



**PROJECT MANAGEMENT TEAM MEETING**  
**RECORD OF MEETING NO. 16**

DATE: August 26, 2010 (Thursday)  
LOCATION: Mn/DOT District 6 office  
START: 9:30 a.m. DRAFT DATE: September 8, 2010  
ADJOURN: 12:30 p.m. APPROVAL DATE: September 30, 2010  
ATTENDEES: See Attendance List (end of document)

**MEETING DISCUSSION**

**I. Project Review and Status Update**

- Ken reviewed the elements of the recommended Alternative which was presented to the public on April 8th, 2010. Those elements being as follows:
  1. Access ramps at 65th Street – these will be folded to the north.
  2. Single Point Urban Interchange (SPUI) at 55th Street – this is the ultimate configuration to replace the existing interchange.
  3. Relocation of Bandel Road intersection to east.
  4. Widen 55th Street to 6 lanes
  5. West Frontage Road between 55th Street and 65th Street.
- Each of these has been shown to provide some level of benefit to the overall transportation system. However, the west Frontage Road has been a point of contention due to the input from the public and some discussion about the benefits of the WFR versus the costs / impacts.
- Over the last several months the City and DOT have been in discussions about the direction for this project and how a resolution may be arrived at in order for improvements to be agreed upon and a plan developed to implement them.

**II. Review Cost Estimates for 65th Street Access ramps and Auxiliary Lanes**

- Based upon the agency discussions, SRF was asked to prepare a detailed cost estimate for the implementation of ramps at 65th Street and auxiliary lanes on TH 52 from 55th Street to 65th Street.

- The PMT reviewed the cost estimate as it related to the August 9th email from the city to the PMT regarding the direction agreed upon for the project. That being the 65th Street Interchange will be allowed to proceed towards a projects letting as a locally funded project (no state or federal monies). The agency representatives agreed with the content of the August 9th email.
- Therefore, the project elements for the 65th Street Interchange project are as follows:
  1. Folded Diamond ramps in the Northeast and Northwest quadrants.
    - The NB exit and SB entrance ramps will need to address prior Mn/DOT Geometric Section concerns.
    - The anticipated cost for this construction, including the work necessary along 65th Street directly adjacent to the existing bridge, is \$5.9 million.
  2. 65th Street interchange acceleration and deceleration lanes to the crest of the hill
    - Must be designed to meet engineering standards used in similar situations.
    - This is partly to accommodate some of the Mn/DOT Geometric Section concerns.
    - The anticipated costs for this construction are \$770,000 for the SB acceleration lane and \$613,000 for the NB deceleration lane.
  3. Full auxiliary lanes between 55th Street and 65th Street
    - The desire would be to build the auxiliary lanes in full with the interchange.
    - Constructing the SB auxiliary lane would be the priority.
    - SRF evaluated the cross sections along TH 52 in order to access the feasibility of adding the auxiliary lane widths the existing roadway while remaining within the existing RW. SRF reviewed two scenarios:
      - a. Match existing 6:1 inslopes and ditch depths: by modifying the ditch backslopes, this option can be made to remain within the existing RW. The backslopes would be as steeper, or steeper in some locations, as 2:1.
      - b. Use 4:1 inslopes, match existing ditch, modify backslopes as needed: This option also remains within the existing RW without steepening the backslopes. However, the inslope change would occur within the clear zone and be a change from the remainder of the corridor. Jeff commented that he did not see any 4:1 slopes used in the cross-sections.

- c. There does not appear to be a significant cost difference between these two options.
- d. A third option was discussed but not reviewed. This option would utilize an urban section, C&G, and would likely need some length of storm sewer pipe. This option would also likely remain within the existing RW, but would introduce new costs.

– The anticipated cost for this construction is \$1.7 million for the SB auxiliary lane and \$1.6 million for the NB auxiliary lane.

- 4. 65th Street improvements westerly thru the intersection of the west frontage road to the north. The final geometrics of this intersection are yet to be determined.

### **III. NRTS Scope of Work Review**

- **Revise NRTS Scope**

- The PMT agreed the NRTS scope will need to be revised to remove the Environmental Assessment document and adjust the language to reflect the recent decision to move forward with an EAW and final plans for 65th Street as described above.

### **IV. Other Items**

### **V. Next Meetings**

- PMT Meeting No. 17 (Thursday, September 30, 2010, 9:30 am to 12:30 pm)
- PMT Meeting No. 18 and PMT Design Collaboration Meeting (Wednesday, November 10, 2010, 9:30 am to 12:30 pm)
- Design Collaboration Meeting (Wednesday, November 17, 2010, 9:30 am to 12:30 pm)
- PMT Meeting No. 19 (Thursday, December 9, 2010, 9:30 am to 12:30 pm)

NMR/bls

Attachment – Attendee List

# NORTHERN ROCHESTER TRANSPORTATION STUDY

## Project Management Team Meeting No. 16

**August 26, 2010**

### ATTENDEES

PMT Members		Phone	Email
X	Jeff Bunch, Mn/DOT D6	507-286-7557	jeffrey.bunch@state.mn.us
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