



ST. ANTHONY FALLS
BRIDGE REPLACEMENT

Minneapolis I-35W Bridge Municipal Consent Hearing

Sept. 20, 2007

Thomas O'Keefe, P.E., Area Manager
Metro District

Jon Chiglo, P.E., Project Manager
St. Anthony Falls Bridge Replacement





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Presentation Outline

- **Local Impacts**
- **Municipal Consent**
 - Statutory requirements
- **Mn/DOT's Continuing Bridge Replacement Efforts**
 - Early milestones
 - Community input and our response
 - State economic impacts





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An Unprecedented Event



Leads to Unprecedented Cooperation and Response





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Local Street and Safety Impacts

- **“Bridge Detours Hard on Neighborhood”**

“...some streets already have substantial jumps in traffic, e.g.,
Central Avenue traffic ...up from around 20,000 to 27,000 ADT...”

Minneapolis Star Tribune
September 12, 2007

- **More Traffic on Local Streets Leads to a Greater Potential for Conflicts Between Vehicles, Bicyclists and Pedestrians**





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Local Business Impacts

- **“... Business Has Been Drastically Impacted Due to The Rerouting of Traffic ... Can Anything be Done to Raise Awareness That The Quarry is Still Open for Business?”**

August 23, 2007 e-mail to Minneapolis Regional Chamber of Commerce from Inland Commercial Property Management, Inc. (owner/manager of the Quarry Retail Shopping Center on New Brighton Blvd. in Minneapolis)





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Business Calls for Fast Action

- **The Minneapolis Regional Chamber of Commerce Urges The City Not To Unduly Delay The Bridge Reconstruction Process As The Daily Cost To Business Exceeds ½ Million Dollars.**

Minneapolis Regional Chamber of Commerce
September 19, 2007





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State Municipal Consent Law

- **Minnesota Statutes 161.162 – 161.165**
- **Required for Highway Projects Within Municipalities, When They:**
 - Alter access
 - Increase or reduce traffic capacity
 - Require acquisition of permanent right-of-way





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In This Case

- **Access Unchanged**
- **Added Traffic and Transit Capacity**
 - 10 lanes of traffic, five in each direction
 - Full Shoulders
 - Capable of handling LRT, BRT and other Transit Advantages
- **Additional Right of Way Required**
 - 14 properties proposed





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State Municipal Consent Law

- **Requires the Municipality to Schedule a Public Hearing Within a Specified Time**
- **Requires the Municipality to Vote to Approve or Disapprove, Also Within a Specified Time**





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If a Municipality Desires Changes to The Project

- **If Those Changes DO NOT Require Additional Right-of-Way, Changes In Access Or Changes In Capacity**
 - The Municipality may approve the layout, and Mn/DOT may make the modifications requested as a part of final design
- **If Those Changes DO Require Added Right-of-Way, Or Changes In Access Or Capacity, The Municipality May Disapprove The Layout, In Which Case, Mn/DOT Can:**
 - Make modifications requested by the municipality and proceed with the project
 - Decide not to proceed with the project
 - Refer the final layout to an appeal board





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Project Update

Sept. 20, 2007



Jon Chiglo, P.E., Project Manager
St. Anthony Falls Bridge Replacement





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Related Milestones

- **August 1 – Bridge Collapses**
- **August 8 – Design-Build Teams Pre-qualified, Bridge Design and Public Involvement Processes Begin**
- **August 21 – Layout Submitted to City of Minneapolis**
- **August 23 – RFP Released**
- **September 14 – Technical Proposals Received**
- **September 18 – Financial Proposals Received**
- **September 19 – Project Letting**
 - Flatiron/Manson team apparent best-value bidders
 - 437 day completion schedule
 - \$233,763,000 cost
- **September 20 – Municipal Consent Hearing**





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Proposal Evaluation Criteria

- **Quality (50 Percent)**
 - Experience and authority of key individuals
 - Extent of quality control/quality assurance
 - Safety
 - Measures to evaluate performance in construction
- **Aesthetics/Visual Quality (20 Percent)**
 - Visual enhancements to the structure
 - Involvement of the public after letting
- **Enhancements (15 Percent)**
 - Geometric and structural enhancements
- **Public Outreach/Involvement (15 Percent)**
 - Impacts to the public
 - Approach to communications





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Initial Public Involvement



- **Open Houses**
- **Legislative Hearings**
- **Neighborhood Association and Community Group Meetings**
- **Speakers Bureau Presentations/ Listening Sessions**
- **Meetings with Numerous City, County, State, and Federal Agencies/Offices**
- **E-mail Alerts/Notifications**
- **Bridge Web Site, E-mail Address and Online Comment Form**
- **Handouts at Park-and-Ride lots in North and Northeast Metro**



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Responding to What We Heard

What We Heard

- **Build Bridge to Accommodate Future LRT in the Long Term and Other Transit Advantages (BRT, Managed Lanes) in the Shorter Term**
- **Build a Quality Bridge**
 - Do it safely
 - Build a redundant structure
 - Don't go too fast, don't go too slow

Our Response

Done!

