



Red Wing Bridge Project



Project Advisory
Committee (PAC)
Meeting #1
March 22, 2012

Your Destination...Our Priority





Agenda

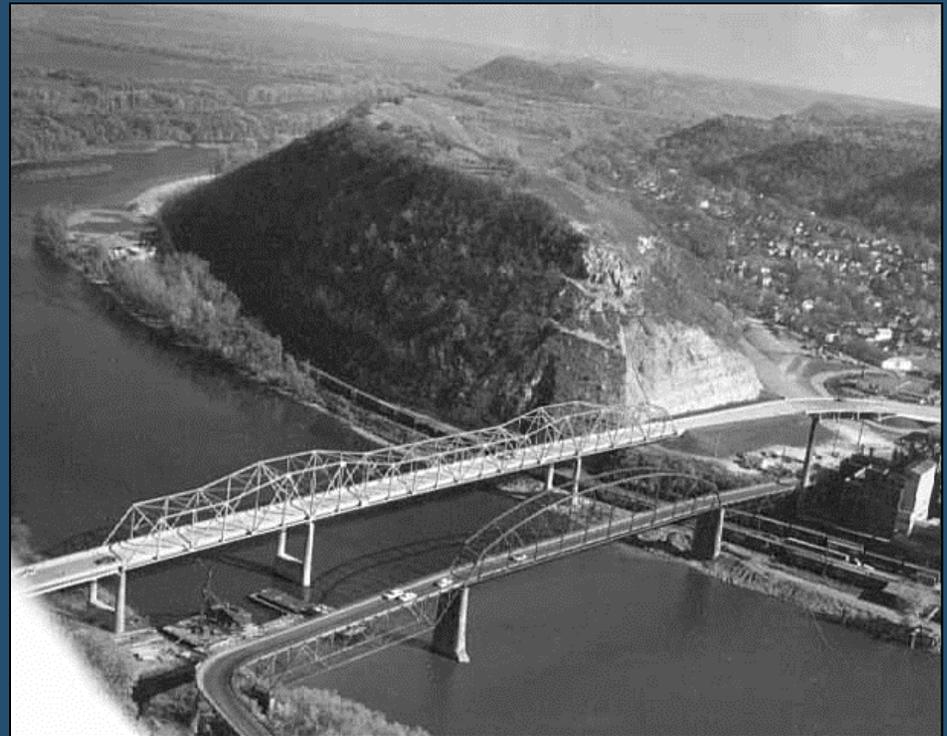
- Introductions & Project Background
- Scope of Work & Project Committees
- Purpose and Need & Alternatives Analysis Process
- Public Outreach
- Other Business & Next Meeting





Red Wing Bridge History

- Original “High Bridge” opened in 1895
- Existing bridge constructed from 1958-1960
- Opened & officially dedicated by Pres. Eisenhower in 1960
- North abutment & Pier 8 repaired in 1972
- Deck surfaced in 1978
- Painted in 2002

