

Kellogg-3rd Street Bridge

Transportation Committee Meeting

11/30/2020

Kellogg-3rd Street Bridge

Owner: City of Saint Paul Department of Public Works

Project Manager: Brent Christensen, Public Works Bridge Division
651-266-6182
brent.christensen@ci.stpaul.mn.us

Project Engineer/
Design Consultant: Jamison Beisswenger, SRF Consulting

Project Background

MnDOT constructs
existing bridge (Hwy 5)

City plans rehabilitation project
to address cracking issues.

State assigns \$52M
to reconstruction;
\$7M Federal grant
also anticipated

1983

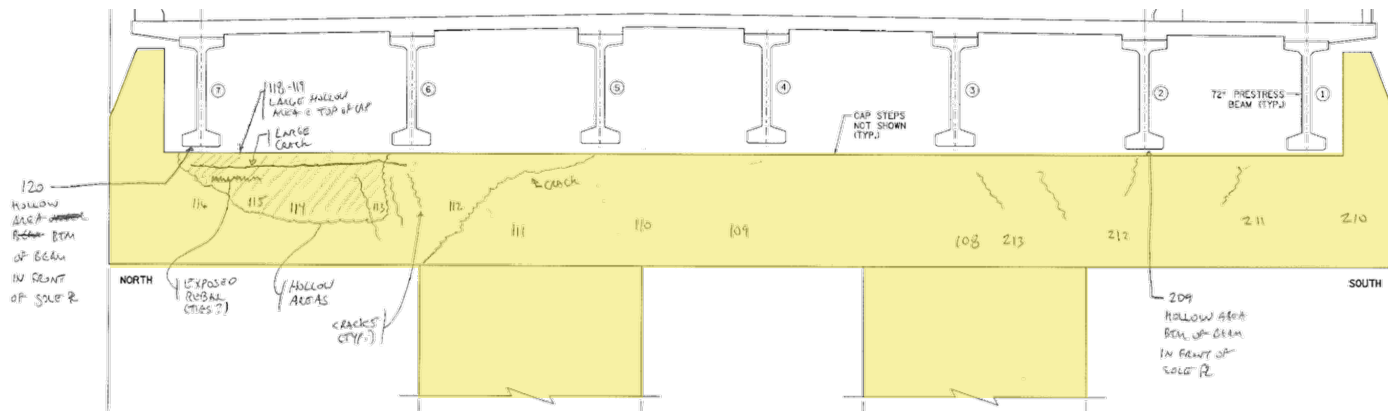
City acquires bridge by MnDOT
turnback, inspects & maintains
(longest locally-owned bridge)

