



APWA MINNESOTA CHAPTER PUBLIC WORKS PROJECT OF THE YEAR NOMINATION FORM

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Submission Deadline: October 1, 2021

All nomination and supporting data are to be submitted as a PDF to Sarah at sarah.lloyd@bolton-menk.com with a maximum page size of 5 pages, including photos.

Project Nominated:

Managing Agency: _____

Contact Person: _____

Agency Address: _____

Agency Phone Number: _____

Project Design Firm: _____

Project Construction Administration Firm: _____

Project General Contractor: _____

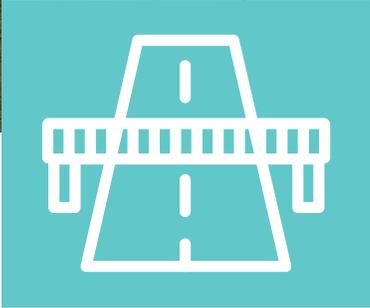
Name of Person Making Nomination: _____

Phone Number: _____

Criteria for Nomination

- Project must be substantially completed by October 31, 2021.
- Includes use of innovative construction management techniques and completion of the project on schedule.
- Maintained excellent safety performance and safety program throughout construction.
- Evidence of strong community relations during all project phases.
- Consideration given to the environment. Sustainable design techniques involved.
- Unusual accomplishments given adverse conditions.
- Provides future value to the public works profession and perception by the public.
- Additional considerations such as value engineering, innovative project financing, multi-agency coordination and participation.

Reasons for Nomination: Describe the project with the aspects and features of the project that fulfilled any of the applicable criteria listed. (Include description on a separate page.)



DALE STREET BRIDGE

Project of the Year



Reason for Nomination

Ramsey County reconstructed Dale Street (CSAH 53) between Iglehart Avenue and University Avenue beginning in March 2020 and completed construction, on time, in August 2021. Work for this project included the reconstruction of the Dale Street Bridge over I-94, bituminous paving, concrete curb and gutter, sidewalk, new signal systems at Concordia Avenue and Saint Anthony Avenue, pedestrian curb ramps, stormwater infiltration system, street lighting, signage, and pavement markings.

Dale Street is an urban county road that runs north and south on a straight horizontal alignment, intersecting with streets in traditional, city-block fashion. The vertical alignment of Dale Street is moderately flat in the corridor but steep between Saint Anthony Avenue and Central Avenue. Centered around I-94, the neighboring land use features single and multi-family housing and institutional buildings, including a church, school, and daycare facilities. The north end of the project area is bound by University Avenue, which serves the Green Line Light Rail transit line. The project's purpose is to improve pedestrian mobility and safety in the Dale Street corridor and improve traffic operations at the Dale Street – I-94 interchange. TKDA worked with Ramsey County on public engagement, preliminary and final design, and contract administration and construction inspection services for the project.

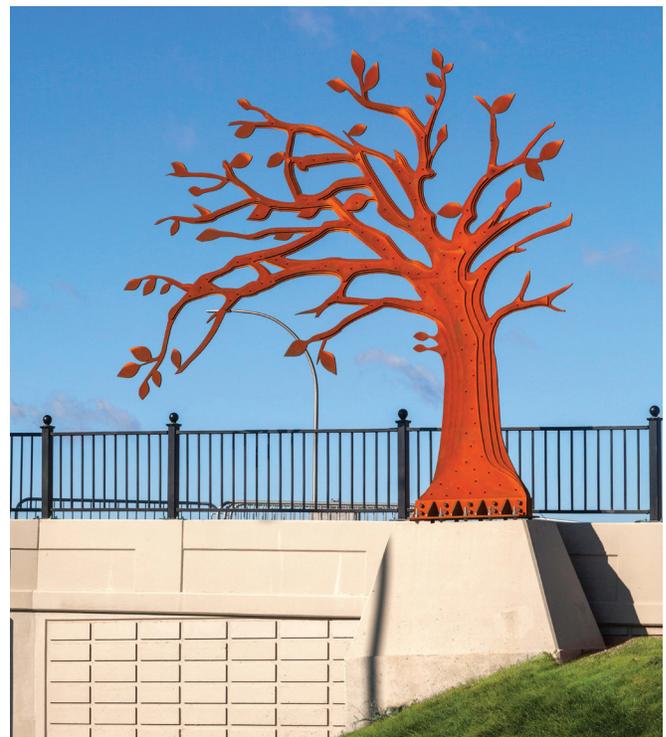
Through the Saint Paul Springboard for the Arts organization, three local artists with deep Rondo ties, Mica Lee Anders, Hawona Sullivan Janzen, and GE Patterson, were chosen to review all the community input and come up with the final art design package for the new bridge.