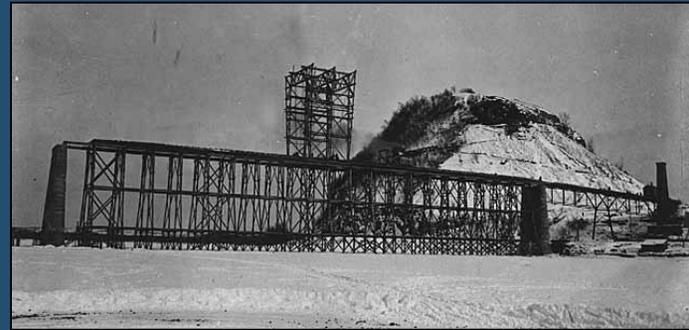




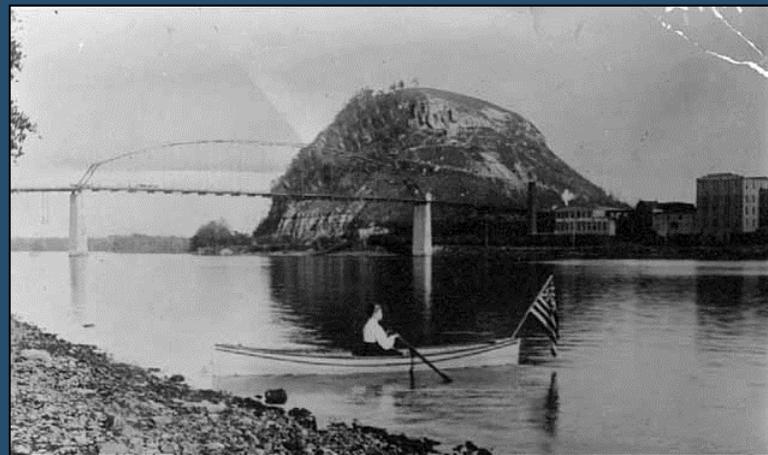
Red Wing Bridge Through the Years



Mid-1800s



1893



1910





Red Wing Bridge Through the Years



1960

2003





Project History

- Wisconsin DOT US 63 Corridor Study 2001
- Wisconsin DOT US 63 Environmental Assessment 2004
- Bridge planned for replacement/rehabilitation in ~20 years
- Downtown Red Wing Traffic Study 2005
- Downtown traffic flow project 2012





Project History

- Identified in MN Law Chapter 152 as Tier 1 Bridge 2008
– Bridge project advanced to 2018
- Scoping Study (~\$200 million) Nov. 2008
- Updated Red Wing Traffic Study 2011-2012
- Environmental studies/preliminary engineering 2011+
- Modified downtown traffic flow project 2012





Highway 63 (Eisenhower) Bridge

- Sufficiency rating of 43.8
- Settlement of North abutment & Pier 8
- Deck & Substructure condition
- Longitudinal movement of structure
- Narrow width





Highway 63 Bridge Over Highway 61

- Constructed in 1960
- 2-lane Concrete Slab Span (5 spans)
- Sufficiency Rating of 53.5
- 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 continuity of Highway 63 between Red Wing & Wisconsin
- Provide connection from Highway 63 to Highways 61 and 58
- Provide adequate capacity, acceptable traffic operations & safe design
- Maintain traffic to maximum extent possible
- Maintain connection to Trenton Island
- Maintain or improve pedestrian / bicycle facilities





Purpose and Need

Other Considerations

- Structural redundancy
- Geometrics
- Economic development
- Parking
- Regulatory requirements





Scope of Work

Both Phases: Public and Agency Involvement

Phase 1

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

Phase 2

- Environmental Documentation
- Preliminary Bridge Design and Plan Preparation
- Roadway Geometric Layout
- Staging Plan
- Municipal Approval of Layout
- Official Mapping





Technical Advisory Committee (TAC)

Committee Purpose and Meeting Frequency

- Provide technical input to the project
- Assist in the resolution of technical issues
- Communication conduit between PMT & the organizations each TAC member represents
- Meeting frequency:
 - Phase 1 (Alternatives Analysis) = Monthly
 - Phase 2 (Environmental Documentation and Design) = Every other month





Project Advisory Committee (PAC)

Committee Purpose and Meeting Frequency

- Meets quarterly to update key constituency group representatives
- Action items handled at the TAC meetings will be shared and discussed with the PAC
- Serve as a forum for vetting key decisions prior to going to the general public
- Not a decision-making forum
- Serve as a communications medium in between major public information meetings and newsletter releases



