



# Twin Port Interchange Project Overview for MIC TAC

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August 14, 2018

# We all know it as the “Can of Worms”



# Agenda/Goals for Today

- A fast and high level project update
- Refresh on project purpose/goals
- High level project challenges
- Concepts to be constructed
- Touch on RR Street connector (how it came up, other options, etc.)
- Schedule and cost
- Questions and Answers

# Project Purpose/Goals (Mission Critical!)

- **Enhance safety by eliminating blind merges and left exits**
  - Moving left exits to the right
  - Relocating merges
- **Replace aging infrastructure**
  - Reconstructing weight restricted and non-redundant bridges
  - Reduces maintenance and closures
  - Eliminates some bridge structure
- **Improve freight mobility**
  - Allow oversize/overweight freight on the Interstate
  - First and last mile to port!

# Challenges/Risks

- Weak compressible soils
- Contaminated soils and groundwater
- Railroad Coordination/Permits/Agreements
- Archaeological
- Historic Eligibility for a portion of Lincoln Park Business District
- Limited area for staging, laydown and access
- Confined space for construction

# Outreach

- Stakeholder groups (businesses, trucking, port, tourism etc.)
- Monthly update meetings (3<sup>rd</sup> Monday of every month)
- Advisory group (Monthly)
- Special events
- Individual meetings
- On line survey –December 2017
  - 879 responses
  - 339 written comments

# Outreach Challenges

- Transparency and Clear Expectations
- Are we reaching and engaging all the stakeholders?
- Drilling down to the “issues” and not “jumping to solutions”
- Communicating in 3D – especially early!

# What we have Heard...

- Improved access to Downtown/Waterfront
- Improved access to and from Lincoln Park Business District
- Better bicycle and pedestrian connections
- Safer and more comfortable spaces under the highway
- Opportunity for aesthetic improvements

# Newton's Third Law Applies to TPI:

*For every action, there is an equal and opposite reaction.*

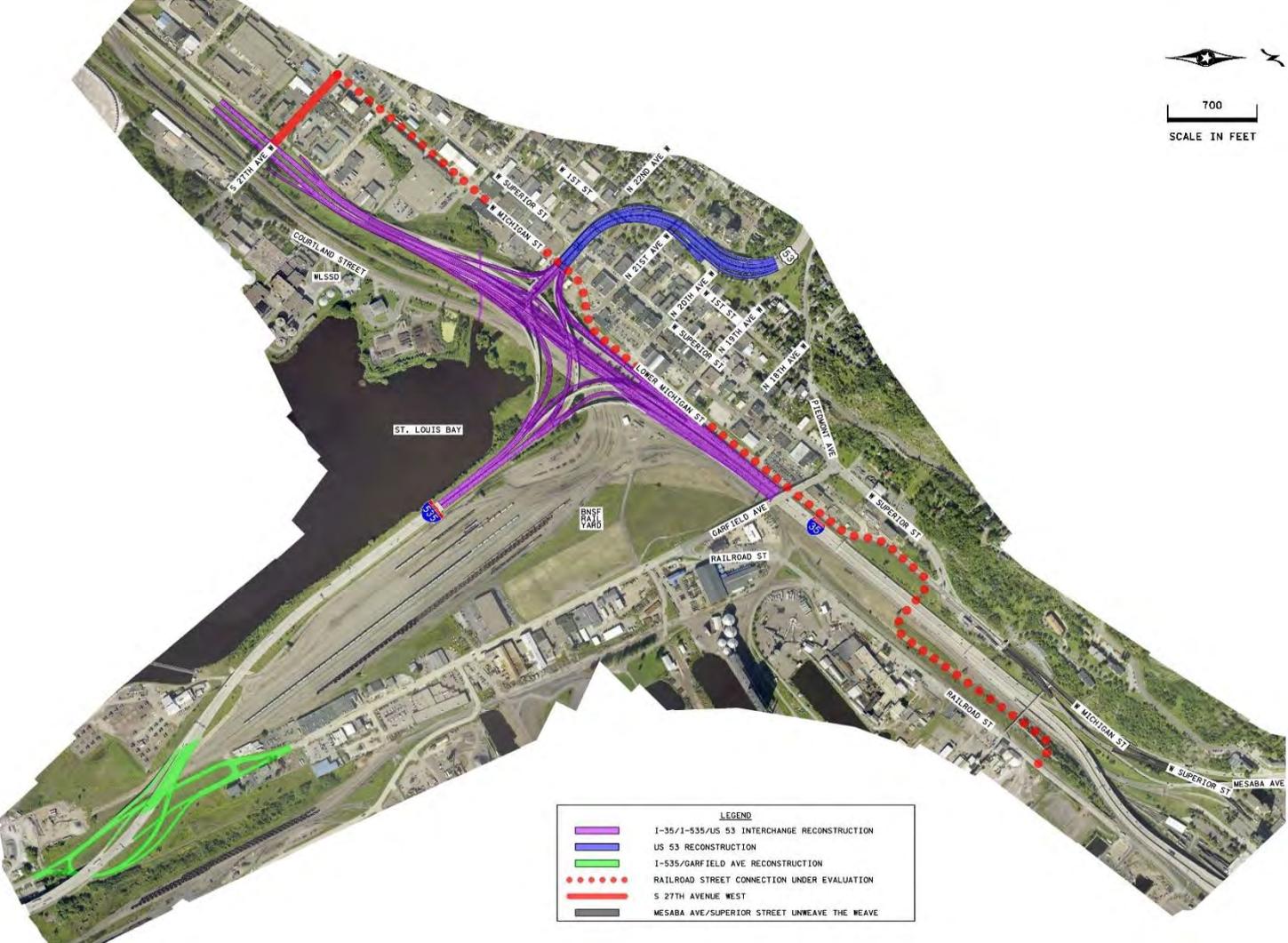
Our goal is to develop informed consent of all stakeholders.

