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# MINUTES

## TH 61 Reconstruction Project - PMT Meeting #1

June 21, 2017

10:00 a.m.

Lake City - City Hall

Meeting Chair: Chris Hiniker

Minutes by: SEH

Present: Councilmember Greg Schreck, Mayor Mark Nichols - phone, Mark Sievert, Scott Jensen, Megan Smith, Amy Hove, Chris Hiniker, Bill Anderson, Nathan Blanchard

Copies to: PMT members

### I. Project Overview and Goal

- A. Scott reviewed the process completed to date. The City conducted a Scoping Study in 2015 and then worked through the process of determining whether to proceed with a mill and overlay project or reconstruction of Highway 61. To date the City has held three open house meetings and several City Council meetings which ultimately led to the decision to proceed with full reconstruction of Highway 61 between Central Point Road and West Elm Street. Subsequently, the City entered into a partnership agreement with MnDOT and a professional services agreement with SEH to complete final design plans which will set the stage for construction in 2020.
- B. Megan added that prior to the scoping study the comprehensive plan and community feedback indicated the need to make Lake City more pedestrian friendly. To that end, this project should consider focusing Highway 61 pedestrian crossing activity to select locations to enhance safety.
- C. Chad noted that MnDOT will be overlaying TH 61 from Kellogg to Hansen Harbor in 2019 and will leave the gap through Lake City to be reconstructed in 2020.
- D. The City will lead the design process (contracting with SEH) and MnDOT will lead all construction administration activities.

### II. Discuss Key Issues

- A. Stormwater is a big issue with the Highway 61 right of way and other City storm water runoff flowing to Lake Pepin. Will be moving the curb line which will require new catch basin construction and may provide space to add some water treatment. May want to repair or relocate some City water main in downtown given the new curbs might line-up with existing water mains which would make future repairs more difficult.
- B. Potential impacts to business during construction will be a key concern. Some business owners are already asking about it.
- C. Construction staging will be discussed extensively. Could consider limits on work hours, phases of construction, etc. The downtown Red Wing project was split into two seasons to mitigate business concerns.

- D. MnDOT is initiating the property contamination assessment given these issues can affect the schedule. Identifying right-of-needs as early as possible is also important.
- E. Based on MnDOT records, the tunnel does not appear to be listed as an historic resource. The tunnel is very shallow and would likely be affected during construction. Initial direction is to assume the tunnel will be removed as part of the project.
- F. It was noted that interest has been expressed to paint a mural in the tunnel. City staff will follow-up with the proposer indicating the tunnel will likely be removed as part of the reconstruction project.
- G. Need to determine early on which if any intersections along the north segment of the project will be closed or restricted. Also should investigate the potential for redirecting some of the residential driveways on Highway 61 to alleys. This information will need to be communicated publically.
- H. Close coordination with the ongoing waterfront planning will be very important. City Council is currently reviewing several ideas including potential bump-outs along the Lake Pepin shoreline and streetscaping.
- I. It will be important to hold a public open house early in the process to review and receive input on concepts.
- J. Need to be sure the design accommodates truck turning movement requirements.
- K. The trail between Central Point Road and Hok-Si-La Park is planned to be constructed in 2019 in tandem with MnDOT's Highway 61 mill and overlay project. Could consider moving the trail project to 2020 and combine with this reconstruction project. This could provide opportunities to use excavation material to widen the trail area along the lakefront (bump-out concept).
- L. Mayor Nichols noted he would like to see the trail completed with the 2019 mill and overlay project so people can use it sooner rather than later.
- M. The possibility of adding a bypass lane at the Hok-Si-La Park entrance was discussed. Chad noted it could be done at City cost with the mill and overlay project.
- N. Chad summarized the process for determining pavement type (concrete vs. bituminous). Truck traffic is the main component of the pavement design. Material prices are also a major factor. A life cycle cost analysis is underway and should be complete within a month. This will assist in determining pavement type.
- O. Trees will be an issue; some are for and some are against. Megan noted some trees will be needed because pedestrians need shade opportunities.

### III. Communications

- A. Chris discussed methods of communication during the design process including weekly check-in by phone, PMT meetings approximately every six weeks, stakeholder meetings, City Council updates, and the City website.
- B. It was noted that it is important to have public input early in the process. The scope of work includes two open houses.
- C. PMT minutes will be provided to City Council members and updates to the Council will be provided at the monthly Council meetings.
- D. Councilmember Schreck noted that Highway 61 south of Elm Street also needs to be addressed. Chad indicated that area should be a separate discussion with MnDOT.
- E. Do we have an idea whether the design expenses (SEH services) will be relatively even or will they vary each month through the course of the process? Chris noted it is difficult to predict how expenses will fluctuate over the course of the design process. However, work efforts will become more intense

latter in final design. Any proposed cost increases would need to be reviewed and approved by the City Council.

- F. Decision making process and responsibilities need to be clear. It was discussed that the PMT would make most decisions and document them clearly. The City Council will need to address any decisions that could require additional financial commitments.
- G. Suggest that after preliminary design is complete, the process should pause temporarily before proceeding with final design in order to absorb the decisions that have been made and insure we are proceeding on the best course. Need to clarify in the project schedule when approvals from the City Council and MnDOT will be required.

IV. Initial Tasks

- A. Survey work will begin soon. MnDOT already has survey data at the intersections. SEH crews will fill in the missing gaps.
- B. SEH will begin the process of preparing the project layout.

V. Next Steps

- A. The City and SEH will be meeting with the Wabasha County SWCD at 1:00 p.m. today to discuss potential grant opportunities to help pay for stormwater treatment options.
- B. Next PMT meeting will be held in about 6 weeks. SEH will schedule meetings for the remainder of 2017 and send calendar invitations to PMT members.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

**If there are errors contained in this document, or if relevant information has been omitted, please contact Chris Hiniker at 651 490 2063.**