



Red Wing Bridge Project

Record of Meeting

SRF No. 015 8933 B0270

Attendees: See attached list
From: Jennifer Quayle, SRF
Date of meeting: January 21, 2016
Subject: US HWY 63 Roadways and Bridge – Final Design PAC 1 Meeting

The discussion is summarized below:

I. Welcome/Introductions

Attendees introduced themselves. See attached attendees list.

II. Approach Roadways Design

- Barrier along ADM

The barrier along TH 61 in front of ADM will be replaced and the fence/railing reinstalled back on top.

- Box culvert replacement

The box culvert on the north end will be replaced. Geotechnical drilling will analyze what soil is underneath, and be used to make foundations recommendations.

- Pedestrian Ramps/ Sidewalk along Coca-Cola building and Bluff St.

Pedestrian ramps at Plum and 3rd St have been added to the intersection to facilitate ADA requirements. An all-way stop is being evaluating at the Plum and 3rd St intersection by MnDOT Traffic.

A replacement sidewalk has been added along the north side of the Coca-Cola building adjacent to the slip ramp.

A sidewalk has been added along Bluff St. to the east of the Coca-Cola building.

- TH 63 Staging bypass

The staging bypass along Hwy 63 is closer to Barn Bluff than the existing roadways during construction to facilitate a temporary bridge adjacent to the existing bridge over Hwy. 61.

- TH 61 Staging

During construction, TH 61 traffic will travel on the existing roadway location, but will be restricted to only half the roadway width while the other half is being reconstructed.

- Remove pond

Due to the limited increase of impervious surfaces for the proposed improvements, a drainage pond is not required in the buttonhook area. Instead, water quality will be achieved using the existing ditches and water quality manholes. The maintenance of the water quality manholes will be addressed in the cooperative agreement. A maintenance period is included in the language of the Hastings cooperative agreement. The City of Red Wing would be responsible for maintenance, but MnDOT would be responsible if the structure required work to be done.

III. River Bridge Design

The MnDOT Bridge Office is designing the River Bridge. A steel box girder structure will be used over the main spans of the river. The remaining spans will be the typical concrete girders, which are used and seen on many bridges today. This has not changed from what was outlined in the visual quality manual (VQM).

IV. Visual Quality

- River Bridge

Roadway lighting is being developed to also provide adequate lighting for the trail.

The ability to control the lighting, particularly at night and during migratory season, is being addressed. The lights will be able to be dimmed and turned off to accommodate the environmental concerns. The spire lighting and wash/accent lighting will have this feature. MnDOT controls the roadway lighting, but typically allows for the local city maintenance to have access to lighting controls. This will be addressed in the cooperative agreement.

The aesthetic components of the piers are poured concrete. This is still consistent with the VQM.

- River Bridge overlook and spires

There will be light washing on the River Bridge at the two overlooks and the box girders will be illuminated beneath the deck of the bridge. There will be accent lighting for pedestrian use and access. The spires will have Minnesota and Wisconsin lettering, with pedestrian level lighting around the overlooks on pilasters. Pedestrian access will be useable at all times.

- Hwy 61 overpass and retaining walls

The bridge will be a concrete girder over Hwy. 61 with railings, aesthetic treatments on the abutments and adjacent retaining walls being consistent with the VQM.

- Slip ramp bridge

The slip ramp bridge is located over Bluff St., in order to allow entrance behind the Red Wing Shoe Company.

- Landscaping

There are more opportunities for landscape features now that a wet pond is not needed.

A landscaping timeline has not been confirmed yet. Trees and plants could be planted at one time or at certain points throughout the project. Spring plantings are most successful. From a traffic standpoint, planting everything at once may be easier. There is a two-year establishment period where the contractor is responsible for watering and maintaining the landscaping.

- River Bridge Lighting overview

The original plan in the VQM was to have lighting on both sides of the River Bridge using 25-foot high poles. The lighting analysis showed appropriate lighting levels can be established using lighting on only one side of bridge. The city decided that is the way that they would prefer to light the bridge, since it would result in lighting being a MnDOT system. Therefore, lighting will only be on the westerly side of the bridge on the outside of the trail. The MnDOT standard style 40-foot pole (nominal height) will be used on the new River Bridge. The spacing of the 40-foot poles allows for the roadway lighting to spill onto the trail for pedestrian use and safety as well.

The existing bridge does not have a continuous lighting system, but uses standard cobra lighting. LEDs will be used on the new bridge and will seem brighter, even though they are not. The LEDs are a whiter light and are a different quality of lighting.

- MnDOT standard lighting

The red dots shown in the image represent the MnDOT standard cobra style lights. These lights will be used along the outside railing of the bridge on the outside of the trail. Those will continue to the intersections in both directions.

- City of Red Wing lighting

The yellow dots represent the City of Red Wing's decorative poles that will tie into the current downtown scale lighting.

The roadway lighting will be designed to residential lighting levels so it will not be too bright.

