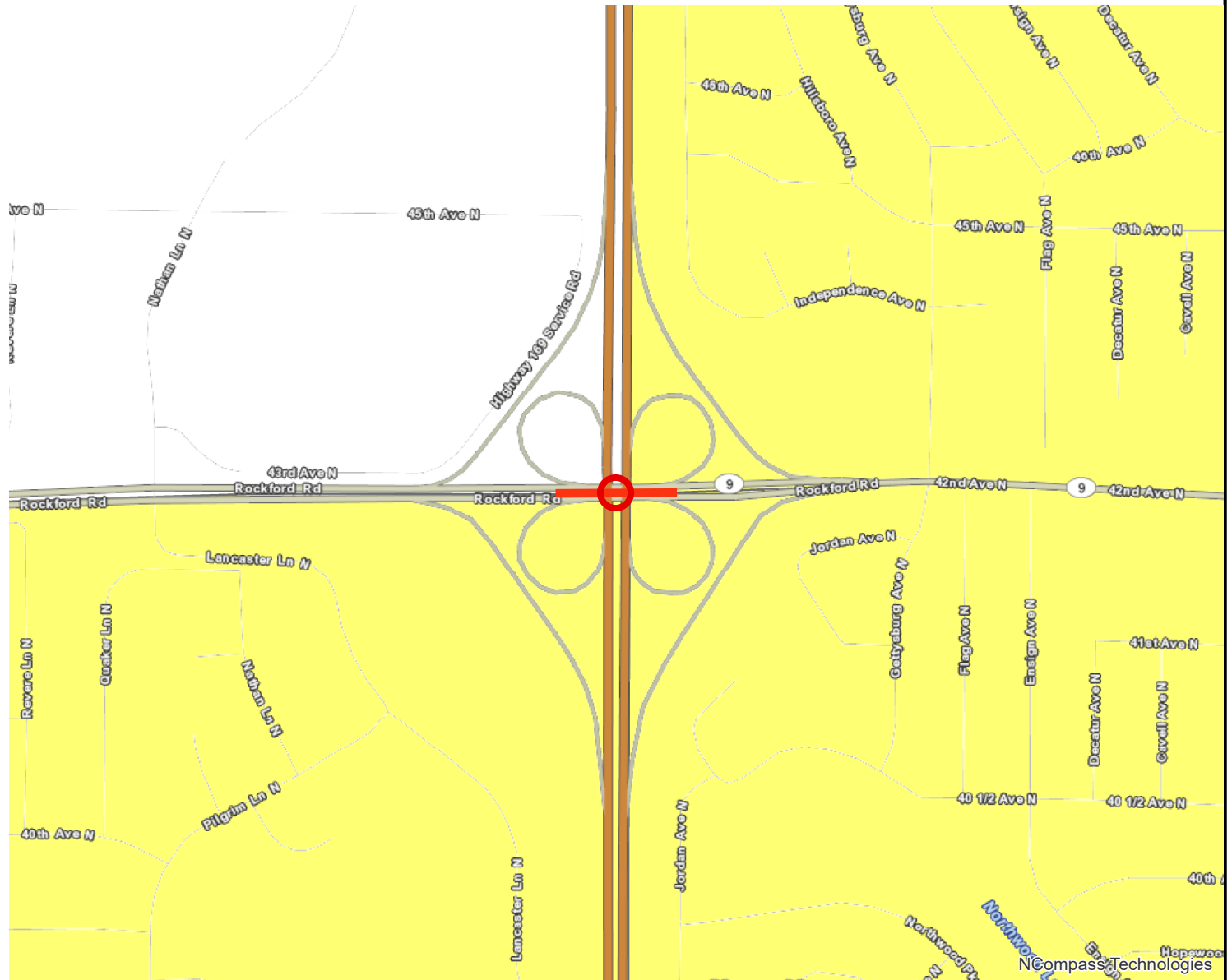
# Socio-Economic Conditions

Bridges Project: CSAH 9 (Rockford Rd) Bridge Replacement Project | Map ID: 1584290550244

## Results

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

Tracts within half-mile:  
21503 21504 26510  
26511



○ Points

— Lines

■ Area of Concentrated Poverty > 50% residents of color

■ Area of Concentrated Poverty

■ Above reg'l avg conc of race/poverty



Created: 3/15/2020  
LandscapeRSA2



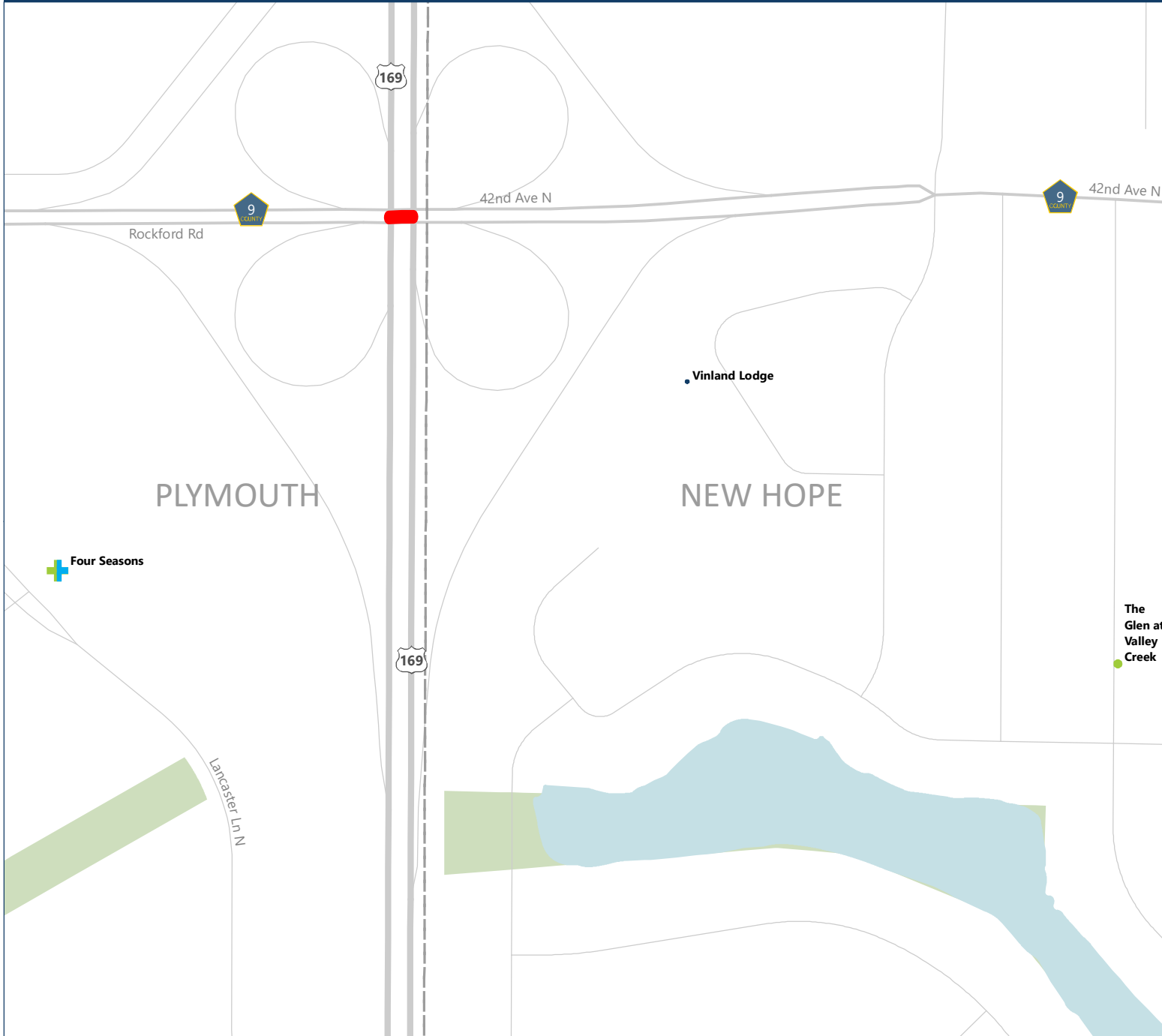
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# CSAH 9 (Rockford Road) Bridge Replacement Project

Attachment 13 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location
- Groups Served**
  - People with Disabilities
  - Elderly
  - Family
  - Homeless
  - Single People
  - Multiple Groups
  - No Information
- Affordable Units**
  - 0 - 50
  - 51 - 100
  - 101 - 150
  - 151 - 200
  - 201 - 1500
- Construction Status**
  - Complete
  - Planned

0 0.05 0.1 Miles

**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Published date: 4/29/2020



# CSAH 9 (Rockford Rd) Bridge Replacement Project

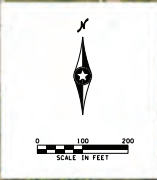
Attachment 14 | Minnesota Structure Inventory Report