- Continuous and transparent outreach and engagement – bringing everybody along so they can communicate issues and understand our challenges, options and decisions
- In the end, the goal is to have all stakeholders view the project as a success, knowing that although everybody's desires may not have been met, they were part of the process and understand the **WHY**.

# The Big Map of What's Wrong



# Project as a Whole – it's Bigger than the Can of Worms



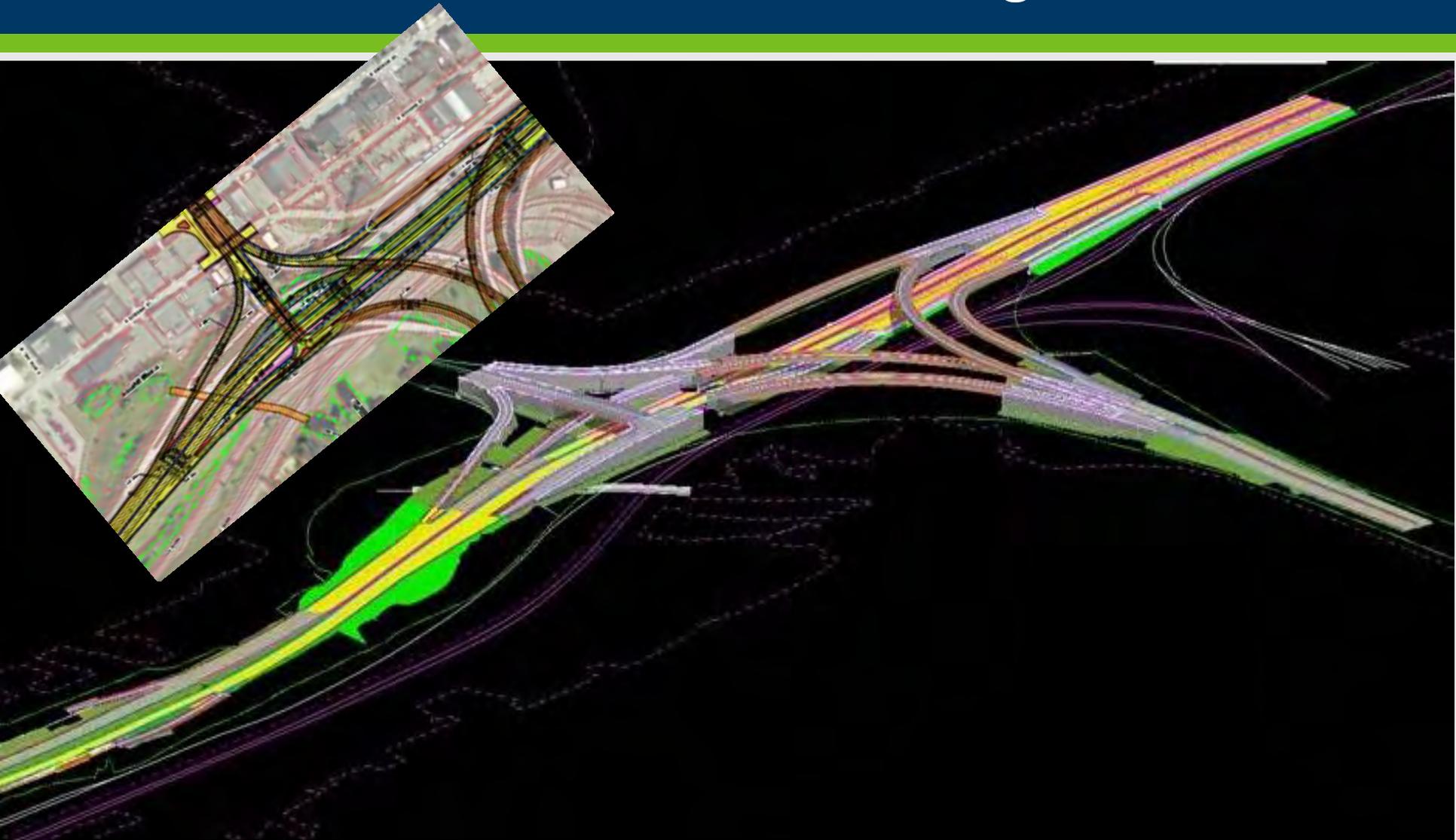
# Main Interchange - Concept C



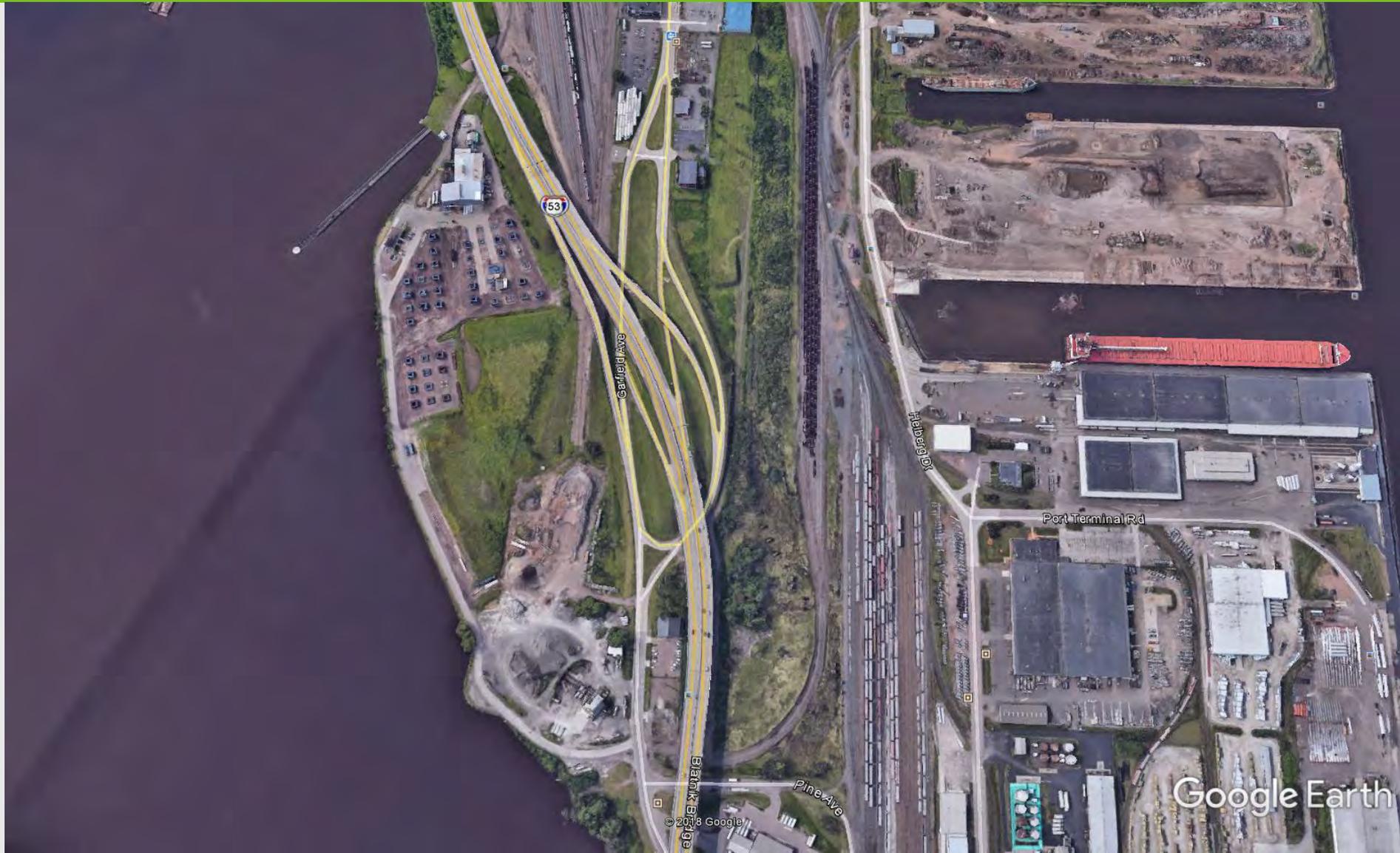
# Concept C and Highway 53 in a Nutshell

- Eliminates blind merges
- Eliminates left exists
- Replaces some bridges with fill sections (normal roadway)
- Bridges and interchange designed to carry overweight/oversize (OSOW) loads
- One stop light staying, but in a more expected location