2014

City requests external funding
& begins design w/ local funds

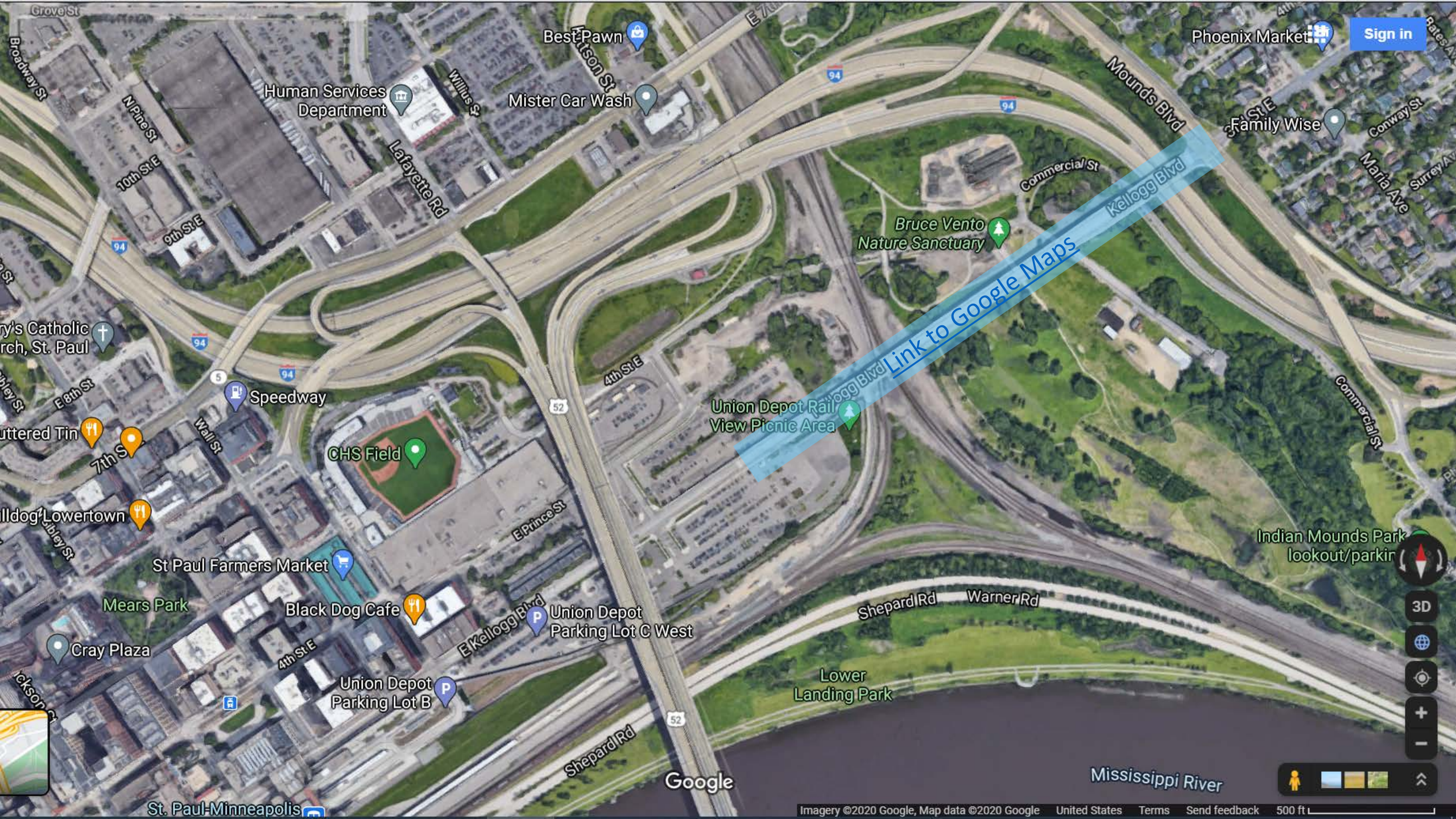
2020

SRF performs structural analysis & finds critical deficiencies.
City removes all traffic loads from bridge cantilevers.



Anticipated Schedule

Input Survey	Completed Summer 2020
Preliminary Layout	Reviews Ongoing
Virtual Public Event	January 2021
Public Art Incorporation	February 2021
60% Plans	June 2021
90% Plans	September 2021
Final Plans	December 2021
Bidding	Spring 2022
Construction	Summer 2022 – Fall 2024 (estimate)



