DEPARTMENT OF TRANSPORTATION
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

December 15, 2019

The Honorable Frank Hornstein, Chair
House Transportation Finance & Policy Committee
545 State Office Building
Saint Paul, MN 55155

The Honorable Paul Torkelson, GOP Lead
House Transportation Finance & Policy Committee
251 State Office Building
Saint Paul, MN 55155

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

RE: 2019 Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

Dear Legislators:

The Minnesota Department of Transportation is pleased to present the annual report to the legislature on major highway projects, trunk highway fund expenditures and efficiencies.

As required by Minnesota Statute 174.56, the report details the projects that are either under construction, programmed for construction, or planned for construction within the next 15 years. The report includes the status of major highway projects around the state, an environmental mitigation cost comparison for representative projects and trunk highway fund expenditures.

Please let me know if you have questions. You can also contact Ed Idzorek at ed.idzorek@state.mn.us or 651-366-3770.

Sincerely,

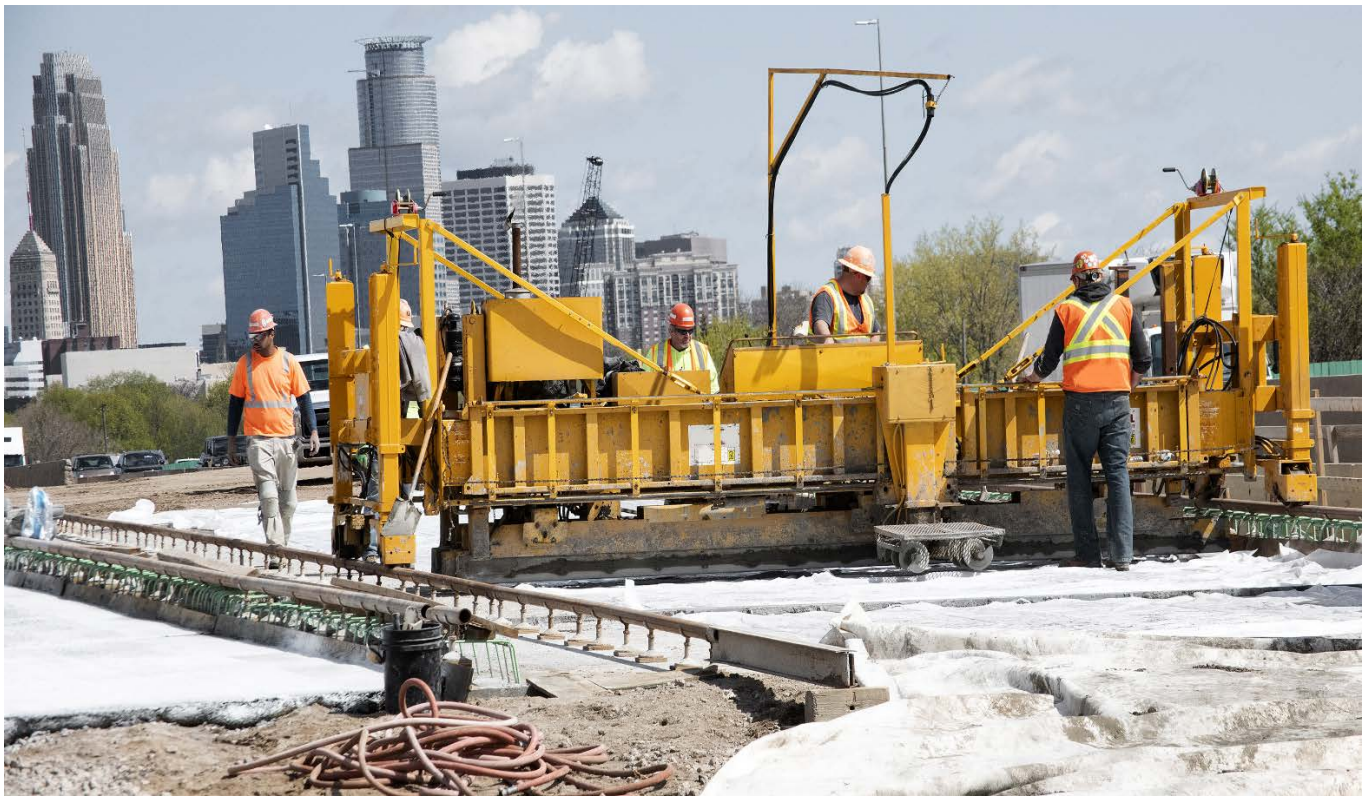
Margaret Anderson Kelliher

Margaret Anderson Kelliher
Commissioner

DEPARTMENT OF TRANSPORTATION

# Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2019



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# Legislative Request

This report was completed to comply with Minnesota Statutes 174.56.

## 174.56 Report on Major Highway Projects, Trunk Highway Fund Expenditures, and Efficiencies.

### 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, and (3) beginning with the report due in 2016, efficiencies achieved during the previous two fiscal years.

(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.

### Subd. 4. Availability of information.

The commissioner must maintain an Internet website that displays information for each major highway project. At a minimum, the information must include the report contents identified in subdivision 2.

#### *Report cost*

The cost of preparing the report elements required by Minn. Stat. 174.56 is approximately $100,000.

*The costs reported for the 2019 Major Highway Projects, Trunk Highway Expenditures and Efficiencies report includes the costs to gather the data needed to report on the budget by products and services, productivity measures and efficiencies.*

# Purpose and Scope of the Report

## Introduction

The first legislative report on Major Highway Projects was delivered by the Minnesota Department of Transportation to the legislature in January 2009.

The Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies report, or MHPR, provides a snapshot of MnDOT's programming and delivery for all large construction projects meeting the cost thresholds laid out in statute. The scope of the report and the information it contains are meant to inform the reader about MnDOT's business of planning, building, operation and maintenance of Minnesota's transportation system.

This is one of MnDOT's most comprehensive reports. The purpose of the report is to provide the reader with information about major projects, financial management, budgeting by products and services and efficiencies achieved. The report breaks down, in high-level detail, various parts of a major project. This is consistent with the agency's focus on delivering high quality projects on time and within budget.

Some of the details reported about major projects include:

- location and scope
- funding
- cost savings/overruns
- environmental costs
- delays
- project history
- cost estimates

Together, this information provides a picture of MnDOT's performance in planning, building, operating and maintaining a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.

The report is organized into these sections:

- Trunk highway fund expenditures
- Environmental mitigation and compliance costs
- Products and services budget expenditures report
- Productivity measures
- Efficiencies
- Major highway project summary sheets

## Summary of Report Contents

### Major Highway Projects

This section of the report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per Minnesota Statute 174.56, this report includes projects with cost estimates equal to, or in excess of, $15 million in the Twin Cities Metro 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 (2018-2019) or identified for construction in the next four years (2020-2023), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2024-2034 is included in Appendix D and contains the basic information on project location, description, schedule and preliminary estimated cost.

All the projects are arranged by MnDOT districts. A district map highlighting the locations of the projects within the area and a list of projects precede the project summary pages for each district. The information provided in this report is current as of November 2019.

## Environmental Mitigation and Compliance Costs

To comply with the legislative requirement in subdivision 2, clause (5), the cost of environmental mitigation and compliance was analyzed for two representative projects.

1. In the Metro District, a segment of Interstate 35E located in Ramsey County and within MnDOT's Metro District was chosen. This project is highlighted because it represents the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. In the Greater Minnesota districts, the Trunk Highway 60 project in Cottonwood County, located in MnDOT's District 7, was chosen. This segment was chosen because it is an example of the types of environmental mitigation in open rural landscapes in Greater Minnesota.

## Trunk Highway Fund Expenditures

Fiscal year 2019 expenditure information is provided for each of the categories specified in the statute.

## Products and Services Budget

MnDOT developed a product and service framework that organizes and describes its products and services. The expenses and budgets provided in this report, by products and services, represent the department's annual budget for fiscal year 2019, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2018, but due to processing time would have been paid in fiscal year 2019.

Key concepts to remember when reviewing this section include:

- Timing differences between the two years of a biennium cause variances that would not exist 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 the data for the second year.
- 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 seem to exhibit spending in excess of the total budget; however, this spending occurs within a biennium and is allowed by statute.
- The 2018 budget values were based on previous fiscal products and services analysis.

## Productivity Measures

Productivity measures are an effort to identify, create, examine and document current levels of productivity within MnDOT. This project reports measures of MnDOT productivity for the most recent 10 years of data (where available).

Performance measures are not new at MnDOT. Traditional performance measures used by MnDOT are measures of product and service delivery effectiveness. Productivity measures help the department enhance financial effectiveness and are the next step to evaluate how efficiently MnDOT's products and services are delivered.

The report includes the following measures:

- Bridge inspection: Cost per square foot of deck area
- Bridge maintenance: Cost per square foot of deck area
- Pavement: Cost per 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 in Greater Minnesota
- Freight: MnDOT cost per oversize/overweight permit issued
- Program Planning and Delivery to construction expenditure ratio

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 an effective measure of productivity and lists major influencing factors.

Four of the eight productivity measures show the inflation-adjusted unit costs declining. Specifically, bridge maintenance cost per square foot of deck area, cost per plow-mile driven, pavement markings cost per mile striped, and cost per oversize/overweight permit issued all show a declining, or slightly declining, trend in inflation-adjusted unit costs over the analysis period. One of the eight measures shows an overall flat trend. MnDOT administrative cost per transit trip in Greater Minnesota shows a relatively flat trend over the last 10 years. Three productivity measures show an increasing trend over the analysis period. Bridge inspection cost per square foot of deck area, cost per additional roadway mile-year added, and program, planning and delivery to construction expenditure ratio all show an increasing, or slightly increasing trend over the analysis period.

## Efficiencies

MnDOT consistently aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In FY 2019, MnDOT identified an estimated $90 million in savings from new and revised practices deployed across the organization. The majority of these efficiencies identified in FY 2019 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies had not been implemented.

# Major Highway Projects Summary

This annual report identifies major projects constructed within the past two years and 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. As directed in Minnesota Statutes 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 565 projects that met the statutory cost threshold. The information provided in this report is current as of November 2019.

*Table 1: Projects included in 2019 Major Highway Projects report*

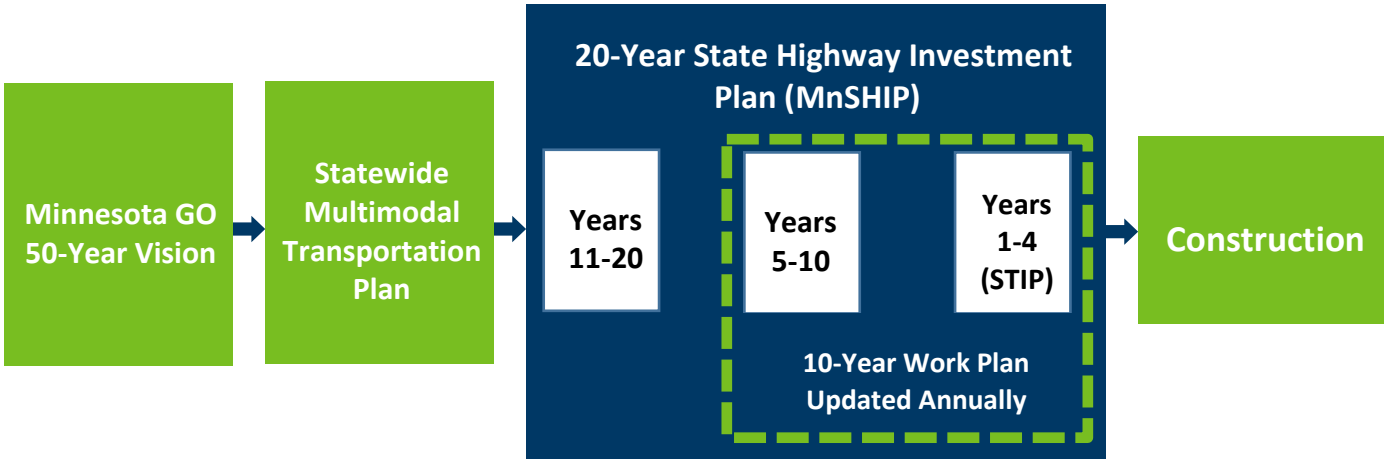
| MnDOT District | Number of projects completed, under construction or listed in the STIP | Projects in years 2021-2032 | Total Projects |
|---|---|---|---|
| 1 | 41 | 35 | 76 |
| 2 | 30 | 41 | 71 |
| 3 | 37 | 58 | 95 |
| 4 | 22 | 25 | 47 |
| 6 | 49 | 37 | 86 |
| 7 | 46 | 32 | 78 |
| 8 | 19 | 25 | 44 |
| Metro | 39 | 29 | 68 |
| Total | 283 | 282 | 565 |

Of the 565 projects reported this year, 68 are in the Twin Cities metro area and 497 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 actual capital improvements made to the state highway system. MnSHIP sets a "fiscally constrained" framework (that is, using only forecasted funding) for future capital improvements by identifying investment needs and priorities. This plan will serve as the framework for statewide investment on trunk highways for the next year before a new 20-year investment plan is produced. The investment levels identified in MnSHIP are being adhered to and MnDOT is on track to deliver on the fiscally constrained decisions from the plan.

*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 2020-23) are those listed in the 2020-2023 Statewide Transportation Improvement Program, also known as the STIP. 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 2024-29) include general funding levels for certain improvement categories (e.g., pavement preservation, traveler safety) and 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 2030-36); 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 funding requirements related to the MAP-21 and the FAST Act transportation programs.

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 and 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 are designed to make progress towards these goals.

## Project Selection

MnDOT selects projects through 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

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 the performance requirements started in Moving Ahead for Progress in the 21st Century Act, or MAP-21, and continued in the more recent passage of the Fixing America's Surface Transportation Act, or FAST Act, while simultaneously maintaining regional flexibility to address unique risks and circumstances at the district level.

### Statewide Performance Program

MAP-21, the previous federal transportation bill, placed greater emphasis on National Highway System performance and required MnDOT to make progress toward national performance goal areas, including those related to asset condition, safety and congestion. The greater emphasis on the NHS was continued in the FAST Act. If MnDOT fails to adequately progress towards the national goals, some federal funding flexibility is at risk. Further, an analysis highlighted the expectation that MnDOT maintain NHS routes in a state of 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.

### District Risk Management Program

The Statewide Performance Program focuses funding on addressing key performance targets on National Highway System routes, while the District Risk Management Plan, or DRMP, focuses funding on other 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 can also 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 $337 million per year, not including the cost of delivering those projects, such as right of way acquisition, consulting services, cost overruns and supplemental agreements. 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 Project Cost Changes

Changes to project costs and schedules affect the state trunk highway capital investment program. These effects are most directly seen through revisions to the STIP, which is a master listing of projects that MnDOT plans 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 and right of way acquisition. 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, or funds may be directed to cover funding gaps and/or cost overruns on other projects. Project cost overruns and cost savings are managed on an aggregate program level.

If 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 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, several 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 likely to be subject to schedule delays or cost revisions.

## Project Prioritization

All projects identified within the 2020-23 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2024-33 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 be 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 provided in Appendix B.

# Environmental Mitigation and Compliance Analysis

The two projects discussed below were chosen to represent the types of environmental mitigation and compliance issues MnDOT faces. Both projects were completed in 2018-19.

The segment of Interstate 35E is located in Ramsey County and within MnDOT's Metro District. This project was highlighted because it represents the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area. The Trunk Highway 60 project in Cottonwood County is located in MnDOT's District 7. This segment of Trunk Highway 60 was chosen because it is an example of the types of environmental mitigation in open rural landscapes in Greater Minnesota.

## Metro District Project: Interstate 35E (Ramsey County)

This MnDOT Metro District project spanned 2.4 miles along Interstate 35E in White Bear Lake and Vadnais Heights. The project included concrete and bituminous surfacing, concrete paving, retaining wall, signals, lighting, ADA improvements and a bridge replacement.

MnDOT reduced the reconstruction footprint by designing steeper slopes with guardrail, shortening culverts and using a low roadway profile to shorten side slopes, all of which minimized wetland impacts. Blanding's turtles (a state-listed species) are reported regularly within one mile of the project area. One precaution taken to lessen the risk of ensnaring animals was the use of natural fiber erosion control blanket instead of traditional plastic erosion control netting.

Environmental mitigation and compliance costs of $849,600 are detailed below and account for approximately 2.4 percent of project costs.

The total project cost (also detailed below) was $35.6 million. The construction cost of the project was $30.8 million. There were no right of way costs and project engineering costs were $4.8 million.

