

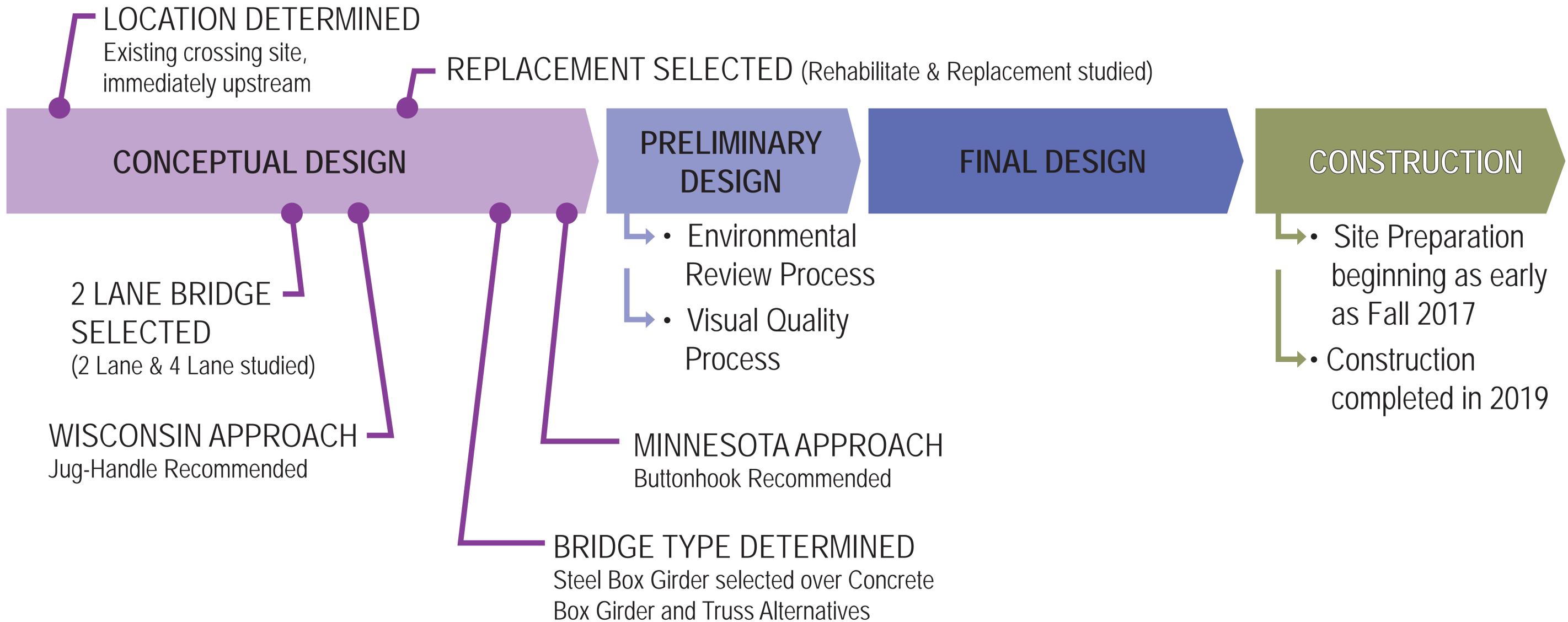
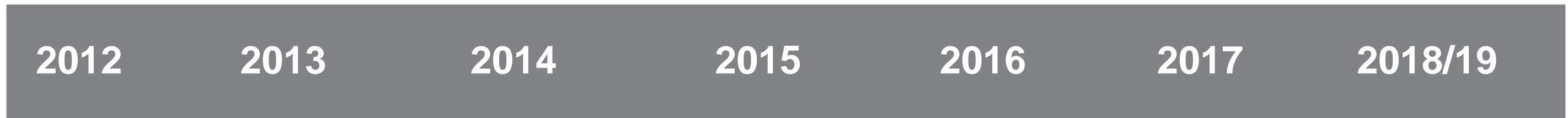


