



Twin Ports Interchange Reconstruction Project Duluth-Superior Metropolitan Interstate Council Policy Board

January 15th, 2020

Duane Hill, P.E. | District Engineer

Outline for Today

- Review project goals
- Quick review of November 2019 update (budget driven work deferral)
- Revisit the work that will be done in WP 1 and WP 2
- Discuss the current plan for the work that is being deferred
- Look at traffic routing configurations during construction
- Feel free to ask questions as we go!

The Project



Project Goals

- **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!

- The entire project has been split into two parts
- The parts are called “work packages”, and are abbreviated “WP” in this presentation – specifically WP 1 and WP 2
- WP 1 will begin approximately in May of 2020 and take about a year
- WP 2 will begin in the spring of 2021 and be complete by the fall of 2023

November 2019 Public Update

- Extensive engineering has informed the project team of additional complexities that were not known when the project was started and has shed more light on the cost of the project
- As engineering continues, the project cost continues to develop
- Total project cost is approximately \$100M over budget
- **As design progresses, the cost will continue to change.**

Plan for Budget Gap

- MnDOT will need to defer some planned work in order to stay within our available budget.
 - MnDOT and FHWA want to ensure use of the BUILD Grant, so we will continue to move forward with a portion of this project in 2020.
- Plans are being modified and two portions of work will be deferred:
 - Garfield Avenue/I-535 Interchange
 - The Highway 53 bridge from West Superior Street to 19th Avenue West

The Project

- 1 I-35/I-535/Hwy 53 Interchange Reconstruction
- 2 Hwy 53 Reconstruction
- 3 I-535/Garfield Avenue Reconstruction*