*Table 2: Environmental Mitigation Percentage for Interstate 35E in Ramsey County*

| Environmental Mitigation & Compliance Costs Breakdown: Interstate 35E | |
|---|---|

| Environmental Process and Documents: Costs NOT included in the mitigation cost total | |
|---|---|
| Environmental Assessment/Worksheet | $100,700 |
| TOTAL | $100,700 |

| Preconstruction Engineering Costs | |
|---|---|
| Contaminated Properties Investigation | $117,400 |
| Regulated Material Investigation | $7,300 |
| Wetland Mitigation Credits | $500 |
| Erosion Control and Stormwater Management | $55,300 |
| Stormwater Treatment | $ 19,900 |
| Sub-Total | $200,400 |
| **Construction Engineering / Administration Costs** | |
| Erosion Control and Stormwater Management | $16,100 |
| Stormwater Treatment | $ 5,800 |
| Sub-Total | $21,900 |
| **Construction Costs** | |
| Erosion Control and Stormwater Management | $461,100 |
| Stormwater Treatment | $ 166,200 |
| Sub-Total | $627,300 |
| **Total Environmental Mitigation and Compliance Costs** | |
| TOTAL | $849,600 |

| Project Delivery Costs (Engineering) | |
|---|---|
| Preconstruction Engineering | $3,701,700 |
| Construction Engineering / Administration | $1,079,700 |
| Sub-Total | $4,781,400 |
| **Right of Way Costs (land only)** | |
| Total Project Right of Way Costs | $0 |
| Sub-Total | $0 |
| **Construction Costs** | |
| Total Project Construction Costs | $30,847,900 |
| Sub-Total | $30,847,900 |
| **Total Project Costs** | |
| Total Project Delivery Costs (Engineering) | $4,781,400 |
| Total Right of Way Costs | $0 |
| Total Project Construction Costs | $30,847,900 |
| TOTAL | $35,629,300 |

| Environmental Mitigation & Compliance Costs Breakdown: Interstate 35E | |
|---|---|

| Percentage of Project Costs for Environmental Mitigation & Compliance | |
|---|---|
| Total Environmental Mitigation Costs divided by Total Project Costs | |
| $849,600 divided by $35,629,300 = | 2.4% |

# Greater Minnesota Project: Trunk Highway 60 (Cottonwood County)

This District 7 project on Trunk Highway 60 was eight miles from Windom to Mountain Lake and included bituminous and concrete surfacing, lighting and bridge replacement. During the design phase a Wyoming Snow Drift Analysis showed that hazards related to blowing snow could be greatly reduced by widening the ditch and installing structural and living snow fences. The wider ditch provides additional stormwater infiltration and pollinator habitat. While the snow fences provide safety benefits, they also provide the environmental benefits of reduced salt use and fewer plow trips.

Environmental mitigation and compliance costs of $2.5 million are detailed below and account for approximately 9.5 percent of project costs.

The total project cost, detailed below, was $26.6 million. The construction cost of the project was $20.9 million, right of way costs were $2.4 million and project engineering costs were $3.3 million.

*Table 3: Environmental Mitigation Percentage for Trunk Highway 25 in Wright County*

| Environmental Mitigation & Compliance Costs Breakdown: | Trunk Highway 60 |
|---|---|
| **Environmental Documents: Costs NOT included in the mitigation cost total** | |
| Preliminary Investigation (Categorical Exclusion) | $137,400 |
| TOTAL | $137,400 |
| **Preconstruction Engineering Costs** | |
| Contaminated Properties Investigation | $123,400 |
| Regulated Materials and Asbestos Assessment | $51,000 |
| Wetland Mitigation Credits | $38,700 |
| Erosion Control and Stormwater Management | $100,300 |
| Stormwater Treatment | $72,500 |
| Living and Structural Snow Fence | $55,600 |
| Sub-Total | $441,500 |
| **Construction Engineering / Administration Costs** | |
| Erosion Control and Stormwater Management | $29,300 |
| Stormwater Treatment | $21,200 |
| Living and Structural Snow Fence | $16,200 |
| Sub-Total | $66,700 |
| **Construction Costs** | |
| Regulated Materials Removal/Asbestos Abatement | $105,000 |
| Erosion Control and Stormwater Management | $836,100 |
| Stormwater Treatment | $604,500 |
| Living and Structural Snow Fence | $463,200 |
| Remove Stream Cattle Pass | $17,000 |
| Sub-Total | $2,025,800 |
| **Total Environmental Mitigation and Compliance Costs** | |
| TOTAL | $2,534,000 |

| Environmental Mitigation & Compliance Costs Breakdown: | Trunk Highway 60 |
|---|---|

| Project Delivery Costs (Engineering) | |
|---|---|
| Preconstruction Engineering | $2,516,800 |
| Construction Engineering / Administration | $734,100 |
| Sub-Total | $3,250,900 |
| **Right of Way Costs (land only)** | |
| Total Project Right of Way Costs | $2,387,200 |
| Sub-Total | $2,387,200 |
| **Construction Costs** | |
| Total Project Construction Costs | $20,973,200 |
| Sub-Total | $2,387,200 |
| **Total Project Costs** | |
| Total Project Delivery Costs (Engineering) | $3,250,900 |
| Total Right of Way Costs | $2,387,200 |
| Total Project Construction Costs | $2,387,200 |
| TOTAL | $8,025,300 |

| Percentage of Project Costs for Environmental Mitigation & Compliance | |
|---|---|
| Total Environmental Mitigation Costs divided by Total Project Costs | |
| $2,534,000 divided by $ 26,611,300 = | 9.5% |

# Trunk Highway Fund Expenditures

The graph below contains fiscal year 2019 cost information for each of the categories listed in statute. The graph lists the budgetary expenditures by category. A brief explanation follows, describing what is included in each cost category.

*Table 4: Trunk highway fund and trunk highway bond fund expenditures by category (millions)*

| Number | Category Name | TH Fund Expenditures |
|---|---|---|
| 1 | Road construction | $1,061.3 |
| 2 | Design and engineering | $242.7 |
| 3 | Labor | $435.5 |
| 4 | Acquisition of right of way | $43.8 |
| 5 | Litigation | $5.5 |
| 6 | Maintenance | $129.8 |
| 7 | Road operations | $309.6 |
| 8 | Planning | $16.4 |
| 9 | Environmental compliance | $24.5 |
| 10 | Administration | $131.1 |
| TOTAL | | $2,400.3 |

Note: In $ millions

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. This includes the design and engineering and construction cost portions of design/build contracts, and project related consultant costs.

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 consultants.

3. Labor costs include all MnDOT expenditures to pay MnDOT employee wages 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, including bridges and structures inspection and maintenance and system roadways structure maintenance.

7. Road operations costs are all costs and encumbrances related to such activities as snow and ice removal, roadside and auxiliary infrastructure and traffic devices operation and maintenance.

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 derived from the completion of environmental review processes, documentation of review processes (e.g. Categorical Exclusions), environmental assessment worksheets, environmental impact statements and environmental plans. 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. Also, these 10 categories are not mutually exclusive; some expenditures are reported in more than one category, such as labor and administration.

# Products and Services Budget and Spending

Since 2014, MnDOT implemented and refined reporting of expenditures by products and services as required by statute. The budget and spending information in this section is for fiscal year 2019 for all funds.

## Methodology

The financial information presented includes spending by each MnDOT office and district. This shows 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

- Budgets are estimated at the beginning of each year and are not updated to reflect the various changes that occur throughout the year, including carryforward of funds from prior years, legislative actions, change in scope, etc. For State Road Construction, original budget amounts are based on the draft Statewide Transportation Improvement Plan and do not reflect the updates that occur later in the year.
- 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 the data for the second year.
- 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 seem to exhibit spending in excess of the total budget; however, this spending occurs within a biennium and is allowed by statute.
- Negative spending amounts exist when corrections from the prior period are made in the current period.

## Agency Overhead

Agency overhead includes services provided throughout the department, such as:

- audit
- building services and maintenance
- buildings
- citizen participation
- communication
- customer relations
- finance and accounting
- fleet support
- government relations
- human resources and workforce relations
- insurance and unemployment
- IT
- leave time
- legal services
- management and administration
- research
- risk reserve
- supervision
- training
- workers' compensation

# 2019 Products and Services Summary

## 2019 Products and Services Framework

*Table 5: Products and Services Framework*

| Program | |
|---|---|
| **Budget Activity** | **Product and Service** |
| **Multimodal Systems** | |
| Aeronautics | Airports<br>Aviation Safety Operations and Regulation |
| Freight | Commercial Truck and Bus Safety<br>Freight Rail Improvements<br>Freight System Planning<br>Port Improvements<br>Rail Safety |
| Passenger Rail | Intercity Passenger Rail Improvement |
| Transit | Bicycle and Pedestrian Planning and Grants<br>Light and Commuter Rail<br>Transit Planning and Grants |
| **State Roads** | |
| Trunk Highway Program Planning and Delivery | Develop Highway Improvement Projects<br>Highway Construction Management Oversight<br>Plan Highway System<br>Research and Development |
| Trunk Highway State Road Construction | State Road Construction |
| Trunk Highway Debt Service | Trunk Highway Debt Service |
| Trunk Highway Operations and Maintenance | Bridges and Structures Inspection and Maintenance<br>Roads and Roadside Maintenance<br>Snow and Ice<br>Traffic Operations 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 |

Notes External Partner Support can be used by any office and any budget activity. Starting in FY2018, Roadside Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance.

# Department Summary

| | | | 2018-19 Biennium | | | |
|---|---|---|---|---|---|---|
| Department Summary | 2017 Totals | | 2018 Totals | | 2019 Totals | |
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | 108,916 | 54,864 | 131,356 | 79,454 | 117,890 | 91,679 |
| Aviation Safety Operation and Regulation | 17,792 | 15,607 | 4,875 | 4,971 | 5,011 | 4,601 |
| Bicycle and Pedestrian Planning and Grants | 435 | 1,051 | 509 | 609 | 1,572 | 1,726 |
| Bridges and Structures Inspection and Maintenance | 11,372 | 12,754 | 12,106 | 10,978 | 12,711 | 11,831 |
| Commercial Truck and Bus Safety | 4,458 | 4,000 | 4,733 | 2,995 | 3,867 | 3,190 |
| County State Aid Highway | 968,594 | 833,636 | 1,078,683 | 898,845 | 1,076,369 | 1,015,263 |
| Develop Highway Improvement Projects - PE | 86,626 | 67,825 | 77,816 | 67,090 | 76,958 | 90,200 |
| External Partner Support | 232,137 | 60,453 | 192,653 | 57,520 | 149,594 | 66,967 |
| Freight Rail Improvements | 2,270 | 1,974 | 5,291 | 2,007 | 12,018 | 14,761 |
| Freight System Planning | 177 | 154 | 1,095 | 31 | 505 | 215 |
| Highway Construction Management Oversight - CE | 48,688 | 46,702 | 47,392 | 43,808 | 48,996 | 52,102 |
| Intercity Passenger Rail Improvement | 4,316 | 4,092 | 2,089 | 1,428 | 1,041 | 746 |
| Light and Commuter Rail | 1,403 | - | - | - | 1,520 | 392 |
| Municipal State Aid Highway | 180,968 | 151,168 | 194,378 | 192,989 | 201,317 | 197,624 |
| Plan Highway System | 35,765 | 21,629 | 25,053 | 22,678 | 31,564 | 21,250 |
| Port Improvements | 1,582 | 771 | 2,078 | 230 | 1,496 | 1,359 |
| Radio Towers and Communications | 15,566 | 17,854 | 14,411 | 12,748 | 14,155 | 13,941 |
| Rail Safety | 9,589 | 9,251 | 14,974 | 4,998 | 9,606 | 6,450 |
| Research and Development | 16,166 | 7,186 | 12,842 | 11,646 | 15,457 | 14,313 |
| Road and Roadside Maintenance* | 67,931 | 67,561 | 57,380 | 61,116 | 60,763 | 72,211 |
| Snow and Ice | 76,005 | 81,847 | 70,132 | 73,147 | 84,033 | 104,437 |
| State Road Construction | 1,026,474 | 1,194,411 | 1,180,545 | 1,120,670 | 1,084,043 | 1,138,578 |
| Traffic Operations and Maintenance | 55,047 | 40,272 | 39,568 | 41,715 | 45,854 | 51,579 |
| Transit Planning and Grants | 131,814 | 149,717 | 128,604 | 154,064 | 148,666 | 159,839 |
| Trunk Highway Debt Service | 231,199 | 195,704 | 224,131 | 211,412 | 233,228 | 215,306 |
| Direct | 3,335,290 | 3,040,483 | 3,522,693 | 3,077,147 | 3,438,233 | 3,350,560 |
| Agency Overhead | 272,407 | 355,726 | 418,077 | 336,849 | 371,281 | 403,756 |
| Total | 3,607,697 | 3,396,209 | 3,940,770 | 3,413,995 | 3,809,513 | 3,754,316 |

*Starting in FY18, Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance. This table combines the totals listed separately in FY17 and FY18 Major Highway Project report for Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance into the category Road and Roadside Maintenance.

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

Note: Upon continued products and services maturity, beginning in FY15 fleet and inventory costs were included in Direct Expenses. Fleet and inventory (including salt/sand purchases) totaled $98M in FY 17, $69M in FY 18 and $113M in FY 19.

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment and statewide indirect costs. These specifics items totaled $13,837 in FY 17, $16,747 in FY 18, and $16,497 in FY 19.

## Division Summary

| Division Summary | Chief Counsel Division | | Chief Financial Officer | | Chief of Staff Division | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | - | - | - | - | - | - |
| Aviation Safety Operation and Regulation | - | - | - | - | - | - |
| Bicycle and Pedestrian Planning and Grants | - | - | - | - | - | - |
| Bridges and Structures Inspection, Maintenance | - | - | - | - | - | - |
| Commercial Truck and Bus Safety | - | - | - | - | - | - |
| County State Aid Highway | - | - | - | - | - | - |
| Develop Highway Improvement Projects - PE | - | - | 65 | - | 1,791 | 1,738 |
| External Partner Support | - | - | 10 | 218 | 413 | 413 |
| Freight Rail Improvements | - | - | - | - | - | - |
| Freight System Planning | - | - | - | - | - | - |
| Highway Construction Management Oversight - CE | - | - | - | - | 897 | 771 |
| Intercity Passenger Rail Improvement | - | - | - | - | - | - |
| Light and Commuter Rail | - | - | - | - | - | - |
| Municipal State Aid Highway | - | - | - | - | - | - |
| Plan Highway System | - | - | 8 | 713 | 686 | 534 |
| Port Improvements | - | - | - | - | - | - |
| Radio Towers and Communications | - | - | - | - | - | - |
| Rail Safety | - | - | - | - | - | - |
| Research and Development | - | - | - | - | - | - |
| Road and Roadside Maintenance | - | - | - | - | - | - |
| Snow and Ice | - | - | - | - | - | - |
| State Road Construction | - | - | - | - | - | - |
| Traffic Operation and Maintenance | - | - | - | - | - | - |
| Transit Planning and Grants | - | - | - | - | - | - |
| Trunk Highway Debt Service | - | - | 403 | 403 | - | - |
| Direct | - | - | 486 | 1,334 | 3,787 | 3,457 |
| Agency Overhead | 5,787 | 4,954 | 83,405 | 54,769 | 6,472 | 5,941 |
| Total | 5,787 | 4,954 | 83,891 | 56,104 | 10,259 | 9,398 |

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

| Division Summary (continued) | Commissioners Office | | Engineering Services | | Modal Planning & Program Management Division | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | - | - | - | - | 117,890 | 91,679 |
| Aviation Safety Operation and Regulation | - | - | - | - | 5,011 | 4,601 |
| Bicycle and Pedestrian Planning and Grants | - | - | - | - | 1,572 | 1,726 |
| Bridges and Structures Inspection and Maintenance | - | - | 683 | 302 | - | - |
| Commercial Truck and Bus Safety | - | - | - | - | 3,867 | 3,190 |
| County State Aid Highway | - | - | - | - | - | - |
| Develop Highway Improvement Projects - PE | - | - | 23,508 | 20,616 | 1,034 | 1,035 |
| External Partner Support | - | - | 4,335 | 2,004 | 1,277 | 2,183 |
| Freight Rail Improvements | - | - | - | - | 6,518 | 7,052 |
| Freight System Planning | - | - | - | - | 505 | 215 |
| Highway Construction Management Oversight - CE | - | - | 6,504 | 6,305 | - | - |
| Intercity Passenger Rail Improvement | - | - | - | - | 1,041 | 746 |
| Light and Commuter Rail | - | - | - | - | 1,520 | 392 |
| Municipal State Aid Highway | - | - | - | - | - | - |
| Plan Highway System | - | - | 1,521 | 1,372 | 21,675 | 13,470 |
| Port Improvements | - | - | - | - | 1,496 | 1,359 |
| Radio Towers and Communications | - | - | - | - | - | - |
| Rail Safety | - | - | - | - | 9,606 | 6,450 |
| Research and Development | - | - | 2,255 | 1,682 | 11,223 | 9,206 |
| Road and Roadside Maintenance | - | - | 719 | 1,100 | - | - |
| Snow and Ice | - | - | 41 | - | - | - |
| State Road Construction | - | - | 1,000 | 1,629 | 116,135 | 33,100 |
| Traffic Operations and Maintenance | - | - | 418 | 85 | 95 | 269 |
| Transit Planning and Grants | - | - | - | - | 148,666 | 159,839 |
| Trunk Highway Debt Service | - | - | - | - | 232,825 | 214,903 |
| Direct | - | - | 40,985 | 35,097 | 681,955 | 551,413 |
| Agency Overhead | 2,361 | 2,046 | 27,970 | 32,321 | 15,986 | 16,113 |
| Total | 2,361 | 2,046 | 68,954 | 67,418 | 697,941 | 567,526 |