Red Wing Bridge Project

REPLACEMENT BRIDGES, MINNESOTA APPROACH & WISCONSIN APPROACH



PROJECT TIMELINE & MILESTONES



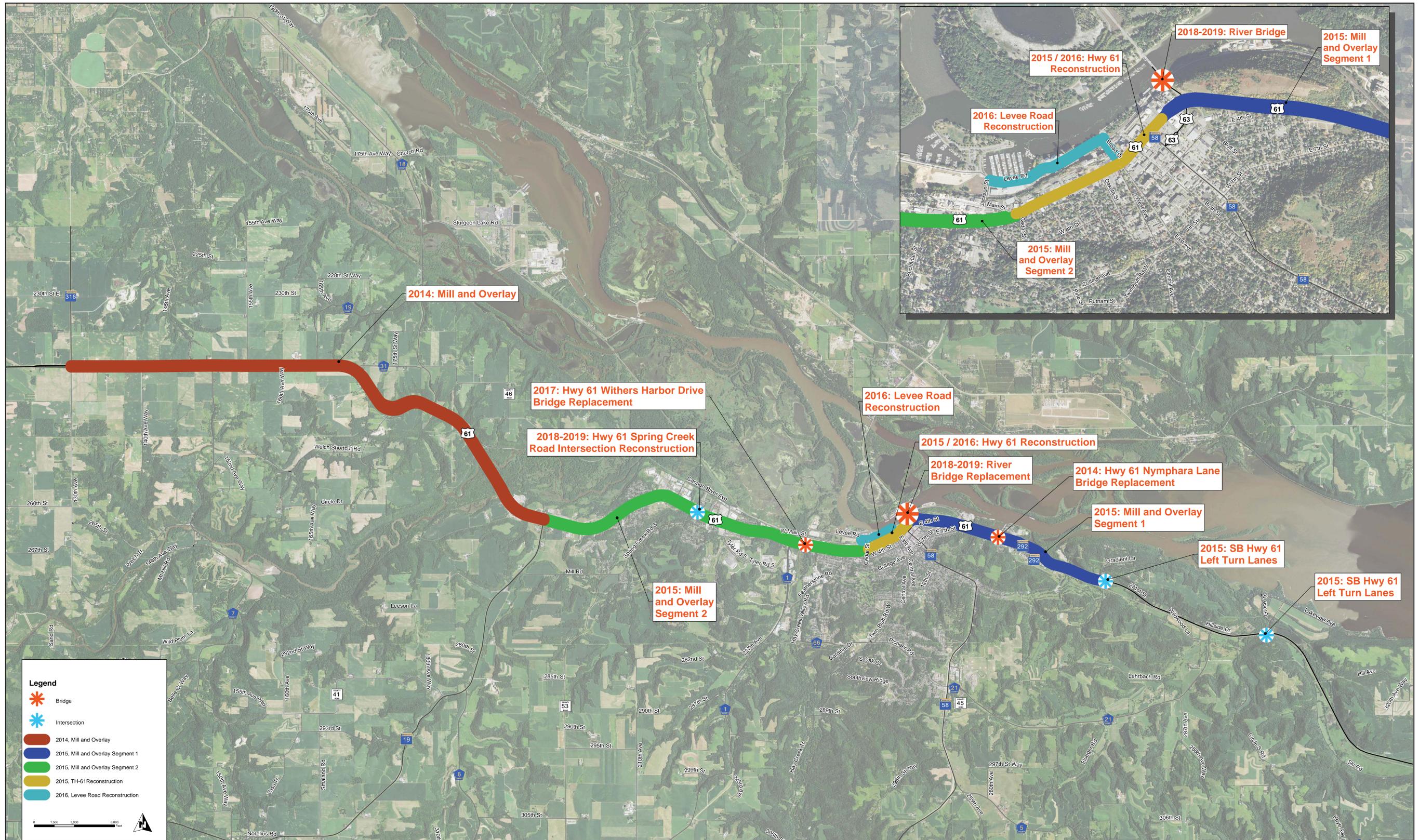


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Other Projects in the Area



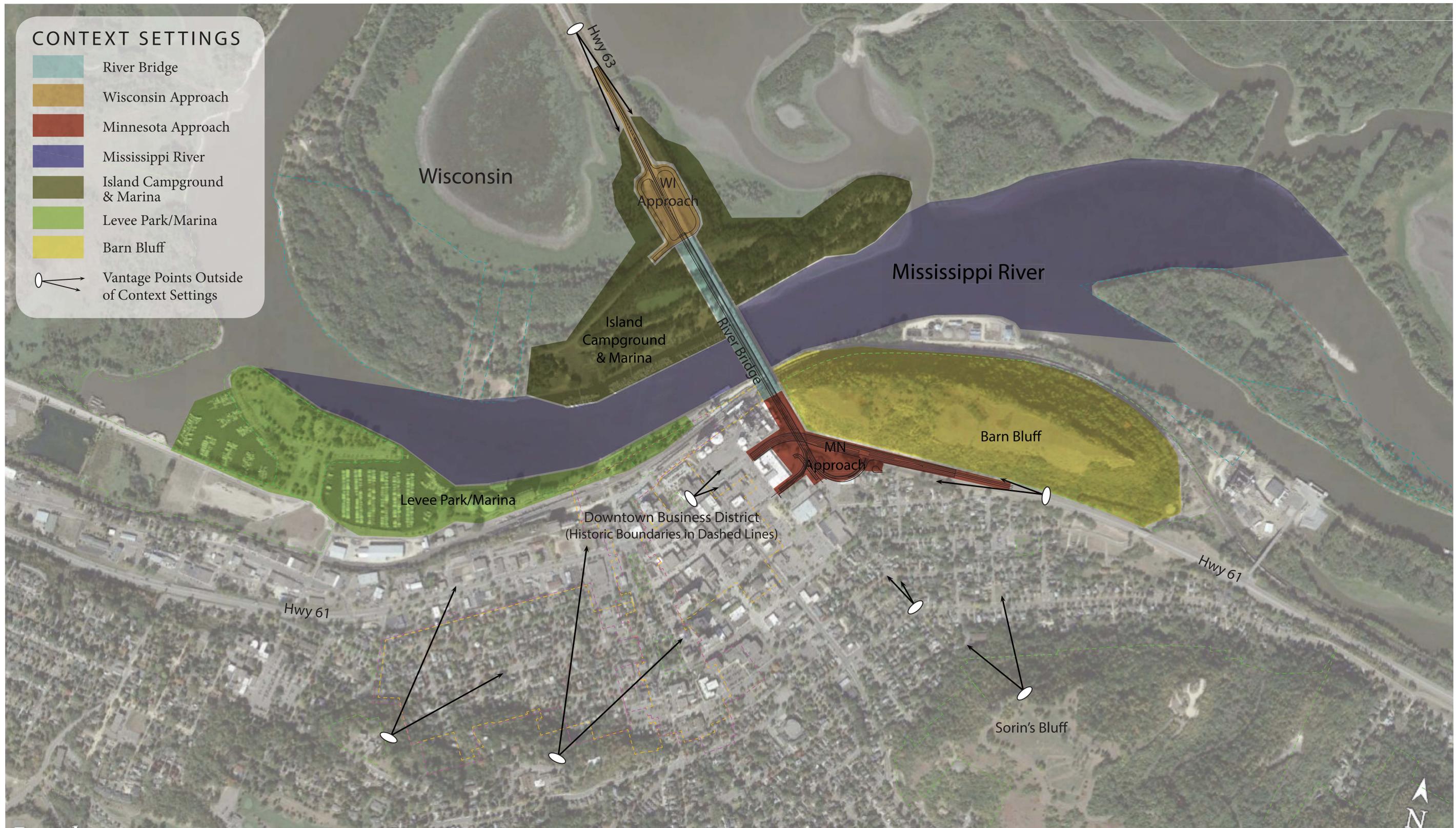