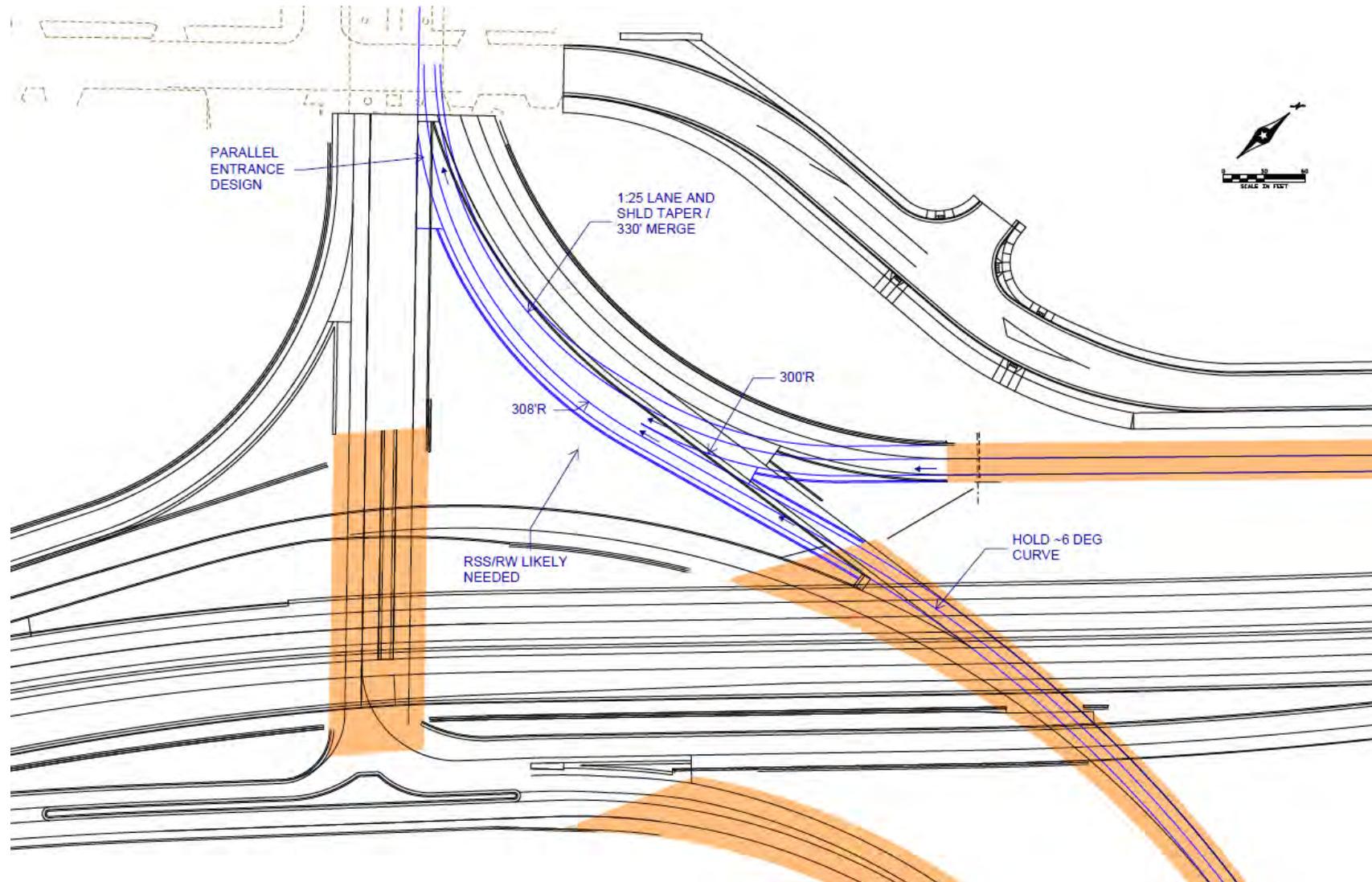


Deferring Component 2

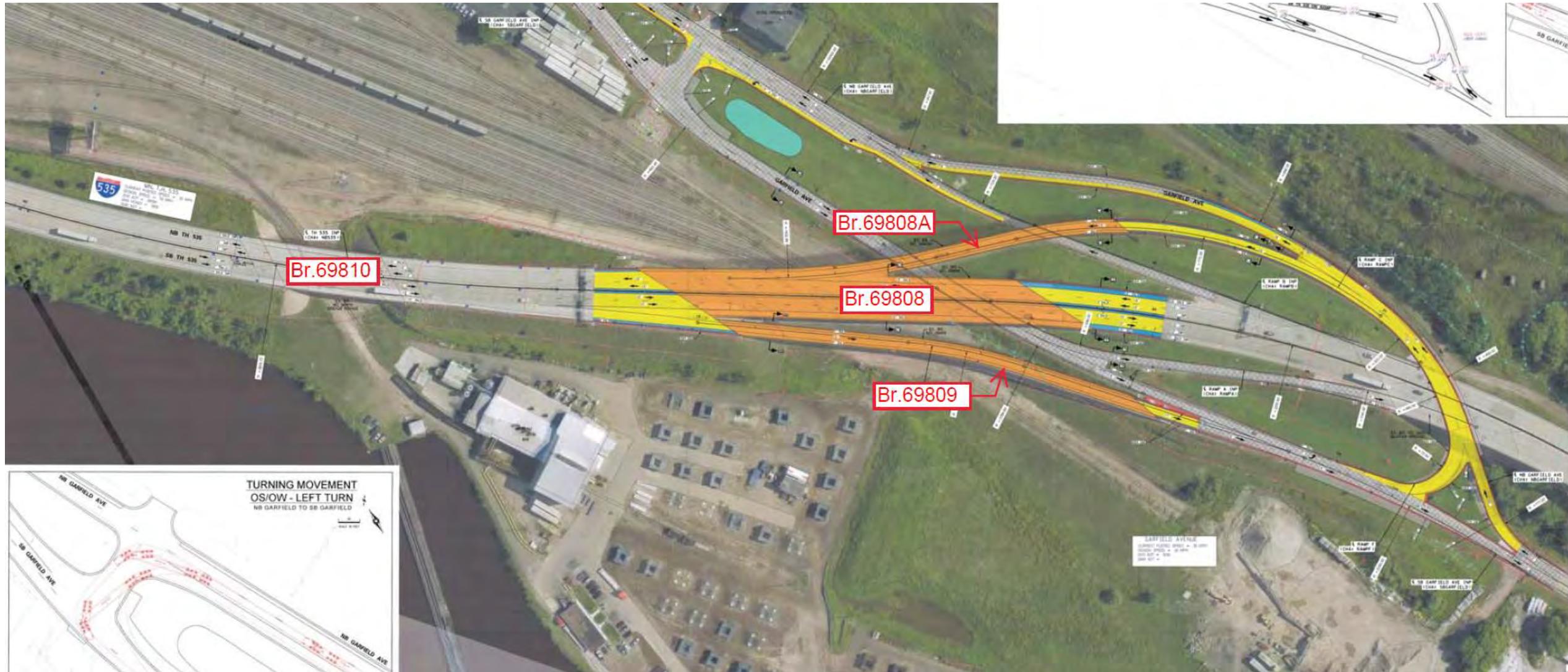
Proceeding with Component 1

Deferring Component 3

US53 Temporary Connection



Defer: I-535/Garfield Avenue



Deferred Work

- How long?
 - Not known
- Design is continuing
- Design and staging depends on when funding is available
- We do not know when funding is available
 - Current funding committed statewide for 4 years
 - Options:
 - Cut other projects
 - New money (legislative)

