CSAH 30 Crow River Bridge and Dakota Rail Trail Bridge

Project Summary

Applicant: Carver County

Project Location: CSAH 30, South Fork Crow River

Total Project Cost: $7,014,800

Requested Federal Dollars: $5,750,000

Project description:

This project will rebuild Carver County's Crow River and Dakota Rail Trail Bridges over the South Fork Crow River. CSAH 30 is classified as a Minor Arterial Connector and connects the City of Waconia to the east to the cities of Mayer and New Germany, as well as McLeod County, to the west. Much of this route is parallelled by the Dakota Rail Trail, which crosses the South Fork of the Crow River at the same location on a separate bridge. The existing bridges, just west of Mayer, 1.4 miles west of Trunk Highway 25, and two miles west of New Germany, are functionally obsolete and need to be replaced soon to ensure the continued mobility of the area's residents. This project proposes the replacement of the two outdated bridges with a new, dual-purpose bridge to serve as the river crossing for vehicles, cyclists, and pedestrians. This new bridge will be built in the same location as the existing bridge carrying CSAH 30, and the existing bridge carrying the Dakota Rail Trail will be demolished.

Proposed project elements include:

- A newly constructed, 12-foot-wide separated bicycle and pedestrian river crossing for the Dakota Rail Trail
- An improved 44-foot-wide span carrying CSAH 30

Project benefits include:

- Continued viability of Dakota Rail Trail, a destination trail that provides residents of Mayer and New Germany with active transportation options
- Continued viability of CSAH 30, an important link for residents of Mayer and New Germany to employment, shopping, and recreational opportunities in the greater area
- Reduced construction and maintenance expenses through consolidation of facilities onto one bridge

Project location:

Existing conditions:

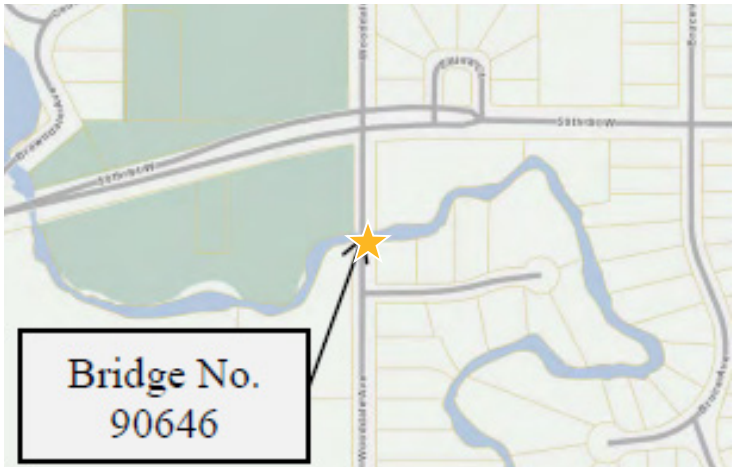
Facing east

Facing west

Wooddale Avenue Bridge
(Bridge No. 90646)

PROJECT OVERVIEW

Bridge No. 90646 carries Wooddale Avenue over Minnehaha Creek, just south of W 50th St and east of Hwy 100 in Edina, MN. The bridge is deteriorating, with limestone falling into Minnehaha Creek, structural deficiencies, and substandard pedestrian and bicycle accommodations. The new bridge would replace the 90 year old bridge, maintain vital emergency access to the neighborhood, and improve walkability and bikeability to the surrounding parks, schools, transit and commercial areas.



IMPROVING ACTIVE TRANSPORTATION

The updated bridge plans would expand the eastern sidewalks to 6 feet, add a new sidewalk to the western side of Wooddale Avenue, and incorporate 5 foot buffered bike lanes in each direction. These improvements will serve students walking and biking to school, people accessing transit just north of the bridge, and the broader community through increased access to comfortable walking and biking facilities.

EXISTING CONDITIONS

Decades of freeze-thaw cycles, salt spray, and natural aging have caused significant structural decline:

- Severe deterioration of limestone headwalls and railings (spalling, cracking, and mortar loss)
- Rusting and corrosion of the metal arch, including patched penetrations from a former utility pipe
- Scour undermining footings and wingwalls
- Collapse of channel walls following 2014 flooding
- Substandard roadway width (31 feet) and narrow sidewalk not meeting current accessibility standards

Wooddale Avenue Bridge
(Bridge No. 90646)

Project Scoping - Summary
Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 146 (Brown Rd) Bridge #90623 Replacement Project

City(ies)
Orono

Commissioner District(s)
6

Capital Project Number	Project Category
2181800	Bridge Replacement

Bridge Type:	Bridge #:	LPI:	Load Posted (Y/N):
Treated Timber Slab	90623	58	Y

Scoping Manager
Emily Buell

Scoping Form Revision Dates

Project Map

Project Summary
Replace Bridge #90623 along Brown Road (CSAH 146) over the Luce Line State Trail in the City of Orono.

