Report on

Major Highway Projects and Trunk Highway Fund Expenditures

December 2014

Prepared by

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Contents

Legislative requirements

This report was completed to comply with Minn. Stat. 174.56 and Laws of Minnesota 2012, Chapter 287, Article 4, Section 48.

Minnesota Statute 174.56:

174.56 REPORT ON MAJOR HIGHWAY PROJECTS AND TRUNK HIGHWAY FUND EXPENDITURES.

Subdivision 1.Report required.

(a) The commissioner of transportation shall submit a report by December 15 of each year on (1) the status of major highway projects completed during the previous two years or under construction or planned during the year of the report and for the ensuing 15 years, and (2) trunk highway fund expenditures.

(b) 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) $15,000,000 in the metropolitan highway construction district, or (2) $5,000,000 in any nonmetropolitan highway construction district.

Subd. 2. Report contents; major highway projects.

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 planning estimate for the project, the engineer's estimate, the award price, the final cost as of six months after substantial completion, including any supplemental agreements and cost overruns or cost savings, 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;

(4) past and potential future reasons for delay in letting or completing the project, details of all project cost changes that exceed $500,000, and specific modifications to the overall program that are made as a result of delays and project cost changes;

(5) two representative trunk highway construction projects, one each from the department's metropolitan district and from greater Minnesota, and for each project report the cost of environmental mitigation and compliance; and

(6) the annual budget for products and services for each Department of Transportation district and office, with comparison to actual spending and including measures of productivity for the previous fiscal year.

Subd. 2a.Report contents; trunk highway fund expenditures.

The commissioner shall include in the report information on the total expenditures from the trunk highway fund during the previous fiscal year, for each Department of Transportation district, in the following categories: road construction; planning; design and engineering; labor; compliance with environmental regulations; administration; acquisition of right-of-way, including costs for attorney fees and other compensation for property owners; litigation costs, including payment of claims, settlements, and judgments; maintenance; and road operations.

Subd. 3. Department resources.

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

Laws of Minnesota 2012, Chapter 287, Article 4, Section 48

Sec. 48. ADDITIONS TO REPORTS ON MAJOR HIGHWAY PROJECTS AND TRUNK HIGHWAY FUND EXPENDITURES.

For 2013 and 2014 reports required under Minnesota Statutes, section 174.56, the commissioner of transportation shall include the results of evaluations of management systems currently used by the Department of Transportation. The evaluations must specify the extent to which the management of data in these systems is consistent with existing policies and the need for statewide, reliable, and verifiable information. The evaluations must be performed either by the department's office of internal audit or by an independent external auditor. The 2013 report must include the evaluation of construction management systems and the program and project management system. The 2014 report must include the evaluation of pavement management systems and bridge management systems.

Report cost

Total report cost is approximately $143,000.

The cost of preparing the report elements required by Minn. Stat. 174.56 is approximately $80,000.

The cost of evaluating the pavement management systems and bridge management systems, as required by Laws of Minn. 2012, Ch. 287, Art. 4, Sec. 48, is approximately $63,000.

The 2013 Major Highway Projects and Trunk Highway Expenditure Report was significantly higher due to the need to develop the process and data needed to report on the budget by products and services and productivity measures.

Purpose and Scope of this Report

Introduction

The first legislative report on Major Highway Projects and Trunk Highway Fund Expenditures report was due in January 2009. In 2012, the legislature made significant changes to the reporting requirements. These changes include:

- A reduction in the cost threshold for what constitutes a "major" project for the purposes of this report
- Additional information on project costs and changes in costs
- Information about the annual budget for products and services, with a comparison to actual spending and including measures of productivity for the previous fiscal year
- Reporting on trunk highway fund expenditures and on environmental costs for representative projects, both of which had previously been in a separate report
- An evaluation of certain management systems used by the department (required for 2013 and 2014 reports)

The Minnesota Department of Transportation's business is to plan, build, operate and maintain Minnesota's transportation system. As in previous years, the 2014 edition of the Major Highway Projects and Trunk Highway Fund Expenditures report provides a snapshot of MnDOT's programming and delivery for larger projects. This is consistent with the agency's focus on delivering high quality projects on time and within budget.

This report includes information on MnDOT's overall financial management and the new system of budgeting by products and services that MnDOT is working to implement. No other state agency budgets this way, so existing state systems lack the ability to support this new process, which requires the development of new systems and infrastructure.

Finally, the report includes objective evaluations of MnDOT's pavement management system and bridge management system.

Together, these changes will satisfy the requirements laid out in the law and help MnDOT continue to enhance its financial effectiveness.

The report is organized into the following sections:

- Major highway projects report
- Environmental mitigation costs
- Trunk highway fund expenditures
- Management systems evaluations
- Products and services budget expenditures report
- Productivity measures
- Major highway project summary sheets

Summary of contents

Major highway projects

This section of the annual report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per Minn. Stat. 174.56, this report includes projects with cost estimates equal to or in excess of $15 million in the Twin Cities Metro District and with cost estimates equal to or in excess of $5 million in Greater Minnesota.

This report includes information on projects that meet the total project cost estimate criteria and are either under construction, programmed or planned within the next 15 years. For each project completed in the past two fiscal years (2012-2013) or identified for construction in the next four years (2014-2017), a project summary is included that provides detailed information on project location, purpose, scope, schedule, and cost. Each project planned for construction in 2018-2029 is included in a summary table near the end of the report with basic information on project location, description, schedule, and cost.

Projects are arranged by MnDOT district. A map and a list of projects precede the project summary pages within each district. The information provided in this report is current as of November 2014.

Environmental mitigation costs

Per the legislative requirement, the cost of environmental mitigation and compliance was analyzed for two representative projects.

1. The I-494 project in Hennepin County, located in MnDOT's Metro District, was chosen in part because it represents the types of mitigation that are central to all MnDOT projects.
2. The Highway 14 project in District 7 was chosen because it included extensive wetland mitigation and stormwater ponds.

Trunk highway fund expenditures

Fiscal Year (FY) 2014 expenditure information is provided for each of the categories specified in the statute.

Management systems evaluations

This year's report includes the evaluation of MnDOT's pavement management systems and bridge management systems. These evaluations were conducted by MnDOT's internal audit office.

The evaluations concluded that MnDOT's management of these systems is consistent with existing policies, the need for statewide, reliable and verifiable information, and the need for properly designed and implemented internal controls.

Product and service line budget

MnDOT is currently developing a new product and service grid that more accurately organizes and describes its products and services. The new grid is expected to be fully operational by fiscal year 2016.

The expenses and budgets provided in this report, by products and services, represent the department's annual budget for fiscal year 2014, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2013, but due to processing time would have been paid in fiscal year 2014.

Key challenges to implementation include:

- Timing differences between the two years of a biennium cause variances that would not be present if the report were prepared on a biennial basis. For example, carryover from the first year of the biennium to the second year can vary the results of the report depending on which year of the biennium is represented in the report.
- The inability to match some expenses to their original budgets due to system limitations in identifying the fiscal year budget to which the expenditures should be aligned. This occurs when an expenditure is made in one budget year and paid in the next.
- Carry over budgets may cause expenditures to exceed the total budget. These expenditures occur within a biennium and are allowed by statute.

Productivity measures

The productivity measures project is an effort to identify, create, examine, and document current levels of productivity within MnDOT. This project complies with the 2012 legislation requiring the commissioner to annually report measures of MnDOT productivity for the previous fiscal year.

Performance measures are not new at MnDOT. Traditional performance measures used by MnDOT are measures of product and service delivery effectiveness. However, productivity measures are still relatively new to the department with December 2014 marking only the second year MnDOT has produced the productivity report. Productivity measures align well with the department goal of enhancing financial effectiveness and are the next step to evaluate how efficiently MnDOT's products and services are delivered.

The report includes the following measures reported last year, although the pavement measure has been modified for this year's report:

- Bridges:
    - Inspection cost per square foot of deck area
    - Maintenance cost per square foot of deck area
- Pavement: Cost per additional roadway mile-year added
- Snow and ice: Cost per plow mile driven
- Pavement markings: Cost per mile striped
- Transit: MnDOT administrative cost per transit passenger trip

These areas represent a subset of MnDOT's products and services. New areas will continue to be added in subsequent reports as they are identified.

The background for each productivity measure is presented along with data through the previous 10 years where possible. Each measure includes a discussion about why the measure presented is a good measure of productivity and major influencing factors.

Three of the six productivity measures show the inflation-adjusted unit costs declining. Specifically, pavement cost per roadway mile-year added, pavement markings cost per mile striped and administrative cost per transit trip all show declining inflation-adjusted unit costs. Snow plow cost per mile driven was stable eight of the last 10 years. Both bridge inspection and bridge maintenance costs per unit show a slight upward trend. Expenditures for bridge inspection increased sharply in 2008 when the governor mandated accelerated inspections for all bridges. Additional funding for preventive bridge maintenance may partially account for the increase in bridge maintenance costs, in addition to aging bridges which require more expensive and more reactive maintenance.

Major Highway Projects Summary

This annual report identifies major projects constructed within the past two years, as well as all major projects programmed or planned for construction on the state trunk highway system over the next 15 years, including the interstate and national highway systems. Per Minn. Stat. 174.56, this report includes projects with cost estimates equal to or in excess of $15 million in the Metro District and projects with cost estimates equal to or in excess of $5 million in Greater Minnesota. This report includes 377 projects that met the statutory cost threshold. The information provided in this report is current as of April 2014.

Projects included in 2014 Major Highway Projects report

District	Projects completed, under construction or listed in the STIP	Projects in years 2019-2030	Total projects
1	34	30	64
2	21	5	26
3	33	21	54
4	30	12	52
6	38	30	68
7	41	24	55
8	11	7	18
Metro	31	10	41
State	248	129	377

Of the 377 projects reported this year, 41 are in the Twin Cities metro area and 336 are in Greater Minnesota. Projects vary in type, and include pavement preservation, bridge replacement and rehabilitation, and mobility projects based on the priorities established in the MnDOT's 20-year State Highway Investment Plan, also known as MnSHIP.

State highway investment planning process

MnSHIP is an important link between the guiding principles in the Minnesota GO 50-Year Vision, the strategies in the Statewide Multimodal Transportation Plan and the capital improvements made to the state highway system. MnSHIP sets a fiscally constrained framework for future capital improvements by identifying investment needs and priorities for available funding. This plan will serve as the framework for statewide investment on trunk highways for the next two years before a new 20-year investment plan is produced.

Figure 1: Planning mechanisms and plans

MnSHIP covers three planning periods: years 1-4, years 5-10 and years 11-20. Projects identified for years 1-4 (FY 2015-18) are those listed in the 2014 Statewide Transportation Improvement Program. MnDOT intends to deliver these projects during the next four years, although the programmed year of construction may be adjusted if actual revenues increase or decrease.

Investments identified for years 5-10 (FY 2019-24) include general funding levels for certain improvement categories (e.g., pavement preservation, traveler safety), as well as construction cost estimates for several specific projects within the improvement categories. These projects and their cost estimates should be considered preliminary, as revenue forecasts are uncertain.

Specific projects are not identified for years 11-20 (FY 2024-33); instead, MnSHIP has set broad investment priorities associated with funding allocations, which focus primarily on preserving the transportation assets MnDOT currently owns. Such elements include, but are not limited to:

- Pavement within MnDOT right of way
- Bridges
- Bike and pedestrian facilities
- Drainage structures
- Barriers, guardrails and fences
- Lighting and intelligent transportation system features
- Signs
- Noise walls

Investment priorities may change as a result of system performance conditions, legislative initiatives or federal requirements related to the recently adopted MAP-21 transportation bill.

MnDOT began the process by:

- Reviewing current investment priorities, asset conditions and other system needs
- Projecting the amount of federal and state funds that will be available for investment on the state highway system during the next 20 years
- Reviewing agency policy, as well as federal and state transportation laws
- Identifying emerging significant risks that may affect investment priorities

Next, MnDOT established a range of potential investment levels for nine categories of highway investment priorities. These investment levels were combined into example investment scenarios to solicit feedback from the public. For investment direction for the 20-year plan, MnDOT considered stakeholder input, legislative direction, federal requirements and system-wide risks and outcomes to develop a final mix of investment priorities. This investment direction guided statewide and district investment goals; these goals are achieved by districts developing a schedule of projects that comprise their investment programs and designed to make progress towards these goals.

Project selection

MnDOT selects projects through several different planning and programming processes, all designed to address performance-based needs and achieve key objectives on the trunk highway system. These processes are the methods used by MnDOT to decide how to use authorized federal and state funds and revenue from the sale of trunk highway bonds. The primary framework for project selection is outlined below.

10-year work plan[1]

The existing investment plan known as MnSHIP created two programs to guide project selection at a state and regional level for the next 10 years. They are the Statewide Performance Program and the regional District Risk Management Program. The purpose of establishing these two programs is to ensure the department efficiently and effectively works toward common statewide goals. These goals consist of meeting Governmental Accounting Standards Board thresholds for pavements and bridges, and meeting MAP-21 performance targets, while simultaneously maintaining regional flexibility to address unique risks and circumstances at the district level.

Statewide Performance Program

The current federal transportation bill, MAP-21, places greater emphasis on National Highway System performance and requires MnDOT to make progress toward national performance goal areas, including those related to asset condition, safety and congestion. If MnDOT failed to adequately progress towards the national goals, it could result in the loss of some federal funding flexibility. Further, an analysis highlighted the expectation that MnDOT maintain the state's most important routes in a good repair. In response, MnDOT developed the Statewide Performance Program to ensure that federal and state performance targets are met on the NHS and that the condition of these routes meets public and MnDOT expectations.

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[1] Years 1-2: Projects identified for FY 2015 and 2016 were based on investment priorities established in the 2009 State Highway Investment Plan and in the existing State Transportation Improvement Program, covering 2015-2018. In general, MnDOT considers projects listed in the STIP as commitments. As a result, the existing investment plan known as MnSHIP did not shape project selection for years 1-2.

District Risk Management Program

The SPP focuses funding on addressing key performance targets on NHS routes, while the DRMP focuses funding on all other non-NHS highways needs on all state highways. The majority of the program supports pavement and bridge rehabilitation or replacement projects. The DRMP project selection process is structured to give districts the flexibility to address their greatest regional and local risks. Districts are also able to make additional investments on the NHS system if the proposed project is in response to a high risk issue.

In the DRMP, each MnDOT district is responsible for selecting projects that mitigate its highest risks in the areas of asset management, traveler safety, critical connections, and projects which are a regional and community improvement priority. MnDOT distributes different levels of funding to the districts for this program based on a revenue distribution method that accounts for various system factors. MnDOT districts collaborate with Area Transportation Partnerships metropolitan planning organizations and other key partners to select projects.

MnSHIP directs 45 percent of MnDOT's annual revenues toward DRMP projects or approximately $333 million per year, not including the cost of delivering those projects. The DRMP's share of MnDOT's annual program may vary in the future depending on the outcomes of MnDOT's ongoing risk-based and performance-based planning efforts. The investment category mixes for each district vary depending on the system characteristics and conditions unique to that area of the state.

Impacts of cost changes to the overall program

Changes to project costs and schedules affect the state trunk highway capital investment program. These effects are most directly seen through annual revisions to the STIP, which lists projects that MnDOT is planning to complete in the next four construction seasons. Seventy-five percent of the projects listed in the STIP are let and completed in their originally scheduled construction season. The completion date for other projects may be adjusted, and project scope and costs may increase or decrease after being listed in the STIP.

Project costs may change for a variety of reasons including: changes in economic conditions, inflationary factors, scope changes, supplemental agreements, cost overruns, right of way acquisition, etc. These costs may change prior to letting or after a contract is awarded. Changes in project costs prior to letting are handled through the STIP process. The STIP process allows projects to be added, revised or removed on an annual basis. Cost changes to a project post-letting are managed at the district level. If cost changes are higher than anticipated, set-asides are primarily used to handle the change. If project costs are lower than projected, other projects may be advanced to an earlier construction date. Project cost overruns, as well as cost savings, are managed on an aggregate program level.

If a statewide program (e.g., the statewide performance program) has cumulative cost estimate changes resulting in a significant amount of uncommitted funds, a specific, one-

time program may be implemented, such as the recent Better Roads for a Better Minnesota, which focused on achieving statewide performance objectives for overall pavement condition. To deliver the Better Roads program, projects that most effectively achieved these performance objectives and were at an appropriate stage in the project development process were accelerated so they could be completed earlier than previously programmed.

Conversely, if cumulative project cost estimate changes increase by a significant enough level to necessitate revisions to the STIP, a number of projects may be delayed or removed, based on the fiscal ability to fully deliver each annual construction program. Projects that have not yet progressed through the project development process are more subject to these schedule delays or cost revisions.

Project prioritization

All projects identified within the 2015-18 STIP can be funded with current revenue projections and are high priority projects to the districts. Projects within the 2019-28 mid-range and long-range planning periods are a priority, but revenue forecasts, federal program requirements and funding sources are more uncertain and full funding may not have been identified. The 20-year Minnesota Highway Investment Plan details how investments at a program level are prioritized in this mid-range and long-range timeframe.

Project summary sheets

See Appendix C for one-page summaries, statewide maps, district maps, and an indexed table of all major highway projects. An explanation of the information included for each project, common abbreviations and definitions are also included in the appendix.

Environmental Mitigation and Compliance Analysis

The two projects included represent the types of environmental mitigation and compliance issues MnDOT generally faces in the Metro area and Greater Minnesota. Both projects were completed during the 2013 -14 fiscal years.

The I-494 project in Hennepin County is located in MnDOT's Metro District. This project was chosen in part because it represents the types of mitigation that are central to all MnDOT projects, the acquisition of right of way.

MnDOT strives to only acquire the appropriate amount of right of way essential to a project; however, in the case of the I-494 project, the work was done without purchasing any additional right of way. In general, erosion and sediment control during the construction phase and permanent stormwater mitigation are important parts of MnDOT projects. Noise analysis was also part of this project; however, noise walls were not put in because the results of the noise analysis concluded a noise wall was not necessary.

The Highway 14 project in District 7 was chosen for analysis because it included extensive wetland mitigation and the construction of stormwater ponds. Wetland and stormwater runoff mitigation are representative of the types of environmental mitigation that occurs across Minnesota.

Metro District project: Interstate 494 (Bloomington)

This was a mill and overlay project, which also added an auxiliary lane and ramp metering on westbound I-494 from Nicollet Avenue to Portland Avenue in the city of Bloomington. The project was approximately 5.3 miles long.

The auxiliary lane was about 1,450 feet long, and had a retaining wall between the auxiliary lane and the I-494 frontage road. In addition, the project also included the following elements: a median guardrail replacement, curb and gutter work, catch basin replacement or reinforcement, signals and lighting, a loop detector and ramp meter work, replacement of pedestrian curb ramps, and other needed ADA modifications. No additional right of way was acquired for this project.

Environmental mitigation costs of $353,900 are detailed in Figure 2 and account for roughly 1.1 percent of project costs.

The total project cost was $31.7 million. The construction cost of the project was $26.4 million, right of way land-related costs were $0 and project engineering costs were $5.3 million.

Figure 2: I-494 (Bloomington)

Environmental documents (Costs not included in mitigation cost total)	
Environmental assessment	$17,200
Environmental investigation costs	
Historical/cultural resources	$100
Contamination	$370
Regulated waste	$5,740
Sub-total	**$6,210**
Preconstruction engineering costs	
Ponds	$ 3,720
Sub-total	**$3,720**
Construction engineering/administration costs	
Ponds	$5,580
Erosion control	$31,400
Sub-total	**$36,980**
Right of way costs (land-related only)	
Wetlands (credits)	$670
Sub-total	**$670**
Construction costs	
Ponds	$46,480
Erosion control	$254,840
Regulated waste	$5,000
Sub-total	**$306,320**
Total environmental mitigation costs	**$353,900**
Project delivery costs (Engineering)	
Preconstruction engineering	$2,115,770
Construction engineering/administration	$3,173,650
Total Engineering costs:	**$5,289,420**

Total project cost	
Right of way	$ 0
Construction	$26,447,090
Engineering	$5,289,420
Total project costs:	**$31,736,510**
Percentage of project costs incurred for environmental mitigation and compliance ($353,900 divided by $31,736,510):	**1.1%**

Greater Minnesota project: Trunk Highway 14 (Nicollet County)

This project was located in District 7 in Nicollet County on Trunk Highway 14 from 5,300 feet west of CSAH 41 to 800 feet west of Lookout Drive in North Mankato. This project consisted of the following elements: road re-grading, concrete and bituminous re-surfacing, adding lighting, ADA improvements, constructing roundabouts and a bridge replacement (Bridge No. 52003). Environmental mitigation costs of $1,055,760 are detailed Figure 3 and account for roughly 4.7 percent of project costs.

The total project cost was $22.4 million. The construction cost of the project was $16.7 million, right of way land-related costs were $709,430 and project engineering costs were $3.3 million.

Figure 3: Trunk Highway 14 (Nicollet County)

Environmental documents (Costs not included in mitigation cost total)	
Environmental assessment	$ 177,140
Environmental investigation costs	
Historical/cultural resources	$ 1,450
Sub-total	**$1,425**
Preconstruction engineering costs	
Ponds	$3,500
Sub-total	**$3,500**
Construction engineering/administration costs	
Ponds	$5,250
Erosion control	$31,320
Sub-total	**$36,570**
Right of way costs (land-related only)	
Ponds	$115,200
Wetlands (credits)	$594,230
Sub-total	**$709,430**
Construction costs	
Ponds	$43,770
Erosion control	$261,040
Sub-total	**$304,810**
Total environmental mitigation costs	**$1,055,760**
Right of way	
Total project right of way costs (land only)	$1,701,710
Wetland (credits)	$594,230
Total Right of Way costs:	**$2,295,940**
Project delivery costs (Engineering)	
Preconstruction engineering	$1,338,740
Construction engineering/administration	$2,008,110
Total Engineering costs:	**$3,346,850**

Total project cost	
Right of way	$ 2,295,940
Construction	$16,734,230
Engineering	$3,346,850
Total project costs:	**$22,377,020**
Percentage of project costs incurred for environmental mitigation and compliance ($1,055,760 divided by $22,377,020):	**4.7%**

Trunk Highway Fund Expenditures

The following contains fiscal year 2014 cost information for each of the categories specified in Minn. Stat. 161.08, subd. 2. The table lists expenditures by category. A brief explanation follows, describing what is included in each cost category.

Trunk highway fund expenditures by category:

1	Road construction	$ 957.6
2	Design and engineering	$ 198.4
3	Labor	$ 370.9
4	Acquisition of right of way	$ 65.9
5	Litigation	$ 3.0
6	Maintenance	$ 95.1
7	Road operations	$ 225.7
8	Planning	$ 13.6
9	Environmental compliance	$ 13.6
10	Administration	$ 88.0

In $ millions

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. It includes both the design and engineering and construction cost portions of design/build contracts.

2. Design and engineering costs include all costs and encumbrances for design, pre-design, construction, and other engineering activities performed internally by MnDOT employees and by consultants.

3. Labor costs include all MnDOT expenditures to pay MnDOT employees their wages and salaries including overtime and benefits for full-time, part-time, and unclassified employees.

4. Right of way acquisition costs include all costs and encumbrances to acquire and manage land assets for the trunk highway system.

5. Litigation costs include the following: payments to the State Attorney General's Office for legal services, costs paid for expert witness fees, court reporters and transcribers, tort claims, and general and administrative costs related to legal services.

6. Maintenance costs include all costs and encumbrances to operate and maintain the trunk highway system.

7. Road operations costs are all costs and encumbrances related to such activities as snow removal, rest area maintenance, traffic management, and traveler information.

8. Planning costs are all costs for planning related to construction and maintenance of the trunk highway system, paid either to MnDOT employees or consultants.

9. Environmental compliance costs are the costs derived from the completion of environmental review processes and documentation of the results of those processes, such as environmental assessment worksheets and environmental impact statements. Both internal employee and consultant costs are included.

10. Administration costs include all general and administrative costs related to the construction, maintenance and general support of the trunk highway system.

PLEASE NOTE:

- Debt service is not included in the road construction category.
- These 10 categories, required by the statute, do not represent all Trunk Highway Fund expenditures.
- These 10 categories are not mutually exclusive; some expenditures may be reported in more than one category, such as labor and road operations.

Systems Evaluations

This year's report includes an evaluation of MnDOT's pavement management and bridge management systems, as required in Minn. Stat. 174.56. These evaluations were conducted by MnDOT's internal audit office and specify the extent to which the management of data in these systems is consistent with existing policies and the need for statewide, reliable and verifiable information.

Pavement management system

The evaluation performed on the pavement management system used by MnDOT involved developing a reasonable assurance that the data within the system satisfied the need for statewide, reliable and verifiable information. Internal controls were also reviewed for proper design and implementation. As appropriate, detection of fraud, abuse and illegal acts were also considered. The Office of Materials and Road Research, along with procedures and guidelines applicable to the pavement management system, were also tested.

A sample was collected from the pavement management system to ensure data was reliable, verifiable and accurate. To obtain the most relevant information, a sample of the highway road segments recorded for pavement conditions during the 2012 season was collected.

This audit was performed in accordance with applicable laws and regulations, including Generally Accepted Government Auditing Standards. The standards are used as a guideline to ensure adequate and appropriate evidence was obtained to provide an objective analysis regarding program economy, efficiency and effectiveness of MnDOT's pavement management system. We believe that the evidence obtained provided a reasonable basis for our findings and conclusions based on our audit objectives.

Results

The objectives of this audit were limited and included gaining an understanding of internal controls and procedures related to the operations and usage of the pavement management system. These objectives also determined any significant weaknesses in the internal controls and procedures related to the operations and usage of the pavement management system.

The audit program was designed to determine the adequacy of controls and the appropriateness of the conduct and responsibilities exercised by users and operators of the pavement management system. Other factors considered were:

1) The system was working as designed
2) The system was being monitored properly and reviewed on a timely basis
3) Data was being input according to system manuals, guidelines, and procedures
4) All other applicable laws, regulations and administrative requirements were followed

The evaluation of the pavement management system concluded that the data in the system was consistent with the existing policies and satisfied the need for statewide, reliable and verifiable information. The pavement management system is an adequate system with proper oversight and internal controls, resulting in reliable data for users.

The results of this audit were discussed with Office of Materials and Road Research management at an exit conference. Areas related to the pavement management system were discussed with management during this exit conference to provide considerations in further strengthening the internal controls regarding the pavement management system's operations.

Possible system improvements

Create a comprehensive business manual for pavement management system

Adequate documentation was provided throughout the audit that users and operators of the pavement management system could reference to accomplish system missions, goals and objectives.

At the time of this audit, however, there was no standardized manual consolidating these references. Other MnDOT entities (Business/Administration, Right of Way) with wide-ranging functions develop and preserve manuals in order to maintain consistency throughout the entire department. The absence of a standardized Pavement Management System Manual can result in increased risks. As a result of not having a standardized manual, the following risks can escalate to higher levels:

- Lack of accountability
- Unintended usage and manipulation of the system's data
- Inaccurate data

To mitigate risks and maintain consistent operations, management should consider developing and implementing a Pavement Management System Manual that consolidates guidelines, policies, procedures, processes, and requirements applicable to system usage and operations.

Reassess using two separate indexes for calculations

Two indexes were developed to quantify pavement roughness: International Roughness Index and Ride Quality Index. The IRI rates are in the form of a number and the RQI rates are in the form of a rating scale. The complexity of the IRI methods made it difficult to explain and report the condition of the pavement roughness to customers (Minnesota citizens traveling on trunk highway pavements), so the RQI was developed to meet these demands. The IRI methods are universal and federally regulated, whereas the RQI methods are more subjective and calculated differently among transportation departments.

Since the RQI and IRI both represent pavement roughness, consistency is maintained by including the IRIs recorded in the wheel paths in calculations for both indexes. However, the IRIs that are recorded in the wheel paths of the inspection vehicles are represented differently in the IRI and RQI figures portrayed in the pavement management system. The calculation used to reach the IRI figure includes the average of the IRIs recorded in the left and right wheel paths. The calculation used to reach the RQI figure only accounts for the IRI recorded in the left wheel path.

Those responsible for MnDOT pavement management system operations should consider performing current, up-to-date assessments to determine whether or not the indexes used to portray

pavement conditions in the pavement management system, along with the methods used to reach them, continue to provide an accurate representation of the actual pavement conditions of the state's trunk highways.

Materials and Road Research will verify the outcome and that the items discussed above do not affect the data and concur with the conclusion.

Bridge management system

The bridge management system was audited to determine if system data is consistent with existing policies and satisfies the need for statewide, reliable and verifiable information.

Internal controls associated with the MnDOT Bridge Office were reviewed for proper design and implementation. As appropriate, detection of fraud, abuse and illegal acts was considered. Guidelines and procedures applicable to the bridge management system were also tested for reasonableness.

A sample of state owned bridges from the system's data entry tool (Structure Information Management System, or SIMS) was tested to ensure data was reliable, verifiable and accurate. To obtain the most relevant information, structures from the system's 2013 season (March 2013 – February 2014) were chosen as samples.

This audit was performed in accordance with applicable laws and regulations, including Generally Accepted Government Auditing Standards. The standards were used as a guideline to perform this audit to ensure adequate and appropriate evidence was obtained to provide an objective analysis regarding program economy, efficiency and effectiveness of MnDOT's bridge management system.

Results

The processing of the bridge management system data is consistent with existing policies, satisfies the need for statewide, reliable and verifiable information, and internal controls are properly designed and implemented. The bridge management system is an adequate system with proper oversight and internal controls, resulting in reliable data for users.

The results of this audit were addressed with MnDOT Bridge Office personnel at an exit conference, and additional control activities were discussed to further strengthen internal controls. MnDOT Bridge Office personnel were accepting of these considerations and open to implementation processes.

Possible system improvements

Potential for additional attestations from system users

After reviewing individuals' access to the system's data entry tool SIMS (Structure Information Management System), there were two areas where additional attestations from system users should be considered:

1) Attestations for external users. All MnDOT employees adhere to the MnDOT Code of Ethics. When users outside of MnDOT having to meet/adhere to this same requirement inquired about SIMS, nothing was provided. It is reasonable to assume external users have their own ethical directives; however, since they have access to a MnDOT-based system (SIMS), there should be attestations from them similar to the MnDOT Code of Ethics. This would create a more consistent accountability level among system users inside and outside of the department.

2) Separation of duties. Of the more than 800 individuals with access to the bridge management system's data entry tool (SIMS), a little more than 5 percent (48) had roles that granted them the capability to submit, review and approve inspection report data. Audit tests did not find significant material concerns, but it is still a risk that management should take into consideration. Additional attestations from these individuals stating their awareness of having these privileges and what they will do to properly separate them would mitigate the risks involved.

Management should consider additional attestations during the annual system "reboot" to mitigate these risks and further strengthen the internal controls encompassing the bridge management system.

Products and Services Budget and Spending

Over the past two years, MnDOT worked to modify and improve the products and services grid. MnDOT is the only state agency required to report budget and expenditures by products and services, therefore there is no existing framework or technology to support this work. MnDOT has been developing this framework and support technology over the past two years with additional work yet to complete.

The budget and spending information in this section is for fiscal year 2014. In 2014, MnDOT revised the products and services and developed an application outside of SWIFT to track and report the budget and spending data.

Methodology

The financial information is presented by MnDOT office and district. Spending for each office and district is shown by MnDOT's new list of products and services. This allows the reader to understand how each office and district contributes to the products and services that MnDOT delivered. Budget and expenditure amounts include bond proceeds.

Notes about the data

- Timing differences between the two years of a biennium cause variances that would not be present if the report was prepared on a biennial basis. For example, carry over from the first year of the biennium to the second year impacts second year data.
- Some spending may not match budgets exactly because funds may have been encumbered in one year and expended in another.
- Uncommitted and carry-over budgets may exhibit spending exceeding the total budget. This spending occurs within a biennium and is allowed by statute.

Agency overhead

Agency overhead includes services such as: leave time, fleet support, buildings, building services and maintenance, finance and accounting, human resources and workforce relations, training, supervision, IT, inventory and equipment, legal services, government relations, audit, research, communication, citizen participation, customer relations, management and administration.

Negative Amounts

Negative spending amounts exist when corrections from the prior period are made in the current period.

2014 Products and Services Summary

Summary	Total	
Products and Services	Budget	Spent
Airports	107,262	38,681
Aviation Safety Operations and Regulation	15,031	13,472
Bicycle and Pedestrian Planning and Grants	66	0
Bridges and Structures Inspection and Maintenance	8,833	8,317
Commercial Truck and Bus Safety	3,645	3,428
County State Aid Highway	865,970	775,858
Develop Highway Improvement Projects	55,047	59,091
External Partner Support	117,505	87,024
Freight Rail Improvements	2,817	1,686
Freight System Planning	576	351
Highway Construction Management Oversight	33,574	41,697
Intercity Passenger Rail Improvement	9,069	1,971
Light and Commuter Rail	18,884	559
Municipal State Aid Highway	156,022	163,455
Other Trunk Highway System Improvements	151,504	235,283
Plan Highway System	26,628	15,975
Port Improvements	609	393
Radio Towers and Communications	11,968	27,023
Rail Crossing Safety	8,196	7,491
Research and Development	13,462	7,631
Roadside and Auxiliary Infrastructure	15,337	13,933
Snow and Ice	21,475	29,642
System Roadway Structures Maintenance	29,052	26,054
Traffic Devices Operation and Maintenance	28,571	29,102
Transit Planning and Grants	130,515	115,012
Trunk Highway Debt Service	158,417	144,282
Trunk Highway System Expansion	465,906	352,611
Trunk Highway System Preservation	629,174	467,267
Direct Summary	**3,085,115**	**2,667,289**
Agency Overhead	**414,937**	**383,215**
Grand Total	**3,500,051**	**3,050,503**

The summary totals listed above include items such as: workers compensation, severance (medical portion), unemployment and risk/reserve, which are not included in the division summary charts that follow.

- Budget: 19,669
- Spent: 8,875

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Summary	Chief Counsel Division		Chief of Staff Division		Commissioners Office Division	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports						
Aviation Safety Operations and Regulation						
Bicycle and Pedestrian Planning and Grants						
Bridges and Structures Inspection and Maintenance						
Commercial Truck and Bus Safety						
County State Aid Highway						
Develop Highway Improvement Projects	748	687	82			
External Partner Support						
Freight Rail Improvements						
Freight System Planning						
Highway Construction Management Oversight	431	474				
Intercity Passenger Rail Improvement						
Light and Commuter Rail						
Municipal State Aid Highway						
Other Trunk Highway System Improvements						
Plan Highway System	2,482	1,577				
Port Improvements						
Radio Towers and Communications						
Rail Crossing Safety						
Research and Development						
Roadside and Auxiliary Infrastructure						
Snow and Ice						
System Roadway Structures Maintenance						
Traffic Devices Operation and Maintenance						
Transit Planning and Grants						
Trunk Highway Debt Service						
Trunk Highway System Expansion						
Trunk Highway System Preservation						
Direct Summary	**3,661**	**2,738**	**82**	**0**	**0**	**0**
Agency Overhead	**4,589**	**4,709**	**3,811**	**3,677**	**3,201**	**2,921**
Grand Total	**8,250**	**7,447**	**3,893**	**3,677**	**3,201**	**2,921**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Summary	Corporate Services Division		Engineering Services Division		Modal Planning & Program Management	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports					107,262	38,681
Aviation Safety Operations and Regulation					15,031	13,472
Bicycle and Pedestrian Planning and Grants					66	
Bridges and Structures Inspection and Maintenance			1,574	1,199		
Commercial Truck and Bus Safety					3,645	3,428
County State Aid Highway					1,864	877
Develop Highway Improvement Projects	380	556	20,056	19,593	683	547
External Partner Support	25	231	99,849	72,289	1,708	1,627
Freight Rail Improvements					2,817	1,686
Freight System Planning					576	351
Highway Construction Management Oversight	261	460	6,379	6,995	64	
Intercity Passenger Rail Improvement					9,069	1,971
Light and Commuter Rail					18,884	559
Municipal State Aid Highway						
Other Trunk Highway System Improvements			18	56	33,865	15,534
Plan Highway System	51	26	3,501	991	17,935	10,318
Port Improvements					609	393
Radio Towers and Communications						
Rail Crossing Safety					8,196	7,491
Research and Development	13	2	3,723	1,096	4,715	4,040
Roadside and Auxiliary Infrastructure			302	295		
Snow and Ice			31	34		
System Roadway Structures Maintenance			1			
Traffic Devices Operation and Maintenance			250	(186)		234
Transit Planning and Grants					130,515	115,012
Trunk Highway Debt Service					158,417	144,282
Trunk Highway System Expansion					9,751	3,542
Trunk Highway System Preservation			63	7	99,016	15,349
Direct Summary	**730**	**1,275**	**135,747**	**102,369**	**624,688**	**379,394**
Agency Overhead	**56,537**	**56,975**	**30,188**	**28,403**	**13,129**	**11,033**
Grand Total	**57,267**	**58,250**	**165,935**	**130,772**	**637,817**	**390,427**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Summary	Operations Division		State Aid for Local Transportation Division	
Products and Services	Budget	Spent	Budget	Spent
Airports				
Aviation Safety Operations and Regulation				
Bicycle and Pedestrian Planning and Grants				
Bridges and Structures Inspection and Maintenance	7,259	7,118		
Commercial Truck and Bus Safety				
County State Aid Highway			864,106	774,981
Develop Highway Improvement Projects	33,098	37,708		
External Partner Support	13,703	10,003	2,220	2,874
Freight Rail Improvements				
Freight System Planning				
Highway Construction Management Oversight	26,439	33,768		
Intercity Passenger Rail Improvement				
Light and Commuter Rail				
Municipal State Aid Highway			156,022	163,455
Other Trunk Highway System Improvements	117,621	219,693		
Plan Highway System	2,659	3,063		
Port Improvements				
Radio Towers and Communications			11,968	27,023
Rail Crossing Safety				
Research and Development	5,011	2,493		
Roadside and Auxiliary Infrastructure	15,035	13,638		
Snow and Ice	21,444	29,608		
System Roadway Structures Maintenance	29,051	26,054		
Traffic Devices Operation and Maintenance	28,321	29,054		
Transit Planning and Grants				
Trunk Highway Debt Service				
Trunk Highway System Expansion	456,155	349,069		
Trunk Highway System Preservation	530,095	451,911		
Direct Summary	**1,285,891**	**1,213,180**	**1,034,316**	**968,333**
Agency Overhead	**277,352**	**254,942**	**6,461**	**11,680**
Grand Total	**1,563,243**	**1,468,122**	**1,040,777**	**980,013**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Chief Counsel Division	Chief Counsel		Civil Rights		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects			748	687	748	687
Highway Construction Management Oversight			431	474	431	474
Plan Highway System			2,482	1,577	2,482	1,577
Direct Summary	**0**	**0**	**3,661**	**2,738**	**3,661**	**2,738**
Agency Overhead	**3,801**	**3,949**	**788**	**760**	**4,589**	**4,709**
Grand Total	**3,801**	**3,949**	**4,449**	**3,498**	**8,250**	**7,447**

Chief of Staff Division	Chief of Staff		Communications		Customer Relations		Government Affairs		Ombudsman		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects			82								82	
Direct Summary	**0**	**0**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**
Agency Overhead	**517**	**481**	**1,081**	**1,112**	**975**	**894**	**748**	**790**	**490**	**400**	**3,811**	**3,677**
Grand Total	**517**	**481**	**1,163**	**1,112**	**975**	**894**	**748**	**790**	**490**	**400**	**3,893**	**3,677**

Commissioner's Office Division	Audit		Commissioner's Staff		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	**1,689**	**1,666**	**1,512**	**1,255**	**3,201**	**2,921**
Grand Total	**1,689**	**1,666**	**1,512**	**1,255**	**3,201**	**2,921**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Corporate Services Division	Administration		Affirmative Action		Financial Management		Human Resources	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects							380	556
External Partner Support	25	231						
Highway Construction Management Oversight							261	460
Plan Highway System							51	26
Research and Development							13	2
Direct Summary	**25**	**231**	**0**	**0**	**0**	**0**	**705**[2]	**1,044**[3]
Agency Overhead	**11,226**	**11,041**	**497**	**509**	**10,066**	**8,612**	**5,018**	**4,852**
Grand Total	**11,251**	**11,272**	**497**	**509**	**10,066**	**8,612**	**5,723**	**5,896**

Corporate Services Division	Information & Technology Services		Corporate Services Division Administration		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects					380	556
External Partner Support					25	231
Highway Construction Management Oversight					261	460
Plan Highway System					51	26
Research and Development					13	2
Direct Summary	**0**	**0**	**0**	**0**	**730**	**1,275**
Agency Overhead	**21,827**	**24,471**	**7,903**	**7,490**	**56,537**	**56,975**

[2] Budget amounts in Human Resources for the listed products and services are primarily due to the direct expenses related to the Graduate Engineering Program.
[3] Spend amounts in Human Resources for the listed products and services are primarily due to the direct expenses related to the Graduate Engineering Program.

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Grand Total	21,827	24,471	7,903	7,490	57,267	58,250		
Engineering Services Division	**Bridges**		**Construction & Innovative Contracting**		**Environmental Stewardship**		**Land Management**	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance	836	891						
Develop Highway Improvement Projects	3,851	3,955	413	359	2,129	1,696	4,900	4,690
External Partner Support	99,386	71,509	76	91	366	95	24	103
Highway Construction Management Oversight	940	896	1,076	1,340	81	99	577	313
Other Trunk Highway System Improvements								
Plan Highway System	4	14			156	266	24	19
Research and Development	108	105			2	20		
Roadside and Auxiliary Infrastructure	10				81	83	209	212
Snow and Ice					31	34		
System Roadway Structures Maintenance					1			
Traffic Devices Operation and Maintenance	1					3		
Trunk Highway System Preservation								
Direct Summary	**105,136**	**77,370**	**1,565**	**1,790**	**2,847**	**2,296**	**5,734**	**5,337**
Agency Overhead	**4,097**	**3,914**	**1,823**	**1,539**	**2,049**	**2,169**	**4,230**	**4,275**
Grand Total	**109,233**	**81,284**	**3,388**	**3,329**	**4,896**	**4,465**	**9,964**	**9,612**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Engineering Services Division	Materials & Road Research		Project Management and Technical Support		Engineering Services Division Administration		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance			738	308			1,574	1,199
Develop Highway Improvement Projects	2,155	1,821	6,608	7,072			20,056	19,593
External Partner Support	(3)	471		20			99,849	72,289
Highway Construction Management Oversight	2,555	3,123	1,150	1,224			6,379	6,995
Other Trunk Highway System Improvements			18	56			18	56
Plan Highway System	2,396	(2)	921	694			3,501	991
Research and Development	3,115	597	498	374			3,723	1,096
Roadside and Auxiliary Infrastructure			2				302	295
Snow and Ice							31	34
System Roadway Structures Maintenance							1	0
Traffic Devices Operation and Maintenance			249	(189)			250	(186)
Trunk Highway System Preservation			63	7			63	7
Direct Summary	**10,218**	**6,010**	**10,247**	**9,566**	**0**	**0**	**135,747**	**102,369**
Agency Overhead	**5,254**	**5,507**	**11,802**	**10,294**	**933**	**705**	**30,188**	**28,403**
Grand Total	**15,472**	**11,517**	**22,049**	**19,860**	**933**	**705**	**165,935**	**130,772**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Modal Planning & Program Management Division	Aeronautics		Freight & Commercial Vehicle Operations		Passenger Rail		Transit	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	107,262	38,681						
Aviation Safety Operations and Regulation	15,031	13,472						
Bicycle and Pedestrian Planning and Grants							66	
Commercial Truck and Bus Safety			3,645	3,428				
County State Aid Highway							1,864	877
Develop Highway Improvement Projects								1
External Partner Support	9	7	1,000	984		26	44	83
Freight Rail Improvements			2,817	1,686				
Freight System Planning			576	351				
Highway Construction Management Oversight								
Intercity Passenger Rail Improvement					9,069	1,971		
Light and Commuter Rail							18,884	559
Other Trunk Highway System Improvements								
Plan Highway System								4
Port Improvements			609	393				
Rail Crossing Safety			8,196	7,491				
Research and Development								
Traffic Devices Operation and Maintenance								
Transit Planning and Grants							130,515	115,012
Trunk Highway Debt Service								
Trunk Highway System Expansion								
Trunk Highway System Preservation								
Direct Summary	**122,302**	**52,160**	**16,843**	**14,333**	**9,069**	**1,997**	**151,373**	**116,536**
Agency Overhead	**3,119**	**2,689**	**2,867**	**2,393**	**242**	**134**	**1,147**	**1,611**
Grand Total	**125,421**	**54,849**	**19,710**	**16,726**	**9,311**	**2,131**	**152,520**	**118,147**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Operations Division	District 7		District 8		Metro District		Maintenance	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance	707	643	506	462	2,969	2,939	5	16
Develop Highway Improvement Projects	2,198	2,898	1,599	1,422	15,206	16,564		
External Partner Support					12,037	8,461		
Highway Construction Management Oversight	2,026	2,342	1,564	1,460	10,653	15,867		
Other Trunk Highway System Improvements	11,178	14,131	6,016	6,535	49,298	129,528		
Plan Highway System	199	171	439	304	1,076	1,214		
Research and Development	2		2		569	452		
Roadside and Auxiliary Infrastructure	1,117	924	465	466	4,153	3,910	4,474	4,292
Snow and Ice	1,867	2,596	1,007	1,639	6,715	9,692	621	536
System Roadway Structures Maintenance	3,430	2,603	1,742	1,544	9,464	9,280	8	1
Traffic Devices Operation and Maintenance	910	801	557	612	13,048	13,788	6,035	5,736
Trunk Highway System Expansion	33,202	14,677	2,354	(347)	325,684	255,844	1,100	
Trunk Highway System Preservation	42,607	73,000	41,378	41,306	162,401	69,922	1,100	
Direct Summary	**99,443**	**114,786**	**57,629**	**55,403**	**613,273**	**537,461**	**13,343**	**10,581**
Agency Overhead	**18,819**	**18,023**	**13,084**	**13,825**	**71,687**	**68,587**	**59,160**	**41,047**
Grand Total	**118,262**	**132,809**	**70,713**	**69,228**	**684,960**	**606,048**	**72,503**	**51,628**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Operations Division	Traffic, Safety & Technology		Operations Division Administration		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance	4				7,259	7,118
Develop Highway Improvement Projects	297	376			33,098	37,708
External Partner Support		85	26	25	13,703	10,003
Highway Construction Management Oversight	67	735			26,439	33,768
Other Trunk Highway System Improvements	14,990	8,698			117,621	219,693
Plan Highway System	51	91			2,659	3,063
Research and Development	4,421	2,022			5,011	2,493
Roadside and Auxiliary Infrastructure					15,035	13,638
Snow and Ice	1				21,444	29,608
System Roadway Structures Maintenance					29,051	26,054
Traffic Devices Operation and Maintenance	1,941	2,364			28,321	29,054
Trunk Highway System Expansion	1,000				456,155	349,069
Trunk Highway System Preservation	3,500	1,079			530,095	451,911
Direct Summary	**26,272**	**15,450**	**26**	**25**	**1,285,891**	**1,213,180**
Agency Overhead	**6,029**	**3,033**	**3,343**	**2,634**	**277,352**	**254,942**
Grand Total	**32,301**	**18,483**	**3,369**	**2,659**	**1,563,243**	**1,468,122**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

State Aid Division	State Aid for Local Transportation		Statewide Radio Communications		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
County State Aid Highway	864,106	774,981			864,106	774,981
External Partner Support	620	812	1,600	2,062	2,220	2,874
Municipal State Aid Highway	156,022	163,455			156,022	163,455
Radio Towers and Communications			11,968	27,023	11,968	27,023
Direct Summary	**1,020,748**	**939,248**	**13,568**	**29,085**	**1,034,316**	**968,333**
Agency Overhead	**3,570**	**8,348**	**2,891**	**3,332**	**6,461**	**11,680**
Grand Total	**1,024,318**	**947,596**	**16,459**	**32,417**	**1,040,777**	**980,013**

Note: The dollar amounts listed in all tables are in thousands. Totals may not add due to rounding.

Productivity Measures

Introduction

Traditional performance measures used by MnDOT are measures of product and service delivery effectiveness. Performance measures have been used at MnDOT since the 1990's. However, productivity measures are still relatively new to the department with December 2014 marking only the second year MnDOT has produced this productivity report. Productivity measures help to evaluate how efficiently MnDOT's products and services are delivered.

Project background

The productivity measures project is an effort to identify, create, examine, and document current levels of productivity within MnDOT for MnDOT's core products and services. This project is aimed at complying with the 2012 legislation requiring the commissioner to annually report measures of MnDOT productivity for the previous fiscal year.

The report includes the following measures reported last year, although the pavement measure has been modified for this year's report:

- Bridges:
  - Inspection cost per square foot of deck area
  - Maintenance cost per square foot of deck area
- Pavement: Cost per additional roadway mile-year added
- Snow and ice: Cost per plow mile driven
- Pavement markings: Cost per mile striped
- Transit: MnDOT administrative cost per transit passenger trip

These areas represent a subset of MnDOT's products and services. New areas will continue to be added in subsequent reports as they are identified.

Purpose and scope

The productivity measures contained in this report were identified and developed by each respective operational area. The data is repeatable, verifiable and auditable. Measures of productivity should be viewed in the context of MnDOT's drive to deliver a safe and reliable multi-modal transportation system for Minnesotans. While measures of effectiveness are not included in this report, they can be found in MnDOT's Annual Performance Report available at www.dot.state.mn.us/measures.

Costs are presented in both inflation adjusted and unadjusted terms. For measures where the bulk of costs are labor related, a 2 percent inflation factor is used based on historic MnDOT labor inflation rates. For measures where the bulk of costs are maintenances related, a 3 percent inflation factor is used based on average inflation in MnDOT's maintenance and operations commodities and labor from 2006 – 2010. For measures where the bulk of the costs are construction related, actual

MnDOT construction cost index values are used. This index has been volatile but increased an average of 7 percent per year for the last 10 years.

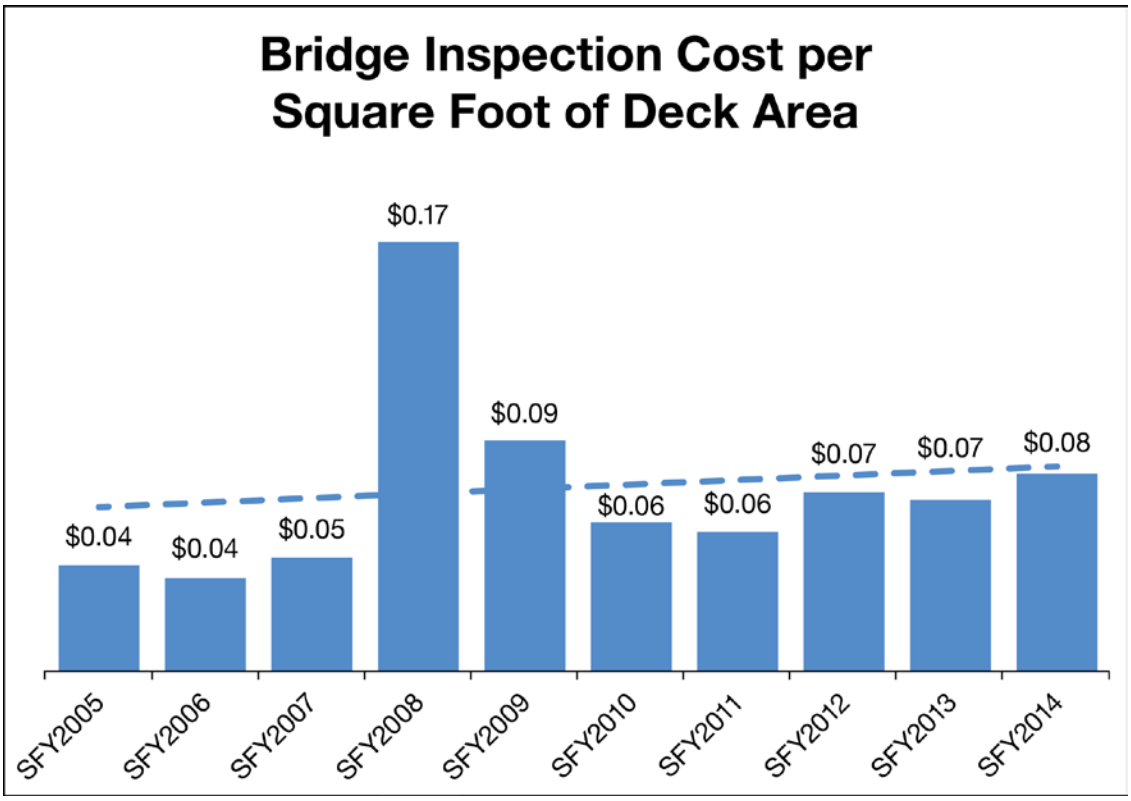
Project challenges

Data used in reports must be repeatable, auditable and tied to the system of record. Subject matter experts identified gaps in the capacity of current systems to track and report data used in measuring productivity. MnDOT continues to identify mitigation strategies to address these challenges and gaps.

Bridges: Inspection cost per square foot of deck area

Bridge inspections ensure bridge safety, keep MnDOT in compliance with state and federal law and provide data to support bridge investment decisions.

The primary costs of delivering a high-quality bridge inspection program are the labor and equipment used to access bridges in order to document their condition. The bridge inspection productivity measure tracks dollars spent on routine and fracture critical bridge inspections against the total deck area of bridges inspected.



The square foot of deck area for 2002–2011 does not include all bridges inspected due to previous cost accounting practices and software limitations. Data from 2012 forward is accurate with regard to both cost and square foot of deck area inspected. Costs were adjusted using a 2 percent annual inflation factor based on historic MnDOT labor inflation.

The cost per square foot for bridge inspections appears to increase over the time period analyzed, although more years of data are needed to accurately establish a trend due to incomplete data from 2002-2011 and the spike in 2008. Bridge inspection expenses and cost per square foot peaked in fiscal year 2008 when the governor mandated accelerated inspections for all bridges. Other primary factors that affected annual costs include:

1) A change to the federal National Bridge Inspection Standards, which increased the frequency of Fracture Critical inspections to every 24 months. Previous to 2008 these inspections were performed every 48 months. Fracture Critical inspections take more time and are more expensive per square foot of bridge deck area than routine inspections.
2) Age of infrastructure results in more deterioration to monitor and increases inspection times.

3) Trends toward new and more complex bridges also add inspection time and create access issues.
4) Increases in the necessary amount of traffic control and the cost of equipment.

Inflation-adjusted bridge inspection cost per square foot of deck area

State Fiscal Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Bridge inspection expenses ($1,000)	$1,554	$1,301	$1,403	$7,168	$3,057	$2,028	$1,809	$1,920	$2,093	$2,079
Sq. ft. of bridge deck inspected (1,000)	35,468	32,968	29,853	41,050	32,391	32,797	31,471	26,079	29,755	25,538
Cost per sq. ft. of inspection	$0.044	$0.039	$0.047	$0.175	$0.094	$0.062	$0.057	$0.074	$0.070	$0.081

Costs were adjusted using a 2 percent annual inflation factor based on historic MnDOT labor inflation.

Actual (unadjusted) bridge inspection cost per square foot of deck area

State Fiscal Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Bridge inspection expenses ($1,000)	$1,301	$1,110	$1,222	$6,365	$2,768	$1,874	$1,705	$1,846	$2,052	$2,079
Sq. ft. of bridge deck inspected (1,000)	35,468	32,968	29,853	41,050	32,391	32,797	31,471	26,079	29,755	25,538
Cost per sq. ft. of inspection	$0.037	$0.034	$0.041	$0.155	$0.085	$0.057	$0.054	$0.071	$0.069	$0.081

Numbers within the table are not adjusted for inflation.

Why inspection cost per square foot is a good measure

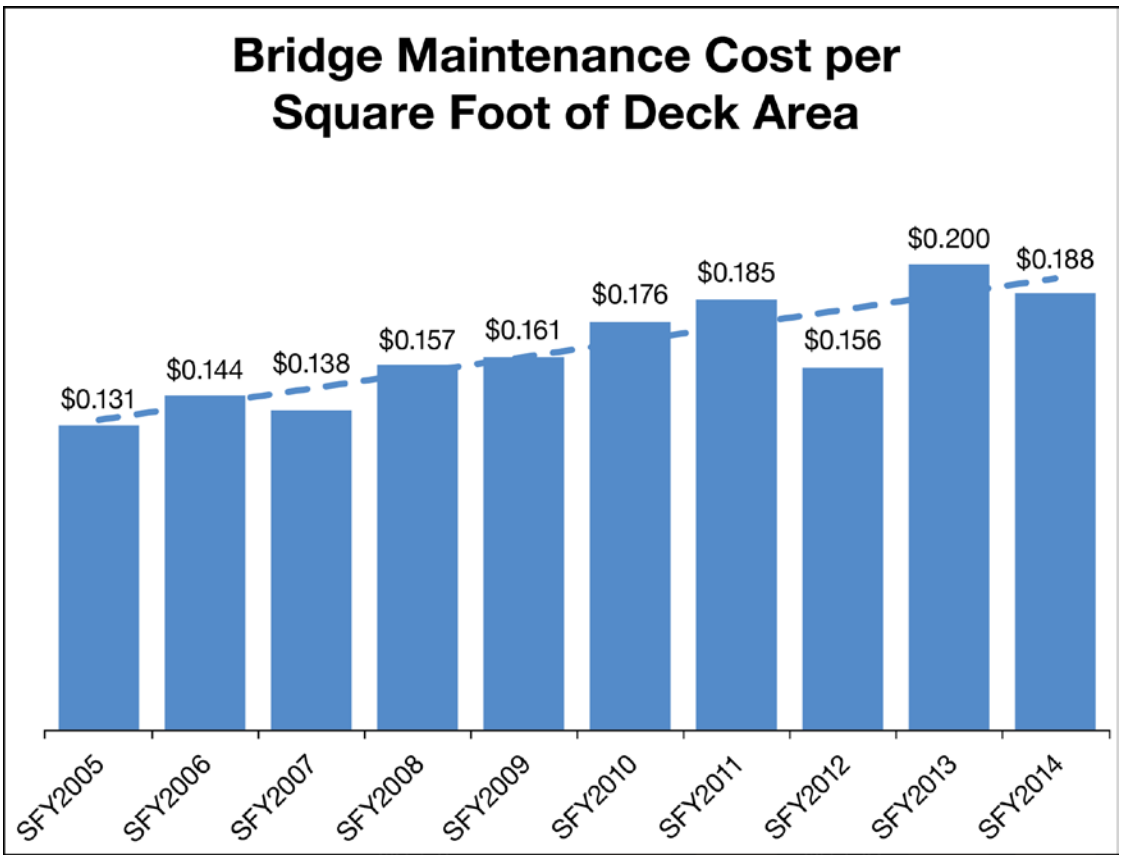
Bridge safety inspections play a key role in maintaining a safe transportation system. They ensure the structural integrity of our bridges and keep MnDOT in compliance with state and federal laws. Bridge inspections also provide the condition assessment data that supports MnDOT investment decisions regarding bridge repair, rehabilitation and replacement. This productivity measure along with our NBIS assessments, biennial Bridge Inspection Quality Assurance reports to the legislature, and MnDOT's performance measures enables MnDOT to gauge the overall effectiveness and productivity of our inspection activities.

Major influencing factors

Primary factors that influence this measure include changes to fracture critical inspection frequency; bridges with advanced deterioration require additional time and effort to inspect; large and complex bridges require more advanced equipment and inspection techniques; and traffic control requirements, access and equipment requirements. Also, since 2012, a possible factor influencing MnDOT time and effort on bridge inspections is the National Bridge Inspection Oversight Program established by FHWA in 2011. This program evaluates state bridge inspection programs for compliance annually using 23 metrics. These metrics were put in place to ensure consistency among states' programs and to ensure bridges are safe, reduce liability for bridge owners and increase public confidence. This program has resulted in more administrative costs to the states, and has possibly impacted the amount of time spent reporting bridge inspection information. Because of the numerous contributing factors, the cost per square foot for bridge inspections is not necessarily directly proportional to the bridge deck area. The reported bridge inspection costs are very high level and are appropriate for monitoring the overall trend.

Bridges: Maintenance cost per square foot of deck area

Bridge maintenance includes both preventive and reactive maintenance. Preventive bridge maintenance includes routine maintenance activities that keep bridges in good condition and extend their service life. Reactive bridge maintenance includes minor repairs to keep bridges safe and ensure that they serve their transportation function with limited service interruptions.



Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

The bridge maintenance productivity measure compares dollars spent on preventive and reactive maintenance to the deck area of the bridge system. Dividing labor, equipment and material costs over the square footage of bridges demonstrates between $0.131 and $0.200 per square foot was spent over the last decade to perform preventive and reactive maintenance. As a reference, it costs an average of $150 per square foot to construct a new bridge. Note that these average maintenance costs are not necessarily directly proportional to the square footage of the bridge. Many factors affect maintenance costs such as complexity, access, traffic-control requirements, scope of work, equipment requirements, and level of deterioration.

There is a slight upward trend in the square foot cost for bridge maintenance. Increased funding through the HSOP program for bridge preventive maintenance enhanced MnDOT's ability to perform preventive maintenance, which may partially account for this upward trend. Additionally, as the bridge system ages, the amount of reactive maintenance it requires will increase, which may also contribute to this upward trend.

Inflation-adjusted bridge maintenance cost per square foot of deck area

State Fiscal Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Preventive Maintenance Expenditures ($1,000)	$2,211	$2,906	$3,470	$4,633	$4,288	$3,537	$3,838	$3,654	$2,820	$2,551
Reactive Maintenance Expenditures ($1,000)	$3,779	$3,725	$2,907	$2,780	$3,365	$4,809	$4,977	$3,783	$6,711	$6,478
Total Bridge Deck Sq. Ft. (1,000)	45,630	45,945	46,257	47,124	47,576	47,373	47,531	47,543	47,567	48,034
Maintenance Cost/Sq. Ft.	$0.131	$0.144	$0.138	$0.157	$0.161	$0.176	$0.185	$0.156	$0.200	$0.188

Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Actual (unadjusted) bridge maintenance costs

State Fiscal Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Preventive Maintenance Expenditures ($1,000)	$1,645	$2,227	$2,739	$3,767	$3,591	$3,051	$3,410	$3,344	$2,658	$2,477
Reactive Maintenance Expenditures ($1,000)	$2,812	$2,855	$2,295	$2,260	$2,818	$4,148	$4,422	$3,462	$6,326	$6,289
Total Bridge Deck Sq. Ft. (1,000)	45,630	45,945	46,257	47,124	47,576	47,373	47,531	47,543	47,567	48,034
Maintenance Cost/Sq. Ft.	$0.098	$0.111	$0.109	$0.128	$0.135	$0.152	$0.165	$0.143	$0.189	$0.182

Costs are not adjusted for inflation.

Why total maintenance cost per square foot is a good measure

A key component of managing bridges is employing a systematic approach to bridge preservation. Preservation is a program of cyclical and condition-based maintenance activities that keep bridges in sound condition with the intent of slowing their deterioration rate. Preservation activities are categorized as either preventive or reactive maintenance.

- Preventive maintenance includes routine maintenance activities performed according to an assigned frequency, as well as periodic minor repairs. Specific preventive maintenance activities include flushing, painting, joint maintenance, and deck sealing and are generally performed on bridges in good or satisfactory condition.
- Reactive maintenance includes those activities scheduled in response to an identified condition that may compromise public safety or bridge structural function. Specific reactive maintenance activities include repair of the deck, superstructure, and substructure and are generally performed on bridges in fair or poor condition.

Performing preventive maintenance on newer bridges is cost effective and will keep them in good condition longer. Performing reactive maintenance when needed will delay the need for extensive rehabilitation or replacement.

Major influencing factors

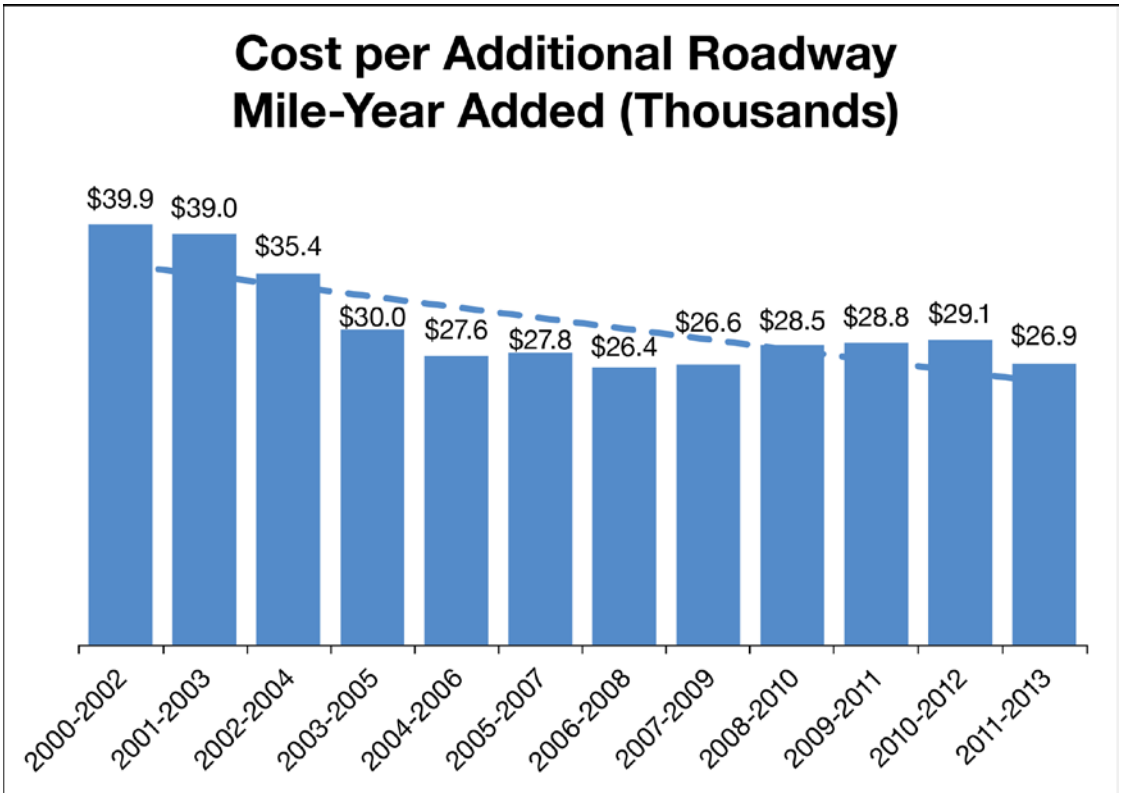
Budget allocations and the condition of Minnesota's overall bridge system are factors that influence this measure. As the condition of our bridge system trends toward good and satisfactory, preventive maintenance becomes the appropriate treatment. As the condition of the bridge system trends toward fair and poor, reactive maintenance needs increase.

Other factors that influence this measure include complexity, traffic control requirements, access, and equipment requirements. Because of the numerous contributing factors, the cost per square foot for bridge maintenance is not necessarily directly proportional to the bridge deck area. These costs are very high level and are appropriate for monitoring the overall trend.

Preservation activities performed by contract are not included, due to current accounting practice. MnDOT generally self-performs the majority of bridge preservation, but future reporting efforts will attempt to include contract maintenance work.

Pavement: Cost per additional roadway mile-year added

Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT. Timely repair and replacement reduces long-term costs. Also, MnDOT customer research found that highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance.



Costs were adjusted for inflation using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index that has been volatile but increased an average of 7 percent per year for the last 10 years.

MnDOT performs a variety of rehabilitation activities that extend life of our roadways. These fixes extend the remaining service life of our roadways and are measured in terms of roadway mile years added. Remaining service life is the time in years until the roughness of a pavement section is predicted to reach the point where travelers feel the road is rough. A roadway with zero years of service life remaining can still be driven on, but it has reached the point when some sort of rehabilitation is warranted. Rehabilitation activities with long service lives will add a considerable number of years to the remaining service life of a pavement but are typically more costly. Less expensive short-term fixes may increase the pavement smoothness in the near term, but will not add many additional years of remaining service life.

Using programmed pavement preservation investment, the cost per additional roadway mile year added is displayed. The investment numbers represent MnDOT's contracted work. Work performed by MnDOT labor is not included. A three year rolling average is used to smooth financial data that is in fiscal years and condition data that is in calendar years. Additionally, any improvement in condition is captured the year after the investment is made.

Inflation-adjusted cost per additional roadway mile-year added

3-year averages	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013
Pavement Preservation spending (millions)	$300.4	$282.1	$316.3	$318.4	$265.8	$312.8	$361.9	$413.0	$440.0	$448.5
Mile-Years added	8.5	9.4	11.5	11.4	10.1	11.8	12.7	14.3	15.1	16.7
Cost per roadway mile year added (1000s)	$35.4	$30.0	$27.6	$27.8	$26.4	$26.6	$28.5	$28.8	$29.1	$26.9

Costs were adjusted for inflation using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index that has been volatile but increased an average of 7 percent per year for the last 10 years.

Actual (unadjusted) cost per additional roadway mile-year added

3-year averages	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013
Pavement Preservation spending (millions)	$153.3	$149.7	$184.8	$208.8	$205.0	$255.9	$307.3	$349.8	$393.2	$407.0
Mile-Years added	8.5	9.4	11.5	11.4	10.1	11.8	12.7	14.3	15.1	16.7
Cost per roadway mile year added (1000s)	$18.0	$15.9	$16.1	$18.2	$20.3	$21.8	$24.2	$24.4	$26.0	$24.4

Costs were not adjusted for inflation.

The results show the trend in cost per roadway mile-year added is decreasing over time. It should be noted that this measure only calculates the productivity of the work performed; it does not suggest whether the overall level of investment in the system is adequate.

Why cost per additional roadway mile-year added is a good measure

This measure is a good addition to the suite of pavement measures that have historically focused just on outcomes because it calculates the productivity of the work performed. The measure shows the cost per roadway mile year added through contracted work using a three-year rolling average from state fiscal year 2000 to 2012.

Using programmed pavement preservation investment, the cost per additional roadway mile year added is displayed. The investment numbers represent MnDOT's contracted work for the following program categories: reconstruction, recondition, resurfacing, and road repair. Work performed by MnDOT labor is not included. A three year rolling average is used because financial data is reported by fiscal year whereas condition data is reported by calendar year and any improvement in condition is captured the year after the investment is made. This measure provides a way of looking at the makeup of our pavement program. Long life fixes, while adding considerable life to a roadway, are very costly. Fixes with short lives, while fairly inexpensive, do not add much life to the system. A good balance of long and short term fixes is desired. When budgets are tight, the program will trend toward increased miles of low cost, short life fixes, so as to keep the system in serviceable condition. As funds increase, a greater number of the higher cost, long life fixes can be part of the program.

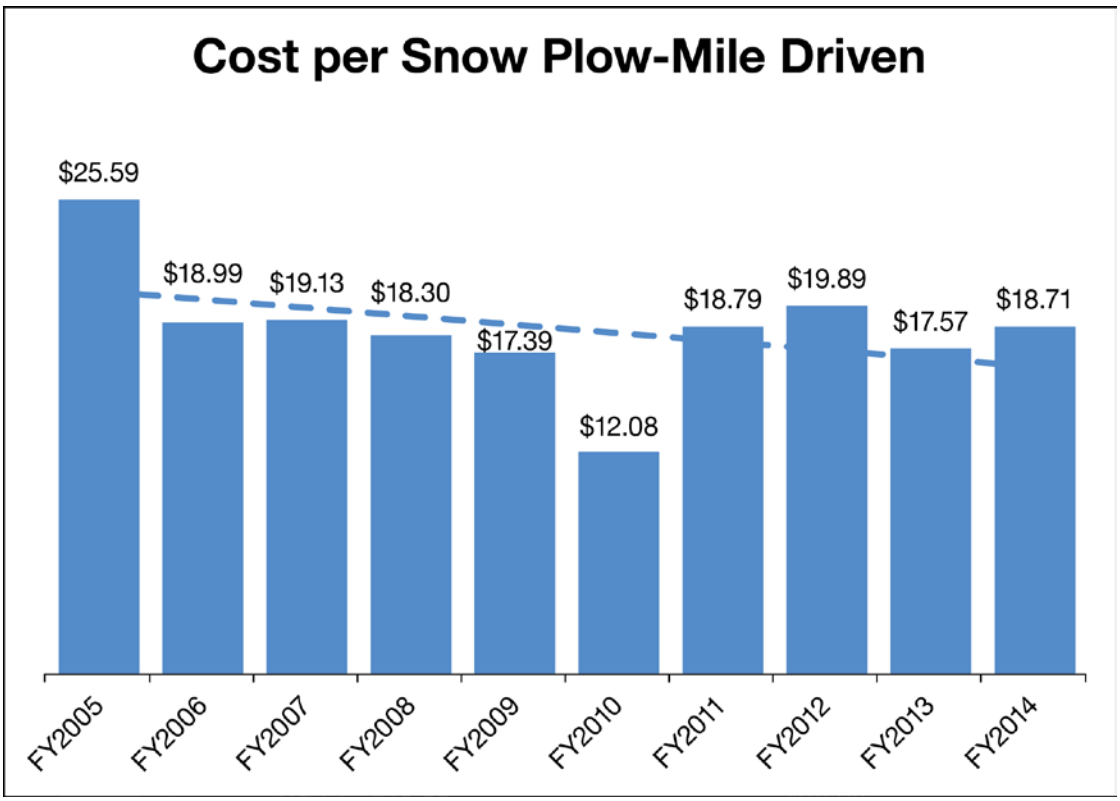
Major influencing factors

Inflation in construction costs is a major influencing factor for MnDOT's construction program. Pavement is especially impacted by inflation since asphalt and concrete prices have increased disproportionately compared to other construction activities in recent history.

In addition, many pavement projects are chosen because of reasons that are not primarily related to pavement condition. Things such as the need to improve safety and/or mobility along a route often are the primary reasons the project is selected. Though the pavement is repaired or replaced as part of the project, the cost of the project is higher, in some cases much higher, due to the non-pavement related work. This makes it difficult to derive a good relationship between the number of years of life added and the dollar spent on pavement repairs. Some years, MnDOT's program has more of these types of projects than others, making it difficult to analyze yearly trends. Finally, as new materials and construction techniques are developed, the lives of the various fixes will hopefully increase, when compared to our current methods. If the added cost of the new method provides a substantial increase in pavement life, it will be reflected by this measure.

Snow and ice: Cost per plow-mile driven

The primary goal of MnDOT's snow and ice operations is the safety of Minnesota's traveling public. Citizens expect to be able to carry out normal activities through most weather events and to have transportation facilities that safely accommodate travel shortly after an event has passed.



Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

The chart above shows the cost per plow-mile driven has been stable over eight of the last 10 years. The data includes miles driven to get to and from routes, since those miles are required to deliver snow and ice operations. Many variables such as wind, terrain, congestion, winter severity, winter event timing, and type of weather play into the cost per mile driven. It should be noted that the data is not adjusted for winter severity (snow accumulation, number of snow and freezing rain events, and storm duration).

Inflation-adjusted cost per snow plow-mile driven

State Fiscal Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Costs ($millions)	$86.0	$83.4	$73.0	$99.6	$106.3	$85.4	$117.1	$65.8	$115.6	$136.2
Plow Miles Driven (1000s)	3,359	4,389	3,814	5,445	6,111	7,068	6,235	3,306	6,583	7,282
Cost per Mile	$25.59	$18.99	$19.13	$18.30	$17.39	$12.08	$18.79	$19.89	$17.57	$18.71

Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Actual (unadjusted) cost per snow plow-mile driven

State Fiscal Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Costs ($millions)	$65.9	$65.8	$59.3	$83.5	$91.6	$75.9	$107.2	$62.0	$112.3	$136.2
Plow Miles Driven (1000s)	3,359	4,389	3,814	5,445	6,111	7,068	6,235	3,306	6,583	7,282
Cost per Mile	$19.62	$14.99	$15.55	$15.33	$15.00	$10.73	$17.19	$18.75	$17.06	$18.71

Numbers within the table are not adjusted for inflation.

Why cost per plow mile driven is a good measure of productivity

This data focuses on clearing the roadways of snow and ice, MnDOT's most visible operations service.

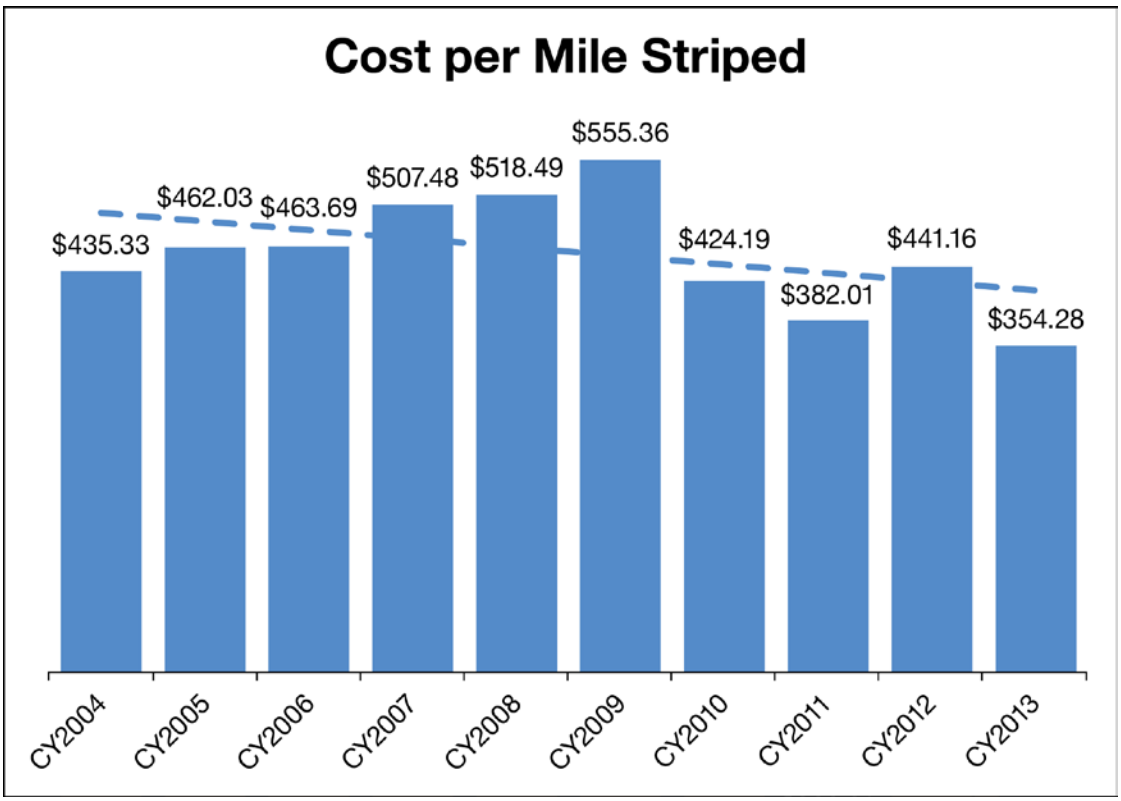
Major influencing factors

Factors that influence higher expenses are congestion, winter severity, type of weather, event timing, wind, clean-up, inventorying materials, maintenance of storage facilities, salt brine production, and terrain. MnDOT is looking at ways to control for more of these factors when measuring productivity.

Contributing to added efficiency are innovative technologies including tow plows, anti-icing, pre-wetting, de-icing, comprehensive snowfighter training and enhanced materials.

Pavement markings: Cost per mile striped

Pavement markings perform an important function in managing, directing and controlling traffic. In some cases, they are used to supplement the regulations or warnings of other devices, such as traffic signs or signals. Sometimes, they are used alone and produce results that cannot be obtained by the use of any other device.



Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

The chart above shows the cost per mile striped in a calendar year. Striper cost per mile trends downward over the reporting period, though it does fluctuate from year-to-year due to the influencing factors listed below.

Inflation-adjusted cost per mile striped

Calendar Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Striping Costs (1000s)	$8,680	$9,351	$8,719	$9,229	$10,744	$11,094	$7,678	$6,513	$8,237	$5,828
Miles Striped (1000s)	19.9	20.2	18.8	18.2	20.7	20.0	18.1	17.0	18.7	16.5
Cost per Mile	$435.33	$462.03	$463.69	$507.48	$518.49	$555.36	$424.19	$382.01	$441.16	$354.28

Costs were adjusted using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Actual (unadjusted) cost per mile striped

Calendar Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Striping Costs (1000s)	$6,459	$7,167	$6,883	$7,504	$8,998	$9,570	$6,822	$5,960	$7,764	$5,658
Miles Striped (1000s)	19.9	20.2	18.8	18.2	20.7	20.0	18.1	17.0	18.7	16.5
Cost per Mile	$323.92	$354.11	$366.04	$412.63	$434.22	$479.06	$376.88	$349.59	$415.84	$343.96

Costs were unadjusted for inflation.

Why cost per mile striped is a good measure

Cost per mile striped is a good productivity measure because it shows what was completed and what it costs. This data is used by the striping unit to adjust standard practices and make operational improvements.

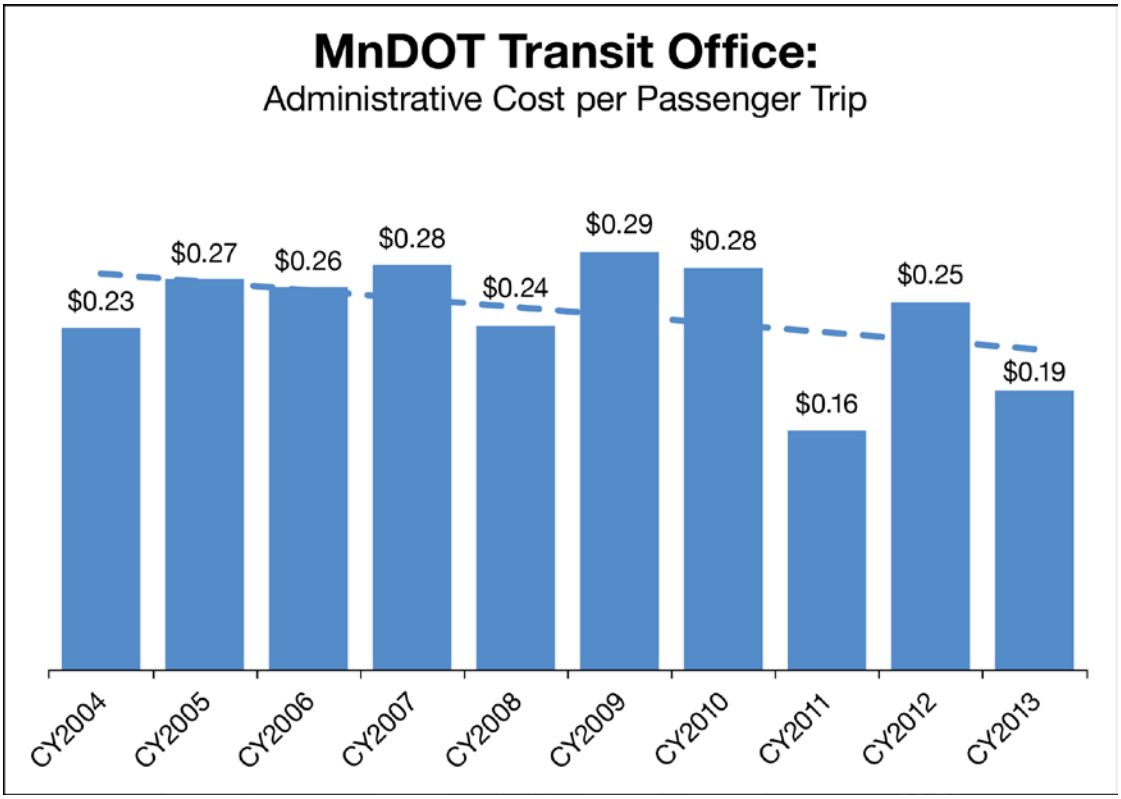
Major influencing factors

Equipment, labor and material costs, along with organization, management, supervision, weather, planning, and coordination all influence this measure. The materials used also vary greatly, ranging from less costly and less durable markings such as latex, to the midrange product epoxy, to polymer pre-formed tape, which has a long service life and is used for markings that will be exposed to high levels of roadway traffic.

Transit: MnDOT administrative cost per transit passenger trip

Transit connects people to jobs, family, schools, shopping, health care centers, sports, and cultural events. These systems also enhance the mobility of the elderly and persons with disabilities in communities across the state. Transit can be an alternative to driving that can reduce congestion, fuel consumption and greenhouse gas emissions.

Greater Minnesota's 53 public transit systems are operated by local governments and non-profits. MnDOT supports these systems through planning, research, technical assistance, and the management of state and federal transit programs that administer capital and operational funding. MnDOT's office of transit also supports transportation for seniors and individuals with disabilities statewide, contributes a share to Northstar Commuter Rail, and administers federal dollars for transit in the rural parts of the seven-county metro area.



Costs were adjusted using a 2 percent annual inflation factor based on historic MnDOT labor inflation.

The graph above shows MnDOT's Office of Transit's administrative cost per transit passenger trip. These activities include providing grant contracts and oversight of transit fund recipients. (MnDOT does not directly provide transit trips.) The downward slope of the dotted line indicates the cost per trip is decreasing over time. The unusually low administrative costs for 2011 are partially due to the state government shut down.

The recession that began in late CY2008 caused a drop in public transit ridership in CY2009 and CY2010. Fewer people going to work generally means fewer people riding transit. However, two

new FTA programs were launched in CY2008: the Job Access/Reverse Commute and New Freedoms programs. Trips generated between those two programs outnumbered the public transit trips lost due to the recession and kept the number of passenger trips trending upward. As the effects of the recession subsided in CY2011, transit ridership continued to increase.

Administrative costs were unusually high during CY2009 and CY2010 while MnDOT administered American Recovery and Reinvestment Act projects. These were nearly all capital projects, such as replacement buses, which did not result in additional service that could produce trips. Therefore, the cost per trip productivity measure exhibited poor results in those years.

Inflation-adjusted MnDOT administrative cost per transit passenger trip

Calendar Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Expenses ($1,000)	$2,136	$2,528	$2,578	$2,883	$2,636	$3,173	$3,065	$1,891	$2,917	$2,639
Greater MN Ridership (1,000's)	9,091	9,450	9,827	10,382	11,188	11,059	11,115	11,495	11,576	13,752
Cost per Ride	$0.23	$0.27	$0.26	$0.28	$0.24	$0.29	$0.28	$0.16	$0.25	$0.19

Costs were adjusted using a 2 percent annual inflation factor based on historic MnDOT labor inflation.

Actual (unadjusted) MnDOT administrative cost per transit passenger trip

Calendar Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Expenses ($1,000)	$1,752	$2,116	$2,200	$2,510	$2,340	$2,874	$2,832	$1,782	$2,804	$2,587
Greater MN Ridership (1,000's)	9,091	9,450	9,827	10,382	11,188	11,059	11,115	11,495	11,576	13,752
Cost per Ride	$0.19	$0.22	$0.22	$0.24	$0.21	$0.26	$0.25	$0.16	$0.24	$0.19

Costs were not adjusted for inflation.

Why administrative cost per trip is a good measure

Transit passenger trips are the most commonly used measure to gauge transit use. In Minnesota, it is used on the Governor's dashboard to measure transit performance in Greater Minnesota and in the Twin Cities metropolitan area by the Metropolitan Council.

The cost for MnDOT to administer the programs that support transit trips is the other component of this measure of productivity. The ratio of MnDOT's transit administrative costs to transit passenger trips describes the efficiency of MnDOT's processes in delivering transit. In short, the

administrative cost per transit passenger trip productivity measure describes the cost that MnDOT's activities add to each trip.

Major influencing factors

Factors that cause fluctuations in MnDOT's administrative cost per passenger trip include regulatory changes or introduction of new grant programs necessitating educational outreach and more intensive oversight, increases and decreases in available funding, and the state government shutdown. As part of its "Transit for Our Future" initiative, MnDOT's Transit office is working to increase cooperation with local providers in order to improve service for the traveling public and to build transit providers' administrative capacity to comply with state and federal rules with minimal assistance from MnDOT Transit staff.

Appendix A: Products and Services Summary List and Descriptions

Program Budget Activity	Product and Service
Multimodal Systems	
Aeronautics	Airports Aviation Safety Operations and Regulation
Freight	Commercial Truck and Bus Safety Freight Rail Improvements Freight System Planning Port Improvements Rail Crossing Safety
Passenger Rail	Intercity Passenger Rail Improvement
Transit	Bicycle and Pedestrian Planning and Grants Light and Commuter Rail Transit Planning and Grants
State Roads	
Trunk Highway Program Planning and Delivery	Develop Highway Improvement Projects Highway Construction Management Oversight Plan Highway System Research and Development
Trunk Highway State Road Construction	Other Trunk Highway System Improvements Trunk Highway System Expansion Trunk Highway System Preservation
Trunk Highway Debt Service	Trunk Highway Debt Service
Trunk Highway Operations and Maintenance	Bridges and Structures Inspection and Maintenance Roadside and Auxiliary Infrastructure Snow and Ice System Roadway Structures Maintenance Traffic Devices Operation and Maintenance
Statewide Radio Communications	Radio Towers and Communications
Local Roads	
County State Aid Roads	County State Aid Highway
Municipal State Aid Roads	Municipal State Aid Highway

Note: External Partner Support can occur in any of the products and services.

Products and services descriptions

Aeronautics

Airports: Funding and administering airport grants, assisting local units of government, and installing and operating navigational aids.

Aviation Safety Operations and Regulation: Protecting aviation users, promoting aeronautics safety and developing aviation policies and regulations in Minnesota.

Freight

Commercial Truck and Bus Safety: Issuing appropriate registrations, certificates, and permits; conducting audits, reviews and safety inspections; and providing information, education and technical assistance related to commercial motor carriers.

Freight Rail Improvements: Funding provided to regional railroad authorities, railroads and shippers to improve rail facilities through the Minnesota Rail Service Improvement program. Includes developing related agreements and administering related grants and loans from other funding sources.

Freight System Planning: Developing plans and information to support an integrated system of freight transportation in Minnesota, including statewide plans related to freight, rail and ports and waterways.

Port Improvements: Funding provided to public port authorities through the Port Development Assistance Program. Includes developing related agreements and administering related grants and loans.

Rail Crossing Safety: Identifying and developing safety improvements at railroad grade crossings. Coordinating rail crossing safety and rail regulatory activities. Monitoring functions of railroad track and structures.

Passenger Rail

Intercity Passenger Rail Improvement: Activities and grants related to high speed and intercity rail. Includes system planning; project scoping; environmental documents; public hearings; preliminary engineering; final design; rolling stock procurement; acquisitions (including right of way); construction; field inspections; negotiating with the railroads; developing financial, project management and operating plans; value engineering; entering into cost sharing agreements with other public and private entities; carrying out the provisions of the High Speed Rail Compact on behalf of the state; and other technical activities.

Transit

Light and Commuter Rail: All work and grants related to light rail transit, including planning, project scoping, environmental documents, public hearings, preliminary engineering, value engineering, final design, acquisitions (including right of way), construction, field inspection, and other technical activities.

Bicycle and Pedestrian Planning and Grants: Developing and implementing the Statewide Bicycle System Plan, Pedestrian System Plan, State Bikeway Route development,

State Bicycle Map, bicycle and pedestrian design guidance and program administration. Administering Safe Routes to School grant programs and managing the ABC Ramps.

Transit Planning and Grants: Developing and implementing the Greater Minnesota Transit Investment Plan and other planning activities. Programming and administering grants funded by the Federal Transit Administration and state appropriations.

Trunk Highway Program Planning & Delivery

Highway Construction Management Oversight: Managing or monitoring the overall progress of a state highway project through completion of construction and final project documentation. Includes early project coordination to address project specific or procurement method requirements and constraints. Work primarily includes field inspections, oversight, quality management, testing, project scheduling, and monitoring for compliance with the schedule and specifications. Work also involves managing and advising appropriate implementation of State Road Construction and federal funding allocations including fiscal management, financial tracking and regulatory conformity.

Develop Highway Improvement Projects: Managing or monitoring the overall progress of a state highway project from project initiation through completion of the project delivery package for procurement and letting. Includes ongoing project coordination as needed to address project specifics and procurement method requirements and constraints; activity coordination to ensure delivery of projects using appropriate scheduling and monitoring tools to ensure efficient delivery on time and within budget; managing and advising appropriate implementation of State Road Construction and federal funding allocations including fiscal management, financial tracking and regulatory conformity. Encompasses all direct and supporting activities necessary for preparing the contract documents and supporting documentation for construction contract procurement and as needed to support the procurement process. The time frame usually begins once a project is identified and ends prior to letting, but can extend into the construction time frame.

Research and Development: Administering and monitoring MnDOT's research program. Guiding policy decisions by developing, refining and testing methods for best practices and by using appropriate economic, demographic and labor market analysis. Providing strategic direction and establishing outcomes and performance measures for MnDOT's research program. Fostering the exchange of technical information and providing access to results of external and internal research.

Plan Highway System: Managing and integrating current data and best practices for multi-modal policy formation and investment packaging. Coordinating transportation system plans and policies with other government entities. Preparing updates of the statewide plan. Applying long-range statewide transportation policies and performance measures at the district level to guide district transportation project/investment decisions both within the district and in regional and inter-regional corridors which may cross district lines. Using mobility performance targets to monitor corridor performance, identify problem areas, and assess where additional management and/or investments are needed to improve under-performing areas. Includes Central Office technical assistance to districts and local partners.

Trunk Highway State Road Construction

Trunk Highway System Expansion: Hard construction dollars used for expansion on roads and bridges shoulder to shoulder.

Other Trunk Highway System Improvements: Hard construction dollars used for stand-alone projects outside of the highway shoulder, including intelligent transportation systems.

Trunk Highway System Preservation: Hard construction dollars used for preservation of roads and bridges shoulder to shoulder.

Trunk Highway Debt Service

Trunk Highway Debt Service: Repayment of bond debt.

Trunk Highway Operations and Maintenance

Bridges and Structures Inspection and Maintenance: Inspecting, maintaining and operating bridges and structures (bridges, box culverts and overhead sign structures). Conducting bridge inspections, providing inspection training, monitoring and certification; maintaining and repairing bridges; inspecting, maintaining and repairing non-bridge structures such as earth retaining systems (retaining walls), noise walls, tower lighting, roadway lighting, and traffic signal systems.

Roadside and Auxiliary Infrastructure: Maintaining rest areas, fixed scale sites, roadside erosion, vegetation, mowing, and regulatory functions such as land management permits, encroachments, noxious weed control, MS4, etc.

Snow and Ice: All work related to keeping the roads clear of snow and ice. Major activities include winter stockpiling, setup and transfer of de-icing materials, plowing and sanding, preparing, inspecting and cleaning equipment, installing snow fences, and post storm cleanup.

Traffic Devices Operation and Maintenance: Inspecting maintaining, operating and managing the highway traffic safety system through signal timing, freeway management/operations, speed zoning, signals, signing, lighting, guardrail, cable median barrier, crash attenuators, pavement markings, traffic management systems (i.e. ramp meters, cameras), and other activities and devices.

System Roadway Structures Maintenance: Inspecting, maintaining and operating the state highway system roadway structures, including pavement, shoulders and drainage.

Statewide Radio Communications

Radio Towers and Communications: Making major wireless or electronic systems upgrades or improvements; providing a shared public safety radio system among state agencies; deploying electronic and wireless communications systems at regional Transportation Operations Communications Centers, maintaining wireless two-way radio communications systems, towers, and electronic equipment.

County State Aid Roads

County State Aid Highway: Distributing and administering construction and maintenance funds to counties for eligible roads and bridges.

Municipal State Aid Roads

Municipal State Aid Highway: Distributing and administering construction and maintenance funds to cities with a population greater than 5,000 for eligible roads and bridges.

External Partner Support (can occur in any of the products and services): Used for dedicated appropriations, including agreements and partnerships. Services for outside partners, for example cities; counties; other agencies, states, or countries; or other governmental entities. Can be associated to any program or budget activity.

Appendix B: Glossary of Terms

The glossary of terms provides definitions of specific terms used in this report.

Area Transportation Partnership: An ATP is a group of traditional and non-traditional transportation partners including representatives from MnDOT, Metropolitan Planning Organizations, Regional Development Commissions, counties, cities, tribal governments, special interests, and the public that have the responsibility of developing a regional transportation improvement program for their area of the state.

The ATP process was introduced in the early 1990s to ensure stakeholder participation in the investment of federal transportation funding. The ATP process provides for early and continuous involvement in the development of the State Transportation Improvement Plan a four year list of projects that are expected to be done within that timeframe.