Project Status

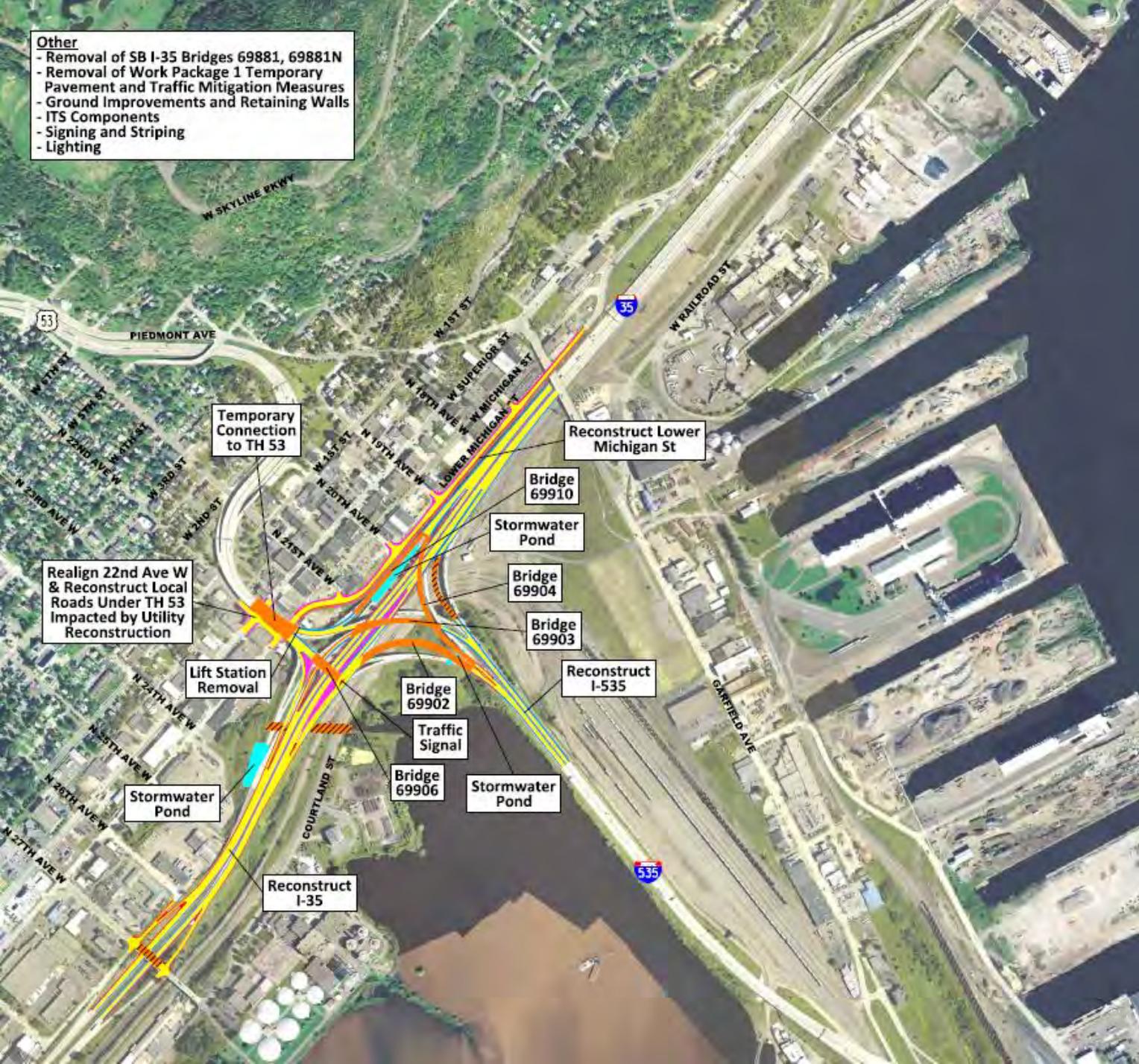
- Design plans and contract documents for 2020 work (WP #1) are complete. Letting date is April 9, 2020
 - Construction anticipated to begin in May 2020
- Design plans and contract documents for future work (WP #2) are 60% complete
 - Construction anticipated to begin the spring of 2021
- Assessing best path forward to advance design and contract documents for deferred work

Work Package (WP) #1



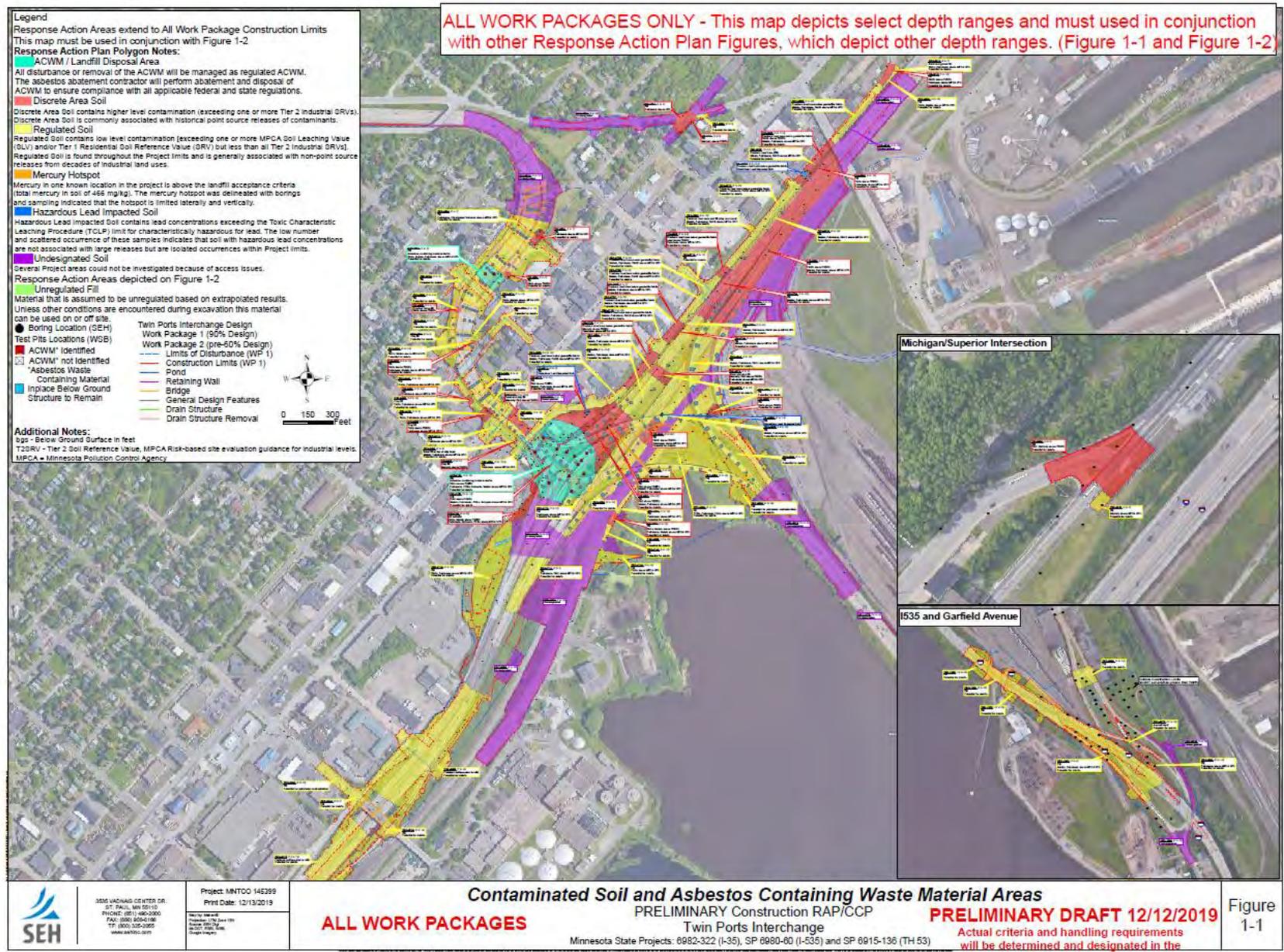
- Spring 2020 – Spring 2021
 - New Box Culvert for Miller and Coffee Creek
 - 27th Ave W. Bridge replacement
 - Lowering the profile (hump) of I35 for improved sight distance
 - Bridge removals/construction
 - Lower Michigan Street Storm Sewer relocation and bypass
 - W. 1st Street & Piedmont Ave

