

## 55th Street Interchange Reconstruction Project Project Management Team Meeting

### Record of Meeting No. 5

Date: October 12, 2011  
Location: Via GoToMeeting  
Start: 8:00 a.m. Draft Date: October 17, 2011  
Adjourn: 9:00 a.m. Approval Date: November 14, 2011  
Attendees: Richard Freese, Gary Shannon, Doug Nelson, Jeff Bunch, Kaye Bieniek,  
Heather Lukes, Kevin Jullie, Kevin Swehla, Natalie Ries, and  
Aaron Vacek

### Meeting Discussion

#### 1. Introductions

- One comment on PMT No. 4 Minutes
  - P. 1, under Layout Comments, Item 2 – add that a graphic will be provided to FHWA to clarify the difference in typical sections from NRTS to the current design.

#### 2. Geometric Layout

- Layout Comments
  - Layout comments have been incorporated into the layout and it is at the district for signature. Jeff passed along two additional comments from Mike Schweyen. The 10' radius on the SE corner of the West ramp intersection which was used to minimize the distance for pedestrians and also allows the truck turning moves to be made. The other comment was in the NW corner of the East ramp intersection where a 1:8 was not provided as was done on the SE corner of the west ramps. This was done because the truck turn moves could still be made and the curb in that location will not be replaced as had been the case in the other location. Jeff will discuss the reasoning for the current design with Mike and let SRF know if other revisions are necessary.
- PM (CAT EX) – The Wetland Delineation Report is currently being reviewed by Sarma Straumanis as the WCA LGU. Once the recommendations are made and the document approved the PM (CAT EX) will be able to move forward for review. A copy of the PM (CAT EX) will be provided to Jeff for initial comments.

- Concrete Replacement, Joint Repair, Overlay
  - The City and County have provided Joint Repair location to SRF which have been incorporated into the plan. A comment received from MnDOT D6 materials was that the concrete pavement should be done as a total replacement. Since this project is Phase I of IV phases at this time a complete replacement will not be done nor will a bituminous overlay. During Phase III the concrete will be replaced.
- Preliminary Bridge Comments: SRF has received initial comments on the preliminary bridge plans. Although these comments are not final, some comments will have a significant impact to the bridge design, roadway design and project cost. One significant comment is that a barrier would need to be added on the north side of the bridge to protect pedestrians from traffic on the 6' walk. Incorporating the additional barrier would add an additional 3.5' to the bridge width to what is currently designed: 1.5' for the width of the barrier and 2' to provide for a 4' buffer from the 12' lane in the Phase III DDI condition.

Although no modifications are being made to the north side of the bridge, MnDOT policy requires all deficiencies be reviewed and addressed as appropriate.

Since the DDI configuration has a lower design speed due to the curvature to cross the traffic, the barrier would then not be needed. (The barrier is only required if design speed is over 40 MPH.)

- Jeff Bunch will discuss with D6 staff, as well as Mn/DOT Bridge staff to determine if the added barrier will be required. If it is determined the barrier is required, two options are available for widening:
  - Option 1 is to widen the bridge to the north to allow the additional room to be added to the roadway. The current alignments would not change and crown on the current bridge would remain closer to the center of the structure. This would be a more costly approach and clearances would need to be verified for traffic under the bridge on TH 52.
  - Option 2 is to have additional widening happen to the south. This would shift the current EB alignment 3.5' south and the WB alignment 1.5' south. The additional width needed would be used by a wider median in the Phase 1 condition. The curb on the north side of the bridge would need to be removed and shifted south 1.5' in order to line up with the new barrier on the bridge. This would be a lower cost than the other option; however, this option would require alignment changes and the crown would be further shifted.
- Another comment is to replace the barrier along the piers under the bridge that were placed during the Roc 52 project. Currently TL-5 barriers are placed along the outside of the pier with soil filled between. MnDOT's current policy is to remove the soil and place a concrete strut between the piers.
- One other comment was that the entire bridge would be required to have a mill and overlay rather than just the portions where the median is being relocated.
- Jeff was going to check to see if the District would contribute funds based on these comments and, if not, would a design exception be approved by all parties that would

review it. [After the meeting, MnDOT discovered the original design speed on the bridge was 40 MPH further follow up is ongoing.]

- Signals, Conduit: Gary confirmed that since the signal poles will all be new at the intersections they should be galvanized. The City has also requested a conduit be installed for a future F/O line and will confirm the size needed and pass on to SRF to include in the bridge plan. The City also recommended removal of the lights on the bridge to match the other bridges in the TH 52 corridor throughout the City. Jeff will check with district staff for concurrence that the lights can be removed. SRF will verify if lighting would be needed in the median for the DDI configuration.
- MnDOT Complete Streets Policy: The District's policy is currently being developed and is not expected to be complete until 2014.
- 50% Plan Comments: The County did not have any comments on the plan and the City provided comments on Thursday, October 13th, MnDOT has provided Materials, ADA and several other miscellaneous comments with more comments expected by early next week.
- Staging Meeting: A staging meeting was held on September 21st at MnDOT's office. Minutes for the meeting can be provided on request.
- Utility Meeting: A utility meeting was held on October 6th at WHKS office. Minutes for the meeting are currently being developed and will be provided to the PMT. People's Power was not at the meeting and will be contacted separately to be sure coordination is underway for the project. A second utility meeting is planned for January 2012,
- Open House: Phase I improvements will be shown at the open house for the 65<sup>th</sup> ST project. A date for this meeting has yet to be set. See minutes from the 65<sup>th</sup> ST PMT meeting minutes for the open house details.
- Colored Stamped Concrete Medians: The City will provide details and areas requested to have this treatment including the reconstructed median west of Clearwater Road, and the pork chop island at Clearwater Road. The other area requested but cannot be done since it is a monolithic median was the median across the bridge from the west ramps to the east ramps and the reconstructed median just east of the east ramps. Since those areas do not have curb with a concrete median the colored stamped concrete application will not be applied.

**3. Schedule**

- SRF presented a revised schedule which accommodates a 2012 construction season. Depending on the final resolution to the comment to add a barrier to the north side of the bridge the date of the Final PS&E submittal may need to shift back from the November 4th date.

**4. Design Submittals**

- Final PS&E scheduled for November 4, 2011.
- Right of Way Certificate No. 1 will be needed. [This has been prepared and will be submitted with 100% plans.]
- Preliminary bridge plans submitted September 30, 2011.
- Final bridge plans scheduled for submittal December 16, 2011.

**5. Other**

- The next PMT meeting is scheduled for Monday November 14th at 1:00 p.m. at the Rochester City offices. The following meeting is tentatively scheduled for December 13th at 3:00 p.m. at the Rochester City offices.

**6. Action Items**

• Layout Approval	MnDOT
• Wetland Delineation Report approval	MnDOT
• Follow up on bridge comments/Design exception if needed	MnDOT/SRF
• Provide conduit size for F/O cable	City
• Verify current lighting on bridge can be removed	MnDOT
• Provide remaining 50% comments	MnDOT
• Review draft newsletter	MnDOT/City/County
• NRTS website update once the public meeting date is determined	SRF
• Constant Contact email once website is updated	MnDOT
• Prepare meeting materials for open house	SRF
• Provide colored stamped concrete detail	City

These meeting minutes were prepared by SRF Consulting Group, Inc. If there are any questions or comments, please contact Aaron Vacek at 763.475.0010 or [avacek@srfconsulting.com](mailto:avacek@srfconsulting.com).

AMV/bls