Sign in

Link to Google Maps





St Paul

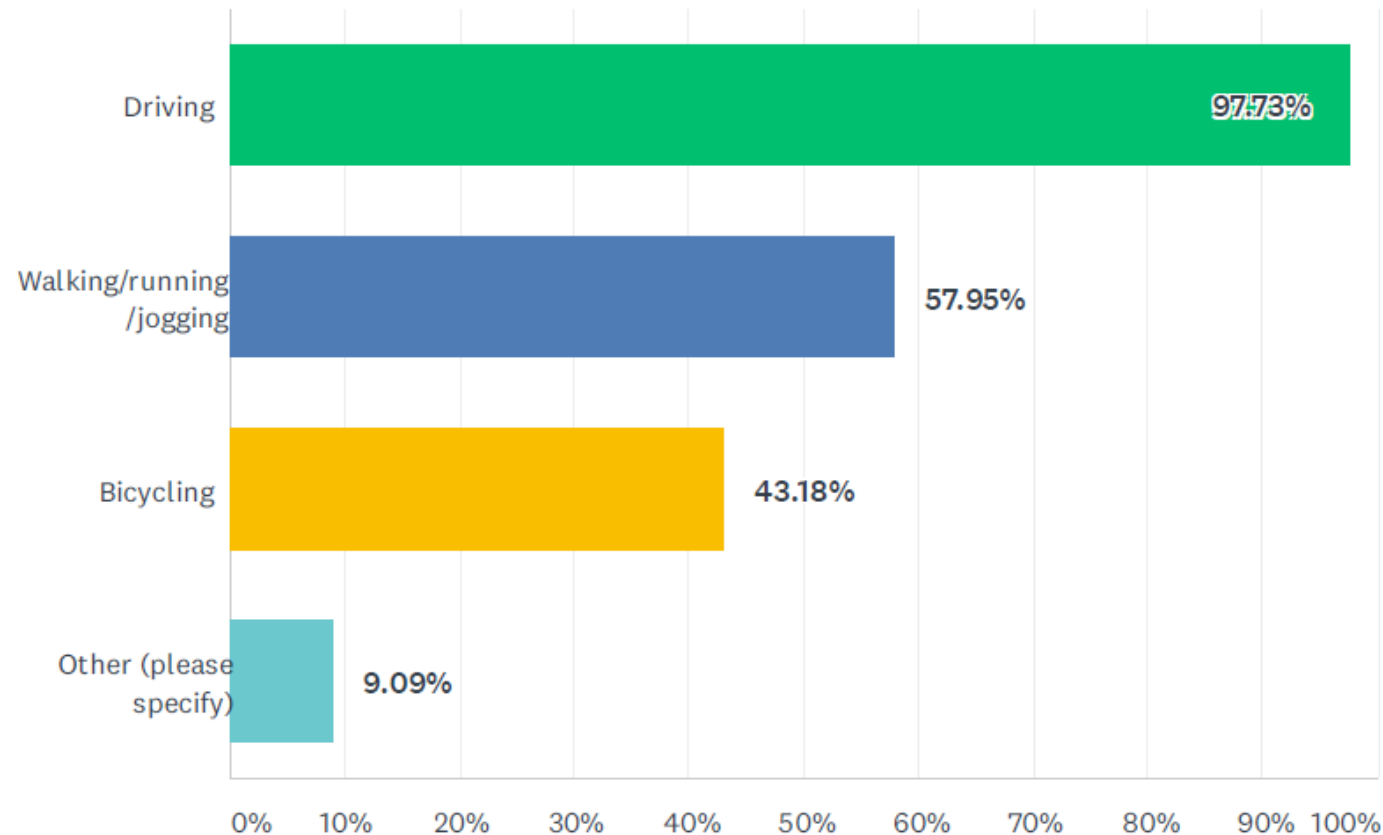
Bruce Vento
Nature Sanctuary



Input Survey (April – July 2020)

Q1 How do you use the Kellogg/3rd Street Bridge? (select all that apply)

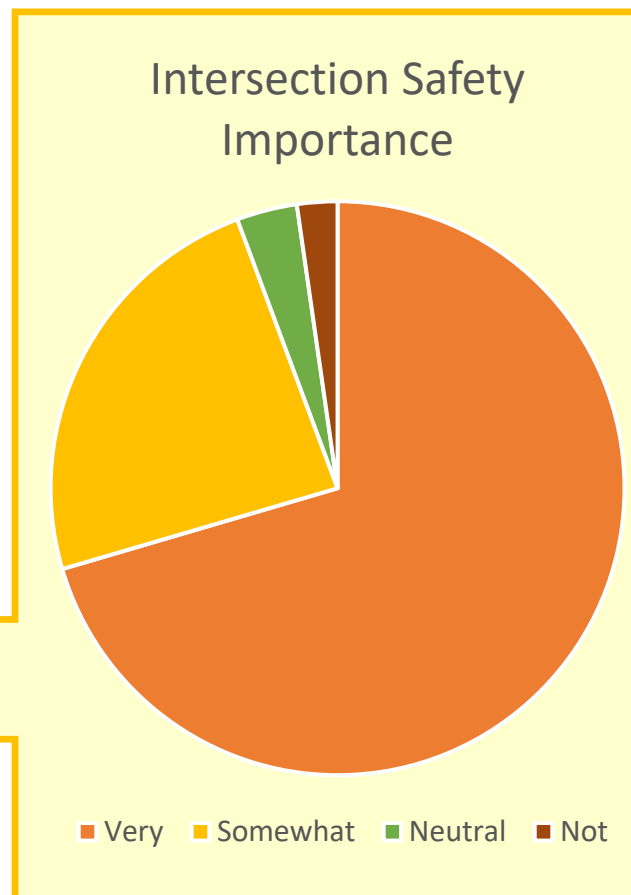
Answered: 88 Skipped: 1



Input Survey (April – July 2020)

Q2 How important to you is (check one for each topic):

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT
How the bridge looks (aesthetics)	38.64% 34	38.64% 34	17.05% 15	5.68% 5
Duration of bridge construction/roadway closures	35.23% 31	32.95% 29	18.18% 16	13.64% 12
Vehicle detour length (during construction)	20.45% 18	30.68% 27	31.82% 28	17.05% 15
Pedestrian/bicycle detour length (during construction)	9.09% 8	29.55% 26	30.68% 27	29.55% 26
Intersection safety improvements	70.45% 62	23.86% 21	3.41% 3	2.27% 2
Pedestrian/bicycle accommodations	51.06% 24	14.89% 7	19.15% 9	14.89% 7



Input Survey (April – July 2020)

Q3 Do you have any question/comment/concern? (*Open-Ended Responses*)

“Probably don't need bike-pedestrian trails on both sides. Better to have 1 side for bikes, 1 for pedestrians.”