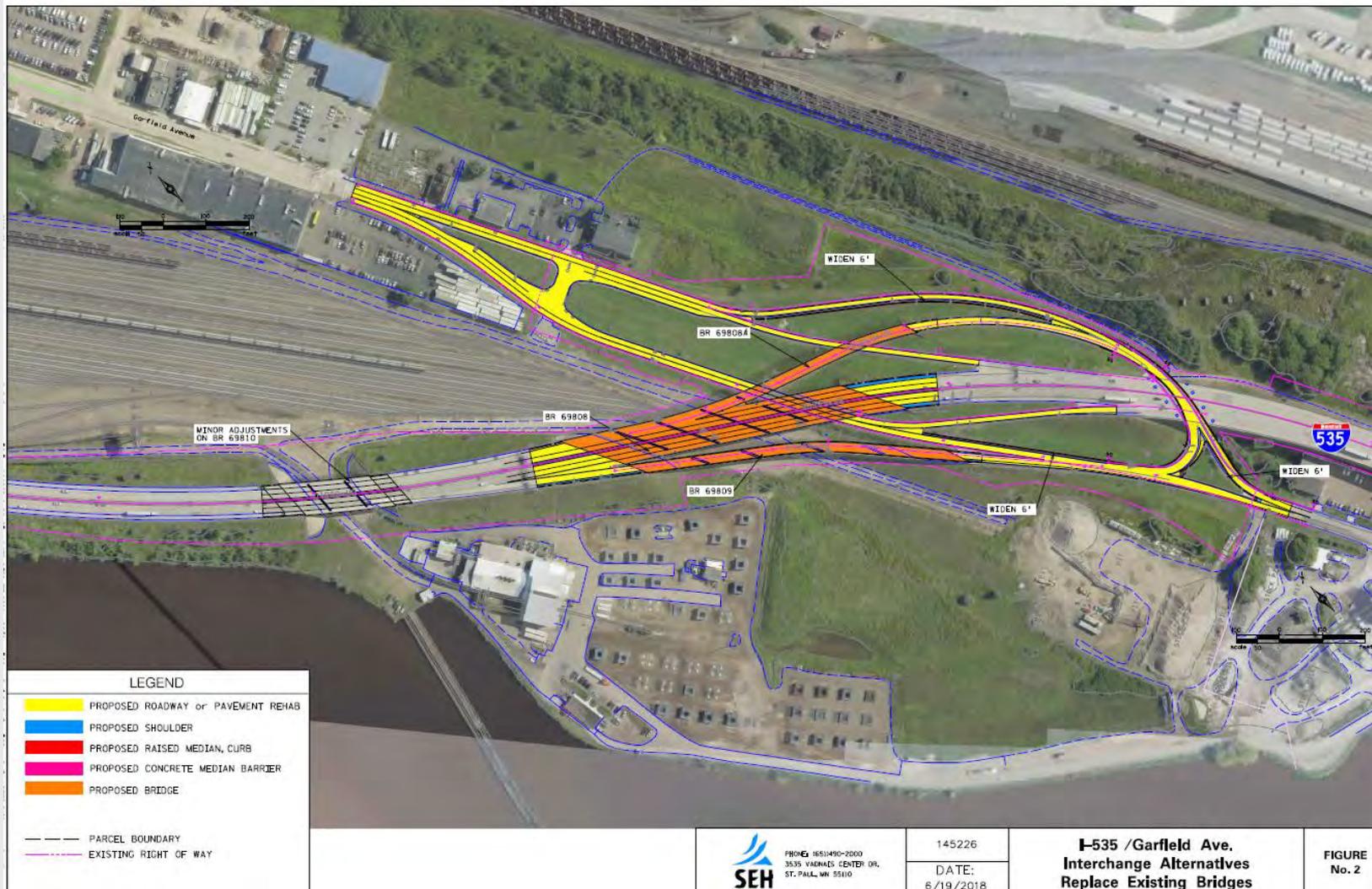
# Problem: “Looks good on paper!” Solution: 3-D Modeling