Other
- Removal of SB I-35 Bridges 69881, 69881N
- Removal of Work Package 1 Temporary Pavement and Traffic Mitigation Measures
- Ground Improvements and Retaining Walls
- ITS Components
- Signing and Striping
- Lighting

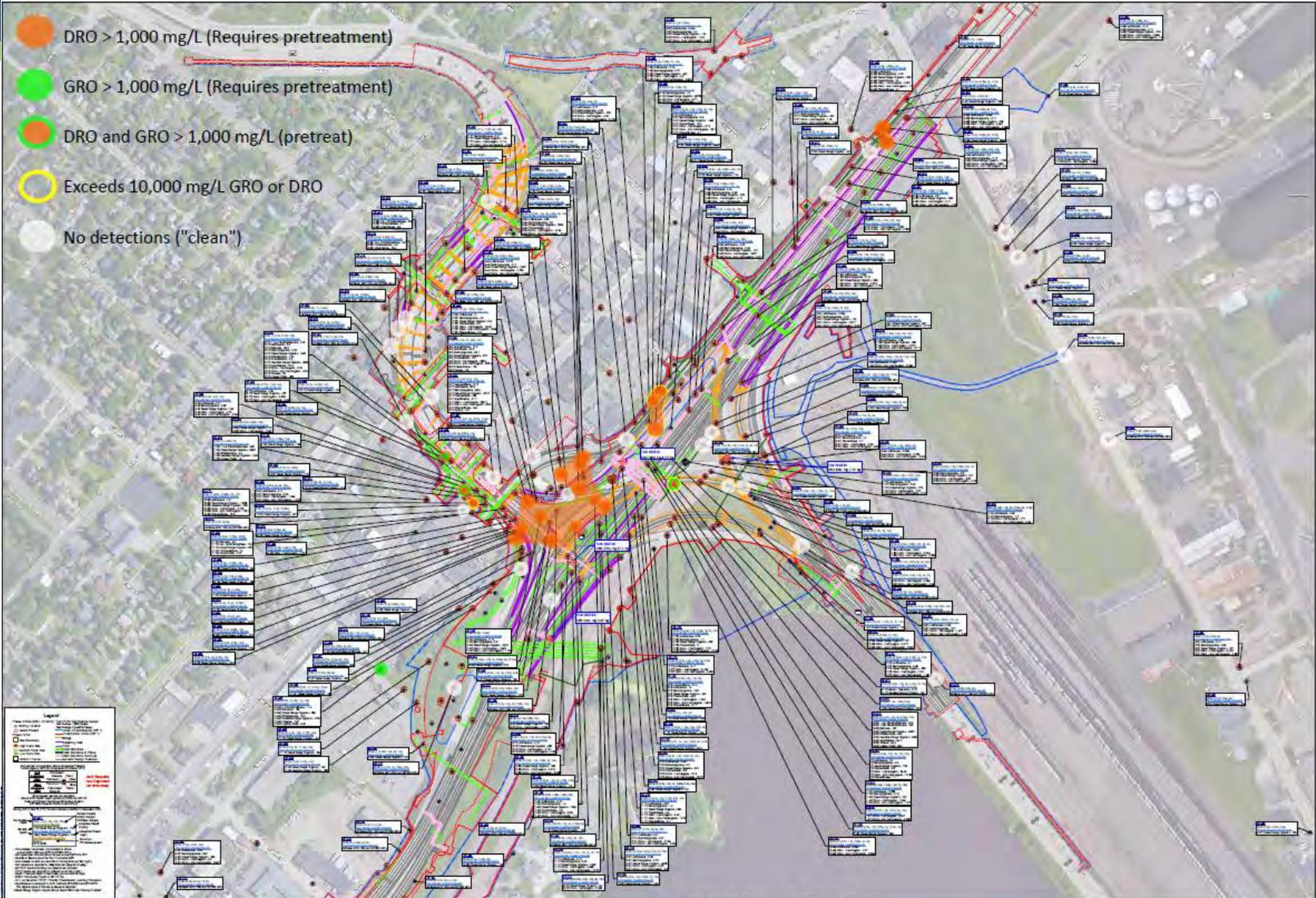


- Spring 2021 – Fall 2023
 - Majority of staged bridge removals and construction
 - I-35 mainline reconstruction
 - Storm water pond construction
 - Ground improvements and retaining walls
 - Lighting and ITS Components