Construction cost index: The Minnesota construction cost index is an indicator of price trends for highway construction. It is composed of six indicator items: roadway excavation, to indicate the price trends for all roadway excavation; concrete pavement and plant-mixed bituminous, to indicate the price trend for all surfacing types; and reinforcing steel, structural steel, and structural concrete, to indicate the price trend for structures.

Cost - Indirect: Indirect costs are those costs that cannot be directly tied to a specific output, e.g. depreciation, routine building maintenance, and other administrative and support costs. Indirect costs are frequently referred to as "the cost to keep the lights on."

Cost - Direct: Direct costs occur when expenditures are tied directly to a project number that can be tracked to a customer deliverable. That is, dollars which buy products and/or services delivered directly to the traveling public.

District Risk Management Program: Focuses funding on all non-NHS highway needs on all state highways. The majority of the program supports pavement and bridge rehabilitation or replacement projects. The DRMP project selection process is structured to give districts the flexibility to address their greatest regional and local risks. Districts are also able to make additional investments on the NHS system if the proposed project is in response to a high risk issue.

Effectiveness: Performance measure focused on achieving the end goal and takes into consideration any variables that may change in the future. Effectiveness encourages innovation as it demands innovation to meet desired goal(s).

Efficiency: Efficiency is often confused with effectiveness as the output to input ratio and focuses on getting the maximum output with minimum resources and still meet effectiveness measures. Efficiency focuses on doing things right and demands documentation and repetition.

Job full cost: Actual transaction amounts plus applied overhead cost rates established by MnDOT based on the previous year's activity.

Inflation factor: For unit cost growth across all operations and maintenance activities, MnDOT is using a 3 percent inflation factor based on historical data. It incorporates labor compensation rates as well as pricing for major commodity materials and services, such as fuel, asphalt, utilities, and salt.

A 2 percent inflation factor is used when the bulk of the costs are labor, based on historical MnDOT labor costs.

Metropolitan Planning Organization: A metropolitan planning organization is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. (Wikipedia definition of Metropolitan Planning Organization)

Minnesota GO: The Minnesota Department of Transportation launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment.

This 50-year vision for transportation will require consistency and collaboration across jurisdictions and sectors to be fully achieved. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation, and ownership of the vision is a shared responsibility. Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy. The system:

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

Quality of Life	Environmental Health	Economic Competitiveness
Recognizes and respects the importance, significance and context of place – not just as destinations, but also where people live, work, learn, play, and access services Is accessible regardless of socio-economic status or individual ability.	Is designed in such a way that it enhances the community around it and is compatible with natural systems. Minimizes resource use and pollution.	Enhances and supports Minnesota's role in a globally competitive economy as well as the international significance and connections of Minnesota's trade centers Attracts human and financial capital to the state.

Minnesota State Highway Investment Plan: The 20-Year Minnesota State Highway Investment Plan 2014-2033 supports the guiding principles from the Minnesota GO vision and links the policies and strategies laid out in the Statewide Multimodal Transportation Plan to improvements on the state highway system.

National Highway System: The National Highway System consists of roadways important to the nation's economy, defense, and mobility, and was developed by the Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. The NHS includes the following subsystems of roadways (a specific highway route may be on more than one subsystem):

Interstate - The Eisenhower Interstate System of highways retains its separate identity within the NHS.
Other Principal Arterials - These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
Strategic Highway Network - This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
Major Strategic Highway Network Connectors - These are highways that provide access between major military installations and highways that are part of the Strategic Highway Network.
Intermodal Connectors - These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System

Performance measures: Quantifiable indicators used to assess how well, or how effectively, an organization is achieving its desired objectives. Much of the time results are compared against established targets to determine if improvement is needed.

Productivity: Performance measure focused on getting the maximum output with minimum resources while still meeting effectiveness targets. Efficiency focuses on doing things right and demands documentation and repetition.

Regional Community Improvement Priority: Regional Community Improvement Priorities are investments that respond to regional concerns and collaboration opportunities, beyond system performance needs, in order to support economic competitiveness and quality of life in Minnesota. While these investments may improve highway performance, they do not constitute an improvement necessary to meet MnDOT's system-wide performance targets.

Statewide Multimodal Transportation Plan: As the Statewide Multimodal Transportation Plan, this document is reflective of Minnesotans' voices, as expressed throughout this intensive engagement and review process. The content is strategically organized into chapters that address the most pertinent questions facing Minnesota's transportation system. The result is a transportation policy framework for all Minnesota partners and transportation modes for the next 20 years that focuses on multimodal solutions that ensure a high return-on-investment while considering the context of place, and how land use and transportation systems should be better integrated.

State Transportation Improvement Plan: The State Transportation Improvement Program is Minnesota's four year transportation improvement program. The STIP identifies the schedule and funding of transportation projects by state fiscal year (July 1 through June 30). It includes all state and local transportation projects with federal highway and/or federal transit funding along with 100 percent state funded transportation projects. Rail, port and aeronautic projects are included for information purposes. The STIP is developed/updated on an annual basis.

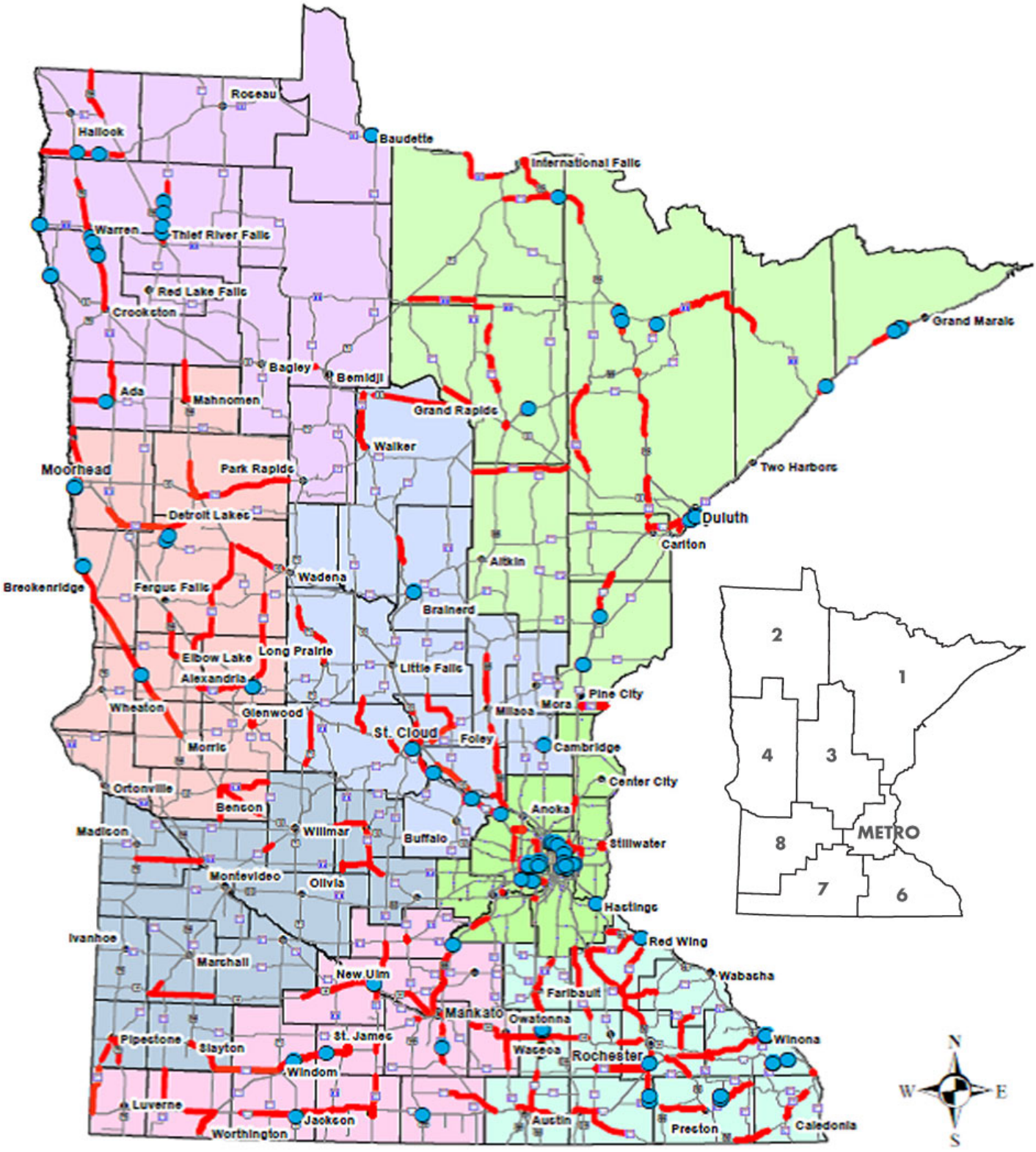
Statewide Performance Program: The statewide planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions throughout the state and oversight of the process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

Performance-Based Planning

- The statewide planning process will establish and use a performance-based approach to transportation decision making to support the national goals (MAP-21 Pub. L. 112-141, 23 USC §150) (see: National Goals & Performance Management Measures fact sheet).
- Each state will establish performance targets that address the performance measures, where applicable, to use in tracking progress toward attainment of critical outcomes for the state.
- The state will select performance targets in coordination with the relevant Metropolitan Planning Organizations to ensure consistency, to the maximum extent practicable.
- In urbanized areas not represented by an MPO, the state will select performance targets in coordination with the providers of public transportation, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- States will integrate into the statewide transportation planning process other performance-based plans and processes

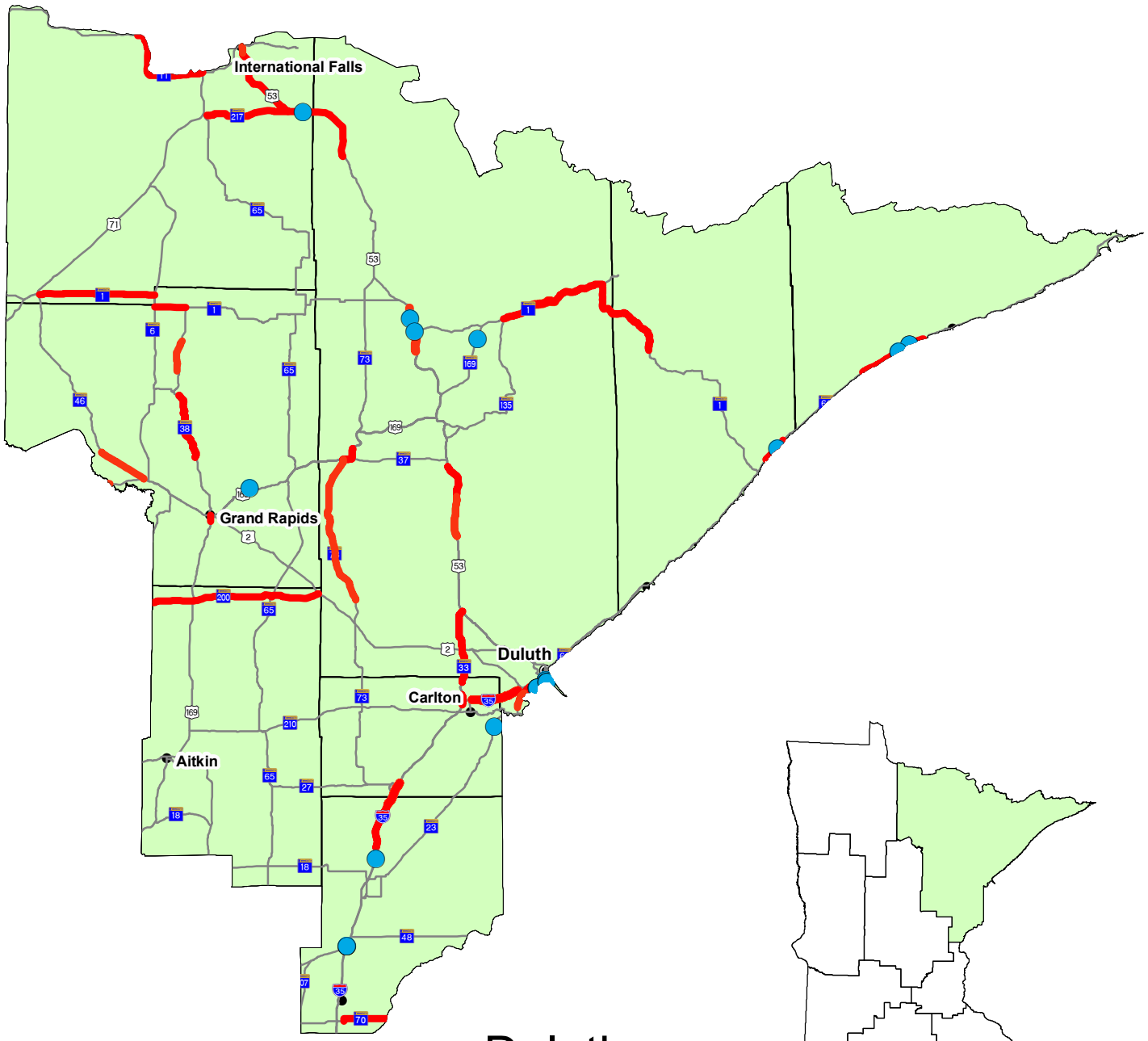
Trend analysis: The practice of collecting information and developing a pattern or trend in the information. In project management, trend analysis technique uses historical results to predict future outcome.

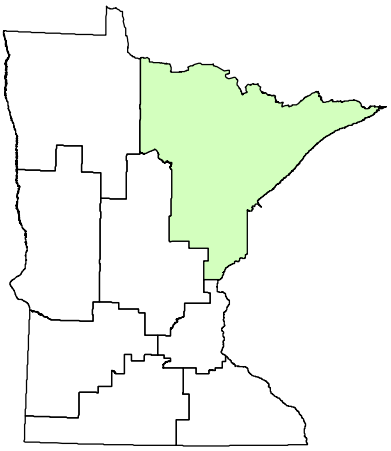
Appendix C: Major Highway Project Summaries



Major Highway Projects 2014

District 1





Duluth

District Project Summary
District 1

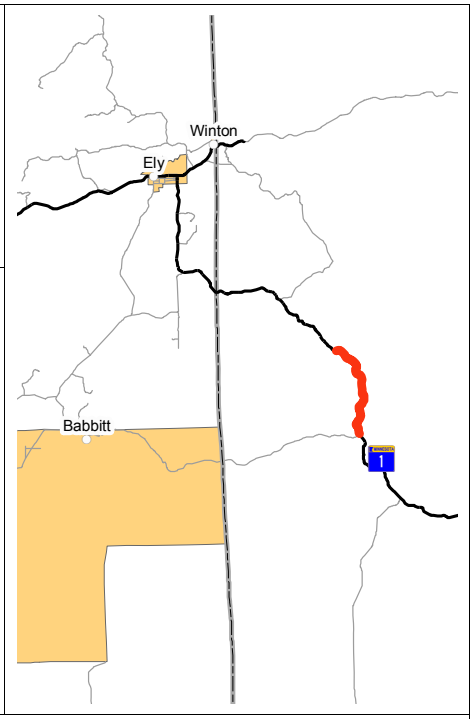
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 1	3801-18	Hwy 553 to Hwy 424 (New Tomahawk Road)	A 2
Hwy 1	3801-92	South of the Kawishiwi River to west of T-273 and Hwy 2 to Isabella	A 3
Hwy 1	6904-46	West of the Six Mile Lake Road to east of Bradach Road in St. Louis County	A 4
Hwy 1	6904-49	Tower to Ely	A 5
Hwy 2	6937-69100D	Bong Bridge over Saint Louis River	A 6
Hwy 23	6910-96	In Duluth From Becks Road to 84th Ave West	A 7
Hwy 23	0901-67	15.9 miles NE of the south Carlton County line	A 8
Hwy 23	6910-89	Becks Road to I-35	A 9
Hwy 33	0905-53	I-35 to 1.4 miles north in Cloquet	A 10
Hwy 33	6911-38	North of County Road 116 to Hwy 53	A 11
Hwy 38	3108-70	Pughole Lake to Marcell	A 12
Hwy 38 & Hwy 286	3108-76	Hwy 38 from Horseshoe Lake Road to Big Fork and Hwy 286 from Hwy 6 to Hwy 38	A 13
Hwy 53	6918-80	Between Eveleth and Virginia, relocate Hwy 53 away from United Taconite Operations	A 14
Hwy 53	3608-48	International Falls	A 15
Hwy 53	6917-142	South of the Hwy 37, Lyon Spring area	A 16
Hwy 53	6917-141	SB From the Paleface River to Augusta Lake Rd	A 17
Hwy 53	6920-48	South of County Road 652 (Goodell Road) to south limits of Cook	A 18
Hwy 53	3608-49	South of Keyes Road to Crescent Drive in International Falls.	A 19
Hwy 61	3808-35	North of Hwy 1 to south of UT 81 (Little Marias area)	A 20
Hwy 61	1602-49	South of County Road 5 to north of County Road 7	A 21
Hwy 70	5811-12	East of Hwy 361 to the Minnesota/Wisconsin state line	A 22
Hwy 73	6928-28	Various location along Hwy 73 & Hwy 2 Including the city of Floodwood	A 23
Hwy 169	3115-51	Pokegama Avenue in Grand Rapids	A 24
Hwy 169	3116-142	County Rd 15 and Hwy 7	A 25
Hwy 169	6936-17	County Road 26 to the Pike River Bridge	A 26

Hwy 169	6934-116	Hibbing	A 27
Hwy 200 169	0106-29	Hwy 200 from Hwy 6 to Hwy 2, and on Hwy 169 from Hwy 200 to Aitkin/Itasca county line	A 28
Hwy 217	3614-20	Little Fork to Hwy 53	A 29
I--35	0980-138	North of Sturgeon Lake to south of Mahtowa	A 30
I--35	0980-139	St. Louis River to Boundary Avenue	A 31
I--35	5880-173	Sandstone to 3 miles south of Willow River	A 32
I--35	5880-180	North of Pine County Road 33 to south of the Carlton county line	A 33
I--35	5880-186	I-35 Bridges #9784 and #9783 over the BNSF railroad south of Hwy 48	A 34
I--535	6981-9030E	Bridge over St. Louis River	A 35

PROJECT SUMMARY

Hwy 1
Hwy 553 to Hwy 424 (New Tomahawk Road)
State Project No. 3801-18

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was originally programmed for $5.5 million, based on the Forest Highway Funds that were available at the time, with the intent to construct to the available funds. As the project was developed, it was clear that additional funds would be needed to construct a logical project in terms of length and termini. A Loan from the Transportation Revolving Loan Fund (TRLF) was the funding source. This project was substantially complete in 2013. Final punch list items and turf establishment were completed in the spring of 2014.

Project History:

The existing structure of Hwy 1 between Kawishiwi River and Lake County Road 2 is inadequate. AADT on this section is approximately 420 vehicles per day. The highway has sharp curves, narrow shoulders, poor sight distance and nearby hazards. This project is the second reconstruction phase along this stretch of Hwy 1. The five miles south of this project was reconstructed in a previous project. This project is intended to strengthen the roadbed, improve drainage and safety for all users including bicyclists, and where necessary, soften sharp curves. Significant public involvement and an environmental assessment were part of the project delivery process. Striping and final punch list items were completed in the summer of 2013.

Project Description:

Reconstruction of Hwy 1 from US Forest Route 553 to US Forest route 424 (New Tomahawk Road) and was 5.3 miles long.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 5.5	$ 7.1
Other Construction Elements:	$ 0.2	$ 1.2
Engineering:	$ 1.1	$ 1.8
Right of Way:	$ 0.5	$ 0.0
Total:	**$ 7.3**	**$ 10.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was originally programmed for $5.5 million, based on the Forest Highway Funds that were available at the time, with the intent to construct to the available funds. As the project was developed, it was clear that additional funds would be needed to construct a logical project in terms of length and termini. A Loan from the Transportation Revolving Loan Fund (TRLF) was the funding source.The current estimate is based on the actual cost.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 08/26/2004
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 09/22/2006
Current Letting Date: 09/23/2011
Construction Season: 2012
Estimated Substantial Completion: 07/01/2013

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

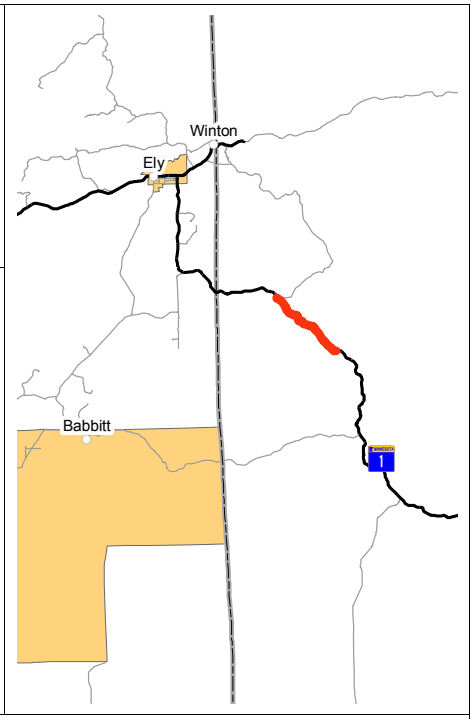
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 1

South of the Kawishiwi River to west of T-273 and Hwy 2 to Isabella

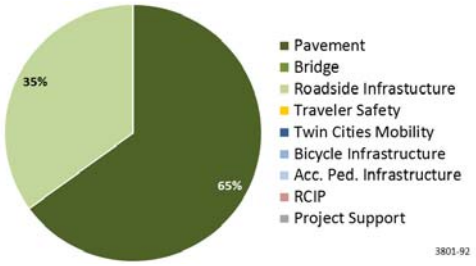
State Project No. 3801-92



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing and drainage improvements on 18 miles from south of the Kawishiwi River to T-273, and from County Road 2 to Isabella.

Recent Changes and Updates:

The project is programmed for construction in 2016.

A large portion of this project is located with the Superior National Forest. In this area, MnDOT does not own existing right of way. An Environmental Assessment will need to be completed in order for MnDOT to acquire right of way from the Forest Service.

Project History:

This project was initially planned to be a reconstruction. Ten miles of Hwy 1 from this project's south limits to Lake County Road 2 have been reconstructed. This project now includes pavement preservation and drainage improvements on the existing alignment. This segment of roadway was originally graded and paved in the mid 1930s. There were numerous spot overlays completed in the 1940s, 1950s and 1960s. These were followed by bituminous overlays in the early 1970s, mid 1980s and 2000.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 5.7
Other Construction Elements:	$ 0.4	$ 0.5
Engineering:	$ 1.4	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.4**	**$ 7.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was prepared in February of 2014. It includes the cost of bituminous milling and surfacing and revised drainage improvement costs. The cost for drainage improvements has been reduced as scoping has progressed.

Project Risks:

A substantial amount of culvert replacement work is required.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Need Unknown
Original Letting Date: 02/27/2012
Current Letting Date: 09/25/2015
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

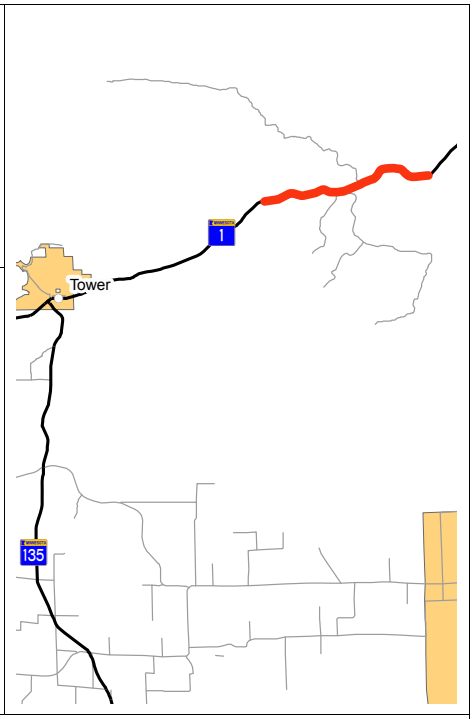
PROJECT SUMMARY

Hwy 1

West of the Six Mile Lake Road to east of Bradach Road in St. Louis County

State Project No. 6904-46

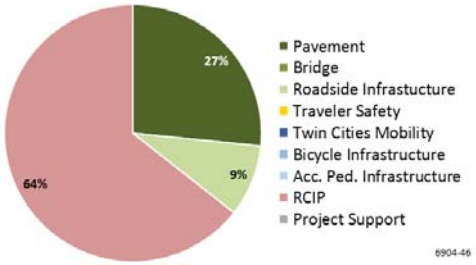
http://www.dot.state.mn.us/d1/projects/Hwy169eagles



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

Combination of reconstruction and pavement reclamation on 5.7 miles from 0.1 mile west of the Six Mile Lake Road to 0.1 mile east of Bradach Road in the Eagles

Recent Changes and Updates:

In May 2013 the letting date was changed to July 2016. We worked with stakeholders to identify acceptable alternatives that address the social, economic, and environmental issues that have been raised regarding this project. The Environmental Assessment will be published this fall and it is anticipated that a preferred alternative will be selected in early 2015.

Project History:

Due to concerns with Hwy 169 between Virginia and Winton, the Hwy 169 North Improvement Task Force formed in July 2000. The efforts of the task force resulted in $18.4 million in Federal High Priority Project funds being provided in SAFETEA-LU for highway improvements. The Hwy 1/169 segment from 0.3 mile west of the Six Mile Lake Road to Clear Lake was recommended by the task force as a priority for reconstruction. Two projects were identified to use these funds. As scoping progressed it was clear that there wasn't enough money for both projects. As a result it was decided that less money would be spent in the Thirteen Hills Area and more would be spent in the Eagles Nest Area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 10.5	$ 19.2
Other Construction Elements:	$ 0.5	$ 1.4
Engineering:	$ 2.2	$ 3.5
Right of Way:	$ 1.2	$ 1.2
Total:	**$ 14.4**	**$ 25.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is actually the total amount of FHWA High Priority Project funds available for this project after constructing the "Thirteen Hills Area" project.

Project Risks:

Private property impacts; environmental concerns including wetlands and potential acid drainage runoff associated with sulfides in the rock; use of Federal High Priority Project funds; relatively low traffic volume coupled with high construction costs.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Known
Construction Limits Established Date: Not Known
Original Letting Date: 12/17/2010
Current Letting Date: 07/22/2016
Construction Season: 2016/2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

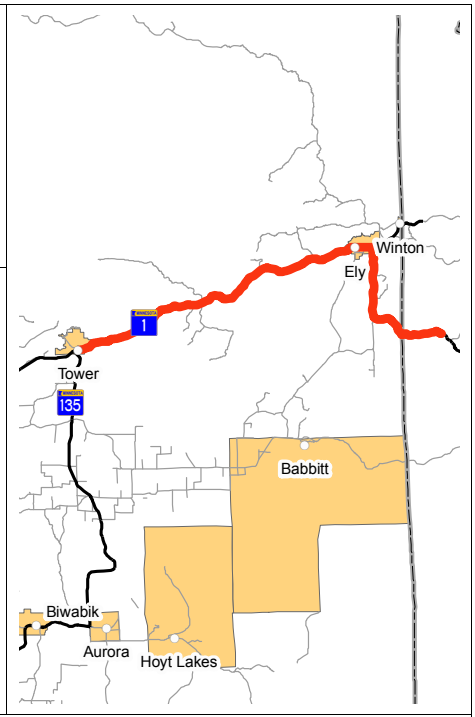
District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 1
Tower to Ely
Bridge 69X14
State Project No. 6904-49

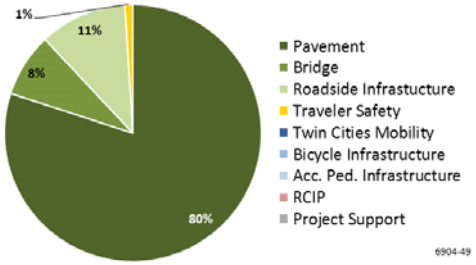
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous milling and surfacing on 25.5 mile from Alder Street in Tower to 0.1 mile west of Six Mile Lake Road, from 0.1 mile east of Bradach Road to 0.17 mile west of 3rd Avenue West in Ely, and from the east Junction of Hwy 169 to east of Halfway Road.

Recent Changes and Updates:

The project was substantially complete in July of 2014.

Project History:

This is a two-lane bituminous roadway with deteriorating pavement resulting in rough ride, high maintenance costs and reduced load carrying capacity. Previous pavement repairs in the project area include bituminous overlays in 1989 and 1992 and spot repairs in 2001.

The letting was delayed to June 2013 due to consultant delivery delay and MDR completion. The cost change was due to contingency release once the final pavement repair was determined.

The project construction started in 2013. The final lift of bituminous pavement was completed in the summer of 2014 on the segment west of Ely as well as all work south of Ely.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.3	$ 7.1
Other Construction Elements:	$ 0.5	$ 0.2
Engineering:	$ 2.0	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 11.8**	**$ 7.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is based on actual costs to date. The hydraulic needs were less than originally anticipated and the bituminous bid prices were much lower than anticipated.

Project Risks:

The project is nearly complete.

Schedule:

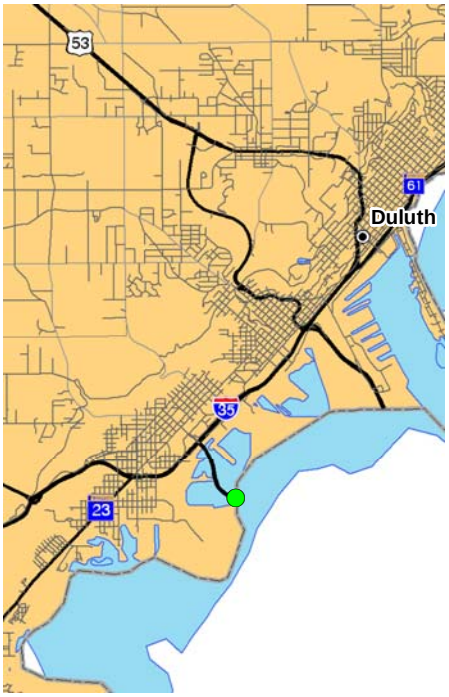
Environmental Approval Date: 04/23/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/22/2013
Current Letting Date: 06/07/2013
Construction Season: 2013/2014
Estimated Substantial Completion: Summer 2014

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: **Duane Hill**
Project Manager: **Michael Kalnbach**
Revised Date: 12/15/2014

PROJECT SUMMARY

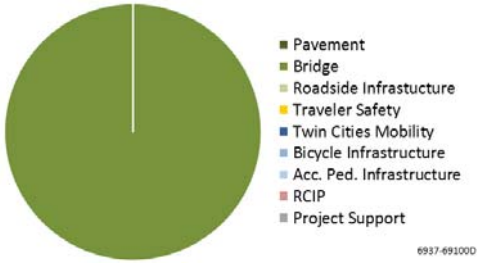
Hwy 2
Bong Bridge over Saint Louis River
Bridge 69100
State Project No. 6937-69100D



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The proposed rehabilitation of Bridge 69100, which carries Hwy 2 over the Saint Louis River, is a joint project of the Minnesota and Wisconsin Departments of Transportation. The proposed work includes bridge deck replacement, modular joint replacement, spot concrete spall repairs, support cable work and painting.

Recent Changes and Updates:

The Wisconsin Department of Transportation is the lead agency. This project has been let and is under construction.

Project History:

The Hwy 2 Bong Bridge over the St. Louis River between Duluth and Superior was built in 1982. This fracture critical bridge currently has National Bridge Inventory condition ratings of 5 (deck), 7 (superstructure) and 7 (substructure). Rehabilitation costs have been re-evaluated by the Wisconsin Department of Transportation. The current estimate reflects reassessed maintenance needs. The proposed rehabilitation work will extend the useful service life of this bridge and decrease the amount of future maintenance needed to keep it operational. Work planned for Bridge 69101, 69102 and 69109 has been removed from this project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 23.2	$ 7.0
Other Construction Elements:	$ 1.0	$ 0.5
Engineering:	$ 4.7	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 28.9**	**$ 8.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline cost includes the cost of both WisDot and MnDOT share. The project has been let. The current estimate is based on actual bid costs and includes only the MnDOT share of the costs for bridge.

Project Risks:

The project will result in inconveniences in the movement of traffic between the communities and requires ongoing attention throughout construction.

Schedule:

Environmental Approval Date: 06/26/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 02/28/2004
Current Letting Date: 01/14/2014
Construction Season: 2014
Estimated Substantial Completion: 07/07/2015

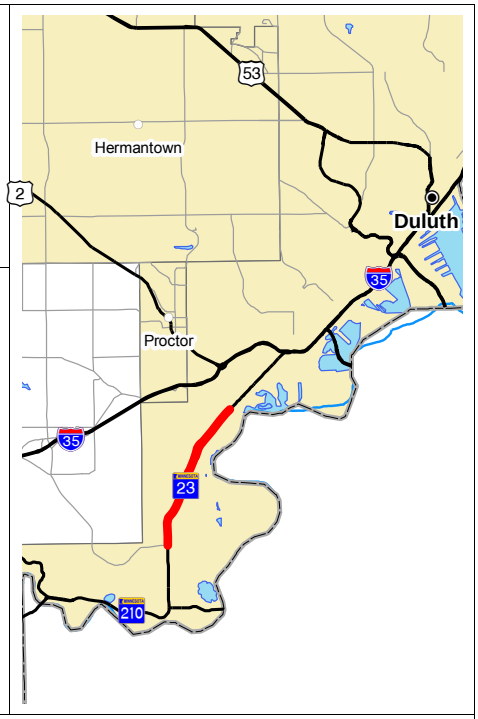
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson/Perry

Revised Date: 12/15/2014

PROJECT SUMMARY

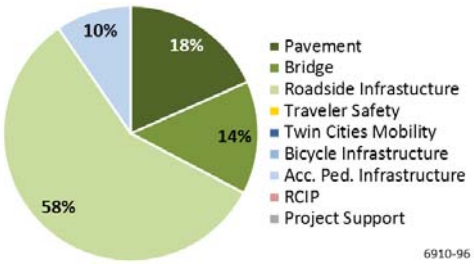
Hwy 23
In Duluth From Becks Road to 84th Ave West
Bridge 69091
State Project No. 6910-96



Primary Purpose:

Performance-based Need: Pavement, Bridge & Roadside Infrastructure Condition

Investment Category:



Recent Changes and Updates:

The work in this project was previously included in SP 6910-89. The project was divided in order to accommodate the construction of a bridge at Knowlton Creek.

Project History:

This project has just been developed.

Project Description:

The project is 3.29 miles long on Hwy 23 from Becks Road to 84th Ave West. The work includes bituminous mill & surfacing, drainage improvements, and constructing Bridge 69091 over Knowlton Creek, Signals and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.6	$ 8.6
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.8	$ 0.8
Total:	**$ 11.5**	**$ 11.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The base estimate was prepared in March of 2014 and includes costs for bituminous milling and paving, bridge construction, drainage improvements, signal construction and ADA improvements.

Project Risks:

The project requires an extensive amount of drainage reconstruction with uncertain costs at this time. More risks may be identified during both project development and construction.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Unknown
Original Letting Date: 02/26/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

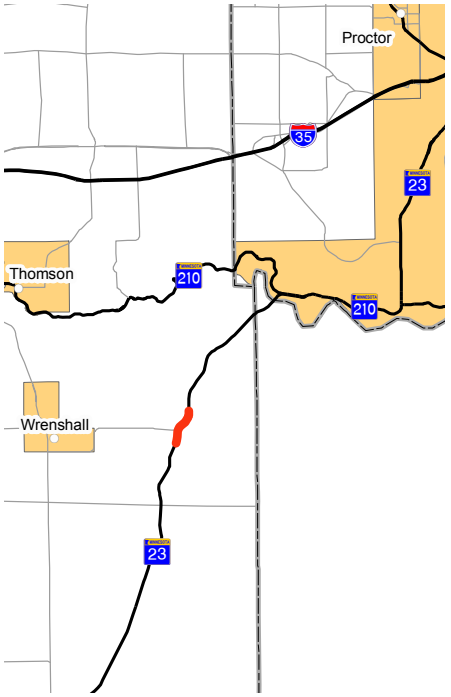
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

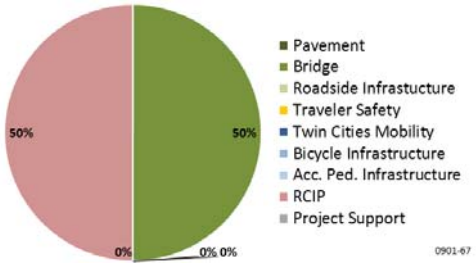
Hwy 23
15.9 miles NE of the south Carlton County line
Bridge 5470
State Project No. 0901-67



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replacement of the bridge that carries Hwy 23 over the Burlington Northern Santa Fe Rail Road. The new bridge is planned for construction on a new alignment to allow use of the existing structure during construction. The project is located approximately 16 miles NE of the south Carlton County line.

Recent Changes and Updates:

MnDOT continues to coordinate the development of this project with the Burlington Northern Santa Fe Rail Road.

The project impacts a local township road. MnDOT has met and coordinated with the local government.

Project History:

Bridge 5470 was built in 1936 and consists of steel beam Span with a cast in place concrete deck. This bridge is classified as structurally deficient with NBI ratings of Deck 4, Superstructure 4, and Substructure 5. In 1973 the bridge received repairs to the deck, abutments, and pier caps and new concrete wearing course.

This project has been delayed due to SRC reduction.

MnDOT coordinated efforts with the Burlington Northern Santa Fe Rail Road. A conceptual sketch was developed and shared with the railroad in August 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 3.3
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 0.7
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 6.3**	**$ 4.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was prepared in October 2013. The project cost has been reduced as result of refining the roadway alignment and bridge design. The cost estimate is based on constructing a new bridge on new alignment.

Project Risks:

This project requires close coordination with the BNSF that could impact delivery timelines.

The project requires the use of a soil surcharge to consolidate weak soils under the new roadway.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 06/27/2003
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

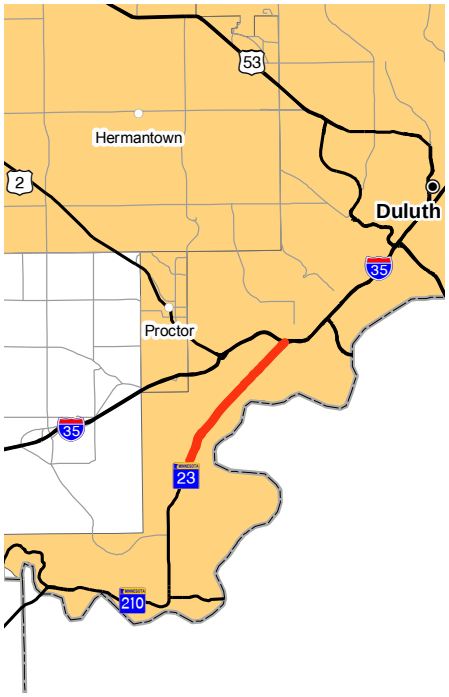
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 23
Becks Road to I-35
Bridge 88544A
State Project No. 6910-89



Primary Purpose:

Performance-based Need: Pavement, BridgeRegional & Community Improvement Priority: CIMS

Investment Category:

Recent Changes and Updates:

The design for this project is underway. Coordination with the City of Duluth has continued to include the CIMS grant elements into the design. The CIMS grant includes State Funds for connectivity and safety improvements for pedestrians along the Hwy 23 (Grand Avenue) corridor. The orignial project was split into two projects to accommodate the design of a new bridge over Knowlton Creek. The pavement repairs under this project will be from I-35 to 83rd Avenue West, but the CIMS elements will be constructed from I-35 to Becks Road. The second half of the pavement resurfacing will be designed under SP 6910-96 and constructed in 2016.

Project History:

Pavement condition on this segment of Hwy 23 is poor, as is the condition of storm sewer pipes, drainage structures, curb and gutter and sidewalks. The 2012 District 1 Remaining Service Life map shows this section is in poor condition (0-3 years). Pavement, drainage and pedestrian improvements are needed.
In June 2013 Duluth was awarded a Corridor Investment Management Strategy (CIMS) grant in the amount of $3,035,000. This grant will be used for roadside improvements along the corridor from Becks road to I-35. This CIMS grant will be incorporated into this project.

Project Description:

Bituminous resurfacing, drainage, ADA improvements and bridge replacement at Kingsbury Creek. The project is 4.7 miles long, from Becks Road to I-35.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 11.4	$ 12.0
Other Construction Elements:	$ 0.5	$ 0.9
Engineering:	$ 2.4	$ 2.5
Right of Way:	$ 0.6	$ 0.8
Total:	**$ 14.9**	**$ 16.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was prepared in March 2014 and includes the cost of bituminous milling and surfacing, drainage improvements, ADA improvements and bridge replacement at Kingsbury Creek. The $3,035,000 CIMS work is included in the cost.

Project Risks:

Maintenance of Traffic during construction when no detour exists. Condition of old utilities beneath the road. Ability to acquire right of way in time. Condition of the concrete pavement under the bituminous surface. Unknown hydraulic needs.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 12/02/2013
Original Letting Date: 02/27/2015
Current Letting Date: 02/27/2015
Construction Season: May 2015 /November 2015
Estimated Substantial Completion: Fall 2015

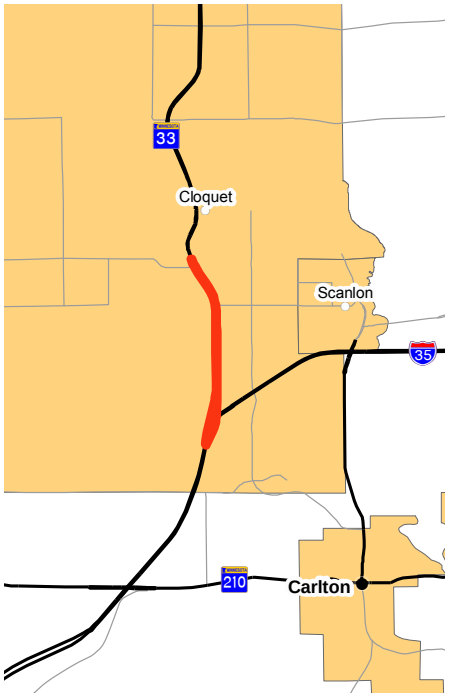
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

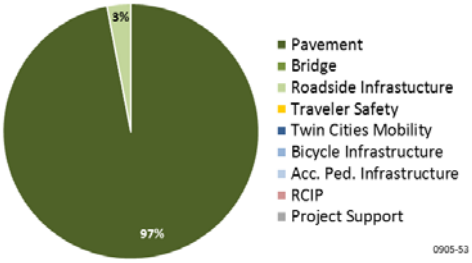
Hwy 33
I-35 to 1.4 miles north in Cloquet
State Project No. 0905-53



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Removal and replacement of pavement for 2 miles from I-35 to 1.4 miles north in Cloquet. Includes signal replacement at Doddridge Avenue.

Recent Changes and Updates:

This project was let on April 25, 2014 and is under construction.

Project History:

This was originally an alternate bid project that included access changes, crossover changes, new pavement structure, new signal system, geometric improvements and partnering with Carlton County and Cloquet. The project will be constructed with a concrete surface and is no longer an alternate bid project. The 2012 District 1 Remaining Service Life map shows this segment to be in poor condition.

This project is needed to provide a smooth pavement surface, reduce maintenance costs, extend serviceable life of the pavement structure, improve drainage, improve functionality of Doddridge/Big Lake Road/Hwy 33 intersection and improve safety at Armory Rd/Holmes Dr/Hwy 33.
In June 2013 it was determined this project will require a granular subcut in select areas and will be a concrete surface design.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.2
Other Construction Elements:	$ 0.2	$ 0.6
Engineering:	$ 1.0	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 8.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This project was let Feburuary 2014. The current estimate is based on the actual bid cost.

Project Risks:

There are potential coordination issues with Carlton County.

Schedule:

Environmental Approval Date: 07/08/2013
Municipal Consent Approval Date: 01/13/2013
Geometric Layout Approval Date: 10/14/2012
Construction Limits Established Date: 08/02/2013
Original Letting Date: 03/27/2015
Current Letting Date: 04/25/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

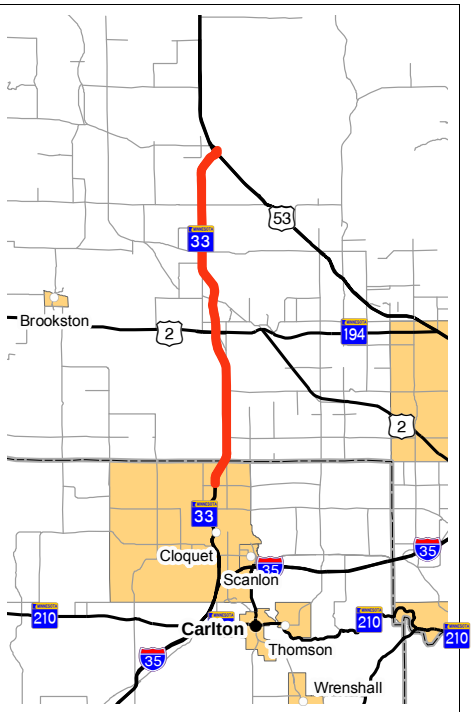
District Engineer: **Duane Hill**
Project Manager: **Derek Fredrickson**

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 33
North of County Road 116 to Hwy 53
State Project No. 6911-38

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was completed in September 2013.

Project History:

This project included the milling of the existing bituminous pavement and bituminous resurfacing in Carlton and St. Louis counties. A subgrade correction also was constructed in one area. With the passage of MAP21 and greater emphasis placed on the NHS, this project was extended to the junction of Hwy 53. This additional length resulted in a delay in the project letting.

Project Description:

Bituminous resurfacing for 15 miles from 0.13 mile north of County Road 116 to the junction of Hwy 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 4.4
Other Construction Elements:	$ 0.4	$ 0.3
Engineering:	$ 1.4	$ 0.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.1**	**$ 5.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project is complete. The estimated cost is the actual cost.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 01/16/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/22/2013
Current Letting Date: 06/07/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

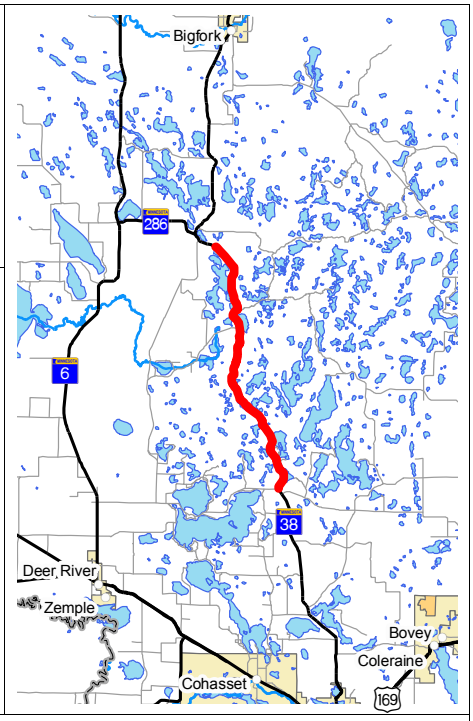
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

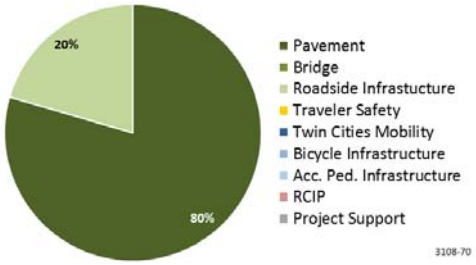
Hwy 38
Pughole Lake to Marcell
State Project No. 3108-70



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 14 miles long, from Pughole Lake to Marcell. The work consists of bituminous reclamation and surfacing, drainage and other road improvements.

Recent Changes and Updates:

Original letting date not met due to long-range program adjustments. The District evaluated the existing roadway alignment in conjunction with higher than average crash rates to prioritize geometric improvement needs within the corridor. Four areas with higher than average crash rates were identified. As a result of financial constraints, improvements in these areas are not included in the scope of the project.

Project History:

This segment of Hwy 38 was originally graded in the late 1920s and included a gravel surface. In the late 1940s improvements were made including numerous spot overlays, additional gravel and a bituminous surface. Continued construction and maintenance projects occurred over time, with the most recent bituminous overlay completed in 2000. The purpose of this project is to recondition/resurface the existing highway to improve RQI and extend the useful life of the highway. The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 12.2	$ 12.4
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 2.3	$ 2.4
Right of Way:	$ 0.3	$ 0.4
Total:	**$ 15.8**	**$ 16.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The cost estimate was updated in February of 2014 and includes costs for bituminous reclamation and surfacing and other road improvements.

Project Risks:

Project risks include subgrade conditions, difficulties in achieving safety improvements, wetland impacts and potential for rock excavation. Additional risks include the need for an environmental assessment by Chippewa National Forest, right of way acquisition.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Known
Construction Limits Established Date: Not Known
Original Letting Date: 01/02/2009
Current Letting Date: 03/24/2017
Construction Season: 2017
Estimated Substantial Completion: Summer 2018

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

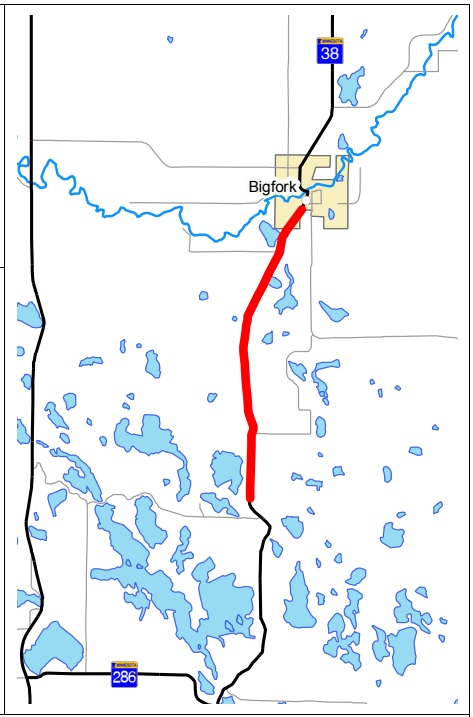
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 38 & Hwy 286

Hwy 38 from Horseshoe Lake Road to Big Fork and Hwy 286 from Hwy 6 to Hwy 38

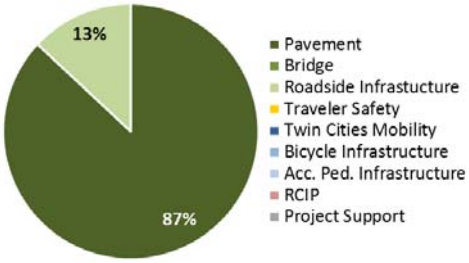
State Project No. 3108-76



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 4.6 miles long and includes work on Hwy 38 from Horseshoe Lake Road to Big Fork and on Hwy 286 from Hwy 6 to Hwy 38. The work includes bituminous resurfacing and drainage improvements.

Recent Changes and Updates:

The project originally provided a bituminous mill and overlay on both Hwy 38 and on Hwy 286. The project now provides for a bituminous reclamation on Hwy 286.

Project History:

There are two segments of this project:
Hwy 286 was originally graded in 1941 and initially paved in 1949. Since 1949, there have been two bituminous overlay projects in addition to one bituminous spot overlay project. The two overlays were completed in construction years 1968 and 1998.

Hwy 38 was originally constructed as a gravel road in 1929. The gravel surface was overlaid and additional shoulder width was added in 1973. It was reconstructed in 1997 and bituminous cracks were sealed in 2000.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 3.9	$ 5.7
Other Construction Elements:	$ 0.3	$ 0.6
Engineering:	$ 0.7	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.9**	**$ 7.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was updated in June of 2014 and includes costs for a bituminous mill and overlay on Hwy 38 and a bituminous reclamation on Hwy 286 and drainage improvements.

Project Risks:

The cost of the necessary pavement repair has not been fully determined.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/27/2017
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 53

Between Eveleth and Virginia, relocate Hwy 53 away from United Taconite Operations

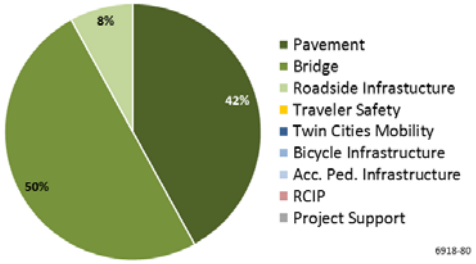
State Project No. 6918-80

http://www.dot.state.mn.us/d1/projects/hwy53relocation/index.html

Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

The project is located in St. Louis County, between Eveleth and Virginia. The proposed project is to abandon Hwy 53 in the area of the United Taconite mine expansion and reconstruct in a new location. The affected area is approximately one mile in length.

Recent Changes and Updates:

Three build and two no-build alternatives are being carried forward into the draft environmental impact statement (DEIS) to be published in winter 2015. A preferred alignment will be identified DEIS. Layouts, cost estimates and risk registers have been developed and are being refined for the build alternatives.

A test bridge foundation contract is currently underway. Results will help in the decision process to indentify a preferred alignment and help estimate cost and schedule elements of bridge construction on two of the three

Project History:

On May 27, 1960 United States Steel granted MnDOT Hwy easement rights for Hwy 53 in the project area. On May 5, 2010, the successors of US Steel, United Taconite and RGGS Land and Minerals, in accordance with the easement provisions, gave MnDOT notice that they were terminating easement rights for Hwy 53 in parts of Section 17, Township 58, Range 17, in St. Louis County.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 60.0	$ 105.0
Other Construction Elements:	$ 13.8	$ 31.0
Engineering:	$ 14.4	$ 32.0
Right of Way:	$ 0.0	$ 52.0
Total:	**$ 88.2**	**$ 220.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The original project estimate was a high level estimate for M1 when it was the project was placed in the STIP. At the time, the mine operator was placing waste rock fill for the future highway embankment and MnDOT only estimated for surfacing of the highway and bridges to allow mining traffic across the proposed highway. Subseuent engineering on M1 has indentified additional challenges on this route that increase the cost.
Current risk based cost estimates for the three build alternatives range from $240 - $460 million. These estimates are being refined on a continuous basis. MnDOT is currently targeting a total project cost estimate of $290 million based on what is known today. Costs are in 2015 dollars.

Project Risks:

Risks include unknown funding sources/lack of funding; impact of new route on mining operations; a short, aggressive timeline for relocating the highway; the value of minerals encountered; securing a permanent highway easement, public utility relocation; geotechnical, air, and water quality issues; and a challenging construction environment.

Schedule:

Environmental Approval Date: Fall 2015
Municipal Consent Approval Date: Winter 2015
Geometric Layout Approval Date: Winter 2015
Construction Limits Established Date: Winter 2015
Original Letting Date: 04/24/2015
Current Letting Date: Fall 2016
Construction Season: 2016/2017
Estimated Substantial Completion: Fall 2017

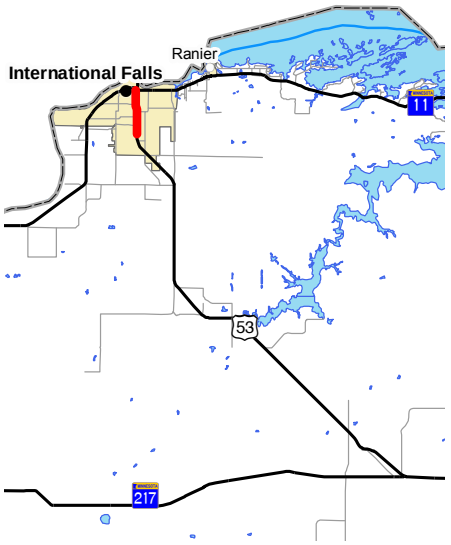
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: **Duane Hill**
Project Manager: **Patrick Huston**

Revised Date: 12/15/2014

PROJECT SUMMARY

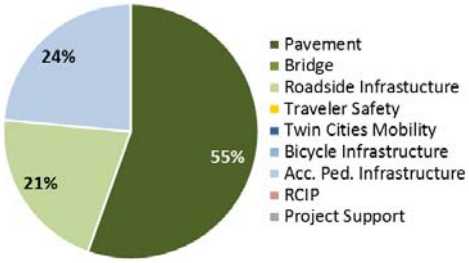
Hwy 53
International Falls
State Project No. 3608-48



Primary Purpose:

Performance-based Need: Pavement Condition and ADA Improvements

Investment Category:



Project Description:

This project is 14 miles long from Cresent Drive to 4th St along Hwy 53 and from 3rd Ave West to East shore Dove Island along Hwy 11. Project consists of bituminious milling & surfacing, traffic signal revisions and ADA work.

Recent Changes and Updates:

The project has been programmed for construction in 2015. The work on Hwy 11 included in SP 3606-57 will now be included in this project with the exception of the bridge at Ranier. The repairs were determined to be too costly and will now be included as a separate stand-alone bridge replacement project in the 2017 construction season.

Project History:

There are two roadway segments included in the State Project:
Segment 1 - Hwy 5.
This segment was originally graded prior to 1922 and included a gravel surface. It was later paved with concrete in 1926 and 1937 and then overlaid with bituminous in 1971. A portion of this segment was reconstructed in 1999 and the remaining piece was milled an overlaid in 2000.
Segment 2 – Hwy 1.
This segment was originally graded in the mid 1930s and included a gravel surface. Spot overlays were completed in the early 1950s and a bituminous overlay was completed in the mid 1960s. The most recent projects include a bituminous overlay in the early 1980s and in 2000.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 3.2	$ 6.7
Other Construction Elements:	$ 0.2	$ 0.6
Engineering:	$ 0.6	$ 1.4
Right of Way:	$ 0.0	$ 0.1
Total:	**$ 4.0**	**$ 8.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was prepared in July of 2014. The project includes bituminious milling & surfacing, traffic signal revisions and ADA work on Hwy 53 and the recently added bituminous milling and surfacing on Hwy 11 that had been included in 3606-57.

Project Risks:

Pedestrian facility requirements have not been fully determined.

Schedule:

Environmental Approval Date: Not Known
Municipal Consent Approval Date: Not Known
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Known
Original Letting Date: 04/24/2015
Current Letting Date: 04/24/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

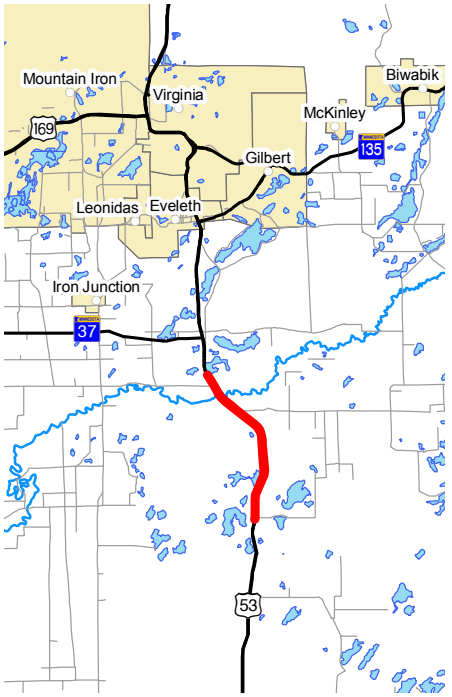
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

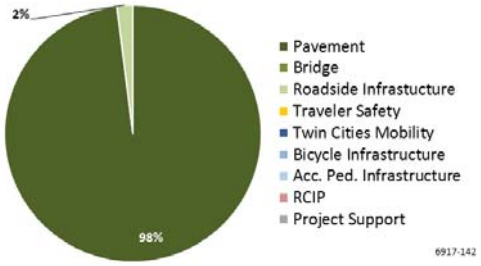
Hwy 53
South of the Hwy 37, Lyon Spring area
State Project No. 6917-142



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project consists of bituminous pavement rehabilitation on north bound Hwy 53 from approximately 6.5 miles south of Hwy 37 in the Lyon Spring Area. The project is 6.4 miles long.

Recent Changes and Updates:

The project is programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Project History:

This segment of roadway was originally graded and paved with concrete in the early 1920s. In the late 1940s it was widened and paved with bituminous. There were also bituminous overlays in the late 1960s and 1970s. The most recent improvements included a mill and overlay in 1996. This project will recondition/resurface the existing highway to improve the ride and extend the useful life of the highway. The need for this project is driven by the deteriorating pavement resulting in rough ride, high maintenance costs and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.2**	**$ 8.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline estimate was prepared in August 2013 and includes costs for bituminous pavement rehabilitation.

Project Risks:

The project length and pavement repair has not been fully determined.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Known
Original Letting Date: 04/28/2017
Current Letting Date: 04/28/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

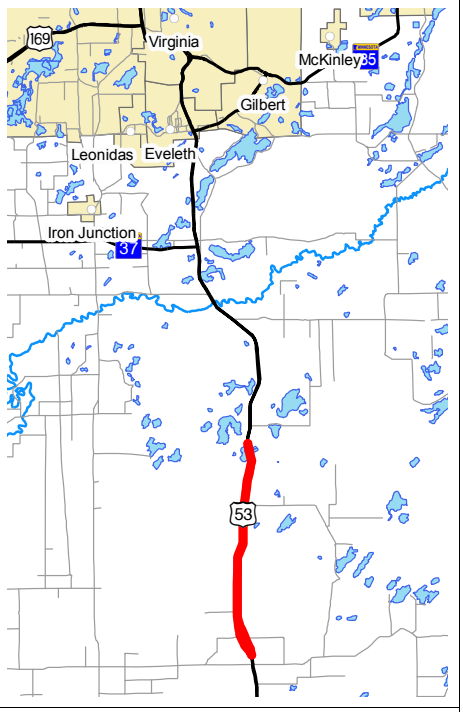
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 53

SB From the Paleface River to Augusta Lake Rd

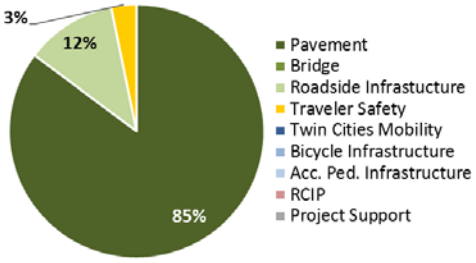
State Project No. 6917-141



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is located on southbound US 53 from the Paleface River to Augusta Lake Rd. The work includes 9 miles of bituminous milling and surfacing and drainage improvements.

Recent Changes and Updates:

The project limits have changed to include an additional 3 miles. The recommended pavement thicknes has increased from a medium mill and overlay to a thick mill and overlay.

Project History:

This segment of Hwy 53 has been resurfaced numerous times including overlays in 1978, 1987 and 1996. Most recently, in 2000, the bituminous cracks on this segment were sealed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 2.4	$ 4.1
Other Construction Elements:	$ 0.2	$ 0.4
Engineering:	$ 0.5	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 3.1**	**$ 5.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was prepared in July of 2014. The project has been extended an additional 2.7 miles and the proposed pavement thickness has increased. The estimate includes costs for milling and surfacing and drainage improvements.

Project Risks:

Project length and repair may change.

Schedule:

Environmental Approval Date: Not Known
Municipal Consent Approval Date: Not Known
Geometric Layout Approval Date: Not Known
Construction Limits Established Date: Not Known
Original Letting Date: 04/25/2014
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

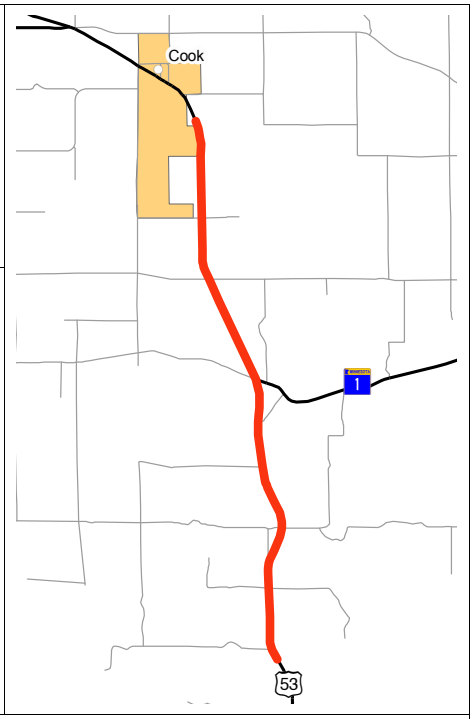
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 53
South of County Road 652 (Goodell Road) to south limits of Cook
Bridge 69044, 69045
State Project No. 6920-48



Primary Purpose:

Regional & Community Improvement Priority: RCIP

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project is on schedule and was completed in August 2014.

Project History:

The four-lane expansion of Hwy 53 to International Falls was discussed since before the creation of Voyagers National Park in the 1980s. The Hwy 53 Long Range Improvement Task Force citizen's coalition formed in 1999 with the stated mission to "Insure a safe and modern four-lane roadway for all users on Hwy 53 between Virginia and International Falls."

This project was deferred due to the State Road Construction funding cuts in fiscal years 2010 and 2011. The loss of state funds made it impossible to match the Federal High Priority Project funds in the year the project was originally planned. Because of design time lost due to 2011 state shutdown and contractor requests, the project letting was moved from Sept. 23, 2011 to Dec. 16, 2011. It was finally moved to Oct. 26, 2012 to allow additional time for permitting.

Project Description:

The project is located in Saint Louis County from 0.25 mile south of County Road 652 (Goodell Road) to the south city limits of Cook and involves expanding 9.5 miles of the existing two-lane highway to four lanes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 34.0	$ 32.9
Other Construction Elements:	$ 1.4	$ 1.5
Engineering:	$ 7.1	$ 6.9
Right of Way:	$ 3.9	$ 1.6
Total:	**$ 46.4**	**$ 42.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was let in October 2013. The current estimate is based on the actual bid costs for expanding 9.5 miles of the existing two-lane highway to four lanes.

Project Risks:

This project has held significant risk due to rock excavation, muck excavation and claims.

Schedule:

Environmental Approval Date: 06/06/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 9/24/2010
Construction Limits Established Date: 08/16/2010
Original Letting Date: 09/23/2011
Current Letting Date: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

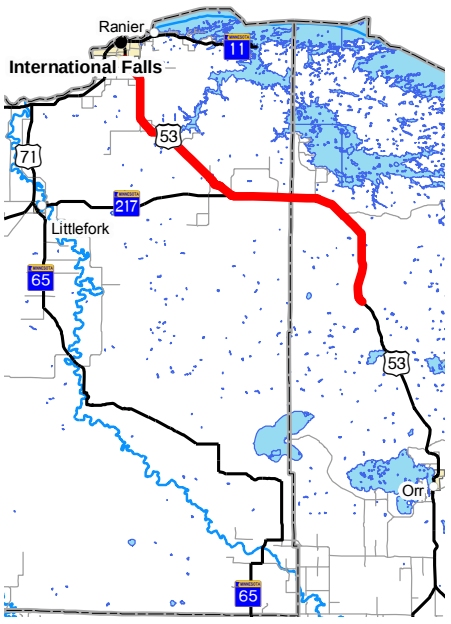
PROJECT SUMMARY

Hwy 53

South of Keyes Road to Crescent Drive in International Falls.

Bridge 36003, and, 69X16

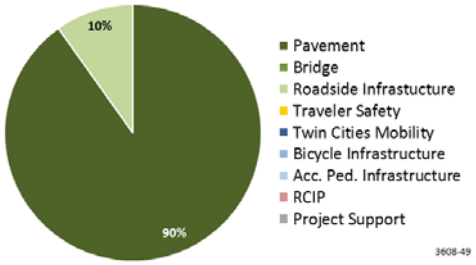
State Project No. 3608-49



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 34 miles long, from 1.3 miles south of Keyes Road to Crescent Drive in International Falls. The work includes bituminous milling and surfacing and drainage improvements. In addition, the project includes safety improvements at two intersections.

Recent Changes and Updates:

The project was added to the program for 2015 construction as part of MAP-21 program.

The pavement repairs on this project are to include milling with a bituminous overlay. In addition to the pavement repairs, two areas of safety improvements were identified and added to the project. These safety improvements include the addition of a center left turn lane at two intersections. Bridge Deck repairs will be completed and a large box culvert will be replaced.

Project History:

The southernmost 18 miles was originally graded and paved with bituminous in the late 1970s. This segment had a bituminous overlay in the mid 1990s and a crack repair project in the late 1990s. The next 12 miles were originally graded in the 1920s and included a gravel surface. The most recent projects included a bituminous milling and paving project in 2000 and a crack repair project in 2001. The northernmost three miles was originally graded and paved in the mid 1950s. There were numerous bituminous overlays performed over portions of this segment between the 1960s and the 1980s.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 14.2	$ 13.4
Other Construction Elements:	$ 1.3	$ 1.2
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.3**	**$ 17.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was prepared in Jully 2014 and reflects a contingency reduction based on the final pavement recommendation. It also includes added costs for turn lanes and box culvert replacement. National Corridor Infrastructure Program Funds will be used for the turn lane construction.

Project Risks:

Right of Way acquistion is in progress. There is a possibility of finding contaminated material during construction. A Corps of Engineers Permit is still needed.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/23/2015
Current Letting Date: 01/30/2015
Construction Season: 2015
Estimated Substantial Completion: Summer 2016

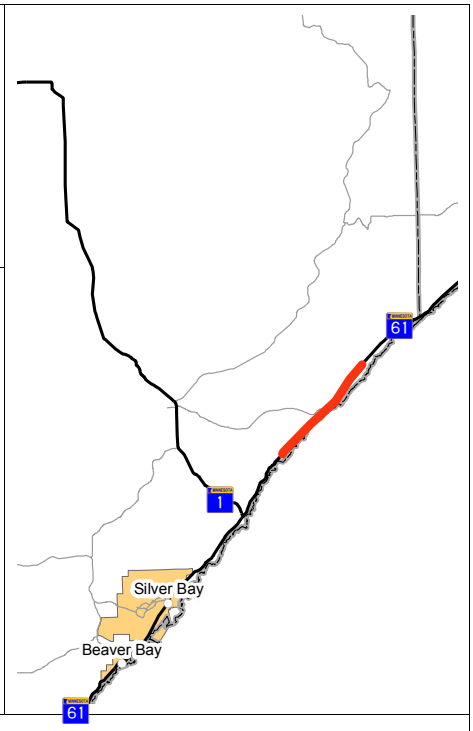
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

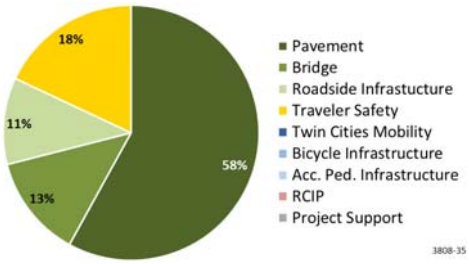
Hwy 61
North of Hwy 1 to south of UT 81 (Little Marias area)
Bridge 38016
State Project No. 3808-35



Primary Purpose:

Performance-based Need: Pavement Condition & District Safety Plan

Investment Category:



Project Description:

The project is 5.3 miles long and includes bituminous pavement reclamation and surfacing and shoulder reconstruction on Hwy 61 in the Little Marais area from 3.2 miles north of Hwy 1 to 0.31 mile south of UT 81.

Recent Changes and Updates:

The pavement reclamation and paving is scheduled to be completed in the fall of 2014.

Project History:

This stretch of Hwy 61 is marked by narrow shoulders, poor pavement condition, steep inslopes and a several vertical curves with poor sight distance. The pavement will be reclaimed and overlaid, shoulders widened (to approximately six feet, five of which will be paved) and inslopes flattened. Drainage will be improved and guardrail will be replaced/added/improved. Lack of funding for a full reconstruction here will result in this "scaled-down, reconstruct-light" approach as described above.
Bid costs were higher than expected due to the need to provide a bridge at the Little Marais River and the higher than expected costs for complex staging needed for pipe replacements.
Construction started in the summer of 2013. The new bridge over the Little Marais River was completed in the fall of 2013, along with some culvert work and the gabion basket retaining wall. The reclaim, paving and remaining culvert work began in 2014.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 7.7	$ 9.8
Other Construction Elements:	$ 0.3	$ 0.7
Engineering:	$ 1.6	$ 2.1
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 10.0**	**$ 12.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was let in June 2013. The current estimate is based on the actual bid cost for bituminous pavement reclamation and surfacing, shoulder, drainage and bridge construction.
Bid costs were higher than expected due to the need to provide a bridge at the Little Marais River and the higher than expected costs for complex staging needed for pipe replacements.

Project Risks:

Risks include deep culvert work, presence of ledge rock, difficult traffic staging, no available detour on north half, high traffic volumes on weekends and a narrow road core.

Schedule:

Environmental Approval Date: 01/31/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Known
Original Letting Date: 02/13/2013
Current Letting Date: 06/07/2013
Construction Season: 2013/2014
Estimated Substantial Completion: 07/06/2015

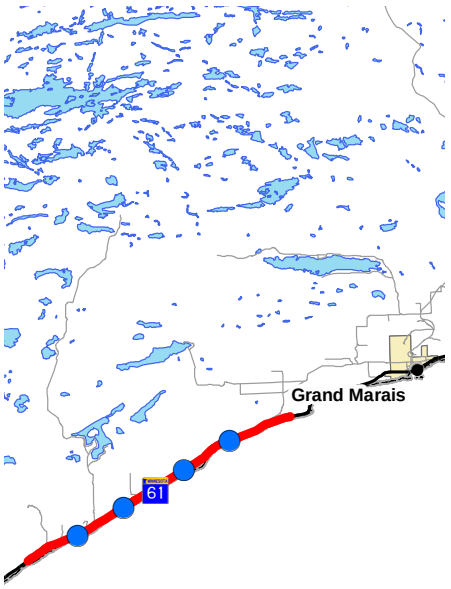
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

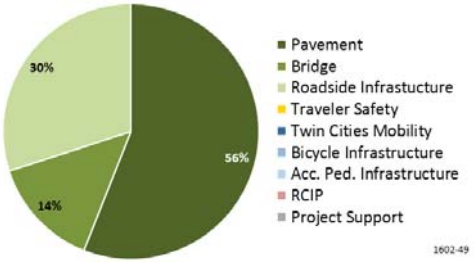
Hwy 61
South of County Road 5 to north of County Road 7
Bridge 8292, 5132, 16X06, 16X07
State Project No. 1602-49



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 14 miles long, from 1 mile south of County Road 5 to 1 miles north of County Road 7. The work includes bituminous milling and surfacing, drainage improvements and bridge repair.

Recent Changes and Updates:

During the final design process, it was determined that the deep culverts needed to have substantial engineering work done to design bypass lanes to carry traffic during the construction stages. This project was let on March 21, 2014 and is under construction. The construction is planned to be completed in the fall

Project History:

The pavement condition in this section of Hwy 61 is in the poor category, based on the 2012 District 1 Remaining Service Life map.
The project was added to the program for construction in 2013 as part of MAP-21 program adjustments. The original letting date was not met due to the coordination with the consultant and the SHPO process required for historic structure work required at Spruce Creek and the Cascade River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 8.2
Other Construction Elements:	$ 0.5	$ 0.7
Engineering:	$ 1.4	$ 1.6
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 8.7**	**$ 10.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was let in February 2014. The current cost estimate is based on actual bid costs. The cost increase is due to the need to increase the size of culverts and the difficulty in the construction staging.

Project Risks:

The project includes work required at historic structures.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Need Unknown
Original Letting Date: 11/22/2013
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

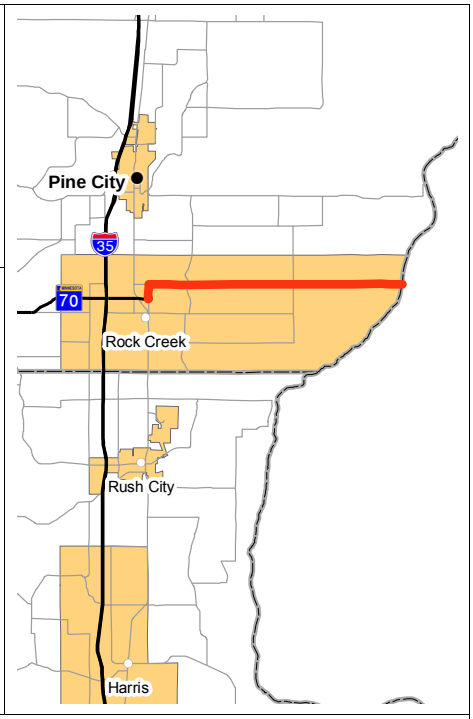
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

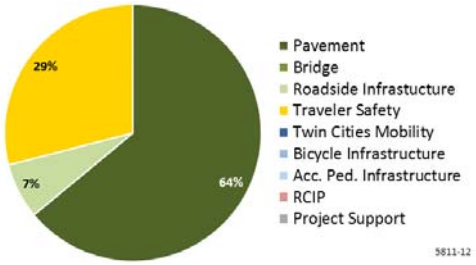
Hwy 70
East of Hwy 361 to the Minnesota/Wisconsin state line
Bridge 58X03
State Project No. 5811-12



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is nine miles long and includes bituminous reclamation and surfacing, profile corrections, drainage and turn lanes on Hwy 70 from 0.1 mile east of Hwy 361 to the Minnesota/Wisconsin Border.

Recent Changes and Updates:

Vertical curve alignment modifications are nearly established to determine the construction limits. The scope of this project changed from a bituminous mill and surfacing to a stabilized reclamation project. This change in scope will establish a long term pavement fix for this section of Hwy 70.

Project History:

Hwy 70 is a two-lane bituminous surfaced roadway. The pavement condition is poor, based on the 2012 District 1 Remaining Service Life map, and sight distance is lacking at some vertical curves. Lack of turn/bypass lanes at certain locations is a safety concern. Drainage improvements are needed. Weak subgrade exists at some locations. Minor changes to the vertical alignment will improve safety on this segment of highway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.7	$ 7.2
Other Construction Elements:	$ 0.4	$ 0.6
Engineering:	$ 1.4	$ 1.5
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 8.9**	**$ 9.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was prepared in March 2014 and includes costs for bituminous reclamation, profile corrections, drainage improvements and turn lanes.

Project Risks:

ROW corridor is narrow, ROW purchase is required. Subgrade correction is needed and has inherent risks to cost.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/23/2015
Current Letting Date: 01/30/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

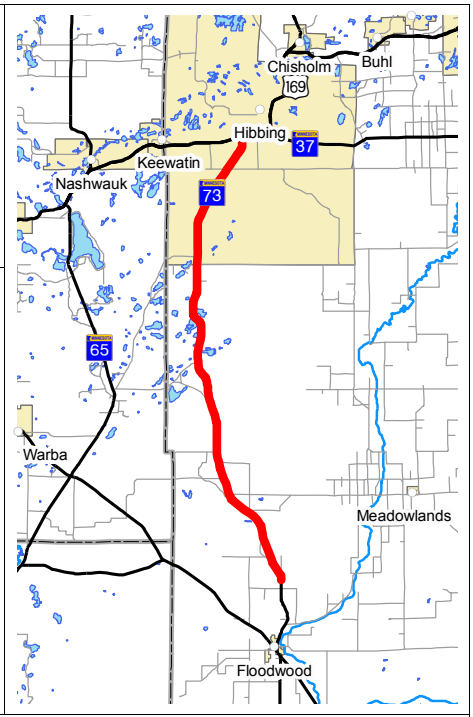
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 73

Various location along Hwy 73 & Hwy 2 Including the city of Floodwood

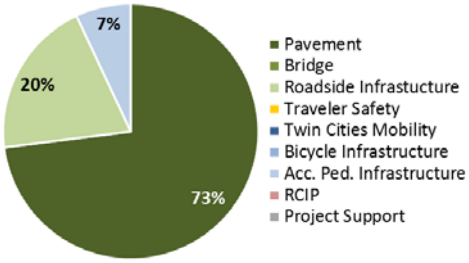
State Project No. 6928-28



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing, ADA improvements. The project is 30 miles long, including various locations along Hwy 73 & Hwy 2 including the city of Floodwood.

Recent Changes and Updates:

An initial Project Scoping Meeting is scheduled for August 2014.

Project History:

The purpose of the project is to improve ride and extend the useful life of the highway. The need for this project is driven by deteriorating pavement resulting in rough ride, high maintenance costs, and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.5	$ 8.5
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 1.6	$ 1.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.9**	**$ 10.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline estimate was prepared in January of 2014 and includes costs for bituminous mill and overlay and drainage improvements.

Project Risks:

The project has not yet been fully scoped.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Not Known
Original Letting Date: 01/01/2018
Current Letting Date: 05/18/2018
Construction Season: 2018
Estimated Substantial Completion: 11/01/2018

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

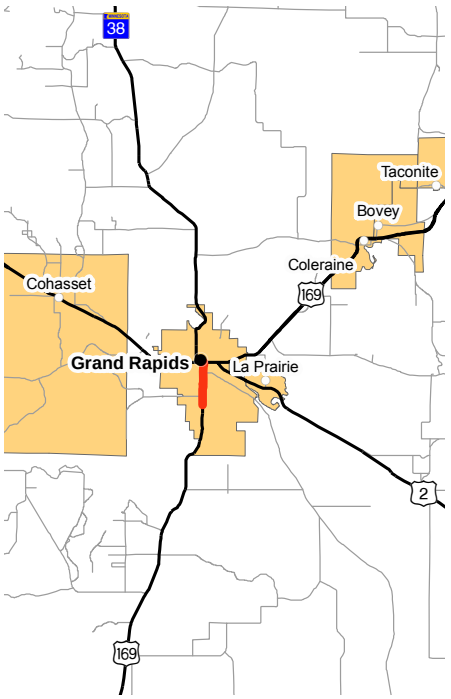
District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
Pokegama Avenue in Grand Rapids
State Project No. 3115-51

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in fall 2012.

Project History:

The project included reconstruction of Hwy 169 in Grand Rapids between 1st St SE and 10th St SE from an urban undivided four-lane to an urban five-lane (includes center turn lane) as well as a lengthened northbound right turn lane from 10th Street to the north. Grand Rapids is a project partner, participating in 4th Street work and city-owned utility upgrades.

Project objectives included providing a smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements, increased traffic safety due to slight geometric changes and turn lane additions (center and right), reduced traffic congestion, greater pedestrian safety and ADA improvements.
The bids for this project were higher than expected, but it was determined that the costs were justified and the contract was awarded.

Project Description:

The project included reconstruction, and bituminous milling and surfacing on Pokegama Avenue from 3rd Street North to 13th Street Southeast in Grand Rapids.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 6.5
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.3	$ 1.6
Right of Way:	$ 1.3	$ 1.3
Total:	**$ 7.7**	**$ 9.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project is complete. The current estimate is based on actual bid costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 10/06/2011
Municipal Consent Approval Date: Not Known
Geometric Layout Approval Date: 12/13/2010
Construction Limits Established Date: Not Known
Original Letting Date: 07/28/2015
Current Letting Date: 03/07/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

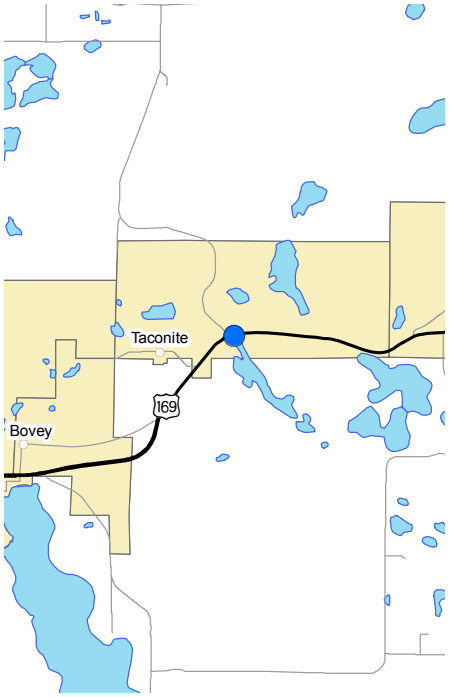
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

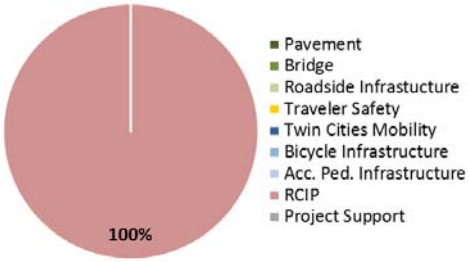
Hwy 169
County Rd 15 and Hwy 7
Bridge 31X09
State Project No. 3116-142



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This is a Corridors of Commerce project that is a 1.6 mile two lane to four lane expansion of Hwy 169. Project is located 0.67 Mi SW of County Rd 15 to 0.30 Mi. East of Scenic County Hwy 7.

Recent Changes and Updates:

Funding for this project was secured in the fall of 2013 as part of the Corridor of Commerce projects.

Project design began in late 2013 and is currently at the 30% design phase. The Environmental Document is being drafted.

Project History:

A Draft Environmental Impact Statement was completed in 1986 for a 18-mile corridor (Grand Rapids to Pengilly) to reconstruct Hwy 169 from 2 lane to 4 lane. Phases of this expansion were completed beginning in 1994 and most recently in 2007. This 2 mile project will complete Phase 2 (of 5).
This project is on a designated Supplemental Freight Route in Northeast Minnesota.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.3	$ 8.3
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 2.1	$ 2.1
Right of Way:	$ 0.5	$ 0.5
Total:	**$ 12.3**	**$ 12.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The base cost estimate was prepared in Feburary of 2014 and includes costs for constructing a four lane roadway with bituminous pavement and drainage facilities including a bridge/box culvert.

Project Risks:

There is a dump that may be located within the project limits.

Schedule:

Environmental Approval Date: Not Known
Municipal Consent Approval Date: Not Known
Geometric Layout Approval Date: Not Known
Construction Limits Established Date: Not Known
Original Letting Date: 06/03/2016
Current Letting Date: 06/03/2016
Construction Season: 2016/2017
Estimated Substantial Completion: Summer 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
County Road 26 to the Pike River Bridge
Bridge 69087
State Project No. 6936-17

Substantially Complete

Primary Purpose:

Regional & Community Improvement Priority: HPP

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was completed during summer 2013.

Project History:

Because of concerns with Hwy 169 between Virginia and Winton, the Hwy 169 North Improvement Task Force was formed in July 2000. The efforts of the task force resulted in $18.4 million in Federal High Priority Project funds being provided in SAFETEA-LU for highway improvements. This project was recommended by the task force as a priority for reconstruction.

The project limits for this project changed to focus on the segment of the highway with the greatest concerns. Reducing the length of this project allowed the district to use a larger portion of the HPP funds on the Eagles Nest Lake area project, which was also recommended by the task force as a priority for reconstruction.

Project Description:

The project was 1.5 miles long and included the reconstruction of Hwy 169 south of County Road 26 to the south end of Bridge 69087 (Pike River) in the Thirteen Hills Area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 12.3	$ 3.6
Other Construction Elements:	$ 0.5	$ 0.2
Engineering:	$ 2.6	$ 0.9
Right of Way:	$ 1.7	$ 0.5
Total:	**$ 17.1**	**$ 5.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project limits for this project changed to focus on the segment of the highway with the greatest concerns. Reducing the length of this project allowed the district to use a larger portion of the HPP funds on the Eagles Nest Lake area project, which was also recommended by the task force as a priority for reconstruction.
The current estimate is based on actual costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 04/12/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 8/17/2011
Construction Limits Established Date: 05/01/2011
Original Letting Date: 12/17/2010
Current Letting Date: 08/03/2012
Construction Season: Fall 2012
Estimated Substantial Completion: Summer 2013

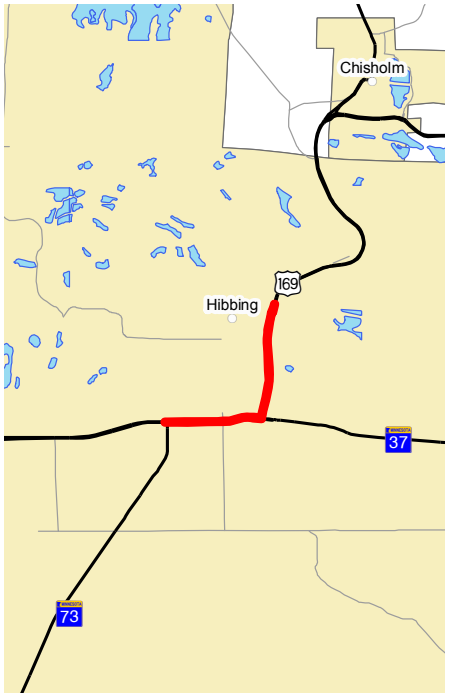
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

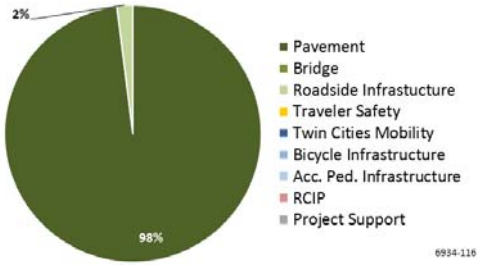
Hwy 169
Hibbing
State Project No. 6934-116



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 7.5 miles long. It consists of bituminous resurfacing and drainage improvements in Hibbing on Hwy 169 from the south junction of Hwy 73 to the north junction of Hwy 73 and from the north junction of Hwy 73 to 0.26 mile east of County Road 5.

Recent Changes and Updates:

The project was programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Project History:

The purpose of the project is to improve ride and extend the useful life of the highway. The need for this project is driven by deteriorating pavement resulting in rough ride, high maintenance costs, and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.4	$ 5.0
Other Construction Elements:	$ 0.4	$ 0.6
Engineering:	$ 0.8	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 6.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was pepared in June of 2014 and includes costs for bituminous milling and surfacing, and drainage improvements. Work on some additional roadway segements within the project limits were added to the project.

Project Risks:

There is potential for a substantial amount of culvert repair and replacement and the pavement repair has not yet been determined.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 05/19/2017
Current Letting Date: 03/24/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

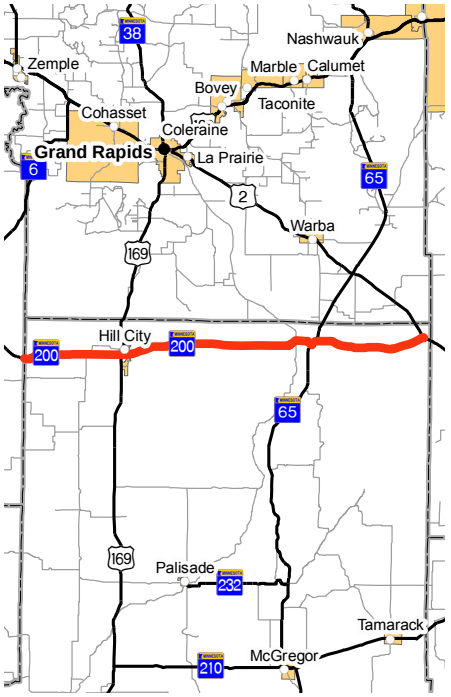
PROJECT SUMMARY

Hwy 200 169

Hwy 200 from Hwy 6 to Hwy 2, and on Hwy 169 from Hwy 200 to Aitkin/Itasca county line

State Project No. 0106-29

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was completed in fall 2012.

Project History:

This project was programmed to improve the pavement surface as part of the Better Roads Program.

Project Description:

The project was 37 miles long and included bituminous resurfacing and drainage improvements on Hwy 200 from Hwy 6 to Hwy 2, and on Hwy 169 from Hwy 200 to three miles south of the Aitkin/Itasca county line.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 8.0	$ 8.1
Other Construction Elements:	$ 0.5	$ 0.4
Engineering:	$ 0.5	$ 0.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.0**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project is complete. The current estimate is based on actual costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 01/23/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/23/2012
Current Letting Date: 04/27/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

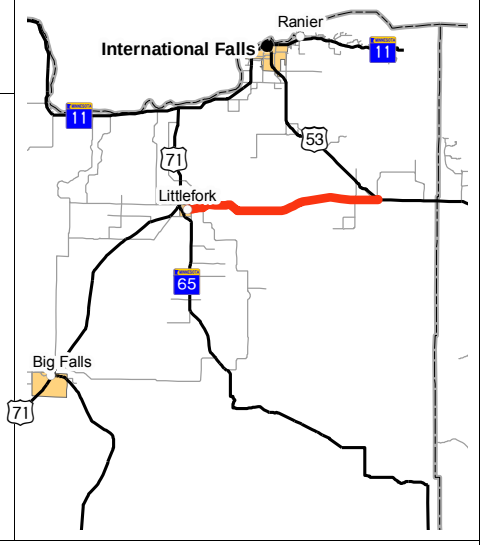
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

PROJECT SUMMARY

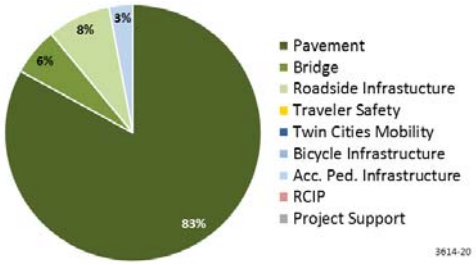
Hwy 217
Little Fork to Hwy 53
Bridge 9028A
State Project No. 3614-20



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 17 miles long and includes bituminous pavement rehabilitation on Hwy 217 from the east limit of Little Fork to Hwy 53. Work on Bridge 9028A consists of expansion joints, redeck, repaint and repair of the superstructure.

Recent Changes and Updates:

The project is programmed for construction in Calendar Year 2016.

Project History:

This is a pavement rehabilitation project slated for the 2016 fiscal year. It has been scoped for development along the eastern edge of Littlefork to the junction of Hwy 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 4.8
Other Construction Elements:	$ 0.5	$ 0.4
Engineering:	$ 1.9	$ 1.0
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 11.6**	**$ 6.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was prepared in June of 2014. The scope of the pavement repair was changed. Much of the project work will now consist of a thin mill and overlay, rather than Thick Mill and Overlay and Bituminous Reclamation. The result is a reduction in cost.

Project Risks:

The pavement repair has not yet been fully determined.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/15/2009
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Revised Date: 12/15/2014

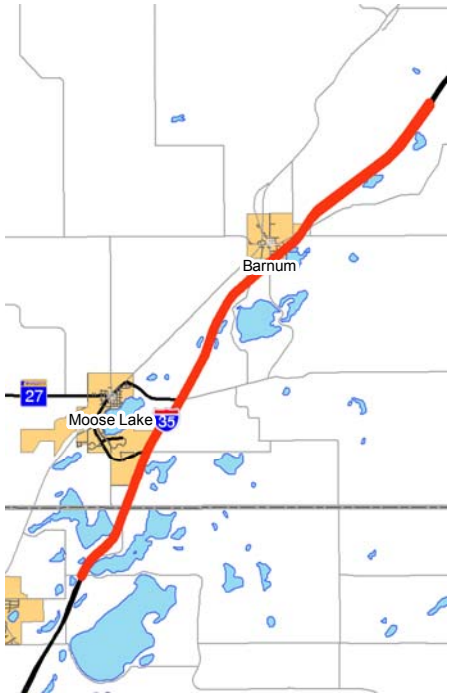
PROJECT SUMMARY

I--35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-138, 5880-177

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in summer 2012.

Project History:

Pavement modeling (based on current ride quality conditions, existing pavement type and traffic levels) indicates this section of road needed pavement preservation to improve its ride quality and thereby extend its useful life.SP 5880-173, 0980-137 and 5880-177 included work on I-35 in the same area. Project limits were adjusted among these projects for staging purposes and resulted in cost changes.

Project Description:

Unbonded concrete overlay on I-35 from 1.8 miles south of the north Pine county line to 2.6 miles south of Carlton County Road 4. All 13.2 miles of the southbound lanes and 4.5 miles of the northbound lanes were preserved.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 26.2	$ 22.7
Other Construction Elements:	$ 1.7	$ 5.6
Engineering:	$ 5.6	$ 2.0
Right of Way:	$ 1.1	$ 0.0
Total:	**$ 33.5**	**$ 30.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was let in January 2011. The current estimate is the actual cost for both 0980-138 and 5880-177.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 10/11/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/20/2009
Current Letting Date: 01/28/2011
Construction Season: 2011 / 2012
Estimated Substantial Completion: Summer 2012

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

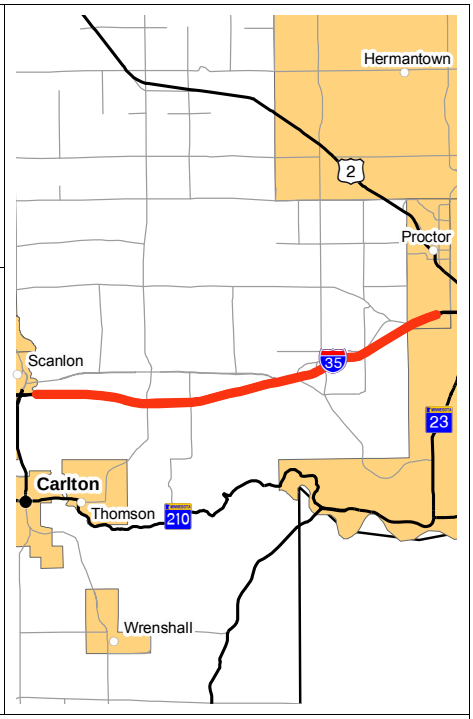
PROJECT SUMMARY

I--35

St. Louis River to Boundary Avenue

State Project No. 0980-139

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in the fall of 2013.

