



MEETING MINUTES

MEETING DATE: July 25, 2012

PURPOSE: TH 8 (Center City to TH 95)
SP 1301-113
Maintenance of Traffic Task Force (MOT TF) - Meeting #2

ATTENDEES: See Attached Attendee List

CC: Attendee List
MOT TF List

MINUTES BY: Steve Weser (Alliant Engineering)

The following documents key items discussed at the MOT Task Force meeting on July 25, 2012 for the above referenced project. These minutes are my interpretation of the items discussed and direction provided. If you disagree with these minutes, or have additional comments to add, please inform Steve Weser of Alliant Engineering as soon as possible.

Minutes

- Introductions were made.
- Steve Weser introduced MOT staff. Steve will be the Traffic Engineering Manager for the project and will be responsible for design of and revisions to MOT plans, coordination between the contractor team and MnDOT, and will hold MOT TF meetings every other week throughout the project duration. On weeks when MOT TF meetings are not held, traffic related issues can be discussed at the weekly construction meetings.
- Hardrives is the prime contractor. Ed Kieger is the Hardrives PM.
- Highway Technologies is the traffic control contractor for the project.
- MnDOT Project Engineer will be Bee Thao. Cara Chandler is the Business Liaison/Public Affairs lead for the project. Brian Rees is the lead inspector. Eric Embacher is the Resident Engineer.
- Steve mentioned the nature of the work is mill and overlay with pavement reconstruction at the CR 26/TH 8 intersection and pavement removals and widening for turn lane additions in the town of Shafer. There is also some drainage work, guardrail, and miscellaneous other work.
- Ed gave a brief overview of the schedule and staging for the project. Work on Stage 1 will begin on August 1st at the intersection of CR 26 and TH 8 with removal of the existing pavement. From there, Hardrives will mill and overlay working towards Center City. Dressel Contracting will be doing the earthwork and pipework. Within the allowable 21 day closure period, Hardrives hopes to complete all work including wear and permanent markings from the west project terminus through the CR 26 intersection to a mile or so east of CR 26 with the exception of rumble strips. Two mills will be used to take off the through lane and the shoulder. During Stage 1, the detour will be along Andrews Ave (CR 9) to Louise Avenue (CR 9) to CR 37 to CR 21.

- Stage 2 will include widening work and pavement reconstruction in Shafer and the remainder of the mill and overlay. Widening is expected to take about 8 days for each side of TH 8 in Shafer. Dressel is not sure which side they will start on.
- During Stage 2, TH 8 will be hard closed on each side of the city of Shafer. The TH 8 detour will be along CR 26 and TH 95. Local traffic will be allowed on TH 8 from CR 26 and from TH 95, but will not be allowed to go through to Shafer. Local traffic will also be allowed on TH 8 between CR 21 and the closure point on the west end of town to provide access to businesses and residences in Shafer. 11' wide lanes will be provided in each direction. Signs will be installed at the ends of the detour route and on CR 21 to indicate traffic should follow the detour and use CR 21 to access Shafer businesses. Specific business signs will be installed at the west ends of the detour route for businesses located outside of town (Eitchens, Jims Country Trannys, and Gramas Barn).
- During Stage 2, the north leg of CR 21 will be closed for a couple of days to construct a pipe crossing and the pavement within the intersection. During this time, CR 21 traffic will be detoured onto Redfield Avenue. Steve asked Shafer if any formal agreements or permits are needed to utilize Redfield Avenue for a short term detour for CR 21 traffic. Lynn Jawish said she did not think a formal agreement would be needed. Steve mentioned the north leg of Gunflint Way and Redfield Avenue would also be closed for short durations to reconstruct the pavement within the intersections.
- Local access to businesses and residences will be maintained.
- The project calls for 5 inch mill and 4 inch overlay. Hardrives will work areas on both sides of the road to attempt to minimize drop offs and will attempt to mill and fill as much as practical. Millings will be placed at driveway locations to ramp.
- Crews will be working six days a week during Stage 1.
- The speed will be reduced to 35 mph in the areas open to local traffic only as there will be no center stripe and there will be drop offs between the uneven lanes at times. Alliant has submitted a draft plan for speed limit reduction signage to MnDOT Traffic for review.
- It was discussed that Center City Fire and Rescue has several calls to Hazelden a day. It was discussed that the critical legs are the west and south sides of the CR 26/TH 8 closure as that is the most direct route for emergency vehicles between Center City and Hazelden. It was discussed that Dressel will need to bring trucks in so there will likely always be an accessible route through the closed area that emergency vehicles could use. It was discussed that initially, signs that say "emergency vehicle access only" will be installed on the west and south legs. The sign is regulatory and is enforceable for infractions. If Dressel and Hardrives are not able to maintain a passable road through the closed work zone, the contractor team will coordinate information out to the emergency service providers as best and as soon as they can. It was encouraged that the emergency service providers attend the weekly construction meetings and MOT meetings to keep informed of schedule and conditions. It was discussed that access to Hazelden for Shafer/Franconia Fire and Rescue coming from Shafer during Stage 1 should expect to use CR 21 to CR 26.
- It was discussed that the home at the SE corner of CR 26/TH 8 is currently unoccupied. However it was thought that someone may be closing on the property soon. The contractor will have to monitor for activity and maintain access if needed.
- Advance signs for closing the intersection of CR 26/TH 8 were to be set up on 7/25.
- Steve mentioned Alliant worked with MnDOT Traffic to prepare an alternate route plan to direct traffic on the east end of the project to utilize TH 97 to get to TH 35 with the intent of taking some traffic off of the project detour routes.
- Steve said he sent an email to Cara summarizing the staging last week and asked if MnDOT needed anything else to prepare press release info at this time. Cara thought she had enough info.
- MnDOT is working on the formal detour agreement for using CR 26 and will submit to the County when complete. Joe Triplet will take the item to the County Board meeting on 8/1.