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

| Division Summary (continued) | Operations | | State Aid | | Workforce and Agency Services | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | - | - | - | - | - | - |
| Aviation Safety Operation and Regulation | - | - | - | - | - | - |
| Bicycle and Pedestrian Planning and Grants | - | - | - | - | - | - |
| Bridges and Structures Inspection and Maintenance | 12,018 | 11,514 | - | - | 10 | 15 |
| Commercial Truck and Bus Safety | - | - | - | - | - | - |
| County State Aid Highway | 19,000 | 11,393 | 1,057,369 | 1,003,870 | - | - |
| Develop Highway Improvement Projects - PE | 49,659 | 65,818 | - | - | 900 | 993 |
| External Partner Support | 131,831 | 54,466 | 11,702 | 7,573 | 27 | 111 |
| Freight Rail Improvements | 5,500 | 4,501 | - | 3,209 | - | - |
| Freight System Planning | - | - | - | - | - | - |
| Highway Construction Management Oversight - CE | 41,211 | 44,402 | - | - | 384 | 623 |
| Intercity Passenger Rail Improvement | - | - | - | - | - | - |
| Light and Commuter Rail | - | - | - | - | - | - |
| Municipal State Aid Highway | - | - | 201,317 | 197,624 | - | - |
| Plan Highway System | 7,655 | 5,139 | - | - | 19 | 22 |
| Port Improvements | - | - | - | - | - | - |
| Radio Towers and Communications | - | - | 14,155 | 13,941 | - | - |
| Rail Safety | - | - | - | - | - | - |
| Research and Development | 1,950 | 3,426 | - | - | 29 | - |
| Road and Roadside Maintenance | 60,040 | 71,103 | - | - | 4 | 7 |
| Snow and Ice | 83,992 | 104,437 | - | - | - | - |
| State Road Construction | 966,908 | 1,103,849 | - | - | - | - |
| Traffic Operations and Maintenance | 45,317 | 51,149 | - | - | 23 | 75 |
| Transit Planning and Grants | - | - | - | - | - | - |
| Trunk Highway Debt Service | - | - | - | - | - | - |
| Direct | 1,425,082 | 1,531,196 | 1,284,543 | 1,226,217 | 1,396 | 1,845 |
| Agency Overhead | 195,115 | 254,675 | 8,800 | 6,858 | 25,385 | 26,077 |
| Total | 1,620,196 | 1,785,871 | 1,293,343 | 1,233,076 | 26,780 | 27,922 |

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

## Offices and Districts by Division

| Chief Counsel Division | Chief Counsel | | Total | |
|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent |
| Agency Overhead | 5,787 | 4,954 | 5,787 | 4,954 |
| Total | 5,787 | 4,954 | 5,787 | 4,954 |

| Chief Financial Officer Division | Financial Management | | Technology Investment Management | | Corporate Accounts | | Total | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Develop Highway Improvement Projects - PE | 65 | - | - | - | - | - | 65 | - |
| External Partner Support | 10 | 218 | - | - | - | - | 10 | 218 |
| Plan Highway System | 8 | 713 | - | - | - | - | 8 | 713 |
| Trunk Highway Debt Service | - | - | - | - | 403 | 403 | 403 | 403 |
| Direct | 83 | 931 | - | - | 403 | 403 | 486 | 1,334 |
| Agency Overhead | 8,841 | 9,341 | 31,292 | 28,932 | 43,273 | 16,497 | 83,405 | 54,769 |
| Total | 8,924 | 10,272 | 31,292 | 28,932 | 43,676 | 16,900 | 83,891 | 56,104 |

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

| Chief of Staff Division | Chief of Staff | | Civil Rights | | Communications | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Develop Highway Improvement Projects - PE | - | 127 | 1,791 | 1,611 | - | - |
| External Partner Support | - | - | 413 | 413 | - | - |
| Highway Construction Management Oversight - CE | - | - | 897 | 771 | - | - |
| Plan Highway System | - | - | 686 | 534 | - | - |
| Direct | - | 127 | 3,787 | 3,330 | - | - |
| Agency Overhead | 371 | 486 | 2,098 | 1,880 | 1,356 | 1,222 |
| Total | 371 | 613 | 5,885 | 5,209 | 1,356 | 1,222 |

| Chief of Staff Division | Equity & Diversity | | Public Engagement & Constituent Services | | Total | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Develop Highway Improvement Projects - PE | - | - | - | - | 1,791 | 1,738 |
| External Partner Support | - | - | - | - | 413 | 413 |
| Highway Construction Management Oversight - CE | - | - | - | - | 897 | 771 |
| Plan Highway System | - | - | - | - | 686 | 534 |
| Direct | - | - | - | - | 3,787 | 3,457 |
| Agency Overhead | 1,251 | 1,162 | 1,396 | 1,191 | 6,472 | 5,941 |
| Total | 1,251 | 1,162 | 1,396 | 1,191 | 10,259 | 9,398 |

| Commissioner's Office Division | Commissioner's Staff | | Total | |
|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent |
| Agency Overhead | 2,361 | 2,046 | 2,361 | 2,046 |
| Total | 2,361 | 2,046 | 2,361 | 2,046 |

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

| Engineering Services Division | Bridges | | Construction & Innovative Contracting | | Engineering Services Division Administration | | Environmental Stewardship | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | 1,206 | 1,080 | - | - | 683 | 302 | 1 | - |
| Develop Highway Improvement Projects - PE | 4,005 | 5,120 | 150 | 182 | 6,795 | 4,631 | 2,496 | 2,397 |
| External Partner Support | 17,512 | 8,948 | 84 | 75 | - | 25 | 289 | 126 |
| Highway Construction Management Oversight - CE | 1,339 | 1,221 | 1,033 | 1,223 | 561 | 1,014 | 151 | 126 |
| Plan Highway System | 89 | 71 | - | - | 1,197 | 942 | 302 | 393 |
| Research and Development | 65 | 158 | - | - | 472 | 170 | 107 | 143 |
| Road and Roadside Maintenance | 16 | 1 | - | - | 36 | 519 | 418 | 221 |
| Snow and Ice | - | - | - | - | 1 | - | 40 | - |
| State Road Construction | 150 | - | - | - | - | - | 60 | 82 |
| Traffic Operations and Maintenance | 18 | 15 | - | - | 416 | 85 | 2 | 1 |
| Direct | 24,401 | 16,614 | 1,268 | 1,480 | 10,162 | 7,688 | 3,865 | 3,489 |
| Agency Overhead | 4,848 | 4,529,953 | 2,232 | 1,830 | 5,572 | 9,122 | 3,174 | 3,361 |
| Total | 29,249 | 4,546,566 | 3,500 | 3,310 | 15,734 | 16,811 | 7,040 | 6,850 |

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

| Engineering Services Division (continued) | Land Management | | Materials & Road Research | | Project Management and Technical Support | | Total | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | - | - | - | - | - | - | 683 | 302 |
| Develop Highway Improvement Projects - PE | 6,733 | 6,779 | 2,535 | 2,819 | 4,799 | 3,808 | 23,508 | 20,616 |
| External Partner Support | 2,046 | 1,206 | 1,294 | 529 | 621 | 43 | 4,335 | 2,004 |
| Highway Construction Management Oversight - CE | 493 | 128 | 3,379 | 3,050 | 887 | 765 | 6,504 | 6,305 |
| Plan Highway System | 3 | - | - | 24 | 20 | 13 | 1,521 | 1,372 |
| Research and Development | - | - | 1,671 | 1,359 | 5 | 9 | 2,255 | 1,682 |
| Road and Roadside Maintenance | 264 | 360 | - | - | - | - | 719 | 1,100 |
| Snow and Ice | - | - | - | - | - | - | 41 | - |
| State Road Construction | 470 | 435 | 420 | 460 | 50 | 653 | 1,000 | 1,629 |
| Traffic Operations and Maintenance | - | - | - | - | - | - | 418 | 85 |
| Direct | 10,009 | 8,908 | 9,300 | 8,241 | 6,382 | 5,292 | 40,985 | 35,097 |
| Agency Overhead | 5,087 | 5,459 | 6,553 | 6,543 | 5,351 | 6,005 | 27,970 | 32,321 |
| Total | 15,096 | 14,367 | 15,852 | 14,784 | 11,733 | 11,297 | 68,954 | 67,418 |

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

| Modal Planning & Program Management Division | Aeronautics | | Freight & Commercial Vehicle Operations | | Passenger Rail | | Transit and Active Transportation | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | 117,890 | 91,679 | - | - | - | - | - | - |
| Bicycle and Pedestrian Planning and Grants | 5,011 | 4,601 | - | - | - | - | - | - |
| Aviation Safety Operation and Regulation | - | - | - | - | - | - | 1,572 | 1,726 |
| Commercial Truck and Bus Safety | - | - | 3,867 | 3,190 | - | - | - | - |
| Develop Highway Improvement Projects - PE | - | - | - | - | - | - | - | - |
| External Partner Support | - | - | 1,000 | 1,814 | 2 | 69 | - | 24 |
| Freight Rail Improvements | - | - | 6,518 | 7,052 | - | - | - | - |
| Freight System Planning | - | - | 505 | 215 | - | - | - | - |
| Highway Construction Management Oversight - CE | - | - | - | - | 1,041 | 746 | - | - |
| Intercity Passenger Rail Improvement | - | - | - | - | - | - | 1,520 | 392 |
| Plan Highway System | - | - | - | - | - | - | 6,513 | 240 |
| Port Improvements | - | - | 1,496 | 1,359 | - | - | - | - |
| Rail Safety | - | - | 9,606 | 6,450 | - | - | - | - |
| Research and Development | - | - | - | - | - | - | - | - |
| State Road Construction | - | - | - | - | - | - | - | - |
| Traffic Operations and Maintenance | - | - | - | - | - | - | - | - |
| Transit Planning and Grants | - | - | - | - | - | - | 148,666 | 159,839 |
| Trunk Highway Debt Service | - | - | - | - | - | - | - | - |
| Direct | 122,901 | 96,279 | 22,991 | 20,079 | 1,043 | 815 | 158,271 | 162,221 |
| Agency Overhead | 2,635 | 2,489 | 4,834 | 3,742 | 75 | 69 | 1,313 | 1,078 |
| Total | 125,536 | 98,768 | 27,825 | 23,821 | 1,118 | 884 | 159,583 | 163,299 |

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

| Modal Planning & Program Management Division (continued) | Transportation System Management | | Modal Planning & Program Management Division Administration | | Total | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Airports | - | - | - | - | 117,890 | 91,679 |
| Aviation Safety Operation and Regulation | - | - | - | - | 5,011 | 4,601 |
| Bicycle and Pedestrian Planning and Grants | - | - | - | - | 1,572 | 1,726 |
| Commercial Truck and Bus Safety | - | - | - | - | 3,867 | 3,190 |
| Develop Highway Improvement Projects - PE | 230 | 98 | 803 | 937 | 1,034 | 1,035 |
| External Partner Support | 275 | 275 | - | - | 1,277 | 2,183 |
| Freight Rail Improvements | - | - | - | - | 6,518 | 7,052 |
| Freight System Planning | - | - | - | - | 505 | 215 |
| Intercity Passenger Rail Improvement | - | - | - | - | 1,041 | 746 |
| Light and Commuter Rail | - | - | - | - | 1,520 | 392 |
| Plan Highway System | 15,162 | 13,230 | - | - | 21,675 | 13,470 |
| Port Improvements | - | - | - | - | 1,496 | 1,359 |
| Rail Safety | - | - | - | - | 9,606 | 6,450 |
| Research and Development | 11,223 | 9,206 | - | - | 11,223 | 9,206 |
| State Road Construction | 116,135 | 33,100 | - | - | 116,135 | 33,100 |
| Traffic Operations and Maintenance | 95 | 269 | - | - | 95 | 269 |
| Transit Planning and Grants | - | - | - | - | 148,666 | 159,839 |
| Trunk Highway Debt Service | 232,825 | 214,903 | - | - | 232,825 | 214,903 |
| Direct | 375,946 | 271,081 | 803 | 937 | 681,955 | 551,413 |
| Agency Overhead | 4,412 | 5,090 | 2,717 | 3,646 | 15,986 | 16,113 |
| Total | 380,358 | 276,171 | 3,521 | 4,583 | 697,941 | 567,526 |

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

| Operations Division | District 1 | | District 2 | | District 3 | | District 4 | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | 1,512 | 1,030 | 678 | 641 | 702 | 756 | 438 | 413 |
| County State Aid Highway | 1,000 | 474 | 1,000 | 102 | - | - | - | - |
| Develop Highway Improvement Projects - PE | 5,823 | 14,757 | 3,148 | 3,233 | 4,313 | 4,618 | 2,962 | 2,766 |
| External Partner Support | 246 | 361 | 22,216 | 7,121 | 418 | 313 | 488 | 162 |
| Freight Rail Improvements | - | - | - | - | - | - | - | - |
| Highway Construction Management Oversight - CE | 5,453 | 5,154 | 2,083 | 1,615 | 4,228 | 8,284 | 2,273 | 2,039 |
| Plan Highway System | 186 | 454 | 294 | 323 | 222 | 330 | 208 | 165 |
| Research and Development | - | - | - | - | 2 | 2 | 1 | - |
| Road and Roadside Maintenance | 6,014 | 7,515 | 4,320 | 5,427 | 6,580 | 7,618 | 5,169 | 5,937 |
| Snow and Ice | 10,318 | 13,004 | 6,235 | 8,248 | 9,180 | 11,106 | 6,075 | 8,076 |
| State Road Construction | 91,668 | 90,999 | 50,767 | 41,358 | 74,366 | 126,509 | 51,456 | 42,408 |
| Traffic Operations and Maintenance | 2,059 | 1,547 | 922 | 877 | 2,774 | 2,836 | 1,777 | 1,991 |
| Direct | 124,278 | 135,297 | 91,662 | 68,945 | 102,785 | 162,372 | 70,846 | 63,956 |
| Agency Overhead | 13,396 | 17,475 | 8,911 | 12,536 | 14,994 | 18,148 | 10,795 | 14,170 |
| Total | 137,675 | 152,772 | 100,573 | 81,481 | 117,779 | 180,519 | 81,640 | 78,127 |

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

| Operations Division (continued) | District 6 | | District 7 | | District 8 | | Metro District | |
|---|---|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | 1,627 | 1,756 | 775 | 965 | 722 | 662 | 4,290 | 4,190 |
| County State Aid Highway | 1,000 | 616 | 1,000 | 997 | - | - | 15,000 | 9,204 |
| Develop Highway Improvement Projects - PE | 4,374 | 5,340 | 3,225 | 2,978 | 1,924 | 2,372 | 17,958 | 22,515 |
| External Partner Support | 18,980 | 6,588 | 190 | 488 | 201 | 157 | 71,102 | 29,655 |
| Freight Rail Improvements | - | - | - | - | 5,500 | 4,500 | - | 1 |
| Highway Construction Management Oversight - CE | 5,773 | 7,408 | 2,646 | 2,706 | 2,140 | 1,835 | 14,656 | 13,798 |
| Plan Highway System | 307 | 348 | 218 | 227 | 291 | 248 | 1,280 | 1,407 |
| Research and Development | - | - | - | - | - | - | - | - |
| Road and Roadside Maintenance | 6,189 | 7,933 | 6,445 | 7,855 | 2,797 | 3,787 | 17,306 | 20,058 |
| Snow and Ice | 10,961 | 13,361 | 7,775 | 11,077 | 5,397 | 6,952 | 26,668 | 30,949 |
| State Road Construction | 87,603 | 122,044 | 109,928 | 67,420 | 29,927 | 63,383 | 458,662 | 548,347 |
| Traffic Operations and Maintenance | 2,477 | 2,915 | 1,548 | 1,833 | 818 | 672 | 20,583 | 22,219 |
| Direct | 139,291 | 168,309 | 133,750 | 96,545 | 49,718 | 84,567 | 647,506 | 702,343 |
| Agency Overhead | 15,726 | 21,683 | 11,963 | 16,090 | 9,542 | 11,654 | 50,975 | 63,556 |
| Total | 155,017 | 189,993 | 145,713 | 112,635 | 59,261 | 96,221 | 698,481 | 765,898 |

