



Annual Report on Major Highway Projects

(per Minn. Stat. 174.56, Subd. 1-3)

January 23, 2009

Prepared by the Minnesota Department of Transportation
Office of Investment Management and Performance Measures

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Introduction

This Major Highway Project Report is submitted by the Commissioner of the Minnesota Department of Transportation in response to the requirements specified in Minn. Stat. 165.14.

The estimated costs associated with the preparation of this report include the following:

| | |
|--------------------|-----------|
| Staff Time | \$ 34,000 |
| Reproduction Costs | \$ 2,300 |

Minnesota Statute 174.56, Subdivision 1-3

Subdivision 1. Report required.

The commissioner of transportation shall submit a report on January 15, 2009, and on January 15 of each year thereafter, on the status of major highway projects under construction or planned during the year of the report and for the ensuing 15 years. For purposes of this section, a "major highway project" is a highway project that has a total cost for all segments that the commissioner estimates at the time of the report to be at least (1) \$25,000,000 in the metropolitan highway construction district, or (2) \$10,000,000 in any nonmetropolitan highway construction district.

Subd. 2. Report contents.

For each major highway project the report must include:

- (1) a description of the project sufficient to specify its scope and location;
- (2) a history of the project, including, but not limited to, previous official actions by the department or the appropriate area transportation partnership, or both, the date on which the project was first included in the state transportation improvement plan, the cost of the project at that time, the dates of environmental approval, the dates of municipal approval, the date of final geometric layout, and the date of establishment of any construction limits;
- (3) the project's priority listing or rank within its construction district, if any, as well as the reasons for that listing or rank, the criteria used in prioritization or rank, any changes in that prioritization or rank since the project was first included in a department work plan, and the reasons for those changes; and
- (4) past and potential future reasons for delay in letting or completing the project.

Subd. 3. Department resources.

The commissioner shall prepare and submit the report with existing department staff and resources.

History:

2008 c 287 art 1 s 74

Executive Summary

The projects identified in this report are major projects on the interstate or trunk highway system. Per Minnesota Statute 174.56, project cost estimates equal to or in excess of \$25 million in the Twin Cities and project cost estimates equal to or in excess of \$10 million in Greater Minnesota have been included as a part of this report.

Projects that meet the total project cost estimate criteria and are either under construction, programmed or planned within the next 15 years, have been included in this annual report. Projects that are currently under construction will be reported on an annual basis through the year of *Substantial Completion*. At that point, they will no longer be reported.

Included in this report are 78 projects, of which 16 are in the Twin Cities district and 62 are in Greater Minnesota. Total projects vary in type from pavement preservation projects, bridge replacement and rehabilitation projects to expansion projects. Total project cost estimates range from \$10 million to \$490 million.

A one-page project summary sheet has been created for each project. The summary sheets are categorized by district and include the following project information:

- Project location
- Project description
- Project history
- Schedule
- Date of approved STIP and estimated project cost
- Date(s) of Environmental Approvals
- Date(s) of Municipal Approvals
- Date of Final Geometric Layout Approval
- Date of establishment of Construction Limits
- Total Project Cost Estimates
- Past and potential reasons for delay in letting or completing the project

For those projects currently under construction the project cost estimates are shown under the “Current Est.” column.

For those projects within the 4-year State Transportation Improvement Program (STIP), the costs are shown under the “Baseline Est.” column on the one-page project summary sheet, which is the cost estimate established when a project first enters into the STIP. For this initial report, the “Baseline Est.” was established in December 2008. Since these are also the current costs for the project, the costs are also shown under the “Current Est.” column.

In future annual project summary updates, the most current project cost estimate will be shown under the “Current Est.” column and measured against the costs shown under the “Baseline Est.” column.

Projects that are outside of the STIP timeframe, but within the 15-year reporting period, will have a total project cost estimate range shown under the “Current Est.” column. Since a lot of these projects are in the “planning” years (beyond the 4-year STIP), cost estimates and scopes should be considered preliminary.

In accordance with paragraph 3, Subd. 2, of the statute, all projects identified within the 2009-12 STIP are fundable with our current revenue projections (fiscally constrained) and are of a high priority to the districts. Those projects that fall within the 2013-18 Highway Investment Plan (HIP) period are still a priority; however, funding has not been fully secured for these projects. Projects identified in this report that are planned outside of the HIP period are projects that have a large degree of uncertainty, but are still considered a priority within the district(s).

An index spreadsheet of the major highway projects is included as a part of this report for quick reference. The index identifies the district, trunk highway or interstate, year in which construction is anticipated, project location, project description, and the total project cost estimate associated with each major project. The maps that are included within this report are identified by the Area Transportation Partnership (ATP) boundaries.

Abbreviations to Annual Report on Major Highway Projects

TH = Trunk Highway

I = Interstate

CSAH = County State Aid Highway

CR = County Road

MI = Miles

JCT = Junction

SB = South Bound

NB = North Bound

EB = East Bound

WB = West Bound

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| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
|----------|--------|---|--|--------------------------------|---|--------------------------------------|---------------|
| 1 | TH 1 | 0.3 MI W OF SIX MILE LAKE RD TO DEER HAVEN RD | RECONSTRUCTION OF 4.8 MILES, PIPE CULVERT REPLACEMENT AND ADDITION OF TURN LANES | 2011 | \$14.2 | | A2 |
| 1 | TH 1 | TH 6 TO EAST JCT TH 65 | RESURFACING, PIPE CULVERT REPLACEMENT | 2012 | \$14.1-\$19.1 | | A3 |
| 1 | TH 2 | BONG BRIDGE | BRIDGE REPAIR | 2014 | \$12.7-\$17.3 | | A4 |
| 1 | TH 2 | DEER RIVER TO COHASSET | UNBONDED CONCRETE OVERLAY, PIPE CULVERT REPLACEMENT | 2009 | \$17.1 | | A5 |
| 1 | I 35 | ST. LOUIS RIVER TO BOUNDARY AVENUE | BITUMINOUS OVERLAY, CULVERT REPLACEMENT AND REPAIRS, BRIDGE MAINTENANCE REPAIRS | 2013 | \$17.8-\$24.1 | | A6 |
| 1 | I 35 | BOUNDARY AVENUE TO MESABA AVENUE | BRIDGE AND PAVEMENT REPLACEMENT AND REPAIR, NEW ACCESS ROAD, CULVERTS, RAMP REPAIRS, SIGNING AND LIGHTING | 2010-2012 | \$76.2 | | A7 |
| 1 | I 35 | N OF HINCKLEY TO N OF RUTLEDGE | BITUMINOUS OVERLAY, UNBONDED CONCRETE OVERLAY | 2011 | \$21.2 | | A8 |
| 1 | I 35 | N OF STURGEON LAKE TO S OF MAHTOWA | UNBONDED CONCRETE OVERLAY, CONCRETE PVMT REPAIRS | 2010 | \$33.5 | | A9 |
| 1 | TH 53 | TH 194 TO HAINES ROAD | ROADWAY RECONSTRUCTION, NEW INTERSECTIONS, TURN LANES, SIGNALS AND STORM WATER PONDS | 2008-2010 | | \$33.70 | A10 |
| 1 | TH 53 | 4.5 MI S OF JCT TH 1 TO S LIMITS OF COOK | ROADWAY RECONSTRUCTION, NEW ALIGNMENT, BRIDGE CONSTRUCTION, PIPE CULVERT REPLACEMENT | 2012 | \$42.7 | | A11 |
| 1 | TH 53 | 1.0 MI N OF ST. LOUIS CSAH 7 TO 2.6 MI N OF ST. LOUIS CSAH 7 (NB), 0.3 MI N OF ST. LOUIS CSAH 8 TO JCT TH 33 (SB) | ROADWAY RECONSTRUCTION, BRIDGE RECONSTRUCTION , PIPE CULVERT REPLACEMENT | 2012 | \$16.3 | | A12 |
| 1 | TH 53 | 0.75 MI S OF CR 307 TO 4.5 MI S OF JCT TH 1 | RECONSTRUCTION, NEW ALIGNMENT, BRIDGE REPLACEMENT, PIPE CULVERT REPLACEMENT | 2007 | | \$40.10 | A13 |
| 1 | TH 61 | SPLIT ROCK RIVER TO CHAPINS CURVE | RECONSTRUCTION OF 3.5 MILES, CONSTRUCT BICYCLE/PEDESTRIAN UNDERPASS, CONSTRUCT BRIDGE TO REPLACE EXISTING BOX CULVERT | 2010-2011 | \$18.9 | | A14 |
| 1 | TH 61 | 2.7 MI TO 6.2 MI N OF TOFTE | RECONSTRUCT 3.5 MILES, CONSTRUCT BICYCLE/PEDESTRIAN TRAIL AND UNDERPASS, CONSTRUCT BRIDGE AT ONION RIVER | 2009-2010 | \$19.2 | | A15 |
| 1 | TH 65 | N LIMITS OF NASHWAUK TO JCT TH 1 | PAVEMENT RECLAMATION, PIPE CULVERT REPLACEMENT | 2010 | \$16.2 | | A16 |
| 1 | TH 169 | 0.23 MI SW OF ITASCA CO CSAH 15 TO 2.8 MI E OF NASHWAUK | PAVEMENT RECLAMATION, PIPE CULVERT REPLACEMENT | 2010 | \$13.2 | | A17 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| 2 | TH 1 | RED RIVER OF THE NORTH | REMOVE AND REPLACE BRIDGE 9100 | 2013 | \$19.9-\$26.9 | | B2 |
| 2 | TH 2 | KENNEDY BRIDGE | REHABILITATE EXISTING BRIDGE 9090 INCLUDING ENHANCED PIGEON ABATEMENT, NEW PAINT SYSTEM, NEW BRIDGE DECK | 2016 | \$12.8-\$17.4 | | B3 |
| 2 | TH 2 | US 2B OVER RED RIVER (SORLIE) | REMOVE AND REPLACE BRIDGE 4700. WILL INCLUDE IMPROVED ACCESS FOR PEDESTRIANS AND BICYCLISTS | 2018 | \$45.5-\$61.5 | | B4 |
| 2 | TH 11 | FRONTIER TO INDUS | RECLAIM BITUMINOUS ROAD SURFACE, INSTALL GEO-GRID, SHOULDER WIDENING, CULVERT REPLACEMENT, CONSTRUCT BYPASS LANE AND ONE TURN LANE, REALIGN ROAD INTERSECTIONS, MINOR GRADE ADJUSTMENT | 2010 | \$16.6 | | B5 |
| 2 | TH 11 | W OF ROBBIN-ROBBIN/DRAYTON BRIDGE | REPLACE MN/DOT BRIDGE 6690. WILL INCLUDE RE-GRADING AND REALIGNMENT OF THE BRIDGE APPROACH | 2009-2010 | | \$13.6 | B6 |
| 2 | TH 34 | PARK RAPIDS TO AKELEY | FULL WIDTH BITUMINOUS RECLAIM, SHOULDER PAVING, TURN LANE AND BYPASS LANE CONSTRUCTION, CATTLE PASS REMOVAL, CATCH BASIN REPLACEMENT, UPGRADE GUARDRAILS REALIGNMENT | 2011 | \$13.4 | | B7 |
| 2 | TH 71 | HUBBARD/BELTRAMI COUNTY LINE TO JCT OF MN TH 197 | FIVE-LANE EXPANSION, CENTER LEFT TURN LANE ADDITION, GRADE AND SURFACE, BRIDGE CONSTRUCTION AND REHABILITATION, SIGNAL INSTALLATION, PAVEMENT REHABILITATION | 2010 | \$26.5 | | B8 |
| 2 | TH 72 | RAINY RIVER BRIDGE | REPLACE MN/DOT BRIDGE 9412 | 2018 | \$52.4-\$70.8 | | B9 |

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| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
|----------|--------|---|--|--------------------------------|---|--------------------------------------|---------------|
| 3 | TH 10 | WB LANES FROM ST. CLOUD TO CLEAR LAKE | PAVEMENT REPLACEMENT | 2010-2011 | \$20.3 | | C2 |
| 3 | TH 23 | WASHINGTON MEMORIAL DRIVE TO 4TH AVENUE | REPLACE BRIDGE, RECONSTRUCT 4-LANE URBAN HIGHWAY, ADD ACCESS | 2009 | \$17.3 | | C3 |
| 3 | TH 23 | JCT TH 95 TO JCT TH 25 IN FOLEY | EXPAND EXISTING 2-LANE TO 4-LANE, MILL AND OVERLAY | 2011-2012 | \$40.5 | | C4 |
| 3 | TH 23 | DESOTO BRIDGE OVER MISSISSIPPI RIVER IN ST. CLOUD | DESOTO BRIDGE REPLACEMENT | 2008-2009 | | \$19.8 | C5 |
| 3 | TH 25 | BUFFALO TO MONTICELLO | RECONSTRUCTION FROM UNDIVIDED 2-LANES TO DIVIDED 4-LANES | 2015-2016 | \$59.8-\$80.9 | | C6 |
| 3 | TH 371 | NISSWA TO PINE RIVER | EXPANSION OF 16 MILES OF EXISTING 2-LANE TO DIVIDED 4-LANE | 2018 | \$116.5-\$157.6 | | C7 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| 4 | TH 9 | TH 10 TO N CLAY COUNTY LINE | MILL AND CONCRETE OVERLAY, REPLACE BRIDGES, ADD 6 RIGHT TURN LANES AND A FREE FLOW RIGHT | 2011 | \$16.7 | | D2 |
| 4 | TH 29 | BRIDGE IN ALEXANDRIA | REPLACE BRIDGE, CONSTRUCT APPROACH PANELS, GRADE AND CONCRETE SURFACE TIE INS | 2016 | \$19.3-\$33.7 | | D3 |
| 4 | TH 55 | W DOUGLAS COUNTY LINE TO GLENWOOD | MILL BITUMINOUS, RECLAIM, PAVING, CULVERT REPLACEMENTS, BRIDGE REPLACEMENT | 2010 | \$15.5 | | D4 |
| 4 | I 94 | JCT TH 336 TO DOWNER EXIT | UNBONDED CONCRETE OVERLAY, REPLACE BITUMINOUS SHOULDERS, REPLACE OFF AND ON RAMP SHOULDERS, RE-DECK AND NEW APPROACH PANELS FOR BRIDGE | 2010 | \$16.0 | | D5 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| 6 | TH 14 | BIT MILL AND OVERLAY-STEELE COUNTY | FOUR LANE EXPANSION | 2009 | \$80.8 | | E2 |
| 6 | I 35 | CSAH 30 TO CR 31-STEELE COUNTY | ADD UNBONDED CONCRETE OVERLAY | 2009 | \$16.0 | | E3 |
| 6 | TH 43 | WINONA BRIDGE OVER MISSISSIPPI RIVER | REPLACE BRIDGE 5900 | 2015 | \$276.6-\$374.3 | | E4 |
| 6 | TH 52 | CANNON FALLS INTERCHANGE | CONSTRUCT INTERCHANGE | 2014 | \$34.3-\$42.7 | | E5 |
| 6 | TH 52 | FOUNTAIN TO CHATFIELD | RECONSTRUCT HIGHWAY 52 | 2020 | \$59.2-\$80.0 | | E6 |
| 6 | TH 52 | CHATFIELD TO I 90 | RECONSTRUCT HIGHWAY 52 | 2016 | \$44.8-\$61.2 | | E7 |
| 6 | TH 52 | ELK RUN INTERCHANGE | CONSTRUCT INTERCHANGE | 2014 | \$43.9-\$59.3 | | E8 |
| 6 | TH 60 | REPLACE BRIDGE 5370 | REPLACE BRIDGE 5370 | 2009 | | \$9.6 | E9 |
| 6 | TH 63 | RED WING BRIDGE OVER MISSISSIPPI RIVER | REPLACE BRIDGE 9040 | 2018 | \$286.2-\$383.7 | | E10 |
| 6 | I 90 | TH 43 TO TH 76 | ADD UNBONDED CONCRETE OVERLAY | 2011 | \$13.1 | | E11 |
| 6 | I 90 | WINONA COUNTY BY ST. CHARLES-LEWISTON | ADD UNBONDED CONCRETE OVERLAY | 2010 | \$23.0 | | E12 |
| 6 | I 90 | TH 16 TO TH 63 | ADD UNBONDED CONCRETE OVERLAY | after 2019 | \$22.7-\$30.7 | | E13 |
| 6 | I 90 | DRESBACH BRIDGE OVER MISSISSIPPI RIVER | REPLACE BRIDGE 9320 AND ROADWAY APPROACHES | 2012 | \$284.6 | | E14 |
| 6 | TH 250 | REPLACE BRIDGE 6975 AND 6977 | BRIDGE REPLACEMENT | 2017 | \$13.9-\$18.9 | | E15 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| 7 | TH 14 | BRIDGE OVER THE MINNESOTA RIVER IN NEW ULM | REPLACE BRIDGE, PROVIDE PEDESTRIAN CROSSING, ADJUST RAMPS | 2018-2019 | \$44.2-\$51.4 | | F2 |
| 7 | TH 14 | CSAH 6 TO LOR RAY DRIVE IN NORTH MANKATO | RECONSTRUCTION AND EXPANSION FROM TWO TO FOUR LANES, CONSTRUCTION OF NEW INTERCHANGE, REALIGNMENT, TRAFFIC SIGNALS | | \$44.3-\$46.3 | | F3 |
| 7 | TH 14 | CSAH 2 TO WASECA-STEELE COUNTY LINE | CONSTRUCT 4 LANE DIVIDED HIGHWAY, REALIGNMENT OF HIGHWAY, CONSTRUCT 10 NEW BRIDGES | 2008-2011 | | \$57.5 | F4 |
| 7 | TH 60 | WINDOM TO ST. JAMES | 4 LANE DIVIDED ROADWAY, CONSTRUCTION OF NEW 2-LANE ROADWAYS, RE-ALIGN 3 COUNTY ROADS TO LESSEN SKEW | 2013-2018 | \$77.8-\$112.2 | | F5 |
| 7 | TH 60 | BIGELOW TO WORTHINGTON | CONSTRUCT 4-LANE EXPRESSWAY, REDUCE ACCESS LOCATIONS, REMOVE SKEW, REPLACE UNION PACIFIC RAILROAD BRIDGE | 2010-2013 | \$151.0 | | F6 |

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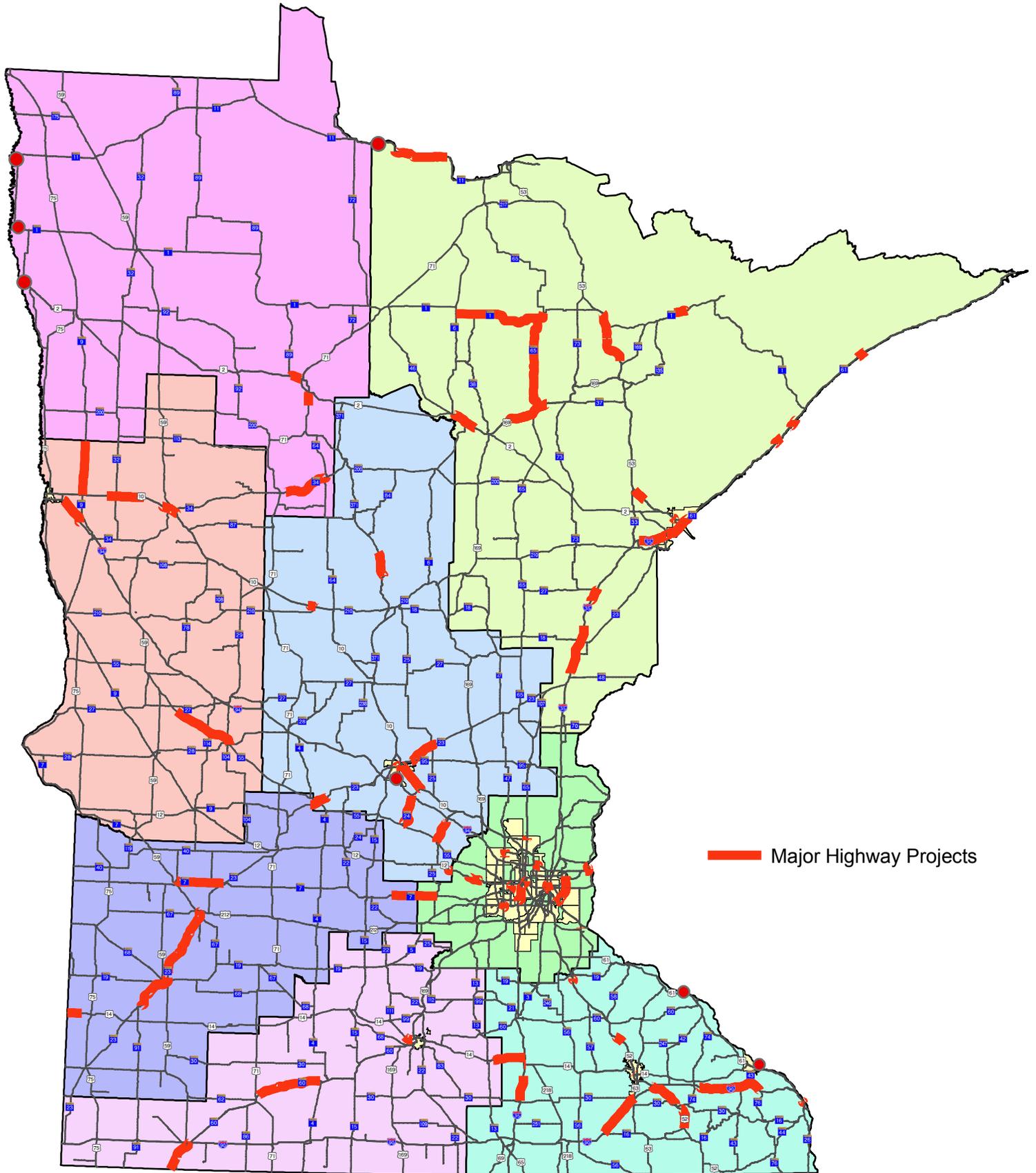
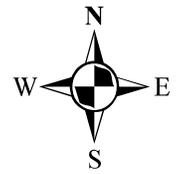
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
|----------|----------|---|---|--------------------------------|---|--------------------------------------|---------------|
| 7 | TH 99 | BRIDGE OVER MINNESOTA RIVER IN ST. PETER | REHABILITATION OF BRIDGE OR NEW BRIDGE ON EXISTING ALIGNMENT | 2013-2014 | \$43.2-\$58.5 | | F7 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| 8 | TH 7 | MONTEVIDEO TO CLARA CITY | CONCRETE OVERLAY | 2014 | \$17.2-\$23.4 | | G2 |
| 8 | TH 19 | 4TH STREET TO BRUCE STREET IN MARSHALL | RECONSTRUCT INCLUDING CITY UNDERGROUND UTILITY WORK AND MILL AND BITUMINOUS OVERLAY, REHAB BRIDGE 5083 | 2017 | \$14.9-\$20.3 | | G3 |
| 8 | TH 23 | PAYNESVILLE BY-PASS | CONSTRUCTION OF 4-LANE BYPASS ON NEW ALIGNMENT | 2010 | \$73.0 | | G4 |
| 8 | TH 23 | BEGIN 4-LANE TO MARSHAL (EB LANES) | MILL AND CONCRETE OVERLAY | 2010 | \$12.0 | | G5 |
| 8 | TH 23 | RUSSELL TO MARSHALL | MILL AND CONCRETE OVERLAY | 2010 | \$17.0 | | G6 |
| 8 | TH 23 | HANLEY FALLS TO GRANITE FALLS | MILL AND CONCRETE OVERLAY | 2015 | \$17.4-\$23.6 | | G7 |
| 8 | TH 23 | COTTONWOOD TO HANLEY FALLS | MILL AND CONCRETE OVERLAY | 2016 | \$12.6-\$17.0 | | G8 |
| 8 | TH 23 | MARSHALL CSAH 33 TO COTTONWOOD CSAH 24 | MILL AND CONCRETE OVERLAY, PLUS PASSING LANE | 2009 | \$12.0 | | G9 |
| 8 | TH 40 | BRIDGE 5380 W OF MILAN | BRIDGE REPLACEMENT | 2014 | \$9.3-\$12.5 | | G10 |
| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
| M | TH 12 | CSAH 6 TO WAYZATA BOULEVARD | PROVIDES FOR RELOCATION OF RAILROAD AND CONSTRUCTION OF CONTROLLED ACCESS TWO LANE HIGHWAY, PROVIDE FOR 8 NEW BRIDGES, RETAINING WALLS, NOISE WALLS, PONDING, STORM SEWER, LIGHTING, SIGNALS | 2007-2009 | | \$75.0 | H2 |
| M | I 35W | I 35 SB OVER TH 65 NB | REPLACE BRIDGE 27871 AND 27868, ADJUST HORIZONTAL AND VERTICAL ALIGNMENT OF I-35W AND ADJUST HORIZONTAL ALIGNMENT OF TH 65 SOUTHBOUND | 2018 | \$45.4-\$61.0 | | H3 |
| M | I 35W | I 35W/TH 62 CROSSTOWN | RECONSTRUCTION OF I-35W/TH 62 COMMONS AREA AND ADDITION OF HIGH OCCUPANCY VEHICLE (HOV) LANE, ADDITION OF GENERAL PURPOSE LANE, ADDITIONAL CAPACITY ON TH 62, PROPOSED NEW ACCESS RAMP, CLOSURE OF EXISTING ACCESS TO WESTBOUND TH 62 | 2007-2010 | | \$288.0 | H4 |
| M | I 35W | AT RAMSEY COUNTY ROAD E2 | REBUILD INTERCHANGE | 2018 | \$19.3-\$26.1 | | H5 |
| M | I 35E | CAYUGA BRIDGE BETWEEN UNIVERSITY AVENUE AND MARYLAND AVENUE | BRIDGE REPLACEMENTS OF 6515, 9265 AND 6517, REPLACE PENNSYLVANIA INTERCHANGE WITH INTERCHANGE AT CAYUGA, GEOMETRIC IMPROVEMENTS, RECONSTRUCTION AND LANE ADDITION ON 35E | 2014-2016 | \$156.8-\$213.2 | | H6 |
| M | I 35E | MARYLAND AVENUE BRIDGE | REPLACEMENT BRIDGE AND APPROACH WORK, DRAINAGE, TRAFFIC SIGNALS AND LIGHTING | 2014 | \$11.0-\$14.7 | | H7 |
| M | TH 36 | HAMLIN AVENUE TO VICTORIA AVENUE | REPLACE BRIDGE AND RECONSTRUCT INTERCHANGE | 2014-2015 | \$24.9-\$33.6 | | H8 |
| M | TH 36/95 | ST. CROIX RIVER CROSSING | BRIDGE REPLACEMENT, TWO INTERSECTIONS AND ONE INTERCHANGE IN MINNESOTA, ONE INTERCHANGE AND ONE OVERPASS IN WISCONSIN | 2013-2016 | \$361.7-\$490.4 | | H9 |
| M | TH 52 | LAFAYETTE RIVER BRIDGE OVER MISSISSIPPI RIVER | BRIDGE REPLACEMENT, RAMPS, LOOPS TO TH 94 AND CONNECTION TO EAST 7TH STREET, REPLACE/REHAB TH 52 BRIDGE OVER PLATO BLVD AND TH BRIDGE OVER TH 94 | 2011-2013 | \$260.6 | | H10 |
| M | TH 61 | HASTINGS BRIDGE OVER MISSISSIPPI RIVER | REHABILITATE OR REPLACE BRIDGE 5895, REPLACE 2 LANE BRIDGE WITH 4 LANE BRIDGE, MAINTAIN NAVIGATIONAL CLEARANCES, PROVIDE PED/BIKE SHARED-USE TRAIL, PROVIDE WALLS, GRADING, ROADWAYS, UTILITY WORK AND STORM SEWER | 2010 | \$301.0 | | H11 |
| M | TH 65 | AT CSAH 14 IN BLAINE | NEW INTERCHANGE AT TH 65 AND CSAH 14, NEW OVERPASSES FOR PAUL PARKWAY AND 129TH STREET OVER TH 65 | 2007-2009 | | \$67.0 | H12 |

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| DISTRICT | TH | PROJECT LOCATION | PROJECT DESCRIPTION | PROJECTED YEAR OF CONSTRUCTION | TPCE (TOTAL PROJECT COST ESTIMATE) (MILLIONS) | CONSTRUCTION LETTING COST (MILLIONS) | SEE ALSO PAGE |
|----------|------------------|--|---|--------------------------------|---|--------------------------------------|---------------|
| M | I 94 | I 94 ON RAMP OVER I 94 AND TH 65 | REPLACE BRIDGE 27842, 27843, 27V25, ADJUST HORIZONTAL AND VERTICAL ALIGNMENT OF WESTBOUND I-94, VERTICAL ALIGNMENT OF 8-94 EASTBOUND AND VERTICAL ALIGNMENT OF TH 65 | 2018 | \$50.7-\$68.7 | | H13 |
| M | TH 100 | 36TH STREET TO CEDAR LAKE ROAD | FREEWAY AND INTERCHANGE RECONSTRUCTION, REPLACE BRIDGES 5308, 530, 5598, 17012, GRADING SURFACING, DRAINAGE, UTILITIES, NOISE AND RETAINING WALLS, TMC | 2015-2017 | \$132.7-\$179.7 | | H14 |
| M | TH 169 | AT CSAH 81 AND CSAH 109 | BUILD 169 OVER THE TOP OF CSAH 81, CSAH 109 AND BNSF RAILROAD TRACKS, DIAMOND INTERCHANGE AT CSAH 109 | 2008-2011 | | \$50.0 | H15 |
| M | TH 169/ I 494 | INTERCHANGE | REMOVE THREE SIGNALS, CONNECT NORTH AND SOUTH FRONTAGE ROADS UNDER TH 169, CONVERT EXPRESSWAY TO FREEWAY, CONSTRUCT NOISE BARRIERS/VISUAL BARRIERS, CONSTRUCT DRAINAGE AND WATER QUALITY FACILITIES | 2016-2018 | \$160.9-\$217.8 | | H16 |
| M | I 494 | LAKE ROAD TO 0.1 MILES N OF 4TH STREET | BITUMINOUS WIDENING, TEMPORARY BYPASS CONSTRUCTION, WIDEN BRIDGE 9775, MAJORITY OF NEW DRAINAGE AND PROJECT GRADING, UNBONDED CONCRETE OVERLAY, PAVE SHOULDERS, GUARDRAIL, MEDIAN BARRIER, IMPACT ATTENUATORS | 2009-2010 | \$52.0 | | H17 |
| M | I 494 | WAKOTA BRIDGE OVER MISSISSIPPI RIVER | CONSTRUCTION OF WAKOTA BRIDGE AND SOME APPROACH ROADWAY WORK ON EACH END OF BRIDGE, OVERALL PROJECT INCLUDED 10 SEPARATE CONSTRUCTION PROJECTS | 2008-2010 | | \$60.0 | H18 |
| M | TH 610 | NEW ALIGNMENT | REPLACE FOUR BRIDGES, UNBONDED CONCRETE OVERLAY, PAVE SHOULDERS, GUARDRAIL, CABLE MEDIAN BARRIER | 2023 | \$124.4-\$168.2 | | H19 |
| M | TH 694 | 0.1 MILES NORTH OF 4TH STREET TO 40TH STREET BRIDGE IN OAKDALE | CONCRETE OVERLAY AND 4 BRIDGE REPLACEMENTS | 2010 | \$34.0 | | H20 |



Major Highway Projects



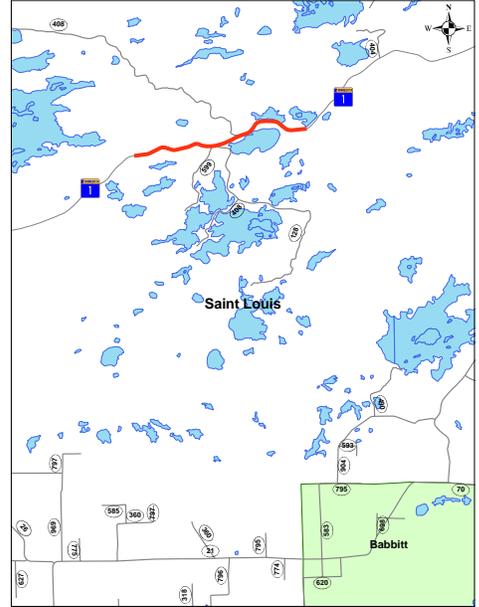
**District Project Summary
District 1**

| TH | PROJECT LOCATION | PAGE |
|--------|---|------|
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| TH 2 | DEER RIVER TO COHASSET | A5 |
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PROJECT SUMMARY

Highway 1

**0.3 MILES WEST OF THE SIX MILE LAKE RD TO DEER HAVEN RD
State Project 6904-46**



Schedule:

Environmental Document Approved:
Municipal Consent :
Geometric Layout Approved:
Construction Limits Established:
Original Letting: December 17, 2010
Current Letting:
Construction:
Others Important Project Milestones:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction & passing lane project located 0.3 miles west of the Six Mile Lake Rd to Deer Haven Rd. The project is a total reconstruction of 4.8 miles of TH 1. It includes pipe culvert replacements and the addition of turn lanes.

