



Application

17075 - 2022 Bridges

17450 - CSAH 1 (Pioneer Trl) Bridge Replacement Project

Regional Solicitation - Roadways Including Multimodal Elements

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Primary Contact

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

Organization Information

Name: HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

DPT OF PUBLIC WORKS

1600 PRAIRIE DR

*

MEDINA

Minnesota

55340

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-745-7600

Ext.

Fax:

PeopleSoft Vendor Number

0000028004A9

Project Information

Project Name

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Eden Prairie

Jurisdictional Agency (If Different than the Applicant):

This project includes the replacement of the CSAH 1 (Pioneer Trl) Bridge #27542 over the Hennepin County Regional Railroad Authority (HCRRRA) in Eden Prairie as shown in Attachment 2. CSAH 1 (Pioneer Trl) is classified as an A-Minor Arterial roadway that functions as a reliever. This bridge is one of only four crossings between Hennepin and Carver Counties.

The existing bridge (built in 1975) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that are aging, but are in relatively fair condition. The bearings supporting the superstructure are in very poor condition and restrict thermal movement. Because the bridge cannot expand and contract, the deck and beams have experienced accelerated wear and deterioration. These characteristics are accelerating the rate of deterioration; likely reducing the service life of the structure. Other elements that require preservation include the slope beneath the bridge, miscellaneous concrete areas, and the concrete deck. The local planning index (LPI) for this bridge is 58 as shown in the Minnesota Structure Inventory Report (Attachment 3). Photos depicting the bridge's current condition are included in Attachment 4.

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

This project will provide a full replacement of the existing bridge. The current width is approximately 48' wide and provides one vehicle travel lane in each direction, along with a painted median and an approximately 8' wide shoulder on each side. The configuration of the new bridge will provide a dedicated space for multimodal users along the corridor as people walking and biking along the Minnesota River Bluffs LRT Regional Trail are expected to utilize this bridge as it is located near a trail access point. 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 1 (Pioneer Trl) Bridge Replacement Project are included in Attachments 5 and 6.

(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 1 over HCRRRA in Eden Prairie - Replace Bridge #27542

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

Project Length (Miles) 0.2

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s) Local Bridge Replacement Program (LBRP)

Federal Amount \$4,760,000.00

Match Amount \$1,190,000.00

Minimum of 20% of project total

Project Total \$5,950,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Hennepin County and LBRP

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

Preferred Program Year

Select one: 2026

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

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency	Hennepin
Functional Class of Road	A-Minor Arterial (Reliever)
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	1
<i>i.e., 53 for CSAH 53</i>	
Name of Road	Pioneer Trail
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55347
(Approximate) Begin Construction Date	05/04/2026
(Approximate) End Construction Date	10/30/2026
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	CSAH 1 and Highview Dr
To: (Intersection or Address)	CSAH 1 and Settlement Dr
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of Trail (nearest 0.1 miles)	0.2
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0.2
Primary Types of Work	REPLACE BRIDGE #27542, ROADWAY APPROACHES, AND TRAILS
<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>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	27542
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	HCRRRA

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)

Objectives A & B; Strategies A1 & A2

The county's annual bridge inspection program ensures planned preservation and maintenance of bridge assets. This project will replace a structurally deficient bridge. If replacement were to be deferred, it would likely result in weight restrictions and eventually closure; causing significant impacts to the approximately 4,150 people who rely on this bridge daily.

B) Safety and Security (p 2.5-2.9)

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

This project will address the structural safety issues that exist within the deficient bridge. Deteriorating infrastructure may result in undesirable conditions for the traveling public, including users of the Minnesota River Bluffs LRT Regional Trail, which passes underneath the bridge. If feasible, the new structure will provide facilities for people walking and biking, to promote user safety and comfort.

C) Access to Destinations (p 2.10-2.25)

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

CSAH 1 (Pioneer Trl) is a regionally significant A-Minor Reliever corridor, providing alternative east/west travel for users of TH 212. CSAH 1 (Pioneer Trl) also provides critical access to educational facilities such as Cedar Ridge Elementary School and Central Middle School;

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

located east of the project area. The nearby trail connects users to recreational destinations throughout the region.

D) Competitive Economy (p2.26-2.29)

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

CSAH 1 (Pioneer Trl) provides access for the traveling public to educational, employment and recreational destinations in Eden Prairie and Carver County. The project will also retain a crossing of the Minnesota River Bluffs LRT Regional Trail, a part of the Three River Park District's high-quality trail network which helps attract and retain businesses and workers.

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

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

This project will maintain the future use of a regional trail which serves several subsidized and naturally occurring housing developments, providing opportunities for active transportation. If feasible, the new structure will also provide facilities for people walking and biking.

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

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

Reconstruction will allow for a design that better suits the surrounding suburban area. Dedicated facilities for people walking and biking will promote choices in transportation and connect residents of nearby developments to existing trails. Replacing this key bridge asset will ensure the area remains attractive for future residential development 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.

1. Hennepin County Board Resolution 22-0109
(Attachment 7)

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

Website: [hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/comp-plan-2040-2-transportation.pdf](https://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/comp-plan-2040-2-transportation.pdf)

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

Website: [hennepin.us/climate-action/-/media/climateaction/hennepin-county-climate-action-plan-final.pdf](https://www.hennepin.us/climate-action/-/media/climateaction/hennepin-county-climate-action-plan-final.pdf)

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

4. Hennepin County Complete Streets Policy

Website: [hennepin.us/completestreets](https://www.hennepin.us/completestreets)

5. Hennepin County Bike Plan (page 36)

Website: [hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf](https://www.hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf)

6. Hennepin County Pedestrian Plan (page 8)

Website: [hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf](https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf)

7. Aspire Eden Prairie 2040, Transportation

Chapter (pages 20-21)

Website:

edenprairie.org/home/showpublisheddocument/15138/637081248343500000

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2022 funding cycle).

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 08/31/2015

hennepin.us/-
/media/hennepinus/residents/transportation/docum
ents/ada-sidewalk-transition-plan.pdf

Link to plan:

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

Roadways Including Multimodal Elements

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

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

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

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

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

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

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

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

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

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$199,000.00
Removals (approx. 5% of total cost)	\$199,000.00
Roadway (grading, borrow, etc.)	\$31,000.00
Roadway (aggregates and paving)	\$77,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$60,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$14,000.00
Traffic Control	\$199,000.00
Striping	\$30,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$3,620,000.00
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	\$1,340,000.00
Other Roadway Elements	\$0.00
Totals	\$5,809,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$58,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$30,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$33,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$141,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00

Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$5,950,000.00
Construction Cost Total	\$5,950,000.00
Transit Operating Cost Total	\$0.00

Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing: Approximately 1.9 miles (CSAH 61 to the south)

CSAH 1 (Pioneer Trl) serves east/west trips between Chanhassen in Carver County and Eden Prairie in Hennepin County. The roadway generally includes one lane in each direction, and can provide an alternate route to CSAH 61 (Flying Cloud Dr), which has a functional class of A-Minor Arterial (Expander), and Highway 212, a Principal Arterial. A map illustrating potential alternate routes is included in Attachment 8. Staff identified CSAH 61 (Flying Cloud Dr) as the closest parallel A-Minor Arterial roadways that can provide users with a similar connection between Carver and Hennepin counties.

Explanation:

CSAH 61 (Flying Cloud Dr) and Highway 212, both via Great Plains Blvd, can also serve as alternate routes for users when the CSAH 1 (Pioneer Trl) Bridge is under construction in order to avoid diverting traffic onto collector and local streets.

During construction, people walking and biking along the Minnesota River Bluffs LRT Regional Trail will be able to enter/exit the trail by continuing an additional 500 ft south to another multi-use trail (approximately 540 ft) that connects to Trails End Rd and several local streets.

Additionally, staff will coordinate with traffic operations staff at MnDOT, Carver County, and the City of Eden Prairie to better coordinate detours during construction activities.