Bridge ID: 27551

ROCKFORD RD over US 169

Date: 03/18/2020

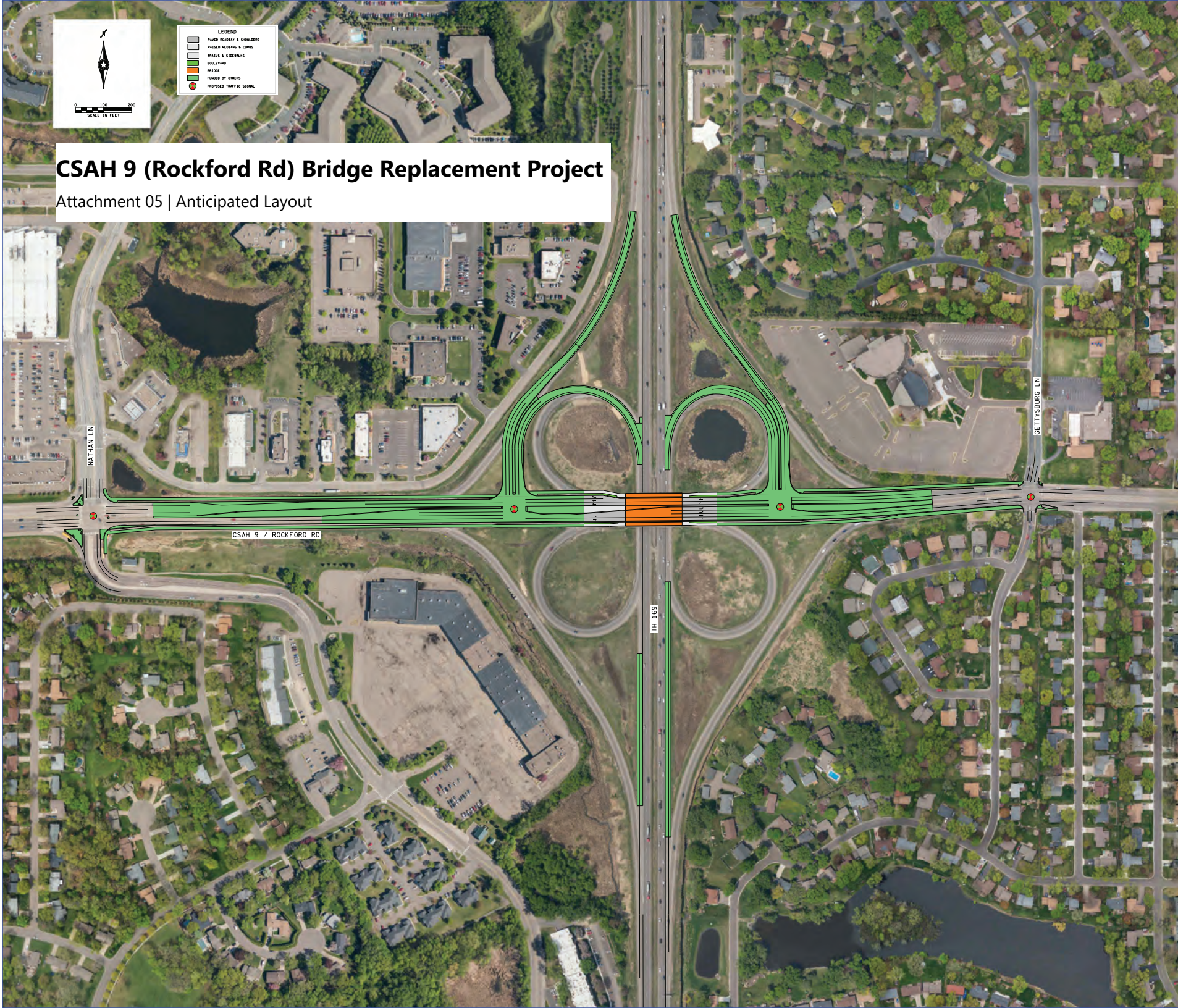
+ GENERAL +		+ ROADWAY ON BRIDGE +		+ INSPECTION +	
Agency Br. No.	Crew 7629	Road Name	ROCKFORD ROAD (CSAH 9)	Deficient Status	S.D.
District	METRO Maint. Area	Functional Class.	URB/MINOR ART	Sufficiency Rating	60.3
County	27 - HENNEPIN	ADT (YEAR)	22,700 (2017)	Last Routine Insp Date	06-05-2019
City	PLYMOUTH	HCADT		Routine Insp Frequency	12
Township		National Highway System	N	Inspector Name	METRO DISTRICT
Desc. Loc.	3.4 MI S OF JCT TH 94	Route Sys/Nbr	CSAH 9	Status	A-OPEN
Sect., Twp., Range	13 - 118N - 22W	Ref. Point (TIS)	004+00.737	<b>+ NBI CONDITION RATINGS +</b>	
Latitude	45d 01m 59.97s	Detour Length	0 mi.	Deck	5
Longitude	93d 24m 02.92s	Lanes	4 Lanes ON Bridge	Superstructure	5
Custodian	STATE HWY	Control Section (TH Only)		Substructure	4
Owner	STATE HWY	Function	MAINLINE	Channel	N
Insp Responsibility	METRO DISTRICT	Type	2 WAY TRAF	Culvert	N
Year Built	1972	Bridge Match ID	2	<b>+ NBI APPRAISAL RATINGS +</b>	
Date Opened to Traffic	09-01-1973	Roadway Key	1-ON	Structure Evaluation	4
MN Year Remodeled		<b>+ RDWY DIMENSIONS ON BRIDGE +</b>		Deck Geometry	9
FHWA Year Reconstructed		If Divided	NB-EB SB-WB	Underclearances	3
Bridge Plan Location	COUNTY	Roadway Width	43.0 ft 43.0 ft	Waterway Adequacy	N
Potential ABC	NO	Vertical Clearance		Approach Alignment	8
<b>+ STRUCTURE +</b>		Max. Vert. Clear.		<b>+ SAFETY FEATURES +</b>	
Service On	HWY;PED	Horizontal Clear.	91.9 ft	Bridge Railing	0-SUBSTANDARD
Service Under	HIGHWAY	Appr. Surface Width	76.0 ft	GR Transition	0-SUBSTANDARD
Main Span Type	PRESTR BM SPAN	Bridge Roadway Width	86.0 ft	Appr. Guardrail	1-MEETS STANDARDS
Main Span Detail		Median Width on Bridge	6.0 ft	GR Termini	1-MEETS STANDARDS
Appr. Span Type		<b>+ MISC. BRIDGE DATA +</b>		<b>+ SPECIAL INSPECTIONS +</b>	
Appr. Span Detail		Structure Flared	NO	Frac. Critical	N
Skew		Parallel Structure	NONE	Underwater	N
Culvert Type		Field Conn. ID		Pinned Asbly.	N
Barrel Length		Cantilever ID		<b>+ WATERWAY +</b>	
Number of Spans		Foundations		Drainage Area	
MAIN:	2	Abut.	CONC - FTG PILE	Waterway Opening	
APPR:	0	Pier	CONC - FTG PILE	Navigation Control	NOT APPL
TOTAL:	2	Historic Status	NOT ELIGIBLE	Pier Protection	
Main Span Length	93.8 ft	On - Off System	ON	Nav. Vert./Horz. Clr.	
Structure Length	192.0 ft	<b>+ PAINT +</b>		Nav. Vert. Lift Bridge Clear.	
Deck Width	102.3 ft	Year Painted		MN Scour Code	A-NON WATERWAY
Deck Material	C-I-P CONCRETE	Painted Area		Scour Evaluation Year	
Wear Surf Type	LOW SLUMP CONC	Primer Type		<b>+ CAPACITY RATINGS +</b>	
Wear Surf Install Year	1996	Finish Type		Design Load	HS 20
Wear Course/Fill Depth	0.17 ft	<b>+ BRIDGE SIGNS +</b>		Operating Rating	HS 20.00
Deck Membrane	NONE	Posted Load	NOT REQUIRED	Inventory Rating	HS 15.20
Deck Rebars	NONE	Traffic	NOT REQUIRED	Posting	
Deck Rebars Install Year		Horizontal	OBJECT MARKERS	Rating Date	02-25-2020
Structure Area	19,642 sq ft	Vertical	NOT REQUIRED	<b>Overweight Permit Codes</b>	
Roadway Area	16,512 sq ft			A: X	B: X C: X
Sidewalk Width - L/R	4.0 ft 4.0 ft				
Curb Height - L/R	0.83 ft 0.83 ft				
Rail Codes - L/R	17 17				



- LEGEND
- PAVED HIGHWAY & SHOULDRS
  - RAISED MEDIAN & CURBS
  - TRAILS & SIDEWALKS
  - BOULEVARD
  - BIWAY
  - LANE BY OTHERS
  - PROPOSED TRAFFIC SIGNAL

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 05 | Anticipated Layout



# CSAH 9 (Rockford Rd) Bridge Replacement Project

## List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Bridge Condition Photos
4. Potential Typical Section
5. Potential Layout
6. StreetLight HCAADT Estimate
7. 2020-2024 Hennepin County Transportation Capital Improvement Program
8. 2019-2028 MnDOT Metro District 10-Year Capital Highway Investment Plan
9. Anticipated Alternate Routes
10. MnDOT 50-Series Map
11. Hennepin County Transportation Systems Plan – 2040 Forecast Traffic Volumes
12. Socio-Economic Equity Map
13. Affordable Housing Access Map - PLACEHOLDER
14. Minnesota Structure Inventory Report
15. Multi-Modal Connections Map
16. MnDOT Support Letter – PLACEHOLDER
17. City of Plymouth Support Letter
18. City of New Hope Support Letter

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 01 | Project Narrative

## Project Name

CSAH 9 (Rockford Road) Bridge Replacement Project

## City(ies)

New Hope          Plymouth          N/A          N/A

## Commisioner Districts

2      N/A      N/A

## Capital Project Number

2163700

## Project Category

Bridge Replacement

## Scoping Manager

Josh Potter

## Scoping Form Revision Dates

4/29/2020

## Project Summary

Participate in MnDOT's Project to replace existing Bridge #27551 along Rockford Road (CSAH 9) at TH 169 in the Cities of Plymouth and New Hope.

## Roadway History

The existing bridge is nearly 50 years old. The bridge currently does not include any accomodations for people walking or biking. Therefore, non-motorized users are required to travel either in the median or along the side of the roadway, resulting in a feeling of discomfort. The bridge is currently designed to provide people driving with a high level of service, allowing vehicles to complete turning movements at relatively high speeds. The existing bridge (#27551) is owned and maintained by MnDOT; who has indicated that improvements are necessary based on its age (built in 1972) and current condition.