Project History:

The Highway 1 between 0.3 miles West of the Six Mile Lake Rd to Deer Haven Rd. has substandard horizontal and vertical alignments, narrow shoulders and steep inslopes, lack of safety turn lanes, trees/vegetation encroachment in the highway clear zone, and lack of safe passing opportunities. Some of the above mentioned safety problems contribute to crash rates on some segments of the highway to be higher than the district average and statewide average for similar two two-lane highways.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 10.6 | \$ 10.6 |
| Other Construction elements: | \$ 0.4 | \$ 0.4 |
| Engineering: | \$ 2.1 | \$ 2.1 |
| <u>Right of Way:</u> | <u>\$ 1.1</u> | <u>\$ 1.1</u> |
| Total: | \$ 14.2 | \$ 14.2 |

Project Benefits:

- Improve Safety by improving vertical and horizontal alignment and addition of passing lanes.

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



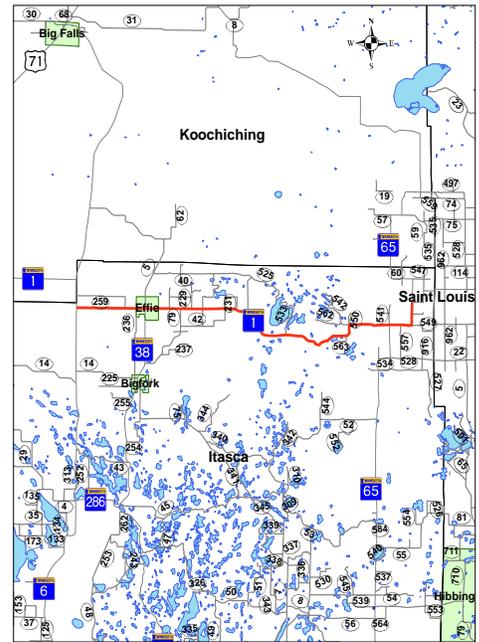
Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year

PROJECT SUMMARY

Highway 1 Resurfacing, Hwy 6 to East Jct. Hwy. 65 State Project 3101-32



Schedule:

Environmental Document Approved:
Municipal Consent: N.A.
Geometric Layout Approved: N.A.
Construction Limits Established:
Original Letting: July 27, 2012
Current Letting:
Construction:
Others Important Project Milestones:

Project History:

The pavement condition of Highway 1 between Hwy. 6 and 65 is in a state of disrepair.

The previous pavement repair in the project areas were:
1997 – Bit. Surfacing – jct. TH 6 to 6.2 miles E. (6.2 mi.)
2000 – Bit. Overlay – jct. TH 65 to Itasca/St. Louis Co. line (3.0 mi.)
2002 – Bit. Mill & Overlay – 6.2 miles E of jct. TH 6 to jct. TH 65 (28.7 mi.)

Project Benefits:

- Improve Ride
- Extend useful life of roadway
- Reduce maintenance costs

Project Risks:

-

Project Description:

The project is located in Itasca County. Resurfacing (Reclamation) of Highway 1 from the South junction of Highway 6 to the East junction of Highway 65. The project will also include pipe culvert replacements. The pavement in Effie will be reduced to 2-12' driving lanes and 4' shoulders to provide space for future sidewalk construction. This city of Effie will provide funding for sidewalk, lighting, benches etc. by way of 2012 Enhancement Funds and Local Match.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 11.7 - \$15.9 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 2.4 - \$ 3.2 |
| Right of Way: | \$ | \$ 0.0 - \$ 0.0 |
| Total: | \$ | \$ 14.1 - \$ 19.1 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

-



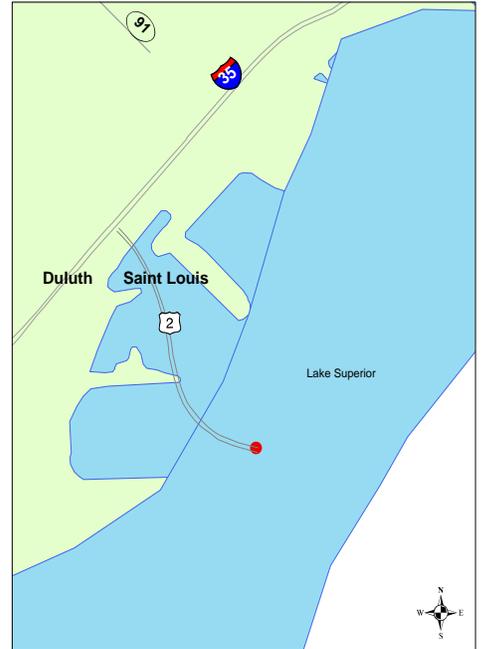
Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year

PROJECT SUMMARY

Highway 2 BONG BRIDGE #69100 OVER ST. LOUIS RIVER State Project 6937-69100D



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 2/28/2014
Current Letting:
Construction: 2014
Others Important Project Milestones:

Project Description:

The project is located in St. Louis County. The proposed project is for bridge repair, paint, bridge overlay, and bridge joints. The purpose of the project is to extend the useful life of Bridge 69100 through preventative maintenance activities.

Project History:

Note: WISCONSIN DOT IS LEAD AGENCY.
Bridge 69100 was built in 1982 and consists of a Steel tied Arch main span and CSTL Beam approach spans with a CIP Concrete deck. Bridge 69100 is 8,320 feet long.
This bridge is classified as adequate with NBI ratings of Deck 6, Superstructure 6, and Substructure 7.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$10.2- \$13.8 |
| Other Construction elements: | \$ | \$ 0.4- \$ 0.6 |
| Engineering: | \$ | \$ 2.1- \$ 2.9 |
| Right of Way: | \$ | \$ 0.0- \$ 0.0 |
| Total: | \$ | \$12.7-\$17.3 |

The TPCE of \$15 million is Mn/DOT's 50% share of the project.

Project Benefits:

- Extend the useful life of Bridge 69100 through preventative maintenance activities.

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year

PROJECT SUMMARY

Highway 2 EB & WB FROM DEER RIVER TO COHASSET State Project 3103-63



Schedule:

Environmental Document Approved: December 9, 2008
 Municipal Consent:
 Geometric Layout Approved:
 Construction Limits Established:
 Original Letting: March 27, 2009
 Current Letting:
 Construction:
 Others Important Project Milestones:

Project History:

The pavement condition of Highway 2 between Deer River and Cohasset is in a state of disrepair.

The previous pavement repair in the project areas were:

- 1997 – joint repair – Deer River to 7.8 miles E. (7.8 mi.)
- 2002 – Mill & Bit. Overlay – approx. jct. TH 6 to Cohasset (3.1 mi.)
- 2006 – Bit. Surfacing – jct. TH 6 to 1.3 miles W (1.3 mi.)

Project Description:

The project is located in Itasca County. The proposed project is an unbonded concrete overlay of the existing pavement on EB and WB from Deer River to Cohasset. The project also includes pipe culvert replacements. The proposed project is a 4 lane divided highway, 12' driving lanes, 10' paved outside shoulders and 4' paved inside shoulders.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 13.6 | \$ 13.6 |
| Other Construction elements: | \$ 1.2 | \$ 1.2 |
| Engineering: | \$ 2.4 | \$ 2.4 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 17.1 | \$ 17.1 |

Project Benefits:

- Improve Ride
- Extend useful life of roadway
- Reduce maintenance costs

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



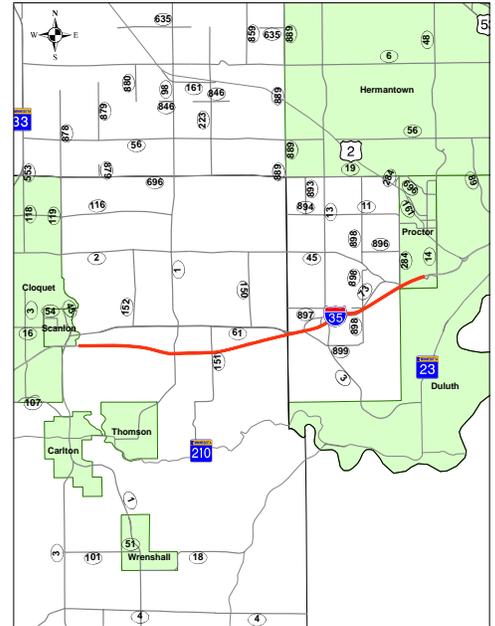
Minnesota Department of Transportation
 District 1
 1123 Mesaba Ave.
 Duluth, MN 55811
 (218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
 Revised: Month date, Year

PROJECT SUMMARY

Interstate 35 From St. Louis River to Boundary Avenue S.P. 0980-139



Schedule:

Original Letting: 7/22/2011

Current Letting: 2/22/2013

Construction: Summer 2013

Project History:

This section of Interstate 35 carries an average of 27,600 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates that this section of road will need pavement preservation to improve its ride quality and thereby extend its serviceable life.

Project Benefits:

- Improved ride quality for road users
- Extend serviceable life

Project Risks:

- Potential remains for scope increases until final scoping meeting is conducted
- Availability of recycled materials for bituminous mix is an unknown and market conditions could result in increased bituminous unit prices

Project Description:

- Both northbound and southbound directions will be preserved by a thick bituminous overlay
- Culverts within the project limits will either be left in place, repaired, or replaced as deemed appropriate
- Necessary bridge maintenance repairs within the project limits will be included in the scope of this project
- Traffic will be reduced to two lanes during construction

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$ 13.9 - \$ 18.9 |
| Other Construction elements: | \$ | \$ 0.9 - \$ 1.2 |
| Engineering: | \$ | \$ 3.0 - \$ 4.0 |
| <u>Right of Way:</u> | \$ | \$ 0.0 - \$ 0.0 |
| Total: | \$ | \$ 17.8 - \$24.1 |

Recent Changes and Updates:

- Final scoping meeting (where input will be received from all functional areas) is scheduled for January 2009

Key Cost Estimate Assumptions:

- Overlay Thickness



Minnesota Department of Transportation
District 1
1123 Mesaba Avenue
Duluth, MN 55811-2798
(218) 725-2700

District Engineer: Mike Robinson

Project Manager: Todd Campbell

Original date of posting: December 2008

Revised: NA

PROJECT SUMMARY

Highway 35 Boundary Avenue to 26th Avenue East in Duluth State Project 6982-290



Schedule:

Environmental Document Approved: December 30, 2008
 Construction Limits Established: November 14, 2008
 Original Letting: February 26, 2010
 Current Letting:
 Construction: April 2010- November 2012

Project Description:

The project is located in Duluth (St. Louis County) from Boundary Avenue to 26th Avenue East. The proposed project includes bridge and pavement replacement and repair, a new access road, culverts, ramp repairs, signing and lighting.

Project History:

I-35 from Boundary Avenue to Mesaba Avenue was constructed in the 1960's. The pavement is highly deteriorated and has been frequently patched. There are three major bridges on the segment with substandard width and fracture critical elements. Forty six other bridges in the corridor will require new railings, deck repairs and painting.

I-35 from Mesaba Avenue to 26th Avenue East was opened in 1992 and requires concrete pavement repairs.

Project Benefits:

- Replace fracture critical bridges
- Improve ride and safety
- Extend the life of bridges
- Reduce maintenance costs

Project Risks:

- High traffic volumes
- Extremely poor soils
- Tight construction schedule for 3 years
- Limited access
- Weather

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 60.0 | \$ 60.0 |
| Other Construction elements: | \$ 0.1 | \$ 0.1 |
| Engineering: | \$ 14.9 | \$ 14.9 |
| Right of Way: | \$ 1.2 | \$ 1.2 |
| Total: | \$ 76.2 | \$ 76.2 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

-



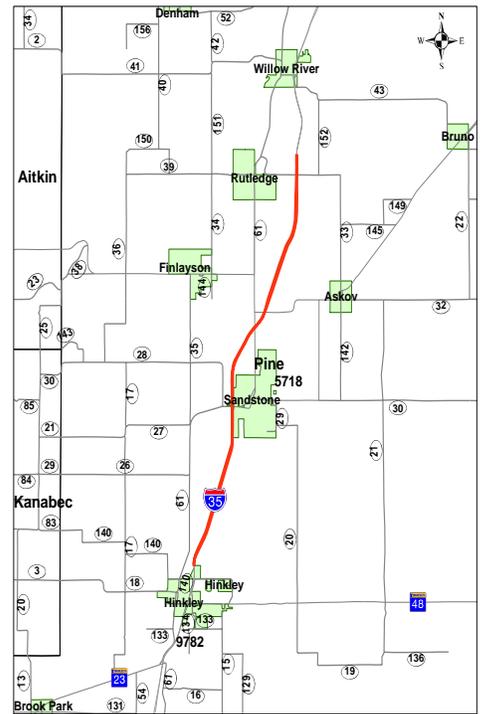
Minnesota Department of Transportation
 District 1
 1123 Mesaba Ave.
 Duluth, MN 55811
 (218) 725-2700

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of posting: 12/19/08
 Revised: Month date, Year

PROJECT SUMMARY

Interstate 35 From North of Hinckley to North of Rutledge S.P. 5880-177



Schedule:

Original Letting: 11/19/2010

Current Letting: Same

Construction: Spring 2011

Project Description:

- A thick bituminous overlay of southbound lanes begins 0.9 mi north of CSAH 33 and continues south approx 7.5 mi.
- An unbonded concrete overlay begins at the end of this thick bituminous overlay and continues south approx 10.1 mi.
- Approx 8.5 mi of the northbound lanes will be preserved by a thin bituminous overlay until a future thick overlay is placed over this entire 17.6 mi northbound section
- Traffic will be reduced to two lanes during construction

Project History:

This section of Interstate 35 carries an average of 16,700 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates that this section of road will need pavement preservation to improve its ride quality and thereby extend its serviceable life.

Project Benefits:

- Improved ride quality for road users
- Extend serviceable life

Project Risks:

- Availability of recycled materials is an unknown and will significantly impact bituminous unit prices
- Currently undetermined cross slope correction needs could increase concrete quantities

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 16.5 | \$ 16.5 |
| Other Construction elements: | \$ 1.1 | \$ 1.1 |
| Engineering: | \$ 3.5 | \$ 3.5 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 21.2 | \$ 21.2 |

Recent Changes and Updates:

- No recent updates

Key Cost Estimate Assumptions:

- Bridge maintenance needs will not exceed \$300,000



Minnesota Department of Transportation
District 1
1123 Mesaba Avenue
Duluth, MN 55811-2798
(218) 725-2700

District Engineer: Mike Robinson

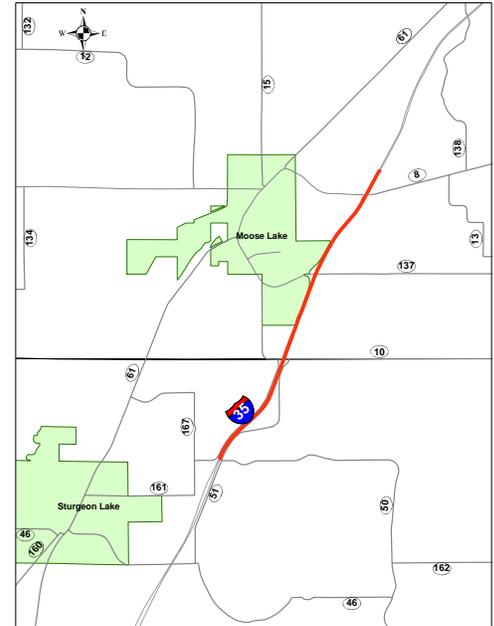
Project Manager: Todd Campbell

Original date of posting: December 2008

Revised: NA

PROJECT SUMMARY

Interstate 35 North of Sturgeon Lake to South of Mahtowa S.P. 0980-137 & 0980-138



Schedule:

Original Letting: 11/20/2009

Current Letting: 3/26/2010

Construction: Summer 2010

Project History:

This section of Interstate 35 carries an average of 15,900 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates that this section of road will need pavement preservation to improve its ride quality and thereby extend its serviceable life.

Project Benefits:

- Improved ride quality for road users
- Extend serviceable life

Project Risks:

- Cross slope correction quantities are not determined until 90% design stage and could increase final concrete quantity estimates

Project Description:

- Project begins 1.8 mi South of the North Pine County Line and continues north to 2.6 mi South of Carlton CSAH 4
- All 13.2 mi of southbound lanes will be preserved with an unbonded concrete overlay
- 4.5 mi of the northbound lanes will be preserved with an unbonded concrete overlay
- The remaining 8.7 mi of the northbound lanes will be preserved using concrete pavement repair standards
- Traffic will be reduced to two-lanes during construction

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 26.2 | \$ 26.2 |
| Other Construction elements: | \$ 1.7 | \$ 1.7 |
| Engineering: | \$ 5.6 | \$ 5.6 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 33.5 | \$ 33.5 |

Recent Changes and Updates:

- Scope of hydraulic repairs has been reduced after a reevaluation of needs
- Barnum and TH 73 Moose Lake Exits will be accessible from both travel directions during construction except for necessary closures during heavy weekend traffic times and paving restriction periods
- Concrete repairs at Culkin Rest Area and TH 2 Scale Lot will be included in the scope of this project

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
District 1
1123 Mesaba Avenue
Duluth, MN 55811-2798
(218) 725-2700

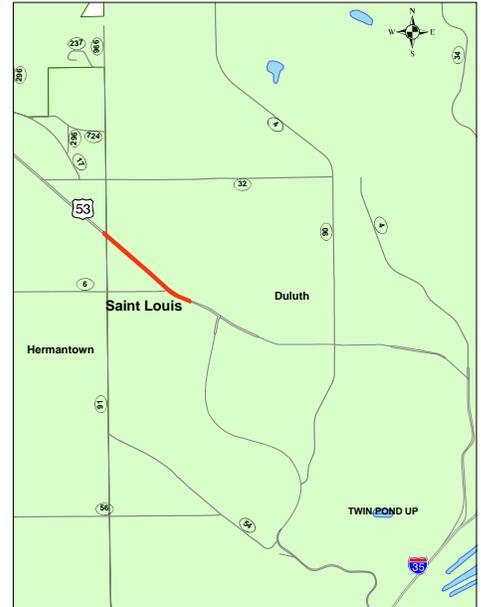
District Engineer: Mike Robinson

Project Manager: Todd Campbell

Original date of posting: December 2008

Revised: NA

PROJECT SUMMARY
Highway 53
Mall Area Reconstruction
Junction Highway 194 to Haines Road
State Project 6915-129



Schedule:

Environmental Document Approved:
 August 25, 2005
 Original Letting: June 27, 2008
 Construction: July 2008 – October 2010

Project History:

Highway 53 was last reconstructed in 1984. Since that time, the area has rapidly developed with “big box” retailers and malls. The road system was not upgraded with the development resulting in local trips using Highway 53, a major tourist, freight and commuter route. As a result, congestion slowed Highway 53 traffic and created major delays. A study was initiated with local agencies in 2001 to address the congestion and access issues. This project is a result of the partnership and study.

Project Benefits:

- Decrease congestion on Highway 53
- Provide routes for local traffic
- Improve ride and safety
- Reduce maintenance costs

Project Risks:

- High traffic volumes
- Tight time schedule for 3 years
- Limited access
- Contaminated soil
- Weather

Project Description:

The project is located in Duluth (St. Louis County) from the junction with Highway 194 (Central Entrance) to Haines Road and on Maple Grove Road from Joshua to Westberg Road. It is a joint project with St. Louis County and the City of Duluth for a road network through a heavily developed commercial area. Project includes improvement of city and county streets to serve as frontage roads, new intersections, turn lanes, signals and stormwater ponds.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 23.5 | \$ 23.5 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 0.0 | \$ 0.0 |
| <u>Right of Way:</u> | <u>\$ 10.2</u> | <u>\$ 10.2</u> |
| Total: | \$ 33.7 | \$ 33.7 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

-



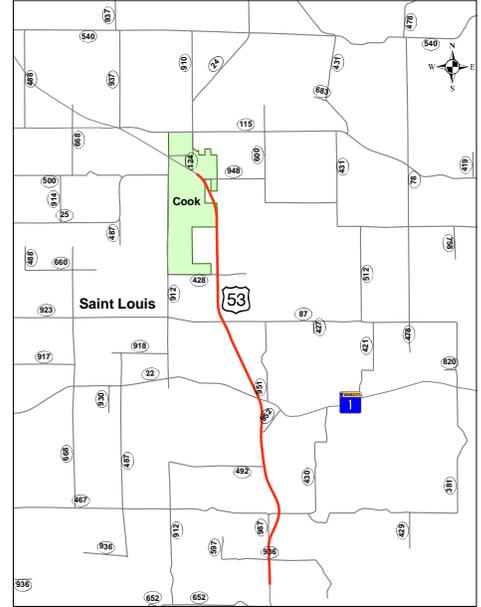
Minnesota Department of Transportation
 District 1
 1123 Mesaba Ave.
 Duluth, MN 55811
 (218) 725-2700

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of posting: 12/19/08
 Revised: Month date, Year

PROJECT SUMMARY

Highway 53 4.5 MI S OF S JCT TH 1 TO S LIMITS OF COOK, 4-LANE EXP State Project 6920-48



Schedule:

Environmental Document Approved: 1/1/07
 (documented under SP 6920-44 EIS)
 Municipal Consent:
 Geometric Layout Approved:
 Construction Limits Established: 3/9/08
 Original Letting: 9/23/11
 Current Letting:
 Construction:
 Others Important Project Milestones:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction on a new alignment and consists of grading, surfacing and bridges from 4.5 miles S of jct. of TH 1 to South limits of Cook (4-lane expansion). The project also includes pipe culvert replacements.

Project History:

This project is a 4-lane expansion Construct Br. 69044 & Br. 69045. The new bridges are being built on new alignment.

The previous pavement repair in the project areas were:
 1980 – Bit. Surfacing – full length
 1992 – 2005 Mill & Bit. Overlay – numerous segments

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 34.0 | \$ 34.0 |
| Other Construction elements: | \$ 1.4 | \$ 1.4 |
| Engineering: | \$ 6.8 | \$ 6.8 |
| Right of Way: | \$ 0.5 | \$ 0.5 |
| Total: | \$ 42.7 | \$ 42.7 |

Project Benefits:

- Provide additional driving lanes
- Improve Ride
- Reduce maintenance costs

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
 District 1
 1123 Mesaba Ave.
 Duluth, MN 55811
 (218) 725-2745

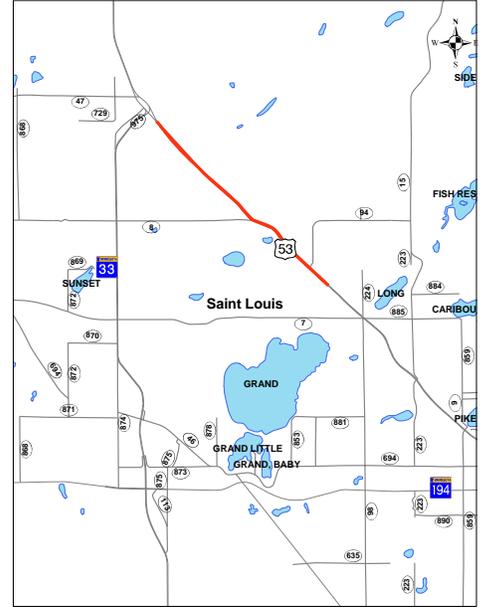
District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
 Revised: Month date, Year

PROJECT SUMMARY

Highway 53

**NB FROM 1.0 MI N OF CSAH 7 TO 2.6 MI N OF CSAH 7 AND SB
FROM 0.3 MI N OF CSAH 8 TO 0.4 MI S OF THE JCT TH 33
State Project 6916-101**



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 12/16/2011
Current Letting:
Construction:
Others Important Project Milestones:

Project Description:

The project is located in St. Louis County. The proposed project is the reconstruction of concrete pavement and the reconstruct of Br. No. 69029. The project also includes pipe culvert replacements. The proposed highway will be a divided 4 lane highway with 12' lanes. The shoulders will be 10' outside shoulder and 4' inside shoulders.

Project History:

The in-place roadway is a 4 lane divided highway with 12 foot driving lanes. The sections of roadway to be replaced consist of an 18 foot wide concrete pavement widened to 24 feet with bituminous pavement. Br. 69029 was built in 1966 and is classified as structurally deficient.

Project Benefits:

- Improve pavement strength
- Improve ride
- Reduce maintenance costs.
- Replace a structurally deficient bridge

Project Risks:

-

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 12.7 | \$ 12.7 |
| Other Construction elements: | \$ 0.7 | \$ 0.7 |
| Engineering: | \$ 2.7 | \$ 2.7 |
| <u>Right of Way:</u> | <u>\$ 0.3</u> | <u>\$ 0.3</u> |
| Total: | \$ 16.3 | \$ 16.3 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

-



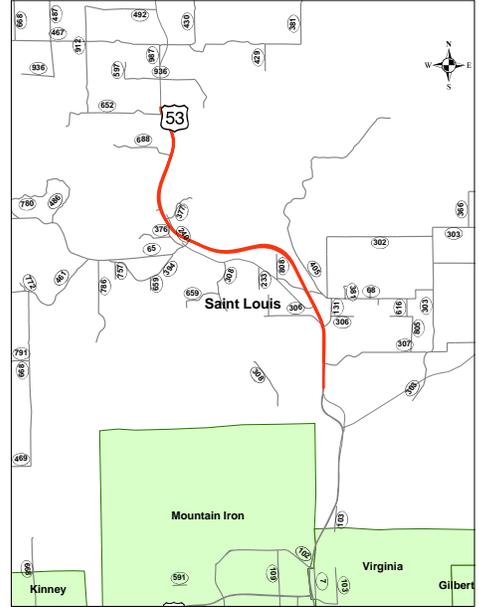
Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year

PROJECT SUMMARY

Highway 53 0.75 MI S OF CR 307 TO 4.5 MI S OF JCT TH 1 State Project 6920-45



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 12/15/06
Current Letting:
Construction:
Others Important Project Milestones:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction on a new alignment and consists of grading, surfacing and bridges from 0.75 miles S of CR 307 to 4.5 miles S of jct. TH 1. The project also includes pipe culvert replacements.

Project History:

Br. 8570 Built 1941 removed 2008 (road abandoned)
Br. 5998 Built 1942 (Closed 2008) New Br. 69136 NB & 69135 SB
Br. 8569 Built 1941 removed 2008 (road abandoned) New Br. 69132 NB & 69131 SB
Br. 8556 Built 1941 (New Br. 69134 NB & 69133 SB)

The new bridges are being built in new locations on new alignment.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 29.9 |
| Other Construction elements: | \$ | \$ 1.2 |
| Engineering: | \$ | \$ 6.0 |
| <u>Right of Way:</u> | \$ | \$ 3.0 |
| Total: | \$ | \$ 40.1 |

Project Benefits:

- Improve Ride
- Replace deficient bridges
- Reduce maintenance costs

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year

PROJECT SUMMARY

TH 61 FROM SPLIT ROCK RIVER TO CHAPINS CURVE S.P. 3806-60



Schedule:

Environmental Document Approved: Pending
 Geometric Layout Approved: 9/21/2008
 Construction Limits Established: 7/2/2008
 Original Letting: 11/23/2001
 Current Letting: 10/23/2009
 Construction: 2010/2011

Project History:

The T.H. 61 Rehabilitation Project (S.P. 3806-60) includes reconstruction of 3.4 miles of T.H. 61 in Lake County to improve highway safety by correcting existing design issues such as substandard horizontal curves, poor sight distance, narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of T.H. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core.

Bicycle/pedestrian accessibility has been addressed by the addition of a bicycle/pedestrian underpass that connects the wayside rest just South of the Split Rock River to the existing bicycle/pedestrian trail.

Project Description:

- Reconstruct 3.5 miles of T.H. 61
- Construct bicycle/pedestrian underpass
- Construct a bridge to replace existing box culvert

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 14.4 | \$ 14.4 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 2.9 | \$ 2.9 |
| <u>Right of Way:</u> | <u>\$ 1.6</u> | <u>\$ 1.6</u> |
| Total: | \$ 18.9 | \$ 18.9 |

Project Benefits:

- Improved Highway Safety
- Increased sight distance
- Reduced maintenance costs
- Bike/Ped. accessibility

Project Risks:

- If actual elevation of bed rock varies from the rock lines used for computation of quantities, the project costs could change significantly.

Recent Changes and Updates

-

Key Cost Estimate Assumptions:

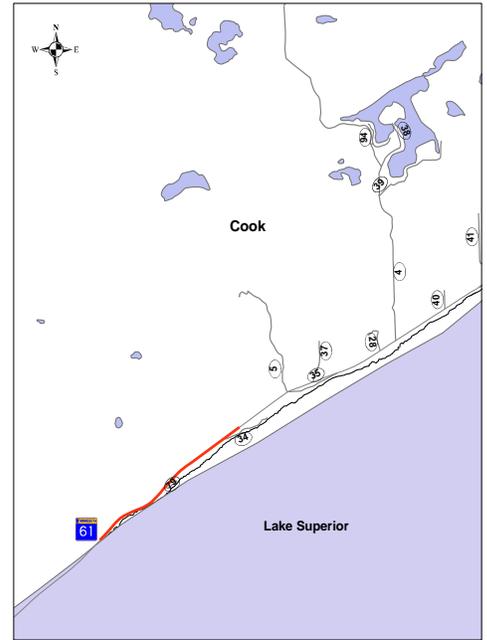
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Minnesota Department of Transportation
 District 1
 1123 Mesaba Avenue
 Duluth, MN 55811
 218/725-2700
District Engineer: Mike Robinson
Project Manager: Todd Campbell
 Original date of posting: Dec. 18, 2008
 Revised: N/A

PROJECT SUMMARY

T.H. 61 FROM 2.7 MI. TO 6.2 MI. NORTH OF TOFTE S.P. 1601-48



Schedule:

Environmental Document Approved: 9/25/2008
 Geometric Layout Approved: 3/18/1997
 Construction Limits Established: 6/12/2001
 Original Letting: 12/20/1996
 Current Letting: 2/27/2009
 Construction: 2009/2010

Project History:

The T.H. 61 Rehabilitation Project (S.P. 1601-48) includes reconstruction of 3.5 miles of T.H. 61 in Cook County to improve highway safety by correcting existing design issues such as narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of T.H. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core.

Due to funding limitations the project was put on hold in the late 1990s. Since then, several issues have surfaced that needed to be addressed before proceeding with the letting of this project. Bicycle/pedestrian accessibility has been addressed by the addition of a bike/ped. trail adjacent to the highway on the lake side. A bike/ped. underpass will be constructed at the N.E. terminus of the project near the Co. Rd. 34 connection. Fish passage concerns at the Onion River have been addressed by restoring the Onion River to a natural bottom crossing and constructing a bridge to carry the highway over the river.

Project Benefits:

- Improved Highway Safety
- Reduced maintenance costs
- Bicycle/Pedestrian accessibility
- Ensures fish passage at Onion River for spawning of Coaster Brook Trout

Project Risks:

- If actual elevation of bed rock varies from the rock lines used for computation of quantities, the project costs could change significantly.

Project Description:

- Reconstruct 3.5 miles of T.H. 61
- Construct approx. 3.5 miles of bicycle/pedestrian trail
- Construct bicycle/pedestrian underpass
- Construct Bridge at Onion River

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$15.0 | \$ 15.0 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 2.9 | \$ 2.9 |
| <u>Right of Way:</u> | <u>\$ 1.3</u> | <u>\$ 1.3</u> |
| Total: | \$19.2 | \$ 19.2 |

Recent Changes and Updates

- The project was delayed from the original letting due to funding limitations
- Added bicycle/pedestrian trail
- Added bicycle/pedestrian underpass
- Added bridge at Onion River

Key Cost Estimate Assumptions:

-



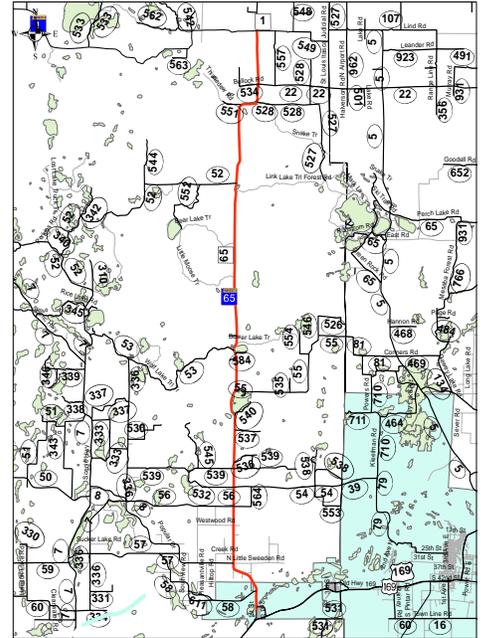
Minnesota Department of Transportation
 District 1
 1123 Mesaba Avenue
 Duluth, MN 55811
 218/725-2700

District Engineer: Mike Robinson
Project Manager: Todd Campbell

Original date of posting: Dec. 18, 2008
 Revised: N/A

PROJECT SUMMARY

Highway 65 NORTH LIMITS OF NASHWAUK TO WEST JCT TH 1 State Project 3112-34



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: February 26, 2010
Current Letting:
Construction:
Others Important Project Milestones:

Project History:

The pavement condition of Highway 65 between North Limits of Nashwauk to the West jct. of TH 1 is in a state of disrepair.