The type 1 lighting (tall poles) will be along Hwy 61 from the downtown area to the buttonhook intersection. This extends the City lighting to the new TH 61/buttonhook intersection.

The shorter poles will be placed along 3rd Street from Potter to Plum in downtown. Some intersection lighting will be placed at the signal or 4-way stop at Plum and 3rd St.

V. Staging

The project will be let in February 2017. Staging is based on the three years expected to build the River Bridge. Additional work will be needed after the River Bridge is built, so it will be approximately a four-year construction period.

- Staging – 2017 – Stage 1A

Overall project construction will begin in 2017. Construction will begin on the river bridge initially.

The Wisconsin approach has poor soils in the area of roadway impact; therefore, surcharging and soil corrections will be needed to improve the stability for the future. Soil evaluations are currently being completed and analyzed to determine how much time is needed in that area to allow for the poor soils to settle. It is anticipated that 6 to 12 months will be needed for the settlement to occur, which will constitute much of the first season of construction on the Wisconsin approach.

The Minnesota approach will utilize a temporary bridge over Highway 61 in order to facilitate the removal of the existing bridge over Highway 61 and the construction of the new bridge over Highway 61. In order to accomplish this a temporary bypass will need to be built, and this bypass will be closer to Barn Bluff than the existing roadway is today. Therefore a rock fall analysis is being conducted in order to evaluate protections needed for the temporary bypass.

During this phase the button hook connection to trunk Highway 61 will also be constructed. One half of trunk Highway 61 east of the temporary bridge will be constructed in order to facilitate bridge construction and the movement of traffic through this area.

Traffic during this stage will remain on trunk Highway 63 and utilize the existing river bridge. Trunk Highway 61 will be reduced to one lane of traffic in each direction. 825th St. will be closed on the Wisconsin approach at the river bridge and that traffic will be detoured to the north.

- Staging 2017 – Stage 1B

Construction will remain the same as stage IA, except for trunk Highway 61. Traffic will be shifted to the newly constructed portion of trunk Highway 61, so the other half of trunk Highway 61 east of the temporary bridge may be rebuilt.

- Staging 2018 – Stage 2

River bridge construction will continue. Construction during this stage will also include: the new bridge for TH 63 over TH 61, the slip ramp into downtown Red Wing, the slip ramp bridge over Bluff Street, 3rd Street, and Bluff Street.

Traffic on TH 63 will remain on the existing river bridge and routed onto the temporary bridge and button hook connection to the new signalized intersection with trunk Highway 61. 825th St. will remain closed and traffic detoured. Third Street will be closed, with traffic being allowed through at Potter Street.

- Staging 2019 – Stage 3

Construction of the river bridge will continue. Construction of TH 63 on the Wisconsin approach will occur, along with the construction of 825th St. west of Highway 63.

Traffic will remain on Highway 63 and remain on the existing river bridge. The temporary bridge and button hook will continue to be utilized on the Minnesota approach. Highway 61 will now have two lanes of traffic in each direction. 825th St. will remain closed and traffic will continue to be detoured. Third Street and Bluff Street will be reopened.

Construction of the river bridge will be complete by the end of this stage. Traffic will be shifted onto the new river bridge.

- Staging 2020 – Stage 4A

Removal of the existing river bridge begins. Construction of Highway 61 under Highway 63 towards the downtown begins in this stage. Highway 61 will be built in halves in this area similar to the previous work on Highway 61

Highway 61 reduced to one lane in each direction while the roadway is built in halves. 825th St. will be reopened on the Wisconsin approach, and the slip ramp will be opened to traffic into downtown Red Wing.

- Staging 2020 – Stage 4B

Removal of the existing river bridge will continue. The second half of Highway 61 under Highway 63 towards the downtown will be constructed.

Traffic will remain on the new river bridge. Traffic on Highway 61 will be reduced to one lane, but will be shifted onto the portion that was just reconstructed. 825th St. will remain open, and the slip ramp into downtown Red Wing will also remain open.

- Staging 2020 – Stage 5

Removal of the existing river bridge will be completed. Median work and miscellaneous items along trunk Highway 61 will be completed. The easterly segment of the 825th St. jughandle on the Wisconsin approach will be completed.

Traffic will remain on the new river bridge. Traffic on trunk Highway 61 will be reduced to one lane in each direction to allow for completion of median and miscellaneous construction. The slip ramp into downtown Red Wing will be fully opened. 825th St. will be open to traffic.

- Traffic management

Shut downs of the roads are not anticipated. The River crossing is planned to be open at all times during the project. The contractor may need to use flag operations outside of the rush hour/peak travel timeframe.

- Parking on Wisconsin side

Fishing is popular along the roadway during certain times of the year. Parking is not allowed along WisDOT highways, therefore, parking will be restricted throughout that area. The jughandle roadways on the east & west of Hwy 63 will be paved wider, so there will be room for parking off of Hwy 63. People could park on that area, on the shoulders, instead of on the side of the highway.