# Garfield Existing



# I-535/Garfield Avenue

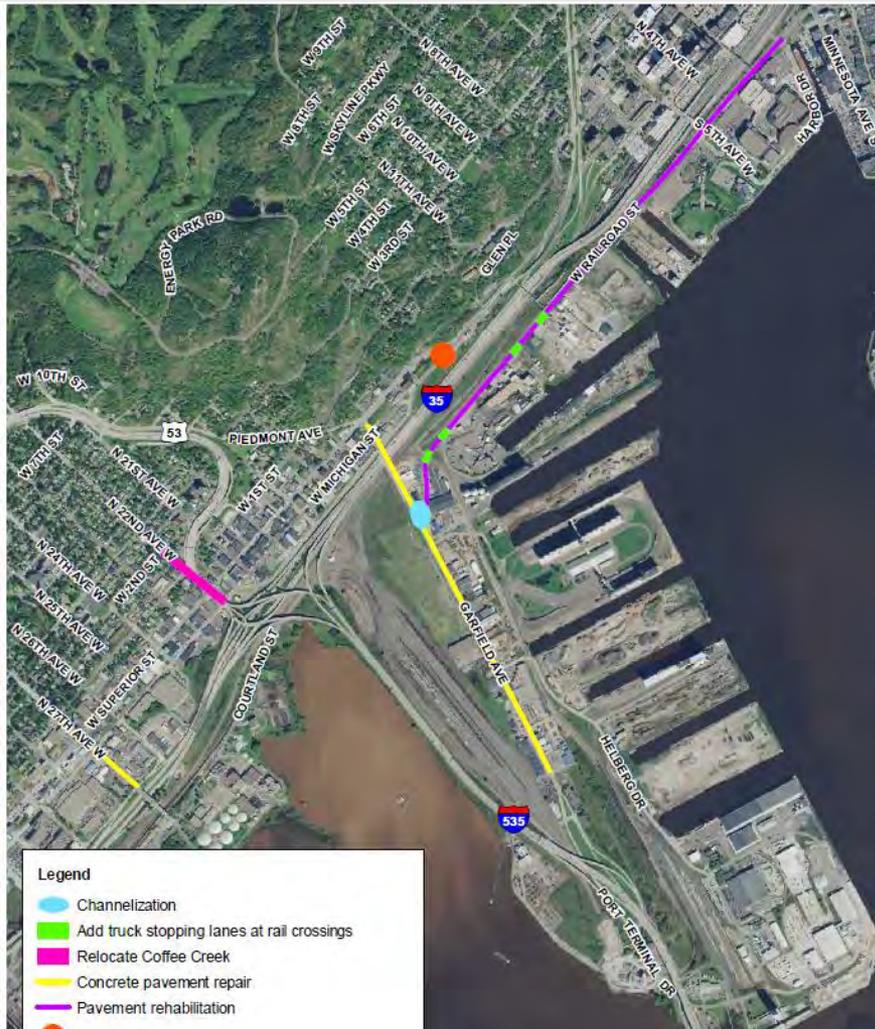


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# 2019 Improvements



- Separate project – not part of the CMGC contract
- LHB will design plan
- April 2019 letting
- Pavement Improvement
  - 27<sup>th</sup> Avenue West (I-35 to Michigan Street)
  - Garfield Avenue
  - Railroad Street (Garfield to 5<sup>th</sup> Avenue West)