The previous pavement repair in the project areas were:

- 1995 – Bit. Overlay – Nashwauk to 9.4 miles N. (9.4 mi.)
- 1999-2000 – Bit. Overlay – various locations (6.5 mi.)
- 2001-2002 – Mill & Bit. Overlay – jct. TH 1 South 25.1 miles W (25.0 mi.)

Project Description:

The project is located in Itasca County. The proposed project is a pavement reclamation from the North limits of Nashwauk to the West jct. of TH 1. The project also includes pipe culvert replacements. The proposed project will have 2-12' driving lanes, 1' paved shoulders and 1' aggregate shoulders.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 13.2 | \$ 13.2 |
| Other Construction elements: | \$ 0.7 | \$ 0.7 |
| Engineering: | \$ 2.0 | \$ 2.0 |
| <u>Right of Way:</u> | <u>\$ 0.3</u> | <u>\$ 0.3</u> |
| Total: | \$ 16.2 | \$ 16.2 |

Project Benefits:

- Improve Ride
- Extend useful life of roadway
- Reduce maintenance costs

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-



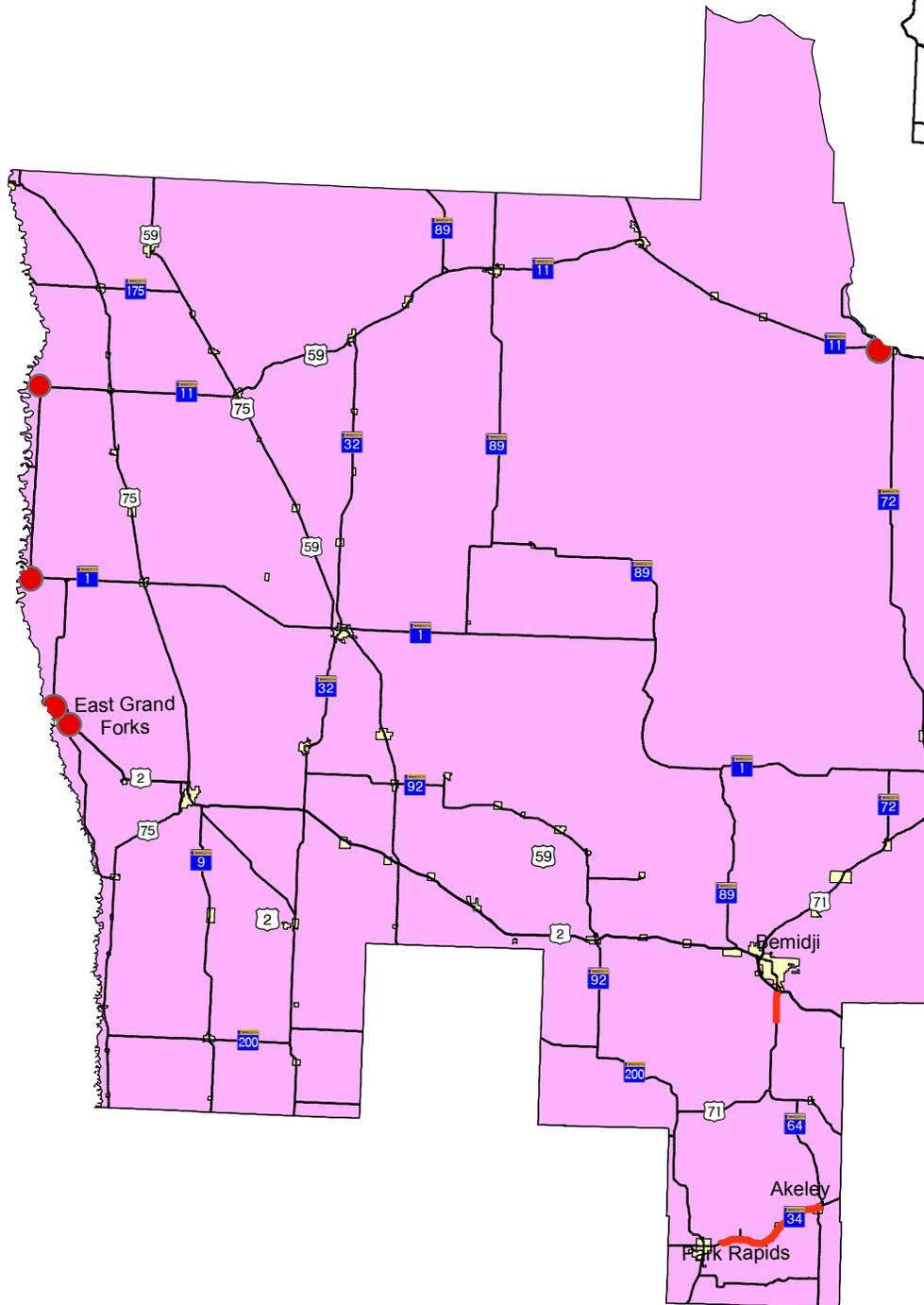
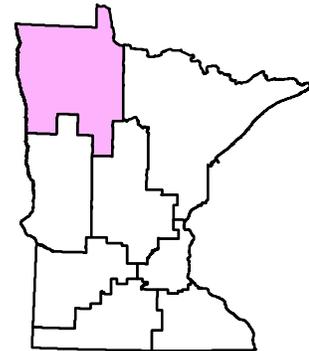
Minnesota Department of Transportation
District 1
1123 Mesaba Ave.
Duluth, MN 55811
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of posting: 12/19/08
Revised: Month date, Year



Major Highway Projects District 2



Bemidji

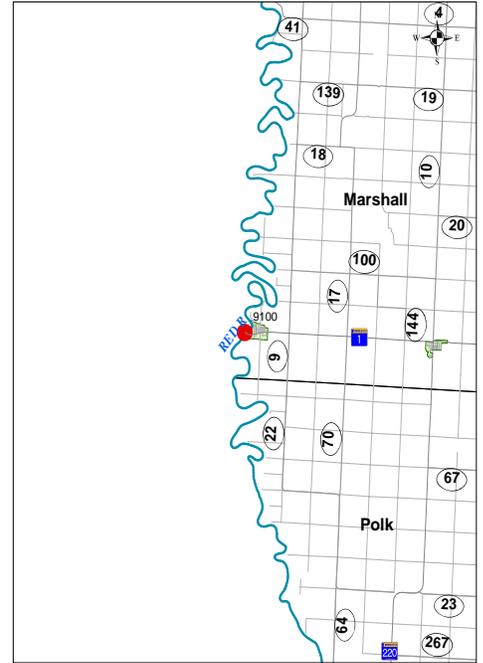
 Major Highway Projects

**District Project Summary
District 2**

| TH | PROJECT LOCATION | PAGE |
|-------|--|------|
| TH 1 | RED RIVER OF THE NORTH | B2 |
| TH 2 | KENNEDY BRIDGE | B3 |
| TH 2 | US 2B OVER RED RIVER (SORLIE) | B4 |
| TH 11 | FRONTIER TO INDUS | B5 |
| TH 11 | W OF ROBBIN-ROBBIN/DRAYTON BRIDGE | B6 |
| TH 34 | PARK RAPIDS TO AKELEY | B7 |
| TH 71 | HUBBARD/BELTRAMI COUNTY LINE TO JCT OF MN TH 197 | B8 |
| TH 72 | RAINY RIVER BRIDGE | B9 |

PROJECT SUMMARY

TH 1 Red River of the North Bridge 9100 SP 4509-05



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 11-16-2012
Current Letting: 11-16-2012
Construction: 2013

Project Need:

The expectation of this project is that the new bridge will be structurally redundant, replacing an in-place fracture critical truss. The existing structure was built in 1959 and has exhausted its useful life. It is functionally obsolete, so geometry and presumably safety will be enhanced.

Project Benefits:

- Replace a fracture critical structure with a structurally redundant one.
- Improve geometry and traffic safety.

Project Risks:

- Need to coordinate project scheduling with emergency services, schools and transit.
- Alternate alignments are limited due to proximity to existing infrastructure.
- Closing the road during construction could prove to be politically difficult.
- Several agencies involved in decision-making/approval process.

Project Description:

Remove and replace bridge 9100 with new structurally redundant bridge. Centerline profile will most likely need to be significantly increased due to increased depth of structure required with a beam span bridge. Some grading will need to occur on each approach.

Total Project Cost Estimate (millions)

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 15.7 – \$ 21.2 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 2.2 - \$ 2.9 |
| Right of Way: | \$ | \$ 2.0 - \$ 2.8 |
| Total: | \$ | \$ 19.9 - \$ 26.9 |

Cost split between Minnesota & North Dakota. MN share is \$10.0-\$13.5

Recent Changes and Updates:

- No changes in project.

Key Cost Estimate Assumptions:

- Safety will be improved as a result of eliminating the current fracture critical structure and improving geometry.



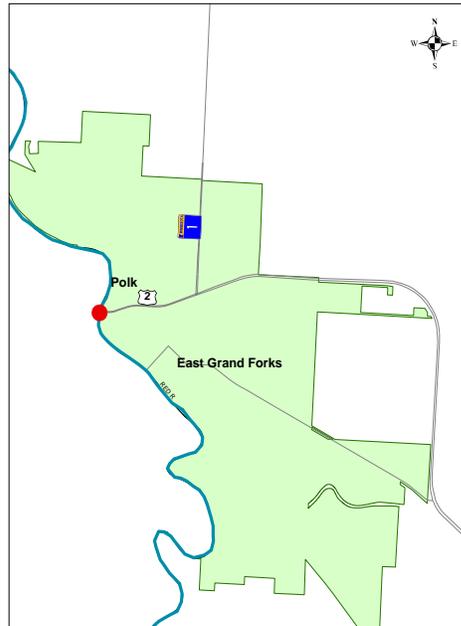
Minnesota Department of Transportation
District 2
3920 Highway 2 West
Bemidji, MN 56601
(218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. Scott Dowers

Original date of posting: 11/16/2012
Revised: 11/16/2012

PROJECT SUMMARY

TH 2 Kennedy Bridge Rehab Bridge 9090 SP 6018-02



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 11-17-2017
Current Letting: 11-01-2015
Construction: 2016

Project Description:

Rehabilitate existing bridge 9090 including enhanced pigeon abatement, new paint system and new bridge deck.

Project Need:

The expectation of this project is that bridge 9090 will be rehabilitated to address some of its currently deficient features. This structure was built in 1963 and is still very structurally sound. Pier repairs, pigeon abatement, a new paint system and a new deck will all be a part of this project.

Project Benefits:

- Replace current lead based paint system with a new, more environmentally friendly one.
- Improve pigeon abatement entities to increase safety to bridge workers and facilitate easier inspection of critical members.
- Improve ride quality.

Project Risks:

- Need to coordinate project scheduling with emergency services, schools and transit.
- Pier on ND side may need to be replaced if their project to stabilize it in 2010 is unsuccessful.
- Several agencies involved in decision-making/approval process.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$10.7 - \$ 15.0 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 2.1 - \$ 2.4 |
| <u>Right of Way:</u> | \$ | <u>\$ 0.0 - \$ 0.0</u> |
| Total: | \$ | \$ 12.8 - \$17.4 |

Cost split between Minnesota & North Dakota. MN share is \$6.4-\$8.7.

Recent Changes and Updates:

- This project has experienced delays as a result of district project prioritization and utilization of funding available during the State Transportation Improvement Program year(s).

Key Assumptions:

- Structure life and integrity of its members will be enhanced considerably by this work.



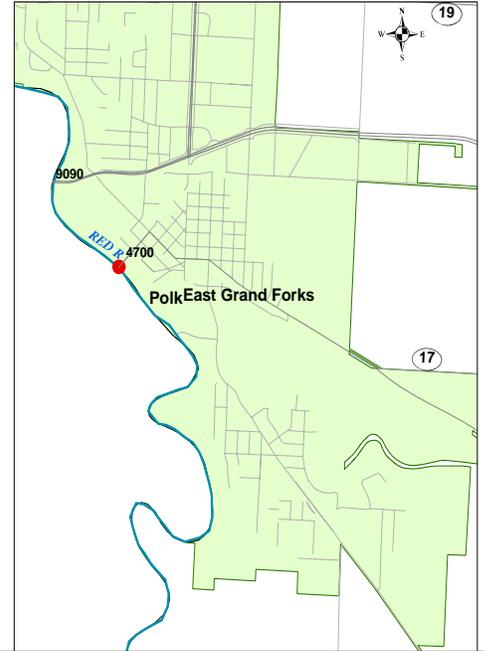
Minnesota Department of Transportation
District 2
3920 Highway 2 West
Bemidji, MN 56601
(218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. J.T. Anderson

Original date of posting: 11/17/2017
Revised: 11/20/2015

PROJECT SUMMARY

TH 2B Sorlie Bridge Replace Bridge 4700 SP 6015-07



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 11-1-2015
Current Letting: 11-17-2017
Construction: 2018

Project Need:

The expectation of this project is that the new bridge will be structurally redundant, replacing an in-place fracture critical truss. The existing structure was built in 1939 and will be approximately 80 years old by the year of construction. Pedestrian and bicycle needs will also be addressed.

Project Benefits:

- Replace a fracture critical structure with a structurally redundant one.
- Improve geometry and pedestrian/bicycle access.
- Improve ride quality.
- Improve overall public safety.

Project Risks:

- Need to coordinate project scheduling with emergency services, schools and transit.
- Bridge 4700 is one of 24 historic bridges Mn/DOT has committed to the FHWA to preserve.
- Proximity to downtown business and in-place flood protection limits bridge profile elevation. May have to go to a thin profile bridge such as cable stay or extradosed. A lift bridge may be an option.
- Several agencies involved in decision-making/approval process.

Project Description:

Remove and replace bridge 4700 with new structurally redundant bridge. Bridge will include improved access for pedestrians and bicyclists. Current bridge length is approximately 600 feet, new bridge length will be very similar due to proximity of downtown businesses and in-place flood protection.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$ 37.4 - \$ 50.6 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 7.0 - \$ 9.5 |
| <u>Right of Way:</u> | \$ | \$ 1.1 - \$ 1.4 |
| Total: | \$ | \$ 45.5 - \$61.5 |

Cost split between Minnesota & North Dakota. MN share \$22.8-\$30.8.

Recent Changes and Updates:

-

Key Assumptions:

- Safety will be improved as a result of eliminating the current fracture critical structure.
- Pedestrian/Bicycle access will be improved.



Minnesota Department of Transportation
District 2
3920 Highway 2 West
Bemidji, MN 56601
(218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. J.T. Anderson
Original date of posting: Month date, Year
Revised: Month date, Year

PROJECT SUMMARY

TH 11 Frontier to Indus SP 3604-69



Schedule:

Environmental Document Approved: 01/24/2008
 Municipal Consent: N/A
 Geometric Layout Approved: Pending
 Construction Limits Established: Pending
 Original Letting: 11/21/2008
 Current Letting: 01/22/2010
 Construction: 2010

Project Description:

Reclaim the existing bituminous road surface, install Geo-grid in reclaim material, shoulder widening to stabilize steep in-slope embankments, culvert replacement, construct one bypass lane and one turn lane at Indus school, realign one county road intersections due to sharp skew with very poor sight lines, slight shift in centerline alignment for less than one mile due to close proximity to the Rainy River and minor grade adjustment with short rock excavation.

Project History:

The expectation of this project is that the ride quality will be improved as well as extending the useful life of the roadway. The culvert replacements will provide proper drainage and water flow movement throughout the project. The construction of the bypass lane and elimination of the crest of a hill which creates a sight distance problem are safety improvements of which are expected to eliminate the safety issues at these locations.

Project Benefits:

- Increase capacity from 7 ton to 10 ton roadway.
- Improve sight distance issues.
- Improve ride quality.
- Extend useful life of roadway.

Project Risks:

- Need to coordinate project scheduling with emergency services, schools and transit.
- Local access and unofficial detour routes

Total Project Cost Estimate (millions)

Date of current STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 14.5 | \$ 14.5 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 2.0 | \$ 2.0 |
| Right of Way: | \$ 0.1 | \$ 0.1 |
| Total: | \$ 16.6 | \$ 16.6 |

Recent Changes and Updates:

- This project has experienced delays as a result of district project prioritization and utilization of funding available during the State Transportation Improvement Program year(s).

Key Cost Estimate Assumptions:

- Safety will be improved as a result of eliminating the sight distance issues.
- Extend the useful life of this portion of TH 11 corridor as a result of increasing the capacity from seven-ton to ten-ton.



Minnesota Department of Transportation
 District 2
 3920 Highway 2 West
 Bemidji, MN 56601
 (218) 755-6500

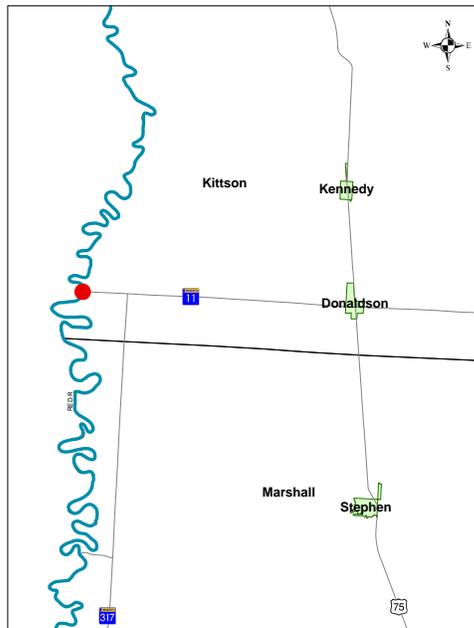
District Engineer: Mr. Lynn C. Eaton
Project Manager:
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

TH 11

Bridge 6690 – Robbin/Drayton Bridge

SP 3501-13



Schedule:

Environmental Document Approved: 04/05/2006
 Municipal Consent: 10/07/2008
 Geometric Layout Approved: ND Lead Agency
 Construction Limits Established: 04/13/2006
 Original Letting: 05/01/2007
 Current Letting: 11/21/2008
 Construction: 2009 and 2010
 Others:

Project Description:

Replace Mn/DOT Bridge# 6690 over the Red River of the North at the Robbin/Drayton Minnesota / North Dakota border crossing. This project will also include re-grading and realignment of the bridge approach.

Project History:

This project is located on the border of Minnesota and North Dakota and involves the replacement of Mn/DOT Bridge# 6690 over the Red River of the North. This project will also include re-grading and realignment of the bridge approach.

North Dakota is the lead agency for this project.

Project Benefits:

- The extension of the bridge on the North Dakota side will eliminate / alleviate flooding at the bridge approach. The design will allow the approach elevation to be raised without raising the flood stage behind the bridge.
- Ensure the continued flow of traffic at this Minnesota / North Dakota border crossing of which is critical to the agricultural and manufacturing businesses in the region.

Project Risks:

- Because this project has been let – the risks identified during the project scoping and design phases are yet to be realized.

Total Project Cost Estimate (millions)

Date of current STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 13.5 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 0.0 |
| <u>Right of Way:</u> | \$ | \$ 0.1 |
| Total: | \$ | \$ 13.6 |

Cost shown is Minnesota's share

Recent Changes and Updates:

- This project has experienced delays as a result of district project prioritization and utilization of funding available during the State Transportation Improvement Program year(s).

Key Assumptions:

- Continued flow of traffic at this crucial Minnesota / North Dakota border crossing of which promotes commerce in the region.



Minnesota Department of Transportation
 District 2
 3920 Highway 2 West
 Bemidji, MN 56601
 (218) 755-6500

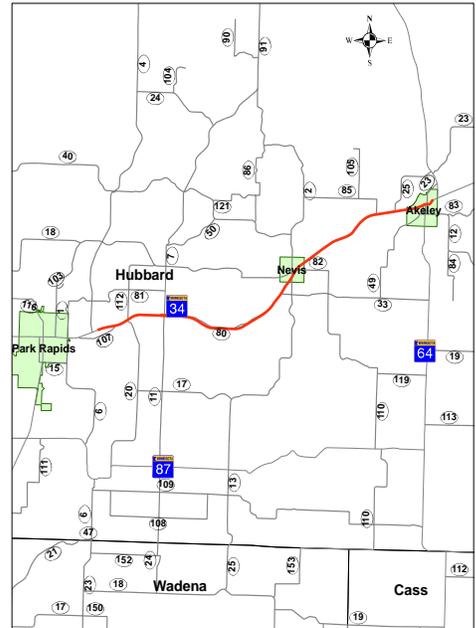
District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. Roger Hille

Original date of posting: 05/01/2007
 Revised: 11/21/2008

PROJECT SUMMARY

TH 34

Park Rapids to Akeley (including TH 226 from TH 34 to Dorset) SP 2902-39



Schedule:

Environmental Document Approved: In Progress
 Municipal Consent: In Progress
 Geometric Layout Approved: N/A
 Construction Limits Established: In Progress
 Original Letting: 01/28/2005
 Current Letting: 02/25/2011
 Construction: 2011
 Others:

Project Description:

This project includes a full-width bituminous reclaim, shoulder paving, turn lane and bypass lane construction, cattle pass removal, catch basin replacement, upgrade guardrails realignment of a county road, and bituminous mill and fill within the towns of Akeley and Dorset.

Project:

This is a reconditioning project of which includes a full-width bituminous reclaim, paving the shoulders, adding turn and bypass lanes. CR 107 will be realigned to improve safety at the intersection. The culverts will be cleaning with safety aprons installed where needed. Cattle passes will be removed along with the replacement of catch basins and manhole casting with the boundaries of Akeley. Guardrail upgrades are also included within the scope of this project. Within the town of Akeley, a 3" bituminous mill and fill will be performed. On TH 226, a 1.5" full-width bituminous mill and fill will be performed with the exception of in the town of Dorset where the 1.5" bituminous mill and fill will be performed in the center 24.0 feet.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 11.4 | \$ 11.4 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 1.9 | \$ 1.9 |
| <u>Right of Way:</u> | <u>\$ 0.2</u> | <u>\$ 0.2</u> |
| Total: | \$ 13.4 | \$ 13.4 |

Project Benefits:

- Extend the useful life of the TH 34 corridor within the project limits.
- Improve safety at the turn lane and bypass lane locations.
- Improve the ride quality of the TH 34 corridor within the project limits.
- Promote proper drainage and water flow at the culvert repair/replacement locations.

Recent Changes and Updates:

- This project has experienced delays as a result of district project prioritization and utilization of funding available during the State Transportation Improvement Program year(s).

Project Risks:

- Unknown bituminous and asphalt costs in the 2011 construction season.
- Unknown steel (culvert) costs in the 2011 construction season.

Key Assumptions:

- Extend the useful life of the TH 34 corridor within the project limits.
- Improve safety at the turn lane and bypass locations.
- Improve the ride quality of the TH 34 corridor within the project limits.



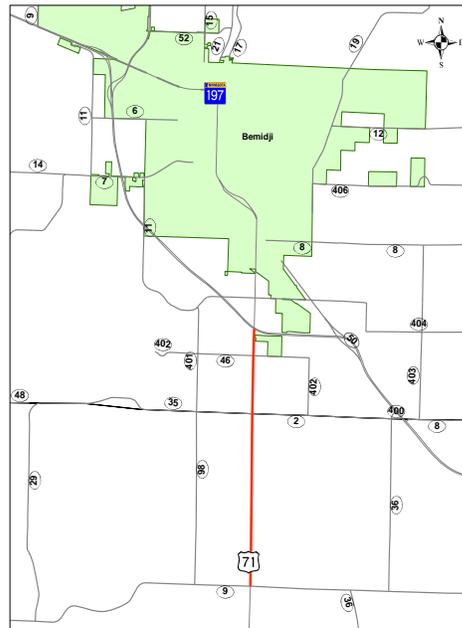
Minnesota Department of Transportation
 District 2
 3920 Highway 2 West
 Bemidji, MN 56601
 (218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. Nick Schreurs
 Original date of posting: 01/28/2005
 Revised: 02/25/2011

PROJECT SUMMARY

TH 71

**Hubbard/Beltrami County Line to the Junction of TH 197
SP 0409-12**



Schedule:

Environmental Document Approved: 02/10/2007
 Municipal Consent: In Progress
 Geometric Layout Approved: 03/31/2005
 Construction Limits Established: Summer 2008
 Original Letting: 01/02/2009
 Current Letting: 12/18/2009
 Construction: 2010

Others:

Project History:

The area along US 71 south of the City of Bemidji continues to see increased congestion, accidents, and access points. A temporary signal has been installed at the off ramp at USTH 2. Major retail is anticipated in the near future along the corridor.

Project Benefits:

- Improve road capacity
- Improve traffic flow near key intersections.
- Purchase access control
- Increase safety.
- Improve ride

Project Risks:

- R/W costs may exceed anticipated costs.
- Entrance modifications and controlled access are controversial
- City Utility unknowns
- Contaminated soil Unknowns
- Detour routes and conditions

Project Description:

Urban Five-lane Expansion within the City of Bemidji. Expansion of a Rural Two-Lane Roadway to a Four-Lane south of Bemidji, Center Left Turn lane addition in rural 2-lane areas
 Work associated with this project includes, Grade and Surface; Bridge Construction; Bridge Rehabilitation; Signal Installation; Pavement Rehabilitation

Existing Bridge# 04012 – becomes South Bound

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 21.2 | \$ 21.2 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 2.8 | \$ 2.8 |
| <u>Right of Way:</u> | <u>\$ 2.5</u> | <u>\$ 2.5</u> |
| Total: | \$ 26.5 | \$ 26.5 |

Costs are in 2010 dollars

Recent Changes and Updates:

- This project has experienced delays as a result of district project prioritization and utilization of funding available during the State Transportation Improvement Program year(s).

Key Assumptions:

- City Utility work is limited
- Urban portion is constructed under detour



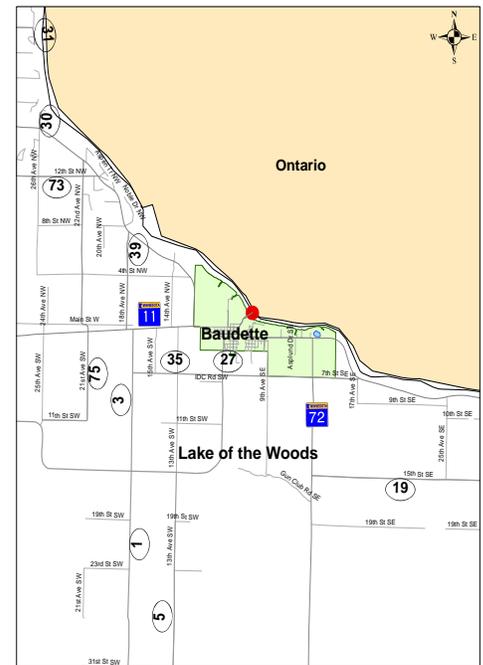
Minnesota Department of Transportation
 District 2
 3920 Highway 2 West
 Bemidji, MN 56601
 (218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. William Pirkl

Original date of posting: 01/02/09
 Revised: 12/18/2009

PROJECT SUMMARY

TH 72
Rainy River Bridge # 9412
SP 3905-09



Schedule:

Environmental Document Approved: Pending
 Municipal Consent: Pending
 Geometric Layout Approved: Pending
 Construction Limits Established: Pending
 Original Letting: 11/17/2017
 Current Letting: 11/17/2017
 Construction: 2018

Project History:

This Pennsylvania Steel High Truss bridge with an open grate bridge deck was constructed in 1959 by the City of Baudette and operated as a toll bridge until Mn/DOT and Ontario Ministry of Transportation assumed ownership. The deck width is 26.5 feet, the main span length is 192.5 feet with the structure length being 1,285 feet.

Project Description:

Replace Mn/DOT Bridge #9412 over the Rainy River on a new alignment NW of the current alignment.

Project Benefits:

- Replace a fracture critical structure with a redundant one.
- Improve geometry and traffic safety.

Project Risks:

- Relocation of U.S. Customs building.
- Cultural Resource issues in Minnesota as well as Ontario, Canada.
- International Agreements will need to be developed and coordinated to enable budget and logistics planning.
- Relocation of a Transfer station of which serves power to the cities of Baudette and Rainy River, Ontario, Canada will need coordination.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 37.7 - \$ 50.9 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 0.2 - \$ 0.3 |
| Right of Way: | \$ | \$ 14.5 - \$ 19.6 |
| Total: | \$ | \$ 52.4 - \$ 70.8 |

Cost split between Minnesota and Canada. MN share is \$18.9-\$25.5.

Recent Changes and Updates:

- No changes in this project.

Key Assumptions:

- Safety will be improved as a result of eliminating the current fracture critical structure and improving geometry.



Minnesota Department of Transportation
 District 2
 3920 Highway 2 West
 Bemidji, MN 56601
 (218) 755-6500

District Engineer: Mr. Lynn C. Eaton
Project Manager: Mr. William Pirkl

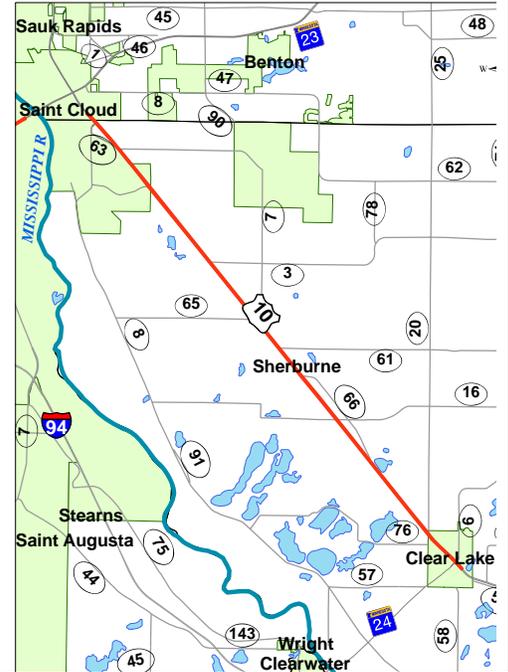
Original date of posting: 11/17/2017
 Revised: 11/17/2017

**District Project Summary
District 3**

| TH | PROJECT LOCATION | PAGE |
|-----------|---|-------------|
| TH 10 | WB LANES FROM ST. CLOUD TO CLEAR LAKE | C2 |
| TH 23 | WASHINGTON MEMORIAL DRIVE TO 4TH AVENUE | C3 |
| TH 23 | JCT TH 95 TO JCT TH 25 IN FOLEY | C4 |
| TH 23 | DESOTO BRIDGE OVER MISSISSIPPI RIVER IN ST. CLOUD | C5 |
| TH 25 | BUFFALO TO MONTICELLO | C6 |
| TH 371 | NISSWA TO PINE RIVER | C7 |

PROJECT SUMMARY

TH 10 Pavement Replacement WB Lanes from St. Cloud to Clear Lake



Schedule:

Environmental Document Approved: May 2009
 Municipal Consent: NA
 Geometric Layout Approved: NA
 Construction Limits Established: NA
 Original Letting: 01-22-2010
 Current Letting: 01-22-2010
 Construction: 2010 and 2011
 Others Important Project Milestones: NA

Project History:

The west bound lanes of TH 10 were constructed in 1951. A joint sealing project was conducted in 1974, followed by a repair project in 1997. The shoulders and turn lanes are bituminous.

Project Description:

Pavement Replacement on WB lanes from St. Cloud to Clear Lake, includes intersection reconstruction at 15th Avenue SE in St. Cloud and at Jct. TH 24 in Clear Lake. The existing 11 foot wide travel lanes will be widened to 12 feet to meet current standards.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 16.9 | \$ 16.9 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 3.4 | \$ 3.4 |
| Right of Way: | \$ 0.0 | \$ 0.0 |
| Total: | \$ 20.3 | \$ 20.3 |

Project Benefits:

- The new pavement will provide a smooth ride and will require minimal maintenance over the next 20 years. The widened lanes will meet current standards.