Under the mentorship of well-known Saint Paul artist Seitu Jones, the art team landed on several art design features on the new bridge to represent the past, present, and future of the Rondo Community. Among the designs are:

- Large scale oak trees reminiscent of the canopy of oaks that once lined the streets in old Rondo
- “I am Rondo” text imprints in 13 different languages, representing the diversity of the neighborhood and the original Dakota name of the land
- Columns imprinted with images of neighborhood homes destroyed during the construction of I-94 in the 1960s
- Colorful acrylic panels of acorns, oak leaves, and “We are Rondo” along the metal bridge rails

At the beginning of each sidewalk, dancing leaves are etched into the concrete in a formation that mimics the dance steps of the Lindy Hop, a popular dance of the 1930s and 1940s. A poem is embedded in the concrete walk in between the leaves. Using the same words, poet Hawona Sullivan Janzen wrote two different poems, so pedestrians crossing the bridge one way will be met with a different poem when they return. The artist wanted pedestrians to be continually surprised and engaged by the artistic elements every time they crossed.

With all the art components on this bridge and the plaza-like pedestrian path, the bridge is as much of a destination as it is an important vehicular and pedestrian crossing over a busy freeway.



Innovation

TKDA design staff combined a unique blend of engineering innovation, art, and community input to create a structure with vastly improved geometrics and one that honors the Rondo neighborhood of the past, present, and future.

The new bridge is more than twice the width of the original. The geometrics feature four 11-foot traffic lanes, left-turn lanes, 16-foot walkways, and 4-foot shoulders.

The bridge deck utilized the internal cure concrete mix design (3YHPCIC-M), requiring close coordination with Cemstone, Kansas University, and MnDOT to ensure an optimum deck placement.

The exterior bridge barriers utilized a self-leveling concrete mix design to improve the aesthetic details cast into the bridge barriers. SCC (self-consolidating concrete) was used for railing aesthetics.

Aesthetic details required CNC fabricated molds for:

- House designs based on area neighborhood homes that are cast in the barrier pilasters
- The phrase “I am Rondo” in thirteen languages that represent the ethnic groups that live in the area (a custom mold formliner was developed to create the text in 13 languages)
- A poem, the length of the bridge, etched into the bridge sidewalks

Construction began in the spring of 2020 and was **completed in the summer of 2021, on time and within budget.**



Safety

Excellent safety performance was a priority on this project, and zero accidents or incidents were recorded.

Pedestrian safety and walkability were a top priority on this project. Walkers and bikers can cross on an extra-wide sidewalk separated from traffic by a low-profile barrier that does not interfere with vehicular sight distance. An American with Disabilities Act-compliant switchback sidewalk creates improved access to the bridge. Enhanced lighting and curb extensions at several crosswalks also were part of the pedestrian-first design elements.