VI. Project Schedule

Final design began in September 2015. There are incremental final plan submittals throughout this year, culminating at the end of this year (November 2016). Project letting and bid opening is anticipated in February 2017, with construction starting shortly after. The project schedule is outlined below.

- Final design initiated: September 2015
- 30% plan submittal: February 2016
- 60% plan submittal: June 2016
- 90% plan submittal: September 2016
- 100% plan submittal: November 2016
- Project letting: February 2017
- Construction: 2017-2020

- Municipal agreements

The municipal agreement has to be executed and signed before the bids are open. The different bid items will be listed out in that agreement. The municipal agreement is executed and signed between 90% final design plans and project letting. The agreement has to be signed by the City and MnDOT.

That agreement can be modified after bids come in to account for differences in prices received during the letting.

VII. Utility Coordination

Utility coordination includes going out and physically locating the utilities, which has been completed.

- Subsurface Utility Engineering (SUE) complete
- Utility Information Meeting held January 7, 2016
- Utility coordination currently taking place with the following:
 - CenturyLink
 - Charter Communications
 - City of Red Wing
 - CP Railway
 - Hager Telecom / BEVCOMM
 - Hiawatha Broadband
 - Rogers Communications
 - We Energies
 - Windstream Communications
 - Xcel Energy – MN and WI Electric Distribution & Transmission
 - MN Gas

Relocation of some utilities will be needed and timing of this is being determined. Another utility coordination meeting will be held in June to go over relocation plans.

A major part of this relocation is Xcel's 69 kV transmission line. Their crews have been out recently pot holing along their new corridor to find out the new depths of the City's storm sewer and water services. The new corridor comes around the Bluff St. entrance along Hwy 61 and drops down along 4th St. That project is starting this year. It will be a large Xcel project to relocate that transmission line. This is the first phase as part of this project. It's a two-year relocation project.

VIII. Ongoing Fieldwork

- Environmental borings

Supplemental borings were done along the river and the railroad because it was thought there was contamination. Evaluation and analysis of these borings are being completed.

- Surveying

Surveying is also currently taking place. Some additional survey may be needed in certain areas.

- Geotechnical borings

Soil borings are taking place on the Wisconsin side and also the Minnesota side for the temporary bridge and retaining walls. The borings are wrapping up this month.

IX. Environmental Update

- FONSI status

The final step of the environmental documentation is the FONSI by the FHWA. That document is currently at the FHWA. It is anticipated that the FONSI be completed sometime in March.

While awaiting the FONSI, approval has been given to begin the right of way process. We want to make sure we are staying true to the environmental document and the commitments made. Should anything arise, those issues will be incorporated.

- Contaminated properties coordination

The contaminated properties coordination pertains to the area around the pond. There were soil materials that were contaminated as well as the bedrock that would have had to be excavated. Grading is needed, but not to that extent.

Coordination is needed with the Pollution Control Agency (PCA) to acquire some of the contaminated properties. The No Association Determination (NAD) is needed from the PCA prior to moving forward with making right of way offers. Three to five properties will need that determination and some have already been sent to the PCA. MnDOT is taking the lead on this.

- Environmental agency coordination and permits

Dave Filipiak held a regulatory permit meeting last week with the various agencies involved on the project. A number of permits are needed at both the federal and state level. Both temporary and permanent impacts will need to be accommodated. Lots of coordination is needed on the Wisconsin side regarding the soil types and flood plain during construction. Need to determine what those impacts will be, how long, and how to restore when the project is finished.

The permits will be submitted in March to allow regulatory agencies to review and make comments. The 30% design plans are due in February. These design plans are the driver of the input for permits. This is the first stepping-stone and submittal in the permit process. The goal is to submit everything early and have it resolved by to October/November 2016.

Each permit has a different public notice process and timeline. Each one requires different information. Late February/March is when the U.S. Army Corps of Engineers permit will be submitted. The Public Waters permit may lag so more information is developed for that permit.

- WI stormwater management and erosion control

X. Right of Way Update

- Total Acquisitions (begin February 2016)

There are four properties that are total acquisitions for this project. That process is underway regarding obtaining the legal descriptions and the appraisals of those properties to understand the values. Negotiations and actual acquisitions of those properties are expected to begin in February.

Offers will be made in February. Time to vacate is part of the negotiations. Those impacted will have to be out before the project is let. The specific timing can be negotiated.

There are a number of properties that will be partial acquisitions – strip taking or will need some kind of temporary easement associated with it. This could be due to the construction widening, construction staging, or grading.

Construction limits will be finalized as the 30% plan submittal draws near. This will identify which properties are actually affected and which properties will need acquisition versus easement. The temporary easements will follow the total acquisitions.

The standard process is to have title in possession to all of the properties prior to advertising bid letting. By that time, MnDOT should own everything or the properties are in condemnation. If the schedule is tight, right of way can allow the project to continue for letting, but a public interest finding is needed and that includes putting special provisions in detailing the contractor may not work in certain areas and include specific dates it will be made available. Right of way is waiting on construction limits for the partial acquisitions and temporary easements.