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

- The estimate was based on estimated quantities and average bid prices.

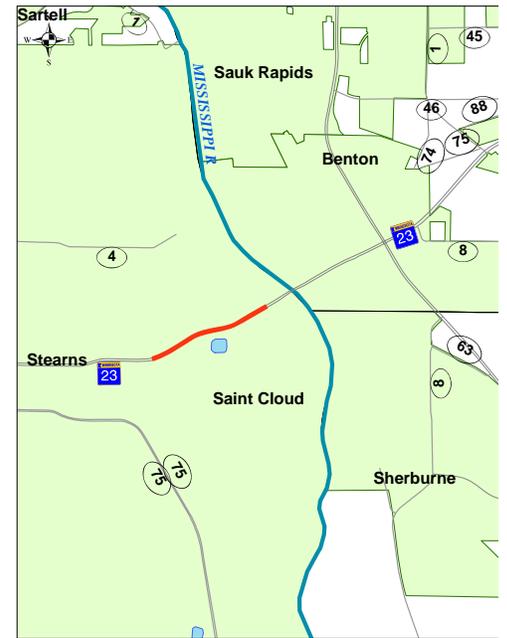


Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
 District Engineer: Robert Busch
 Project Manager: Claudia Dumont
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23

Wash. Mem. Dr. to 4th Ave in St. Cloud



Schedule:

Environmental Document Approved: Sep. 8, 2008
 Municipal Consent: Apr. 21, 2008
 Geometric Layout Approved: Oct. 23, 2007
 Construction Limits Established: Feb. 9, 2008
 Original Letting: Jan. 23, 2009
 Current Letting:
 Construction: April 2009 to November 2009
 Others Important Project Milestones:

Project Description:

- Replace structurally deficient bridge
- Reconstruct 4-lane urban highway
- Add access from 10th Ave. to westbound Highway 23

Project History:

This project was programmed to replace the structurally deficient bridge over 10th Avenue. The bridge was constructed in 1958. The west abutment has been shifting due to weak soils underneath the foundation. Additional foundation work was completed shortly after the bridge was opened to try and stop the abutment from shifting. The abutment has continued to shift, however. The steel girders were repainted in 1978.

Pavement reconstruction is also included in the project. The pavement was also constructed in 1958 and is in need of replacement.

Project Benefits:

- Removal of a structurally deficient bridge
- Replacement of deteriorating pavement
- Improved pedestrian facilities
- Access added from 10th Ave. to westbound Highway 23

Project Risks:

- Potential groundwater contamination

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 14.1 | \$ 14.1 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 2.8 | \$ 2.8 |
| <u>Right of Way:</u> | <u>\$ 0.4</u> | <u>\$ 0.4</u> |
| Total: | \$ 17.3 | \$ 17.3 |

Recent Changes and Updates:

- Recent STIP amendment submitted and approved for cost increase associated with local costs and inflationary adjustments to state costs.

Key Cost Estimate Assumptions:

- Cost estimate based upon estimated quantities and average bid prices

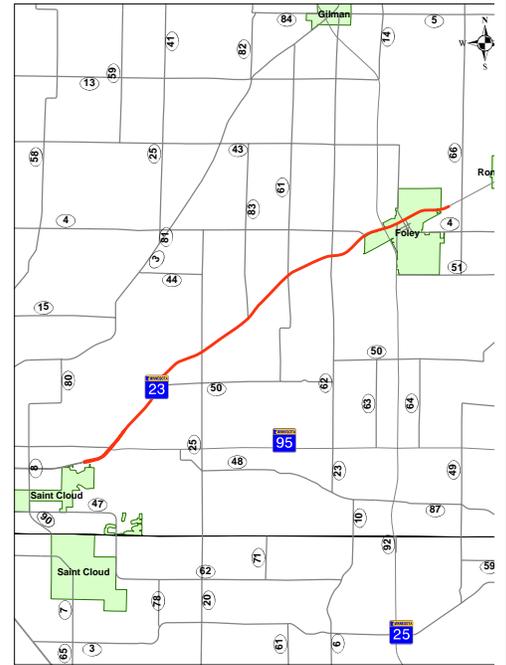


Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
District Engineer: Robert Busch
Project Manager: Terry Humbert
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Trunk Highway 23

From Jct. TH 95 to Jct. TH 25 in Foley



Schedule:

Environmental Document Approved: 9-5-2003
 Municipal Consent: 5-18-2004
 Geometric Layout Approved: 6-26-2003
 Construction Limits Established: underway
 Original Letting: February 28, 2011
 Current Letting: February 28, 2011
 Construction: 2011 and 2012
 Others Important Project Milestones:

Project Description:

Expand the existing two-lane highway to a four-lane expressway between TH 95 and TH 25. Mill and overlay existing TH 23 from TH 25 to the east limits of Foley.

Project History:

TH 23 has a long history of fatal and severe injury head-on crashes. TH 23 is a heavily traveled connection between St. Cloud and Duluth, and traffic volumes continue to grow. The project will consolidate access.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 28.5 | \$ 28.5 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 5.7 | \$ 5.7 |
| Right of Way: | \$ 6.3 | \$ 6.3 |
| Total: | \$ 40.5 | \$ 40.5 |

Project Benefits:

- Improved safety and mobility on the corridor.

Recent Changes and Updates:

- The project was originally planned for construction in 2008, but has been delayed several years due to the lack of funding. Project funding currently identified in FY 2012 and 2013.

Project Risks:

-

Key Cost Estimate Assumptions:

- The estimate is based on an average cost per mile for recent expansion projects built in District 3, with an inflationary increase.



Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
 District Engineer: Robert Busch
 Project Manager: Claudia Dumont
 Original date of posting:
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Desoto Bridge



Schedule:

Environmental Document Approved: May 6, 2008
 Municipal Consent: June 2, 2008
 Geometric Layout Approved: April 18, 2008
 Construction Limits Established: April 18, 2008
 Original Letting: July 25, 2008
 Current Letting:
 Construction: August 2008 to November 2009
 Others Important Project Milestones:

Project Description:

- Replace the Mississippi River bridge and approaches

Project History:

The Mississippi River bridge was completed in 1957. The deck had been resurfaced in 1978. The bridge was listed as fracture critical and structurally deficient. The bridge was closed on March 20, 2008 because an inspection had detected bent gusset plates. Mn/DOT made a decision to replace the bridge.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 19.8 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 1.0 |
| <u>Right of Way:</u> | \$ | \$ 0.3 |
| Total: | \$ | \$ 21.1 |

Project Benefits:

- Replacement of fracture critical bridge
- Improved bike and pedestrian facilities on bridge

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

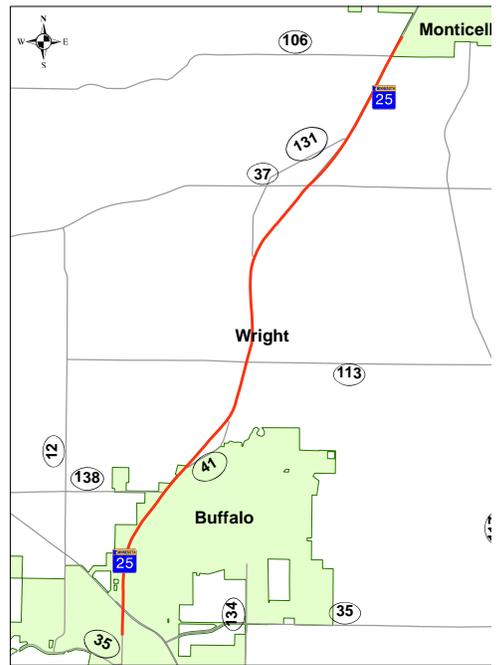
- Construction and Right of Way are based upon actual costs. Engineering costs are estimated.



Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
District Engineer: Robert Busch
Project Manager: Terry Humbert
 Original date of posting: January 6, 2009
 Revised: Month date, Year

PROJECT SUMMARY

TH 25 2-Lane to 4-Lane Expansion Buffalo to Monticello



Schedule:

Environmental Document - EA: 2/28/2009
 Municipal Consent (if applicable): No
 Geometric Layout Approved: No
 Construction Limits Established: Yes
 Original Letting: 2015
 Current Letting: 2015
 Construction: 2015/2016

Project Description:

TH 25 Reconstruction from undivided 2-lanes to divided 4-lanes. The project begins at the intersection of TH 55 and extends approximately 7.9 miles to the divided 4-lane segment approximately 1.2 miles south of Interstate 94 in the City of Monticello, Wright County, Minnesota.

Project History:

This segment of TH 25 is a Medium Priority Interregional Corridor connecting the City of Buffalo, a Level 2 Regional Trade Center, to Interstate Highway 94 (I-94) in Monticello. The cities of Buffalo and Monticello are growing rapidly and both local and regional traffic demand on TH 25 is increasing, leading to capacity problems. There is a high crash density on this segment also. The average annual daily traffic volume in 2006 on Highway 25 was 20,400 vehicles per day. The volumes are projected to grow to 33,800 by 2030.

Project Benefits:

- Safety improvements
- Reduced congestion

Project Risks:

- Wellhead Protection Areas
- Railroad Agreement
- Utility Agreements

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 35.4 - \$ 48.0 |
| Other Construction elements: | \$ | \$ 4.5 - \$ 6.1 |
| Engineering: | \$ | \$ 7.1 - \$ 9.5 |
| Right of Way: | \$ | \$ 12.8 - \$ 17.3 |
| Total: | \$ | \$ 59.8 - \$ 80.9 |

Recent Changes and Updates:

- Project presently identified in years 2015-2016 of district's 2013-2018 highway improvement plan.

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
 District Engineer: Robert Busch
 Project Manager: Dave Schwarting
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 371

Nisswa to Pine River

<http://www.dot.state.mn.us/d3/projects/hwy371/index.html>



Schedule:

Environmental Document Approved: Initial EIS completed in 2005 for entire 16 mile corridor. Supplemental EIS process initiated in 2007 for changes proposed in Pequot Lakes. Municipal Consent: Required in four communities following environmental documentation and layout approval. Geometric Layout Approved: Initiated from Nisswa through Pequot Lakes. Construction Limits Established: Portion from Nisswa through Pequot Lakes. Original Letting: 2011 (Stage 1) 2014 (Stage 2) Current Letting: 2018 (Stage 1) 2029 (Stage 2) Other Important Project Milestones: Required Mitigation of historic depot in Pine River ready for letting in January 2009. (Required by 2205 EIS)

Project Description:

Expansion of 16 miles of existing two-lane Medium Priority IRC corridor to a divided four-lane highway facility. Project limits include the communities of Nisswa and Pequot Lakes (Stage 1) and Jenkins and Pine River (Stage 2). EIS level environmental documentation required as well as Municipal Consent for each of the effected communities.

Project History:

Final EIS and Record of Decision were issued in 2005. In 2007 Pequot Lakes formally reversed its previous decision to have the new highway utilize the existing highway corridor and requested MnDOT to change preferred alignment to a bypass of the community. This caused the need for a supplement to the completed EIS. This process is ongoing and is expected to be completed in 2009. Funding constraints have caused MnDOT to delay this project several times since initiating the project in 2002.

Project Benefits:

- Improved Safety
- Reduced Congestion
- Correction of Design Deficiencies

Project Risks:

- Pequot Lakes bypass controversial, supplemental EIS may be challenged.
- Budget constraints may continue to delay project to an undetermined time.
- Turnover of community leadership may cause significant changes.
- Continued development along the existing corridor has the potential to cause significant changes to the chosen alignment or increase cost of required R/W.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 68.0 - \$ 92.0 |
| Other Construction elements: | \$ | \$ 13.6 - \$ 18.4 |
| Engineering: | \$ | \$ 13.6 - \$ 18.4 |
| <u>Right of Way:</u> | \$ | \$ 21.3 - \$ 28.8 |
| Total: | \$ | \$116.5 - \$157.6 |

Recent Changes and Updates:

- Layout: Bypass of Pequot Lakes, elimination of grade separated interchanges.
- Environmental Documentation: Supplemental EIS required for Changes related to new bypass alignment.
- Delay: Funding

Key Cost Estimate Assumptions:

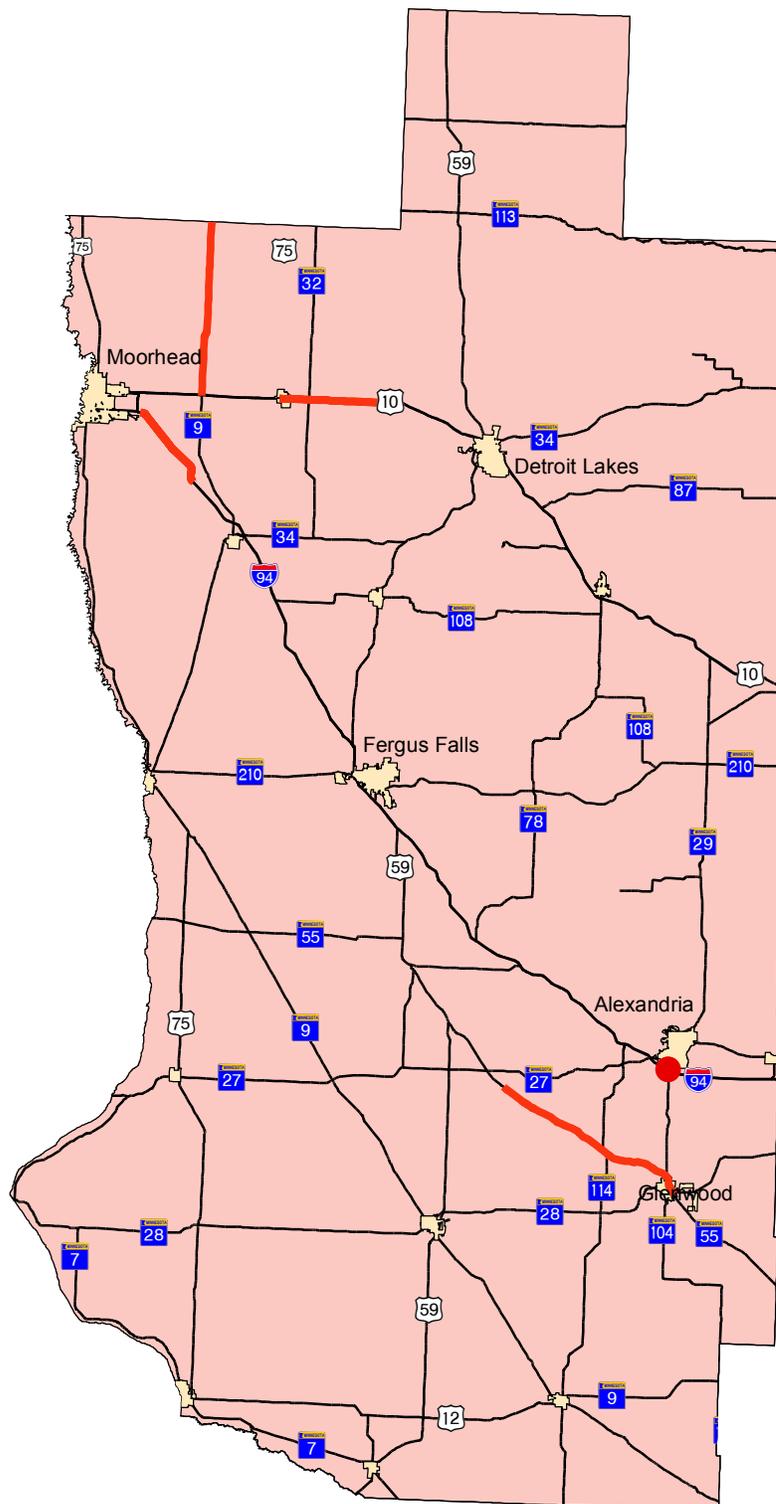
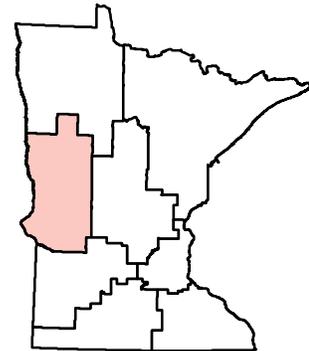
- Alignment studied in Supplemental EIS will not have significant changes.
- 300' R/W corridor.
- R/W donation and spray irrigation field mitigation by Pequot Lakes.
- No interchanges.
- Turnback of existing TH 371 alignment to County Pequot Lakes.



Minnesota Department of Transportation
 District 3
 7694 Industrial Boulevard
 Baxter, MN 56425
 (218) 828-5700 / (800) 657-3971
District Engineer: Robert Busch
Project Manager: Timothy Bray
 Original date of posting: Dec 12, 2008
 Revised: _____



Major Highway Projects District 4



Detroit Lakes

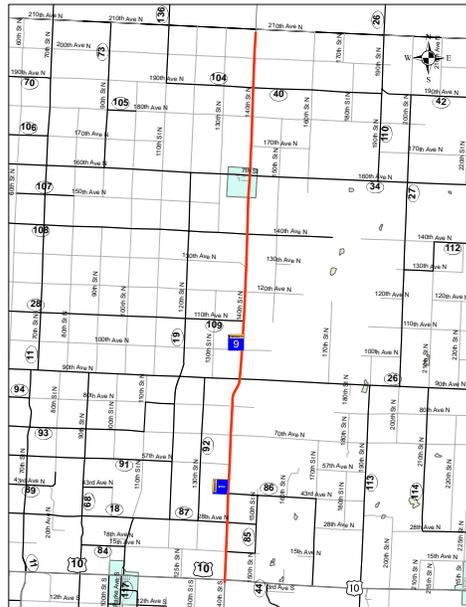
 Major Highway Projects

**District Project Summary
District 4**

| TH | PROJECT LOCATION | PAGE |
|-----------|-----------------------------------|-------------|
| TH 9 | TH 10 TO N CLAY COUNTY LINE | D2 |
| TH 29 | BRIDGE IN ALEXANDRIA | D3 |
| TH 55 | W DOUGLAS COUNTY LINE TO GLENWOOD | D4 |
| I 94 | JCT TH 336 TO DOWNER EXIT | D5 |

PROJECT SUMMARY

TH 9 TH 10 to North Clay County Line SP 1410-15



Schedule:

Environmental Document Approved: tent 2010
 Municipal Consent: N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: tent. 2009
 Original Letting: 11/19/2010
 Construction: 2011

Project History:

- Due to rutting issues this stretch of roadway is a good candidate for a concrete overlay (whitertopping)
- The stretch north of Felton will be milled and surfaced with bituminous due to less truck traffic/rutting.
- All three bridge replacements are needed to due aging structures, load restrictions and narrow geometrics

Project Benefits:

- New concrete surface will provide long life, reduced maintenance, eliminate rutting and improve ride and safety
- Replaced bridges will be up to current standards and reduce maintenance
- Additional turn lanes will enhance safety and mobility
- Paved shoulders and rumble stripes will improve safety

Project Risks:

- Unknown condition of bituminous after milling-can it handle equipment
- No boring information
- Whitertopping is new to the District
- Contingency of 10% was used for construction, resulting in a construction contingency of \$1.09M and a total contingency of \$1.3M.

Project Description:

- Milling and Concrete Overlay (Whitertopping) from TH10 to Felton
- Milling and Bituminous surfacing from Felton to North Clay County Line
- Replace Bridges 6415, 6416, and 6417
- Add 6 right turn lanes and a free flow right onto TH 10 Westbound

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 12.38 | \$ 12.38 |
| Other Construction elements: | \$ 1.48 | \$ 1.48 |
| Engineering: | \$ 2.77 | \$ 2.77 |
| <u>Right of Way:</u> | <u>\$ 0.04</u> | <u>\$ 0.04</u> |
| Total: | \$ 16.67 | \$ 16.67 |

Recent Changes and Updates:

- Amendment based on updated hydraulic information & to include the new cost estimating guidance and inflation.

Key Cost Estimate Assumptions:

- Bituminous prices would not continue to increase like we seen this year.
- No subgrade work will be needed.



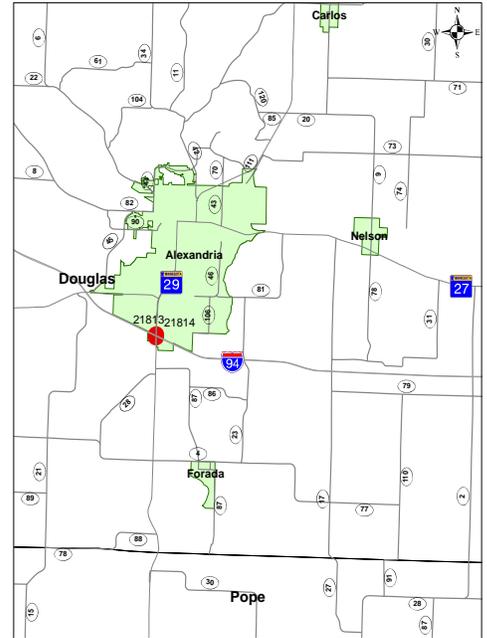
Minnesota Department of Transportation
 District 4
 1000 Hwy 10 W.
 Detroit Lakes, MN 56501
 (218) 846-3600

District Engineer: Lee Berget,
Project Manager: Seth Yliniemi
 Original date of posting: Dec. 19, 2008
 Revised: Month date, Year

PROJECT SUMMARY

TH 29

Replace Bridge 21813 & 21814 in Alexandria SP 2102-58 & 2102-59



Schedule:

Scoping Approved: Dec. 2008
 Planning Study Accepted: Tent. 2010
 Environmental Document Approved: Tent. 2015
 Municipal Consent (if applicable): Tent. 2013
 Geometric Layout Approved: Tent. 2015
 Construction Limits Established: Tent. 2014
 Original & Current Letting: January 2016
 Construction: Fall 2016

Project History:

- Bridge abutments have rotated and moved toward the girder ends
- Bridge has full depth patches and under deck delimitations
- Bridge width and railings are substandard
- Bridge built in 1965
- Considered Structurally Deficient
- NBI Deck rating = 4
- Sufficiency Rating = 79.0 for bridge 21813
- Sufficiency Rating = 66.7 for bridge 21814
- Increased maintenance required
- Replacement is only feasible option

Project Benefits:

- Replaces a structurally deficient bridge with a bridge that meets current standards
- Reduces long term maintenance
- Adds left turn lane for I94 EB & WB on ramp for improved safety
- Add single left turn lane on both bridges
- Possible 4-laning or frontage road to enhance LOS and safety.

Project Risks:

- Traffic and development continues to increase along the TH 29 corridor. This may create the need for additional bridge width. This intern will create the need for a 4-lane divided section to the south of the bridge. A planning study is being conducted in 2009. A contingency of \$7.2 million is included in the TPCE for possible 4 lane and \$1.4 M for the possible double lefts on both bridges.
- Utility Impacts & ROW Impacts
- 50th Ave intersection to the north of the bridge is not taken into consideration for the estimate.

Project Description:

- Replace Bridge 21813 SB & 21814 NB
- Construct approach panels
- Grade and concrete surface tie ins
- Possible 4 lane for 1.2 miles

Total Project Cost Estimate (millions):

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 14.2 - \$ 22.0 |
| Other Construction elements: | \$ | \$ 1.9 - \$ 3.5 |
| Engineering: | \$ | \$ 3.2 - \$ 6.0 |
| Right of Way: | \$ | \$ 0.3 - \$ 2.2 |
| Total: | \$ | \$ 19.3 - \$ 33.7 |

- *Cost estimates are adjusted to year of expenditure, using a cumulative inflation factor of 1.3543.*
- *For the portion of this job we know we are going to construct, a 20% risk factor was used based off Ohio DOT Design Completion Guidelines for Cost Estimating. This portion has a contingency of \$3.0M. The remaining contingencies are spelled out in the project risks of this page.*

Recent Changes and Updates:

- Recently completed Scoping

Key Assumptions:

- 2 span Steel Girder span structure with tall abutments
- These two bridges will be constructed as one project



Minnesota Department of Transportation

District 4

1000 Hwy 10 W.

(218) 846-3600

Detroit Lakes, MN 56501

District Engineer: Lee Berget,

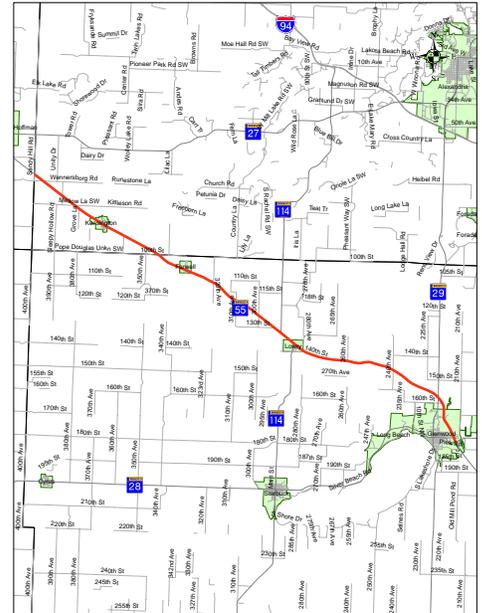
Project Manager: Dan Kuhn

Original date of posting: December 1, 2008

Revised Date: December 10, 2008

PROJECT SUMMARY

Highway 55 West Douglas County Line to Glenwood SP 2107-09 (6107-11)



Schedule:

Environmental Document Approved: Mar. 2009
 Municipal Consent: N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: tent. March 09
 Original Letting: 10-23-09
 Current Letting: 10-23-09
 Construction: 2010

Project Description:

- Mill bituminous 4"
- Reclaim 8"
- Pave 5"
- Culvert Replacements
- Replace Bridge #5481 (Associated work)

Project History:

- Project was programmed because PSR and PQI have met their need year and SR will meet the need in 2009. At that time all values will be below the rehab trigger of 2.6.
- Replacement of BR#5481, although outside of the project limits, was included in the scoping due to low load rating of HS-15, problems with fill behind the abutment and to take advantage of the project detour.
 - Year built 1936
 - NBI Deck Rating = 5
 - NBI Structural Rating = 6
 - Sufficiency Rating = 80.6

Project Benefits:

- Improve ride
- Eliminate all pavement distress
- Reclaim will provide stronger base course
- Use of polymer-modified asphalt will retard future cracking
- Reduce maintenance costs
- Improve hydraulics

Project Risks:

- Unknown condition related to disappearing fill behind the bridge abutment
- No bridge survey or estimate finished at this time.
- Materials Design Recommendation is not final.
- Construction limits are not final.
- Quantities may vary as design proceeds based on survey information.
- The total Contingency for the project is \$1.26 (2011\$)

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 11.6 | \$ 11.6 |
| Other Construction elements: | \$ 1.3 | \$ 1.3 |
| Engineering: | \$ 2.6 | \$ 2.6 |
| Right of Way: | \$ 0.0 | \$ 0.0 |
| Total: | \$ 15.5 | \$ 15.5 |

Cost estimates are adjusted to year of expenditure using an inflation rate of 1.050 provided by OIM.

Recent Changes and Updates:

- Scope was amended to include updated hydraulics recommendation.
- Draft MDR was completed and scope was amended to include modified pavement fix.
- Estimate includes the new cost estimating guidance.

Key Cost Estimate Assumptions:

- An 8% risk factor was used to calculate the contingency for construction letting cost of \$0.89M (2009\$). The percent is based off Ohio DOT Design Completion Guidelines but reduced slightly since a draft MDR is completed.
- The 2007 average bid prices were used and then adjusted 5% per year to bring to 2009 dollars.



Minnesota Department of Transportation
 District 4
 1000 Hwy 10 W.
 Detroit Lakes, MN 56501
 (218) 846-3600

District Engineer: Lee Berget,
Project Manager: Lori Vanderhider
 Original date of posting: December 19, 2008

PROJECT SUMMARY

Interstate 94 WB Junction of TH 336 to Downer Exit SP 1480-142



Schedule:

Environmental Document Approved: Tent 2009
 Construction Limits Established: Tent 2009
 Original Letting: February 6, 2010
 Construction: Tent summer 2010

Project History:

- Bridge requires rehab due to aging structure.
- This portion of I-94 was constructed in 1970. It has severely cracked and potholes are developing as the pavement structure continues to deteriorate.

Project Benefits:

- New concrete surface will provide long life, less maintenance, eliminate potholes, and improve ride. By doing all this it will also increase safety.
- Shoulders will be brought to current design widths.

Project Risks:

- Materials Design Recommendation is not final. Draft MDR dated 9/29/08 used for estimate (\$0.17M).
- Piping system for bridge needs to be investigated (\$0.09M).
- There is no final hydraulics recommendation (\$0.12M).
- Environmental regulations for the deck drain piping and concrete paving may change.

Project Description:

Unbonded concrete overlay
 Replace bituminous shoulders
 Replace off and on ramp shoulders
 Re-deck and new approach panels for bridge 14803

Total Project Cost Estimate (millions)

Date of current STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 12.0 | \$ 12.0 |
| Other Construction elements: | \$ 1.0 | \$ 1.0 |
| Engineering: | \$ 3.0 | \$ 3.0 |
| Right of Way: | \$ 0.0 | \$ 0.0 |
| Total: | \$ 16.0 | \$ 16.0 |

Recent Changes and Updates

- Draft Materials Design Recommendation Completed.

Key Cost Estimate Assumptions:

- Structural issues will not prevent deck width on inside shoulder from being increased.
- A project risk factor of 7% was used to calculate the contingency, other than the specific risk listed on the left.