(Limit 2,800 characters; approximately 400 words)

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

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

Existing Employment within 1 Mile: 1555

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 83

Existing Post-Secondary Students within 1 Mile: 0

Upload Map

1648236967695_2022 RS Map 02 - CSAH 1 (Pioneer Trl)
Bridge Replacement Project - Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Regional Truck Corridor Tiers

Along Tier 1:

(65 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 2:

(60 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

Along Tier 3:

(55 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

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

(10 Points)

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

(0 Points)

Measure A: Current Daily Person Throughput

Location CSAH 1 east of county line (SEQ # 42637)

Current AADT Volume 4150.0

Existing Transit Routes on the Project: N/A

Select all transit routes that apply.

Upload "Transit Connections" map

1648237420702_2022 RS Map 04 - CSAH 1 (Pioneer Trl)
Bridge Replacement Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 5395.0

Measure B: 2040 Forecast ADT

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

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

As of time of application submittal, county staff have not yet begun public engagement activities relative to this project. Hennepin County will engage key project stakeholders, including local residents, the City of Eden Prairie, Carver County, Three Rivers Park District, users of the Minnesota River Bluffs LRT Regional Trail, and the traveling public during the planning and design stage of the project.

Formal relationships will be maintained with critical stakeholders, particularly with Three Rivers Park District, users of the Minnesota River Bluffs LRT Regional Trail, and residents who rely on the bridge for access to vital destinations and services. Since the project is occurring in the suburban edge of Hennepin County, communication related to the project status during the construction stages is most critical to keep residents informed in how their transportation commutes may be impacted.

Hennepin County will provide project updates across multiple communication streams; including a project website, mobile texts, social media, and portable message display boards prior to construction activities as applicable. Outreach efforts will likely include staff from the county's Communications Team to ensure the use of best practices and plain language during all public engagement efforts. Special focus will be placed on engaging education centers such as Cedar Ridge Elementary School to mitigate disruptions to student transportation during project construction and to ensure the final design promotes safety for families in the project area.

Response:

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

This bridge replacement will include multiuse trail where none exists today and improve access to the Minnesota River Bluffs LRT Regional Trail, which passes beneath the bridge. Although the existing bridge has shoulders on both sides, there are no dedicated facilities for people walking or biking. Improving access to the regional trail can help reduce disparities in physical activity and health outcomes of BIPOC. The trail also creates a nonmotorized connection to the trail network in Carver County. As shown in Attachment 9, the Socio-Economic Equity Map, CSAH 1 (Pioneer Trl) provides connections to nearby lakes, parks, and conservation areas.

Response:

Increased noise and impacts to the roadway are anticipated during construction. The contractor will be required to follow temporary traffic control plans which specify detour routes for all people traveling through the corridor. Access to adjacent residential streets will be critical, and staff will seek out opportunities to minimize the duration and magnitude of impacts to nearby residents during construction.

Hennepin County has a specialized communications team who are responsible for managing a phone hotline and project website during the design and construction phases of the project. The team will be responsible for responding to questions and concerns from residents who live and work in the area.

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

Measure C: Affordable Housing Access

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

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

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

Five units of publicly subsidized rental housing were identified in census tracts within 0.5 miles of the project area and the CSAH 1 (Pioneer Trl) Bridge Replacement Project will replace a key asset that provides grade separation over the Minnesota River Bluffs LRT Regional Trail. Maintained by Three Rivers Park District, the trail connects to both naturally occurring affordable housing and subsidized housing which are approximately within a 20-minute bicycle ride from the project area.

Response:

Trail Pointe Ridge is a recently developed senior housing project which provides 53 affordable units with direct frontage to the Minnesota River Bluffs Trail. Brandondale Chaska Mobile Home Park (with 345 occupied units) and Riverview Terrace Mobile Home Park (with 250 occupied units) represent two significant un-subsidized sources of affordable housing which have off-street connections to the Minnesota River Bluffs LRT Regional Trail and are within a 3 mile bike ride of the project area. Residents of these two manufactured housing developments could utilize the crossing under the CSAH 1 (Pioneer Trl) Bridge to access Lake Riley, a regional recreational destination and for access to the greater Three River Park District trail system. Attachment 10 provides a high-level overview of subsidized housing locations proximate to the project area. Note that no affordable housing location shown is within 0.5 mile of the proposed project, however, the map is provided for context purposes.

The proposed project will also examine opportunities for improved bike connections from the Minnesota River Bluffs LRT Regional Trail and CSAH 1 (Pioneer Trl). It should be noted that Carver County is submitting an application in the bikeway category to make improvements to the

Minnesota River Bluffs LRT Regional Trail in the vicinity of this bridge project.

Currently the bridge does not have any accommodations for people walking and biking. For residents of naturally occurring affordable housing in the project area not identified in any one development (such as original single-family homes), this would allow for greater multi-modal access along CSAH 1 (Pioneer Trl) to educational destinations such as Cedar Ridge Elementary.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

Yes

Upload the Socio-Economic Conditions map used for this measure.

1646929961155_2022 RS Map 03 - CSAH 1 (Pioneer Trl) Bridge Replacement Project - Socio Economic Conditions.pdf

Measure A: Bridge Condition

5.0

4.0

6.0

0

0

Lowest National Bridge Inventory Condition Rating:

4.0

Upload Structure Inventory Report

1649853729319_Attachment 03 - Minnesota Structure Inventory Report.pdf

Please upload attachment in PDF form.

Measure A: Infrastructure Age

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

Measure A: Multimodal Elements and Existing Connections

The CSAH 1 (Pioneer Trl) Bridge Replacement will connect people walking, biking and using mobility devices with the Minnesota River Bluffs LRT Regional Trail, an RBTN Tier 1 route, as well as connect Carver and Hennepin counties with a new multiuse facility that is physically separated from the general travel lanes. The Minnesota River Bluffs LRT Regional Trail connects through Eden Prairie, Hopkins, St. Louis Park, and Minneapolis via a dedicated corridor, providing both transportation and recreation for people biking and walking. Attachment 11 illustrates key multimodal connections near the proposed project.

Response:

The bridge replacement will construct approximately 800 feet of new facilities for people walking and biking on the north side (part of the RBTN Tier 2), and connect to an existing trail into Carver County. The new bridge will provide space for future trail connections. Also, the new bridge will include shoulders that will reduce road spray and eliminate the occurrence of constrained widths caused by snow and ice control operations. Bicycle and pedestrian traffic today utilize a five-foot shoulder with no protection across the bridge and a gravel shoulder to the east of the bridge structure. The connection to the regional trail improves safety for people walking and biking by providing people with an off-street option where none exists today.

The bridge also links to a crossing of a regional bicycle barrier crossing improvement area 1,300 feet to the east, where CSAH 1 (Pioneer Trl) crosses Riley Creek. Currently that crossing is not adequate for biking and walking as CSAH 1 (Pioneer Trl) remains in its original built condition from the 1950s as a two-lane rural roadway, however, a future reconstruction of the roadway is expected to overcome the barrier across Riley

Creek. The next nearest grade-separated crossing of the Minnesota River Bluffs LRT Regional Trail is located at Great Plains Blvd in Carver County. At this time, no fixed-route transit service operates along this section of CSAH 1 (Pioneer Trl).

This project will forward the goals in the county's ADA Transition Plan. The new multiuse trails and sidewalk will be accessible and follow the intent of ADA by providing facilities available to everyone where none exists today.

The bridge reconstruction will also benefit people walking and biking underneath the structure along the Minnesota River Bluffs LRT Regional Trail by reducing the likelihood of debris falling from the bridge structure. It should be noted that Carver County is submitting an application in the bikeway category to make improvements to the Minnesota River Bluffs LRT Regional Trail in the vicinity of this bridge project. Lastly, construction will be coordinated to minimize disruption to regional trail users.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

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

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

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

Yes

0%

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

This project was selected for pursuit of Regional Solicitation funding based on its overall asset condition. No public outreach has taken place at this time, but it is expected to occur during the design phase of this project. Given the bridge's proximity to the Minnesota River Bluffs LRT Regional Trail and a future Carver County trail preservation project, outreach is likely to be coordinated among Hennepin County, Carver County, Eden Prairie, and Three Rivers Park District.