- Steve asked MnDOT to verify who was responsible for the detour fee that is payable to the County. The specifications indicated the route was preapproved. MnDOT will check into this.
- Steve ran through the list of emergency service providers who were contacted for the meeting and asked if there were any names to add. Alicia Stovern will be added for the Chisago County Sheriff's Office. Karl Ruser will be added for Center City Fire. Ed Kubicki will be added for Shafer/Franconia Fire. If contacts can not attend the MOT meetings in the future, they will still receive meeting minutes to keep informed of schedule, etc.
- Steve did not yet contact trash haulers in the area. The four companies discussed are Town and Country, Croix Valley, Waste Management, and Chisago Lakes. Steve will call to inform them of the Stage 1 detour.
- Alliant will send out Notice of Traffic Control Change (NTCC) forms prior to major stage and traffic switches.
- Steve mentioned he spoke with Heide Miller at the Chisago Lakes School District. Heide indicated summer school is done 8/2 and regular school will start 9/4. Heide will attend future MOT meetings if possible.
- Jeff mentioned to staff involved in the Lindstrom project that the "road work ends" sign on EB TH 8 should be taken down when our Stage 1 signage is installed.
- Steve contacted Matt Dickenson of the Wisconsin DOT to discuss the St. Croix bridge project in Taylors Falls as there is currently truck detour signage within the TH 8 project limits that will be affected during Stage 2. Matt thought the contractor would be done with the bridge project around Labor Day but that traffic may be restored prior to that. Matt was going to verify with their contractor and get back to Steve with a timeline. Ideally, the Wisconsin project would wrap up before Stage 2 begins, but there may be a couple of day overlap.
- Steve submitted final signed MOT plans and Traffic Implementation Plan to MnDOT on 7/23/12. Additional plan sheets for alternate route, speed limit reduction, etc. will be submitted as separate stand alone sheets. MnDOT verified the submittals on 7/23/12 constitutes approval of the MOT. The specifications had stated MOT needs to be approved prior to any work occurring outside of the CR 26/TH 8 intersection area.
- Weekly diaries will be submitted beginning the first week of construction (next week). Steve will work with Bee Thao and Eric Bertossi from Highway Tech to finalize format.
- Cara Chandler prepared a flyer to mail to businesses and residents. Steve was to hand deliver the flyers to the businesses along the corridor after the MOT meeting. Cara was not available to deliver them.
- Franconia Township has a resurfacing (gravel) project on Franconia Trail that will be concurrent with this project and Center City has a project along Main Street beginning next week.
- There were no other specific City or Township concerns at this time.
- The next MOT TF meeting will be held August 8th at 11:00 AM at Shafer City Hall. The MOT meeting will follow the weekly construction meeting. Weekly construction meetings will be held every Wednesday at 10:30 AM at Shafer City Hall.

TH 8 (Center City to TH 95)
SP 1301-113

MOT Task Force Meeting #2

Wednesday, July 25, 2012 @ 1:00 PM

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