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Context Settings and Historic Resources





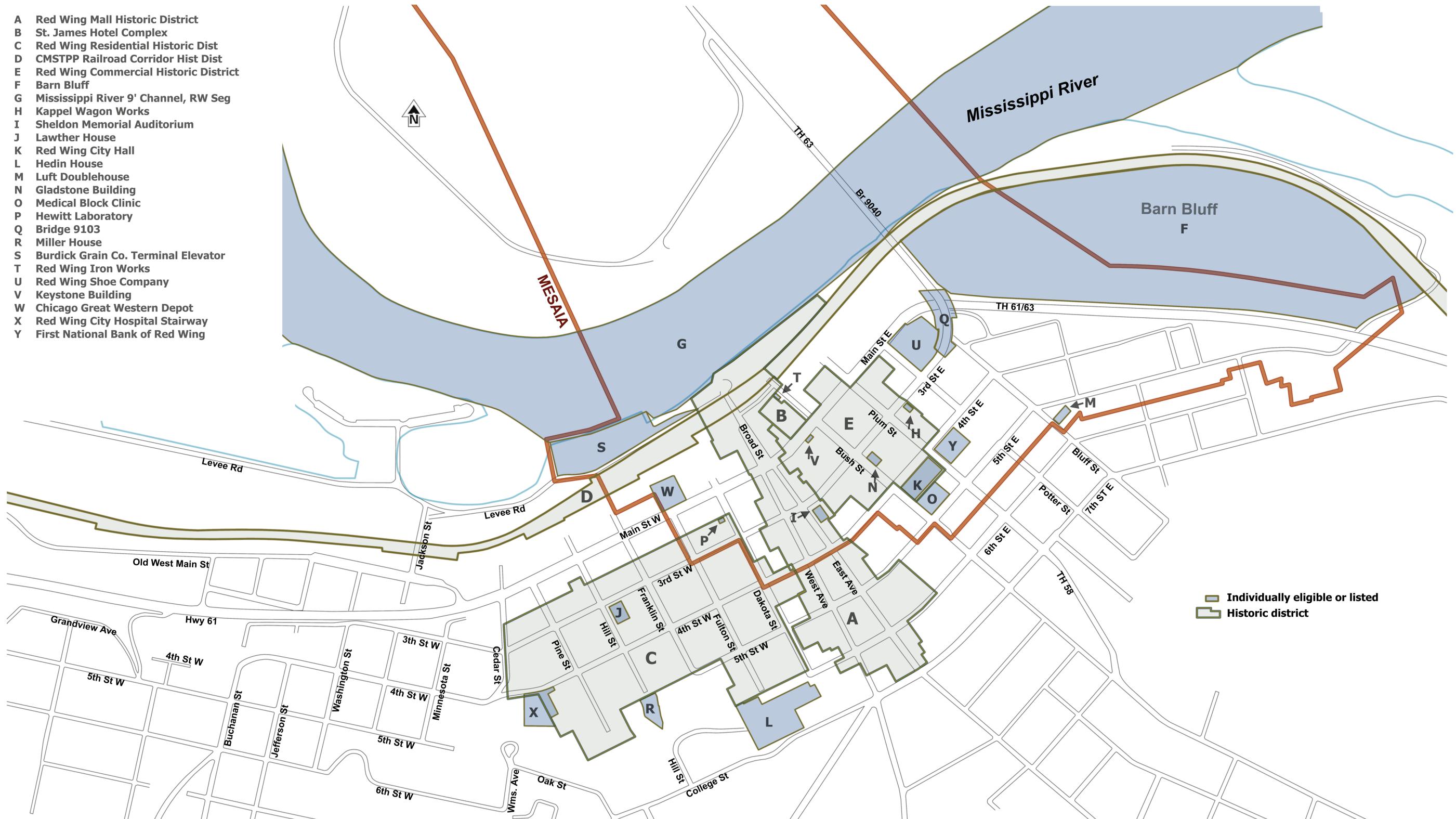
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Properties in the Area of Potential Effect (APE) Listed on or Eligible for the National Register