Response:

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649096455383_Attachment 06 - Potential Concept.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,950,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,950,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	76 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	112 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	414 KB
Attachment 03 - Minnesota Structure Inventory Report.pdf	Attachment 03 - Minnesota Structure Inventory Report	96 KB
Attachment 04 - Existing Bridge Condition Photos.pdf	Attachment 04 - Existing Bridge Condition Photos	141 KB
Attachment 05 - Potential Typical Section.pdf	Attachment 05 - Potential Typical Section	117 KB
Attachment 06 - Potential Concept.pdf	Attachment 06 - Potential Concept	712 KB
Attachment 07 - Hennepin County Board Resolution 22-0109.pdf	Attachment 07 - Hennepin County Board Resolution 22-0109	385 KB
Attachment 08 - Alternate Routes Map.pdf	Attachment 08 - Alternate Routes Map	422 KB
Attachment 09 - Socio-Economic Equity Map.pdf	Attachment 09 - Socio-Economic Equity Map	98 KB
Attachment 10 - Affordable Housing Access Map.pdf	Attachment 10 - Affordable Housing Access Map	133 KB
Attachment 11 - Multimodal Connections Map.pdf	Attachment 11 - Multimodal Connections Map	417 KB
Attachment 12 - City of Eden Prairie Support Letter.pdf	Attachment 12 - City of Eden Prairie Support Letter	220 KB
Attachment 13 - Carver County Support Letter.pdf	Attachment 13 - Carver County Support Letter	96 KB

Regional Economy

Bridges Project: CSAH 1 (Pioneer Trl) Bridge Replacement Project | Map ID: 1646869735682

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

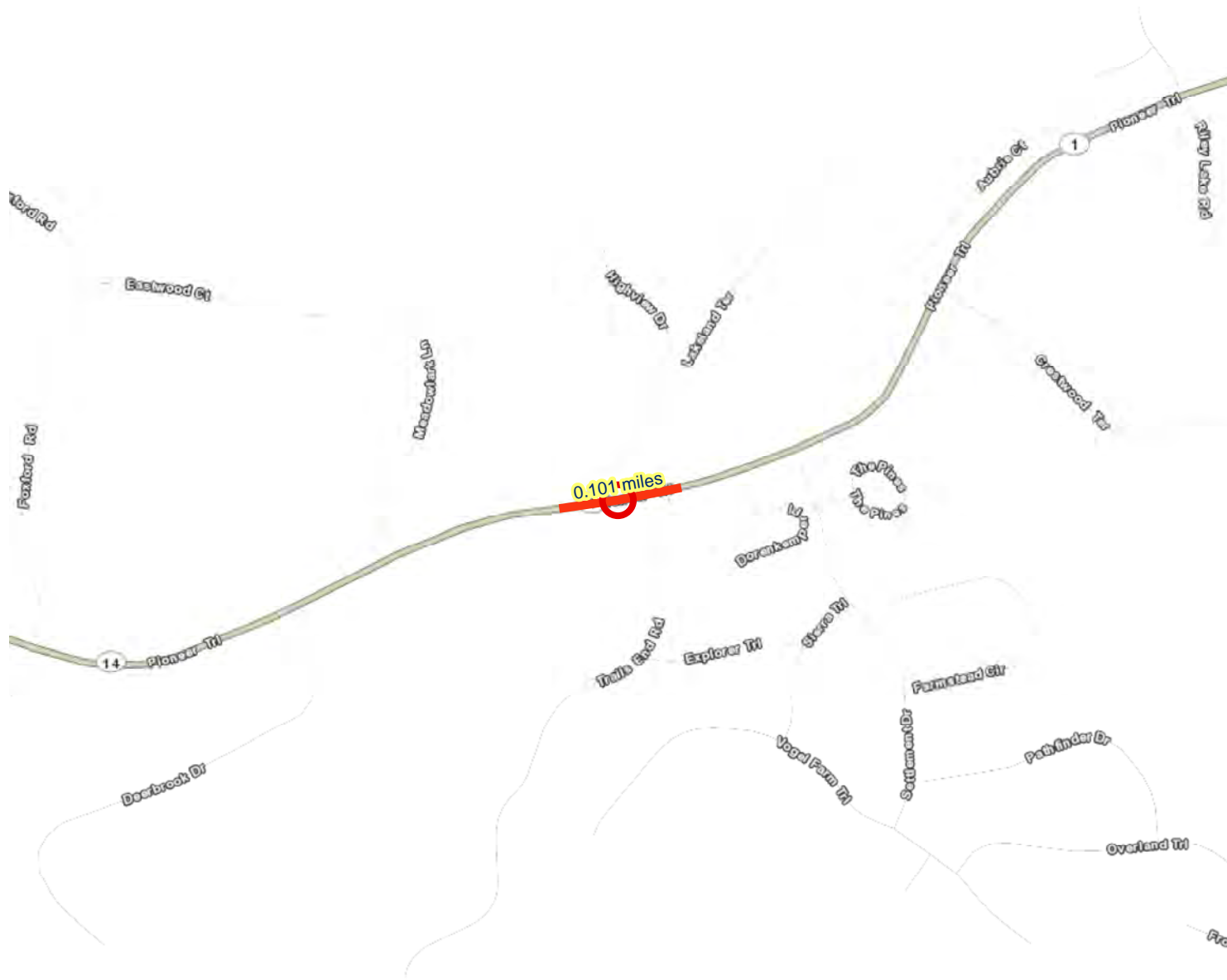
Totals by City:

Chanhassen

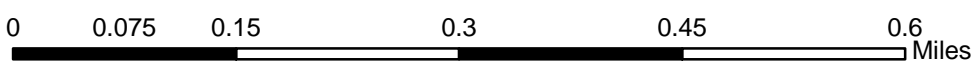
Population: 1664
Employment: 1040
Mfg and Dist Employment: 66

Eden Prairie

Population: 4995
Employment: 515
Mfg and Dist Employment: 17



	Project Points		Manufacturing/Distribution Centers
	Project		Job Concentration Centers



