

4. A.

**CITY OF SHAKOPEE**  
*Memorandum*

**TO:** Mayor & City Council  
Mark McNeill, City Administrator

**FROM:** Bruce Loney, Public Works Director

**SUBJECT:** Holmes Street Bridge Rehabilitation Project  
Presentation by Mn/DOT

**DATE:** August 18, 2009

**INTRODUCTION:**

Mn/DOT has been working on a rehabilitation project for the historic Holmes Street Bridge and has had an open house on August 18<sup>th</sup>, from 5:00 P.M. to 6:45 P.M. Mn/DOT would also like to present the progress on this project to the City Council.

**BACKGROUND:**

Mn/DOT has received American Recovery and Reinvestment Funds (ARRA) to rehabilitate and restore the Holmes Street Bridge. Mn/DOT has reached agreements with the State Historical Preservation Office (SHPO) to restore this bridge as one of the twenty-four bridges needed to be restored in the State of Minnesota. Also Mn/DOT will be meeting a requirement to have a pedestrian and bicycle bridge over the Minnesota River in this area from the Mini-Bypass Project in 1993.

Mn/DOT and its consultant will make a presentation on the project, the amount of work to be done, the rehabilitation project schedule and benefits of the project to the public will be discussed. Essentially, the bridge will be restored to as much of the original condition as possible, or will be refurbished to that original condition. The biggest change is from a pedestrian and roadway bridge to mainly an overlook and pedestrian/bicycle facility. Ultimately, this trail connection will be extended to the north on C.R. 101 into Carver County and connect to the trail system in that area. Also, this bridge will provide a connection to downtown Shakopee and also to the DNR trail which leads to Chaska and ultimately to Bloomington and other points. The project is more than 60% designed and the purpose of the presentation is to inform City Council and residents of Shakopee of this project and to receive any comments.

**ALTERNATIVES:**

1. Provide comments and feedback to Mn/DOT on its proposed rehabilitation to the Holmes Street Bridge in Shakopee.


2. Table any comments to a future date.

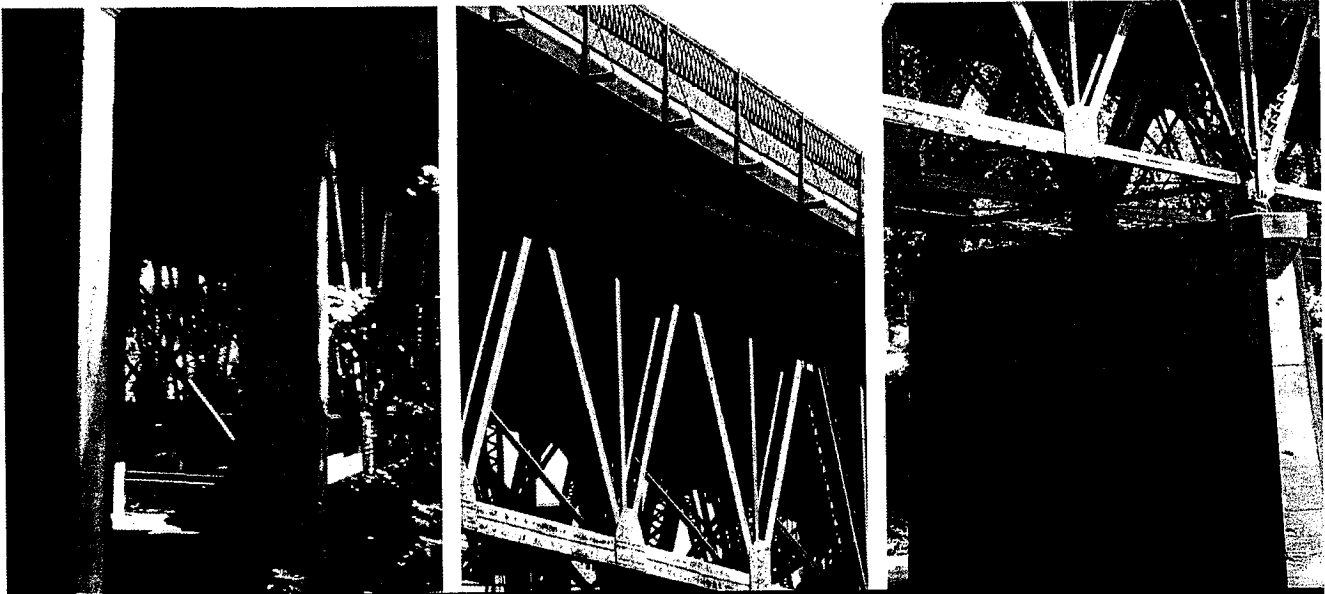
**RECOMMENDATION:**

Staff would recommend any comments be provided to Mn/DOT at the meeting, since this is a fast track project in order to meet the requirements of the American Recovery and Reinvestment Act.

