



General

This section provides the basic information about the park or trail and the organizations responsible for it.

Park/Trail ID # 15-027D	Funding Application 19-015F	Park/Trail Name Cannon Valley Trail
Last Update July 10, 2019		
Project Name Bridge Replacement Phase 2 Project	District 6	Existing Acres or Miles 19.6

Project Description

Project Description - Summary The Cannon Valley Trail (CVT) Bridge Replacement Phase 2 Project (Phase 2 Project) is to replace five degraded existing 100 plus year-old railroad era timber bridges (out of sixteen total) with two steel truss bridges and three concrete box culverts. These bridges were selected for replacement based on the recommendations of a 2017 Feasibility Report (bridge condition engineering analysis) due to deteriorated condition and/or inadequate hydrologic capacity which results in significant trail damage during water runoff events. The Phase 2 Project follows the Phase 1 Bridge Replacement Project. Phase 1, substantially funded by the Clean Water and Land Legacy Amendment via a Greater Minnesota Regional Parks and Trail Commission grant, is for the replacement of three failing bridges and repair of a fourth. Phase 1 construction begins October 1, 2019. The Phase 2 Project is the highest implementation priority (after Phase I) for infrastructure in the 2017 CVT Comprehensive Plan Update (Comprehensive Plan) capital improvement plan (CIP). Completion of the Phase 2 Project is a tangible and essential outcome necessary for CVT to remain open and safe. Project Description - Detail CVT occupies a former railroad right-of-way that includes nineteen bridges – sixteen of which are 100 plus year-old timber trestles that were decked and railed in 1985/86 for trail use. The 2017 Feasibility Report found that three of the railroad era bridges require replacement by 2021/2022 due to moderate to severe decay. These three bridges (with MnDOT inventory numbers) and recommended replacements are: R0482: 44' long, 15' wide existing replaced with single span steel truss R0487: 14' long, 8' wide existing replaced with precast box culvert R0488: 70' long, 8' wide existing replaced with single span steel truss The 2017 Feasibility Report recommends R0482 and R0488 be replaced with 10' wide steel truss bridges of similar length with a reinforced concrete deck. Concrete box culverts are not feasible due to the substantial hydrologic capacity required. A 25-ton capacity is required to accommodate crossing by heavy equipment for maintenance and construction needs and use of emergency and law enforcement vehicles. Steel truss bridges are preferred as they are more durable than other alternatives, such as timber-panel lam. For bridge R0487 a box culvert is effective and the most cost-effective solution. Bridges R0493 and R0496 require replacement primarily due to a nearly complete loss of hydrologic capacity as a result of sedimentation over the decades and minor to moderate decay throughout. Massive quantities of sediments have been deposited on the valley floor resulting in higher floodplain elevations to the point that these bridges are nearly filled in underneath. Sediment removal is no longer a viable option as hundreds of linear feet of ditch would need to be excavated to create hydrologic capacity and this excavation would fill in after a few storm events. This lack of capacity can result in damage to the Trail after major runoff

events which is expensive to repair. These two bridges and recommended replacement are: R0493: 28' long, 8' wide existing replaced with two-line precast box culvert with raised trail approaches R0496: 15' long, 8' wide existing replaced with precast box culvert with a distribution slab (raising the approaches is not an option due to adjacent constraints. For these two bridges box culverts are an effective solution. The 2017 Feasibility Study recommended 12' x 4' culverts of sufficient length to accommodate a 10' wide bituminous surface with shoulders. Bridge Detail The bridge MnDOT inventory numbers, descriptions and condition described in the 2017 Feasibility Report are: R0482 Location: 5 miles east of Cannon Falls Description: 43' long, timber railroad trestle, crosses dry ravine. A population of Federally endangered plant species is very close to the bridge which will require stringent measures during construction to avoid impacts. Condition: Variable damage and decay with some severe locations. Deck in poor condition with rotting stringers underneath. R0487 Location: 1 mile east of Welch Station Access Description: 14' long, timber railroad trestle, allows for flood water to pass Condition: Moderate to severe decay R0488 Location: 1.5 miles east of Welch Station Access, just east of County Road 7 Description: 70' long, timber railroad trestle, allows flood water from both Cannon River and Belle Creek to pass. Bridge has moved in previous flood events and been reset. Condition: Moderate to severe decay R0493 Location: 5 miles east of Welch Station Access Description: 28' long, timber railroad trestle, crosses dry ravine. Under bridge is nearly completely fill in with sediments that blocks water flows. Due to sediments that are not feasible to remove hydrologic capacity of the bridge is inadequate. Condition: Minor to moderate decay throughout R0496 Location: At Cannon Bottom Road, rural Red Wing Description: 15' long, timber railroad trestle, crosses ditch of Cannon Bottom Road. Under bridge is nearly completely fill in with sediments that blocks water flows. Due to sediments that are not feasible to remove hydrologic capacity of the bridge is inadequate. Condition: Minor to moderate decay throughout

