

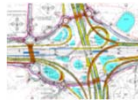
TH 169/TH 494 DESIGN BUILD PROJECT



PROJECT OVERVIEW

- **Eliminates traffic signals at Highwood/Townline, South Ramp termini, and North Ramp termini.**
- **Adds WB 494 to SB 169 flyover ramp.**
- **Adds direct NB 169 to EB 494 ramp.**
- **Adds SB 169 to WB 494 ramp (through local connection).**
- **Adds direct WB 494 to NB 169 ramp.**
- **Adds direct EB 494 to SB 169 ramp.**
- **Eliminates 3 shared local access to the ramps.**
- **Adds new Washington Avenue Bridge (North/South).**
- **Adds 6 new roundabouts.**

TH 169 LAYOUT



TH 169 DESIGN BUILD MOT TASK FORCE

- **Design Build Traffic Engineering Team (Engineer)**
- **Contractor Project Manager**
- **Traffic Control Supervisor**
- **Public Information Coordinator**
- **MnDOT Project Manager**
- **MnDOT Construction Manager**
- **MnDOT Traffic Engineer**
- **FHWA**
- **Cities of Bloomington, Eden Prairie, and Edina**
- **Emergency Responders (Police, Fire, and Ambulance)**
- **Counties of Hennepin and Scott**
- **Transit Providers (First, Metro, and SW Transit).**

DESIGN BUILD TRAFFIC ENGINEERING TEAM (ENGINEER)

- **Design and implement Maintenance of Traffic staging plans.**
- **Design all traffic related elements:**
 - a. **Signing**
 - b. **Pavement Markings**
 - c. **Signals**
 - d. **Lighting**
- **Schedule, chair and provide minutes for the MOT Task Force meetings.**

TRAFFIC CONTROL SUPERVISOR

- **Senior field supervisor in charge of managing and monitoring all MOT operations for the duration of construction.**
- **Work closely with the Traffic Engineering Team to verify that all Traffic Control devices are installed properly.**
- **Provide daily inspections of Traffic Control devices.**
- **Provide daily reports of Traffic Control devices, and provide the status of corrective actions taken in a daily log.**
- **On call 24/7 and be able to respond on-site in 45 minutes.**

PUBLIC INFORMATION COORDINATOR

- **Develop, direct, and manage a wide range of public information activities consistent with the RFP.**
- **Work as the contractor's communication resource for residential and business property owners.**
- **Provide weekly project updates via a project website.**
- **Provide news releases sent to local residents concerning construction activities.**
- **Provide communications to residents, emergency providers, schools, businesses, and other stakeholders about MOT changes. Also, respond to inquiries received on the project hotline and project email.**
- **Staff information tables monthly at local gathering spots to disseminate information about the project.**
- **Conduct open houses/public events. This includes the most recent public event (roundabout café).**

MOT TASK FORCE RESPONSIBILITIES

- **Review, refine, and provide feedback on traffic control plans and details.**
- **Review, refine, and provide comments on the TMP (Traffic Management Plan) and IMP (Incident Management Plan).**
- **Disseminate information of importance within their organizations and to the task force.**
- **Meet twice a week from NTP1 (Notice To Proceed 1) to project completion.**

TRANSPORTATION (TRAFFIC) MANAGEMENT PLAN

- **Covers all aspects of traffic management for the project.**
- **Includes all of the MOT design requirements as stated in the RFP (below are 7 of 19 items required):**
 - a. **Descriptions of the Traffic Engineering Team, TCS, PIC, and others with MOT duties.**
 - b. **Procedures to identify and incorporate stakeholder needs.**
 - c. **Methods and frequency of inspection and maintenance of all traffic control throughout the project limits.**
 - d. **Incident Management Plan.**
 - e. **Provisions to maintain existing access to all properties within the project limits for the duration of the project.**
 - f. **Procedures to communicate TMP information.**
 - g. **Procedures to modify the plans as needed to adapt to current Project circumstances.**

IMP (INCIDENT MANAGEMENT PLAN)

- **Multi-agency plan led by MnDOT and the Contractor to respond to incidents within the project area.**
- **Consists of Emergency Responders, Contractor (24/7) Representatives, Traffic Control Supervisor, and Public Information Coordinator.**
- **Describes the process for reacting to emergencies:**
 - a. **First Call (Contractor)**
 - b. **Second Call (Contractor)**
 - c. **Third Call (Law Enforcement)**
- **Describes the classifications of emergencies and responses to those classifications:**
 - a. **Level 1 (Vehicle on Shoulder no Obstruction)**
 - b. **Level 2 (Impact on Traffic < 30 minutes)**
 - c. **Level 3 (Impact on Traffic 30 minutes – 2 hours)**
 - d. **Level 4 (Impact on Traffic > 2 hours)**

TRAFFIC CONTROL PLANS

- All of the Traffic Control Plans require MnDOT project manager's approval.
- Traffic Control Plans shall include the following items (below are 7 of 16 items required per the RFP):
 - a. Complete Plan sheets and details.
 - b. Drawings showing how to fabricate any signs not detailed in the Minnesota Standard Signs Manual.
 - c. The size and color of all standard traffic control devices.
 - d. Provisions for using temporary guardrail, temporary concrete barrier wall, or attenuators to protect the traveling public and secure the Project Site.
 - e. Detail modifications to the Project MOT to address wintertime conditions or periods of suspended work.
 - f. Type and location of all signing to be installed, removed, or covered that conflict with traffic patterns.
 - g. Temporary pavement marking plan sheets.