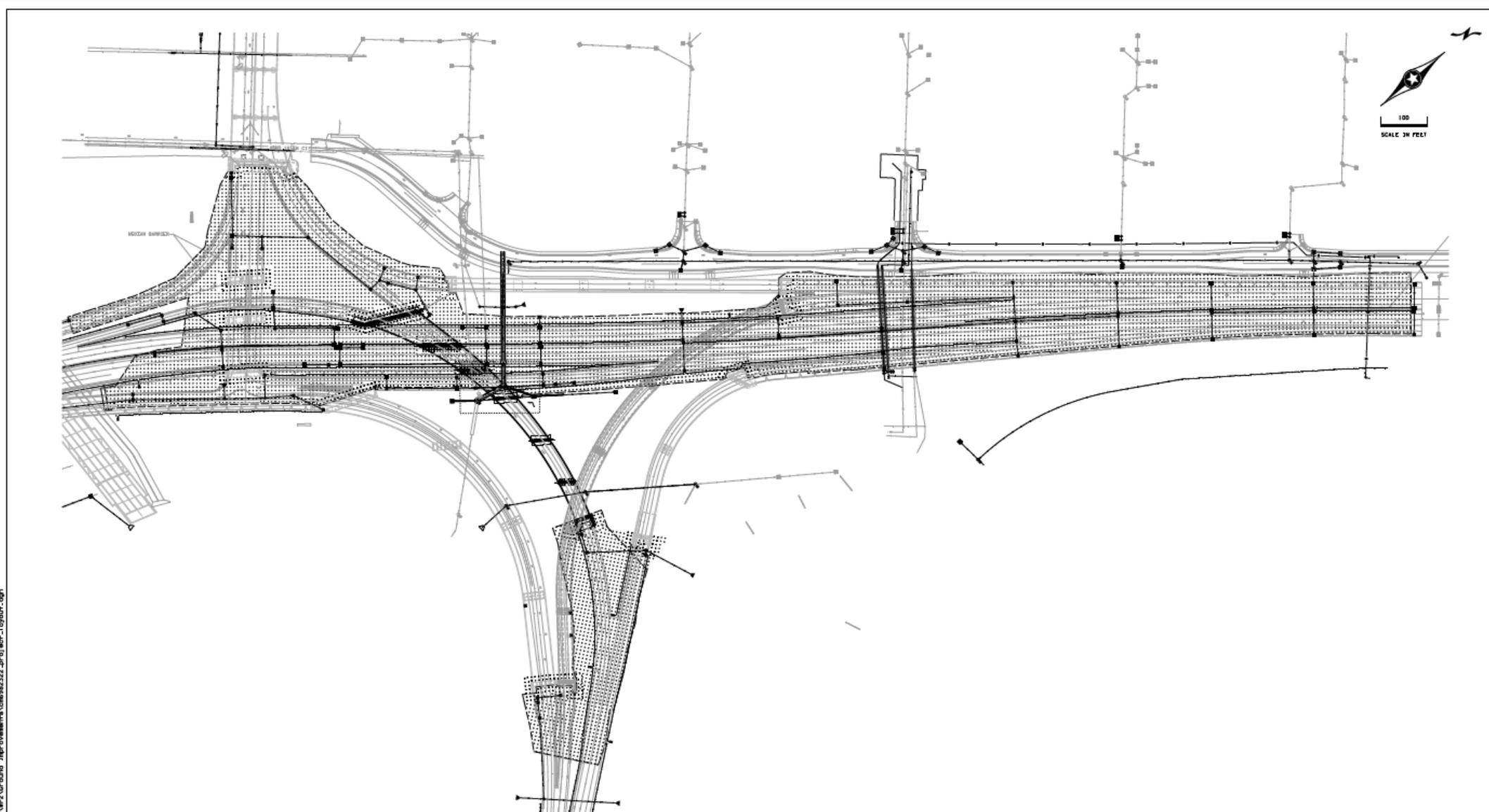
Contaminated Soils



Contaminated Water



Ground Improvements (to eliminate some bridges)