**ACTION REQUESTED:**

Provide comments and feedback to Mn/DOT on its proposed rehabilitation to the Holmes Street Bridge in Shakopee.

  
Bruce Loney, P.E.  
Public Works Director



# OPEN HOUSE

SHAKOPEE HISTORIC HOLMES STREET  
BRIDGE REHABILITATION

*Welcome*



# OPEN HOUSE

SHAKOPEE HISTORIC HOLMES STREET  
BRIDGE REHABILITATION



*Welcome*



# KEY PROJECT MILESTONES

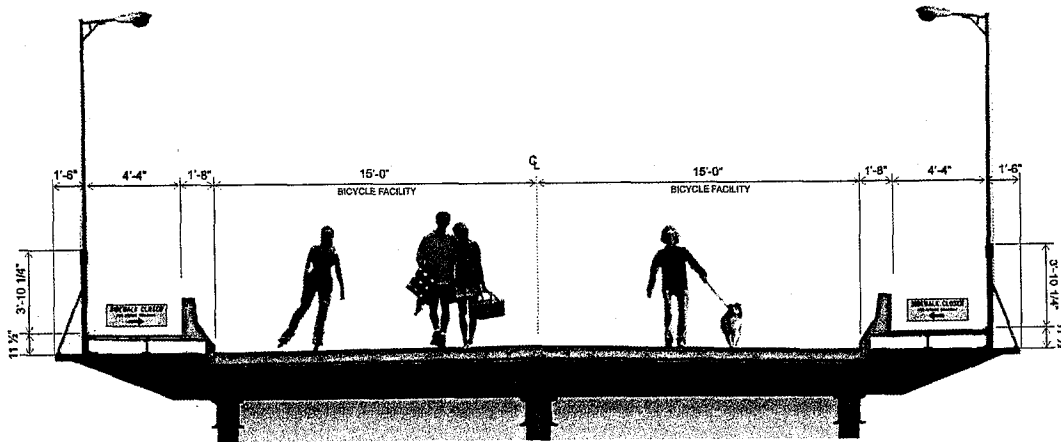


## FAST-TRACK PROJECT PARTIALLY FUNDED BY AMERICAN RECOVERY AND REINVESTMENT ACT

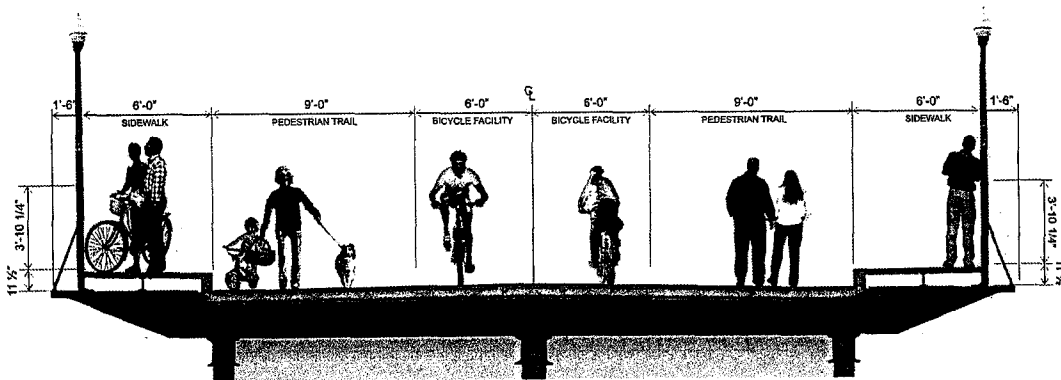
- In-depth Bridge Inspection – June 2009
- Repair Recommendation Report – July 2009
- Draft plans reviewed by future owner and state – August 2009
- Approval of final plans and specifications – September 2009
- Project bid opening – October 2009
- Construction anticipated to begin – Spring 2010



# EXISTING AND PROPOSED CROSS SECTION



Existing Conditions



Proposed Conditions



# PRESERVATION OF CHARACTER-DEFINING FEATURES

CHARACTER-DEFINING FEATURES ARE PHYSICAL ELEMENTS THAT REPRESENT THE BRIDGE'S HISTORICAL SIGNIFICANCE.

## FEATURE 1. DECK-TRUSS DESIGN AND CONSTRUCTION.

This feature includes the four main spans, each comprised of three parallel riveted, steel trusses designed in a Warren-with-verticals configuration.



## FEATURE 2. CLASSICAL REVIVAL ARCHITECTURAL DETAILS.

This feature includes recessed panels in the concrete river piers (piers 3-5), open-arched concrete piers in the approach spans (piers 1-2 and 6-7), recessed panels on the abutments, ornamental metal railings on the approach spans and main spans, concrete parapet railings on the abutments, and stairways adjacent to north abutment.