- A Red Wing Mall Historic District
- B St. James Hotel Complex
- C Red Wing Residential Historic Dist
- D CMSTPP Railroad Corridor Hist Dist
- E Red Wing Commercial Historic District
- F Barn Bluff
- G Mississippi River 9' Channel, RW Seg
- H Kappel Wagon Works
- I Sheldon Memorial Auditorium
- J Lawther House
- K Red Wing City Hall
- L Hedin House
- M Luft Doublehouse
- N Gladstone Building
- O Medical Block Clinic
- P Hewitt Laboratory
- Q Bridge 9103
- R Miller House
- S Burdick Grain Co. Terminal Elevator
- T Red Wing Iron Works
- U Red Wing Shoe Company
- V Keystone Building
- W Chicago Great Western Depot
- X Red Wing City Hospital Stairway
- Y First National Bank of Red Wing





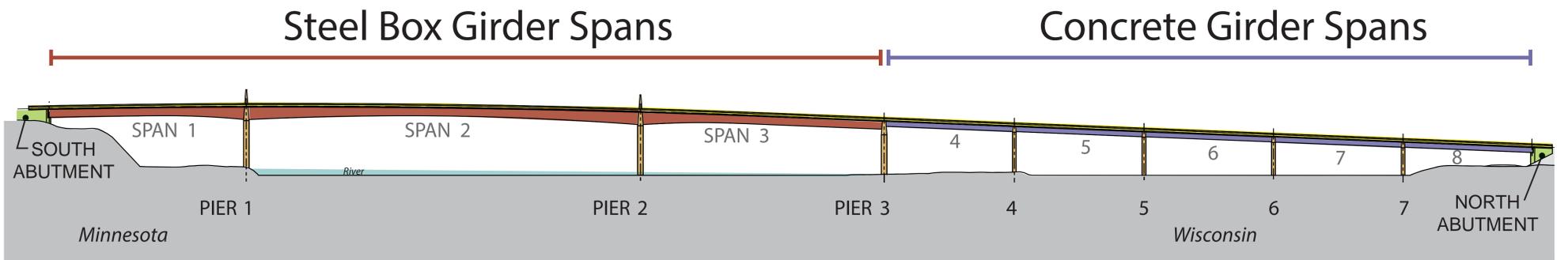
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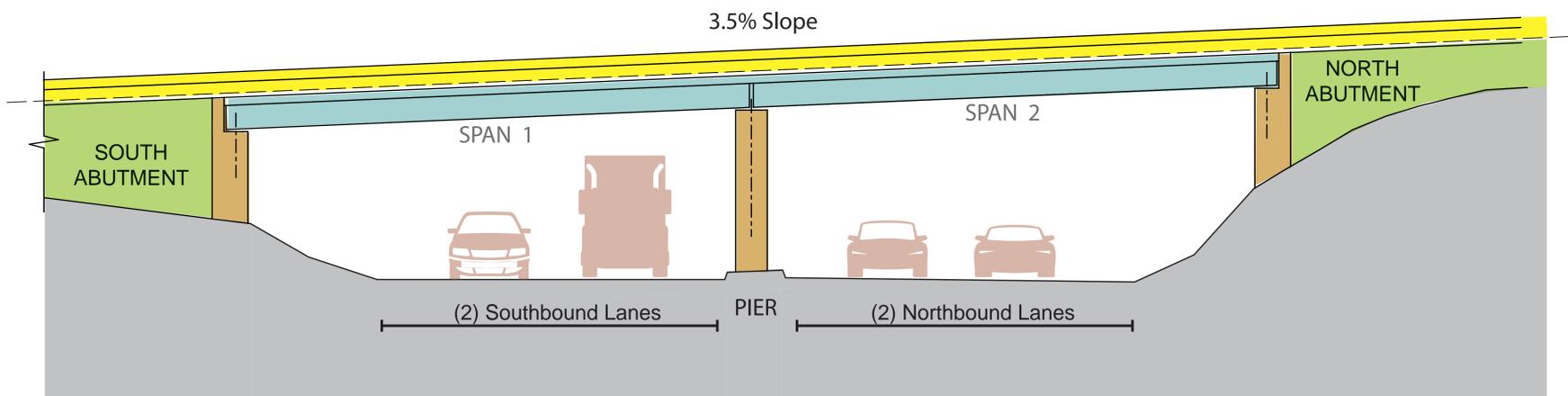


