



Red Wing Bridge Project



Public Open House
April 12, 2012

Your Destination...Our Priority





Presentation Outline

- Staff Introductions
- Project Background
- Purpose and Need
- Project Issues and Scope
- Public and Agency Involvement
- Schedule and Next Steps



Red Wing Bridge History

- Original “High Bridge” opened in 1895
- Existing bridge constructed from 1958-1960
- Opened & officially dedicated by Pres. Eisenhower in 1960
- Deck resurfaced in 1978
- Painted in 2002
- Several studies completed since 2001





Highway 63 (Eisenhower) Bridge

- Built in 1960, carries TH 63 over the Mississippi River
- Nearest crossing is about 30 miles up or down stream
- Limited pedestrian and bicyclist provisions



Highway 63 Bridge Over Highway 61

- Built in 1960, carries TH 63 over TH 61
- Eligible for National Register of Historic Places
- Planned for replacement in 2017





Purpose and Need

Primary Purposes:

- Provide structurally sound bridge crossing of the Mississippi River Main Channel at Red Wing
- Provide structurally sound crossing of Highway 61



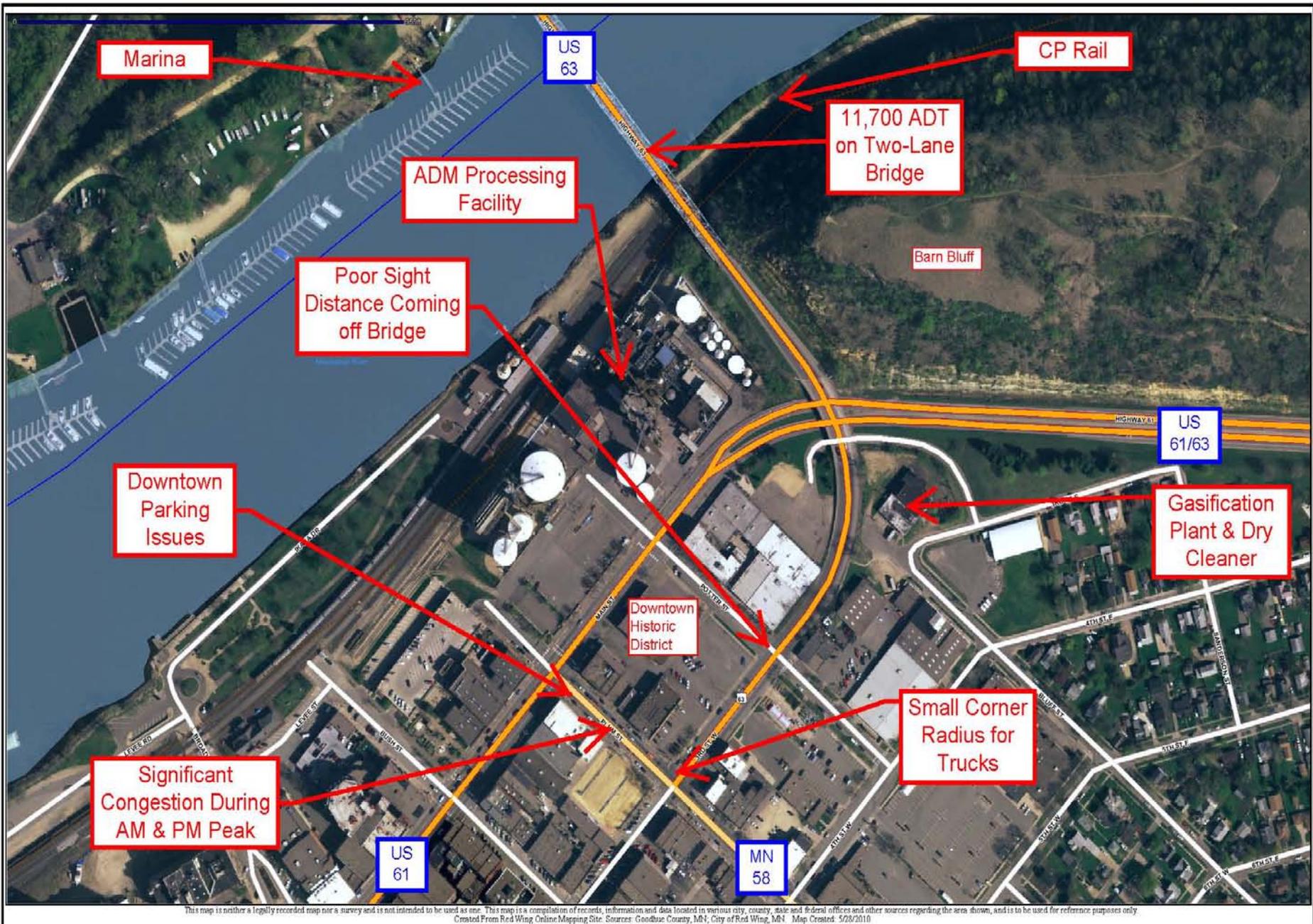


Purpose and Need

Secondary Purposes:

- Maintain traffic to maximum extent possible
- Maintain or improve pedestrian / bicycle facilities
- Provide adequate capacity, acceptable traffic operations & safe design





This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. Created From Red Wing Online Mapping Site. Sources: Goodhue County, MN, City of Red Wing, MN. Map Created: 5/28/2010

Project Area Issues (cont...)