“Keep John Street to Kellogg connection.”

“Speed limit needs to be monitored more. Many vehicles go 40-50 mph while on bridge.”

“Complement new US-52 bridge.”

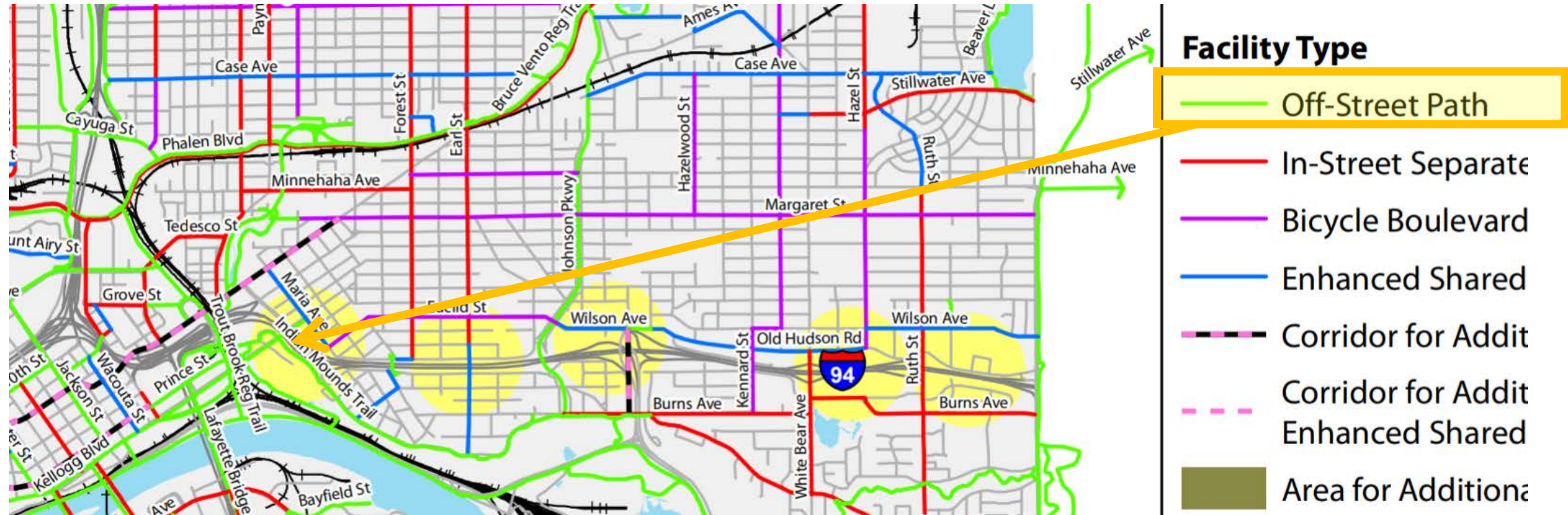
“Please make sure the four lanes remain...even if you add pedestrian and bicycle lanes. Cars first!”

“Protected Bicycle lanes are critical.”

“We've been getting by with three traffic lanes for quite some time with zero issues...”