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

| Operations Division (continued) | Maintenance | | Traffic Engineering | | Operations Division Administration | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | 54 | 5 | 15 | 11 | - | - |
| County State Aid Highway | - | - | - | - | - | - |
| Develop Highway Improvement Projects - PE | - | - | 1,303 | 1,705 | 497 | 364 |
| External Partner Support | 10 | - | 150 | 72 | 255 | 172 |
| Freight Rail Improvements | - | - | - | - | - | - |
| Highway Construction Management Oversight - CE | - | - | 145 | 158 | 61 | 19 |
| Plan Highway System | - | - | 4,560 | 1,112 | - | - |
| Research and Development | - | - | 625 | 153 | - | - |
| Road and Roadside Maintenance | 5,204 | 4,960 | - | - | - | - |
| Snow and Ice | 1,383 | 1,632 | - | - | - | 18 |
| State Road Construction | - | - | 9,430 | 431 | - | 245 |
| Traffic Operations and Maintenance | 8,416 | 10,066 | 147 | 47 | 77 | 1 |
| Direct | 15,066 | 16,665 | 16,376 | 3,688 | 890 | 818 |
| Agency Overhead | 47,113 | 66,171 | 2,137 | 2,125 | 3,668 | 3,286 |
| Total | 62,179 | 82,836 | 18,513 | 5,813 | 4,558 | 4,104 |

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

| Operations Division (continued) | CAV-X | | Electrical Services Section | | Total | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | - | - | - | 4 | 12,018 | 11,514 |
| County State Aid Highway | - | - | - | - | 19,000 | 11,393 |
| Develop Highway Improvement Projects - PE | 67 | 42 | 60 | 7 | 49,659 | 65,818 |
| External Partner Support | 63 | 429 | - | - | 131,831 | 54,466 |
| Freight Rail Improvements | - | - | - | - | 5,500 | 4,501 |
| Highway Construction Management Oversight - CE | 319 | 22 | 94 | 144 | 41,211 | 44,402 |
| Plan Highway System | - | 453 | - | - | 7,655 | 5,139 |
| Research and Development | 1,257 | 3,113 | - | - | 1,950 | 3,426 |
| Road and Roadside Maintenance | - | - | - | 11 | 60,040 | 71,103 |
| Snow and Ice | - | - | - | 14 | 83,992 | 104,437 |
| State Road Construction | 2,950 | 706 | - | - | 966,908 | 1,103,849 |
| Traffic Operations and Maintenance | - | - | 3,702 | 6,131 | 45,317 | 51,149 |
| Direct | 4,656 | 4,765 | 3,856 | 6,312 | 1,425,082 | 1,531,196 |
| Agency Overhead | 193 | 847 | 854 | 2,403 | 195,115 | 254,675 |
| Total | 4,849 | 5,612 | 4,710 | 8,716 | 1,620,196 | 1,785,871 |

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up 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 | 1,057,369 | 1,003,870 | - | - | 1,057,369 | 1,003,870 |
| External Partner Support | 1,300 | 175 | 10,402 | 7,398 | 11,702 | 7,573 |
| Freight Rail Improvements | - | 3,209 | - | - | - | 3,209 |
| Municipal State Aid Highway | 201,317 | 197,624 | - | - | 201,317 | 197,624 |
| Radio Towers and Communications | - | - | 14,155 | 13,941 | 14,155 | 13,941 |
| Direct | 1,259,986 | 1,204,878 | 24,557 | 21,339 | 1,284,543 | 1,226,217 |
| Agency Overhead | 5,180 | 3,191 | 3,620 | 3,667 | 8,800 | 6,858 |
| Total | 1,265,166 | 1,208,069 | 28,177 | 25,006 | 1,293,343 | 1,233,076 |

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

| Workforce and Agency Services Division | Administration | | Audit | | Human Resources | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | - | - | - | - | 10 | 15 |
| Develop Highway Improvement Projects - PE | - | - | - | - | 900 | 993 |
| External Partner Support | 27 | 111 | - | - | - | - |
| Highway Construction Management Oversight - CE | - | - | - | - | 384 | 623 |
| Plan Highway System | - | - | - | - | 19 | 22 |
| Research and Development | - | - | - | - | 29 | - |
| Road and Roadside Maintenance | - | - | - | - | 4 | 7 |
| Snow and Ice | - | - | - | - | - | - |
| Traffic Operations and Maintenance | - | - | - | - | 23 | 75 |
| Direct | 27 | 111 | - | - | 1,369 | 1,735 |
| Agency Overhead | 13,917 | 14,811 | 1,979 | 1,922 | 7,550 | 7,644 |
| Total | 13,943 | 14,922 | 1,979 | 1,922 | 8,919 | 9,378 |

| Workforce and Agency Services Division (continued) | Organizational Plan & Management | | Workforce and Agency Services Administration | | Total | |
|---|---|---|---|---|---|---|
| Products and Services | Budget | Spent | Budget | Spent | Budget | Spent |
| Bridges and Structures Inspection and Maintenance | - | - | - | - | 10 | 15 |
| Develop Highway Improvement Projects - PE | - | - | - | - | 900 | 993 |
| External Partner Support | - | - | - | - | 27 | 111 |
| Highway Construction Management Oversight - CE | - | - | - | - | 384 | 623 |
| Plan Highway System | - | - | - | - | 19 | 22 |
| Research and Development | - | - | - | - | 29 | - |
| Road and Roadside Maintenance | - | - | - | - | 4 | 7 |
| Snow and Ice | - | - | - | - | - | - |
| Traffic Operations and Maintenance | - | - | - | - | 23 | 75 |
| Direct | - | - | - | - | 1,396 | 1,845 |
| Agency Overhead | 946 | 826 | 994 | 874 | 25,385 | 26,077 |
| Total | 946 | 826 | 994 | 874 | 26,780 | 27,922 |

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up 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 1990s. Productivity measures help to evaluate how efficiently MnDOT's products and services are delivered.

### Background

Productivity measures help to identify, create, examine and document current levels of productivity within MnDOT for the agency's core products and services. This project is aimed at complying with the requirement to annually report measures of MnDOT productivity for the previous fiscal year.

The report includes the following measures:

- Bridge inspection: cost per square foot of deck area
- Bridge maintenance: cost per square foot of deck area
- Pavement: cost per roadway mile-year added
- Snow and ice: cost per plow mile driven
- Pavement markings: cost per mile striped
- Transit: MnDOT administrative cost per public transit passenger trip in Greater Minnesota
- Freight: MnDOT administrative cost per oversize/overweight permit issued
- Program planning and delivery to construction expenditure ratio

These areas represent a subset of MnDOT's products and services.

### 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 mission 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 on MnDOT's Performance Measures Dashboard.

Costs are presented in inflation adjusted and unadjusted terms. The base year for inflation adjusted data is the year the most current data is available. In this report, that ranges from 2017-2019. Inflation factors were selected for each measure based upon the nature of the work performed and the expenses incurred. For measures where the bulk of costs are labor related, a 2.5 percent inflation factor is used based on historic MnDOT labor inflation rates. For measures where the bulk of costs are maintenance related, a 3 percent inflation factor is used based on average inflation in MnDOT's maintenance and operations commodities and labor over the last decade.

For the pavement measure, actual values are used from MnDOT's pavement surfacing index. The surfacing index has been volatile, but increased an average of 2 percent per year from 2006-2017, the analysis period for this measure. For the program planning and delivery to construction expenditure ratio, two different inflation factors were applied. For the program planning and delivery side of the ratio, the 2.5 percent labor inflation factor is applied since those expenditures are primarily labor. For the construction expenditure side of the ratio, actual MnDOT construction cost index values are used. This index has been volatile, but increased an average of 5 percent per year from 2009-2019, the analysis period for this measure.

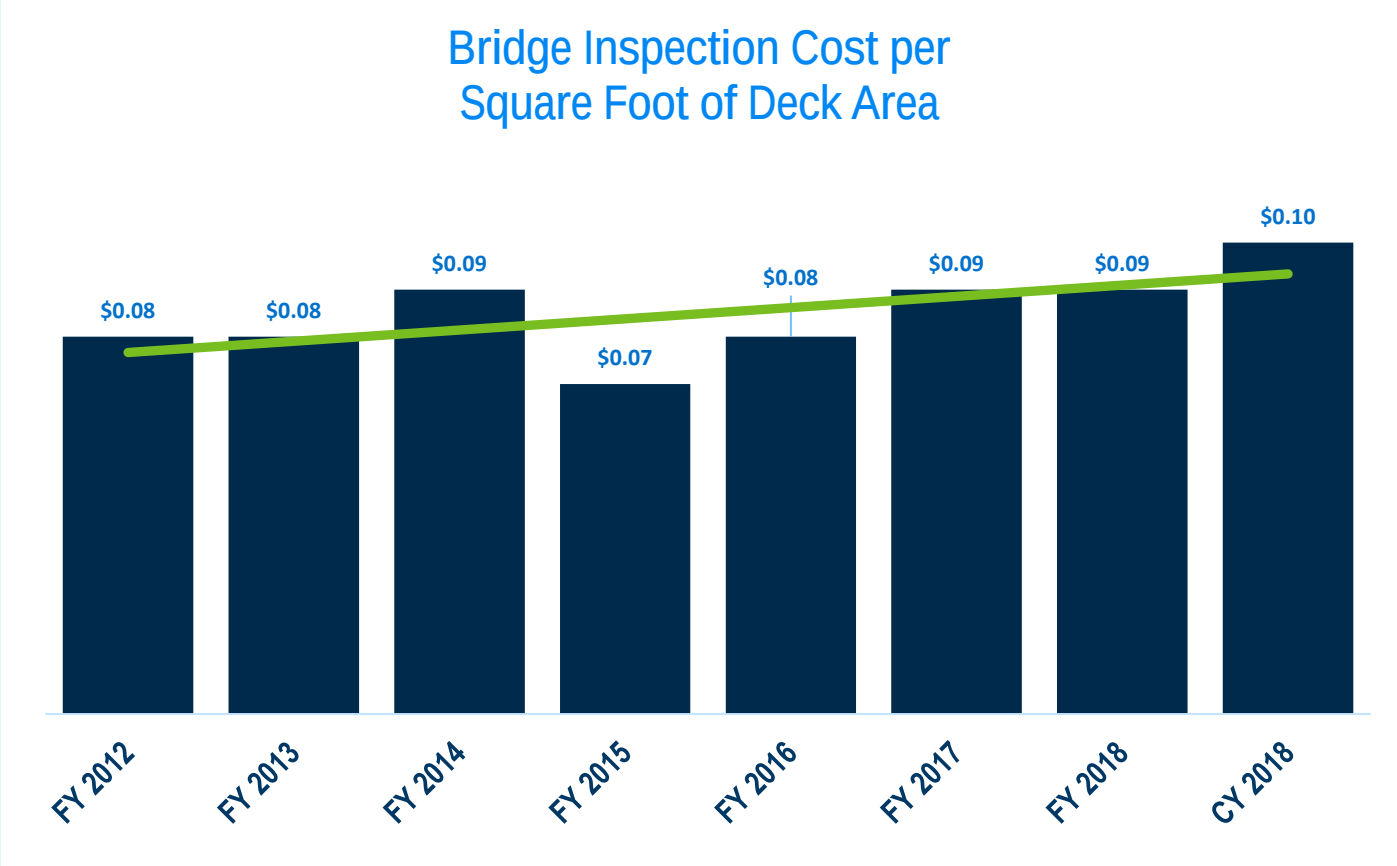
## Bridges: Inspection Cost per Square Foot of Deck Area

Routine and fracture critical bridge safety inspections play key roles in maintaining a safe transportation system, ensuring the structural integrity of bridges and keeping MnDOT in compliance with state and federal laws. Bridge safety inspections also provide the condition assessment data that supports MnDOT investment decisions regarding bridge repair, rehabilitation and replacement.

### Measure definition

The bridge inspection productivity measure tracks dollars spent on routine and fracture critical bridge inspections (labor and equipment costs) against the total deck area of bridges inspected to calculate the average inspection cost per square foot. Note that these average inspection costs are not necessarily directly proportional to the square footage of a particular bridge. Many factors affect inspection costs such as bridge design type complexity, access, traffic-control requirements, equipment requirements and the bridge's level of deterioration. Starting with this year, the bridge inspection measure is reported in calendar years, so FY2018 and CY2018 are both included in the chart and data tables.

*Figure 2: State Fiscal Year 2012-Calendar Year 2018 Bridge Inspection Cost per Sq. Ft. of Deck Area*




Data prior to fiscal year 2012 is not included due to previous cost accounting practices and software limitations. Costs were adjusted to 2018 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

## Results and analysis

The cost per square foot for bridge inspections have ranged between $0.07 and $0.10 from 2012 to 2018. The trend is slightly increasing over the eight periods in the analysis. Changes to the National Bridge Inspection Standards in 2016 intensified inspection and documentation requirements that increased inspection costs.

*Table 6: Inflation-adjusted bridge inspection cost per square foot of deck area*

| State Fiscal Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | CY 2018 |
|---|---|---|---|---|---|---|---|---|
| Bridge inspection expenses ($1,000) | $2,168 | $2,351 | $2,324 | $2,163 | $2,367 | $2,520 | $2,768 | $2,833 |
| Sq. ft. of bridge deck inspected (1,000s) | 25,752 | 29,220 | 24,934 | 31,044 | 30,107 | 29,182 | 30,862 | 29,005 |
| Cost per sq. ft. of inspection | $0.08 | $0.08 | $0.09 | $0.07 | $0.08 | $0.09 | $0.09 | $0.10 |

Note: Costs were adjusted to 2018 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Bridge inspection numbers are as reported in October following the end of fiscal year. Starting with calendar year 2018, bridge inspection numbers are reported in calendar years.

*Table 7: Actual (unadjusted) bridge inspection cost per square foot of deck area*

| State Fiscal Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | CY 2018 |
|---|---|---|---|---|---|---|---|---|
| Bridge inspection expenses ($1,000) | $1,846 | $2,052 | $2,079 | $1,984 | $2,225 | $2,428 | $2,734 | $2,833 |
| Sq. ft. of bridge deck inspected (1,000s) | 25,752 | 29,220 | 24,934 | 31,044 | 30,107 | 29,182 | 30,862 | 29,005 |
| Cost per sq. ft. of inspection | $0.07 | $0.07 | $0.08 | $0.06 | $0.07 | $0.08 | $0.09 | $0.10 |

Note: Numbers within the table are not adjusted for inflation. Bridge inspection numbers are as reported in October following the end of each fiscal year. Starting with calendar year 2018, bridge inspection numbers are reported in calendar years.

## Major influencing factors

Primary factors that influence this measure include changes to:

- Inspection intensity and FHWA documentation requirements – changes implemented in 2016 described below.
- Age of infrastructure and condition of the structure, resulting in more deterioration to monitor and increased inspection times.
- Size and complexity of bridges - trends toward certain new and reconstructed bridges as complex bridges also add inspection time and create access issues.
- Increases in traffic control requirements and the cost of equipment and materials.
- Increased emphasis on having more accurate and consistent bridge data for future condition prediction modelling.

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 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.

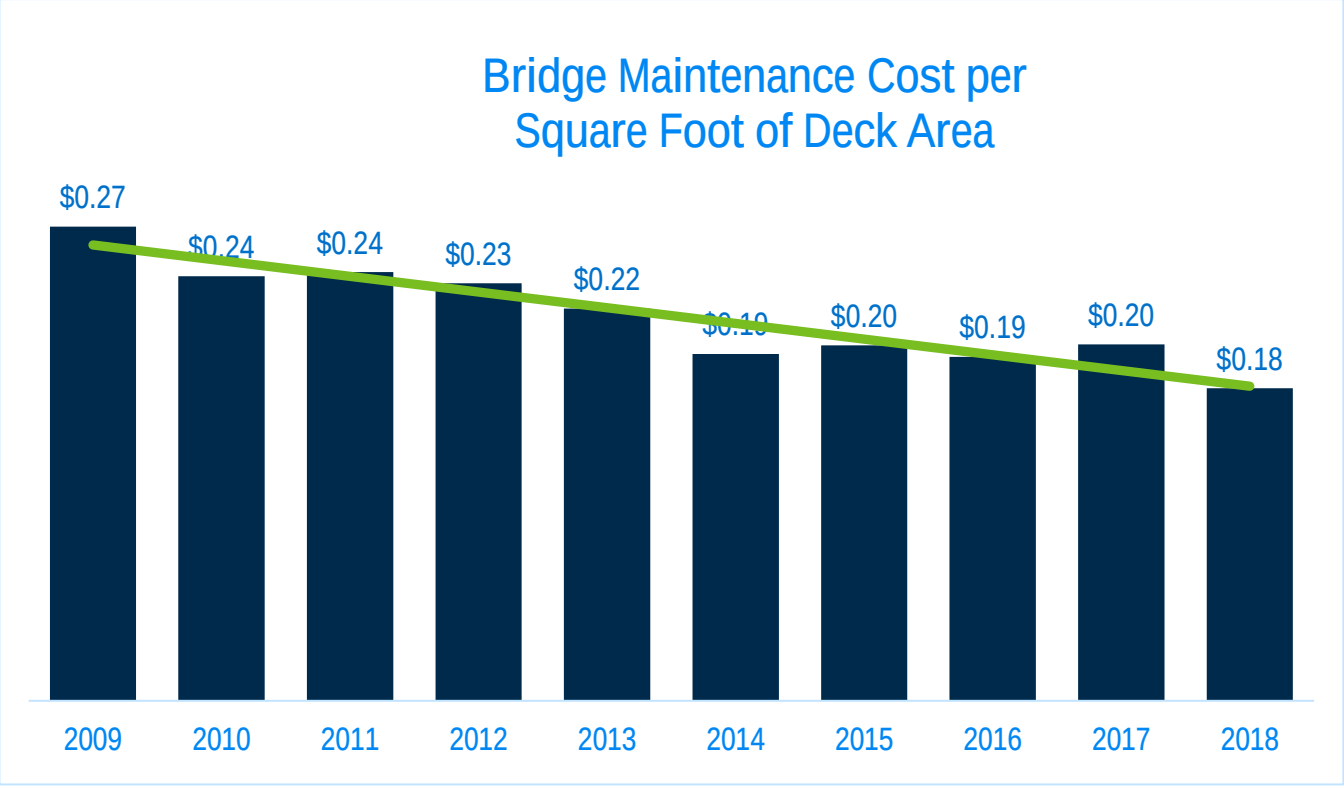
# Bridges: Maintenance Cost per Square Foot of Deck Area

Bridge preservation keeps bridges in sound condition and slows their deterioration through preventive and reactive maintenance. Preventive maintenance includes routine maintenance activities performed on a cyclical basis and periodic minor repairs. Reactive maintenance includes those activities scheduled in response to an identified condition that may compromise ride, public safety or bridge structural function. Preventive maintenance on newer bridges is cost effective and will keep them in good condition longer. Reactive maintenance, when needed, will delay the need for extensive rehabilitation or replacement.