NTCC (NOTICE OF TRAFFIC CONTROL CHANGE)

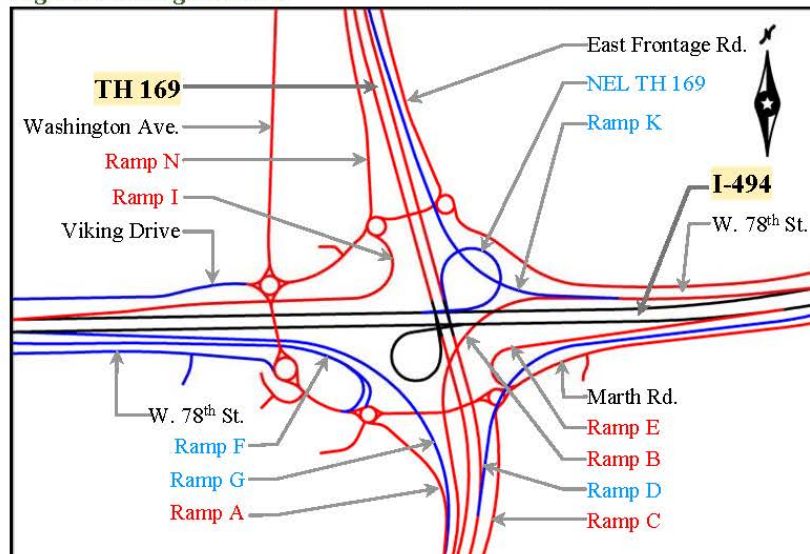
- Process to enhance communications to all stakeholders and to more quickly respond to minor MOT plan revisions.
- The NTCC is a tool to modify the existing MOT plans and is intended for the following conditions:
 - a. Minor traffic control changes to the MOT plans which are straight forward and similar to temporary traffic control layouts as shown in the Temporary Traffic Control Zone Layouts field manual.
 - b. Referenced previously used approved layouts to be used again in a similar manner.
 - c. Serve as notices to stakeholders of traffic control changes.
- Where additional action may be required, the NTCC should be discussed at the next MOT Task Force meeting.

THE PROJECT PHASING PLAN (FALL 2010 – FALL 2012)

- 1A - Fall 2010 – Spring 2011 (Temporary Widen SB 169)
- 1B – Spring 2011
 - a. Temporarily move NB & SB traffic to SB 169
 - b. Complete Permanent NB 169
 - c. Complete Ramp B
 - d. Complete 4 Roundabouts and segments of local roads
- 1C – Summer/Fall 2011
 - a. Temporarily move NB & SB traffic to “new” NB 169
 - b. Complete Permanent SB 169
 - c. Complete Ramps A, C, I, and N
 - d. Complete Roundabouts B, C, and NE frontage road
- 2 – Winter 2011 - Fall 2012
 - a. All remaining work

STAGE 1 AND STAGE 2

Figure 2-1. Stage 1 and 2



THE PROJECT PHASING PLAN REALITY

- 1A - Fall 2010 – Spring 2011 (Temporary Widen SB 169) ✓
- 1B – Spring 2011
 - a. Temporarily move NB & SB traffic to SB 169 ✓
 - b. Complete Permanent NB 169 ✓?
 - ~~c. Complete Ramp B~~
 - d. Complete 4 Roundabouts and local roads ✓?
- 1C – Summer/Fall 2011
 - ~~a. Temporarily move NB & SB traffic to "new" NB 169~~
 - ~~b. Complete Permanent SB 169~~
 - ~~c. Complete Ramps A, C, I, and N~~
 - ~~d. Complete Roundabouts B, C, and NE frontage road~~

SOME OF THE FACTORS FOR THE DELAY

- Late Winter
- Communications
- Minnesota River Bridge Re-stripe Project (added traffic)
- Design Issues (especially with bridge design)
- State Shutdown
- Steel Fabrication
- Utilities

PEDESTRIAN CROSSING AT HIGHWOOD/TOWNLINE



WEST 78TH



WEST 78TH



WB TH 494 TO NB TH 169



NB TH 169 LANE SHIFT



TOWNLINE ROAD LOOKING SB



NO END TREATMENT



VEHICLE USING PEDESTRIAN CROSSING



CONTRACTOR USING PEDESTRIAN CROSSING