Project History:

This project was initially a thin bituminous overlay with an ultra thin bonded wearing course. Additional funding became available to provide a long-term fix. An unbonded concrete overlay was the chosen long term fix. SP 5880-173, 0980-137 and 5880-177 included work on I-35 in the same area. Project limits were adjusted among these projects for staging purposes and resulted in cost changes.
The south half of this project was completed in the 2012 construction season. The north half was completed during the 2013 construction season.

Project Description:

Unbonded concrete overlay for 10 miles in each direction from the St. Louis River to Boundary Avenue. I-35 traffic was reduced to one lane in each direction with a lower speed limit during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 9.9	$ 30.1
Other Construction Elements:	$ 0.5	$ 0.9
Engineering:	$ 2.1	$ 3.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.5**	**$ 34.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This project was initially a thin bituminous overlay with an ultra thin bonded wearing course. Additional funding became available to provide a long-term fix. An unbonded concrete overlay was the chosen long term fix. The project was let in May 2012. The current estimate is the actual cost for this project.

Project Risks:

No remaining risks.

Schedule:

Environmental Approval Date: 12/28/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 07/22/2011
Current Letting Date: 03/23/2012
Construction Season: 2012 & 2013
Estimated Substantial Completion: Oct. 2013

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

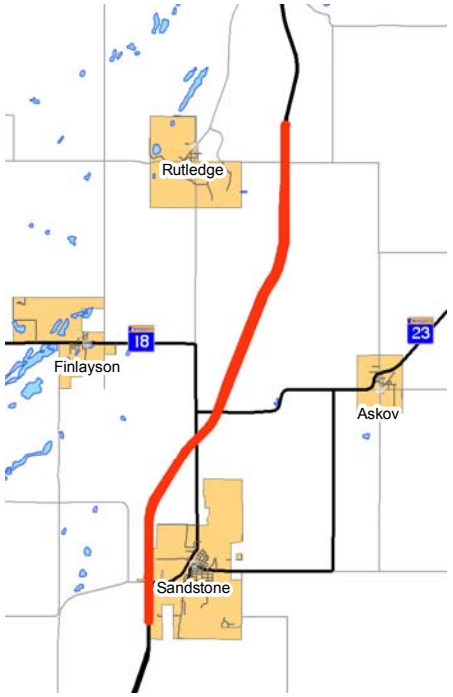
I--35

Sandstone to 3 miles south of Willow River

Bridge 91099

State Project No. 5880-173

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in fall 2012.

Project History:

The Project was originally a thick bituminous overlay, but additional funding was available and allowed for a long term fix. An unbonded overlay was the chosen long term fix. SP 5880-173, 0980-137 and 5880-177 included work on I-35 in the same area. Project limits were adjusted among these projects for staging purposes and resulted in cost changes.

Project Description:

Unbonded concrete overlay in each direction on I-35 for 12.3 miles from Sandstone to three miles south of the Willow River. Traffic was reduced to one lane in each direction with lower speed limit during construction. "A+B" style contracting was used to minimize the project timeline.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 20.7
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 2.6	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.3**	**$ 23.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The Project was originally a thick bituminous overlay, but additional funding was available and allowed for a long term fix. An unbonded overlay was the chosen long term fix.
The project was let in November 2011. The current estimate is the actual for this project.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 08/22/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 09/23/2011
Current Letting Date: 12/16/2011
Construction Season: Spring / Fall 2011
Estimated Substantial Completion: Fall 2012

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

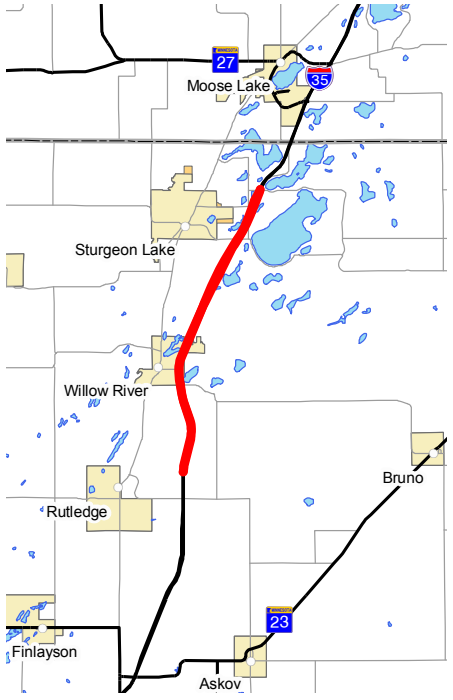
Revised Date: 12/15/2014

PROJECT SUMMARY

I--35

North of Pine County Road 33 to south of the Carlton county line

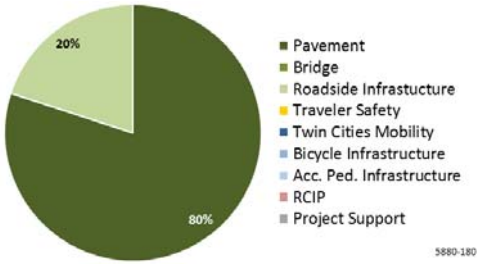
State Project No. 5880-180



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project is 9 miles long. It is located on northbound I-35 from just north of Pine County Road 33 to 2 miles south of the Carlton county line. The work consists of concrete whitetopping (Bonded Concrete Overlay).

Recent Changes and Updates:

The scope of this project was changed from bituminous mill and overlay to a concrete whitetopping (Bonded Concrete Overlay). The scoping and preliminary design work is underway.

Project History:

This project was initially programmed for bituminous resurfacing on the north bound roadway. The possibility of constructing a bonded concrete overlay was under consideration should funds become available. Based on the 2012 District 1 Remaining Service Life map, the southbound section of I-35 is in fair condition (4-11 years), and the northbound section is in poor condition (0-3 years).
The project was programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 13.0
Other Construction Elements:	$ 0.5	$ 1.0
Engineering:	$ 1.0	$ 2.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.5**	**$ 16.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was prepared in January of 2014. The cost increase is due to the change in scope from bituminous mill and overlay on the northbound roadway to concrete white topping (Bonded Concrete Overlay) in both directions.

Project Risks:

Project scoping is not yet complete.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/01/2012
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

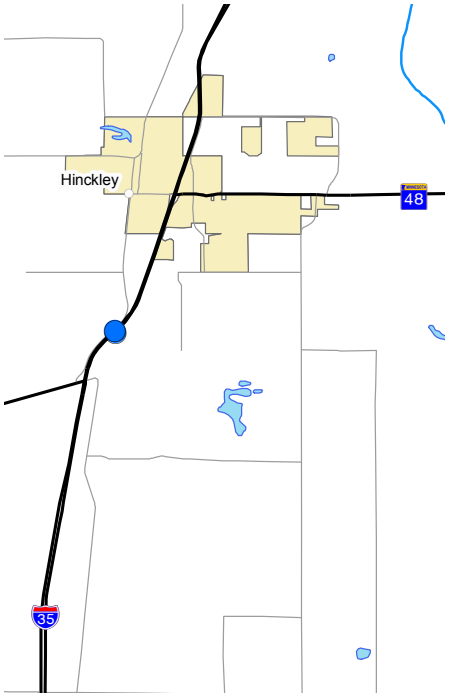
PROJECT SUMMARY

I--35

I-35 Bridges #9784 and #9783 over the BNSF railroad south of Hwy 48

Bridge 9784, 9783

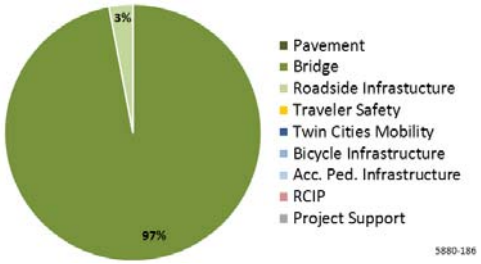
State Project No. 5880-186



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The project is located on I 35, approximately 0.2 mile south of Hwy 48 and includes the replacement of Bridge 9783 and 9784 over the Burlington Northern Santa Fe railroad and associated approach work.

Recent Changes and Updates:

The scoping and preliminary design process has begun.

Project History:

These bridges were originally constructed over the BNSF railroad with the I-35 construction in 1959. The bridge decks of both bridges are structurally deficient and in need of replacement. The steel girders have extensive deterioration and need repairs. It is questionable whether the rest of the structure for both bridges should be repaired or replaced. They should also be widened to better match the width of the roadways, as the bridges are 30 feet wide and the roadways are 37 feet wide.
The project is programmed for construction in 2016.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 6.4
Other Construction Elements:	$ 0.4	$ 0.5
Engineering:	$ 1.1	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 8.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate was prepared in February of 2014.
The cost estimate increase is related to the bypass construction and additional excavation needed for the bridge construction.

Project Risks:

Additonal grading may be needed if a profile change is necessary.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/01/2016
Current Letting Date: 01/22/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

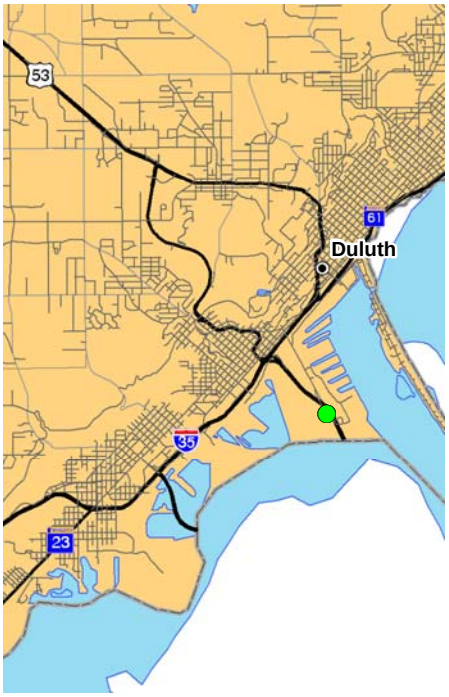
District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

PROJECT SUMMARY

I--535
Bridge over St. Louis River
Bridge 9030
State Project No. 6981-9030E

Substantially Complete



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction is scheduled for completion in fall 2013. A supplemental agreement added lighting to this project. The lighting installation is expected to be complete by October 2013.

Project History:

MnDOT is the lead agency. Bridge 9030 was built in 1961 and consists of a main span continuous steel high truss open spandrel steel arch with continuous steel deck girder approach spans. Bridge 9030 is 7,980 feet long. This bridge is classified as fracture critical and functionally obsolete with bridge NBI ratings of Deck 6, Superstructure 5, and Substructure 6. It was determined that additional work should be done on this bridge and this is why the current estimate has been raised.

Project Description:

The project is located in St. Louis County on I-535 and spans the St. Louis River at the Wisconsin border. The proposed project provides for bridge rehabilitation, including structural steel repair, expansion, joint replacement and painting.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 12.9
Other Construction Elements:	$ 0.3	$ 1.8
Engineering:	$ 1.3	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.8**	**$ 15.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project is complete. The current estimate is based on actual costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 12/07/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 07/22/2011
Current Letting Date: 03/23/2012
Construction Season: 2012/2013
Estimated Substantial Completion: Nov. 2013

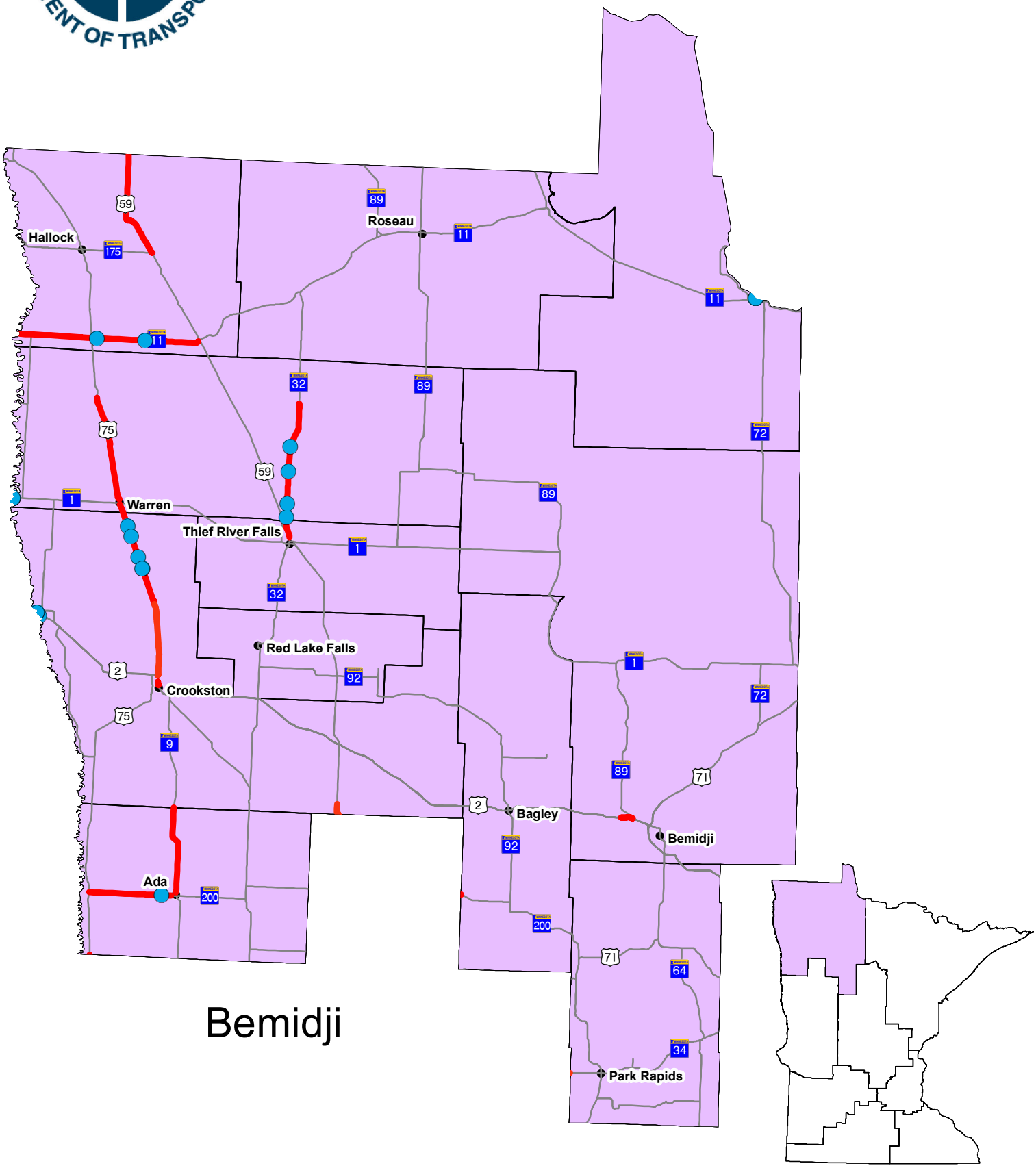
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2014

Major Highway Projects 2014

District 2



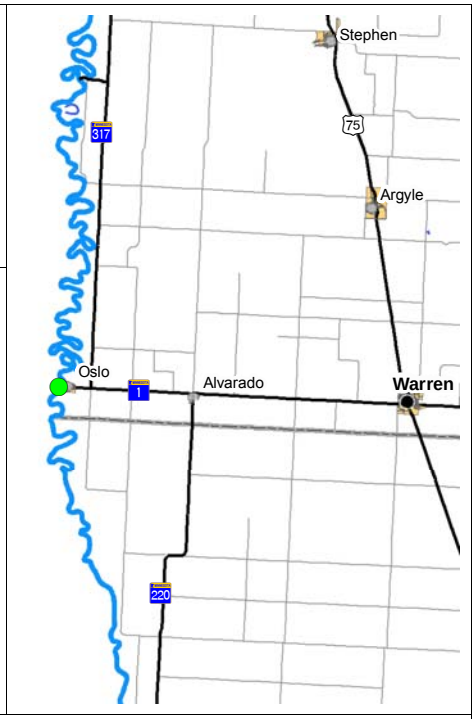
Bemidji

District Project Summary
District 2

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 1	4509-05	Over the Red River in Oslo	B 2
Hwy 1	3101-35M	Hwy 6 to Hwy 38 Hwy 38	B 3
Hwy 1	3602-25	From the east end of Northome to the north junction of Hwy 6	B 4
Hwy 2	6018-02	Kennedy Bridge over the Red River in East Grand Forks	B 5
Hwy 2	6002-72	Slope protection in Crookston	B 6
Hwy 2	0406-59	Intersection of Hwy 2 & Hwy 89 west of Bemidji	B 7
Hwy 2	1102-62	From Cass Lake to Ball Club	B 8
Hwy 2B	6015-07	Over the Red River in East Grand Forks	B 9
Hwy 9	5408-30	From Ada to the Norman/Polk county line	B 10
Hwy 11	3604-73M	From one mile west of Loman to the west junction of TH 71 at Pelland	B 11
Hwy 11	3501-14	From the Red River to the west end of Karlstad	B 12
Hwy 11	3604-72M	From 1 mile west of Indus to 1 mile west of Loman	B 13
Hwy 32	4503-14	From the north end of Thief River Falls to the north end of Middle River	B 14
Hwy 46	3109-41M	From Hwy 2 to Itasca Hwy 39	B 15
Hwy 59	3505-19	From Hwy 175 to the Canadian border	B 16
Hwy 72	3905-09	In Baudette over the Rainy River	B 17
Hwy 75	4507-48	From the north limits of Warren to the south end of Stephen	B 18
Hwy 75	6011-24	12 miles north of Hwy 2 to south of Hwy 1 in Warren	B 19
Hwy 75	6011-29	From Hwy 2 to Polk Hwy 19	B 20
Hwy 200	5407-31	From Hwy 75 to the west limits of Ada	B 21
Hwy 371	1120-55	From Walker to Cass Lake	B 22

PROJECT SUMMARY

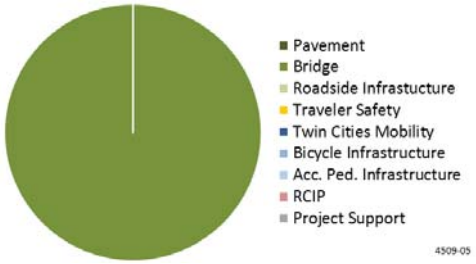
Hwy 1
Over the Red River in Oslo
Bridge 9100
State Project No. 4509-05



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The project would consist of improving the bridge over the Red River between Minnesota and North Dakota in Oslo.

Recent Changes and Updates:

Construction documents are completed. The project was let on October 24, 2014. Due to the high cost of the bids received for the rehabilitation all bids were rejected. We are currently evaluating other rehabilitation or potential replacement options. No letting date has been established for any future work.

Project History:

The engineering study showed that rehabilitation is possible. The design of the bridge rehabilitation began in late 2013. The estimate now reflects the cost of bridge rehab instead of bridge replacement.
The existing fracture critical structure was built in 1959 and has exhausted its useful life. It is functionally obsolete, so geometry, and presumably safety, will be enhanced. A engineering study to evaluate rehabilitation options, instead of replacement, was completed in late 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 15.7	$ 2.5
Other Construction Elements:	$ 0.5	$ 3.0
Engineering:	$ 2.5	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.7**	**$ 6.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is an updated estimate for the bridge rehabilitation. The other construction represents North Dakota's cost share. Cost estimate is based on 2013 historical cost data. The baseline estimate was developed for a reconstruction, the rehabilitation cost is significantly less.

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit; short term bridge closures

Schedule:

Environmental Approval Date: 05/01/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/16/2012
Current Letting Date: 10/24/2014
Construction Season: 2015
Estimated Substantial Completion: Oct. 2015

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

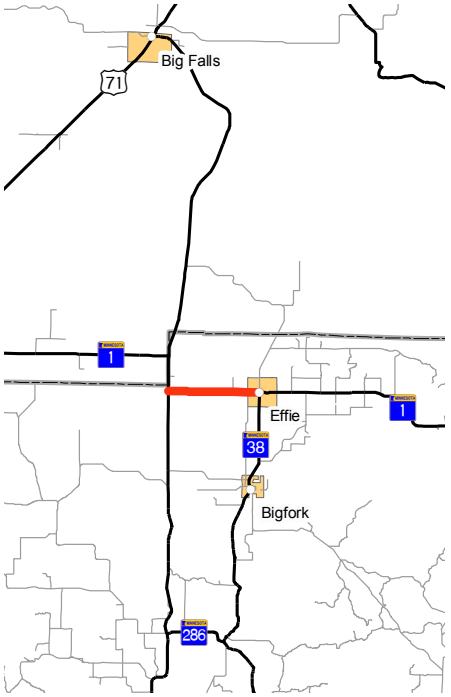
District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 1
Hwy 6 to Hwy 38
Hwy 38
State Project No. 3101-35M

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This project was constructed and completed in 2012.

This segment needed pavement improvement. The project's purpose was to improve the ride and surface condition, pavement strength and extend pavement life.

Project Description:

The project consisted of resurfacing 6 miles of highway and reconstructing the urban section in Effie.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 7.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.1	$ 0.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 7.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 2/29/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/18/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2014

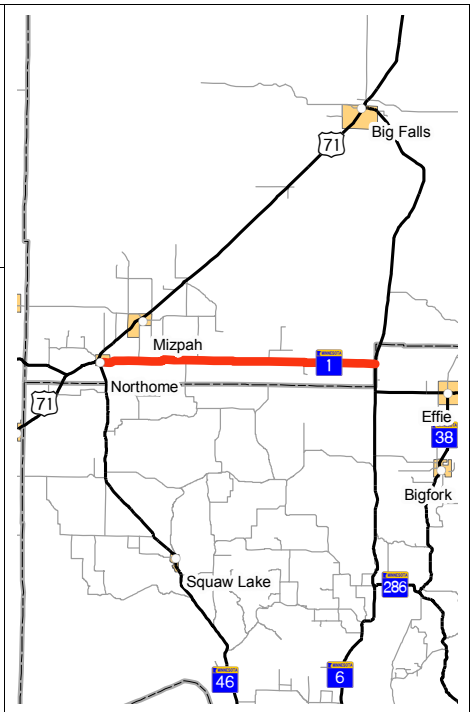
PROJECT SUMMARY

Hwy 1

From the east end of Northome to the north junction of Hwy 6

State Project No. 3602-25

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This bituminous resurfacing project was let and constructed in 2012.

Project Description:

The project consisted of resurfacing 24 miles of highway and replacing 71 failing culverts.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 6.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 6.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/29/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/18/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2014

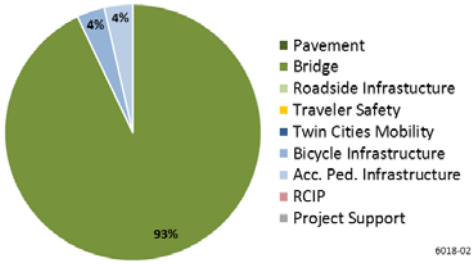
PROJECT SUMMARY

Hwy 2
Kennedy Bridge over the Red River in East Grand Forks
Bridge 9090
State Project No. 6018-02

Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The project would consist of rehabilitating the bridge over the Red River in East Grand Forks. Rehabilitation would include replacing the bridge deck, repairing the tilted pier and painting.

Recent Changes and Updates:

A planning level study was completed in early 2014. This study determined that a bridge rehabilitation project is a feasible alternative to provide the need for a reliable bridge. The rehabilitation will include replacing a severely tilted bridge pier, new concrete bridge deck, new vehicle railings, painting and a pedestrian/bicycle path on the north side of the deck. A design consultant will be contracted in the fall of 2014. The cost estimate has been revised to reflect the project scope recommended in the planning level study. The project estimate has decreased by $5.7M.

Project History:

A planning-level study began in June 2013 to determine options for bridge rehabilitation and replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 25.0	$ 9.0
Other Construction Elements:	$ 0.0	$ 10.9
Engineering:	$ 2.5	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 27.5**	**$ 21.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Cost estimate is based on a bridge rehabilitation. Other Construction Elements represents North Dakota's cost share.

Project Risks:

If a rehabilitation is not possible, the cost and timeline for a bridge replacement would increase significantly. Several agencies are involved in decision-making/approval process. Need to coordinate project scheduling with emergency services and schools. If delayed could be in conflict with Sorlie Bridge rehabilitation.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/17/2017
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

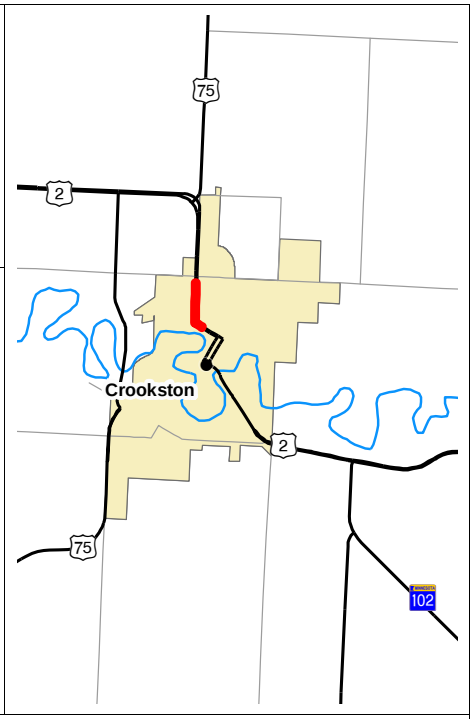
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Joe Mckinnon

Revised Date: 12/15/2014

PROJECT SUMMARY

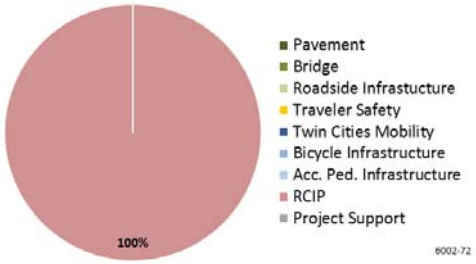
Hwy 2
Slope protection in Crookston
State Project No. 6002-72



Primary Purpose:

Regional & Community Improvement Project

Investment Category:



Project Description:

The project consists of providing slope protection along Hwy 2 adjacent to the Red Lake River in Crookston.

Recent Changes and Updates:

Project was awarded as a design-build contract to Nicholson Construction Company. The project is currently under construction. The estimated substantial completion date has been modified to reflect the Contract documents.

Project History:

Because of the unique and non-typical project situation it was decided to do this project as a design-build. The Request For Proposals was announced in March 2014.

In fall 2012 the inslope adjacent to Hwy 2 in an urban portion of Crookston showed signs of possible slope failure. A slope failure would drastically impact Hwy 2. A re-alignment of Hwy 2 is not possible because of the urban setting of this portion, so it was determined that an alternative to protect the inslope with some type of reinforcement would be installed.

This inslope initially failed in 2003 resulting in damage to several homes. Since that time slope monitoring devices have been installed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.6	$ 6.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 0.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.0**	**$ 6.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The Current Estimate is the construction letting amount for a Design-Build. A significant portion of the engineering is included in the construction letting amount.

Project Risks:

- Unkown site conditions Potential for contaminated materials;
- Potential for a slope failure during construction;
- Tight timeline on availability of specialty equipment to construct shear walls

Schedule:

Environmental Approval Date: 10/04/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 10/04/2013
Original Letting Date: 03/26/2014
Current Letting Date: 03/26/2014
Construction Season: 2014
Estimated Substantial Completion: 06/01/2015

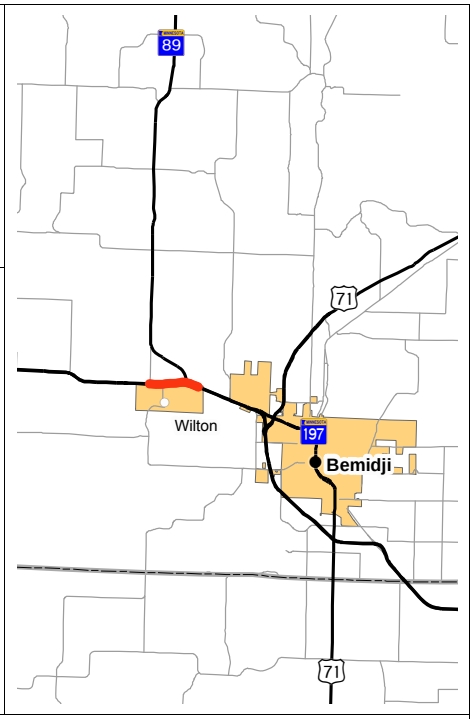
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Paul Konickson

Revised Date: 12/15/2014

PROJECT SUMMARY

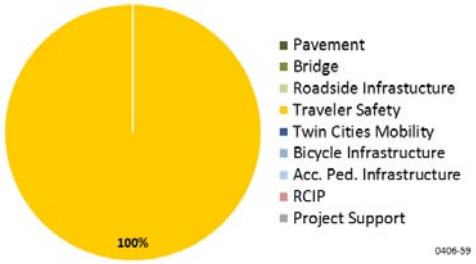
Hwy 2
Intersection of Hwy 2 & Hwy 89 west of Bemidji
Bridge 04030
State Project No. 0406-59



Primary Purpose:

Performance-based Need: District Safety Plan

Investment Category:



Project Description:

The project would consist of constructing a partial interchange at the intersection of Hwy 2 and Hwy 89.

Recent Changes and Updates:

Project is in the design stages. The geometric layout for a partial interchange was approved. The engineering costs were increased to more accurately reflect the complexity of the project. The right of way estimate was increased to reflect the current acquisition needs.

Project History:

This intersection continues to have a crash rate much higher than other rural intersections. It has the third highest injury related crash rate in the state. The purpose of the project is to reduce the number of crashes at this intersection.

An engineering study was completed in December 2012 recommending a partial interchange to eliminate the most re-occurring intersecting vehicle movements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.0
Other Construction Elements:	$ 0.0	$ 0.2
Engineering:	$ 0.6	$ 1.0
Right of Way:	$ 0.6	$ 1.3
Total:	**$ 6.1**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate reflects a partial interchange. The estimate was developed based on 2013 historical cost data and uses a standard inflation factor. The estimate has been increased to more accurately reflect project development and right of way costs.

Project Risks:

This project involves a business relocation, where the cost and complexity could escalate.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 7/16/2014
Construction Limits Established Date: 07/16/2014
Original Letting Date: 04/25/2015
Current Letting Date: 04/24/2015
Construction Season: 2015
Estimated Substantial Completion: Nov. 2015

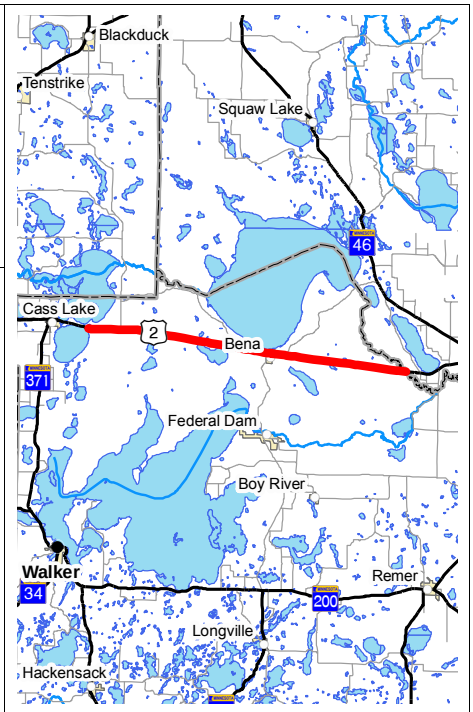
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Brandy Pemberton

Revised Date: 12/15/2014

PROJECT SUMMARY

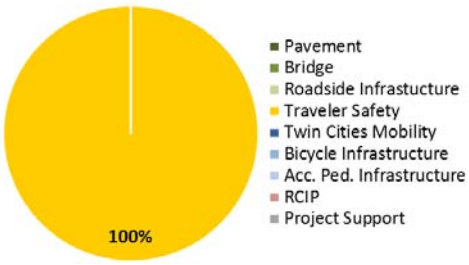
Hwy 2
From Cass Lake to Ball Club
Bridge N/A
State Project No. 1102-62
www.dot.state.mn.us/d2/projects/hwy2passinglanes/index.html



Primary Purpose:

Performance-based Need: Interregional Corridor Mobility

Investment Category:



Project Description:

The project would consist of constructing three 4-lane passing sections, 3 left turn lanes, 9 right turn lanes and 1 bypass lane.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 10.5	$ 10.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 2.1	$ 2.1
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 13.1**	**$ 13.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Recent Changes and Updates:

The project was authorized in October, 2013. The project is currently under construction.

Project History:

Hwy 2 from Cass Lake to Deer River is the last remaining segment of Hwy 2 from North Dakota to Wisconsin without passing lanes or a 4-lane cross section. Long traffic queues are common within this segment due to the large amount of slower moving trucks and recreational vehicles and inadequate passing opportunities. This results in a lower level of service and encourages aggressive driving habits. The proposed project would improve overall traffic operations by breaking up traffic platoons and would reduce delays caused by inadequate passing opportunities.

Key Cost Estimate Assumptions:

The estimate was developed based on 2013 historical cost data and uses a standard inflation factor.

Project Risks:

Environmental field investigations are being completed concurrently with construction; Project is located within the Chippewa National Forest and Leech lake Reservation; Highway runs through Chippewa National Forest by permit; Deep muck excavation; no suitable detour options

Schedule:

Environmental Approval Date: 06/30/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 4/29/2014
Construction Limits Established Date: 04/29/2014
Original Letting Date: 07/25/2014
Current Letting Date: 08/22/2014
Construction Season: 2014/2015
Estimated Substantial Completion: Nov. 2015

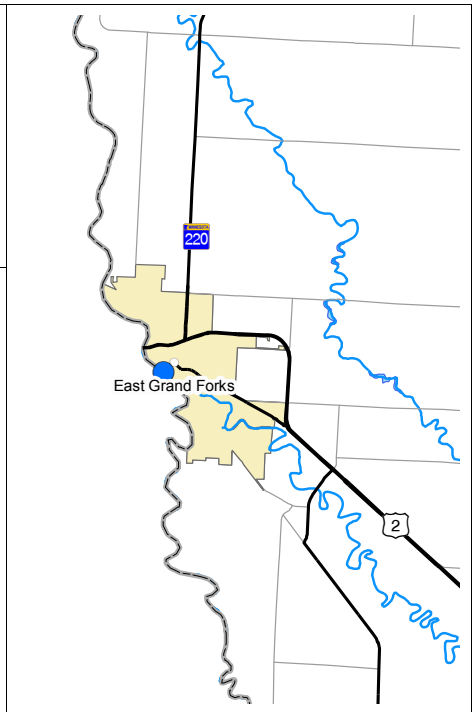
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Deb Bauer

Revised Date: 12/15/2014

PROJECT SUMMARY

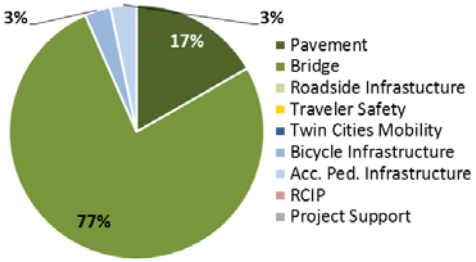
Hwy 2B
Over the Red River in East Grand Forks
Bridge 4700
State Project No. 6015-07



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The project would consist of reconstructing or rehabilitating the bridge over the Red River on Hwy 2B (Demers Avenue) in East Grand Forks.

Recent Changes and Updates:

The North Dakota DOT is the lead agency for this project. In 2013 and early 2014 the engineering consultant on the project performed structural reviews of the bridge to determine the inplace condition and remaining bridge life. This review indicated a bridge rehabilitation can provide for a bridge improvement that will extend the life of the bridge for a significant time period as a feasible alternative. A final decision on the appropriate improvement will be made soon.

Project History:

Bridge over the Red River is a steel high truss structure that was constructed in 1929 and remodeled in 1986. The structure is fracture critical and currently has a sufficency rating of 50.4. The structure has also been identified to be historically significant. The purpose of this project is to preserve a safe crossing over the Red River on Hwy 2B (Demers Avenue).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 14.7	$ 14.7
Other Construction Elements:	$ 17.8	$ 17.8
Engineering:	$ 3.1	$ 3.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 35.6**	**$ 35.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed by North Dakota DOT. Other Construction Elements includes North Dakota's cost share. Cost assumes bridge reconstruction.

Project Risks:

Opportunity that bridge needs can be addressed through a lower cost minor rehabilitation. Several agencies are involved in decision-making/approval process. Need to coordinate project scheduling with emergency services and schools.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/15/2017
Current Letting Date: 11/15/2017
Construction Season: 2018
Estimated Substantial Completion: Nov. 2018

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

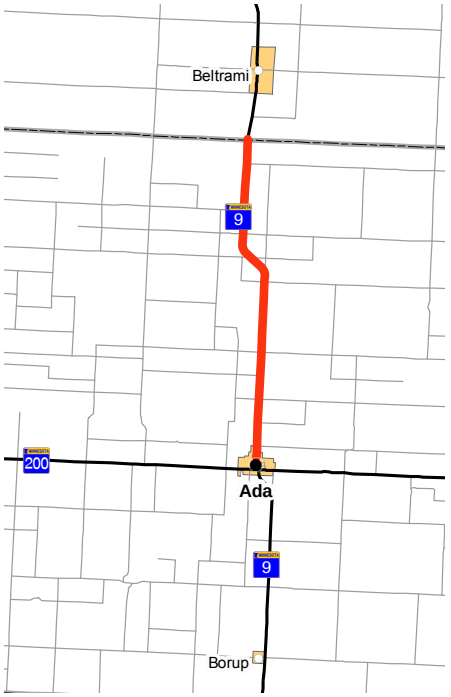
District Engineer: Craig Collison
Project Manager: Joe Mckinnon

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 9
From Ada to the Norman/Polk county line
State Project No. 5408-30

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was let and constructed in 2013.

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Description:

The project consisted of rehabilitating 18 miles of highway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 5.0
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.1**	**$ 6.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The Current Estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 07/17/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/25/2013
Current Letting Date: 01/25/2013
Construction Season: 2013
Estimated Substantial Completion: 06/01/2014

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Shawn Groven

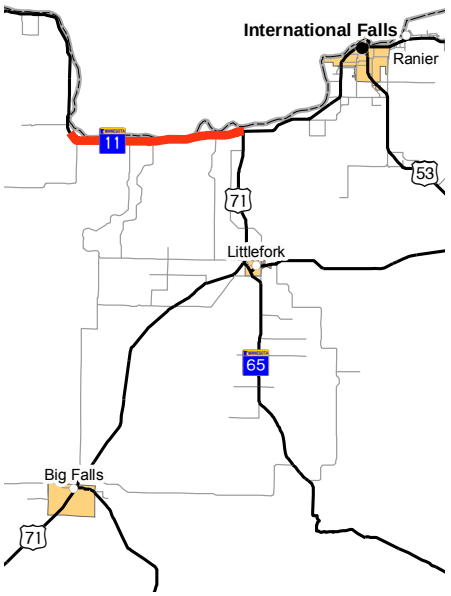
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 11

From one mile west of Loman to the west junction of TH 71 at Pelland

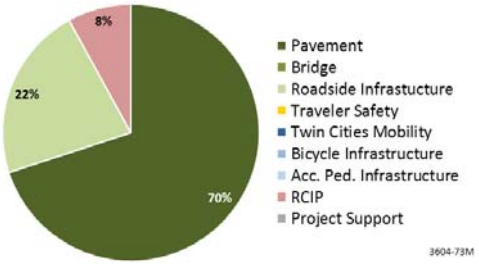
State Project No. 3604-73M



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project consists of resurfacing 11 miles of highway, widening shoulders and replacing failing culverts.

Recent Changes and Updates:

The project was let and awarded to Davidson Construction Inc. The project was completed in November, 2014.

Project History:

The design incorporates driveway and entrance revisions based on feedback from property owners during right of way negotiations.
An agreement is being negotiated with Koochiching County for the county to take control of a frontage road that provides access to about a dozen homes along Hwy 11.
The design will incorporate several smaller stormwater ponds instead of the one larger pond originally planned.
This segment is in need of an improved surface ride, wider shoulders and 10-ton pavement strength. The additional shoulder width will provide inslope stability.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 7.0
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 8.2**	**$ 8.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount. The increase in construction cost can be attributed to the isolated location of the project, which results in longer haul times and the stricter erosion control standards due to the projects proximity to the Rainy River.

Project Risks:

Due to heavy rains and flooding the time of construction may need to be extended.

Schedule:

Environmental Approval Date: 07/26/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 06/01/2013
Original Letting Date: 06/06/2014
Current Letting Date: 04/25/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

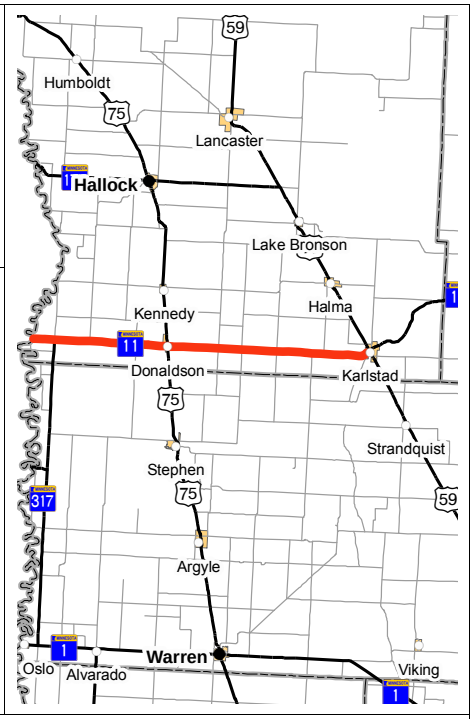
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Todd Vonasek

Revised Date: 12/15/2014

PROJECT SUMMARY

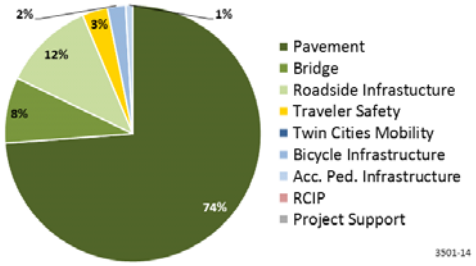
Hwy 11
From the Red River to the west end of Karlstad
Bridge 8513, &, 8514
State Project No. 3501-14



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project consists of resurfacing 21 miles of highway and replacing 2 box culvert bridges.

Recent Changes and Updates:

Project was let and awarded to Minn-Dak Asphalt Inc. for $5.9M. The project is currently under construction.

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extend pavement life.

Since the initial project scoping, two miles of additional inslope slides have occurred. The normal pavement resurfacing could not have been completed because the slides involved the shoulder. The estimate has increased to show the additional inslope repair and associated box culvert work. Additional funds will be from adjusting other projects and using district set-aside accounts. Additional slides are not anticipated because the deep ditch is only along part of this portion of Hwy 11.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.9
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.2	$ 1.4
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 7.5**	**$ 7.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

The project is a lengthy project and there may be some local traffic and agricultural traffic impacts.

Schedule:

Environmental Approval Date: 12/09/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 12/09/2013
Original Letting Date: 04/27/2012
Current Letting Date: 04/25/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

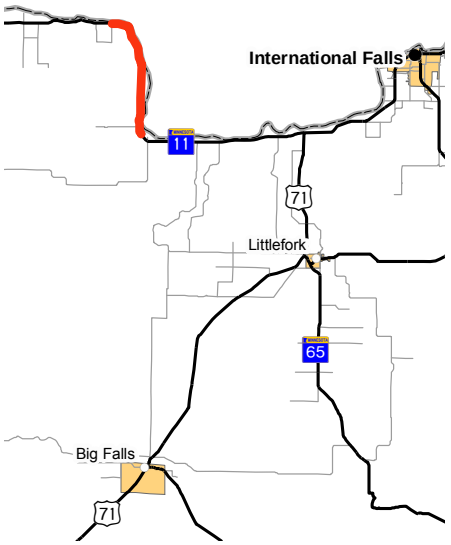
District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 11
From 1 mile west of Indus to 1 mile west of Loman
State Project No. 3604-72M

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was let and constructed in 2012.

Project History:

This segment was in need of an improved surface ride, wider shoulders and increased pavement strength to a 10-ton pavement.

Project Description:

The project consisted of reconstructing 9 miles of highway, widening shoulders and replacing failing culverts.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 7.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/13/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 12/18/2011
Original Letting Date: 05/18/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: Nov. 2012

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Todd Vonasek

Revised Date: 12/15/2014

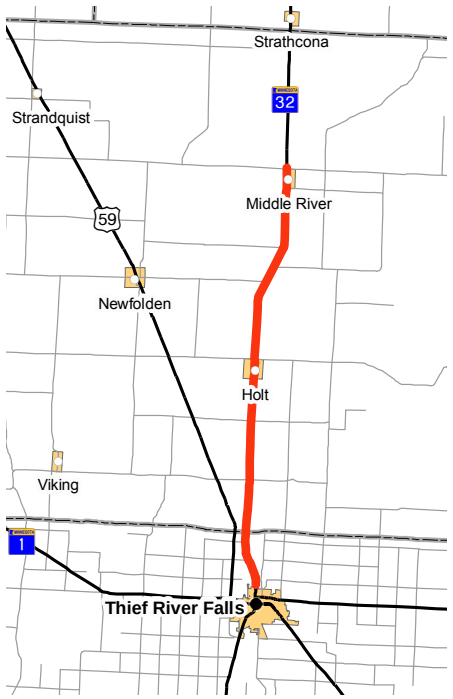
PROJECT SUMMARY

Hwy 32

From the north end of Thief River Falls to the north end of Middle River

Bridge 8581, 8582, 8583, &, 6085

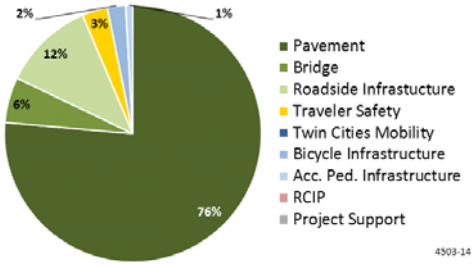
State Project No. 4503-14



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of rehabilitating 22 miles of highway, replacing 4 box culvert bridges and replacing failing culverts. The project would also include reconstructing the urban section of highway in Middle River, replacing the storm sewer system and replacing the sidewalks.

Recent Changes and Updates:

The current estimate was updated to reflect a full urban reconstruction in Middle River to replace the failing storm sewer system. A full urban reconstruction will provide a long term solution to the aging infrastructure in Middle River. The project will be a cooperative project with the City of Middle River. Additional funding will come from adjusting other projects and district set-aside accounts.

Project History:

The current estimate was update based on updated bituminous costs, two additional box culverts and centerline and entrance culverts. The additional culverts were added because of the long term pavement fix, and they were not considered in the original scoping. The additional funding will come from adjusting other project and district set-aside accounts.

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 8.8	$ 10.4
Other Construction Elements:	$ 0.5	$ 0.3
Engineering:	$ 1.6	$ 2.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.9**	**$ 12.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This is an alternate bid project. The cost estimate is based on a bituminous repair. The estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction.

Project Risks:

This project would be let as an alternate bid project. The concrete pavement alternate may significantly increase the cost, but would extend the service life of the pavement.

Schedule:

Environmental Approval Date: 06/13/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 07/22/2014
Original Letting Date: 01/23/2015
Current Letting Date: 03/27/2015
Construction Season: 2015
Estimated Substantial Completion: Nov. 2015

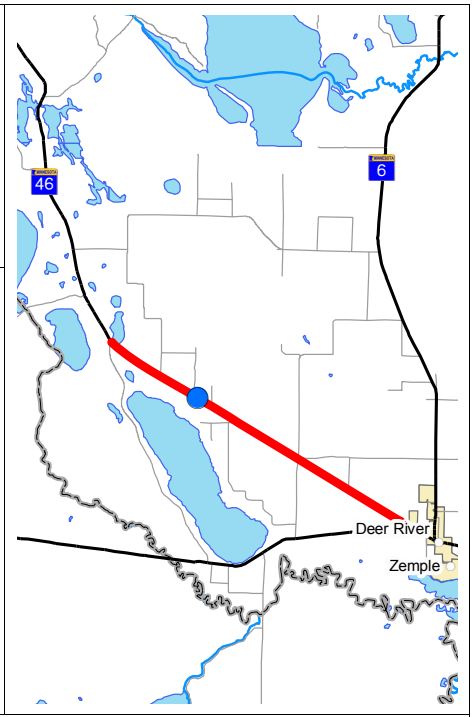
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2014

PROJECT SUMMARY

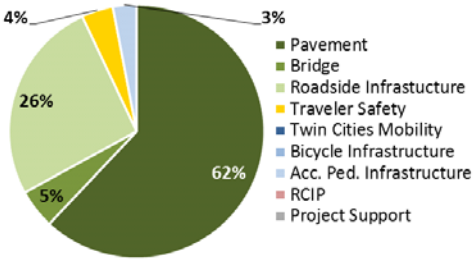
Hwy 46
From Hwy 2 to Itasca Hwy 39
Bridge 5623
State Project No. 3109-41M



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of resurfacing 10 miles of highway, replacing 1 box culvert bridge, replacing 53 failing culverts, constructing 4 turn lanes, constructing a truck pull off area and replacing signs.

Recent Changes and Updates:

New project added to the 2015-2018 STIP. Project has been scoped and a baseline estimate has been prepared.

Project History:

The pavement surface ride quality index on Hwy 46 has fallen below an acceptable level. Centerline culvert crossings and entrance culverts are in poor condition and at risk of failure. The bridge is over 75 years old and lacks adequate recovery area for run-off-the-road vehicles. Key intersections along the corridor lack turning lanes. Narrow shoulders do not provide adequate space for trucks to periodically check loads. Roadside signs are old and do not meet reflectivity requirements.

The proposed project would provide a smooth riding surface for the traveling public, structurally sound bridges, reliable culverts and increased safety measures along Hwy 46.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.2**	**$ 5.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed based on 2013 historical cost data and uses a standard inflation factor.

Project Risks:

Culverts are in extremely poor condition and may fail prior to construction letting. Project is located within the Chippewa National Forest and the Leech Lake Band of Ojibwe Reservation. Proposed development at the White Oak Casino may effect shoulder access.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 12/15/2017
Current Letting Date: 12/15/2017
Construction Season: 2018
Estimated Substantial Completion: Nov. 2018

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Deb Bauer

Revised Date: 12/15/2014

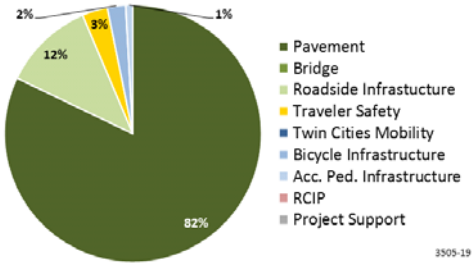
PROJECT SUMMARY

Hwy 59
From Hwy 175 to the Canadian border
State Project No. 3505-19

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of resurfacing 18 miles of highway, replacing failing culverts and replacing storm sewer in Lancaster.

Recent Changes and Updates:

This project was delayed from 2016 to 2017 to free up funding for changes to other projects in the STIP. The delay resulted in a slight cost increase.

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.3	$ 4.5
Other Construction Elements:	$ 0.3	$ 0.2
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.4**	**$ 5.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed based on 2012 historical cost data and uses standard inflation factors to the midpoint of construction.

Project Risks:

The project is lengthy and there may be local traffic and agricultural traffic impacts.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 02/26/2016
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Nov. 2017

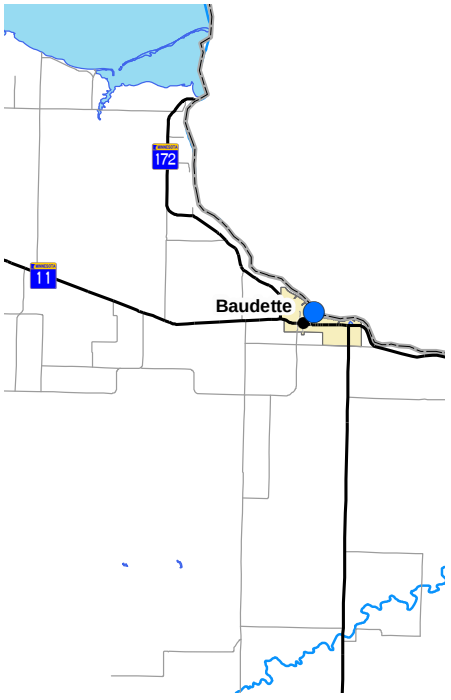
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2014

PROJECT SUMMARY

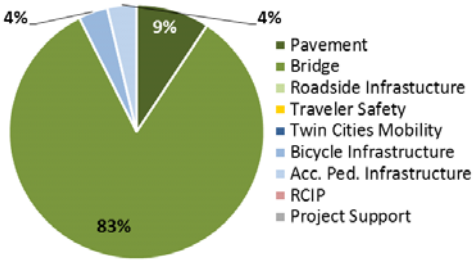
Hwy 72
In Baudette over the Rainy River
Bridge 9412
State Project No. 3905-09



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The project would consist of replacing a bridge over the Rainy River in Baudette.

Recent Changes and Updates:

In early 2014 MnDOT and the Ontario Ministry of Transportation compiled the tasks required to be completed for the preliminary design of a bridge replacement. In July of 2014 an engineering consultant was selected to complete the preliminary design. The major tasks will include completing the Environmental Assessment, reviewing and recommending a bridge type alternative and reviewing and recommending a bridge alignment. The preliminary design is planned to be completed in January 2016.

Project History:

Mn/DOT Bridge 9412 over the Rainy River has exhausted its useful life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 15.5	$ 15.5
Other Construction Elements:	$ 20.0	$ 20.0
Engineering:	$ 4.5	$ 4.5
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 40.3**	**$ 40.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed based on 2012 historical cost data and uses a standarded inflation factor. Other Construction Elements include Canada's cost share.

Project Risks:

Complexities in administering a project with Canada. New alignment alternatives are limited and have potential cultural and/or major utility impacts. Coordination with Customs and Border Protection for alignment alternatives affecting the existing port building and border security during construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018
Estimated Substantial Completion: Nov. 2018

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Joe Mckinnon

Revised Date: 12/15/2014

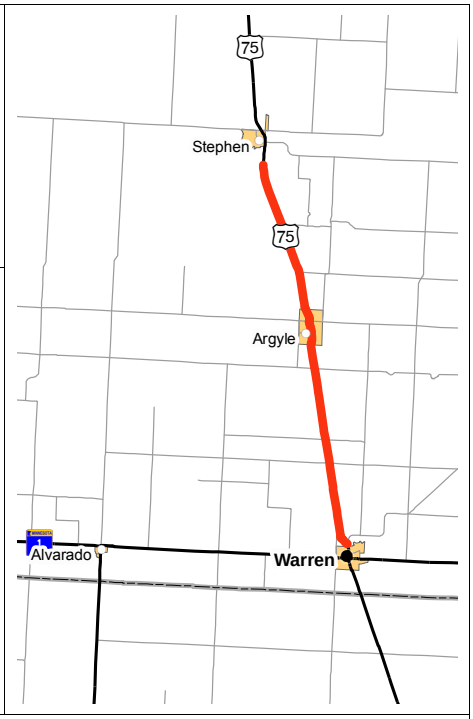
PROJECT SUMMARY

Hwy 75

From the north limits of Warren to the south end of Stephen

State Project No. 4507-48

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This pavement rehabilitation project was let and constructed in 2012.

Project Description:

The project consisted of rehabilitating 18 miles of highway, improving sidewalk accessibility in Argyle and replacing failing lighting units in Warren.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.4	$ 0.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.5**	**$ 6.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 11/22/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 04/27/2012
Current Letting Date: 04/27/2012
Construction Season: 2012
Estimated Substantial Completion: Sept. 2012

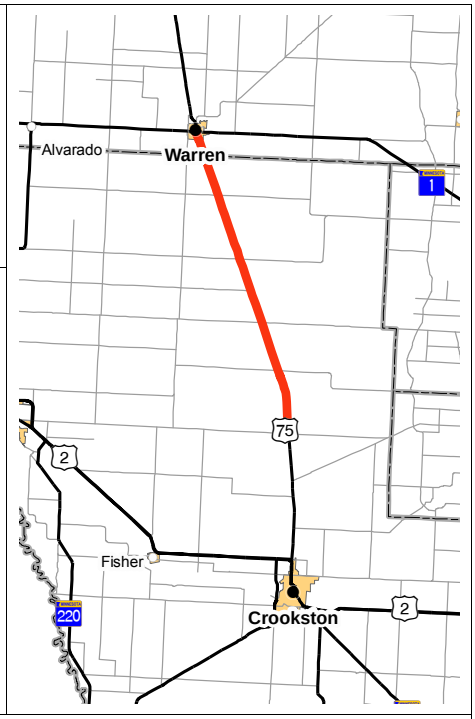
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2014

PROJECT SUMMARY

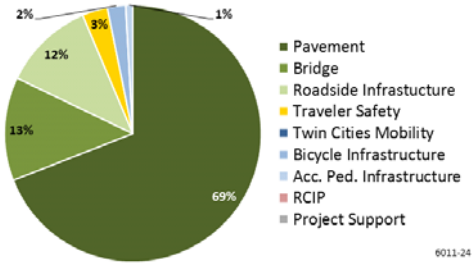
Hwy 75
12 miles north of Hwy 2 to south of Hwy 1 in Warren
Bridge 3958, 8393, 8394, 3959, 4463, &, 6631
State Project No. 6011-24



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of resurfacing 20 miles of highway, replacing 6 box culvert bridges and replacing 13 failing culverts.

Recent Changes and Updates:

Replacement of the bridge and four culverts have been removed from the project and added to SP 6011-29. This project was delayed from 2014 to 2016 to free up funding for changes to other projects in the STIP. The delay has resulted in a slight cost increase.

Project History:

Additional work on an nearby section of Hwy 1 will be added to this project. That section of Hwy 1 would have been resurfaced with the Hwy 1 Oslo Bridge project if a new bridge was being constructed. Since the Oslo Bridge project will now be rehabilitated, the Hwy 1 resurfacing was added to this project.

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 6.1
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 7.4**	**$ 7.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed based on 2013 historical cost data and uses a standarded inflation factor.

Project Risks:

The project is lengthy and there may be local traffic and agricultural traffic impacts. Road conditions are degrading very rapidly.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 12/20/2013
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

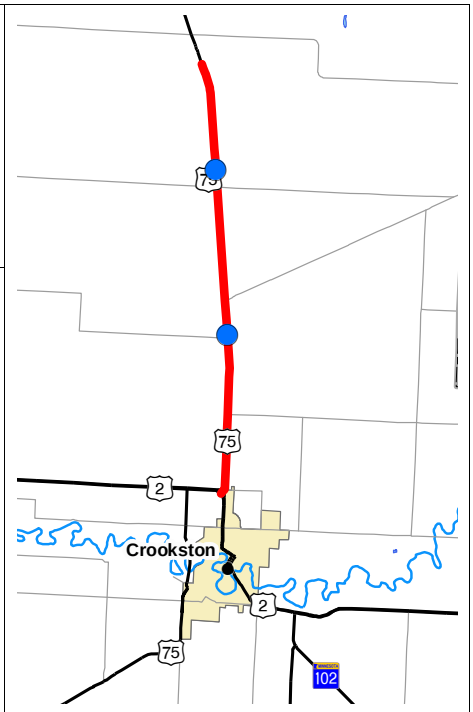
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Rachel Hoff

Revised Date: 12/15/2014

PROJECT SUMMARY

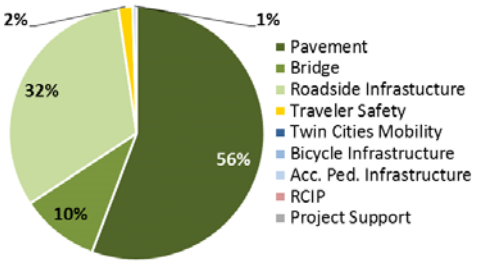
Hwy 75
From Hwy 2 to Polk Hwy 19
Bridge 8391, 8392
State Project No. 6011-29



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of resurfacing 12 miles of highway, replacing 2 box culvert bridges, replacing 29 failing culverts and constructing a new storm sewer system and pedestrian ramps in Euclid

.

Recent Changes and Updates:

New project added to the 2015-2018 STIP. Project has been scoped and a baseline estimate has been prepared.

Project History:

The pavement surface ride quality index on Hwy 75 is projected to drop below acceptable levels by 2018. The bridges are over 80 years old and both lack adequate recovery area for run-off-the-road vehicles. Concrete box culvert crossings and entrance culverts are in poor condition and are at risk of failure. Curb & gutter in Euclid does not drain properly. Existing sidewalks in Euclid are not in compliance with the Americans with Disabilities Act (ADA) of 1990.

The purposed of this project is to provide a smooth riding surface for the traveling public, a structurally sound bridge crossing, reduce the risk of culvert failures, and the amount of roadside hazards. Additionally, it will improve the accessibility of the sidewalks in Euclid.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 5.6	$ 5.6
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction.

Project Risks:

The project is lengthy and there may be local traffic and agricultural traffic impacts. Road conditions are degrading very rapidly.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/23/2018
Current Letting Date: 02/23/2018
Construction Season: 2018
Estimated Substantial Completion: Nov. 2018

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

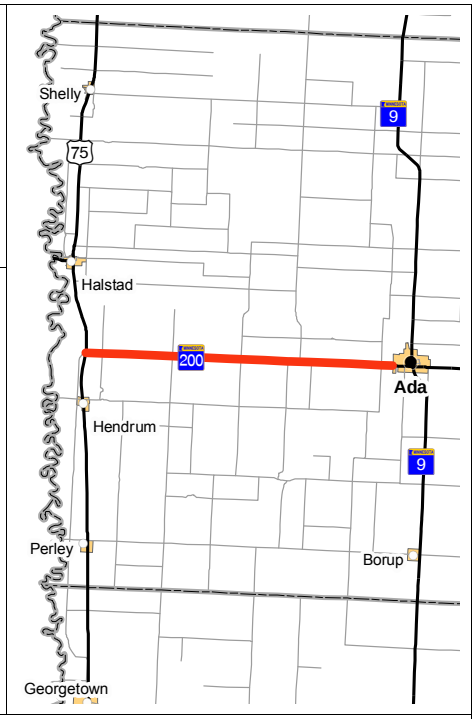
District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 200
From Hwy 75 to the west limits of Ada
Bridge 2068
State Project No. 5407-31

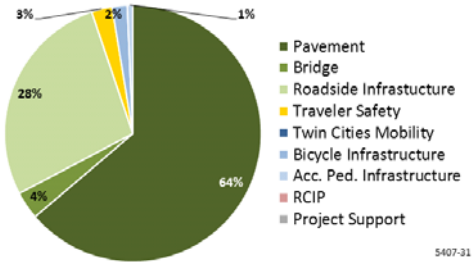
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project consists of improving 13 miles of concrete road surface with a bituminous overlay.

Recent Changes and Updates:

The project was let and awarded to Northstar Materials Inc. The project is under construction. The in-place concrete will be cracked before resurfacing to relieve stresses that might cause pavement buckling in the future.

Project History:

The estimate increased because a two-mile portion planned to be an overlay had to change to a full pavement replacement. The local watershed would not allow additional fill in flood overtopping areas. The additional funds will come from adjusting other projects and district set-aside accounts.

In September 2012 the project was moved from 2013 to 2014 because of the extended design time needed to resolve hydraulic issues with the local watershed.

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 7.5
Other Construction Elements:	$ 0.3	$ 0.4
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

The project is lengthy, and there may be local traffic and agricultural traffic impacts.

Schedule:

Environmental Approval Date: 05/29/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/26/2010
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

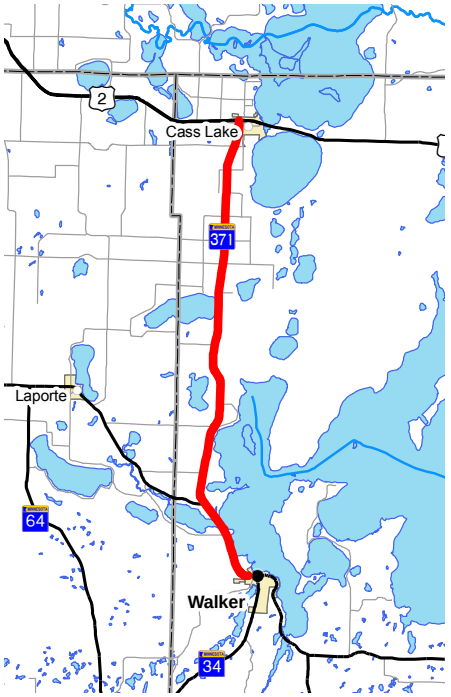
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Todd Vonasek

Revised Date: 12/15/2014

PROJECT SUMMARY

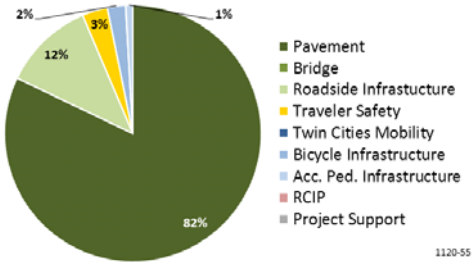
Hwy 371
From Walker to Cass Lake
State Project No. 1120-55



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project would consist of resurfacing 20 miles of highway, replacing 2 failing culverts and constructing turning and bypass lanes at key intersections.

Recent Changes and Updates:

The scope has been modified to address shoulder paving and turning lane needs. The ADT is high enough to warrant additional right turn, left turn and bypass lanes. Providing protected turning lanes has been proven to increase mobility and reduce crashes.

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 3.6	$ 4.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.3**	**$ 5.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate has been updated to reflect recent changes to the scope.

Project Risks:

The project is lengthy, and there may be some local traffic impacts.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/27/2015
Current Letting Date: 03/27/2015
Construction Season: 2015
Estimated Substantial Completion: Nov. 2015

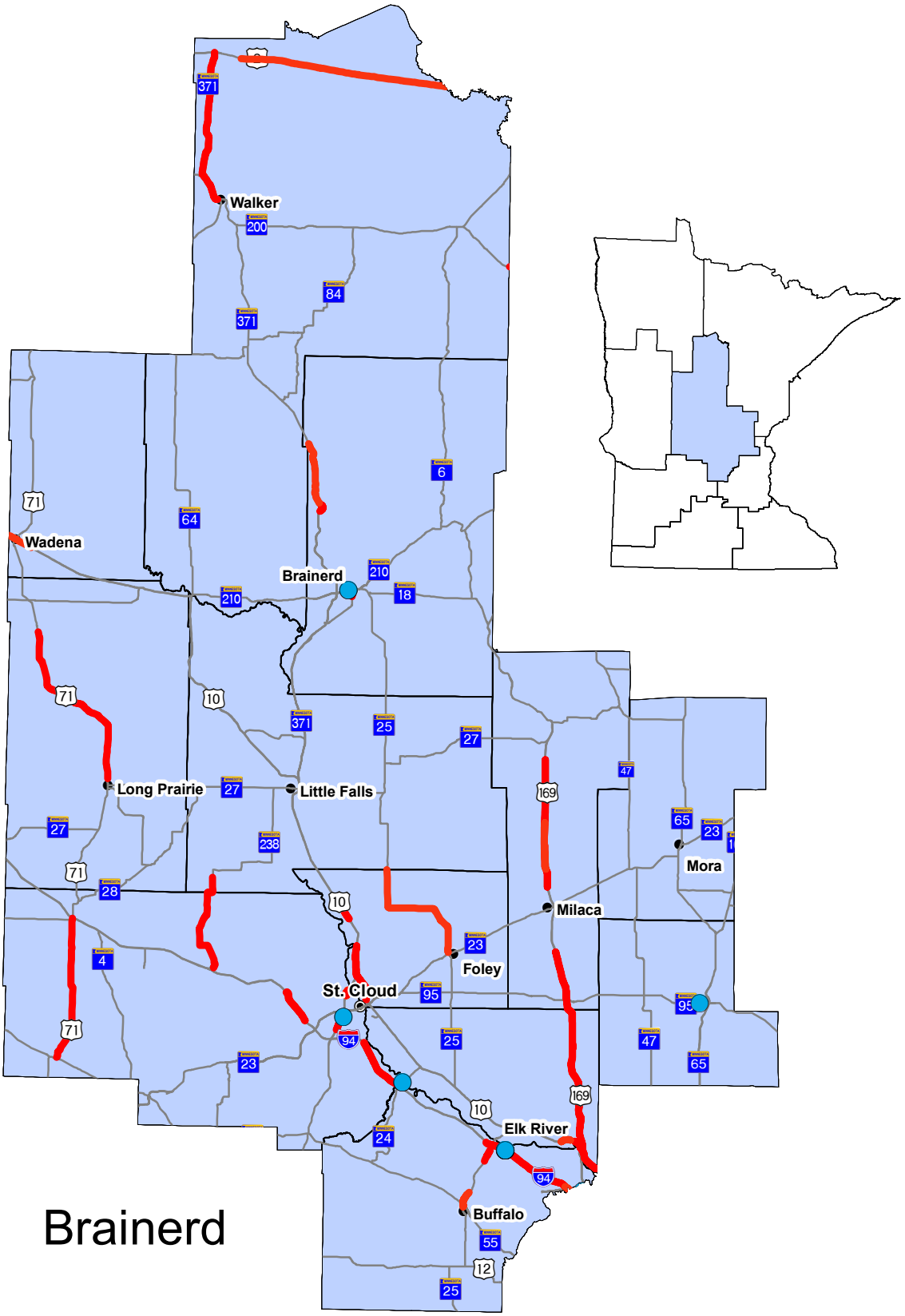
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Deb Bauer

Revised Date: 12/15/2014

Major Highway Projects 2014

District 3



Brainerd

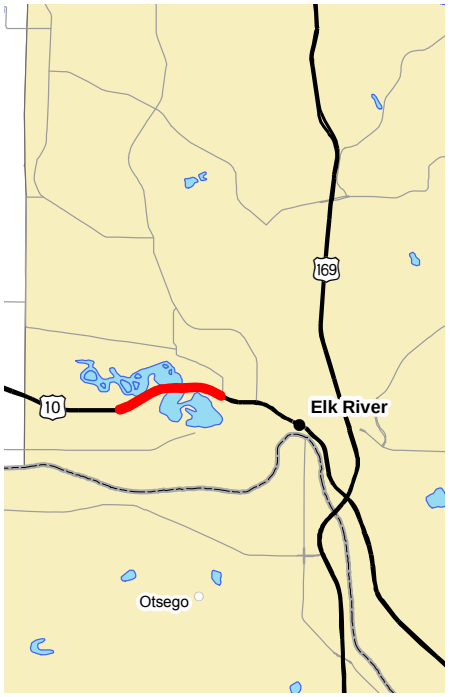
District Project Summary
District 3

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 10	7102-127	Bridge over Lake Orono in Elk River	C 2
Hwy 10	0502-103	Benton County Road 4 to railroad crossing near St. Germain Street in St. Cloud	C 3
Hwy 10	0502-96	At Benton County Road 2 in Rice	C 4
Hwy 10	7101-61M	Anoka/Sherburne County line to Elk River	C 5
Hwy 10	7102-122	Clear Lake to Big Lake	C 6
Hwy 10	0502-107	Benton Co. Rd. 3/Golden Spike Road interchange in Sauk Rapids	C 7
Hwy 10	8001-40	End of 4-Lane West of Wadena through City to Oink Joint Road	C 8
Hwy 12	8602-51	Delano NW Business Park	C 9
Hwy 15	7303-48	Hwy 15 and 33rd Street in St. Cloud	C 10
Hwy 15	7321-47	Stearns County Road 120 in St. Cloud/Sartell	C 11
Hwy 23	0503-75	Hwy 95 east of St. Cloud to Hwy 25 in Foley	C 12
Hwy 24	7108-23	Bridge over Mississippi River in Clearwater	C 13
Hwy 25	0508-13	Foley to Benton/Morrison County line	C 14
Hwy 25	8605-49	7th St. to Catlin St. in Buffalo	C 15
Hwy 25	8605-50	Monticello	C 16
Hwy 71	7708-38	Long Prairie to Bertha, excluding Browerville	C 17
Hwy 71	7318-38	Belgrade to Sauk Centre	C 18
Hwy 95	3006-36	Rum River Bridge in Cambridge	C 19
Hwy 169	4812-83	Mille Lacs County Road 148 to north of County Road 19	C 20
Hwy 169	7106-78	Zimmerman to Princeton	C 21
Hwy 169	4812-86	Mille Lacs Co Hwy. 11 to Rum River Rest Area	C 22
Hwy 169	7106-82	Elk River to Zimmerman	C 23
Hwy 238	7323-11	Albany to Upsala	C 24
Hwy 371	1810-92	Nisswa to Jenkins	C 25
Hwy 371	1810-98	Nisswa	C 26
Hwy 371B	1814-06	Brainerd	C 27
I-94	8680-158	Monticello	C 28

I-94	8680-162	Monticello to St. Michael	C 29
I-94	7380-223	Collegeville to St. Joseph	C 30
I-94	7380-238	St. Cloud to Clearwater	C 31
I-94	7380-239	Stearns Hwy 75 to BR# 73865 over Sauk River	C 32
I-94	8680-145	Wright County Road 19 to County Road 37 in Albertville	C 33
I-94	2780-66	Rogers to St. Michael	C 34

PROJECT SUMMARY

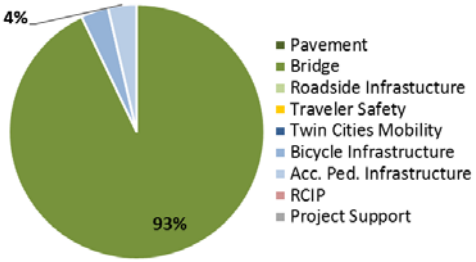
Hwy 10
Bridge over Lake Orono in Elk River
Bridge 5955
State Project No. 7102-127



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Bridge #5955 over Elk River (Lake Orono) in Elk River.

Recent Changes and Updates:

This is a new project.

Project History:

This bridge is District 3's last structurally deficient bridge. Addressing these deficiencies will require full replacement of the bridge. Project was advanced from the FY 2018 to FY 2017 with state bond funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 10.0	$ 10.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 12.1**	**$ 12.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount.

Project Risks:

Heavy volume travel corridor, maintaining traffic during construction.

Schedule:

Environmental Approval Date: Not started
Municipal Consent Approval Date: Not Required
Geometric Layout Approval Date: Not started
Construction Limits Established Date: Not started
Original Letting Date: 02/25/2018
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2018

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

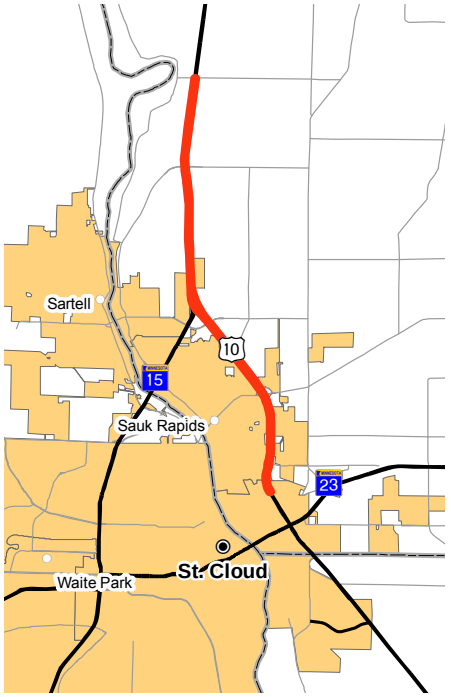
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10

Benton County Road 4 to railroad crossing near St. Germain Street in St. Cloud

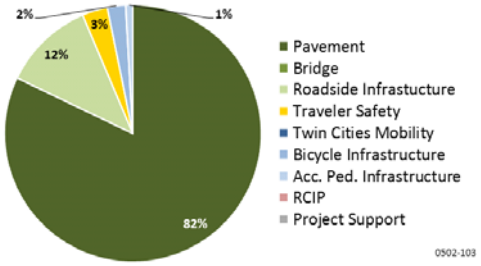
State Project No. 0502-103



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay on Hwy 10 from Benton County Road 4 to .2 miles west of railroad crossing near St. Germain street in St. Cloud and reconstruction on Hwy 15 from Hwy 10 to 1 mile south.

Recent Changes and Updates:

The letting date changed due to delays with the Corps of Engineers Permit.

The cost estimate changed due to project complexity requiring more reconstruction, signage replacement, and erosion control, as well as construction staging issues.

Project History:

Several concrete pavement rehabilitation projects have been performed on this roadway. The concrete pavement has reached its expected life and now needs to be overlayed. Extra MAP-21 NHPP funds provided for additional work on the Hwy 15 segment, not previously programmed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 11.9	$ 18.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.4	$ 2.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 14.3**	**$ 21.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Baseline estimate is based on estimated quantities and average bid prices. Additional costs in current estimate reflect work added on Highway 15. Current estimate is actual bid.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: 04/07/2014
Municipal Consent Approval Date: not Needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Unknown
Original Letting Date: 01/24/2014
Current Letting Date: 05/16/2014
Construction Season: 2014 & 2015
Estimated Substantial Completion: July 2015

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

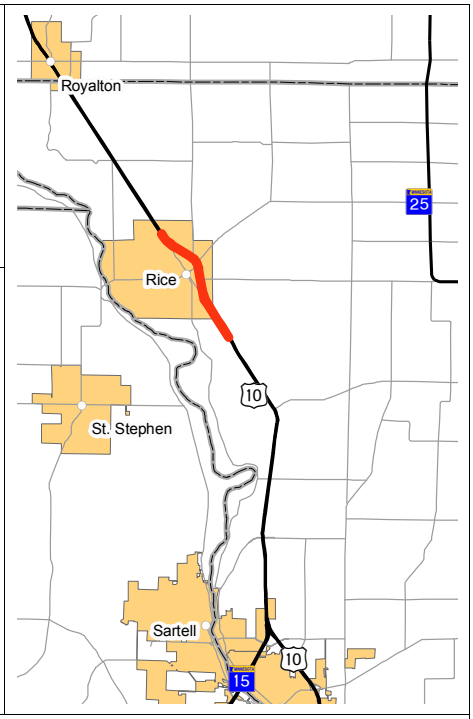
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
At Benton County Road 2 in Rice
Bridge Bridges, No., 05009, and, 05012
State Project No. 0502-96
http://www.dot.state.mn.us/d3/hwy10rice/index.html

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority: (SaM Program)

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project is under construction and scheduled for completion in fall 2014.

The cost at letting was substantially lower than the baseline estimate because innovative design was used to reconfigure the ramps from and to WB Hwy 10. The reconfiguration reduced the need to relocate a county road, saving right of way and construction costs.

Project History:

The at-grade intersection has a history of severe and fatal crashes. The design was changed to reduce costs associated with relocating a county state aid highway.

Project Description:

Construct new interchange (new Bridges #05009 and #05012) at junction with Benton County Road 2 in Rice. The description was updated to include the interchange bridge numbers.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 20.7	$ 11.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.1	$ 2.4
Right of Way:	$ 7.0	$ 0.8
Total:	**$ 31.7**	**$ 15.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The current estimate is based on bids and design changes that reduced costs.

Project Risks:

Maintaining traffic and local access during construction.

Schedule:

Environmental Approval Date: 07/23/2012
Municipal Consent Approval Date: 09/04/2012
Geometric Layout Approval Date: 4/3/2012
Construction Limits Established Date: Unknown
Original Letting Date: 12/31/2015
Current Letting Date: 05/17/2013
Construction Season: Summer 2013
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

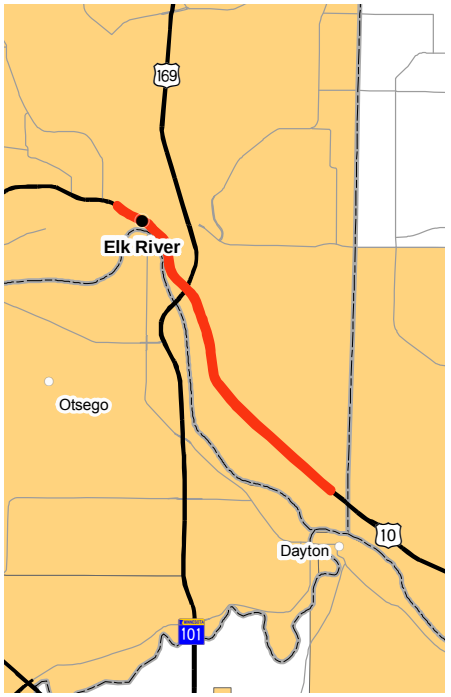
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Anoka/Sherburne County line to Elk River
State Project No. 7101-61M

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

Recent Changes and Updates:

Construction completed fall 2013.

Project History:

The original project limits were from the Anoka/Sherburne County line to Hwy 169. Additional work was programmed from Norfolk Avenue to Hwy 169. Updated description to reflect new project termini and cost. The project was constructed in 2013.

Project Description:

Job complete per Metro.
Bituminous resurfacing on Hwy 10 from Anoka/Sherburne County line to Norfolk Avenue in Elk River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.0	$ 4.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.8	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.8**	**$ 5.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is based on actual bid amount and additional work in Elk River.
The baseline estimate was based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 9/3/2012
Construction Limits Established Date: NA
Original Letting Date: 06/14/2013
Current Letting Date: 04/26/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

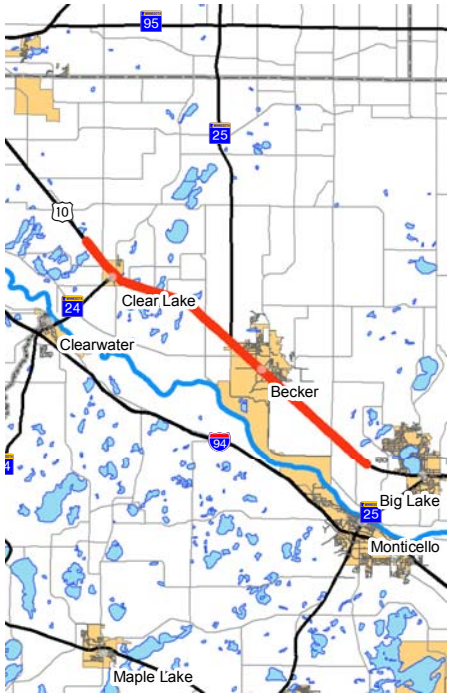
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Clear Lake to Big Lake
State Project No. 7102-122

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed summer 2012.

Project History:

This segment was identified by the district as having poor pavement conditions. The project was recipient of extra federal funding in FY 2011 and was subsequently rescoped to a longer term improvement at an increased cost. The project was completed in 2012.

Project Description:

Unbonded concrete overlay along the westbound lane from Hwy 24 in Clear Lake to Hwy 25 in Big Lake.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 13.1
Other Construction Elements:	$ 0.0	$ 1.7
Engineering:	$ 1.5	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.0**	**$ 15.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate was based on the actual bid amount. The baseline estimate reflects a shorter project with a short- term fix. After programming, the project was re-scoped to a combination of reconstruction and unbonded concrete overlay, and the project limits were lengthened.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 04/14/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 03/25/2011
Current Letting Date: 08/19/2011
Construction Season: Fall 2011, Summer 2012
Estimated Substantial Completion: 06/01/2012

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

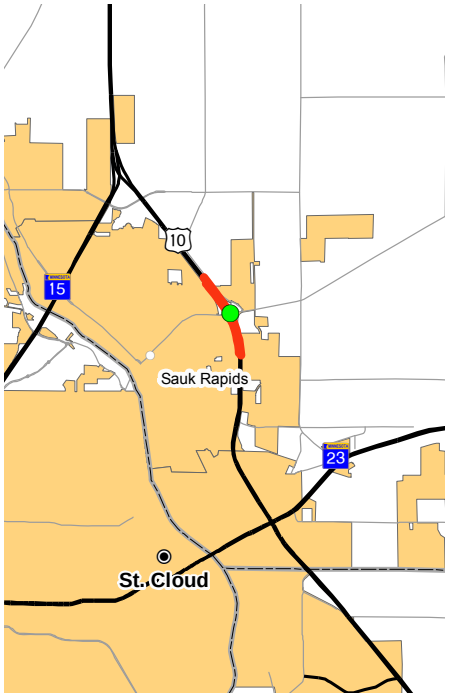
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Benton Co. Rd. 3/Golden Spike Road interchange in Sauk Rapids
Bridge 5006
State Project No. 0502-107
http://www.co.benton.mn.us/Public_Works/golden_spike_project.php

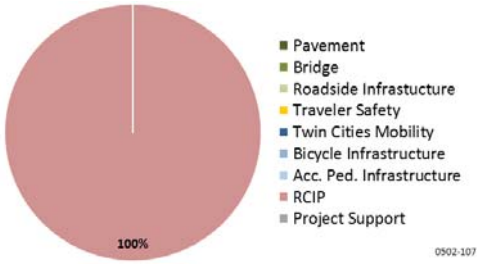
Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority: TED

Investment Category:



Project Description:

Locally let construction at the Benton County Road 3/Golden Spike Road interchange in Sauk Rapids.

Recent Changes and Updates:

This was a locally designed and locally let job utilizing consultants at the local level. MnDOT's contribution originally capped at $2.9 million based on early pre letting bid prices. Construction costs include some water and sewer local costs, not fully factored in early estimate (non state participating).

Project History:

In 2011, the county studied the County Road 3 corridor, which is an important connection to downtown Sauk Rapids, commercial centers and the high school.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 5.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 6.2**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Bid letting of entire job $5.6. MnDOT's contribution $2.8. This is a locally designed and let project using TED grant .

Project Risks:

Maintenance of traffic and local access during construction.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: 42131
Geometric Layout Approval Date: 2013
Construction Limits Established Date: 42131
Original Letting Date: 01/10/2014
Current Letting Date: 01/10/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Kevin Schmidt

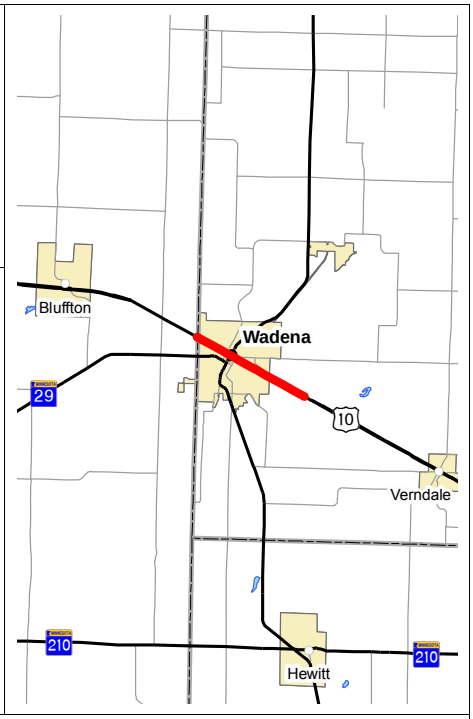
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10

End of 4-Lane West of Wadena through City to Oink Joint Road

State Project No. 8001-40



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This is a new project. Funding for this project provided jointly by District 3 and District 4.

Project History:

Several pavement rehabilitation projects have been performed on this roadway. Pavement has reached its expected life in the urban area of Wadena and now requires full reconstruction with the rural segments requiring milling and filling. US Highway 10 through the Wadena area was previously studied as 4-lane expansion.

Project Description:

Resurfacing of rural segment of US Highway 10 east and west of Wadena and reconstruction of urban section 3rd Street NW to 2nd Street NE within city limits. Work includes replacement of curb, gutter, and sidewalks and railroad signal upgrades.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 9.6	$ 9.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.9	$ 1.9
Right of Way:	$ 5.0	$ 5.0
Total:	**$ 16.5**	**$ 16.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The current estimate is based on bids and design changes that reduced costs. Includes portion of project in District 4.

Project Risks:

Public acceptance of urban pavement replacment without capacity improvements.

Schedule:

Environmental Approval Date: Not Started
Municipal Consent Approval Date: Not Started
Geometric Layout Approval Date: Not Started
Construction Limits Established Date: Not Started
Original Letting Date: 12/15/2017
Current Letting Date: 12/15/2017
Construction Season: 2018
Estimated Substantial Completion: Fall 2018

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

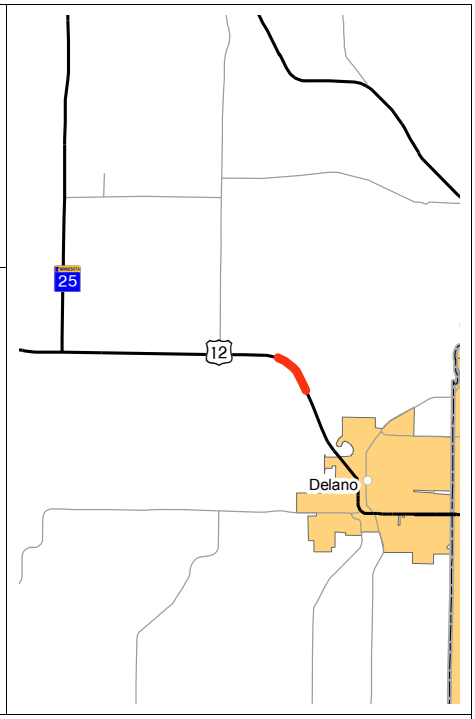
District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 12
Delano NW Business Park
State Project No. 8602-51

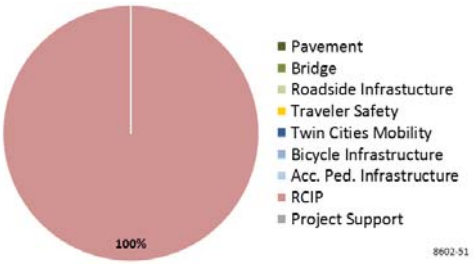
Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority: [Transportation Economic Development (TED)]

Investment Category:



Project Description:

Construct business park development and intersection improvements at US Highway 12 to provide safe access into Delano NW Business Park.

Recent Changes and Updates:

This project was developed and constructed as two separate projects: 1) business Park development and 2) turn lane construction at US Highway 12 intersection. Bid opening for the business park development was 8/27/2013 and for the turn lane project was 8/12/2014. Both projects were constructed in 2014 with completion in Fall 2014.

Project History:

In order to expand business locations in Delano, the city identified a potential industrial park area and then applied for a TED grant, and was awarded funding. This project will allow better ingress and egress into the industrial park. The city delayed the letting. Construction was rescheduled for 2014.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 4.3
Other Construction Elements:	$ 0.0	$ 1.1
Engineering:	$ 0.3	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.4**	**$ 6.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. Funding for this project under the TED grant is as follows: Trunk Highway - $0.6; DEED - $1.0; TED - $0.8; Gr. MN BDPI - $0.3; Local - $4.5. Trunk Highway funds were used for the US Highway 12 turn lane/intersection improvements. The other TED funding sources (e.g., DEED, TED, Gr. MN BDPI) were used for the business park development in addition to local funding. Other construction elements include contingencies, easement, and wetland purchases not funded with Trunk Highway funding. Current estimate is based on actual bid amounts.

Project Risks:

Maintenance of traffic on Hwy 12 during construction.

Schedule:

Environmental Approval Date: CATEX
Municipal Consent Approval Date: 6/17/2014
Geometric Layout Approval Date: 1/23/2013
Construction Limits Established Date: 07/15/2014
Original Letting Date: 04/15/2013
Current Letting Date: 08/19/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

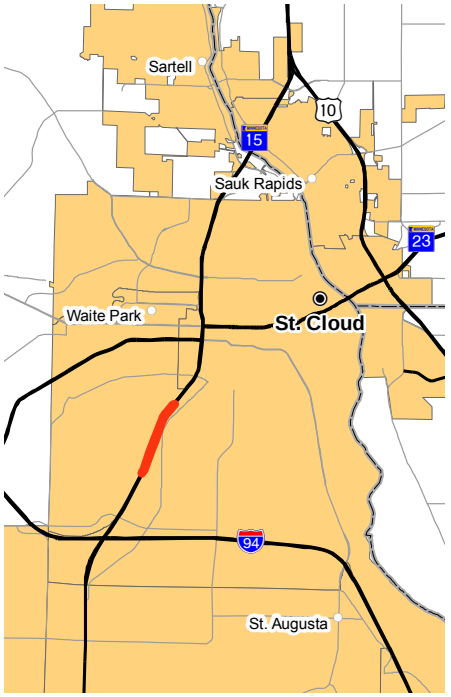
District Engineer: Dan Anderson
Project Manager: Ken Larson

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15
Hwy 15 and 33rd Street in St. Cloud
Bridge 73046
State Project No. 7303-48

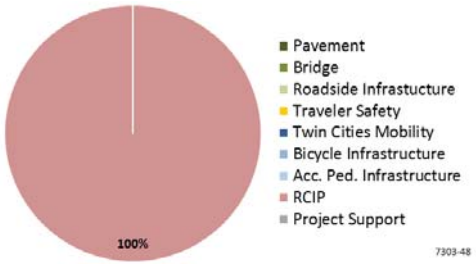
Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority: (TED Program)

Investment Category:



Project Description:

City/county led project to construct a new interchange (Br. 73046) at Hwy 15 and 33rd Street in St. Cloud.

Recent Changes and Updates:

The project has been substantially completed.

Project History:

St. Cloud, Stearns County and other local governments have planned an east-west road along the south side of St. Cloud. Part of the planning included an access to Hwy 15. The city applied for a TED grant and was awarded $8.4 million.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.6	$ 10.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 3.3	$ 3.3
Total:	**$ 12.4**	**$ 15.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project let January 2014 for $10.919 million including local costs. The amount awarded to the project under the TED grant was $8.4 million. Due to the new bid prices, MnDOT will actually award $6.4 million which can be used for the construction of the interchange only. There will be additional costs for 33rd Street that will be 100% local responsibility.

Project Risks:

Potential contaminated soils on some parcels purchased by the city for the interchange ramps.

Schedule:

Environmental Approval Date: 02/17/2009
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 12/7/2011
Construction Limits Established Date: Unknown
Original Letting Date: 09/15/2012
Current Letting Date: 11/15/2013
Construction Season: 2014
Estimated Substantial Completion: 2014

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

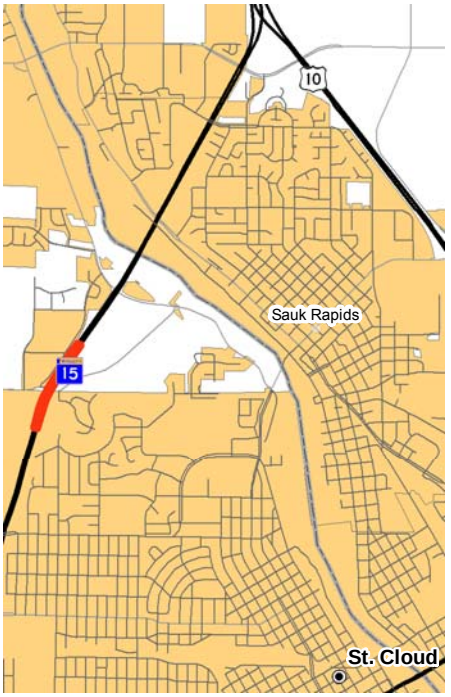
District Engineer: Dan Anderson
Project Manager: Terry Humbert

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15
Stearns County Road 120 in St. Cloud/Sartell
Bridge 73017
State Project No. 7321-47
http://www.dot.state.mn.us/d3/hwy15ddi/

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Completed and opened to traffic in October 2013.

Right of way and agreement costs were higher than anticipated.

Project History:

The project was selected to receive $10 million in Greater MN Interchange Funds (Ch 152), based on economic development, safety and congestion needs. This project was the subject of a corridor study in 2007. During the study, the section of Hwy 15 in the proposed project area had average travel speeds of 41.8 mph. Since 1994, the average daily traffic on this section of Hwy 15 has experienced annual growth of 9.5 percent per year. The traffic analysis for the Epic Center Alternative Urban Areawide Review showed the intersection of Hwy 15 and County Road 120 will have failing level of service by 2015. Intersection delay due to development traffic will increase an additional 60 percent during the AM peak and 161 percent during the PM peak.

Project Description:

Construct new interchange (Br. 73017) at County Road 120 in Sartell and St. Cloud.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 10.0
Other Construction Elements:	$ 0.0	$ 0.7
Engineering:	$ 2.6	$ 1.5
Right of Way:	$ 2.0	$ 5.7
Total:	**$ 17.6**	**$ 17.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount.

Project Risks:

No significant project risks remain.