## Measure definition

The bridge maintenance productivity measure compares dollars spent on preventive and reactive maintenance (labor, equipment and material costs) against the total deck area of Minnesota's trunk highway bridges (does not include culverts) to calculate the average cost per square foot of deck area maintained. Note that these average maintenance costs are not necessarily directly proportional to the square footage of a particular bridge. Many factors affect maintenance costs such as bridge design type and complexity, access, traffic-control requirements, scope of work, equipment requirements and the bridge's level of deterioration.

*Figure 3: Calendar Year 2009-2018 Bridge Maintenance Cost per Sq. Ft. of Deck Area*




Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

## Results and analysis

Over the last decade, between $0.18 and $0.27 per square foot of deck area was spent on average to perform preventive and reactive maintenance adjusting for inflation. The overall trend is a decline in cost per square foot. As a reference, it costs an average of $150 per square foot to construct a new bridge.

With additional funding MnDOT can address medium and low priority reactive maintenance needs that might otherwise wait. Consequently, higher costs per square foot in one year help prevent more urgent and costly repairs in the future. As the bridge system ages, maintenance costs per square foot may trend upwards as the amount of reactive maintenance required is expected to increase.

### *Table 8: Inflation-adjusted bridge maintenance cost per square foot of deck area*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|---|---|---|---|
| Preventive Maintenance Expenditures ($1,000) | $4,599 | $3,984 | $4,541 | $3,174 | $2,872 | $3,200 | $3,283 | $3,270 | $6,141 | $4,897 |
| Reactive Maintenance Expenditures ($1,000) | $7,539 | $6,920 | $6,469 | $7,554 | $7,291 | $6,148 | $6,327 | $5,957 | $3,744 | $3,554 |
| Total Maintenance (3% inflation) | $12,138 | $10,904 | $11,010 | $10,727 | $10,162 | $9,347 | $9,609 | $9,227 | $9,885 | $8,451 |
| Total Bridge Deck sq. ft. (1,000) | 45,596 | 45,749 | 45,761 | 45,790 | 46,158 | 48,021 | 48,185 | 47,792 | 48,039 | 48,173 |
| Maintenance Cost per sq. ft. | $0.27 | $0.24 | $0.24 | $0.23 | $0.22 | $0.19 | $0.20 | $0.19 | $0.20 | $0.18 |

Note: Costs were adjusted to 2018 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

### *Table 9: Actual (unadjusted) bridge maintenance costs*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|---|---|---|---|
| Preventive Maintenance Expenditures ($1,000) | $3,525 | $3,145 | $3,692 | $2,658 | $2,477 | $2,843 | $3,004 | $3,082 | $5,692 | $4,897 |
| Reactive Maintenance Expenditures ($1,000) | $5,778 | $5,463 | $5,260 | $6,326 | $6,289 | $5,462 | $5,790 | $5,615 | $3,635 | $3,554 |
| Total Maintenance | $9,303 | $8,608 | $8,952 | $8,984 | $8,766 | $8,305 | $8,794 | $8,697 | $9,597 | $8,451 |
| Total Bridge Deck sq. ft. (1,000) | 45,596 | 45,749 | 45,761 | 45,790 | 46,158 | 48,021 | 48,185 | 47,792 | 48,039 | 48,173 |
| Maintenance Cost per sq. ft. | $0.20 | $0.19 | $0.20 | $0.20 | $0.19 | $0.17 | $0.18 | $0.18 | $0.19 | $0.18 |

Note: Costs were not adjusted for inflation

### Major influencing factors

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

Other factors that influence this measure include bridge design type and 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 and are appropriate for monitoring the overall trend.

This report includes only the costs associated with MnDOT-performed preventive and reactive maintenance activities. MnDOT generally self-performs the majority of bridge preservation activities, but future reporting efforts may include contract maintenance work.

## Pavement: Cost per roadway mile-year added

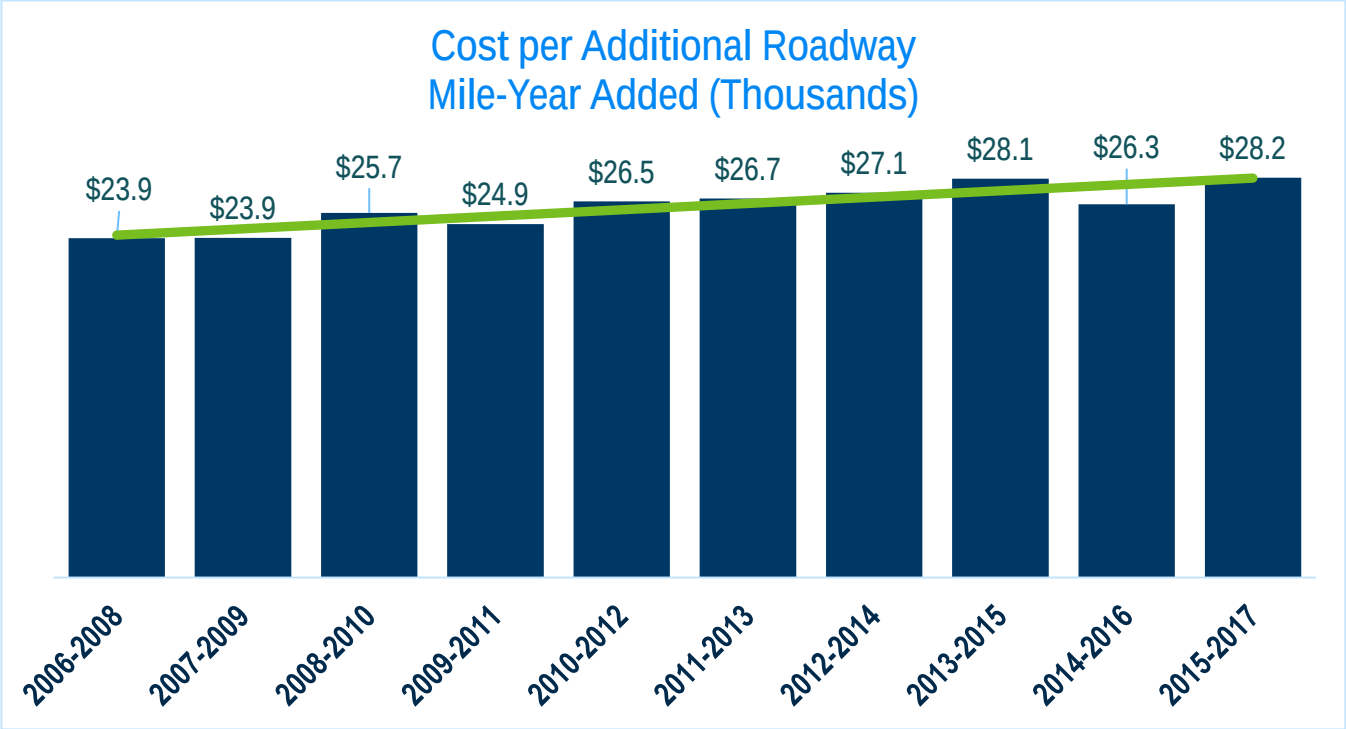
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. MnDOT performs a variety of rehabilitation activities that extend the remaining service life of roadways. 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.

### Measure definition

The pavement productivity measure compares MnDOT's estimated pavement preservation investments against the number of mile-years it adds to Minnesota's trunk highway system for MnDOT's contracted work. Mile-years is defined as the number of miles of roadway that receive treatment in a given year multiplied by the design life (in years) of that treatment. For example, one mile of roadway that receives a fix expected to last 10 years would be calculated as 10 mile-years.

The investment numbers represent MnDOT's contracted work for the following program categories: reconstruction, recondition, resurfacing and road repair. Work performed by MnDOT labor, such as patching pot holes, 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.

*Figure 4: Three-year Rolling Average 2006-2017 of Cost per Roadway Mile-Year Added (Thousands)*




Note: Costs were adjusted to 2017 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 2 percent per year between 2006 and 2017.

Rehabilitation activities that extend service life 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. This measure provides a way of looking at the makeup of the pavement program. 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 and short life fixes 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.

## Results and analysis

The results through 2017 (the most recent year of data available) show the trend in cost per roadway mile-year added is slightly increasing over time. The increasing trend might be related to more items being included in pavement jobs than in previous decades such as culverts, ADA improvements, trails and shoulder improvements for bicyclists. It should be noted that this measure only includes an analysis of the contracted work that was performed. It does not suggest whether the overall investment in the system is adequate. One must look at the condition of the system, and projected condition based on programmed investment to see how the system condition is changing over time.

*Table 10: Inflation-adjusted cost per roadway mile-year added*

| 3-year averages | 2006-2008 | 2007-2009 | 2008-2010 | 2009-2011 | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 | 2014-2016 | 2015-2017 |
|---|---|---|---|---|---|---|---|---|---|---|
| Pavement Preservation spending (millions) | $244.5 | $284.7 | $328.4 | $368.2 | $394.5 | $440.0 | $435.0 | $389.3 | $320.7 | $326.7 |
| Mile-Years added (1,000s) | 10.2 | 11.9 | 12.8 | 14.8 | 14.9 | 16.5 | 16.0 | 13.9 | 12.2 | 11.6 |
| Cost per roadway mile year added (1,000s) | $23.9 | $23.9 | $25.7 | $24.9 | $26.5 | $26.7 | $27.1 | $28.1 | $26.3 | $28.2 |

Note: Costs were adjusted to 2017 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This has been volatile but increased an average of 2 percent per year between 2006 and 2017.

*Table 11: Actual (unadjusted) cost per roadway mile-year added*

| 3-year averages | 2006-2008 | 2007-2009 | 2008-2010 | 2009-2011 | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 | 2014-2016 | 2015-2017 |
|---|---|---|---|---|---|---|---|---|---|---|
| Pavement Preservation spending (millions) | $208.7 | $258.3 | $310.4 | $350.8 | $396.6 | $462.8 | $479.1 | $439.4 | $353.1 | $345.1 |
| Mile-Years added (1,000s) | 10.2 | 11.9 | 12.8 | 14.8 | 14.9 | 16.5 | 16.0 | 13.9 | 12.2 | 11.6 |
| Cost per roadway mile year added (1,000s) | $20.4 | $21.7 | $24.3 | $23.7 | $26.6 | $28.1 | $29.9 | $31.7 | $29.0 | $29.8 |

Note: Costs were not adjusted for inflation.

## 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 increased disproportionately compared to other construction activities and commodities in recent history.

In addition, many pavement projects are chosen for reasons that are not primarily related to pavement condition. The need to improve safety and/or mobility along a route often is a primary reason the project is selected. Although 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, such as culvert or underground drainage structure repairs. 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 should increase, when compared to MnDOT's current methods. If the added cost of the new method provides a substantial increase in pavement life, it will be reflected in this measure.

## Snow and Ice: Cost per Plow-Mile Driven

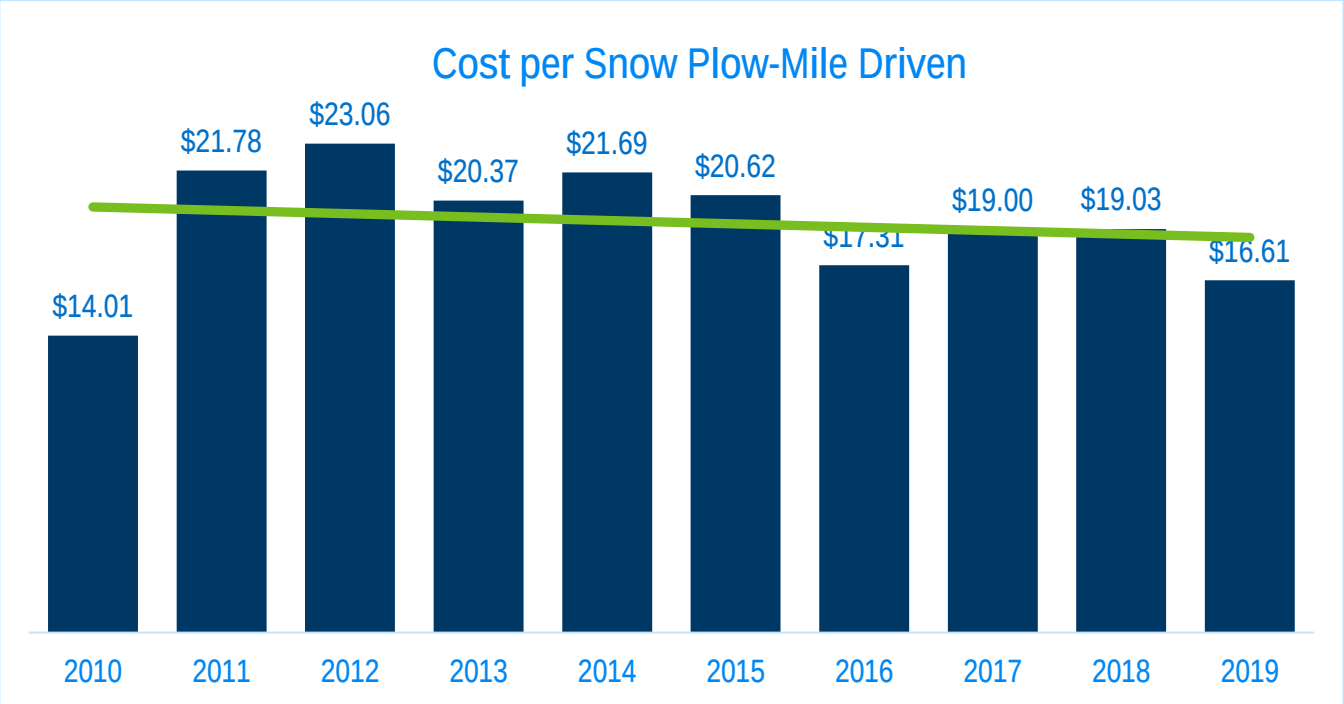
Fast and effective snow and ice control is critically important to Minnesotans' quality of life during the winter months. It preserves mobility, increases traveler safety, reduces damage to vehicles and limits the extent of weather-induced congestion.

The primary goal of MnDOT's snow and ice operations is the safety of Minnesota's traveling public. Citizens expect to carry out normal activities through most weather events and to have transportation facilities that safely accommodate travel shortly after an event is over. In addition, the snow and ice program works to prevent the accumulation of snow through snow fences and prevent the formation of ice through the application of anti-icing chemicals prior to a snow event.

### Measure definition

The snow and ice productivity measure compares dollars spent on MnDOT's snow and ice program against the number of plow miles driven during the snow and ice season. The data includes miles driven to get to and from routes since those miles are required to deliver snow and ice operations.

*Figure 5: State Fiscal Year 2010-2019 Cost per Snow Plow-Mile Driven*




Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

### Results and analysis

The chart above shows the trend in cost per plow-mile driven was stable to slightly declining over the last 10 years. The exceptionally low cost per plow-mile driven in SFY2010 is the result of an exceptionally mild winter.

