Highway 53 Update
Laurentian Vision Partnership

January 28, 2015

We all have a stake in A → B
Update

- Where are we?
- Where are we going?
I see a pattern developing.....
Environmental Process

- Draft Environmental Impact Statement (DEIS) is published
- Public Hearing held January 22, 2015
- Open for public comment until February 5, 2015
- Public comments on the content of the DEIS will be taken into account in the preparation of the final EIS
5 Alternatives in the DEIS

- 2 “No-build” options
  - No-build (close TH 53)
  - Existing Highway 53 (buy out and keep TH 53 in current location)

- 3 “Build” options
  - M1
  - E1A
  - E2 (Identified as the “preferred alignment”)
    - Preferred alignment is not final until the environmental process is complete.
    - MnDOT is proceeding at risk with E2.
What is the purpose of the DEIS?

- The DEIS outlines the purpose and need for the project.
- The DEIS describes all potentially significant ENVIRONMENTAL, SOCIAL, ECONOMIC and transportation benefits and impacts of the five proposed alternatives.
  - The no-build alternative is required to be the baseline for comparison.
- The DEIS identifies the preferred alternative.
Preferred Alignment Recommendation
Preferred Alignment Recommendation
E2 Bridge Concept
A sense of magnitude...

US 53 BRIDGE (COMPARED TO BLATNIK BRIDGE)  
(LOOKING SOUTHWEST)
Alignment E2 emerged as the recommendation based on an engineering and technical analysis (cost not considered).

<table>
<thead>
<tr>
<th>Area</th>
<th>E1A</th>
<th>E2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td></td>
<td>✔️</td>
</tr>
<tr>
<td>CMGC Delivery</td>
<td></td>
<td>✔️</td>
</tr>
<tr>
<td>Roadway</td>
<td></td>
<td>✔️</td>
</tr>
<tr>
<td>Environmental</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Geotechnical</td>
<td></td>
<td>✔️</td>
</tr>
<tr>
<td>Bridge</td>
<td></td>
<td>✔️</td>
</tr>
<tr>
<td>Right of Way</td>
<td></td>
<td>✔️</td>
</tr>
</tbody>
</table>
What went into the recommendation?

- When cost was considered, it added reinforcement to the technical portion of the recommendation.
What is the estimated cost?

- The following costs are known as “total project costs”. They include construction, design, right-of-way and minerals among other things.

- The costs are based on preliminary engineering and contain contingency.

- The cost estimate for E2 will continue to change as more information is available and design begins.
## What is the estimated cost?

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Construction Cost</th>
<th>Right-of-Way/Land/Mitigation Cost</th>
<th>Total Capital Costs for Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build Alternative</td>
<td>$1–2 million</td>
<td>$0</td>
<td>$1–2 million</td>
</tr>
<tr>
<td>Existing US 53 Alternative</td>
<td>$0</td>
<td>$400–600 million</td>
<td>$400–600 million</td>
</tr>
<tr>
<td>Alternative M–1</td>
<td>$235–350 million</td>
<td>$80–100 million</td>
<td>$315–450 million</td>
</tr>
<tr>
<td>Alternative E–1A RSS Option</td>
<td>$185–280 million</td>
<td>$10–20 million</td>
<td>$195–300 million</td>
</tr>
<tr>
<td>Alternative E–1A Bridge Option</td>
<td>$165–250</td>
<td>$10–20 million</td>
<td>$175–270 million</td>
</tr>
</tbody>
</table>
Looking Ahead

- Fall 2014/Winter 2015:
  - Select CMGC Contractor (DONE)
  - Select Designer (DONE)
- Late 2014/Early 2015: Publish Draft EIS for review/comment. (DONE)
- Winter 2014/2015: Public Hearing on DEIS (DONE)
- Summer of 2015: Publish Final EIS.
- Late Summer/early fall of 2015: MnDOT publishes adequacy determination; FHWA publishes combined final EIS and Record of decision.
Looking Ahead

- Fall of 2015: Start Construction Contract

- Reminder: This schedule is best case scenario and is subject to change.

- The alignment will not be final until the environmental process is finished.
Challenges

- **Schedule**
  - Current expiration of easement is May 2015
  - After additional engineering, MnDOT will likely ask for an extension

- **Funding**
  - There is a gap. Looking for “new” money
  - MnDOT is committed to building the project
Utility Relocation
- Working with City of Virginia, Virginia PUC, Minnesota Power and other private utilities

Trail Relocation
- Working with Mesabi Trail, DNR, snowmobile and ATV interests
- The goal is a multi-use trail for pedestrians, bikes, snowmobiles and potentially ATVs in the future
CMGC Contracting

- What is it?
- Why are we using it?

- Construction Manager / General Contractor (CMGC) is an integrated approach to planning, designing and constructing a project. Owners, designers and contractors work collaboratively to develop the project scope, optimize the design, improve quality, and manage cost.
CMGC Contractor Procurement for Professional/Technical Service

CM/GC Contracting Relationship

MnDOT

Designer

Contractor

CMGC = Construction Manager General Contractor
CMGC Contractor & Designer Selection

- CMGC Contractor: Kiewit Infrastructure Company
  - Will be hired under professional technical contract

- Designer: Parsons Transportation Group

- Working now to get both under contract
What is next?

- Continue easement negotiations
- Continue environmental process – Final EIS
  - Finish fall of 2015 best case.
- Visual quality workshops
- Additional testing for foundations
What is next?

- Co-location of project team (MnDOT, Designer, Contractor
  - Finalize bridge type
  - Risk registers
  - Project schedule
  - Baseline contractor estimate
  - Determine work packages
  - Immediately begin bridge design
  - Order bridge steel at risk – June 2015
  - Complete full bridge design by fall of 2015
  - Complete full road design by Spring of 2016
Drilling & Testing Update

We all have a stake in A to B
Drilling & Testing Update

We all have a stake in A→B
Visual Quality Review Committee (VQRM)
- Consists of approximately 8 community members, MnDOT staff, and consultants
- Will meet three times between January and April 2015
- Visual quality guidelines will be produced to aid in the preliminary and final design of the project
Guidelines will cover many aspects of project design, including:

- Bridge features (e.g., pier shapes, bridge abutment surfaces, railings)
- Retaining walls
- Roadways
- Grading
- Slope protection

- Barriers
- Lighting
- Signage
- Vegetation
- Miscellaneous elements that affect aesthetics

Aesthetic decisions will also be informed by engineering analyses and other technical reviews and by setting constraints (e.g., access, relation to mine operations, height over water)
TH 53 Agency Subcabinet

- Commissioner level staff from all agencies with a tie to the project
- First meeting is anticipated to occur in February 2015
- Purpose is to have high level officials to add resources, solve problems and remove roadblocks when necessary
- Agencies: ADMIN, DOLI, DNR, PCA, Human Rights, DEED, Health, Management & Budget, IRRRB, FHWA and MnDOT
Questions?

We all have a stake in A to B