Schedule:

Environmental Approval Date: 11/28/2011
Municipal Consent Approval Date: 11/21/2011
Geometric Layout Approval Date: 5/4/2011
Construction Limits Established Date: 09/05/2011
Original Letting Date: 12/14/2012
Current Letting Date: 05/18/2012
Construction Season: 2012/2013
Estimated Substantial Completion: Oct. 17, 2013

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

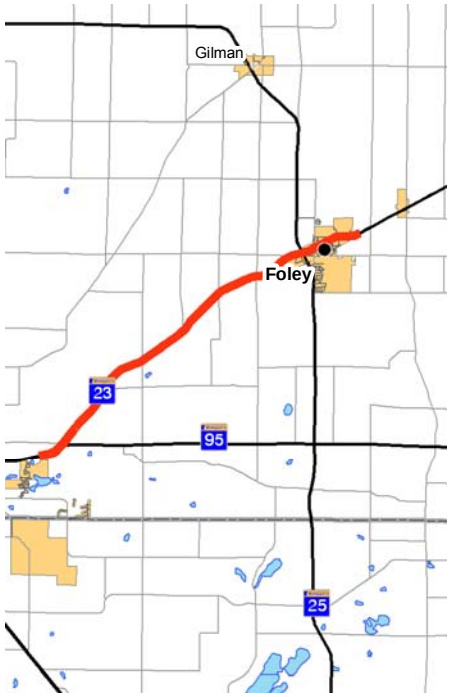
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 23
Hwy 95 east of St. Cloud to Hwy 25 in Foley
State Project No. 0503-75

Substantially Complete



Primary Purpose:

Performance-based Need: District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project is complete. Cost was reduced based on extremely low-bid.

Project History:

This highway segment has a history of severe and fatal head-on crashes. The project low bid was lower than program estimates.

Project Description:

Construct a four-lane expressway and bridge from Hwy 95 east of St. Cloud to Hwy 25 in Foley. Resurface and upgrade pedestrian ramps from Hwy 25 in Foley to 1.7 miles east.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 28.5	$ 25.8
Other Construction Elements:	$ 0.0	$ 3.3
Engineering:	$ 5.7	$ 2.8
Right of Way:	$ 6.3	$ 5.7
Total:	**$ 40.5**	**$ 37.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar projects. Current estimate based on actual bid.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 09/05/2003
Municipal Consent Approval Date: 05/18/2004
Geometric Layout Approval Date: 6/26/2003
Construction Limits Established Date: 04/01/2010
Original Letting Date: 11/11/2007
Current Letting Date: 04/22/2011
Construction Season: 2011/2012
Estimated Substantial Completion: Sept. 2012

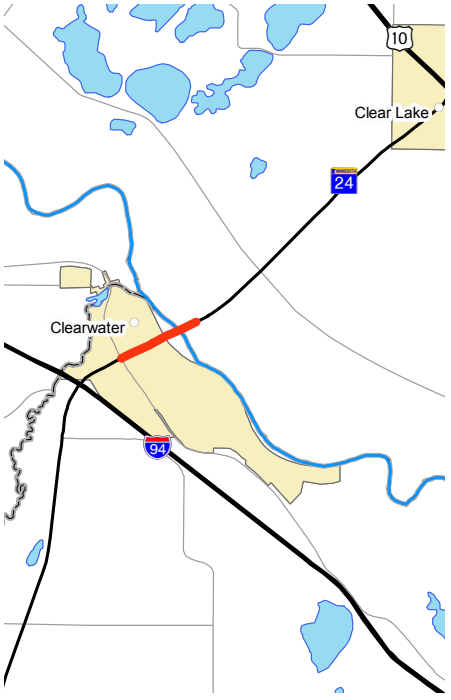
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

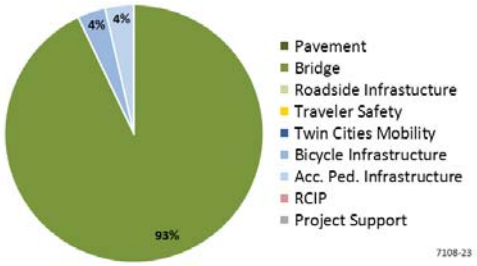
Hwy 24
Bridge over Mississippi River in Clearwater
Bridge 6557
State Project No. 7108-23



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Br. 6557 over Mississippi River at Clearwater. Construct new Bridge 71004.

Recent Changes and Updates:

Decision was made to construct a new bridge parallel to the existing structure to minimize traffic impacts.

The extra funds from the reduced R/W cost where shifted to construction as contingency.

Project History:

The bridge deck and girders need replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 20.0	$ 24.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.4	$ 4.8
Right of Way:	$ 5.0	$ 0.5
Total:	**$ 29.4**	**$ 29.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar project.

Project Risks:

Maintaining traffic, especially summer recreation traffic, during construction. Since the existing bridge will remain in place, the risk is low.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: 9/15/14
Geometric Layout Approval Date: 5/5/14
Construction Limits Established Date: 9/15/14
Original Letting Date: 05/15/2015
Current Letting Date: 05/15/2015
Construction Season: 2015 & 2016
Estimated Substantial Completion: Fall 2016

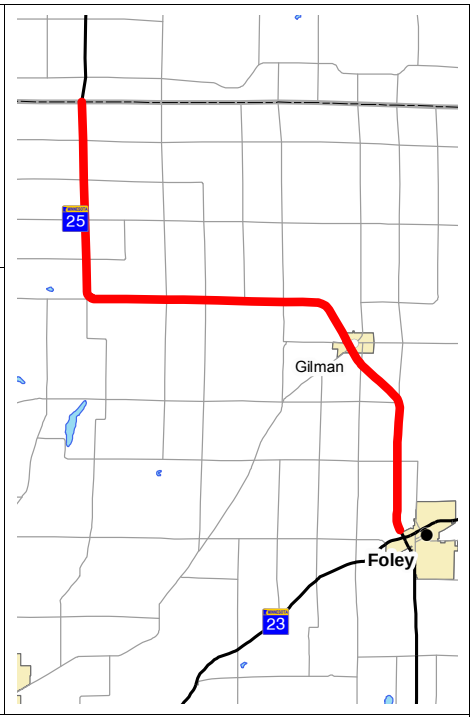
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

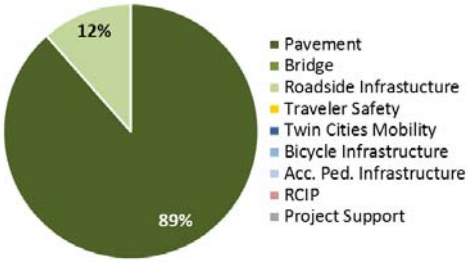
Hwy 25
Foley to Benton/Morrison County line
State Project No. 0508-13



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

New project.

Project History:

Pavement condition is deteriorating warranting resurfacing of this segment.

Project Description:

Resurfacing of road from Foley to the Benton/Morrison County line.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 6.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.9**	**$ 7.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Esitmate based on construction cost per mile of current similar projects.

Project Risks:

No anticipated risk.

Schedule:

Environmental Approval Date: Not started
Municipal Consent Approval Date: Not Required
Geometric Layout Approval Date: Not Required
Construction Limits Established Date: Not Needed
Original Letting Date: 10/27/2017
Current Letting Date: 6/23/2017
Construction Season: 2018
Estimated Substantial Completion: Fall 2017

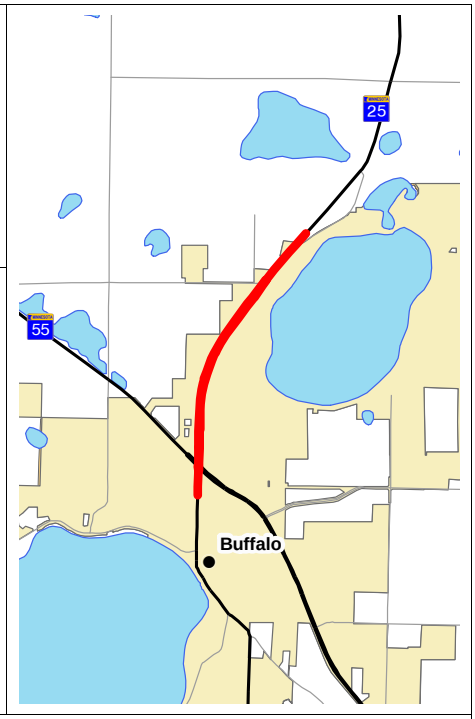
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

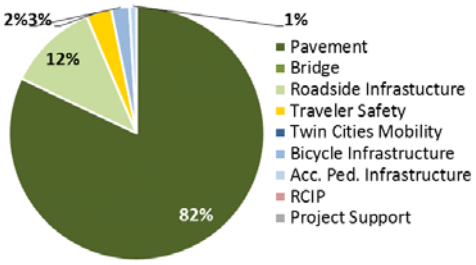
Hwy 25
7th St. to Catlin St. in Buffalo
State Project No. 8605-49



Primary Purpose:

Performance-based Need: Pavement Condition and Safety Improvements

Investment Category:



Project Description:

Reconstruction from Hwy 55 to Catlin St. in Buffalo, including traffic signal upgrades, and widening to accommodate four-lanes.

Recent Changes and Updates:

Termini adjusted to this project to accommodate local TH 25 urban reconstruction project funded by CIMS.

Project History:

Funding of project was delayed one fiscal year previously to accommodate changes to the construction program.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.9	$ 1.9
Right of Way:	$ 0.0	$ 0.2
Total:	**$ 6.9**	**$ 7.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

No anticipated risk.

Schedule:

Environmental Approval Date: CATEX started
Municipal Consent Approval Date: Expected December 201
Geometric Layout Approval Date: Layout completed 8-20-1
Construction Limits Established Date: 9/8/2014
Original Letting Date: 03/28/2014
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

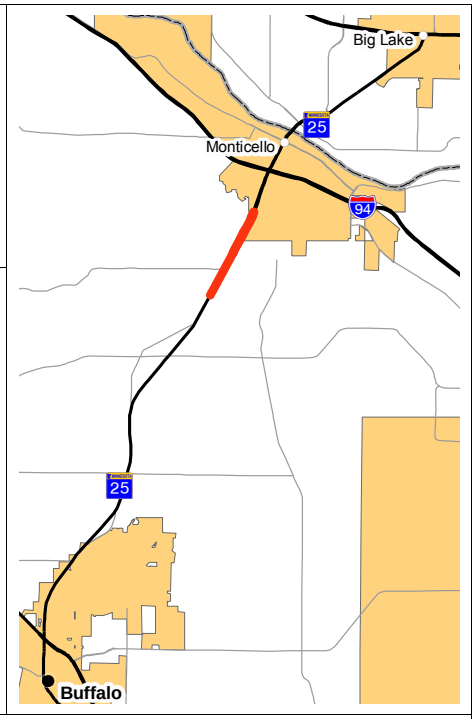
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

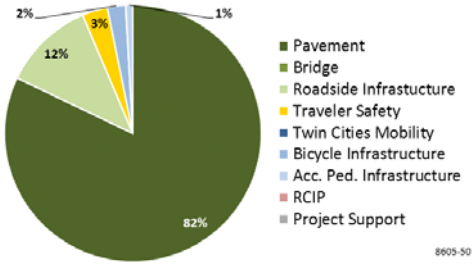
Hwy 25
Monticello
State Project No. 8605-50



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Reconstruction from 0.5 miles south of Wright Co. Rd. 106 to south of School Boulevard in Monticello. Includes traffic signal installation at Co. Rd. 106 and resurfacing from south of School Boulevard to junction of I-94.

Recent Changes and Updates:

No new updates.

Project History:

Project programmed to address traffic concerns at the intersection of Hwy 25 and County Road 106. Funding of project was delayed one fiscal year to accommodate changes to the construction program. Received additional MAP-21 NHPP to lengthen project termini to include resurfacing work from School Boulevard to I-94 that was not included in orignal estimate.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.2
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 6.4**	**$ 8.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The current estimate reflects additional resurfacing from School Boulevard to I-94.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: 10/28/14
Municipal Consent Approval Date: 01/28/2013
Geometric Layout Approval Date: 11/30/2012
Construction Limits Established Date: Unknown
Original Letting Date: 03/28/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

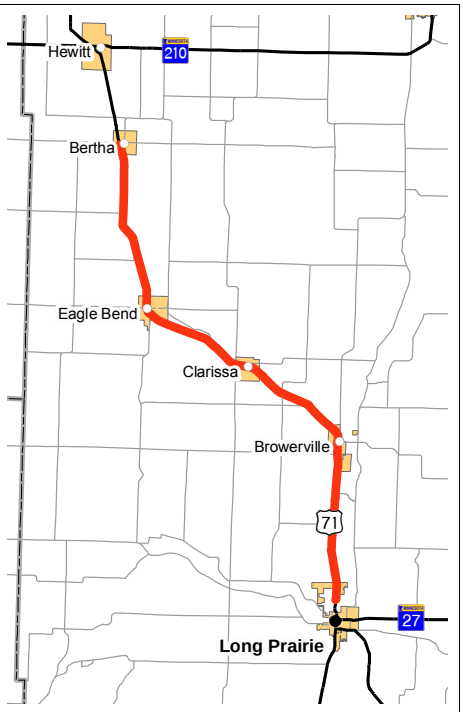
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 71
Long Prairie to Bertha, excluding Browerville
State Project No. 7708-38

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in 2013.

Cost reduction is due to work in Browerville was originally included in Baseline Estimate. Browerville was let as separate project in 2014 under SP 7708-39.

Project History:

This was originally programmed as two separate projects. They were combined to improve benefit/cost during bidding, better coordinate construction activities, improve traffic control during construction, and manage availability of staff resources.

Project Description:

Resurfacing from north of Todd Co. Rd 56/Riverside Dr. in Long Prairie to south of Co. Rd. 24/Main St. in Bertha, excluding Browerville.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 5.6
Other Construction Elements:	$ 0.0	$ 0.4
Engineering:	$ 1.4	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 6.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The baseline estimate is based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: Unknown
Original Letting Date: 03/28/2014
Current Letting Date: 02/22/2013
Construction Season: 2013
Estimated Substantial Completion: Summer 2013

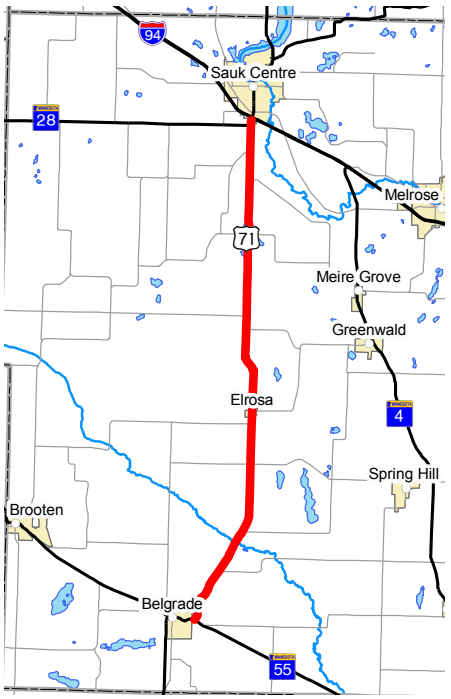
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

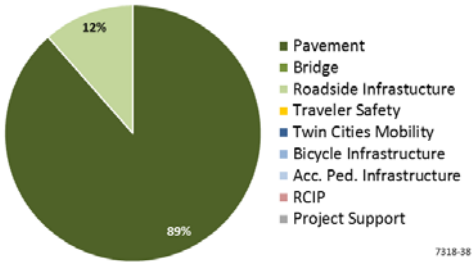
Hwy 71
Belgrade to Sauk Centre
State Project No. 7318-38



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

No new updates.

Project History:

Project programmed to address deteriorating pavement. Letting date changed to reflect balanced letting schedule. Received extra MAP-21 NHPP funding to enable district to construct this project.

Project Description:

Bituminous resurfacing from east junction Hwy 55 in Belgrade to I-94 in Sauk Centre. Sidewalk improvements in Elrosa.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 6.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.4**	**$ 7.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending
Original Letting Date: 12/18/2015
Current Letting Date: 03/25/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

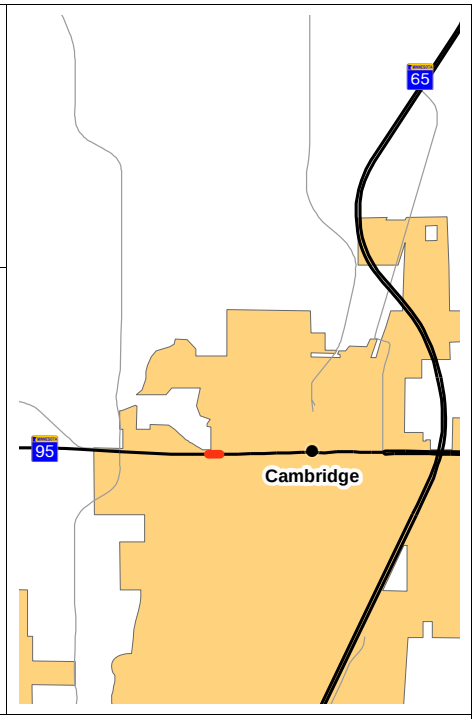
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

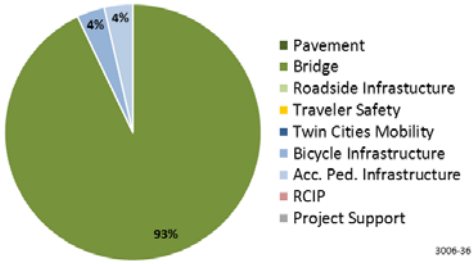
Hwy 95
Rum River Bridge in Cambridge
Bridge 9173
State Project No. 3006-36



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Bridge 9173 (with new Bridge 30001) over the Rum River 0.6 mi. west of Cambridge.

Recent Changes and Updates:

Project is presently under construction and scheduled for a Spring 2015 completion. Bridge design was reviewed to ensure that the new structure could be expanded to a four-lane bridge if needed in the future.

The letting date changed due to issues with Federal Highway Administration Review related to the Section 4(f) impact and permits. Construction cost was reduced due to an exceptionally low-bid.

Project History:

Bridge 9173 was built in 1963. The bridge has substandard geometrics and is due for replacement. The estimate is lower than originally programmed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.3	$ 6.0
Other Construction Elements:	$ 0.0	$ 0.1
Engineering:	$ 1.5	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.8**	**$ 7.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

No major project risks anticipated at this time.

Schedule:

Environmental Approval Date: 02/28/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: Unknown
Original Letting Date: 02/22/2013
Current Letting Date: 03/28/2014
Construction Season: 2014/2015
Estimated Substantial Completion: Spring 2015

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

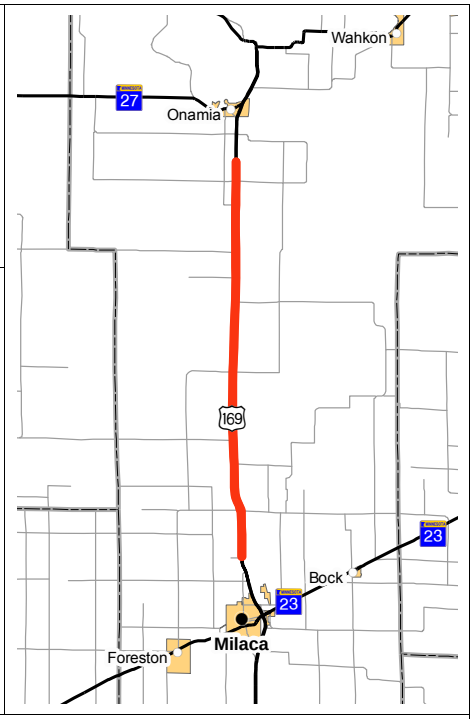
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
Mille Lacs County Road 148 to north of County Road 19
State Project No. 4812-83

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was completed in 2013.

Project History:

This was originally programmed as two separate projects. They were combined to improve benefit/cost during bidding, better coordinate construction activities, improve traffic control during construction and manage staff resources.

Project Description:

Resurfacing, including turn lane extensions, signing and minor hydraulics repair from Mille Lacs Co. Rd. 148/70th Street to 0.75 miles north of Mille Lacs County Road 19.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.2
Other Construction Elements:	$ 0.0	$ 0.8
Engineering:	$ 1.1	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.8**	**$ 6.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 07/30/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: Unknown
Original Letting Date: 05/16/2014
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

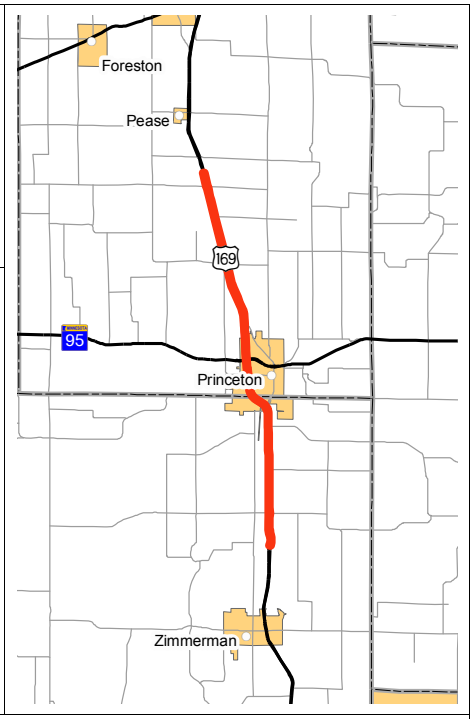
District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
Zimmerman to Princeton
State Project No. 7106-78

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in September 2013.

Project History:

Project was originally programmed for 2014 construction. It was advanced using additional federal funds, and was completed in summer 2013.

Project Description:

Pavement resurface and rehab on northbound lane from just south of Sherburne Hwy 4 to Mille Lacs Hwy 13 and north of 70th Street to north of Hwy 12, and on southbound lane from Sherburne Hwy 4 to Hwy 29 exit ramp in Princeton.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.0	$ 6.1
Other Construction Elements:	$ 0.0	$ 0.2
Engineering:	$ 1.2	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 6.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 09/21/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 04/24/2015
Current Letting Date: 03/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

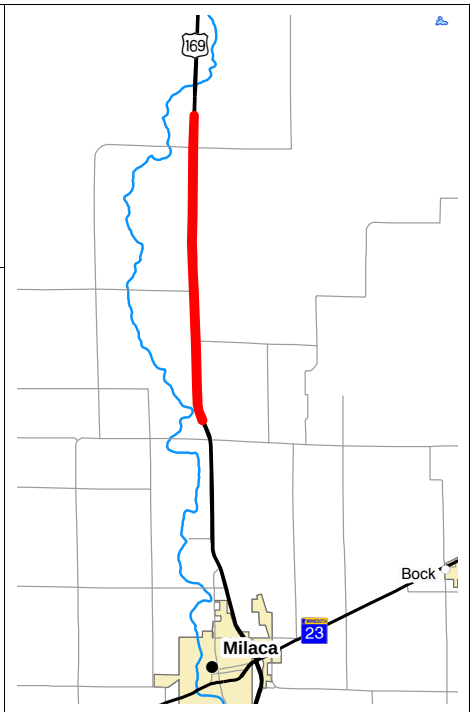
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

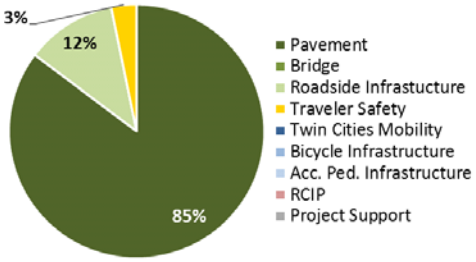
Hwy 169
Mille Lacs Co Hwy. 11 to Rum River Rest Area
State Project No. 4812-86



Primary Purpose:

Performance-based Need: Pavement Condition & District Safety Plan

Investment Category:



Recent Changes and Updates:

Removed federal HSIP safety funds for the turn lane extension. Turn lane work will now be funded with NHPP funds, which is the same source used for the reconstruction work.

Project History:

Pavement condition along this heavily travelled corridor is deteriorating. Routine resurfacing of this segment is no longer a viable option. A full reconstruction is necessary. Received $5.0 million in extra MAP-21 NHPP funding to enable district to reconstruct this section to roadway.

Project Description:

Reconstruct, including turn lane extensions, from Mille Lacs Co. CSAH 11/190th St. north of Milaca to Rum River Rest Area (NB).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 8.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

No anticipated risk.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Required
Geometric Layout Approval Date: 50% Complete
Construction Limits Established Date: 100% Complete
Original Letting Date: 03/27/2015
Current Letting Date: 06/26/2015
Construction Season: 2015/2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

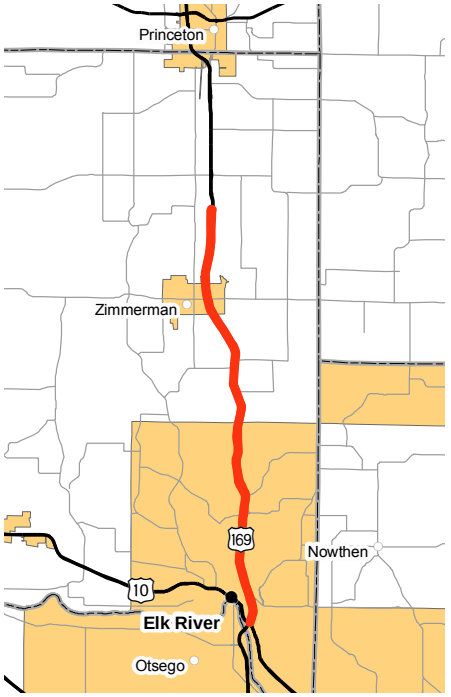
District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
Elk River to Zimmerman
State Project No. 7106-82

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

Recent Changes and Updates:

Construction completed fall 2012.

Project History:

This project combined work initially assigned to SP 4811-66 and 7106-74. Was then combined with SP 7106-78, which is why the cost changed to reflect the combined cost. Additional turn lanes were added to provide a consistent corridor.

Project Description:

Mill and overlay from Hwy 10 in Elk River to Sherburne Co. Rd. 4 in Zimmerman, including extension of turn lanes and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 8.7
Other Construction Elements:	$ 0.0	$ 0.7
Engineering:	$ 1.4	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 10.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. Baseline estimate was based on estimated quantities and average bid prices. Higher construction costs due to increase in bituminous prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 09/26/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 04/27/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

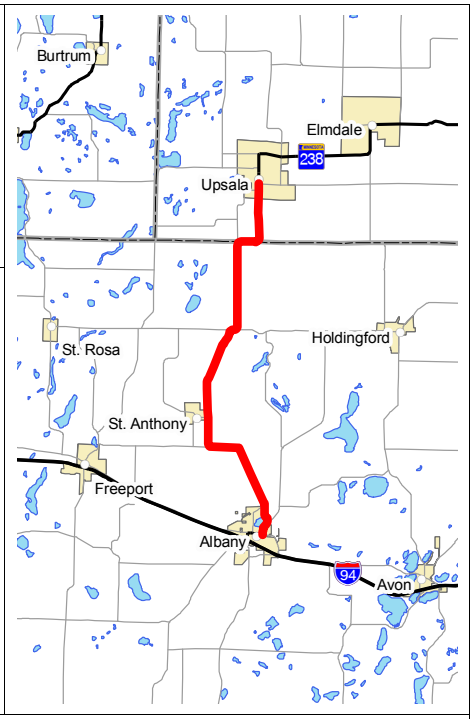
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

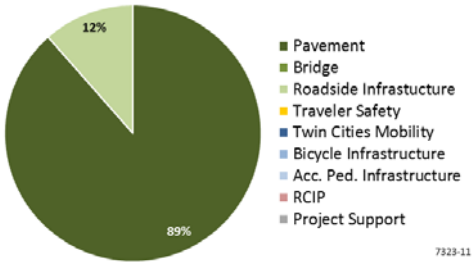
Hwy 238
Albany to Upsala
State Project No. 7323-11



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Letting date shifted for balanced letting schedule. Estimate adjusted for R/W costs associated with ADA workin Albany.

Project History:

Project programmed to address deteriorated pavement.

Project Description:

Pavement reclamation project from Albany to Upsala, including quarter mile of urban work in Albany.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.1
Total:	**$ 8.6**	**$ 8.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. Possibility of new turnlanes.

Project Risks:

Selecting a detour route.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 12/16/2016
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

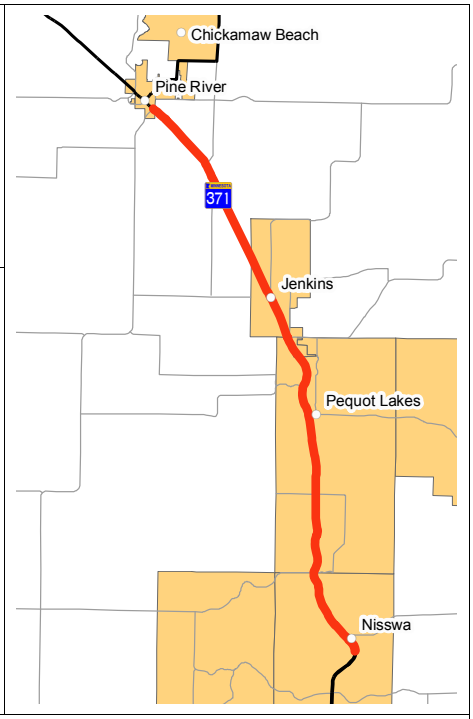
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

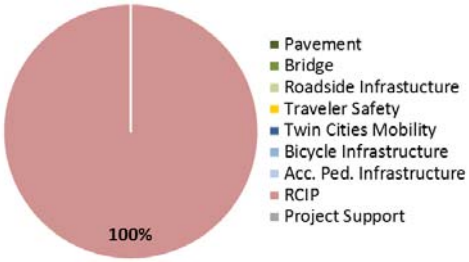
Hwy 371
Nisswa to Jenkins
State Project No. 1810-92



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

Major construction to convert two lane highway to four-lane expressway from just north of Crow Wing County Highway 18 in Nisswa to just north of County Highway 16 in Jenkins. Work includes replacement of Cullen Brook Bridge and construction of new interchange at County Highway 11.

Recent Changes and Updates:

Project was originally funded as MnDOT Major Regional & Community Improvement Priority (RCIP) commitment. The Governor recently announced advancing this project to 2016 with funding made possible by cost savings and other efficiencies at MnDOT under the Corridors of Commerce program. District anticipates construction beginning in 2016 with completion in 2017.

Project History:

Phase 2 of Hwy 371 North EIS received municipal consent in Pequot Lakes in December 2010. The following February 2011, Nisswa provided their municipal consent.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 58.0	$ 58.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.6	$ 11.6
Right of Way:	$ 7.7	$ 7.7
Total:	**$ 77.3**	**$ 77.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline estimate is based on estimated quantities and average bid prices.

Project Risks:

Municipal Consent has not been obtained in Jenkins.

Schedule:

Environmental Approval Date: 10/21/2010
Municipal Consent Approval Date: Pequot Lakes-100%: Nis
Geometric Layout Approval Date: 100% Complete
Construction Limits Established Date: 90% Complete
Original Letting Date: 07/24/2009
Current Letting Date: 10/23/2016
Construction Season: 2016/2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

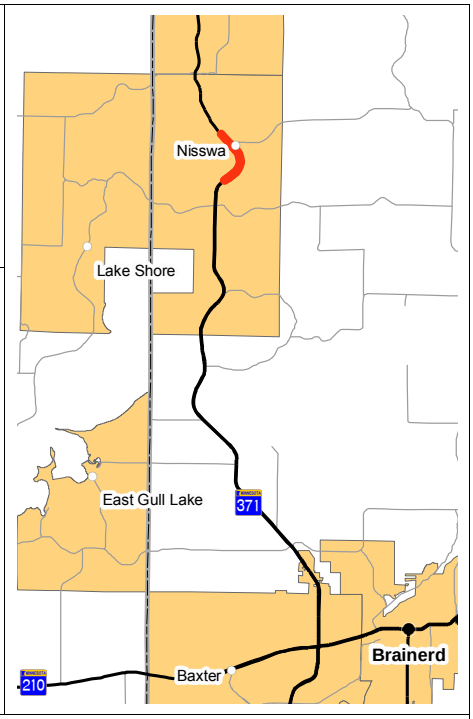
District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 371
Nisswa
State Project No. 1810-98
http://www.dot.state.mn.us/d3/hwy371nisswa/index.html

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in Summer 2014 from Fall 2013, due to weather and other unforseen construction delays/setbacks.

Project History:

Phase I of Hwy 371 North EIS (under SP 1116-22). Project substantially completed in 2013. Access to a local road was a concern of local government. The current estimate includes work performed by Crow Wing County and Nisswa as required for the realignment of Crow Wing Co CSAH 18. See Key Cost Estimate Assumptions.

Project Description:

Hwy 371 North Stage 1: Reconstruction of four-lane through Nisswa, including construction of bicycle-pedestrian tunnel.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 7.6
Other Construction Elements:	$ 0.0	$ 2.7
Engineering:	$ 1.0	$ 1.5
Right of Way:	$ 1.8	$ 0.9
Total:	**$ 7.8**	**$ 10.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The basline estimate was based on estimated quantities and average bid prices for similar project for MnDOT portion of the work only. Current estimate reflects State and local (e.g. Crow Wing County and City of Niswa costs associated with the reconstruction of MN 371 and the realignment of Crow Wing Co CSAH 18. MnDOT only construction cost is $4.9 million.

Project Risks:

Access to a local road remains a concern of local government.

Schedule:

Environmental Approval Date: 10/21/2010
Municipal Consent Approval Date: 02/16/2011
Geometric Layout Approval Date: 10/19/2010
Construction Limits Established Date: 01/01/2011
Original Letting Date: 02/24/2012
Current Letting Date: 06/08/2012
Construction Season: 2012/2013/2014
Estimated Substantial Completion: Summer 2014

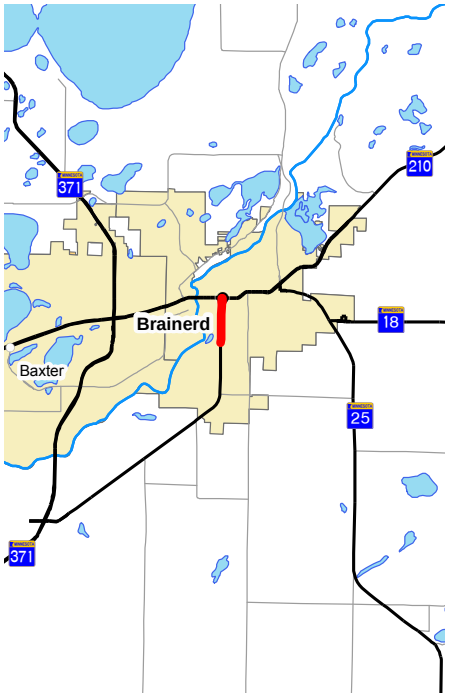
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

PROJECT SUMMARY

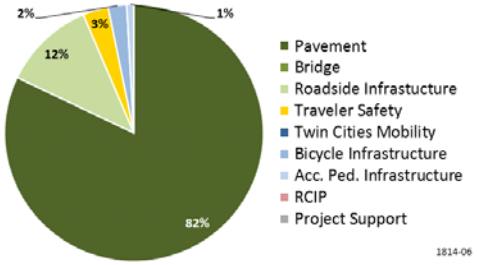
Hwy 371B
Brainerd
State Project No. 1814-06



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Reconstruction, including bicycle and pedestrian accommodation and curb and gutter from Hwy 210 (Washington Street) to Joseph Street in Brainerd. Partner with City to extend trail from Joseph Street to Buffalo Hills Lane.

Recent Changes and Updates:

District is currently developing concepts to address pedestrian concerns and minimize right of way impacts. Cu

rrent cost estimate includes cost for Right of way.

Project History:

Project programmed to replace deteriorated pavement and city utilities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 7.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 0.0	$ 0.5
Total:	**$ 9.0**	**$ 9.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar project.

Project Risks:

Potential right of way impacts.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 02/26/2016
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2014

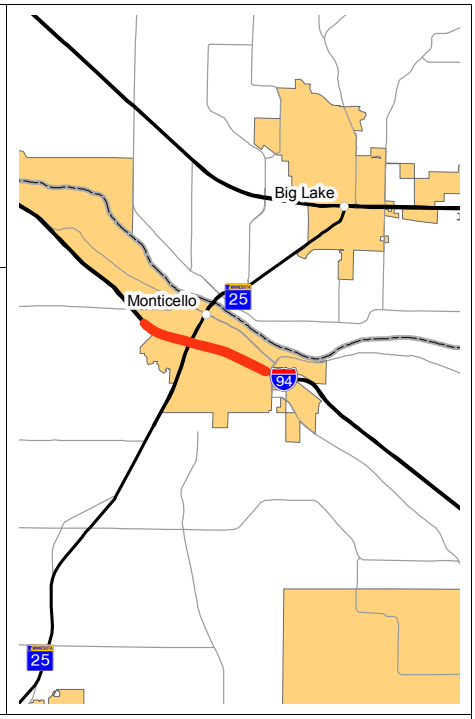
PROJECT SUMMARY

I-94

Monticello

State Project No. 8680-158

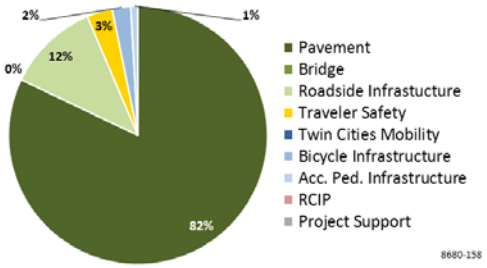
Substantially Complete



Primary Purpose:

Performance-based Need: Interregional Corridor Mobility & Pavement Condition

Investment Category:



Project Description:

Reconstruct mainline and replacement pavement from west of Hwy 25 to Wright County Road 18, including westbound and eastbound auxiliary lanes.

Recent Changes and Updates:

Construction is substantially complete.

Project History:

After the County Road 18 interchange was completed, there were concerns about vehicles weaving between the ramps on westbound I-94. Slow traffic from Hwy 25 at the eastbound loop to I-94 was creating backups on mainline due to the speed differential. An auxiliary lane was programmed to alleviate vehicle conflicts. The loop and ramp to eastbound I-94 will be separated from mainline with a barrier and acceleration lane. Work elements originally programmed in SP 8680-162 were incorporated into this project relating to the pavement condition of this section. Increase in project costs are attributed to the need for fully reconstructing a longer segment of I-94 than originally planned and for traffic management that was required to maintain four lanes of traffic at all times during construction. Projects were previously delayed to accommodate the cost increase. They include SP 8605-50 (Hwy 25) Monticello Reconstruction to FY 2015 and SP 8605-49 (Hwy 25) Buffalo reconstruction to FY 2016.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 15.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 3.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.6**	**$ 18.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The increase reflects the decision to replace pavement and construct a design that will provide a long term fix.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: 09/16/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/13/2012
Construction Limits Established Date: Unknown
Original Letting Date: 05/18/2012
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

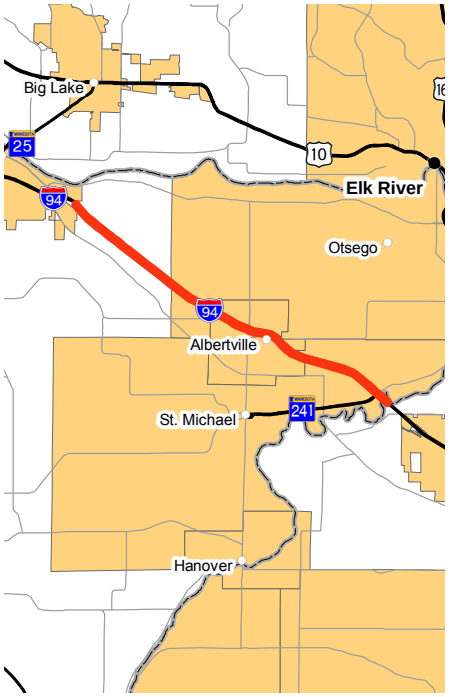
PROJECT SUMMARY

I-94

Monticello to St. Michael

State Project No. 8680-162

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in Fall 2013.

Project History:

Pavement is original concrete from 1973. The joints have faulted and need repair. The cost increased due to extensive use of ultra high early concrete mixes to reduce traffic impacts. This project was completed in 2013.

Project Description:

Concrete pavement repair on westbound lane from Crow River Bridge to Monticello and on eastbound lane from Wright Hwy 19 to Hwy 37 in Albertville, including median cable barrier.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.7	$ 8.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.2**	**$ 9.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 07/05/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 12/20/2013
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

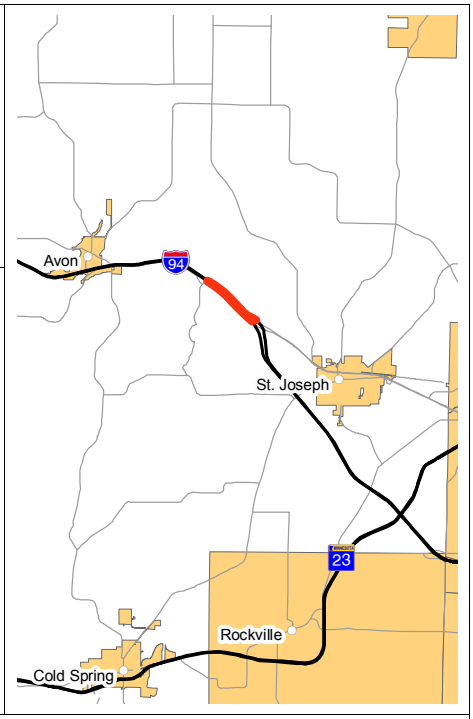
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

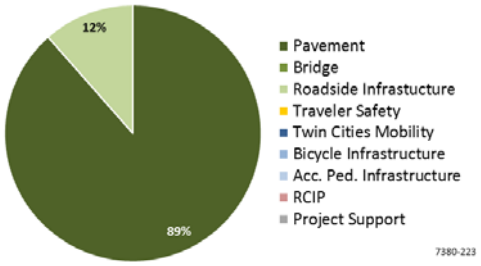
I-94
Collegeville to St. Joseph
State Project No. 7380-223



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Preprogram scoping was completed.

Project History:

Project programmed to address deteriorating pavement. Project has been combined with SP 7380-239.

Project Description:

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.7	$ 6.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.0**	**$ 8.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

Maintaining good traffic flow during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/27/2009
Current Letting Date: 03/25/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

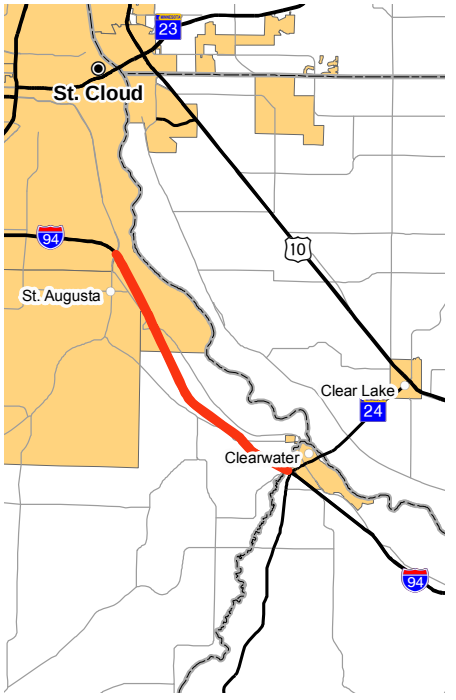
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

I-94
St. Cloud to Clearwater
State Project No. 7380-238

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in Summer 2013.

Project History:

The project was programmed to address deteriorating pavement. It received Better Roads funding and was completed in summer 2013. Cost difference largely due to contractor incentives, additional reconstruction work under a bridge to maintain overhead clearance and additional turf establishment costs.

Project Description:

Unbonded concrete overlay from Stearns County Road 75 in St. Cloud to Stearns/Wright County line near Clearwater.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 16.0	$ 16.5
Other Construction Elements:	$ 0.0	$ 2.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.8**	**$ 19.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/22/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 06/08/2012
Current Letting Date: 08/08/2012
Construction Season: 2013
Estimated Substantial Completion: Summer 2013

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

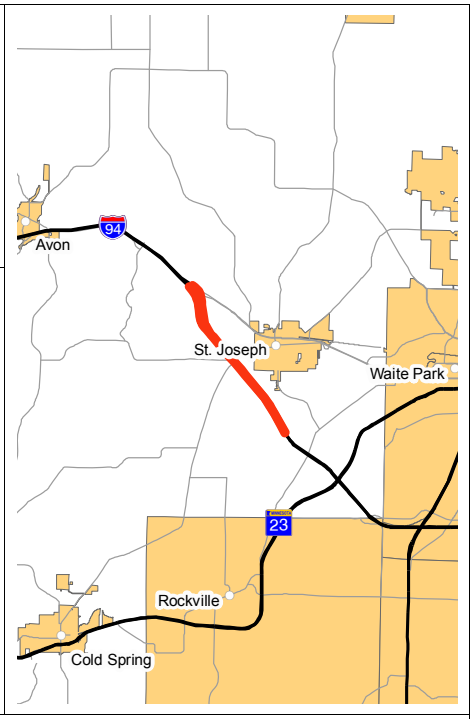
Revised Date: 12/15/2014

PROJECT SUMMARY

I-94

Stearns Hwy 75 to BR# 73865 over Sauk River

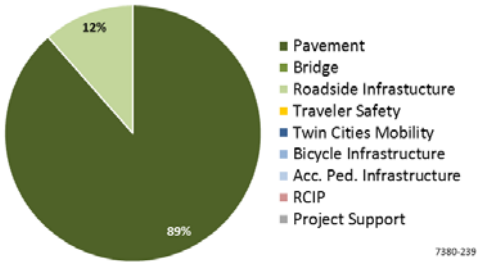
State Project No. 7380-239



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay from Stearns Co CSAH 75 west of St. Joseph to west end of Bridge #73865 and Bridge #73866 over Sauk River. Project also includes the resurfacing from Stearns Co CR 159 at Collegeville to Stearns Co CSAH 75.

Recent Changes and Updates:

This project was expanded to include an adjacent section of I-94, which was programmed for the same year (7380-223). Combining the projects into one plan set will result in better bid prices, better construction staging and more convenient construction administration staffing.

Project History:

Project originally programmed as a bituminous overlay to address deteriorating pavement. It received additional funds to construct as an unbonded concrete overlay which is a longer term fix. Received additional $3 million in extra NHPP MAP-21 funds to pursue longer term pavement fix in the unbonded concrete overlay section. This project was combined with SP 7380-223 in 2014.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 10.0	$ 16.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 3.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.0**	**$ 19.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The estimate increased to account for the change to an unbonded concrete overlay.

Project Risks:

Maintaining good traffic flow during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/26/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Terry Humbert

Revised Date: 12/15/2014

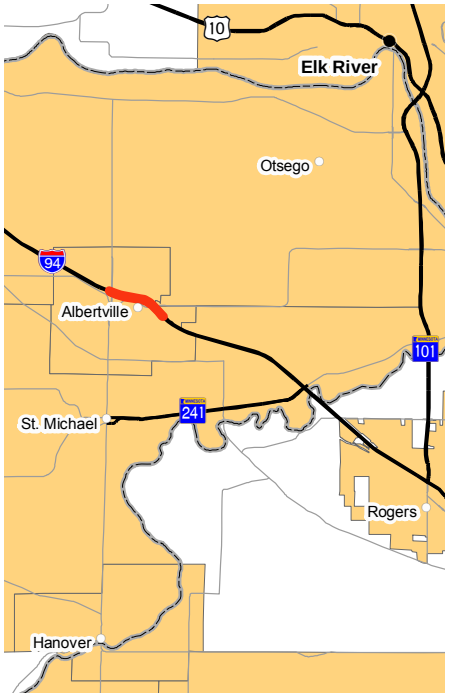
PROJECT SUMMARY

I-94

Wright County Road 19 to County Road 37 in Albertville

State Project No. 8680-145

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in Fall 2012.

Project History:

The city of Albertville worked with MnDOT, Wright County and neighboring cities to develop a plan to provide access from I-94 westbound to County Road 19, which serves the outlet mall commercial area. The project was completed in 2012. Received Chapter 152 Greater Minnesota Interchange Program funding and funding from MnDOT's Transportation Revolving Loan Fund. The city is the lead agency. The difference in the cost estimate reflects a favorable bid.

Project Description:

Construct collector-distributor roadway between I-94/County Road 19 and I-94/County Road 37 interchanges in Albertville.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 5.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 0.1
Right of Way:	$ 1.3	$ 1.3
Total:	**$ 10.6**	**$ 7.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount. The baseline estimate is based on estimated quantities and average bid prices.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 07/13/2006
Municipal Consent Approval Date: 06/01/2009
Geometric Layout Approval Date: 3/13/2009
Construction Limits Established Date: Unknown
Original Letting Date: 08/15/2011
Current Letting Date: 03/13/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

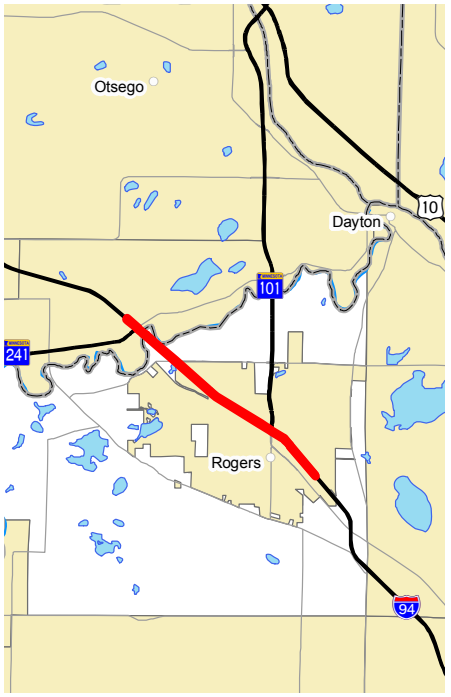
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

PROJECT SUMMARY

I-94
Rogers to St. Michael
State Project No. 2780-66
http://www.dot.state.mn.us/d3/i94/index.html



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

Recent Changes and Updates:

This is a new project. Project was amended into STIP on 5/14/2014. Funding for this projects was provided under the Corridors of Commerce program.

Project History:

The project was announced in September 2014. The design-build process was used to expedite construction.

Project Description:

Construct auxiliary lane in eastbound direction from TH 241 in St. Michael to TH 241 in Rogers, including extension of westbound exit ramp at TH 101, widening of bridges over Crow River, and construction of westbound third lane from TH 101 to TH 241.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 5/14/2014

	Baseline Est.	Current Est.
Construction Letting:	$ 40.0	$ 28.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 40.0**	**$ 28.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Since this project followed a design-build process, construction letting total includes construction, design and construction oversight costs. Current estimate based on actual bid amount.

Project Risks:

Maintaining good traffic flow during construction.

Schedule:

Environmental Approval Date:
Municipal Consent Approval Date: 4/22/2014
Geometric Layout Approval Date: 2/14/2014
Construction Limits Established Date: 2/14/2014
Original Letting Date: 5/14/2014
Current Letting Date: 5/14/2014
Construction Season: 2014/2015
Estimated Substantial Completion: September 2015

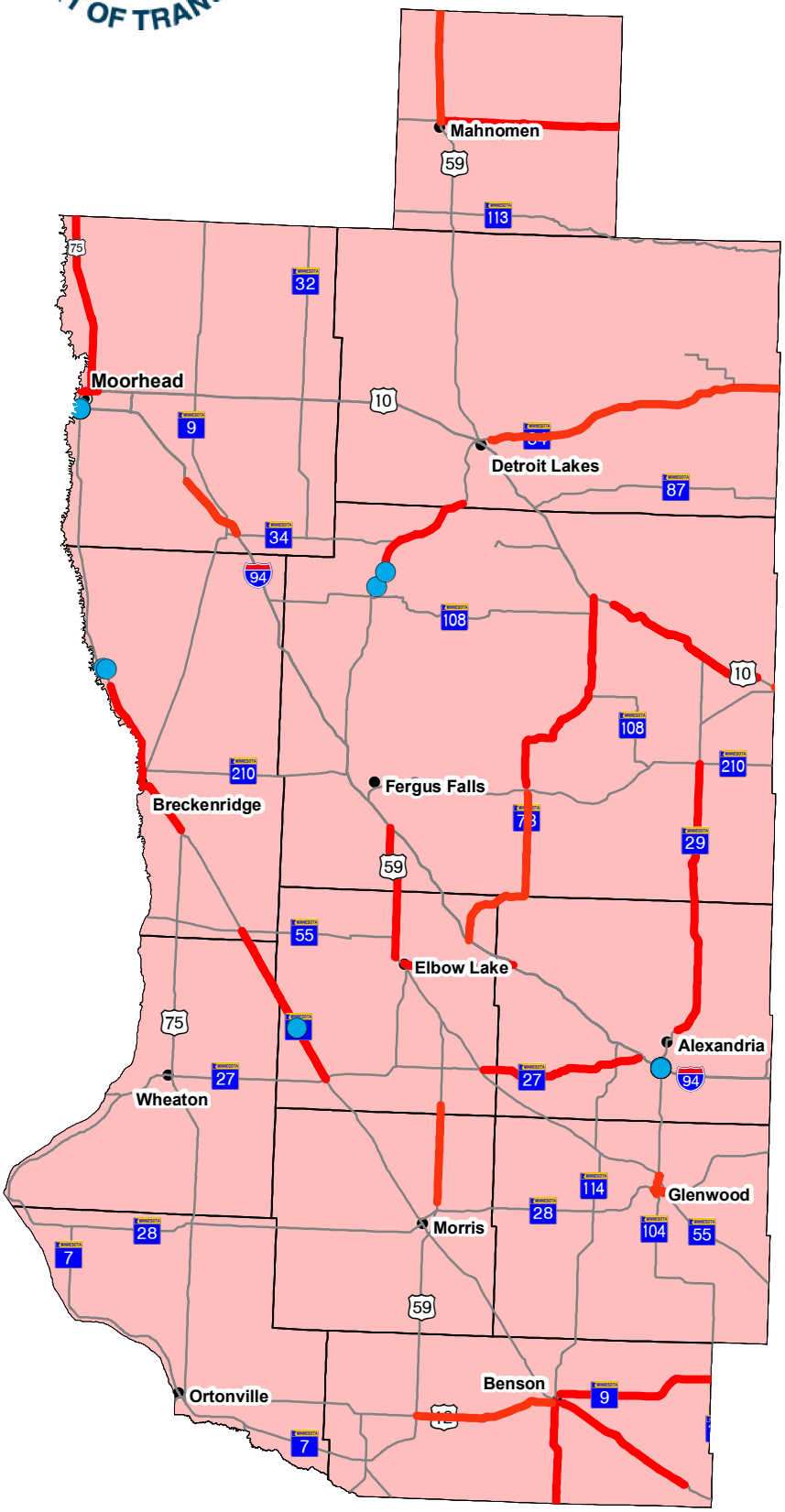
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

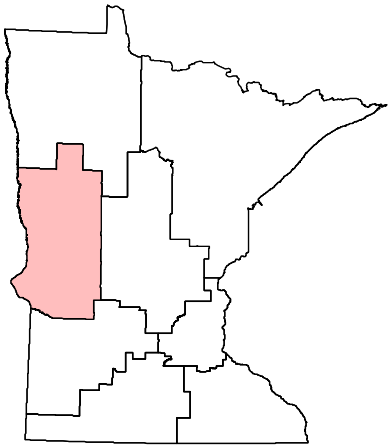
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2014

Major Highway Projects 2014

District 4





Detroit Lakes

District Project Summary
District 4

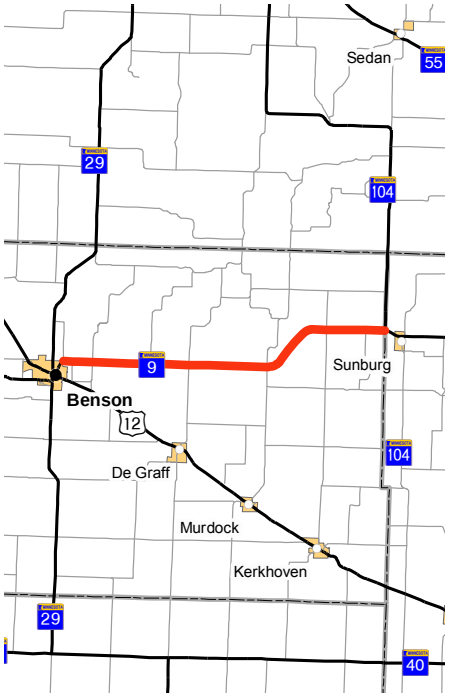
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 9	7606-26	Hwy 104 to Benson	D 2
Hwy 9	8402-17	Doran to Herman	D 3
Hwy 9	2601-19	Herman to Hwy 55	D 4
Hwy 10	1401-166	Hwy 10/75 Phase II and signals	D 5
Hwy 10	0301-60	Detroit Lakes	D 6
Hwy 10	5606-43	Southeast of Hwy 78 to west of Becker County Road 75	D 7
Hwy 12	7604-22	Hwy 59 to City of Benson	D 8
Hwy 12	7605-89	Benson to Kerkhoven	D 9
Hwy 27	2101-21	East of Hwy 55 east to west of I-94	D 10
Hwy 28	6103-32	Hwy 28, Hwy 29, Hwy 104 - Glenwood	D 11
Hwy 29	2103-35	McKay Avenue in Alexandria to Hwy 210	D 12
Hwy 29	2102-58	50th Avenue in Alexandria to County Road 28	D 13
Hwy 29	7607-29	Hwy 40 to Benson	D 14
Hwy 34	1404-17	Hwy 9 in Barnesville to Hwy 59 at Dunvilla	D 15
Hwy 34	0303-64	Various Passing Lanes from Detroit Lakes to Akeley	D 16
Hwy 59	2611-16	Elbow Lake to I-94	D 17
Hwy 59	5618-26	Pelican Rapids to north Otter Tail county line	D 18
Hwy 59	0305-31	North of Hwy 34 in Detroit Lakes to south of the Buffalo River	D 19
Hwy 59	7506-17	Morris to N. Stevens Co. Line	D 20
Hwy 59	4404-13	Hwy 200 to Winger	D 21
Hwy 59	0305-34	North of Buffalo River to Hwy 200	D 22
Hwy 75	8408-44	Near Kent	D 23
Hwy 75	1407-25	Hwy 10 to north Clay County line	D 24
Hwy 75	8407-37	Hwy 9 in Doran to Wilkin County Road 20	D 25
Hwy 78	5621-23	Battle Lake to Perham	D 26
Hwy 78	5619-11	I-94 to Battle Lake	D 27
Hwy 79	2613-18	Elbow Lake to Hwy 94	D 28
Hwy 200	4402-19	Hwy 59 to east Mahnomen county line	D 29

I--94	1406-66	I-94 and Hwy 75 interchange	D 30
I--94	1480-137	North of Clay County Road 10 to north of Hwy 34	D 31

PROJECT SUMMARY

Hwy 9
Hwy 104 to Benson
Bridge 9347
State Project No. 7606-26

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Bridge Condition

Investment Category:

Project Description:

Resurface 17 miles of road from Hwy 104 into Benson and replace the bridge over Mudd Creek east of Benson.

Recent Changes and Updates:

The project was let and construction is substantially complete.

Project History:

This project was selected to address the pavement and bridge condition from Benson to Hwy 104. The end point of the project was later adjusted, as several projects were scheduled around Benson in different years. These projects were adjusted to create one project that will include the paving and ADA work in the city. This city-wide project is now scheduled for 2017. Prior to the bridge redesign there was a risk of needing a more expensive bridge. The inverted T-bridge design risk was retired.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 4.3
Other Construction Elements:	$ 0.9	$ 0.0
Engineering:	$ 1.3	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 4.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The award amount is reflected in current estimate .

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 04/01/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 01/15/2013
Original Letting Date: 11/19/2004
Current Letting Date: 05/17/2013
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

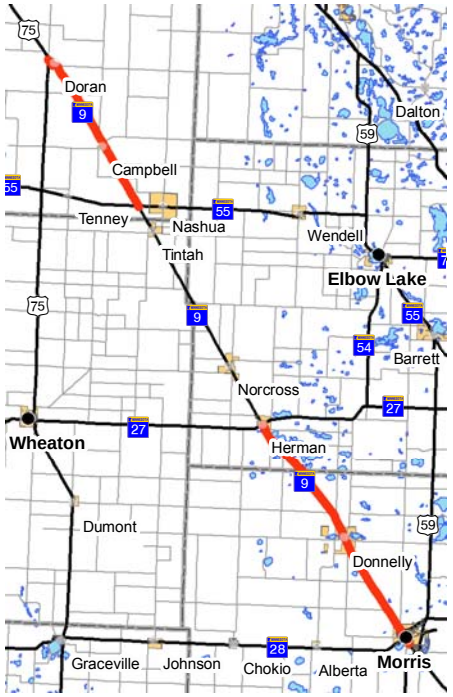
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Brad Cegla

Revised Date: 12/15/2014

PROJECT SUMMARY

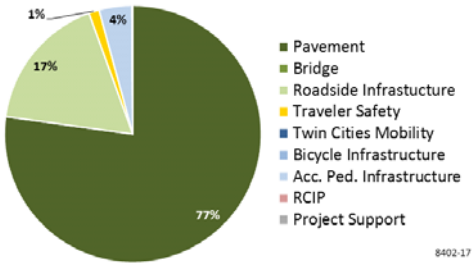
Hwy 9
Doran to Herman
State Project No. 8402-17



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Design will be complete October 2014.

Project History:

The existing bituminous pavement is severely cracked, and potholes are developing as the pavement structure continues to deteriorate. Many centerline culverts are in very poor condition and need replacement.

Acquisition of right of way has begun. Surveys are being performed for ADA work and centerline pipe replacements. A consultant has just been selected to work on ADA design.
The cost estimate was updated with new inflation factor. The risk for the need to replace the Burlington Northern track pads was retired. The cost savings will be shifted to other projects that had risks are now known.

Project Description:

Resurface, replace culverts and upgrade guardrail on two segments of Hwy 9, one segment of Hwy 55 and one segment on Hwy 28. Curb ramps in all towns located within these segments will also be brought up to current standards.

The first section on Hwy 9 is 13 miles long, from Doran to Hwy 55. The second section on Hwy 9 is 19.6 miles long, from Hwy 27 in Herman to Hwy 28 in Morris. The section on Hwy 55 is 5 miles long, from Wendell to Hwy 59. The section on Hwy 28 is 2 miles long from Hwy 9 to 500 feet west of Hwy 59.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 10.3	$ 8.7
Other Construction Elements:	$ 1.4	$ 1.3
Engineering:	$ 2.1	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.8**	**$ 11.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assumes Morris does not want to reconstruct water and sewer. Assumes Hwy 9 sidewalks will not be reconstructed and the four-foot width will not be an issue. Assumes no major changes will come from the completion of the materials design recommendation. Estimate includes cost for multiple detours.

Project Risks:

This project was added onto and changed several times.

Schedule:

Environmental Approval Date: 05/10/2013
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 05/30/2014
Original Letting Date: 11/18/2015
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 07/15/2014

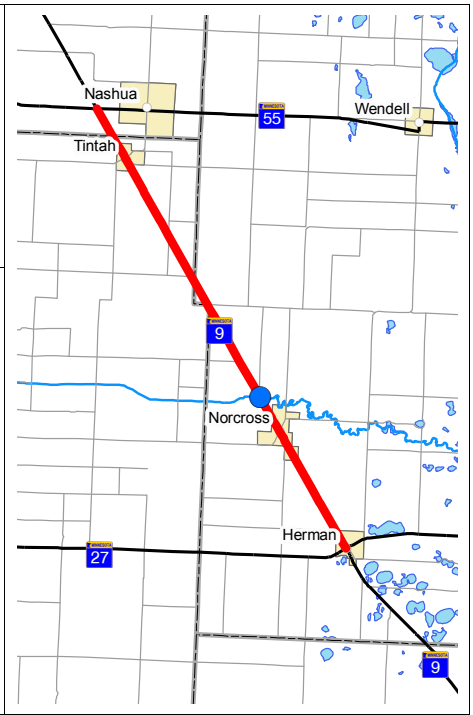
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Revised Date: 12/15/2014

PROJECT SUMMARY

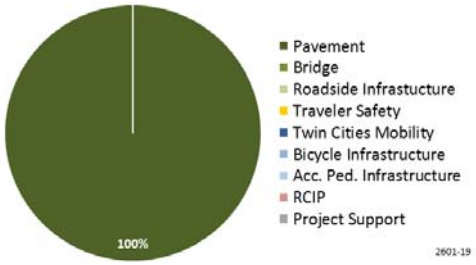
Hwy 9
Herman to Hwy 55
Bridge 6686
State Project No. 2601-19



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Resurface 18.5 miles between Herman and the junction of Hwy 55 with three-inch mill and three-inch inlay, updated guardrail and riprap at bridge locations. Curb ramps in Tintah will be brought up to standards. Several poor culverts will be repaired or replaced.

Recent Changes and Updates:

Reviewing ADA requirements with ADA section in St. Paul.

Project History:

Final scoping approval is February 2013.
Scoping report complete.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 5.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

ADA work in Tintah will be what is included in the transition plan.

Project Risks:

Rip rap at the Mustinka bridge. Contaminated soils in Herman. Pavement and Hydraulic design have not been completed. This project has been selected to be a Flexible Project for 2016. A consultant is being selected to do the advanced design so that this project can be ready to let if additional funding is received.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/26/2016
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

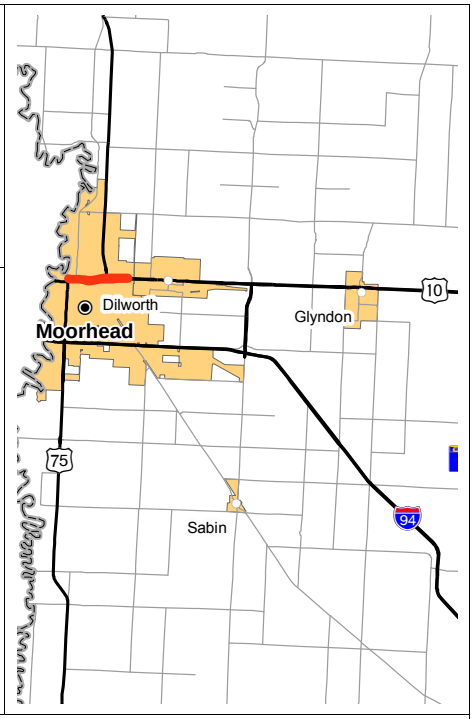
District Engineer: Jody Martinson
Project Manager: Brian Bausman

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Hwy 10/75 Phase II and signals
State Project No. 1401-166
http://www.dot.state.mn.us/d4/projects/downtownmoorhead/

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project is substantially complete.

Project History:

Phase 1 of this project was made possible after state funds were allocated for use on trunk highways to address damage resulting from heavy trucks hauling sand during the 2009 Red River flood protection effort. This project is a follow-up to the original paving project. Risks included the potential for utility conflicts. Project was let and is under construction. Moorhead was successful in obtaining funding for a CIMS project within the project limits. As a result, work planned for 8th and Center Ave. was removed.

Project Description:

Pedestrian ramp improvements with traffic signal replacements and a HAWK pedestrian signal design. Additionally, fiber optics, cameras and vehicle detection installation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 3.2	$ 4.8
Other Construction Elements:	$ 0.2	$ 0.0
Engineering:	$ 0.8	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.2**	**$ 5.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project has been let and awarded.

Project Risks:

Utility conflicts. ITS elements and traffic control signal systems exceeded original cost estimates.

Schedule:

Environmental Approval Date: 03/22/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 3/1/2011
Construction Limits Established Date: 03/01/2011
Original Letting Date: 04/22/2011
Current Letting Date: 08/24/2012
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

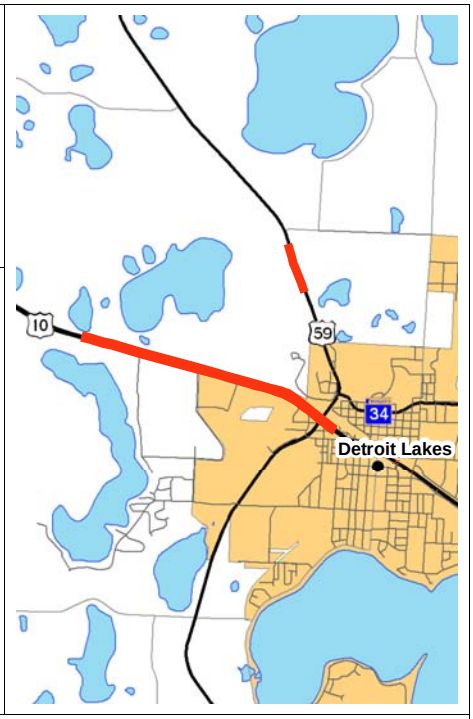
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider/Jesse Mi

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Detroit Lakes
Bridge 3001
State Project No. 0301-60
http://www.dot.state.mn.us/d4/projects/dlfrontageroad/



Primary Purpose:

Regional & Community Improvement Priority

Performance-based Need: Pavement Condition

Investment Category:

Recent Changes and Updates:

A public open house was conducted to go over the project staging with businesses and general population February 2013.

Project History:

The recommendations of a transportation planning study completed in June 2011 were incorporated into the pavement project need for Hwy 10. The project will provide safe and controlled access to Hwy 10 with the development of a frontage road system that allows vehicular/ bike/pedestrian travel from downtown Detroit Lakes to facilities west of Hwy 59 without having to travel on Hwy 10. The initial estimate included regrading of Hwy 10. It was later determined a full regrade was not needed. Public, business and agency meetings were held in June 2012. Value engineering study completed in July 2012, See other dates below.

Project Description:

Pavement rehabilitation for less then two miles between the two highways, ADA improvements, signals and lighting. The project is located on Hwy 10 from Airport Road to Hwy 59 and on Hwy 59 from Hwy 10 to Holmes Street. It will connect downtown Detroit Lakes to the big box stores on the west side of town for both pedestrian and vehicular traffic. A bridge on Hwy 59 will be constructed, as well as the city street running under the bridge. From the city street a frontage road and trail system will be constructed along both Hwy 59 and Hwy 10.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.0	$ 12.8
Other Construction Elements:	$ 0.7	$ 0.0
Engineering:	$ 2.8	$ 1.8
Right of Way:	$ 0.0	$ 0.6
Total:	**$ 17.4**	**$ 15.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Hwy 10 will be concrete on existing alignment (airport to Hwy 59), new frontage road south of Hwy 10 (Wal-Mart Property to DL Auto), underpass at Main Morrow with city project on Thomas Avenue.

Project Risks:

Staging could cause traffic back ups during peak hours. Right of Way Acquisition timelines are tight. Contaminated soil and groundwater.

Schedule:

Environmental Approval Date: 05/21/2013
Municipal Consent Approval Date: 07/09/2013
Geometric Layout Approval Date: 05/31/2013
Construction Limits Established Date: 08/01/2013
Original Letting Date: 01/23/2015
Current Letting Date: 02/27/2015
Construction Season: Summer 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

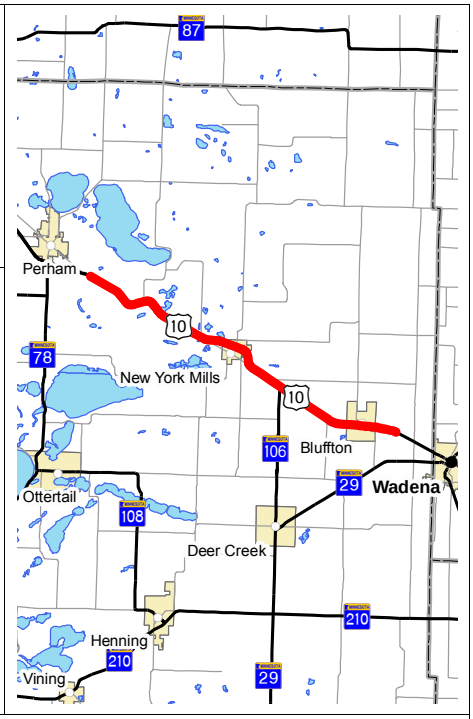
District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 10
Southeast of Hwy 78 to west of Becker County Road 75
State Project No. 5606-43

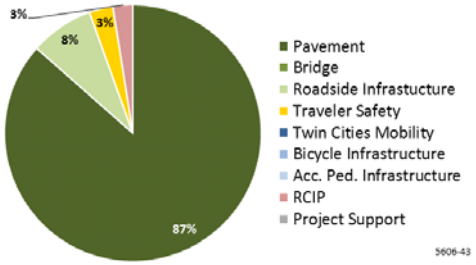
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project was located on Hwy 10 west bound between the junction of Hwy 78 to Becker County Road 75. It was an 18 mile two-inch bituminous mill, 3.5-inch pave, 1.5-inch overlay on shoulders (no milling) and overlay ramps at County Road 67. 1.5-inch intermittent rumble strips will be milled in.

Recent Changes and Updates:

All work associated with the project was completed by August 9, 2013 except the permanent pavement markings. Temp marking were installed because of the unpredictable temperatures at the time the pavement markings were proposed to be installed. The project was suspended until May of 2014 when the pavement markings were installed. The project is currently completed and in the process of being finaled by the construction office.

Project History:

This section of roadway is full depth bituminous. It was programmed because it is starting to cup and show deterioration. The pavement management data shows the deterioration rate to be above normal.

This project is on the NHS and was selected as part of MAP 21 adjustments. The project was planned to be an ELLA in fiscal year 14, but funding was moved forward to fiscal year 13 due to statewide balancing.

This project has been let.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.1	$ 4.5
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 6.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project was let.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 04/08/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 06/07/2013
Current Letting Date: 06/07/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

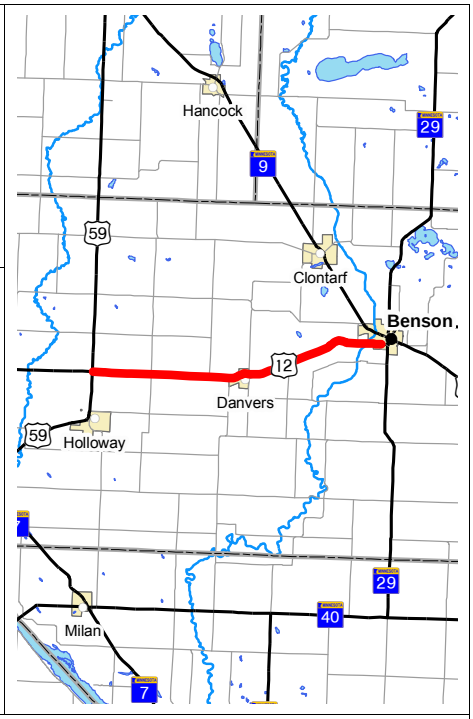
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider/Justin Kn

Revised Date: 12/15/2014

PROJECT SUMMARY

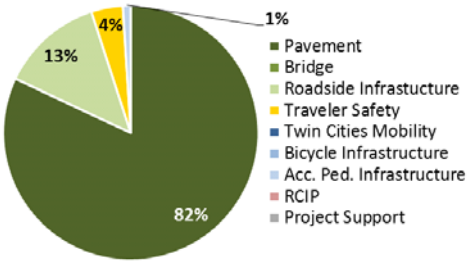
Hwy 12
Hwy 59 to City of Benson
State Project No. 7604-22



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

15.2 mile project from Hwy 59 to City of Benson. Pavement will be rehabilitated, shoulder work, side culverts, snow drift control.

Recent Changes and Updates:

This project was moved to an earlier letting date as a result of program balancing.

Project History:

Inplace bituminous needs resurfacing, shoulders need to be graded in a few areas. Seven areas of snow drifting is being avaluated. A combination of ditch grading and snow fence is being proposed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.7
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.5**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Date of estimate 12-10-13. 18% inflation rate used.

Project Risks:

Snow drift/snow fencing work could exceed project scope. RR crossing agreement. Rip Rap at Bridges.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/23/2018
Current Letting Date: 04/28/2017
Construction Season: 2017
Estimated Substantial Completion: 10/01/2017

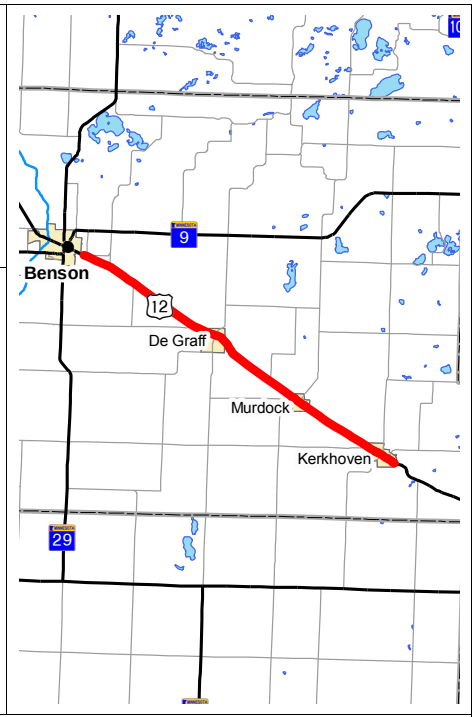
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

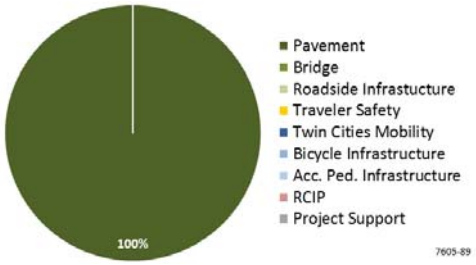
Hwy 12
Benson to Kerkhoven
State Project No. 7605-89



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

1.5-inch mill and three-inch overlay from County Road 25 east of Benson to Kerkhoven.

Recent Changes and Updates:

Scheduling field walk to evaluate ADA needs.

Project History:

Final scoping approval in February 2013.
Scoping report complete.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.4	$ 5.4
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Average bid prices were used.

Project Risks:

Subgrade issue and a low area in Murdock.
ADA in DeGraff, Murdock & Kerkhoven considerations.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/26/2018
Current Letting Date: 04/22/2016
Construction Season: 2016
Estimated Substantial Completion: 10/01/2016

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

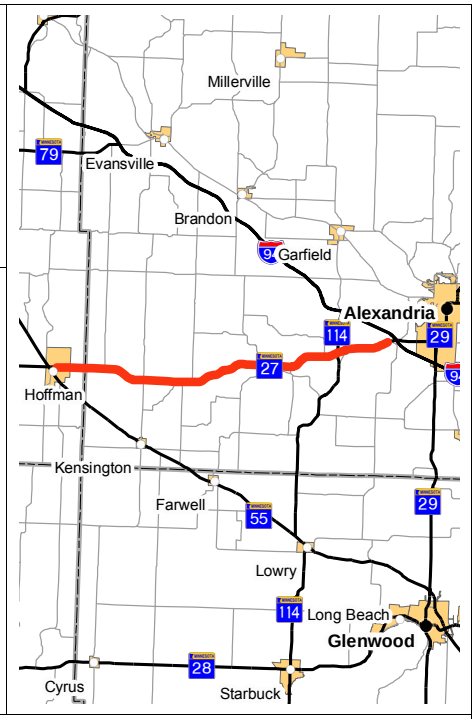
District Engineer: Jody Martinson
Project Manager: Brian Bausman

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 27
East of Hwy 55 east to west of I-94
State Project No. 2101-21

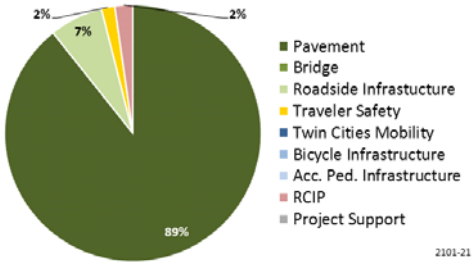
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Mill and cold in-place recycle with a bituminous overlay for 17.7 miles between I-94 and Hwy 55. Culverts in poor condition will be replaced and a by-pass lane at County Road 15 will be constructed to improve safety.

Recent Changes and Updates:

Construction was completed summer of 2014. Trouble with roadway section by Lake Oscar from moisture in subgrade. This project was an alternate bid project. The less expensive fix was selected.

Project History:

The existing bituminous pavement is severely cracked and potholes are developing as the pavement structure continues to deteriorate. Many of the centerline culverts are in very poor condition and need replacement. Preliminary design has begun. Right of way acquisition is ongoing.
The materials design recommendations letter and plan design were completed this year. The letting is in October 2013.
This project is no longer an alternative bid project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.7	$ 6.4
Other Construction Elements:	$ 0.9	$ 0.0
Engineering:	$ 1.9	$ 0.8
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 11.6**	**$ 7.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project let and awarded.

Project Risks:

High water table condition for culvert replacements. Access management throughout construction.

Schedule:

Environmental Approval Date: 05/30/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 12/01/2012
Original Letting Date: 04/17/2014
Current Letting Date: 10/25/2013
Construction Season: 2014
Estimated Substantial Completion: July, 2014

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

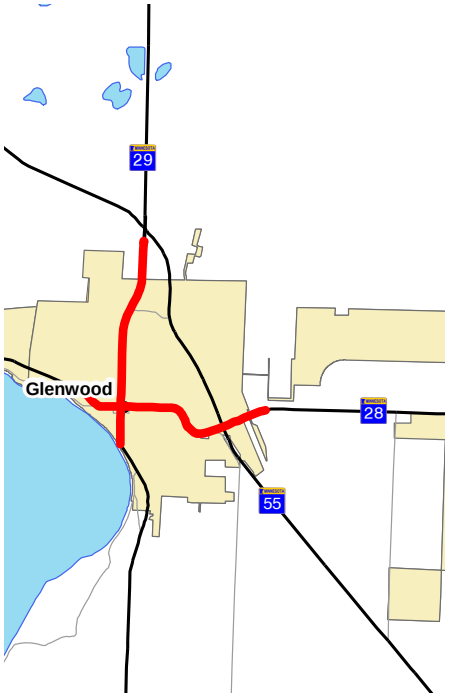
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 28

Hwy 28, Hwy 29, Hwy 104 - Glenwood

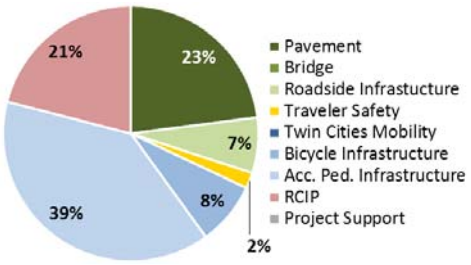
State Project No. 6103-32



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

3.96 miles on Hwy 28, Hwy 29 & Hwy 104 in the City of Glenwood. Includes bituminous rehab, ADA ped ramps, sidewalk, signal system, 5 blocks of Complete Streets improvements and flooding issue realignment of Hwy 28 near fairgrounds.

Recent Changes and Updates:

Inplace bituminous needs resurfacing, hydraulic flooding issues on Hwy 28 west need addressing. City of Glenwood requested Complete Streets study - predesign contract initiated. ADA work needed.

Project History:

This project includes ADA, Complete Streets, Bituminous overlay, hydraulic flooding issues that need to be resolved.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 7.3	$ 7.3
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.2**	**$ 9.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate dated 1-16-14. Used 18% inflation for 2018. MnDOT uses inflation factors derived from the TPCE process. $1M City of Glenwood Complete Streets participation.

Project Risks:

Consultants will be used for predesign and final design. Predesign contract - complete streets could exceed scope. Hydraulic/flooding area could result in Hwy 28 realignment. City participation costs, ADA, sidewalk, access control.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/16/2018
Current Letting Date: 10/27/2017
Construction Season: 2018
Estimated Substantial Completion: 10/01/2018

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

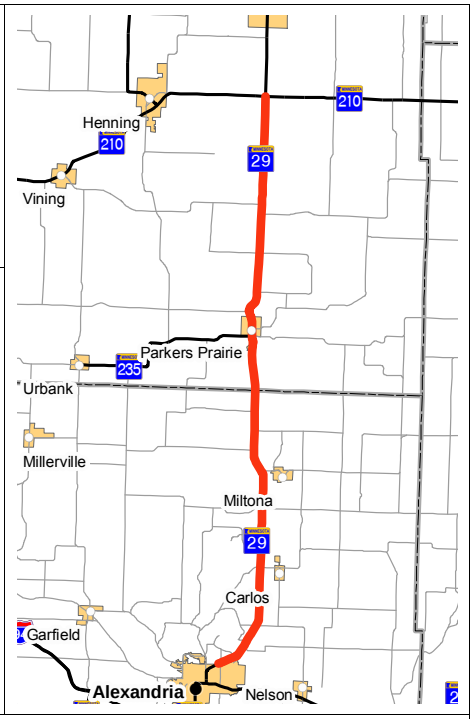
District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 29
McKay Avenue in Alexandria to Hwy 210
State Project No. 2103-35

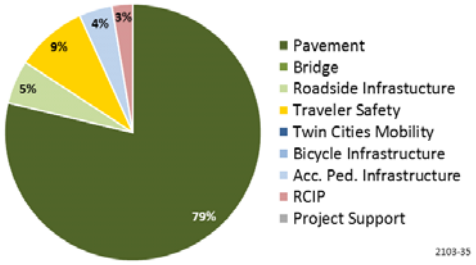
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

30-mile bituminous resurfacing. Culverts in poor condition will be replaced. Numerous by-pass, center left and right turn lanes will be added to address mobility and safety concerns. Lighting at intersection with County Road 5 will be added. Rumble strips will be provided in shoulder and grooved in wet reflective paint on fog line to improve safety.

Recent Changes and Updates:

Substantially completed in July 2014.

Project History:

Maintenance has been patching by wedge paving to fill both longitudinal and transverse cracks. There also have been overlays placed over entire width to prevent pop-outs of in place roadway. Scoping was completed in spring 2010. Parkers Prairie provided a recommendation for storm sewer replacement. Hydraulic recommendation recently completed.

The project is currently in the design phase. The Parkers Prairie portion was submitted for a CIMS grant and was unsuccessful. This portion has been removed from the current project to work with the city's timelines and acquire ROW. Paving and ADA upgrades will be completed as a future cooperative project between the city, county and state.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.4	$ 8.9
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.8	$ 1.9
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 12.2**	**$ 11.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project has been constructed.

Project Risks:

Condition of pavement at time of construction. Complete Streets costs.

Schedule:

Environmental Approval Date: 08/23/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 2/1/2013
Construction Limits Established Date: 02/01/2013
Original Letting Date: 04/25/2014
Current Letting Date: 02/28/2014
Construction Season: Summer 2014
Estimated Substantial Completion: 07/01/2014

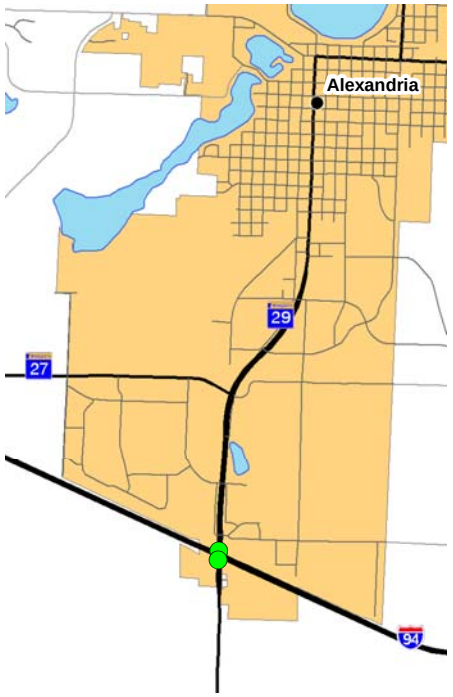
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2014

PROJECT SUMMARY

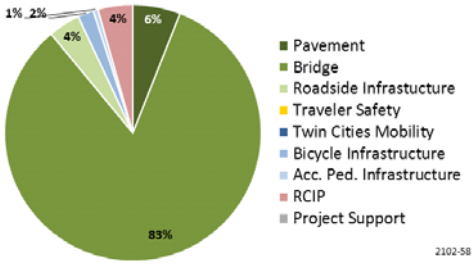
Hwy 29
50th Avenue in Alexandria to County Road 28
Bridge 21813, 21814
State Project No. 2102-58
http://www.dot.state.mn.us/d4/projects/alexi94hwy29/index.html



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Bridges 21813 and 21814, which are part of the interchange in Alexandria on Hwy 29 over I-94. The project is 1.6 miles long. It will replace the interchange and construct a four-lane expansion of Hwy 29 from 500 feet north of 50th Ave. to 0.4 miles south of County Road 28. This project is being done in collaboration with the city and county. A roundabout will be constructed on the south end of the project to improve safety.

Recent Changes and Updates:

90% project plans completed August 2014. Increased cost for consultant design and required right of way has resulted in an increase in the cost estimate.

Project History:

Bridge abutments have rotated and moved toward the girder ends. Bridges have full depth patches and under deck delimitations. Bridge width and railings are substandard. Bridges built in 1965. Considered Structurally Deficient. Value engineering study is complete. Bridges 21813 and 21814 are part of Chapter 152. This project will help economic development, mobility and safety.
Geometric layout has been completed and signed. ROW total acquisition has begun. Design plans are 50 percent complete. Traffic and noise studies are complete. Website is live. Public meeting in October 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 16.2	$ 16.0
Other Construction Elements:	$ 1.1	$ 1.2
Engineering:	$ 3.0	$ 3.3
Right of Way:	$ 0.1	$ 2.0
Total:	**$ 20.5**	**$ 22.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Two-span steel girder structure with tall abutments. Bituminous typical section assumed. Right of Way process will be tight.

Project Risks:

Access changes not accepted by property owners. 50th Ave staging requires additional public involvement and acceptance. FHWA reviews may require additional documentation. Geotechnical issues such as high groundwater could affect construction.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: 05/28/2013
Geometric Layout Approval Date: 9/6/2013
Construction Limits Established Date: 09/06/2013
Original Letting Date: 01/22/2016
Current Letting Date: 02/27/2015
Construction Season: 2015/2016
Estimated Substantial Completion: Sept. 2016

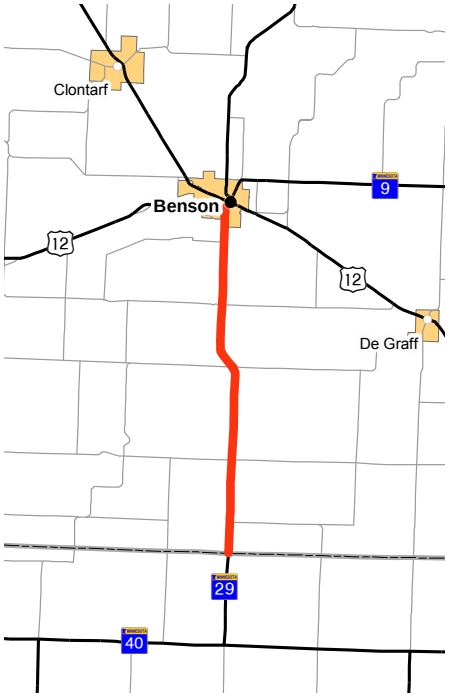
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Revised Date: 12/15/2014

PROJECT SUMMARY

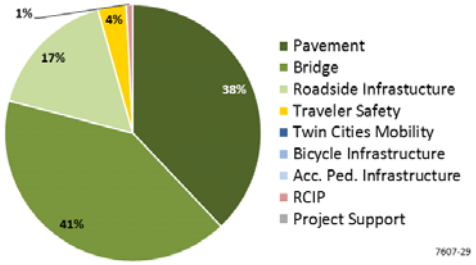
Hwy 29
Hwy 40 to Benson
Bridge 6550, 6551, and, 6552
State Project No. 7607-29



Primary Purpose:

Performance-based Need: Bridge & Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing for 14 miles from Benson to Hwy 40. Bridges 6550, 6551 & 6552 will be replaced and grading will be done to tie into the bridges. Culverts that are in poor condition will be replaced.

Recent Changes and Updates:

Project is currently under construction. The bid price for the culverts and bridge were less than expected resulting in cost savings.

Project History:

Bridge widening is needed to bring up to current standards. Replacement is the only feasible option. Pavement deterioration rates exceeded historic declines. Bridge Replacement 6552 is part of Chapter 152.
A consultant has been hired and is starting to work on the design plans. Bridges 6550 and 6551 have been evaluated and replaced with box culverts. Bridge 6552 will be replaced with a bridge.
The winter was extremely hard on the pavement condition. The letting has been moved up to address this issue.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.3	$ 6.6
Other Construction Elements:	$ 0.9	$ 0.8
Engineering:	$ 1.5	$ 1.4
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 9.8**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project has been awarded.

Project Risks:

The timeline is compressed - it may not be possible to complete bridge design and right of way work in time for the early letting. There is the possibility of separating the project into a pavement project one year and bridge project the following year, which would raise the cost.

Schedule:

Environmental Approval Date: 03/13/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 10/18/2013
Original Letting Date: 03/24/2006
Current Letting Date: 05/16/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Dan Kuhn/Bradley Cegla

Revised Date: 12/15/2014

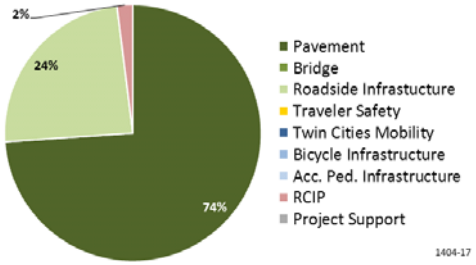
PROJECT SUMMARY

Hwy 34
Hwy 9 in Barnesville to Hwy 59 at Dunvilla
State Project No. 1404-17

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

19 mile long alternative bid pavement rehabilitation project from Hwy 9 in Barnesville to Hwy 59 at Dunvilla. The shoulders will have a 1.5-inch overlay. Safety will be improved by installing 8-inch rumble stripes with wet reflective paint. Culverts in poor condition will be replaced so a detour will be needed.

Recent Changes and Updates:

Road Plans will be completed this September. Bridge end post was added to this project. The current cost estimate is based on the completed Materials Design Recommendation.

Project History:

This project was programmed due to the intense annual maintenance required to repair cracks, rutting and other deficiencies. It also appears that gravel truck traffic has increased from Hwy 32 west, resulting in more rapid deterioration of the roadway. The project was scoped in May 2011. The project was extended to include from I-94 to Hwy 9.
The pavement fix was changed in July 2012 to 3-inch mill and 4.5-inch overlay from a 4-inch mill and overlay. There was also a decision to fix frost heaves. The hydraulics recommendation was finalized in April 2013. The MDR was also completed in April 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 6.9
Other Construction Elements:	$ 0.8	$ 0.7
Engineering:	$ 1.7	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.6**	**$ 9.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline estimate was adjusted to 2015 year of construction using an inflation rate of 1.05. Assumes project would be a bituminous resurfacing project.

Project Risks:

Project risks include subgrade corrections for frost heaves and culverts.

Schedule:

Environmental Approval Date: 01/31/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 06/07/2015
Original Letting Date: 05/20/2011
Current Letting Date: 02/27/2015
Construction Season: 2015
Estimated Substantial Completion: Nov. 2015

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Revised Date: 12/15/2014

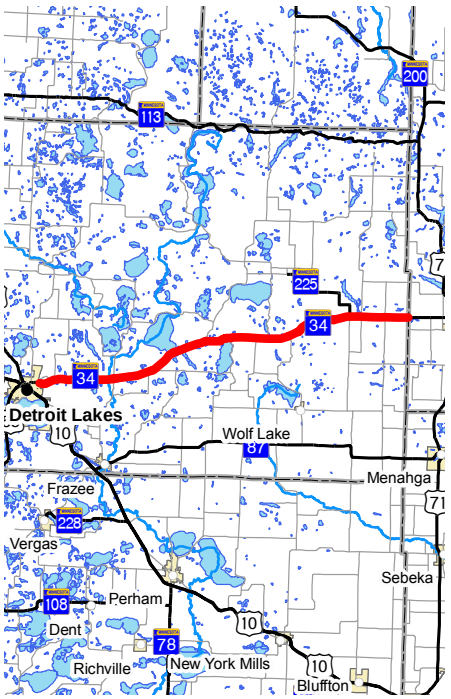
PROJECT SUMMARY

Hwy 34

Various Passing Lanes from Detroit Lakes to Akeley

State Project No. 0303-64

www.dot.state.mn/d4/projects/hwy34



Primary Purpose:

Performance-based Need: Interregional Corridor Mobility

Investment Category:

**This project was developed to fulfil the legislative program Corridors of Commerce.

Recent Changes and Updates:

Project was awarded to Anderson Brothers and construction is planned to start late August 2014 on 2 of the areas and finish in 2015 with the remaining 6 locations.

Project History:

This project is part of the COC Program and was fast tracked starting November 2013 with design and now going to construction in Fall of 2014 and Spring of 2015.

Project Description:

Spot improvements on Hwy 34 from Detroit Lakes to Akeley. Becker County: CLTL @ CSAH 141, EB Passing Lane E. of CSAH 25, intersection improvements @ CSAH 29, EB & WB Passing Lanes E. of Snelling, EB & WB Passing Lanes E. of Osage. Hubbard County: EB & WB Passing Lanes between Nevis & Akeley.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.8	$ 7.9
Other Construction Elements:	$ 0.6	$ 0.0
Engineering:	$ 1.5	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.9**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project let and awarded.