Project Area Maps

Bridge Location Maps

[http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRPTC Bridges Phase 2 Location Map_ed6cd0.pdf](http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRPTC_Bridges_Phase_2_Location_Map_ed6cd0.pdf)

Bridges Existing Conditions

[http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRTPC Bridges Phase 2 Existing Condition_32aaa6.pdf](http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRTPC_Bridges_Phase_2_Existing_Condition_32aaa6.pdf)

Organization Goodhue County	Lead Contact Full Name Scott Roepke	Lead Contact Title Trail Manager
Mailing Address 825 Cannon River Avenue	City Cannon Falls	State Minnesota
Zip 55009	Phone 5072630508	Email trailmanager@cannonvalleytrail.com

Funding

Development Type Development	Acres of Park Land to be Acquired 0
New Trail Miles to be Acquired 0	Types
New Trail Miles Developed 0	Miles of Trail Restored or Improved .1

Trail head facilities developed

0

Number of trail bridges/culverts to be developed/restored

5

Number of Connecting People to the Outdoors**Programs created/administered**

0

Project Outcomes**Evaluation of Impact**

Project Outcomes

Evaluation of Impact

Outcomes/Deliverable's:

The Project Deliverable's are:

For all five bridges: Final bridge engineering, hydrologic and other analysis, construction inspection/testing, permits, bid documents, construction plans, construction, site restoration and other tasks routinely necessary for final design and construction.

Bridge R0482: Construction of a 44 long steel truss, 25-ton capacity, 10 wide bridge with reinforced concrete deck to replace 43 long existing bridge.

R0487: Construction of a 12 x 4 precast box culvert to replace 14 long existing bridge.

R0488: Construction of a 70 long (length is estimated subject to final engineering) single span steel truss, 25-ton capacity, 10 wide bridge with reinforced concrete deck to replace 70 long existing bridge.

R0493: Construction of a two-line 12 x 4 precast box culvert with raised trail approaches to replace 28 long existing bridge.

R0496: Construction of a 12 x 4 precast box culvert with a distribution slab to replace 15 long existing bridge.

Number of Users Benefited

Due to the five bridges being distributed over one-half the length of the Trail, and three of the five locations having no bypass options, each of the primary user groups (bicyclists, in-line skaters, hikers, cross-country skiers (100,000 annual visitations) will directly benefit from the project. Timely bridge replacement ensures that portions of the Trail will not have to be closed due to unsafe bridge conditions and/or for repair of damage due to inadequate hydrologic conditions for two of the bridges. Furthermore, the existing bridges, with over 30-year-old and degraded decking, are rough and sometimes slippery due to algae or similar growth that is increasingly hard to control. The entire local community benefits from safer bridges and trail operations free of interruptions to service.

Aging Population

Trails with gentle grades and a high-quality experience such as CVT are becoming increasingly important especially to users who, as they age, seek to remain active but need less physically demanding facilities. For CVT to attract and retain Baby Boomer visitors, providing an interruption free, safe trail is foundational.

Year-Round Use

CVT is open 365 days a year (temporary closures due to flooding or other conditions excluded). This 365 day a year availability, combined with quality design and construction, means the investment will provide exceptional service for decades.

Perceived Quality of the Facility

CVTs history has been one of delivering a high-quality experience. While the dramatic scenery of the Lower

Cannon River valley creates the setting, the quality of development and attention to design detail and maintenance contributes immensely. The bridges, and their condition, are a critical component of a quality, continuous recreational experience. Trail closure due to failing bridges, and degraded and unsafe decking on existing bridges, is a condition that must be avoided.