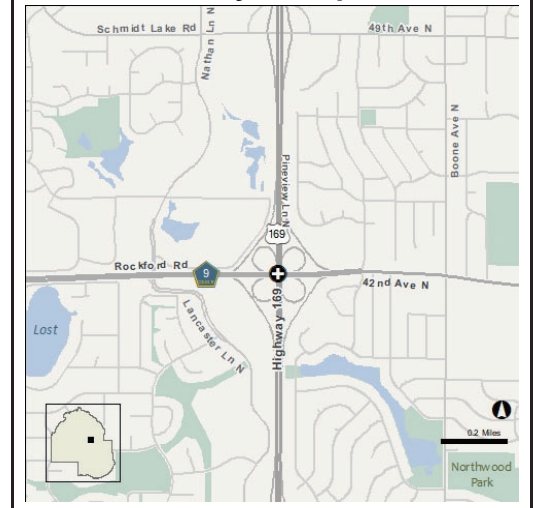
## Project Description and Benefits

The proposed project will replace the existing bridge over TH 169. The existing structure is deteriorating and reaching the end of its serviceable life. Replacing the bridge will keep the bridge open for people biking, driving, walking, and using transit. It is anticipated that the new bridge will include a wider deck to allow for the introduction of trails on both sides. These facilities are key to promoting choices in transportation, especially at TH 169 which is currently acting as a barrier to multi-modal users.

## Project Risks & Uncertainties

- Potential for scope creep given the nearby interchange design (full cloverleaf) that is not typical for this area

## Project Map



## Anticipated Project Timeline

Scoping: 2018 - 2019

Design: 2020 - 2022

R/W Acquisition: 2022 - 2023

Bid Advertisement: Q1 2023

Construction: Q2 2023 - Q4 2024

## Project Delivery Responsibilities

Preliminary Design: MnDOT

Final Design: MnDOT

Construction Services: MnDOT

Project Budget -	Project Level
Construction:	\$ 6,620,000
Cost Estimate Year:	2020
Construction Year:	2023
Annual Inflation Rate:	3.0%
Inflated Construction:	\$ 7,230,000
Design Services:	\$ 1,080,000
R/W Acquisition:	\$ -
Other (Utility Burial):	\$ -
Construction Services:	\$ 720,000
Contingency:	\$ 1,990,000
<b>Total Project Budget:</b>	<b>\$ 11,020,000</b>

## Funding Notes

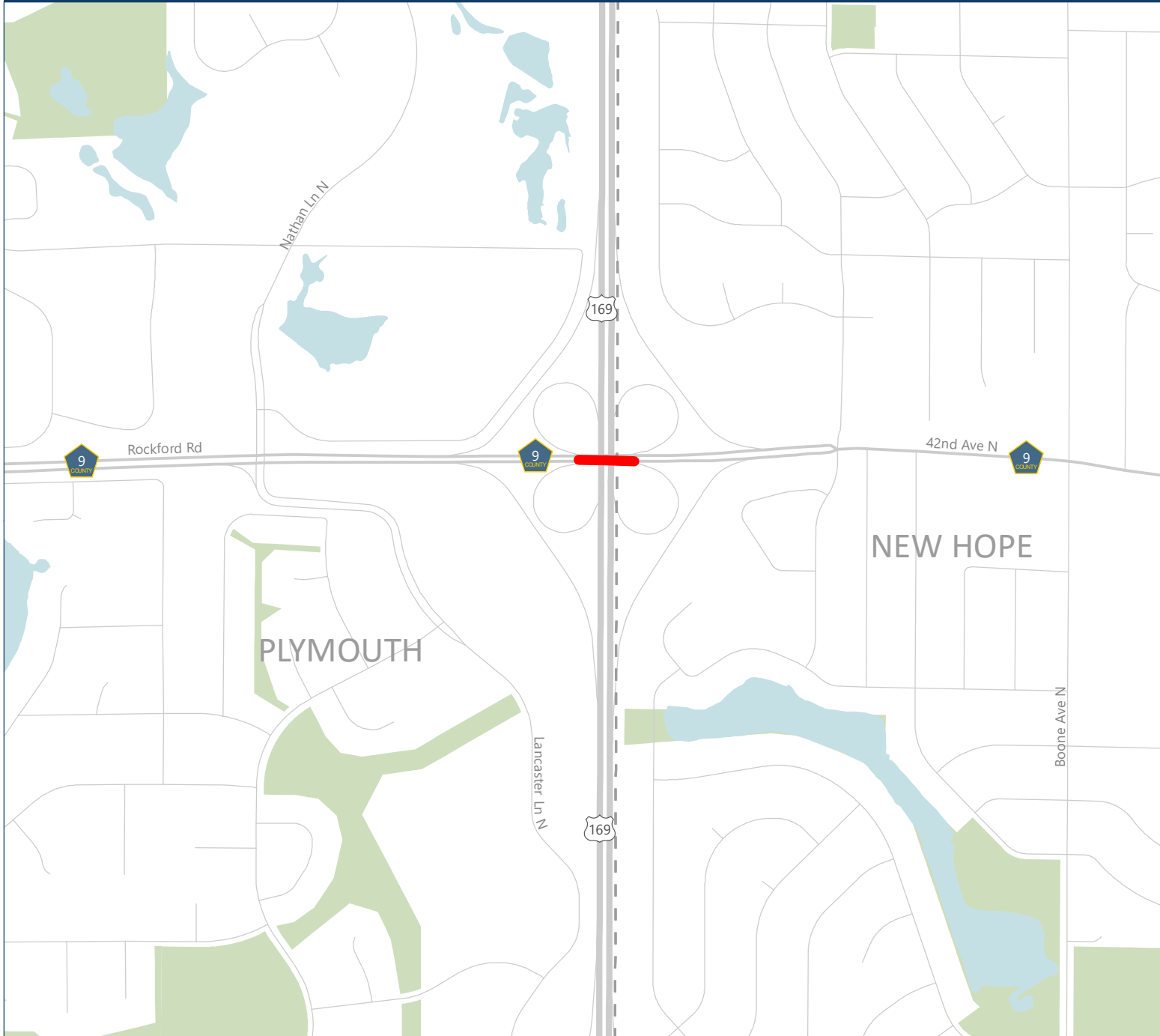
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge length (greater than 20') and condition (NBI Rating of 4 or less) and the functional classification of CSAH 9 (A-Minor Arterial).



# CSAH 9 (Rockford Road) Bridge Replacement Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY  
MINNESOTA



**Key**

— Project Location



**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Published date: 3/24/2020



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 03 | Existing Bridge Condition Photos



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 04 | Potential Typical Section



Space for people walking and biking

Vehicle Lane

Vehicle Lane

Raised Median

Left-Turn Lane

Left-Turn Lane

Vehicle Lane

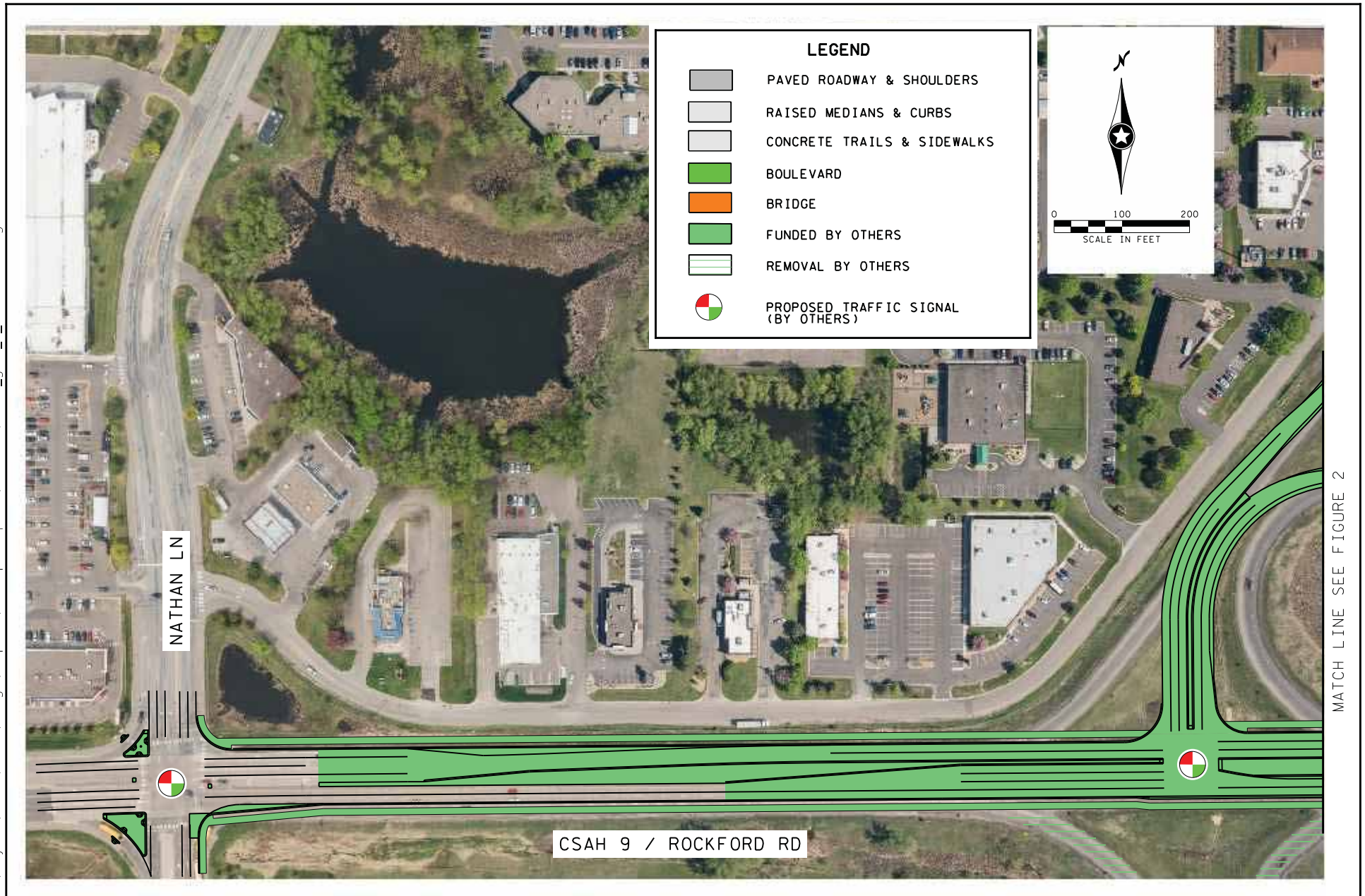
Vehicle Lane

Space for people walking and biking

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 05 | Potential Layout

Job # 13344  
3/27/2020  
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Rockford\13344\_gr04\_1\_Rockford Rd.dgn



