

*Via Email Only*

September 5, 2017

The Honorable Paul Torkelson, Chair  
House Transportation Finance Committee  
381 State Office 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 Frank Hornstein, DFL Lead  
House Transportation Policy & Finance  
Committee  
243 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 Scott Dibble  
Ranking Minority Member  
Senate Transportation Finance & Policy  
Committee  
2213 Minnesota Senate 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: CMGC method for procurement for:

- Trunk Highway 65 (3rd Avenue) Bridge over Mississippi River in Minneapolis (State Project 2710-47)
- Stormwater cavern project on I-35W between 39<sup>th</sup> street and 42<sup>nd</sup> street in Minneapolis (State Project 2782-347)
- Twin Ports Interchange (I-35/I-535/TH 53) in Duluth (State Project 6982-317)

Dear Legislators:

[Minn. Stat. 161.3208, subd. 4](#) requires the commissioner of transportation to notify the chairs and ranking minority members of the Senate and House of Representatives committees with jurisdiction over transportation policy and finance each time the commissioner decides to use the construction manager/general contractor (CMGC) method for procurement and explain why the method was chosen.

MnDOT selected the CMGC procurement method to rehabilitate the Trunk Highway 65 Bridge over the Mississippi River, also known as 3<sup>rd</sup> Avenue, in Minneapolis. CMGC was selected because it allows MnDOT to work collaboratively with the CMGC contractor and stakeholders during the design phase to best manage the considerable risks and constructability challenges presented by rehabilitating this nearly

100-year old historic bridge. The collaborative CMGC process also best ensures that impacts to the community are minimized during the project's construction phase.

MnDOT selected the CMGC procurement method to design and construct stormwater caverns on I-35W between 39<sup>th</sup> street and 42<sup>nd</sup> street in Minneapolis. The purpose of constructing these stormwater caverns is to mitigate the potential flooding of I-35W near 42<sup>nd</sup> street during and/or following a rain event. CMGC was selected for this project because the scope of work is very specialized and rather unusual for MnDOT and the transportation industry. By using the CMGC process, MnDOT is able to work collaboratively with the CMGC contractor and designer during the design phase to make informed decisions that meet the project goals and to best manage the risks and challenges this unique and specialized project presents.

MnDOT selected the CMGC procurement method to reconstruct the I-35/I-535/TH 53 interchange and the I-535 and Garfield interchanges in Duluth. The reconstruction involves the potential replacement of nearly 30 bridges and changes to the interchange geometry to improve traffic flow and safety. CMGC was selected because it allows MnDOT to work collaboratively with the CMGC contractor during the design phase to best address the many constructability challenges this project presents. Most notable among these challenges is constructing a quality project in stages that minimizes impacts to the traveling public and the community.

If you have questions, please feel free to contact Kevin Hagness, MnDOT CMGC program manager, at 651-366-4223 or [kevin.hagness@state.mn.us](mailto:kevin.hagness@state.mn.us).

Sincerely,



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