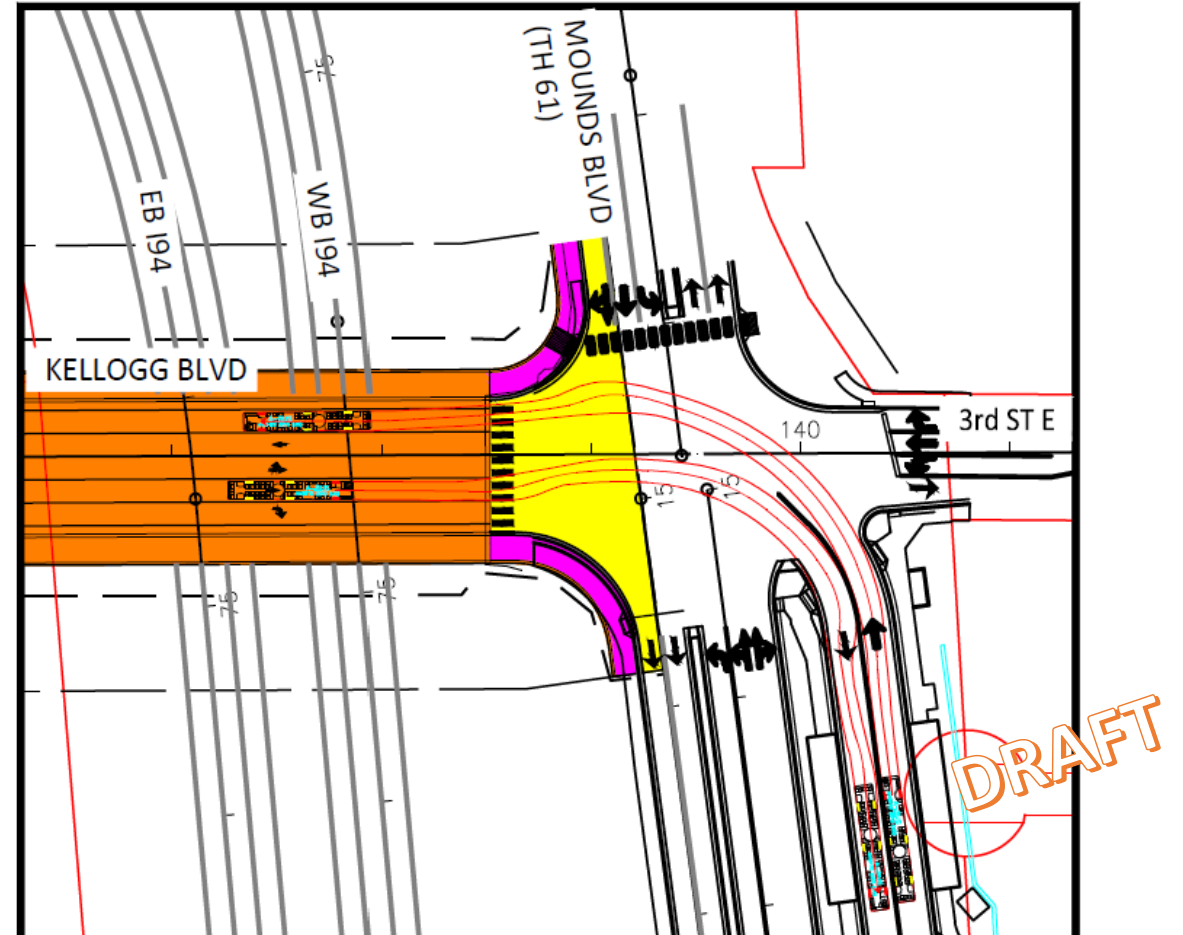
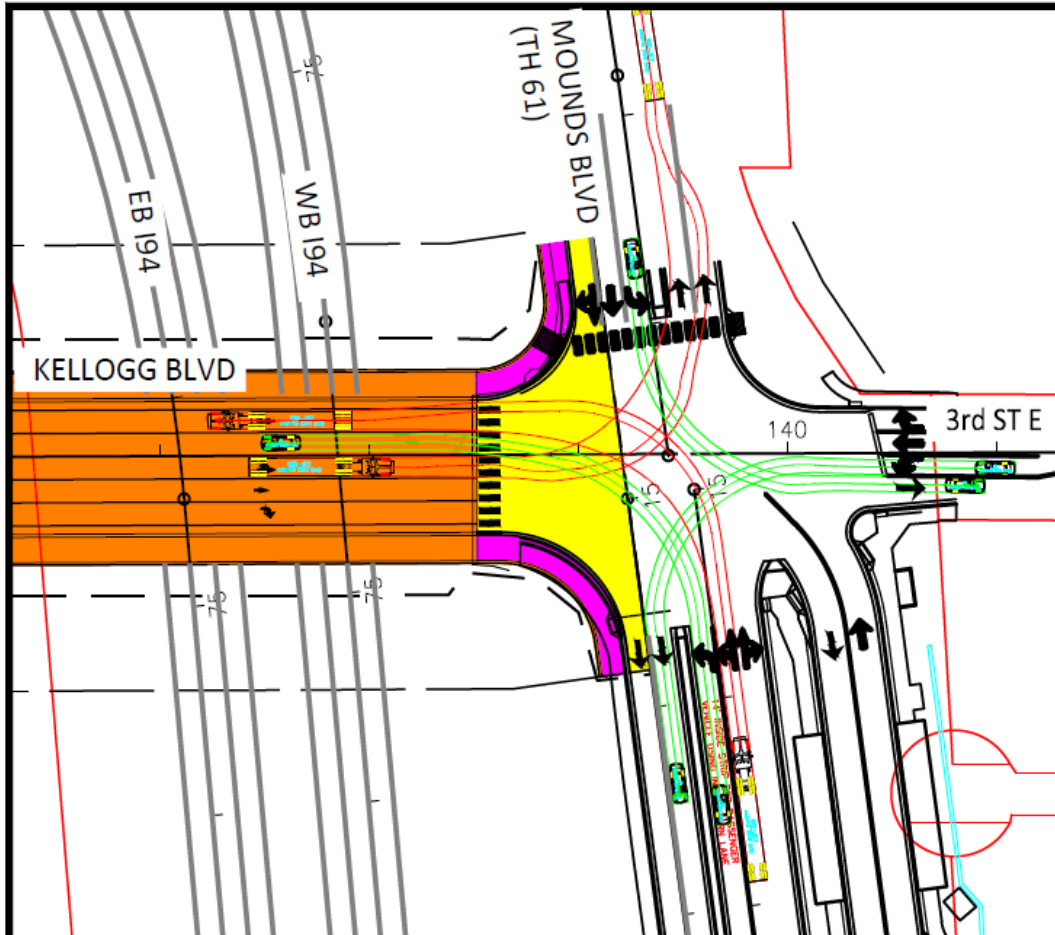
(not inclusive of all responses)