RED WING BRIDGE ALTERNATIVES ANALYSIS & EVALUATION PROCESS

PRIORITY 1

Bridge Concepts

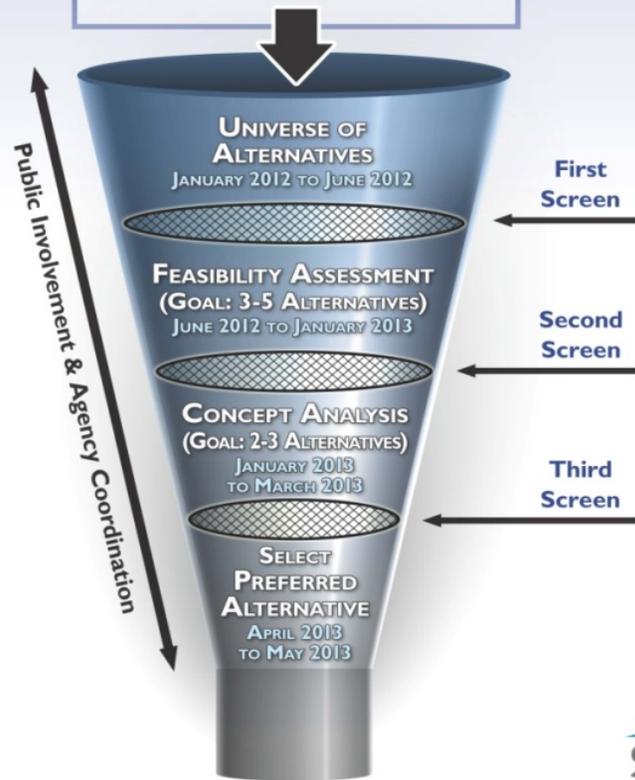
River Bridge & Hwy 61 Overpass

- Rehabilitation
- Replacement

PRIORITY 2

Roadway Concepts

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





Section 106 Consultation: A Key Component

- Identify potential consulting parties
 - SHPO/THPO
 - Indian Tribes
 - Public
 - Local governments and applicants







Status of Cultural Resources Investigations

- Archaeological Investigations
 - Pre-evaluation study draft report due April 1
- Architectural History Studies
 - Phase I Investigation Complete
 - Phase II Study in process of contracting
- 9103 Bridge Rehabilitation Study
 - Rehab Study – in process of contracting





Possible Improvement Alternatives

Two Basic Categories

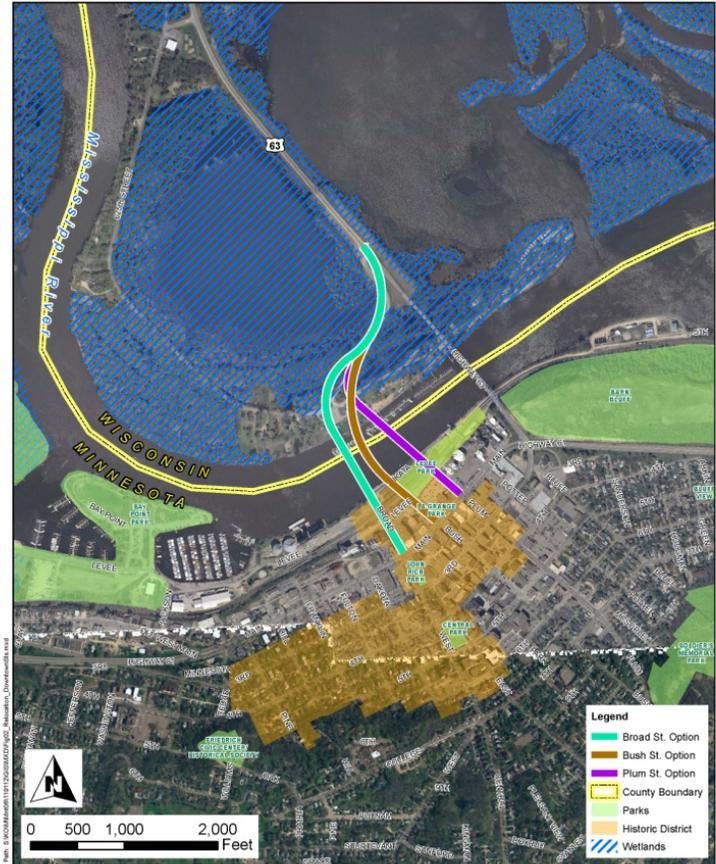
- Existing Corridor Alternatives (Rehabilitation and/or Replacement)
- New Corridor Alternatives
 - Bench Street
 - Plum Street
 - Bush Street
 - Broad Street





	DRAFT	Project: MNT06 119112 Print Date: 3/18/2012	RED WING BRIDGE PROJECT Bench Street Option	Figure 1
		Map by: SEH Projection: Goodhue HARRIS NAD83 F1 Source: City of Red Wing, MNDOT, Goodhue County, and SEH		