  - 46<sup>th</sup> Avenue West (Bong Bridge to Grand Ave)
- Railroad and Garfield Intersection
- Coffee Creek Relocation
- Michigan/Superior Street RAB or other intersection improvement

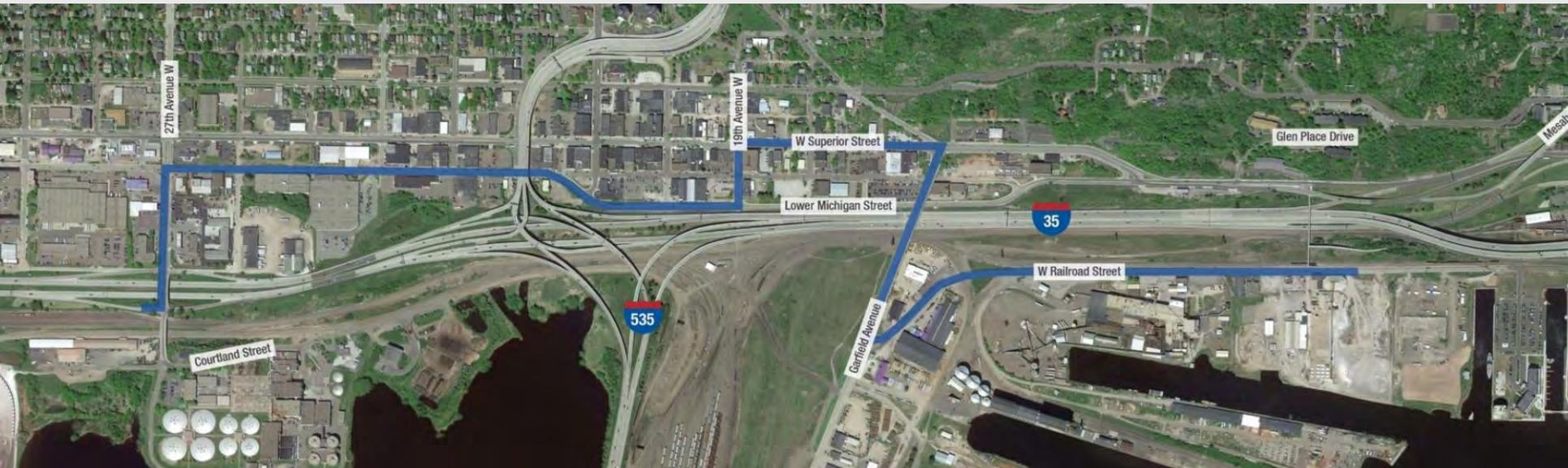
# Early Option to Mitigate Traffic During Construction - Courtland Avenue Concept



**Off the table**

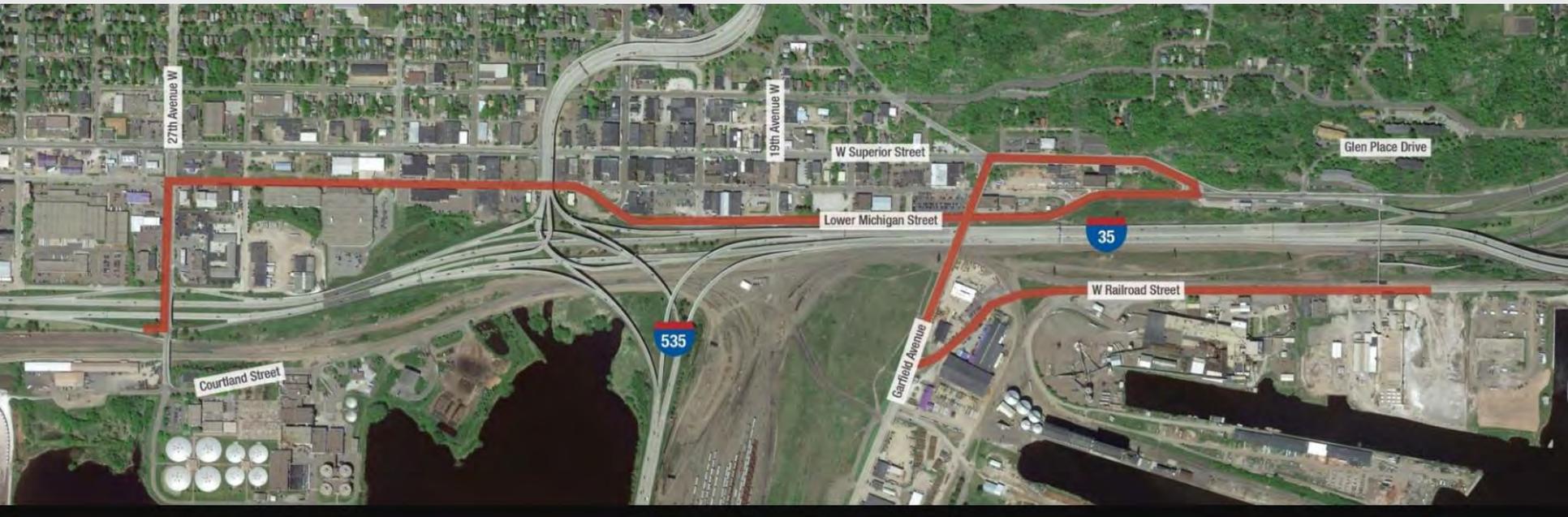
# Options to Mitigate Traffic During Construction

