

Martin Olav Sabo Bicycle & Pedestrian Bridge



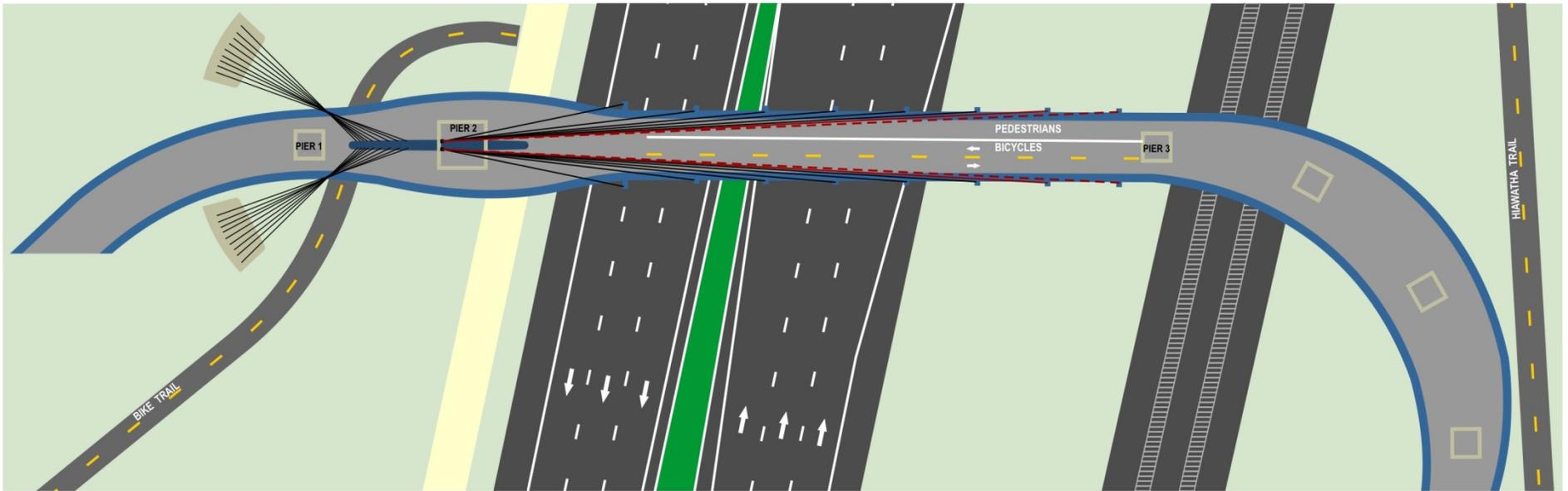
Martin Olav Sabo

Bicycle & Pedestrian Bridge

- ▶ Design & Construction Managed by Hennepin County
- ▶ Total cost \$5.1 M: \$4.2 M Federal, \$900k County Funding
- ▶ Opened in November 2007
- ▶ City Responsible for Operations & Maintenance