*Table 12: Inflation-adjusted cost per snow plow-mile driven*

| State Fiscal Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|---|---|---|---|---|
| Costs ($millions) | $99.0 | $135.8 | $76.2 | $134.1 | $157.9 | $98.9 | $102.9 | $102.9 | $127.6 | $132.7 |
| Plow Miles Driven (1000s) | 7,068 | 6,235 | 3,306 | 6,583 | 7,282 | 4,800 | 5,943 | 5,417 | 6,705 | 7,990 |
| Cost per Mile | $14.01 | $21.78 | $23.06 | $20.37 | $21.69 | $20.62 | $17.31 | $19.00 | $19.03 | $16.61 |

Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

*Table 13: Actual (unadjusted) cost per snow plow-mile driven*

| State Fiscal Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|---|---|---|---|---|
| Costs ($millions) | $75.9 | $107.2 | $62.0 | $112.3 | $136.2 | $87.9 | $94.2 | $97.0 | $123.9 | $132.7 |
| Plow Miles Driven (1000s) | 7,068 | 6,235 | 3,306 | 6,583 | 7,282 | 4,800 | 5,943 | 5,417 | 6,705 | 7,990 |
| Cost per Mile | $10.73 | $17.19 | $18.75 | $17.06 | $18.71 | $18.32 | $15.84 | $17.91 | $18.48 | $16.61 |

Note: Numbers within the table are not adjusted for inflation.

### Major influencing factors

Major factors that influence expenses are winter severity (number of events, precipitation totals, wind, etc.) and event timing (rush hour and weekend events). To combat these factors MnDOT is increasing efficiency by implementing innovative technologies and practices including tow plows, anti-icing, pre-wetting, de-icing, comprehensive snowplow operator training, snow fences and enhanced materials.

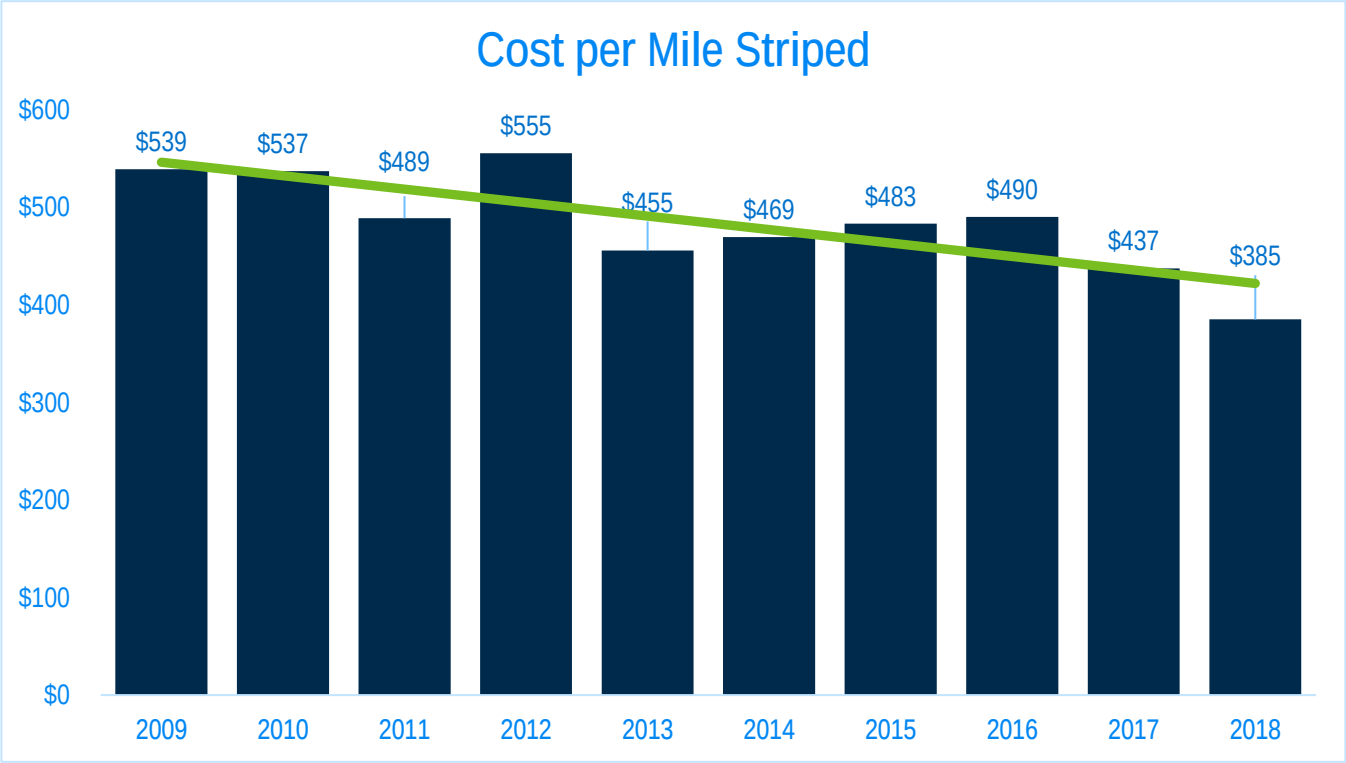
## Pavement Markings: Cost per Mile Striped

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.

### Measure definition

The pavement markings productivity measure compares dollars spent marking pavements on Minnesota's trunk highway system against the number of miles striped.

*Figure 6: Calendar Year 2009-2018 Cost per Mile Striped*




Note: Costs were adjusted to 2018 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

## Results and analysis

Striping cost per mile trends downward over the reporting period, although it does fluctuate from year-to-year due to the influencing factors listed below.

*Table 14: Inflation-adjusted cost per mile striped*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|---|---|---|---|
| Total Striping Costs (1000s) | $9,698 | $8,642 | $7,330 | $9,271 | $6,559 | $7,085 | $7,102 | $7,302 | $6,865 | $5,427 |
| Miles Striped (1000s) | 18 | 16.1 | 15 | 16.7 | 14.4 | 15.1 | 14.7 | 14.9 | 15.7 | 14.1 |
| Cost per mile | $539 | $537 | $489 | $555 | $455 | $469 | $483 | $490 | $437 | $385 |

Note: Costs were adjusted to 2018 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

*Table 15: Actual (unadjusted) cost per mile striped*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|---|---|---|---|
| Total Striping Costs (1000s) | $7,433 | $6,822 | $5,960 | $7,764 | $5,658 | $6,295 | $6,499 | $6,883 | $6,665 | $5,427 |
| Miles Striped (1000s) | 18 | 16.1 | 15 | 16.7 | 14.4 | 15.1 | 14.7 | 14.9 | 15.7 | 14.1 |
| Cost per mile | $414 | $424 | $396 | $466 | $392 | $417 | $442 | $462 | $425 | $385 |

Note: Costs were not adjusted for inflation.

### 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: Administrative Cost per Public Transit Passenger Trip in Greater Minnesota

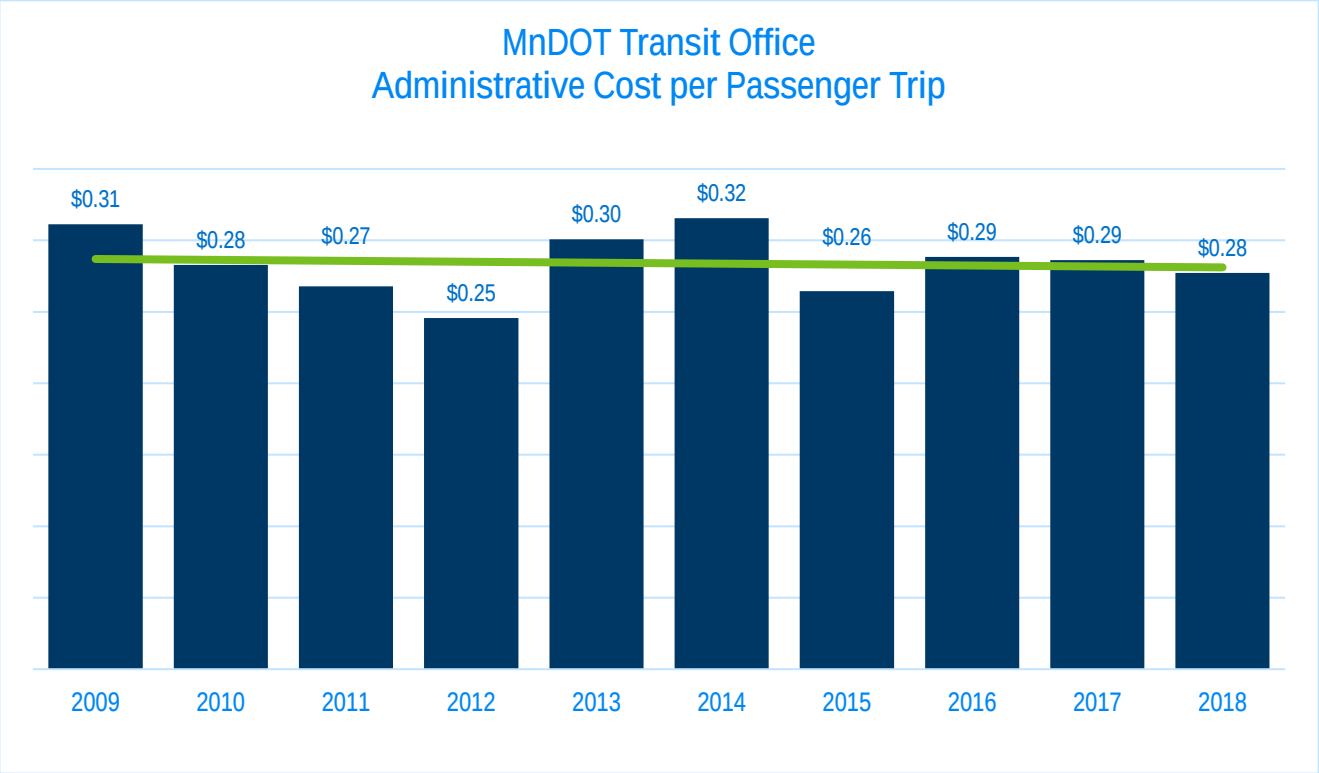
Transit connects people to jobs, family, schools, shopping, health care centers and sports and cultural events. These systems enhance the mobility of the elderly, low-income and persons with disabilities in communities across the state by providing a reliable transportation option. Transit is an alternative to driving that can reduce congestion, fuel consumption and greenhouse gas emissions.

Greater Minnesota's 37 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 grants for funding programs that administer capital and operational funding. MnDOT's Office of Transit and Active Transportation supports mobility services for seniors and individuals with disabilities statewide (Federal Transit Administration Section 5310 program), contributes to Northstar Commuter Rail, intercity bus operations and administers federal dollars for transit in the rural parts of the seven-county Twin Cities' metro area (e.g. Metro Transit's Transit Link).

### Measure definition

The Greater Minnesota transit productivity measure compares administrative dollars spent by MnDOT's Office of Transit and Active Transportation to provide and oversee Greater Minnesota public transit grant agreements against the number of passenger trips provided by Greater Minnesota public transit providers (37 systems). This measure does not include local, state and federal dollars granted directly to local transit providers nor does it include funding collected at the fare box. Additionally, the scope for this measure has been changed for 2018. It does not include administrative costs and associated passenger trips for intercity bus or Northstar Commuter Rail service, Metro Transit – Transit Link, or for FTA Section 5310 providers.

*Figure 7: Calendar Year 2009-2018 Transit Office Administrative Cost per Public Passenger Trip in Greater Minnesota*




Note: Costs were adjusted to 2018 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. 2018 only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

## Results and analysis

The MnDOT Office of Transit and Active Transportation administrative cost per public passenger trip remained relatively flat over the period of analysis, with moderate fluctuations due to factors listed below.

*Table 16: Inflation-adjusted MnDOT administrative cost per transit passenger trip in Greater Minnesota*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018* |
|---|---|---|---|---|---|---|---|---|---|---|
| Expenses ($1,000) | $3,803 | $3,613 | $3,534 | $3,284 | $4,158 | $4,367 | $3,680 | $3,913 | $4,014 | $3,508 |
| Greater MN Ridership (1,000's) | 12,216 | 12,772 | 13,189 | 13,368 | 13,826 | 13,839 | 13,920 | 13,566 | 14,020 | 12,649 |
| Cost per Ride | $0.31 | $0.28 | $0.27 | $0.25 | $0.30 | $0.32 | $0.26 | $0.29 | $0.29 | $0.28 |

Note: Costs were adjusted to 2018 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. *Only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

*Table 17: Actual (unadjusted) MnDOT administrative cost per transit passenger trip in Greater Minnesota*

| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018* |
|---|---|---|---|---|---|---|---|---|---|---|
| Expenses ($1,000) | $3,045 | $2,965 | $2,973 | $2,832 | $3,675 | $3,956 | $3,418 | $3,725 | $3,916 | $3,508 |
| Greater MN Ridership (1,000's) | 12,216 | 12,772 | 13,189 | 13,368 | 13,826 | 13,839 | 13,920 | 13,566 | 14,020 | 12,649 |
| Cost per Ride | $0.25 | $0.23 | $0.23 | $0.21 | $0.27 | $0.29 | $0.25 | $0.27 | $0.29 | $0.28 |

Note: Costs were not adjusted for inflation. *Only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

### Major influencing factors

Factors that cause fluctuations in MnDOT's administrative cost per passenger trip include regulatory changes such as the introduction of new grant programs necessitating educational outreach and more intensive oversight, and increases and decreases in available funding. MnDOT's Office of Transit and Active Transportation is working to increase cooperation with local providers 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.

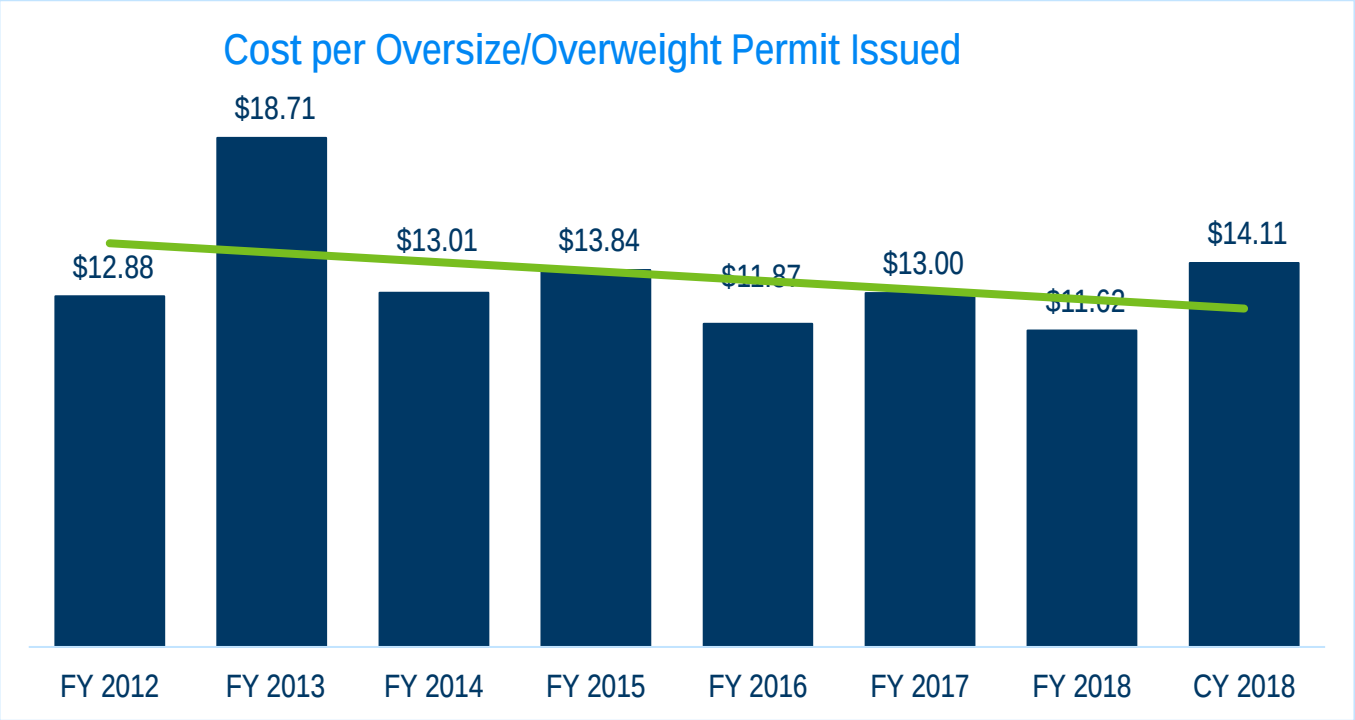
## Freight: MnDOT Cost per Oversize/Overweight Permit Issued

Oversize/overweight permitting protects and preserves Minnesota's transportation infrastructure by directing oversized and/or overweight loads toward routes that can safely and efficiently accommodate them, minimizing damage to vulnerable infrastructure. The permitting process benefits freight haulers by helping them identify a compliant route before a truck departs. The permitting process also benefits the public by minimizing the costs of expensive repairs to infrastructure due to damage caused by bridge strikes or damage to pavement from overloading of a roadway or bridge. Applications are currently submitted online, in person, via e-mail or by U.S. mail. Simple applications are typically processed the same day with some online applications processed automatically. For applications requiring special handling due to especially large or heavy loads, the permitting unit conducts a more detailed review, coordinating with relevant engineering and district staff.