**Hennepin County Improvements**

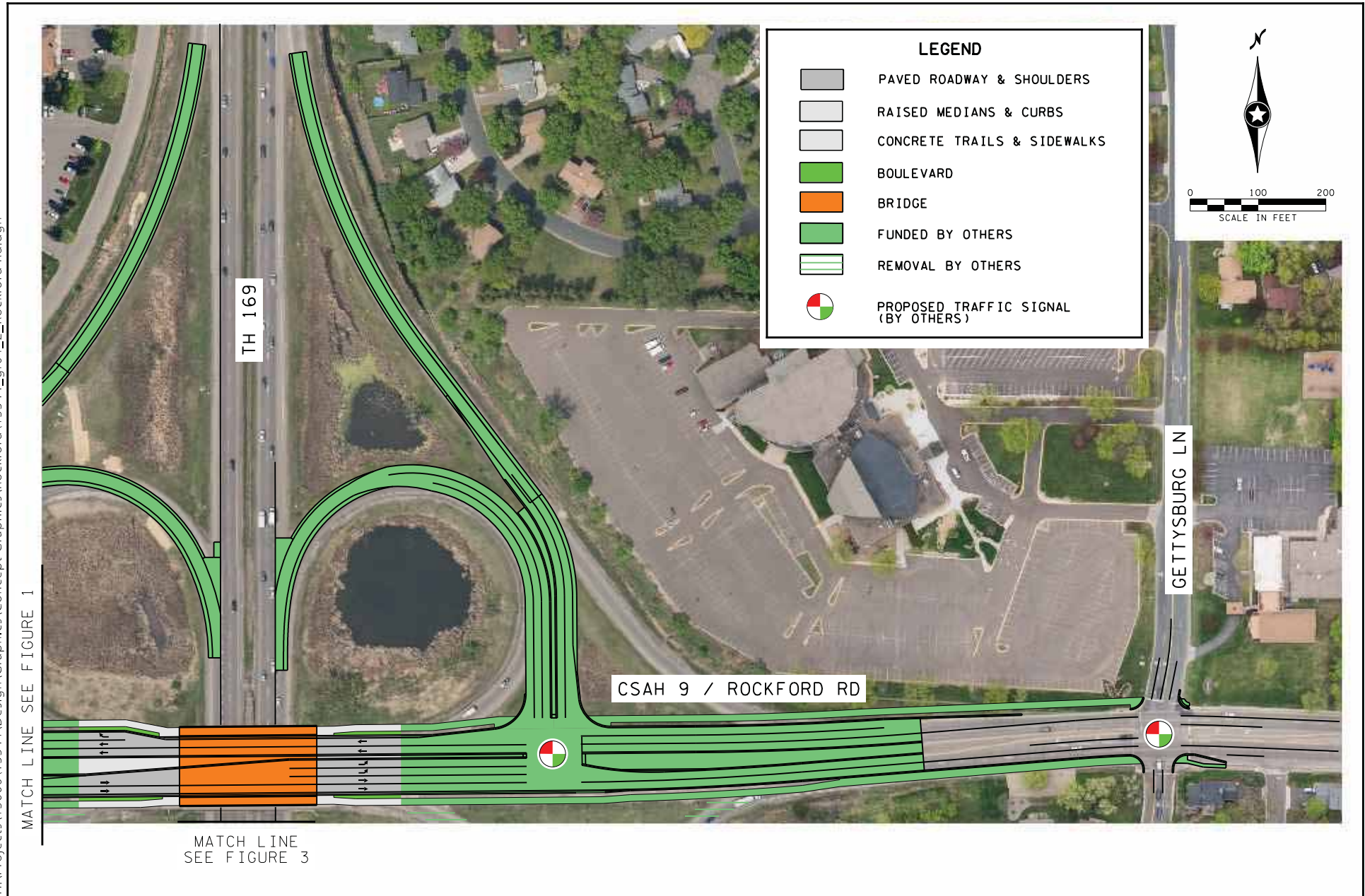
CSAH 9 (Rockford Road)  
Plymouth, MN

Figure 1

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 05 | Potential Layout

Job #13344  
3/27/2020  
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Rockford\13344\_gr04\_2\_Rockford Rd.dgn



**Hennepin County Improvements**

CSAH 9 (Rockford Road)  
Plymouth, MN

Figure 2

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 05 | Potential Layout

Job #13344  
3/27/2020  
H:\Projects\13000\13344\Design\Graphics\Rockford\13344\_gr04\_3\_Rockford Rd.dgn



## Hennepin County Improvements

CSAH 9 (Rockford Road)  
Plymouth, MN

Figure 3

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 06 | StreetLight HCAADT Estimate

Table 1: HCAADT Estimates

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

Example calculation:  $12085 * 0.1948 = 2354$

Table 2: Reference Sites Countywide

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

Average ratio 0.1948

# CSAH 9 (Rockford Rd) Bridge Replacement Project

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

<b>Project Name:</b>	2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	<b>Funding Start:</b>	2023
<b>Major Program:</b>	Public Works	<b>Funding Completion:</b>	2023
<b>Department:</b>	Transportation Roads & Bridges		

**Summary:**

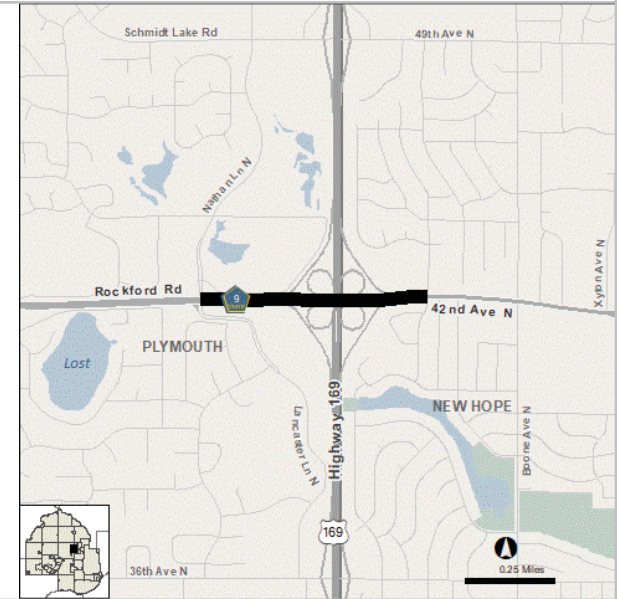
Participate in MnDOT's Project to reconstruct Rockford Road (CSAH 9) in TH 169 at the Cities of Plymouth and New Hope.

**Purpose & Description:**

The existing interchange consists of a cloverleaf design that does not include any accommodations for people walking or biking. Therefore, non-motorized users are required to travel either in the median or along the side of the roadway, resulting in a feeling of discomfort. Additionally, the ramp entrances and exits are designed to provide people driving with a high level of service, allowing vehicles to complete turning movements at relatively high speeds. The existing bridge (#27551) is owned and maintained by MnDOT; who has indicated that improvements are necessary based on its age (built in 1972) and current condition.

The proposed project will replace the existing interchange with one that includes a tight-diamond design to provide more traditional intersections at the freeway ramp entrances and exits. These two intersections will be controlled by traffic signals and will reduce the number of conflict points for people walking and biking through the area. This proposed concept includes a multi-use trail on the south side of the roadway along with a sidewalk on the north side; these facilities are critical for providing safe multimodal accommodations across TH 169.

Staff anticipates that capital activities will be extended east towards the intersection of Gettysburg Avenue to address aging assets. This section (between TH 169 and Gettysburg) was last reconstructed in 1966 and would benefit significantly from new curb, drainage, and traffic signals. Additionally, this project presents an opportunity to extend a multi-use trail along the south side to expand the existing bikeway network.



REVENUE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Mn/DOT State Aid - Regular							3,750,000			3,750,000
<b>Total</b>							<b>3,750,000</b>			<b>3,750,000</b>

EXPENSE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Construction							3,000,000			3,000,000
Contingency							750,000			750,000
<b>Total</b>							<b>3,750,000</b>			<b>3,750,000</b>



# CSAH 9 (Rockford Rd) Bridge Replacement Project

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

<b>Project Name:</b> 2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	<b>Funding Start:</b> 2023
<b>Major Program:</b> Public Works	<b>Funding Completion:</b> 2023
<b>Department:</b> Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Department Requested					3,750,000			3,750,000
Administrator Proposed					3,750,000			3,750,000
CBTF Recommended					3,750,000			3,750,000
Board Approved Final					3,750,000			3,750,000

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

Activity	Anticipated Timeframe
Planning	2015 - 2019
Design	2020 - 2022
Bid Advertisement	Q4 2022
Construction	2023
Completion	Q2 2024

**Board Resolutions / Supplemental Information:**

The completion of this project will leave a gap in the bikeway network on the east side of TH 169. A follow-up project(s) will be required to close this gap to provide a continuous multi-use trail for people walking and biking.