Project Risks:

Short turn around for design and letting. Permits acquired in time due to compressed time schedule. Hydraulics, poor subgrade materials and possible contamination.

Schedule:

Environmental Approval Date: 03/10/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Dec 2013
Construction Limits Established Date: 12/01/2013
Original Letting Date: 06/06/2014
Current Letting Date: 06/27/2014
Construction Season: 2014/2015
Estimated Substantial Completion: Summer 2015

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

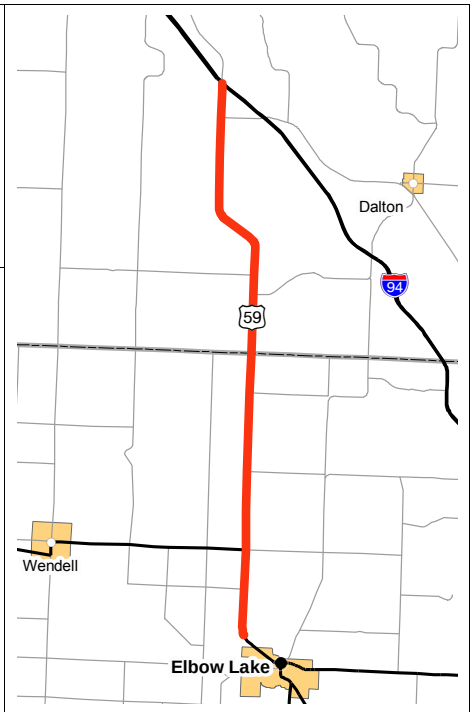
District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 59
Elbow Lake to I-94
State Project No. 2611-16

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction complete. Bid unit prices were lower than estimated.

Project History:

The southern limit of this project was to start at the north city limits of Elbow Lake. Upon review this limit was moved near to where the pavement splits for a center grass way through the rest of the city. The project was changed from a mill and overlay to an alternate bid project. The edge drains are being inspected to see if they need to be repaired or be replaced. Fix changed from a 6-inch mill to a 7-inch mill. Letting year changed, which increased inflation rate.

Project Description:

This project is 15.5 miles from the north limit of Elbow Lake to I-94. It was a mill and overlay alternative bid project. There was one entrance pipe replaced due to condition.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.7
Other Construction Elements:	$ 0.5	$ 0.0
Engineering:	$ 1.2	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.6**	**$ 6.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project is complete.

Project Risks:

Had subgrade issues for full depth bituminous sections.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 04/01/2012
Original Letting Date: 04/27/2012
Current Letting Date: 01/25/2013
Construction Season: 2013
Estimated Substantial Completion: 06/01/2013

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

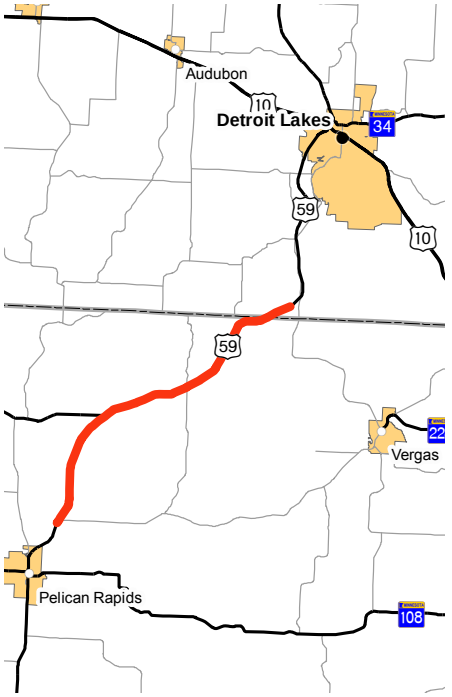
District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Brad Cegl

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 59
Pelican Rapids to north Otter Tail county line
Bridge 56023;, 56027
State Project No. 5618-26

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in 2012. Bituminous unit costs were less than estimated resulting in lower cost.

Project History:

This section was last paved in 1990 and prior to that in 1971. It was showing deterioration with increased maintenance. The existing bridges deteriorated faster than anticipated and have required extensive maintenance.

Project Description:

3-inch mill and 4.5-inch bituminous overlay on 12.7 miles from the north side of Pelican Rapids to the Ottertail-Becker county line. Centerline and two entrance culvert replacements were replaced. Added inside left turn lanes and Intersection lighting at County Road 4, Hwy 34, County Road 31 and County Road 20. Replaced both bridges over the Pelican River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 5.3
Other Construction Elements:	$ 0.6	$ 0.0
Engineering:	$ 1.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.7**	**$ 5.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project was constructed and completed in October 2012.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 01/10/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 11/01/2011
Original Letting Date: 02/22/2013
Current Letting Date: 03/23/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

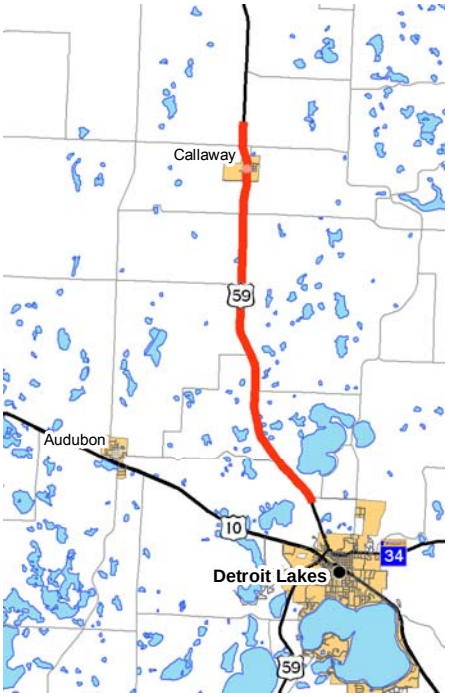
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 59

North of Hwy 34 in Detroit Lakes to south of the Buffalo River

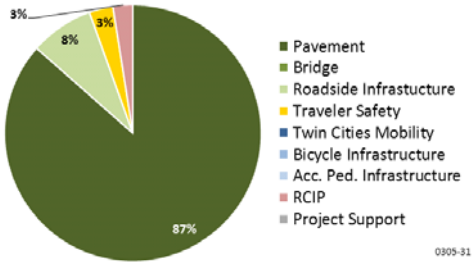
State Project No. 0305-31



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

13.6 miles of 3-inch mill and 3-inch bituminous overlay from Detroit Lakes to north of Callaway. Culverts in poor condition will be replaced. The ride will be improved along with improved drainage along the corridor. The project will also address safety by adding centerline rumbles. Accessibility ramps in Callaway will be brought up to current standards.

Recent Changes and Updates:

Project was bid in November 2013. Project started on May 27, 2014 and was suspended on July 3rd due to Contractor request. Project to resume on August 18th and be complete by the end of September 2014.

Project History:

Existing pavement conditions are below standard for statewide measures for principal arterial. Also, considerable maintenance resources have been spent patching transverse and longitudinal cracks. Scoping was completed in spring 2010. Updated inflation factor

After bituminous cores were taken the and materials design recommendation was completed, they showed that a cold-in-place option would not be needed. The scope was amended to decrease the pavement fix and to include paving and ADA work in Callaway. Project plans and provisions have been submitted for the November letting. The cost savings will be used to help fund an additional paving project on Hwy 75 North of Moorhead.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 4.8
Other Construction Elements:	$ 0.7	$ 0.0
Engineering:	$ 1.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 5.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project has been let and awarded. This project was original scoped as a PASB with 4" overlay but was changed to a 3" mill and overlay which resulted in a cost decrease.

Project Risks:

Condition of pavement at time of construction.

Schedule:

Environmental Approval Date: 08/07/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 10/01/2012
Original Letting Date: 03/23/2014
Current Letting Date: 11/22/2013
Construction Season: Summer 2014
Estimated Substantial Completion: Sept. 2014

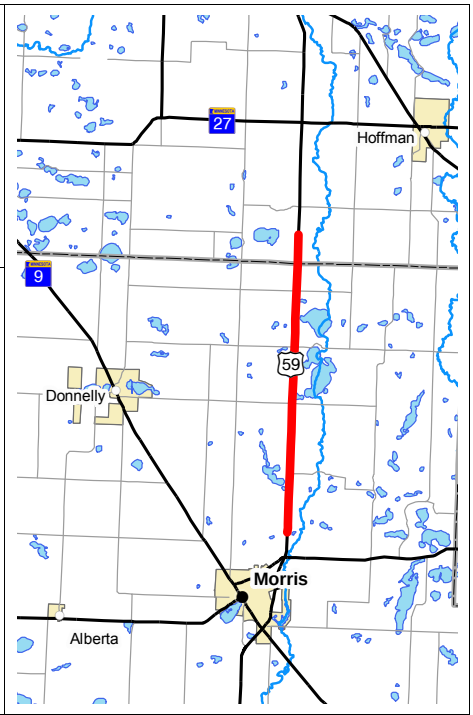
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2014

PROJECT SUMMARY

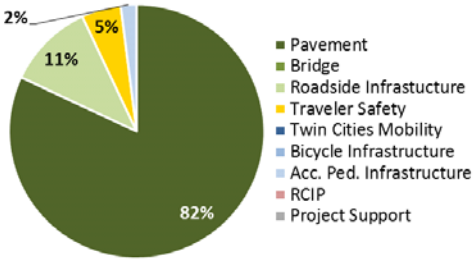
Hwy 59
Morris to N. Stevens Co. Line
State Project No. 7506-17



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

4.5" Thin Concrete Overlay from Jct. Hwy 28 to N. Steven County Line. Including 6" concrete overlay @ Hwy 59/28 intersection.

Recent Changes and Updates:

Changed the fix from a 3" cold in place recycle and 3" bituminous overlay to a 4.5" thin concrete overlay and advances letting from 2018 to 2016.

Project History:

This project was programmed to correct sawed joints in the pavement that were deteriorating faster than anticipated. Through the use of special funding it was advanced from 2018 to 2016. This funding supports the implementation of a thin concrete overlay as an innovative type of fix.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 4.6
Other Construction Elements:	$ 0.6	$ 0.5
Engineering:	$ 1.2	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.1**	**$ 6.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Date of estimate 6-26-14. 9% inflation used. MnDOT uses inflation factors derived from the TPCE process.

Project Risks:

This concrete overlays are a new process and problems may be encountered during construction.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 03/23/2018
Current Letting Date: 01/18/2015
Construction Season: 2016
Estimated Substantial Completion: 10/01/2016

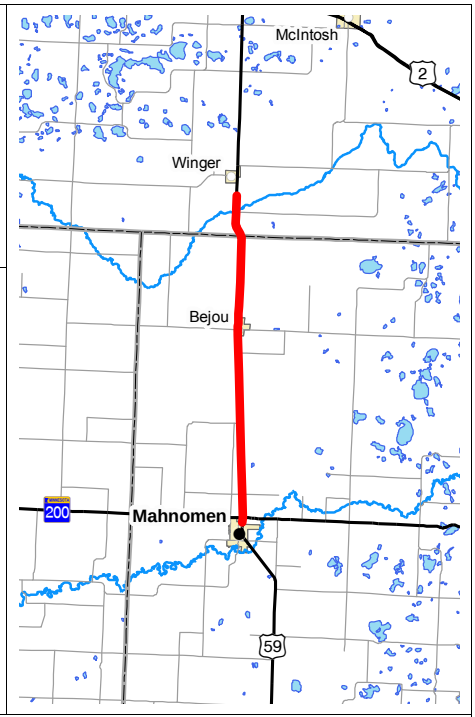
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Brad Cegla

Revised Date: 12/15/2014

PROJECT SUMMARY

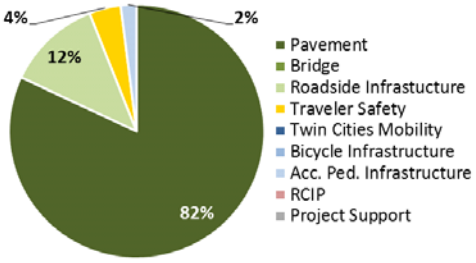
Hwy 59
Hwy 200 to Winger
State Project No. 4404-13



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Hwy 200 turn lanes to be constructed under SP 0305-34.

Project History:

Inplace bituminous needs resurfacing, hydraulic pipes to be replaced. Frost heaves and rip rap at various areas to be corrected. District 2 coordination.

Project Description:

13.9 mile project from Jct. Hwy 200 un Mahnomen to Winger. 12.03 miles are in District 4 and 1.9 miles are in District 2. Pavement will be rehabilitated, centerline culverts in poor condition will be replaced and centerline and edgeline rumble stripes will be installed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 4.7
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 6.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate dated 7-24-14. 14% inflation rate. MnDOT uses inflation factors derived from the TPCE process.

Project Risks:

District 2 coordination. Frost heave fixes could exceed scope.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/16/2018
Current Letting Date: 07/21/2017
Construction Season: 2018
Estimated Substantial Completion: 10/01/2018

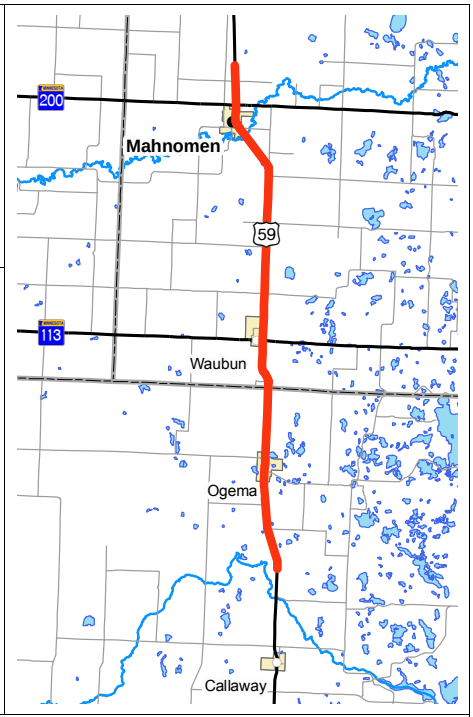
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

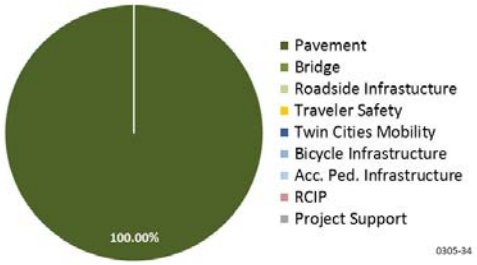
Hwy 59
North of Buffalo River to Hwy 200
State Project No. 0305-34



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous milling and surfacing, shoulder work, culvert replacement and ADA work beginning .4 miles north of the Buffalo River (north of Callaway) where the previous job ended and ending at Hwy 200. Turn lane construction.

Recent Changes and Updates:

Turn lane construction at three locations in the City of Mahnomen including Hwy 200 was added to the project scope. This project was advanced 2 years due to program balancing.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns need to be addressed.
Project scoping is complete. This is the first year this project is in the STIP.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.9	$ 7.4
Other Construction Elements:	$ 0.7	$ 0.6
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.0**	**$ 9.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Tribal Employment Rights Ordinance is included in estimate. Current cost estimate is lower than baseline due to lower contingency and inflation rate for 2017 construction verses 2018 construction. MnDOT uses inflation factors derived from the TPCE process.

Project Risks:

Possible sidewalk replacement in Ogema. The project is assumed to be a 1.5-inch mill and 3-inch overlay, however, the watershed permit has not been obtained and the material design recommendation is not complete. Turn Lane work in Mahnomen.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/22/2018
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

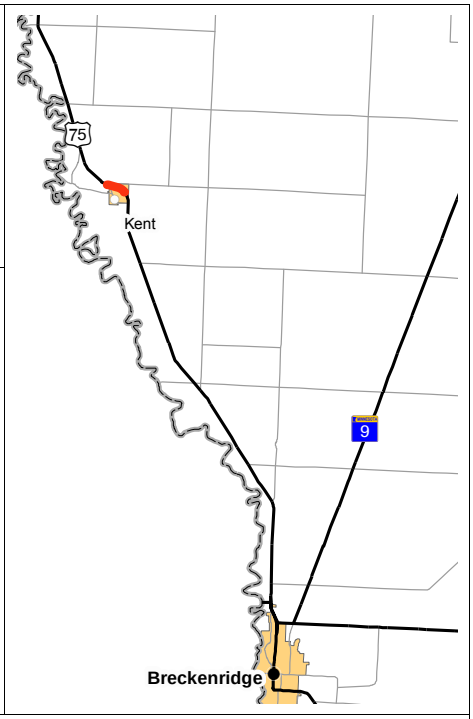
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

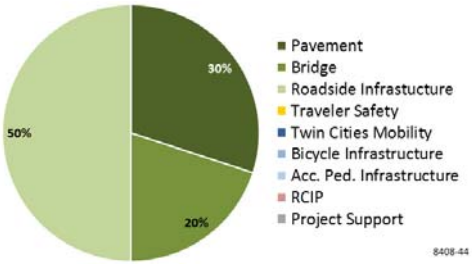
Hwy 75
Near Kent
Bridge 5185, &, 5186
State Project No. 8408-44
http://www.dot.state.mn.us/D4/Projects/Hwy75kent/



Primary Purpose:

Performance-based Need: Bridge & Roadside Infrastructure Condition

Investment Category:



Project Description:

Hwy 75 will be realigned to get it out of the flood plain. A new bridge over Whiskey Creek will be constructed. Additionally, a new bridge over BNSF railroad and realignment of county road connections will be constructed. There will be 3.3 miles of construction and bituminous paving. MnDOT has excess right of way that will be released.

Recent Changes and Updates:

The design for this project will be done by consultant. The current estimate has increased due to longer bridge lengths for two bridges as well as turnback costs for a portion of existing Hwy 75. Environmental issues are being addressed including ponding which resulted in increased costs.

Project History:

Bridge 5186 is in poor condition and needs to be replaced. It was on the Chapter 152 bridge list. Annual flooding due to spring melt and large rain events cause Hwy 75 to be detoured. This project will address the safety and mobility issues that are caused due to flooding. Flood mitigation funding allowed for project realignment. Geometric layout approved, noise analysis study, cost-benefit analysis, municipal consent obtained in 2013. Foundation work started and soils appear poor. Letting moved up from 2016 to 2015 as an ELLA to accommodate recommended bridge surcharges. The bridge design may be higher then initially thought to be. The project limits were extended to tie into the adjacent paving projects. Additional cost from any retired contingencies on other projects as well as reducing our BARC and municipal agreement set

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 7.6	$ 9.5
Other Construction Elements:	$ 0.6	$ 0.7
Engineering:	$ 1.5	$ 1.8
Right of Way:	$ 0.7	$ 0.6
Total:	**$ 10.4**	**$ 12.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assume railroad agreement, municipal consent, geometric layout consent, approve noise analysis and cost benefit ratio.

Project Risks:

Risks include county road connection coordination; construction season detour route; BNSF railroad agreement and bridge design; environmental issues; flood plain issues; noise analysis study; GEC contract; consultant coordination; right of way acquisition due to balanced letting advancement.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: 06/09/2013
Geometric Layout Approval Date: 4/24/2013
Construction Limits Established Date: 04/14/2013
Original Letting Date: 03/28/2000
Current Letting Date: 02/27/2015
Construction Season: 2015/2016
Estimated Substantial Completion: Oct. 2016

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

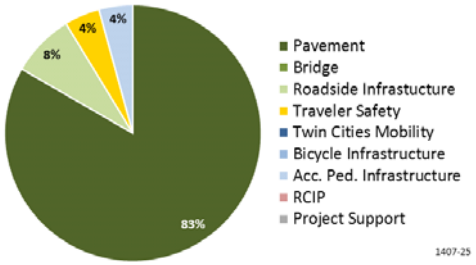
PROJECT SUMMARY

Hwy 75
Hwy 10 to north Clay County line
State Project No. 1407-25

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing, culvert replacement and turn lane construction for 19.4 miles from Hwy 10 in Moorhead to the Clay/Norman County line.

Recent Changes and Updates:

Project is designed, let and currently being constructed. 4 miles were added to the south limits of the original project which resulted in additional cost.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns need to be addressed. Turn lane construction is recommended.
Project is in final design. Right of way acquisition process is beginning. Project was moved forward due to rapid decline of pavement conditions. The project is funded with cost saving from reducing the fix on a paving project on Hwy 59. Right of way acquisition in time to meet letting date. Southern four miles changed from 3-inch bituminous to 2-inch bituminous. Turn lane risk and box culvert risk converted to items included in estimate.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.2	$ 7.1
Other Construction Elements:	$ 0.7	$ 0.0
Engineering:	$ 1.2	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 8.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project is let and being constructed.

Project Risks:

Project constructed and completed.

Schedule:

Environmental Approval Date: 02/24/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 3/21/2013
Construction Limits Established Date: 03/21/2013
Original Letting Date: 02/19/2016
Current Letting Date: 04/25/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

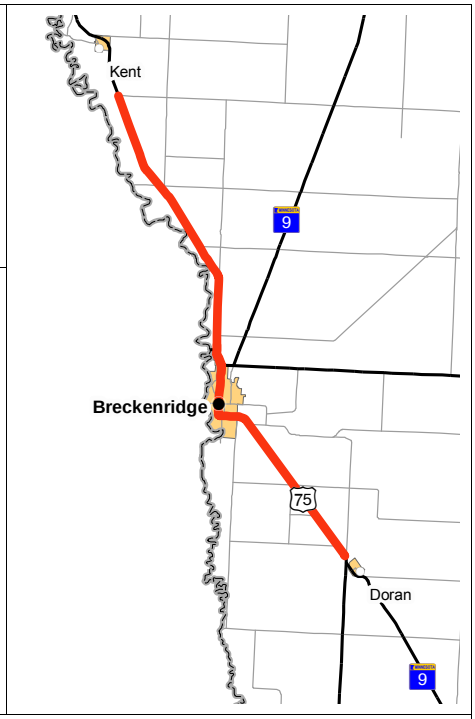
District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 75
Hwy 9 in Doran to Wilkin County Road 20
State Project No. 8407-37

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project Complete and Finaled. Bituminous unit cost was estimated higher than the low bid that came in resulting in cost savings.

Project History:

The existing bituminous pavement was severely cracked and potholes were developing as the pavement structure continued to deteriorate. Centerline culverts were in poor condition and needed replacement. In 2010, after bituminous cores were taken the pavement fix was changed. The pavement section adjacent to the project was added along with the culverts in that area. More direction came out on how to address ADA. The city had safety concerns at the intersection north of town. A consultant was hired to study the area and two alternatives were recommended. The first alternative was to install stop signs. This was done prior to the project. The consultant did the design for the second improvement that was initially the city's preferred alternative to address biking desires. After a series of meeting the city decided against the second alternative due to concerns of the trucking industry. The stop signs that were included addressed the safety need and the larger fix was removed from the plan.

Project Description:

This project was an 18.5 mile mill and bituminous overlay from Doran to Wilkin County Road 20. It included culvert replacement, hydraulic and ADA improvements in Breckenridge, and rumble strip installation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.0	$ 4.7
Other Construction Elements:	$ 0.7	$ 0.6
Engineering:	$ 1.3	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.0**	**$ 6.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project was constructed.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: 08/08/2012
Geometric Layout Approval Date: 8/8/2012
Construction Limits Established Date: 08/08/2012
Original Letting Date: 02/28/2014
Current Letting Date: 02/22/2013
Construction Season: 2013
Estimated Substantial Completion: July, 2013

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

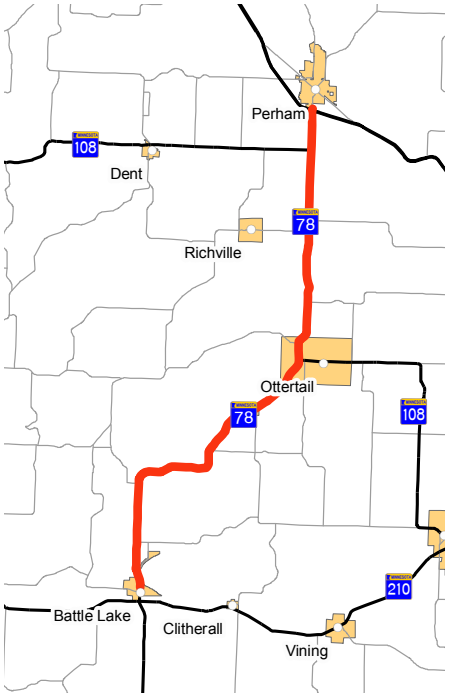
District Engineer: Jody Martinson
Project Manager: Jesse Miller

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 78
Battle Lake to Perham
State Project No. 5621-23
http://www.dot.state.mn.us/d4/projects/hwy78/

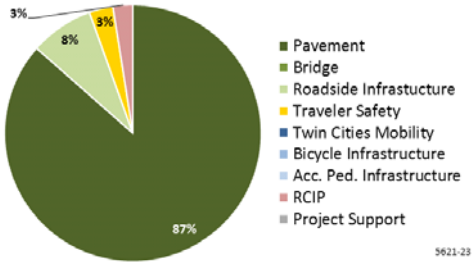
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

25.6 miles from Hwy 210 in Battle Lake to Hwy 10 near Perham. The majority of the project will be a 3-inch mill and bituminous overlay. A section in Battle Lake will be reconstructed. Bike and pedestrian needs will be met by constructing a wide sidewalk. This section had been extremely wide, so the trucking industry will not be compromised by doing this work. Several safety and mobility concerns will be addressed. Several right turn lanes will be constructed, as well as a bypass lane at County Road 54. The project will include rumble stripes, and centerline rumbles will be installed on the south end of the project.

Recent Changes and Updates:

Substantially complete in October 2013. Incentives and supplemental agreements were minimal relulting in less cost.

Project History:

This project was initiated as a Better Roads project as a basic mill and overlay. Battle Lake wanted to replace its underground utilities and the city came to the conclusion that the downtown should be redone as a complete streets project for approximately three blocks.

When the project was let there was a great deal of construction work available in the area, and contractor unit prices were slightly higher than normal. However, due to other projects around the state freeing up funds, this project was paid for with FY 13 money instead of FY 14 and cost savings on other projects funded the difference. The project is currently under construction with a completion date of October 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 6.7
Other Construction Elements:	$ 0.9	$ 0.0
Engineering:	$ 1.4	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Battle Lake wanted to upgrade their infrastructure in a three-block section, which increased project costs. Project costs were updated to current inflation rates.

Project Risks:

Finding unknown materials in the Battle Lake reconstruction including underground tanks and basement openings under sidewalk. Poor soils under culverts.

Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: 09/25/2012
Geometric Layout Approval Date: 10/4/2012
Construction Limits Established Date: 10/04/2012
Original Letting Date: 04/26/2013
Current Letting Date: 05/17/2013
Construction Season: 2013
Estimated Substantial Completion: Nov. 2013

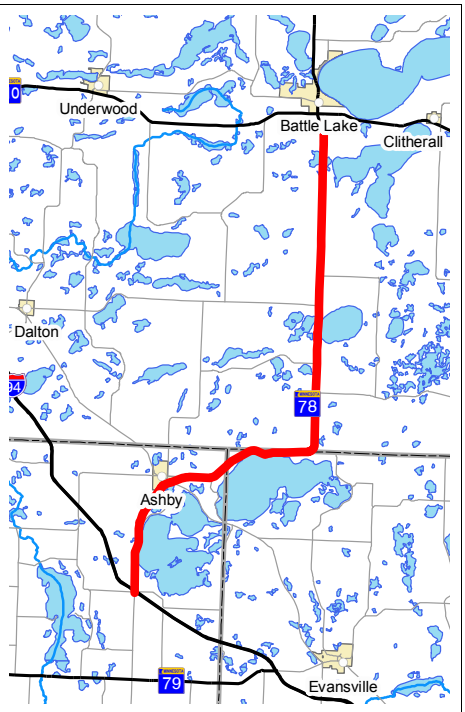
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Seth Ylini

Revised Date: 12/15/2014

PROJECT SUMMARY

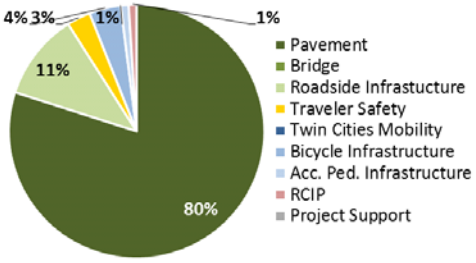
Hwy 78
I-94 to Battle Lake
State Project No. 5619-11



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Scoping document approved February 2014.

Project History:

This project was designed to correct deteriorating road surface.

Project Description:

Hwy 78 from I-94 to Battle Lake mill and overlay project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 7.4	$ 7.4
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.7**	**$ 9.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate dated 1-3-14. 18% inflation rate used. MnDOT uses inflation factors derived from the TPCE process.

Project Risks:

Final hydraulic recommendation not done yet. Potential turnback of frontage road could add cost. No survey data yet.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/01/2017
Current Letting Date: 11/01/2017
Construction Season: 2018
Estimated Substantial Completion: 07/10/2015

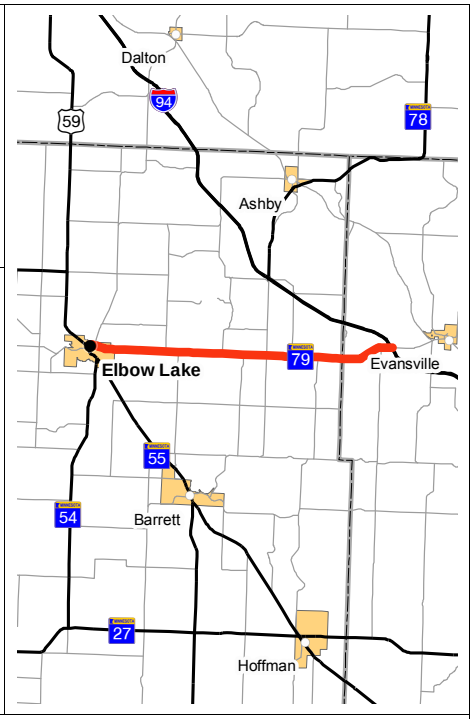
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Revised Date: 12/15/2014

PROJECT SUMMARY

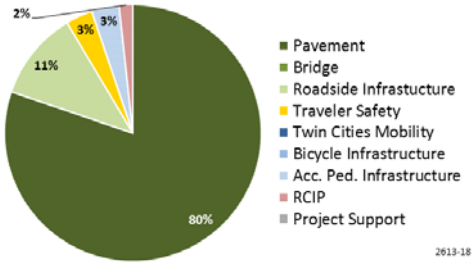
Hwy 79
Elbow Lake to Hwy 94
State Project No. 2613-18



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Met with the City of Elbow Lake. They may want to add street lighting to the project.

Project History:

The western limit was extended to include a section of Hwy 59 to the west city limits. ADA work will be included in the project. The project has been scoped.
Inflation rates were adjusted.

Project Description:

12 miles from Hwy 59 in Elbow Lake to I-94. It is a 2inch mill and 3.5-inch bit resurfacing and ADA upgrades. A culvert in poor condition will be replaced. Guard rail will be updated. Subgrade corrections, erosion issues and snow berms are all being investigated. Rumble stripes will be installed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.5	$ 4.3
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates. Contingency includes a 60 percent chance of doing snow sloping, 80 percent chance of erosion corrections, 80 percent chance of frost heave corrections and no chance that the city will request additional work.

Project Risks:

County could include a bike trail, which would add environmental impacts and possibly effect the timing. The city could request additional work. They have plugged a centerline pipe and are planning to address their utilities to be able to handle the hydraulics prior to MnDOT's project. Snow sloping may be required after surveys are complete, hydraulic and materials recommendations are not completed. There are frost heave areas that are being drilled for consideration and erosion issues that will be considered.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 03/28/2016
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Oct. 2016

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider/Les Bjer

Revised Date: 12/15/2014

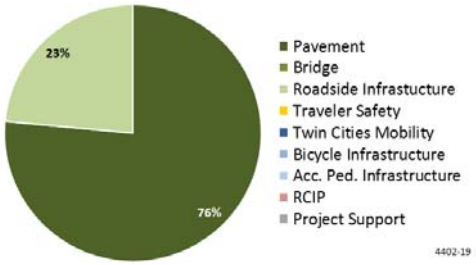
PROJECT SUMMARY

Hwy 200
Hwy 59 to east Mahnomen county line
State Project No. 4402-19

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

A grade raise to mitigate floding was added which resulted in increased project costs.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns. Segment has overland flooding due to spring melt and heavy rains. The baseline estimate was completed prior to scoping or being entered into a fiscally constraint plan.
Flooding area at Twin Lakes was studied. Retired the risk and added the work to the project scope. The proposed fix is less then the initial risk assumed and cost savings will be used for a pavement preservation project.

Project Description:

19.6 mile project from Hwy 59 in Mahnomen to the Mahnomen/Clearwater county line. Pavement will be rehabbed, centerline culverts in poor condition replaced, flood-prone areas regraded, guardrail replaced and edge rumbles replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 7.6
Other Construction Elements:	$ 0.4	$ 0.9
Engineering:	$ 1.2	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.8**	**$ 10.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This was an alternative bid project between concrete and bituminous pavement. The bituminous option was selected.

Project Risks:

Flood areas. Regrade too expensive to fix through this area, but have not received watershed permit, which may require a higher dollar fix. This is an alternative bid project and the higher cost fix may be chosen.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 06/08/2014
Original Letting Date: 03/25/2016
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: Oct. 2016

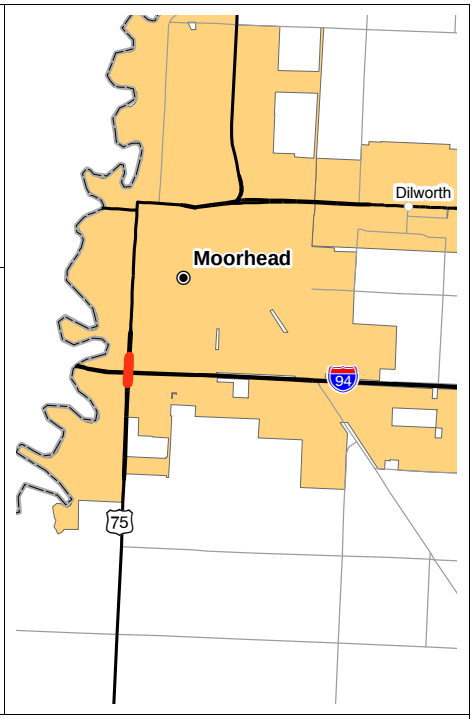
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

PROJECT SUMMARY

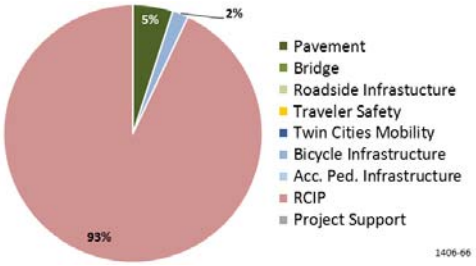
I--94
I-94 and Hwy 75 interchange
Bridge 14813/14814
State Project No. 1406-66



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

Reconstruct the Hwy 75 interchange over I-94 in Moorhead. Both eastbound and westbound auxiliary lanes on I-94 will be extended to 20th Street. Bike and pedestrian traffic will be addressed with the bridge construction. ADA and guardrail will meet standards. Signals will be installed and hydraulic issues addressed.

Recent Changes and Updates:

The Diverging Diamond Interchange has been selected as the preferred alternative and is in the final stages of geometric design. Once the layout is complete final design will get underway by October 2014 and will need to be on an aggressive schedule to meet the new balance letting date of September 2015.

Municipal consent is now needed due to signal replacements at 37th, 30th and 24th Ave. The Diverging Diamond Interchange is a lower cost than the original planned interchange.

Project History:

There is a safety and mobility problem at the interchange of Hwy 75/I-94. This project is the preferred alternative of the Hwy 75 Corridor Transportation Study completed in 2008. The study recommendations will be incorporated into this project. Consultant acquisition was complete in spring 2012. Value engineering study was conducted in fall of 2012. The baseline estimate was the estimate prior to the project's inclusion in a fiscally constraint planned.

Value engineering study included alternatives to consider, revised ICE submitted in fall 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 15.0	$ 10.3
Other Construction Elements:	$ 1.2	$ 0.8
Engineering:	$ 3.0	$ 2.1
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 19.4**	**$ 13.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Final geometric layout cost estimate is pending. Anticipated to be lower than current estimate.

Project Risks:

Constructing under traffic may increase costs.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 06/24/2016
Current Letting Date: 01/24/2016
Construction Season: Summer 2016
Estimated Substantial Completion: Oct. 2016

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2014

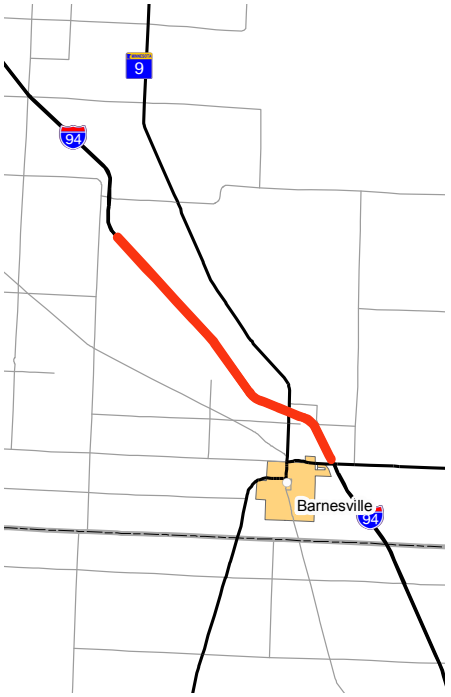
PROJECT SUMMARY

I--94

North of Clay County Road 10 to north of Hwy 34

State Project No. 1480-137

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was let and constructed.

Project History:

In place surface is concrete and has bituminous overlay sections with numerous cracks/blowups. MAP 21 funding allowed project to be moved forward from 2017 to 2013.
MAP-21 accelerated funding for this project forward from 2017 to 2013.The project was constructed/completed in summer 2013. The removal costs of the bonded concrete was higher than anticipated.

Project Description:

Nine-mile project on eastbound I-94 from.29 miles north of Clay County Road 10 to the Barnesville exit on Hwy 34. The project removed existing surfacing (bituminous overlay and bonded concrete overlay) and placed unbonded concrete overlay. Also replaced bituminous shoulders on ramps.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 8.3	$ 8.9
Other Construction Elements:	$ 0.6	$ 0.0
Engineering:	$ 1.5	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 9.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The removal costs of the bonded concrete was higher than anticipated.

Project Risks:

Hydraulic issues not being addressed due to right of way timeline for letting.

Schedule:

Environmental Approval Date: 01/15/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Fall 2012
Original Letting Date: 01/24/2003
Current Letting Date: 04/26/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

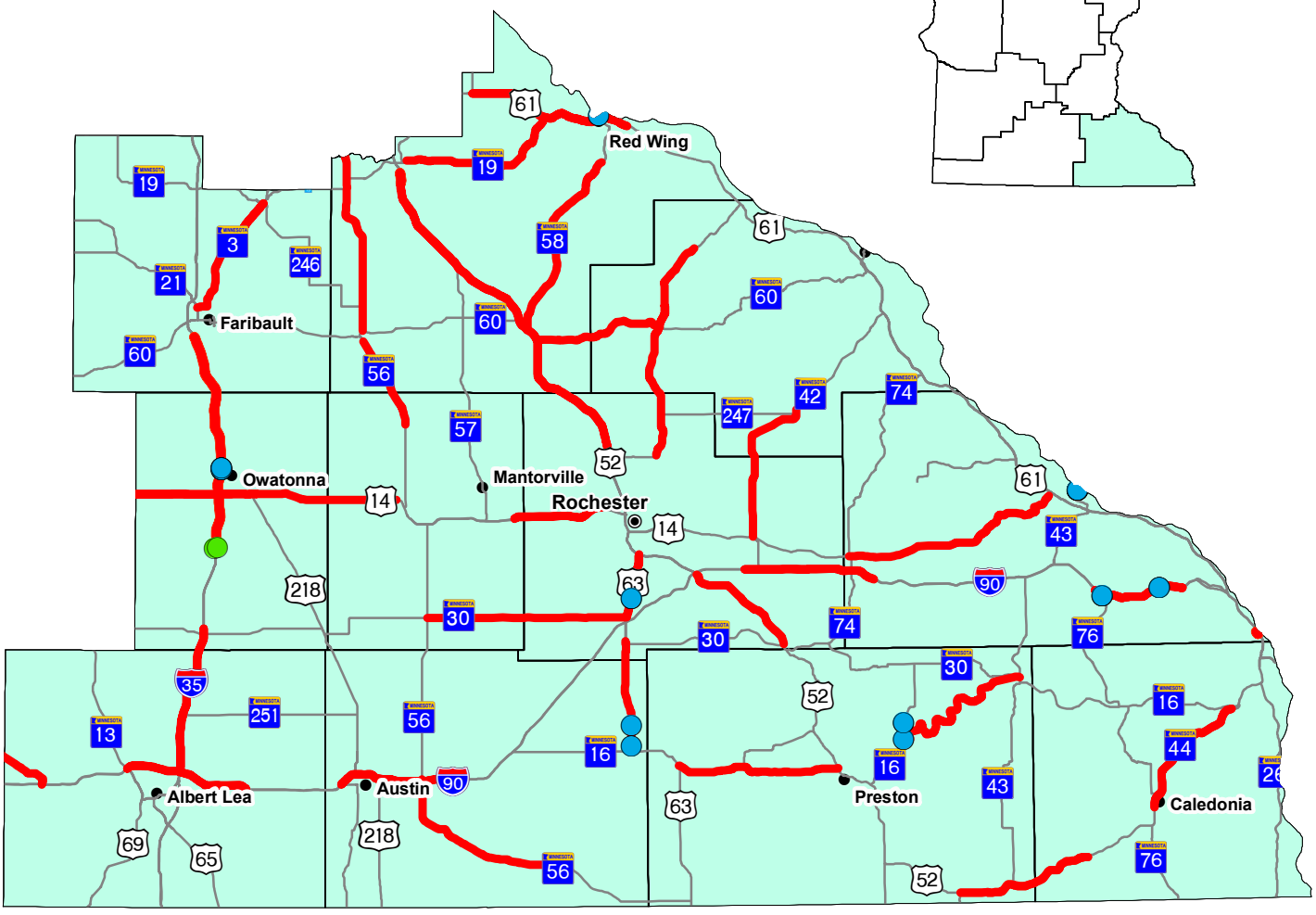
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2014

Major Highway Projects 2014

District 6



Rochester

District Project Summary
District 6

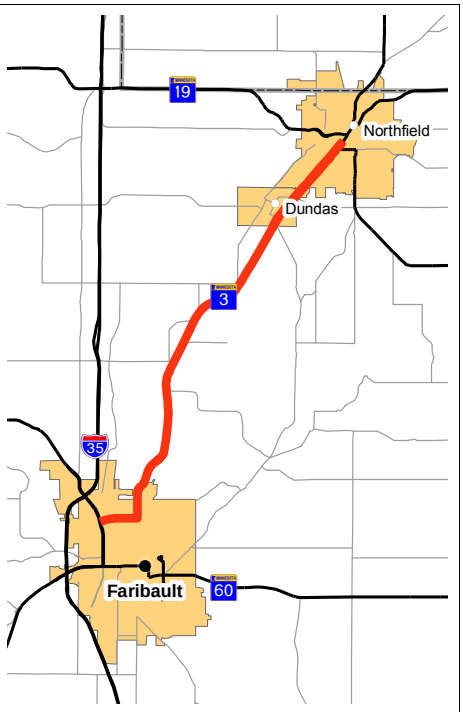
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 3	6612-97	Faribault to Northfield	E 2
Hwy 14	7402-30	Hwy 14 from Hwy 218 to CR 180 in Steele County	E 3
Hwy 14	2001-36	Hwy 14 from I-35 to Dodge Center	E 4
Hwy 14	5501-35	County Road 5 (Byron) to Hwy 52	E 5
Hwy 14	7401-34	I-35 to west Steele county line	E 6
Hwy 14	8501-61	Hwy 14 from Hwy 74 north to Gilmore Creek	E 7
Hwy 16	2304-48	Pleasant St. E. in Lanesboro to Hwy 43 in Rushford	E 8
Hwy 16	2315-15	From Grant Street in Spring Valley to Hwy 52 in Preston	E 9
Hwy 19	2503-30	Cannon Falls to Hwy 61 in Red Wing	E 10
Hwy 30	2004-20	Hwy 63 to Hwy 56 in Hayfield	E 11
Hwy 42	5506-22	Hwy 14 to north of Hwy 247	E 12
Hwy 43	8503-46	Winona Bridge over Mississippi River	E 13
Hwy 44	2308-26	Hwy 52 to 3rd Ave NW in Spring Grove	E 14
Hwy 44	2804-33	Houston County from Hwy 44/76 in Caledonia to Hokah	E 15
Hwy 52	2506-72	North of County Road 1 to south of County Road 9 in Goodhue County	E 16
Hwy 52	2506-52	Cannon Falls interchange	E 17
Hwy 52	5507-64	Hwy 52 from Hwy 5 in Chatfield to s.Jct I-90	E 18
Hwy 52	2506-77	Hwy 52 from Hwy 7 to 2 miles south of Hwy 19	E 19
Hwy 52	2506-79	Hwy 52 bridges over Little Cannon River	E 20
Hwy 52	5507-63	Hwy 52 over Hwy 63, Replace Bridge Decks Northbound and Southbound	E 21
Hwy 52	2505-48	Elk Run interchange	E 22
Hwy 52	2505-49	85th Street north of Rochester to Goodhue County Road near Zumbrota	E 23
Hwy 56	5005-62	Hwy 56 from Maple St. in Taopi to Hwy 46 Mower County	E 24
Hwy 56	2006-27	County Road 24 in West Concord to Home Street in Kenyon	E 25
Hwy 56	2508-31	Trondheim Road in Kenyon to Bridge 6525 over the Cannon River	E 26
Hwy 58	2510-47	Hwy 52 to south of County Road 5	E 27

Hwy 60	7902-25	Hwy 60 from Hwy 52 to Hwy 63	E 28
Hwy 61	2514-120	Ready Mix entrance in Red Wing to Hwy 19	E 29
Hwy 61	2514-119	Hwy 19 to Hwy 316	E 30
Hwy 61	2514-122	Hwy 61 from Potter St. to Old West Main Street	E 31
Hwy 61	2514-121	Hwy 61 in Red Wing	E 32
Hwy 63	5006-19	Hwy 16 to south end of Root River Bridge (Stewartville)	E 33
Hwy 63	5509-79	Hwy 30 to 28th Street SE in Rochester	E 34
Hwy 63	7908-35	Hwy 63 from Hwy 14 to Hwy 78	E 35
Hwy 63	2515-21	Highway 63 bridge over the Mississippi river and Highway 61	E 36
Hwy 63	5509-80	County Road 16 interchange	E 37
Hwy 250	2319-16	Bridge on Hwy 16 in Lanesboro	E 38
I--35	2480-104	Freeborn/Steele	E 39
I--35	7480-113	5 miles south of Owatonna to Faribault	E 40
I--35	7480-124	Staight River Rest Stop I-35	E 41
I--35	7480-122	16 miles along 35W from Owatonna to Faribault	E 42
I--90	8580-163	West of Hwy 76 to west of County Road 12	E 43
I--90	8580-165	Winona	E 44
I--90	5580-90	East of County Road 19 to East of Hwy 74	E 45
I--90	2482-74	I-90 WB Lanes from Hwy13 to Hwy 46 (Petran)	E 46
I--90	8580-149	Mississippi River Bridges - Dresbach	E 47
I--90	5080-159	I-90 from Hwy 105 to County Road 19	E 48

PROJECT SUMMARY

Hwy 3
Faribault to Northfield
State Project No. 6612-97

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Current estimates reflect letting bid amounts.

Project History:

Pavement is showing signs of deterioration and cracking. Culverts, storm sewers and traffic safety are all in need of repairs and improvement.

Project Description:

Medium bituminous overlay on 12.6 miles of Hwy 3. The project began at the intersection of Hwy 21 in Faribault and north on Hwy 3 through Dundas to the south side of the Cannon River Bridge in Northfield.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 3.9
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.7	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

It was assumed that traffic would be maintained on Hwy 3 during construction, so no detour costs were included in the estimate. We also assumed no right of way costs. The current estimate is the construction bid amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 12/18/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/24/2014
Current Letting Date: 02/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes

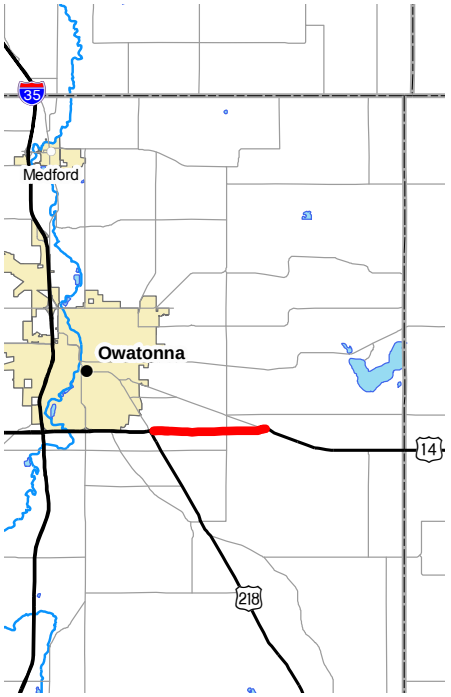
Revised Date:

PROJECT SUMMARY

Hwy 14

Hwy 14 from Hwy 218 to CR 180 in Steele County

State Project No. 7402-30



Primary Purpose:

Regional & Community Improvement Priority: Corridors of Commerce funding

Investment Category:

**This project was developed to fulfil the legislative program Corridors of Commerce.

Recent Changes and Updates:

Project was recently let and provides current cost estimates.

Project History:

Construction includes expansion of Hwy14 from 2-lanes to 4-lane concrete roadway. Hwy14 Westbound will be constructed during 2014 and Hwy14 Eastbound will be reconstructed during 2015. Other construction items includes construction of a box culvert.

Project Description:

2 Lane to 4 lane expansion of the roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 15.5	$ 12.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.1	$ 2.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.6**	**$ 14.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 % Engineering was used to arrive at current estimated total cost.

Project Risks:

There are currently no outstanding risks on this project.

Schedule:

Environmental Approval Date: 11/30/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 41343
Construction Limits Established Date: 09/27/2013
Original Letting Date: 04/25/2014
Current Letting Date: 04/25/2014
Construction Season: 2014 & 15
Estimated Substantial Completion: 11/2015

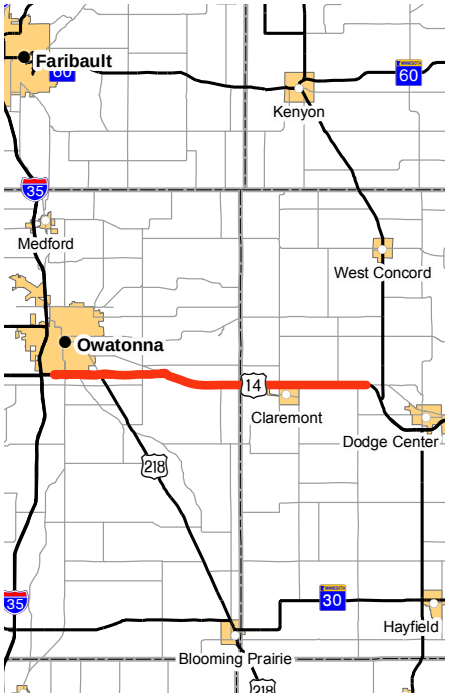
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Heather Lukes

Revised Date: 12/15/2014

PROJECT SUMMARY

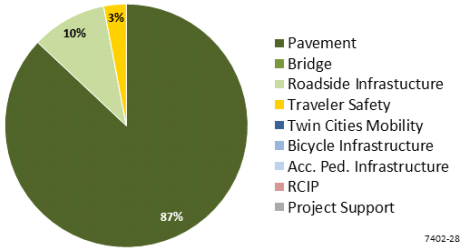
Hwy 14
Hwy 14 from I-35 to Dodge Center
State Project No. 2001-36



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:



Project Description:

Medium bituminous resurfacing, drainage improvements and traffic safety improvements over 16 miles from I-35 to Dodge Center.

Recent Changes and Updates:

This project will preserve existing roadway structure, extend pavement life, and improve ride quality.

Project History:

The RQI for this segment of Hwy 14 and the RSL indicate the need for improvement in the short-term.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.9	$ 5.9
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.3**	**$ 7.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. Right of way is not required. It is assumed that traffic will be maintained during construction, so no crossover or detour costs were included.

Project Risks:

No detour agreements are anticipated for this project. Recommended drainage improvements may lead to the need for a detour.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 11/21/2014
Current Letting Date: 01/23/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

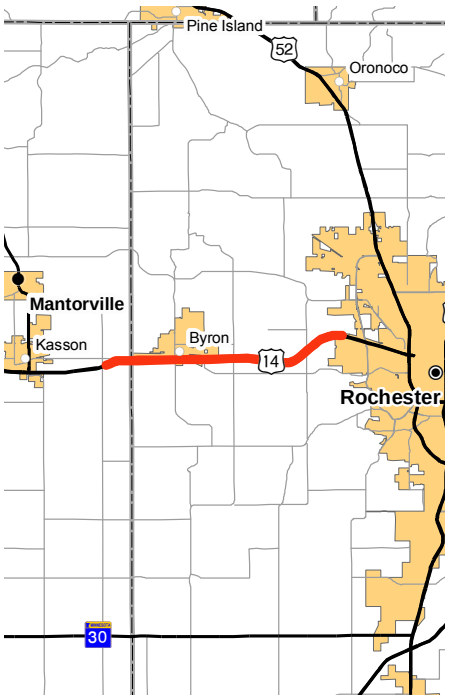
District Engineer: Jeff Vlaminck
Project Manager: Mike Kempinger

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
County Road 5 (Byron) to Hwy 52
State Project No. 5501-35

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was let in January 2012 and construction began in the summer of 2012. Current estimate is based on project letting costs. The project was substantially complete in October 2012.

Project History:

The pavement exhibited significant distress based on its age.

Project Description:

Heavy bituminous overlay, minor culvert repairs and guardrail replacements on 8.38 miles of Hwy 14 from Byron to Rochester.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 7.7
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 0.5	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current cost estimates reflect letting bid amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/11/2009
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 01/27/2012
Current Letting Date: 01/27/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

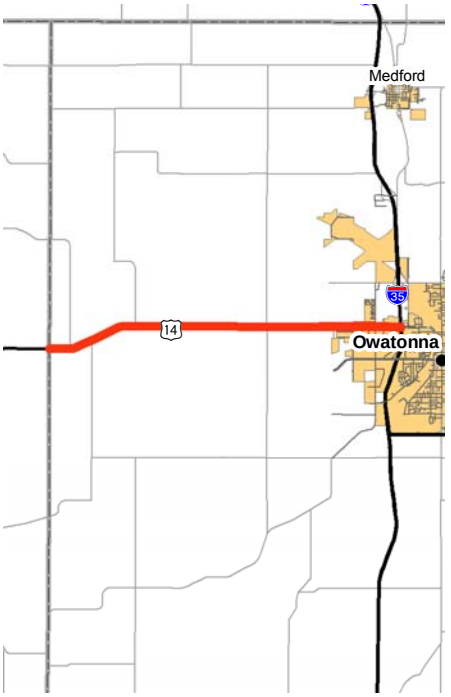
District Engineer: Jeff Vlaminck
Project Manager: Kyle Lake

Revised Date:

PROJECT SUMMARY

Hwy 14
I-35 to west Steele county line
State Project No. 7401-34

Substantially Complete



Primary Purpose:

Performance-based Need: Interregional Corridor Mobility

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was let in January 2009 and was substantially complete in summer 2012. The current cost estimate reflects the project construction and updated right of way costs.

Project History:

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

Project Description:

Four-lane expansion of Hwy 14 from Owatonna to the westerly Steele county line. The majority of the project was on a new alignment, however, the existing interchange at the southerly junction of Hwy 14 and I-35 was reconstructed along with short segments of both Hwy 14 and I-35 in this area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 65.3	$ 51.8
Other Construction Elements:	$ 0.0	$ 2.1
Engineering:	$ 3.2	$ 10.4
Right of Way:	$ 12.3	$ 11.2
Total:	**$ 80.8**	**$ 75.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current cost estimate reflects the project construction and updated right of way costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 07/01/1905
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 38359
Construction Limits Established Date: 07/01/1905
Original Letting Date: 01/23/2009
Current Letting Date: 01/23/2009
Construction Season: 2009-2012
Estimated Substantial Completion: Fall 2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Chad Casey
Revised Date:

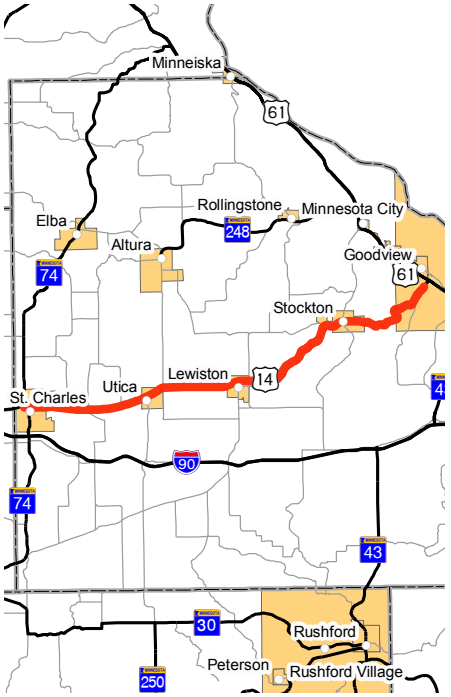
PROJECT SUMMARY

Hwy 14

Hwy 14 from Hwy 74 north to Gilmore Creek

State Project No. 8501-61

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was let in March 2012. Current estimates reflects the bid amount.

Project History:

This segment of Hwy 14 was built in 1936. This road was widened in 1982 and from 1990 to 1992 it received a bituminous overlay. Several segments received thin overlays between 1992 and 2007. The road RQI and RSL indicated the need for improvement in the short-term.

Project Description:

Grading, bituminous resurfacing and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 7.5
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 0.6	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 9.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate reflect bid amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 01/25/2013
Current Letting Date: 03/07/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: **Jeff Vlaminck**
Project Manager: **Mark Anderson**
Revised Date:

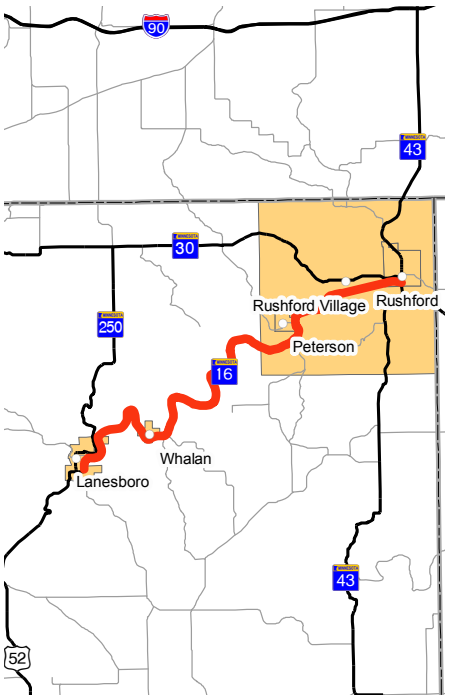
PROJECT SUMMARY

Hwy 16

Pleasant St. E. in Lanesboro to Hwy 43 in Rushford

State Project No. 2304-48

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in September 2013. Current estimates reflect letting bid amounts.

Project History:

The RQI for this segment and the RSL indicated the need for improvement.

Project Description:

Full-depth reclamation and bituminous surfacing or concrete overlay along Pleasant St. E. (Lanesboro) to north of Jct Hwy 43 (Rushford). The project was 5.6 miles long.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.0	$ 8.1
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.2	$ 1.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.8**	**$ 10.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that there will be no right of way costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 12/08/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/25/2013
Current Letting Date: 04/05/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date:

PROJECT SUMMARY

Hwy 16
From Grant Street in Spring Valley to Hwy 52 in Preston
State Project No. 2315-15

Substantially Complete

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction completed in September 2013. Current estimates reflect letting bid amounts.

Project History:

Hwy 16 between Spring Valley and Preston was last resurfaced in 1995 with a 2-inch bituminous overlay. The shoulders received additional aggregate. This was a Better Roads for Minnesota project.

Project Description:

Bituminous resurfacing of an 15.344-mile section of Hwy 16 from Spring Valley to Hwy 52. A bypass lane was added, and culverts replaced as part of this project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 5.2
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.7	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.8**	**$ 6.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that there would be no right of way costs. The current estimate reflects letting bid amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/25/2013
Current Letting Date: 01/25/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

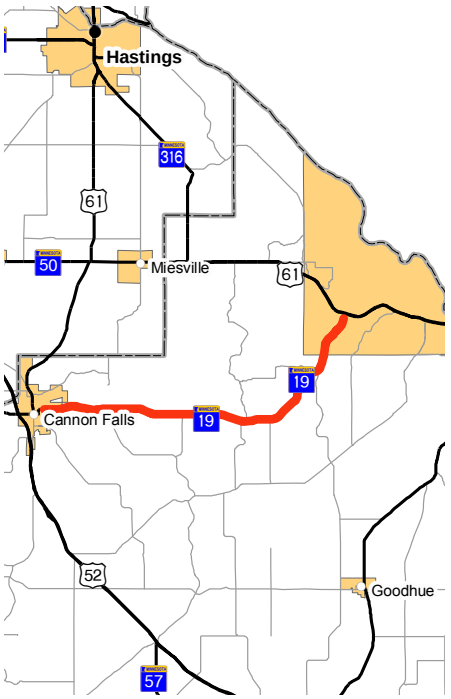
District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date:

PROJECT SUMMARY

Hwy 19
Cannon Falls to Hwy 61 in Red Wing
State Project No. 2503-30

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Roadside infrastructure Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The current estimate reflects the bid amount and updated information on engineering and right of way costs.

Project History:

The RQI for this segment of Hwy 19 and the remaining service life indicated the need for improvement .

Project Description:

Bituminous reclamation and resurfacing of a 15.56-mile section of Hwy 19 from Cannon Falls to Red Wing. The project also included culvert replacements. A right turn lane and a bypass lane also were constructed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.9
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 7.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that traffic would be detoured during construction, and these costs were included.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 01/25/2013
Current Letting Date: 09/26/2011
Construction Season: 2012
Estimated Substantial Completion: 08/31/2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

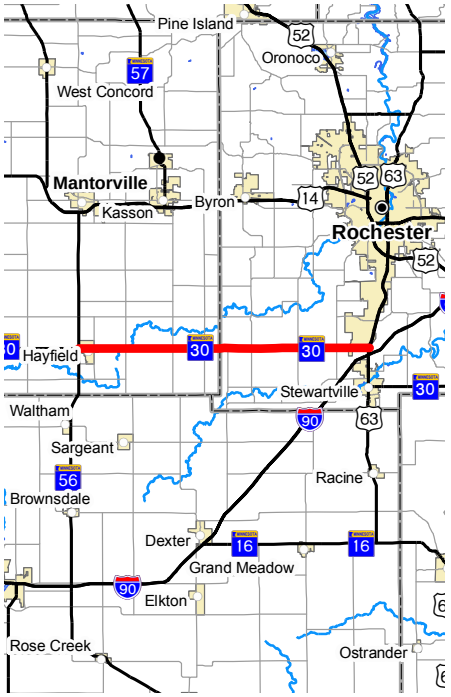
District Engineer: Jeff Vlaminck
Project Manager: Tony Wagner

Revised Date:

PROJECT SUMMARY

Hwy 30
Hwy 63 to Hwy 56 in Hayfield
State Project No. 2004-20

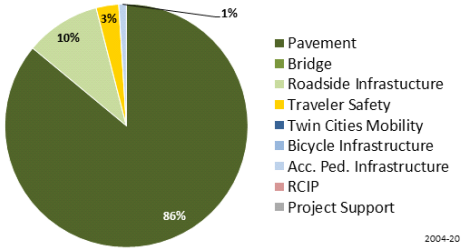
Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Construction completed in November 2013.

Project History:

Noticeable pavement cracking and deterioration, and pavement ride quality data required improvements to Hwy 30.

Project Description:

Bituminous resurfacing from Hwy 56 (Hayfield) to Hwy 63 (Rochester Airport). Several culverts were repaired, lined or replaced. No turn lanes were constructed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 3.9	$ 4.7
Other Construction Elements:	$ 0.3	$ 0.0
Engineering:	$ 0.5	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.7**	**$ 5.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. It was assumed that traffic would be detoured during construction, and these costs were included. The current estimate reflects the bid amount and updated information on engineering and right of way costs.

Project Risks:

No project risks remain.

Schedule:

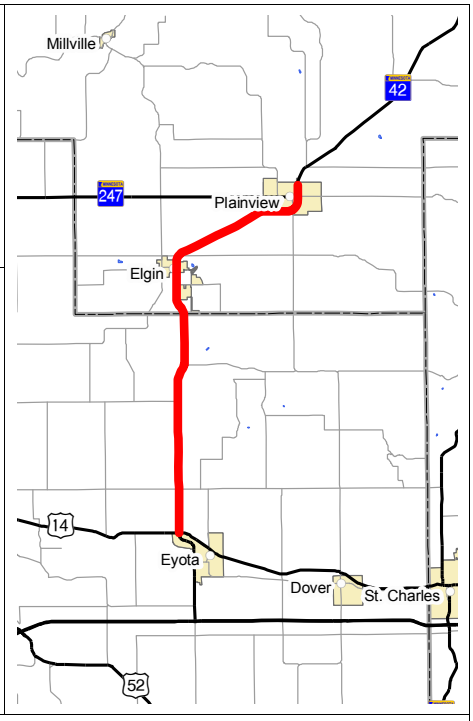
Environmental Approval Date: 08/08/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: Unknown
Current Letting Date: 12/14/2013
Construction Season: Sept- November, 2013
Estimated Substantial Completion: Nov. 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Richard Augustin
Revised Date:

PROJECT SUMMARY

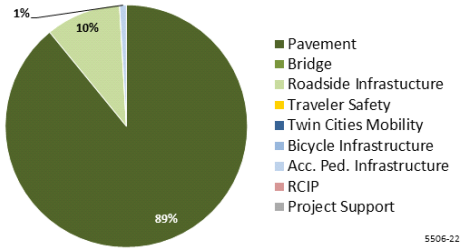
Hwy 42
Hwy 14 to north of Hwy 247
State Project No. 5506-22



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing of 15 miles from Hwy 14 to Hwy 247.

Recent Changes and Updates:

The project was recently scoped and provides the current cost estimate. Letting date changed to reflect the optimized letting schedule.

Project History:

The purpose of the project is to preserve the existing roadway structure, improve pavement life and improve ride quality.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.3
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 1.2	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.0**	**$ 6.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 percent of the construction budget was estimated for engineering. Standard practices were used to develop the cost estimate.

Project Risks:

Scoping is not completed. The competitive bid may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: TBD
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/18/2016
Current Letting Date: 04/24/2015
Construction Season: 2015
Estimated Substantial Completion: 11/2015

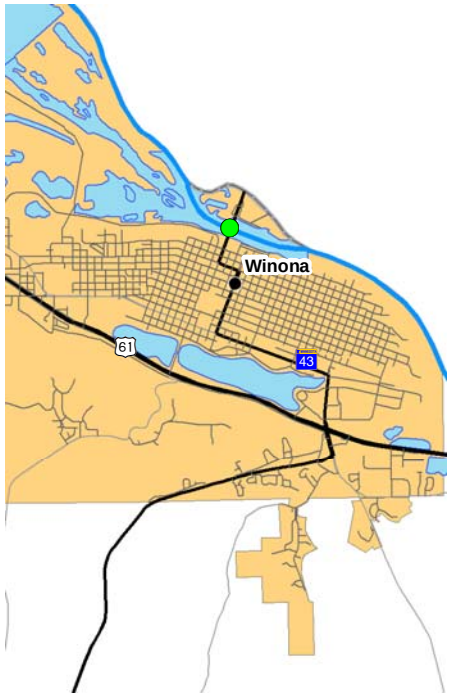
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kyle Lake

Revised Date: 12/15/2014

PROJECT SUMMARY

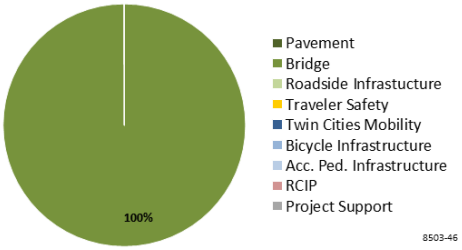
Hwy 43
Winona Bridge over Mississippi River
Bridge 5900
State Project No. 8503-46
http://www.dot.state.mn.us/d6/projects/winobridge/



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Construct a new bridge and rehabilitate the existing bridge, along with associated roadway work.

Recent Changes and Updates:

MnDOT is officially recommending that a new two-lane bridge reconstruction parallel to the existing bridge and that the existing bridge being rehabilitated for continued use. The current estimate reflects this recommendation. The initial estimate was considerably higher as there were higher contingencies built into the preliminary cost estimate. Since we have moved forward with Construction Manager General Contractor (CMGC) approach, we have a much better view of risks and contingencies.

Project History:

The Winona Bridge was built in 1941, and recent inspections indicate the need for rehabilitation/replacement. Bridge inspections revealed corrosion issues. The existing bridge was closed to all traffic for one week in 2008 for emergency repairs. It is also considered eligible for the National Register of Historic Places. Because of this, MnDOT is required to investigate preservation of the structure. After significant investigation, MnDOT is recommending rehabilitation of the bridge, along with building a new bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 140.0	$ 125.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 25.2	$ 22.5
Right of Way:	$ 16.2	$ 14.0
Total:	**$ 181.4**	**$ 162.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work will not be significant. Contamination issues will not be cost prohibitive. The project has a maximum price cap of $142 million from Chapter 142 funding for engineering and construction with an additional $20 million for right of way acquisition.

Project Risks:

The close proximity of this bridge to the downtown business district of Winona will present challenges. The current bridge is eligible for placement on the NRHP. Numerous environmental permits are required. This project is the first CMGC project for the department.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: 08/19/2013
Geometric Layout Approval Date: 07/01/2013
Construction Limits Established Date: Unknown
Original Letting Date: 01/24/2014
Current Letting Date: 07/01/2014
Construction Season: 2014
Estimated Substantial Completion: 12/01/2016

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

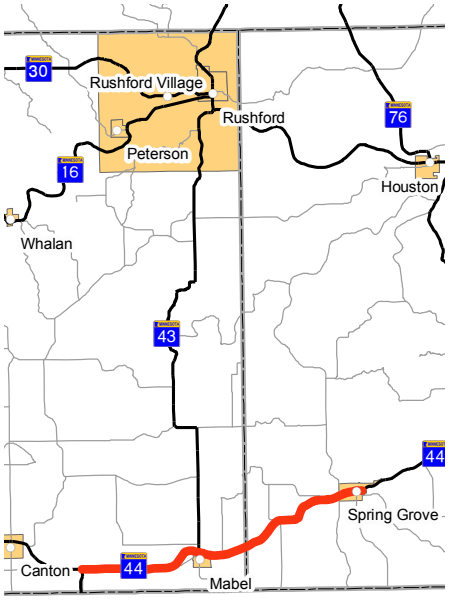
District Engineer: Jeff Vlaminck
Project Manager: Terry Ward

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 44
Hwy 52 to 3rd Ave NW in Spring Grove
Bridge 4148, 4149, 4150, 4151, &, 8163
State Project No. 2308-26

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Estimated project completion in fall 2013. Current estimates reflect letting bid amounts.

Project History:

The existing pavement exhibited signs of distress and was in need of improvement. The Spring Grove used the municipal agreement program for the reconstruction of Hwy 44 through the city.

Project Description:

Bituminous resurfacing of a 13 mile section of Hwy 44 from Hwy 52 to Spring Grove. Five box culverts and one small culvert were replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 6.5
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 0.7	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.2**	**$ 8.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that there will be no right of way costs.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 09/17/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 07/23/2012
Construction Limits Established Date: 07/23/2012
Original Letting Date: 01/24/2014
Current Letting Date: 04/05/2013
Construction Season: 2013
Estimated Substantial Completion: 11/01/2013

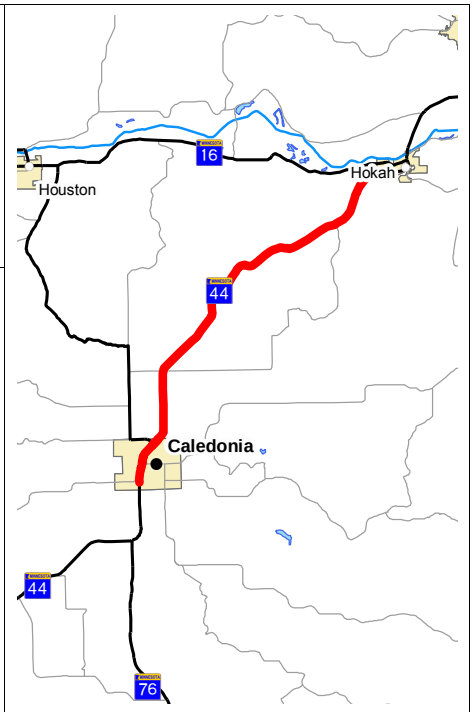
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes
Revised Date:

PROJECT SUMMARY

Hwy 44
Houston County from Hwy 44/76 in Caledonia to Hokah
Bridge 8158
State Project No. 2804-33

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Roadside Infrastructure Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The original project scope and cost estimate did not include replacement of the box culvert. The project was let in January 2012 and completed in October 2012. The current estimate reflects letting bid amount.

Project History:

The existing pavement exhibited signs of distress and was in need of improvement.

Project Description:

Bituminous resurfacing on 13 miles of Hwy 44 from Caledonia to Hokah. Also replaced box culvert and constructed turn lanes where appropriate.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 7.1
Other Construction Elements:	$ 0.2	$ 0.3
Engineering:	$ 0.8	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.2**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was completed while maintaining traffic.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 11/14/2011
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: 11/06/2009
Original Letting Date: 01/27/2012
Current Letting Date: 01/27/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson
Revised Date:

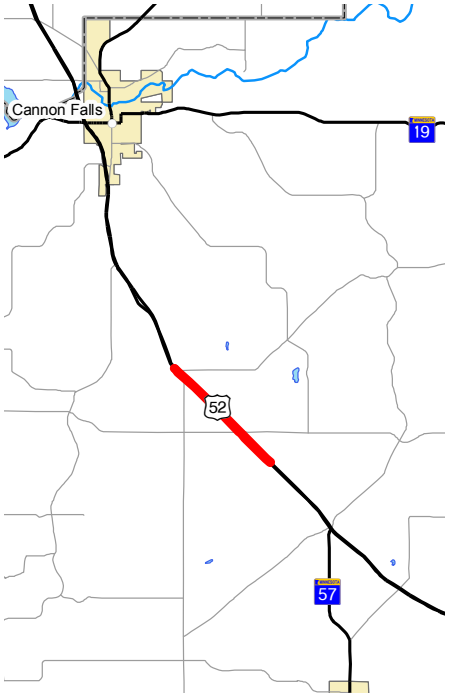
PROJECT SUMMARY

Hwy 52

North of County Road 1 to south of County Road 9 in Goodhue County

Bridge 25030

State Project No. 2506-72



Primary Purpose:

Performance-based Need: District Safety Plan

Regional & Community Improvement Priority

Investment Category:

Recent Changes and Updates:

The project was let as a low-bid design-build construction letting in December 2013. The RFP was released in September 2013.

Project History:

This intersection is one of the most dangerous rural intersections in the state. This intersection had 88 crashes recorded from 2000 - 2012. Eleven of the crashes were serious injury or fatal. The area has been identified in previous corridor studies for location of an interchange for many reasons, including safety and mobility of both trunk highway and county road traffic .

MnDOT and Goodhue County received funding to construct an interchange and complete other corridor safety improvements.

Project Description:

Design and construction of an interchange at the intersection of Hwy 52 and Hwy 9. It also includes safety improvements such as turn lane extensions and center median removals. The project generally consists of grading, surfacing, bridge work, drainage, stormwater management, lighting and signing. The project is primarily located in Goodhue County (Leon Township) between Zumbrota and Cannon Falls.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 1.0	$ 1.0
Total:	**$ 8.9**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 percent engineering of total design-bid-build cost (including ROW) was used to get total cost. The cost estimate will be updated when low-bids are received in December.

Project Risks:

There are currently no outstanding risks on this project. ROW will make offers in October 2013, allowing for construction to proceed in May 2014.

Schedule:

Environmental Approval Date: 07/01/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 8/7/2013
Construction Limits Established Date: 08/07/2013
Original Letting Date: Unknown
Current Letting Date: 12/18/2013
Construction Season: 2014
Estimated Substantial Completion: 11/01/2014

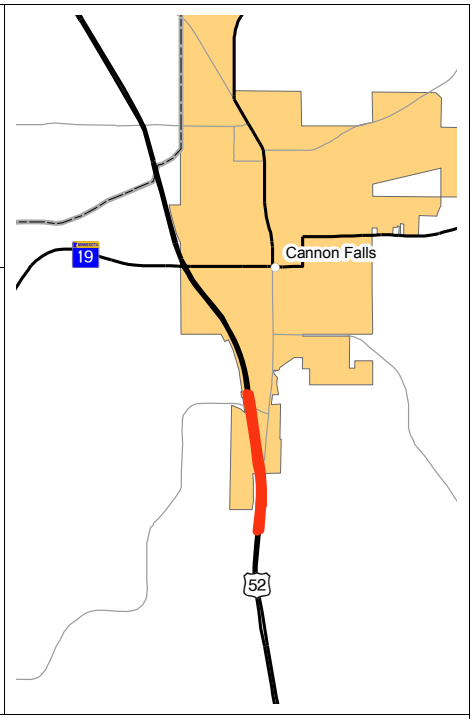
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52
Cannon Falls interchange
State Project No. 2506-52



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project was awarded funding through the SaM program in January 2011. This funding, along with funding from MnDOT District 6, Goodhue County and Cannon Falls has accelerated the project schedule. Final design of Phase 1 began in June 2011.

Project History:

This intersection is located within the Hwy 52 segment connects the Twin Cities Metro area and Rochester.

Project Description:

Construct a diamond interchange and a second overpass to replace the two signalized intersections on Hwy 52 in Cannon Falls. The project will also construct a frontage/backage road system to maintain access to existing streets and businesses. Goodhue County Road 24 will be re-routed from its current location at the northern most signalized intersection to the new interchange.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 38.1	$ 30.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.7	$ 3.7
Right of Way:	$ 10.2	$ 5.0
Total:	**$ 52.0**	**$ 39.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate is the construction bid amount.

Project Risks:

Traffic accommodation during construction, right of way acquisition, and funding.

Schedule:

Environmental Approval Date: 12/02/2009
Municipal Consent Approval Date: 07/19/2011
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 07/06/2015
Current Letting Date: 02/22/2013
Construction Season: 2013/2014
Estimated Substantial Completion: 11/2014

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jeff Bunch

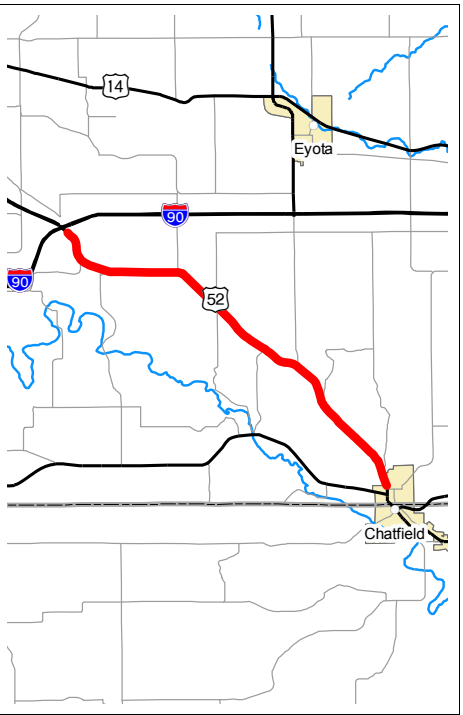
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52

Hwy 52 from Hwy 5 in Chatfield to s.Jct I-90

State Project No. 5507-64



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project changed from a regrade to mill & overlay based on district priorities and funding issues. This mill and overlay project is tied to a bridge replacement project (SP 5507-65).

Project History:

The purpose of this project is to preserve the existing roadway structure, extend pavement life, and improve ride quality.

Project Description:

Bituminous Mill and Overlay of US 52 from CSAH 5, Chatfield to South Junction of I-90.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 4.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.8**	**$ 5.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20% engineering estimate used to arrive at total cost estimate. Estimates will be updated when bids are let.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 06/07/2015
Original Letting Date: Unknown
Current Letting Date: 01/01/2019
Construction Season: 2019
Estimated Substantial Completion: 11/2019

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Heather Lukes

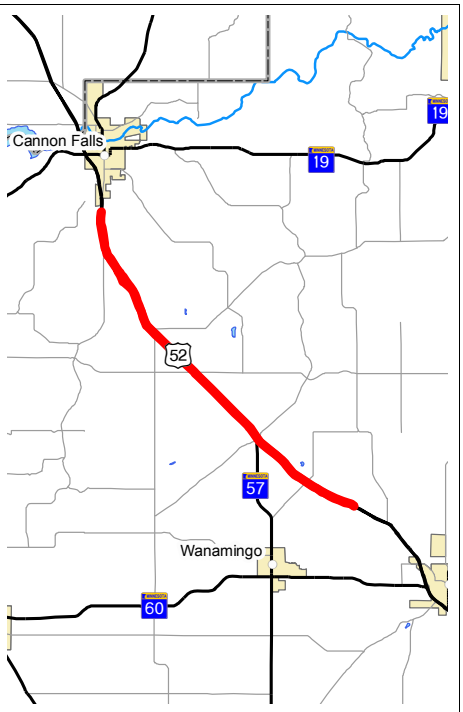
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52

Hwy 52 from Hwy 7 to 2 miles south of Hwy 19

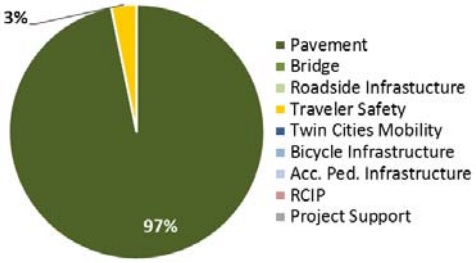
State Project No. 2506-77



Primary Purpose:

Performanc Based: Pavement Condition

Investment Category:



Project Description:

Medium bituminous overlay project in Goodhue county on southbound lanes.

Recent Changes and Updates:

No changes, project just entered STIP.

Project History:

The purpose of this project is to preserve existing roadway structure, extend pavement life, and improve ride quality. This is a high priority interregional corridor on the National Highway System.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.7
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Cost estimates based on most recent District 6 work plan.

Project Risks:

Competitive bids may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: NA
Construction Limits Established Date: Unknown
Original Letting Date: 10/27/2017
Current Letting Date: 10/27/2017
Construction Season: 2018
Estimated Substantial Completion: 11/2018

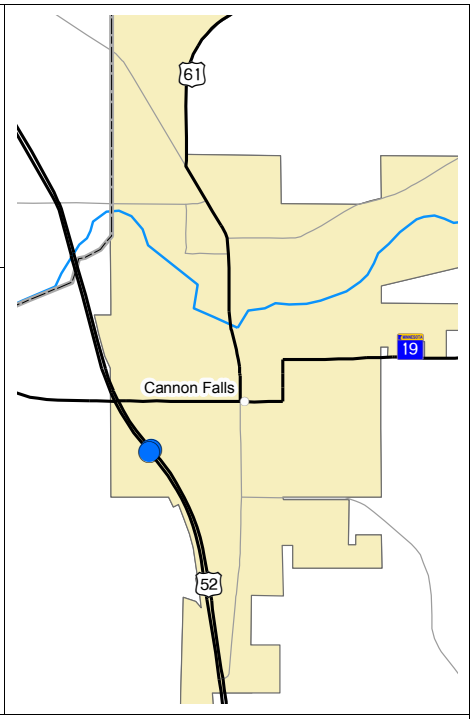
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2014

PROJECT SUMMARY

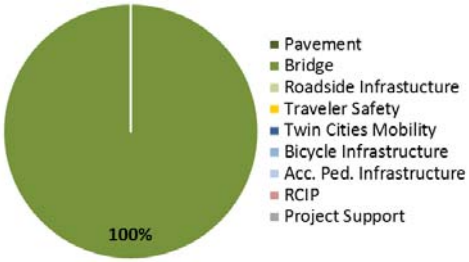
Hwy 52
Hwy 52 bridges over Little Cannon River
Bridge 9485, &, 9486
State Project No. 2506-79



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Bridges 9485 & 9486

Recent Changes and Updates:

No changes, project just entered STIP.

Project History:

Both abutments have cracking, substandard bridge railing, and general deterioration is increasing.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 5.2	$ 4.9
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.4**	**$ 6.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

No right of way cost.

Project Risks:

competitive bids may be higher or lower than expected.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 02/01/2018
Current Letting Date: 02/23/2018
Construction Season: 2018
Estimated Substantial Completion: Pending

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

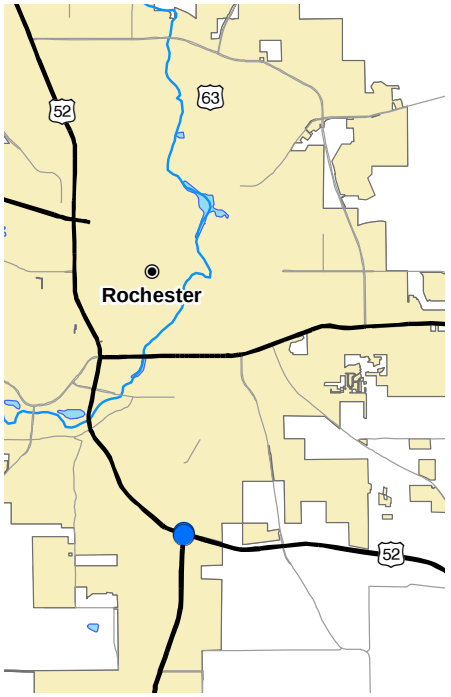
District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52

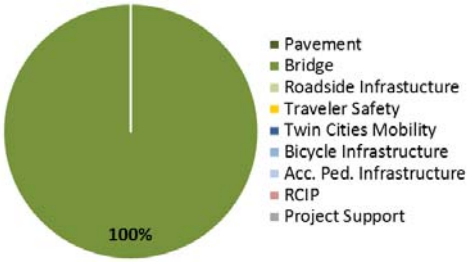
Hwy 52 over Hwy 63, Replace Bridge Decks Northbound and Southbound
Bridge 55009, &, 55010
State Project No. 5507-63



Primary Purpose:

Performance-based Need: Bridge

Investment Category:



Project Description:

Replacement of bridge decks for Hwy 52 bridges over Hwy 63 in Rochester. Deck surface condition on Hwy 52 bridges are deteriated. Deck replacement is the objective of the project.

Recent Changes and Updates:

Project is scoped. Bridge project will be bid and built in 2017. The bridge decks on this project are deteriorating and in need of replacement.

Project History:

This project will improve the conditions of Hwy 52 bridge, a principal arterial route on the National Highway System.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 4.0	$ 4.2
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.7	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.9**	**$ 5.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Bridge redecking costs estimated at $90/S.F.

Project Risks:

competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 10/15/2013
Original Letting Date: 01/27/2017
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: 11/2017

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

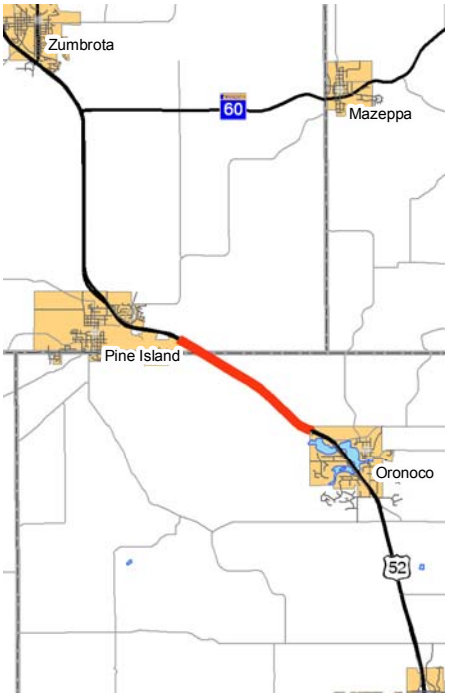
District Engineer: Jeff Vlaminck
Project Manager: Richard Augustin

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52
Elk Run interchange
State Project No. 2505-48
http://www.dot.state.mn.us/d6/projects/hwy52pineisland/index.html

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The current estimate reflects the September 2011 design-build project letting. The project construction has been completed.
The initial estimate was higher as there were higher costs built into the preliminary level cost estimate. Bidding for this project was very competitive. Since we have moved forward, we have a much better view of risks and contingencies.
The current estimate reflects letting bid amount.

Project History:

The current Hwy 52 is a four-lane divided highway. The Highway 52 Interregional Corridor Management Plan, completed in 2002, recommends 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' is planned in the vicinity of this interchange. This is a design build project with contract approval granted in November 2010.

Project Description:

New interchange constructed in Olmsted County at County Road 12 in Pine Island in area of 520th St. and County Road 31, plus replacement of box culvert.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 40.3	$ 34.3
Other Construction Elements:	$ 0.0	$ 2.3
Engineering:	$ 5.2	$ 2.7
Right of Way:	$ 13.8	$ 4.0
Total:	**$ 59.3**	**$ 43.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

. No project risks remain.

Schedule:

Environmental Approval Date: 08/01/2010
Municipal Consent Approval Date: 11/24/2009
Geometric Layout Approval Date: 09/01/2012
Construction Limits Established Date: 10/16/2009
Original Letting Date: 08/28/2009
Current Letting Date: 09/02/2010
Construction Season: 2011-2012
Estimated Substantial Completion: 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Terry Ward
Revised Date:

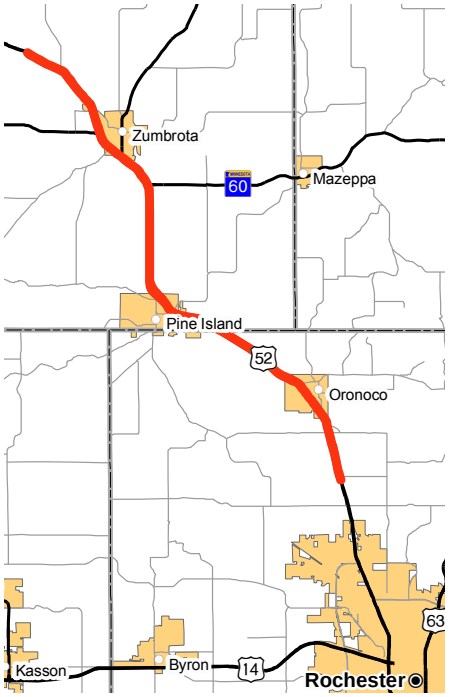
PROJECT SUMMARY

Hwy 52

85th Street north of Rochester to Goodhue County Road near Zumbrota

State Project No. 2505-49

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Current estimates are based on letting bid amounts.

Project History:

Concrete pavement originally placed on various segments in 1983, 1986 and 1989. PQI ranges from 2.2 to 2.8.

Project Description:

Concrete pavement rehabilitation from 85th Street (Rochester) to 1.3 miles north of Goodhue County Road 7 (near Zumbrota).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 4.1	$ 4.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.6	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.7**	**$ 5.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. It was assumed that traffic would be maintained during construction, and no crossover or detour costs were included.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 04/23/2010
Current Letting Date: 03/07/2012
Construction Season: 2012
Estimated Substantial Completion: 11/05/2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

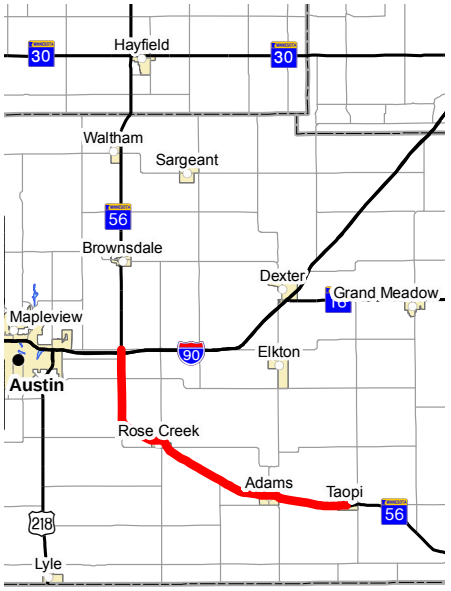
District Engineer: **Jeff Vlaminck**
Project Manager: **Paul Schauer**
Revised Date:

PROJECT SUMMARY

Hwy 56

Hwy 56 from Maple St. in Taopi to Hwy 46 Mower County

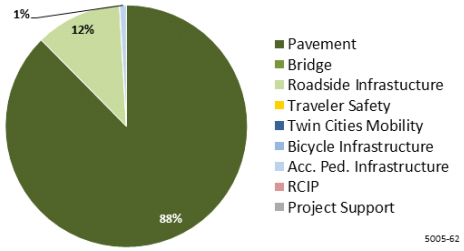
State Project No. 5005-62



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Medium bituminous mill and overlay.

Recent Changes and Updates:

Project prioritization factors delayed this project several years. This project was originally proposed to be let in 2013.

Project History:

The purpose of this project is to preserve existing roadway structure, extend pavement life, and improve ride quality.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.7
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.0**	**$ 7.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 percent engineering cost estimated. Standard practices were used to develop cost estimate.

Project Risks:

Competitive bid may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: 05/07/2015
Original Letting Date: 01/25/2013
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 11/2017

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

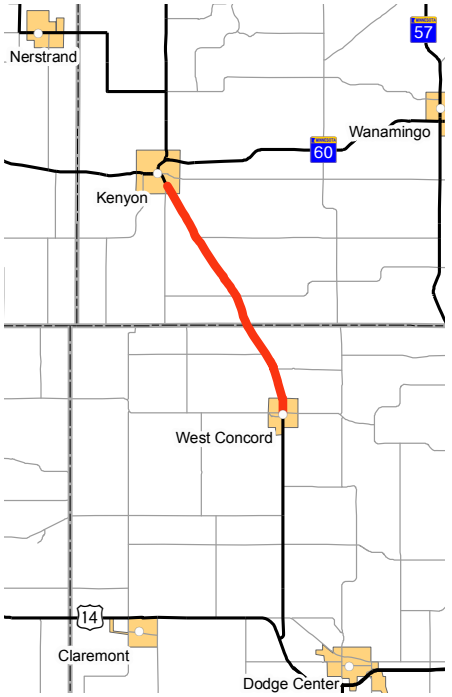
District Engineer: Jeffrey L Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 56
County Road 24 in West Concord to Home Street in Kenyon
Bridge 5713
State Project No. 2006-27

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed September 2012.

Project History:

In 1977, three inches of bituminous was placed 24 feet wide, and the gravel shoulders were reconstructed. In 1998, the majority of the roadway was paved with a 1.5-inch bituminous overlay.

Project Description:

Construction included an alternate bid design for either a bituminous reclamation and resurfacing or a concrete white topping of a 9.2-mile section of Hwy 56 from County Road 24 in West Concord to Kenyon. The project also included replacing Bridge 5713 (1.8 mi. east of County Road 24). Six right turn lanes, and six culvert replacements are included.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/25/2012
Current Letting Date: 10/28/2011
Construction Season: 2012
Estimated Substantial Completion: Aug. 2012

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date:

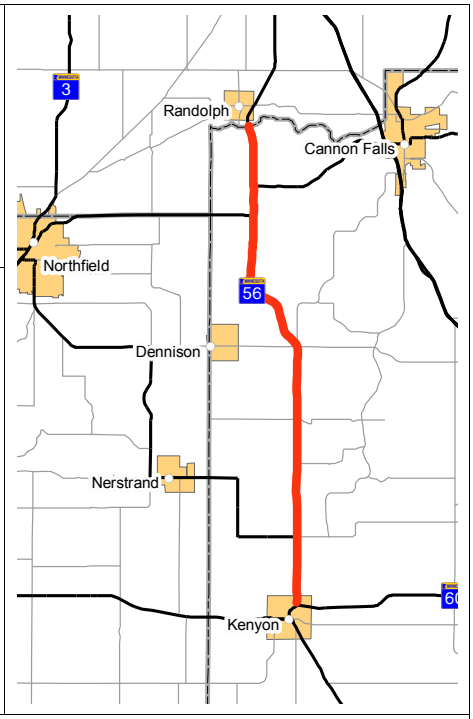
PROJECT SUMMARY

Hwy 56

Trondheim Road in Kenyon to Bridge 6525 over the Cannon River

State Project No. 2508-31

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in September 2013.