- Bridge Will Be Built With Multiple Redundancies And Safety Features – NOT Fracture Critical**
- Schedule Recognizes The Need To Balance Quality And Safety With Impacts of Construction Delay**



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Responding to What We Heard

What We Heard

- **Neighborhoods Want Day, Night and Weekend Construction Impacts Mitigated to the Greatest Extent Possible**
- **Build a Bridge We Can All Be Proud Of**
 - Aesthetically pleasing
 - Respect the river valley

Our Response

- ☑ **Guidelines Controlling Noise and Light Impacts As Well As “Shift Work” Established**
- ☑ **A Visual Quality Advisory Team Of Representatives From Various Agencies Set And Shared Visual Quality Recommendations With All Design-Build Teams To Help Guide Their Designs ... More Community Input On Bridge Aesthetics Is Planned**



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Responding to What We Heard

What We Heard

- **Accommodate Current Needs And Future Plans By:**
 - **Keep 2nd Street Southeast Open**
 - **Keep West River Parkway and Bike/Pedestrian Paths Open**
 - **Accommodate Granary Road and East River Bike Trail**

Our Response

Done!

Done!

Done!



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Responding to What We Heard

What We Heard

- **Set equal opportunity employment (EEO) goals for minorities and women equal to or above current City goals**
- **Keep us Involved!**

Our Response

-  **Goal Is Based On Established Agreement Between Minneapolis, St. Paul, Hennepin County, Mn/DOT And The State Department of Human Rights**
-  **Flatiron/Manson Team Plans For Extensive Public Outreach And Information, including More Community Involvement In The Aesthetic Design And Visual Quality Of The New Bridge**



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Economic Impacts

- **Mn/DOT Office of Investment Management Estimates the Daily Cost to Motorists at \$400,000**
 - Additional travel time and distance
- **State Department of Economic Development Impact Analysis**
 - Average net economic impact is an additional \$113,000 daily reduction in the State's economic output
 - \$17 million in 2007
 - \$43 million in 2008





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The Call to Action

- **Move Forward Together to Build a Quality Bridge reestablishing service across this corridor**
 - Help reduce the economic and public safety impacts on travelers, on city streets, on neighborhoods, on the region and on the State
 - Allow Mn/DOT to take advantage of a narrow window of opportunity to start construction early
 - Days or weeks of delay on “this side” of the construction season, could translate into weeks or months of delay on “the other side”
 - Lose service for only one winter





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The Call to Action

- **Next Steps**
 - Municipal Consent
 - Construction Startup (mid-October, 2007)
 - Continued Public Outreach and Involvement Throughout
 - Projected Completion (late 2008)





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Thank You

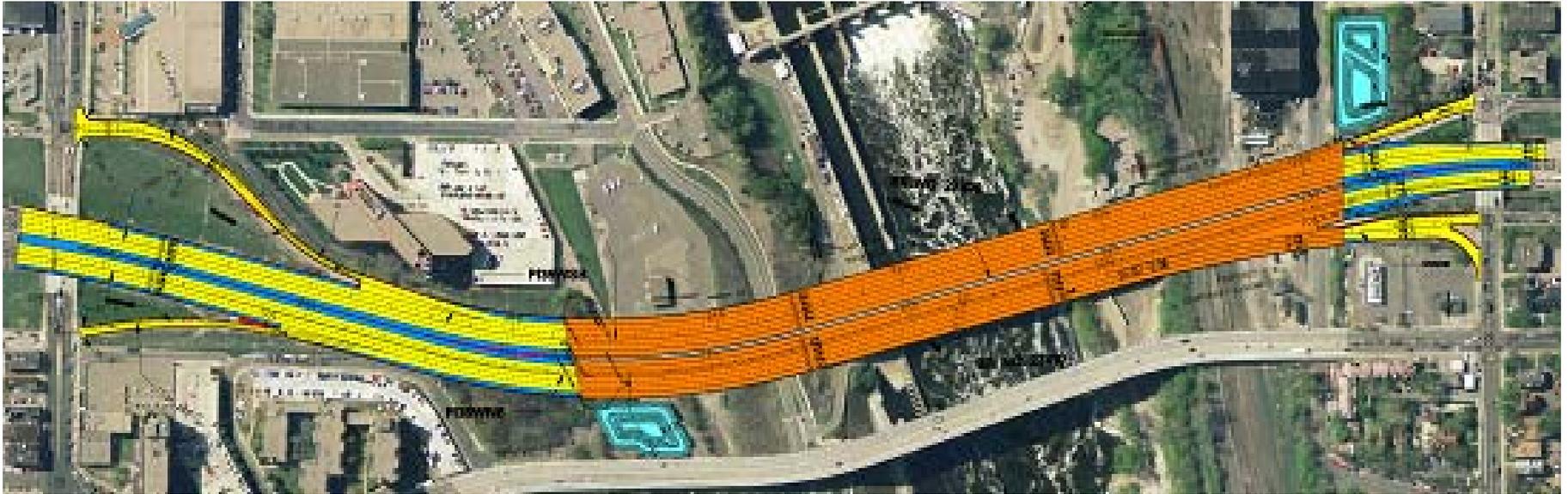
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<http://www.dot.state.mn.us/i35wbridge/>

Replacement Bridge Features



- **Responsive to City of Minneapolis Statement of Principles**
- **10 lanes of Traffic, Five in Each Direction**
 - 13' outside shoulders
 - 14' inside shoulders
- **Structurally Capable of Handling LRT**
- **Redundant, High Quality and Safe**
- **Extensive Public Outreach to Continue**
- **Will Accommodate Other Transit Advantages**
 - Bus Rapid Transit (BRT)
 - A Managed Lane (MnPASS)
- **Construction Starts in October**
- **Open by December, 2008**