



Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, MN 55155

Via Email Only

November 22, 2016

The Honorable Tim Kelly, Chair
House Transportation Policy & Finance Committee
559 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd.
Saint Paul, MN 55155

The Honorable Frank Hornstein, DFL Co-Lead
House Transportation Policy & Finance Committee
243 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd
Saint Paul, MN 55155

The Honorable Ron Erhardt, DFL Co-Lead
House Transportation Policy & Finance Committee
245 State Office Building
Saint Paul, MN 55155
100 Rev. Dr. Martin Luther King Jr. Blvd

The Honorable Scott Dibble, Chair
Senate Transportation and Public Safety Committee
2107 Minnesota Senate Building
95 University Avenue West
Saint Paul, MN 55155

The Honorable John C. Pederson
Ranking Minority Member
Senate Transportation and Public Safety Committee
27 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd
Saint Paul, MN 55155

RE: I-35 Unbonded Overlay in Forest Lake and Willmar Wye 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 the roughly \$50 million concrete unbonded overlay (UBOL) in and around Forest Lake. The project starts south of the I-35/I-35W/I-35E split on both interstates and extends north to the Chisago County line. The primary work type on the project is the concrete UBOL, but the project also involves bridge reconstruction, the construction of an improved TH 8 interchange, and preparations for a diverging diamond interchange (DDI) at highway 97. This project is planned to be let in May 2017 and completed prior to the end of the 2019 construction season. Design-Build was identified as the appropriate delivery method for the project due to the multiple work types, large size, and especially because of a concern that the project could not be delivered on-schedule using the traditional Design-Bid-Build method.

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MnDOT has also decided to use the Design-Build delivery method to design and construct the roughly \$25 million Willmar Wye project to the west of Willmar, MN. The BNSF railroad plans to construct a bypass of Willmar so that their trains will not need to stop in the middle of Willmar and block traffic. To allow for this MnDOT is building new bridge structures, roadway connections, and other infrastructure to keep the existing traffic movements flowing. Design-Build was identified as the appropriate delivery method due to the multiple work types, large size, and large grading quantities on the project.

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
I35 UBOL Project Manager: [Eric Embacher](#), 651-366-4302
Willmar Wye Project Manager [Paul Rasmussen](#), 320-214-6320

Sincerely,



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