## Existing Streets - 1

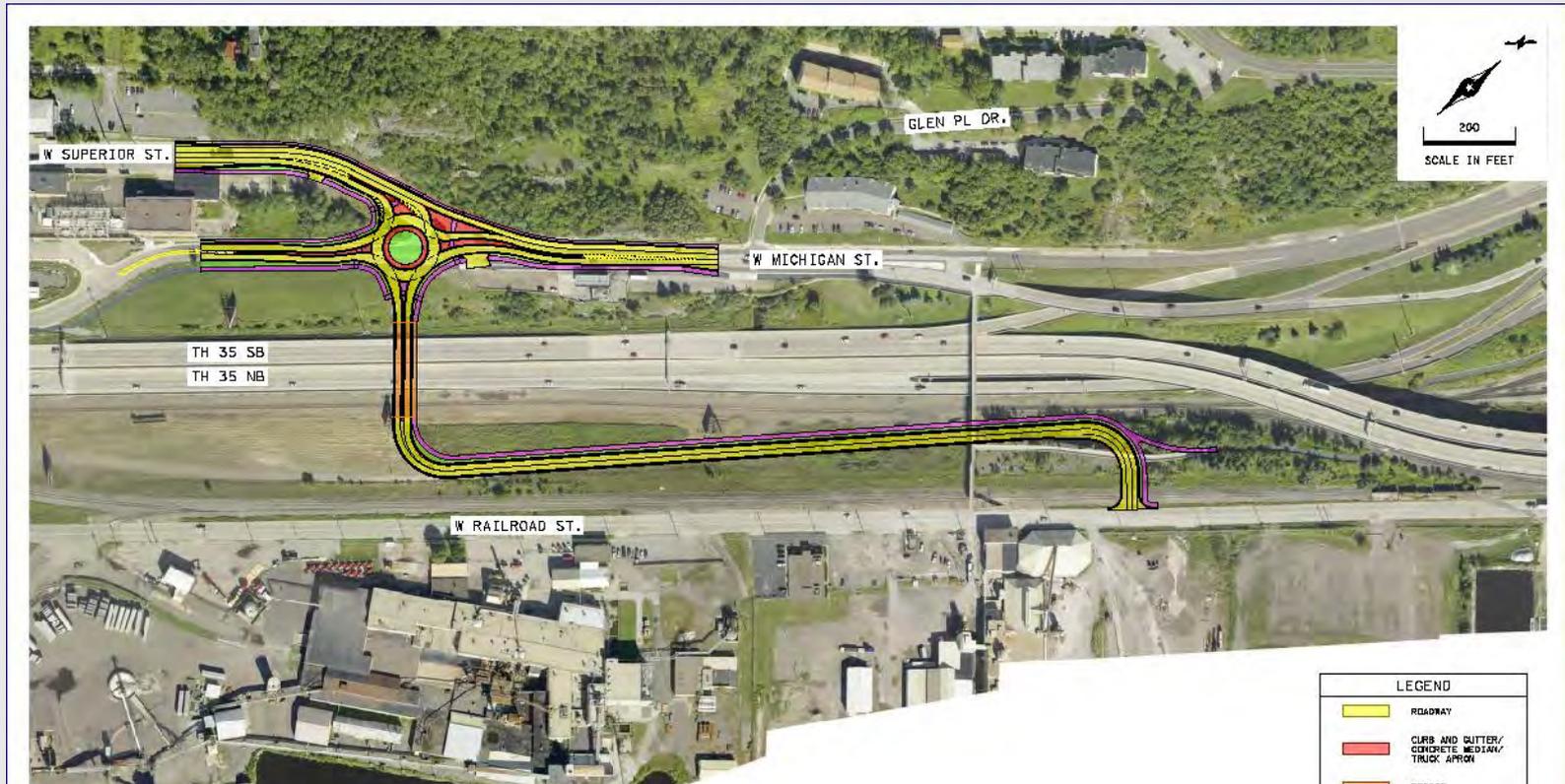


# Options to Mitigate Traffic During Construction

## Existing Streets - 2

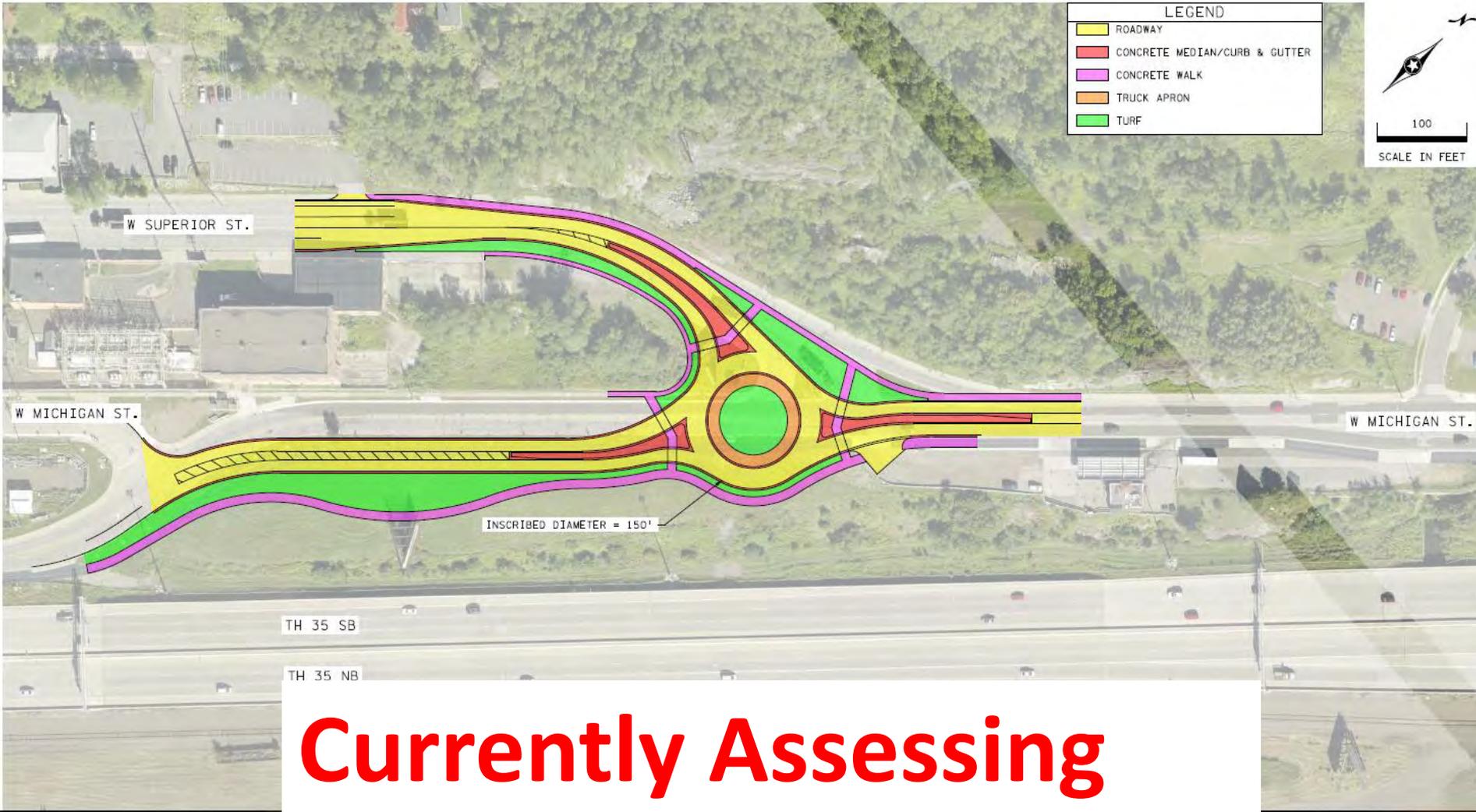


# Options to Mitigate Traffic During Construction Round-About and RR Street Connector



**Highly unlikely (cost/benefit)**

# Options to Mitigate Traffic During Construction Stand Alone Roundabout – Superior St & Michigan



# Contracting Methods & Collaboration

- Design-Bid-Build (Traditional Low Bid)
  - No up front collaboration
- Design-Build
  - Collaboration between contractor and designer
- **CMGC (Construction Manager General Contractor) – used on TH 53**
  - **Collaboration between owner, contractor and designer BEFORE CONSTRUCTION**
