

Public Works Capital Bonding Requests

Project Title	Project Location	Total Project Costs	Request for State Funds			Non State Funds	Project Description	Regional Impact/Benefit	Project Contact
			2006	2008	2010				
I-35W Storm Water Tunnel	I-35W corridor from 42 nd Street South to Mississippi River	\$60,000		\$20,000,000		\$40,000,000 Federal, City is trying to identify funds to cover remaining \$20,000,000.	The existing I-35W storm water tunnel is under capacity and the construction of the I-35W/Hwy 62 project will increase the impervious areas that contribute flow to this system. This project will increase the storm water tunnel size to handle the increased storm water flows, thus reducing flooding in the I-35W corridor and in adjacent areas within Minneapolis.	This project will address safety issues to the traveling public in the I-35W corridor by reducing flooding in the I-35W corridor and in adjacent areas within Minneapolis.	Mr. Mitch Sawh (mitchell.sawh@ci.minneapolis.mn.us)
Minneapolis Parkway Lighting Replacement	Parkways throughout the City of Minneapolis	\$12,000,000	\$4,000,000	\$4,000,000	\$4,000,000	City Funds: \$345,000 in 2006, \$175,000 in 2007, \$300,000 in 2008.	This proposal consists of the replacement and/or renovation of deteriorated poles, fixtures, and electrical wiring associated with the lighting systems in place in the City's public areas, and along parkways throughout the City. These facilities have previously been operated and maintained by the Mpls Park Board and are now maintained by the Public Works Department. Much of the system is old and needs to be replaced or is in a state of disrepair. Funding levels previously provided for maintenance of the lighting facilities by the Park Board were insufficient to permit replacement of old and deteriorated lighting units on anything other than a very limited basis. A majority of the lighting units utilize mercury vapor luminaries, which are approaching the end of their service life. These units will either need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaries. It is anticipated that it will take 10 to 15 years of capital expenditure to replace, paint, renovate and repair the entire system of 2,043 Park Board lighting units and associated underground cabling throughout the City. The costs of remediation are estimated at \$6,000 per lighting unit.	Residents and visitors to the City of Minneapolis have use of the Minneapolis Parkway system. The replacement of the current lighting system will increase the quality and decrease the dollars needed annually to maintain the system. The Minneapolis Regional Park System receives about 13 million visitors a year.	Ms. Beverly Warmka (beverly.warmka@ci.minneapolis.mn.us)
Minneapolis Police Department – Forensic Laboratory	To be determined	\$10,221,000		\$10,221,000		No other funds have been identified as of this date.	This request is for \$10,221,000 in state funding to acquire a site and provide suitable facilities for a Forensic Laboratory to be operated by the Minneapolis Police Department that will meet current and anticipated future forensic needs of the City of Minneapolis. The proposed facility will be designed to meet all court-mandated chain-of-custody of evidence requirements and to have a forensic laboratory that can be accredited by the Laboratory Accreditation Board of the American Society of Crime Laboratory Directors (ASCLAD). This national organization has established the standards for space, safety, and operations of crime labs. The existing forensic laboratory managed by the License Investigations and Crime Lab Division of the Minneapolis Police Department is located in a 6,000sf office space on the third floor of Minneapolis City Hall and has a staff of 26 employees. The current facility is functionally substandard and compromises the health and safety of the employees and may compromise the integrity of the forensic work performed by the employees. The current facility is deficient in its ventilation, fire protection, emergency power, and plumbing. In addition, the current facility does not provide sufficient space for the required functions of a forensic laboratory.	High quality Forensic Science related to criminal investigation is a key to enhancing the Minneapolis Police Departments ability to prosecute crimes and secure convictions. The Minneapolis Police Department shall, by insuring the integrity of Forensic Science, increase the safety and confidence of the citizens of Minneapolis through effective and efficient law enforcement and prosecution. Consequently, all residents of Minneapolis, as well as those who visit and work in the city, would be beneficiaries of this proposed project.	Mr. Paul Miller (paul.miller@ci.minneapolis.mn.us) Mr. Tim Dolan , Asst Chief Minneapolis Police Department (612) 673-2853
Van White Memorial Bridge	This project has been submitted by CPED and Public Works supports its submittal.								
War Department Tunnel Rehabilitation	Hiawatha Ave. from E 54th ST to Highway 5 - The tunnel runs from the Metropolitan Airports Commission property, through Fort Snelling and on to the VA Hospital where it connects to a larger City of Minneapolis	\$7,200,000	\$7,200,000			No other funds have been identified as of this date.	The project includes rehabilitation of 8467 feet of sewer tunnel. The rehabilitation would be accomplished by slip lining the tunnel with a smaller diameter pipe. This type of rehabilitation is designed to extend the life of the tunnel by reducing infiltration of the groundwater and surrounding soils. The reduced diameter pipe should also increase flushing velocity in the sewer, which should reduce the need for maintenance.	The War Department Tunnel is used by Metropolitan Airport Commission, Veteran's Administration Hospital, Minneapolis Park and Recreation Board, Army and Air Force Reserves, the Government Service Administration and Fort Snelling to transport sewage into the Minneapolis collection system. All of these users are outside the City	Ms. Kelly MacIntyre (kelly.macintyre@ci.minneapolis.mn.us)

sewer interceptor.

of Minneapolis, city limits. To the City's knowledge these entities have used the tunnel without any agreement to do so or provisions for operation and maintenance. Without easements and rights of entry onto property where the tunnel is located, it would be very difficult for any of these entities to address a blockage or failure in the system. A blockage of this line could result in closure of any or all of these facilities. It is estimated that a one hour closure of the MSP Airport could result in the loss of over \$1,000,000 and the disruption of tens of thousands of the traveling public. Because of potential risks to the airport and other properties, the City of Minneapolis acquired ownership of the tunnel through legislative action in June of 2005. However, this ownership did not include any funds to rehabilitate the line.

Water System
Interconnection between
Minneapolis to St. Paul

From a Reservoir located
at Dale Street in Roseville
to an existing Minneapolis
48 inch water main at the
intersection of Broadway &
Stinson.

\$34,000,000

\$15,000,000

\$19,000,000

The City is trying to
identify Enterprise
bonding funds for this
project.

A dual 42-inch diameter pipeline will be installed from the Dale Street Reservoir in St. Paul to the Minneapolis water distribution system on Broadway and Stinson. The dual pipeline will have a total length of approximately 24,500 lineal feet. A pumping station will be constructed in order to facilitate pumping between the two cities and to handle daily water flow. This water system interconnection would provide up to 60 million gallons per day of water from either city to the other during emergency situations when one city has been severely impacted by natural disaster or other event.

The primary reason for pursuing an interconnection from the City of Minneapolis point of view lies in the threat of contamination to the Mississippi River, which is the only source of water for the city of Minneapolis. The interconnection provides water to either cities during contamination or other emergency situations. In addition, the interconnection may be used to lower maintenance and associated construction costs by allowing either city to completely shut down their production operation during maintenance or construction events. The interconnection may be used to shave peak energy costs to avoid energy surcharges during peak periods. The interconnection may also be used when either city experiences a brief period of poor water quality. Based on the study the interconnection provides an ultimate redundancy to each city.

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