Protection of the Resource

CVT is dependent upon a natural and ecologically healthy environment for the highest quality experience possible and being a good steward is embedded in its Mission and Vision statements, including protect its diverse corridor of pristine natural resources, scenic vistas and significant cultural features and be an exemplary steward of diverse natural and cultural resources.

Bridge replacement R0482 presents a challenge regarding protection of natural resources due to the nearby presence of a population of federally endangered plant species. While the footprint of the new bridge does not affect the population, extreme care must, and will, be taken to ensure that construction activities do not negatively impact the population. Typical construction methods such as casting soil off to the sides of the footprint during excavation will be strictly controlled. Removal of large trees will have to be minimized. Winter construction will offer some advantages in reducing erosion. During final design expert opinion will be sought regarding strategies to avoid impact. Strict monitoring will be incorporated into the construction process to ensure no impact.

Bridge replacement R0496 is near where it is known that a state threatened turtle species inhabits. This species spends more time foraging in the nearby floodplain than other turtle species so therefore is much more susceptible to disturbance. It is especially vulnerable spring and summer months. While the footprint of disturbance for the replacement of R0496 is very small (less than 1,000 square feet) a risk to the precarious population cannot be ruled out. To eliminate risk construction will be done in fall or winter when the turtles are hibernating in the Cannon River.

Bridge replacement R0493 is located on the very edge of the threatened turtle species potential habitat. To eliminate risk construction will be also be done in fall or winter.

The other two bridge locations are all in highly disturbed locations and the informed opinion that is that there will be no negative impacts to natural resources. This opinion is based in part on analysis of the natural resources as part of the 2017 Comprehensive Plan process.

Evaluation/Measurement - Detail

The criteria to meet and evaluate for bridge replacement are (also see Design Standards section):

Engineering Design: Association of State Highway and Transportation Officials (AASHTO) LRFD Guide Specifications for the Design of Pedestrian Bridges. Evaluation: Strict alignment with standards.

Accessibility: Meet or exceed standards of the Americans with Disabilities Act including the 2010 ADA Standards for Accessible Design as applicable, or any later version of the standards as may be required prior to construction, and any/all state and local standards. Evaluation: Strict compliance with standards.

Hydrologic Capacity: Designed to meet needs. Evaluation: Analysis during final design to determine need and designing to that need.

Construction Inspection/Testing/Administration: Ensure construction meets or exceeds all requirements, including protection of federally endangered plant population and turtle species of concern. Evaluation: Professional inspection, rigorous testing, professional guidance to ensure no negative impact to natural resources.

Cost Effectiveness: The right solution at a competitive cost. Evaluation: High quality construction plans, significant effort to solicit multiple construction bids.

Safety: Design that is safe, manage public use of the Trail during construction to avoid unsafe conditions, ensure a safe work environment and construction process. Evaluation: Designing a safe bridge and decking, significant public information outreach and on-site information to explain and provide direction.

Resource Protection: Through smart design and construction methods, first minimize negative impacts to

resources, then restore site to optimal ecological condition. See special concerns described in the Protection of Resources section. Evaluation: No impact to natural resources.

Legacy Pillars:

- Connect People and the Outdoors
- Acquire Land and Create Opportunities
- Take Care of What We Have
- Coordinate Among Providers

Connection to Pillars

Connection to Pillars Summary

Take Care of What We Have

The Phase 2 Project is about ensuring the continuation of the high quality CVT experience through the replacement of three failing bridges and two with inadequate hydrologic capacity.

Connect People and the Outdoors

CVT immerses people in an outstanding natural and scenic landscape but this experience is threatened with closure due to bridge failures.

Acquire Land and Create Opportunities

Land acquisition is not required as part of this Project. The Phase 2 Project is essential for the preservation of the existing recreational opportunities.

Coordinate Among Providers

CVT is a result of citizen and government action and cooperation. The Phase 2 Project continues this collaboration and involves close coordination between the governments that are part of the CVT Joint Powers Board the Cities of Cannon Falls/Red Wing and Goodhue County; and citizen support.