Bench Street



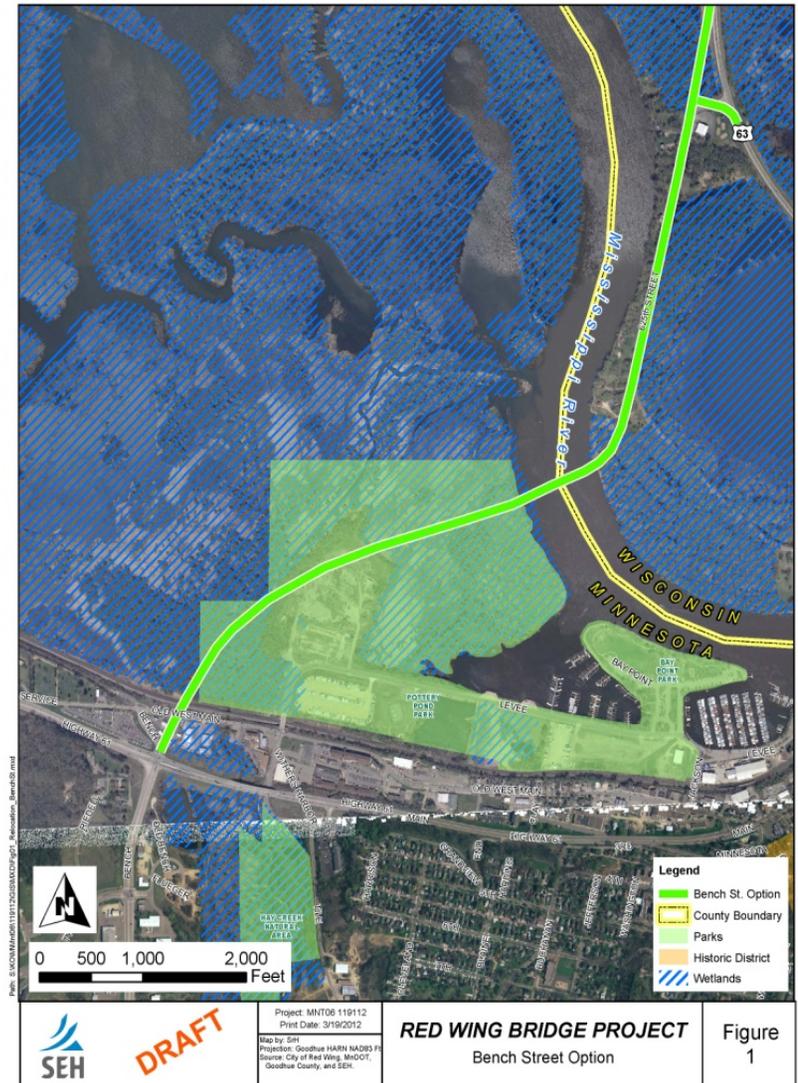
	DRAFT	Project: MNT06 119112 Print Date: 3/18/2012	RED WING BRIDGE PROJECT Downtown New Location Options	Figure 2
		Map by: SEH Projection: Goodhue HARRIS NAD83 F1 Source: City of Red Wing, MNDOT, Goodhue County, and SEH		

Plum, Bush, and Broad 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 historic and established crossing in the downtown area
- Introduces additional travel length for traffic on Highway 63
- Removes more direct connection to Highway 58
- Introduces significantly greater construction costs