Project History:

Ride Quality and expected deterioration of the pavement required improvements.

Project Description:

Pavement reclamation on 17.56 miles of Hwy 56 in Goodhue County. The project included drainage, traffic safety and roadside improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 7.1
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.9**	**$ 9.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Detours would be needed, since traffic cannot be maintained on this project. This is a rural project with no local funding expected. The current estimate is the construction bid amount.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/15/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/25/2013
Current Letting Date: 04/05/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

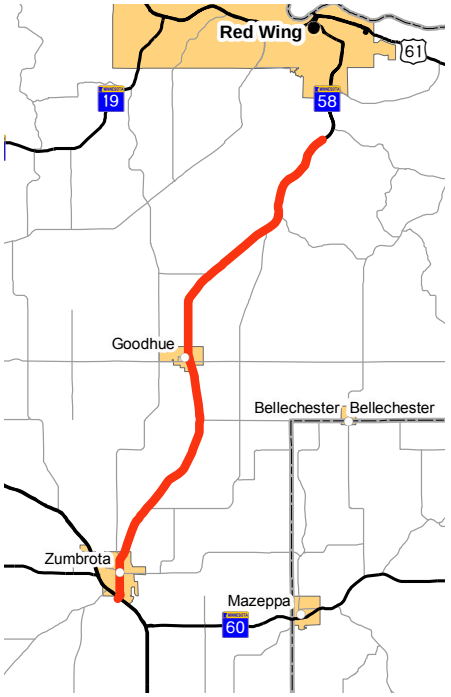
District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date:

PROJECT SUMMARY

Hwy 58
Hwy 52 to south of County Road 5
State Project No. 2510-47

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed in July 2013.The current estimate reflects letting bid amount.

Project History:

This segment of Hwy 58 is a rural and urban two-lane undivided highway, with pavement showing serious signs of cracking and deterioration in the urban part of Zumbrota.

Project Description:

Medium bituminous resurfacing on 18.42 miles of Highway 58. The project includes drainage, traffic safety, roadside, and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 4.8
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project was constructed while maintaining traffic on Hwy 58, so no detour costs are included. The current estimate reflects the bid amount and updated information on engineering and right of way costs.

Project Risks:

No project risks remain.

Schedule:

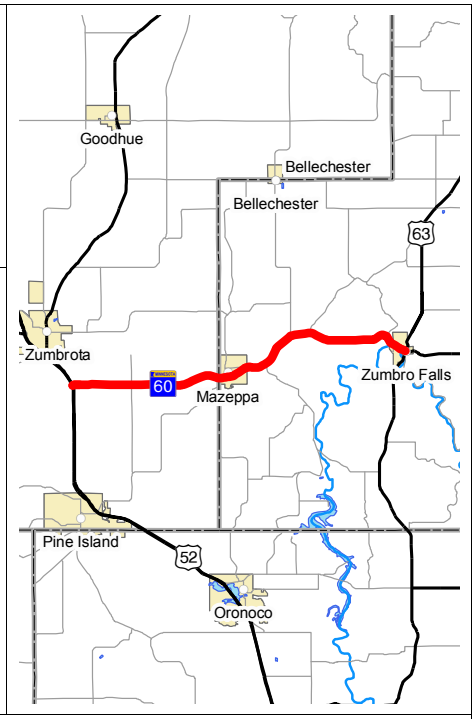
Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 01/25/2013
Current Letting Date: 02/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jake Gasper
Revised Date:

PROJECT SUMMARY

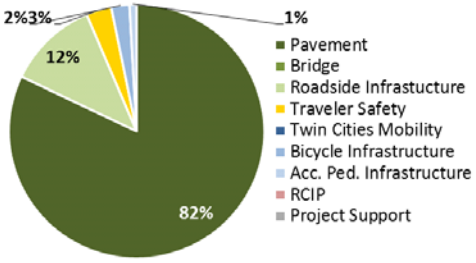
Hwy 60
Hwy 60 from Hwy 52 to Hwy 63
State Project No. 7902-25



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

medium Bituminous mill and overlay

Recent Changes and Updates:

No recent significant changes.

Project History:

This project will preserve existing roadway structure, extend pavement life, and improve ride quality.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 5.2	$ 5.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 6.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20% engineering was used to arrive at total cost estimate.

Project Risks:

competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 06/07/2015
Original Letting Date: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018
Estimated Substantial Completion: 11/2018

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: **Jeff Vlaminck**
Project Manager: **Heather Lukes**

Revised Date: 12/15/2014

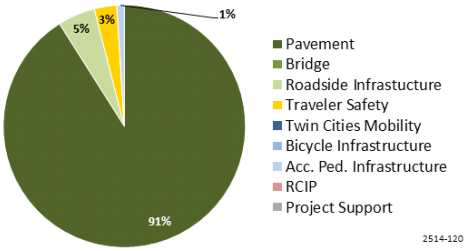
PROJECT SUMMARY

Hwy 61
Ready Mix entrance in Red Wing to Hwy 19
State Project No. 2514-120

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

No changes.

Project History:

The last bituminous overlay was placed in 1996 and followed up in 1998 with crack repair. As of 2011 the RQI was rated as fair, and has continued to deteriorate. The project was proposed in 2012.

Project Description:

Bituminous mill and overlay in the rural sections and a mill and fill on the urban sections. The project will also include drainage and traffic safety improvements. Several mediums will be closed and an acceleration lane will be constructed on the north end of the project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.5	$ 4.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.7**	**$ 5.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

No right of way will be required. No environmental mitigation will be needed.

Project Risks:

If right of way is needed the project schedule and cost would be affected.

Schedule:

Environmental Approval Date: 06/07/2015
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 2014
Construction Limits Established Date: 06/07/2015
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 11/2015

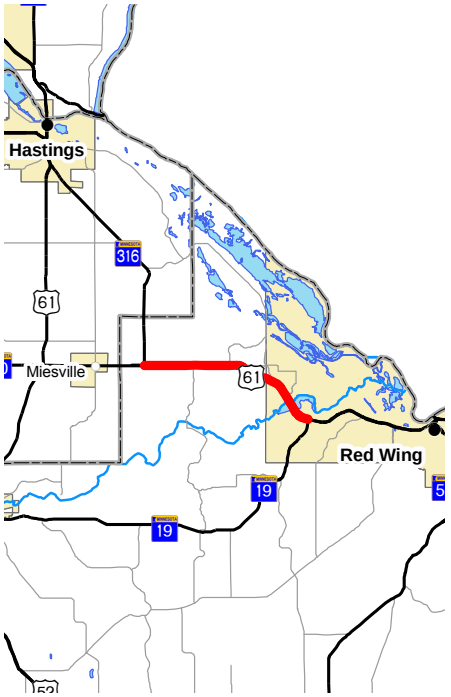
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Chad Hanson

Revised Date: 12/15/2014

PROJECT SUMMARY

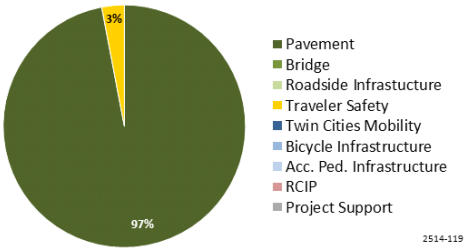
Hwy 61
Hwy 19 to Hwy 316
State Project No. 2514-119



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing on 8.5 miles of both northbound and southbound lanes on Hwy 61. The project will also include traffic safety improvements.

Recent Changes and Updates:

This project will also include traffic safety improvements that include a northbound off-set right turn lane at County Road 18 and northbound and southbound off-set left turn lanes at Hwy 19. The traffic safety improvements are funded by FHWA Highway Safety Improvement Program funds.

Project History:

The four-lane section from Hwy 19 to County Road 18 was graded in 1994. The remaining four-lane section from County Road 18 to Hwy 316, was graded in 1996 (northbound) and 1997 (southbound).

This section of Hwy 61 is in fair condition with significant transverse and longitudinal cracking. As of 2011 the northbound and southbound RQI was rated as fair and has seen increasing deterioration since then.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 4.4	$ 4.8
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 6.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

No right of way will be required. No environmental mitigation will be needed.

Project Risks:

Competitive bids may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 11/22/2013
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: 11/2014

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jacob Gasper

Revised Date: 12/15/2014

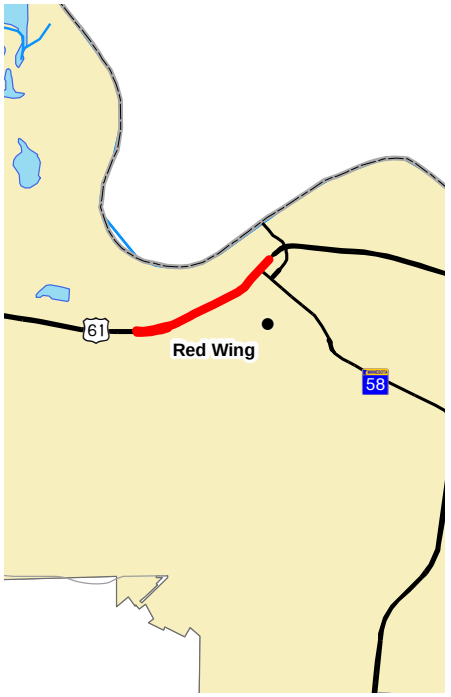
PROJECT SUMMARY

Hwy 61

Hwy 61 from Potter St. to Old West Main Street

State Project No. 2514-122

www.red-wing.org/th61home.html



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project is now in the final design phase. Project staging and traffic control are critical to this project and this is being looked at very closely recently.

A HAWK pedestrian signal will be installed, approximately in the middle of the corridor.

Project History:

This project started as a pedestrian safety project. The city of Red Wing applied for Municipal Agreements Program funding through District 6 and received funding to convert this to a mill and overlay along with enhanced pedestrian improvements. In 2013 the city applied for CIMS funding and was selected to turn this project into a complete reconstruction.

Project Description:

Reconstruction of US 61 in the city of Red Wing from Potter Street to Old West Main Street. Replacement of city utilities, signal replacement at Old West Main Street, & pedestrian and accessibility improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.8	$ 6.8
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.5**	**$ 8.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Several sources of funding will be used to fund the project, including Corridor Investment Management Strategies (CIMS), Municipal Agreement Program, ADA improvements program, & City of Red Wing funding.
It is assumed that there will be no right-of-wa costs involved with the project.

Project Risks:

It has not been determined whether or not this will be a one or two-year construction project. If the project is planned for a single year there is a risk that it may not get done in one instruction season. The city of Red Wing costs have risen recently, which puts certain portions of the project at risk of whether or not they will be included in the project.

Schedule:

Environmental Approval Date: N/A
Municipal Consent Approval Date: 06/07/2015
Geometric Layout Approval Date: 2014
Construction Limits Established Date: 06/07/2015
Original Letting Date: 02/01/2014
Current Letting Date: 02/01/2014
Construction Season: Spring 2015
Estimated Substantial Completion: 11/2016

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Chad Hanson

Revised Date: 12/15/2014

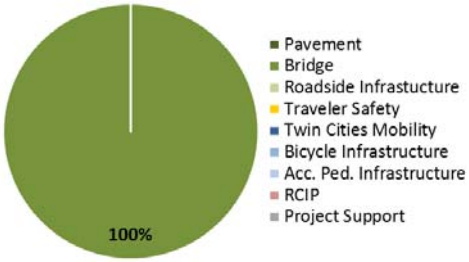
PROJECT SUMMARY

Hwy 61
Hwy 61 in Red Wing
Bridge 6483, &, 6482
State Project No. 2514-121

Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

US 61 over Hay Creek & Withers Harbor, Replace Bridge # 6483 and over abandoned C&NW Railroad. Plug Bridge # 6482 in Red Wing.

Recent Changes and Updates:

District 6 work plan indicates current construction estimate is 7.5 Million, .8 Million less than the baseline estimate. Project has been scoped.

Project History:

The project calls for replacement of bridge # 6483 due to age and condition, along with reconstruction of the approaches to the bridge. Also plug bridge # 6482 in Red Wing.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.3	$ 7.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.7	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 9.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

No right of way costs will be required.

Project Risks:

Competitive bids may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: pending
Geometric Layout Approval Date: pending
Construction Limits Established Date: 10/11/2013
Original Letting Date: 01/27/2017
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: Pending

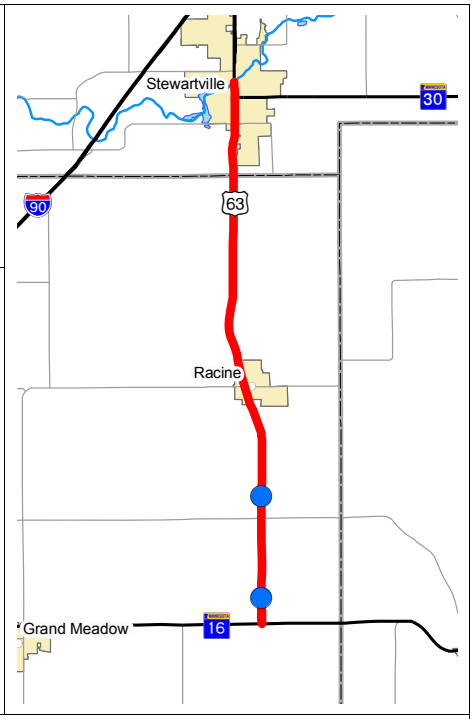
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

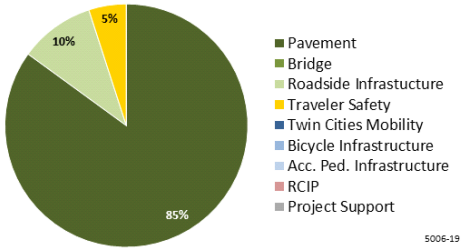
Hwy 63
Hwy 16 to south end of Root River Bridge (Stewartville)
Bridge 50001, &, 50002
State Project No. 5006-19



Primary Purpose:

Performance-based Need: Pavement, Bridge & District Safety Plan

Investment Category:



Project Description:

Mill and overlay for 10 miles from Hwy 16 to Stewartville. Additionally, bridge rehabilitation at Deer Creek and Bear Creek, culvert replacements, pedestrian ramp reconstruction in Stewartville and safety improvements in Racine.

Recent Changes and Updates:

Merged with two other projects: a safety improvement project and a bridge rehabilitation project within same corridor. Current estimate reflects letting bid amount. Design risks were removed from 'Risks' as project construction is complete.

Project History:

In 1993, the urban section in Stewartville was regraded and then overlayed in 2006. Current pavement condition for this segment indicates a need for improvement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 5.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.9	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 6.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate reflects bid amount.

Project Risks:

There are currently no outstanding risks on this project.

Schedule:

Environmental Approval Date: 10/10/2013
Municipal Consent Approval Date: N/A
Geometric Layout Approval Date: 9/27/2014
Construction Limits Established Date: 07/01/2014
Original Letting Date: 01/24/2014
Current Letting Date: 01/24/2014
Construction Season: 2014
Estimated Substantial Completion: 08/01/2014

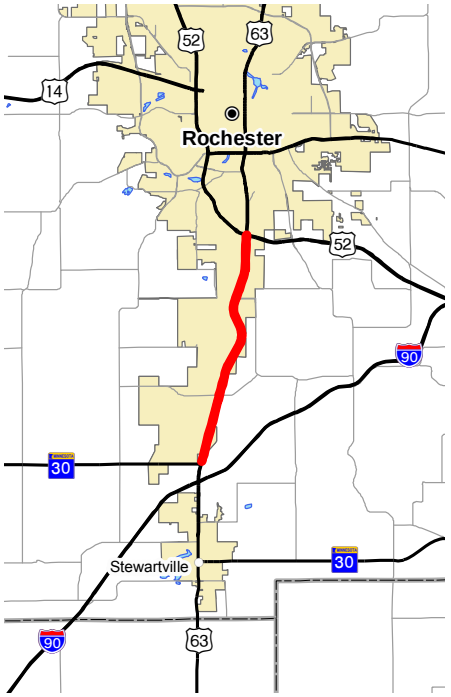
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

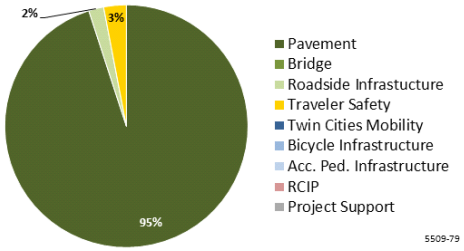
Hwy 63
Hwy 30 to 28th Street SE in Rochester
State Project No. 5509-79



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing of 6 miles of Hwy 63 near Rochester.

Recent Changes and Updates:

The project was recently scoped and provides the current cost estimate. Letting date changed to reflect the optimized letting schedule.

Project History:

This project is needed to address pavement deterioration and extend pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 4.8
Other Construction Elements:	$ 0.0	$ 0.4
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.7**	**$ 6.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 percent engineering estimate. The project was recently scoped and provides a new current estimate.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: 07/25/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 12/19/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: 11/2015

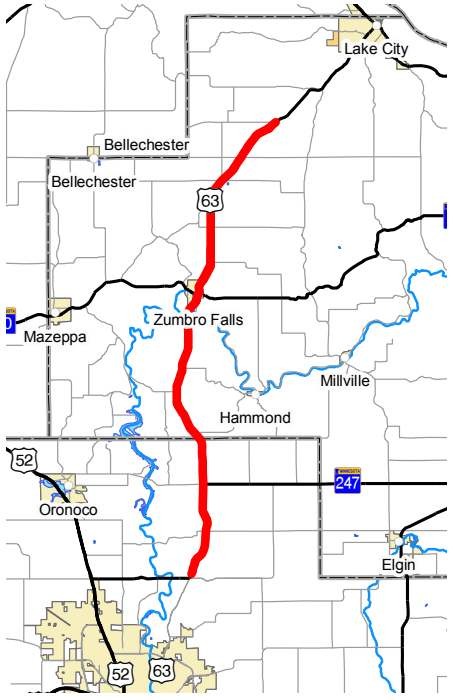
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

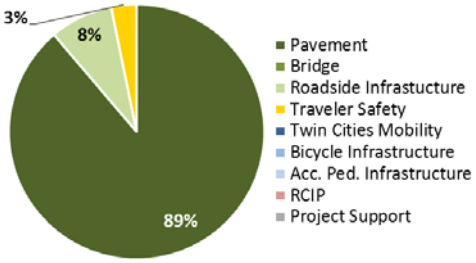
Hwy 63
Hwy 63 from Hwy 14 to Hwy 78
State Project No. 7908-35



Primary Purpose:

Performance-based: Pavement Condition

Investment Category:



Project Description:

medium bituminious mill and overlay

Recent Changes and Updates:

No apparent changes. The project was just scoped and entered the STIP.

Project History:

This section ofHwy 63 is a two lane rural highway. The ride quality index is 2.7 to 3.6. The pavement is starting to show signs of deterioration which will be addressed and extend pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 8.6	$ 8.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.3**	**$ 10.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

Competitive bids may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Not Needed
Original Letting Date: 01/01/2018
Current Letting Date: 01/01/2018
Construction Season: 2018
Estimated Substantial Completion: 11/01/2018

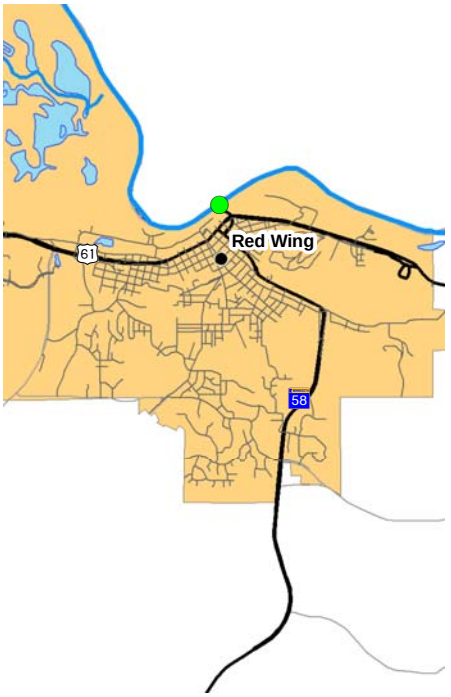
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

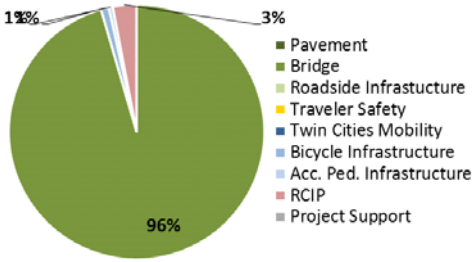
Hwy 63
Highway 63 bridge over the Mississippi river and Highway 61
Bridge 9040, &, 9103
State Project No. 2515-21
www.dot.state.mn.us/d6/projects/redwing-bridge



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

The recommended alternative for the bridge is to replace the Hwy 63 bridge over the Mississippi River and replace the Hwy 63 bridge over the Hwy 61 bridge in Red Wing. The recommended approach roadway alternative in Red Wing is the buttonhook design that will create a new signalized intersection with Hwy 61 and Hwy 63. A jughandle design will be constructed on the Wisconsin approach.

Recent Changes and Updates:

A steel box girder structure over the Mississippi river has been selected as the recommended bridge type.
A buttonhook approac along with replacement of the bridge over Highway 61 has been selected as the recommended Minnesota roadway alternatives.
The Visual Quality process is underway to determine the visual aspects of the bridges and project as a whole.
Construction phasing will use performance-based design and only construct a two-lane structure to meet the immediate needs for capacity while preserving the right of way for a future four-lane when it is warranted rather than with this project.

Project History:

This river bridge is fracture critical and was put on the Chapter 152 Bridge list in 2008. Preliminary design and the environmental process began in 2012.
The bridge over Highway 61 is eligible for the National Register so a rehabalitation study was completed to assess the feasibility of rehababilitation.
The original primary needs were to provide structurally sound crossings of the Mississippi

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 80.0	$ 55.0
Other Construction Elements:	$ 8.0	$ 5.0
Engineering:	$ 10.0	$ 8.0
Right of Way:	$ 2.0	$ 2.0
Total:	**$ 100.0**	**$ 70.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Cost includes Minnesota portion only. It is assumed that they steel box girder bridge will be constructed across the Mississippi River. It is also assumed that staging issues will not significantly increase costs.

Project Risks:

There is contamination on the Minnesota approach that will be impacted by construction. These properties will need to be acquired.
There are poor soils on the Wisconsin approach that could increase costs.
There are limited areas for stagin of the project.

Schedule:

Environmental Approval Date: 42192
Municipal Consent Approval Date: 07/07/2015
Geometric Layout Approval Date: 2015
Construction Limits Established Date: 07/07/2015
Original Letting Date: 11/01/2017
Current Letting Date: 11/01/2017
Construction Season: 2018
Estimated Substantial Completion: 11/2020

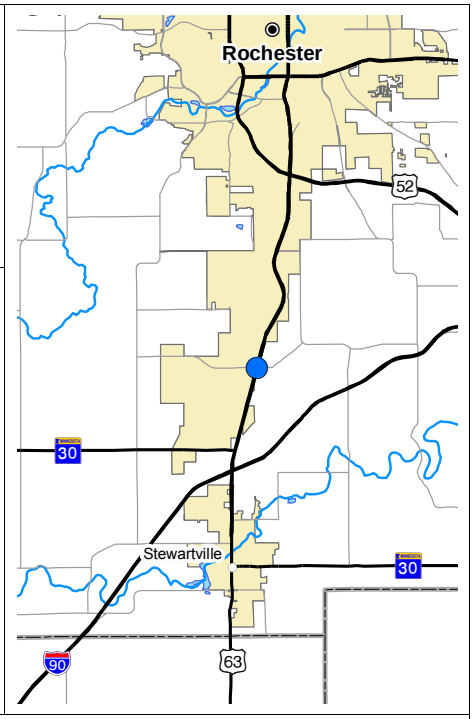
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Chad Hanson

Revised Date: 12/15/2014

PROJECT SUMMARY

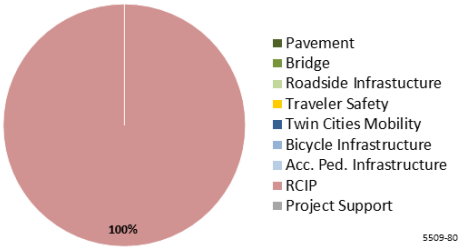
Hwy 63
County Road 16 interchange
Bridge 9407
State Project No. 5509-80



Primary Purpose:

Performance-based Need: District Safety Plan

Investment Category:



Project Description:

Reconstruct the interchange of Hwy 16 and Hwy 63 in Olmsted county to address existing geometric and functional deficiencies. This design includes addressing inadequate sight distance, a narrow bridge deck, lack of turn lanes at ramp junctions, limited accommodation for non-motorized travel and poor access management within the interchange area.

The bridge reconstruction will also incorporate space for pedestrians and bicyclists to enhance safety on Hwy 16.

Recent Changes and Updates:

Level I Geometric Layout has recently been completed by designer and has been submitted to MnDOT's Geometrics Office.

Project History:

The purpose of the project is to address existing geometric and functional deficiencies including inadequate sight distance, a narrow bridge deck, lack of turn lanes at ramp junctions, limited accommodation for non-motorized travel and poor access management within the interchange area. Olmsted county completed an Environmental Assessment Worksheet (EAW) for the Hwy 63 South Corridor Preservation Plan in Spring 2013. A negative declaration was issued by Olmsted County and published in September 2013. Olmsted County was awarded a TED grant in July 2013 for $2.224 million. Olmsted County will be the lead on this project, with oversight provided by MnDOT District 6 design staff. Project will be locally let.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 8.9	$ 8.9
Other Construction Elements:	$ 0.1	$ 0.1
Engineering:	$ 2.2	$ 2.2
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 11.5**	**$ 11.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Current estimate based on information supplied in Olmsted County's TED Grant application. The estimate will next be revised (if necessary) when the geometric layout is developed.

Project Risks:

Right of way acquisition is needed. Bridge replacement. The project does not currently include federal funds and no federal actions assumed. If federal funds are used or a federal action is required, a detailed Section 106 environmental review will take place.

Schedule:

Environmental Approval Date: 09/09/2013
Municipal Consent Approval Date: pending
Geometric Layout Approval Date: pending
Construction Limits Established Date: pending
Original Letting Date: 02/16/2015
Current Letting Date: 06/05/2015
Construction Season: 2015/2016
Estimated Substantial Completion: 07/01/2016

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jai Kalsy

Revised Date: 12/15/2014

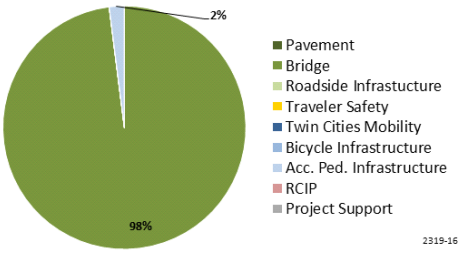
PROJECT SUMMARY

Hwy 250
Bridge on Hwy 16 in Lanesboro
Bridge 6975, 6977
State Project No. 2319-16

Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace bridges over the north and south branches of the Root River in and to the north of Lanesboro.

Recent Changes and Updates:

The current estimate is based on updated information in the District 6 work plan (10 year HIP). Letting date changed based upon the optimized letting schedule.

Project History:

Bridge 6975 was built in 1931 and Bridge 6977 was built in 1924. Both structures are classified as functionally obsolete.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 6.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.7	$ 1.3
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 11.0**	**$ 8.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Environmental impacts of roadway approach work will not be significant. Traffic is assumed to be detoured during construction. Municipal consent is attainable, if required.

Project Risks:

The roadway approach work could lead to significant environmental issues. It is anticipated traffic will be detoured during construction. Municipal consent from Lanesboro may be required.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: TBD
Geometric Layout Approval Date: TBD
Construction Limits Established Date: TBD
Original Letting Date: 01/22/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: 11/2016

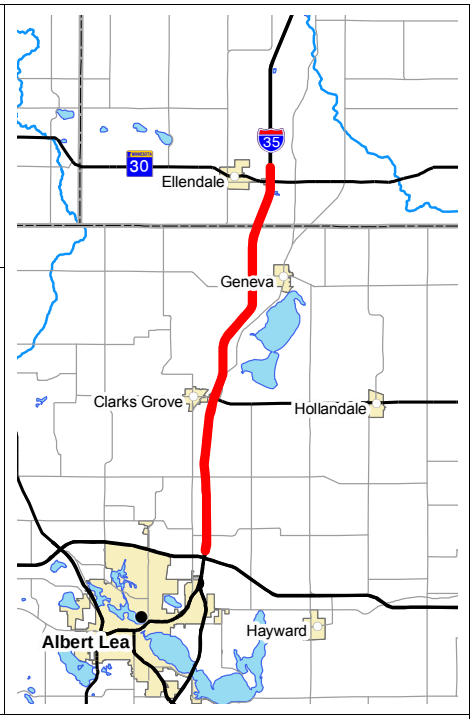
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2014

PROJECT SUMMARY

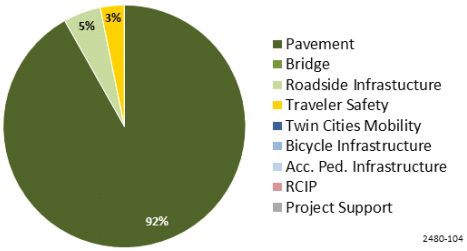
I--35
Freeborn/Steele
State Project No. 2480-104



Primary Purpose:

Performance-based Need: Pavement & Roadside Infrastructure Condition

Investment Category:



Recent Changes and Updates:

Original baseline error. One scoping document indicates bituminous alternative for a much shorter segment of I-35.

Project History:

The purpose of the project is to replace the existing bituminous on concrete roadway structure, extend pavement life and improve ride quality.

Project Description:

Add a new layer of concrete roadway and replace drainage structures and guard rail for 14 miles. Project limits are from Hwy 23 to Hwy 30.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 17.7	$ 17.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.5	$ 3.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 21.2**	**$ 21.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. Estimates taken from the most recent District 6 work plan.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: 07/31/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: 05/01/2014
Original Letting Date: 11/20/2015
Current Letting Date: 09/26/2014
Construction Season: 2015
Estimated Substantial Completion: 11/2015

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2014

PROJECT SUMMARY

I--35

5 miles south of Owatonna to Faribault

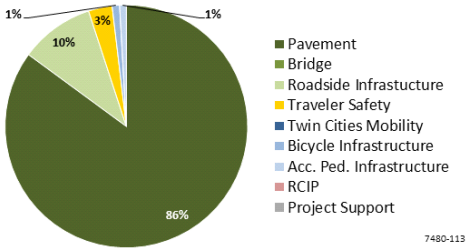
Bridge 74815, 74816,74817, &, 74818

State Project No. 7480-113

Primary Purpose:

Performance-based Need: Pavement & Bridge Condition

Investment Category:



Project Description:

Replace four bridges over I-35 in Owatonna. Reconstruct pavement on northbound and southbound I-35 and construct an auxiliary lane on northbound and southbound I-35 from Bridge Street to old Hwy 14 west.

Recent Changes and Updates:

The current estimate is based on a new project scope. Paving on I-35 from Owatonna to Faribault has been removed and is a separate project.

Project History:

Four bridges over I-35 in Owatonna are approximately 45 years old, are functionally obsolete and have various structural deficiencies. Two of the four bridges also span the Canadian Pacific Railroad. Traffic safety issues exist on I-35 for traffic entering from Hwy 14 west and to Bridge Street due to existing geometrics.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 34.1	$ 24.1
Other Construction Elements:	$ 0.0	$ 1.0
Engineering:	$ 6.8	$ 4.8
Right of Way:	$ 0.5	$ 0.5
Total:	**$ 41.4**	**$ 30.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Traffic will be two-lane undivided in Owatonna. The remainder of the project will be completed under traffic.

Project Risks:

Railroad agreement with CPRR will be required for bridge replacement.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/7/2013
Construction Limits Established Date: 08/02/2013
Original Letting Date: 01/23/2009
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2015

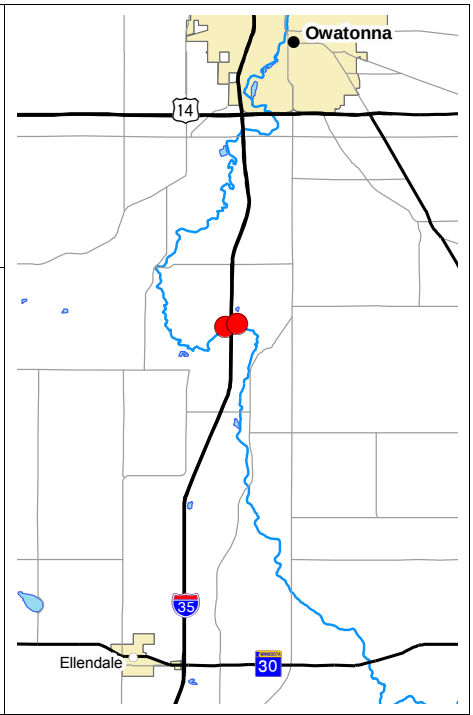
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2014

PROJECT SUMMARY

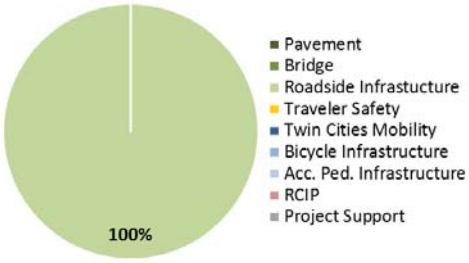
I--35
Staight River Rest Stop I-35
State Project No. 7480-124
NA



Primary Purpose:

Performance-based Need: Roadside Infrastructure Condition

Investment Category:



Project Description:

I- 35 Straight River Rest Area Replacement

Recent Changes and Updates:

The scoping document has been completed.

Project History:

The Straight River Rest Area located on I-35 northbound is currently rated as the poorest rest area in District 6. The truck parking was designed for WB-50 standards and is now considered inadequate. The building is deteriorating and the facility is does not meet current ADA requirements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 4.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.7	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.4**	**$ 5.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20% engineering used in current estimate.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: NA
Original Letting Date: 02/26/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: 10/2016

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kyle Lake

Revised Date: 12/15/2014

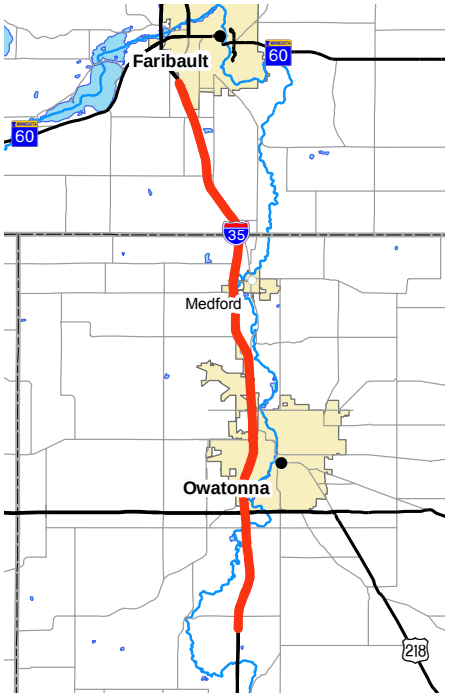
PROJECT SUMMARY

I--35

16 miles along 35W from Owatonna to Faribault

State Project No. 7480-122

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The current estimate is based on the current bid amount.

Project History:

16 mile mill and paving project was removed from project 7480-113. This standalone project was constructed in 2013.

Project Description:

Bituminous mill and resurface of 15.9 miles of I-35, northbound and southbound from Owatonna to Faribault

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 9.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.8**	**$ 10.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It was assumed that traffic be maintained during construction, and no detour costs were included.

Project Risks:

project has been completed. There are currently no outstanding risks on this project.

Schedule:

Environmental Approval Date: NA
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 08/07/2013
Construction Limits Established Date: 08/02/2013
Original Letting Date: 01/23/2009
Current Letting Date: 04/01/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

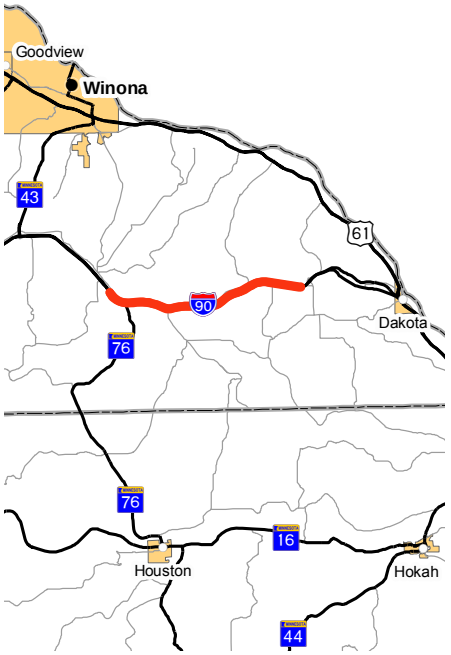
District Engineer: Jeffrey Vlaminck
Project Manager: Richard Augustin
Revised Date:

PROJECT SUMMARY

I--90

West of Hwy 76 to west of County Road 12

State Project No. 8580-163



Primary Purpose:

Performance-based Need: Pavement & District Safety Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project will preserve existing roadway stucture, extend pavement life, and improve ride quality.

Project History:

This section of I-90 was originally graded in 1971 and last overlaid in 1997 and 1998. In 2009 the pavement was rated in good condition with a PQI from 2.8 to 3.6.

Project Description:

Mill and overlay of 8 miles of I-90, from Hwy 76 to Hwy 12. The weigh station ramps will be overlaid and drainage and safety improvements will also be made.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.3	$ 5.3
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.3**	**$ 6.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assumed there will be no right of way costs, a 1.5-inch mill and 3-inch overlay and that traffic will be maintained during construction. No crossovers or detour costs were included.

Project Risks:

Coordination will be needed to address maintenance of traffic issues at the Hwy 76 interchange. Project plans do not include replacing approach panels will be replaced on the bridges, however, it could be added at a later time. Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 01/24/2014
Current Letting Date: 01/23/2015
Construction Season: 2015
Estimated Substantial Completion: 11/2015

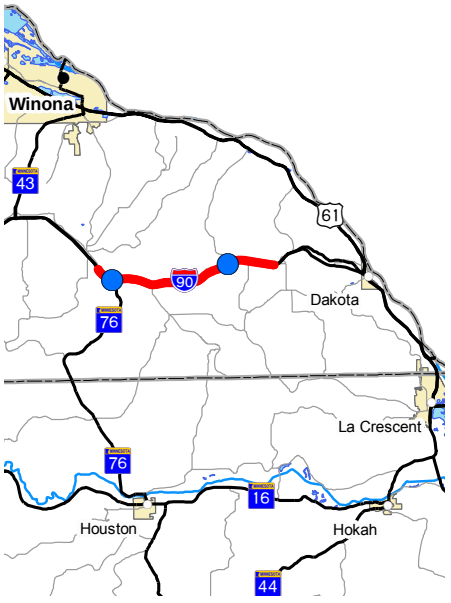
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jacob Gasper

Revised Date: 12/15/2014

PROJECT SUMMARY

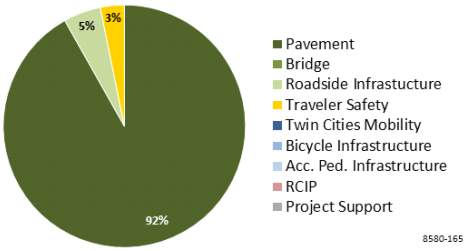
I--90
Winona
Bridge 85830, 85844
State Project No. 8580-165



Primary Purpose:

Performance-based Need: Pavement & Roadside Infrastructure Condition

Investment Category:



Project Description:

Resurfacing Hwy 90 eastbound lanes with a concrete unbonded overlay. The ramps will be re-graded and several existing culverts will be
replaced or repaired as a part of the project. Repairs will include tying sections of separating pipes and/or aprons.

Recent Changes and Updates:

The project changed from a bituminous mill and overlay to a concrete unbonded overlay.

Project History:

I-90 eastbound is in poor condition and needs repair. The purpose of the project is to improve ride quality and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.4	$ 8.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.1**	**$ 10.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20 percent of the construction budget was estimated for engineering. Standard practices were used to develop cost estimates.

Project Risks:

Competitive bid may be higher or lower than expected. Ramps may be overlaid or regraded.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: 08/15/2013
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: Pending

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey L. Vlaminck
Project Manager: David Tsang

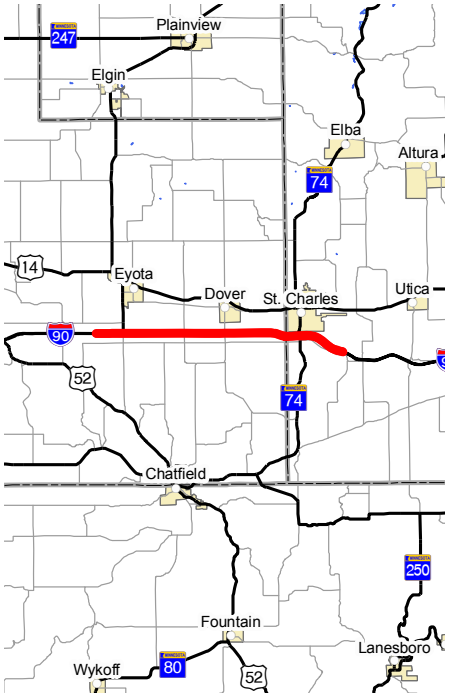
Revised Date: 12/15/2014

PROJECT SUMMARY

I--90

East of County Road 19 to East of Hwy 74

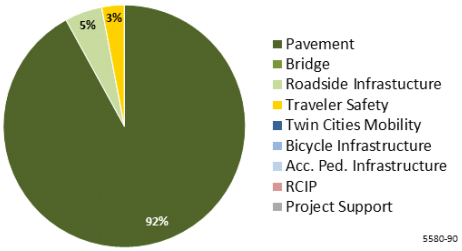
State Project No. 5580-90



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Resurface 12 miles of westbound lanes on I-90 from 2 miles east of Hwy 19 to 2 miles east of Hwy 74. The resurfacing will consist of a unbonded concrete overlay. The project also includes culvert repairs and improvements.

Recent Changes and Updates:

Bridge rehabilitation on Bridge # 85817 was added to the project. The bridge rehabilitation includes new bridge railings, end posts, and resurfacing.

Project History:

This section of westbound lanes of I-90 was built in 1971 and overlayed in 1998. This highway segment is starting to deteriorate. The purpose of the project is to improve ride quality and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 13.5	$ 15.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.7	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.2**	**$ 17.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

8 % engineering estimate and higher anticipated concrete costs.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 11/2015

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jacob Gasper

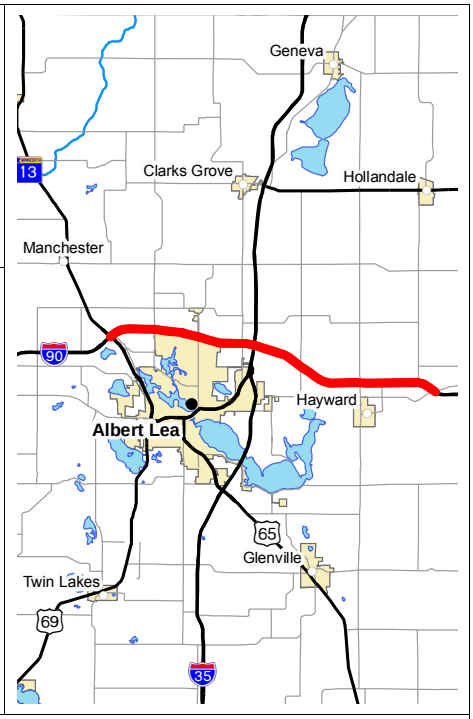
Revised Date: 12/15/2014

PROJECT SUMMARY

I--90

I-90 WB Lanes from Hwy13 to Hwy 46 (Petran)

State Project No. 2482-74



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was delayed and move from a 2018 project to 2019. Patching of existing bituminous will take place prior to the overlay.

Project History:

This segment of I-90 is a 4-lane divided, rural highway. The pavement is starting to show signs of deterioration. This project will improve ride quality and reduce maintenance costs.

Project Description:

Resurface 12 miles of westbound lanes on Interstate 90 from Hwy 13 to County Road 46. The resurfacing will consist of a medium bituminous overlay. The project also includes guardrail replacements, culvert repairs and improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 4.9
Other Construction Elements:	$ 0.3	$ 0.0
Engineering:	$ 0.7	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

20% engineering cost was used to arrive at total current estimate.

Project Risks:

competitive bids may be higher or lower than expected. Final pavement recommendations will be made during the project development process.

Schedule:

Environmental Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: 05/12/2014
Original Letting Date: 11/17/2017
Current Letting Date: 11/16/2018
Construction Season: 2019
Estimated Substantial Completion: 11/2019

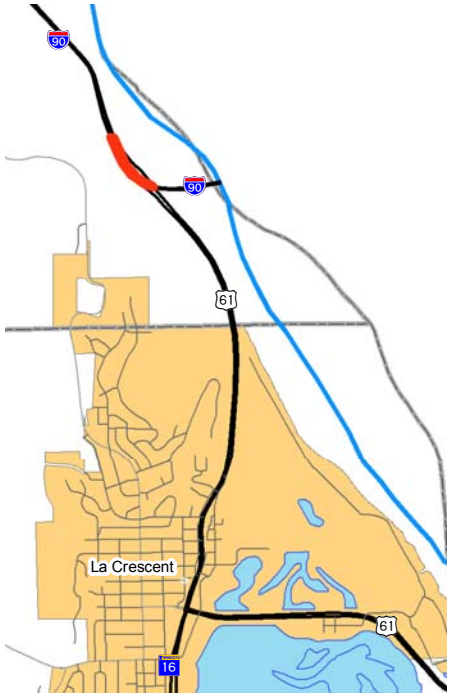
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jake Gasper

Revised Date: 12/15/2014

PROJECT SUMMARY

I--90
Mississippi River Bridges - Dresbach
Bridge 85801, &, 85802
State Project No. 8580-149
http://www.dot.state.mn.us/dresbachbridge/index.html



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The initial estimate was considerably higher as there were higher cost contingencies built into the preliminary level cost estimate. Bidding for this project was extremely competitive (there were 4 major bidders). There was extensive industry outreach in advance of the project to facilitate the contracting industry input and feedback and the project was let at an optimal time of year. The project included a unique performance based construction staging and maintenance of traffic provisions to bring contractor innovation. Since we have moved forward, we have a much better view of risks and contingencies.
The current estimate reflects letting bid amount.

Project History:

The primary purpose of the project is to provide a new structurally sound I-90 river crossing bridge on an important regional river crossing, and to provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61/14 and I-90. Project needs to include identified bridge structural deficiencies, roadway operational problems, capacity needs, traffic safety concerns and riverfront access issues.

Project Description:

A new I-90 river bridges, which provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61 and 14 as well as I-90. The project includes grading, concrete surfacing and bridge replacement. New and enhanced bicycle and pedestrian facilities will be provided along Hwy 61 and provisions for future bike/ped facilities are incorporated into the plans. Additionally, Wisconsin is funding a portion of the bridge replacement, including 100 percent of the Wisconsin approach costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 265.5	$ 187.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 28.1	$ 24.8
Right of Way:	$ 0.0	$ 0.5
Total:	**$ 293.6**	**$ 212.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work are not significant.
US Fish and wildlife services agrees to right of way swap.

Project Risks:

The close proximity of this bridge to Hwy 61, the railroad tracks and the Minnesota rest area make roadway and bridge geometry challenging. Numerous environmental permits will be required.

Schedule:

Environmental Approval Date: unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 12/7/2011
Construction Limits Established Date: 06/14/2011
Original Letting Date: 01/24/2012
Current Letting Date: 10/19/2012
Construction Season: 2013/2016
Estimated Substantial Completion: 11/2017

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson

Revised Date: 12/15/2014

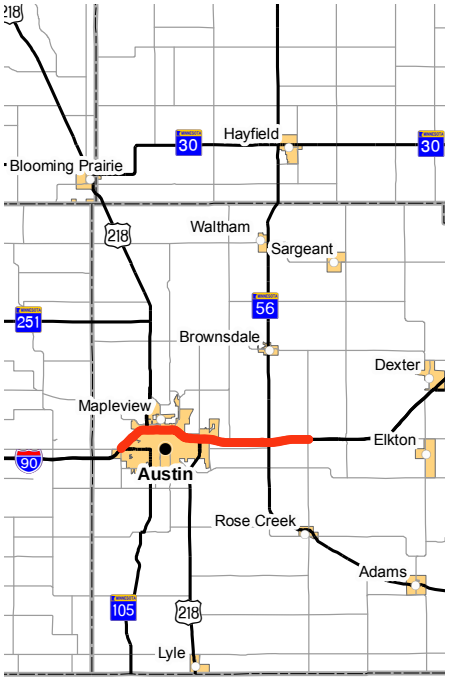
PROJECT SUMMARY

I--90

I-90 from Hwy 105 to County Road 19

State Project No. 5080-159

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement & Roadside Infrastructure Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The current estimate reflects letting bid amount.

Project History:

These sections of I-90 were originally graded and paved with concrete in 1961-1962. Various segments received concrete surfacing and bituminous shoulder construction in 1983-1985.

Project Description:

Rehabilitate deteriorated concrete pavement on 18.93 miles of I-90. In addition, the project improved drainage and replaced the concrete median barrier in Austin.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.5**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The project would be completed while maintaining traffic, however, increased costs for staging were not assumed. It was assumed that concrete barrier would be installed that is similar to what is currently in place.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 01/27/2012
Current Letting Date: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: summer 2013

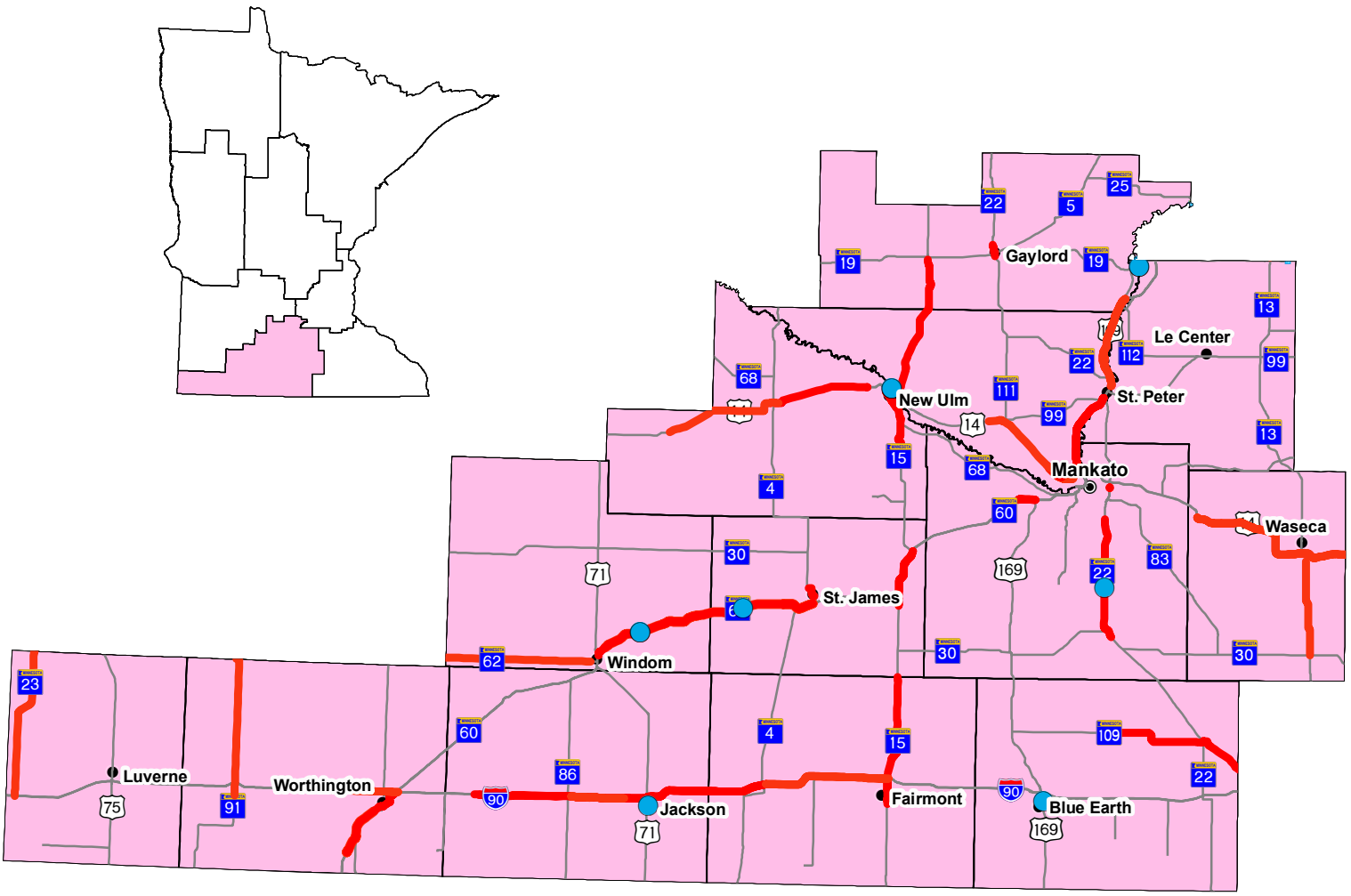
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Paul Schauer

Revised Date:

Major Highway Projects 2014

District 7



Mankato

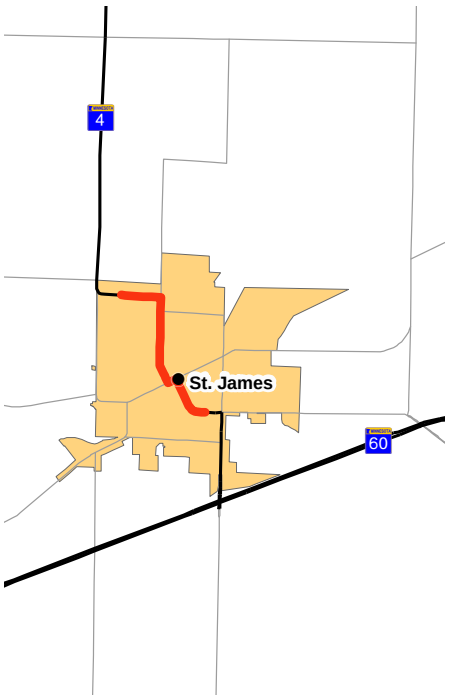
District Project Summary
District 7

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	8302-38	South of 10th Ave to 11th Ave in St. James	F 2
Hwy 13	8101-57	Waseca to Hwy 30 in New Richland	F 3
Hwy 14	0804-81	Jct of Hwy 15 over river and railroad	F 4
Hwy 14	0803-38	Hwy 5 in Springfield to 7th Ave in Sleepy Eye	F 5
Hwy 14	5203-104	From west of Nicollet to North Mankato	F 6
Hwy 14	8103-113	From Hwy 60 to Owatonna City Limits	F 7
Hwy 14	8103-114	From west to east Janesville city limits	F 8
Hwy 14	8103-115	From west to east Waseca city limits	F 9
Hwy 14	5203-85	Hwy 6 to Lor Ray Drive in North Mankato	F 10
Hwy 14	0804-113	East limits of Sleepy Eye to West limits of New Ulm	F 11
Hwy 15	5204-112	From Hwy 14 at New Ulm to Hwy 19 at Winthrop	F 12
Hwy 15	8304-113	Hwy 15 and Hwy 60	F 13
Hwy 15	0805-113	From Township Road 46 to 7th Street North in New Ulm	F 14
Hwy 15	4603-45	Johnson Street to Goeman Road in Fairmont	F 15
Hwy 15	4604-32	I-90 to Hwy 54 in Truman & Watonwn/Brown county line to Hwy 24	F 16
Hwy 19	4004-112	Over the Union Pacific railroad, east of Sibley/LeSueur county line	F 17
Hwy 22	0704-88	Mankato, from Hwy 83 to County Road 12	F 18
Hwy 22, Hwy 5, Hwy 19	7207-20	Gaylord	F 19
Hwy 22	0704-100	Hwy 30 to County Road 90	F 20
Hwy 23	6703-23	I-90 to Hwy 269 in Jasper	F 21
Hwy 60	1703-69	Windom to west of Mountain Lake	F 22
Hwy 60	5305-56	Bigelow to Worthington	F 23
Hwy 60	1703-70	Mountain Lake to Butterfield	F 24
Hwy 60	0708-35	County Road 115 (Cray Corner) to North Star Bridge in Mankato	F 25
Hwy 60	8308-44	Butterfield to St. James	F 26
Hwy 62	1704-27	Hwy 59 to west limits of Windom	F 27
Hwy 71	3205-29	Jackson, over the Des Moines River	F 28

Hwy 91	5308-29	From the South Adrian City Limits to the Nobles/Murray County Line	F 29
Hwy 109	2212-28	Winnebago to Wells	F 30
Hwy 109	2206-13	Hwy 22 in Wells to I-90 in Alden	F 31
Hwy 169	5209-74	From Hwy 22 in St Peter to Hwy 93 at Le Sueur	F 32
Hwy 169	5209-66	St. Peter to Le Sueur, south of the Minnesota River Bridge	F 33
Hwy 169	2207-32	Blue Earth from the south limits at 14th Street to County Road 6	F 34
Hwy 169	5211-59	Hwy 14 in Mankato to St. Peter	F 35
Hwy 169	5211-61	Hwy 14 in Mankato to St. Peter	F 36
I-90	3280-126	Eastbound from Hwy 86 to Hwy 4 & westbound from Hwy 5 to Hwy 4	F 37
I-90	4680-126	From Sherburn to Fairmont westbound	F 38
I-90	5380-133	Westbound from Rushmore to Worthington & easbound from Worthington to Hwy 264	F 39

PROJECT SUMMARY

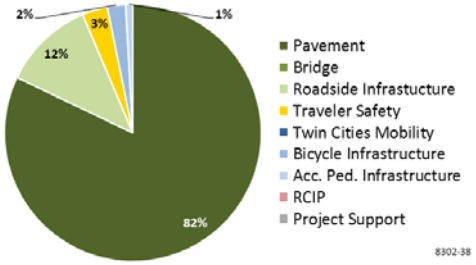
Hwy 4
South of 10th Ave to 11th Ave in St. James
State Project No. 8302-38
http://www.dot.state.mn.us/d7/projects/hwy4stjames/



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This is a roadway reconstruction project for 1.6 miles in St James from south of 10th Ave S. to 11th Ave N.
The sidewalk will be replaced and constructed to meet ADA standards. In addition, the storm sewer, sanitary sewer and water main will be replaced.
Mini-roundabouts are being proposed to replace the existing signals in-town to optimize the flow of traffic.

Recent Changes and Updates:

Project has been scoped. The city has requested concrete surfacing. The project is less than 2 miles in length so it will not be an alternate bid. Some temporary easements will be needed in the process of making the sidewalks ADA compliant. In addition, some right of way will need to be acquired for the intersection modifications and will be determined through the layout process. Traffic will be detoured.

There was a data entry error in last year's report for the costs. These have been updated to reflect the correct estimates.

Project History:

Existing 1951 concrete throughout the corridor is in very poor condition with an RQI of 0.3, well below the poor threshold. Multiple city utility breaks occur each winter due to poor utilities below the roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 5.3	$ 5.3
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 6.9**	**$ 6.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Construction Cost: MnDOT share -$5.3 million, local share - $5.5 million. Cost estimate based on concrete pavement. Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

Local funding of needs on project.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 06/30/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

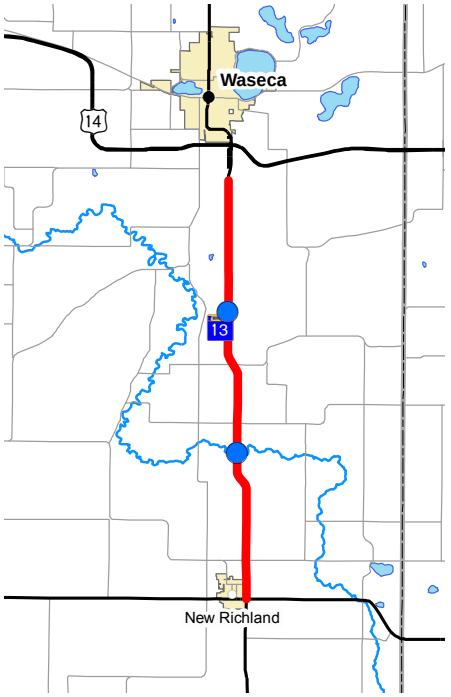
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

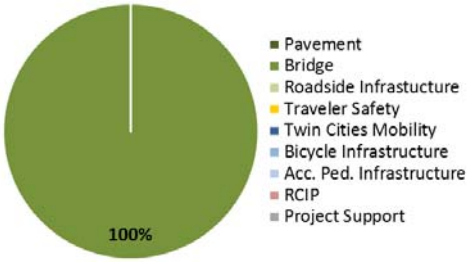
Hwy 13
Waseca to Hwy 30 in New Richland
Bridge 81001, &, 81002
State Project No. 8101-57
N/A



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

10.9 miles on Hwy 13 from 1.5 miles south of Waseca to the junction of Hwy 30 in New Richland to include bridge rehabilitation of 81001 and 81002 and ADA compliance of county trail on east side of New Richland.

Recent Changes and Updates:

Combined preservation of pavement project with bridge rehabilitation project into one identified as a district early letting candidate project pending approval from MnDOT's Central Office.

Project History:

Medium mill and overlay and bridge rehabilitation to include addressing ADA concerns on county trail on east side of New Richland - contiplating entering into a limited use permit with Waseca County.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 6.0
Other Construction Elements:	$ 0.5	$ 0.6
Engineering:	$ 1.0	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.3**	**$ 7.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

2013 year of estimate, modified in 2014 with 2017 (1.1357) inflation factor used for mid-point construction year 2017. With the resolution of outstanding scope questions, an updated estimate and inflation factor, the current estimate has gone up.

Project Risks:

•ADA compliance on trail in New Richland;
•Limited use permit with county and lighting agreements/permits;
Identified as candidate for early letting change from FY17 to FY16.

Schedule:

Environmental Approval Date: pending
Municipal Consent Approval Date: pending
Geometric Layout Approval Date: pending
Construction Limits Established Date: pending
Original Letting Date: 12/16/2016
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: 07/09/2015

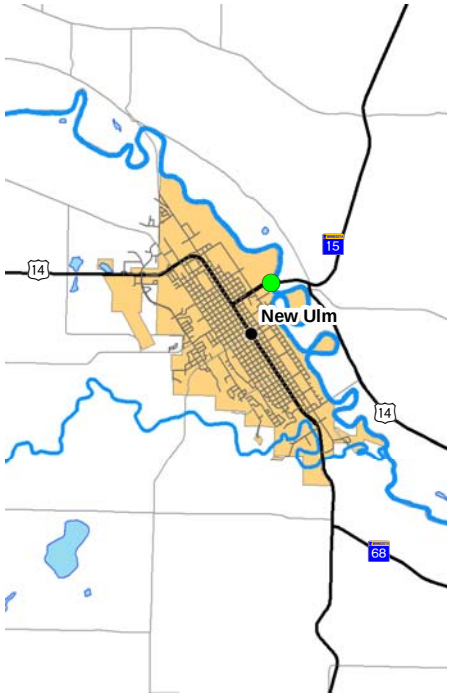
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Robert Jones

Revised Date: 12/15/2014

PROJECT SUMMARY

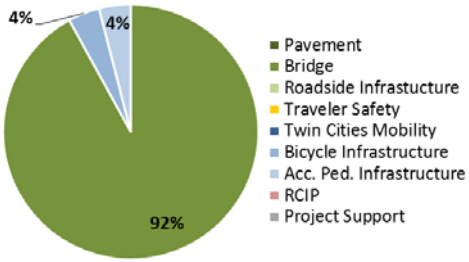
Hwy 14
Jct of Hwy 15 over river and railroad
Bridge 9200, &, 9294
State Project No. 0804-81



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace the two-lane bridge over the Minnesota River (BR 9200). Replace the four-lane bridge over Front Street/Railroad (BR 9294) in New Ulm.

Recent Changes and Updates:

This project has been scoped, but the area is being reviewed for other improvements while the bridges are out. Notably the rural intersection of Hwy 14 and Hwy 15 as well as the existing pavement between the bridges and this intersection.

Project History:

BR 9200 is functionally obsolete and will be structurally deficient by the time it is replaced. BR 9294 is structurally deficient.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 43.3	$ 43.3
Other Construction Elements:	$ 7.0	$ 7.0
Engineering:	$ 7.0	$ 7.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 57.4**	**$ 57.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate is based on 2012 dollars inflated to 2018 dollars. Estimate assumes complete replacement of both bridges.

Project Risks:

Poor soils in the bridge fill areas could increase project costs substantially. A moderate amount of poor soils has been included in the base estimate.
A multi-year detour will be required for this work to be completed.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 05/01/2017
Current Letting Date: 05/01/2017
Construction Season: 2017/2018
Estimated Substantial Completion: 07/10/2015

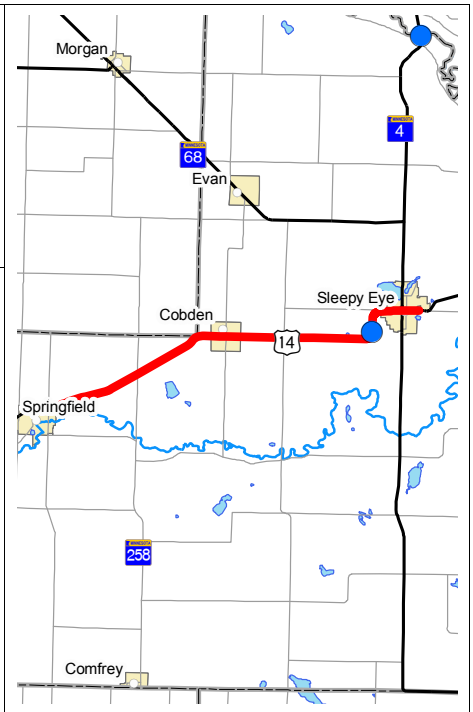
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
Hwy 5 in Springfield to 7th Ave in Sleepy Eye
Bridge 08002, and, 08004
State Project No. 0803-38
N/A



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Combined two project scopes into one (0804-114 & 0803-38).

Project History:

Pavement and bridge rehabilitation project. Including ADA improvements.

Project Description:

13.815 miles on Hwy 14 from CR 5 in Springfield to 7th Ave NE in Sleepy Eye - mill and overlay / concrete grind and overlay to include ADA compliance in Sleepy Eye to include bridge and pipe rehabilitation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 10.0
Other Construction Elements:	$ 0.4	$ 0.5
Engineering:	$ 1.5	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.0**	**$ 12.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

2012 year of estimate, modified in 2014 with 2018 (1.2774) inflation factor used for mid-point construction year of 2018.

Project Risks:

•Additional city utility work within city limits of Sleepy Eye;
•Additional ADA compliant work may include bump-outs;
•Signal removal;
•Left turn lanes and other traffic calming initiatives

Schedule:

Environmental Approval Date: pending
Municipal Consent Approval Date: pending
Geometric Layout Approval Date: pending
Construction Limits Established Date: pending
Original Letting Date: 01/26/2018
Current Letting Date: 01/26/2018
Construction Season: 2018
Estimated Substantial Completion: 07/10/2015

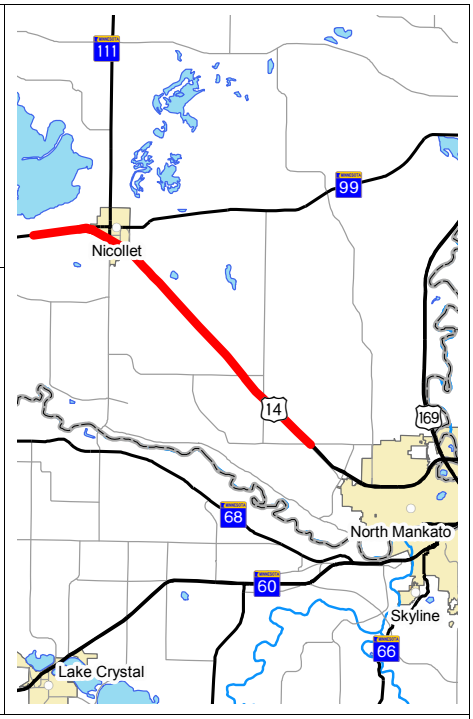
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Robert Jones

Revised Date: 12/15/2014

PROJECT SUMMARY

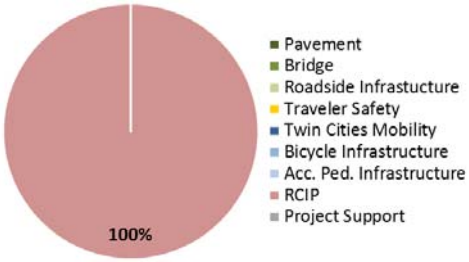
Hwy 14
From west of Nicollet to North Mankato
Bridge 52005
State Project No. 5203-104
http://www.dot.state.mn.us/d7/projects/14newulmtonmankato/



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

Expand Hwy 14 from a 2-lane section to a 4-lane expressway to improve safety, capacity, and enhance the corridor's interrgional trade function.
This project goes from west of Nicollet to North Mankato a distance of 9.5 miles.
Hwy 14 will bypass Nicollet to

Recent Changes and Updates:

Project is in final design stage.
Public Hearing for Municipal Consent from the city of Nicollet is scheduled for August 11th.

Project cost has been updated to reflect a more detailed cost estimate. Many risks have been retired. There was also substantially less poor soils than originally anticipated.

Project History:

Project was scoped after inclusion in the Corridors of Commerce program in November 2013. Coordination with the community of Nicollet has occurred on determing the intersection solution at new Hwy 14 and Hwy 111 in the city of Nicollet.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 38.3	$ 33.2
Other Construction Elements:	$ 2.3	$ 2.0
Engineering:	$ 7.5	$ 6.5
Right of Way:	$ 3.4	$ 2.5
Total:	**$ 51.5**	**$ 44.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated in 2013 dollars inflated to 2016 based on average bid prices for the area.
Estimate is based on concrete pavement for Hwy 14. Estimate for bridge is based on intergal abutments with prestressed concrete beams.

Project Risks:

Turnbacks to local jursidictions of existing Hwy 14 and existing Hwy 99 .
Areas with poor soils - muck sites.
Agricultural tile connections - potential for additional privatagricultural tile impacts.

Schedule:

Environmental Approval Date: 09/01/2012
Municipal Consent Approval Date: 08/18/2014
Geometric Layout Approval Date: 05/19/2014
Construction Limits Established Date: 01/15/2014
Original Letting Date: 05/15/2015
Current Letting Date: 05/15/2015
Construction Season: July 2015/November 2016
Estimated Substantial Completion: 11/01/2016

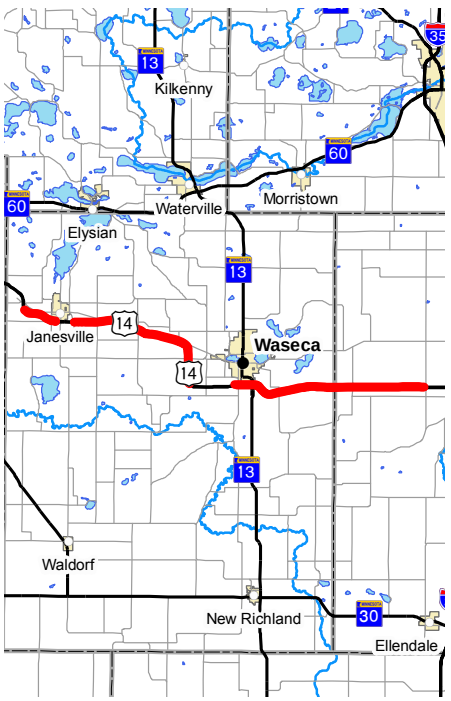
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
From Hwy 60 to Owatonna City Limits
State Project No. 8103-113



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Legistlature recently passed the law allowing for the construction of this project according to the Settlement Agreement.

Project History:

Turnback of Old Highway 14 in Waseca and Steele Co's was contested by the Counties. A Settlement Agreement was created to define what was to be constructed.

Project Description:

A Design/Build project on the rural portions of Old Hwy 14 between Co. Rd. 60 and the Owatonna city limits. Job consists of a concrete overlay and drainage improvements. Exceptions to this project include the cities of Janesville and Waseca. These two

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 8.6	$ 8.6
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.9**	**$ 10.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimates for the turnback were performed early in the process. Only a certain amount of money has been made available for the entire program on Old Hwy 14. Need to make sure there is enough money for the projects that will come in subsequent years.

Project Risks:

Settlement agreement was very prescriptive in some areas and vague in others.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 12/03/2014
Current Letting Date: 12/03/2014
Construction Season: May 2015 / Nov 2015
Estimated Substantial Completion: 11/01/2015

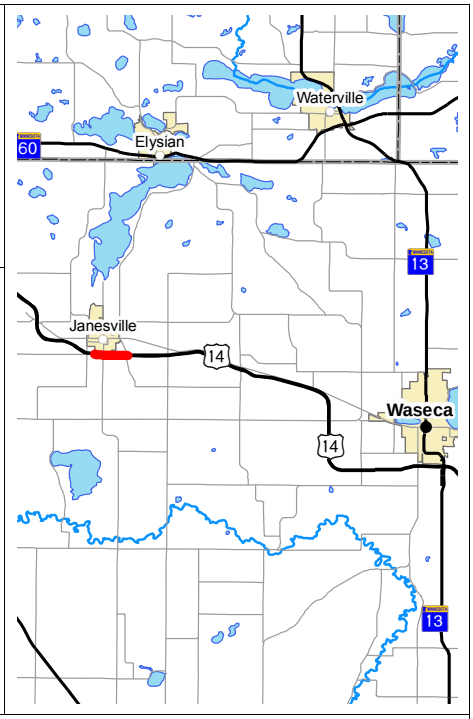
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Matt Rottermond

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
From west to east Janesville city limits
State Project No. 8103-114



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Legistlature recently passed the law allowing for the construction of this project according to the Settlement Agreement.

Project History:

Turnback of Old Highway 14 in Waseca and Steele Co's was contested by the Counties. A Settlement Agreement was created to define what was to be constructed.

Project Description:

Reconstruction of Old Hwy 14 through Janesville. City will be replacing their utilities in conjunction with this project. A new concrete surface will be provided with curb and guter.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 4.6	$ 4.6
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.8**	**$ 5.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimates for the turnback were performed early in the process. Only a certain amount of money has been made available for the entire program on Old Hwy 14. Need to make sure there is enough money for the projects that will come in subsequent years.

Project Risks:

Settlement agreement was very prescriptive in some areas and vague in others.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 04/15/2015
Current Letting Date: 04/15/2015
Construction Season: May 2015 / Nov 2015
Estimated Substantial Completion: 11/01/2015

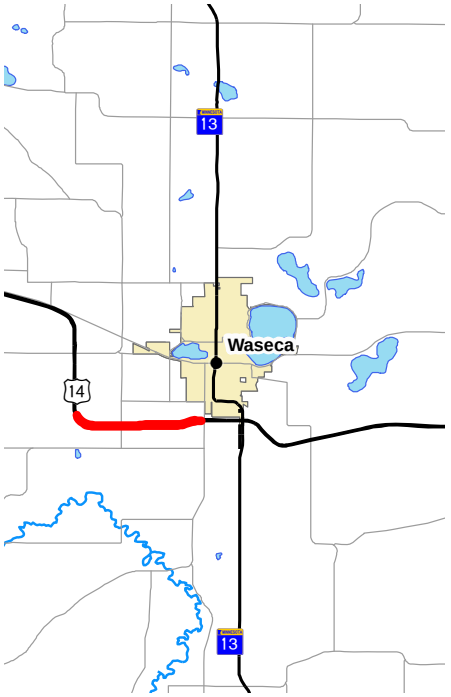
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Matt Rottermond

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
From west to east Waseca city limits
State Project No. 8103-115



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Legislature recently passed the law allowing for the construction of this project according to the Settlement Agreement.

Project History:

Turnback of Old Highway 14 in Waseca and Steele County was contested by the Counties. A Settlement Agreement was created to define what was to be constructed.

Project Description:

Reconstruction of Old Hwy 14 through Waseca City will be replacing their utilities in conjuntion with this project. A new concrete surface will be provided with curb and gutter.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 13.6	$ 13.6
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 2.7	$ 2.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.3**	**$ 17.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimates for the turnback were performed early in the process. Only a certain amount of money has been made available for the entire program on Old Hwy 14. Need to make sure there is enough money for the projects that will come in subsequent years.

Project Risks:

Settlement agreement was very prescriptive in some areas and vague in otheres.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 04/15/2016
Current Letting Date: 04/15/2016
Construction Season: May 2016 / Nov 2017
Estimated Substantial Completion: 11/01/2017

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

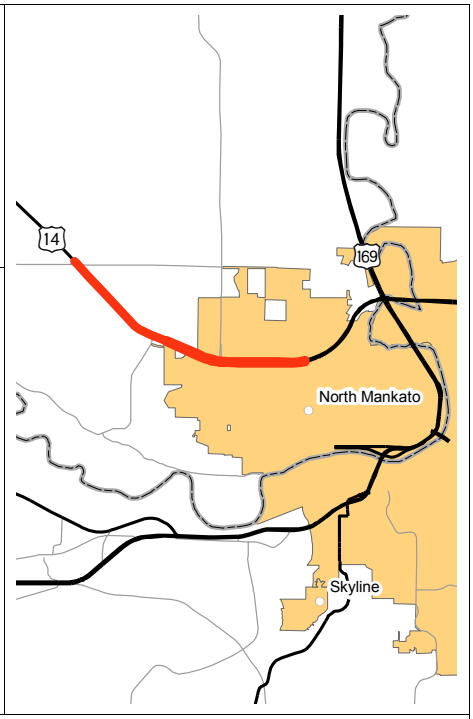
District Engineer: Greg Ous
Project Manager: Matt Rottermond

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 14
Hwy 6 to Lor Ray Drive in North Mankato
State Project No. 5203-85, 5203-103
http://www.dot.state.mn.us/d7/projects/14northmankato

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Opened to traffic October 2013. This project was let as a design-build project with a $23.5 million low bid that included detail design and a one-year construction period. Because it was higher than expected (for both MnDOT and local partner cost responsibilities), the bids were rejected and MnDOT decided to do the design in-house. The construction cost came down substantially with design changes in grading, drainage, a two-year construction period and reducing contractor risk. Also, good bid prices were obtained at the time of letting the design-bid-build project.

Project History:

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

SP 5203-85 was completed in the fall of 2012. It constructed the Hwy 14 eastbound lanes, realigned County Road 6, and constructed the roundabout at Pleasant View Drive. SP 5203-103 will be substantially complete in the fall of 2013. Constructing a new modified diamond interchange at Hwy 14/County Road 41 created short spacing between the County Road 41 and Lookout Drive ramps. This is also the first roundabout in North Mankato.

Project Description:

Reconstruction and expansion from two to four lanes for approximately 1.8 miles, construction of a new interchange at Hwy 14 and County Road 41, realignment of the Hwy 14 and County Road 6 intersection, roundabouts at the Hwy 14 entrance and exit ramp.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 22.0	$ 16.4
Other Construction Elements:	$ 2.4	$ 0.3
Engineering:	$ 4.0	$ 3.3
Right of Way:	$ 4.0	$ 2.4
Total:	**$ 32.4**	**$ 22.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Minimal risk expected for muck, year to which dollars are inflated, costs to be split with local units of government. Current estimate are actual costs based on receipts.

Project Risks:

Project is complete.

Schedule:

Environmental Approval Date: 05/01/2004
Municipal Consent Approval Date: 04/19/2011
Geometric Layout Approval Date: 3/8/2011
Construction Limits Established Date: 12/20/2010
Original Letting Date: 02/27/2003
Current Letting Date: 03/23/2012
Construction Season: 2012; 2013
Estimated Substantial Completion: Oct. 2013

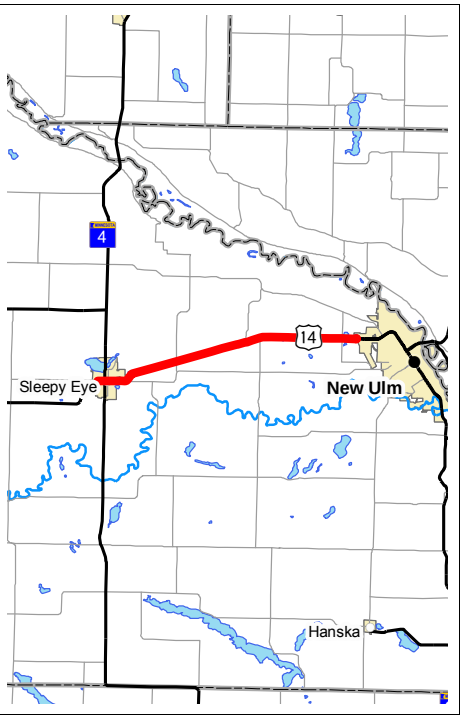
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Revised Date: 12/15/2014

PROJECT SUMMARY

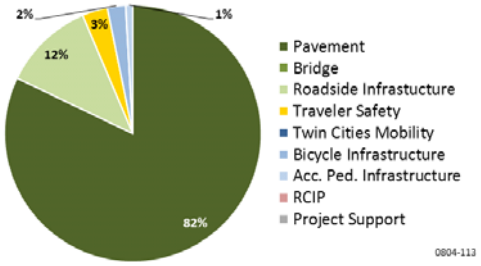
Hwy 14
East limits of Sleepy Eye to West limits of New Ulm
State Project No. 0804-113



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

The project has been scoped and no detour should be necessary.

Project History:

The purpose of this project is to provide a smooth ride by resurfacing the roadway.

Project Description:

Mill and overlay 10 miles of Hwy 14 from the east side of Sleepy Elye to the west side of New Ulm.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.3	$ 4.3
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 5.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate is based on bituminous pavement. Some contingency included based on additional pipe replacements and detour needs. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

There may be a need to replace a few culverts within the project limits.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/18/2016
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

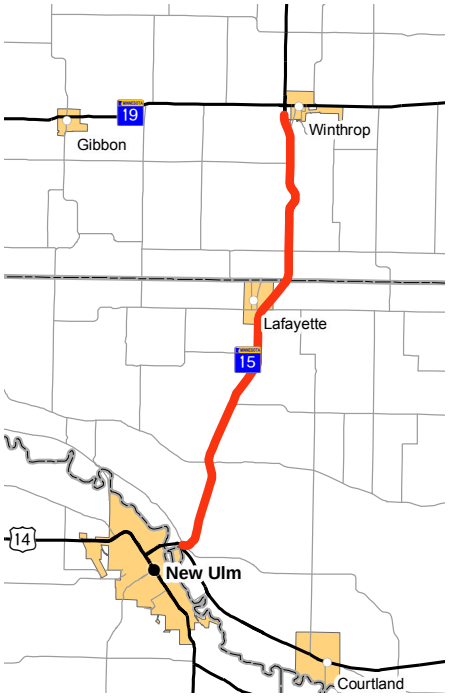
District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15
From Hwy 14 at New Ulm to Hwy 19 at Winthrop
State Project No. 5204-112

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2013. The contract was modified to include special surface treatment.

Project History:

This segment had severe roughness and poor condition of bituminous shoulders. The pavement preservation project was funded through the Better Roads program.

Project Description:

This project resurfaced the roadway with a bituminous overlay and also included reclamation of the shoulders for 17. miles from Hwy 14 at New Ulm to Hwy 19 at Winthrop. Edgeline rumble strips and centerline rumble strips will be added.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 6.6
Other Construction Elements:	$ 0.6	$ 0.7
Engineering:	$ 1.3	$ 0.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated in 2011 dollars inflated to 2013 dollars.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 03/16/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/08/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

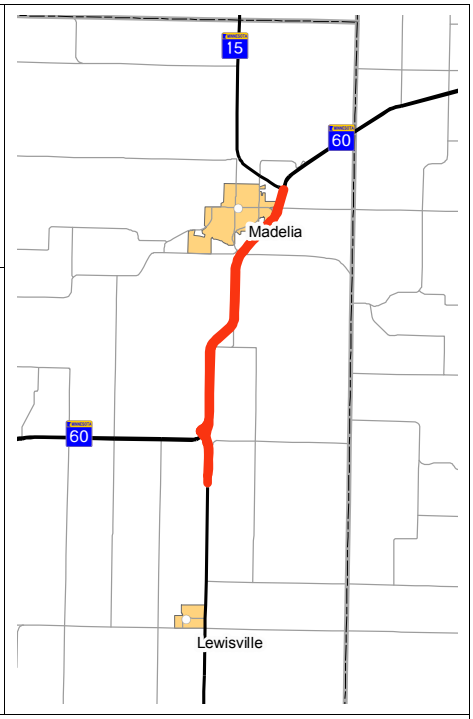
District Engineer: Greg Ous
Project Manager: Susan Museus

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15
Hwy 15 and Hwy 60
State Project No. 8304-113

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2012. Lighting was added to this project late in the project development process. Project final cost was approximately $250,000 over contract amount as let due primarily to shouldering and bituminous overruns.

Project History:

This segment had rough pavement due to concrete faulting and damaged panels. The pavement preservation project was funded through the Better Roads program.

Project Description:

3-inch bituminous overlay plus 5/8-inch ultrathin bonded wearing course.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.5	$ 6.1
Other Construction Elements:	$ 0.5	$ 0.4
Engineering:	$ 1.1	$ 0.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 6.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Base estimate in 2011 dollars inflated to 2013 dollars. Current estimate is the awarded bid taken from the abstract.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/28/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 04/27/2012
Current Letting Date: 04/27/2012
Construction Season: 2012
Estimated Substantial Completion: 07/04/2015

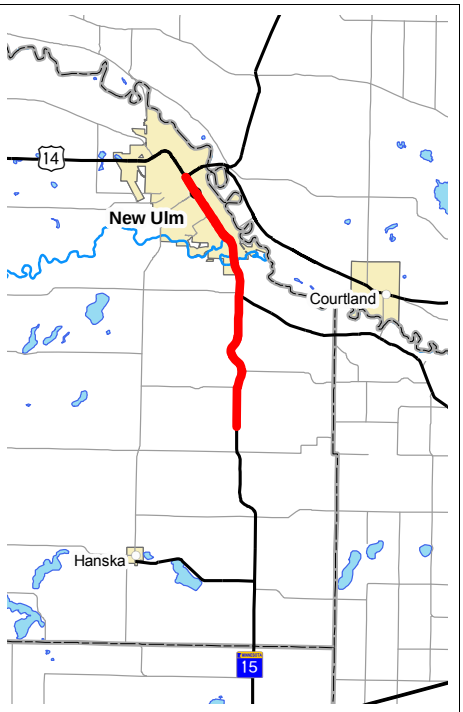
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Bob Williams

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15
From Township Road 46 to 7th Street North in New Ulm
State Project No. 0805-113



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project has been scoped, and a minimal amount of risks have been identified.

Project History:

The purpose of this project is to provide a smooth riding surface and reconstruct the failing sidewalk and pedestrian ramps in New Ulm to meet ADA guidelines.

Project Description:

Mill and overlay 8.5 miles of Hwy 15 from 1.5 miles south of Searles to the west junction of Hwy 14/Hwy 15 in New Ulm. Improve sidewalk and curb ramps in New Ulm to bring sidewalk up to ADA standards.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.2
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.1**	**$ 9.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate is based on bituminous pavement, ADA work and bridge repairs. It includes contingency based on additional ADA work, possible turn lane extensions and detour staging due to pipe work. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

Minimal detours may be needed due to culvert replacements in the rural section of the project and in the urban area due to spot pavement replacements. Permits or easements may be needed in some areas where there is sidewalk replacement.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Need Unknown
Original Letting Date: 01/01/2017
Current Letting Date: 01/01/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

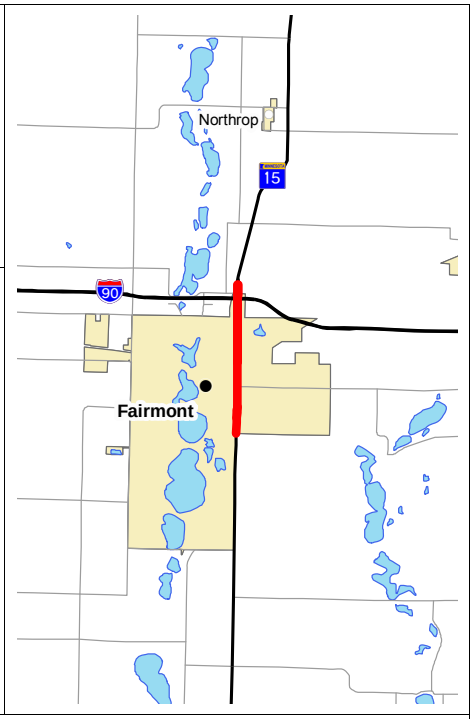
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

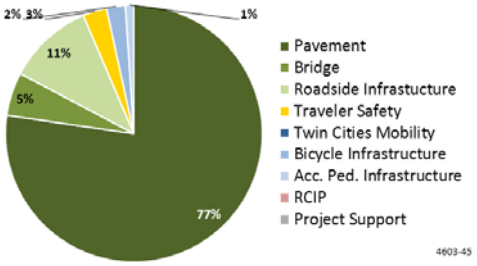
Hwy 15
Johnson Street to Goeman Road in Fairmont
State Project No. 4603-45



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This section of Hwy 15 includes the urban section of roadway from the south end of the project at Johnson Street to the north end at Goemann Road. The roadway work will consist of milling and a bituminous overlay.

Recent Changes and Updates:

The project scope has been done for this project. Additional scoping yet to be completed include, the city's utilities needs and the life cycle cost analysis.

The Bridge 46002 rehabilitation over Center Creek was reevaluated and this work is no longer planned as part of this project.

Project History:

The project will resurface the pavement to preserve and extend the design life of the existing pavement structure and achieve a smooth riding surface; reconstruct pedestrian ramps to meet ADA guidelines and update signals with flashing yellow arrows.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 7.9**	**$ 7.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

It is assumed the project will include a mill and overlay, that the project can be done under traffic. The current estimate is in 2013 dollars inflated to 2017 dollars.

Project Risks:

The LCCA may show an alternate fix has the lowest life cycle cost. This would warrant a change in the proposed fix or an exception.

If the City of Fairmont determines significant utility work is required a detour and additional pavement removal and replacement.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Pendomg Approval
Original Letting Date: 01/01/2017
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

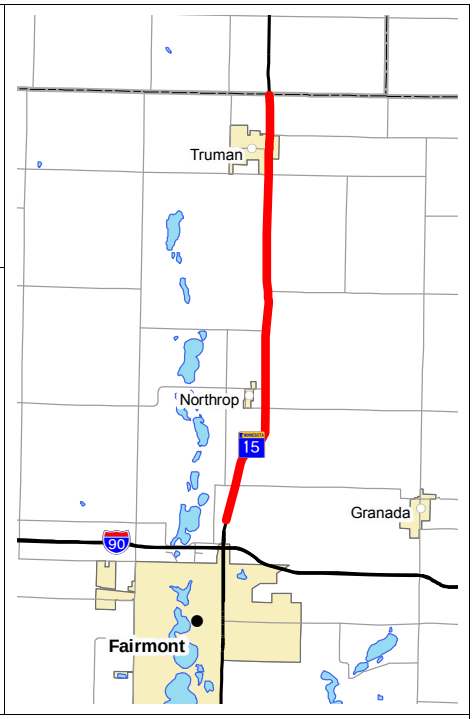
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 15

I-90 to Hwy 54 in Truman & Watonwn/Brown county line to Hwy 24

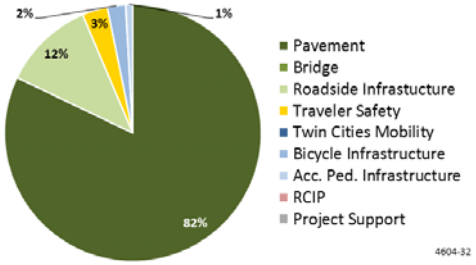
State Project No. 4604-32, &, 0805-112



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous overlay for 11.3 miles from 0.6 miles north of I90 to County Road 54 in Truman. It also including ADA improvements in Truman. And bituminous overlay for 7.0 mi from Watonwan/Brown County line to 1.7 mi South of CSAH 24

Recent Changes and Updates:

SP 0805-112 was tied to this project.

This project is under construction and will be substantially complete in the Fall of 2014.

Project History:

The road surface is rough and deteriorating. This project will resurface the pavement to achieve a smooth riding surface.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.1	$ 5.1
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.3**	**$ 6.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate is based on mill and bituminous overlay with ADA work. Baseline estimate contingency of ultra thin bonded wearing course has been unrealized/resolved lowering the current estimate. Current estimated construction cost is the awarded bid taken from the abstract.

Project Risks:

Edge drains need to be inspected and evaluated to determine if they need work or replacement. Catch basins in Truman may need limited repairs.

Schedule:

Environmental Approval Date: 12/16/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 08/08/2013
Original Letting Date: 03/28/2014
Current Letting Date: 03/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

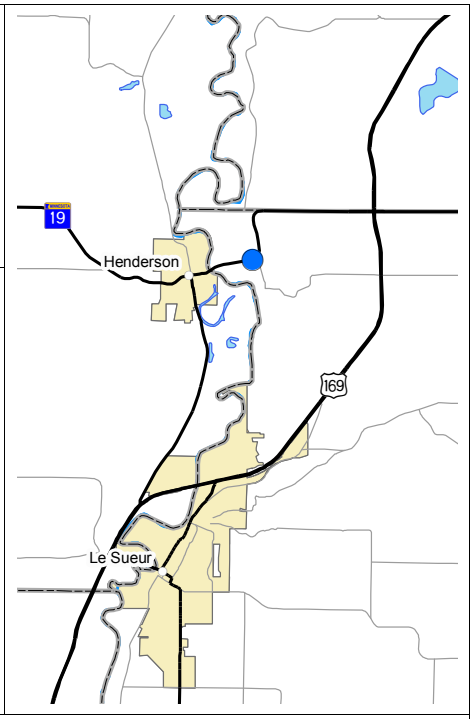
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2014

PROJECT SUMMARY

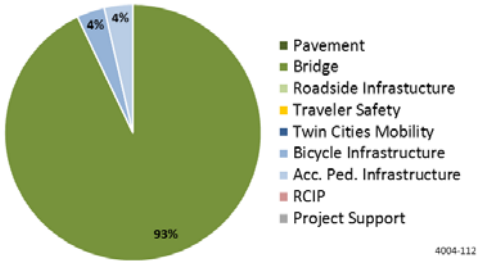
Hwy 19
Over the Union Pacific railroad, east of Sibley/LeSueur county line
Bridge 5369
State Project No. 4004-112



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace bridge 5369 over the Union Pacific Railroad, and the associated grading and paving on the ends of the bridge to match the in place profile.

Recent Changes and Updates:

In early 2014 a switch was made to a reinforced-soil slope embankment. The RSS embankment allows steeper slopes, which in turn led to a smaller construction footprint. This change eliminated permanent wetland, floodplain and wildlife refuge impacts and reduced construction costs by $1.7M.

Project History:

The existing bridge is failing. Sight distance is poor at the county road intersection. The project will replace the bridge with a structure that minimizes maintenance and provides improved sight distance for the local road connection.

Railroad requirements necessitate a longer and taller bridge than the current one. Constructing the larger embankments required for this bridge in turn led to significant geotechnical issues as well as wetland, floodplain and wildlife refuge impacts. Construction cost estimate was inflated to $6M to reflect this in 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 3.0	$ 4.3
Other Construction Elements:	$ 0.5	$ 0.6
Engineering:	$ 0.6	$ 0.9
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 4.2**	**$ 5.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Baseline estimate assumed that bridge would be replaced in-kind.
Current estimate reflects railroad requirements for longer and taller bridge.