Material Storage – lack of available MnDOT Right of Way

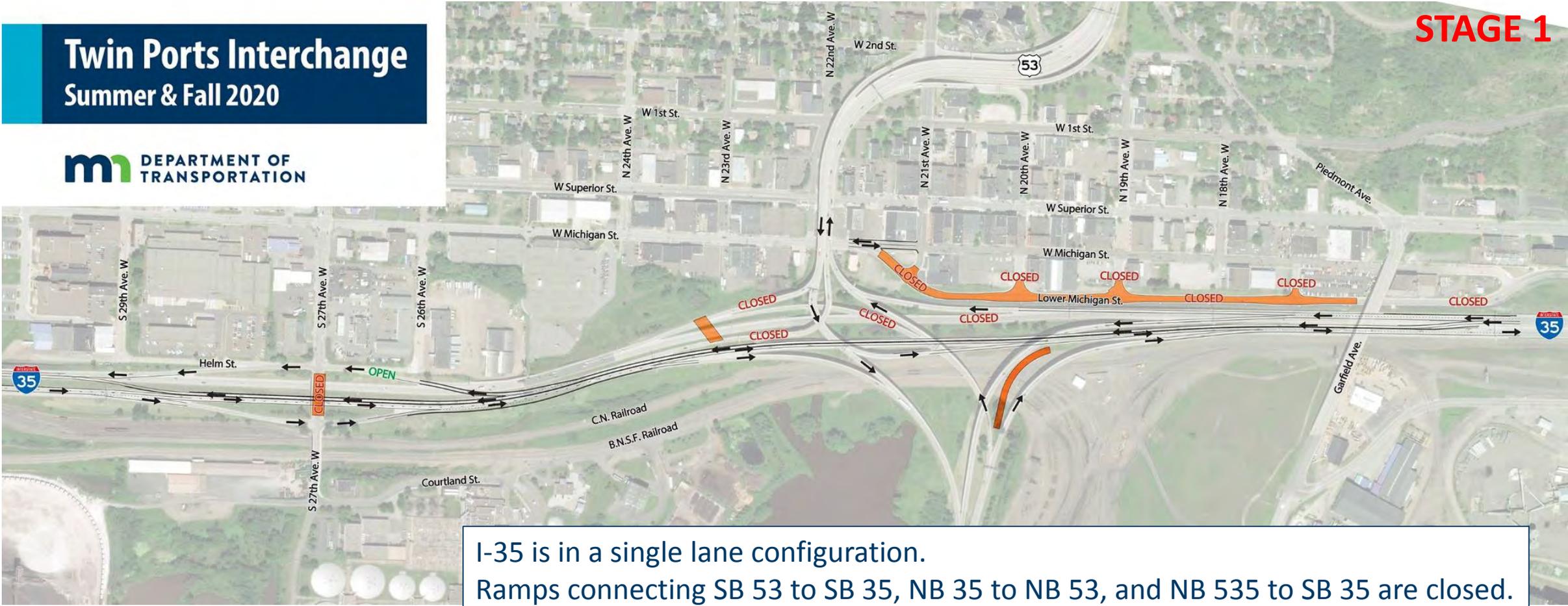


Summer & Fall 2020

Twin Ports Interchange Summer & Fall 2020



STAGE 1



I-35 is in a single lane configuration.
Ramps connecting SB 53 to SB 35, NB 35 to NB 53, and NB 535 to SB 35 are closed.
The 27th Ave W bridge is closed, as well as Lower Michigan St.

27th Avenue West

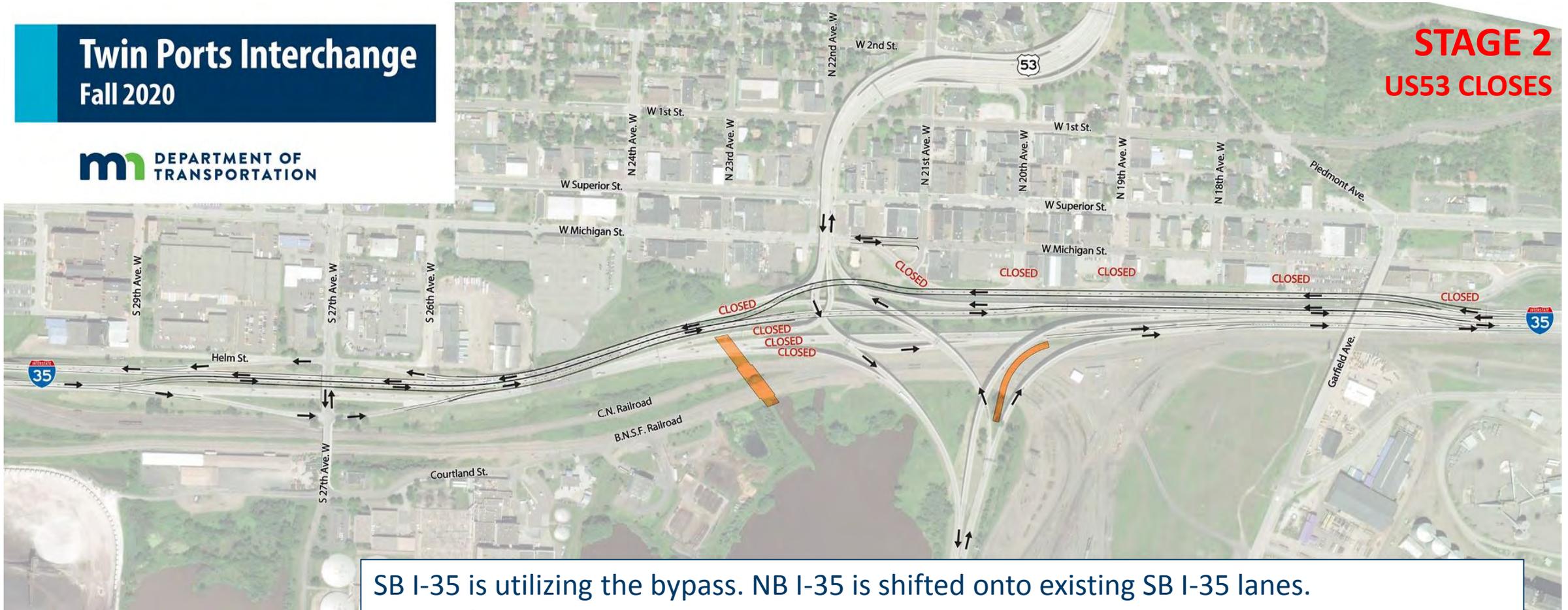
- Bridge out of service May to October
- Ramps will be open as much as possible
- Intermittent short term closures
- May have to use nearby interchanges to access WLSSD/Bayfront businesses depending what direction you are coming from