Connection to Pillars Detail

Take Care of What We Have

CVT opened in 1986 and after 33 years of operations has enjoyed over three million visitations. The continuity of the Trail is dependent upon its nineteen bridges being safe and sound for public use and crossing by heavy equipment for maintenance, construction needs and emergency services. The useful life of the sixteen 100 plus year-old railroad trestles, and over 30-year-old decking is nearly over and replacement of all sixteen is recommended within the next eight years. Replacement of the five Phase 2 Project bridges will ensure the continuation of the high quality CVT recreational experience. There are no bypass alternatives at three bridge locations due to extreme topography and the adjacent Cannon River. At two bridge locations an undesirable road detour option is possibly available. Replacement is essential within the timeline described in the 2017 Feasibility Report (2021/2022).

Connect People and the Outdoors

The CVT provides a nearly 20-mile-long flat to gently sloping paved trail surface through the rugged topographic of the Lower Cannon River valley. The scenic qualities of the Trail experience combined with the proximity to the high population areas of the Twin Cities and Rochester and an accessible surface and grade provides significant recreational benefit to Minnesotans. These attributes increase life-long recreation participation, especially to an aging population as Minnesota is experiencing. A continuous navigable and ADA compliant trail experience from Cannon Falls to Red Wing is dependent upon the existing nineteen bridges being structurally sound and safe. Without the necessary bridge replacements, the benefits provided are at serious risk.

Acquire Land and Create Opportunities

Land acquisition is not required. The Phase 2 Project is essential for the preservation of the existing recreational opportunities. Furthermore, four of the five bridges proposed for replacement are currently only 8 wide and the replacements will be 10 wide creating a safer condition.

Coordinate Among Providers

CVT was conceived and developed because of the vision and effectiveness of citizens working closely with local government, non-profit groups, the State of Minnesota and others. Even its governing structure is unique a local Joint Powers Board comprised of elected and citizen representatives from Cannon Falls, Red Wing and Goodhue County. This history of cooperation continues and is embedded in how this Phase 2 Project has been developed. This Phase 2 Project involves close coordination between the governments that are part of the Joint Powers Board. The City of Red Wing Engineering and Goodhue County Public Works departments are providing professional project management services. The local cash match of \$249,125 is derived from JPB capital improvement funds and donations. Goodhue County owns the CVT property and the Board of Commissioners approved a resolution of support for this grant application.

Connection to a Regionally Substantial Component of the Master Plan

Regional Context

CVT is regionally significant and was designated as a regional trail by the Greater Minnesota Regional Parks and Trails Commission in 2015. It enjoys 100,000 visitations annually with, according to 2017 survey data, 57% from Minnesota outside of Goodhue County and 5% from out of State. CVT is in a strategic location to provide the connection to trail development to the west (Mill Towns State Trail and two parks on Lake Byllesby), south (Goodhue Pioneer State Trail), southeast (City of Red Wing trail) and the future Mississippi Blufflands State Trail and Hastings Red Wing Trail. Without CVT, connections would be extremely problematic if not impossible. CVT is a critical component for the provision of recreation to Minnesota and Goodhue County.

2017 CVT Comprehensive Plan Update Implementation Recommendations

The 2017 Comprehensive Plan CIP in the total amount of \$12,084,800 (2017 dollars), stresses the urgency of bridge replacement and lists the Phase I Bridge Replacement Project (three replacements and one repair) as the number one CIP priority. Phase I construction starts October 1, 2019. Within the infrastructure section of the CIP, the Phase 2 Project (five bridges) is the next highest priority with three bridges due for replacement due to deteriorated condition by 2021/2022 and two are due to both condition and loss of hydrologic capacity. The serious risk is that if the bridges are not replaced as required, at least partial closure of CVT may become necessary.

User-Friendly Component

The bridges needing replacement are only 8 wide with wood decking prone to algae growth creating slippery conditions. The replacement bridges would be 10 wide with concrete decking creating a safer experience. The box culverts will have a 10 wide bituminous surface.

To reduce negative impact to recreational use during the construction of the bridges, CVT proposes to accomplish the work primarily during the winter months, as it is doing with the Phase 1 Project. This strategy may also result in lower bids for construction as contractors are sometimes looking for winter work.