- Cultural Resources
- Potential for contaminated sites
- Pedestrian/bicyclist provisions
- Downtown parking
- Maintenance of traffic
- Pedestrian safety in downtown





Study Process

Both Phases: Public and Agency Involvement

Phase 1: Jan 2012-Mid 2013

- Data Collection and Analysis
- Scoping
- Bridge Feasibility Study and Concept Evaluation
- Preferred Alternative Selection

Phase 2: Mid 2013-Mid 2014

- Environmental Documentation
- Preliminary Bridge and Roadway Design
- Staging Plan (maintenance of traffic)
- Municipal Approval of Layout
- Official Mapping





Study vs. Project

- The Preliminary Design and Environmental Study will address the Eisenhower Bridge, the Highway 61 overpass, and downtown traffic issues
- The scheduled 2018 project may not include all of the above
- Other components may become parts of later projects



RED WING BRIDGE ALTERNATIVES ANALYSIS & EVALUATION PROCESS

PRIORITY 1

Bridge Concepts

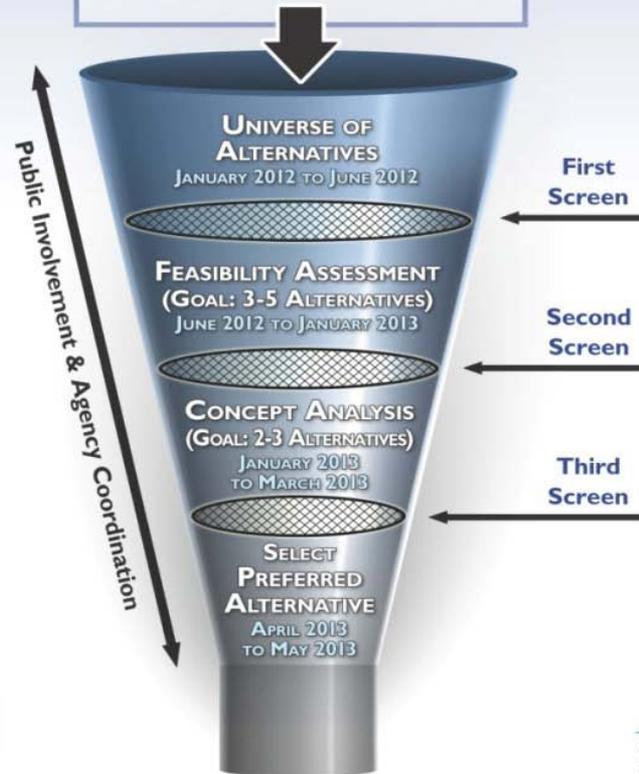
River Bridge & Hwy 61 Overpass

- Rehabilitation
- Replacement

PRIORITY 2

Roadway Concepts

- Maintain Existing Connection
- At-Grade Hwy 61 Connection
- New Grade-Separated Hwy 61 Connection





Bridge Evaluation Process: Highway 63 (Eisenhower) Bridge

- “Fracture critical” design
- Studying rehabilitation and replacement alternatives
- Assessing condition:
 - Running Structural Models
 - Field Inspections today, tomorrow and June



Bridge Evaluation Process: Highway 63 Bridge Over Highway 61

- Studying rehabilitation and replacement alternatives
- Currently assessing condition:
 - Running Structural Models
 - Field Inspections – today and tomorrow





Historic and Cultural Resources: “Section 106 Process”

- Refers to the National Historic Preservation Act
- Purpose is to protect significant historic properties
- Steps in the process include:
 - Identify and evaluate cultural resources
 - Assess effects to historic properties
 - Consult with agencies and the public
 - Define necessary mitigation for any adverse effects
- Staff experts are available to answer questions