Cable-stayed Bridge

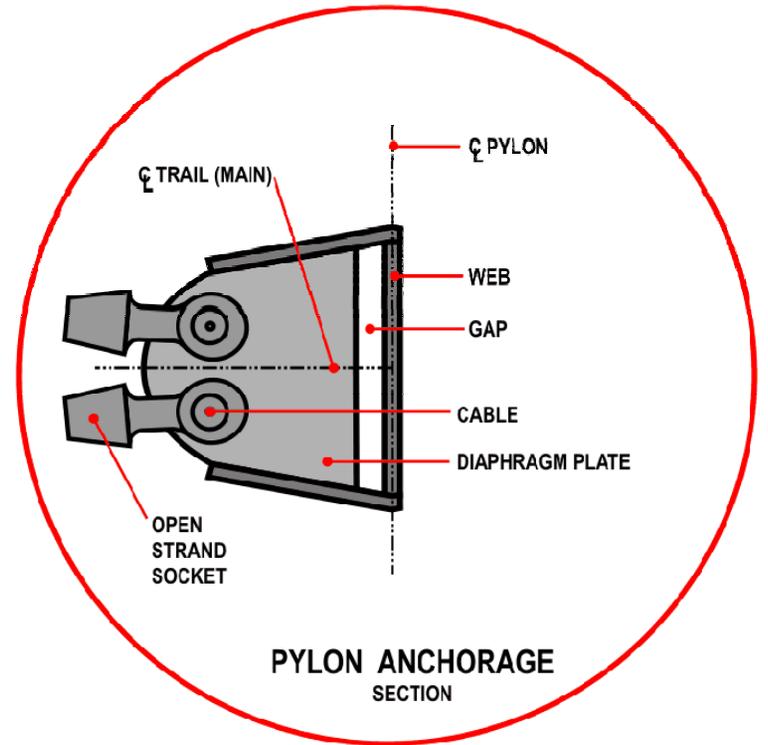


Plan View

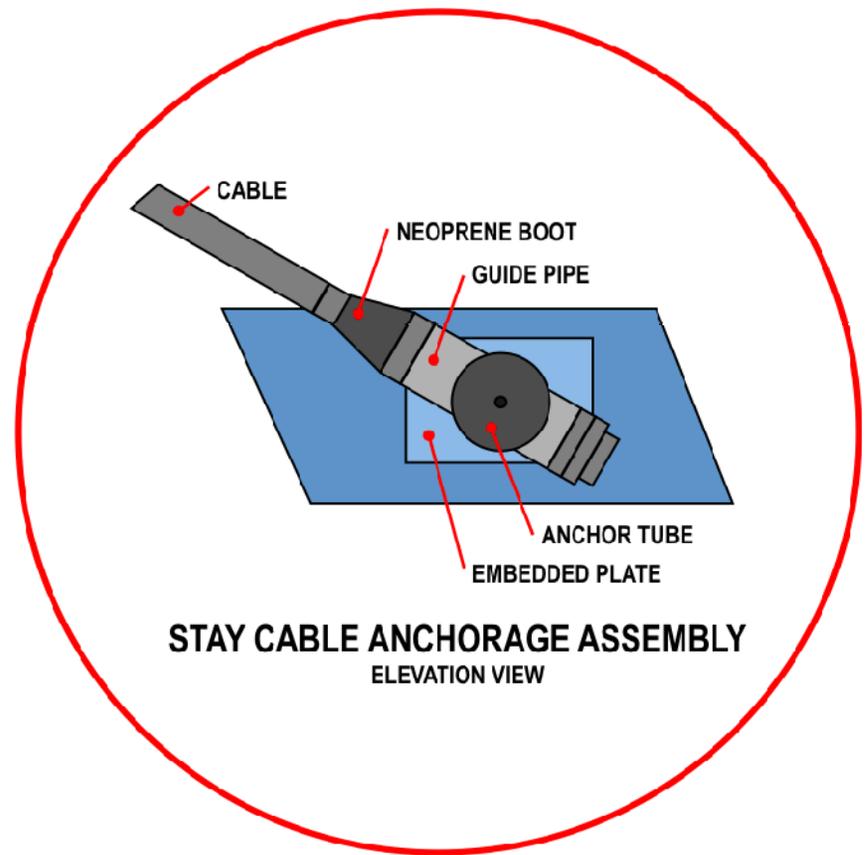
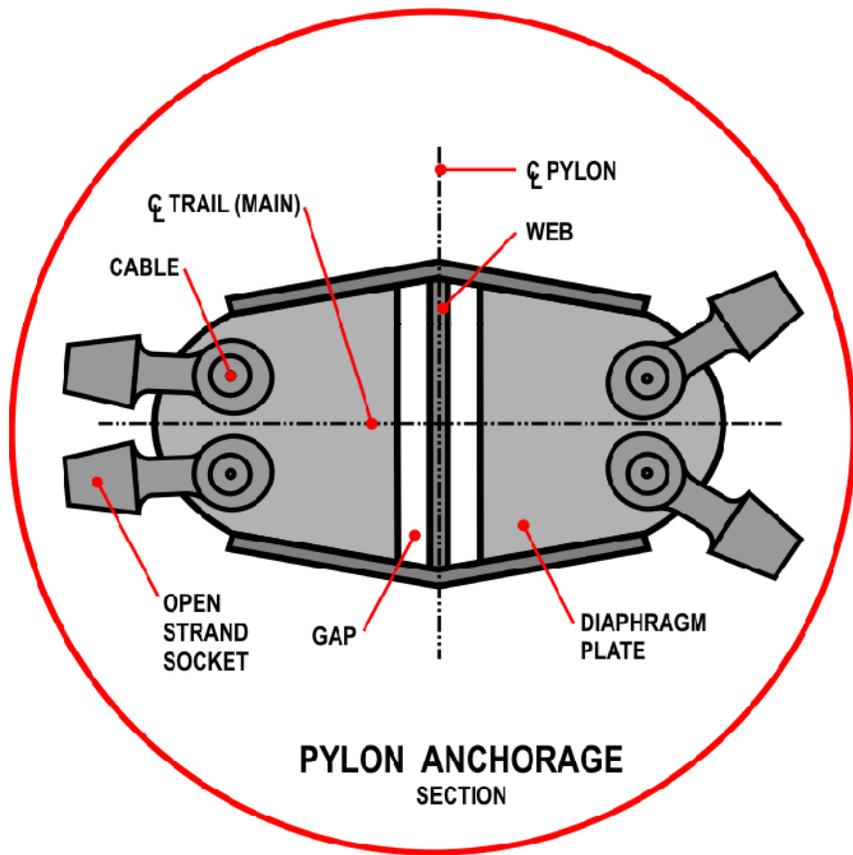
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Pylon Anchorage Detail



Pylon & Stay Cable Anchorage Details



Event Timeline

Sunday - Monday

- ▶ 911 call at ~10:06 p.m. Sunday reported concern with cable on bridge
- ▶ City staff arrives on site to find cable set 9 detached from pylon with broken diaphragm plate
- ▶ MnDOT, Metro Transit, consulting engineers join city staff on site
- ▶ Inspection indicates the #8 diaphragm plate is also compromised
- ▶ MnDOT closes TH55 & Metro Transit stops LRT service
- ▶ City crew begins work to shore up bridge