Project Readiness

Project Lead

Project Lead

Joint Powers Board of the Cannon Valley Trail

Lead Applicant Qualifications to Deliver this Project

The CVTs governing JPB, comprised of representatives from the governments of Cannon Falls, Red Wing and Goodhue County, has managed the CVT for 33 years. The Joint Powers Board has access to, and the

support of, professional staff from the three units of government such as planners, engineers, surveyors and financial managers to ensure effective governance and project delivery.

The JPB employs a full-time manager with 20 years of park/trail management experience. Scott Roepke, Trail Manager will serve as the contact between the GMRPTC, the JPB and public.

Lead Applicant Qualifications

Mr. Scott Roepke
597.263.0508
trailmanager@cannonvalleytrail.com

Mr. Roepke has supervised the operation, maintenance, programs, development and staff of the Cannon Valley Trail for 20 years. These responsibilities are performed in accordance with the policies, priorities and direction established by the Joint Powers Board.

Mr. Roepke has managed numerous Cannon Valley Trail construction projects including Belle Creek Bridge Replacement, Mile 16 Trail Realignment and Asphalt Restoration and the Phase 1 Bridge Replacement Project ready to begin on October 1, 2019. He provided oversight including application details, securing contracts, implementation, reimbursement and closure. He has successfully completed 10 substantial construction projects involving numerous grant and other funding sources.

Mr. Roepke received a Bachelor of Science degree in Park and Land Management from the University of Wisconsin in 1993.

Project Manager Qualifications

This Project requires a qualified engineer to manage the project, engage with and supervise the design, construction and inspection work. These services will be provided by Mr. Jay Owens, Professional Engineer, City of Red Wing, MN.

Mr. Jay Owens
P.E., 651.385.3625
jay.owens@ci.red-wing.mn.us

Qualifications:

Mr. Owens has been with the City of Red Wing for over 20 years, serving as City Engineer for 13 of those years. Mr. Owens has extensive experience in the areas of civil engineering design, procurement, NEPA compliance, environmental law and policy, land management, surface water management, contract management, and construction administration.

Mr. Owens has managed multiple municipal infrastructure construction projects that have utilized a variety of local, state, and federal funding sources during his tenure as City Engineer. His administrative duties have included staff supervision, preliminary engineering reports, cost estimating, preliminary project engineering, engineering design, construction document preparation, project management, and presentations to the public and elected bodies.

Mr. Owens received a Bachelor of Science degree in Civil Engineering from the University of Minnesota in 1997.

Qualifications of Certified Professionals

Engineering

For final design a Request for Proposals or Qualifications will be authored and issued by Mr. Jay Owens office. A qualified firm will be hired.

Construction Inspection

Due to the technical nature of this project and to ensure quality, this grant request includes funds for the professional inspection of construction as part of the up-to 20% of project cost for professional services allowed. A qualified firm will be hired.

Credentials of other Staff Involved

Assisting Mr. Owens will be Mr. Jess Greenwood, professional engineering with the Goodhue County Public Works Department.

Mr. Jess Greenwood, P.E.

651-385-3025

jess.greenwood@co.goodhue.mn.us

Qualifications:

Mr. Greenwood has been working as an assistant county engineer in Minnesota for the last 14 years, serving the last 6 years as the Goodhue County Assistant Engineer / Deputy Director. Mr. Greenwood's professional engineering experience has been focused in the areas of civil engineering design, procurement, right-of-way, environmental permitting, surface water management, contract management, contract administration, construction inspection, and bridge safety inspection.

Mr. Greenwood has managed multiple municipal and rural infrastructure construction projects that have utilized a variety of local, state, and federal funding sources during his career. His administrative duties have included staff supervision, preliminary engineering reports, cost estimating, preliminary project engineering, engineering design, construction document preparation, project management, scheduling, programming, recycling center & transfer station management, solid waste administration, and presentations to the public and elected bodies.

Mr. Greenwood received a Bachelor of Science degree in Civil Engineering from South Dakota State University in 2005.

Established Partnership to ensure Project Success

CVT is a result of citizen and government action and cooperation, starting with the private purchase of the railroad right-of-way through private/government partnerships for development and operations. This Project continues this collaboration and involves close coordination between the governments that are part of the CVT Joint Powers Board the Cities of Cannon Falls and Red Wing; and Goodhue County, and citizen support. As example professional engineering staff from the City of Red Wing Engineering and Goodhue County Public Works departments are donating their skills and time to this project.