**Project's Effect on Annual Operating Budget:**

Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The installation of two new traffic signal systems at the TH 169 freeway ramps are estimated to cost \$14,200 annually to maintain.

**Environmental Impacts and Initiatives:**

**Changes from Prior CIP:**

- Postponed county participation to PY 2023 at the request of MnDOT.
- Concrete rehabilitation activities added for the segment between Nathan Lane and Gettysburg Avenue as requested by Transportation Operations.
- Increased Project Budget by \$1.75 million from \$2.0 million to \$3.75 million to be financed by State Aid Regular.

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

# CSAH 9 (Rockford Rd) Bridge Replacement Project

## Attachment 08 | 2019-2023 MnDOT Metro District 10-Year Capital Highway Investment Plan

Metro District Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2020</b>						
107	MN 97	WASHINGTON	MN 97, AT GOODVIEW AVE/8TH ST IN FOREST LAKE-ROUNDAABOUT (LOCAL SP IS 214-127-002)	0.2	\$1.40 M	SAFETY
108	MN 100	HENNEPIN	MN 100 AT INTERCHANGES WITH: W 77TH ST, W 70TH ST, W 50TH ST/VERNON AVE S, GLENWOOD AVE, DULUTH ST AND W 36TH ST-INSTALL FIBER OPTIC CABLE AND CABINET MODIFICATIONS	10.2	\$12 M	OTHER
109	MN 100	HENNEPIN	MN 100, 1694/194 IN BROOKLYN CENTER - REHAB BRIDGE 27962, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMP FROM I 694 AND MN 252, AND GUARDRAIL	0.6	\$3.00 M	BRIDGE
110	MN 149	DAKOTA	MN 149, FROM I494 IN MENDOTA HEIGHTS TO MN 5 IN ST PAUL and ON MN 13 FROM MN 140 TO CHEROKEE HGTS BLVD - LANDSCAPING	5.8	\$12 M	OTHER
111	US 169	HENNEPIN	US 169 AT 101ST AVE IN BROOKLYN PARK - CONSTRUCT INTERCHANGE (ASSOCIATED TO 110-129-006)	0.7	\$10.00 M	OTHER
112	US 169	HENNEPIN	US 169, AT HENNEPIN-CSAH 130 (77TH AVE N/ELM CREEK BLVD N) IN BROOKLYN PARK/MAPLE GROVE - SIGNAL AND LIGHTING SYSTEM REPLACEMENT	0.0	\$68 M	ROADSIDE INFRASTRUCTURE
113	US 169	HENNEPIN	US 169, FROM I3RD AVE TO MN 610 IN BROOKLYN PARK - CONSTRUCT BUS ONLY SHOULDERS	4.3	\$95 M	OTHER
114	US 169	HENNEPIN	US 169, AT CSAH 9 (ROCKFORD RD/42ND AVE N) IN PLYMOUTH/ NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) INCLUDING RAMP WORK, ADD TRAIL AND SIDEWALK, SIGNALS	0.3	\$7.21 M	BRIDGE
115	US 169	HENNEPIN	US 169, FROM BREN ROAD TO 7TH ST IN HOPKINS - LANDSCAPING	0.9	\$10 M	OTHER
116	US 169	SCOTT	US 169, NB AT 0.7 MI S OF 173RD ST W IN JORDAN - REPAIR ERODED CHANNEL AND INSTALL NEW DRAINAGE INFRASTRUCTURE AND EARTH RETENTION SYSTEM	0.0	\$22 M	ROADSIDE INFRASTRUCTURE
117	US 212	CARVER	US 212, FROM 0.10 MI W OF THE W JCT MN 5/CR 131 TO 0.10 MI W OF CSAH 36 - BITUMINOUS MILL AND OVERLAY, COLD IN PLACE RECYCLING, PAVEMENT RECONSTRUCTION, SIGNAL REPLACEMENTS, REDUCED CONFLICT INTERSECTIONS AT MORSE ST AND CSAH 34, ADA IMPROV	9.0	\$10.74 M	PAVEMENT
118	US 212	HENNEPIN	US 212, FROM I494 IN EDEN PRAIRIE TO US 169/MN 62 IN EDINA - SIGN REPLACEMENT	3.1	\$25 M	ROADSIDE INFRASTRUCTURE
119	I 494	DAKOTA	*I494, FROM 3RD AVE S IN S ST PAUL TO E END OF MN RIVER BRIDGE IN EAGAN - MILL AND OVERLAY, DRAINAGE, REHAB 7 BRIDGES, GUARDRAIL, TMS, TURN LANES, SIGNALS, ADA, AND SIDEWALK (TIED TO 1985-150)*	8.0	\$32.53 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2020</b>													
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	100%	-	-	-	-	-	-
10%	85%	5%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	-	95%	-	-	-	-	-	-	-	5%	-	-	-
-	-	-	-	-	-	-	100%	-	-	-	-	-	-
-	90%	-	-	-	-	-	5%	-	2%	3%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
70%	-	18%	-	-	12%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
75%	12%	6%	-	-	3%	-	-	-	2%	2%	-	0%	-

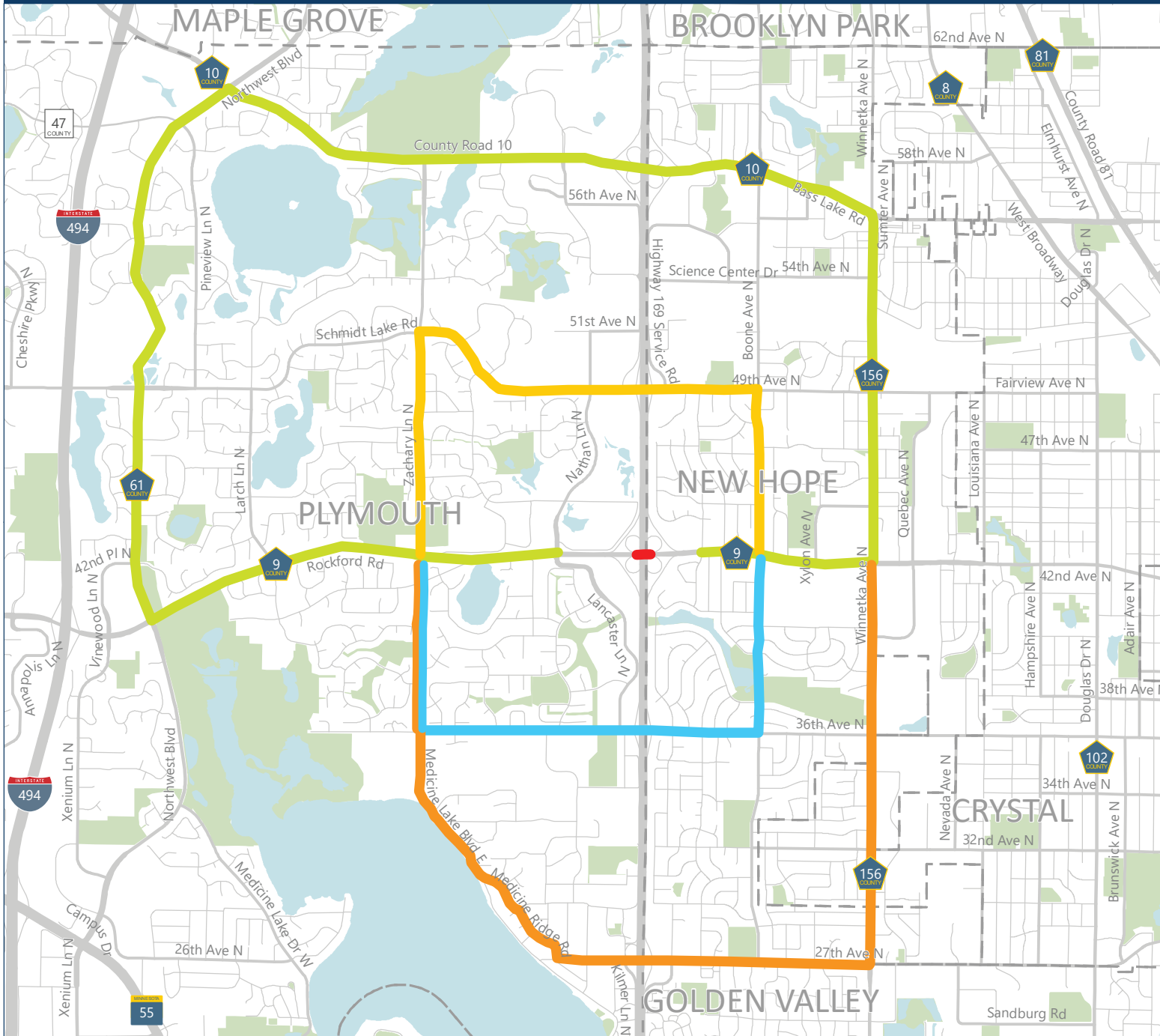
Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of August 2018.