Structural Components of the 3 Project Bridges

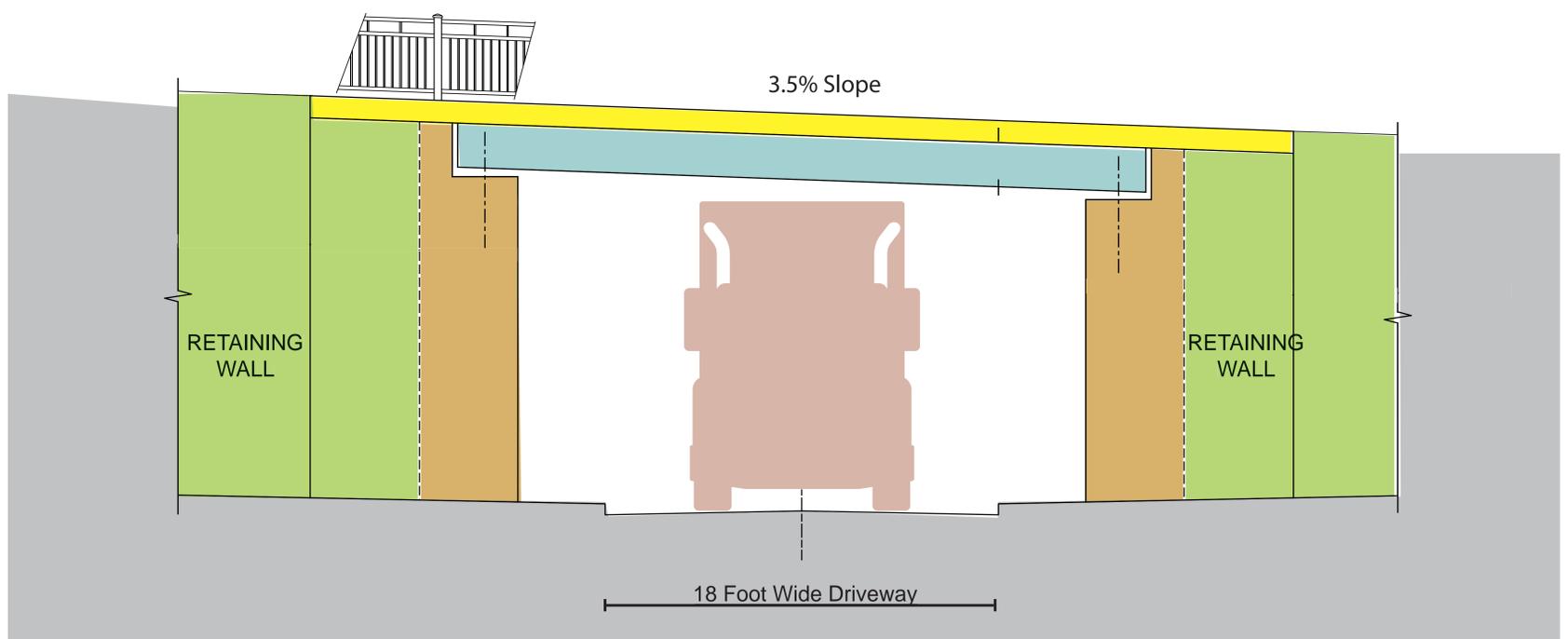
Mississippi River Bridge



Highway 61 Bridge



Slip Ramp Bridge





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Preliminary River Bridge and Pier Design Currently Under Development in the Visual Quality Process