Possible Improvement Alternatives

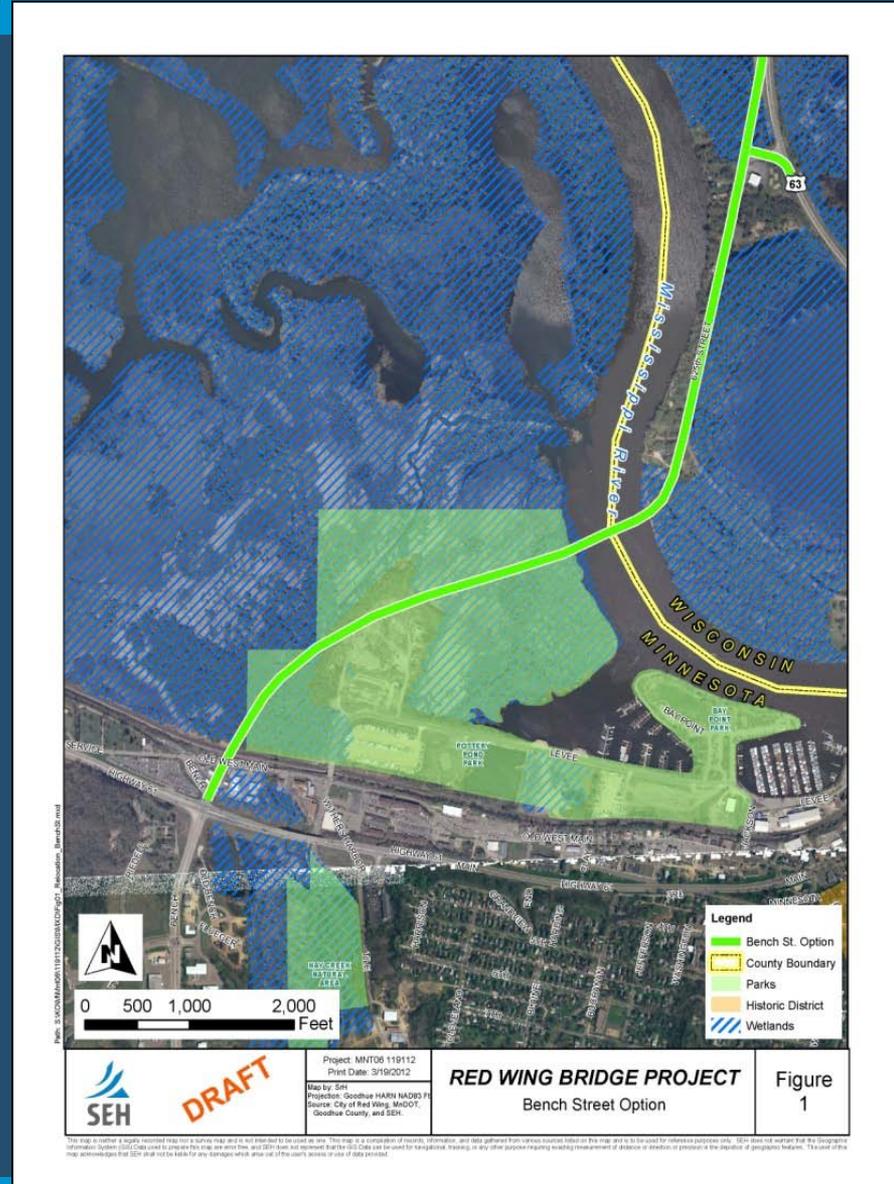
Two Basic Categories

- Existing Corridor Alternatives (Rehabilitation and/or Replacement)
- New Corridor Alternatives
 - Bench Street
 - Broad Street
 - Bush Street
 - Plum Street



Bench Street (County Road 1)

- Major county arterial roadway
- Extends SW across Goodhue County connecting with Highway 52
- Alternative provides more direct access from Wisconsin to:
 - Larger retail centers in city
 - Red Wing Medical Center
 - County road system





Bench Street Challenges

- Substantial additional wetland and floodplain impacts (in MN & WI)
- Removes the established crossing in the downtown area
- Removes more direct connection to Highway 58
- New crossing in a major bend of the Mississippi River
- Requires additional and longer bridges, increasing costs
- Impacts to the Upper Harbor area





Broad, Bush, and Plum Street Benefits Compared to Bench Street Option

- Reduced wetland and floodplain impacts
- Retains the established crossing in the downtown area
- Retains more direct connection to Highway 58
- Lower construction costs





Broad, Bush, and Plum Street Challenges

- Design challenges given navigation requirements
 - Closer to the Mississippi River bend as compared to the existing crossing; key concern of the Coast Guard
- Cross Levee Park and impact downtown historic districts
- Substantial visual/sightline impacts to adjacent buildings





Broad, Bush, and Plum Street Challenges

- Extensive wetland and floodplain impacts
- Requires greater bridge length compared to existing bridge
- Conclusions/Recommendations
 - Substantial issues associated with all options
 - Focus efforts on the existing crossing





Public and Agency Involvement

- Study Committees
 - Technical Advisory Committee (TAC)
 - Project Advisory Committee (PAC)
- Public Open Houses (3+ meetings through 2013)
- Listening Sessions
- Project Website:
 - www.dot.state.mn.us/d6/projects/redwing-bridge/index.html





Public and Agency Involvement

- Project Newsletters (~5 newsletters through 2013)
 - March newsletter is currently available on project website
- Email updates through “Constant Contact”
- Presentations to special interest groups
- Environmental Agency Workshop
 - First workshop is April 30th





Schedule

- Alternatives development and evaluation
 - Through Mid 2013
- Preliminary design and environmental documentation
 - Through Mid 2014
- Final design
 - 2014 to 2017
- Construction
 - Multi-year project beginning in Summer 2018 (proposed)





Next Steps

- April 30th environmental agency workshop
- Conduct bridge inspections and condition assessments
- Develop and evaluate the range of alternatives
- Conduct second public open house – late Summer 2012 – to obtain feedback on the alternatives evaluation process





Questions / Comments



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