Key  
 PC - Pavement Condition    JT - Jurisdictional Transfer    TC - Twin Cities Mobility    RC - Regional and Community Improvement Priorities  
 BC - Bridge Condition    FA - Facilities    FR - Freight    SP - Small Programs  
 RI - Roadside Infrastructure    TS - Traveler Safety    BI - Bicycle Infrastructure    PD - Project Delivery  
 GM - Greater Minnesota Mobility    AP - Accessible Pedestrian Infrastructure

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 09 | Alternate Routes Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location
- Alternate Routes**
  - CSAH 10 Arterial Route
  - Potential Alternate Routes**
    - Schmidt Lake Road Collector Route
    - Medicine Lake Road Collector Route
    - 36th Avenue Collector Route



**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

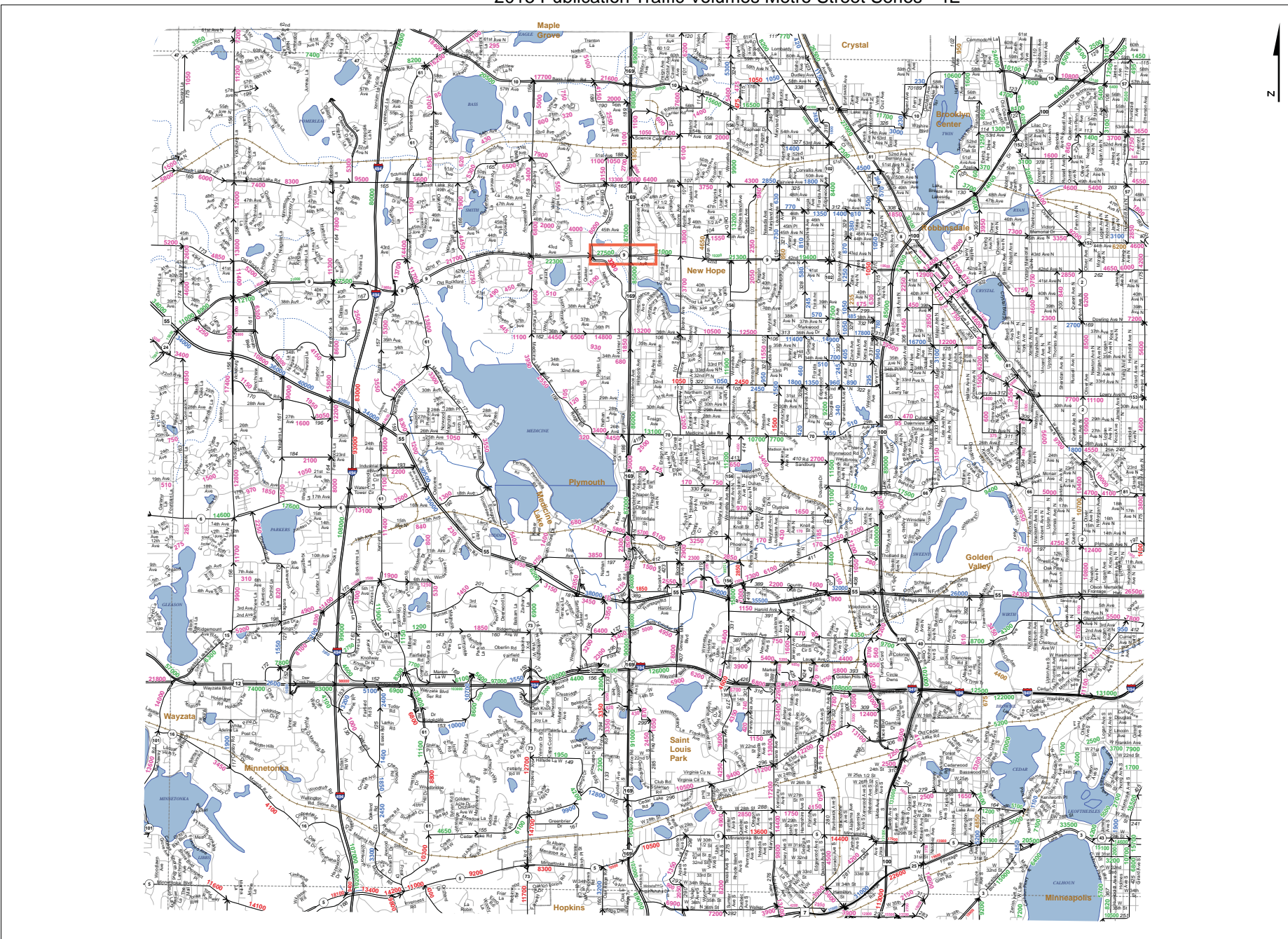
Published date: 4/16/2020



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 10 | MnDOT 50-Series Map

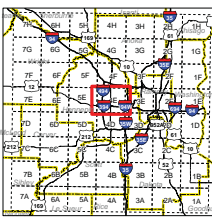
## 2015 Publication Traffic Volumes Metro Street Series - 4E



Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads  
 Traffic Volumes are Subject to Variability and Construction Effects  
 For More Info Visit: <http://www.dot.state.mn.us/traffic/data/call-methods.html#tp>  
 Minnesota Department of Transportation  
 Office of Transportation Data and Analysis  
 Traffic Volume Program  
<http://www.dot.state.mn.us/traffic/data/index.html>

### MAP LEGEND

- AADT Year
  - 2015 2014
  - 2013 2012
  - 2011 and older
- Interstate →
- US Highway →
- MN Highway →
- CSAH →
- MSAS →
- County Road →
- Other Roads
- Railroads
- Street Series Grid
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov'ts
- State Forests
- State Parks

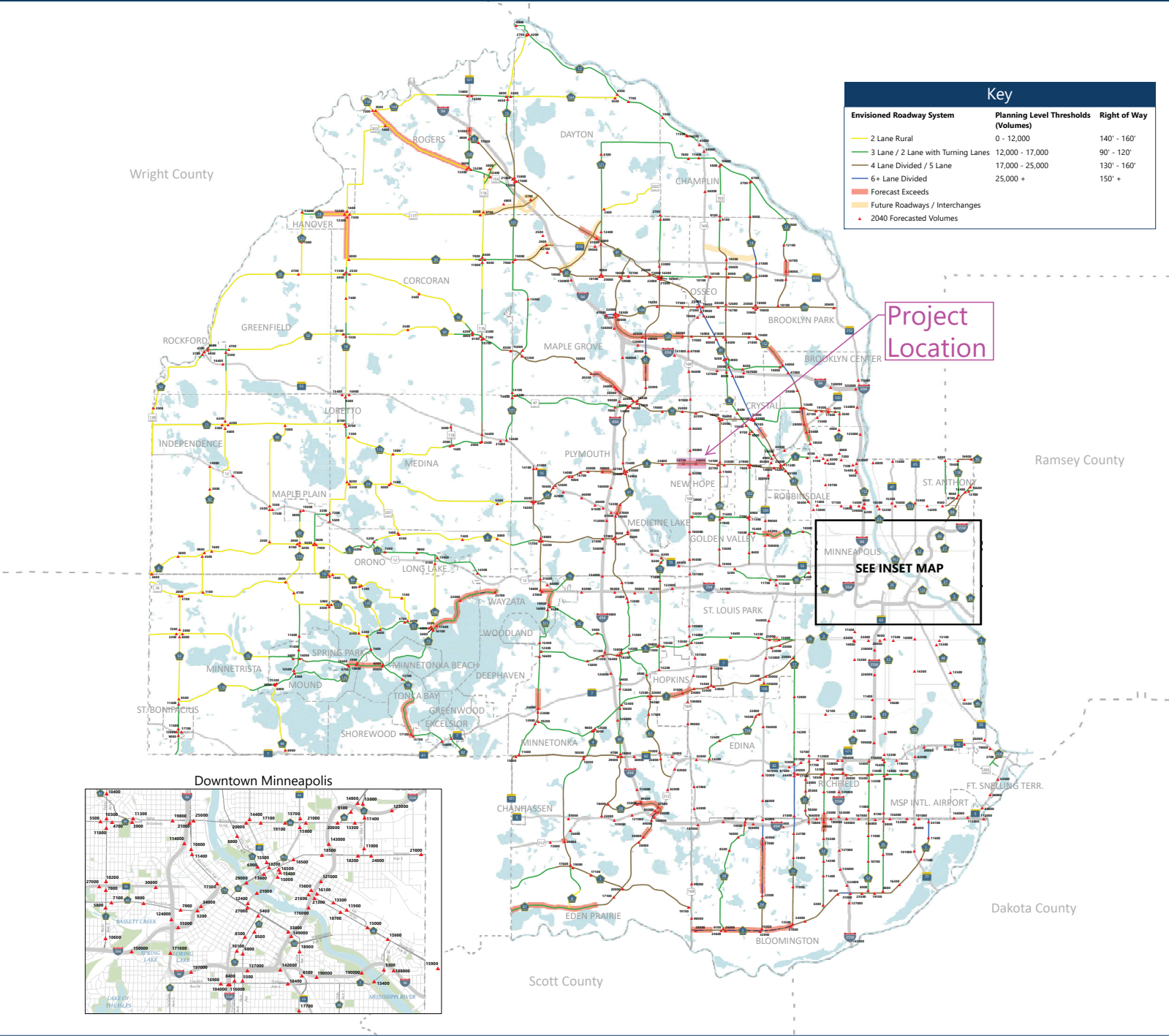


Map Source:  
 Minnesota Department of Transportation  
 Office of Transportation Data and Analysis  
 Traffic Volume Program  
 2015 AADT Product  
[http://www.dot.state.mn.us/traffic/data/data\\_products.html](http://www.dot.state.mn.us/traffic/data/data_products.html)

# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 11 | 2040 Forecast Traffic Volumes