Bikeway Connection



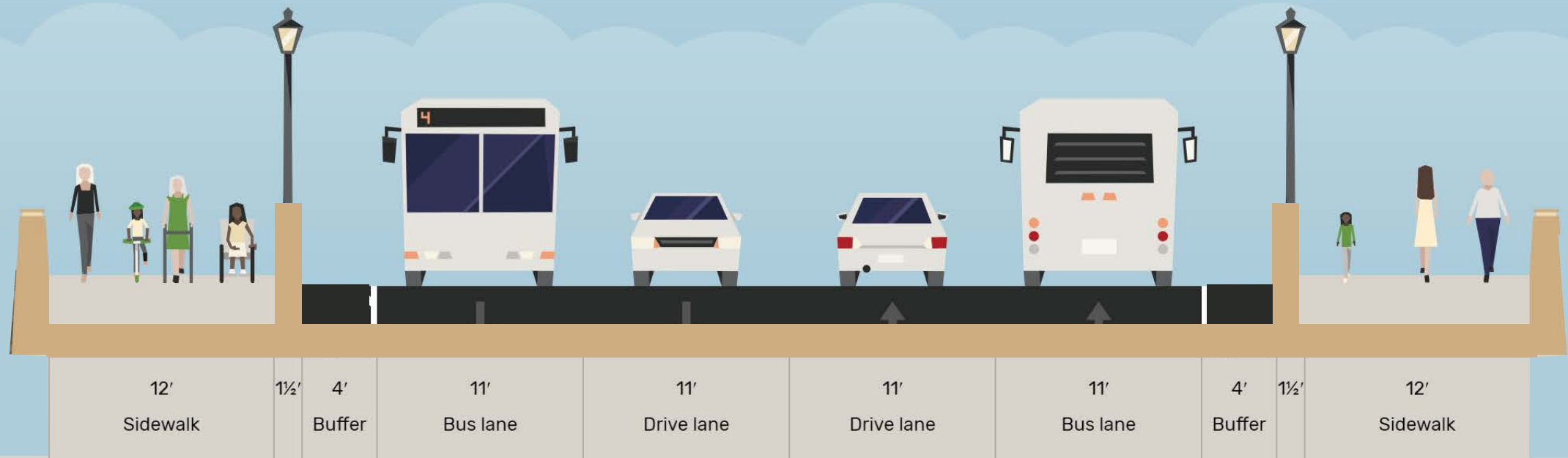
12-foot ped/bike bridge sidewalk; off-street path continues west to connect to existing facilities.