Implementation Timeline

Project Timeline

The following timeline is proposed:

July October 2020

Tasks: Grant awarded; secure all grant approvals required, including MNDNR contract requirements

Deliverable's: Grant contracts approved, authorization to begin Project

October 2020

Tasks: Prepare and issue Request for Proposal for Engineering, Construction Testing/Inspection and other professional services required

Deliverable's: RFP issued for Professional Services

November 2020

Tasks: RFP responses due, award contract for Professional Services

Deliverable's: RFPs received from qualified firm(s); contract(s) secured

December 2020 April 2021

Tasks: Design and engineering of five bridges, permit and approval applications submitted

Deliverable's: Final construction documents, permits applied for

May 2021

Tasks: Project bidding

Deliverables: Bid documents and advertising for bids

June July 2021

Tasks: Bids due, award contract for construction, permits secured

Deliverable's: Competitive bids, contract(s), permits

October 2021 May 2022

Task: Bridge construction

Deliverable's: Substantial construction completion

June - July 2022

Tasks: Project completion and closeout

Deliverable's: Completed project

Availability for Public Use

Typical hours/specific hours of Operation

CVT is open daily from sunrise to 10:00 p.m., 365 days a year as will the Phase 2 Project bridges.

Fees charged for use of Trail

Wheel Pass

CVT has a mandatory fee called the Wheel Pass for those age 18 and older using bicycles, inline skates and other wheeled recreational equipment (except those used for disability reasons) from April 1st through November 1st. Under 18 is free. The 2019 fee structure was \$5 for a daily and \$25 for a season pass. The Wheel Pass program includes discounted bulk purchase options as well as discounts or free passes to those who cannot afford the full cost. All revenue from the sale of Wheel Passes is collected by the JPB and used to support trail management and maintenance.

Great Minnesota State Ski Pass

The State of Minnesota requires this pass for those age 16 and older using state trails and trails improved with state grant funds. CVT, as a recipient of various state grants for development, falls under the requirements of this program. Ski pass fees for 2019 were \$6 for a daily, \$20 for annual, and \$55 for a three-year pass. CVT generally receives small annual grants for ski trail maintenance from this funding source.

Design Standards

Standards to be Applied

Design/Engineering

The bridges and box culverts will be designed according to the American Association of State Highway and Transportation Officials (AASHTO) LRFD Guide Specifications for the Design of Pedestrian Bridges. These are the specifications used by the Minnesota Departments of Transportation and Natural Resources. Special attention will be paid to safe trail surfaces.

Accessibility

Meet or exceed standards of the Americans with Disabilities Act including the 2010 ADA Standards for

Accessible Design as applicable, or any later version of the standards as may be required prior to construction, and any/all state and local standards.

Hydrologic Capacity

Designed to meet needs to substantially reduce damage repair and maintenance costs.

Construction Inspection/Testing/Administration

Ensure construction meets or exceeds all requirements, including protection of federally endangered plant population and turtle species of concern.

Safety

Manage public use of the Trail during construction to avoid unsafe conditions, ensure a safe work environment and construction process. Ensure a safe trail surface.

Resource Protection

Through smart design and construction methods, first minimize negative impacts to resources, then restore site to optimal ecological condition. See special concerns described in the Protection of Resources section.

Permit Compliance

State and local permits may be required and will be applied for and secured as necessary.

Statement of Accessibility

The Cannon Valley Trail Joint Powers Board has reviewed and understands the American with Disability Act standards, final accessibility guidelines and Greater Minnesota Regional Parks and Trails Commission program requirements and agrees to comply with these requirements.

All Phase 2 Project deliverable's will meet or exceed accessibility standards. This includes compliance with: Americans with Disabilities Act including the 2010 ADA Standards for Accessible Design as applicable, or any later version of the standards as may be required prior to construction, and any/all state and local standards. Final Guidelines for Outdoor Developed Areas, 2013 (or later versions if applicable) as applicable

Project Cost Breakdown

Key Development Elements with Associated Costs

Request for Proposal Engineering and Construction Inspection - \$0

Provided by City of Red Wing and Goodhue County engineering staff cost included in non-eligible funding
Necessary to define scope of services required and secure proposals from qualified firms

Engineering and Construction Inspection Services for final bridge design - \$166,050

Necessary for professional engineering of final bridge design and construction inspection/testing to meet all standards and outcomes.