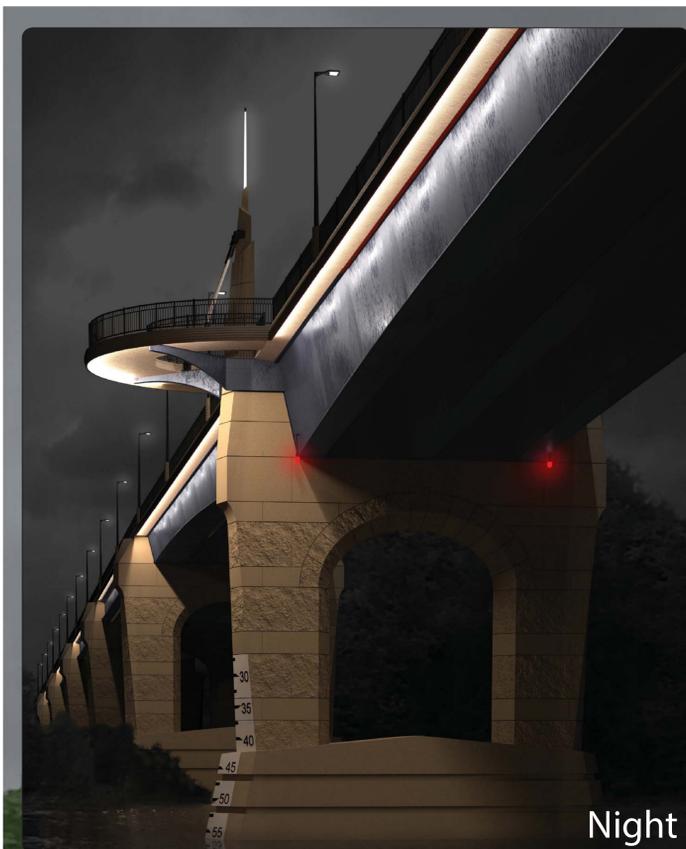
Bridge Pier Concept **A**

Rendering of an early conceptual pier design with modern, nautical, angular forms; exposed cables; and an open overlook.



Bridge Pier Concept **B**

Rendering of an early conceptual pier design with more traditional, curvilinear forms and stone textures.



Night

VQAC Recommended Concept
(Design under development)

HYBRID
Bridge Pier
Concept **C**



Day

Hybrid Concept C blends traditional forms and patterns with dynamic, bold details at key locations. The design must be sensitive to the rich context of the project area, while also celebrating the Minnesota-Wisconsin border and gateway to Historic Red Wing.