Minnesota Department of Transportation
 District 4
 1000 Hwy 10 W.
 Detroit Lakes, MN 56501
 (218) 846-3600

District Engineer: Lee Berget,

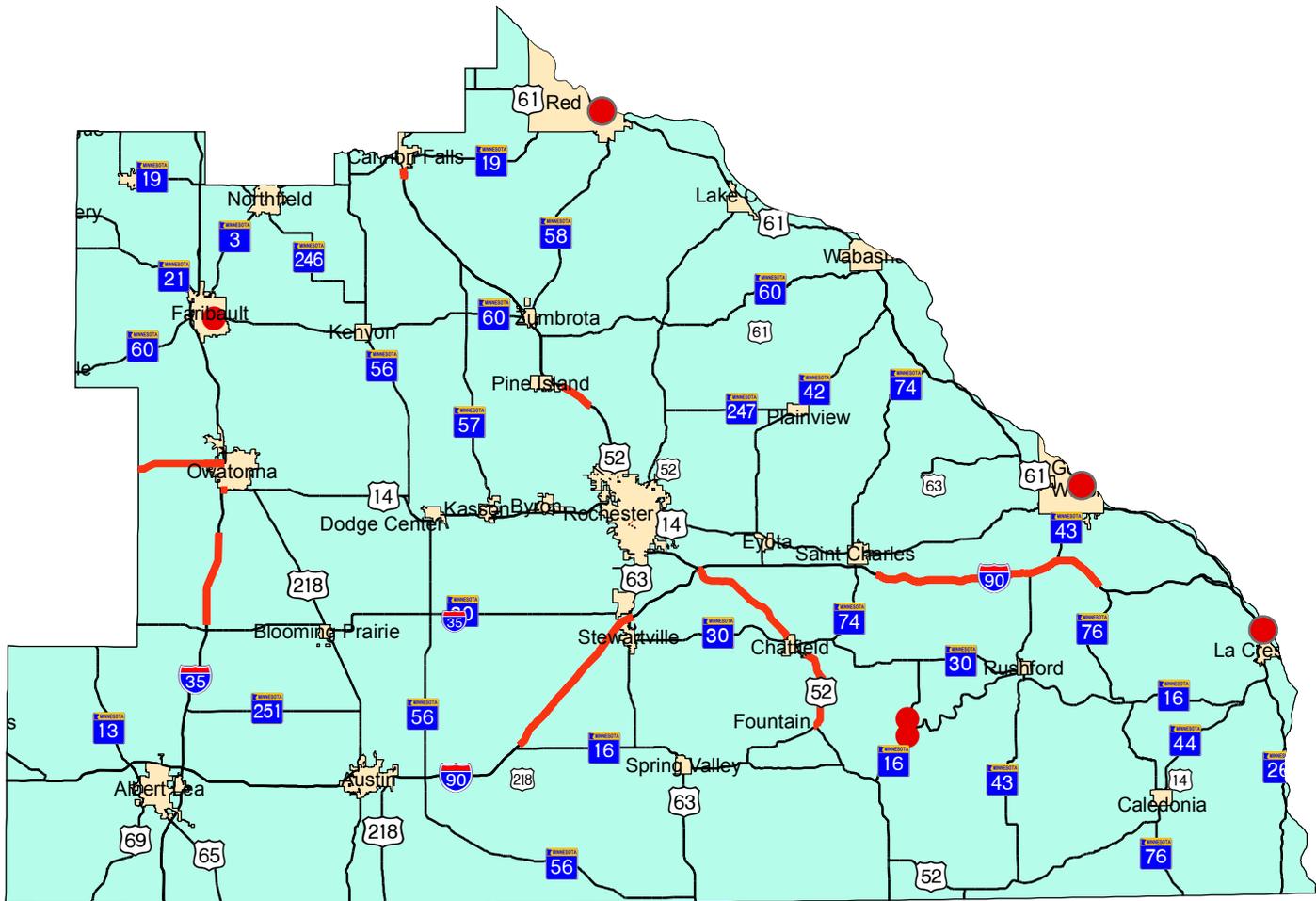
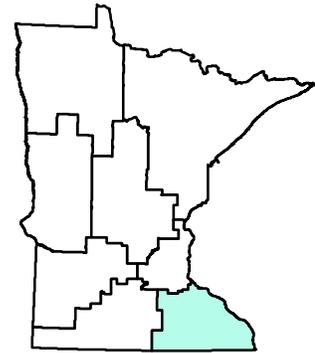
Project Manager: Dan Kuhn

Original date of posting: Dec. 19, 2008

Revised:



Major Highway Projects District 6



Rochester

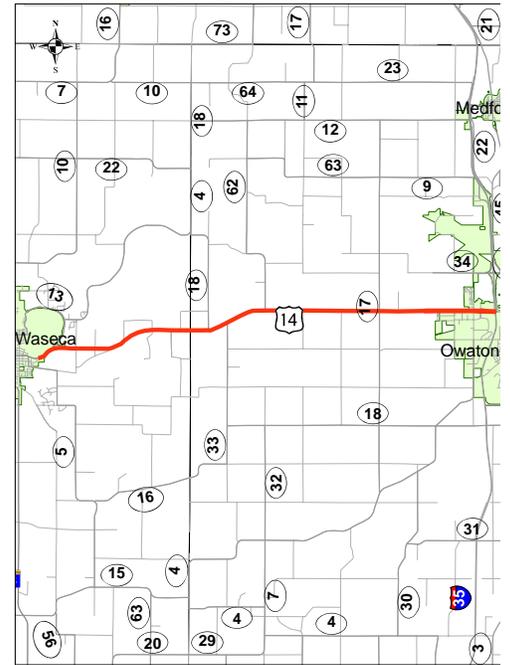
Major Highway Projects

**District Project Summary
District 6**

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| I 35 | TH 30 TO CR 31-STEELE COUNTY | E3 |
| TH 43 | WINONA BRIDGE OVER MISSISSIPPI RIVER | E4 |
| TH 52 | CANNON FALLS INTERCHANGE | E5 |
| TH 52 | FOUNTAIN TO CHATFIELD | E6 |
| TH 52 | CHATFIELD TO I 90 | E7 |
| TH 52 | ELK RUN INTERCHANGE | E8 |
| TH 60 | REPLACE BRIDGE 5370 | E9 |
| TH 63 | RED WING BRIDGE OVER MISSISSIPPI RIVER | E10 |
| I 90 | CSAH 43 TO CSAH 76 | E11 |
| I 90 | WINONA COUNTY BY ST. CHARLES-LEWSTON | E12 |
| I 90 | TH 16 TO TH 63 | E13 |
| I 90 | DRESBACH BRIDGE OVER MISSISSIPPI RIVER | E14 |
| TH 250 | REPLACE BRIDGE 6975 AND 6977 | E15 |

PROJECT SUMMARY

Highway 14 Bit Mill and Overlay – Steele County SP 7480-114



Schedule:

- Project is tentatively scheduled for Letting in January 23, 2009.

Project History:

- Trunk Highway 14 provides a direct connection between Mankato and Rochester, both major regional centers in southern Minnesota.

Project Benefits:

- The purpose of this project is to improve the connectivity, safety and level of service for users on Trunk Highway 14 from Owatonna to the westerly Steele County Line as part of an overall effort to improve Trunk Highway 14 from Waseca to Owatonna.

Project Risks:

- Traffic detour during construction.

Project Description:

This project provides for a four-lane expansion of Trunk Highway 14 from Owatonna to the westerly Steele County Line. The majority of this project is on a new alignment, however, the existing interchange at the southerly junction of Trunk Highway 14 and Interstate 35 will be reconstructed along with short segments of both Trunk Highway 14 and Interstate 35 in this area.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 65.3 | \$ 65.3 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 3.2 | \$ 3.2 |
| <u>Right of Way:</u> | <u>\$ 12.3</u> | <u>\$ 12.3</u> |
| Total: | \$ 80.8 | \$ 80.8 |

Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to be detoured during construction.



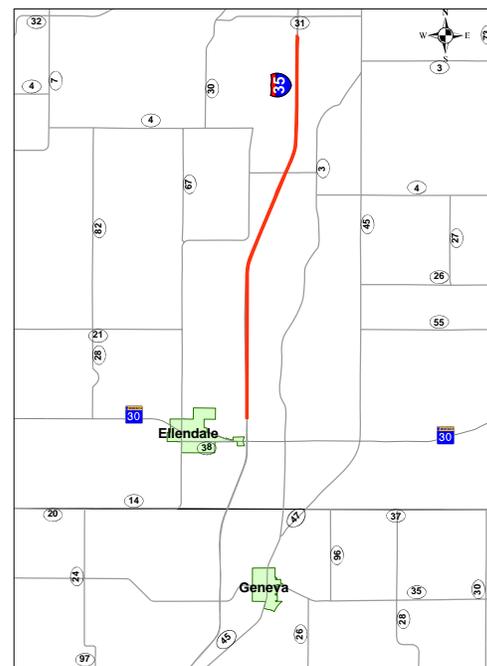
Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kyle Lake

Original date of posting: November 19, 2008
Revised: -

PROJECT SUMMARY

Interstate 35 TH 30 TO CR 31 - Steele County SP 7480-115



Schedule:

- This project is scheduled for Letting on February 27, 2009.

Project History:

- Interstate 35 surface was constructed in 1966.

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances.

Project Risks:

- Traffic will be moved to southbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 14.2 | \$ 14.2 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 1.8 | \$ 1.8 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 16.0 | \$ 16.0 |

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to utilize temporary cross-overs during construction.



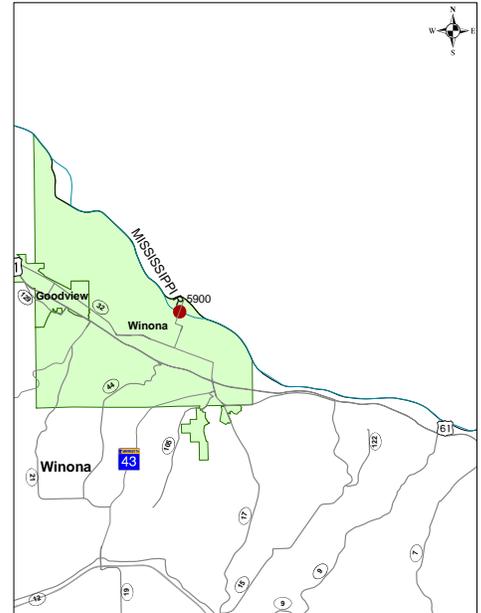
Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kyle Lake

Original date of posting: November 19, 2008
Revised: -

PROJECT SUMMARY

Highway 43 Replace Bridge No. 5900 Winona County – In Winona SP 8503 – 46



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2015.
- Construction in 2015

Project History:

- Bridge No. 5900 was built in 1941 and has a Sufficiency Rating of 49.8, indicating the need for replacement.
- Bridge No. 5900 was recently closed after bridge inspections revealed corrosion issues and a retrofit project was implemented to open the bridge to traffic again.

Project Benefits:

- Bridge No. 5900 is an important Mississippi River crossing for goods and commodities moving between Minnesota and Wisconsin.

Project Risks:

- The close proximity of this bridge to the downtown business district of the City of Winona will present challenges.
- There will be numerous environmental permits required.
- There may be contamination issues in the City of Winona within the proximity of this project.
- Municipal Consent from the City of Winona will be required.

Project Description:

Replace Bridge No. 5900

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------------|
| Construction Letting: | \$ | \$ 209.2 - \$ 283.1 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 39.8 - \$ 53.8 |
| <u>Right of Way:</u> | \$ | \$ 27.6 - \$ 37.4 |
| Total: | \$ | \$ 276.6 - \$ 374.3 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Environmental impacts with bridge and roadway approach work not significant.
- Contamination issues not cost prohibitive.
- Municipal Consent from the City of Winona is obtainable.



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(507) 286-7500

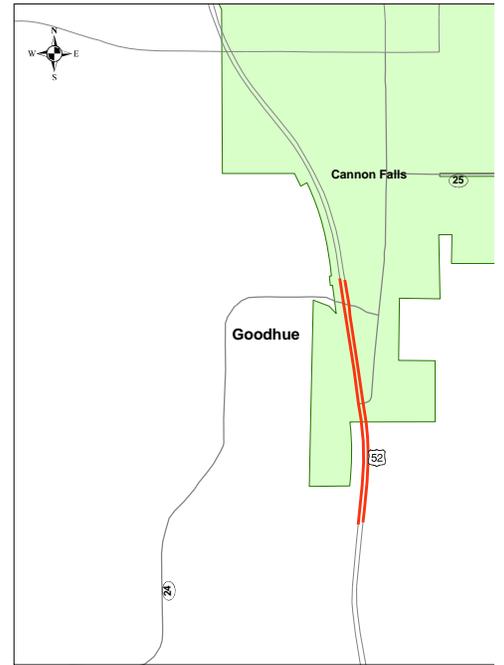
District Engineer: Nelrae Succio

Project Manager: Jai Kalsy

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY
Highway 52
Cannon Falls Interchange
Goodhue County – Cannon Falls



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2014.

Project History:

- This intersection is located within the Highway 52 segment categorized by the state as a high priority interregional corridor that connects two regional trade centers—the Twin Cities metro area and Rochester.

Project Benefits:

- The construction will accommodate the growing traffic volumes and replace the remaining two signals on this IRC. It will also improve connectivity of Highway 52 with other roadways in the area and enhance traffic safety. All of Highway 52 has been designated as a Toward Zero Deaths Corridor.

Project Risks:

- Traffic accommodation during construction;
- Right of Way acquisition;
- Municipal Consent;
- Funding.

Project Description:

Construct Interchange

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 21.3 - \$ 28.8 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 2.8 - \$ 3.7 |
| <u>Right of Way:</u> | <u>\$</u> | <u>\$ 10.2 - \$ 10.2</u> |
| Total: | \$ | \$ 34.3 - \$ 42.7 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

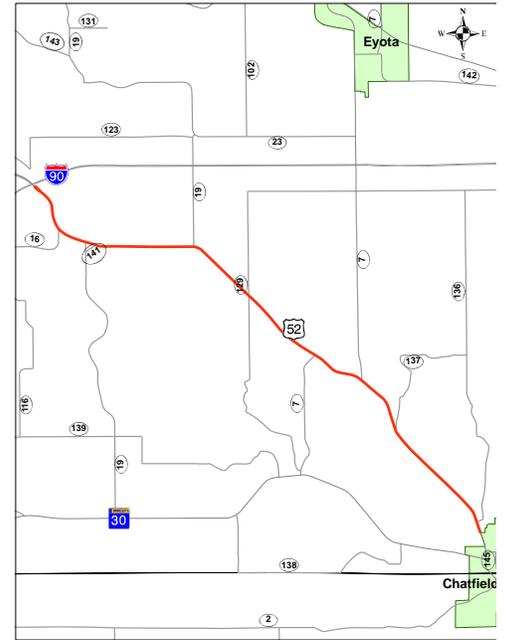
- Preliminary design will be completed in the winter of 2008-2009. Mn/DOT has partnered with the FHWA, Goodhue County, the city of Cannon Falls and area townships throughout the project development process.
- A location for the interchange has been chosen near the southern signal at 323rd St. Way. The solution will meet the goals of Highway 52 as a high priority interregional corridor, improve safety in the corridor and facilitate regional growth in traffic and development.



Minnesota Department of Transportation
 District 6
 2900 48th Street NW
 Rochester, MN 55901-5458
 (507) 286-7500
District Engineer: Nelrae Succio
Project Contact: Greg Paulson
 Original date of posting: November 19, 2008
 Revised: -

PROJECT SUMMARY

Highway 52 From Chatfield to I 90 Fillmore - Olmsted County



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2016.

Project History:

- The current roadway is a two lane undivided highway.

Project Benefits:

- Improve safety and ride quality along the Highway 52

Project Risks:

- Environmental assessment;
- Traffic accommodation during construction;
- Right of Way acquisition;
- Funding.

Project Description:

Reconstruct Highway 52.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 28.8 - \$ 38.9 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 4.5 - \$ 6.7 |
| <u>Right of Way:</u> | <u>\$</u> | <u>\$ 11.5 - \$ 15.6</u> |
| Total: | \$ | \$ 44.8 - \$ 61.2 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to be detoured during construction.



Minnesota Department of Transportation
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(507) 286-7500

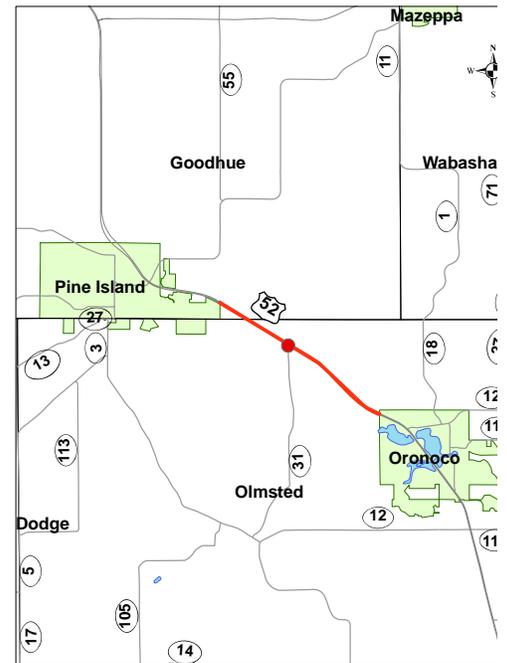
District Engineer: Nelrae Succio

Project Contact: Greg Paulson

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY
Highway 52
Elk Run Interchange
Olmsted County – Pine Island



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2014.

Project History:

- The current roadway is a four-lane divided highway through Pine Island. The Highway 52 Interregional Corridor Management Plan, completed in 2002, recommends the construction of an interchange and supporting frontage roads in the vicinity of 520th Street and County Road 31. A large-scale development known as 'Elk Run' for bioscience, commercial / retail and residential development is planned in the vicinity of this interchange.

Project Benefits:

- Improve safety and mobility in four-lane section of highway with construction of interchange, removing turning movements from 520th Street and County Road 31.
- Improve connectivity of proposed Bioscience and Business Park with locations along the Highway 52 corridor and the City of Pine Island.

Project Risks:

- Environmental assessment;
- Traffic accommodation during construction;
- Right of Way acquisition;
- Funding.

Project Description:

Construct Interchange

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 29.8 – \$ 40.3 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 3.9 - \$ 5.2 |
| <u>Right of Way:</u> | \$ | \$ 10.2 - \$ 13.8 |
| Total: | \$ | \$ 43.9 - \$ 59.3 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to be detoured during construction.



Minnesota Department of Transportation
 District 6
 2900 48th Street NW
 Rochester, MN 55901-5458
 (507) 286-7500

District Engineer: Nelrae Succio

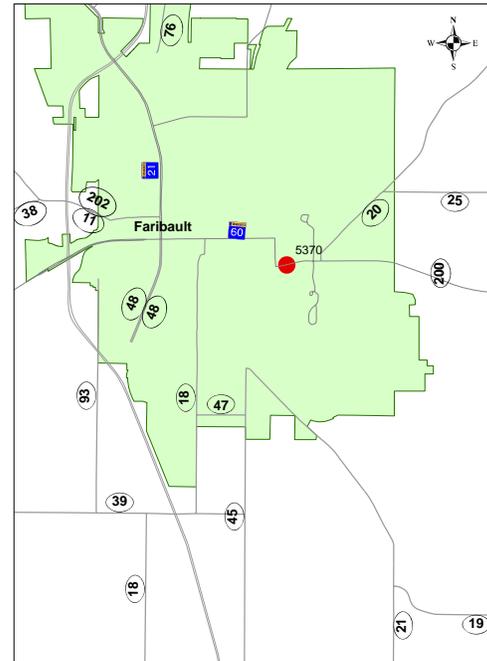
Project Contact: Greg Paulson

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY

Highway 60 Replace Bridge No. 5370 Rice County – In Faribault SP 6607-42



Schedule:

- This project was let on November 21, 2008.
- Construction starting February 2009.

Project History:

- Bridge No. 5370 was built in 1936.

Project Benefits:

- Bridge No. 5370 was built in 1936 and has extensive concrete infiltration on some supporting members, indicating the need for reconstruction.

Project Risks:

- This project has been through the project development phase and was let on November 21, 2008.
- The necessary Environmental Permits have been obtained.
- Municipal Consent from the City of Faribault has been obtained.

Project Description:

Replace Bridge No. 5370

Total Project Cost Estimate (millions)

Date of current STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 9.6 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 1.8 |
| <u>Right of Way:</u> | \$ _____ | \$ 0.1 _____ |
| Total: | \$ | \$ 11.5 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

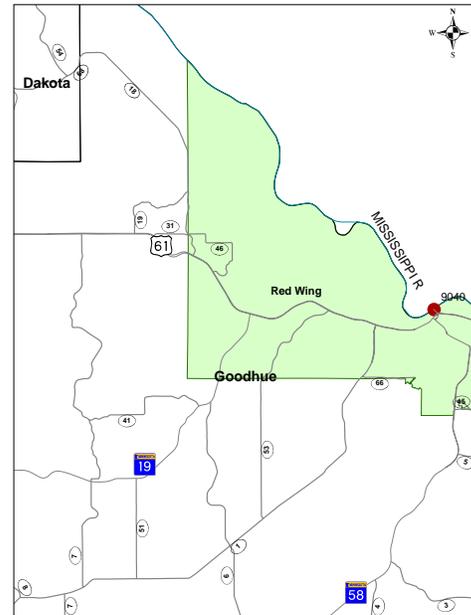
- Project has been let.



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500
District Engineer: Nelrae Succio
Project Manager: Fausto Cabral
Original date of posting: November 19, 2008
Revised: -

PROJECT SUMMARY

Highway 63 Replacement of Bridge No. 9040 Red Wing Bridge SP 2515-21



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2018.

Project History:

- Bridge No. 9040 was built in 1958 and has a Sufficiency Rating of 44.8, indicating the need for replacement.

Project Benefits:

- Replacement of fractural critical Bridge No. 9040 provides better level of service for the traveling public.

Project Risks:

- The existing Right of Way corridor is narrow and it will be challenging to build a new bridge(s) while maintaining Trunk Highway 63 traffic at the same time.
- The roadway geometry on the Minnesota side with the proximity of Trunk Highway 61 will be challenging.
- There are potentially some contaminated properties in the proximity of this project.
- There may be some historical interest in the bridge design that could lead to some bridge design and staging challenges.
- There will be environmental permits required for replacement of this bridge.
- Municipal Consent from the City of Red Wing will be required.

Project Description:

Replace Bridge No. 9040, along with the roadway approaches.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------------|
| Construction Letting: | \$ | \$ 244.2 - \$ 330.4 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 30.0 - \$ 37.1 |
| <u>Right of Way:</u> | \$ | \$ 12.0 - \$ 16.2 |
| Total: | \$ | \$ 286.2 - \$ 383.7 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Historical Issues with the bridge and project do not become cost prohibitive.
- Environmental impacts with roadway approach work not significant.
- Contamination issues do not become cost prohibitive.
- Municipal Consent from the City of Red Wing is obtainable.
- R/W impacts are not extensive.



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio

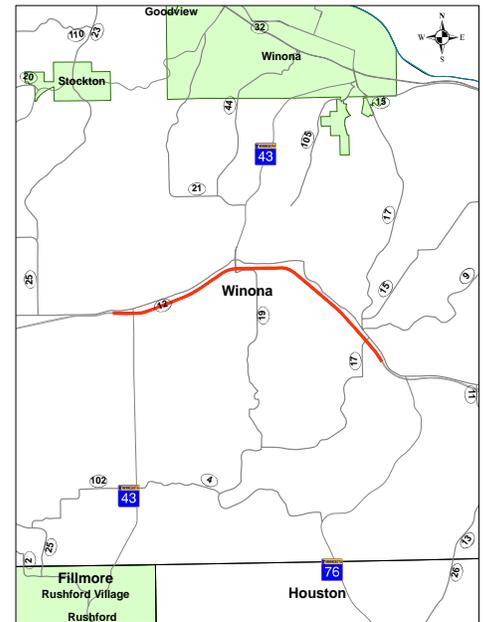
Project Manager: Fausto Cabral

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY

**Interstate 90
TH 43 TO TH 76
Winona County
SP 8580-152**



Schedule:

- This project is tentatively scheduled for Letting on January 28, 2011.

Project History:

- Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances.

Project Risks:

- Traffic will be moved to westbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 12.1 | \$ 12.1 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 1.0 | \$ 1.0 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 13.1 | \$ 13.1 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to utilize temporary cross-overs during construction.



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original date of posting: November 19, 2008
Revised: -

PROJECT SUMMARY

Interstate 90 Winona County –by St. Charles and Lewiston SP 8580-156



Schedule:

- This project is tentatively scheduled for Letting on January 22, 2010.

Project History:

- Interstate 90 concrete surface was constructed in 1971. Sections of this road had bituminous surface layers added at years varying from 1993 to 1990.

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances.

Project Risks:

- Traffic will be moved to westbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 21.7 | \$ 21.7 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 1.3 | \$ 1.3 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 23.0 | \$ 23.0 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Traffic is assumed to utilize temporary cross-overs during construction.



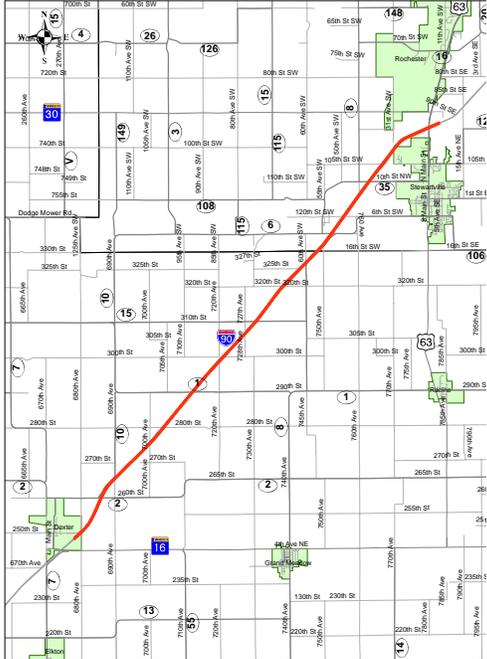
Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Tom Austin

Original date of posting: November 19, 2008
Revised: -

PROJECT SUMMARY

Interstate 90 From TH 16 to TH 63 Mower and Olmsted Counties



Schedule:

- This project is tentatively sought to be developed after 2019.

Project History:

- Interstate 90 concrete surface was constructed in 1971.
-

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances.

Project Risks:

- Traffic will be moved to eastbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 22.1 - \$ 29.9 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 0.6 - \$ 0.8 |
| <u>Right of Way:</u> | \$ | \$ 0.0 - \$ 0.0 |
| Total: | \$ | \$ 22.7 - \$ 30.7 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- None



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio

Project Manager:

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY

Interstate 90 Replacement of Bridge No. 9320 Dresbach Bridge SP 8580-149



Schedule:

- Project is tentatively scheduled for Letting on January 24, 2012.
- Construction 2012

Project History:

- Bridge No. 9320 was built in 1967.

Project Benefits:

- Bridge No. 9320 was built in 1967 and is near the end of its life expectancy.
- Bridge No. 9320 is fracture critical, meaning that if one of the critical members of the bridge fails, the entire structure could fail.

Project Risks:

- The close proximity of this bridge to Trunk Highway 61, the Railroad tracks and the Minnesota Rest Area, will make the roadway and bridge geometry challenging.
- There will be numerous environmental permits required.

Project Description:

Replace Bridge No. 9320 and the roadway approaches on the Minnesota and Wisconsin sides.

Improvements to the Dresbach Rest Area are included in the project scope.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 256.5 | \$ 256.5 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 28.1 | \$ 28.1 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 284.6 | \$ 284.6 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.) MN share is \$198.1M.

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Environmental impacts with bridge and roadway approach work are not significant.



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio

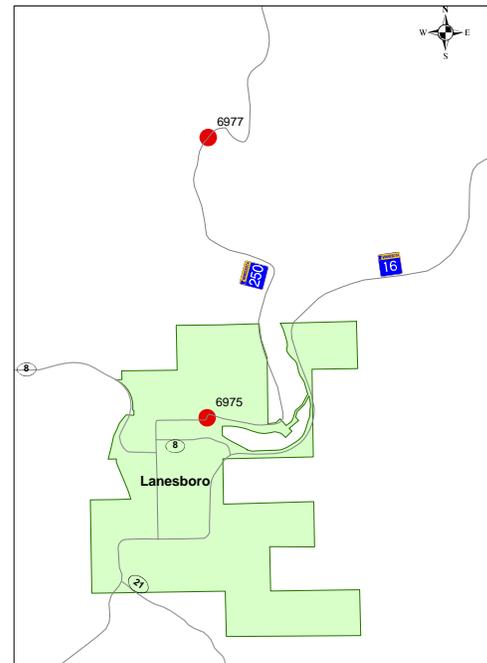
Project Manager: Craig Falkum

Original date of posting: November 19, 2008

Revised: -

PROJECT SUMMARY

Highway 250 Replacement of Bridge No. 6975 and 6977 Fillmore County – Near Lanesboro



Schedule:

- Project is tentatively scheduled for Letting in Fiscal Year 2017.

Project History:

- Bridge No. 6975 was built in 1931 and Bridge No. 6977 was built in 1924. Both structures are classified as Functionally Obsolete.

Project Benefits:

- Both Bridges have substandard roadway approaches with need for horizontal geometric improvements.
- This project will improve safety.

Project Risks:

- The roadway approach work could lead to significant environmental issues.
- It is anticipated traffic will be detoured during construction.
- Municipal Consent from the City of Lanesboro may be required for Bridge No. 6975.

Project Description:

- Replace Bridge No. 6975
- Replace Bridge No. 6977

Total Project Cost Estimate (millions)

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$ 11.6 - \$ 15.8 |
| Other Construction elements: | \$ | \$ 0.0 - \$ 0.0 |
| Engineering: | \$ | \$ 2.2 - \$ 2.9 |
| <u>Right of Way:</u> | \$ | \$ 0.1 - \$ 0.2 |
| Total: | \$ | \$ 13.9 - \$18.9 |

(Cost estimates are adjusted to year of expenditure, assuming 5% annual inflation rate up to 2012 and 4% afterwards.)

Recent Changes and Updates:

- None

Key Cost Estimate Assumptions:

- Environmental impacts with roadway approach work not significant.
- Traffic is assumed to be detoured during construction.
- Municipal Consent from the City of Lanesboro is obtainable, if required for Bridge No. 6975.



Minnesota Department of Transportation
District 6
2900 48th Street NW
Rochester, MN 55901-5458
(507) 286-7500

District Engineer: Nelrae Succio

Project Manager: -

Original date of posting: November 19, 2008

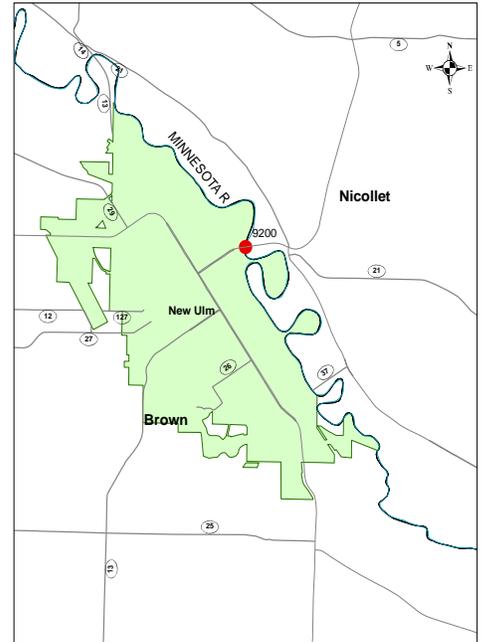
Revised: -

**District Project Summary
District 7**

| TH | PROJECT LOCATION | PAGE |
|-----------|--|-------------|
| TH 14 | BRIDGE OVER THE MINNESOTA RIVER IN NEW ULM | F2 |
| TH 14 | CSAH 6 TO LOR RAY DRIVE IN NORTH MANKATO | F3 |
| TH 14 | CSAH 2 TO WASECA-STEELE COUNTY LINE | F4 |
| TH 60 | WINDOM TO ST. JAMES | F5 |
| TH 60 | BIGELOW TO WORTHINGTON | F6 |
| TH 99 | BRIDGE OVER MINNESOTA RIVER IN ST. PETER | F7 |

PROJECT SUMMARY

Highway 14 Bridge No. 9200 over the Minnesota River New Ulm, MN S.P. 0804-81



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting:
Current Letting:
Construction: 2018-2019
Others Important Project Milestones:

Project History:

Bridge No. 9200 was constructed in 1963. The most recent rehab work was done in 2008, fixing the substructure. Currently the bridge is structurally deficient and has a sufficiency rating of 38. The bridge geometrics and safety features are substandard. The purpose of this project is to replace a structurally deficient bridge, while at the same time improving capacity by expanding the river crossing to four lanes.

Project Benefits:

- Removes a structurally deficient bridge from the state trunk highway system.
- Expands river crossing to four lanes of traffic (first step of the larger US 14 expansion project between New Ulm and North Mankato).
- Provides for a safer pedestrian crossing over the river at this location.
- Creates better ramp geometrics at the Front St interchange.

Project Risks:

- Major geotechnical issues with the soils for the east approach. Anticipate that large quantities of muck will be present.
- Currently the east approach overtops near the US 14 / MN 15 intersection.
- May need acceleration and deceleration lanes on the bridge for the Front St interchange.
- Wetland and floodplain impacts.
- Water quality will need to be addressed.
- Trail access through the Front St. interchange and across the four-lane highway.
- Possibility of flooding during construction.
- City of New Ulm will be interested in aesthetic treatments for the bridge.

Project Description:

- Replace the two-lane bridge (No. 9200) carrying US 14 and MN 15 across the Minnesota River with two parallel two-lane bridges.
- Provide for a pedestrian crossing of the river.
- Adjustment of the ramps at the Front St. interchange to meet current design standards.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-----------------------|
| Construction Letting: | \$ | \$ 31.3-\$36.5 |
| Other Construction Elements: | \$ | \$ 6.6-\$7.6 |
| Engineering: | \$ | \$ 6.2-\$7.2 |
| Right of Way: | \$ | \$ <\$0.1 |
| Total: | \$ | \$ 44.2-\$51.4 |

Costs are adjusted to midpoint of construction year expenditures (FY2011)

Recent Changes and Updates:

- Preliminary scoping completed for Chapter 152 bridges – Dec. 2008

Key Cost Estimate Assumptions:

- Bridge will be expanded from two lanes to four lanes based on recommendation in the Draft EIS prepared for the Highway 14 corridor from New Ulm to North Mankato.



