

55th Street Interchange Reconstruction Project
SAP 159-132-006 – J7266
SP 5508-118 - County Project No. 055-622-053
Record of Meeting – STAGING MEETING

Date: September 21, 2011
Location: MnDOT District 6 Offices
Start: 1:30 p.m. Draft Date: September 26, 2011
Adjourn: 3:30 p.m. Approval Date: October 5, 2011
Attendees: Richard Freese, Gary Shannon, Doug Nelson, Mike Easley, Jeff Bunch,
Kaye Bieniek, Mike Schweyen, Jeff Rieder, Gary Lovelace, Aaron Vacek,
Jon Krieg and Jon McPherson

MEETING DISCUSSION

1. Introductions

2. Project Overview

- Aaron provided a brief project background of current design of the project.

3. Staging

- Stage 1
 - There were no comments concerning changes to Stage #1.
 - Stage 1 and stage 2 construction could be completed concurrently (signal work on 55th Street and ramp widening could be constructed while work on TH 52 is occurring) to compress the project schedule.
- Stage 2
 - Direction was given to break up Stage 2 into two (2) separate stages (2A and 2B). Ramp widening would occur in Stage 2A and radius work on 55th Street to on-ramp construction would occur in stage 2B. This would allow the right turn lane on 55th Street to remain open in Stage 2A and allow for an easier right turn-in Stage 2B where the existing designated right turn lane would be closed.
 - The widening portion on WB 55th Street between the N.E. Ramp and Bandel Road and the widening portion on EB 55th Street between West Frontage Road

and the S.W. Ramp will be moved from Stage 3 into Stage 2B. This would allow for right turn lanes in the described areas in Stage 3.

- Stage 3

- Gary Lovelace stated the temporary barrier located on the bridge will need to be pinned.
- In an effort to ensure bridge construction is completed before October 1, 2011, specifying 12-hour work days in the special provisions or specifying an October 1, 2011 completion date was discussed. SRF will write special provisions stating interim completion dates and penalties for not meeting the completion dates.
- Lane restrictions on 55th Street were discussed. Due to the nature of the widening on 55th Street, lane closures will be necessary. The 50 percent plan submittal stated a 10:00 a.m. to 2:00 p.m. window for lane closures – which was determined to be not enough time to mobilize/work/demobilize. A more accommodating time window would be determined from a recent City of Rochester performed 24-hour traffic count to obtain when the peak volumes occur on 55th Street. Ultimately, the option that was agreed upon for the project to limit lane closures is to charge a lane rental fee based on the time of day (e.g., lane rentals would be more expensive during peak hours and less expensive during non-peak hours). MnDOT has utilized lane rental fees in the past and will provide the lane rental specification for the project.
- Working hours on 55th Street west of the bridge will not be allowed after 10:00 p.m. – there will be no working hour restrictions east of the bridge.
- Jeff Rieder stated that there will need to be an item in the special provisions restricting the duration that a subcut can be left open, as there is a proposed 3-foot subcut on all pavement widening. SRF will address this issue in the project special provisions.

- Stage 4

- Concrete Pavement Repair (CPR) will be performed in this stage.

- Signals (Permanent and Temporary)

- Richard Freese, Gary Shannon, Mike Schweyen and Jon Krieg discussed the alternatives for using existing signals, temporary signals and proposed signals in staging. The 50 percent plan submittal shows using temporary signals throughout the duration of the project. Alternatives included:
 - Utilizing the proposed signal systems as much as possible during staging to reduce temporary signals.
 - Install entirely new signal systems before road work would begin and use camera detection through the entire project. The City of Rochester would pre-purchase all of the signal equipment to accommodate the project schedule.

At the end of the project, the camera equipment used on the MnDOT operated signals would be returned to the City of Rochester.

- Allow the contractor to value engineer the signal systems for the project.
- A separate signal meeting including MnDOT, the City of Rochester and SRF will be held during the week of September 26th to discuss signal issues including: direction for handling signals during construction, what and how much signal equipment will be reused on the new signals, and signal placement at Clearwater Road.

4. Other Items

- Concrete Pavement Repair (CPR)
 - Richard Freese directed that the CPR portion of the project be included as an alternate bid for construction in either the fall of 2012 or the spring of 2013.
 - Olmsted County and the City of Rochester have provided pavement repair information to SRF. Olmsted County surveyed pavement from west of the bridge (including MnDOT pavement). The City of Rochester performed a pavement survey from the east ramps to Bandel Road (not including MnDOT pavement). The City of Rochester will survey the remainder of pavement between the east ramps and bridge and provide repair information to SRF.
 - Mike Easley stated that to continue existing joint lines into proposed pavement (as shown in the 50 percent plan submittal) would require a skewed dowel basket. If the joints are made perpendicular from the existing pavement, a standard dowel basket could be used. SRF will make the joint changes to concrete pavement plans to accommodate a standard dowel basket.

5. Action Items

<ul style="list-style-type: none"> • Establish signal meeting time for week of September 26. [Set for September 27 at 1:30] 	SRF
<ul style="list-style-type: none"> • Provide lane rentals specification. 	MnDOT
<ul style="list-style-type: none"> • Provide 55th Street traffic count information to SRF. [Completed] 	Rochester
<ul style="list-style-type: none"> • Perform pavement survey on 55th Street between east of the bridge and the east ramps. [Completed] 	Rochester
<ul style="list-style-type: none"> • Complete changes to staging plans as discussed. 	SRF

These meeting minutes were prepared by SRF Consulting Group, Inc. If there are any questions or comments, please contact Jon McPherson at 763.475.0010 or jmcperson@srfconsulting.com.

JM/bls