Red Wing Bridge Project

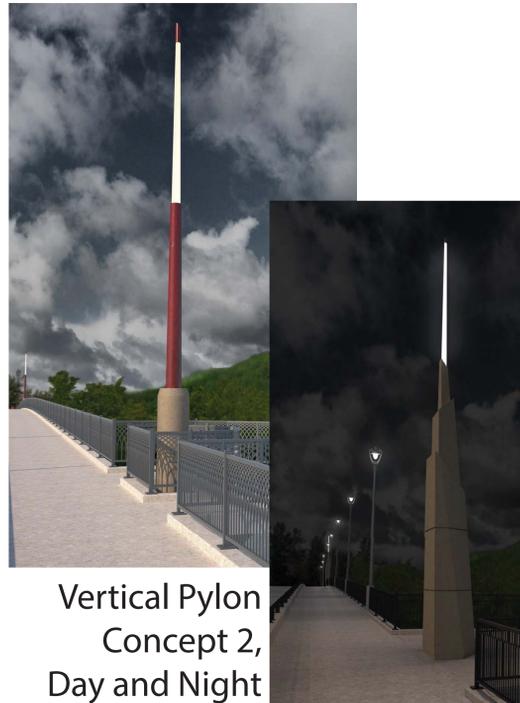
REPLACEMENT BRIDGES, MINNESOTA APPROACH & WISCONSIN APPROACH



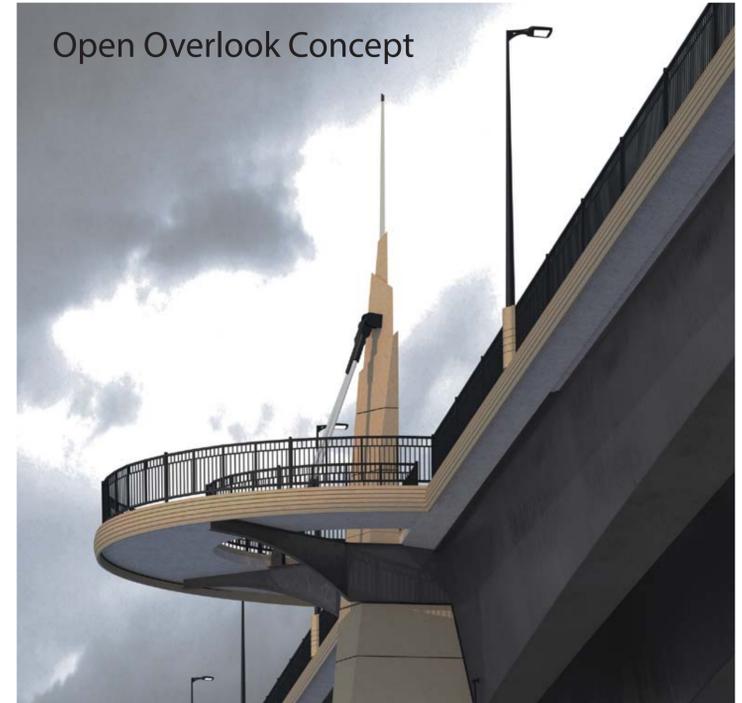
Preliminary River Bridge and Pier Design Currently Under Development in the Visual Quality Process



Vertical Pylon
Concept 1,
Day and Night



Vertical Pylon
Concept 2,
Day and Night



Open Overlook Concept



Combination
Crash Rail

Ornamental Rail

Vertical gateway elements, lighting, and railing designs are being developed as part of the Visual Quality Process. The image above shows the two types of preferred railing designs, a combination crash rail on the left and an ornamental railing on the right. A refined design is being developed that is anticipated to include vertical gateway elements, overlooks with seating, and an open grating system designed for pedestrians to walk across.



When will I see the final design of the River Bridge?

The Visual Quality Advisory Committee, project staff, and consultant team will be working over the next few months to develop a recommended river bridge design concept. The design recommendations will be included in the Environmental Assessment process and made available for comment during a Public Hearing in the Spring of 2015. Remember to check the project website for project updates, meeting announcements, and to sign up for notifications.

www.dot.state.mn.us/d6/projects/redwing-bridge



Red Wing Bridge Project

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Preliminary River Bridge and Pier Design Currently Under Development in the Visual Quality Process



Daytime view of the new Mississippi River Bridge. Red Wing and Barn Bluff are on the right; Wisconsin is on the left.



Evening view of the new Mississippi River Bridge. Architectural and other required lighting elements, including channel navigation lights and roadway and trail lighting, will be designed to minimize light spill on light-sensitive resources.



Red Wing Bridge Project

REPLACEMENT BRIDGES, MINNESOTA APPROACH & WISCONSIN APPROACH



Wisconsin Design Directives VQAC Workshop September 2014

JUG HANDLE APPROACH

- Improves safety while maintaining access at intersection

PARKING

- Introduce parking on paved shoulders

ABUTMENT AND RETAINING WALLS

- Proposed using same architectural patterns, colors, and textures throughout project
- Limestone rip rap

