

## Crosstown Project

Minneapolis, MN

### Project Description

The I-35W/Crosstown Commons Area is heavily congested, has high crash rates and requires weaving between lanes. After several years of design setbacks due to unacceptable traffic closure periods, the Minnesota DOT pursued precast segmental alternatives in order to minimize erection times and traffic closures. Closures for major movements during construction were estimated to be no longer than two months.

### Owner

Minnesota Department of Transportation

### Contractor

Ames / Lunda / Schafer (Joint Venture)

### Designer

PB / Parsons / URS

### Our Role

McNary Bergeron & Associates provided construction engineering services, including integrated segment shop drawings, construction analysis, step-by-step erection procedures, falsework design, and geometry control.

### Total Contract Value

\$288 million

### Timeline

June 2007 to November 2009

### Construction Method and Specifications

This project utilized precast segmental bridges built using the balanced cantilever method with ground-based cranes. Segments are constructed using the shortline precasting method. There are six segmental bridges with typical span lengths of 200 ft and deck widths ranging from 33'-4" to 45'-4".