Gold Line BRT Coordination



Kellogg Blvd on Bridge

DRAFT



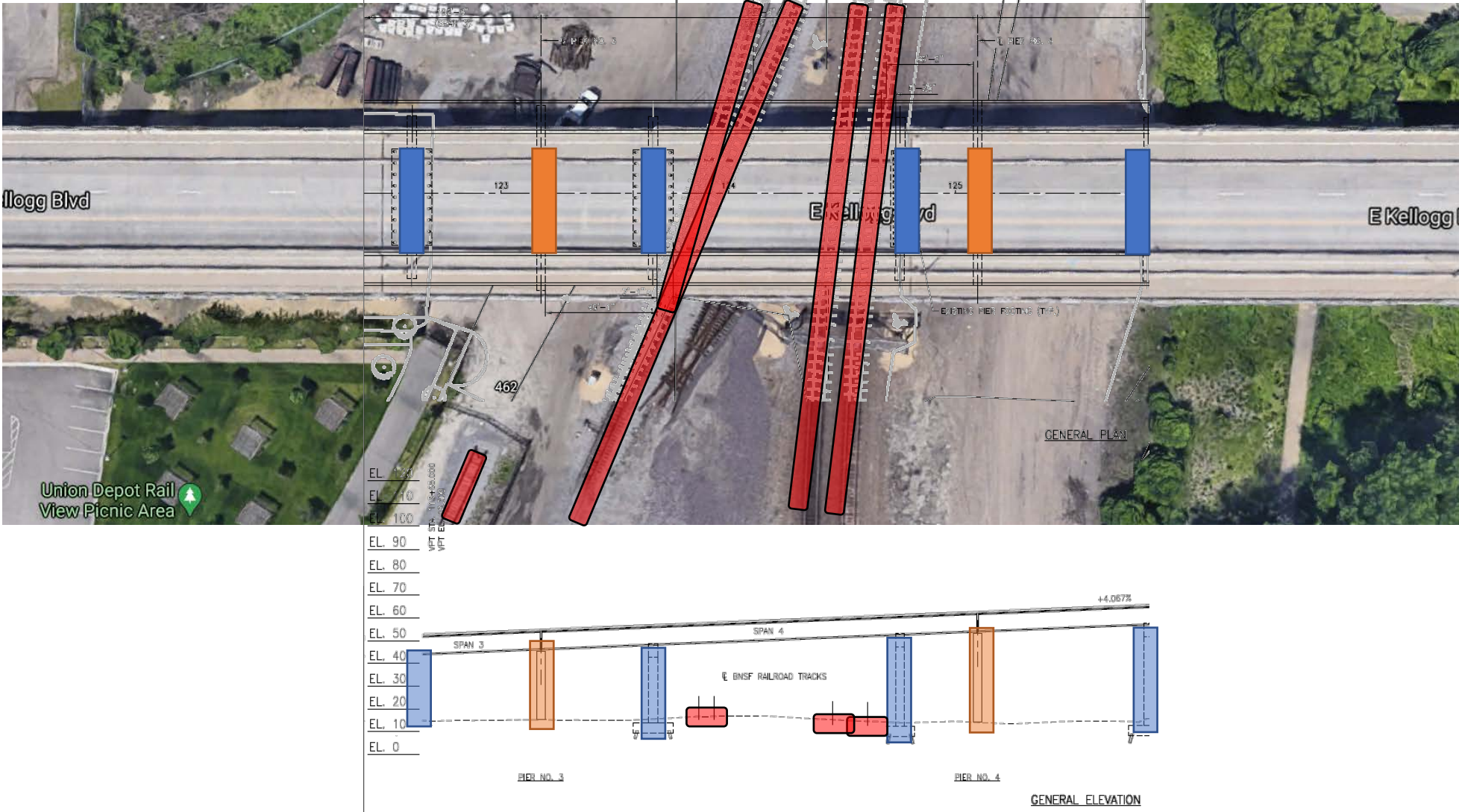
Wakan Tipi @ Bruce Vento



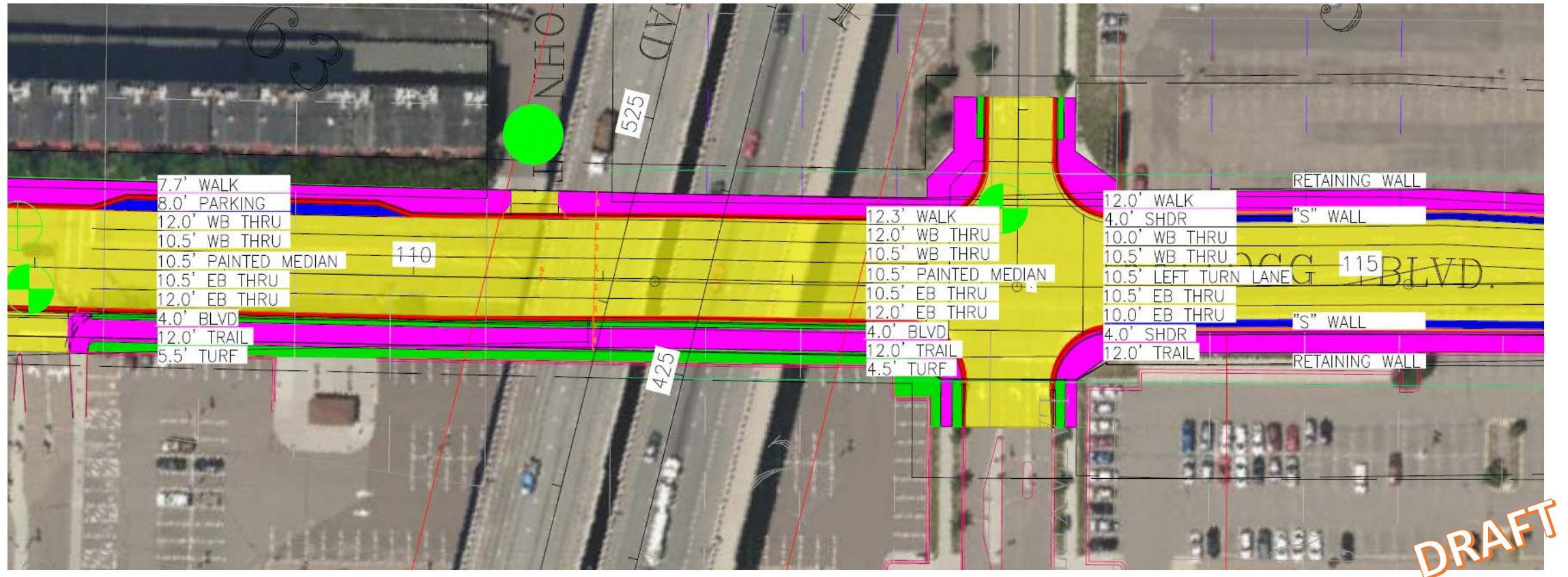
Wakan Tipi @ Bruce Vento



BNSF/UPRR/RCRRA Railways



Lafayette Intersection Improvements



New Signalized Intersection & 5-lane Road Section (all geometry under review)