RESTORE VEGETATION

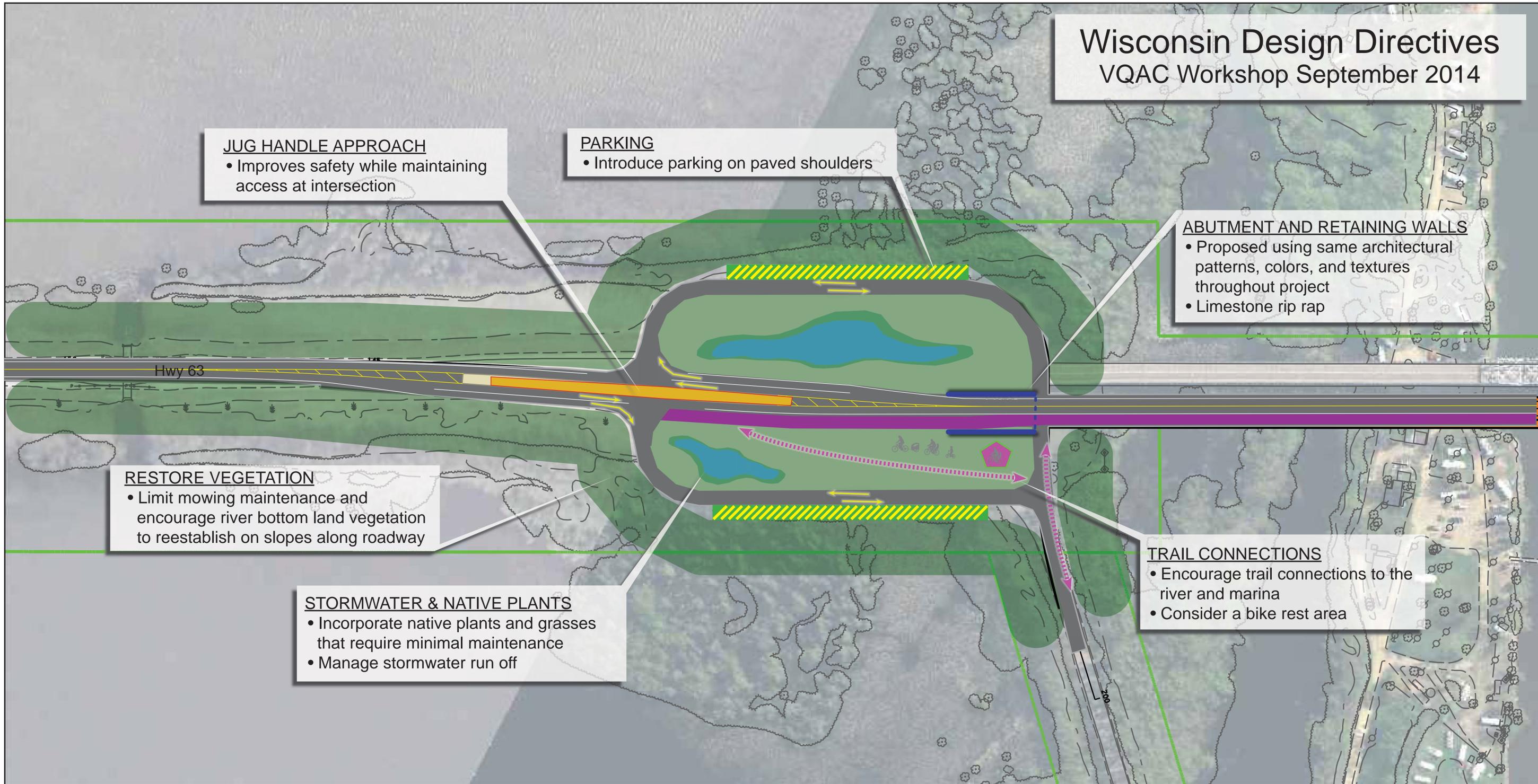
- Limit mowing maintenance and encourage river bottom land vegetation to reestablish on slopes along roadway

STORMWATER & NATIVE PLANTS

- Incorporate native plants and grasses that require minimal maintenance
- Manage stormwater run off

TRAIL CONNECTIONS

- Encourage trail connections to the river and marina
- Consider a bike rest area





Red Wing Bridge Project

REPLACEMENT BRIDGES, MINNESOTA APPROACH & WISCONSIN APPROACH



Minnesota Design Directives
VQAC Workshop September 2014



VACATED ROADWAY

- Revegetate with native plantings
- Coordinate with "Friends of the Bluff Landscape Plan"
- Preserve view of bluff
- Terracing down to Hwy 61
- Preserve space for potential future parallel bridge

BARN BLUFF

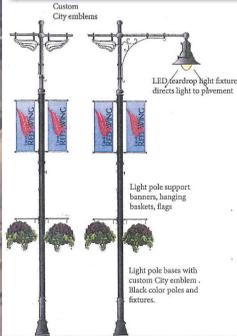
- Sensitive cultural/historic resource
- Views of exposed geology/limestone
- Avoid/minimize cut and fill
- Avoid light pollution
- Traffic calming and safety

ADM FACILITY

- Introduce retaining wall
- No anticipated alterations to ADM tanks or property

DOWNTOWN STREETSCAPE

- Coordinate streetscaping, lights and banners, with planned improvements in Downtown Red Wing



Hwy 63 / Hwy 61 Concepts

- Downtown Red Wing 20' banner poles in medians, spaced at 100' on center
- Low maintenance desired
- Banners aid in traffic calming
- New intersection and signal
- Lighting at intersection and bridge portal

RAILINGS

- Continuous ornamental railing on outside edge of path
- Continuous combination crash rail between cars and trail

BUTTONHOOK LANDSCAPE

- Introduce irregular shaped stormwater pond to manage roadway runoff
- Provide marsh/wetland vegetation transition surrounding pond (reeds, cattails, etc.)
- Provide mix of deciduous (some flowering) and conifer trees, shrubs
- Terracing, retaining walls, and abutments to have architectural patterns that are consistent throughout the project area

RED WING SHOE COMPANY DRIVEWAY ACCESS

- New access driveway will be about three feet lower than existing Bluff Street elevation
- Tall retaining wall is an opportunity for public art panels

CITY MAINTENANCE & COMMUNITY GARDEN

- Construct new city maintenance building and parking approximately where the community garden is located
- Relocate community garden to the north and east, provide buffer for East 3rd Street residents
- Consider terracing and/or bench for gardeners

HISTORIC BOUNDARIES

- Roadway design shifted to reduce potential adverse effects on Red Wing Shoe Company building
- Blend new pavement into existing roadway grid, including a portion of roadway in Historic Downtown