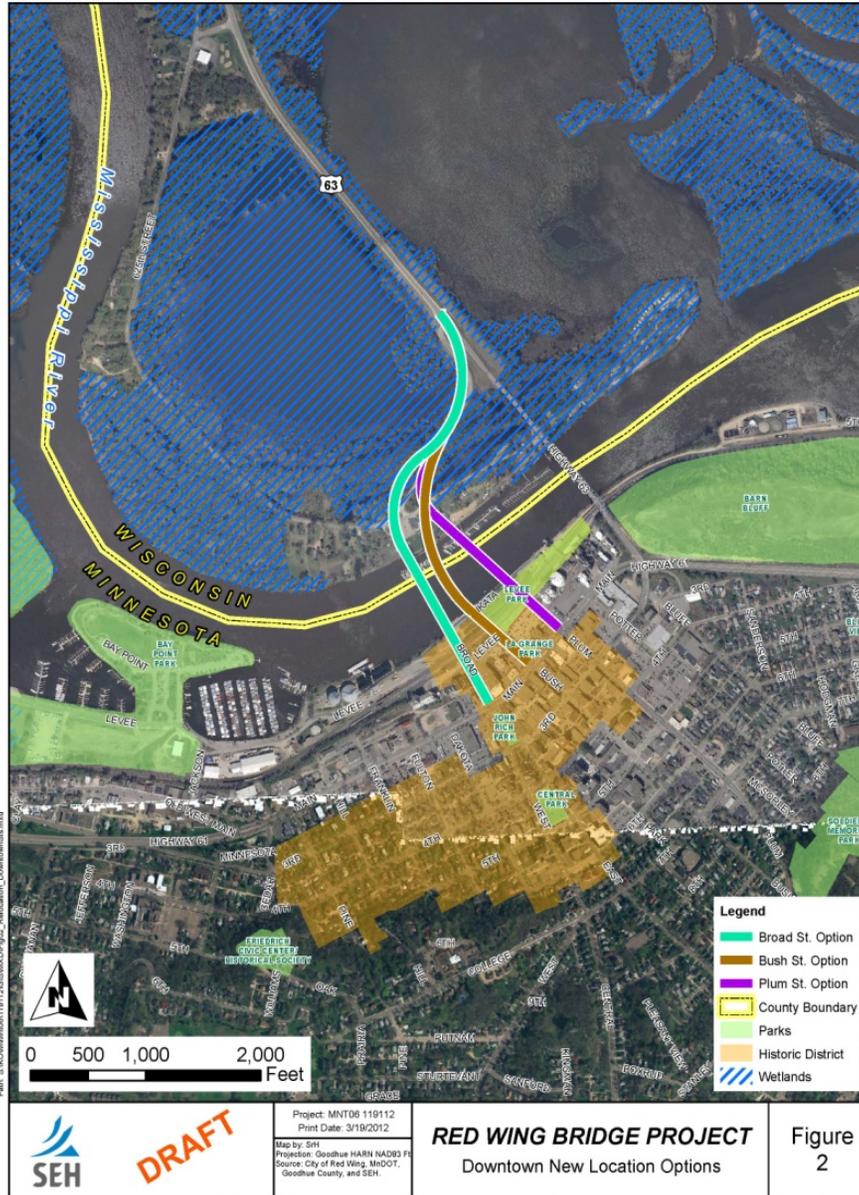




Bench Street Challenges (Cont)

- New crossing in a major bend of the Mississippi River
- Requires additional and longer bridges
- Impacts Pottery Pond Park
- Probable need to conduct an Environmental Impact Statement (EIS)







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

- Reduced wetland and floodplain impacts
- Retains the historic and established crossing in the downtown area
- Retains more direct connection to Highway 58
- Lower construction costs
- Likely require an Environmental Assessment





Plum, Bush, and Broad Street Challenges

- Design challenges to tie down to local streets given the navigation requirements
 - Limits access to ADM
 - Limits access to LaGrange municipal garage
- Cross Levee Park
- Downtown Historic Districts including St. James Hotel





Plum, Bush, and Broad Street Challenges

- Substantial visual/sightline impacts to adjacent buildings
- Introduces lower speed reverse curve on the WI approach
- Closer to the Mississippi River bend as compared to the existing crossing
 - Key concern of the Coast Guard





Plum, Bush, and Broad Street Challenges

- Crosses Island Campground & Marina
- Extensive wetlands would be impacted
- Requires greater bridge length compared to the existing bridge





Public Outreach

- Public Open Houses (3+ meetings through 2013)
 - First open house
 - Thursday, April 12
 - 5 – 7p.m.
 - Red Wing Public Library
 - Short presentation will be given at 5:30 p.m.
- Listening Sessions
- Project Website:
 - www.dot.state.mn.us/d6/projects/redwing-bridge/index.html





Public Outreach

- 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
- Other Outreach Efforts





Next Meeting

- Thursday, June 21
- 1 – 3 p.m.
- Red Wing Public Library – Foot Room





Questions / Comments



Chad Hanson, P.E.
Senior Design Engineer
MnDOT – Rochester
507-286-7637
chad.hanson@state.mn.us