  - **Contractor selection complete: Ames/Kraemer Joint Venture**

# CMGC Benefits & Challenges

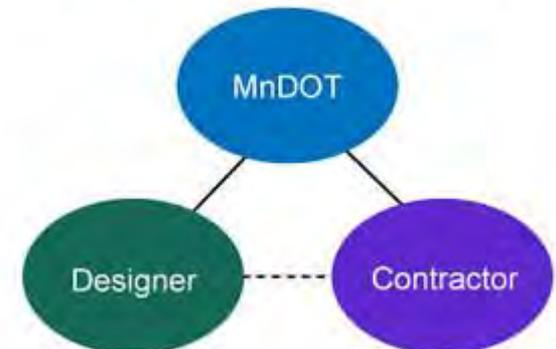
## Benefits

- **Innovation** – Contractor input into the design process
- **Cost Management** – Contractors provide real-time cost information
- **Design Savings** – Streamline design
- **Design Control** – MnDOT retains control of the design, with contractor input
- **Construction Risk** – Construction risks mitigated during project development
- **Cost Certainty** – Greater cost certainty earlier in the project
- **Time Savings** – Able to deliver early work packages similar to design-build

## Challenges

- **Cost Validation** – Negotiated versus bid contract
- **Culture** – Relatively new to the transportation industry