Twin Ports Interchange Fall 2020

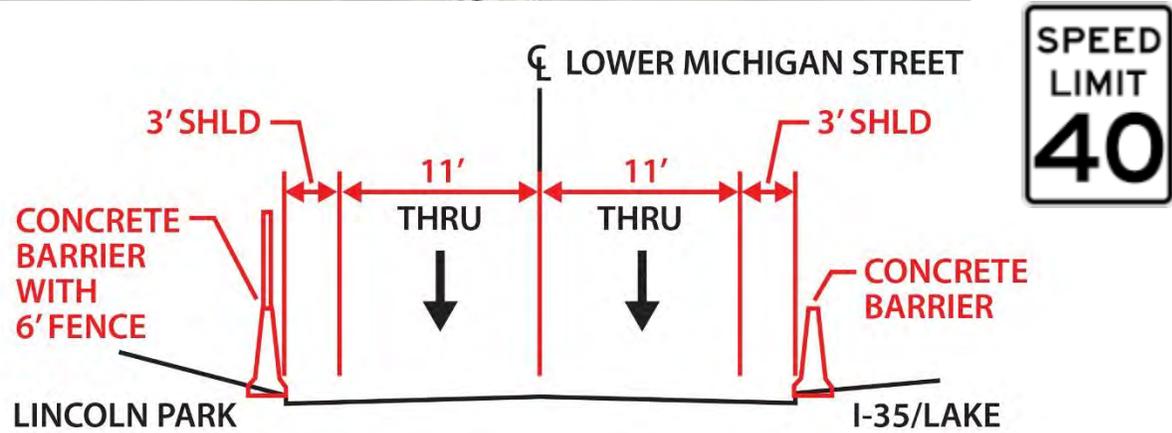
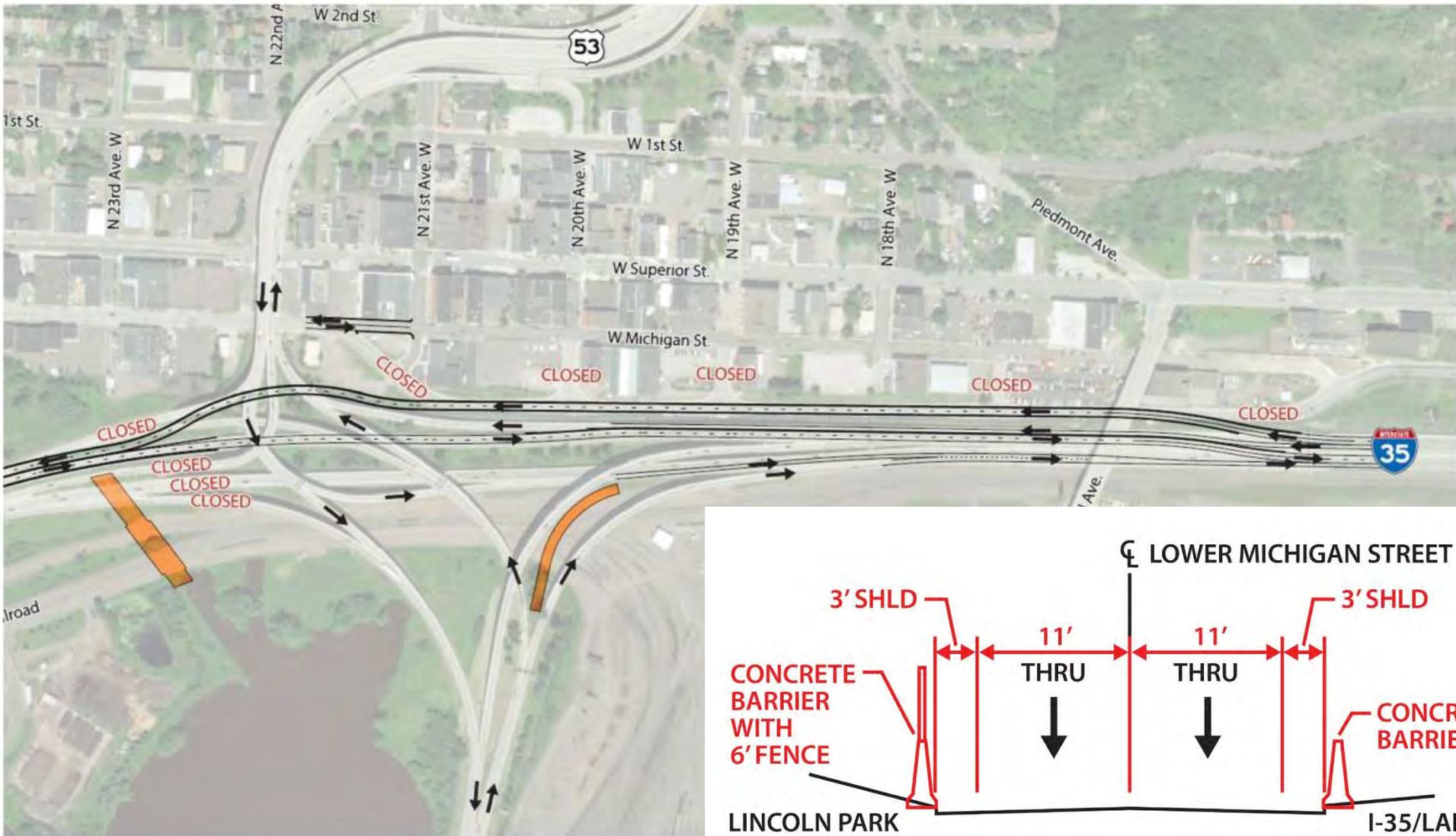


STAGE 2
US53 CLOSURES



SB I-35 is utilizing the bypass. NB I-35 is shifted onto existing SB I-35 lanes. Ramps from NB I-35 and SB I-35 to the Blatnik Bridge are closed, in addition to the others. The 27th Ave W bridge has reopened.