### Measure definition

The oversize/overweight permit productivity measure tracks dollars spent processing permit requests and directly supporting that work against total permits issued each year. Note that the average cost per permit will differ significantly between simple permit and those that require special handling. Starting with this year, the oversize/overweight permit measure is reported in calendar years, so FY2018 and CY2018 are both included in the chart and data tables.

*Figure 8: State Fiscal Year 2012- Calendar Year 2018 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued*




Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

## Results and analysis

The cost per oversize/overweight permit issued trended slightly downward over the last six state fiscal years. The total number of permit applications is mostly influenced by market conditions. Changes in legislation, such as allowing heavier loads for special products, may also affect the demand for permits.

Higher costs in SFY2013 and CY2018 were due, in part, to significant enhancements to the permitting software in 2013 and workstation replacements for the unit in 2018. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

*Table 18: Inflation-adjusted MnDOT administrative cost per oversize/overweight permit issued*

| State Fiscal Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | CY 2018 |
|---|---|---|---|---|---|---|---|---|
| Expenses ($1,000) | $1,147 | $1,691 | $1,167 | $1,204 | $986 | $1,017 | $905 | $1,107 |
| Permits Issued | 89,028 | 90,372 | 89,679 | 86,969 | 83,093 | 78,237 | 77,836 | 78,443 |
| Cost per Permit | $12.88 | $18.71 | $13.01 | $13.84 | $11.87 | $13.00 | $11.62 | $14.11 |

Note: Costs were adjusted to 2018 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

*Table 19: Actual (unadjusted) MnDOT administrative cost per oversize/overweight permit issued*

| State Fiscal Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | CY 2018 |
|---|---|---|---|---|---|---|---|---|
| Expenses ($1,000) | $977 | $1,476 | $1,044 | $1,104 | $927 | $980 | $894 | $1,107 |
| Permits Issued | 89,028 | 90,372 | 89,679 | 86,969 | 83,093 | 78,237 | 77,836 | 78,443 |
| Cost per Permit | $10.97 | $16.33 | $11.64 | $12.70 | $11.16 | $12.53 | $11.48 | $14.11 |

Note: Costs were not adjusted for inflation.

### Major influencing factors

Some factors that cause fluctuations in MnDOT's administrative cost per oversize/overweight permit issued include:

- total number of permit applications received
- volume of applications submitted by mail, fax, or telephone versus through an online application
- development or purchase of technology that improves the application or route analysis process
- the mix of simple permit applications versus those requiring special handling
- availability of routes for oversized or overweight vehicles on Minnesota's trunk highway network

For loads big or heavy enough to require special handling, incremental increases to a load's size or weight can substantially increase the complexity of a permit.

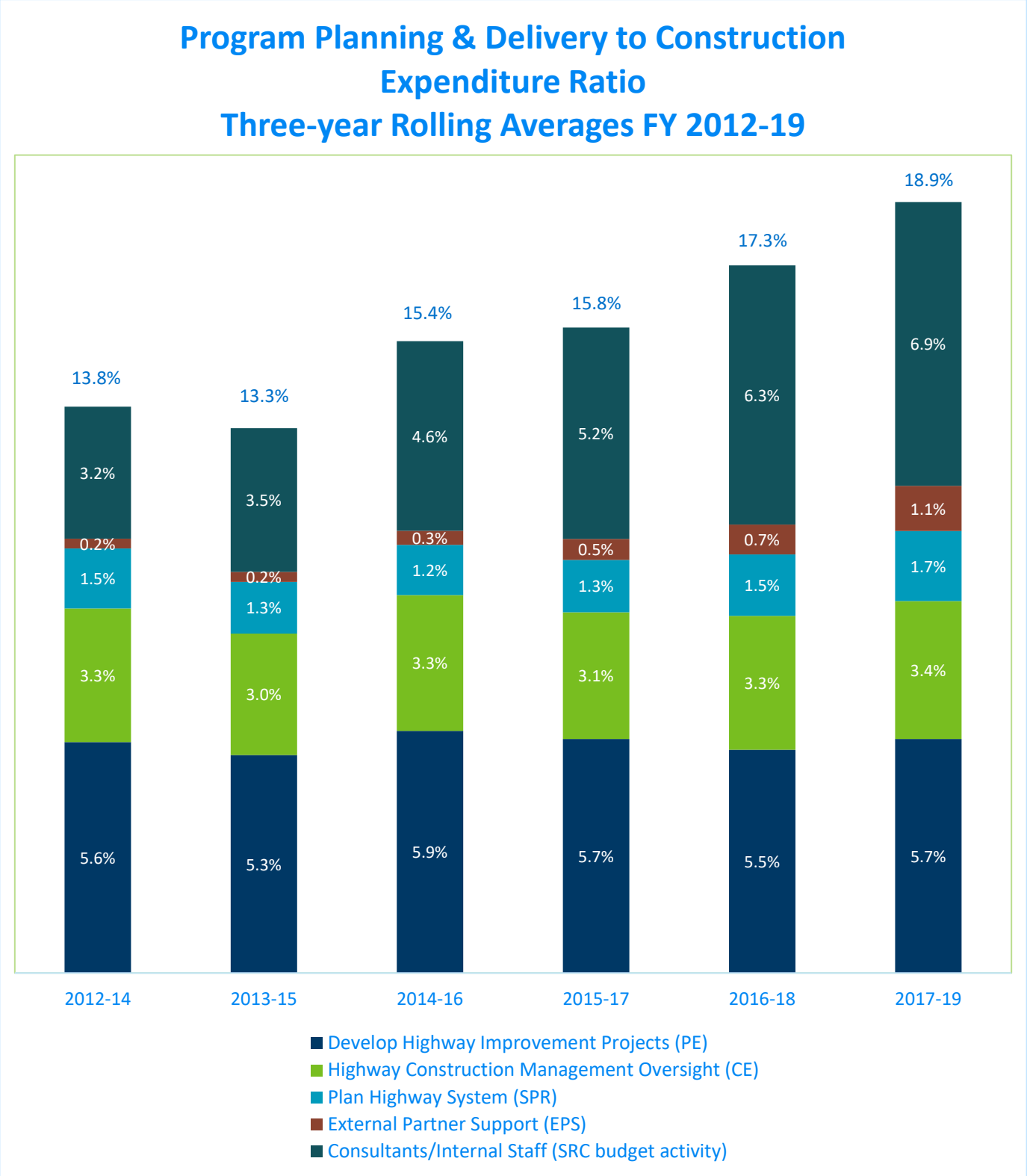
## Program Planning and Delivery to Construction Expenditure Ratio

MnDOT manages and delivers the State Road Construction or SRC program. This includes planning at the state and district levels and developing and managing state highway projects from project initiation through completion of construction. MnDOT employees perform the majority of program planning and delivery activities, however consultants are regularly contracted to plan and lead projects. Program planning and delivery includes preliminary engineering, design, construction contract administration and indirect costs associated with delivering MnDOT's construction program. Private contractors typically construct SRC projects. For this measure, consultant-led program planning and delivery costs are subtracted from SRC expenditures and added into program planning and delivery expenditures.

### Measure Definition

The program planning and delivery to construction expenditure ratio examines dollars spent on program planning and delivery and compares the amount to construction expenditures*(see note under chart). For this measure, consultant-led program planning and delivery costs are subtracted from SRC expenditures and added into program planning and delivery expenditures. Three-year rolling averages are calculated for this measure because projects typically require multi-year planning and construction expenditures.

*Figure 9: Fiscal Year 2012-2019 Program Planning & Delivery to Construction Expenditure Ratio*




Note: Throughout this measure, expenditures reflect budgetary commitments (expenditures and encumbrances) and include consultant-led program planning and delivery. Program delivery expenditure s were adjusted to 2019 dollars using a 2.5 percent annual inflation rate. Construction expenditures were adjusted to 2019 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year for the last 10 years.

*Table 20: Inflation-adjusted planning and delivery to construction expenditure ratio*

| State Fiscal Year | 2012-14 | 2013-15 | 2014-16 | 2015-17 | 2016-18 | 2017-19 |
|---|---|---|---|---|---|---|
| Develop Highway Improvement Projects ($1,000) | $76,764 | $81,895 | $86,075 | $86,643 | $76,231 | $74,569 |
| Highway Construction Management Oversight ($1,000) | $44,472 | $45,674 | $48,332 | $46,893 | $45,757 | $43,891 |
| Plan Highway System ($1,000) | $19,915 | $19,389 | $17,882 | $19,384 | $21,025 | $22,327 |
| External Partner Support ($1,000) | $3,276 | $3,801 | $5,006 | $7,741 | $10,204 | $14,378 |
| Consultants (SRC budget activity) ($1,000) | $43,897 | $53,926 | $67,377 | $78,209 | $88,537 | $90,447 |
| Program Planning and Delivery Expenditures ($1,000) | $188,325 | $204,686 | $224,671 | $238,871 | $241,754 | $245,612 |
| State Road Construction Expenditures ($1,000) | $1,360,070 | $1,536,715 | $1,454,461 | $1,513,620 | $1,397,201 | $1,302,731 |
| Program Delivery Expenditure/ Construction Expenditure Ratio | 13.8% | 13.3% | 15.4% | 15.8% | 17.3% | 18.9% |

Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) of direct costs and include consultant-led program planning and delivery. Program delivery expenditures were adjusted to 2019 dollars using a 2.5 percent annual inflation rate. Construction expenditures were adjusted to 2018 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year for the last 10 years.

*Table 21: Unadjusted planning and delivery to construction expenditure and ratio*

| State Fiscal Year | 2012-14 | 2013-15 | 2014-16 | 2015-17 | 2016-18 | 2017-19 |
|---|---|---|---|---|---|---|
| Develop Highway Improvement Projects ($1,000) | $66,088 | $72,539 | $78,185 | $80,239 | $72,381 | $72,917 |
| Highway Construction Management Oversight ($1,000) | $38,388 | $40,397 | $43,828 | $43,528 | $43,493 | $42,854 |
| Plan Highway System ($1,000) | $17,163 | $17,116 | $16,197 | $18,036 | $20,063 | $21,776 |
| External Partner Support ($1,000) | $2,862 | $3,352 | $4,545 | $7,279 | $9,734 | $14,075 |
| Consultants (SRC budget activity) ($1,000) | $38,014 | $47,809 | $61,278 | $72,823 | $84,361 | $88,285 |
| Program Planning and Delivery Expenditures ($1,000) | $162,514 | $181,213 | $204,033 | $221,906 | $230,032 | $239,907 |
| State Road Construction Expenditures ($1,000) | $999,526 | $1,187,767 | $1,161,055 | $1,179,003 | $1,082,693 | $1,094,605 |
| Program Delivery Expenditure/ Construction Expenditure Ratio | 16.3% | 15.3% | 17.6% | 18.8% | 21.2% | 21.9% |

Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) and include consultant-led program planning and delivery. Costs were not adjusted for inflation.

## Results and analysis

The graph above shows the program planning and delivery to construction expenditures ratio in three-year averages from 2012-2019, broken out by products and services. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 13.3 and 18.9 percent. In other words, to deliver the construction program, MnDOT spends between $0.13 and $0.19 in program planning and delivery direct expenditures for every dollar of construction expenditure.

In recent years, MnDOT has been putting more resources into External Partnering and Consultants. This is primarily to catch up on project development work, and to add shelf projects (projects ready to go) to be prepared if additional funding becomes available. MnDOT also moved to have the design portion of design build projects broken out from construction. Design was previously counted in construction for design build projects which would have understated Develop Highway Improvement Projects.

The direct expenditures refer to labor, equipment and materials that are specifically related to the program, planning and delivery activities, such as design and preliminary engineering. Indirect costs of delivering MnDOT's construction program, such as time charged to customer service, public outreach and feedback, governance and consultant management activities are not included. These costs are generally unique to a public agency.

## Major influencing factors

Program delivery expenditures such as scoping, environmental review and design typically precede construction expenditures, frequently by several years. This results in program delivery expenditures not lining up with the construction program delivered in the same year. The agency is using a three-year rolling average for this measure because projects typically require multi-year planning and construction expenditures. In addition, funding fluctuates. Construction funding increased with one-time programs such as Corridors of Commerce, the American Recovery and Reinvestment Act and the 2008 Chapter 152 bridge-bonding program. In the recent past, MnDOT increased its investment in program planning and delivery for the accelerated development of projects. The three-year rolling average reduces the influence of fluctuating appropriations on the delivery/construction ratio.

While inflation affects all measures, this one includes diverging costs. Labor costs are rising at lower rates than construction costs. If all else is equal, this adjustment would show increasing efficiency over time. There are other factors that could influence this ratio as well; for example, an increased level of effort due to added statutory or regulatory requirements such as endangered species and stormwater treatment.

# Efficiencies

MnDOT aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In fiscal year 2019, MnDOT identified an estimated $90 million in savings from new and revised practices deployed across the organization. Including fiscal year 2018 savings, MnDOT achieved an estimated $ 152 million in saving from these practices over the previous two fiscal years. The majority of these efficiencies identified in FY 2019 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies were not implemented.

## Background

Before embarking on the fiscal year 2015 analysis, MnDOT conducted research on efficiency measurement throughout the country looking at other state DOTs. There were, at the time, three state DOTs that report their overall department efficiencies to the public in a manner similar to the approach chosen for Minnesota: Florida, Utah and Missouri. Florida and Utah highlight illustrative examples of efficiency on a case by case basis. Missouri's efficiency and performance measurement tracker summarizes its savings by benchmarking its use of practical design, innovation and value engineering. Missouri also analyzes how savings from construction bids that come in lower than estimated are reallocated. MnDOT uses an approach similar to that of Missouri.

Compared to other states, MnDOT is conservative in its efficiency measurement by only tracking savings that are directly attributed to deliberate decisions in planning, project management and delivery that advance efficient outcomes. Although external market forces can have an impact on MnDOT's ability to stretch each dollar further, the agency is not counting savings that can be attributed to external market forces in this analysis.

## Methodology

### Overview

MnDOT analyzes and evaluates its performance in many different ways to measure overall organizational effectiveness. MnDOT evaluates the conditions and service levels being provided to the public through its traditional performance measures.

Although efficiency is always a consideration, there are other priorities MnDOT considers such as equitably providing transportation access regardless of geographic location. The ability to maximize efficiency is often limited by the more significant directive to equitably provide transportation services to all Minnesotans. This is a charge that is not easily measured using traditional performance measures.

To add to traditional performance measures, MnDOT is evaluating and identifying the efficiency with which it operates. Efficiency measurement looks at an organization's ability to maximize the output from a given set of input resources.[1] There are different ways to identify and evaluate levels of efficiency, each with its own strengths and weaknesses. Benchmarking best practices is a common tool for identifying best cases given certain constraints. It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the

[1] Palmer, A. (1993). Performance Measurement in Local Government. *Public Money & Management*, 31-36.

future.[2] The analysis looks to isolate key decisions and strategies that are maximizing outputs without compromising outcomes to the public.[3]

Internal efficiencies are essentially all the ways MnDOT maximizes the use of financial resources through deliberate decisions and business processes that allow the agency to directly save money, avoid costs or provide a higher quality outcome. Efficiencies that provide cost savings and cost avoidance are pursued as long as they do not compromise the organization's legal requirements or the quality of the final product delivered. The evaluation analyzes internal efficiencies and also looks to note decisions that affect the public, but that may limit the organization's options in saving money. Strategic choices that do not provide cost savings, but still enhance MnDOT's service to the public are noted as external impacts in the individual project reports.

## Data Limitations

MnDOT is required to evaluate the efficiency of the organization each fiscal year and report on the efficiencies that occurred in the previous two fiscal years. Projects usually take years to be developed. So, to identify efficient practices that produced programmatic savings in the current fiscal year, MnDOT analyzed practices and processes that were implemented in previous years after the initial scoping process was completed, which impacted the overall project cost. For example, projects under construction in fiscal year 2019 were in development for six to 10 years. Many of the decisions have already been made that would lead to significant project savings.

## Approach

MnDOT used a best practice case-analysis approach to evaluate and measure efficiency. Best practice evaluation reviews dimensions of efficiency in quality, time and cost.[4] It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the future.[5] MnDOT analyzed each case for implementation of cost saving strategies, designs and processes. Efficiencies were determined by evaluation against the sample of cases across the state. Best cases were determined by comparison of the standard approaches being employed.

1. A comparative process
2. An action
3. A linkage between the action and an outcome or goal

*Figure 10: Best practice evaluation components (Bretschneider, Marc-Aurele, & Wu, 2005)*

MnDOT is a large organization serving a diverse mission for the state of Minnesota. Strategic decisions and changes to business processes made in one part of the organization often have effects on other parts of MnDOT. To account for this, efficiency measurement was separated into two key areas of the organization to ensure efficiencies are not quantified more than once.