Created: 3/9/2022
LandscapeRSA5



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



Transit Connections

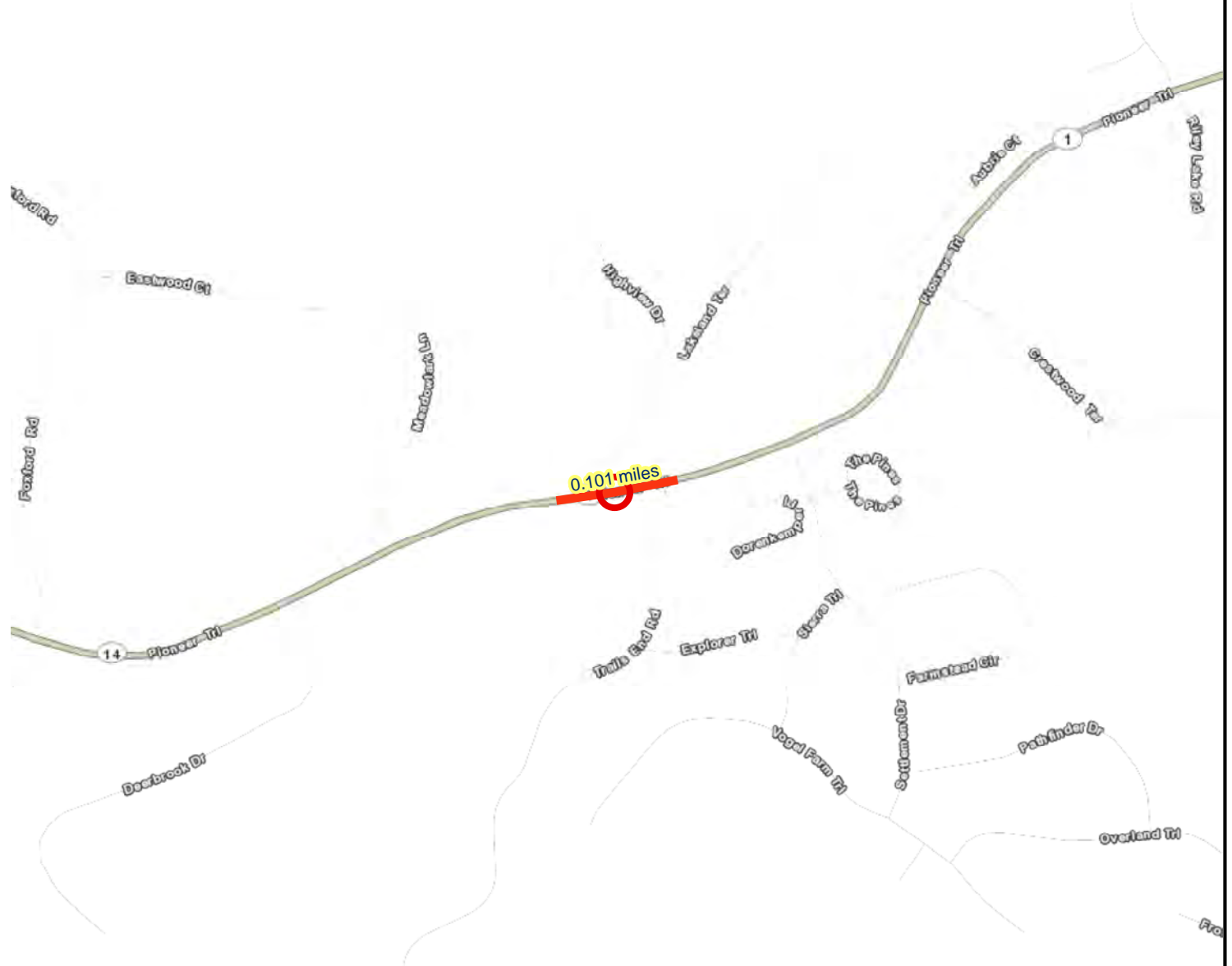
Bridges Project: CSAH 1 (Pioneer Trl) Bridge Replacement Project | Map ID: 1646869735682

Results

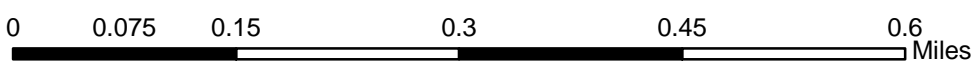
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 4



Project Points	Commuter Rail	Commuter Rail	Dedicated Bus Rapid Transit	Arterial Bus Rapid Transit	Modern Streetcar
Project	Dedicated Bus Rapid Transit	Dedicated Bus Rapid Transit	Highway Bus Rapid Transit	Commuter Rail	Undetermined
Project Area	Highway Bus Rapid Transit	Highway Bus Rapid Transit	Light Rail	Dedicated Bus Rapid Transit	Highway Bus Rapid Transit
Active Stop	Light Rail	Light Rail	Modern Streetcar	Highway Bus Rapid Transit	Light Rail
Arterial Bus Rapid Transit	Arterial Bus Rapid Transit	Arterial Bus Rapid Transit	Undetermined		



Created: 3/9/2022
LandscapeRSA3



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Socio-Economic Conditions

Bridges Project: CSAH 1 (Pioneer Trl) Bridge Replacement Project | Map ID: 1646869735682

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



○ Points ■ Area of Concentrated Poverty

— Lines



Created: 3/9/2022
LandscapeRSA2



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CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 03 | Minnesota Structure Inventory Report

Bridge ID: 27542

PIONEER TRAIL over HCRRA

Date: 04/04/2022

+ GENERAL +	+ ROADWAY ON BRIDGE +	+ INSPECTION +
Agency Br. No. Crew District METRO Maint. Area County 27 - HENNEPIN City EDEN PRAIRIE Township Desc. Loc. 4.0 MI W OF JCT TH 169 Sect., Twp., Range 30 - 116N - 22W Latitude 44d 49m 39.59s Longitude 93d 31m 12.32s Custodian COUNTY Owner COUNTY Insp Responsibility HENNEPIN COUNTY Year Built 1975 Date Opened to Traffic 01-01-1975 MN Year Remodeled FHWA Year Reconstructed Bridge Plan Location COUNTY Potential ABC N.A.	Facility CSAH 1 Functional Class URB/MINOR ART ADT (YEAR) 4,150 (2016) HCADT National Highway System N Route Sys/Nbr (TIS) CSAH 1 Ref. Point (TIS) 000+00.040 Detour Length 3 mi. Lanes 2 Lanes ON Bridge Control Section (TH Only) Function MAINLINE Type 2 WAY TRAF Bridge Match ID 1 Roadway Key 1-ON + RDWY DIMENSIONS ON BRIDGE + If Divided NB-EB SB-WB Roadway Width 44.0 ft Vertical Clearance Max. Vert. Clear. Horizontal Clear. Appr. Surface Width 44.0 ft Bridge Roadway Width 44.0 ft Median Width on Bridge NA + MISC. BRIDGE DATA + Structure Flared NO Parallel Structure NONE Field Conn. ID BOLTED Cantilever ID Foundations Abut. CONC - FTG PILE Pier CONC - FTG PILE Historic Status NOT ELIGIBLE On - Off System ON + PAINT + Year Painted 1975 Painted Area 18,770 sf Primer Type UNKN Finish Type 3309-UNPAINTED + BRIDGE SIGNS + Posted Load NOT REQUIRED Traffic NOT REQUIRED Horizontal OBJECT MARKERS Vertical NOT APPLICABLE	Deficient Status S.D. Local Planning Index 58 Last Routine Insp Date 06-23-2021 Routine Insp Frequency 12 Inspector Name HENNEPIN COUNTY Status A-OPEN + NBI CONDITION RATINGS + Deck 5 Superstructure 4 Substructure 6 Channel N Culvert N + NBI APPRAISAL RATINGS + Structure Evaluation 4 Deck Geometry 7 Underclearances 7 Waterway Adequacy N Approach Alignment 7 + SAFETY FEATURES + Bridge Railing 1-MEETS STANDARDS GR Transition 1-MEETS STANDARDS Appr. Guardrail 1-MEETS STANDARDS GR Termini 0-SUBSTANDARD + SPECIAL INSPECTIONS + Frac. Critical N Underwater N Pinned Asbly. N + WATERWAY + Drainage Area Waterway Opening Navigation Control NOT APPL Pier Protection Nav. Vert./Horz. Clr. Nav. Vert. Lift Bridge Clear. MN Scour Code A-NON WATERWAY Scour Evaluation Year 1991 + CAPACITY RATINGS + Design Load HS 20 Operating Rating HS 47.40 Inventory Rating HS 28.40 Posting Rating Date 04-08-2015 Overweight Permit Codes A: N B: N C: N
+ STRUCTURE +		
Service On HIGHWAY Service Under PED;BICYCLE Main Span Type CSTL BEAM SPAN Main Span Detail Appr. Span Type Appr. Span Detail Skew 47R Culvert Type Barrel Length Number of Spans MAIN: 3 APPR: 0 TOTAL: 3 Main Span Length 89.0 ft Structure Length 235.7 ft Deck Width 48.2 ft Deck Material C-I-P CONCRETE Wear Surf Type LOW SLUMP CONC Wear Surf Install Year 2001 Wear Course/Fill Depth 0.16 ft Deck Membrane NONE Deck Rebars NONE Deck Rebars Install Year Structure Area 11,361 sq ft Roadway Area 10,366 sq ft Sidewalk Width - L/R Curb Height - L/R 0.50 ft 0.50 ft Rail Codes - L/R 03 03		

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 06 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 1 (Pioneer Trl) Bridge Replacement Project

List of Attachments

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

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 01 | Project Narrative

Project Name

CSAH 1 (Pioneer Trl) Bridge Replacement Project

City(ies)

Eden Prairie

Commissioner District(s)

5

Capital Project Number

CP 2181200

Project Category

Bridge Replacement

Scoping Manager

James Weatherly

Scoping Form Revision Dates

4/13/2022

Project Summary

Replace Bridge #27542 along Pioneer Trail (CSAH 1) over the Minnesota River Bluffs LRT Regional Trail in the City of Eden Prairie.