Initial Project Timeline

Scoping:	2020-2025
Design:	Q1 2026 - Q3 2027
R/W Acquisition:	Q3 2027 - Q4 2028
Bid Advertisement:	Q1 2029
Construction:	Q2 2029 - Q4 2029

Bridge History
The existing bridge (built in 1955) consists of a timber structure with a concrete deck that extends over the Long Lake Creek and Luce Line State Trail. The timber material throughout the structure has experienced advanced deterioration. In addition, the concrete deck is showing signs of extensive wear due to the frequency and size of visible cracking. A full replacement is being recommended as maintenance activities are no longer cost effective in preserving this bridge asset. Weight restrictions were introduced on this bridge in 2014, based on the results of a routine inspection, that prohibit certain types of commercial vehicles.

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Description and Benefits
The proposed project will introduce a new bridge structure that is designed for a 75-year service life. The completion of this project will ensure that a grade separated crossing of the Luce Line State Trail is retained to eliminate conflicts for people walking and biking along the trail underneath the bridge. Additionally, the existing railing and guardrail will be upgraded to satisfy current design standards to ensure user safety. Lastly, it's anticipated that the shoulder width will be designed and constructed to satisfy current standards to provide a safe and comfortable space for people walking and biking - within the appropriate land use context. Furthermore, this project will eliminate weight restrictions along a collector route through the Lake Minnetonka Area.

Project Budget - Bridge	Project Level
Construction:	$ 2,420,000
Cost Estimate Year:	2024
Construction Year:	2028
Annual Inflation Rate:	2.0%

Project Budget - Roadway	Project Level
Construction:	$ 200,000
Cost Estimate Year:	2024
Construction Year:	2028
Annual Inflation Rate:	2.0%

Inflated Construction:	$	2,840,000
Design Services:	$	260,000
R/W Acquisition:	$	250,000
Other (Utility Burial):	$	-
Construction Services:	$	170,000
Contingency:	$	860,000
Total Project Budget:	**$**	**4,380,000**

Project Risks & Uncertainties
-It's desirable to minimize construction impacts to people walking and biking along the Luce Line State Trail, as well as people driving through the Lake Minnetonka area.
-A potential replacement of an existing 60-inch culvert that carries Long Lake Creek, located within the project area, will be evaluated as part of the project development process.

Project Scoping - Summary
Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 121 (Fernbrook Ln) Bridge #90617 Replacement Project

City(ies)
Maple Grove

Commissioner District(s)
7

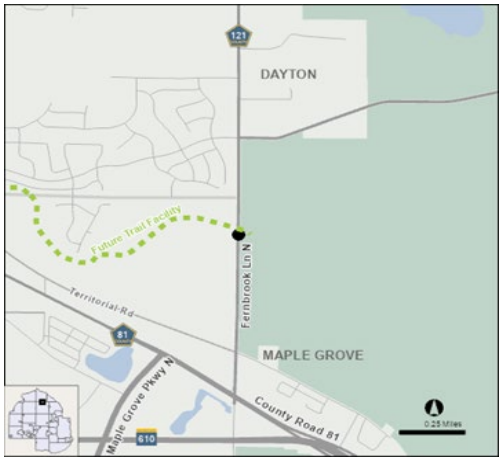
Capital Project Number
2181700

Project Category
Bridge Replacement

Scoping Manager
Mike Mohs

Scoping Form Revision Dates
6/9/2026

Project Map



Project Summary
Replace Bridge #90617 along CSAH 121 (Fernbrook Ln) over Rush Creek in the City of Maple Grove.

Roadway History
The existing bridge (built in 1949) consists of a cast-in-place concrete box culvert that spans Rush Creek. The structure is in relatively poor condition and has been classified as structurally deficient. The culvert is showing evidence of cracking and spalling that has exposed the structural rebar. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge. Without additional improvements, the bridge structure will continue to deteriorate and weight restrictions will likely be required. Therefore, a full replacement is recommended. Three Rivers Park District completed its Rush Creek Regional Trail Master Plan that proposed a continuous multi-use trail connection from Coon Rapids Dam Regional Park to Elm Creek Park Reserve throughout the cities of Champlin, Dayton, and Maple Grove. A crossing at CSAH 121 (Fernbrook Lane) has been proposed to provide direct access to Elm Creek Park Reserve.