Construction New bridges \$830,350

Bridge R0482: \$271,350

Bridge R0487: \$56,000

Bridge R0488: \$337,650

Bridge R0493: \$109,350

Bridge R0496: \$56,000

Total Project Cost: \$996,400

The construction cost estimates in this proposal are derived from the 2017 Feasibility Study (prepared by licensed engineers) and adjusted for inflation for 2022 construction using Minnesota Department of Transportation approved inflation adjustments for bridge construction estimates.

Funding Request Breakdown

GMRPTC Eligible Costs: \$747,300

Funder Listing: Joint Powers Board of the Cannon Valley Trail

Non-Eligible Local Match: \$249,100

Funding Request Breakdown

Grant Funding Request

\$747,300

Local Match #1	Funder #1
\$249,100	0
Local Match #2	Funder #2
0	0
Local Match #3	Funder #3
0	0
Local Match #4	Funder #4
0	0
Local Match #4	Funder #5
0	0

Non-Eligible Local Match

10000

Non-Eligible Item Description

Non-Eligible Item Description

Request for Proposal Engineering and Construction Inspection, bidding management - \$2,500

Provided by City of Red Wing and Goodhue County engineering staff

Public Communications on Project and Trail closure, trail signs, use of vehicles, office support, etc. - \$2,500

Provide by Joint Powers Board, Trail Manager and staff

Contract Management, Site/Construction Inspections, Grant Administration and Project Closeout - \$5,000

Provided by City of Red Wing and Goodhue County engineering staff, JPB and CVT staff

Total GMRPTC Non-Eligible Cost - \$10,000

Funding of Non-Eligible Project Components

Professional Engineering Services

The City of Red Wing Engineering and Goodhue County Public Works departments will contribute professional services to develop the Request for Qualifications/Proposals necessary to secure engineering and professional services, will perform some construction inspection, will provide oversight to final design and inspection/testing, and project/grant closeout tasks. Funding is from annual operations budgets.

Public Communication

Intensive communication with the public will be required to inform the public of the construction plans and activities and to close portions of the Trail during construction. The JPB and Trail Manager/staff will provide

these services. Funding is from annual operations budgets.

Contract Management, Site/Construction Inspections, Grant Administration and Project Closeout Cooperatively the JPB, CVT staff and City of Red Wing and Goodhue County engineering staff will provide these services. Funding is from annual operations budgets.

Total Funding

\$996,400

Percentage of local match

0.25

Completion Timeframe

23

Funder #1

Cannon Valley Trail Joint Powers Board

Funder #1 Resolutions

CVT JPB Resolution

http://dms.gmrptcommission.org/uploads/funding/19-015F/JPB Motion Bridge Phase 2 GMRPTC Application_26f600.docx

Goodhue County Resolution

http://dms.gmrptcommission.org/uploads/funding/19-015F/County Bridge Phase 2 Resolution_368135.pdf

Funder #2

None

Funder #3

None

Funder #4

None

Funder #5

None

Budget Worksheet

CVT Bridges Budget

http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRPTC Bridge Phase 2 Final_02f184.xlsx

Attachments

Doc Name	Description	Url
Project Area Map	Bridge Location Maps	http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRPTC Bridges Phase 2 Location Map_ed6cd0.pdf

Budget Worksheet	CVT Bridges Budget	http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRPTC Bridge Phase 2 Final_02f184.xlsx
Additional Attachment	Bridge Engineering Report	http://dms.gmrptcommission.org/uploads/funding/19-015F/2017 CVT Plan Appendix C - Bridge Feasibility Report_0b47ce.pdf
Project Area Map	Bridges Existing Conditions	http://dms.gmrptcommission.org/uploads/funding/19-015F/GMRTPC Bridges Phase 2 Existing Condition_32aaa6.pdf
Funder Resolution One	CVT JPB Resolution	http://dms.gmrptcommission.org/uploads/funding/19-015F/JPB Motion Bridge Phase 2 GMRPTC Application_26f600.docx
Funder Resolution One	Goodhue County Resolution	http://dms.gmrptcommission.org/uploads/funding/19-015F/County Bridge Phase 2 Resolution_368135.pdf