



Capitol Area Architectural and Planning Board



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Freeman Building

625 Robert St N

Saint Paul, MN 55155

651-757-1500

<https://mn.gov/caapb/>

Capitol Area Architectural and Planning Board Meeting

December 11, 2024, 2:30 – 3:00 p.m.

DRAFT Minutes

Board Members

Present: Board Vice Chair Dana Badgerow, Dr. Kate Beane, Alicia Belton, James Garret Jr., James McClean, Melanie McMahon, Rep. Klevorn, Rep. Schultz, Sen. Pappas

Not Present: Lieutenant Governor Peggy Flanagan, Senator Nelson

Joined later: Hannah Hills

Quorum present? Yes.

Proceedings

Meeting Kick-Off

- Board Vice Chair Dana Badgerow calls the meeting to order at 2:30 p.m.
- Board member roll call
- Overview of Agenda

Item 1. Approval of Proposed Design: Replacement of John Ireland Boulevard Bridge (over Interstate 94) - proposal by MnDOT

Vice Chair Badgerow commends everyone for the wonderful cooperative work on the project. She turns the discussion over to CAAPB Principal Planner Peter Musty asking him to introduce the other speakers and resources.

Mr. Musty introduces Mr. Matthew Parent from MnDOT and Ms. Anna Potter, Principal Planner City of Saint Paul. He then confirms that all Board members received the background information for the

meeting including CAAPB staff memo, MnDOT's Report, Findings from Section 106, Commitment Letter, Proposed Layout, and Profile and Next Steps Letter from the City. Mr. Musty then proceeds to provide a historical overview of the John Ireland bridge and project background. He highlights that CAAP Board's original stance on the project was that the project would not trigger CAAPB requirements or larger design competition if the bridge restoration plan retained the "classically articulated railings and lights." He further relays that MnDOT, in consultation with CAAPB, conducted a 106 process on the project which was reviewed by State Historic Preservation Office and was found to have posed no adverse effects to historic resources. He continues to say that though the introduction of the Capitol Mall Design Framework brought in a minor design conflict for the John Ireland bridge, the project proceeded as planned considering the impact any changes would have had on the federal funding conditions. Hence resulting in a solution formulated by CAAPB, MnDOT, and City which informed the resolution under consideration by the Board.

Mr. Musty relays that the resolution includes approval for the John Ireland bridge structure and deck design, which makes part of a larger end-to-end project that incorporates other public works connected to the corridor such as Rice Street Build, the City's 12th Street redesign, Kellogg extension for the Capitol bikeway, and other upcoming improvements down the line. He passes to Mr. Matthew Parent from MnDOT.

Mr. Matthew Parent from MnDOT begins by recapping on the project background, existing conditions and schedule, as well as proposed design and constraints. He also acknowledges the presence of his boss Mr. Dale Gade.

Mr. Parent provides a background of the John Ireland bridge saying it is deteriorating and will become unsafe for use, and so the project aims to enhance safety and mobility for all users whilst preserving the bridge's design features. He relays that in order to deliver on the goals, there will need to be a careful disassembling of the bridge over I-94. He also notes that the project funding also includes work on Marion Street bridge and 10 other bridges in the corridor.

Mr. Parent further states that as project designs were being developed, they needed to take into account the adopted vision of the Gatehouse and Capitol Mall design that complies with current CAAPB planning and zoning requirements. They also needed to maintain a similar or identical aesthetic to the existing bridge design and not limit any future design works coming through the Rethinking I-94 project, whilst also meeting Federal funding requirements.

Mr. Parent touches on existing bridge conditions which includes two lanes of traffic in each direction, two bike lanes on the outside, 10 feet of raised sidewalk and the 26-foot grass median, and underneath it a four-span bridge with three separate infrastructures. He also noted that the bridge was load posted in 2020.

Mr. Parent states that upon request from CAAPB and City of Paul, MnDOT conducted a traffic analysis study to determine how many lanes were warranted on the bridge. The results showed that turn lanes were needed and all four lanes should be maintained. Which led to the adding of the striped northbound left turn which was not originally part of the plan.

Mr. Parent further relayed that the new bridge will replace 3 separate structures to become one superstructure maintaining the current 26-foot grass median. The sidewalks will be at deck level and a

barrier will be included between the bikes and pedestrians. The gate houses will not be impacted, and they are planning on extending the project to better tie in the recent work on the John Ireland Boulevard.

In closing, Mr. Parent outlines the project schedule briefly beginning the public engagement phase which took place in August of 2023. Recommended concept was taking into final design in September of 2023. From September to November 2023, the project took longer as they worked out on details of the barrier design. He confirms that MnDOT still plans to deliver the project in Spring 2025, an adjustment from the planned 2024 date which allowed for more time with at the preliminary design stage. Also highlighting that project could not be moved beyond 2025 in light of Federal funding.

Vice Chair Badgerow thanks Mr. Parent for his presentation and applauds MnDOT for taking into consideration CAAP Board's recommendations on the project. She then asks if there are any questions for Mr. Musty or Mr. Parent.

Seeing that there are none, Vice Chair Badgerow then proceeds to the purpose of the meeting which is to approve a resolution that would approve on behalf of the CAAP Board this permit design and process. Vice Chair Badgerow requests Mr. Musty from CAAP Board to read the resolution.

Mr. Musty reads a portion of the suggested Board Action stating that the MnDOT process meets all the requirements related to CAAP Board staff and Advisory Committee participation. He further says that CAAP Board has a statute that requires large changes to be looked at by Advisors, who suggested approval of current design with provision of continued collaboration.

Vice Chair Badgerow asks if there are any questions with respect to the resolution. Noting that there are none, she appreciates the moving forward of the project and thanks MnDOT and City of Saint Paul for making it happen.

Vice Chair Badgerow asks if the Board is ready to vote and requests for a motion to approve the resolution. Board Member Hannah Hills moves to approve the resolution, and is seconded by Board Member James Garret Jr.

CAAPB's Executive Secretary Mr. Erik Cedarleaf Dahl takes a voice vote, Dr. Kate Beane, Board Member James McClean, Board Member James Garret, Board Member Hannah Hills, Board Member Melanie McMahon, Representative Issac Shultz, Senator Sandy Pappas, and Vice Chair Badgerow all vote in favor of the motion, and it is unanimously approved.

Vice Chair Badgerow thanks the Board for approving the motion and commends the cooperation on the project. She asks if there is a motion to adjourn.

Board Member Hannah Hills moves to adjourn the meeting, and Board Member Melanie McMahon seconds.

Adjourn

Meeting is adjourned at 2:54 p.m.