CM/GC Contracting Relationship



# Total Project Cost Estimate\*

## (Subject to Change) –

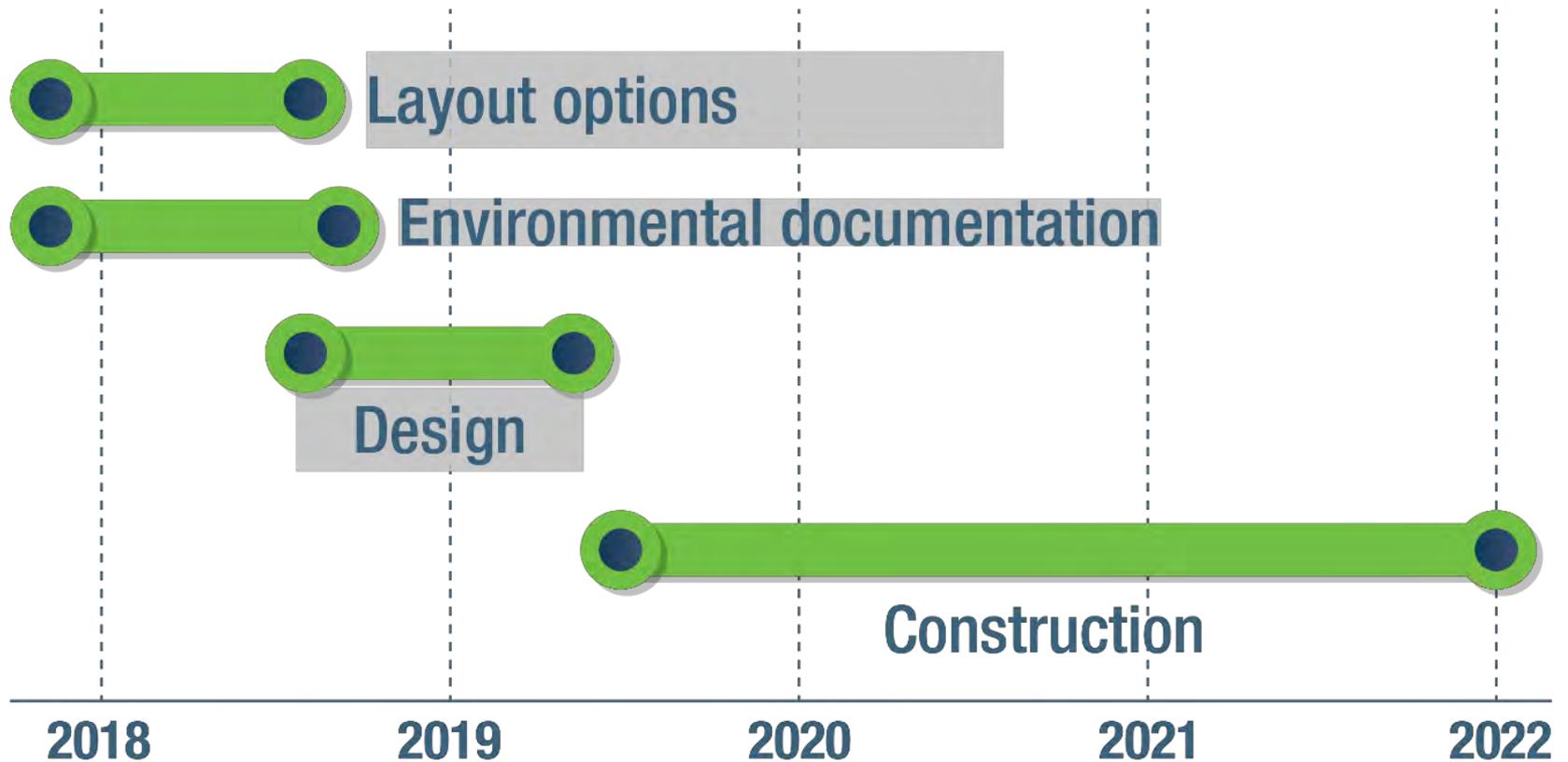
Component	Low	High
Concept C	\$108 million	\$126 million
T.H. 53	\$63 million	\$74 million
Miller and Coffee Creek Replacement	\$7.2 million	\$8.3 million
Garfield/I-535 Interchange Replacement	\$27 million	\$32 million
27 <sup>th</sup> Avenue West Rehab	\$1.6 million	\$1.9 million
Railroad Street Connection ( <b>IF CONSTRUCTED</b> )	\$9 million	\$10 million
<b>Total</b>	<b>\$216 million</b>	<b>\$252 million</b>

**\*Total Project Cost includes all project costs such as engineering, construction, right of way, environmental remediation, etc.**

# TPI Project Schedule (Subject to Change!)

- 2019: Local street improvements/traffic mitigation
- 2020 – 2023: Major construction of interchanges
- Subject to complete funding
- Subject to being able to develop the project design
- This is like working on a 12 by 12 matrix!

# TPI Project Schedule (Subject to Change!)



# Questions?

- Monthly public update meetings are the 3<sup>rd</sup> Monday of every month
- Check out the project website for more information. Google “Twin Ports Interchange”
- Do you know of an organization who would like a presentation? Please let us know!
- Call:
  - Patrick Huston @ 218-725-2707 or
  - Roberta Dwyer (Project Manager) @ 218-725-2781

# Thank you!

**Patrick Huston**

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