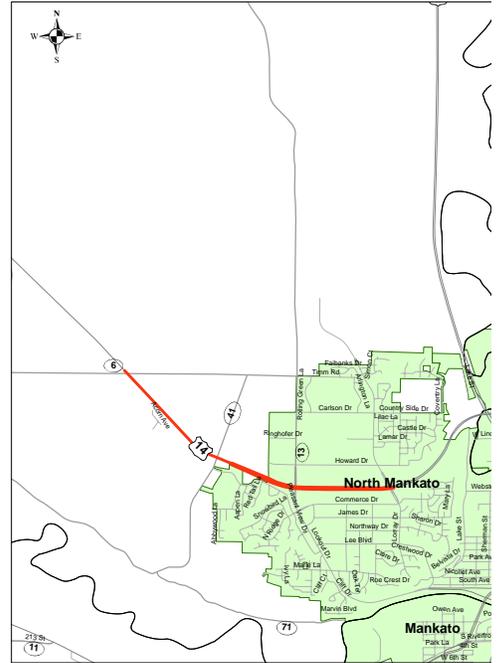
Minnesota Department of Transportation
District 7
501 South Victory Drive
Mankato, MN 56001-5302
(507) 304-6100 / (800) 657-3747
District Engineer: James Swanson
Project Manager: Matthew Rottermond
Original date of posting: Dec. 19, 2008
Revised:

PROJECT SUMMARY

Highway 14

**From 0.2 mile w. of CSAH 6 to Lor Ray Drive, North Mankato
SP 5203-85**

<http://www.dot.state.mn.us/d7/projects/14northmankato>



Schedule:

Environmental Document Approved: May 2004
Municipal Consent (if applicable):
Geometric Layout Approved:
Construction Limits Established:
Original Letting: February 2003
Current Letting: **Unscheduled**
Construction:
Others Important Project Milestones:

Project Description

- Reconstruction & Expansion from two-lanes to four-lanes
- Approximately 2.7 miles
- Construction of a new interchange at Hwy 14 & County Hwy 41
- Realignment of the Hwy 14 and County Hwy 6 intersection
- Roundabouts at the Hwy 14 entrance and exit ramp intersections with County Hwy 41; or
- Traffic Signals

Project History:

- Hwy 14 is a principal arterial roadway, which runs east and west through the City of North Mankato
- It has been classified as a medium-priority interregional corridor between New Ulm and Rochester and is on the National Highway System
- 2001 Traffic study determined need for interchange

Project Benefits:

- Improve Highway Capacity
- Support for Local Development
- System Continuity
- Improved Access Management

Project Risks:

- Constructing a new modified diamond interchange at Hwy 14/County Hwy 41 creates short spacing between the County Hwy 41 and Lookout Drive ramps
- Roundabouts vs. Signals

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-----------------------|
| Construction Letting: | \$ | \$ 35.9-\$37.6 |
| Other Construction elements: | \$ | \$ 0.0-\$ 0.0 |
| Engineering: | \$ | \$ 6.0-\$ 6.3 |
| Right of Way: | \$ | \$ 2.4-\$ 2.4 |
| Total: | \$ | \$ 44.3-\$46.3 |

Recent Changes and Updates

- Considering Roundabouts

Key Cost Estimate Assumptions:

- Minimal risk expected for muck
- Year to which dollars are inflated
- Costs to be split with local units of government



Minnesota Department of Transportation
District 7
501 South Victory Drive
Mankato, MN 56001-5302
(507) 304-6100 / (800) 657-3747

District Engineer: James Swanson

Project Manager: Mary Dieken

Original date of posting: December 1, 2008

Revised:

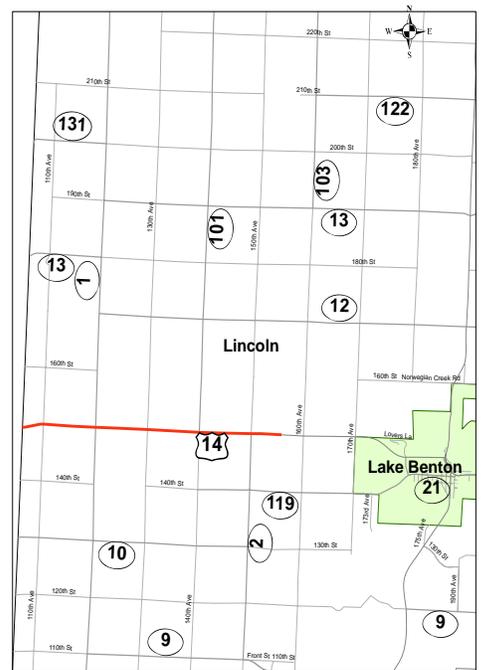
PROJECT SUMMARY

Highway 14

2231' N. of CSAH 2 to East Waseca County Line

SP 8103-49

<http://www.dot.state.mn.us/d7/projects/14owatonna/>



Schedule:

Environmental Document Approved: June 1999
 FEIS Re-Evaluation: December 27, 2007
 Municipal Consent (if applicable): March 2008
 Geometric Layout Approved: Sept. 7, 1999
 Construction Limits Established: Feb. 20, 2004
 Original Letting: July 1, 2005
 Current Letting: May 2, 2008
 Construction: July 2008 – June 2011

Project Description:

- Construct 4-lane divided highway from County Hwy 2 to the Waseca/Steele County Line
- Realignment of Hwy 13
- Controlled access on new Hwy 14 alignment
- Construct 10 new bridges

Project History:

SP 8103-49 is the third construction stage of a four-lane expansion of Hwy 14 from Mankato to Owatonna. The design of the road will be rural, four-lane, depressed median, expressway with grade-separated overpasses and interchanges.

Project Benefits:

- Provides continuity between adjacent 4-lane section
- Improves safety with 4-lane divided design and removing at-grade crossings
- Increases highway capacity

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | Baseline Est. | Current Est. |
|-----------------------|----------------------|---------------------|
| Construction Letting: | \$ 57.5 | \$ 57.5 |
| Utilities: | \$ 11.5 | \$ 11.5 |
| Engineering: | \$ 1.2 | \$ 1.2 |
| Right of Way: | \$ 6.5 | \$ 6.5 |
| Total: | \$ 76.7 | \$ 76.7 |

Project Risks:

- Severe weather conditions will cause construction delays and affect timelines

Recent Changes and Updates

- Expansion Funding
- Funding Shortage (Two Times)
- Balanced Letting

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
 District 7
 501 South Victory Drive
 Mankato, MN 56001-5302
 (507) 304-6100 / (800) 657-3747

District Engineer: James Swanson

Project Manager: Rolin Sinn

Original date of posting: Dec. 1, 2008

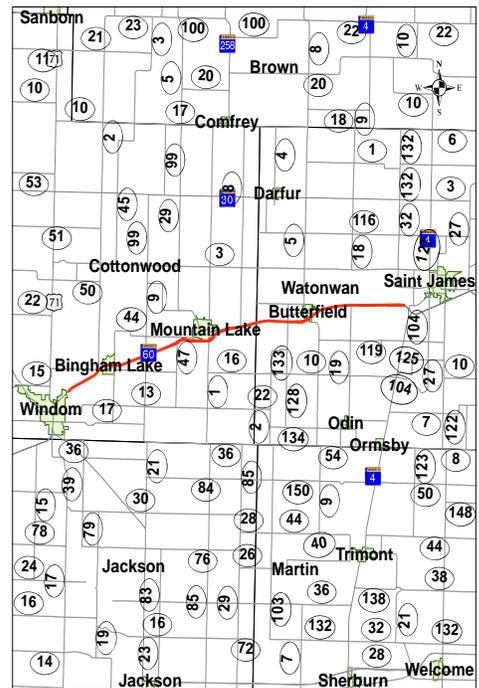
Revised:

PROJECT SUMMARY

Highway 60

Windom to St. James (in Cottonwood and Watonwan Counties)

S.P. 1703-69, S.P. 1703-70, and S.P. 8308-44



Schedule:

Environmental Document Approved: The FEIS was approved in 1983. A re-evaluation of the original document will be prepared.
 Municipal Consent: Will be required from the City of Bingham Lake
 Geometric Layout Approved: Developing
 Construction Limits Established: Developing
 Original Letting: The first project Letting will be in calendar year 2013 (fiscal year 2014)
 Current Letting: To Be Determined
 Construction: Summer 2013 through Fall 2018
 Other Important Project Milestones: None have been specifically identified to date.

Project History:

- The work proposed under this project was originally formally addressed in an Environmental Impact Statement approved in 1983.
- Initial phases of the work identified in the 1983 EIS have been completed.
- Recent funding solutions have enabled Mn/DOT to plan completion of the work.

Project Benefits:

- Completes Highway 60 as a four lane facility from Sioux City, IA to Mankato, MN.
- Improves safety by providing a divided highway with consolidated access where possible.
- Increases vehicle capacity
- Increases regional connectivity

Project Risks:

- Soil testing has not been completed yet, so a need for substantial muck excavation could be identified, which would increase project costs.
- The salvage yard in Bingham Lake needs an environmental review.
- Clear Lake construction area needs to be analyzed.
- Alignment resolution in Bingham Lake and other areas may affect project costs.

Project Description:

Complete Highway 60 as a 4-lane divided roadway in all remaining areas of existing 2-lane section between Windom and St. James including:

- Gap 1 - Windom to Mountain Lake (8 Miles)
 - Construction of a new 2-lane roadway section north of the existing section.
 - Re-align 3 county roads to lessen the skew at their intersections with T.H. 60.
- Gap 2 - Mountain Lake to Butterfield (5 Miles)
 - Construction of a new 2-lane roadway section south of the existing section.
- Gap 3 - Butterfield – St. James (6 Miles)
 - Construction of a new 2-lane roadway section south of the existing section.

The construction sequence for these projects has not been decided. Construction complexities and other concerns are being considered in making this determination.

Total Project Cost Estimate: (in millions of dollars)

Date of approved STIP:

| | <u>Gap 1</u> | <u>Gap 2</u> | <u>Gap 3</u> | <u>Total</u> |
|----------------------|----------------------|-----------------------|-----------------------|-----------------------|
| Construction: | \$28.0-\$45.4 | \$13.5-\$14.7 | \$15.1-\$16.6 | \$56.6-\$76.7 |
| Other Constr: | \$ 3.4-\$11.5 | \$ 0.1-\$ 2.8 | \$ 0.1-\$ 3.1 | \$ 3.6-\$ 17.4 |
| Engineering: | \$ 7.5 | \$ 2.7 | \$ 3.0 | \$ 13.2 |
| Right of Way: | <u>\$3.3-\$3.6</u> | <u>\$ 0.5-\$ 0.6</u> | <u>\$ 0.6-\$0.7</u> | <u>\$ 4.4-\$ 4.9</u> |
| Total: | \$42.2-\$68.0 | \$16.8-\$ 20.8 | \$ 18.8-\$23.4 | \$77.8-\$112.2 |

Costs are adjusted to midpoint of construction year expenditures (FY 2016)

Recent Changes and Updates: (since the 1983 Environmental work)

- Inflation of materials and labor.
- Environmental mitigation has become more costly.
- The re-alignment of county roads will increase the project cost.
- A roundabout may be built at the TH60 / TH71 intersection in Windom.

Key Cost Estimate Assumptions:

- There are no specific key assumptions to note.



Minnesota Department of Transportation
 District 7
 501 South Victory Drive
 Mankato, MN 56001-5302
 (507) 304-6100 / (800) 657-3747
District Engineer: Jim Swanson
Project Manager: Steve Bowers
 Original date of posting: Dec. 18, 2008
 Revised:

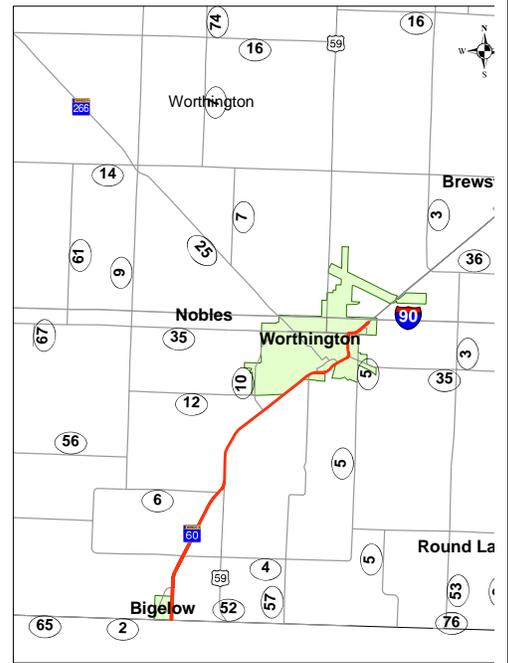
PROJECT SUMMARY

Highway 60

Bigelow to Worthington

SP 5305-56, 5305-58, 5305-59

www.dot.state.mn.us/d7/projects/hwy60/index.html



Schedule:

Environmental Document Approved: Feb. 2005

Municipal Consent: Required

Geometric Layout Approved: Not Complete

Construction Limits Established:

Phase 1 – Dec. 2008

Phase 2 – Not Complete

Phase 3 – Not Complete

Original Letting (as of Dec. 2008):

Phase 1 – Mar. 2010

Phase 2 – Dec. 2010

Phase 3 – Dec. 2011

Current Letting: unchanged

Construction:

Phase 1 – July 2010 – Nov. 2011

Phase 2 – Apr. 2011 – Nov. 2012

Phase 3 – Apr. 2012 – Nov. 2013

Others Important Project Milestones: Funding provided by Chapter 152 Bonding – Spring 2008

Project Description:

- Construct 4-lane expressway along existing alignment from Nobles County Highway 4 to Interstate 90
- Reduce access locations
- Remove skew at intersections
- Replace Union Pacific Railroad bridge

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> |
|------------------------------|----------------|----------------|----------------|
| Construction Letting: | \$39.6 | \$23.8 | \$28.1 |
| Other Construction elements: | \$ 6.3 | \$ 5.0 | \$ 6.2 |
| Engineering: | \$ 8.4 | \$ 5.1 | \$ 5.8 |
| <u>Right of Way:</u> | <u>\$ 6.4</u> | <u>\$ 7.0</u> | <u>\$ 9.3</u> |
| Total: | \$60.7 | \$40.9 | \$49.4 |

Project History:

- Existing road constructed in 1930's
- Corridor was identified for four-lane expansion in the 1960's
- Last segment of unimproved roadway between the Iowa border and the Twin Cities (via Hwy. 169)
- Environmental Impact Statement finalized route selection in 2005
- Funding provided by Chapter 152 in 2008 legislative session

Project Benefits:

- Provides continuity between adjacent 4-lane sections
- Improves safety with 4-lane divided design and removing skew at intersections
- Increases highway capacity

Project Risks:

- Potential for substantial muck removal
- Possibility of contaminated soil in Mn/DOT R/W by Ruder Dump
- Settlements for business impacts
- East Acres Trailer Park relocations
- Union Pacific railroad bridge

Recent Changes and Updates:

- Narrow median past former dump to avoid contaminated soils
- Frontage road near Schaap Sanitation extended south to Worthington Ag
- Flower Lane to no longer connect to Hwy. 60
- Lake Street area bypass moved south to avoid potentially contaminated soils
- New connection for old Hwy. 60 added
- Noise Wall proposal dropped in favor of an aesthetic treatments in Morningside Neighborhood
- Multi-use trail added from Nobles Street to I-90
- Douglas St. extension added
- Roundabouts added at County Hwy. 35, Oxford, and I-90 eastbound ramps
- Traffic Signal added at Armour Road

Key Cost Estimate Assumptions:

- Cost estimates are adjusted to midpoint of construction year assuming 5% annual inflation
- Muck removal estimates are conservative
- Contaminated soil, if in Mn/DOT R/W by dump, assumed 5' depth across 50'



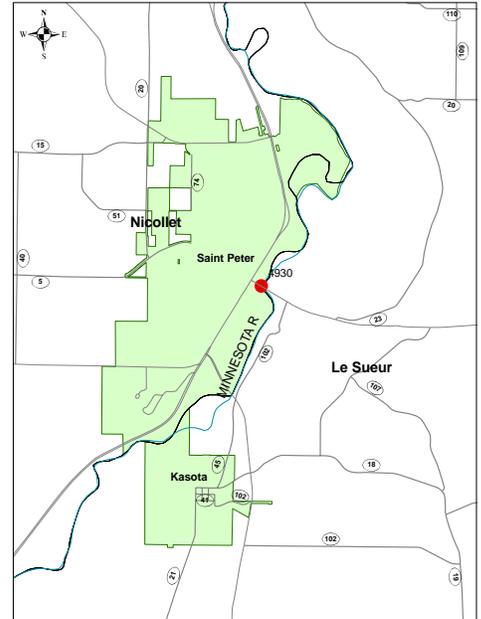
Minnesota Department of Transportation
 District 7
 501 South Victory Drive
 Mankato, MN 56001-5302
 (507) 304-6100 / (800) 657-3747
 District Engineer: James Swanson
 Project Manager: Peter Harff

Original date of posting: April 2, 2008

Revised: December 30, 2008

PROJECT SUMMARY

Highway 99 Bridge #4930 over the Minnesota River St. Peter, MN SP 4008-25



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting:
Current Letting: Undetermined FY 2013
Construction: 2013 – 2014
Others Important Project Milestones:

Project Description:

- Alternative 1: Rehabilitation of Bridge #4930 In-place; or
- Alternative 2: New bridge on existing alignment with rehabilitation and relocation of Bridge #4930 to serve as a trail crossing for the City of St. Peter.

Project History:

Built in 1931, Bridge #4930 is a steel truss bridge over the Minnesota River on the east side of St. Peter. This bridge is on the National Register of Historic Places and is one of 24 bridges selected across the state of Minnesota for special preservation.

Bridge #4930 is a fracture critical bridge located in the 100-year flood elevation with corrosion in the steel members and deterioration of concrete in the bearing support and parapet wall. It has a sufficiency rating of 56.0 and was last inspected on September 4, 2008. Some repairs and rehabilitation have taken place in the 1950's, 1960's and 1980's.

Total Project Cost Estimate

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$ 27.8-\$37.6 |
| Other Construction elements: | \$ | \$ 7.7-\$10.4 |
| Engineering: | \$ | \$ 5.5-\$7.5 |
| Right of Way: | \$ | \$ 2.2-\$3.0 |
| Total: | \$ | \$43.2-\$58.5 |

Project Benefits:

- Provides a safe crossing of the Minnesota River
- Creates load path redundancy
- Improves drainage
- Preserves the historic Bridge #4930

Project Risks:

- Addressing the fracture critical requirements while preserving the historical nature and appearance of the bridge
- Foundation and scouring issues
- Reconstructing abutment around existing storm tunnel
- Raising the bridge to allow for more waterway opening
- Adding more piers in the river, if a new bridge is built
- Flooding during construction

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

- Cost estimate is from the CRAVE workshop held on Nov. 3, 2008. The 90% probability of the most expensive alternative (Alternative 2) was used.



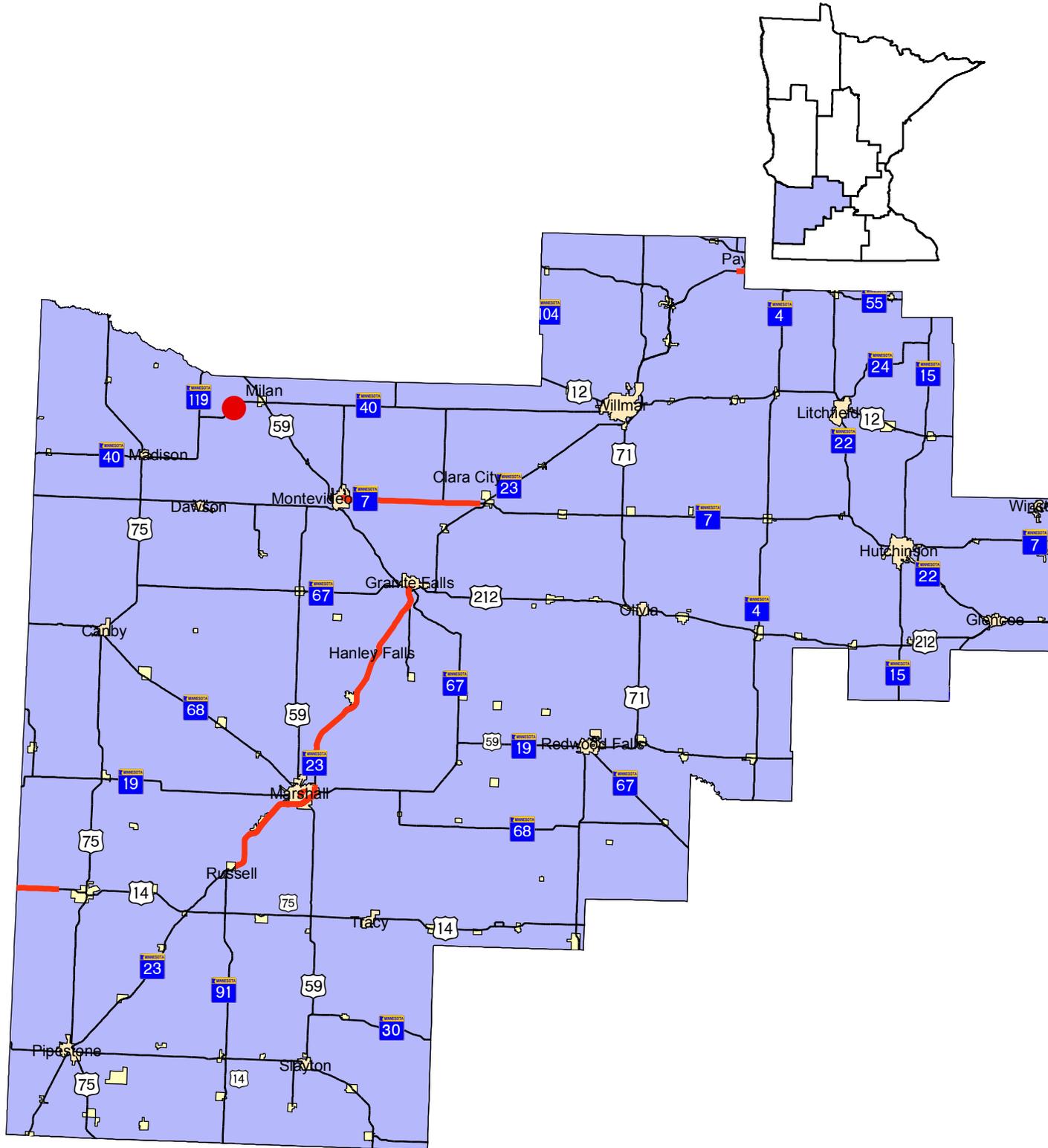
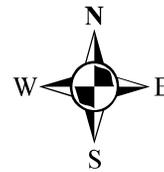
Minnesota Department of Transportation
District 7
501 South Victory Drive
Mankato, MN 56001-5302
(507) 304-6100 / (800) 657-3747

District Engineer: James Swanson
Project Manager: Mary Dieken

Original date of posting: December 19, 2008
Revised:



Major Highway Projects District 8



Willmar

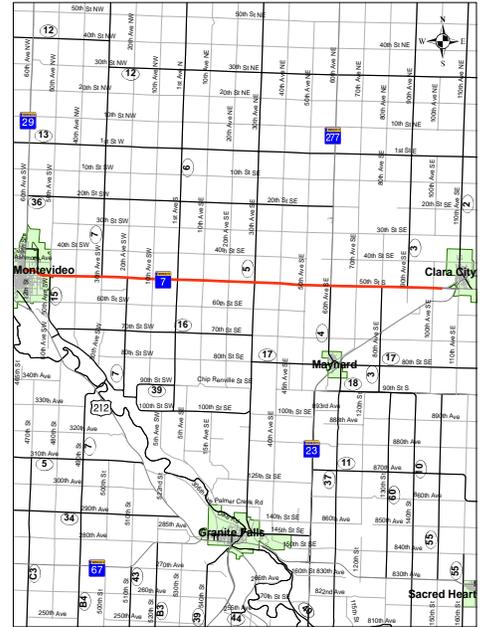
Major Highway Projects

**District Project Summary
District 8**

| TH | PROJECT LOCATION | PAGE |
|-------|--|------|
| TH 7 | MONTEVIDEO TO CLARA CITY | G2 |
| TH 19 | 4TH STREET TO BRUCE STREET IN MARSHALL | G3 |
| TH 23 | PAYNESVILLE BY-PASS | G4 |
| TH 23 | BEGIN 4-LANE TO MARSHALL (EB LANES) | G5 |
| TH 23 | RUSSELL TO MARSHALL | G6 |
| TH 23 | HANLEY FALLS TO GRANITE FALLS | G7 |
| TH 23 | COTTONWOOD TO HANLEY FALLS | G8 |
| TH 23 | MARSHALL CSAH 33 TO COTTONWOOD CSAH 24 | G9 |
| TH 40 | BRIDGE 5380 W OF MILAN | G10 |

PROJECT SUMMARY

Highway 7 Montevideo to Clara City SP 1202-51



Schedule:

Environmental Document Approved: due 10/9/12
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: N/A
 Construction Limits Established:
 Original Letting: 2004
 Current Letting: 2013
 Construction: 2014

Others:

Project History:

The need for this project is a deteriorated pavement indicated by a measured Ride Quality Index (RQI) of 3.0 in 2005, and a projected RQI of 0.8 by the year 2014, also indicated by rough ride and overwhelming maintenance costs. The purpose of this project is to improve the RQI on this project which will help the entire Highway System achieve the Pavement Performance Targets and to improve the ride and reduce maintenance costs

Project Benefits:

- Provides long term pavement serviceability for aging and rough pavement

Project Risks:

-

Project Description:

Concrete Overlay

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$ 14.5 - \$19.7 |
| Other Construction elements: | \$ | \$ 1.2 - \$ 1.6 |
| Engineering: | \$ | \$ 1.4 - \$ 2.0 |
| Right of Way: | \$ | \$ <0.1 |
| Total: | \$ | \$ 17.2 - \$23.4 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

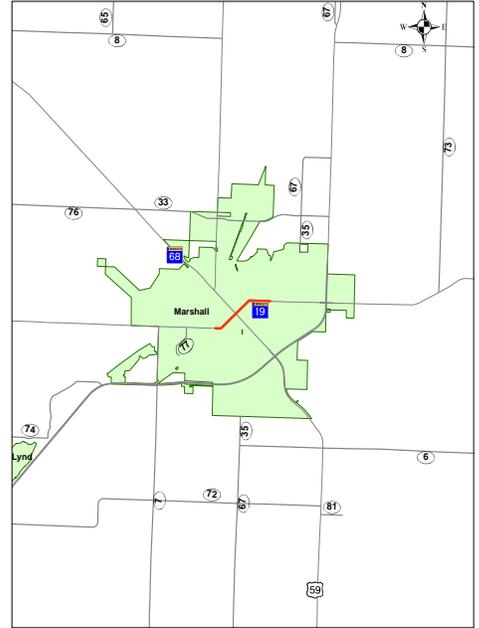
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooin
Project Manager: Paul Jurek
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 19 4th Street to Bruce Street in Marshall SP 4204-33



Schedule:

Environmental Document Approved: due 8/13/15
 Municipal Consent: due 6/1/15
 Geometric Layout Approved: due 12/3/14
 Construction Limits Established: due 6/1/15
 Original Letting: 2009
 Current Letting: 2017
 Construction: 2017
 Others:

Project Description:

Reconstruct including city underground utility work and mill and bituminous overlay. Rehab bridge 5083.

Project History:

The need for this project is deteriorated pavement causing rough ride and reduced load carrying capacity and deteriorated underground utilities.

The purpose of this project is to improve the ride and allow replacement of utilities. This project is the major improvement in the life cycle of the pavement.

Project Benefits:

- Provides greater capacity
- Provides improved safety
- Allows replacement of aging utilities

Project Risks:

- Potential contaminated soils

Total Project Cost Estimate (millions)

Date of approved STIP: Not Presently in STIP

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-----------------------|
| Construction Letting: | \$ | \$10.1- \$13.7 |
| Other Construction elements: | \$ | \$ 0.7- \$ 0.9 |
| Engineering: | \$ | \$ 2.1- \$ 2.9 |
| Right of Way: | \$ | \$ 2.0- \$ 2.8 |
| Total: | \$ | \$14.9- \$20.3 |

Recent Changes and Updates:

- Higher priority of other pavement projects delayed this project

Key Cost Estimate Assumptions:

-

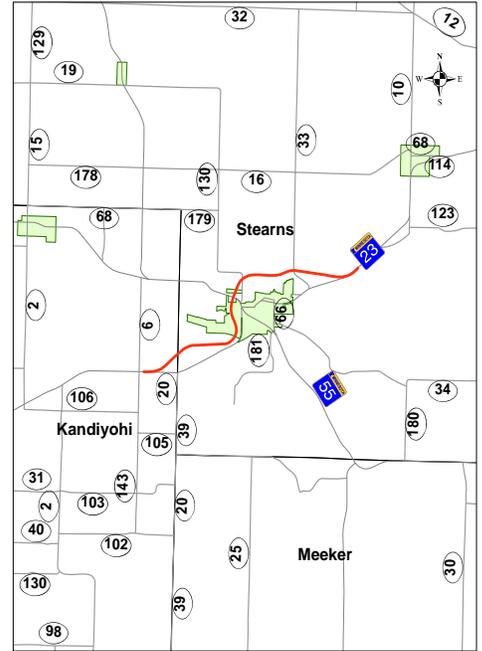


Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Dena Knutson
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Paynesville Bypass S.P. 3408-15

<http://www.dot.state.mn.us/d8/projects/paynesvillebypass/index.html>



Schedule:

Environmental Document Approved: 5/20/08
 Municipal Consent (if applicable): 7/9/08
 Geometric Layout Approved: 7/20/06
 Construction Limits Established: 11/11/08
 Original Letting: 2009
 Current Letting: 2009
 Construction: 2010
 Others:

Project Description:

New construction of 4-lane bypass of Paynesville on new alignment

Project History:

The need for this project is regional mobility, highway capacity, deteriorating pavement, and highway safety. The purpose of this project is to provide greater mobility, highway capacity, adequate access to City of Paynesville, greater traffic safety, and reduce or eliminate roadway deficiencies.

Total Project Cost Estimate (millions)

Date of approved STIP: November 30, 2007

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$46.0 | \$46.0 |
| Other Construction elements: | \$ 4.0 | \$ 4.0 |
| Engineering: | \$10.0 | \$10.0 |
| Right of Way: | \$13.0 | \$13.0 |
| Total: | \$ 73.0 | \$73.0 |

Project Benefits:

- Provide greater mobility on the Willmar to St Cloud corridor.
- Increase highway capacity
- Improve safety

Recent Changes and Updates

-

Project Risks:

- Potential of contaminated soil in former Paynesville City Dump

Key Cost Estimate Assumptions:

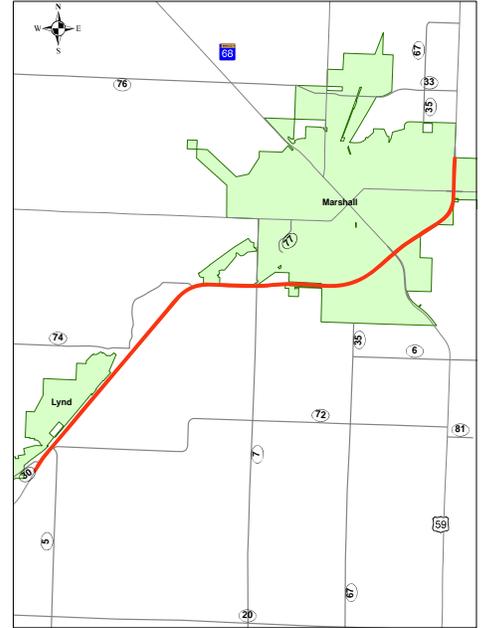
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Lowell Flaten
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Begin 4-lane to Marshall (East bound lanes) SP 4203-51



Schedule:

Environmental Document Approved: Due 4/8/09
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: N/A
 Original Letting: 2015
 Current Letting: 2009
 Construction: 2010
 Others:

Project Description:

Mill and Concrete Overlay

Project History:

The need for this project is a deteriorated pavement, indicated by the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs
 The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 9.0 | \$ 9.0 |
| Other Construction elements: | \$ 1.0 | \$ 1.0 |
| Engineering: | \$ 2.0 | \$ 2.0 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$12.0 | \$12.0 |

Project Benefits:

- Provides long term pavement serviceability for failing full depth bituminous pavement

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

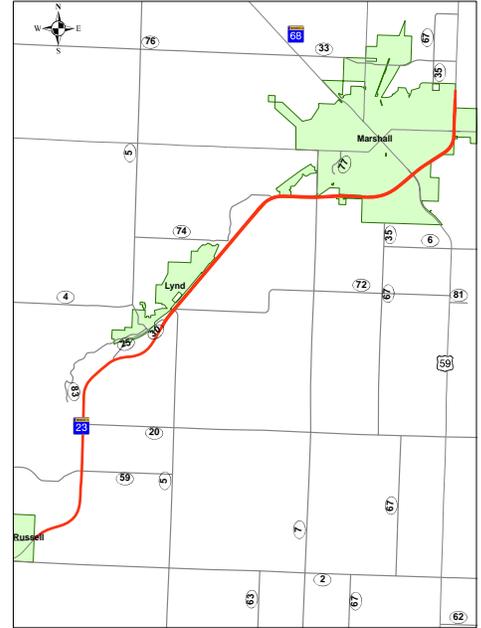
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Dena Knutson
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Russell to Marshall (West bound lanes) SP 4203-46



Schedule:

Environmental Document Approved: Due 4/8/09
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: N/A
 Original Letting: 2015
 Current Letting: 2009
 Construction: 2010
 Others:

Project Description:

Mill and Concrete Overlay

Project History:

The need for this project is a deteriorated pavement, indicated by the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs
 The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date of approved STIP: Summer of 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$13.0 | \$13.0 |
| Other Construction elements: | \$ 1.0 | \$ 1.0 |
| Engineering: | \$ 3.0 | \$ 3.0 |
| Right of Way: | \$ 0.0 | \$ 0.0 |
| Total: | \$17.0 | \$17.0 |

Project Benefits:

- Provides long term pavement serviceability for failing full depth bituminous pavement

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

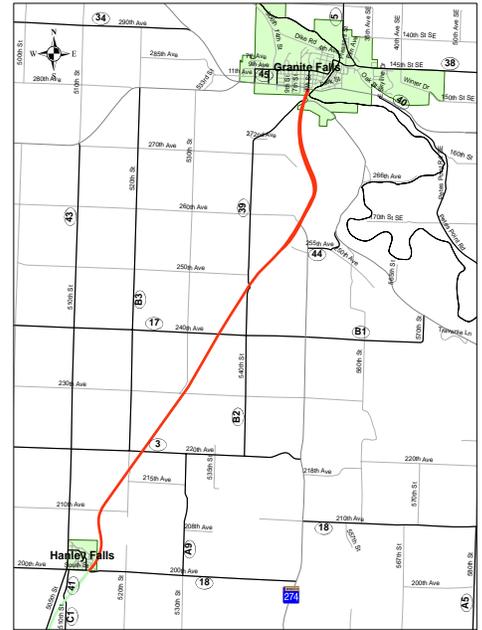
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Dena Knutson
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Hanley Falls to Granite Falls SP 8701-36



Schedule:

Environmental Document Approved: due 5/7/14
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: N/A
 Original Letting: 2014
 Current Letting: 2014
 Construction: 2015
 Others:

Project History:

The need for this project is the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs.
 The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Project Description:

Mill and Concrete Overlay

Total Project Cost Estimate (millions)

Date of approved STIP: Not currently in STIP

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$13.4-\$18.2 |
| Other Construction elements: | \$ | \$ 1.1-\$ 1.5 |
| Engineering: | \$ | \$ 2.9-\$ 3.9 |
| Right of Way: | \$ | \$ 0.0-\$ 0.0 |
| Total: | \$ | \$17.4-\$23.6 |

Project Benefits:

- Provides long term pavement serviceability for failing full depth bituminous pavement

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

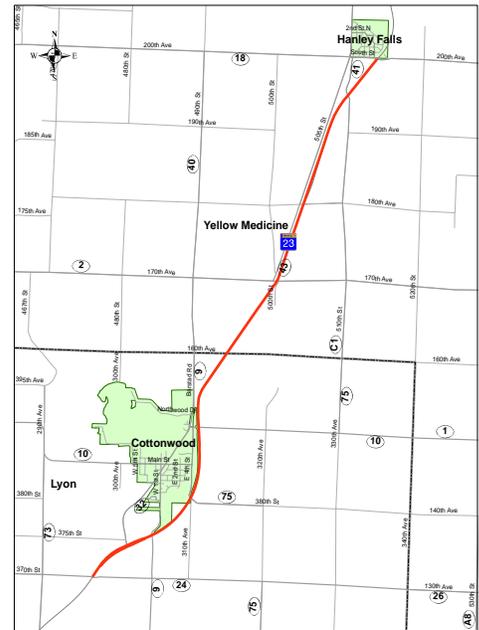
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Susann Karnowski
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Cottonwood to Hanley Falls SP 4203-50



Schedule:

Environmental Document Approved: due 5/6/15
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: N/A
 Construction Limits Established: N/A
 Original Letting: 2015
 Current Letting: 2015
 Construction: 2016
 Others:

Project Description:

Mill and Concrete Overlay

Project History:

The need for this project is the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs.