Project Description and Benefits
The proposed project will replace the deteriorating structure with a modern concrete box culvert that will be designed to provide a 75-year service life. It is anticipated that a wider bridge deck will be introduced in order to better accommodate people walking, biking, and rolling along the corridor. Preservation of this structure is key in supporting future residential development that's occurring in this area of Maple Grove and nearby Dayton. This project is located within close proximity to Three Rivers Park District's Elm Creek Park Reserve that serves as a destination for the Crystal Lake, Medicine Lake, and Rush Creek regional trails. Additionally, the feasibility of constructing a grade separated crossing for the Rush Creek Regional Trail will be evaluated as part of the project development process. This proven design strategy will promote a safe and comfortable crossing for people accessing the Elm Creek Park Reserve, complementing the nearby Rush Creek development that's currently underway.

Initial Project Timeline

Scoping:	2019-2025
Design:	Q3 2026 - Q4 2029
R/W Acquisition:	Q2 2027 - Q4 2029
Bid Advertisement:	Q1 2030
Construction:	Q2 2030 - Q3 2030

Project Delivery Responsibilities

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

Project Budget -		Project Level
Construction:	$	7,720,000
Cost Estimate Year:		2024
Construction Year:		2030
Annual Inflation Rate:		2.0%
Inflated Construction:	$	8,690,000
Design Services:	$	430,000
R/W Acquisition:	$	190,000
Other (Utility Burial):	$	-
Construction Services:	$	20,000
Contingency:	$	2,610,000
Total Project Budget:	**$**	**11,940,000**

Project Risks & Uncertainties
The feasibility of constructing a new grade separated crossing for the Rush Creek Regional Trail is somewhat uncertain given the surrounding topography and existing hydrology conditions.

Replacement of Minnehaha Ave Bridge #62533 over RCRRA, Trail

Project Summary

Applicant: City of Saint Paul

Project Location: Minnehaha Avenue Bridge 62533
Between Payne Ave and Arcade St

Total Project Cost: $8.8 M

Requested Regional Solicitation Dollars: $7.0 M

Project Description:

The project will reconstruct Minnehaha Avenue Bridge No. 62533 and 0.1 miles of roadway approach to complete safety, serviceability, and structural capacity improvements between Payne Avenue and Arcade Street (US 61). The bridge will be reconstructed from a three-lane roadway with pedestrian sidewalk to a two-lane roadway with pedestrian sidewalk and a new separated off-street bikeway facility. The bridge will tie into the City's 2027 Roadway Modernization project that will establish the re-configured typical road section, reconstruct ADA-compliant sidewalk and ramps, replace traffic signals, and enhance greenspace. This project will improve safety for all road users and make it easier for people of all ages and abilities to choose multimodal transportation options. Load restrictions currently in-effect will be resolved and removed, improving freight access.

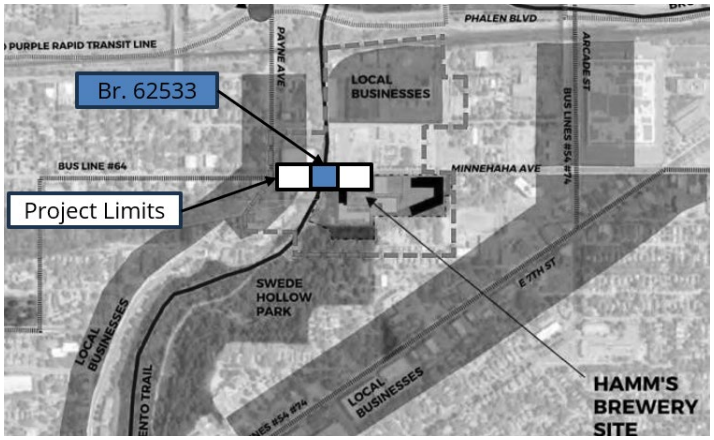
Proposed Project Elements Include:

- 3- Lane to 2-Lane conversion
- Separated Off-Street Bikeway
- Improved Bridge Railing
- Pedestrian Enhancements at Intersections
- Traffic Signal Replacements and Modifications
- Enhanced greenspace

Project Benefits Include:

- In-fill a missing segment of separated off-street bikeway along the road segment
- Improve public health and environmental conditions, remediate soil contamination, accommodate daylighting of Phalen Creek storm sewer to a surface watercourse
- Improve area livability and economic development for residents and business, including re-development of the adjacent 5-acre Hamm's Brewery Site
- Restore bridge load capacity to serve freight and emergency vehicle access

Project Location:



Existing Conditions:

Obselete bridge type (voided precast post-tensioned slab), load posted, multiple structural elements in poor condition, roadway lacking multi-modal facilities (Local Preservation Index LPI = 43)

Differential movement, concrete deterioration and steel section loss (including loss of post-tensioning strands) is present in voided slab units.