Roadway History

The existing bridge (built in 1975) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that are aging, but are in relatively fair condition. The bearings supporting the superstructure are in very poor condition and restrict thermal movement. Because the bridge cannot expand and contract, the deck and beams have experienced accelerated wear and deterioration. This condition has reduced the service life of the structure. The local planning index (LPI) for this bridge is 58.

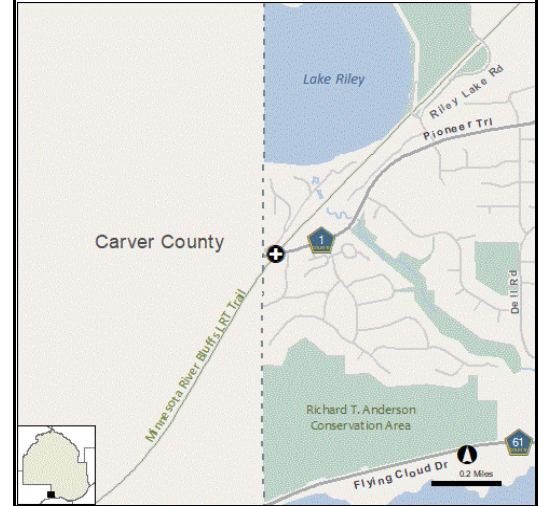
Project Description and Benefits

This project will provide a full replacement of the existing bridge. The current width is approximately 48' wide and provides one vehicle travel lane in each direction, along with a painted median and an approximately 8' wide shoulder on each side. The configuration of the new bridge will provide a dedicated space for multimodal users along the corridor as people walking and biking along the Minnesota River Bluffs LRT Regional Trail are expected to utilize this bridge as it is located near a trail entrance. It is anticipated that the new bridge will be designed to provide a 75-year (or greater) service life.

Project Risks & Uncertainties

Coordination of bridge design and construction detours will take place among the City of Eden Prairie, Carver County, and Three Rivers Park District.

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	4,580,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	4,960,000
Design Services: \$	740,000
R/W Acquisition: \$	110,000
Other (Utility Burial): \$	-
Construction Services: \$	500,000
Contingency: \$	1,490,000
Total Project Budget: \$	7,800,000

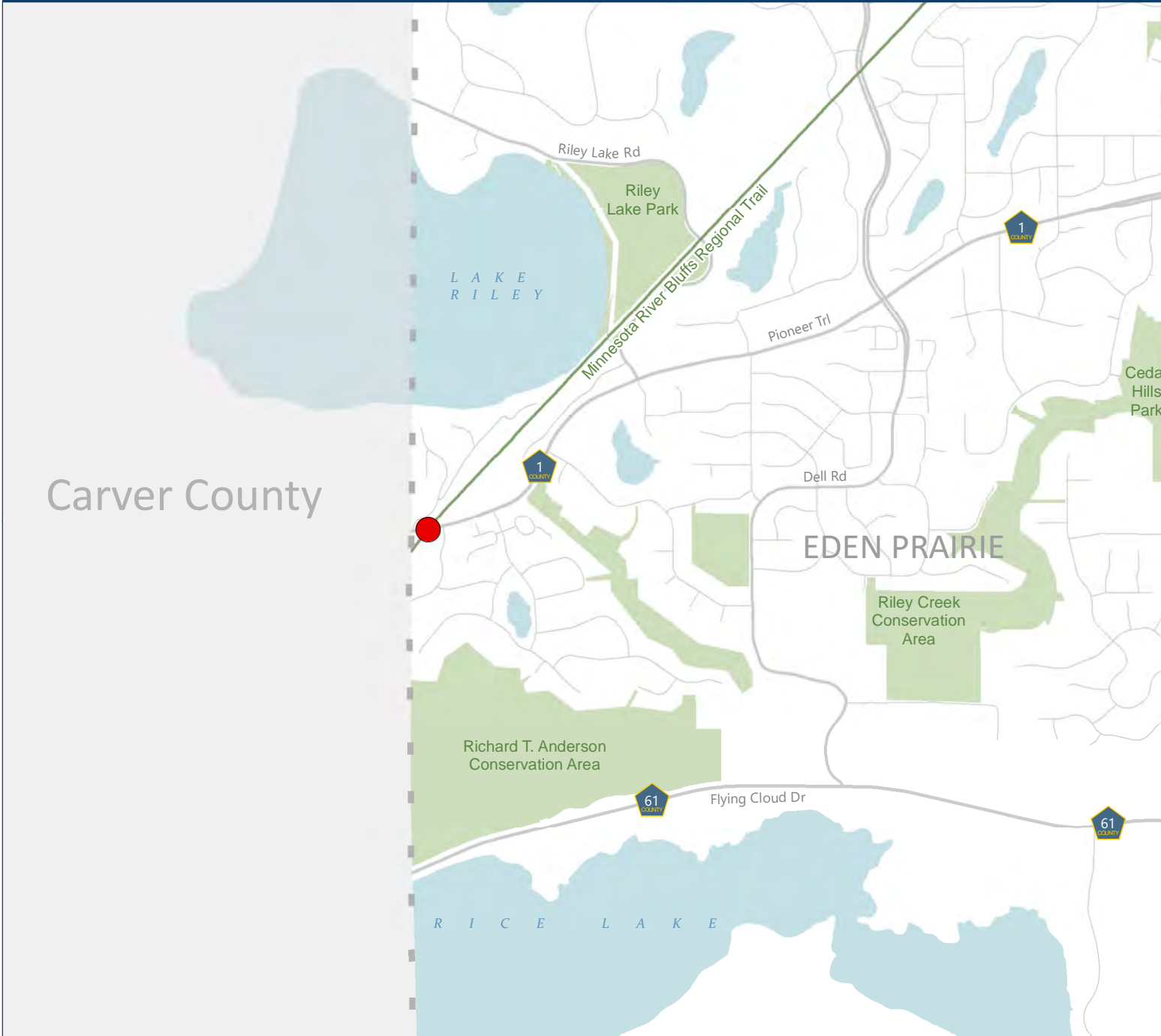
Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge's current condition and the roadway's functional classification (A-Minor Arterial - Reliever).

CSAH 1 (Pioneer Trl) Bridge Replacement Project

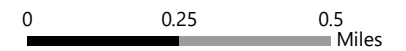
Attachment 02 | Project Location Map

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: 4/8/2022



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 03 | Minnesota Structure Inventory Report