HENNEPIN COUNTY  
MINNESOTA



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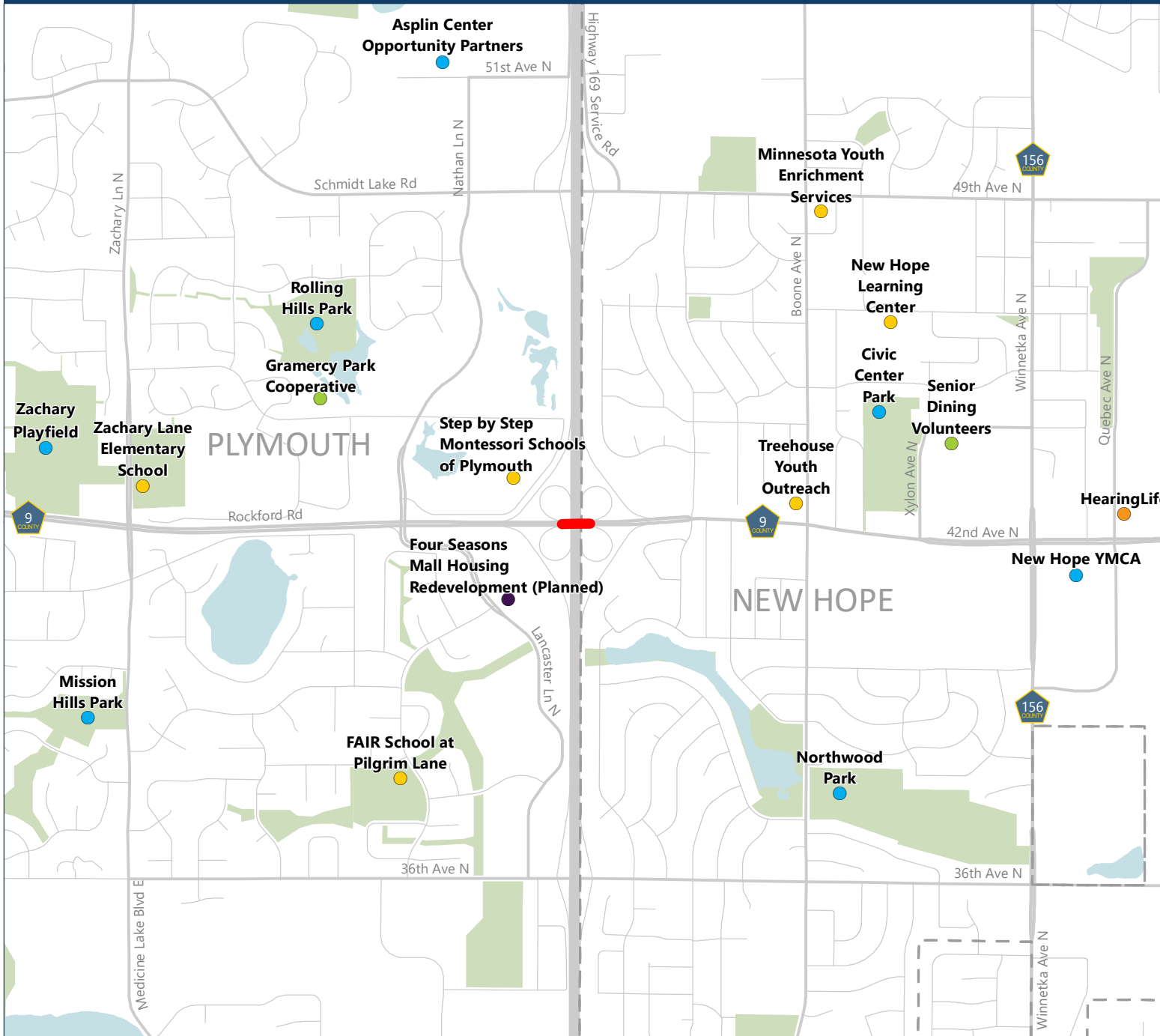
Publication date: 2/3/2020      Data sources: SRF Consulting, Hennepin County Transportation Planning



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 12 | Socio-Economic Equity Map

HENNEPIN COUNTY  
MINNESOTA



### Key

**Project Location**

**Socio-Economic Equity Category**

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



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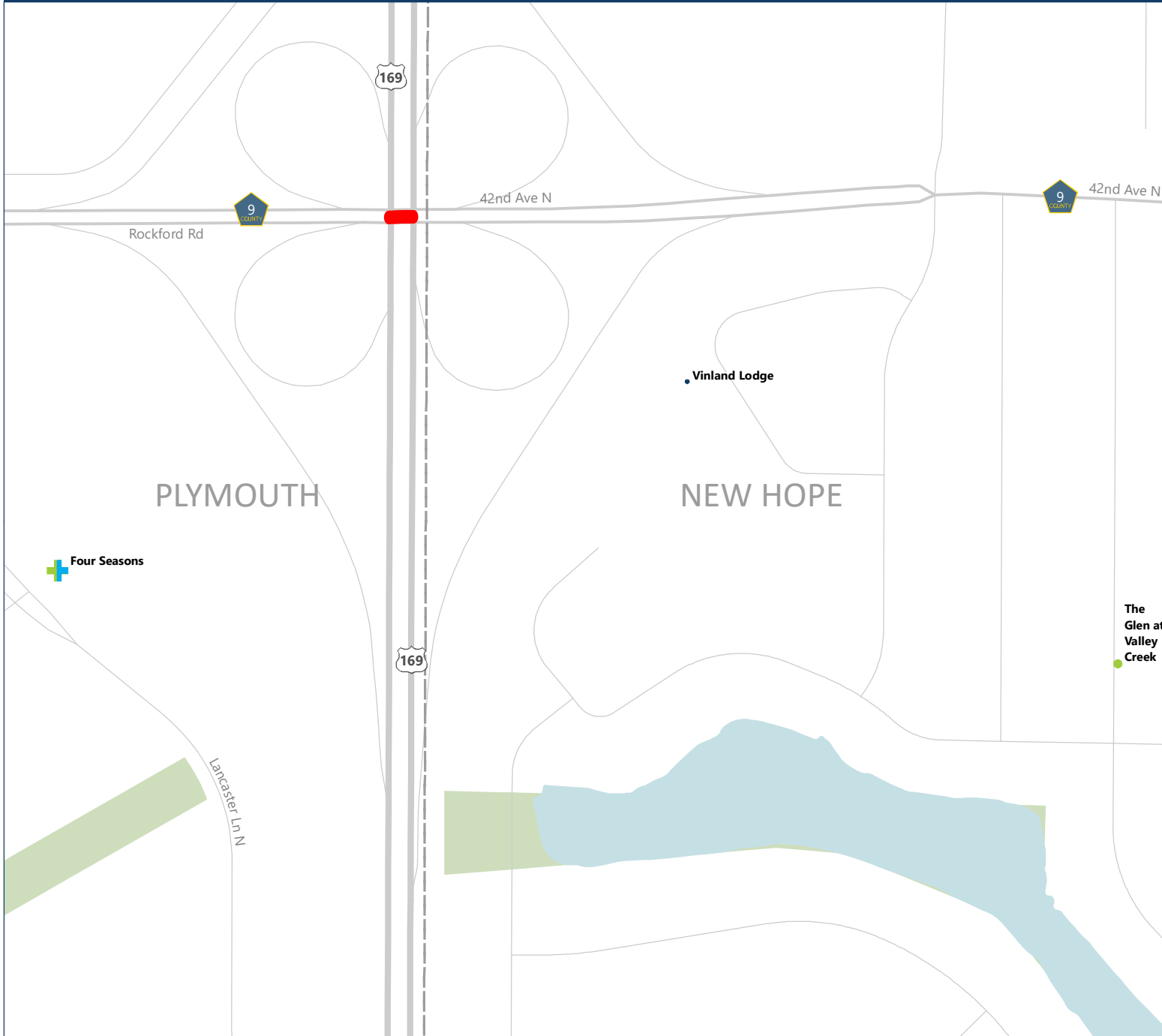
Published date: 4/22/2020



# CSAH 9 (Rockford Road) Bridge Replacement Project

Attachment 13 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Project Location
- Groups Served**
  - People with Disabilities
  - Elderly
  - Family
  - Homeless
  - Single People
  - Multiple Groups
  - No Information
- Affordable Units**
  - 0 - 50
  - 51 - 100
  - 101 - 150
  - 151 - 200
  - 201 - 1500
- Construction Status**
  - Complete
  - Planned

0 0.05 0.1 Miles

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Published date: 4/29/2020



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 14 | Minnesota Structure Inventory Report