Failed Diaphragm Plate (#9)



Shoring Installation



Shoring in Place



Bridge Stabilization Activities

- ▶ Initial shoring completed Tuesday
- ▶ County/City hire Wiss, Janny, Elstner Assoc., Inc. (WJE) for bridge inspection and forensic investigation
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- ▶ City forces are assisted by by WJE, ONE, URS (bridge designer), Ames Construction (bridge contractor), Advance Shoring, Bolton & Menk, Braun Intertec, American Engineering & Testing

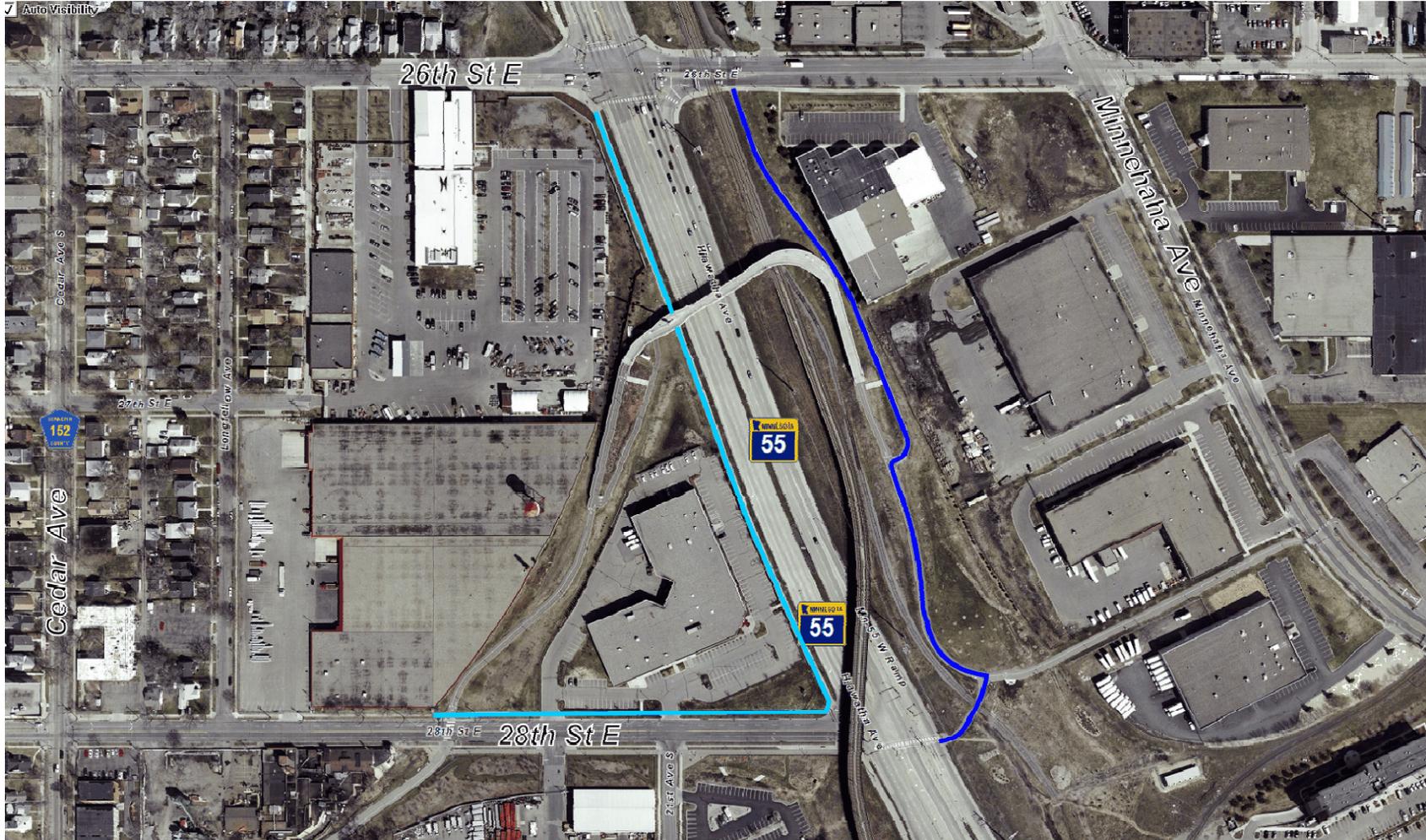


Bridge Stabilization Activities

- ▶ Cable set #8 de-tensioned on Thursday
- ▶ Cable set #8 removed on Friday, LRT service begins at 1:15 pm
- ▶ Non-destructive testing of diaphragm plates completed Saturday
- ▶ Sunday ~6pm – Hiawatha Avenue reopened



Pedestrian & Bicycle Access



— PEDESTRIANS

— BICYCLES

What's Next?

- ▶ Monitor bridge
- ▶ Install temporary steel plate repair on diaphragm plate #5
- ▶ WJE investigation to determine cause of failure
- ▶ Plan for returning bridge to service
- ▶ Determine obligations and responsibilities of involved parties

