

Via Email Only

February 21, 2017

The Honorable Paul Torkelson, Chair
House Transportation Finance Committee
381 State Office Building
Saint Paul, MN 55155

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Linda Runbeck, Chair
House Transportation & Regional Governance Policy
Committee
417 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Frank Hornstein, DFL Lead
House Transportation Policy & Finance Committee
243 State Office Building
Saint Paul, MN 55155

The Honorable Connie Bernardy, DFL Lead
House Transportation & Regional Governance
Policy Committee
253 State Office Building
Saint Paul, MN 55155

RE: 35W St Anthony Falls Bridge Anti-Icing Containment and 35W Underground Stormwater Storage in
Minneapolis Design-Build Projects

Dear Legislators:

[Minnesota Statutes 161.3412, subdivision 3\(b\)](#) requires the Commissioner of Transportation to notify the chairs of the Senate and House of Representatives committees with jurisdiction over transportation policy and transportation finance each time the commissioner decides to use the Design-Build method for procurement and explain why the method was chosen.

MnDOT has decided to use the Design-Build delivery method to design and construct a \$500,000 anti-icing liquid containment system inside of the 35W Street Anthony Falls bridge ‘box’ structures in Minneapolis. The primary work types on the project are the disassembly, redesign and reconstruction of the PVC containment system with the goal of reliably sensing and storing any liquid leakage associated with the anti-icing system. The project is planned to be let on May 5, 2017, and completed prior to October, 2017. Design-Build was identified as the appropriate delivery system for the project due to the unique work types, multiple design options and desire to shortlist mechanical engineering/construction teams for the project.

MnDOT has also decided to use the Design-Build delivery method to design and construct the roughly \$25 million stormwater runoff storage system associated with the 35W-Lake Street reconstruction project in Minneapolis. The project’s goal is to construct a more permanent solution to the flooding concerns on 35W just to the south of Lake Street in Minneapolis by storing a large volume of water beneath the interstate right

of way during flooding events. The project is planned to be let in June, 2018, and completed prior to the end of the 2021 construction season. Design-Build was identified as the appropriate delivery system for the project due to the unique work type, multiple design options and constructability concerns associated with this construction type at this constrained location.

Please feel free to call the following programmatic and/or project contacts if you have questions:

Design-Build Program Manager: [Peter Davich](#), 651-366-4233
Containment System Project Manager: [Michael Kowski](#), 651-234-7924
Flooding Storage Project Manager: [Nick Olson](#), 651-234-7524

Sincerely,

A handwritten signature in blue ink, reading "Susan M. Mulvihill". The signature is fluid and cursive, with the first name "Susan" being the most prominent.

Susan M. Mulvihill, P.E.
Deputy Commissioner/Chief Engineer