Bridge ID: 27551

ROCKFORD RD over US 169

Date: 03/18/2020

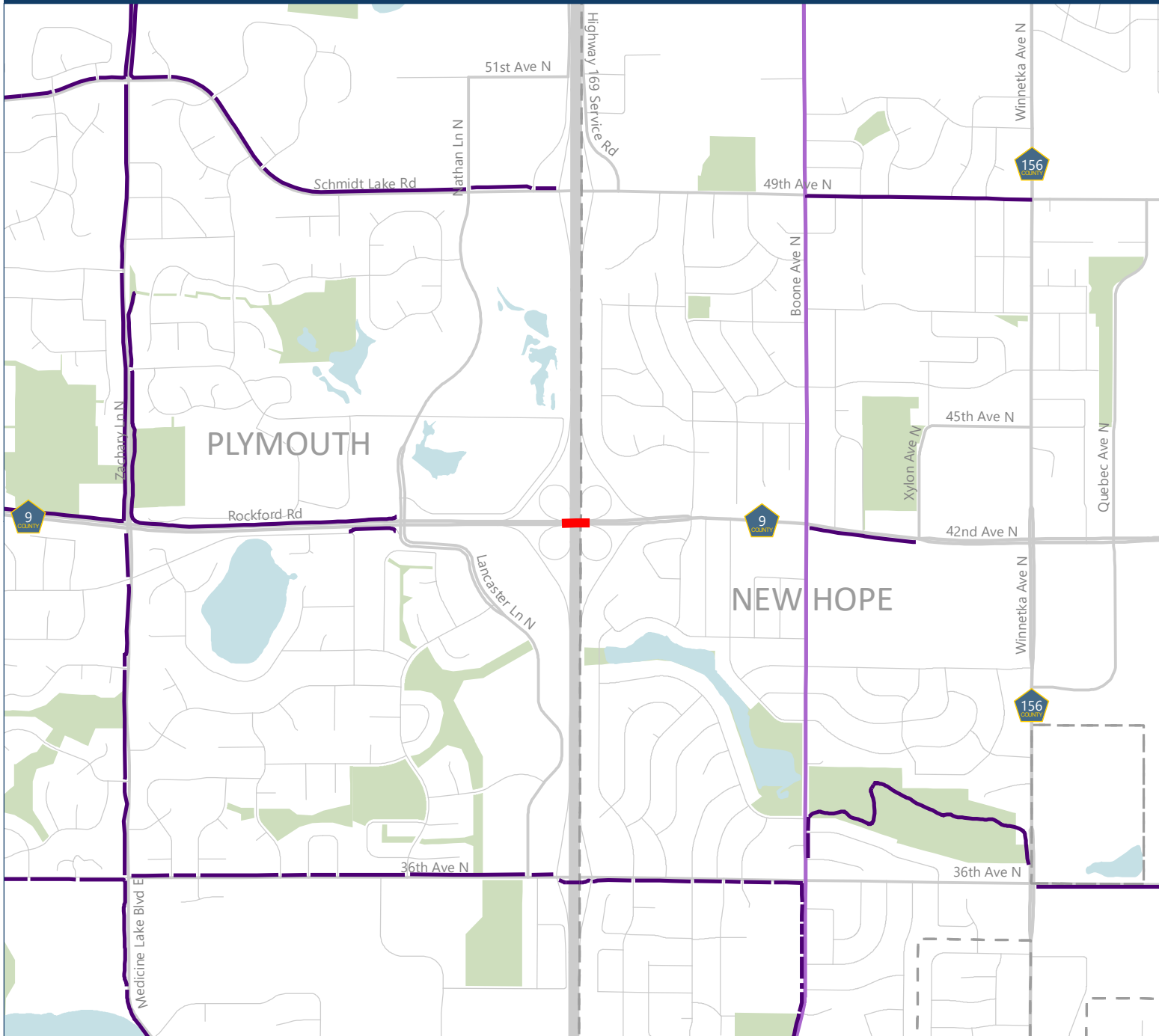
+ GENERAL +		+ ROADWAY ON BRIDGE +		+ INSPECTION +	
Agency Br. No.	Crew 7629	Road Name	ROCKFORD ROAD (CSAH 9)	Deficient Status	S.D.
District	METRO Maint. Area	Functional Class.	URB/MINOR ART	Sufficiency Rating	60.3
County	27 - HENNEPIN	ADT (YEAR)	22,700 (2017)	Last Routine Insp Date	06-05-2019
City	PLYMOUTH	HCADT		Routine Insp Frequency	12
Township		National Highway System	N	Inspector Name	METRO DISTRICT
Desc. Loc.	3.4 MI S OF JCT TH 94	Route Sys/Nbr	CSAH 9	Status	A-OPEN
Sect., Twp., Range	13 - 118N - 22W	Ref. Point (TIS)	004+00.737	<b>+ NBI CONDITION RATINGS +</b>	
Latitude	45d 01m 59.97s	Detour Length	0 mi.	Deck	5
Longitude	93d 24m 02.92s	Lanes	4 Lanes ON Bridge	Superstructure	5
Custodian	STATE HWY	Control Section (TH Only)		Substructure	4
Owner	STATE HWY	Function	MAINLINE	Channel	N
Insp Responsibility	METRO DISTRICT	Type	2 WAY TRAF	Culvert	N
Year Built	1972	Bridge Match ID	2	<b>+ NBI APPRAISAL RATINGS +</b>	
Date Opened to Traffic	09-01-1973	Roadway Key	1-ON	Structure Evaluation	4
MN Year Remodeled		<b>+ RDWY DIMENSIONS ON BRIDGE +</b>		Deck Geometry	9
FHWA Year Reconstructed		If Divided	NB-EB SB-WB	Underclearances	3
Bridge Plan Location	COUNTY	Roadway Width	43.0 ft 43.0 ft	Waterway Adequacy	N
Potential ABC	NO	Vertical Clearance		Approach Alignment	8
<b>+ STRUCTURE +</b>		Max. Vert. Clear.		<b>+ SAFETY FEATURES +</b>	
Service On	HWY;PED	Horizontal Clear.	91.9 ft	Bridge Railing	0-SUBSTANDARD
Service Under	HIGHWAY	Appr. Surface Width	76.0 ft	GR Transition	0-SUBSTANDARD
Main Span Type	PRESTR BM SPAN	Bridge Roadway Width	86.0 ft	Appr. Guardrail	1-MEETS STANDARDS
Main Span Detail		Median Width on Bridge	6.0 ft	GR Termini	1-MEETS STANDARDS
Appr. Span Type		<b>+ MISC. BRIDGE DATA +</b>		<b>+ SPECIAL INSPECTIONS +</b>	
Appr. Span Detail		Structure Flared	NO	Frac. Critical	N
Skew		Parallel Structure	NONE	Underwater	N
Culvert Type		Field Conn. ID		Pinned Asbly.	N
Barrel Length		Cantilever ID		<b>+ WATERWAY +</b>	
Number of Spans		Foundations		Drainage Area	
MAIN:	2	Abut.	CONC - FTG PILE	Waterway Opening	
APPR:	0	Pier	CONC - FTG PILE	Navigation Control	NOT APPL
TOTAL:	2	Historic Status	NOT ELIGIBLE	Pier Protection	
Main Span Length	93.8 ft	On - Off System	ON	Nav. Vert./Horz. Clr.	
Structure Length	192.0 ft	<b>+ PAINT +</b>		Nav. Vert. Lift Bridge Clear.	
Deck Width	102.3 ft	Year Painted		MN Scour Code	A-NON WATERWAY
Deck Material	C-I-P CONCRETE	Painted Area		Scour Evaluation Year	
Wear Surf Type	LOW SLUMP CONC	Primer Type		<b>+ CAPACITY RATINGS +</b>	
Wear Surf Install Year	1996	Finish Type		Design Load	HS 20
Wear Course/Fill Depth	0.17 ft	<b>+ BRIDGE SIGNS +</b>		Operating Rating	HS 20.00
Deck Membrane	NONE	Posted Load	NOT REQUIRED	Inventory Rating	HS 15.20
Deck Rebars	NONE	Traffic	NOT REQUIRED	Posting	
Deck Rebars Install Year		Horizontal	OBJECT MARKERS	Rating Date	02-25-2020
Structure Area	19,642 sq ft	Vertical	NOT REQUIRED	<b>Overweight Permit Codes</b>	
Roadway Area	16,512 sq ft			A: X	B: X C: X
Sidewalk Width - L/R	4.0 ft 4.0 ft				
Curb Height - L/R	0.83 ft 0.83 ft				
Rail Codes - L/R	17 17				






# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 15 | Multimodal Connections Map

HENNEPIN COUNTY  
MINNESOTA



### Key

-  Project Location
- Multimodal Connections**
  -  On-street bikeway
  -  Off-street bikeway



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Published date: 4/3/2020



**CSAH 9 (Rockford Rd) Bridge Replacement Project**  
Attachment 16 | MnDOT Support Letter

**PLACEHOLDER**



## CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 17 | City of Plymouth Support Letter

March 17, 2020

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

Dear Ms. Stueve:

This letter is intended to show the City of Plymouth's support for Hennepin County's Regional Solicitation federal funding application for the proposed replacement of Bridge #27551 on County State Aide Highway 9 (Rockford Road) at Trunk Highway 169.

The current configuration of the bridge is not conducive for people walking or biking between our community and the City of New Hope, and has reportedly resulted in drivers making risky maneuvers to reach local neighborhoods and businesses in the vicinity. It is our understanding that the existing bridge is nearing the end of its useful life and we are excited to see that proposals for the new bridge include better accommodations for non-motorized users and safer configuration for motorists.

In addition to general mobility and safety, these accommodations will also provide for better connectivity and safer route for pedestrians in the area to reach and utilize the City of Plymouth transit facility being planned on Lancaster Lane south of Rockford Road (southwest quadrant of the interchange). If this project is completed it will enhance the safety, connectivity, livability and quality of life of our residents and those of neighboring areas.

The City of Plymouth acknowledges that it is aware of this project and understands that cost participation and future maintenance responsibilities will be negotiated during the design process as outlined within applicable cost participation policies. We look forward to continued cooperation with Hennepin County as this project moves forward, and will work collectively to improve safety and mobility within the communities of Plymouth and New Hope.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Thompson'.

Michael Thompson, PE  
Director of Public Works

A handwritten signature in blue ink, appearing to read 'Chris LaBounty'.

Chris LaBounty, PE, ENV SP  
City Engineer



# CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 18 | City of New Hope Support Letter



March 30, 2020

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

Dear Ms. Stueve:

The City of New Hope hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed replacement of Bridge #27551 on CSAH 9 (Rockford Road) at TH 169.

This project will involve the replacement of existing Bridge #27551 that is nearing the end of its useful life. The existing structure includes very limited space on the bridge deck for people walking and biking. Therefore, this project presents an opportunity to introduce a new bridge section that better accommodates non-motorized users, thereby, enhancing the livability and quality of life for Plymouth, New Hope, and Hennepin County residents.

The City of New Hope acknowledges that it is aware of this project and understands that cost participation responsibilities will be negotiated during the design process as outlined within applicable cost participation policies. In addition, future maintenance responsibilities of project elements will be determined during the design process.

The City of New Hope looks forward to continued cooperation with Hennepin County as this project moves forward, and we work collectively to improve safety and mobility within the communities of Plymouth and New Hope.

Sincerely,

Dan D. Boyum, PE  
New Hope City Engineer  
Phone: 612 712 2021  
Dan.Boyum@stantec.com

## **CITY OF NEW HOPE**

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