Bridge ID: 27542

PIONEER TRAIL over HCRRA

Date: 04/04/2022

+ GENERAL +	+ ROADWAY ON BRIDGE +	+ INSPECTION +
Agency Br. No. Crew District METRO Maint. Area County 27 - HENNEPIN City EDEN PRAIRIE Township Desc. Loc. 4.0 MI W OF JCT TH 169 Sect., Twp., Range 30 - 116N - 22W Latitude 44d 49m 39.59s Longitude 93d 31m 12.32s Custodian COUNTY Owner COUNTY Insp Responsibility HENNEPIN COUNTY Year Built 1975 Date Opened to Traffic 01-01-1975 MN Year Remodeled FHWA Year Reconstructed Bridge Plan Location COUNTY Potential ABC N.A.	Facility CSAH 1 Functional Class URB/MINOR ART ADT (YEAR) 4,150 (2016) HCADT National Highway System N Route Sys/Nbr (TIS) CSAH 1 Ref. Point (TIS) 000+00.040 Detour Length 3 mi. Lanes 2 Lanes ON Bridge Control Section (TH Only) Function MAINLINE Type 2 WAY TRAF Bridge Match ID 1 Roadway Key 1-ON + RDWY DIMENSIONS ON BRIDGE + If Divided NB-EB SB-WB Roadway Width 44.0 ft Vertical Clearance Max. Vert. Clear. Horizontal Clear. Appr. Surface Width 44.0 ft Bridge Roadway Width 44.0 ft Median Width on Bridge NA	Deficient Status S.D. Local Planning Index 58 Last Routine Insp Date 06-23-2021 Routine Insp Frequency 12 Inspector Name HENNEPIN COUNTY Status A-OPEN + NBI CONDITION RATINGS + Deck 5 Superstructure 4 Substructure 6 Channel N Culvert N + NBI APPRAISAL RATINGS + Structure Evaluation 4 Deck Geometry 7 Underclearances 7 Waterway Adequacy N Approach Alignment 7 + SAFETY FEATURES + Bridge Railing 1-MEETS STANDARDS GR Transition 1-MEETS STANDARDS Appr. Guardrail 1-MEETS STANDARDS GR Termini 0-SUBSTANDARD + SPECIAL INSPECTIONS + Frac. Critical N Underwater N Pinned Asbly. N
+ STRUCTURE + Service On HIGHWAY Service Under PED;BICYCLE Main Span Type CSTL BEAM SPAN Main Span Detail Appr. Span Type Appr. Span Detail Skew 47R Culvert Type Barrel Length Number of Spans MAIN: 3 APPR: 0 TOTAL: 3 Main Span Length 89.0 ft Structure Length 235.7 ft Deck Width 48.2 ft Deck Material C-I-P CONCRETE Wear Surf Type LOW SLUMP CONC Wear Surf Install Year 2001 Wear Course/Fill Depth 0.16 ft Deck Membrane NONE Deck Rebars NONE Deck Rebars Install Year Structure Area 11,361 sq ft Roadway Area 10,366 sq ft Sidewalk Width - L/R Curb Height - L/R 0.50 ft 0.50 ft Rail Codes - L/R 03 03	 + MISC. BRIDGE DATA + Structure Flared NO Parallel Structure NONE Field Conn. ID BOLTED Cantilever ID Foundations Abut. CONC - FTG PILE Pier CONC - FTG PILE Historic Status NOT ELIGIBLE On - Off System ON + PAINT + Year Painted 1975 Painted Area 18,770 sf Primer Type UNKN Finish Type 3309-UNPAINTED + BRIDGE SIGNS + Posted Load NOT REQUIRED Traffic NOT REQUIRED Horizontal OBJECT MARKERS Vertical NOT APPLICABLE	 + WATERWAY + Drainage Area Waterway Opening Navigation Control NOT APPL Pier Protection Nav. Vert./Horz. Clr. Nav. Vert. Lift Bridge Clear. MN Scour Code A-NON WATERWAY Scour Evaluation Year 1991 + CAPACITY RATINGS + Design Load HS 20 Operating Rating HS 47.40 Inventory Rating HS 28.40 Posting Rating Date 04-08-2015 Overweight Permit Codes A: N B: N C: N

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 04 | Existing Bridge Condition Photos



Side profile of existing bridge



Existing roadway surface, demonstrating cracks and a lack of pedestrian or bicycle facilities

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 04 | Existing Bridge Condition Photos



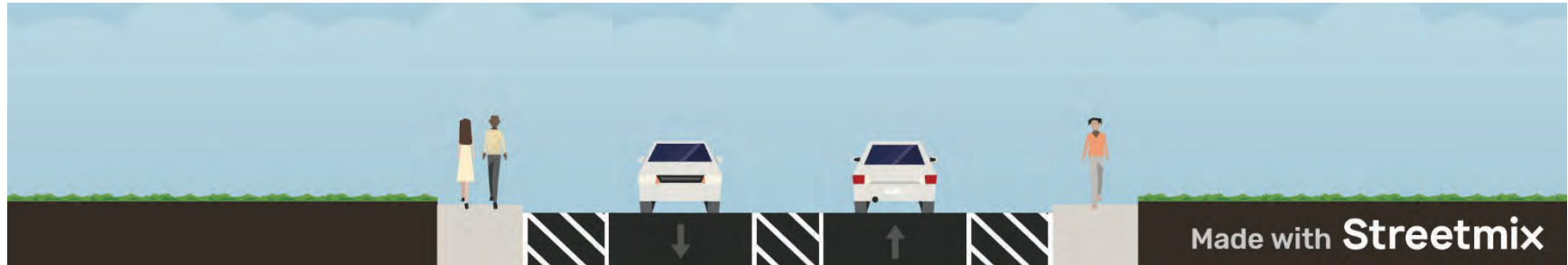
Concrete spalling and cracking as shown from the Minnesota River Bluffs LRT Regional Trail below CSAH 1.



(Left) Cracked concrete at the base of the CSAH 1 bridge piers

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 05 | Potential Typical Section



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 06 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 7 - Hennepin County Board Resolution 22-0109



Hennepin County, Board of Commissioners

RESOLUTION 22-0109

2022

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

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

Roadway Reconstruction/Modernization

Projects programmed in the 2022-2026 CIP:

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

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

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

Bridge Rehabilitation/Replacement

Project programmed in the 2022-2026 CIP:

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

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

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

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

Project partially programmed in the 2022-2026 CIP:

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

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

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

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

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

Mobility and Safety

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

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

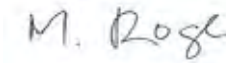
The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

**County of Hennepin
Board of County Commissioners**

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

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

ATTEST:



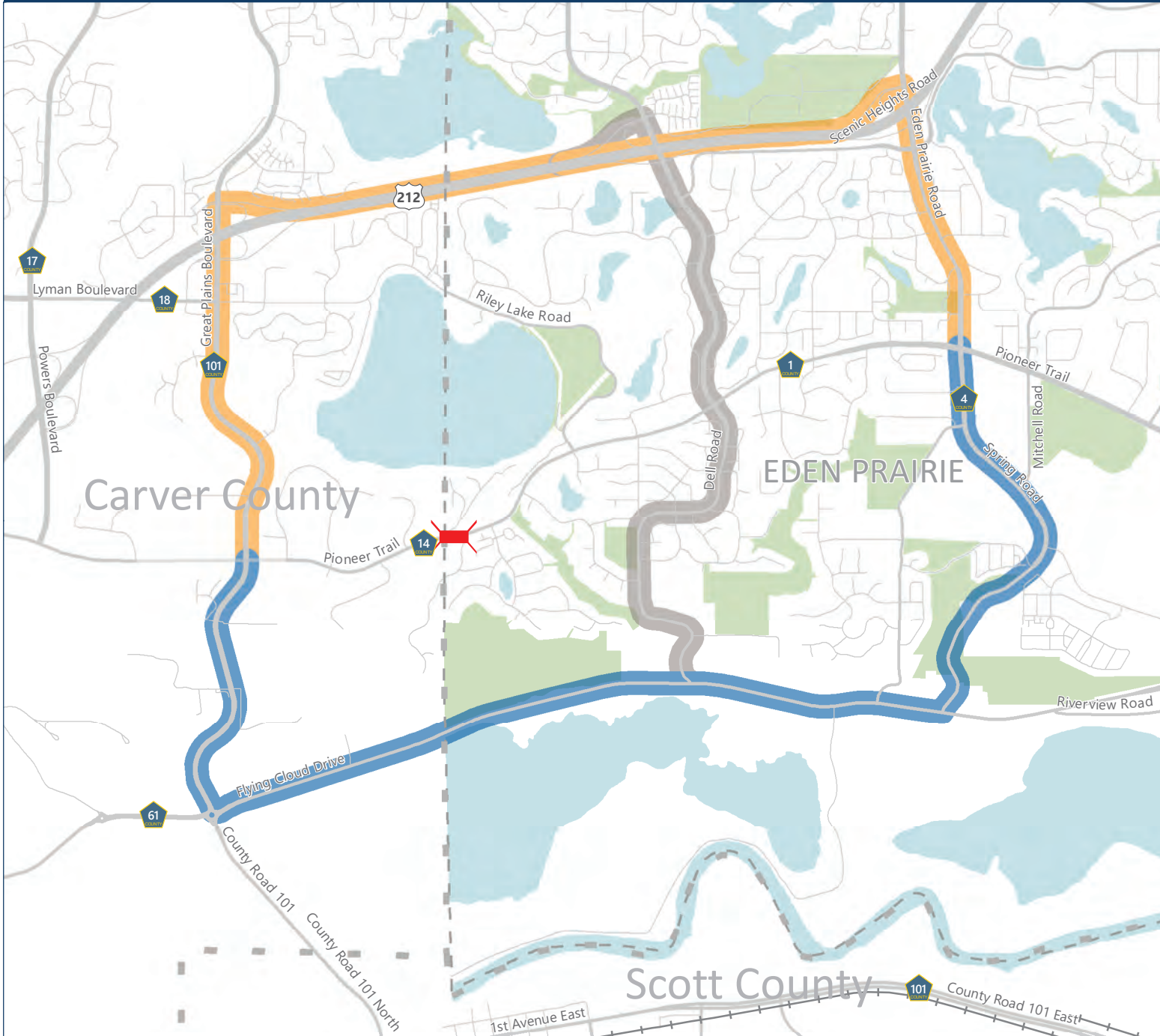
Deputy/Clerk to the County Board







CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 08 | Alternate Routes Map

HENNEPIN COUNTY
MINNESOTA



Key

-  Project Location
-  Dell Rd Collector Route
-  Flying Cloud Rd Route
-  TH 212 Arterial 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.

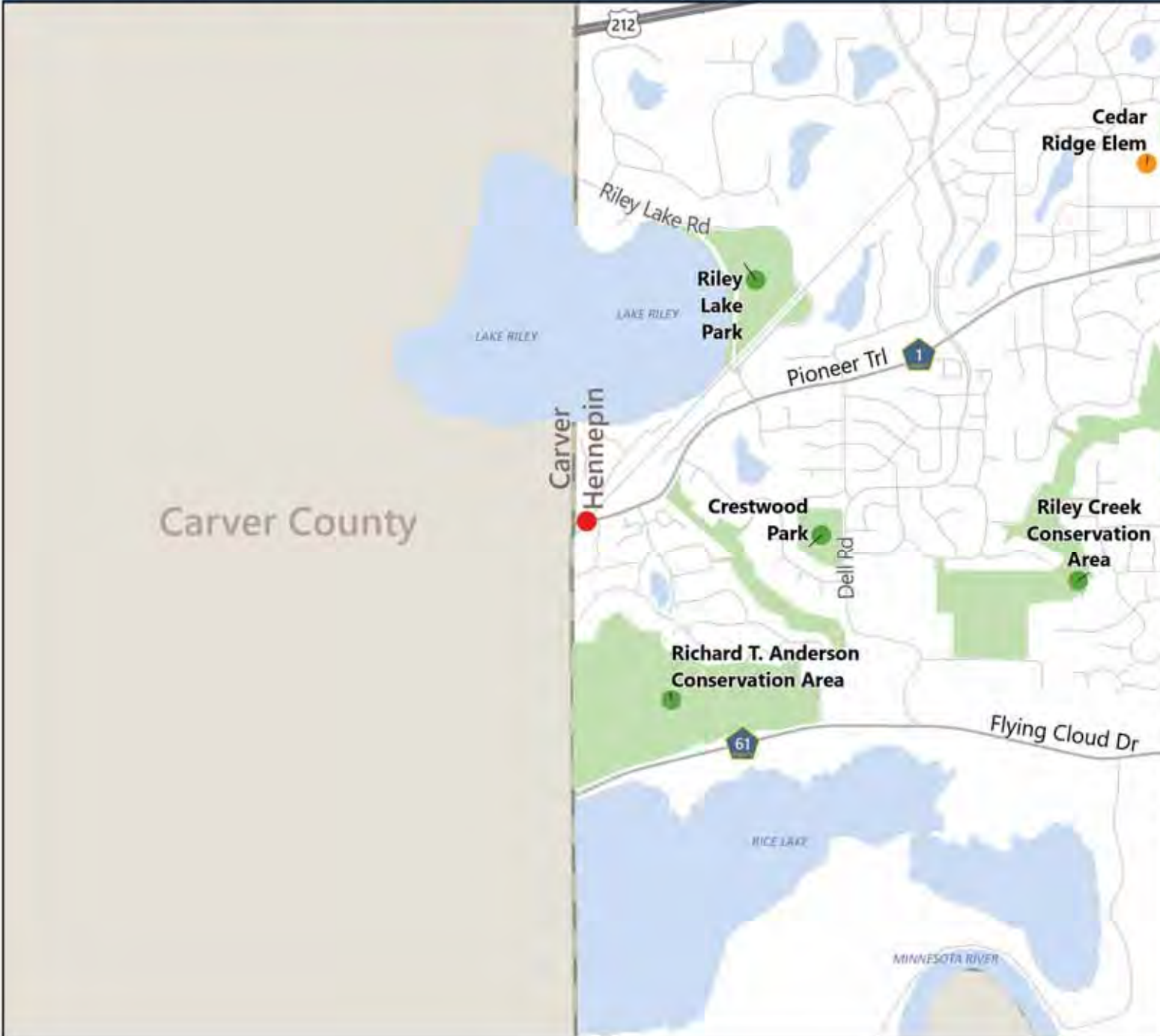
Published date: 3/30/2022



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 09 | Socio-Economic Equity Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Resource Category

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

0 0.25 0.5 Miles

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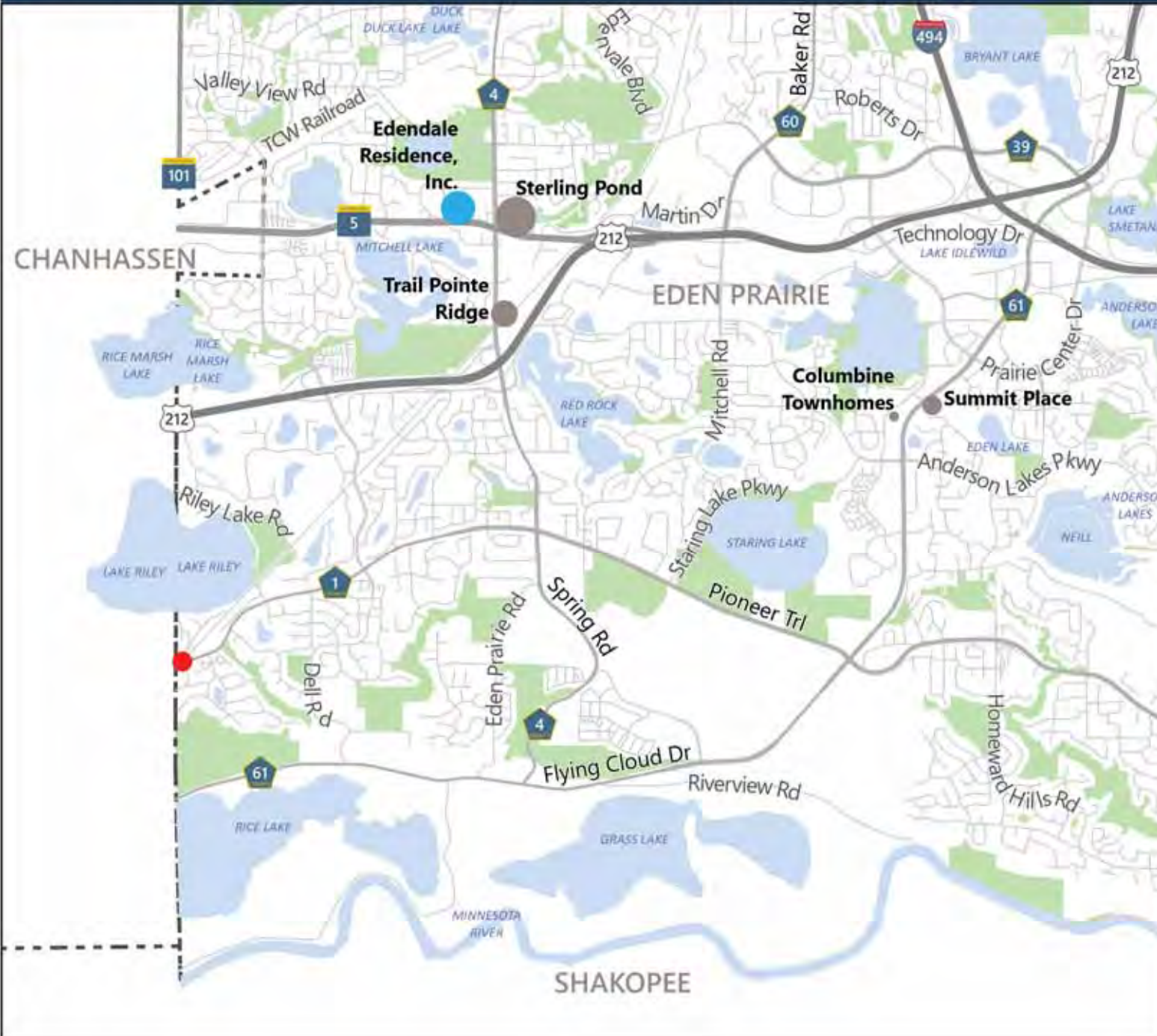
Published date: 3/30/2022