Project Risks:

Railroad coordination may pose a schedule risk, both in design and construction.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 41828
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/28/2014
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

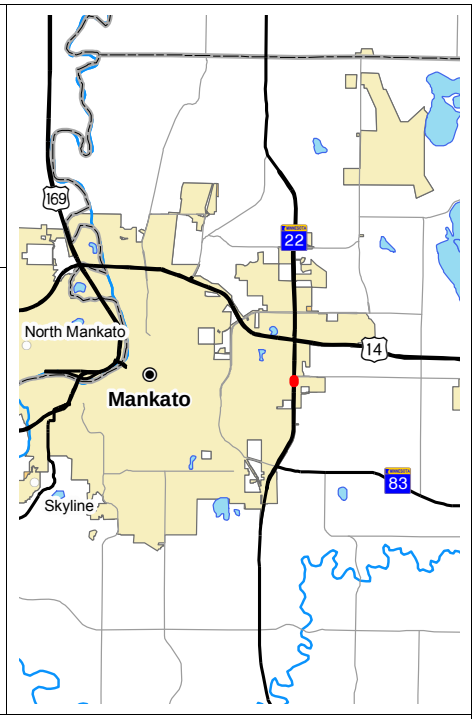
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Chris Bower

Revised Date: 12/15/2014

PROJECT SUMMARY

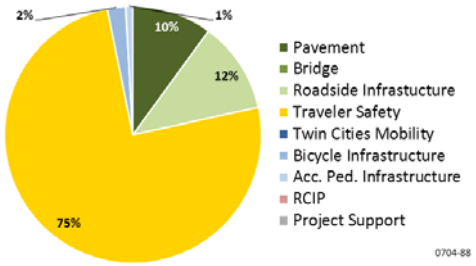
Hwy 22
Mankato, from Hwy 83 to County Road 12
State Project No. 0704-88
www.roundaboutready.com



Primary Purpose:

Performance-based Need: District Safety Plan

Investment Category:



Project Description:

The project consists of construction of roundabouts on Hwy 22 at the intersections of Madison Avenue and Adams Street, concrete pavement rehabilitation, and installation of flashing yellow arrows at intersecting side roads.

Recent Changes and Updates:

MnDOT is partnering with the city and county to optimize construction staging to minimize duration of impacts to businesses with an accelerated construction schedule. Project limits were extended to address traffic signal modifications at the surrounding intersections.

Project History:

Construct roundabouts to improve safety and reduce signal delay. The intersections of Hwy 22 with Madison Avenue and Adams Street have the highest crash rating in District 7.

An extensive educational campaign was implemented to educate drivers on navigating multilane roundabouts.

Construction began May 2014 and roadway was open to traffic at the end of April 2014.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 7.2
Other Construction Elements:	$ 0.4	$ 1.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 9.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project construction accelerated and expected to be completed in one construction season. The letting cost includes City and County share of $2.6 million for cost sharing on Madison Avenue and Adams Street. Construction letting based on low bid received.

Project Risks:

Additional construction costs associated with accelerated construction schedule and extent of construction staging and traffic control. Project bid included a contract time component with and incentive/disincentive if the construction is completed early.

Schedule:

Environmental Approval Date: 11/15/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 6/10/2013
Construction Limits Established Date: 06/10/2013
Original Letting Date: 01/25/2014
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

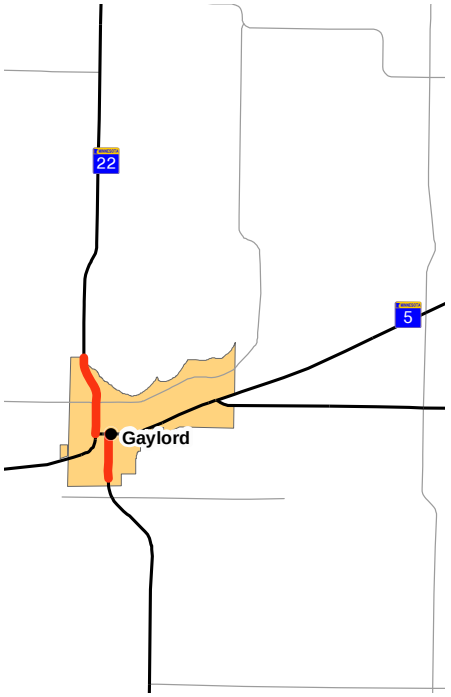
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2014

PROJECT SUMMARY

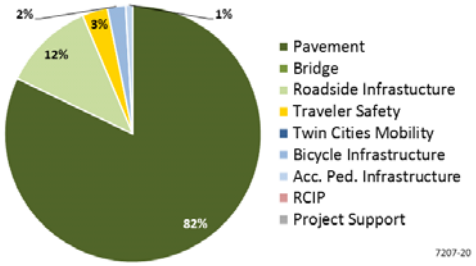
Hwy 22, Hwy 5, Hwy 19
Gaylord
State Project No. 7207-20



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project will reconstruct approximately 1.5 miles of Hwys 5, 19 and 22 and will overlay another 0.3 miles of Hwy 22. All work is in Gaylord. The project will also replace failing city utilities.

Recent Changes and Updates:

Construction is under way. The project will be completed in the Fall of 2015.

Project History:

This project was first identified as a resurfacing project, but was ultimately revised to be primarily a full reconstruction to accommodate the replacement of failing city utilities. The portion of Hwy 22 south of the railroad tracks remains a mill and overlay section.
Despite on tiem turn-in the project letting slipped by one month due to a large project letting volume at the central office.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.1	$ 6.9
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 7.1**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. All costs are in 2014 dollars. The original estimate was based on bituminous pavement with a contingency added for possible concrete pavement in the downtown business area. The Construction Letting "Current Estimate" reflects the actual letting results. Local cost share adds an additional $3.3 million to the construction letting costs estimate.

Project Risks:

The project is under construction. Discoveries during construction may increase project costs. Accommodations for business access during construction may also raise project costs. Some contaminated soils have been identified within the project area.

Schedule:

Environmental Approval Date: 11/17/2014
Municipal Consent Approval Date: 11/06/2013
Geometric Layout Approval Date: 1/23/2013
Construction Limits Established Date: 09/20/2012
Original Letting Date: 12/20/2013
Current Letting Date: 05/16/2014
Construction Season: 2014 / 2015
Estimated Substantial Completion: Fall 2015

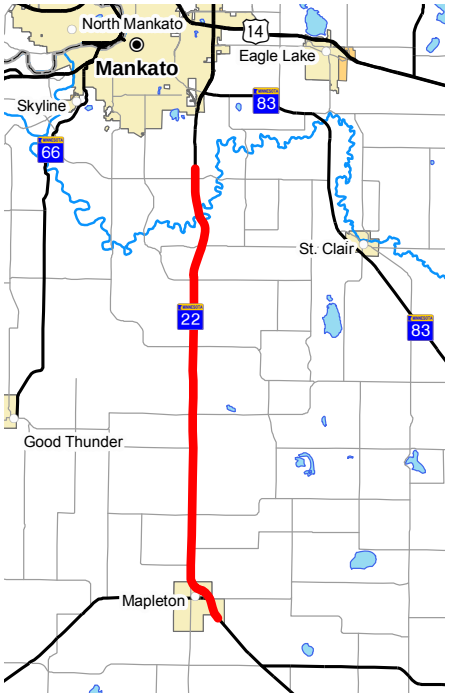
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Revised Date: 12/15/2014

PROJECT SUMMARY

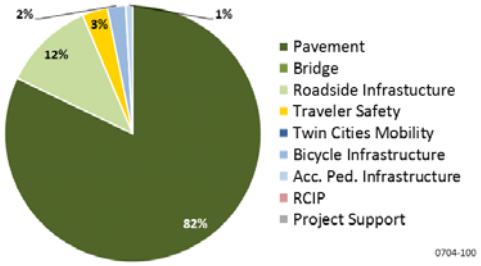
Hwy 22
Hwy 30 to County Road 90
Bridge 5959, &, 6949
State Project No. 0704-100



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project consists of reconstructing or resurfacing a portion of the 12.85 miles from Hwy 30 to County Road 90, including replacement of Bridge 5959 over the Cobb River and Bridge 6497 over the LeSueur River.

Recent Changes and Updates:

Bridge No. 5959 over the Big Cobb River and Bridge 6497 over the LeSueur River are scheduled to be replaced. These bridge projects have been scoped as separate projects and are being reviewed for inclusion under this project. Due to the significant project costs, the highway project may have to be staged over multiple years due to budget and program limitations. The scope of the north portion of the project as well as replacement of Bridge 6497 construction may need to be programmed for a later date. Once the existing soil and pavement investigation is complete, the project limits will be finalized.

Project History:

Hwy 22 from Mapleton to County Road 90 is a minor arterial. The existing pavement is continuing to deteriorate and the ride quality is very poor, especially during the spring and winter seasons due to the frost heaving at pavement joints.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 25.9	$ 23.1
Other Construction Elements:	$ 2.9	$ 2.9
Engineering:	$ 4.6	$ 4.6
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 33.5**	**$ 30.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimate based on repairing the pavement with an unbonded overlay meeting current preservation standards. Estimated in 2011 dollars inflated to 2017 dollars. Project costs have been adjusted to include bridge costs. Current estimate decreased because there is not enough funding to complete the project as scoped. The scope will be adjusted to keep it under the budget shown in the current estimate.

Project Risks:

Project may require to be staged over multiple years. Additional cost for edge drain repair/replacement maybe needed. The investigation of chronic frost heaving at the joints shows that much of the pavement will need to be reconstructed.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 01/01/2017
Current Letting Date: 11/18/2016
Construction Season: 2017 / 2018
Estimated Substantial Completion: Fall 2018

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 23
I-90 to Hwy 269 in Jasper
State Project No. 6703-23

Substantially Complete

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project was completed in 2013.

Project History:

This pavement preservation project was funded with Better Roads funding.

Project Description:

Pavement reclamation from I-90 to Hwy 269 in Jasper.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 12.4	$ 8.8
Other Construction Elements:	$ 0.0	$ 0.9
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 1.8	$ 1.8
Total:	**$ 15.1**	**$ 12.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Base estimate is in 2011 dollars inflated to 2013 dollars. Project was let and built. Current estimate is the awarded bid taken from the abstract.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 03/12/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/18/2012
Current Letting Date: 05/18/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

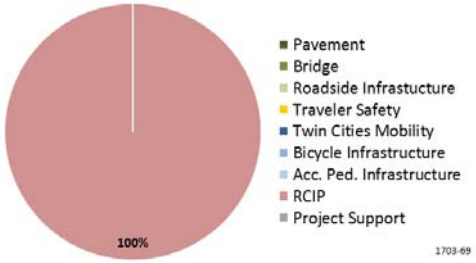
PROJECT SUMMARY

Hwy 60
Windom to west of Mountain Lake
Bridge 8260
State Project No. 1703-69

Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project completes Hwy 60 as a four-lane divided roadway between the east edge of Windom and the west end of the existing four-lane section west of Mountain Lake. This includes construction through Bingham Lake.

Recent Changes and Updates:

Final Scoping Report was completed in 2013. Development of the formal geometric layout is underway.

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 were completed. A supplemental final EIS was completed in 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 27.1	$ 27.1
Other Construction Elements:	$ 3.0	$ 3.0
Engineering:	$ 4.9	$ 4.9
Right of Way:	$ 1.5	$ 1.5
Total:	**$ 36.5**	**$ 36.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project. The estimate is based on bituminous pavement and retaining wall systems at Clear Lake and Warren Pond. It includes contingency based on concrete pavement option and risks for soil corrections.

Project Risks:

Soils and Foundations investigations have not been completed. Embankment designs at Clear Lake and Warren Pond may have considerable costs and need to be approved by the regulatory agencies. Bingham Lake connections will require municipal consent. RCUTs are being considered for two intersections, but these do not have public support currently. The concept is still under review.

Schedule:

Environmental Approval Date: 11/23/2012
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/24/2017
Current Letting Date: 02/24/2017
Construction Season: 2017 / 2018
Estimated Substantial Completion: Fall 2018

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

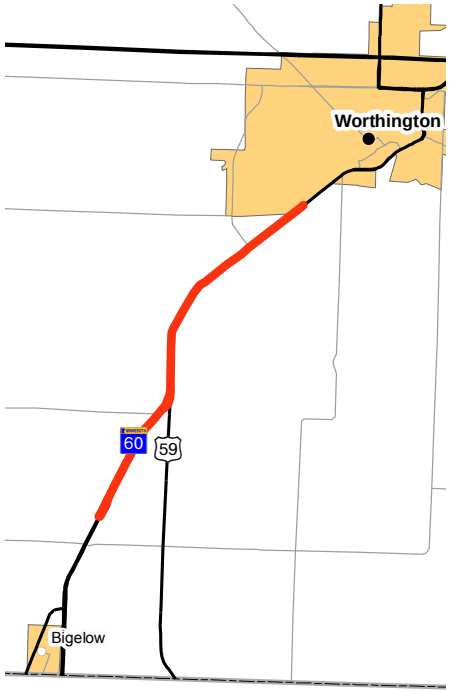
District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 60
Bigelow to Worthington
State Project No. 5305-56, 5305-58, 5305-59
http://www.dot.state.mn.us/d7/projects/hwy60/index.html

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Roadway project was substantially completed in the fall of 2013.

Landscaping project will be substantially completed in the Fall of 2014.

Projects were combined into one report as all funding was bond funds and it is one large project just broken into pieces. So this is why the costs have changed.

Project History:

The existing road was constructed in 1930s, and the corridor was identified for four-lane expansion in the 1960s, last segment of unimproved roadway between the Iowa border and the Twin Cities (via Highway 169). Initial baseline estimate did not include full scoping, soil investigations were not complete and the alignment had not been set in the Worthington area. MnDOT constrained construction limits to avoid a dump, spent less than anticipated on right of way and reduced other costs as the project was developed and contingency retired. In addition, using alternate bid pavement and breaking the corridor into smaller, low-risk, projects allowed better bids in a very competitive market.

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 in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 59.1	$ 45.3
Other Construction Elements:	$ 17.5	$ 7.4
Engineering:	$ 19.3	$ 6.9
Right of Way:	$ 22.7	$ 13.1
Total:	**$ 118.6**	**$ 84.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Baseline estimate costs are adjusted to midpoint of construction year assuming 5 percent annual inflation.

Project Risks:

Project risks have been addressed.

Schedule:

Environmental Approval Date: 01/02/2015
Municipal Consent Approval Date: 08/17/2009
Geometric Layout Approval Date: 2/5/2009
Construction Limits Established Date: 02/28/2009
Original Letting Date: 03/01/2010
Current Letting Date: 07/09/2010
Construction Season: 2010 / 2013
Estimated Substantial Completion: Fall 2014

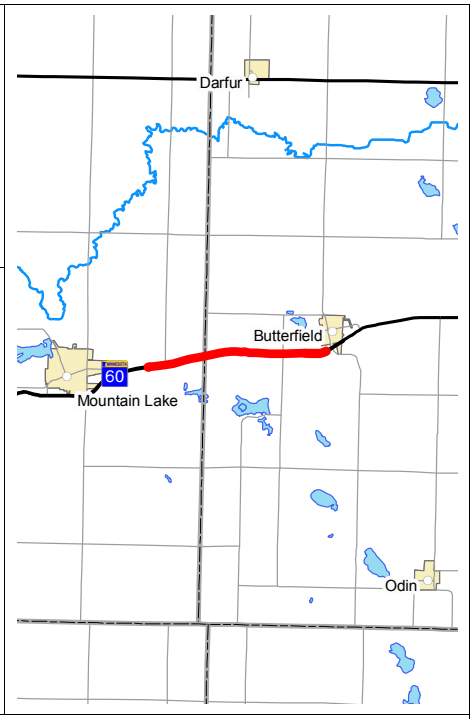
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Rolin Sinn

Revised Date: 12/15/2014

PROJECT SUMMARY

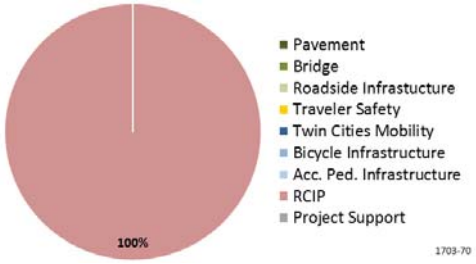
Hwy 60
Mountain Lake to Butterfield
State Project No. 1703-70
http://www.dot.state.mn.us/d7/projects/hwy60stjames/index.html



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This 4.5 mile project constructs a four-lane expressway along existing alignment from Mountain Lake to Butterfield, reduces access locations and reconstruct existing shoulders.

Recent Changes and Updates:

Right of way is working on acquiring property. The right of way cost will likely increase based on land value appraisals. A review of the existing roadway which will serve as the westbound lanes will require some concrete pavement rehabilitation and joint repair. This repair is being planned to be done while the roadway is being detoured for the construction of the new eastbound lanes.

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. A supplemental final EIS was completed.

As part of balancing project lettings, this project is being planned with an earlier letting date than originally planned.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 13.8	$ 14.5
Other Construction Elements:	$ 2.1	$ 2.1
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.6	$ 0.6
Total:	**$ 19.3**	**$ 20.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project. The estimate is based on bituminous pavement option. Estimated in 2012 dollars inflated to 2015 dollars.

Project Risks:

Soil testing has been completed. Substantial muck excavation may be encountered that would require correction and may elevate project costs. Project is being bid with different alternates for bituminous and concrete pavement surfacing.

Schedule:

Environmental Approval Date: 2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 8/14/2012
Construction Limits Established Date: 03/15/2013
Original Letting Date: 12/19/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: Summer 2016

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

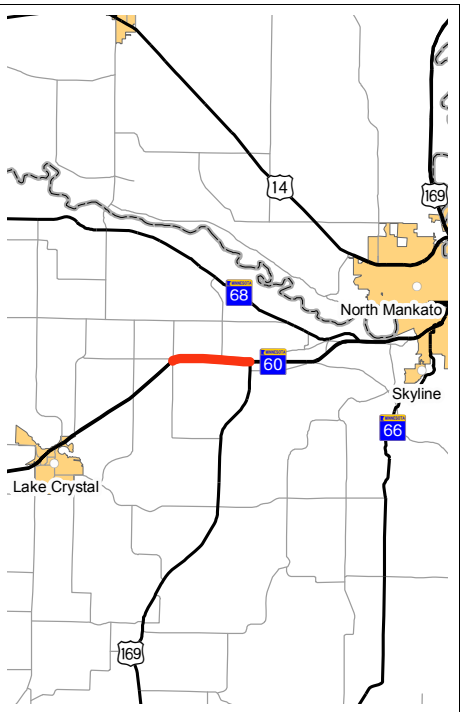
District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 60
County Road 115 (Cray Corner) to North Star Bridge in Mankato
State Project No. 0708-35

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project is complete.

Project History:

This road was rough and deteriorating.

Project Description:

This project included mill and overlay, ADA Improvements and ramp reconstruction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 7.5
Other Construction Elements:	$ 1.3	$ 1.3
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.3**	**$ 10.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated in 2008 dollars inflated to 2012 dollars.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 02/24/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/23/2012
Current Letting Date: 03/23/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

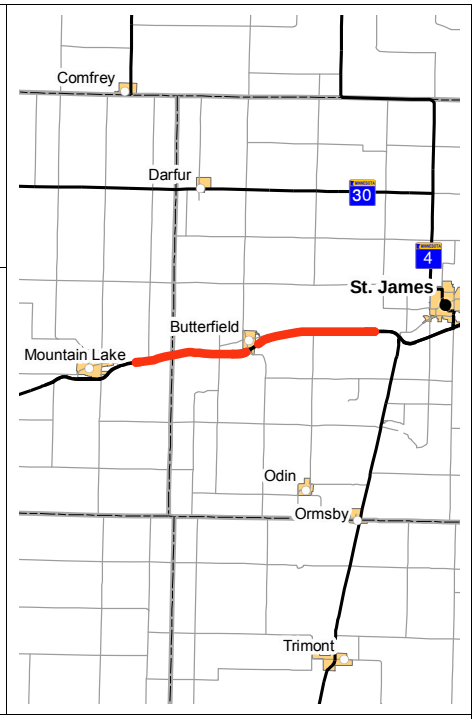
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

PROJECT SUMMARY

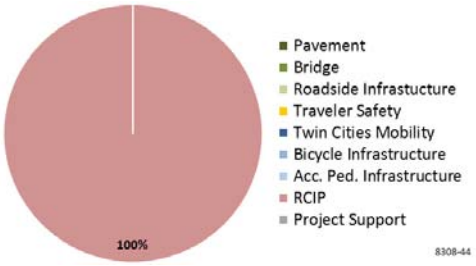
Hwy 60
Butterfield to St. James
Bridge 83040
State Project No. 8308-44



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project completes Hwy 60 as a four-lane divided roadway between Butterfield and the existing four-lane section end near St. James (5.9 miles).

Recent Changes and Updates:

The project has been let for 2013-2014 construction. Grading operations are substantially complete. Bridge No 83040 is also nearing completion. The project letting costs were lower then the baseline estimate because contingency items were not retired until near plans-completion date (e.g. deciding not to include wick drains in the embankment). Also, good bid prices were obtained at the time of letting.

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 were completed. A supplemental final EIS was completed in 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 20.1	$ 14.2
Other Construction Elements:	$ 3.0	$ 2.9
Engineering:	$ 4.0	$ 3.8
Right of Way:	$ 1.5	$ 1.4
Total:	**$ 28.6**	**$ 22.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop the Baseline Estimate for this project. The Current Estimate is based are the actual construction letting costs combined with the original estimated cost for the other three categories.

Project Risks:

Thre is minimal remaining risk that bad soils or other issues will be discovered during construction.

Schedule:

Environmental Approval Date: 42131
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 1/12/2010
Construction Limits Established Date: 09/02/2011
Original Letting Date: 05/17/2013
Current Letting Date: 05/17/2013
Construction Season: 2013 to 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Revised Date: 12/15/2014

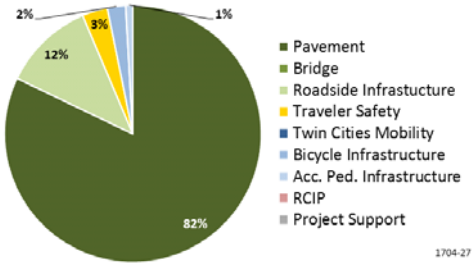
PROJECT SUMMARY

Hwy 62
Hwy 59 to west limits of Windom
State Project No. 1704-27

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project resurfaced the pavement with a bituminous overlay and pave two feet of the shoulders, for 23.2 miles from Hwy 59 in Fulda to west limits of Windom. Several culverts were also repaired.

Recent Changes and Updates:

Cost change was due to year of construction change and associated inflation factors. Construction letting costs are as let. The project is currently under construction and will be substantially complete in the fall of 2014.

Project History:

This is a pavement preservation project that was moved up from FY 2015 to FY 2014 and funded with Better Roads.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.1	$ 10.3
Other Construction Elements:	$ 1.6	$ 1.7
Engineering:	$ 2.8	$ 2.9
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 18.6**	**$ 15.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The original project was alternate bid. The estimate was based on bituminous pavement with contingency for concrete pavement. The project was let and constructed. The current estimate is based on the actual letting cost.

Project Risks:

Previous project risks have been eliminated.

Schedule:

Environmental Approval Date: 01/17/2014
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 05/30/2012
Original Letting Date: 03/22/2013
Current Letting Date: 03/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

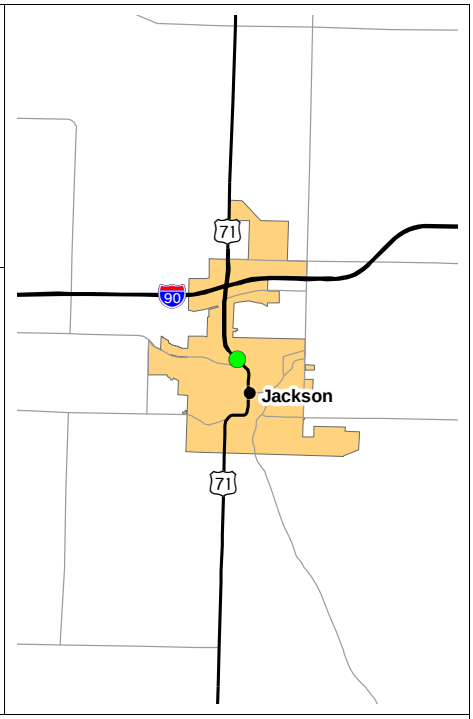
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2014

PROJECT SUMMARY

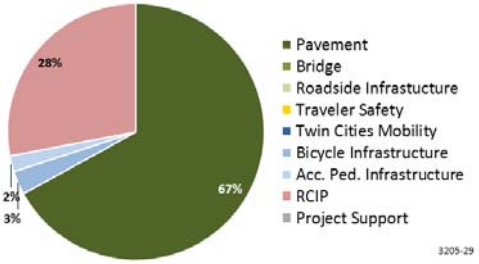
Hwy 71
Jackson, over the Des Moines River
Bridge 6741
State Project No. 3205-29
http://www.dot.state.mn.us/roadwork/future



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace a bridge over the Des Moines River in Jackson. Resurface roadway on hill with modified lane configuration. Add trail and pedestrian crossing indicator.

Recent Changes and Updates:

After updating the 2004 layout that narrowed the width of the bridge, the planning cost estimate decreased, and a new baseline cost estimate was established. CIMS solution to be added to include safety improvements (turn lane, truck lane, etc.), partnering with the city and county.

Project History:

The project replaces an aging bridge. Plans were substantially completed in 2004, but the project was delayed due to reprioritizing needs vs. funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.0
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 7.1**	**$ 7.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The estimate is based on bituminous pavement. The current estimate is in 2011 dollars inflated to 2015 dollars.

Project Risks:

Needs municipal consent. Project is adjacent to a delisted Superfund site and environmental assessment is needed.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 03/01/2013
Original Letting Date: 11/15/2004
Current Letting Date: 02/27/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Chris Bower

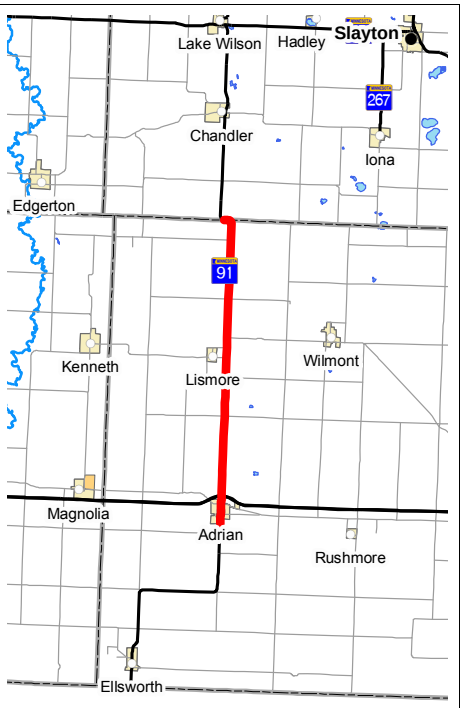
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 91

From the South Adrian City Limits to the Nobles/Murray County Line

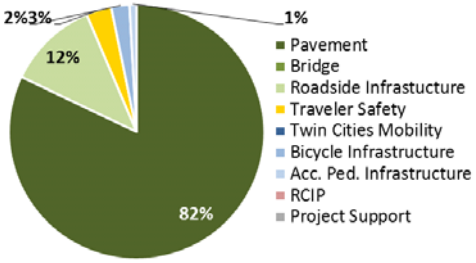
State Project No. 5308-29



Primary Purpose:

Perfomance-based Need: Pavement Condition

Investment Category:



Project Description:

Bituminous mill and overlay in and north of Adrian. Concrete pavement rehabilitation in downtown Adrian.

Recent Changes and Updates:

Completed Scoping Report.

Project History:

Project was identified for inclusion in the 2018 program and scoped.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 6.9	$ 6.9
Other Construction Elements:	$ 4.7	$ 4.7
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.7**	**$ 8.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assumes medium mill and overlay, moderate ADA work, extending culvert at county line.

Project Risks:

Culvert may need to be replaced instead of extended. ADA could be costly.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 12/15/2017
Current Letting Date: 12/15/2017
Construction Season: 2018
Estimated Substantial Completion: Fall 2018

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

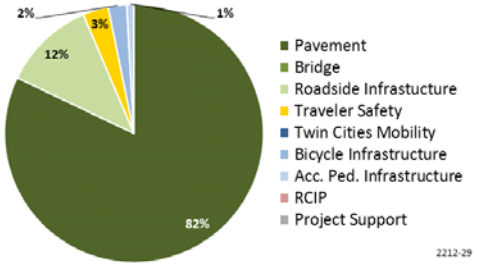
PROJECT SUMMARY

Hwy 109
Winnebago to Wells
State Project No. 2212-28, 2212-29

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

These are two separate projects. SP 2212-28 is substantially complete, and SP 2212-29 will be constructed in 2014.

Project History:

These are pavement preservation projects.

Project Description:

Bituminous Reclamation of 11.9 miles of Hwy 109 from Winnebago to Wells.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.3	$ 15.6
Other Construction Elements:	$ 2.5	$ 1.7
Engineering:	$ 2.9	$ 3.3
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 19.7**	**$ 20.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The construction letting cost estimate for the 2014 project is $9 million. The projects have both been let. The current estimate is based on the actual letting cost of the projects.

Project Risks:

There is an airport in Wells that could pose some restrictions. Traffic must be maintained through the three towns.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/01/2013
Current Letting Date: 01/01/2013
Construction Season: 2012; 2014
Estimated Substantial Completion: 07/06/2015

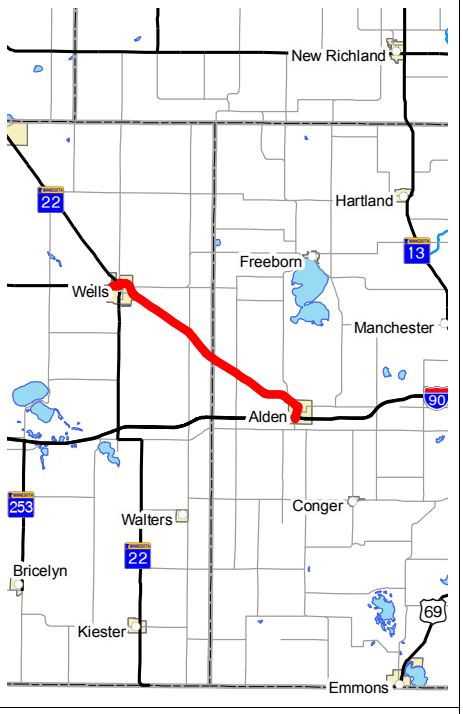
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Revised Date: 12/15/2014

PROJECT SUMMARY

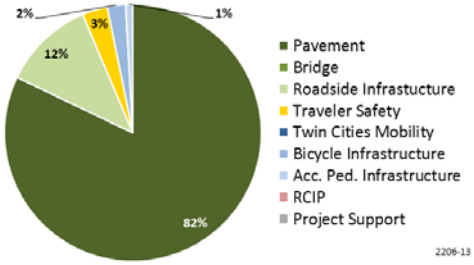
Hwy 109
Hwy 22 in Wells to I-90 in Alden
State Project No. 2206-13



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Medium mill and overlay on Hwy 109 from the Hwy 22 intersection in Wells to the I-90 intersection in Alden. Pedestrian ramps will also be updated to meet current ADA guidelines in Wells and Alden.

Recent Changes and Updates:

The project has been scoped and pedestrian ramps in Wells and Alden will be replaced to meet ADA requirements. There is a railroad crossing in Alden, and a railroad agreement will be needed.

Project History:

This project will resurface the pavement to achieve a smooth riding surface. It will also reconstruct pedestrian ramps to meet ADA guidelines.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.9	$ 5.9
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 7.4**	**$ 7.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The key cost estimate assumption is the pavement fix, which is estimated to be a medium resurfacing of a 2-inch mill and a 3.5-inch overlay. Transverse joint repairs are estimated at 15 joints per mile. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

47 pipes with a condition of 3 or 4 have been identified. These pipes should be inspected for possible lining or replacement. The two bridge box culverts and one maintenance box culvert should be further evaluated for extension or replacement.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/01/2017
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

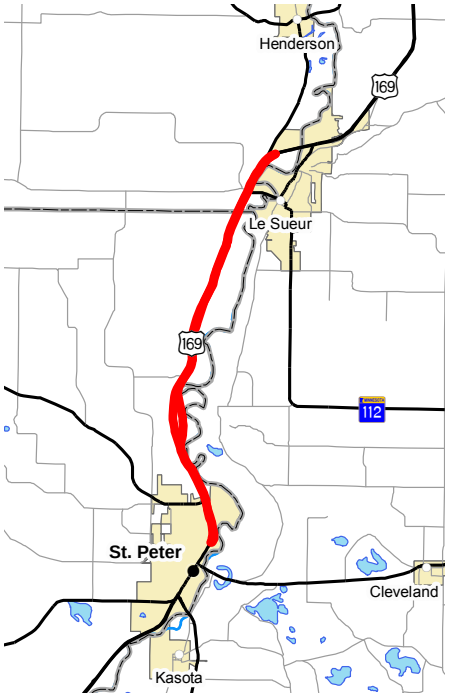
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Andrew Lawver

Revised Date: 12/15/2014

PROJECT SUMMARY

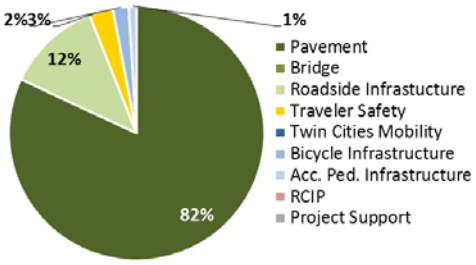
Hwy 169
From Hwy 22 in St Peter to Hwy 93 at Le Sueur
State Project No. 5209-74



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Provide for a medium mill and overlay on the northbound lanes of Hwy 169 for 9.6 miles from Hwy 22 to the north junction of Hwy 93 in Le Sueur.

Recent Changes and Updates:

Project has been scoped, and a minimal amount of risks have been identified.

Project History:

The prupose of this project is provide for a smooth riding surface of to the northbound lanes of Hwy 169 which is a High Priority Interregional Corridor.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 6.3
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.8**	**$ 7.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated in 2012 dollars inflated to 2018 dollars. Estimate is based on average bid prices for the area. Estimate is for medium mill and overlay.

Project Risks:

Minor inslope or guardrail modifications may be required to bring guardrail up to current standards. Potential for poor subgrade from RP 74.5 to RP 75.5 which may require something other than medium mill and overlay.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Need Unknown
Original Letting Date: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018
Estimated Substantial Completion: 07/10/2015

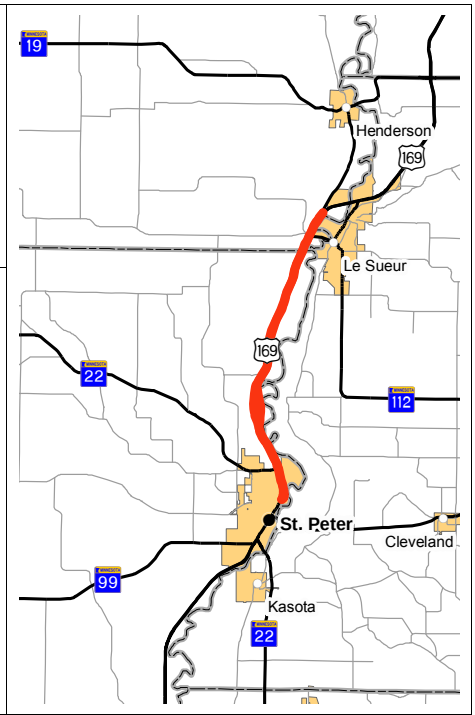
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

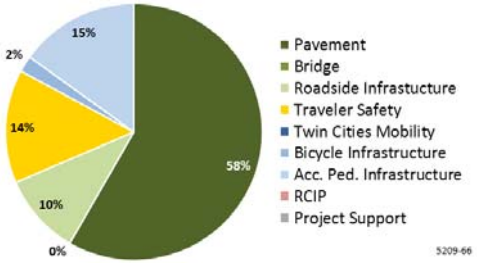
Hwy 169
St. Peter to Le Sueur, south of the Minnesota River Bridge
State Project No. 5209-66
http://www.dot.state.mn.us/d7/projects/floodmitigation/



Primary Purpose:

Performance-based Need: Flood Mitigation

Investment Category:



Project Description:

This project will raise the grade of southbound lanes in two areas (1.8 miles) and preserve southbound lanes in non-grade raise areas (8.9 miles) between St Peter and Le Sueur.

Recent Changes and Updates:

Project scope was updated to include the additional work to regrade sections of the road to be reconstructed for high water events. This project is an alternate bid project.

Project History:

When the highway was originally constructed in the early 1960s, the Minnesota River high water elevation was assumed at 751.0, and the roadway was constructed accordingly. The actual 100 year flood elevation in this area ranges from about 756.0 to 756.6.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 11.3	$ 10.7
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 2.3	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 14.5**	**$ 13.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Bituminous alternative used for cost estimate. Shredded tire light-weigth fill to be used in muck areas. Current estimate is in 2012 dollars inflated to 2014 dollars.

Project Risks:

Project is in construction and will be complete by November. Risks have been retired.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 04/25/2014
Current Letting Date: 04/11/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

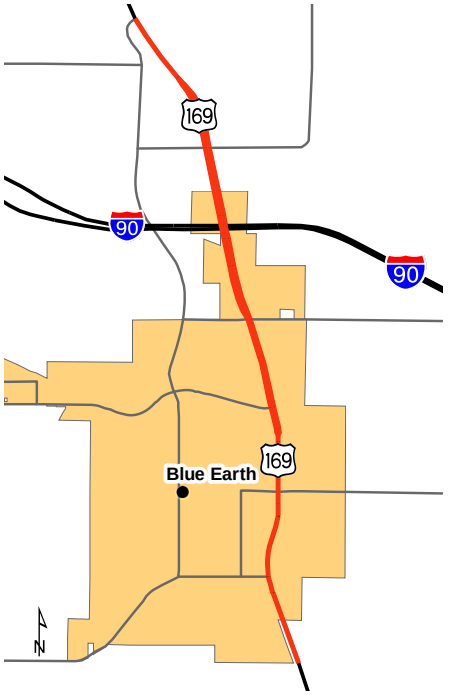
District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
Blue Earth from the south limits at 14th Street to County Road 6
Bridge 22001
State Project No. 2207-32, 2208-42
mndot.gov/d7/projects/169blueearth/

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Open to traffic in Fall 2013.

Project History:

This project improves deteriorated pavement and sub-surface utilities. Access and safety improvements are also necessary at intersections.

Project Description:

This project is a reconstruction from 550 feet north of railroad bridge to County Road 44, including new pavement, curb and gutter, sidewalks, three roundabouts, storm sewer, sanitary sewer and water main. From 14th Street to north of railroad bridge and

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 9.2	$ 10.8
Other Construction Elements:	$ 0.9	$ 0.6
Engineering:	$ 1.4	$ 2.1
Right of Way:	$ 0.5	$ 0.0
Total:	**$ 12.0**	**$ 13.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Base estimated in 2010 dollars inflated to 2013 dollars. Current estimate are actual costs based on recipts.

Project Risks:

Potential for contaminated soil if excavation is done.

Schedule:

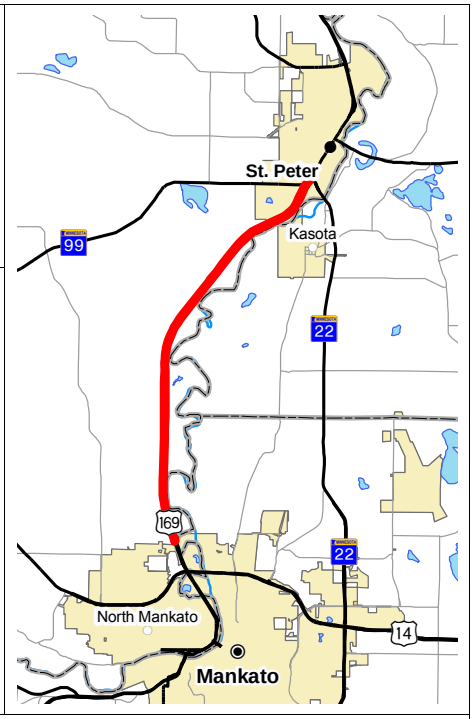
Environmental Approval Date: 09/01/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 4/2012
Construction Limits Established Date: 04/01/2011
Original Letting Date: 12/14/2007
Current Letting Date: 04/26/2013
Construction Season: 2013
Estimated Substantial Completion: Spring 2014

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: **Greg Ous**
Project Manager: **Brett Benzkofer**
Revised Date: 12/15/2014

PROJECT SUMMARY

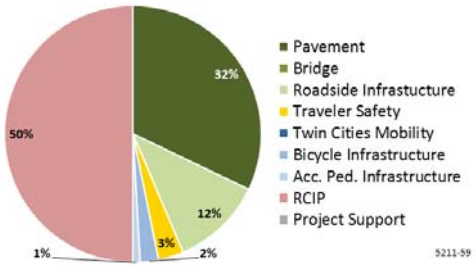
Hwy 169
Hwy 14 in Mankato to St. Peter
State Project No. 5211-59
http://www.dot.state.mn.us/d7/projects/floodmitigation/



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project reconstructs and raises 3.2 miles of Hwy 169 over a 9.1 mile stretch from Mankato to St. Peter. It includes installing a median barrier down the center of Hwy 169 to mitigate cross median crashes.

Recent Changes and Updates:

Preliminary design is complete. Preparing for final design.

Project History:

This project received a $9.8 million federal grant from the Economic Development Administration, U.S. Department of Commerce.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 14.6	$ 14.6
Other Construction Elements:	$ 1.2	$ 1.2
Engineering:	$ 2.7	$ 2.7
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 18.6**	**$ 18.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated based on bituminous pavement and high tension median guardrail. A detour will be required. Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

Consideration of intersection lighting at the Seven Mile Creek Park Entrance. Replacing Bridge 8846 and extending other large culverts. Right of way will be needed. Seven Mile Creek Park is a 6(f) property. Wetlands are present along the route likely requiring a Standard Individual Permit. Traffic handling during construction could result in congestion.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/20/2015
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

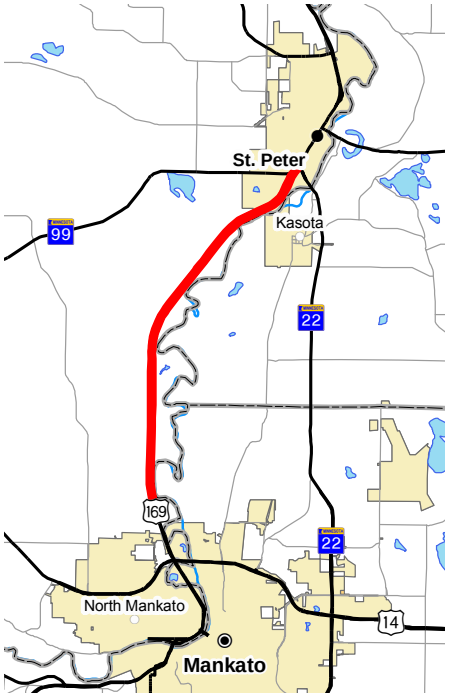
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

PROJECT SUMMARY

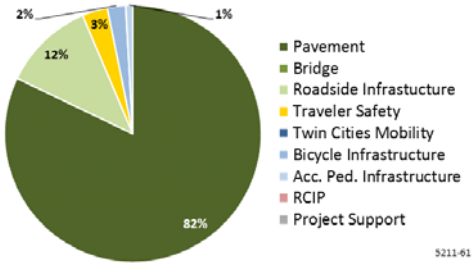
Hwy 169
Hwy 14 in Mankato to St. Peter
State Project No. 5211-61



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project preserves 5.9 miles of Hwy 169 over a 9.2 mile stretch from Mankato to St. Peter. It also installs a median barrier down the center of Hwy 169 to mitigate cross median crashes.

Recent Changes and Updates:

Project has been scoped.

Project History:

This project is the counterpart to SP 5211-59, which is the reconstruction project from Mankato to St Peter. This project does not have EDA funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 10.2	$ 10.2
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.6**	**$ 12.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Estimated based on bituminous pavement with high tension median guardrail. Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

Design will need to be very accurate because there is not space to account for elevations that don't match properly.

Schedule:

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 10/20/2015
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2014

PROJECT SUMMARY

I-90

Eastbound from Hwy 86 to Hwy 4 & westbound from Hwy 5 to Hwy 4

State Project No. 3280-126

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Now includes work on what used to be SP's 3280-120, 3280-121, and 3208-122.

Project History:

NEED STATEMENT FOR PROJECT: The pavement surface is rough – the ride quality index does not meet the statewide targets set for interstate highways.
PURPOSE STATEMENT OF PROJECT: Resurface the pavement in order to provide a smooth ride and meet performance targets for ride quality, as well as providing a longer service life.

Project Description:

Pavement resurfacing project on I-90 in the eastbound lanes between Hwy 68 and Hwy 4 and the westbound lanes between Jackson CSAH 5 and Hwy 4. Pavement surface will have both concrete and bituminous sections, trying to maximize the service life of the repai

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 36.3	$ 36.3
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 39.1**	**$ 39.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Variable scope, fixed cost project. Design/Build.

Project Risks:

Trying to define variable scope project in an RFP is challenging. May need to shift money from Construction Letting to Other Construction Elements in order to keep the TPCE under $39.1 Million.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 01/21/2015
Current Letting Date: 01/21/2015
Construction Season: May 2015/Nov 2015
Estimated Substantial Completion: 11/01/2015

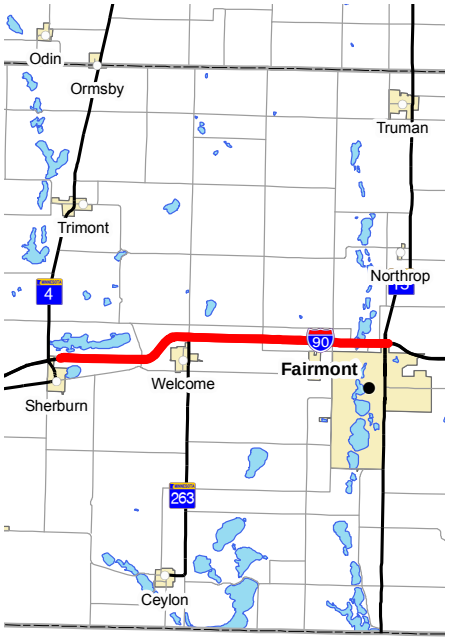
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Matt Rottermond

Revised Date: 12/15/2014

PROJECT SUMMARY

I-90
From Sherburn to Fairmont westbound
Bridge Maybe, 46815
State Project No. 4680-126



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project just added to fiscal year 2017 program. This was made possible due to the additional $25M investment in I-90 made in 2014/2015 that was funded by savings from other projects.

Project History:

This project was identified in 2014 to fill a gap in the program made by moving other projects on I-90 forward.

Project Description:

Project is still being scoped, but will most likely include:
- Mill and bituminous overlay between Hwy 4 and just east of Hwy 15 (from Sherburn to Fairmont), in the westbound lanes only
- Drainage repairs
- Lighting reparis
- Guardrail repairs
- Temporary g

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 6.7	$ 6.7
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.5	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.7**	**$ 7.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Since project hasn't been scoped, cost estimate was based on a cost-per-mile calculation from similar projects.

It will be updated when the scope is finalized.

Project Risks:

No repair work planned on bridges 46818, 46817, 46808, 46807, 46803 and 46804 because they are candidates for removal under a later project. If it is ultimately determined that these bridges cannot be removed it may be necessary to add bridges into this project.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not required
Geometric Layout Approval Date: Not required
Construction Limits Established Date: Not Required
Original Letting Date: N/A
Current Letting Date: 42736
Construction Season: 2017
Estimated Substantial Completion: 12/01/2017

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Chris Bower

Revised Date: 12/15/2014

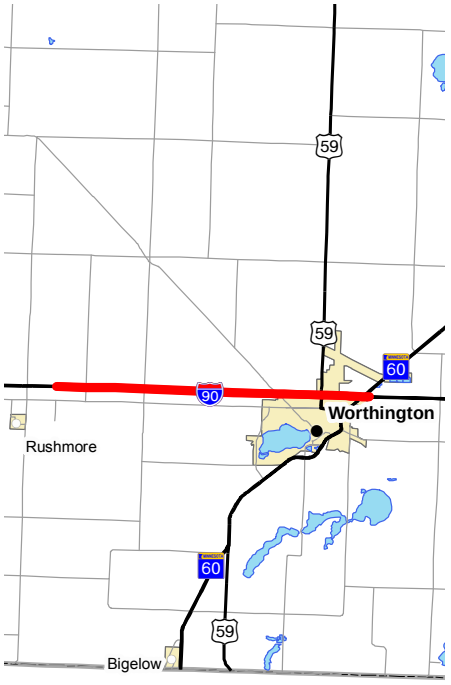
PROJECT SUMMARY

I-90

Westbound from Rushmore to Worthington & easbound from Worthington to Hwy 264

Bridge 53818

State Project No. 5380-133



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Moved the resurfacing west of Hwy 60 back into the program in fiscal year 2017 because additional funds were made available from savings on other projects.

Combined that project with SP 5380-137, the resurfacing east of Hwy 60 to realize some project delivery and scale efficiencies.

To balance construction workload, decided to build the project in late 2016 (making it an FY 17 Early Let, Late Award).

Project History:

Resurfacing west of Hwy 60 was scoped in 2012 for a potential 2016 letting.

Project was deferred indefinitely due to a lack of funding.

Resurfacing east of Hwy 60 was scoped in 2014 for a potential 2018 letting.

Project Description:

Project includes resurfacing on I-90 eastbound lanes east of Hwy 60 and westbound lanes west of Hwy 60.

Resurfacing type and thickness have yet to be determined.

Includes lighting replacement, drainage repairs and potentially bridge repairs as well.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 9.6	$ 9.6
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.9	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.2**	**$ 12.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assuming the following pavement fixes (subject to change):
•Westbound Lanes - bituminous overlay and ultrathin bonded wearing course
•Eastbound Lanes - 2" mill and bituminous overlay

Project Risks:

MnDOT's alternate bid policy is under revision. It is unknown at this time if this project will be an alternate bid candidate, if the decision is made to utilize alternate bidding cost and schedule will be impacted.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not required
Geometric Layout Approval Date: Not required
Construction Limits Established Date: Not Required
Original Letting Date: 10/28/2015
Current Letting Date: 10/28/2015
Construction Season: 2016
Estimated Substantial Completion: 12/01/2016

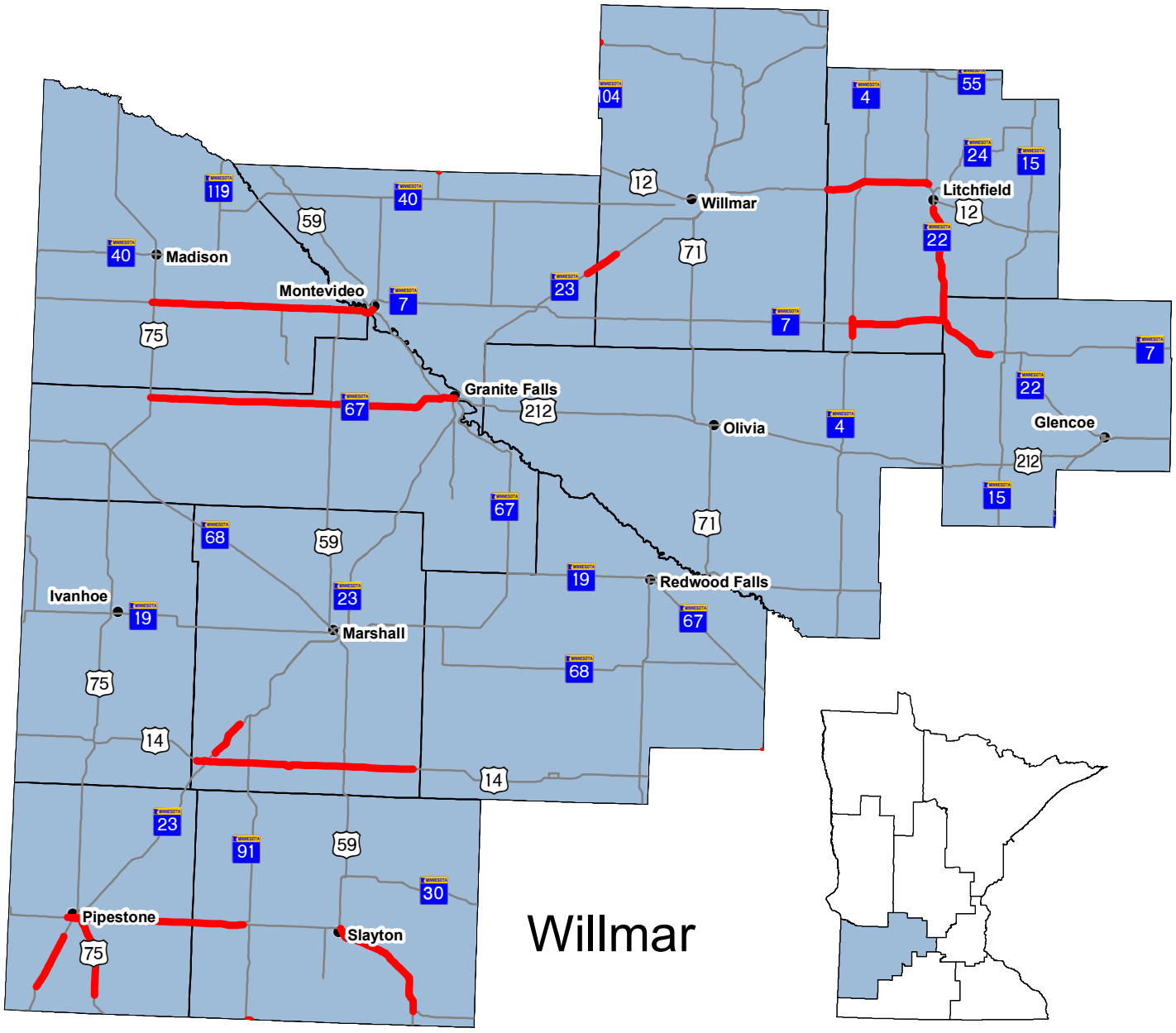
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Chris Bower

Revised Date: 12/15/2014

Major Highway Projects 2014

District 8



Willmar

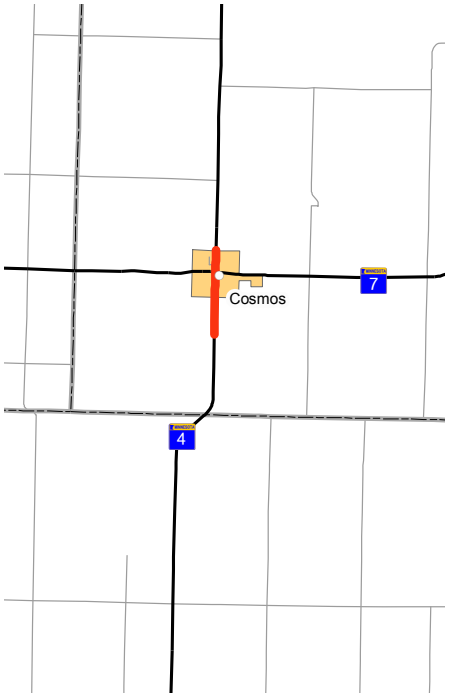
District Project Summary
District 8

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	4701-27	Cosmos	G 2
Hwy 7	4703-26	Cosmos to Hwy 22	G 3
Hwy 12	4704-47	West County line to Hwy 22	G 4
Hwy 14	4201-41	Florence to Tracy	G 5
Hwy 22	4308-34	From the junction of Hwy 7 to the south edge of Litchfield	G 6
Hwy 23	4206-22	Interstate 90 to Willmar	G 7
Hwy 30 & 75	5101-15	Pipestone; Hwy 30 in town, Hwy 30 east, and Hwy 75 south	G 8
Hwy 59	5104-39	From Hwy 62 at Fulda to the south junction of Hwy 30 at Slayton	G 9
Hwy 67 & 212	8705-18	West of Clarkfield and Clarkfield to Granite Falls	G 10
Hwy 212	1212-30	3 miles west of Hwy 59 to Hwy 59 and Hwy 75 to First Street in Dawson	G 11
Hwy 212	3706-41	First Street in Dawson to 3.15 miles west of Hwy 59	G 12

PROJECT SUMMARY

Hwy 4
Cosmos
State Project No. 4701-27

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction is complete.

Project History:

The need for this project is a result of deteriorating pavement, with a rough ride and high maintenance costs. The project improved pavement condition and addressed failing utilities under the roadway, including significant water main breaks under Hwy 4 that needed repair. In addition, Hwy 4 was a wide corridor that was no longer needed for existing or projected traffic volumes and a more complete street design was incorporated to provide a streetscape that is more pedestrian friendly and appropriate for the context. A one-time competitive grant from FHWA helped cover some of the cost. The project was selected from a national competitive process.

Project Description:

This project reconstructed the roadway through Cosmos, a distance of approximately one mile. The project included narrowing the driving surface, pedestrian/bike crossing improvements, and underground infrastructure replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 3.5	$ 4.5
Other Construction Elements:	$ 0.2	$ 0.4
Engineering:	$ 0.7	$ 0.9
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 4.6**	**$ 5.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Engineer's estimate (preliminary) type. Current estimate for construction letting includes approximately $0.9 in local share costs, which is not reflected in the baseline estimate.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 05/21/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/21/2012
Construction Limits Established Date: 08/11/2011
Original Letting Date: 12/14/2012
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

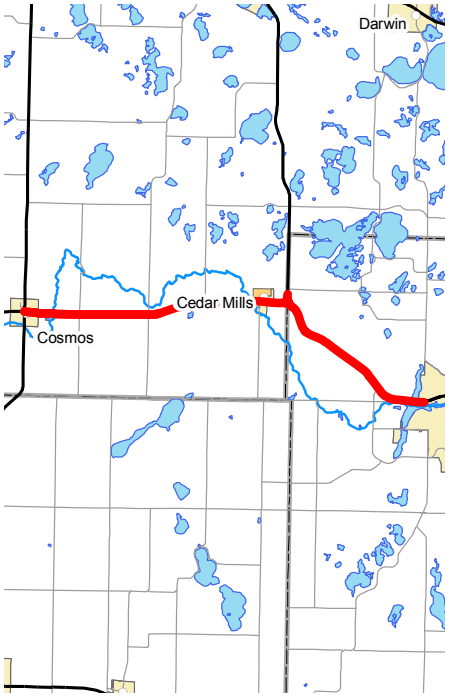
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Revised Date: 12/15/2014

PROJECT SUMMARY

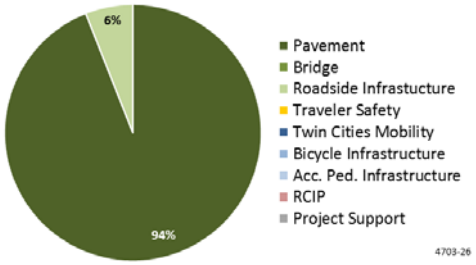
Hwy 7
Cosmos to Hwy 22
State Project No. 4703-26
http://www.dot.state.mn.us/d8/projects/hwy7and22/index.html



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project is a mill and overlay of approximately ten miles from the city of Cosmos to Hwy 22. It also includes 2 miles of full depth bituminous replacement near the bridges.

Recent Changes and Updates:

This project was tied to two other adjoining projects for letting (SP 4308-30 to reconstruct the intersection of Hwy 22 and Hwy 7, and SP 4308-32 - a four inch bituminous overlay of Hwy 22 from the junction with Hwy 7 to Hutchinson). The current estimate has been updated to reflect the actual tied letting amount for all three of the projects.

Project History:

This roadway was identified as having deteriorated pavement, resulting in a rough ride and high maintenance costs. The project will strengthen pavement, improve ride quality, and reduce maintenance costs. The estimate was revised in 2013 to reflect a change in scope for the project from a 4.5 inch mill and bituminous overlay to a 3 inch mill and bituminous overlay. This change was a result of further refining of the needed pavement investment after additional investigation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 7.1
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.2	$ 1.4
Right of Way:	$ 0.0	$ 0.1
Total:	**$ 7.2**	**$ 8.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting.

Project Risks:

None.

Schedule:

Environmental Approval Date: 11/15/2010
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/27/2009
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

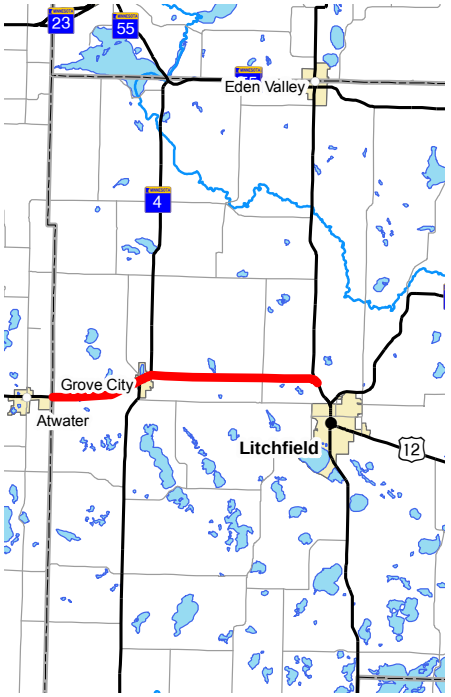
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2014

PROJECT SUMMARY

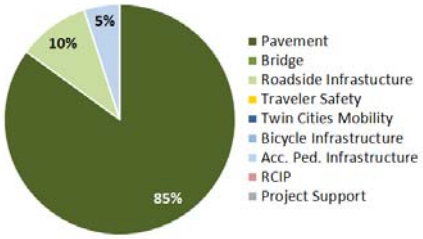
Hwy 12
West County line to Hwy 22
State Project No. 4704-47



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This is an alternate bid project and will either be a bituminous reclamation or a concrete overlay. The project is approximately 11 miles in length and will include some minor culvert repairs.

Recent Changes and Updates:

The project scope was increased from a short term to a longer term fix as a part of a statewide effort to increase investment on pavement for principal arterials in order to improve the long-term condition of the system. This is reflected in the higher current estimate. Funding for the increased scope was provided through the Statewide Performance Program (SPP).

Project History:

This project was identified as having rough riding pavement and deteriorating condition of the underlying structure that was resulting in high maintenance costs. This project will provide long-term improvement to the ride condition and stabilize the structure, resulting in reduced maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 2.0	$ 6.3
Other Construction Elements:	$ 0.1	$ 0.1
Engineering:	$ 0.4	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 2.5**	**$ 7.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assumes reclamation, but project is an alternative bid. Engineering estimates reflect 20 percent of construction letting.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: 07/16/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/21/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

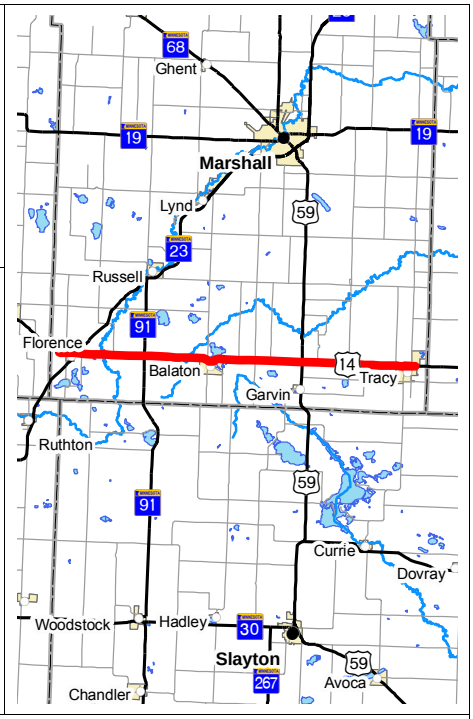
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2014

PROJECT SUMMARY

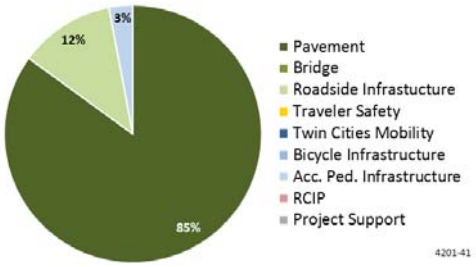
Hwy 14
Florence to Tracy
State Project No. 4201-41
http://www.dot.state.mn.us/d8/projects/hwy14florence/index.html



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

This project was tied to one other adjoining project for letting (SP 4201-90, flood mitigation near Florence). The current estimate has been updated to reflect the actual tied letting amount for the two projects.

Project History:

This project was identified and prioritized based upon the existing and predicted poor ride condition of the pavement. In addition, the underlying structure of the 1.5 mile portion of this roadway has full depth bituminous which has structural condition issues. This project will improve the ride condition and replace 1.5 miles of full depth bituminous, which will result in reduced maintenance costs and longer pavement life. In 2013, the decision was made to add a full-depth bituminous replacement section to the scope of work to address underlying structural concerns. Additional cost for the work was funded through savings from other projects.

Project Description:

This project is approximately 20 miles of bituminous overlay from Florence to Tracy. The project also includes a mill and overlay in Balaton.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 3.5	$ 5.2
Other Construction Elements:	$ 0.1	$ 0.2
Engineering:	$ 0.7	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.3**	**$ 6.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Includes a 1.5 mile stretch of full depth bituminous replacement. Engineering estimate reflects 20 percent of construction letting. Planning level estimate type.

Project Risks:

Unknown sub-base issues within full-depth replacement section.

Schedule:

Environmental Approval Date: 03/18/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

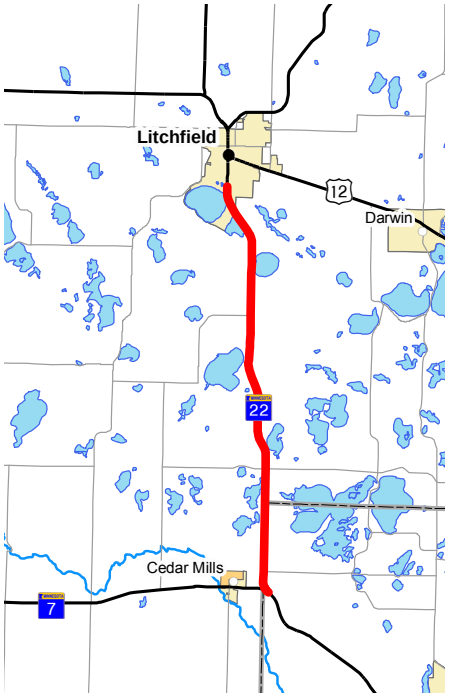
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 22

From the junction of Hwy 7 to the south edge of Litchfield

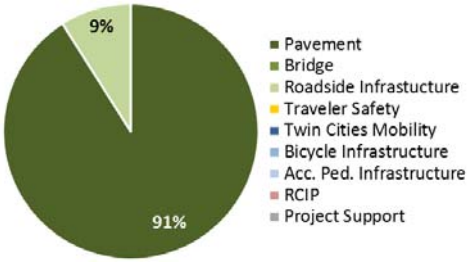
State Project No. 4308-34



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

First year in this report.

Project History:

This segment was identified as having rough riding pavement and deteriorating condition of the underlying structure, resulting in high maintenance costs. This project's purpose is to provide long-term improvements to the ride condition and stabilize the structure, resulting in reduced maintenance costs.

Project Description:

This project is a thick overlay of approximately twelve miles of Hwy 22 between the west junction of Hwy 7 to the south limits of the city of Litchfield.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.0	$ 6.0
Other Construction Elements:	$ 0.1	$ 0.1
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 7.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. The cost estimates shown reflect the bituminous fix, but this project is anticipated to be an alternate bid project.

Project Risks:

This cost estimate reflects a thick bituminous overlay, but the project could be an alternate bid; the concrete option would approximately double the letting cost of the project.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/27/2017
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

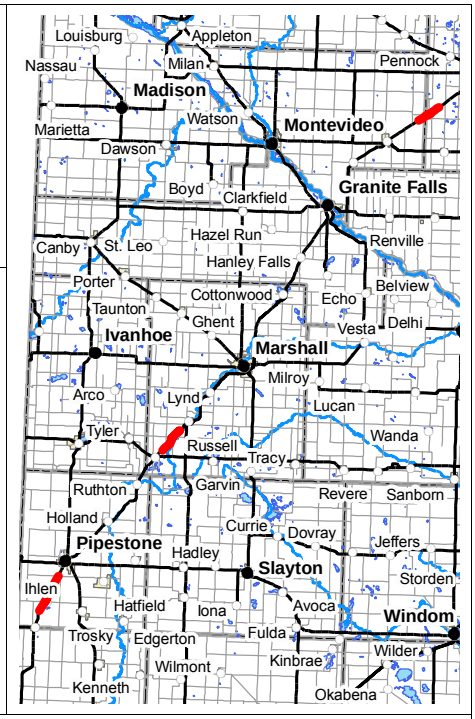
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2014

PROJECT SUMMARY

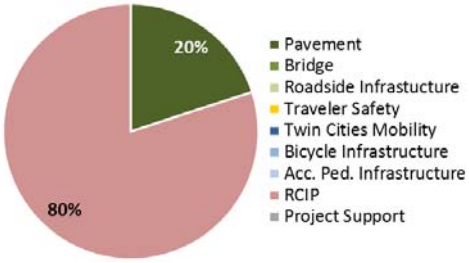
Hwy 23
Interstate 90 to Willmar
State Project No. 4206-22
http://www.dot.state.mn.us/d8/projects/hwy23passinglanes/



Primary Purpose:

Performance-based Need: Interregional Corridor Mobility

Investment Category:



Recent Changes and Updates:

This is the first year the project is in this report.

Project History:

This project was identified as part of the Corridors of Commerce program to provide additional highway capacity and to improve the movement of freight and reduce barriers to commerce. The project includes the construction of three passing lane segments between I-90 and Willmar. An assessment of the corridor, as well as input gathered from input from a manufacturer's perspective study, resulted in selecting locations spread along the corridor, to provide the biggest benefit.

Project Description:

This project includes the construction of three passing lane segments along Highway 23 between Interstate 90 and Willmar.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 10.3	$ 10.3
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 1.6	$ 1.6
Total:	**$ 14.6**	**$ 14.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Cost estimates are based on similar projects with similar scopes of work.

Project Risks:

Project risks include the potential impacts to the railroad line that parallels Highway 23. This might impact the alignment or design of the proposed passing lanes.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/26/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Susann Karnowski

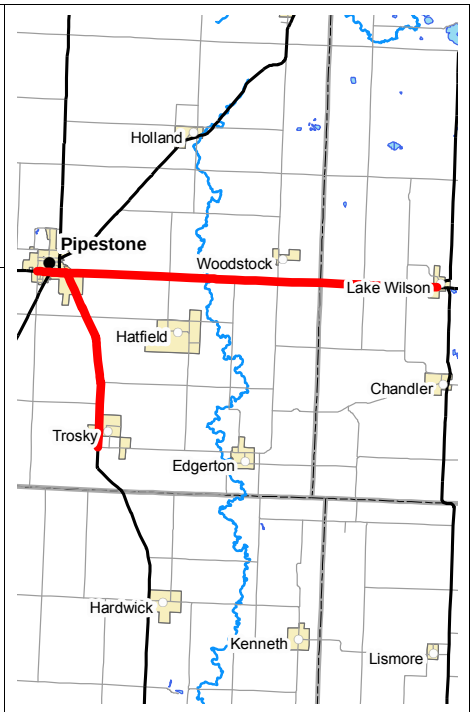
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 30 & 75

Pipestone; Hwy 30 in town, Hwy 30 east, and Hwy 75 south

State Project No. 5101-15, 5903-21, &, 5905-25



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Three individual projects are being tied together at letting, for better coordination of contractors, staging and to minimize impacts to the public. Tying these three projects together now meets the minimum threshold for inclusion in this report.

Project History:

This segment was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve ride condition and reduce maintenance costs.

Project Description:

This project includes a mill and overlay of Hwy 30 in the city of Pipestone. An overlay of Hwy 30 between Pipestone and Lake Wilson as well as an overlay of Hwy 75 from the junction of County Road 9 to Pipestone.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 4.7
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 6.1**	**$ 6.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting.

Project Risks:

City of Pipestone planning on making utility improvements in advance of this project; may result in shortening west end of project by four blocks in the city of Pipestone.

Schedule:

Environmental Approval Date: 07/23/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/27/2015
Current Letting Date: 01/30/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

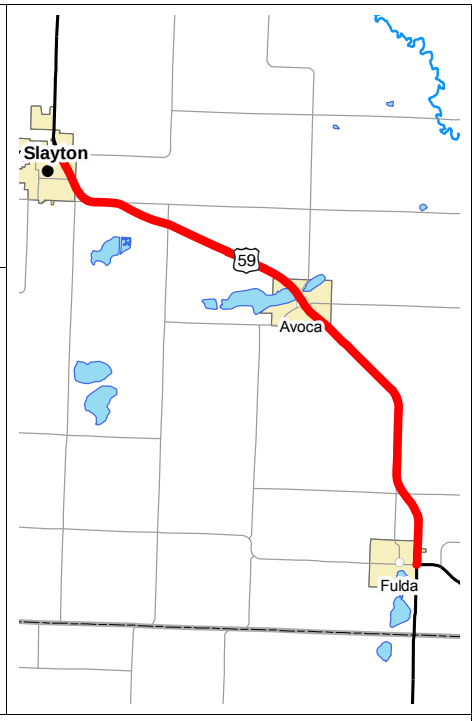
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 59

From Hwy 62 at Fulda to the south junction of Hwy 30 at Slayton

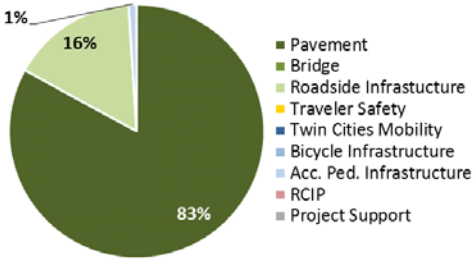
State Project No. 5104-39



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

This project is a mill and overlay of approximately 13 miles of Hwy 59 from the junction with Hwy 62 to the south junction of Hwy 30 at Slayton. The project includes pedestrian ramp improvements in the city of Avoca.

Recent Changes and Updates:

First year in this report.

Project History:

This segment was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve ride condition and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.0	$ 4.0
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 5.0**	**$ 5.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/22/2016
Current Letting Date: 01/22/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

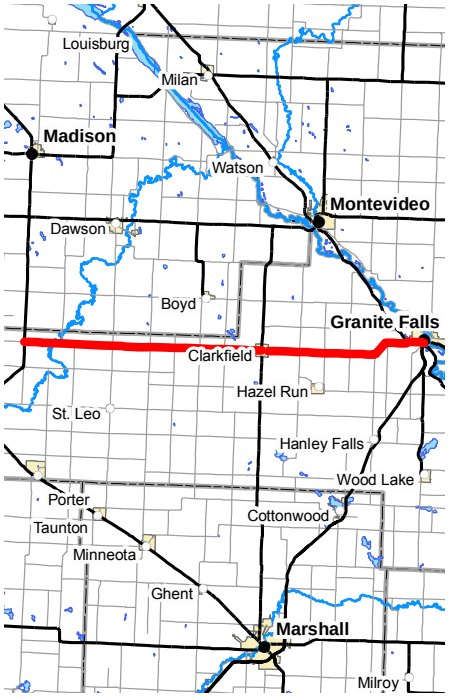
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 67 & 212
West of Clarkfield and Clarkfield to Granite Falls
State Project No. 8705-18, 8706-23, &, 8712-31



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Three individual projects are being tied together at letting, for better coordination of contractors, staging and to minimize impacts to the public. Tying these three projects together now meets the minimum threshold for inclusion in this report.

Project History:

This segment was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve ride condition and reduce maintenance costs.

Project Description:

This project includes a mill and overlay of Hwy 67 from the junction with Hwy 75 to Granite Falls (excluding the city of Clarkfield) and a mill and overlay of Hwy 212 in Granite Falls

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 7.1
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.2	$ 0.1
Right of Way:	$ 0.1	$ 1.2
Total:	**$ 8.7**	**$ 8.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: 07/23/2014
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 01/30/2015
Current Letting Date: 01/30/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Bill Knofczynski

Revised Date: 12/15/2014

PROJECT SUMMARY

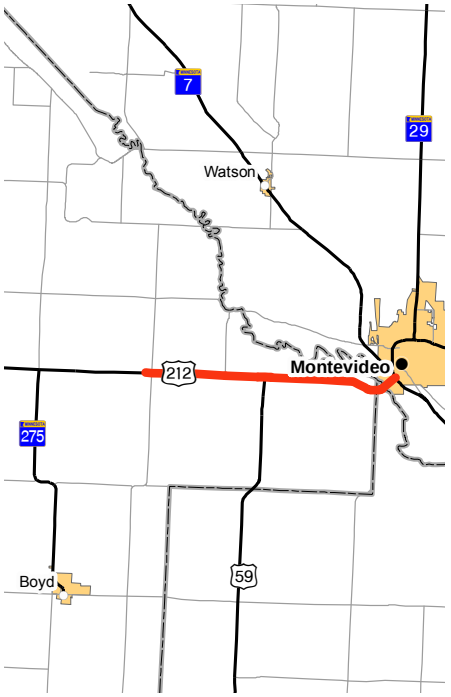
Hwy 212

3 miles west of Hwy 59 to Hwy 59 and Hwy 75 to First Street in Dawson

State Project No. 1212-30, &, 3706-39

http://www.dot.state.mn.us/d8/projects/hwy212and75/

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction was completed fall 2012.

Project History:

These two segments were identified as having rough riding pavement and a deteriorating underlying pavement structure that was resulting in high maintenance costs. The purpose was to provide a long-term improvement to the ride conditions and underlying structure, resulting in reduced maintenance costs on both sections of Hwy 212. The two projects were tied together for letting to allow for lower bids (economy of scale) and better coordination of work during construction.

Project Description:

This project is about 7 miles of mill and concrete overlay between the west and east junctions of Hwy 59. Additionally, it includes 9 miles of mill and concrete overlay between Hwy 75 and First Street in Dawson.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 12.0	$ 11.7
Other Construction Elements:	$ 0.4	$ 1.2
Engineering:	$ 2.6	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 15.0**	**$ 15.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Substantially Complete estimate type.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 06/01/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/27/2009
Current Letting Date: 01/13/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

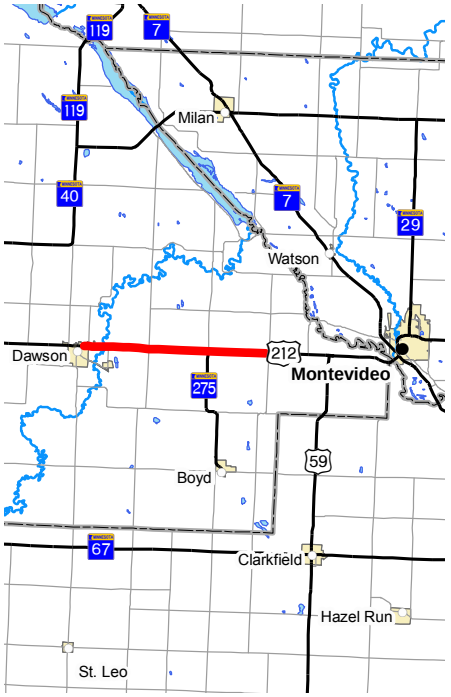
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Allan Rice

Revised Date: 12/15/2014

PROJECT SUMMARY

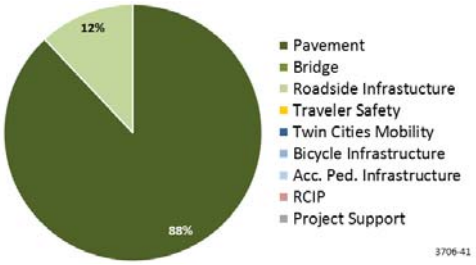
Hwy 212
First Street in Dawson to 3.15 miles west of Hwy 59
State Project No. 3706-41
http://www.dot.state.mn.us/d8/projects/hwy212montevideo/index.html



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Recent Changes and Updates:

Refined the project scope by reducing the amount of work to be performed within the city limits of Dawson in order to provide a more consistent pavement section through the city. The current estimate has been updated to reflect the actual bid amount.

Project History:

This segment was identified as having rough riding pavement and deteriorating condition of the underlying structure, resulting in high maintenance costs. This project's purpose is to provide long-term improvements to the ride condition and stabilize the structure, resulting in reduced maintenance costs.

Project Description:

This project includes a mill and thick overlay of Hwy 212 from First Street in Dawson to about 3 miles from the western junction of Hwy 59. The project is approximately 9 miles in length and will be an alternative bid selection project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.0	$ 6.1
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.4	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 7.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: 03/26/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 08/23/2013
Current Letting Date: 09/27/2013
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

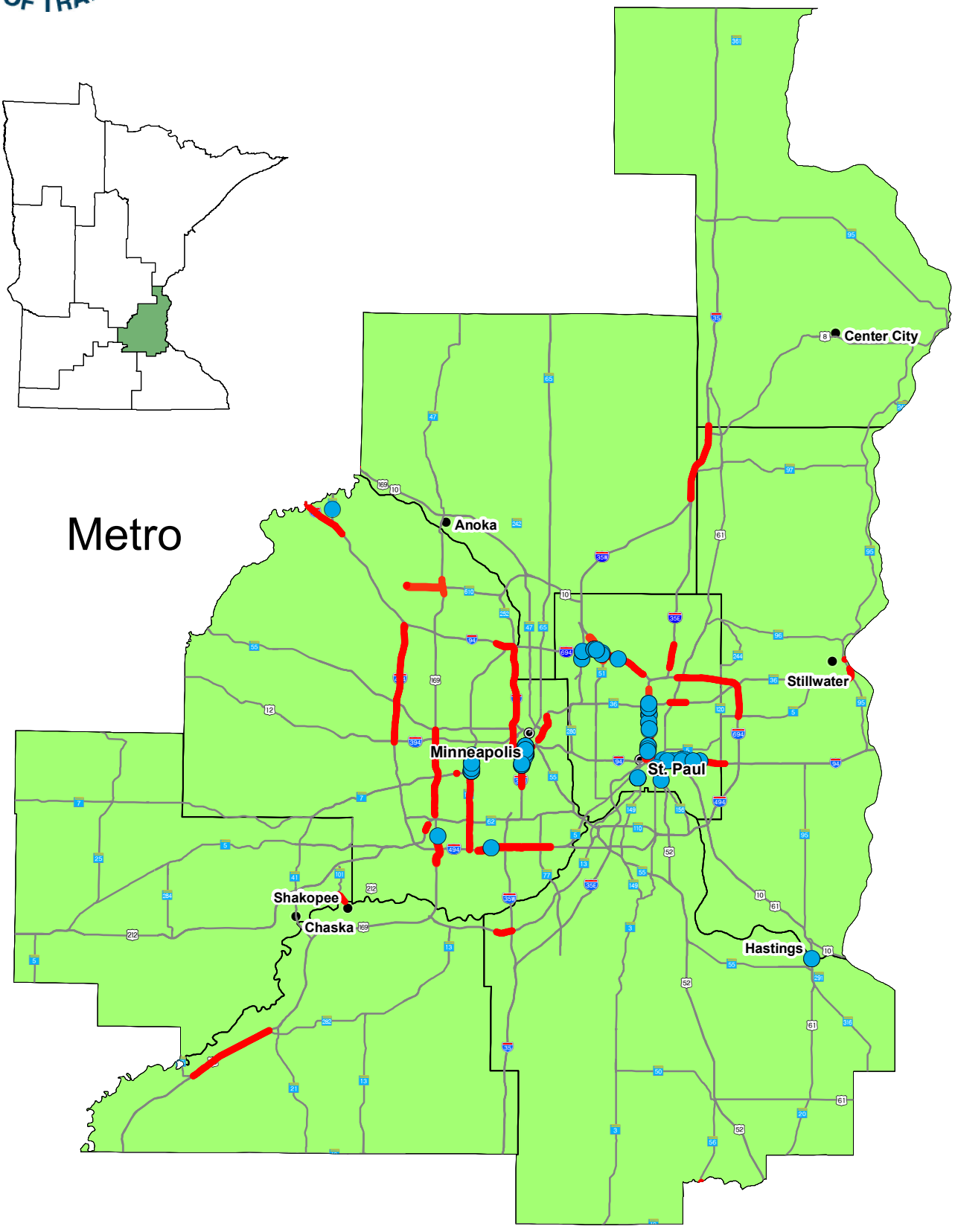
District Engineer: Jon Huseby
Project Manager: Susann Karnowski

Revised Date: 12/15/2014

Major Highway Projects 2014

Metro District

Metro



District Project Summary
District Metro

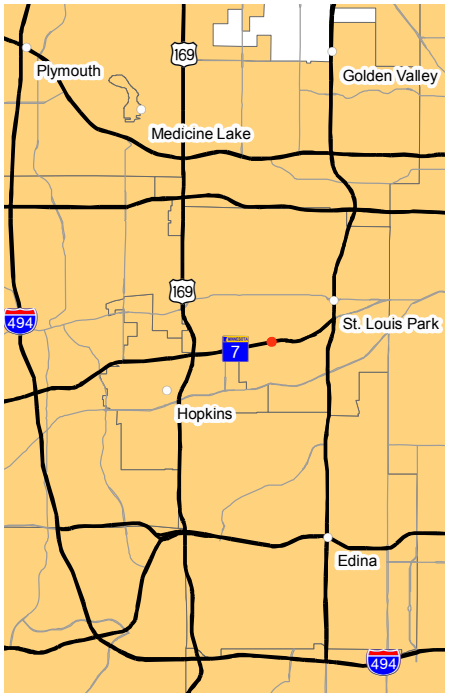
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 7	2706-226	Louisiana Ave in St. Louis Park	H 2
Hwy 10	0202-95	Hwy 10 at County Road 83 (Armstrong Blvd) interchange	H 3
Hwy 13	1901-148	County Road 5 in Burnsville	H 4
Hwy 36	8221-01	Oak Park Heights, Stillwater and Bayport	H 5
Hwy 36	6211-90	Hazelwood Avenue to Hwy 61 in Maplewood	H 6
Hwy 52	6244-30	Lafayette River Bridge over Mississippi River in St. Paul	H 7
Hwy 61	1913-64	Hastings Bridge over Mississippi River	H 8
Hwy 100	2734-33	36th Street to 25 1/2 Street in St. Louis Park	H 9
Hwy 100	2733-89	St. Louis Park	H 10
Hwy 101	1009-24	Minnesota River Bridge in Shakopee to Hwy 61 in Chanhassen	H 11
Hwy 101	2738-28	At County Road 144 in Rogers	H 12
Hwy 149	6223-20	Smith Avenue High Bridge over the Mississippi River in St. Paul	H 13
Hwy 169	2750-75	At 93rd Avenue in Brooklyn Park and Osseo	H 14
Hwy 169	2772-105	North of Hwy 62 in Edina to Hwy 55 in Golden Valley	H 15
Hwy 169	7008-111	Scott County, from Hwy 25 in Belle Plaine to Hwy 282 in Jordan	H 16
Hwy 212	2763-49	At Shady Oak Road in Eden Prairie	H 17
Hwy 610	2771-37	Hwy 81 to I-94 in Maple Grove	H 18
I--35	8280-47	Washingon, Anoka Counties	H 19
I--35E	6280-308	Cayuga Bridge between University Ave and Maryland Ave	H 20
I--35E	6280-367	I-35E between Pennsylvania Ave and Little Canada Road	H 21
I-35E	6281-25	Vadnais Heights and White Bear Lake	H 22
I--35W	2783-136	3rd and 4th Street ramp to Johnson Street in Minneapolis	H 23
I--35W	2782-327	43rd Street to I-94 Commons	H 24
I--494	2785-367	34th Avenue to France Avenue	H 25
I--494	2776-03	Hwy 169 and I-494 interchange in Bloomington	H 26
I--494	2785-330	I-394 in Minnetonka to I-94/494/694 in Maple Grove	H 27
I--694	6285-143	Little Canada to Arden Hills	H 28

I--694	6286-56	40th Street in Oakdale to west of Hwy 61 in Vadnais Heights	H 29
I--694	6285-135	Lexington Avenue to west of Old Highway 10	H 30
I--94	6283-234	I-94 (Mounds Blvd to Hwy 120) and Hwy 61 (Burns Avenue to Hwy 5)	H 31
I--94	2781-432	Nicollet Avenue in Minneapolis to Shingle Creek Bridge in Brooklyn Center	H 32

PROJECT SUMMARY

Hwy 7
Louisiana Ave in St. Louis Park
State Project No. 2706-226
http://www.dot.state.mn.us/metro/projects/hwy7stlouispark/

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvements

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The project is under construction and is expected to be complete in the fall of 2014. Project was let for $22.3. The Total Project Cost Estimate has not changed from the 2013 Major Highway Projects report.

Project History:

Hwy 7 is a principal arterial roadway that traverses the southern metropolitan area. Metro District, in partnership with Hennepin County and St. Louis Park, have been working to convert Hwy 7 from a four-lane expressway to a four-lane controlled access facility. This project will advance that vision by constructing an interchange at the intersection with Louisianna Avenue.

The project is being developed and delivered by St. Louis Park. Funding for the project has been fully identified.

Project Description:

Construction of a grade separated interchange at the intersection of Hwy 7 and Louisianna Avenue in St. Louis Park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 15.4	$ 22.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.2	$ 0.0
Right of Way:	$ 2.7	$ 2.7
Total:	**$ 20.3**	**$ 25.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Contaminated soils and an elevated water table were not originally identified in the estimate. The project was developed and delivered by St. Louis Park, including engineering costs.

Project Risks:

The project is under construction and previously unidentified risks may be identified during construction.

Schedule:

Environmental Approval Date: 11/09/2011
Municipal Consent Approval Date: 04/07/2015
Geometric Layout Approval Date: 2012
Construction Limits Established Date: 04/07/2015
Original Letting Date: 04/22/2011
Current Letting Date: 02/14/2013
Construction Season: 2013/2014
Estimated Substantial Completion: 11/01/2014

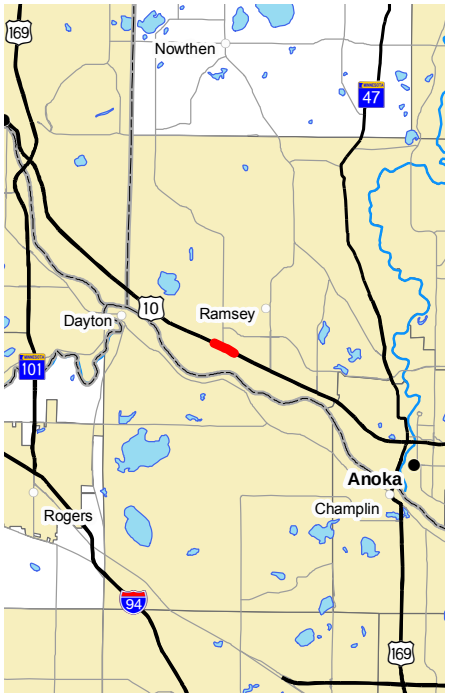
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: April Crockett

Revised Date: 12/15/2014

PROJECT SUMMARY

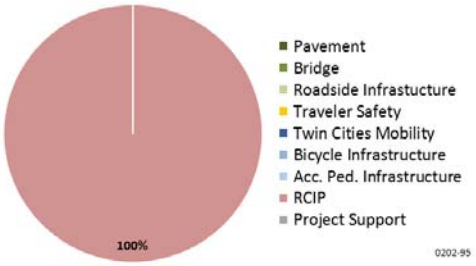
Hwy 10
Hwy 10 at County Road 83 (Armstrong Blvd) interchange
Bridge 2, Bridges, (#'s, not, assigned)
State Project No. 0202-95
http://www.highway10andarmstrong.com/



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:



Project Description:

Construct Hwy10/County Road 83 interchange and railroad grade- separation, access closures, and frontage road.

Recent Changes and Updates:

This project was awarded a $10M Transportation Investment Generating Economic Recovery (TIGER) grant in September 2014. Prior to the TIGER grant, the city and county portion of the project share was greater. The project has the potential to received $10M in funding from the Counties Transit Improvement Board (CTIB) in the fall of 2014.

Changes to the construction letting amount were updated as design has been refined, A consultant has been hired for final design. Right of way costs also have changed as properties are obtained.

Project History:

Project funding includes a CIMS grant of $10 million in 2013, local funds from Anoka County and City of Ramsey, Local Roads Improvement Program (LRIP), and BNSF. The CIMS grants includes the MnDOT share of the project, while the remained of the project is funded from the City, County, TIGER grant, LRIP bonds, a contribution from BNSF, and potentially CTIB funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 23.0	$ 25.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.0	$ 5.0
Right of Way:	$ 7.0	$ 7.7
Total:	**$ 35.0**	**$ 38.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project Risks:

A full funding package has been one of the project risks, however, with the TIGER grant awarded in September 2014, that risk is reduced.

Schedule:

Environmental Approval Date: 06/04/2013
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 10/1/2013
Construction Limits Established Date: 01/01/2014
Original Letting Date: 11/01/2014
Current Letting Date: 1/15/15
Construction Season: 2015
Estimated Substantial Completion: 7/15/16

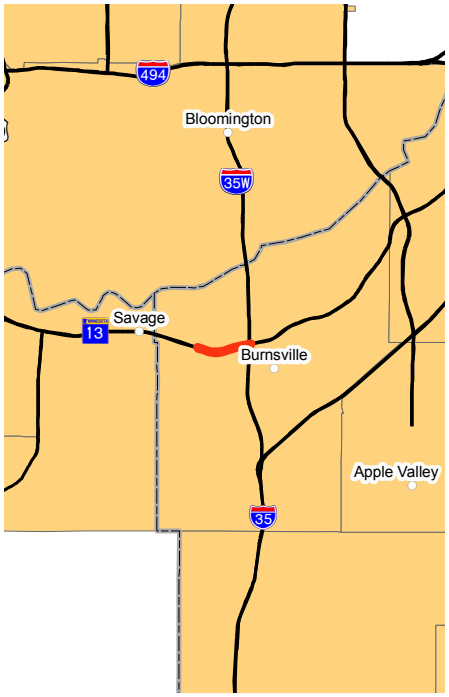
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Anoka County

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 13
County Road 5 in Burnsville
Bridge 19036
State Project No. 1901-148
http://www.co.dakota.mn.us/Transportation/CurrentConstruction/CR5Interchan



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project is under construction, with an anticipated completion of Summer 2015.

Last year's MHP report did not include engineering costs. This report includes engineering costs.

Project History:

Current estimate reflects the low bid. Right of way was purchased by Dakota County and is estimated at $10.6M.

Traffic volumes have increased in the project area to the point that the traffic demand is exceeding the capacity of the at-grade intersection, which in turn results in extended periods of heavy congestion and an unacceptable LOS of E and F during peak hours. This intersection ranked 21st in the state's top worst crash cost intersections in 2009.

MnDOT completed design work and Dakota County will complete construction oversight.

Project Description:

Construct a grade separated interchange at Hwy 13/County Road 5 in Burnsville. The project will add a new bridge (with trail) to carry County Road 5 over Hwy 13. Construction will include noise walls, retaining wall and ponding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 27.9	$ 27.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.4
Right of Way:	$ 10.0	$ 10.6
Total:	**$ 39.7**	**$ 39.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop costs. Construction will occur while Hwy 13 is open to traffic. MnDOT completed design work and Dakota County will complete construction oversight.

Project Risks:

Project was awarded in fall 2012, construction currently underway and will be competed in 2015. Dakota County is leading construction oversight.

Schedule:

Environmental Approval Date: 02/14/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 7/28/2011
Construction Limits Established Date: Need Unknown
Original Letting Date: 2013
Current Letting Date: 09/15/2012
Construction Season: 2013/2015
Estimated Substantial Completion: 2015

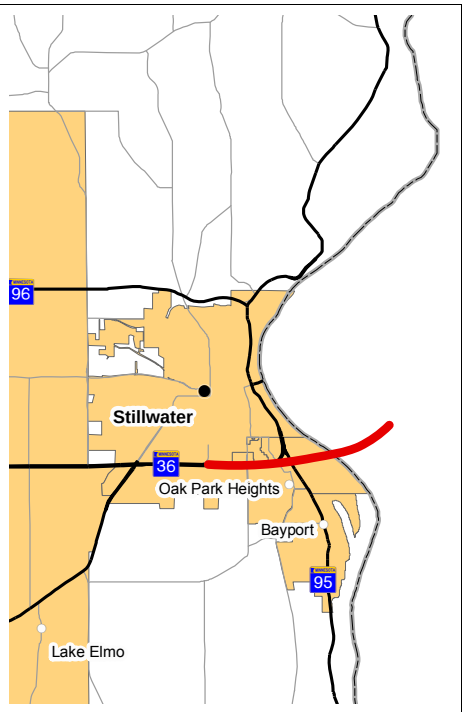
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: **Scott McBride**
Project Manager: **Dakota County**

Revised Date: 12/15/2014

PROJECT SUMMARY

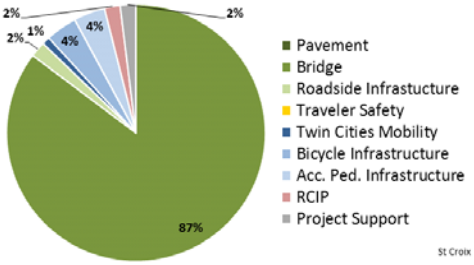
Hwy 36
Oak Park Heights, Stillwater and Bayport
Bridge 82043, 82047, 82048, 82045
State Project No. 8221-01, 8214-114, 8221-82045A, etc.
www.mndot.gov/stcroixcrossing/



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace a major river bridge over the St. Croix River and construct/reconstruct 7 miles of highway (4 in Minn. and 3 in Wisc.). In Minnesota, reconstruct two intersections (Hwy 36/Osgood, Hwy 36/Greeley) and one interchange (Hwy 36/Hwy 95). In Wisconsin, construct one overpass (WIS 64/WIS 36) and one interchange (WIS 64/County Rd E). Convert the Stillwater Lift Bridge to a bicycle/pedestrian bridge and construct a 4.5 mile bicycle and pedestrian loop trail that connects the lift bridge and the new St. Croix Crossing with trails in both states. Project costs are split between MnDOT and WisDOT.