Lower Michigan Street Bypass



Project Messaging

- Billboards

- Final design coming very soon
- Wisconsin
- US53 South Range Area
- Duluth
- I35 near Hinckley

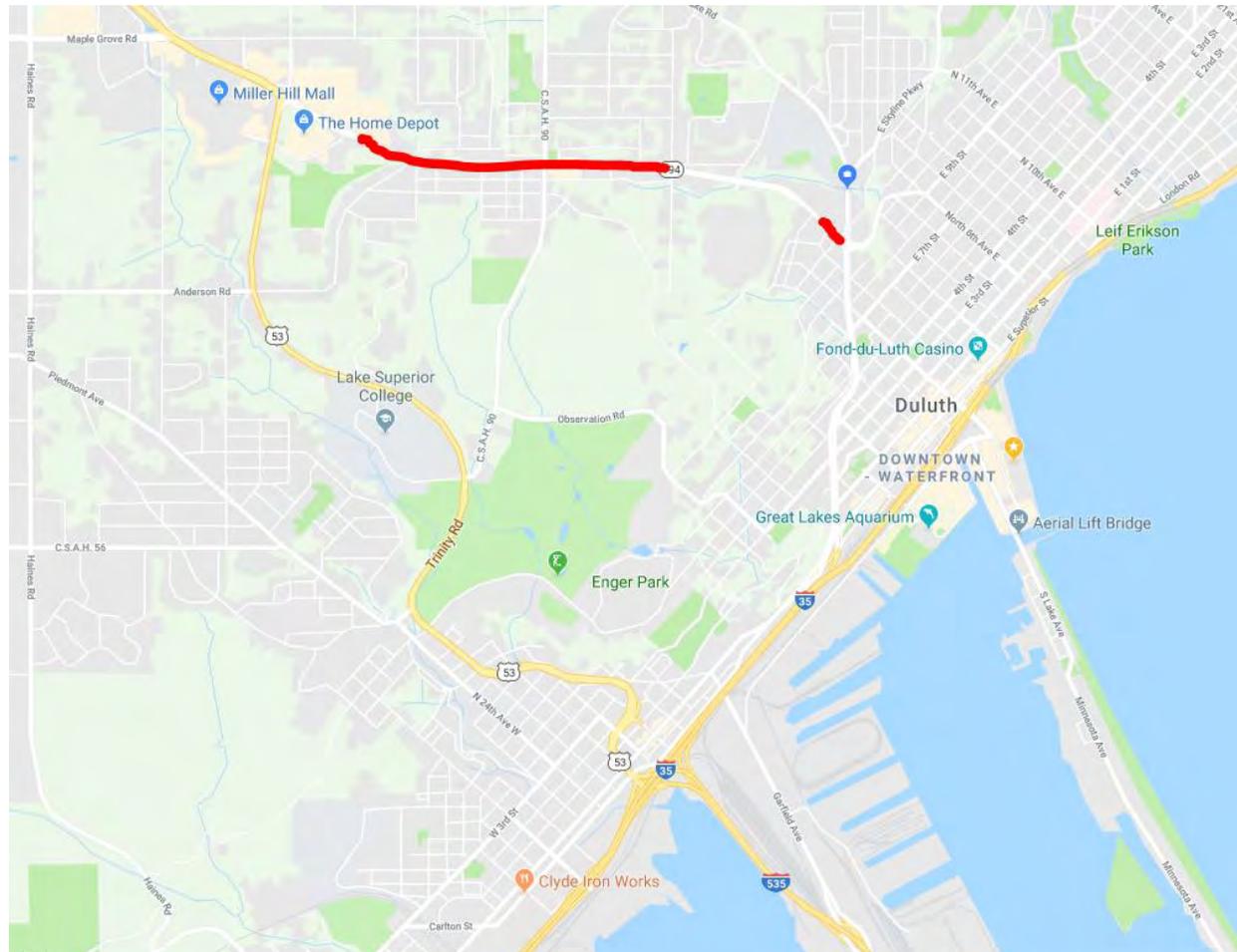
- Project Information Hotline

- Phone number: 218-343-3748
- Use 511 for updates
- Sign up for updates on the project website:
<https://www.dot.state.mn.us/d1/projects/twin-ports-interchange/>

- Radio Ads

- 4 ads per week
- Running:
 - Locally
 - On the Range
 - Thunder Bay
 - Metro
 - Northwest Wisconsin

2020 TH 194 (Central Entrance) Surfacing – stand alone project



- Thin Overlay
- Improve ride and hold pavement together until reconstruction (2026)
- Done under I35 project umbrella
- Updates:
 - Final plan completed
 - Construction timeline TBD – 2020
 - Night work
 - Short duration (weeks)

Upcoming Meetings

- Home, Boat, and Travel Show, DECC, February 12-16, 2020
- Public Update Meeting – Monday, February 24, Clyde Iron
 - Clyde Iron
 - 11:30 am -12:30 pm and 6:00 – 7:00 pm with presentations 11:45 am and 6:15 pm

Questions/Comments?

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