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 10| Affordable Housing Access Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Population Served

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

Affordable Units

- 1-30
- 31-40
- 41-55
- 56-70

Construction Status

- Existing Affordable Housing
- ⊕ Proposed or Under Construction

0 0.5 1 Miles

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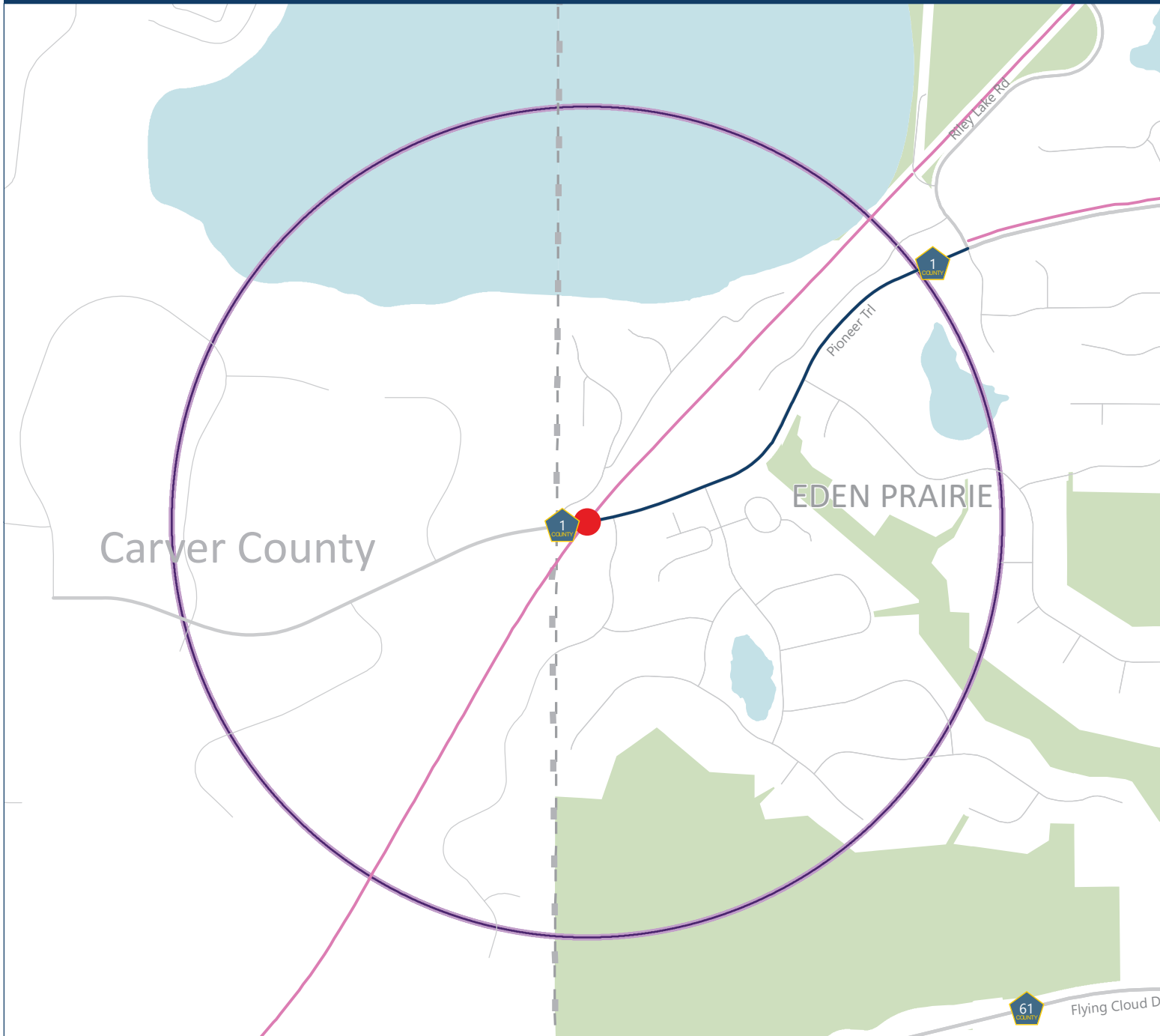
Published date: 2/28/2022



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 11 | Multimodal Connections Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location
- 1/2 Mi Buffer

Bikeways

- Off-Street
- On-Street



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Published date: 3/21/2022



CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 12 | City of Eden Prairie Support Letter



OFC 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

March 23, 2022

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

Dear Ms. Stueve:

The City of Eden Prairie expresses its support for Hennepin County's Regional Solicitation federal funding application for the replacement of Bridge #27542 along CSAH 1 (Pioneer Trail) over the Minnesota River Bluffs LRT Regional Trail in Eden Prairie

This project will involve the replacement of Bridge #27542 over the Minnesota River Bluffs LRT Regional Trail that is nearing the end of its useful life. This project presents an opportunity to preserve a critical asset that provides for better accommodations for walking, biking, and driving through the area; thereby enhancing the livability and quality of life for Eden Prairie and Hennepin County residents; as well as providing an enhanced connection to Carver County.

The City of Eden Prairie acknowledges that the city will likely be required to participate in a portion of the costs for this project as outlined in the county's cost participation policy and based on the value received from the bridge replacement. However, at this time we cannot support the estimated city contribution of \$643,000 as provided. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

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

Sincerely,

Rodney W. Rue, P.E.
City Engineer

C: Robert Ellis, P.E., P.T.O.E.
Director of Public Works



Office of County Commissioners
Carver County Government Center
Human Services Building
602 East Fourth Street
Chaska, MN 55318-1202
Phone: 952 361-1510
Fax: 952 361-1581

April 12, 2022

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

**RE: Letter of Support for Hennepin County Bridge Replacement Project on Pioneer Trail 2022
Regional Solicitation Application**

Dear Ms. Stueve,

Carver County hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the replacement of Bridge #27542 along CSAH 1 (Pioneer Trail) over the Minnesota River Bluffs LRT Regional Trail in Eden Prairie.

This project will involve the replacement of Bridge #27542 over the Minnesota River Bluffs LRT Regional Trail that is nearing the end of its useful life. This project presents an opportunity to preserve a critical asset to better accommodate people walking, biking, and driving through the area; thereby enhancing the livability and quality of life for Carver County and Hennepin County residents.

Carver County acknowledges that Hennepin County is pursuing federal funding to replace Bridge #27542 along CSAH 1 (Pioneer Trail) in Eden Prairie and that the County may be required to cost participate in the project as outlined in the Hennepin County cost participation policy, should the project limits extend into Carver County. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

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

Sincerely,

Commissioner Gayle Degler, Chair
Carver County Board of Commissioners