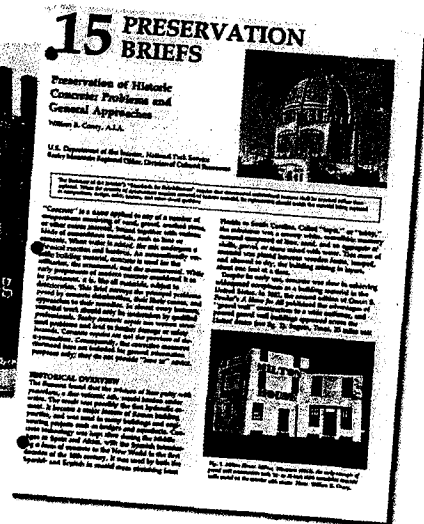
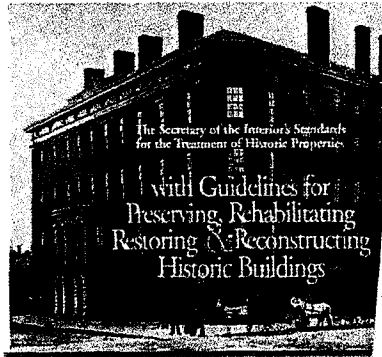


# SECRETARY OF THE INTERIOR'S STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES



Because the rehabilitation will, in part, use federal funds, the project must comply with Section 106 regulations implementing the National Historic Preservation Act. This calls for rehabilitation to follow:

- Standards for Rehabilitation – Repair or replace historic materials while preserving features that convey historical or architectural importance.
- National Park Service Preservation Brief 15, Preservation of Historic Concrete





# HISTORY OF THE BRIDGE

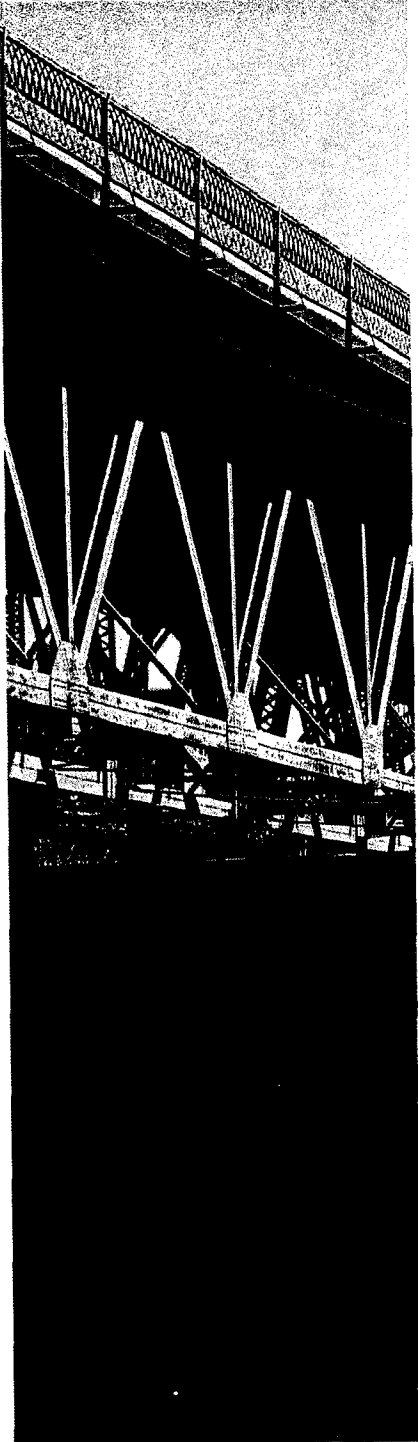
- Eligible for listing in the National Register of Historic Places (National Register)
- Rare example of a deck-truss bridge in Minnesota
- Completed in 1927 to carry Trunk Highway 5 traffic into the city of Shakopee
- Located at the foot of Holmes Street and known historically as the Holmes Street Bridge
- Closed to vehicular traffic in 1993 after completion of a parallel bridge that now carries County Road 101