Union Depot Lot B Intersection

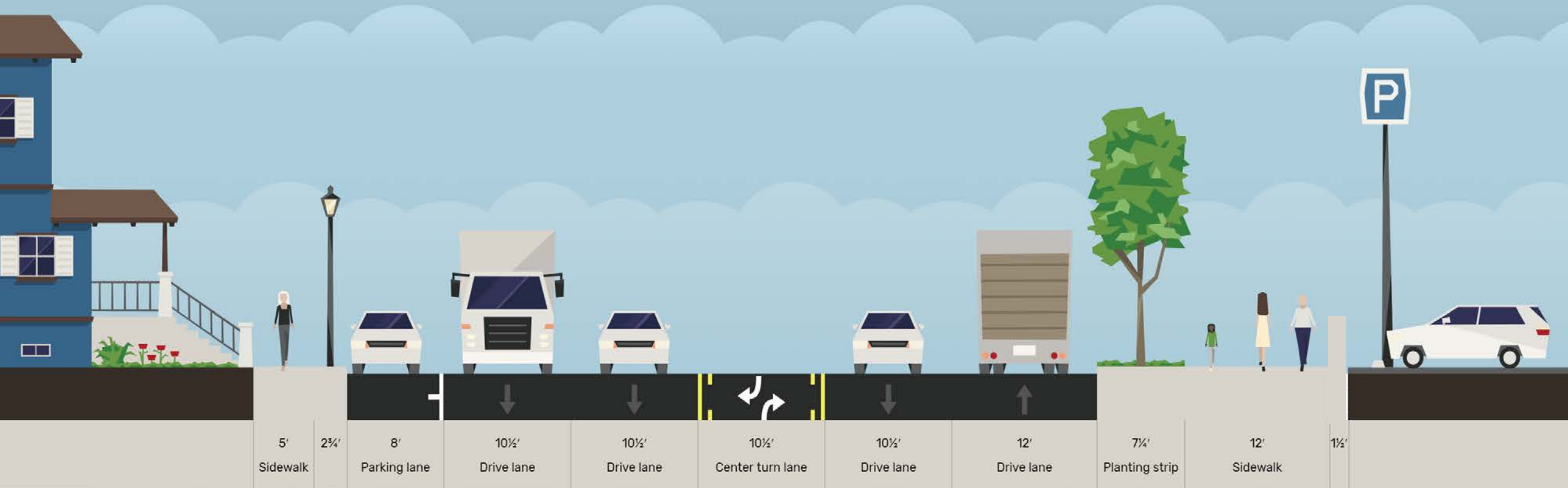


Signal Relocation to Lafayette (under review)

Ped Refuge Median (under review)

Kellogg Blvd near Condos

DRAFT



Road section varies between Broadway & Lafayette
in accordance with available Right-of-Way



St Paul

LOWERTOWN

DAYTON'S BLUFF



INJURED on a Motorcycle
It's TSR Time
612-TSR-TIME