The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date of approved STIP: Not currently in STIP

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$ 9.7-\$13.1 |
| Other Construction elements: | \$ | \$ 0.8-\$ 1.0 |
| Engineering: | \$ | \$ 2.1-\$ 2.9 |
| Right of Way: | \$ | \$ 0.0-\$ 0.0 |
| Total: | \$ | \$12.6-\$17.0 |

Project Benefits:

- Provides long term pavement serviceability for failing full depth bituminous pavement

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

-

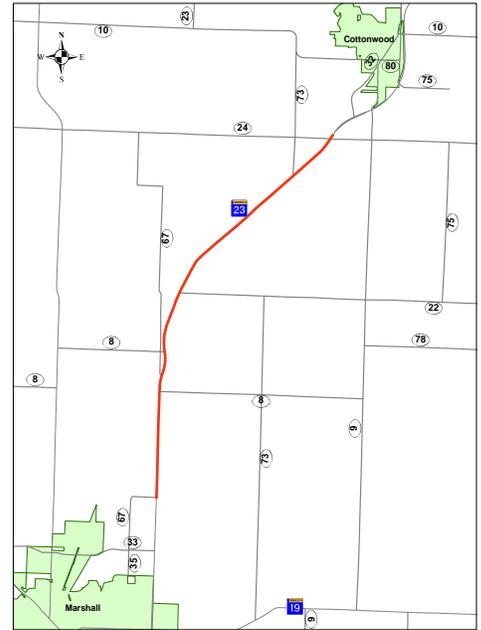


Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792

District Engineer: Dave Trooien
Project Manager: Susann Karnowski
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 23 Marshall CSAH 33 to Cottonwood CSAH 24 SP 4203-42



Schedule:

Environmental Document Approved: EA 3/18/08
 Municipal Consent (if applicable): N/A
 Geometric Layout Approved: 3/7/08
 Construction Limits Established: 9/20/07
 Original Letting: 2008
 Current Letting: 2009
 Construction: 2009
 Others:

Project Description:

Mill and concrete overlay, plus passing lane.

Project History:

The need for this project is a deteriorating full depth bituminous pavement as well as reduced level of service with increasing projected traffic demands.

The purpose of this project is to provide safe passing opportunities along this segment of road in the most effective area, and to provide a long term pavement fix for the roadway.

Total Project Cost Estimate (millions)

Date of approved STIP: November 30, 2007

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 9.0 | \$ 9.0 |
| Other Construction elements: | \$ 1.0 | \$ 1.0 |
| Engineering: | \$ 2.0 | \$ 2.0 |
| Right of Way: | \$ 0.0 | \$ 0.0 |
| Total: | \$12.0 | \$12.0 |

Project Benefits:

- Provides long term pavement serviceability for failing full depth bituminous pavement
- Provides new passing opportunity

Recent Changes and Updates:

-

Project Risks:

-

Key Cost Estimate Assumptions:

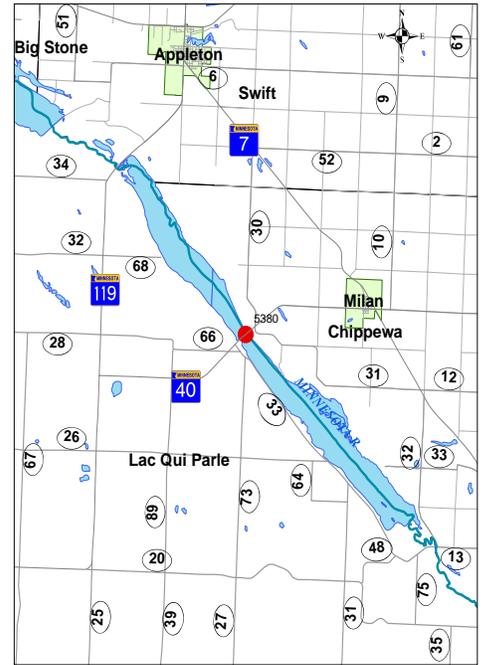
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Susann Karnowski
 Original date of posting: Month date, Year
 Revised: Month date, Year

PROJECT SUMMARY

Highway 40 Bridge 5380 west of Milan SP 1209-22



Schedule:

Environmental Document Approved: due 5/25/13
 Municipal Consent: N/A
 Geometric Layout Approved: due 9/1/12
 Construction Limits Established: due 11/1/12
 Original Letting: 2014
 Current Letting: 2014
 Construction: 2014
 Others:

Project Description:

Bridge Replacement

Project History:

The need for this project is the following deficiencies: load carrying capacity, roadway width, deck condition, abutment slabs, and paint system failure. These deficiencies are also indicated by load carrying capacity of HS 13.1, bridge sufficiency of 60 and roadway width of 27 ft.

The purpose of this project is to improve load carrying capacity, deck width and sufficiency in accordance with the Mn/DOT Bridge Improvement and Replacement Guidelines.

Project Benefits:

- Provide safer river crossing for both vehicles and fishing anglers

Project Risks:

- Potential loss of stone work from WPA era
- Potential fill in lake for bridge approaches

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$ 7.1-\$ 9.5 |
| Other Construction elements: | \$ | \$ 0.3-\$ 0.3 |
| Engineering: | \$ | \$ 1.5-\$ 2.1 |
| Right of Way: | \$ | \$ 0.4-\$ 0.6 |
| Total: | \$ | \$ 9.3-\$12.5 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

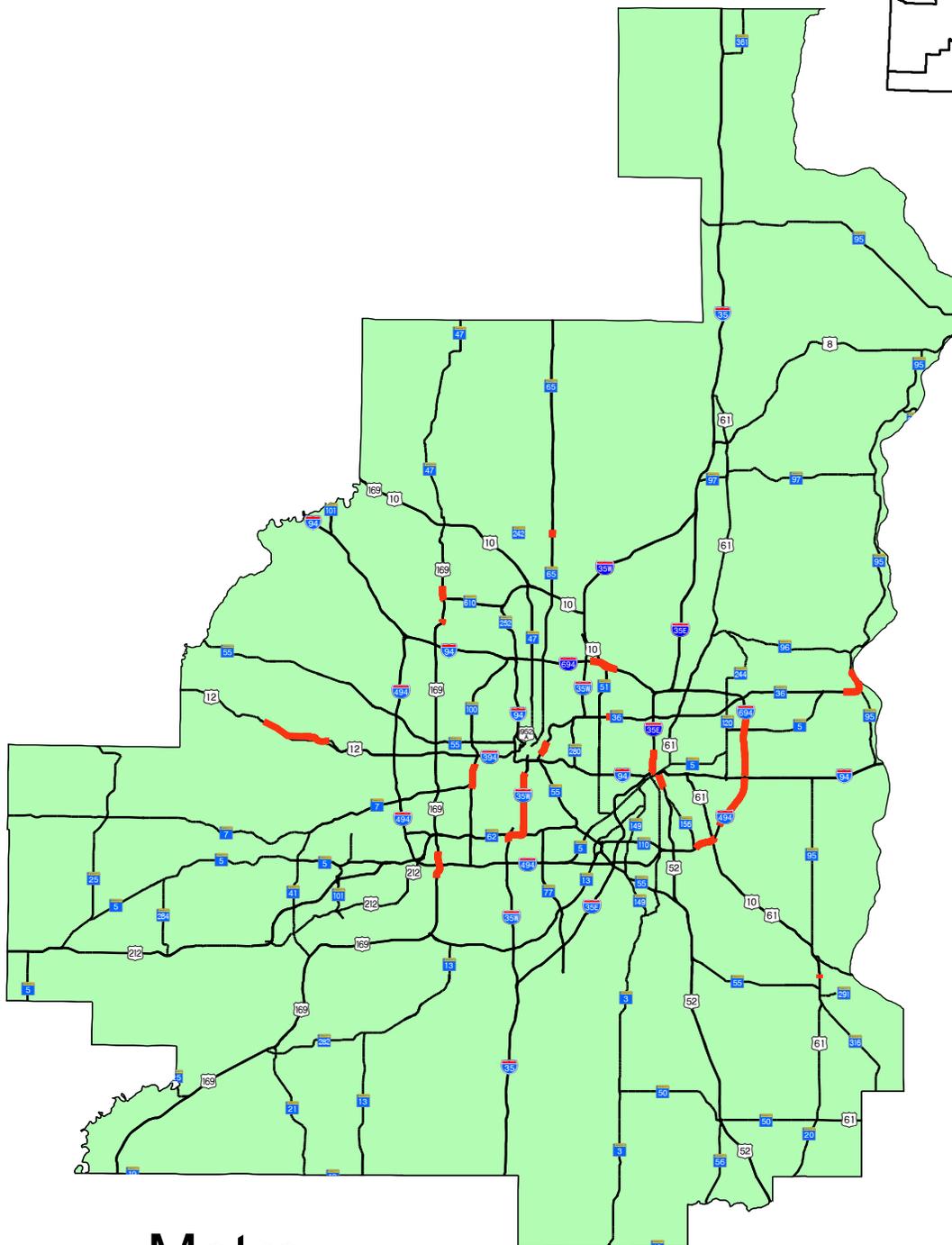
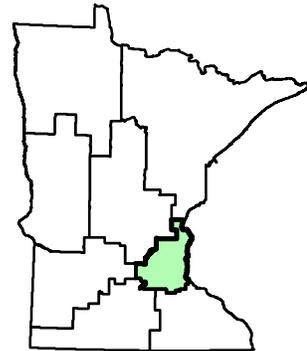
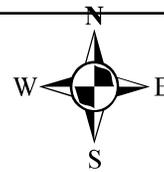
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Minnesota Department of Transportation
 District 8
 2505 Transportation Road
 Willmar, MN 56201-2230
 (320) 214-6305 / (800) 657-3792
District Engineer: Dave Trooien
Project Manager: Al Rice
 Original date of posting: Month date, Year
 Revised: Month date, Year



Major Highway Projects Metro District



Metro

 Major Highway Projects

**District Project Summary
District Metro**

| TH | PROJECT LOCATION | PAGE |
|------------------|--|------|
| TH 12 | CSAH 6 TO WAYZATA BOULEVARD | H2 |
| I 35W | I 35 SB OVER TH 65 NB | H3 |
| I 35W | I 35W/TH 62 CROSSTOWN | H4 |
| I 35W | AT RAMSEY COUNTY ROAD E2 | H5 |
| I 35E | CAYUGA BRIDGE BETWEEN UNIVERSITY AVENUE AND MARYLAND AVENUE | H6 |
| I 35E | MARYLAND AVENUE BRIDGE | H7 |
| TH 36 | HAMLIN AVENUE TO VICTORIA AVENUE | H8 |
| TH 36/95 | ST. CROIX RIVER CROSSING | H9 |
| TH 52 | LAFAYETTE RIVER BRIDGE OVER MISSISSIPPI RIVER | H10 |
| TH 61 | HASTINGS BRIDGE OVER MISSISSIPPI RIVER | H11 |
| TH 65 | AT CSAH 14 IN BLAINE | H12 |
| I 94 | I 94 ON RAMP OVER I 94 AND TH 65 | H13 |
| TH 100 | 36TH STREET TO CEDAR LAKE ROAD | H14 |
| TH 169 | AT CSAH 81 AND CSAH 109 | H15 |
| TH 169/ I 494 | INTERCHANGE | H16 |
| I 494 | LAKE ROAD TO 0.1 MILES N OF 4TH STREET | H17 |
| I 494 | WAKOTA BRIDGE OVER MISSISSIPPI RIVER | H18 |
| TH 610 | NEW ALIGNMENT | H19 |
| TH 694 | 0.1 MILES NORTH OF 4TH STREET TO 40TH STREET BRIDGE IN OAKDALE | H20 |

PROJECT SUMMARY

Trunk Highway 12 CSAH 6 to Wayzata Boulevard



Schedule:

Environmental Document Approved: 10/07/1999
 Municipal Consent: 9/13/1999
 Geometric Layout Approved: 8/13/1999
 Construction Limits Established: NA
 Original Letting: 06/06/2003
 Current Letting: 06/08/2007
 Construction: Completed by 06/30/2009
 Others Important Project Milestones (if applicable):

Project Description:

The proposed project provides for the relocation of the Burlington Northern Santa Fe Railroad and the construction of a controlled access two lane highway. The project will provide for 8 new bridges, retaining walls, noise walls, ponding, storm sewer, lighting, signals, and etc.

Project History:

This project was developed to reconstruct TH 12 on a new alignment through the cities of Orono, Long Lake, and Wayzata. Construction began in the fall of 2003 and will be completed by June 30, 2009. The proposed roadway will be a controlled access two lane facility with interchanges at County Road 6 and Wayzata Boulevard.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 75.0 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 0.0 |
| <u>Right of Way:</u> | \$ | \$ 0.0 |
| Total: | \$ | \$ 75.0 |

Recent Changes and Updates

- Not Applicable

Project Benefits:

- The benefit of the project will be the added safety and efficient movement of traffic through the Cities of Long Lake and Orono

Project Risks:

-

Key Cost Estimate Assumptions:

-



Minnesota Department of Transportation
 Metropolitan District
 1500 West County Road B2
 Roseville, MN 55113
 (651) 234-7500

District Engineer: Scott McBridge
Project Manager: Scott Pedersen

Original date of posting:
 12/003/2008

PROJECT SUMMARY

I-35W I-35W SB over TH 65 NB



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 2018
Current Letting:
Construction: 2018
Others Important Project Milestones:

Project Description:

Replace Bridge No 27871 (I-35W southbound over TH 65 northbound) and Bridge No 27868 (24th Street Pedestrian over I-35W and TH 65). Adjust horizontal and vertical alignment of I-35W southbound, and adjust horizontal alignment of TH 65 southbound.

Project History:

Bridge No. 27871 was built in 1967 and had a Low Slump Concrete Wear Surface installed in 1995. This bridge is Structurally Deficient, has a Sufficiency Rating of 44.1, and has NBIS Condition Ratings of 5 for the Deck, 5 for the Superstructure, and 4 for the Substructure. This bridge is included in the Legislatively mandated Chapter 152 bridge program.

Project Benefits:

- Reduces weave for southbound I-35W traffic destined for future potential Lake Street exit.

Project Risks:

- May require replacement of Bridge No 27868 (Ped @ 24th St over I-35W, TH 65) to accommodate new bridge profile.
- Requires realignment of TH 65 southbound.

Total Project Cost Estimate (millions)

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-----------------------|
| Construction Letting: | \$ | \$ 39.1-\$52.9 |
| Other Construction elements: | \$ | \$ 0.0-\$ 0.0 |
| Engineering: | \$ | \$ 6.0-\$ 8.1 |
| <u>Right of Way:</u> | \$ | \$ 0.0-\$ 0.0 |
| Total: | \$ | \$ 45.4-\$61.0 |

Recent Changes and Updates

-

Key Cost Estimate Assumptions:

- Assumes replacement of Bridge Nos. 27871 and 27868.
- Assumes realignment of TH 65 southbound to left of I-35W southbound.



Minnesota Department of Transportation
Metro District
1500 West County Road B2
Roseville, MN 55113
(651) 234-7500

District Engineer: Scott McBride

Project Manager: Ed Idzorek

Original date of posting: December 19, 2008

Revised: December 19, 2008

PROJECT SUMMARY

I-35W

I-35W/TH 62 Crosstown

<http://www.dot.state.mn.us/projects/crosstown/>



Schedule:

Environmental Document Approved: 2004
 Municipal Consent: 2004 Richfield, Appeals Board 2005 (Minneapolis)
 Geometric Layout Approved: 2004
 Construction Limits Established: 2004
 Letting: May, 2007
 Construction: May, 2007 to December, 2010

Project History:

- Original construction 1960s
- Reconstruction proposed in 1992 Draft EIS
- 2001 Legislative directive not to proceed and to reevaluate design
- 2002 environmental review starts on revised concept

Project Benefits:

- Increase road capacity by maintaining two through lanes on eastbound and westbound Highway 62 as well as additional capacity north of the Commons Area on northbound and southbound I-35W.
- Provide for continuous High Occupancy Vehicle (HOV) lanes to support transit on I-35W, which has the highest transit use of any corridor in the Metro Area.
- Implement safety improvements that eliminate left lane exits as well as the weaving movement for vehicles traveling between Highway 62 and I-35W.
- Create neighborhood benefits by reducing traffic diversions to local streets, both during construction and in the long term.

Project Description:

Reconstruction of the I-35W/Highway 62 Commons Area and addition of a High Occupancy Vehicle (HOV) lane between 46th Street in Minneapolis and I-494 in Richfield/Bloomington; the addition of a general purpose lane on I-35W between Highway 62 and 46th Street; and additional capacity on Highway 62 through the Commons Area. The project also includes a proposed new access ramp to westbound Highway 62 from Lyndale Avenue and closure of the existing access to westbound Highway 62 from Portland Avenue.

Total Project Cost Estimate (millions)

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 288.0 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 0.0 |
| <u>Right of Way:</u> | <u>\$</u> | <u>\$ 0.0</u> |
| Total: | \$ | \$ 288.0 |

Recent Changes and Updates:

- Project is under construction. Completion anticipated in December 2010

Key Cost Estimate Assumptions:

- Not applicable. Project was let and awarded in 2007.



Minnesota Department of Transportation
 Metro District
 1500 West County Road B2
 Roseville, MN 55113
 (651) 234-7500

District Engineer: Scott McBride

Project Manager: Steve Barrett

Original date of posting: December 19, 2008

Revised: December 19, 2008

PROJECT SUMMARY

I-35W

At Ramsey County Road E2 In the Cities of New Brighton and Arden Hills



Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 2018
Current Letting:
Construction: 2018
Others Important Project Milestones:

Project Description:

Rebuild Interchange

Project History:

This bridge was built in 1964, in 1996 had a low slump overlay on deck
Sufficiency rating of 52.0
Condition codes:
Deck 7
Superstructure 4
Substructure 5
Approaching the end of its useful life

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 14.3 - \$ 19.3 |
| Other Construction elements: | \$ | \$ 0.9 - \$ 1.2 |
| Engineering: | \$ | \$ 2.9 - \$ 3.9 |
| <u>Right of Way:</u> | \$ | \$ 1.2 - \$ 1.7 |
| Total: | \$ | \$ 19.3 - \$ 26.1 |

Project Benefits:

- New safer interchange meeting today's standards

Recent Changes and Updates:

-

Project Risks:

- 35% risk project not scoped, potential for unknowns

Key Cost Estimate Assumptions:

- Bridge will need to be replaced; rebuild interchange to meet today's standards
- Inflation adjustment 1.46%

Design Completed (Scale 0-100%):



Minnesota Department of Transportation
Metro District
1500 West County Road B2
Roseville, MN 55113
(651) 234-7500

District Engineer: Scott McBride

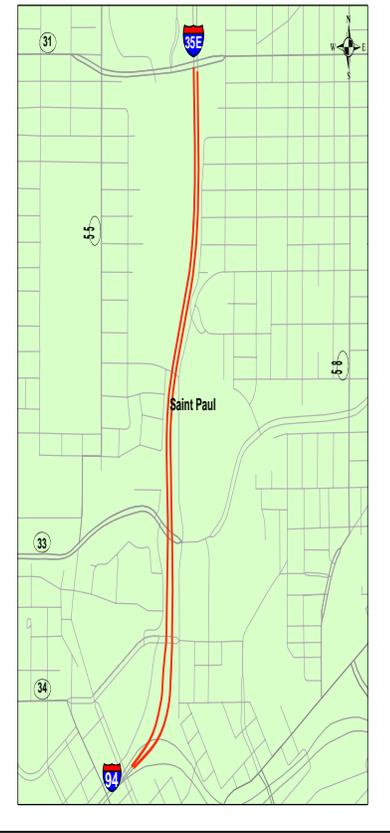
Project Manager: Marc Goess

Original date of posting: 12/19/2008

Revised: Month date, Year

PROJECT SUMMARY

I 35E Cayuga Bridge University Avenue to Maryland Avenue SP 6280-308



Schedule:

Environmental Document Approved: 9/20/09
 Municipal Consent:
 Geometric Layout Approved:
 Construction Limits Established:
 Original Letting: 11/18/05
 Current Letting: 4/25/14
 Construction: 2014 - 2016
 Others Important Project Milestones:
 Project could be advanced

Project History:

Cayuga Bridge

Year build – 1965
 Bridge repair & paint – 1975
 “limited service” overlay - 2004
 Inspection - 2008:
 NBI deck:5, super:4, sub:4
 Sufficiency rating: 40.8
 Need to replace bridge by 2018 per Chapter 152 requirements.

Project Benefits:

- Bridge replacement
- Geometric improvements for safety and operation
- Added capacity

Project Risks:

- High potential for environmental contamination
- Poor soils

Project Description:

- Cayuga Bridge (#6515) replacement
- Pennsylvania Av. Bridge (#9265) replacement
- BNSF RR bridge (#6517) replacement
- Replace Pennsylvania interchange with interchange at Cayuga to solve safety and operational problems
- Geometric Improvements on 35E
- Reconstruction of 35E
- Lane Addition on 35E

Total Project Cost Estimate (millions)

Date of current STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|------------------------|
| Construction Letting: | \$ | \$122.0-\$166.0 |
| Other Construction elements: | \$ | \$ 4.5-\$ 6.1 |
| Engineering: | \$ | \$ 20.7-\$ 28.1 |
| <u>Right of Way:</u> | <u>\$</u> | <u>\$ 9.6-\$ 13.0</u> |
| Total: | \$ | \$156.8-\$213.2 |

(Cost adjusted to 2016)

Recent Changes and Updates:

- Maryland Av. Bridge project (SP 6280-353) to be tied to this project

Key Cost Estimate Assumptions:

- Risk added for roadway construction i.e. soils, WRE, pavement design
- Risk added for environmental cleanup and oversight
- RR agreement - \$4,926,980 estimate
- Utility relocation - \$3,000,000 estimate



Minnesota Department of Transportation
 Metro District, Waters Edge Building
 1500 W. County Road B-2
 Roseville, Mn 55113-3174
 (651) 366-3037

District Engineer: Scott McBride

Project Manager: Harvey Sheffert

Original date of posting: 12/15/08

Revised: Month date, Year

PROJECT SUMMARY

**I 35E
Maryland Av. Bridge (#6513)
SP 6280-353**

Project Description:

- Replace Maryland Av. Bridge and approach work, drainage, traffic signals and lighting

Schedule:

Environmental Document Approved:
Municipal Consent:
Geometric Layout Approved:
Construction Limits Established:
Original Letting: 4/25/14
Current Letting: 4/25/14
Construction: 6/6/14 – 12/6/14
Others Important Project Milestones:
Project could be advanced

Project History:

- Built in 1958, condition of deck is poor (deck rating of 4), underside delamination and both superstructure and substructure are in fair condition (ratings each of 5). Sufficiency rating of 77.
- Delamination of bridge in summer 2008 caused I 35E to be temporarily closed.

Project Benefits:

- Replace structurally deficient bridge
- Adds additional turn lane - Maryland Av. WB to I35E SB
- Allows future additional lanes on I35E to be built

Project Risks:

-



Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|----------------------|
| Construction Letting: | \$ | \$ 8.8-\$11.7 |
| Other Construction elements: | \$ | \$ 0.4-\$ 0.6 |
| Engineering: | \$ | \$ 1.8-\$ 2.4 |
| <u>Right of Way:</u> | \$ | <u>\$ 0.0-\$ 0.0</u> |
| Total: | \$ | \$11.0-\$14.7 |

(Cost estimate adjusted to 2016)

Recent Changes and Updates:

- Tied to 35E – Cayuga project, SP 6280-308

Key Cost Estimate Assumptions:

- 15% roadway risk



Minnesota Department of Transportation
Metro District, Waters Edge Building
1500 W. County Road B-2
Roseville, MN 55112-3174
(651) – 366-3037

District Engineer: Scott McBride

Project Manager: Harvey Scheffert

Original date of posting: 12/15/08

Revised: Month date, Year

PROJECT SUMMARY

Highway 36
Hamline Ave. to Victoria Ave.
SP 6212-148



Schedule:

Environmental Document Approved: April 2012
 Municipal Consent:
 Geometric Layout Approved: April 2012
 Construction Limits Established: Nov. 2012
 Original Letting: July 25, 2014
 Current Letting:
 Construction: 2014-2015
 Others Important Project Milestones

Project History:

Bridge No. 5723:

Year built: 1938
 NBI Condition Ratings:
 Deck 4
 Superstructure 4
 Substructure 5

Previous work:
 1956 deck replaced
 1999 Bituminous overlay

This bridge is structurally deficient and functionally obsolete. The bridge needs to be replaced to provide a safe structure for the traveling public that meets current standards.

Project Benefits:

- New bridge that is structurally sound and meets current standards
- Improved roadway safety by updating 3 ramps to current standards
- Improved ride
- Improve Lexington Ave. by extending turn lanes, widening shoulders and providing for future through lanes under new bridge

Project Risks:

- Staged construction of bridge needed for Lexington Ave. to remain open
- Possible need for ponding
- Possible need for retaining walls
- Utility impacts
- Earthwork – due to no soil borings along new alignment

Project Description:

Replace Lexington Ave. Bridge No. 5723 and reconstruct interchange at Lexington Ave., leave WB Hamline Ramps open, leave Lexington Ave. open during construction, re-align and reconstruct TH 36 between Hamline and Victoria, reconstruct Lexington from Laurie Rd to Grandview Av., 2 signals, diamond interchange.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|--------------------------|
| Construction Letting: | \$ | \$ 20.1 - \$ 27.1 |
| Other Construction elements: | \$ | \$ 0.8 - \$ 1.1 |
| Engineering: | \$ | \$ 3.9 - \$ 5.3 |
| <u>Right of Way:</u> | \$ | \$ 0.1 - \$ 0.1 |
| Total: | \$ | \$ 24.9 - \$ 33.6 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

- The cost estimate was updated in 2008.
- The major project risks that could affect funding are the possible staged construction of the bridge, possible need for retaining walls and ponding, and potential utility impacts.



Minnesota Department of Transportation
 Metro District - Waters Edge
 1500 West County Road B2
 Roseville, MN 55113
 (651) 234-7500 / 1-800-657-3688

District Engineer: Scott McBride

Project Manager: Tim Dockter

Original date of posting: December 12, 2008

Revised:

PROJECT SUMMARY

TH 36

St. Croix River Crossing

SP 8214-114

<http://www.dot.state.mn.us/metro/projects/stcroix/index.htm>



Schedule:

Final EIS – June 2006
 Record of Decision – November 2006
 Mitigation Implementation 2008-2016
 R/W Acquisition – 2009-2013
 Bridge concept refinement – 2008-2009
 Letting – July 2013
 Construction 2013-2016

Project History:

The existing lift bridge was built in 1930. The structure is listed as structurally deficient, and has a sufficiency rating of 32.8 (last inspected 5/23/08).

A detailed purpose and need statement can be found in the project's 2004 supplemental draft Environmental Impact Statement (SDEIS). A link to this document can be found on the project website.

The project purpose is to improve Trunk Highway (TH) 36 between TH 5 in Stillwater, Minnesota and 150th Avenue in the Town of St. Joseph, Wisconsin to provide a safe, reliable, and efficient transportation corridor by reducing congestion, improving roadway safety, and providing an adequate level of service for forecasted 2030 traffic volumes. An additional project objective is to improve the transportation system in a cost-efficient manner while avoiding, minimizing, and mitigating unavoidable impacts to the area's social, economic, cultural, and natural environment.

Project Benefits:

- Increase safety
- Increase mobility
- Provide a reliable river crossing

Project Risks:

- The bridge type is a challenge to design and construct (no internal expertise)
- Design-build process is risky
- Legal challenges
- Wisconsin funding

Project Description:

- Major River Bridge replacement
- Two intersections, One interchange in Minnesota
- One interchange, one overpass in Wisconsin

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$269.5-\$365.6 |
| Other Construction elements: | \$ | \$ 16.2-\$ 21.9 |
| Engineering: | \$ | \$ 57.0-\$ 77.1 |
| Right of Way: | \$ | \$ 19.0-\$ 25.8 |
| Total: | \$ | \$ 361.7-\$490.4 |

Costs shown are Minnesota's Share

Recent Changes and Updates:

- **Funding:** Minnesota portion funded through HF2800.
- **Schedule:** Letting date moved forward from FY2024 to July 2013.

Key Cost Estimate Assumptions:

- Commitments in Supplemental Final Environmental Impact Study need to be kept and implemented.