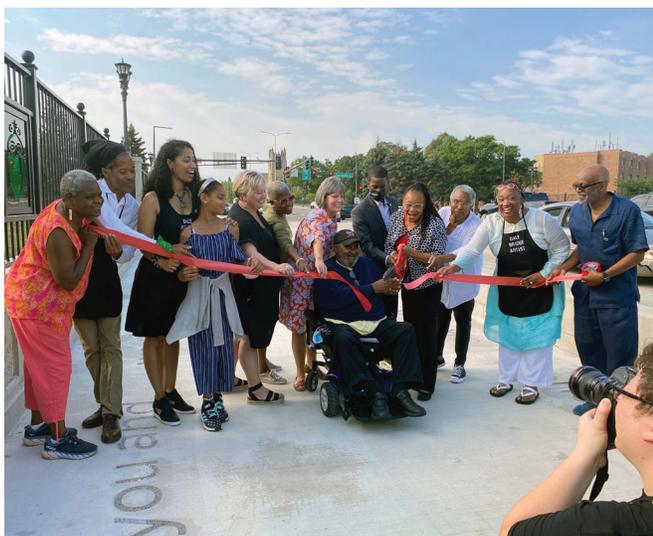


Environmental, Sustainable Techniques

Several environmental and sustainable design practices were put in place during the bridge construction, including constructing an underground stormwater infiltration system.

Adverse Conditions

Careful planning and coordination with MnDOT and Redstone Construction, who served as the general contractor on the project, allowed a phased construction schedule. This schedule kept continuous traffic flow during two years of construction, ensuring there was never a disconnection between the neighborhoods on each side of the bridge.



