

Q: If bids come in low or high will certain options be dropped or a new one perhaps added?

A: We do allow a contingency for minor overruns. If the bids come in drastically over our budgeted amount, we have the option to not let the project. No more federal funds are available, but State funds could be used. However if significantly over, we can always not award the project, revise the proposed improvements if needed and re-bid the project; which would be done with consultation of the other Project Stakeholders. If bids came in low, we would use the federal funding on other improvements within the TH 169 corridor, as well as other safety projects.

Q: I'm glad there will be pedestrian crossing improvements in Calumet and Marble! Question at Location 5 in Calumet, the west radius at south Gary Street is tight for eastbound right turn lanes onto Gary St. for trucks and vehicles with trailers. Could this radius be considered if not already? Thank you.

A: With this project, we did focus on the ADA improvements between Gary St and Morgan St. With the proposed curb-bumpouts, we did run "turning movements" with design vehicles to make sure we are still allowing vehicles to properly navigate the intersection. The "turning movement" analysis was focused on the east side of Gary Street, as we do not have proposed geometric revisions to the west side of Gary Street. We haven't focused on the southwest corner of the intersection, but will continue to discuss that corner after the meeting.

Q: Could something be done to improve the safety of bike riders crossing 169 near Oxhide? I'm thinking possibly a flashing warning light such as those we're now seeing at intersections for approaching traffic...or even a push button for those trying to cross the highway.

A: The Mesabi Trail crossing was one of the original improvements in the project where we had initially included an underpass. It is a safety concern that we have an at-grade crossing of the trail at TH 169. We understand your concerns, and will bring them back to the Traffic Engineer.

Q: Will there be handicap access with the temporary pedestrian crossings?

A: Overall goal is to make the "permanent crossings" ADA accessible and ADA compliant. In regard to the Temporary Access routes during construction, the plans are set up to provide an Alternative Pedestrian Route during construction, which must function at a level at or above the existing conditions. If there are specific locations between the blocks of Gary and Morgan Street where extra attention should be given to handicap accessibility, please let us know and we would be very interested in that feedback.

Q: What exactly is being done in Calumet?

A: The overall goal is to improve ADA and pedestrian safety. We are bumping in the existing curb lines along TH 169 to reduce the width of the existing paved shoulders, but are allowing on-street parking to remain. We are using the extra space to provide a vegetated boulevard between the new curbs and the sidewalks. We will also be constructing new 6-foot wide sidewalks on both sides of TH 169. Pedestrian curb-bumpouts will be constructed at the intersections, which bring the curb lines in towards TH 169. These curb bumpouts not only reduce the length and time that pedestrians are exposed to TH 169 traffic when crossing the highway, but also acts as a traffic calming measure that catches a drivers attention, reminding them to slow down.

Q: Westbound Hwy 169 in front of Ron's market and CSAH 69, is there a longer west bound bypass lane or is there a center left turn lane going to be added? The existing bypass is short and is a hazard with the east entrance in to Ron's market. Sorry, I may have missed this if you already covered it.

A: We are replacing the southbound bypass lane with a dedicated left turn lane to CSAH 69. The turn lane will be extended further to also provide separation to vehicles turning into Ron's Korner Market

from the east access from southbound vehicles. Other improvements include providing a dedicated pedestrian refuge on both the north and south side of TH 169; adding intersection lighting; and closing the access from TH 169 to the property located in the southwest corner of the intersection to reduce turning movements on TH 169.