Minnesota Department of Transportation
 Metro District
 1500 West County Road B-2
 Roseville, MN 55113
 651-234-7500

District Engineer: Scott McBride
Project Manager: Monty Hamri

Original date of posting: 12/19/08

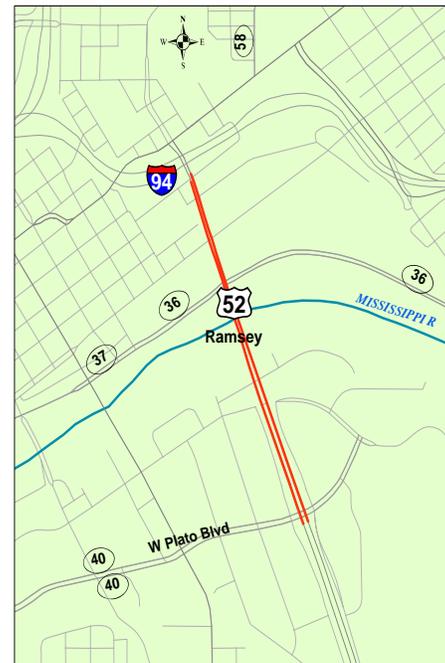
PROJECT SUMMARY

TH 52

Lafayette River Bridge

SP 6244-30

<http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/>



Schedule:

Preliminary Bridge Plans: 2008-2009
 Municipal Consent: February 2009
 Construction Limits: February 2009
 Environmental Documents: Summer 2009
 Final Bridge Design: 2009-2010
 R/W Acquisition: 2010
 Letting Date: October 2010
 Construction: 2011-2013

Project Description:

- Major River Bridge replacement
- Ramps, Loops to TH 94 and connection to East 7th Street
- Replace/Rehab TH 52 Bridge over Plato Blvd and TH 52 Bridge over TH 94.
- Ped. Bridge full length

Project History:

The Lafayette Bridge was built in 1968. The span over the Mississippi River is considered fracture critical. The project will replace the river bridge and reconstruct or redeck the TH 52 bridges over Plato Blvd and TH 94. Mn/DOT in partnership with St. Paul and a citizen's committee have looked at alternatives for alleviating congestion and enhancing traffic safety for the connections to East 7th Street and TH 94. The preferred alternative (also recommended by a value engineering study in 9/08) is shown.

Project Benefits:

- Replace a fracture critical bridge
- Provide a reliable river crossing
- Improve mobility
- Address traffic safety at East 7th Street
- Provide a new pedestrian crossing over the Mississippi River

Project Risks:

- Probable environmental contamination
- Potential for needing to Build LRT Bridge footings in River
- Permits required from FAA, Coast Guard
- Location of CCLRT maintenance facility
- Relocation of utilities – Xcel transmission lines, watermain, etc.
- Bridge type – designing for both steel and concrete
- R/W – buying businesses presently located under Bridge.
- Increased R/W Costs with expanded North End
- Costs, Design, Acceptance of Regional Pond for the project, CCLRT, St. Paul

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction: | \$ 201.6 | \$ 201.6 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 42.8 | \$ 42.8 |
| Right of Way: | \$ 16.2 | \$ 16.2 |
| Total: | \$ 260.6 | \$ 260.6 |

Recent Changes and Updates:

- Funding: Funded through Bridge Replacement program in STIP (FY2011) (unchanged).
- Schedule: Letting date in October 2010 (unchanged).
- Cost: Modified due to Cost Risk Assessment and Value Engineering (CRAVE) recommendations (September, 2008)

Key Cost Estimate Assumptions:

- Proceeding with the layout recommended by CRAVE Study with North End option that ties into proposed local road system (Kittson) that St. Paul will be constructing.



Minnesota Department of Transportation
 Metro District
 1500 West County Road B-2
 Roseville, MN 55113
 (651) 234-7500

District Engineer: Scott McBride
Project Manager: Bruce Johnson

Original date of posting: 12/19/2008
 Revised 1/7/09

PROJECT SUMMARY

TH 61 Hastings Bridge SP 1913-64

<http://www.dot.state.mn.us/metro/projects/hastingsbridge/index.html>



Schedule:

Original Letting: 10/24/2014
Current Letting: 4/16/2010

Phase 1 Project Development

Scoping Study December 2008
EA & Construction Limits January 2009
Public Hearing on EA May 2009
Select Alternative Late Summer 2009

RFP language & Prelim Design Fall 2009
Municipal Consent & Layout Fall 2009
FONSI Fall 2009
Property Acquisition Fall 2009

Phase 2 Contract & Construction

RFQ Late August 2009
Shortlist D-B Teams Mid October 2009
Issue Design-Build RFP Fall 2009
Select D-B Contractor April 16, 2010
Title & Possession of Property May 2010
Approve D-B Contract June 1, 2010
Construction Begins June 1, 2010

Project Description:

- Rehabilitate or Replace existing bridge 5895.
- Replace 2 lane bridge with 4 lane bridge(s)
- Maintain navigational clearances
- Provide Ped/Bike shared – use trail
- Provide walls, grading, roadways, utility work, and storm sewer as necessary for alignment tie ins

Project Benefits:

- Provide bridge with 100 year design life
- Increase capacity by providing continuity between adjacent 4-lane sections
- Reduce congestion
- Decrease maintenance
- Improve pedestrian access
- Provide future transit advantages

Project Risks:

- Rehabilitating the existing bridge
- First “planned” major structure in D-B
- Design a load path redundant arch
- Poor soils north of main river span
- Impacts to Hudson Manufacturing
- Contaminated soil in staging area and on Hudson parcel
- Construction vibration in historic district
- Visual quality and project mitigation
- Storm water treatment
- NEPA process and permits

Total Project Cost Estimate (millions)

Date of approved STIP: November 21, 2008

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------|----------------------|---------------------|
| Construction Letting: | \$ 242.0 | \$242.0 |
| Other Const. elements: | \$ 8.0 | \$ 8.0 |
| Engineering: | \$ 31.0 | \$ 31.0 |
| Right of Way: | \$ 20.0 | \$ 20.0 |
| Total: | \$ 301.0 | \$301.0 |

Recent Changes and Updates:

- **Scope:** The Scoping Study has been completed which provided detailed costs for the 4 bridge alternatives. The alignments for all of these alternatives have generally been determined and allowing costs for the roadway work to be computed. With the alignment, right-of-way impacts have been further refined. A CRAVE Study was completed which identified and priced risks. XCEL Transmission solutions have been determined.

Key Assumptions:

- 4 Alternatives will be carried forward into Environmental Assessment.
- The budget for the project accommodates all 4 bridge alternatives, including the rehabilitation alternative, which is 40 million above arch
- Hudson Manufacturing will remain in operation during and after the project



Minnesota Department of Transportation
Metro District
1500 West Co. Rd. B-2
Roseville, MN 55113, (651) 234-7500
District Engineer: Scott McBride
Project Manager: Steve Kordosky
Original Date of posting: Dec. 3, 2009
Revised:

PROJECT SUMMARY

TH 65 at CSAH 14 in Blaine

SP 0208-123

<http://www.dot.state.mn.us/metro/projects/th65/>



Schedule:

Environmental Document (FONSI): 7/13/05
Geometric Layout Approved: 4/15/05
Construction Limits Established: 9/5/05
Project Letting: 5/18/07
Construction: 2007-2009

Project History:

The TH 65 and TH 242/CSAH 14 intersection was the third worst intersection in the metro area for crash costs. The existing intersection was replaced with an interchange. A singlepoint diamond was recommended. Tight diamond and parclo interchanges were ruled out because they didn't operate well in traffic models. This project also includes overpasses at Paul Parkway/121st Avenue and 129th Avenue – both are currently signalized intersections less than ½ mile from TH 242. Adjacent frontage roads on TH 242/CSAH 14 at Aberdeen and Ulysses will also need to be signalized.

Project Benefits:

- Improved safety
- Increased capacity
- Reduced # of accesses onto TH 65
- Improved pedestrian movements
- Updated infrastructure

Project Risks:

- Project is under construction. Risks may include:
 - field conditions that don't match what was expected during design
 - contractor delays

Project Description:

- New interchange at TH 65 and CSAH 14 (old TH 242)
- New overpasses for Paul Parkway and 129th St. over T.H. 65

Total Project Cost Estimate (millions)

Date of approved STIP: 2006-2008 STIP (November 22, 2005)

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 46.0 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 6.0 |
| Right of Way: | \$ | \$ 15.0 |
| Total: | \$ | \$ 67.0 |

Anoka County and the City of Blaine contributed money to the project

Recent Changes and Updates :

- Project is under construction. Construction should be complete in 2009.

Key Cost Estimate Assumptions:

- Assuming no major change orders in construction.



Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 55113
(651) 234-7500

District Engineer: Scott McBride

Project Manager: Darwin Yasis

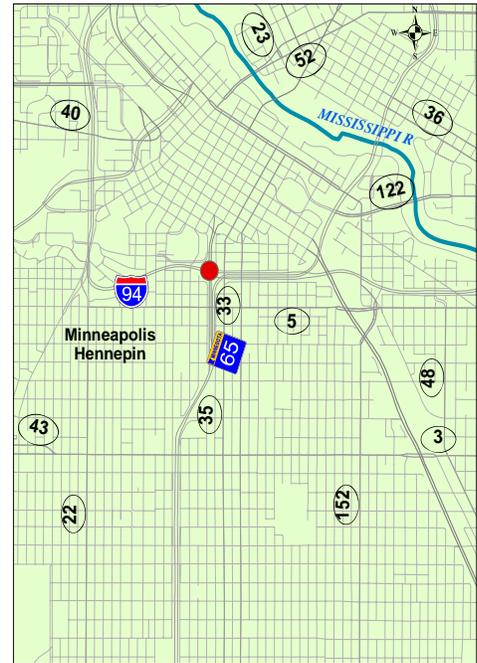
Original date of posting: 12/19/08

Revised: Month date, Year

PROJECT SUMMARY

I-94

I-94 On Ramp over I-94 & TH 65



Schedule:

Environmental Document Approved:
 Municipal Consent:
 Geometric Layout Approved:
 Construction Limits Established:
 Original Letting: 2018
 Current Letting:
 Construction: 2018
 Others Important Project Milestones:

Project History:

Bridge No. 27842 was built in 1966 and had a Low Slump Concrete Wear Surface installed in 1996. This bridge is Structurally Deficient, has a Sufficiency Rating of 64.8, and has NBIS Condition Ratings of 4 for the Deck (10% Unsound), 4 for the Superstructure, and 6 for the Substructure. This bridge is included in the Legislatively mandated Chapter 152 bridge program.

Project Benefits:

- Left hand entrance concept improves lane utilization on I-94 westbound and improves traffic flow on I-35W northbound

Project Risks:

- May require replacement of Bridge No 27843 (TH 65 over I-94) and Bridge No 27V25 (3rd Avenue over I-94) to accommodate new bridge
- May require realignment of I-94 westbound travel lanes to accommodate new bridge

Project Description:

Replace Bridge No 27842 (TH 65 northbound to I-94 westbound ramp), Bridge No 27843 (TH 65 over I-94), and Bridge No 27V25 (3rd Avenue over I-94). Adjust horizontal and vertical alignment of westbound I-94 (to accommodate added lefthand lane), vertical alignment of I-94 eastbound, and vertical alignment of TH 65.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-----------------------|
| Construction Letting: | \$ | \$ 44.2-\$59.8 |
| Other Construction elements: | \$ | \$ 0.0-\$0.0 |
| Engineering: | \$ | \$ 6.5-\$8.9 |
| <u>Right of Way:</u> | \$ | <u>\$ 0.0-\$0.0</u> |
| Total: | \$ | \$ 50.7-\$68.7 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

- Assumes replacement of Bridge Nos. 27842, 27843, and 27V25.
- Assumes realignment of I-94 westbound to accommodate lefthand entrance



Minnesota Department of Transportation
 Metro District
 1500 West County Road B2
 Roseville, MN 55113
 (651) 234-7500

District Engineer: Scott McBride

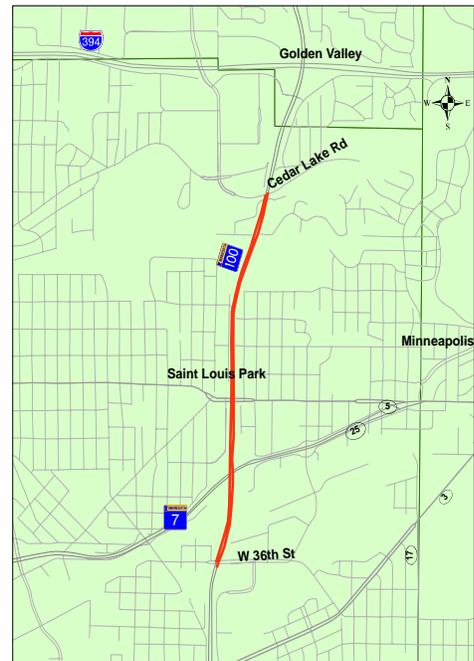
Project Manager: Ed Idzorek

Original date of posting: December 19, 2008

Revised: December 19, 2008

PROJECT SUMMARY

TH 100 36th Street to Cedar Lake Road SP 2734-33



Schedule:

Environmental Document Approved:
Municipal Consent (if applicable):
Geometric Layout Approved:
Construction Limits Established:
Original Letting : 1/27/95
Current Letting : 11/21/14
Construction: 2015 - 2017
Others Important Project Milestones:
CORSIM Analysis – Completed 2006

Project History:

Concept layout with CORSIM analysis was developed for reconstruction of a 4-lane freeway to a 6-lane freeway including bridge replacements by 2005. In 2006, low cost temporary improvements were made to add a third lane in each direction. Concept project is being rescoped to reduce costs and address substandard bridges.

Project Benefits:

- Replace Tier 2 bridges
- Correct flooding problems
- Address noise mitigation
- Correct geometric deficiencies
- Improve drainage and water quality

Project Risks:

- Funding and timing
- Acceptable traffic operations with re-scoped project
- Municipal consent

Project Description:

Freeway And Interchange Reconstruction From W. 36th Street to Cedar Lake Rd.

Replace Bridges No's. 5308, 5309, 5598, & 27012, Grading Surfacing, Drainage, Utilities, Noise & Retaining Walls, TMC

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|------------------------|
| Construction Letting: | \$ | \$100.8-\$136.4 |
| Other Construction elements: | \$ | \$ 4.0-\$ 5.4 |
| Engineering: | \$ | \$ 20.1-\$ 27.3 |
| <u>Right of Way:</u> | \$ | <u>\$ 7.8-\$ 10.6</u> |
| Total: | \$ | \$132.7-\$179.7 |

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

-



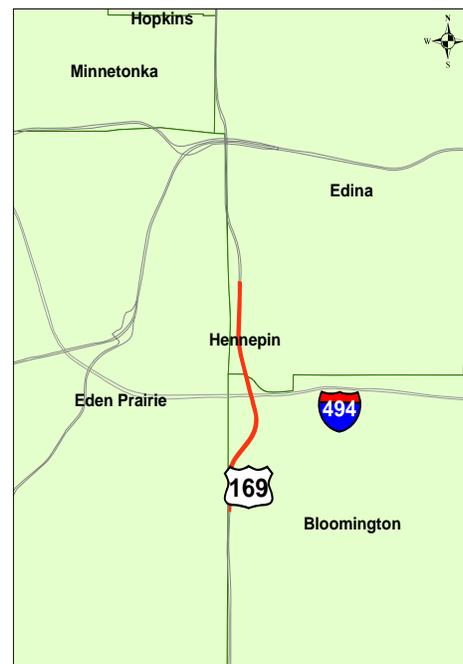
Minnesota Department of Transportation
Metro District
1500 West County Road B2
Roseville, MN 55113
651-234-7500

District Engineer: Scott McBride
Project Manager: Rebecca Fabunmi
Original date of posting: Month date, Year
Revised: Month date, Year

PROJECT SUMMARY

TH 169 / I-494

Interchange Reconstruction



Schedule:

Environmental Document Approved: Dec. 2002
 Municipal Consent: Mar. 2007
 Geometric Layout Approved: 2007
 Construction Limits Established: Yes
 Original Letting: Nov. 2005
 Current Letting: 2016
 Construction: 2016 to 2018

Project History:

Mn/DOT assumed jurisdictional responsibility for TH 169 after the Hennepin County reconstructed CR 18 to expressway standards in the early 1990's. The signal at Highwood Drive was part of that project. In the mid to later 1990's, Mn/DOT replaced the 169 over 494 bridges and reconfigured the diamond interchange to a three-quarter cloverleaf while retaining the north and south ramp terminal signals that were necessary for system and local movements through the interchange. In 2003, the interchange reconstruction project was identified to receive BAP funding to accelerate the project. During these years, the corridor south of I-494 was designated a high priority interregional corridor. The project was developed for letting, but the BAP funds for the project were taken to make up for funding shortfalls on other projects. There has been approximately \$7.5M in HPP dollars assigned to project for right of way acquisitions of which \$6.0M has been encumbered. Following layout approval and with no identified funding, the project was moved to the last year of the Metro District ten-year program. The PM was then directed to rescope the project to a lower cost. Original project construction cost in 2008 dollars is \$145M with the rescope project cost in 2008 dollars of \$105M. Project is being considered for the Federal Economic Stimulus Bill funding.

Project Description:

Remove three signals, connect the north and south frontage roads under TH 169, convert expressway to freeway with partial-directional interchange reconstruction, construct noise barriers / visual barriers, and construct drainage and water quality facilities.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|-------------------------|
| Construction Letting: | \$ | \$121.1-\$163.9 |
| Other Construction elements: | \$ | \$ 4.8-\$ 6.6 |
| Engineering: | \$ | \$ 23.0-\$ 31.1 |
| R/W (includes \$6.0M HPP): | \$ | \$ 12.0-\$ 16.2 |
| Total: | \$ | \$ 160.9-\$217.8 |

Project Benefits:

- Improve mobility (system and local), reduce travel times, decrease congestion, improve safety and reduce accidents, preserve right of way for future third lane on TH 169, and address high priority interregional corridor deficiencies.

Project Risks:

- Potential failure of the FHWA to approve the Interstate Access Request for rescope project, municipal approval by the three cities, continued lack of identified funding to complete the project, and noise barrier / visual barrier issues resolution.

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

- Assumes Design Bid Build delivery process



Minnesota Department of Transportation
 Metro District – Waters Edge
 1500 W County Rd B2
 Roseville, MN 55443
 (651) 234-7500 / 1-800-657-3688
District Engineer: Scott McBride
Project Manager: Wayne Norris
 Original date of posting: December 30, 2008
 Revised: Month date, Year

PROJECT SUMMARY

I 494

**Lake Road and 0.1 miles north of 4th Street, Oakdale, Maplewood
and Woodbury
SP 8285-93 and 8285-94**



Schedule:

Environmental Document Approved: pending
 Municipal Consent: pending
 Geometric Layout Approved: pending
 Construction Limits Established: pending
 Original Letting: 1/22/10
 Current Letting:
 SP 8285-93: 4/24/09
 SP 8285-94: 1/22/10
 Construction: 2009 - 2010
 Others Important Project Milestones:
 Project divided into two lettings:
 SP 8285-93, 2009 grading
 SP 8285-94, 2010 surfacing

Project Description:

- SP 8285-93:
- Majority of project grading
 - Bituminous widening to NB and SB median
 - Temporary bypass construction
 - Widen bridge # 9775 at Century
 - Majority of new drainage
- SP 8285-94:
- Place unbonded concrete overlay
 - Pave shoulders
 - Guardrail
 - Median Barrier
 - Impact Attenuators

Project History:

NEED: Poor and mismatched pavement conditions. Last JRCR section rehab is nearing end of its useful life. Rough ride due to numerous bit patches in failed concrete areas, mid-panel cracking causing faulting of slabs, longitudinal centerline cracking. Traffic studies indicate congestion and safety degradation is developing.

PURPOSE: Improve ride and restore pavement structure to this segment. Add continuous 3rd lane in each direction to tie into Wakota project to the south.

Project Benefits:

- Pavement Preservation
- Improved ride
- Added capacity
- Safety improvements

Project Risks:

- Little cost experience with unbonded concrete overlays.

Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$44.0 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 8.0 |
| Right of Way: | \$ | \$ 0.0 |
| Total: | \$ | \$52.0 |

12/08: the above estimate is a total of the two projects. At this time the distribution between the two projects is estimated at approximately 50%

Recent Changes and Updates:

Divided into two projects
 Accelerated schedule
 M&O through 94 interchange

Key Cost Estimate Assumptions:

- 15% risk added for roadway construction i.e. soils, WRE, pavement design



Minnesota Department of Transportation
 Metro District, Waters Edge Building
 1500 W. County Road B-2
 Roseville, Mn 55113-3174
 (651) 234 – 7500 or 1-800-657-3688
District Engineer: Scott McBride
Project Manager: Harvey Scheffert
 Original date of posting: 12/15/08
 Revised: Month date, Year

PROJECT SUMMARY

I 494

EB Wakota Bridge

SP 1985-132

www.dot.state.mn.us/metro/projects/wakota

Project Description:

- SP 1985-132 and 8285-91 includes construction of the eastbound Wakota bridge on I-494 and some approach roadway work on each end of the bridge.
- SP 1985-132 is the EB bridge, the WB bridge opened in fall, 2006. The EB bridge was rebid in January, 2008.
- The overall Wakota project included 10 separate construction projects (5 state and 5 local projects)

Schedule:

Environmental Document Approved: 11/2000
Municipal Consent (if applicable):

South St. Paul: 2/5/01
Newport: 4/17/01
St. Paul Park: 3/19/01
Maplewood: 3/26/01
St. Paul: 9/5/01

Geometric Layout Approved: 12/4/00

Construction Limits Established:

Original Letting: let 1-25-08

Current Letting: let 1-25-08

Construction: 2008 - 2010

Others Important Project Milestones: EB river bridge opens to traffic July, 2010

Project History: Construction of the new eastbound Wakota Bridge is part of a \$300 million construction contract to reconstruct 3.5 miles of I-494, 4.3 miles of Highway 61 and to build 27 non-river bridges, in addition to the two river bridges. Design problems in the 2002 river bridges were discovered during construction of the westbound bridge. The westbound bridge was retro fitted and the eastbound bridge redesigned to address the problems. Mn/DOT chose to separate the eastbound bridge from the original contract and rebid the bridge after reaching an impasse in cost negotiations with the project's construction contractor. This final segment of the Wakota Bridge project was let on January 25, 2008 and will be completed in July, 2010.

Project Benefits:

- Reduced congestion on the I-494 Mississippi river crossing and approaching roadways.

Project Risks:

- Project is under construction



Total Project Cost Estimate (millions)

Date of approved STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$60.0 |
| Other Construction elements: | \$ | \$ 0.0 |
| Engineering: | \$ | \$ 0.0 |
| <u>Right of Way:</u> | \$ | <u>\$ 0.0</u> |
| Total: | \$ | \$60.0 |

(costs adjusted to 2009)

Recent Changes and Updates:

See project history

Key Cost Estimate Assumptions:

- Current estimate reflects actual bid of successful low bid contractor Lunda Construction Company



Minnesota Department of Transportation
Metro District – Waters Edge
1500 W County Rd B2
Roseville, MN 55443

(651) 234-7500 / 1-800-657-3688

District Engineer: Scott McBride

Project Manager: Tim Dockter

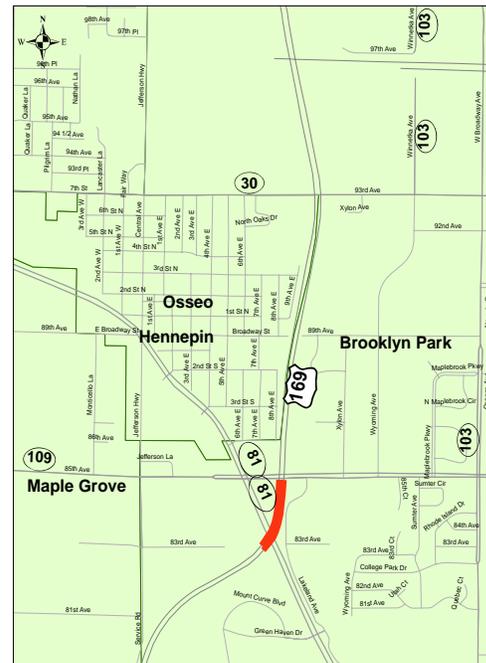
Original date of posting: 12/16/08

Revised: Month date, Year

PROJECT SUMMARY

**TH 169
CSAH 81 and CSAH 109("Triangle")
SP 2750-57**

<http://www.dot.state.mn.us/metro/projects/169triangle/>



Schedule:

Environmental Document Approved: 5/11/05
Geometric Layout Approved: 9/2/08
Construction Limits Established: 3/7/05
Letting Date: 6/6/08
Construction: 7/08 through 7/11

Project History:

The TH 169 corridor in the Metro area is an at-risk high priority interregional corridor. In 2005, the intersection of TH 169 and CSAH 81 was ranked as the busiest signalized intersection in the Metropolitan area. The intersection of TH 169 and CSAH 109 ranked fourth on the statewide Top 200 High Crash Cost Intersections list. The TH 169/CSAH 81 intersection ranked third on the statewide Top 200 High Crash Cost Intersections list. With the forecasted increases in traffic volumes within the next twenty years, the current amount of delay and the number of stopped vehicles is expected to increase significantly.

Several alternatives were considered and the selected alternative was to raise TH 169 over the railroad, CSAH 81, and CSAH 109 providing full access to CSAH 109 via a tight diamond interchange and direct access from TH 169 southbound to CSAH 81 southbound via a "flyover" ramp.

Project Benefits:

- Reduce congestion
- Increase capacity
- Improve safety

Project Risks:

- Project is under construction. Risks may include:
 - field conditions that don't match what was expected during design
 - contractor delays

Project Description:

TH 169 from south of CSAH 81 to north of CSAH 109 in Brooklyn Park.

Build 169 over the top of CSAH 81, CSAH 109 and BNSF railroad tracks, enabling TH 169 traffic to move unimpeded through the "triangle" area. A diamond interchange at CSAH 109 is included.

Total Project Cost Estimate (millions)

Date of approved STIP: 2006-2008 STIP (Nov. 22, 2005)

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|-----------------------|----------------------|---------------------|
| Construction Letting: | \$ | \$ 50.0 |
| Engineering: | \$ | \$ 4.0 |
| Right of Way: | \$ | \$ 4.6 |
| Total: | \$ | \$ 58.6 |

Recent Changes and Updates:

- Project was let in June 2008.

Key Cost Estimate Assumptions:

- Assuming no major change orders in construction.



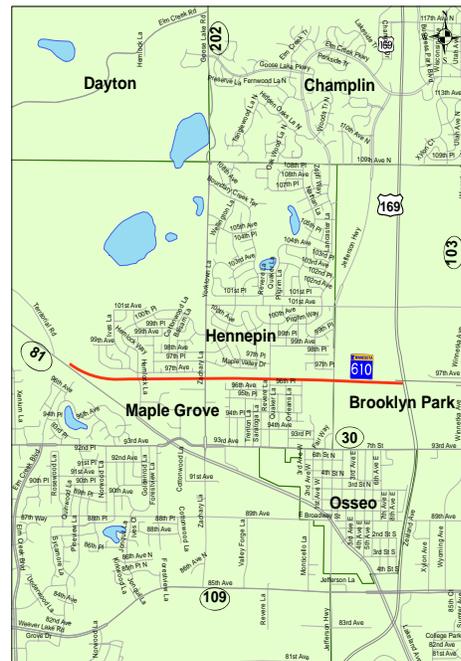
Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 55113
(651) 234-7500
District Engineer: Scott McBride
Project Manager: Jeff Gibbens
Original date of posting: 12/19/2008

PROJECT SUMMARY

TH 610

TH 169 to Hennepin Co. Rd. 81

<http://www.dot.state.mn.us/metro/projects/610/>



Schedule:

Environmental Document Approved: December 1993 (must be re-evaluated)
 Municipal Consent:
 Geometric Layout Approved: Pending
 Construction Limits Established: N/A
 Original Letting: April 2023
 Current Letting: FY 2023
 Construction: FY 2023
 Other Important Project Milestones:

Project History:

TH 610 is a four-lane, Principal Arterial roadway in the northwestern Metro suburbs. The 1981 DEIS showed a need for a principal arterial in this area. The first phases of TH 610 were constructed during 1987 and between 1997 and 2001, which completed work between TH 10 and TH 169. The remaining portion of the corridor to be completed will extend TH 610 from TH 169 to I-94, although this phase will be broken into two projects – the first project will build the corridor from TH 169 to Co. Rd. 81, and the second project will complete the corridor from Co. Rd. 81 to I-94. This document addresses the first project.

Project Benefits:

- Provide another Principal Arterial in the NW Metro to relieve congestion along I-94.
- Improve safety by removing traffic demand on the surrounding local roadway system.
-

Project Risks:

- Retaining wall costs are still unknown and have high risk.
- Transmission line relocation costs are not confirmed and have risk associated.

Project Description:

This project is to continue the construction of TH 610. It will extend a four-lane freeway section from TH 169 to Hennepin County Road 81 on new alignment. The project will help complete the next step in extending the National Highway System between I-94 and I-35W in the northern Twin Cities metropolitan area.

Total Project Cost Estimate (millions)

Date entered into STIP:

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|------------------------|
| Construction Letting: | \$ | \$ 92.1-\$124.7 |
| Other Construction elements: | \$ | \$ 0.0-\$0.0 |
| Engineering: | \$ | \$16.7-\$22.7 |
| Right of Way: | \$ | \$15.5-\$20.9 |
| Total: | \$ | \$124.4-\$168.2 |

Adjusted to year 2023 construction

Recent Changes and Updates:

-

Key Cost Estimate Assumptions:

- The transmission line relocation costs are based on information provided by Ramankutty Kannankutty for the transmission line relocations under SP 2771-31.
- Retaining walls will be needed, but lengths and heights will not be known until the cross sections are developed further.

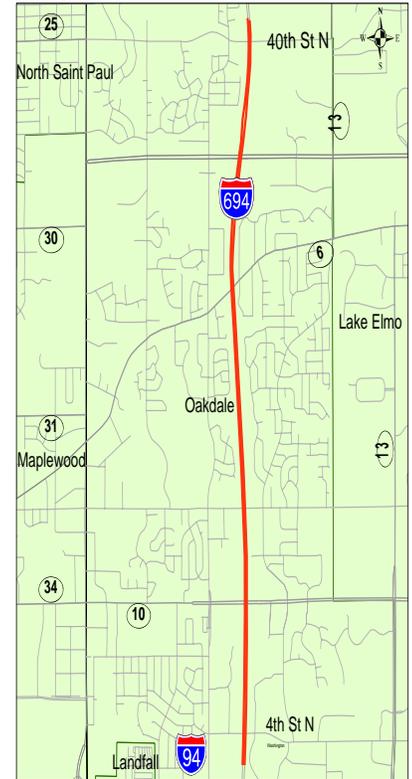


Minnesota Department of Transportation
 Metro District – Waters Edge
 1500 W County Rd B2
 Roseville, MN 55443
 (651) 234-7500 / 1-800-657-3688
District Engineer: Scott McBride
Project Manager: Jennie Read
 Original date of posting: January 9, 2009
 Revised:

PROJECT SUMMARY

I-694

**0.1 miles north of 4th Street to 40th Street bridge in Oakdale
SP 8286-64**



Schedule:

Environmental Document Approved: Pending
Municipal Consent: N/A
Geometric Layout Approved: N/A
Construction Limits Established: Pending
Letting: 1/22/10
Construction: 2010

Project History:

NEED: Poor pavement conditions and bridge conditions are the primary reason for this project. The existing pavement is a bituminous overlay over CRC pavement. The underlying pavement has failed in many areas and requires frequent repairs. All four bridges have deck condition issues, the R/R have decks that are 60% unsound and there are lead paint issues. It was decided that the bridges should be replaced.

Bridges:

I-694 over UP R/R, Built 1967, Low slump overlay in 1990
82805 SB over R/R, Suff. 95.0
82806 NB over R/R, Suff. 84.0

I-694 over TH 5, Built 1967, Low slump overlay in 1979
82807 SB over TH 5, Suff. 97.0
82808 NB over TH 5, Suff. 94.6

Project Benefits:

- Pavement Preservation
- Improved ride
- Bridge improvement

Project Risks:

- Little cost experience with unbonded concrete overlays.
- Concrete prices.

Project Description:

- Replace four bridges, NB and SB 694 over TH 5 and NB and SB over UP R/R
- Unbonded concrete overlay
- Pave shoulders
- Guardrail
- Cable Median Barrier

Total Project Cost Estimate (millions)

Date of approved STIP: November 30, 2007

| | <u>Baseline Est.</u> | <u>Current Est.</u> |
|------------------------------|----------------------|---------------------|
| Construction Letting: | \$ 28.0 | \$ 28.0 |
| Other Construction elements: | \$ 0.0 | \$ 0.0 |
| Engineering: | \$ 6.0 | \$ 6.0 |
| <u>Right of Way:</u> | <u>\$ 0.0</u> | <u>\$ 0.0</u> |
| Total: | \$ 34.0 | \$ 34.0 |

Recent Changes and Updates:

- Letting date moved forward to match 494 project
- Bridge, pavement, and cable barrier projects combined
- Original two year construction window to be condensed to one year

Key Cost Estimate Assumptions:

- 15% risk added for roadway construction i.e. soils, WRE, pavement design



Minnesota Department of Transportation
Metro District, Waters Edge Building
1500 W. County Road B-2
Roseville, Mn 55113-3174
(651) 234 -7500

District Engineer: Scott McBride

Project Manager: Dan Rowe

Original date of posting: 12/19/08

Revised: Month date, Year