Introduction

- New Construction (Nicollet Mall)
- Indefinite Delivery Indefinite Quantity (IDIQ) Rehabilitation (Waite Park Neighborhood)
Speakers

• Don Elwood, Director, Transportation Engineering and Design, City of Minneapolis
• Rick Kreuser, Project Manager, Transportation Engineering and Design, City of Minneapolis
• Ole Mersinger, Project Engineer, Transportation Engineering and Design, City of Minneapolis
• Marcus Thomas, Bolton & Menk, Inc.
Nicollet Mall

Don Elwood, Director, Transportation Engineering and Design, City of Minneapolis

Rick Kreuser, Project Manager, Transportation Engineering and Design, City of Minneapolis
Topics

• Project Overview
• Different Uses of Concrete
• Construction Process
• Observations + Lessons
Principles

• A Place for People
  • Pedestrian-friendly
  • Green
  • Year-round use
  • Active use of all 12 blocks
  • Integrated transit modes

• Elegant & Durable
  • Excellent urban design
  • Climate appropriate design
  • Sustainable design
  • Durable materials
  • Cost-effective O&M
Scope

- Redesign/Reconstruction of Nicollet Mall from:
  - Washington Avenue to Grant Street (12 blocks)
  - Building face to building face (80’ right-of-way)
Budget

• Sources of funds
  
  MN Bonds  $21.5 M  
  City Funds  $3.5 M 
  Assessments  $25 M  
  **Total Sources:**  $50 M

• Uses of funds
  
  Construction  $35 M  
  Fees/Other  $15 M  
  **Total Uses:**  $50 M
Milestones

- **2012-2013:**
  - NMIC formed
  - Selection of JCFO September 2013

- **December 2013-2014:**
  - CC approves concept design
  - $21.5M state grant; $3.5M City grant

- **December 2014-May 2015:**
  - Schematic design completed
  - Design Development completed
  - CC approves $25M assessment

- **October-December 2015:**
  - CDs completed in October
  - Bid received December 10, 2015

- **January 2016-March 2017:**
  - Redesign completed March
  - Bids received April 5, 2016
  - Contracts signed May 2016
  - Construction: June 2016-present
Renderings

LEAVES | BRANCHES | BASKET WEAVE | BRANCHES | LEAVES

LORING WOODS | THE GROVES | NICOLLET CENTER | THE GROVES | MISSISSIPPI WOODS
Different Uses of Concrete

- Rick Kreuser, Project Manager, Transportation Engineering and Design
Nicollet Mall Zones
• Loring Woods & Mississippi Woods
• The Groves
• Nicollet Center
Building Frontage
Through Walk Zone
Warning Strip, Curb & Gutter
Roadway
Crosswalks
Construction Process
• Intersections
Stencil Process
Planters
Benches
The Groves
Armature
Observations and Lessons

• Pedestrian control – everything open
• Color match
• Not a mass production job
Concrete Pavement Rehabilitation Utilizing Indefinite Delivery Indefinite Quantity (IDIQ) Contracting

Ole Mersinger, Project Engineer, Transportation Engineering and Design, City of Minneapolis

Marcus Thomas, Principal Engineer, Bolton & Menk
Background: History of Concrete Streets in Minneapolis

- ~1,100 miles of roadway within Minneapolis
- ~900 miles under City jurisdiction (local)
- 15% of local streets (~150 miles) are concrete
Background: History of Concrete Streets in Minneapolis

- Most are 50 years old
- Most are residential (low volume)
- Mostly constructed by City crews
- Most maintenance is reactive.
New Funding Brings New Opportunities

• 2017: Council-approved capital budgets included extra $20 M for City infrastructure (roads)
• $3.5 M allocated for CPR (contract and City work)
• Questions:

  Where?
  How much? How long?
  Utility coordination? Where to be rehabilitated?

What should be rehabilitated?
What’s it going to cost?
How much will the property owners be assessed?
Team of helpful partners

- Matt Zeller – Concrete Paving Association of Minnesota
- Bolton & Menk, Inc.
- Local CPR Contractors
- MnDOT (construction-related questions)
Where: Waite Park Neighborhood

- Coincides with Centerpoint project
- Minimal conflicts with other utilities (no storm water flood issues)
- Approx. 7 miles of roadway
- 50-year-old roadways in good condition (1968)
• 6 in. unreinforced concrete roadway
• 32 ft. wide with integral curb and gutter/parking lanes, 2 10’ drive lanes
• Typical CPR repairs

Typical Existing Street Cross Section
Why an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract?

1. Scalable project
2. Limited annual City funds
3. Contract flexibility
4. Contractor familiarity
5. Works well with CPR work
IDIQ Challenges

• IDI – WHAT ?!
• Minimum/maximum contract values
• Developing contract language and processes that work with City contracting
• DBE goals for bidding
• Good faith efforts of low bidder
Project Update

1. Neighborhood outreach

2. Bids were evaluated based on total project scope
   • Task orders minimum of $100 K
   • Initial contract value of $2,750,000

3. Private/public utility work generally completed before CPR work began

4. CPR work began in August 2017

5. 2018 CPR work remaining project area

6. Construction communications
Bituminous Patch
Temporary Utility Patch
Gas Excavation
Painting
Sawcutting
Partial Depth Repairs
Full Depth Preparation
Full Depth Repair
Pedestrian Ramp
Diamond Grinding
Questions?