Recent Changes and Updates:

Hwy 36/Hwy 95 approach work underway. WIS 64 approach work underway.
Bridge construction underway, scheduled to open fall 2016.

Project History:

The Stillwater Lift Bridge (Bridge 4654) was built in 1931. The lift bridge is structurally deficient and functionally obsolete. A detailed purpose and need statement can be found in the project's supplemental final environmental impact study. Congressional action was granted in March 2012 to allow the project to proceed.

In 2013, the project began construction. The design-build contract for the Minnesota approach work on Hwy 36/95 began in June 2013 and was expected to be complete in fall 2014.The river bridge pier foundations began construction in May 2013 and should have been complete in early 2014. Work for the river bridge superstructure contract will begin in 2014 and finish in fall 2016. Mitigation items are being implemented.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 410.8	$ 432.5
Other Construction Elements:	$ 136.2	$ 101.8
Engineering:	$ 55.0	$ 77.4
Right of Way:	$ 31.4	$ 11.9
Total:	**$ 633.4**	**$ 623.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Commitments made in supplemental final environmental impact study are being implemented, including the roadway design, bridge type and mitigation.Total project costs shown above are split with Wisconsin DOT and include construction, right-of-way & risk.

Financial plan is being updated based on all current cos& letting information.

Project Risks:

Permits, cost and schedule are potential risks.

Schedule:

Environmental Approval Date: 09/05/2012
Municipal Consent Approval Date: 08/23/2012
Geometric Layout Approval Date: 1995 & 2015
Construction Limits Established Date: 05/07/2015
Original Letting Date: 06/17/2015
Current Letting Date: 06/17/2015
Construction Season: 2013/2017
Estimated Substantial Completion: Fall 2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

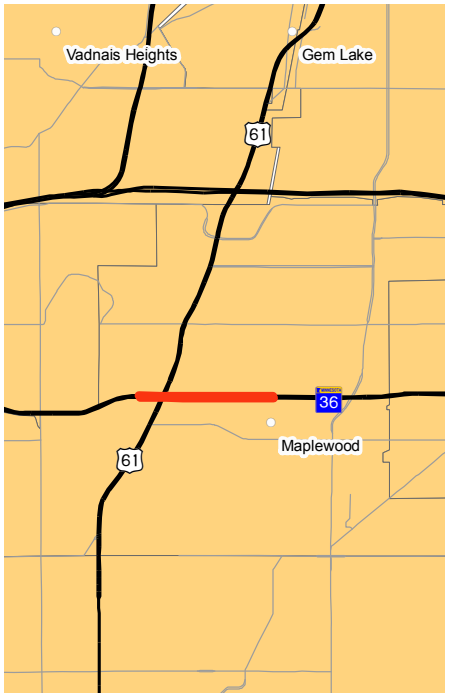
District Engineer: Scott McBride
Project Manager: Jon Chiglo

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 36
Hazelwood Avenue to Hwy 61 in Maplewood
Bridge 62067, 62004, (ped)
State Project No. 6211-90
http://www.dot.state.mn.us/metro/projects/hwy36maplewood/

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was completed in 2013.

Project History:

This project is partially funded with regional solicitation funds and TED funds. Project was accelerated from 2014 to 2013 and let for $17.8 million.

Project Description:

Construct a grade-separated interchange at the intersection of English St and Hwy 36 in Maplewood.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 17.8	$ 17.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 1.5	$ 1.5
Total:	**$ 21.3**	**$ 21.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 06/15/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 5/10/2012
Construction Limits Established Date: 05/10/2012
Original Letting Date: 07/06/2015
Current Letting Date: 12/07/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Chris Roy

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 52
Lafayette River Bridge over Mississippi River in St. Paul
Bridge 62026, 9800
State Project No. 6244-30
http://www.dot.state.mn.us/lafayettebridge/

Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction continues into 2015.

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 Hwy 52 bridges over Plato Blvd and I-94. MnDOT 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 I-94. The preferred alternative (also recommended by a value engineering study in 9/08) is shown.

Funded through the bridge replacement program in STIP (FY 2011). Northbound bridge completion expected by late 2013 and southbound by late 2015. The construction letting cost is $130.4 million.

Project Description:

Major river bridge replacement, ramps, loops to I-94 and connection to East 7th Street, replace/rehab Hwy 52 bridge over Plato Blvd and Hwy 52 bridge over I-94, as well as a full length pedestrian bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 130.4	$ 130.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 26.1	$ 26.1
Right of Way:	$ 16.2	$ 16.2
Total:	**$ 172.7**	**$ 172.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

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 construct.

Project Risks:

Probable environmental contamination, potential need to build LRT bridge footings in river, permits required from FAA and Coast Guard. The location of LRT maintenance facility and relocation of utilities - Xcel transmission lines as well as water main.

Schedule:

Environmental Approval Date: 09/17/2009
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: (10/21/2011)
Current Letting Date: 11/19/2010
Construction Season: 2011/2016
Estimated Substantial Completion: 10/01/2015

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

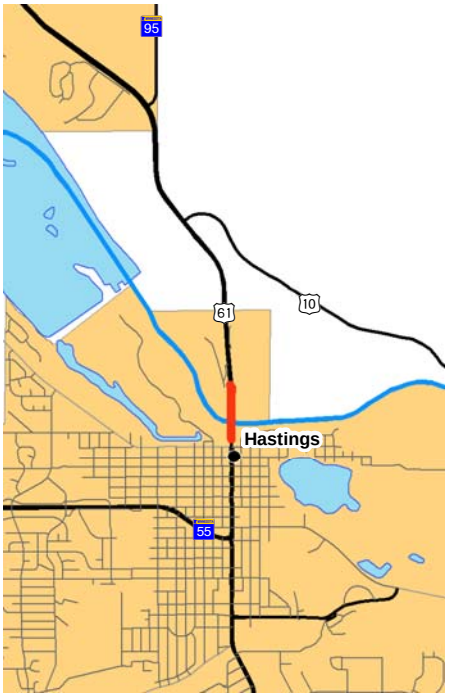
District Engineer: Scott McBride
Project Manager: Dale Gade

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 61
Hastings Bridge over Mississippi River
Bridge 19004
State Project No. 1913-64
http://www.dot.state.mn.us/metro/projects/hastingsbridge/index.html

Substantially Complete



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

The Current Estimate has not changed since the 2013 Major Highway Projects Report.

Final aesthetic work is scheduled for completion in 2014. The aesthetic work will require lane and trail closures, with updates available on the project website.

The bridge was complete and open to traffic as of June 2013.

Project History:

Project construction began in 2010 with ribbon cutting in November 2013. Project will be complete in 2014.

Design-build project to replace Bridge in Hastings. RFP, prelim design and property acquisition in fall 2009. Shortlist design-build teams in mid-October 2009.

Costs for this project have been lower than originally estimated for many reasons, including an original estimate that assumed more expensive design elements, two bridge options, use of driven piles rather than drilled shafts, contingency for various risks, and letting at a time when bids were generally lower.

Project Description:

Replace the existing two-lane bridge with a four-lane bridge, maintain navigational clearances, provide ped/bike shared-use trail, provide walls, grading, roadways, utility work and storm sewer as necessary for alignment.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 242.0	$ 120.0
Other Construction Elements:	$ 8.0	$ 4.2
Engineering:	$ 31.0	$ 17.6
Right of Way:	$ 20.0	$ 6.0
Total:	**$ 301.0**	**$ 147.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Contractors have chosen a tied-arch bridge design. Hudson Manufacturing will remain in operation during and after the project.

Project Risks:

Rehabilitating the existing bridge, first "planned" major structure in design-build, 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 vibrations. Ribbon cutting on project set for late November 2013.

Schedule:

Environmental Approval Date: 12/14/2009
Municipal Consent Approval Date: 11/16/2009
Geometric Layout Approval Date: 10/1/2009
Construction Limits Established Date: 01/01/2009
Original Letting Date: 10/24/2014
Current Letting Date: 06/04/2010
Construction Season: 07/01/2010
Estimated Substantial Completion: June, 2014

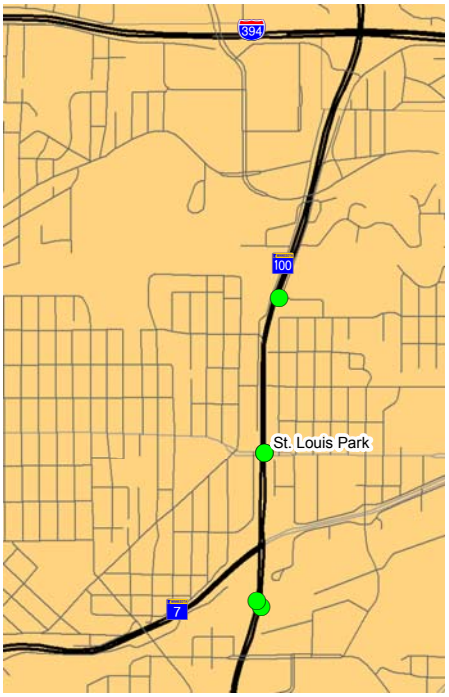
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Steve Kordosky

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 100
36th Street to 25 1/2 Street in St. Louis Park
Bridge 5308, 5309, 5462, 5598,
State Project No. 2734-33
http://www.dot.state.mn.us/metro/projects/hwy100slp/



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based Need: Roadside Infrastructure Condition

Investment Category:

Recent Changes and Updates:

Construction will begin in Aug/Sept of 2014. Agreements (railroad, HCRRA, utilities, city and county) and right of way acquisition are in process. Retirement of risk and contingency have contributed to the deviation from the baseline estimate.

Project History:

Concept layout with CORSIM (Corridor Simulation) analysis was developed for reconstruction of a four-lane freeway to a six-lane freeway, including bridge replacements by 2005.

In 2006, low cost temporary improvements were made to add a third lane in each direction in preparation for the Crosstown project. Concept project was rescoped to reduce costs and address substandard bridges. The preferred alternative was selected end of 2010/early 2011.

Project Description:

Freeway and interchange reconstruction from West 36th Street to Cedar Lake Rd. Replace bridges, grading, surfacing, drainage, utilities, noise and retaining walls, as well as installation of traffic management cameras.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 60.0	$ 44.0
Other Construction Elements:	$ 4.0	$ 3.6
Engineering:	$ 13.0	$ 9.3
Right of Way:	$ 3.0	$ 4.5
Total:	**$ 80.0**	**$ 61.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Assumes approval of the reduced scope design standards.

Project Risks:

Agreements with CP Rail, HCRRA, utilities, city and county. Right of way acquisition from the Holiday Station store.

Schedule:

Environmental Approval Date: 06/10/2013
Municipal Consent Approval Date: 12/03/2012
Geometric Layout Approval Date: 9/17/2013
Construction Limits Established Date: 08/15/2012
Original Letting Date: 07/08/2015
Current Letting Date: 05/16/2014
Construction Season: 2014/2016
Estimated Substantial Completion: 11/01/2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: April Crockett

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 100
St. Louis Park
Bridge 9431, 9500, 27103, 27104, 27210, 9432, 27029, 27102
State Project No. 2733-89
http://www.dot.state.mn.us/metro/projects/hwy100slp/

Primary Purpose:

Performance-based needs: Bridge Condition and Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project is in part of a segment that is the last sub-standard section on Hwy 100 south of I-394 and is one of the most congested freeways in the Metro area. Originally built in the mid-1930's, it is part of the first beltway around the Twin Cities. This segment from I-494 to W 36th St is the last phases of a project on Hwy that includes work on pavement and bridges north to I394. This is the first year this project has been included in the Major Highway Projects report.

Project History:

This is the first year this project has been included in the Major Highway Projects report and entered the 2015-2018 STIP. The change in the baseline to current estimate was a result of changin from a concrete pavement repair to 4" in. bituminous overlay based on Materials Unit recommendation and aAdditional traffic control costs dropped due to change from CPR to bituminous overlay.

Project Description:

Bituminous overlay, drainage, guardrail improvements, overlay four bridges and repairs to four other bridges on Hwy 100 from I-494 to just north of West 36th St in St. Louis Park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 15.9	$ 16.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.7**	**$ 19.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to development estimates for this project.

Project Risks:

Not all storm seers have been videotape. ADA Impacts have not been fully vettd. Full extent of concrete repair prior to overlay unknown. May need to raise curb in some areas

Schedule:

Environmental Approval Date:
Municipal Consent Approval Date: pending
Geometric Layout Approval Date: pending
Construction Limits Established Date: pending
Original Letting Date: 06/14/2018
Current Letting Date: 06/05/2015
Construction Season: 2015
Estimated Substantial Completion: 11/15/2015

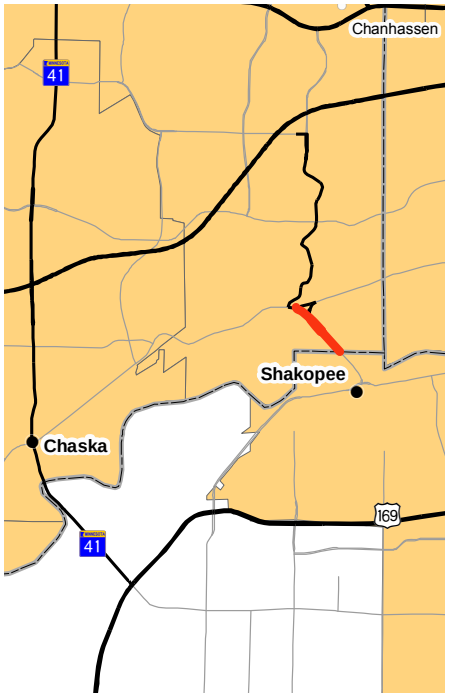
Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7502

District Engineer: Scott McBride
Project Manager: Chad Casey

Revised Date: 12/15/2014

PROJECT SUMMARY

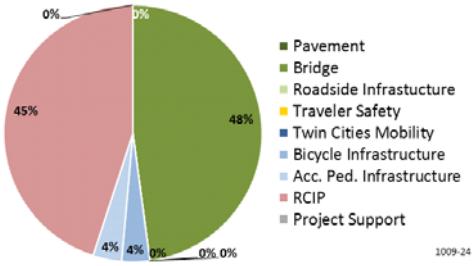
Hwy 101
Minnesota River Bridge in Shakopee to Hwy 61 in Chanhassen
Bridge 10004
State Project No. 1009-24
http://www.dot.state.mn.us/metro/projects/hwy101river/index.html



Primary Purpose:

Performance-based Need: Bridge & Flood Mitigation

Investment Category:



Project Description:

Construction of a new Hwy 101 bridge over the floodplain, above the 100-yr flood elevation, between the existing Hwy 101 Minnesota River bridge in Shakopee at County Road 61/Flying Cloud Drive in Chanhassen. Carver County is the project lead, which now includes work on Flying Cloud Drive and a roundabout at the intersection of Hwy 101 and Flying Cloud Drive.

Recent Changes and Updates:

The project was let by Carver County, and has been awarded to Ames Construction for approximately $49.3M, lower than the engineer's estimate of $50.4M that was included in the 2013 report. Construction began in July 2014. MnDOT is providing construction oversight activities as a contribution to the project as well as a lump sum payment of $21.335M.

Project History:

Hwy 101 is a two-lane roadway over the Minnesota River that has closed six times in the last 12 years due to flooding. A flood mitigation study completed in Sept 2011 determined a "lower cost" project to allow an additional river crossing over the Minnesota River to be open during flooding. Hwy 101 was selected as the option to move forward from the study. A four-lane section was developed after the study for Hwy 101. The project includes a roundabout at Hwy 101 and Flying Cloud Drive and additional widening along Flying Cloud Drive to the intersection of Bluff Creek Drive. In 2013, the overall project costs increase from the Baseline Estimate due to additional scope added to the project in the area of the Flying Cloud Drive/Hwy 101/Bluff Creek Drive.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 42.0	$ 49.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.2	$ 4.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 46.2**	**$ 53.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Permanent ROW impacts will result due to Carver County's expanded scope. Plans are currently under development.

Project Risks:

Very poor soils and possibly artesian conditions are found all over the project area. Deep muck and poor soils have resulted in a design that includes pile supported embankment, a longer bridge and muck excavation. Archeological site was discovered in the area of Flying Cloud Drive and Bluff Creek Drive.

Schedule:

Environmental Approval Date: 09/04/2013
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Summer 2013
Construction Limits Established Date: Need Unknown
Original Letting Date: 05/16/2014
Current Letting Date: 05/15/2014
Construction Season: 2014/2015
Estimated Substantial Completion: 04/09/2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

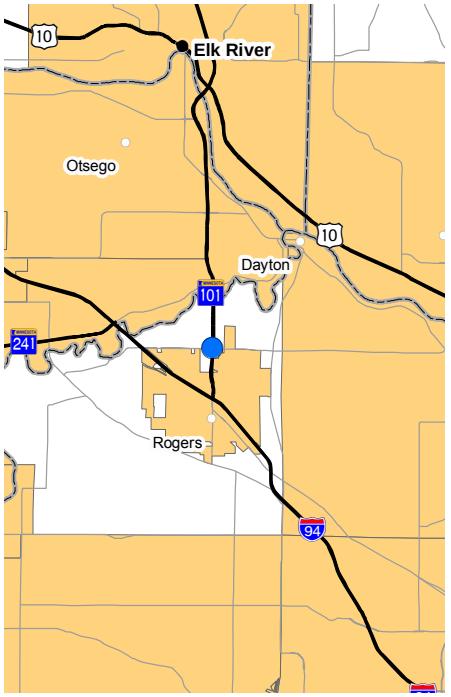
District Engineer: Scott McBride
Project Manager: Molly Kline

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 101
At County Road 144 in Rogers
Bridge 27299
State Project No. 2738-28
http://www.cityofrogers.org/public-works-public-works/transportation-projects

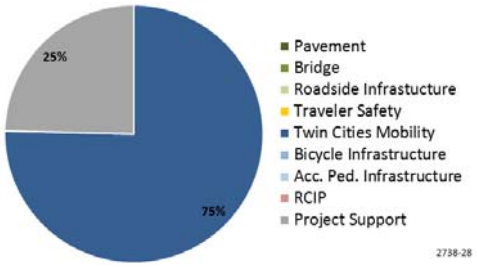
Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:



Project Description:

Construction of a grade-separated interchange at the intersection of Hwy 101 and County Road 144 in Rogers. This project is tied with a pavement project (SP 2738-29 and 238-010-003).

Recent Changes and Updates:

Bid came in under Engineer's Estimate. A competitive bid environment, coupled with Value Engineering steps and early consultation with contractorors association, contributed to the difference between the construction baseline estimate and letting amount.

Project History:

Hwy 101 is a four-lane, major arterial roadway in the northwestern Metro. In 2003, Hwy 101 was reconstructed from County Road 36 to Hwy 10, converting it from a two-lane expressway to a four-lane controlled access facility.

Local governments had a difficult ROW process. This project is tied with a pavement project (SP 2738-29 and 238-010-003).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 16.2	$ 14.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.2	$ 3.0
Right of Way:	$ 3.0	$ 3.0
Total:	**$ 22.6**	**$ 20.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Project funding will utilize $9.2M from the Safety and Mobility Interchange Program (SaM) grant and $5.5M of STP funds out of $7.5 M secured by the City of Rogers.

Project Risks:

Local acquisition of right of way for the project. Condemnation hearings still are underway.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 9/25/2012
Construction Limits Established Date: 09/15/2012
Original Letting Date: 11/22/2013
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: 10/29/2014

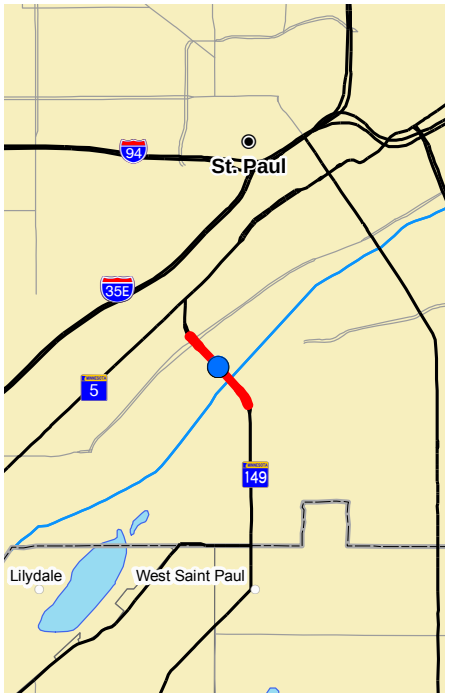
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Revised Date: 12/15/2014

PROJECT SUMMARY

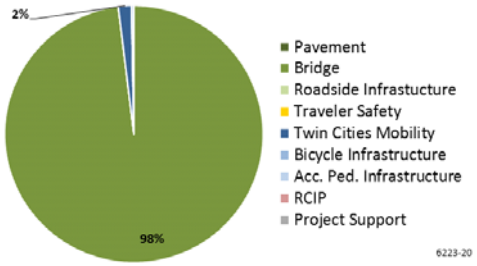
Hwy 149
Smith Avenue High Bridge over the Mississippi River in St. Paul
Bridge 62090
State Project No. 6223-20



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Redeck the Smith Avenue High Bridge over the Mississippi River. Associated miscellaneous work, such as approach panels also will be replaced with this project. ADA facilities adjacent to the bridge will also be upgraded to comply with the current standards.

Recent Changes and Updates:

The updating current letting date was changed to 1/27/17, with an estimated substantial completion date of 1/26/18.

Costs are increasing because a pavement project in West St. Paul (SP1917-45) is now being tied to the bridge project.

Project History:

A low-slump concrete overlay was placed on the deck when it was first constructed in 1986. Ground penetrating radar results in 2009 exhibited 7 percent of the deck needs replacement. The bridge was built with uncoated rebar in the bottom of the deck. 10 percent of the bottom deck exhibits visual spalling, delamination and water saturation along with extensive transverse cracks. The loose and falling concrete from the deck bottom cannot be controlled without major expense and thus the entire bridge deck will be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 14.2	$ 18.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.0**	**$ 16.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Risks:

Environmental issues and permits required to demolish and construct over the Mississippi River.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 06/14/2017
Current Letting Date: 01/27/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Curt Fakler

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169
At 93rd Avenue in Brooklyn Park and Osseo
State Project No. 2750-75
http://www.dot.state.mn.us/metro/projects/hwy169brooklynpark/

Substantially Complete

Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was completed in October 2013. A competitive bid environment contributed to the difference between the construction baseline estimate and letting amount. The City of Brooklyn Park is completing right of way work, and that cost is estimated as final costs have not been detertimed.

Project History:

Hwy 169 is a principal arterial in the western metro area. The project removed the last signal between County Road 81 and Hwy 610.This extends the controlled access freeway from County Road 81 to Hwy 610.

A competitive bid environment contributed to the difference between the construction baseline estimate and letting amount.

Project Description:

Construction of a grade-separated interchange at the intersection of Hwy 169 and 93rd Avenue.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 11.6	$ 8.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.3	$ 1.7
Right of Way:	$ 5.0	$ 7.0
Total:	**$ 18.9**	**$ 16.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This project was let for $8,146,306.90.

Project Risks:

Local governments acquiring right of way for the project. Some parcels are still going thru condemnation hearing. The cost shown for the City's right of way is estimated.

Schedule:

Environmental Approval Date: 12/23/2011
Municipal Consent Approval Date: 06/15/2011
Geometric Layout Approval Date: 12/15/2010
Construction Limits Established Date: 12/15/2010
Original Letting Date: 06/12/2015
Current Letting Date: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: 10/01/2013

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Revised Date: 12/15/2014

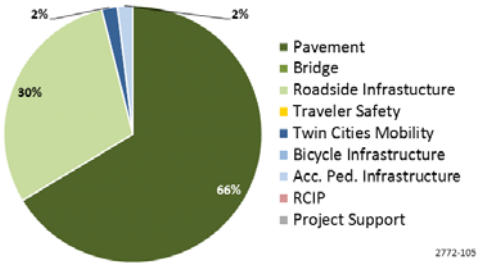
PROJECT SUMMARY

Hwy 169
North of Hwy 62 in Edina to Hwy 55 in Golden Valley
State Project No. 2772-105

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Concrete pavement repair project with diamond grinding, mill and overlay and drainage work.

Recent Changes and Updates:

Metro District is meeting with local units of government to work through construction staging. The district materials office is reviewing the scope of this CPR project with construction.

Project History:

Scoping for this pavement preservation project was completed in October 2012. This does not include the Nine Mile Creek Bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 16.5	$ 16.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.8**	**$ 17.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

This project involves concrete patching and repair (CPR) which introduces risk because exact quantities needed won't be known until construction begins.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 06/14/2017
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 11/01/2017

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jeff Gibbens

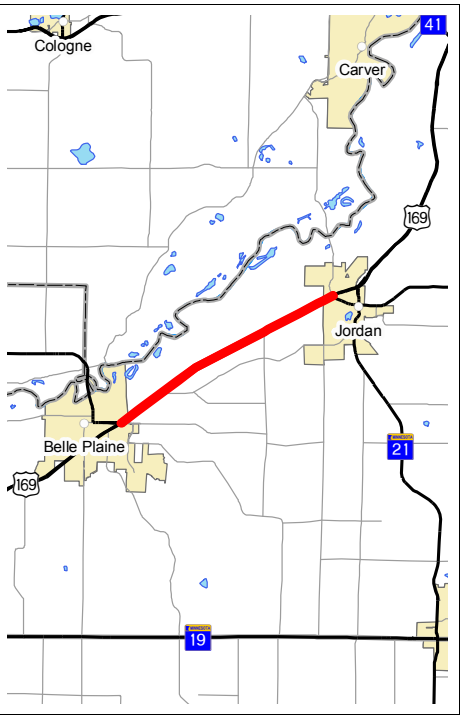
Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 169

Scott County, from Hwy 25 in Belle Plaine to Hwy 282 in Jordan

State Project No. 7008-111



Primary Purpose:

Performance Need: Pavement Conditions, District Safty Plan

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This is the first year this project has been included in the MHP report.

The northern project limit is shifting about 1,000 feet south of Hwy 282. This segment is being reconstructed in the 2015 Jordan pavement project so that the Hwy 169/Hwy 282/CR 9 intersection is not impacted again in 2018.

Project History:

This is the first year this project has been included in the MHP report. The project is being driven by pavement needs. Additional access management may be implemented if there is support from local partners.

Project Description:

This project is an unbonded concrete overlay, median closures, add U-turns, and cable guardrails on Hwy 169 from Hwy 25 in Belle Plaine to Hwy 282 in Jordan.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 18.0	$ 18.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.0	$ 3.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 21.0**	**$ 21.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Median closures and turn lane costs are based on prior projects and will be adjusted after layout preparation and quantity development. Cost will be revised during the Fall of 2014 to cover the 1,000 ft. extension.

Project Risks:

Potential local opposition to R-cuts. Extent of culvert work not fully known.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 07/21/2017
Current Letting Date: 07/21/2017
Construction Season: 2018
Estimated Substantial Completion: 01/26/2019

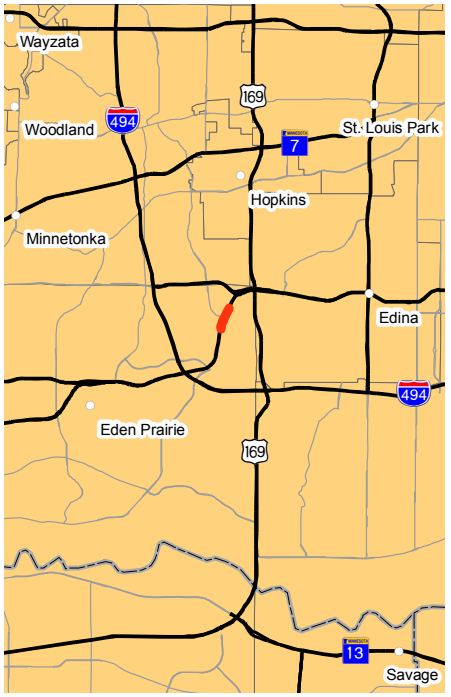
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: **Scott McBride**
Project Manager: **Chad Casey**

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 212
At Shady Oak Road in Eden Prairie
State Project No. 2763-49
http://www.edenprairie.org/community/infrastructure-projects/shady-oak-road



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based Need: Bridge Condition

Investment Category:

Recent Changes and Updates:

Construction has begun on the locally-led project. Coordination with the City of Eden Prairie, MnDOT, and Southwest LRT is ongoing.

Project History:

Hwy 212 is a principal arterial in the western metro area. The proposed project will reconstruct the existing diamond interchange to provide additional capacity on Shady Oak Road and improve access to Hwy 212.

This project received TED funding of $7.1 in 2012.

Project Description:

Reconstruct an existing local interchange to handle additional capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 23.2	$ 23.2
Other Construction Elements:	$ 0.1	$ 0.1
Engineering:	$ 4.9	$ 4.9
Right of Way:	$ 3.5	$ 3.5
Total:	**$ 31.7**	**$ 31.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Local governments are providing cost estimates and engineering. MnDOT has oversight and review of project design. The project received $7.1 million in 2012 TED funding, which constitutes the extent of MnDOT's share of the project.

Project Risks:

This is a locally led project. There are logistical challenges related to this type of partnership.

Schedule:

Environmental Approval Date: Local Prep
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: pending
Construction Limits Established Date: Pending
Original Letting Date: 08/15/2014
Current Letting Date: 05/15/2014
Construction Season: 2014/2015
Estimated Substantial Completion: 03/26/2015

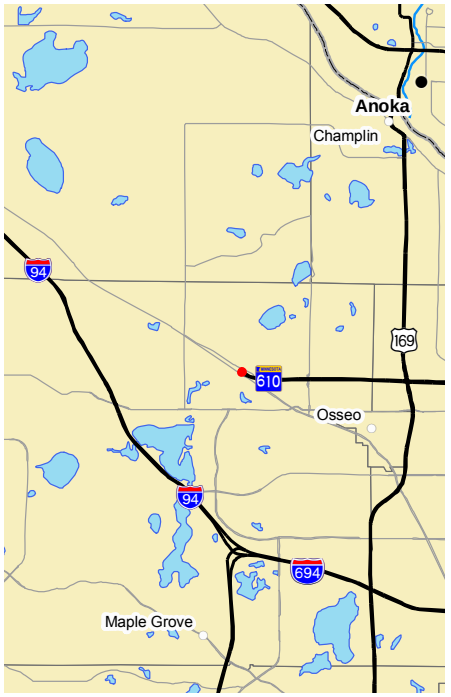
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Revised Date: 12/15/2014

PROJECT SUMMARY

Hwy 610
Hwy 81 to I-94 in Maple Grove
Bridge 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16
State Project No. 2771-37
http://www.dot.state.mn.us/metro/projects/610west/index.html



Primary Purpose:

Regional & Community Improvement Priority: Corridors of Commerce Project: Metro Capacity Development

Investment Category:

Recent Changes and Updates:

In Dec. 2013, two estimates were used to determine the project cost: the MnDOT LWD estimate and the SRF 30% quantities estimate that were only based on the layout. MnDOT then worked to better quantify costs and risks to the project from Dec. 2013 to May 2014, including major scope changes to bridges, entrance ramp, reduction of right of way acquisition, floodplain impacts, and wetland impacts. A consultant was hired for a more detailed construction cost estimate based on the layout. Construction letting estimate of $100M was expected for the summer 2014 letting, and a favorable bid environment resulted in a bid of $80.7M for the construction letting.

Project History:

The need for this project is to construct the final connection of I-94 to Hwy 610. Hwy 610 has been planned and constructed in three different projects. The first completed in the year 2000, constructed Hwy 610 between Hwy 169 and Hwy 252 and Hwy 10. The second completed in 2011, constructed Hwy 610 between Elm Creek Blvd/CSAH 81 and Hwy 169. This project will connect I-94 to the existing portion of Hwy 610 that currently ends at the CSAH 81, Elm Creek Blvd., and Hwy 610 interchange.

Project Description:

Realign and extend highway from County Road 81 and Elm Creek Boulevard to I-94, including construct Hwy 610 bridge over Fernbrook Lane, construct interchange at Hwy 610 and Maple Grove Parkway, close and remove a half mile segment of 101st Avenue North, between I-94 and Fernbrook Lane, and extend 105th Ave west from Holly Lane across I-94 to a new intersection with 101st Ave.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 112.0	$ 80.7
Other Construction Elements:	$ 11.0	$ 10.0
Engineering:	$ 3.6	$ 3.6
Right of Way:	$ 49.0	$ 45.6
Total:	**$ 175.6**	**$ 139.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The Baseline Estimate is based on a report the Project Manager submitted to Metro on Dec. 27, 2013. These costs were then entered into the 2014-2017 STIP Amendment. The Current Estimate reflects costs that were updated and entered into the 2015-2018 Final STIP, which is going through the approval process now. See the Recent Changes section for details on the cost difference.

Project Risks:

At this time, Aug. 4, 2014, the procurement process for this design build project is almost complete. The letting is Aug. 8, 2014. There are no futher risks between now and letting. After letting there is some very minor contaminated materials that will be added to the Contract, but this is estimated to be no more than 6 truck loads, and does not pose a major cost or delay.

All previous risks have been retired.

Schedule:

Environmental Approval Date: 02/27/2014
Municipal Consent Approval Date: 03/03/2014
Geometric Layout Approval Date: 6/2/2014
Construction Limits Established Date: 10/08/2013
Original Letting Date: 08/08/2014
Current Letting Date: 08/08/2014
Construction Season: Oct. 2014/Oct. 2016
Estimated Substantial Completion: 10/21/16

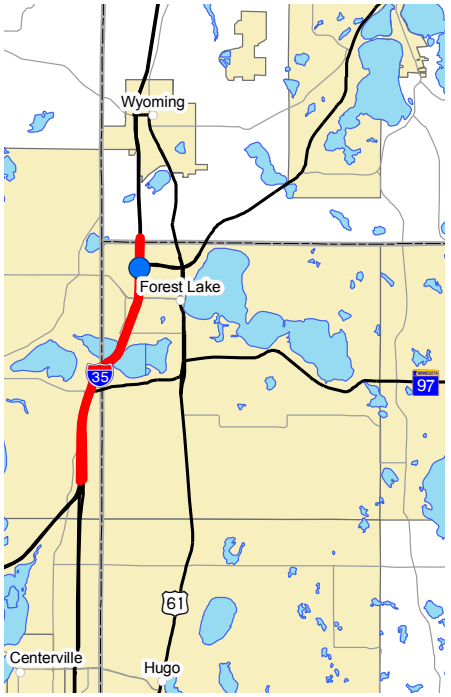
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jerome Adams

Revised Date: 12/15/2014

PROJECT SUMMARY

I--35
Washingon, Anoka Counties
Bridge 82815, 02804, 02806
State Project No. 8280-47



Primary Purpose:

Performance-based Need: Pavement Condition and Bridge Condition.

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This is the first yeat this project has been included in the MHP report.

Project History:

This is the first yeat this project has been included in the MHP report. Pavement and bridge project to address poor pavement and bridge condition.

Project Description:

This project consists of an unbonded concrete overlay, and replacement of three bridges. Limits of the project are on I-35E from 80th St E to the junction of I-35/I-35W/I-35E & on I-35W from north of Main St. to the junction of I-35/I-35W/I-35E and on I-35 from the junction of I-35/I-35W/I-35E to north of Hwy 8. The three bridges are: northbound I-35W over southbound I-35E, Hwy 97 over I-35, and Hey 8 over I-35

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 39.6	$ 39.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.4	$ 6.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 46.0**	**$ 46.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

Traffic Impacts During Construction. Anoka County leading an interchange study at I-35/Hwy97.

Schedule:

Environmental Approval Date: 10/07/2015
Municipal Consent Approval Date: 10/07/2015
Geometric Layout Approval Date: pending
Construction Limits Established Date: 01/16/2015
Original Letting Date: 07/21/2017
Current Letting Date: 04/2/2017
Construction Season: 2017/2018
Estimated Substantial Completion: 11/15/2018

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7502

District Engineer: Scott McBride
Project Manager: Ryan Coddington

Revised Date: 12/15/2014

PROJECT SUMMARY

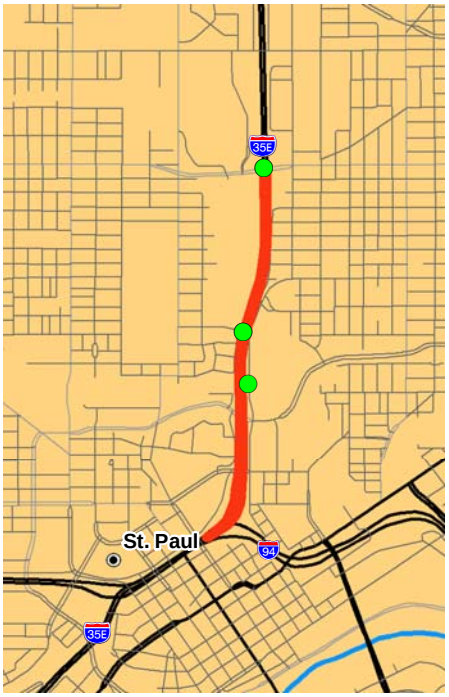
I--35E

Cayuga Bridge between University Ave and Maryland Ave

Bridge 6515, 9265, 6517

State Project No. 6280-308

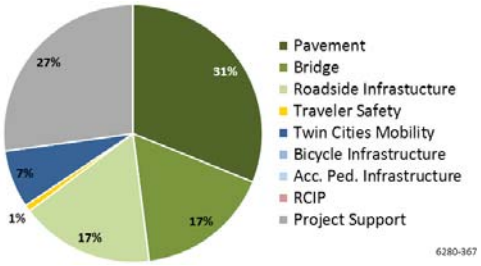
http://www.dot.state.mn.us/metro/projects/35estpaul/cayuga.html



Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:



Project Description:

Replace Cayuga Bridge (6515), Pennsylvania Ave. Bridge (9265), BNSF RR Bridge (6517). Replace the Pennsylvania interchange with the interchange at Cayuga to solve safety and operational problems. Improve geometrics on 35E. Extend auxiliary lane from Pennsylvania to Maryland.

Recent Changes and Updates:

This project will continue into 2016. Total Project Cost Estimate have not changed since the 2013 MHP report.

Project History:

The Cayuga Bridge was built in 1965. Since then it has undergone bridge repair and paint in 1975 and "limited service" overlay in 2004. Inspection in 2008, NBI deck: 5, super: 4, sub: 4, sufficiency rating: 40.8. need to replace bridge by 2018 per Chapter 152 requirements.

Late start to construction season in 2013 and under-estimated asbestos has delayed completion of Cayuga St. to Westminster Street. The estimate reflects construction letting of $116 million.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 143.9	$ 116.0
Other Construction Elements:	$ 5.3	$ 11.0
Engineering:	$ 24.4	$ 25.5
Right of Way:	$ 11.3	$ 18.2
Total:	**$ 184.9**	**$ 170.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Risk added for roadway construction (i.e. soils, water resources, pavement design), environmental cleanup and oversight, railroad agreement ($2.2 estimate), and utility relocation ($5.4 million).

Project Risks:

High potential for environmental contamination and poor soils. North/south and east/west non-motorized connectivity issues and potential for scope and budget increases.

Schedule:

Environmental Approval Date: 09/15/2011
Municipal Consent Approval Date: 09/05/2012
Geometric Layout Approval Date: 5/10/2012
Construction Limits Established Date: 05/16/2011
Original Letting Date: 04/25/2014
Current Letting Date: 11/16/2012
Construction Season: 2012/2016
Estimated Substantial Completion: 04/01/2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Dale Gade

Revised Date: 12/15/2014

PROJECT SUMMARY

I--35E

I-35E between Pennsylvania Ave and Little Canada Road
Bridge 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120
State Project No. 6280-367
http://www.dot.state.mn.us/metro/projects/35estpaul/mnpass.html

Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based Need: Pavement Condition

Investment Category:

Recent Changes and Updates:

Construction continues into 2015.

Costs have not changed since the 2013 MHP report.

Project History:

The MnPASS System II study identified I-35E north of St. Paul as the top candidate for the region's next MnPASS facility due to congestion levels, transit demand and the opportunity to coordinate construction of the MnPASS Express Lanes and 35E/Cayuga.

2013 $300,000 for design build contract. Construction letting of $98.6 million is reflected in the current estimate.

Project Description:

The I-35E MnPASS Project includes long-term pavement rehabilitation between Maryland Ave. and Little Canada Rd., replacement of the Arlington, Wheelock and Larpenteur bridges, and replacement of the I-35E mainline bridges at Roselawn, County Road B and Hwy 36.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 73.6	$ 98.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 18.4	$ 22.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 92.0**	**$ 120.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

Standard construction and project risks assumed. Legal actions by unsuccessful bidders. Unresolved non-motorized issues.

Schedule:

Environmental Approval Date: Marcn 2013
Municipal Consent Approval Date: 02/20/2013
Geometric Layout Approval Date: 2/12/2013
Construction Limits Established Date: 02/12/2013
Original Letting Date: 06/14/2013
Current Letting Date: 07/24/2013
Construction Season: 2014/2015
Estimated Substantial Completion: 10/01/2015

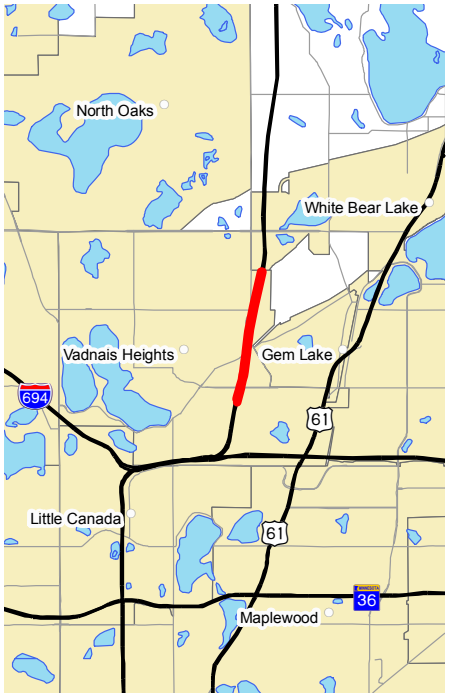
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: **Scott McBride**
Project Manager: **Dale Gade**

Revised Date: 12/15/2014

PROJECT SUMMARY

I-35E
Vadnais Heights and White Bear Lake
Bridge 9567, (new, #62729), &, 9568, (new, #62730)
State Project No. 6281-25



Primary Purpose:

Performance-based needs: Bridge Condition and Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

From 2013 to 2014, the project costs increased from $10.1M to $20.M due to a mill and concreate overlay project (SP 6281-19) being combined into it, as well as preparing the bridges and pavement to be ready for a MnPASS extension into this area. While the costs have increased, there is efficiency and cost savings in combining the bridge and pavement project as well as the MnPASS project.

Project History:

This is the first year this project has met the Metro District threshold of $15M and been included in the MHP report.

Project Description:

Replace bridges #9567(NEW 62729) & #9568 (NEW 62730) including profile adjustment on both sides of the bridegs, mill and unbonded concrete overlay, ADA, reataining walls, ponding, guadrail, drainage and transportation management system improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 10.1	$ 20.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.1**	**$ 20.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Some of the key cost estimates include a wider shoulder for future MnPASS extension lanes, and an unique bridge construction phasing including building the middle portion of the bridge first and then the outside portions.

Project Risks:

The project letting was extended until 6/5/15 in order to complete the design work to accommodate the future MnPASS extension.

Schedule:

Environmental Approval Date:
Municipal Consent Approval Date: 12/15/2014
Geometric Layout Approval Date: 4/25/14
Construction Limits Established Date: 4/25/14
Original Letting Date: 1/23/15
Current Letting Date: 6/5/15
Construction Season: 2015/2016
Estimated Substantial Completion: 10/01/16

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7503

District Engineer: **Scott McBride**
Project Manager: **Mohammad Dehdashti/Dal**
Revised Date: 12/15/2014

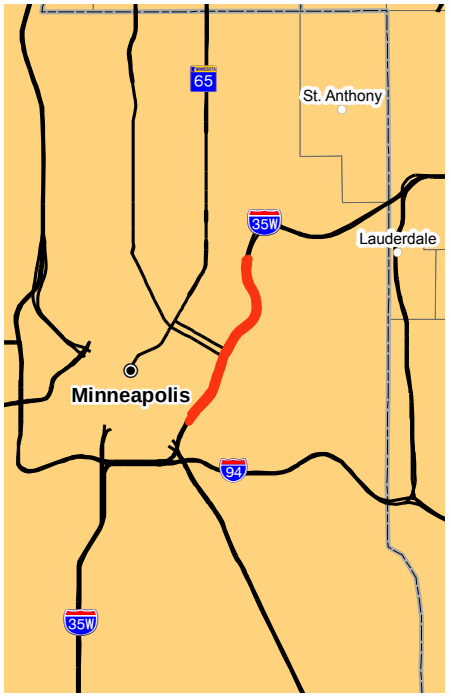
PROJECT SUMMARY

I--35W

3rd and 4th Street ramp to Johnson Street in Minneapolis

State Project No. 2783-136

http://www.dot.state.mn.us/metro/projects/i35wandfourthst/



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based Need: Bridge Condition

Investment Category:

Recent Changes and Updates:

In 2013, Hennepin County received $9.4M of TED funds for this project. At that time, the total project costs were $13.4M. Since that time, additional work to retaining wall and drainage needs were added to the project, increasing the TPCE. The best value bid for the Design Build contract came in at $15.4. The Total Project Cost Based upon the bid amount came to $20.6 million. After review of the estimate based upon the contractor's estimate, it was determined that the difference in costs was attributed to the design of the retaining walls and the risk associated with the construction of the retaining walls. The proposed retaining walls required retention of the slopes with the use of sheet piling to allow for the construction of the permanent retaining walls in many locations and original estimates did not account for this need. Also, the costs estimated for the installation of drainage tile to capture water seeping from the existing slopes was estimated low and bid at a higher amount.

Project History:

This TED selected project was developed by Hennepin County for a design-build letting. Their application identified an estimated construction cost of $15.4 Million and was granted $9.4 Million of Transportation and Economic Development (TED) funds. The project experienced issues with neighborhood groups and residents in regards to noise mitigation and historic properties.

Project Description:

Construct new ramp from downtown Minneapolis to northbound I-35W and auxiliary lane from 3rd and 4th Street north to Johnson St.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 9.7	$ 15.4
Other Construction Elements:	$ 1.5	$ 1.5
Engineering:	$ 2.2	$ 3.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.4**	**$ 20.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Total cost estimate including all construction costs, right of way, utility work, agreements, project delivery costs and risk contingency were calculated as part of the TED application and award.

Project Risks:

Historical review and noise mitigation are potential risks as well as retaining wall and drainage tile construction. Construction in 2014 was slowed down due to earlier than expected cold weather in November. Work will resume when temperatures are warmer to finish concrete paving and construction of the median barrier between 4th St SE and the Hennepin Ave exit.

Schedule:

Environmental Approval Date: 12/03/2013
Municipal Consent Approval Date: 12/29/2011
Geometric Layout Approval Date: 10/28/2011
Construction Limits Established Date: 10/28/2011
Original Letting Date: 02/14/2012
Current Letting Date: 03/19/2014
Construction Season: 2014/2015
Estimated Substantial Completion: 04/01/2014

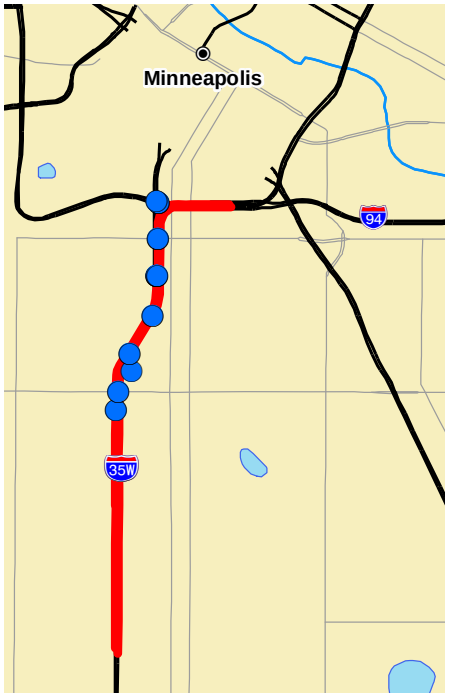
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2014

PROJECT SUMMARY

I--35W
43rd Street to I-94 Commons
Bridge 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872
State Project No. 2782-327
http://www.35lake.com/



Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based Need: Bridge Condition

Investment Category:

Recent Changes and Updates:

Hennepin County is the lead agency on this project. Other partners are the City of Minneapolis and the Metropolitan Council. Public involvement is ongoing, with municipal consent expected in fall 2014.

The project will transition from Hennepin County as the Lead Agency to MnDOT as the lead agency in the fall of 2014.

The Current Estimate includes funding from all project partners.

Project History:

This project has been pursued since the mid-90s. The current schedule has the project letting in June 2017.

Project Description:

Replacecement of four bridges and repair of 6 bridges. Adjust the horizontal and/or vertical alignment of I-94, I-35, and Hwy 65. Replace 31st Street, Lake Street, Midtown Greenway, 28th Street, 26th Street, 24th Avenue pedestrian bridge and Franklin Ave Bridges, along with all pavement from 42nd Street to I-94 Commons. Includes transit access project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 265.5	$ 269.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 44.5	$ 41.0
Right of Way:	$ 3.6	$ 3.6
Total:	**$ 313.6**	**$ 313.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The baseline estimate includes the MnDOT portion ($121 million). This large project will include pieces done in partnership with Minneapolis, Hennepin County and the Metropolitan Council. The Current Estimate includes funding from all proeject partners.

Project Risks:

Full funding for the project has not been identified. Storm water tunnels/drainage also present a potential project risk. Traffic impacts during construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 07/21/2017
Current Letting Date: 06/09/2017
Construction Season: 2017/2021
Estimated Substantial Completion: 05/01/2021

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2014

PROJECT SUMMARY

I--494

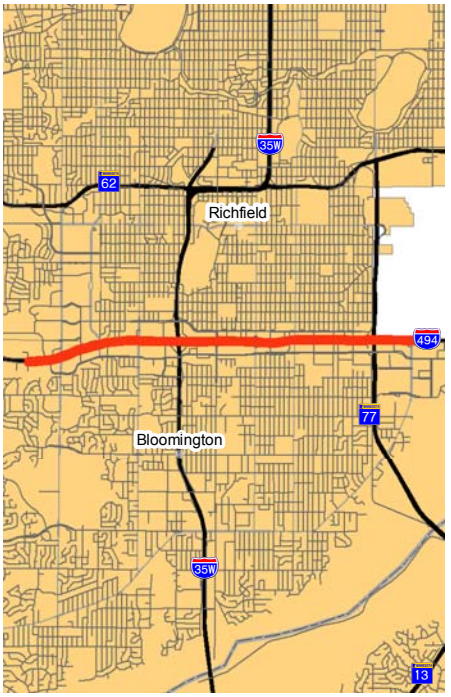
34th Avenue to France Avenue

Bridge 9126

State Project No. 2785-367, 2785-364, 2785-378

http://www.dot.state.mn.us/metro/projects/i494and35wrichfield/

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was complete in November 2013.

Project History:

This project required close coordination with the Xerxes Avenue Bridge. Additional capacity on I-494 has been identified in Met Council and MnDOT's long range plans as being managed.

This project was let for $25.9 million. A favorable bid environment contributed to the change from the baseline estimate.

Project Description:

Mill and overlay, as well as construction of a westbound auxiliary lane from Penn Avenue to northbound Hwy 100. The Xerxes Ave Bridge will also be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 40.5	$ 25.9
Other Construction Elements:	$ 0.0	$ 0.9
Engineering:	$ 4.5	$ 2.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 45.0**	**$ 29.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

This project construction is complete and was let for $25.9.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 03/24/2011
Municipal Consent Approval Date: 04/01/2012
Geometric Layout Approval Date: 11/19/2010
Construction Limits Established Date: Not Needed
Original Letting Date: 07/04/2015
Current Letting Date: 06/08/2012
Construction Season: 2012/2013
Estimated Substantial Completion: 10/01/2013

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2014

PROJECT SUMMARY

I--494

Hwy 169 and I-494 interchange in Bloomington

Bridge 27R25-29, 27V95-97, 27V91, 27A16-18, 27589

State Project No. 2776-03

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

Substantially Complete

Primary Purpose:

Twin Cities Mobility: Strategic Capacity Enhancements

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Project is substantially complete.

Previous Major Highway Project reports did not include engineering costs. Other Construction Costs and Right of Way costs have also been updated because of improved reporting from MnDOT Finance.

Project History:

In 2003, the project was identified to receive BAP funding and developed for letting, but those funds were used to make up shortfalls on other projects. Approximately $7.5 million in HPP funding was assigned to the project for right of way acquisitions. However, with no identified funding, the project was moved to the last year of the Metro District ten-year program. The project was then rescope to a lower cost options. Risks included the potential failure of FHWA to approve the interstate access request for rescoped project. In addition, two system movements were not built as part of the interchange and may need to be constructed in the future.

Project Description:

Remove three signals, connect the north and south frontage roads under Hwy 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 in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 125.2	$ 125.2
Other Construction Elements:	$ 25.0	$ 17.4
Engineering:	$ 0.0	$ 14.3
Right of Way:	$ 20.0	$ 15.7
Total:	**$ 170.0**	**$ 172.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Design-build delivery process. Bid letting amount was $125.2 million.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 05/27/2010
Municipal Consent Approval Date: 03/03/2010
Geometric Layout Approval Date: 2010
Construction Limits Established Date: 02/07/2015
Original Letting Date: 06/25/2015
Current Letting Date: 09/30/2010
Construction Season: Nov 10 / Nov 12
Estimated Substantial Completion: Nov. 2012

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Michael Beer

Revised Date: 12/15/2014

PROJECT SUMMARY

I--494

I-394 in Minnetonka to I-94/494/694 in Maple Grove

State Project No. 2785-330

http://www.dot.state.mn.us/metro/projects/i494plymouth/

Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based Need: Pavement Condition

Investment Category:

Recent Changes and Updates:

Construction began on SP 2785-403 to widen northbound Hwy 494 and construct cross-overs in spring 2014 to carry both directions of traffic in 2015.

The scope of the project changed from the addition of a dynamic shoulder on the outside to the addition of a general purpose lane on the inside. This change increased the amount of widening, added median barrier, required additional ponding, and changed the bridges from redeck to full replacement.

Project History:

MnDOT received formal approval late in summer 2013 to construct a dynamic shoulder as part of this project. The scope of the project was changed from adding the dynamic shoulder to adding a third general purpose lane between Hwy 55 and the I-494/I-694/I-94 interchange when additional funding was identified the necessary savings on other construction projects.

MnDOT has received Municipal Consent from Minnetonka and Plymouth, and anticipates receiving it from Maple Grove in early September, 2014.

Project Description:

Add general purpose lane between Hwy 55 AND I-94//I-694, add auxiliary lane NB between I-394 and Carlson Parkway, add auxiliary lanes between Hwy 55 AND CR 6, pavement resurfacing and reconstruction, ponds, noisewalls, signal revisions, lighting, TMS, replace bridges and repair.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 61.2	$ 86.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.8	$ 16.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 73.0**	**$ 102.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

This project involves CPR, which introduces risk because exact quantities needed won't be known until construction begins. The managed lane vs. dynamic shoulder risk has been resolved, though may need to be managed in the future as the project develops.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: 8/22/2013
Construction Limits Established Date: Spring 2013
Original Letting Date: 07/28/2008
Current Letting Date: 02/20/2015
Construction Season: 2015/2017
Estimated Substantial Completion: 06/30/2017

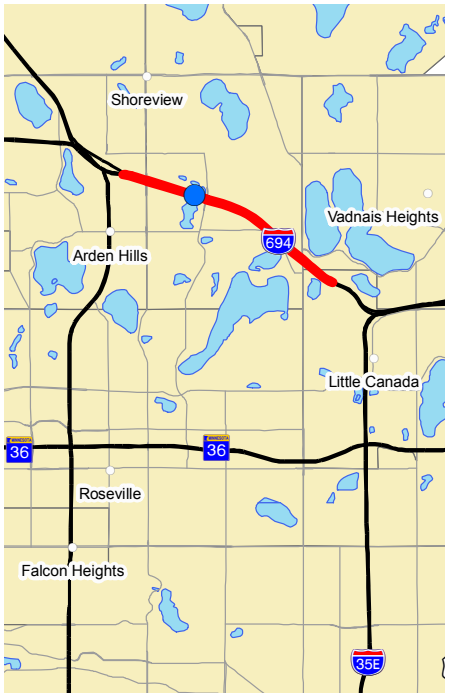
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Chad Casey

Revised Date: 12/15/2014

PROJECT SUMMARY

I--694
Little Canada to Arden Hills
Bridge 62723
State Project No. 6285-143
http://www.dot.state.mn.us/metro/projects/i694shoreview/index.html



Primary Purpose:

Regional & Community Improvement Priority: Corridors of Commerce Project, Metro Capacity Development

Investment Category:

Recent Changes and Updates:

This is the first year this project has been included in the MHP report. The project was selected for the Corridors of Commerce program in 2013. The project was initially included a Dynamic Shoulder Lane (DSL) but has been changed to a General Purpose Lane (GP).

Project History:

This is the first year this project has been included in the MHP report. The project was selected for the Corridors of Commerce program in 2013. The project was initially looked at as a Dynamic Shoulder Lane (DSL) but has been changed to a General Purpose Lane (GP).

Project Description:

Construction of a dynamic shoulder lane on I-694 from Rice St. in Little Canada to Lexington Ave. in Arden Hills and reconstruct existing lanes, low slump overlay on Bridge #62723 (Island Lake Channel), noisewall and median barrier construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 42.2	$ 42.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 7.8	$ 7.8
Right of Way:	$ 1.5	$ 1.5
Total:	**$ 49.5**	**$ 49.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Concrete pavement with stainless steel dowel bars and construction staging assuming the need to cross-over traffic to build it one-half at a time.

Project Risks:

Land required for water treatment or the need for retaining wall in order to build the ponds.

Schedule:

Environmental Approval Date: pending / Oct 2014
Municipal Consent Approval Date: Pending / Dec 2014
Geometric Layout Approval Date: In Process
Construction Limits Established Date: 02/01/2014
Original Letting Date: 06/12/2015
Current Letting Date: 11/20/2015
Construction Season: 2016/2017
Estimated Substantial Completion: 11/01/2017

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7503

District Engineer: Scott McBride
Project Manager: Mark Lindeberg

Revised Date: 12/15/2014

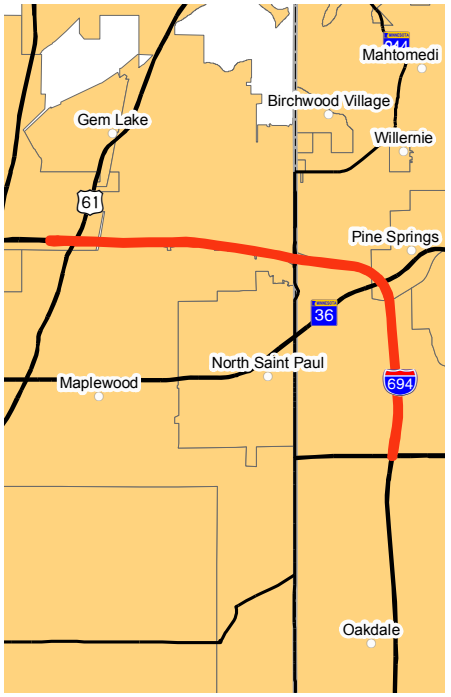
PROJECT SUMMARY

I--694

40th Street in Oakdale to west of Hwy 61 in Vadnais Heights

State Project No. 6286-56

Substantially Complete



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

This project was completed in November of 2012.

Previous MHP reports did not include Other Construction Costs and engineering costs. They have been updated because of improved reporting from MnDOT Finance.

Project History:

Pavement project to address poor pavement condition. The current estimate does not include engineering.

Project Description:

Unbonded concrete overlay from 40th St. in Oakdale to just west of Hwy 61 in Vadnais Heights.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 19.6	$ 19.7
Other Construction Elements:	$ 0.0	$ 2.5
Engineering:	$ 3.9	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 23.5**	**$ 23.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 06/29/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 9/14/2011
Construction Limits Established Date: 09/14/2011
Original Letting Date: 08/26/2011
Current Letting Date: 04/13/2012
Construction Season: 2012
Estimated Substantial Completion: 10/01/2012

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ryan Coddington

Revised Date: 12/15/2014

PROJECT SUMMARY

I--694

Lexington Avenue to west of Old Highway 10

Bridge 62051, 62052, 62716, 62717, 62719, 62720, 62723, 62724

State Project No. 6285-135

http://www.dot.state.mn.us/metro/projects/694expand/index.html

Substantially Complete

Primary Purpose:

Performance-based Need: Bridge Condition

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates:

Construction of this project is complete.

Previous MHP reports did not include Other Construction Costs and engineering costs. They have also been updated because of improved reporting from MnDOT Finance.

Project History:

The project was let in 2011. A favorable bid climate can account for the differences between the baseline estimate and the current estimate.

Construction of this project is complete.

Project Description:

Realign a portion of I-694 in the Arden Hills area from Old Hwy 10 (Snelling Ave,) on the west to the beginning of the westbound exit ramp to Lexington Avenue. Remove nine bridges. Realign several highway sections and construct a new connection between the north and southbound lanes of I-694. Hwy 51 will have two loops that allow for merging. No new right of way is required.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 58.8	$ 43.6
Other Construction Elements:	$ 0.0	$ 4.3
Engineering:	$ 11.8	$ 5.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 70.6**	**$ 53.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates.

Project Risks:

No project risks remain.

Schedule:

Environmental Approval Date: 12/27/2010
Municipal Consent Approval Date: 06/01/2011
Geometric Layout Approval Date: 3/12/2010
Construction Limits Established Date: Need Unknown
Original Letting Date: 12/17/2010
Current Letting Date: 06/24/2011
Construction Season: 2011/2013
Estimated Substantial Completion: 11/01/2013

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7500

District Engineer: Scott McBride
Project Manager: Mark Lindeberg

Revised Date: 12/15/2014

PROJECT SUMMARY

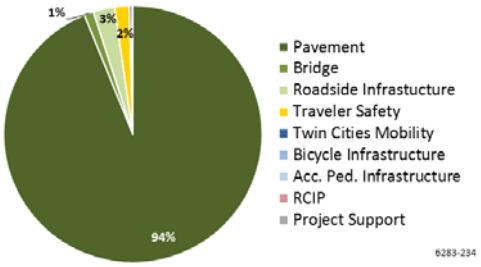
I--94

I-94 (Mounds Blvd to Hwy 120) and Hwy 61 (Burns Avenue to Hwy 5)
Bridge 9147, 9148, 62706, 62838, 62861, 62862, 62868, 62869, and, 62870
State Project No. 6283-234

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay on I-94 from mounds Blvd to east of Ruth St., bituminous resurfacing to east of Hwy 120 and on Hwy 61 north of Mounds Blvd, white topping etc. Repair bridges 9147, 9148, 62706, 62838, 62861, 62862, 62868, 62869, and 62870. Signal, signing, lighting, guardrail, concrete median barrier, drainage, TMS and ADA are also included.

Recent Changes and Updates:

The scope of the project has changed in three ways. It was extended geographically from Mounds Blvd to east of Hwy 120. It was changed from a major CPR to an unbonded concrete overlay. It was combined and scoped together with SP 6221-100 on Hwy 61.

Project History:

The present ride (smoothness) of this section ranges from 1.8 to 3.1 (spring 2009), placing this section in the poor to fair categories. The concrete area on the east end has had two minor joint repairs, the most recent in 2004. Previously patched areas were B-3 (shallow) type joint repairs and many are now failing. Also some pavement failures are patched with bituminous and causing a rough ride. The present short bituminous section around White Bear Ave is in fair shape, but has some areas of longitudinal cracking and wide reflective joints are being patched by maintenance. An unbonded concrete overlay has been proposed. This project is tied to SP 6283-175, SP 6283-233 and SP 8282-119, and is associated with SP 6221-100.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 32.5	$ 32.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.5	$ 6.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 39.0**	**$ 39.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Risks:

None expected other than substantial traffic impacts.

Schedule:

Environmental Approval Date: 05/14/2015
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/20/2015
Current Letting Date: 11/20/2015
Construction Season: 2016/2017
Estimated Substantial Completion: 11/01/2017

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7501

District Engineer: **Scott McBride**
Project Manager: **Dale Gade**

Revised Date: 12/15/2014

PROJECT SUMMARY

I--94

Nicollet Avenue in Minneapolis to Shingle Creek Bridge in Brooklyn Center

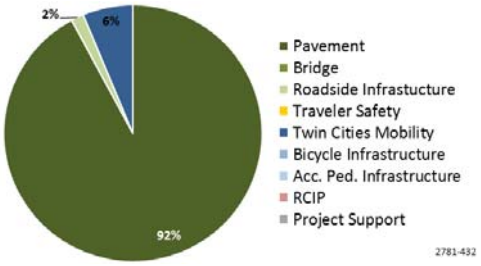
Bridge mutlitple, bridges, (50+)

State Project No. 2781-432

Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

Major concrete pavement repair and diamond grinding, drainage and misc. repair on 51 bridges.

Recent Changes and Updates:

The costs have increased from the baseline estimate by $14.2M because of a project revision request in 2013 that added 48 bridge maintenance activities, fiber wrap, and tile repair projects to the CPR project. The CPR estimate also increased after initial chaining of the mainline roadway showed larger pavement degradation than expected. The merging of project scopes is attempting to create efficiency in project coordination/management and the maintaining the goal of minimizing traffic impacts to the travelling public. Another recent update is the addition of bridge #27793 (WB 94 to WB 394). The request occurred in May 2014. It was originally scoped with SP 2781-448 (MSD 1061).

Project History:

This project is tied to two other projects on I-94: fiber wrap (SP 2781-452) and tile repair/replacement in the Lowry Hill Tunnel (SP 2781-453). Scoping for this pavement preservation project was completed in December 2012. Additional risk and contingency were added in 2013 to the estimate to account for the risks associated with this major concrete patching and repair (CPR) project. Construction staging work was underway in 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 23.4	$ 33.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.3	$ 6.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 25.7**	**$ 39.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The current estimate includes linked projects described in project history.

Project Risks:

This project involves concrete patching and repair (CPR), which introduces risk to a project because exact quantities needed won't be known until construction begins.

The potential for a significant event (i.e. 2018 Superbowl) may require an accelerated schedule for Design and Construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Not Applicable
Construction Limits Established Date: Pending
Original Letting Date: 06/14/2013
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 12/01/2017

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: **Scott McBride**
Project Manager: **DJ Sosa**

Revised Date: 12/15/2014

Major Highway Projects (2019-2030)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
1	Hwy 65	0112-52, 3110	Michael Kalnbach	2019	N/A	Bituminous resurfacing from North Jct TH 200 to Jct TH 169	N/A	N/A	N/A	N/A	$5.8 - $8.3	$7.3 - $10.5
1	Hwy 65	0112-XX	Michael Kalnbach	2019	N/A	Bituminous resurfacing from 1.4 mile south of the Sandy River to Jct TH 200	N/A	N/A	N/A	N/A	$7.1 - $10.2	$9.0 - $13.0
1	Hwy 135	6912-77	Michael Kalnbach	2019	N/A	Bituminous resurfacing from east of Hwy 53 to 0.2 mile north of Hwy 37	N/A	N/A	N/A	N/A	$3.1 - $4.4	$3.9 - $5.6
1	Hwy 1	3803-34	Michael Kalnbach	2019	N/A	Bituminous resurfacing from Isabella NFD-172 to T-92 Rt Salveson Road	N/A	N/A	N/A	N/A	$3.8 - $5.6	$4.9 - $7.1
1	Hwy 53	6980-9030	Not assigned	2019	N/A	Paint Bridge No. 9030, Over the Saint Louis River	N/A	N/A	N/A	N/A	$3.8 - $5.6	$4.9 - $7.0
1	Hwy 61	3805-99	Derek Fredrickson	2020	N/A	Replace Bridge #3589 at the Stewart River	N/A	N/A	N/A	N/A	$3.8 - $5.6	$4.9 - $7.0
1	Hwy 169	6935	Not assigned	2020	N/A	Bituminous resurfacing on the southbound roadway from 0.3 mile south of County Road 5 to 0.03 mile west of County Road 109	N/A	N/A	N/A	N/A	$3.2 - $4.6	$4.1 - $5.9
1	Hwy 65	3609	Not assigned	2020	N/A	Bituminous resurfacing from 0.6 mile south of County Road 8 to Hwy 71	N/A	N/A	N/A	N/A	$4.1 - $6.0	$5.3 - $7.6
1	Hwy 35	5880-189	Derek Fredrickson	2020	N/A	Replace Bridge No. 58803 and 58804, Over the Snake River	N/A	N/A	N/A	N/A	$7.7 - $11.1	$9.8 - $14.1
1	Hwy 1	3101-XXX	Not assigned	2020	N/A	Bituminous Reclamation, from the east Jct TH 65 to 1.6 miles east of TH 73	N/A	N/A	N/A	N/A	$7.0 - $10.1	$8.8 - $12.8
1	Hwy 6	3603-14	Michael Kalnbach	2020	N/A	Bituminous Reclamation, from 0.3 mile north of CSAH-5 to Jct TH 71	N/A	N/A	N/A	N/A	$7.9 - $11.5	$10.1 - $14.6
1	Hwy 6	107-15, 3603-1	Michael Kalnbach	2020	N/A	Bituminous Reclamation, 0.24 mile north of Jct TH 1 to 0.15 mile south of RP 133	N/A	N/A	N/A	N/A	$2.1 - $3.0	$2.7 - $3.9
1	Hwy 65	3609-XXX	Not assigned	2020	N/A	Bituminous resurfacing, from 0.6 mile south of CSAH-8 to Jct US 71	N/A	N/A	N/A	N/A	$8.3 - $6.0	$5.3 - $7.6
1	Hwy 210	0120-	Not assigned	2021	N/A	Bituminous resurfacing from east of Hwy 169 to west of Hwy 65	N/A	N/A	N/A	N/A	$6.2 - $9.0	$7.9 - $11.4
1	Hwy 2	3104-XXX	Not assigned	2021	N/A	Bituminous Resurfacing, from 0.4 mile east of Bridge No. 31032 over the Prairie River to the Jct TH 65	N/A	N/A	N/A	N/A	$6.2 - $8.9	$7.9 - $11.3
1	Hwy 61	3804-XXX	Not assigned	2021	N/A	Bituminous resurfacing, northbound and southbound from 0.1 mile north of the Knife River to 0.2 mile north of the DM&IR Bridge	N/A	N/A	N/A	N/A	$5.0 - $7.2	$6.3 - $9.1
1	Hwy 35	6982-6501	Not assigned	2021	N/A	Replace Bridge No. 6501 over CNRR	N/A	N/A	N/A	N/A	$5.2 - $7.5	$6.6 - $9.6
1	Hwy 35	6982-XXX	Not assigned	2021	N/A	Reconstruct pavement on Thompson Hill in Duluth, from the north end of bridge over DMIR RR to the north end of Bridge No. 69879 over TH 23	N/A	N/A	N/A	N/A	$9.9 - $14.3	$12.5 - $18.1
1	Hwy 1	3101-XXX	Not assigned	2021	N/A	Bituminous reclamation, from 0.41 mile north of CSAH 38 to the east Jct TH 65	N/A	N/A	N/A	N/A	$14.8 - $21.4	$18.8 - $27.1
1	Hwy 61	1604-XXX	Not assigned	2022	N/A	Bituminous reclamation from 0.2 mile south of Reservation Road Br to US-Canada Border	N/A	N/A	N/A	N/A	$9.1 - $13.2	$11.6 - $16.7
1	Hwy 61	08-XXX, 1601-X	Not assigned	2022	N/A	Bituminous resurfacing, from 2.6 miles north of CSAH-6 to 1.4 mile south of CSAH 79	N/A	N/A	N/A	N/A	$7.0 - $10.1	$8.9 - $12.9
1	Hwy 6	3106-XXX	Not assigned	2022	N/A	Bituminous reclamation from Cass-Itasca County Line to the east Jct TH 2	N/A	N/A	N/A	N/A	$5.5 - $8.0	$7.0 - $10.2
1	Hwy 47	0108-XXX	Not assigned	2022	N/A	Bituminous resurfacing, from the Mille Lacs-Aitkin County Line to TH 169	N/A	N/A	N/A	N/A	$7.5 - $10.8	$9.5 - $13.7
1	Hwy 65	3609-XXX	Not assigned	2022	N/A	Bituminous resurfacing, from 1.1 mile north of CR-75 to 10.0 miles south of CSAH 8	N/A	N/A	N/A	N/A	$5.3 - $7.6	$6.7 - $9.7
1	Hwy 73	6930-XXX	Not assigned	2022	N/A	Bituminous reclamation, from NFD 111 Rt to TH 1	N/A	N/A	N/A	N/A	$9.7 - $14.0	$12.3 - $17.8
1	Hwy 1	6901, 6902-XXX	Not assigned	2023	N/A	Bituminous Reclamation, from 1.1 mile east of CR-481 to the north Jct TH 53	N/A	N/A	N/A	N/A	$2.1 - $3.1	$2.7 - $3.9
1	Hwy 35	5880-9789	Not assigned	2023	N/A	Replace Bridge No. 9789 on I 35 southbound 1.2 Mile north of Jct TH 48	N/A	N/A	N/A	N/A	$2.8 - $4.1	$3.6 - $5.2
1	Hwy 35	5880-9790	Not assigned	2023	N/A	Replace Bridge No. 9790 on I 35 northbound 1.2 Mile north of Jct TH 48	N/A	N/A	N/A	N/A	$3.6 - $5.2	$4.5 - $6.5
1	Hwy 1	6902-XXX	Not assigned	2023	N/A	Bituminous reclamation, from the south Jct of TH 53 to the west Jct of TH 169	N/A	N/A	N/A	N/A	$8.0 - $11.6	$10.2 - $14.8

Major Highway Projects (Planned 2019-2030)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
1	Hwy 135	6913-XXX	Not assigned	2023	N/A	Bituminous resurfacing, from 0.3 mile north of the Embarrass River to the Jct TH 1	N/A	N/A	N/A	N/A	$3.7 - $5.4	$4.7 - $6.8
2	Hwy 75	N/A	N/A	2020	From Hallock to Canadian border	Bitumous mill and overlay as well as bridge replacement	Pending approval	Not needed	Not needed	Pending Approval	$7.4	$8.9
2	Hwy 2	N/A	N/A	2021	Hwy 2 westbound lanes from Hwy 220 CSAH 15	Crack & overlay	Pending approval	Not needed	Not needed	Pending Approval	$9.2	$11.0
2	Hwy 59	N/A	N/A	2021	Hwy 11 to 1 mile south of CSAH 15	Bitumous mill and overlay	Pending approval	Not needed	Not needed	Pending Approval	$5.0	$6.0
2	Hwy 1	N/A	N/A	2022	From CSAH 18 to Hwy 219	Bituminous overlay and bridge replacement	Pending approval	Not needed	Not needed	Pending Approval	$11.3	$13.6
2	Hwy 2	N/A	N/A	2022	Hwy 2 from Hwy 32 To Erskine limits	Bitumous mill and overlay/urban reconstruction	Pending approval	Not needed	Not needed	Pending Approval	$6.3	$7.6
3	Hwy 23	3302-16	Claudia Dumont	2019	Hwy 65 in Mora to Hwy 107	Bituminous resurfacing	N/A	N/A	N/A	N/A	$3.7 - $4.5	$4.4 - $5.4
3	Hwy 65	3004-XX	Claudia Dumont	2019	Isanti/Anoka Co Line north to end of 4-lane in Cambridge (various segments on northbound and southbound lanes)	Bituminous resurfacing	N/A	N/A	N/A	N/A	$8.7 - $10.7	$10.5 - $12.8
3	Hwy 55	8606-XX	Claudia Dumont	2019	Annandale to Buffalo	Bituminous resurfacing	N/A	N/A	N/A	N/A	$4.5 - $5.5	$5.5 - $6.7
3	Hwy 169	4814-3355A	Jim Hallgren	2019	Near Pine Center Road (Mille Lacs County Road 35)	Rehab Bridge #3355 over White Fish Creek, 2.2 miles south of county line	N/A	N/A	N/A	N/A	$4.3 - $5.3	$5.2 - $6.3
3	Hwy 12	8601-XX	Claudia Dumont	2019	Howard Lake to Delano	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.1 - $6.3	$6.3 - $7.6
3	Hwy 25	8604-XX	Claudia Dumont	2019	Division Street to South of Buffalo	Urban reconstruction	N/A	N/A	N/A	N/A	$4.8 - $5.8	$5.8 - $7.1
3	Hwy 200	1106-XX	PM TBD: District 2 PM	2020	South Jct Hwy 371 in Walker to Hwy 84	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.5 - $6.8	$6.7 - $8.1
3	I-94	8680-XX	Claudia Dumont	2020	Monticello to Clearwater (Westbound)	Place a new concrete surface on top of existing concrete surface	N/A	N/A	N/A	N/A	$11.7 - $14.3	$14.0 - $17.2
3	Hwy 84	1110/1111-XX	Jim Hallgren	2020	Pine River to Hwy 200	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.1 - $6.3	$6.2 - $7.5
3	Hwy 95	3006-39	Claudia Dumont	2021	Fern Street to Davis Street in Cambridge	Urban reconstruction	N/A	N/A	N/A	N/A	$6.3 - $7.7	$8.6 - $10.2
3	I-94	8680-XX	Claudia Dumont	2021	Monticello to Clearwater (Eastbound)	Place a new concrete surface on top of existing concrete surface	N/A	N/A	N/A	N/A	$11.7 - $14.3	$14.0 - $17.2
3	Hwy 10	7102-XX	Claudia Dumont	2021	Joplin St to Norfolk Ave in Elk River	Reconstruction	N/A	N/A	N/A	N/A	$13.3 - $16.3	$16.1 - $19.6
3	Hwy 55	7312-XX	Jim Hallgren	2021	Pope/Stearns Co line to Stearns/Kandiyohi Co line	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.2 - $6.4	$6.3 - $7.7
3	Hwy 55	7315-XX	Claudia Dumont	2021	Meeker/Stearns Co line to east Annandale	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.4 - $6.6	$6.5 - $7.9
3	Hwy 200	1107-XX	Jim Hallgren	2021	MN 84 to Remer	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.0 - $6.2	$6.0 - $7.4
3	Hwy 95	3006-39	Claudia Dumont	2022	West of Isanti Co CSAH 15 to west city limits of Cambridge	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.1 - $6.3	$6.2 - $7.5
3	Hwy 10		Claudia Dumont	2022	West of St. Germain Street in St. Cloud to Benton/Sherburne Co line	Reconstruction	N/A	N/A	N/A	N/A	$9.0 - $11.0	$11.8 - $14.2
3	Hwy 23	0502-XX	Claudia Dumont	2022	Pedestrian Bridge in St. Cloud to west of Benton Co CSAH 1	Reconstruction and replacement of Bridges #9021 and #9022 over Hwy 10	N/A	N/A	N/A	N/A	$15.6 - $19.0	$18.8 - $22.9
3	Hwy 210	1805-74	Jim Hallgren	2023	Brainerd	Replace Bridge #5060 over the Mississippi River in Brainerd	N/A	N/A	N/A	N/A	$13.6 - $16.6	$19.3 - $22.9
3	Hwy 238	4913-XX	Claudia Dumont	2023	3rd Avenue in Upsala to MN 27	Bituminous resurfacing	N/A	N/A	N/A	N/A	$6.8 - $8.3	$8.2 - $10.0
3	Hwy 27	4904-XX	Jim Hallgren	2024	Little Falls	Replace Bridge #5907 over the Mississippi River in Little Falls	N/A	N/A	N/A	N/A	$12.7 - $15.5	$15.4 - $18.8
4	Hwy 78	5619-11	Tom Lundberg	2018/2019	I-94 to Battle Lake	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$5.9 - $8.9	$7.5 - $11.3
4	Hwy 28	0606-11	Tom Pace	2019	Graceville to Chokio	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$2.8 - $4.2	$3.6 - $5.3
4	Hwy 28	6103-34	Tom Pace	2019	Starbuck to Glenwood	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.7 - $5.5	$4.7 - $7.0

Major Highway Projects (Planned 2019-2030)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
4	Hwy 55	2609-28	Tom Pace	2020	Elbow Lake to Barrett	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.4 - $5.0	$4.3 - $6.4
4	Hwy 28	N/A	Not assigned	2021	Chokio to Morris	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.9 - $5.9	$5.1 - $7.6
4	Hwy 9	N/A	Not assigned	2021	Barnseville to Breckenridge	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$4.4 - $6.6	$5.7 - $8.6
4	Hwy 87	N/A	Not assigned	2021	Hwy 10 to Wadena Co Line	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$9.9 - $14.9	$12.9 - $19.3
4	Hwy 12	0603-16	Brian Bausman	2020/2021	Hwy 75 to Hwy 59	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$6.1 - $9.1	$7.7 - $11.6
4	I-94 WB	N/A	Not assigned	2022	East of the Ottertail/Grant county line to Hwy 79	Concrete rehab	Pending approval	Pending approval	Pending approval	Pending approval	$4.8 - $7.2	$6.2 - $9.4
4	Hwy 9	N/A	Not assigned	2022	Barnesville	Thick mill and overlay and ADA	Pending approval	Pending approval	Pending approval	Pending approval	$3.7 - $5.5	$4.8 - $7.2
4	Hwy 55	N/A	Not assigned	2022	SD Border to Grant/Wilkin Co Line	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.5 - $5.3	$4.5 - $6.7
4	Hwy 114	N/A	Not assigned	2023	One mile north of County Road 24 to I-94	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$5.9 - $8.9	$7.7 - $11.5
6	Hwy 63	NEW	Not assigned	2018	N/A	Mill and resurface from north of County Road 14 to County Road 78	N/A	N/A	N/A	N/A	$7.9 - $11.4	$9.5 - $13.7
6	Hwy 14	NEW	Not assigned	2018	N/A	Mill and resurface from east of County Road 19 to Hwy 74	N/A	N/A	N/A	N/A	$5.0 - $7.3	$6.0 - $8.7
6	Hwy 52	NEW	Not assigned	2018	N/A	Mill and resurface from County Road 7 to 2 miles south of Hwy 19	N/A	N/A	N/A	N/A	$4.8 - $7.0	$5.8 - $8.4
6	Hwy 52	NEW	Not assigned	2018	N/A	Mill and resurface from County Road 5 to south Hwy I-90	N/A	N/A	N/A	N/A	$4.4 - $6.3	$5.2 - $7.6
6	I-90	NEW	Not assigned	2018	N/A	Resurface westbound lanes from Hwy 13 to County Road 46	N/A	N/A	N/A	N/A	$4.1 - $5.9	$4.9 - $7.1
6	Hwy 61	NEW	Not assigned	2019	Hwy 42 to Lake City	Mill and resurface from Hwy 42 to one mile north of Lake City	N/A	N/A	N/A	N/A	$10.9 - $15.7	$13.1 - $18.9
6	Hwy 16	NEW	Not assigned	2019	I-90 to Spring Valley	Mill and resurface from I-90 to Spring Valley	N/A	N/A	N/A	N/A	$5.5 - $7.9	$6.6 - $9.5
6	Hwy 60	NEW	Not assigned	2019	Faribault to Kenyon	Mill and resurface from east Faribault to Kenyon	N/A	N/A	N/A	N/A	$4.7 - $6.8	$5.6 - $8.2
6	Hwy 60	NEW	Not assigned	2019	N/A	Mill and resurface from Hwy 52 to Hwy 63	N/A	N/A	N/A	N/A	$4.3 - $6.2	$5.2 - $7.5
6	I-90	NEW	Not assigned	2019	N/A	Mill and resurface from near Hwy 61 Dakota	N/A	N/A	N/A	N/A	$3.6 - $5.2	$4.4 - $6.3
6	Hwy 61	NEW	Not assigned	2020	N/A	Mill and resurface from north of I-90 to County Road 15	N/A	N/A	N/A	N/A	$12.1 - $17.5	$14.6 - $21.0
6	Hwy 60	NEW	Not assigned	2020	N/A	Mill and resurface from Hwy 63 to Hwy 61	N/A	N/A	N/A	N/A	$8.7 - $12.5	$10.4 - $15.1
6	Hwy 218	NEW	Not assigned	2021	N/A	Mill and resurface from Hwy 30 to Hwy 14	N/A	N/A	N/A	N/A	$5.6 - $8.1	$6.7 - $9.7
6	Hwy 42	NEW	Not assigned	2021	N/A	Mill and resurface from north of Hwy 247 to Hwy 61	N/A	N/A	N/A	N/A	$4.7 - $6.8	$5.7 - $8.2
6	Hwy 63	NEW	Not assigned	2021	N/A	Mill and resurface from the Iowa/Minnesota state line to Hwy 16	N/A	N/A	N/A	N/A	$4.5 - $6.4	$5.3 - $7.7
6	US 52	New	not assigned	2021	N/A	Bituminous overlay, northbound and southbound from .2 miles south of I 90 to US 63	N/A	N/A	N/A	N/A	$4.4 - $6.0	$5.6 - $7.5
6	Hwy 61	NEW	Not assigned	2022	N/A	Mill and resurface from Hwy 247 to northwest of Hwy 60	N/A	N/A	N/A	N/A	$12.4 - $17.9	$14.9 - $21.5
6	I-35	NEW	Not assigned	2022	N/A	Concrete pavement rehab from the Iowa/Minnesota state line to north of Hwy 30	N/A	N/A	N/A	N/A	$8.9 - $12.8	$10.6 - $15.3
6	Hwy 57	NEW	Not assigned	2022	Kasson to Wanamingo	Mill and resurface from Kasson to Wanamingo	N/A	N/A	N/A	N/A	$7.9 - $11.4	$9.5 - $13.7
6	Hwy 218	NEW	Not assigned	2022	N/A	Mill and resurface from I-90 to Hwy 30	N/A	N/A	N/A	N/A	$6.1 - $8.8	$7.3 - $10.6

Major Highway Projects (Planned 2019-2030)

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6	I-90	NEW	Not assigned	2022	N/A	Concrete pavement rehab from near County Road 19 to near Hwy 74	N/A	N/A	N/A	N/A	$4.0 - $5.8	$4.8 - $7.0
6	I-90	NEW	Not assigned	2022	N/A	Concrete pavement rehab from Hwy 13 to County Road 46	N/A	N/A	N/A	N/A	$3.8 - $5.5	$4.5 - $6.6
6	US 61	New	not assigned	2022	N/A	Bituminous mill and overlay from .1 miles north MN 248 to 1.7 miles northwest of MN 60	N/A	N/A	N/A	N/A	$9.2 - $12.5	$11.5 - $15.6
6	I 90	New	not assigned	2022	N/A	Unbonded concrete overlay eastbound from CSAH 46 (Petran) to .4 miles east of MN 105	N/A	N/A	N/A	N/A	$10.0 - $13.5	$12.5 - $16.9
6	I 90	New	not assigned	2023	N/A	Bridge replacement westbound bridge 6868 over the Cedar River and westbound bridge 9178 over 6th Street NE	N/A	N/A	N/A	N/A	$3.4 - $4.6	$4.2 - $5.7
6	US 218	New	not assigned	2023	N/A	Bituminous mill and overlay from Iowa border to I 90	N/A	N/A	N/A	N/A	$4.2 - $5.6	$5.2 - $7.1
6	MN 30	New	not assigned	2023	N/A	Bituminous mill and overlay from US 63 to US 52	N/A	N/A	N/A	N/A	$5.2 - $7.0	$6.5 - $8.8
6	Hwy 52	NEW	Not assigned	2023	N/A	Mill and resurface from Hwy 63 to 85th Street	N/A	N/A	N/A	N/A	$9.3 - $13.4	$11.1 - $16.1
6	Hwy 14	NEW	Not assigned	2023	N/A	Mill and resurface from County Road 4 to Hwy 218 and from Hwy 56 to County Road 19	N/A	N/A	N/A	N/A	$6.4 - $9.2	$7.7 - $11.1
6	Hwy 61	NEW	Not assigned	2023	Lake City to Red Wing	Mill and resurface from north of Lake City to south of Red Wing	N/A	N/A	N/A	N/A	$4.1 - $5.9	$4.9 - $7.1
7	MN 60	8309-XX	Zak Tess	2019	From MN 4 to MN 15	Mill and Overlay from RP 64.331 to RP 74.136 EB, and RP 64 to RP 77 WB	N/A	N/A	N/A	N/A	$8.8	$11.0
7	MN 30	8308-XX	Peter Harff	2019	Westbrook to US 71	Mill and Overlay from RP 56 to RP 73.688	N/A	N/A	N/A	N/A	$6.5	$8.1
7	MN 99	4008-XX	Zak Tess	2019	East of St. Peter to Le Center	Mill and Overlay from RP 15 to RP 28	N/A	N/A	N/A	N/A	$5.2	$6.5
7	US 71	1706-XX	Not assigned	2020	Windom to TH 30	Mill and Overlay from RP 27.936 to RP 41.223	N/A	N/A	N/A	N/A	$5.0	$6.3
7	MN 111/MN 2	208-XX, 7207-X	Not assigned	2020	Nicollet to Gaylord	Reclaim, From RP .5 to RP 9.798 on TH 111, From RP 80 to RP 89.375 on TH 22	N/A	N/A	N/A	N/A	$10.9	$13.6
7	MN 60	3204-XX	Not assigned	2020	North of Heron Lake to Windom	Major CPR/D. Grinding from RP 35.900 to RP 40.696	N/A	N/A	N/A	N/A	$6.0	$7.5
7	MN 99	5206-XX	Not assigned	2021	Nicollet to St Peter	Mill and Overlay from RP 0 to RP 12	N/A	N/A	N/A	N/A	$5.9	$7.4
7	US 14	5202-XX	Not assigned	2021	New Ulm to Nicollet	Mill and Overlay from RP 104.454 to RP 117.678	N/A	N/A	N/A	N/A	$6.4	$7.9
7	MN 4	4602-XX	Not assigned	2021	South of Sherburn to Martin/Watonwan County Line	Mill and Overlay from RP 10 to RP 26	N/A	N/A	N/A	N/A	$7.8	$9.8
7	MN 22	2205-XX	Not assigned	2022	Wells to Mapleton	Mill and Overlay from RP 18.4 to RP 35.4	N/A	N/A	N/A	N/A	$8.6	$10.7
7	MN 19	4004-XX	Not assigned	2022	From US 169 to New Prague	Thick Overlay from RP 132.9 to RP 150.381	N/A	N/A	N/A	N/A	$10.2	$12.7
7	US 169	2208-XX	Not assigned	2022	From TH 109 to Amboy	Unbonded Overlay from RP 20.282 to RP 28.242	N/A	N/A	N/A	N/A	$10.2	$12.8
7	I 90	6780-XX	Not assigned	2022	From US 75 to Rock/Nobles County Line	Unbonded Overlay from RP 13.151 to RP 20.470 WB	N/A	N/A	N/A	N/A	$9.4	$11.8
7	I 90	4680-XX	Not assigned	2022	Fairmont to Guckeen	Thick Mill and Overlay from RP 102.166 to RP 113.783	N/A	N/A	N/A	N/A	$11.6	$14.5
8	Hwy 212	8712-32	Teal Spellman	2019	Chippewa County Road 42 to Granite Falls	Mill 3" of existing pavement and replace with 3" of new bituminous	Not started	Not started	Not started	Not started	$4.4 - $5.1	$5.0 - $6.1
8	Hwy 12	4704-89	Lowell Flaten	2019	4th St. to S. Jct. Hwy. 22 Litchfield	Full removal and replacement of pavement, sidewalk and utilities	Not started	Not started	Not started	Not started	$4.8 - $6.4	$6.8 - $8.9
8	Hwy 23	4203-50	Susann Karnowski	2020	Cottonwood to Granite Falls	Mill 3" of existing pavement and replace with 7" of concrete	Not started	Not started	Not started	Not started	$21.3 $26.9	$25.5 - $32.2
8	Hwy 7	3401-xx	TBD	2021	Jct. Hwy 23 Clara City to US 71	Mill portion of existing concrete pavement, grind up underlying pavement structure and place bituminous surface on top	Not started	Not needed	Not started	Not started	$8.8 - $10.7	$10.6 - $12.8
8	Hwy 19	6402-22	Nick Klisch	2022	Marshall to W. Jct. Hwy 67	Mill 1.5" of existing pavement and replace with 3" of new bituminous.	Not started	Not needed	Not needed	Not needed	$8.0 - $9.2	$9.6 - $11.1
8	Hwy 68	4210-49	Matt Brua	2022	Canby to Marshall	Improve the condition and operation of poor drainage structures along the corridor through replacement.	Not started	Not needed	Not started	Not started	$8.2 - $9.9	$10.3 - $12.4
8	Hwy 75	4109-xx	TBD	2022	Jct. Hwy 19 to Canby	Mill 3" of existing pavement and replace with 3" of new bituminous	Not started	Not needed	Not needed	Not needed	$5.3 - $6.2	$6.4 - $7.4
M	I-94	2781-XXX	Ron Rauchle	2019-2020	I-94 from downtown Minneapolis to downtown St. Paul	Improvments necessary to implement a managed lane on I-94, including improvments at the Hwy 280 interchange, with possible direct connections to both downtowns	Not known	Not known	Not known	Not known	$100.0 - $118.0	$118.0 - $139.2
M	Hwy 169	7007-34	Joey Lundquist	2019	Hwy 19 to Hwy 25	Unbonded concrete overlay, minor CPR and diamond grind from Hwy 19 to Hwy 25	Need unkown	Need unkown	Need unkown	Need unkown	$14.9 - $21.5	$17.5 - $25.3

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M	Hwy 65	2710-XXX	Ron Rauchle	2020	Hwy 65 (Central/3rd Ave Bridge) over the Mississippi River in Minneapolis	Major rehabilitation of Bridge #2440 including deck, railings and superstructure	Not known	Not known	Not known	Not known	$30.0 - $36.0	$35.4 - $42.5
M	I-494	1986-38	Mohammad Dehdashti	2020	Hardman Ave to the Minnesota River	Minor concrete pavement repair, diamond grind and medium mill and overlay from Hardman Avenue to the Minnesota River	Need unkown	Need unkown	Need unkown	Need unkown	$20.0 - $24.0	$23.6 - $28.3
M	I-35W	1981-124	Jon Solberg	2020-22	I-35W Minnesota River Bridge in Burnsville	Replace Bridge #5983	Need unknown	Need unknown	Need unknown	Need unknown	$43.0 - $85.0	$50.7 - $100.3
M	Hwy 65	N/A	Not assigned	2021	County Road 10 to 153rd Avenue	Medium mill and overlay from County Road 10 to 153rd Avenue	Need unkown	Need unkown	Need unkown	Need unkown	$10.0 - $15.9	$11.8 - $18.8
M	I-35W	6284-172	Jerome Adams	2021-22	Minneapolis to Hwy 10	I-35W north managed lane in Minneapolis to Hwy 10	Need unkown	Need unkown	Need unkown	Need unkown	$90.0 - $110.0	$106.2 - $129.8
M	US 169	2772-105	Jeff Gibbens	2022	bridge #27568 over Nine Mile Creek	Replace bridge #27568 over Nine Mile Creek and repaid seven other corridor bridges	Need unknown	Need unknown	Need unknown	Need unknown	$47.6	$56.2
M	I-94	N/A	Not assigned	2022	MN 120 TO WISCONSIN BORDER	Thick overlay from MN1 20 to Wisconsin border, both directions	Need unknown	Need unknown	Need unknown	Need unknown	$35.0	$39.2
M	US 10	0215-76	Paul Jung	2024	MIN St and East of 7th Ave	Replace bridge #9700 over Rum River and repair six additional bridges between Main St and East of 7th Ave	Need unknown	Need unknown	Need unknown	Need unknown	$15.0	$16.8