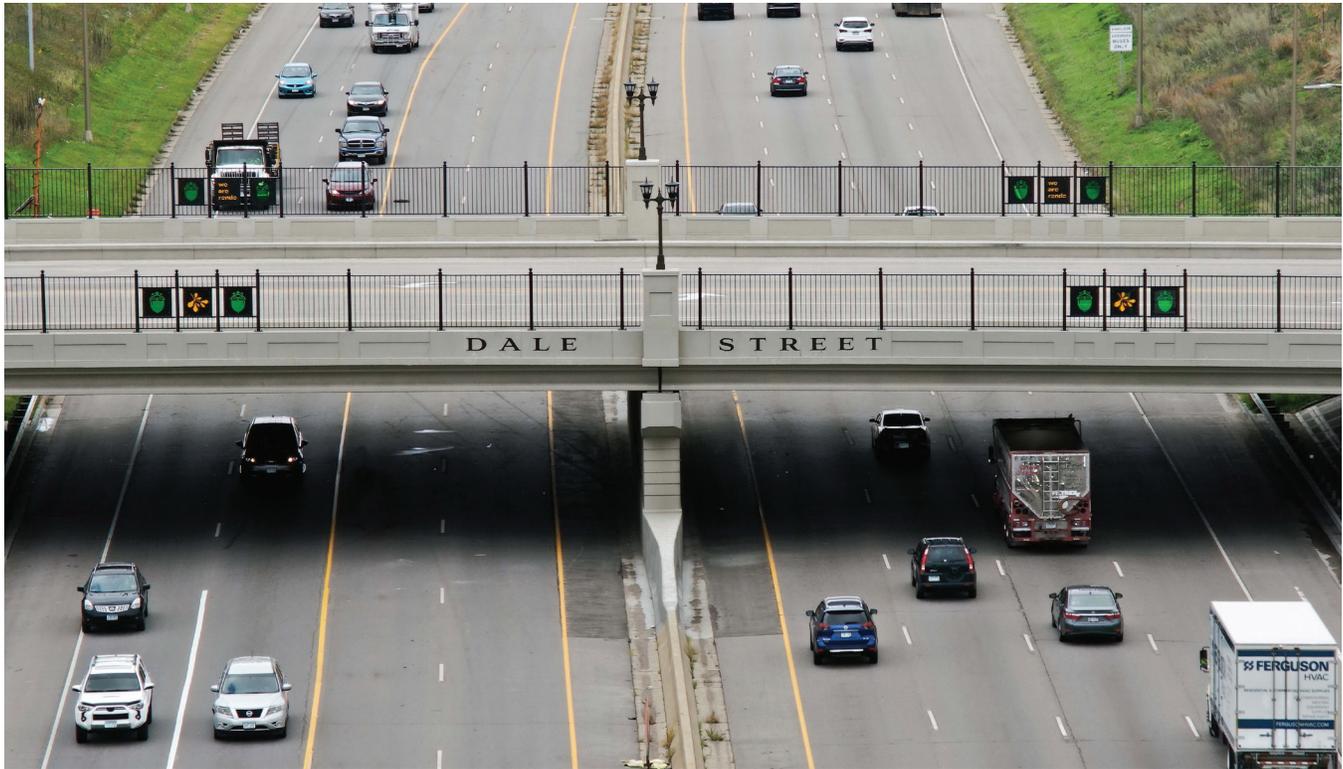
Perception of the Public

The Dale Street Bridge not only improves traffic flow and pedestrian safety at this busy connection to I-94, but it also honors the Rondo neighborhood displaced by this freeway over 60 years ago.

It is acknowledged that community cohesion was directly affected by the construction of I-94 in the 1960s. Together with MnDOT’s “Re-Thinking I-94” initiative, the Dale Street Bridge Project is one element that is part of a larger attempt to address this issue.

An independent community engagement group was formed in July 2016 that included local agency and MnDOT representatives, elected officials, and community members to help guide the project. The

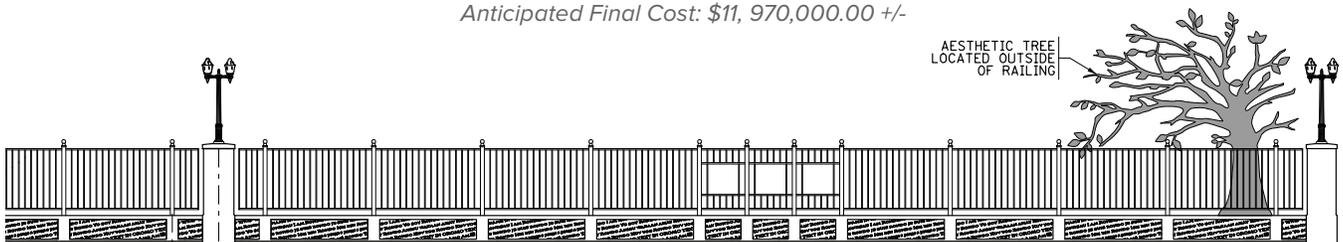
group, known as the Dale Street Leadership Circle, met monthly to discuss various items and issues related to the project. The importance of a culturally diverse engagement process resonated with the group. A common theme of improving community cohesion stood out and substantiated its inclusion as a primary need for the project during the robust public engagement process. Measures to enhance cohesion, such as improving vehicular and pedestrian mobility and safety, and providing enhanced visual quality on the bridge, were implemented throughout the project. The public involvement process also highlighted the community’s desire to celebrate and tell the story of the Rondo neighborhood public gathering center, located where the Dale Street Bridge currently resides. Ramsey County listened and participated in community-driven design workshops where options were discussed and considered, resulting in a request from the community for wider sidewalks. The 16-foot sidewalks feature barriers are separated from traffic and feature a 10-foot walk area and a 6-foot section reserved for future unfunded art.



Innovative Project Financing, Multi-agency Coordination and Participation

The new Dale Street Bridge is also notable for its multi-agency funding package. Several entities contributed to the project, including Ramsey County (project lead agency), MnDOT, the City of Saint Paul, and the federal government. This ensured the project meets the traffic needs of a growing metro, and also recognizes the neighborhood that was lost during the interstate expansion project decades ago.

Total Bid Amount: \$11,790,010.45
 Total Cost to Date: \$11,887,846.93
 Anticipated Final Cost: \$11, 970,000.00 +/-



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now we are rondo before we were acorns we were oaks we were here and then you came and then them and then them again then we and you and them became us now we are all rondo