*Photo courtesy of Minnesota Historic Society*



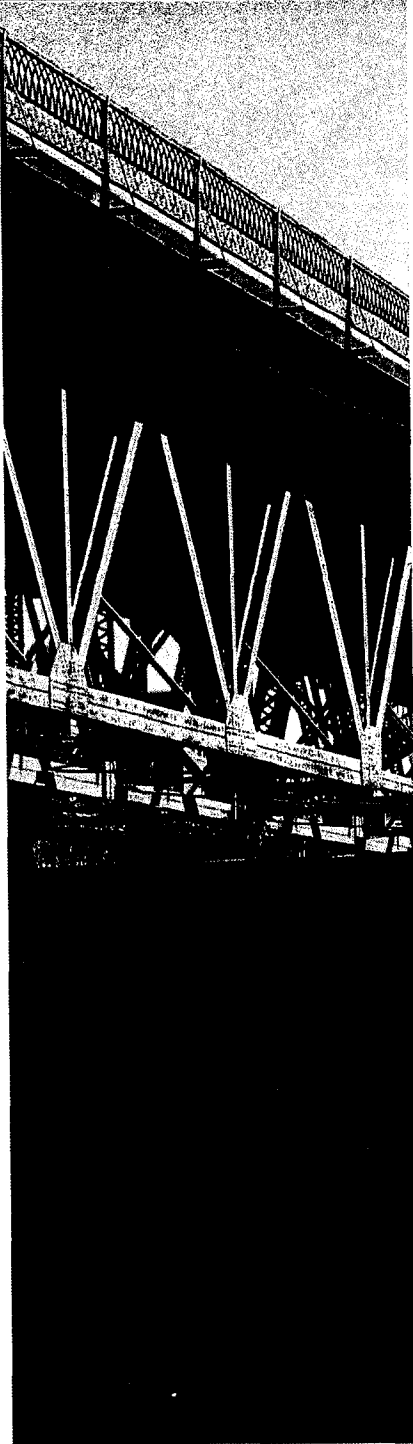
# BENEFITS OF PROJECT TO PUBLIC



- Bridge rehabilitated to meet current design standards for pedestrian bridges.
- Raised sidewalk reopened to provide panoramic views of Minnesota River.
- ADA compliant ramps added to bridge to provide access to raised sidewalk.
- Historic staircases at north end of bridge reopened.
- Bridge service life extended.
- Lighting on bridge improved for public safety.
- Designated bicycle and pedestrian lanes added to bridge for safe traffic flow.
- Construction jobs created.



# BENEFITS OF PROJECT TO PUBLIC



- Preservation of Minnesota heritage and historic bridge.
- Connectivity provided between downtown Shakopee and natural recreational areas.
- Retention and rehabilitation of the Holmes Street Bridge for pedestrian use fulfills commitments made in the federal environmental document for the TH 101 bypass project in the early 1990s.
- The Holmes Street Bridge is prioritized for preservation as part of Mn/DOT's comprehensive historic bridge management program. The program saves key historic bridges throughout the state while streamlining replacement of other bridges.



**Carmela Nascene**

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**From:** Mark McNeill  
**Sent:** Tuesday, August 18, 2009 11:07 AM  
**To:** Carmela Nascene  
**Subject:** FW: HOLMES ST. BRIDGE REHABILITATION

-----Original Message-----

From: joe collins [mailto:jclandarch@gmail.com]  
Sent: Tuesday, August 18, 2009 8:38 AM  
To: Bruce Loney  
Cc: Mark Noble  
Subject: HOLMES ST. BRIDGE REHABILITATION

To Bruce Loney  
City of Shakopee Engineer,

As discussed on the phone, I am writing to you regarding the Holmes Street bridge rehabilitation project. I am unfortunately unable to attend tonights meeting (8/18/09) and writing to you to express the historic value and ideas of the railings. Please present this memo either at tonights public hearing or along with filed documentation.

I am writing to express the concern of the historic cast iron railings that are in dire need of repair to either meet safety requirements or to preserve the historic aesthetic of the bridge/City. If the railings are to taken down and replaced, is there a way to re-use them elsewhere throughout the City?

As an example, I have seen many other cities refurbish old railings, remove rust, burrs, and paint and reapply coatings to prevent corrosion or deterioration of the material used. As part of a rehabilitation project, these other cities have specifically placed the railings throughout a downtown to create a motif, preserve a historic element and inform the public of how they were once used. As you expressed, cost of such an idea is always a concern, especially when MnDot and City budgets are already projected. Perhaps, multiple historic organizations can donate funds, obtain grants, or produce retail/commercial donations to assist in a portion of the cost of the refurbishing. Perhaps MnDot and the City will recognize these invaluable pieces need to be preserved and produce additional funding for preservation efforts.

As another idea, perhaps there is an opportunity for City residents or patrons to individually purchase the railings in the "As Is" condition. This would promote community awareness and is an opportunity for the City to receive cash toward the project. Certainly they can be an addition to ones perennial garden, fence (with permit and within setbacks), or configured in an artistic manner in a sculpture. Perhaps Historical groups can purchase them from MnDot and the City.

In turn, as a registered professional with a heavy interest in preserving the historic quality and character of the City, I would hate to see such a beautiful peice of crafstmanship go to waste or the scrap pile never to be seen again. By considering these ideas and efforts, my goal is to make the City become aware of the communities interest to preserve the City Historic character. Afterall, if the pieces of history keep disappering, the City monument signs along CSAH

101 would have to be changed from Historic Shakopee to Modern Shakopee. :)

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Best Regards - Joe Collins

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