

West Brundage Lane Reconstruction

Weekly Meeting Minutes
7/14/09

The weekly construction meeting was held this date. Representatives were present from S&S, DRM, The City of Sheridan, Advance Electric and Vista West.

1. The plans for upcoming concrete work were discussed.
 - S&S stated they would place the concrete pavement for the left side of mainline from 112+79 to about 121+00 the coming Thursday.
 - Then they intended to place the left side of mainline from 121+00 to nearly the end of the project on July 29.
 - They then thought they might place the concrete for the right side of mainline with a block out at Papago for church access on August 11, but that date was not certain at the time of the meeting.
 - They also thought they might place the double gutter and fillets in the Falcon Ridge Court approach the coming Friday afternoon of this week.
 - S&S stated that sidewalk scheduling was very uncertain at the time of the meeting, and that they intended to use ICM concrete to help achieve some of their goals.
2. This led to a discussion of traffic control. The project was to remain in Phase 3 traffic control with some slight modifications. The access to mainline from Papago will be closed July 23. Traffic routed for Falcon Ridge would be directed down Brundage from the airport to Falcon Ridge Drive on the coming Friday. Traffic for the Wesleyan church would be directed down Brundage from the airport to their approach across from Papago on July 23 to allow for set up for the paving on July 29. Then when sufficient cure time occurs in the Falcon Ridge CT approach to be paved by ICM traffic for the subdivision would be sent into that approach.
3. It is the intent of S&S to have ICM place hot mix pavement in the Aviation and Falcon Ridge CT approaches somewhere around July 22 to July 24.
4. Advance asked what was available for them to do. It was agreed by all that they could place the lights, boxes, wires and connections for the light system from the beginning of the project to the light at 112+50.

5. DRM will continue to grade base in approaches as required by S&S. They asked if the extra fill required for the paver track on the right side in the curve in the vicinity of 127+00 could remain, creating steeper than specified slopes. Vista West responded the fill would have to be removed and the slopes specified by the cross sections re-established.

Submitted By:
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