- **State Road Construction**: development and delivery of construction projects that are funded through Minnesota's state road construction budget
- **Administration, Maintenance & Operations**: the administration of the organization including all daily maintenance, long term maintenance and operation of transportation systems

State Road Construction was analyzed for efficiency at the project level, while all other business lines were evaluated at the program level. This distinction reflects where critical decisions are being made and the financial magnitude of those decisions. Transportation construction projects cost millions of dollars with each one involving complex tradeoffs and design considerations that can affect a project's cost by hundreds of thousands of dollars.

[2] Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.
[3] Holzer, Ph.D., M., Fry, J., Charbonneau, E., Riccucci, Ph.D., N., Kwak, S., & Burnash, E. (2009). *Literature Review and Analysis Related to Measurement of Local Government Efficiency.*
[4] Bretschneider, S., Marc-Aurele, F. J., & Wu, J. (2005). "Best Practices" Research: A Methodological Guide for the Perplexed. *Journal of Public Administration Research and Theory*, 307-323.
[5] Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

Administration, Maintenance and Operations were analyzed for efficiency at the program level. Efficient strategies and business process improvements were evaluated against former approaches. To have a basis for comparison, only emerging strategies that began scaling after the Chapter 152 program in 2008 were used. The efficiencies were analyzed for cost savings by calculating the present value of the approach being taken inclusive of the upfront costs and ongoing cost savings.

Below are the best practice areas that were identified in the efficiency analysis:

State Road Construction

- Performance-based Practical Design
- Innovative Construction Staging
- Value Engineering
- Alternative Technical Concepts

Administration, Maintenance and Operation

- Agricultural Tractor Rental Program
- Automated Flagger Assistance Devices
- Blowing Snow Control
- Connecting MnDOT Facilities by Fiber Optic Network
- Conversion of Fiber Optic Communication Standard
- Dynamic Message Sign Defrosters
- Georilla Web Mapping Interface
- LED Ramp Meters
- LED Roadway Lighting
- Maintenance Decision Support System, or MDSS
- MnPASS Contracting
- MnSTEP
- Portable Signals
- Printing Business Practices
- Sign Placement Tool
- Slurry Tanks
- Tow Plows
- Unmanned Aerial System (Drone) for Bridge Inspections
- Unmanned Aerial System (Drone) for Photogrammetrics

# State Road Construction

State Road Construction efficiencies identified in fiscal year 2019 came about during project development for projects exceeding a total project cost estimate of more than $5 million and any regionally significant project let in FY 2019. Savings identified in the analysis led to project costs that were lower than if the efficient strategies were not implemented.

MnDOT employs a number of strategies and methods to reduce the overall cost of the road construction projects before delivery. The analysis looked at key strategies and methods linked to producing more efficient project delivery. The projects were then evaluated on how well the implementation of the strategy (ies)/methods improved project delivery and calculated estimated cost savings from the improvements. Those savings were then placed into a SRC Savings Category according to the strategy that produced the estimated cost savings. The five savings categories linked to more efficient outcomes are: Pavement Design Methodology*, Performance-Based Practical Design, Innovative Construction Staging, Value Engineering and Alternative Technical Concepts. A summary of each of the savings strategies/methods for major projects can be found below.

*Table 22: State Road Construction Efficiencies by Method for Fiscal Years 2016- 2019*

| SRC Savings Category | FY 2016 | FY 2017 | FY 2018 | FY 2019 |
|---|---|---|---|---|
| Pavement Design Methodology | $9,072,175 | $6,410,000 | $9,695,000 | 0* |
| Performance-Based Practical Design | $34,815,205 | $39,200,000 | $26,465,000 | $36,350,000 |
| Innovative Construction Staging | $4,340,000 | $3,930,000 | $4,150,000 | $8,700,000 |
| Value Engineering | $10,153,350 | $17,885,000 | $15,985,000 | $15,005,000 |
| Alternative Technical Concepts | $1,571,325 | $3,490,000 | $6,095,000 | $30,160,000 |
| Total Savings | $59,952,055 | $70,915,000 | $62,390,000 | $90,215,000 |

*Pavement Design Methodology resulted in improved design software which is now standard practice and so this is no longer included as an efficiency.

*Table 23: Total Estimated Efficiency Savings for the State Road Construction program for FY 2019*

| Project | | Total Estimated Efficiency Savings |
|---|---|---|
| Hwy 135 - Pavement Resurfacing (Biwabik) | | $250,000 |
| Value Engineering | $250,000 | |
| Hwy 6 - Pavement Resurfacing, Hwy 1 to Big Falls (25 Miles) | | $3,900,000 |
| Performance-based Practical Design | $3,750,000 | |
| Value Engineering | $150,000 | |
| Hwy 61 - Pavement Rehabilitation and ADA Improvements (Grand Marais) | | $1,200,000 |
| Performance-based Practical Design | $450,000 | |
| Value Engineering | $750,000 | |
| Hwy 73 - Pavement Rehabilitation and Urban Reconstruct in Floodwood (30 miles) | | $250,000 |
| Performance-based Practical Design | $250,000 | |
| I-94 - Roadway Reconstruction (Monticello to Clearwater) | | $5,600,000 |
| Performance-based Practical Design | $2,550,000 | |
| Innovative Construction Staging | $1,625,000 | |
| Alternative Technical Concepts | $1,425,000 | |

Note: Seven other projects were reviewed but no quantifiable efficiencies were identified.

| Project | | Total Estimated Efficiency Savings |
|---|---|---|
| Hwy 10 - Pavement Rehabilitation and Urban Reconstruct (Wadena) | | $2,850,000 |
| Performance-based Practical Design | $1,500,000 | |
| Innovative Construction Staging | $200,000 | |
| Value Engineering | $1,150,000 | |
| Hwy 28 - Pavement Rehabilitation and ADA work in Starbuck (8 miles) | | $425,000 |
| Performance-based Practical Design | $425,000 | |
| Hwy 16 - Pavement Resurfacing, I-90 to Spring Valley (16 miles) | | $425,000 |
| Innovative Construction Staging | $425,000 | |
| Hwy 52 - Pavement Resurfacing and ADA, I-90 to Chatfield (12 miles) | | $1,000,000 |
| Performance-based Practical Design | $750,000 | |
| Innovative Construction Staging | $250,000 | |
| Hwy 60 Pavement Resurfacing, Zumbro Falls to Wabasha (24 Miles) | | $205,000 |
| Value Engineering | $205,000 | |
| Hwy 61 - Pavement Resurfacing, I-90 to Homer (13 Miles) | | $375,000 |
| Innovative Construction Staging | $375,000 | |
| Hwy 61 - Pavement Resurfacing, Kellogg to Lake City (19 Miles) | | $1,275,000 |
| Performance-based Practical Design | $475,000 | |
| Value Engineering | $800,000 | |
| I-90 - Unbonded Concrete Overlay, Fairmont to US 169 (16 Miles) | | $3,845,000 |
| Performance-based Practical Design | $2,250,000 | |
| Innovative Construction Staging | $750,000 | |
| Value Engineering | $845,000 | |
| Hwy 91 - Pavement Rehabilitation Adrian to Hwy 23 (45 miles) | | $950,000 |
| Innovative Construction Staging | $675,000 | |
| Value Engineering | $275,000 | |
| Hwy 12 - Willmar Wye Roadway Realignment (Willmar) | | $5,635,000 |
| Value Engineering | $2,000,000 | |
| Alternative Technical Concepts | $3,635,000 | |
| I-35 - Unbonded Concrete Overlay, Harris to Chisago/Pine County Line (11 Miles) | | $4,405,000 |
| Innovative Construction Staging | $2,625,000 | |
| Value Engineering | $1,780,000 | |
| I-35W - Unbonded Concrete Overlay and MnPASS Lane Addition (11 Miles) | | $53,900,000 |
| Performance-based Practical Design | $22,000,000 | |
| Value Engineering | $6,800,000 | |
| Alternative Technical Concepts | $25,100,000 | |
| I-494 - Pavement Repair and Auxiliary Lane Construction (South St. Paul) | | $1,025,000 |
| Performance-based Practical Design | $750,000 | |
| Innovative Construction Staging | $275,000 | |
| I-694 - Pavement Resurfacing and Interchange Modifications (Woodbury) | | $2,700,000 |
| Performance-based Practical Design | $1,200,000 | |
| Innovative Construction Staging | $1,500,000 | |
| TOTAL | | $90,215,000 |

Identified estimated savings reflect costs that were lower than if the efficient strategies were not implemented. Most of the savings realized through this process were reinvested into the state road construction program. The estimated savings identified in FY 2018 were the product of decisions made throughout project development – often over the course of four years. It was not feasible to retroactively calculate where each estimated dollar was repurposed. The agency is working to develop tracking software to better calculate the movement of funds during project development, but at this time is not equipped to measure at that level of detail. Additionally, actions were evaluated once a project was selected for construction. Decisions being made before a project was selected to be built were deemed to be too abstract to determine causal relationships between actions and more efficient outcomes.

## Pavement Design Methodology

In 2015, MnDOT began implementing a new pavement design strategy for its MnPAVE flexible pavement design. Based on findings from Minnesota's Cold Weather Pavement Testing facility, also known as MnROAD, concrete pavement depths were recalibrated to reduce concrete pavement thickness without sacrificing the life of the pavement. This new calibration allows MnDOT to resurface pavements with the thinnest layers possible while maintaining the service life and smooth ride expected.

As an innovative method, PMD software saved the department an estimated $32 million from FY2015-FY2018. And because it was so effective this design method is now standard practice; therefore, PMD will no longer be considered in the efficiencies analysis.

## Performance-Based Practical Design

Performance-based design uses sophisticated analytical tools, flexible design criteria and a value-conscious approach to balance competing objectives, optimize return on investment and increase local and system-level performance. It uses in-depth analysis and risk assessment to more closely scrutinize the use of funds and the effects on resources and communities. It focuses on building only what is needed while maintaining and improving safety. This is done by scoping projects to stay within the core purpose and need. By eliminating nonessential project design elements, the resulting project is lower cost and has improved return on investment. Through implementation of Performance-based Practical Design, projects let in FY 2019 saved an estimated $36.3 million.

## Innovative Construction Staging

MnDOT is working to reduce the need to purchase permanent and temporary property. These acquisitions can be costly. Acquiring property can be so costly that project managers are increasingly using innovate staging strategies to help reduce and mitigate MnDOT's project costs, including the manner in which property is purchased. Through implementation of Innovative Construction Staging, projects let in FY 2019 saved an estimated $8.7 million.

## Value Engineering

Value Engineering is a systematic process using a team of people from a variety of disciplines to improve the value of a project. Value can be increased by either improving the function or reducing the cost, while maintaining the safety, necessary quality and environmental attributes of the project. The VE process incorporates, to the extent possible, the values of design, construction, state, local and federal approval agencies, other stakeholders and the public. Cost savings, risk reduction, schedule improvements, improved design and quality are common outcomes of VE studies. Through implementation of Value Engineering practices, projects let in FY 2019 saved an estimated $15 million.

## Alternative Technical Concepts

Alternative Technical Concepts allow for innovation and flexibility during the bidding process. The ATC process allows design-build firms to propose "equal or better" alternatives to the project requirements during the bidding process. The process is used to allow innovation and flexibility in the design and/or construction of a particular element of the project. Through implementation of ATC, projects let in FY 2019 saved an estimated $30.1 million.

# Administration, Maintenance & Operations

Emerging strategies and business process improvements were evaluated at a program level. Specific actions were evaluated in comparison to the former approach. Only emerging strategies that were implemented after the adoption of the Chapter 152 program in 2008 were evaluated. An interdisciplinary team of engineers, planners and performance measurement staff evaluated these emerging strategies. They evaluated new approaches being taken, compared them to former processes and determined if a link existed between the new approach and a more efficient outcome. Efficiencies were analyzed for cost savings by calculating the present value of the approach being taken inclusive of the upfront costs and ongoing cost savings. The costs and savings were then distributed over the life cycle of the new approach (10 years unless otherwise noted). Summaries of the areas reviewed are listed in the following table.

*Table 24: Total Estimated Efficiency Savings for the Administration, Maintenance and Operations*

| Program | Total Estimated Efficiency Savings FY 2018 | Total Estimated Efficiency Savings FY 2019 |
|---|---|---|
| Agricultural Tractor Rental Program | $500,000 | $580,000 |
| Automated Flagger Assistance Devices* | $14,000 | $15,000 |
| Blowing Snow Control | $740,000 | $740,000 |
| Connecting MnDOT Facilities by Fiber Optic Network* | $250,000 | $260,000 |
| Conversion of Fiber Optic Communication Standard, * | $190,000 | $200,000 |
| Dynamic Message Sign Defrosters* | $130,000 | $140,000 |
| Georilla Web Mapping Interface | $250,000 | $260,000 |
| LED Ramp Meters* | $74,000 | $76,000 |
| LED Roadway Lighting | $2,800,000 | $2,900,000 |
| Maintenance Decision Support System, or MDSS | $5,900,000 | $6,300,000 |
| MnPASS Contracting* | $210,000 | $220,000 |
| MnSTEP* | $140,000 | $150,000 |
| Portable Signals* | $280,000 | $290,000 |
| Printing Business Practices | $23,000 | $24,000 |
| Sign Placement Tool | $19,000 | $19,000 |
| Slurry Tanks | $100,000 | $110,000 |
| Tow Plows | $990,000 | $1,000,000 |
| Unmanned Aerial System (Drone) for Bridge Inspections | $320,000 | $480,000 |
| Unmanned Aerial System (Drone) for Photogrammetrics | $77,000 | $87,000 |
| ~~Wood Post Cold Storage Building~~ | N/A | Retired |
| Grand Total | $13,007,000 | $13,851,000 |

*Growth due to inflation and/or rounding

Efficiencies identified in FY 2019 led to administrative, maintenance and operations costs that were lower than if the efficient strategies were not implemented. Staff time savings were reallocated to administrative, maintenance and operational priorities. Capital savings, such as snow plow purchases avoided through the use of tow plows, allowed MnDOT to reinvest in needed capital priorities. All efficiencies include implementation costs and those carried forward from 2018 to 2019 have a background inflation factor applied. Some have increased due to this inflation factor while others may appear unchanged due to rounding.

## Agricultural Tractor Rental Program

Modeled after a South Dakota program, district fleet staff implemented an agricultural tractor rental program in 2009. Working with manufacturers and implement dealers, MnDOT negotiates reduced rental rates for tractors used primarily for mowing roadsides. In turn, manufacturers and dealers get the benefit of having their product showcased to thousands of drivers and potential customers daily. Tractors are rented for up to 250 hours then returned to dealers where they are then sold, with a full warranty, at reduced prices. In 2019 MnDOT rented 111 tractors using this program and realized savings of approximately $580,000.

## Automatic Flagger Assistance Devices

Automated Flagger Assistance Devices are portable traffic control devices used by flagging personnel instead of traditional flagging equipment. AFAD's s use a rotating stop sign to control traffic movement. The deployment of AFADs increases safety and efficiency of flagging operations. Currently MnDOT operates one AFAD in District 3. Efficiencies are realized through the reduction of personnel needed for flagging operations. For example, where a traditional flagging operation requires four people, a flagging operation using AFADs may require only one or two people. The reduction in personnel required for flagging allows for reassignment of people to other aspects of the scheduled work, resulting in quicker turnaround and faster project completion. There were no significant changes to AFAD use in 2019. MnDOT is saving an estimated $15,000 annually by using AFADs.

## Blowing Snow Control Using Benefit Cost Analysis

MnDOT uses an array of blowing snow control measures such as living snow fences, structural snow fences, standing corn rows, strategically placed bales, native tall grass plantings and road design elements. All are intended to either increase snow storage in the road ditch or to prevent snow from blowing from the field onto the roadway. MnDOT uses a web-based tool, developed in 2013 in conjunction with the University of Minnesota Center for Transportation Studies, to determine the benefit cost ratio of individual sites. Selection factors include land use, winter climate data and traffic volumes. More than 3,700 blowing and drifting snow problem sites covering approximately 1,200 miles of state highways were identified as potential sites. In 2016 the benefits and costs were determined at seven sites where standing corn rows or bales were used. The median benefit cost ratio of the selected sites was 5 to 1 and this ratio was applied to the statewide program extent of 29 miles, up from two miles in 2017. At that time, MnDOT paid farmers or landowners an average $5,400 per mile for standing corn rows/bales. Farmers are asked to leave five to six rows of standing corn approximately 200 feet from the centerline of the road. By 2026, the program is expected to grow to 50 miles of living snow fence. By applying the 5 to 1 benefit cost ratio to payments made and assuming an expanding program, the department expects to save approximately $740,000 annually over the next 10 years.

## Connecting MnDOT Facilities by Fiber Optic Network

Connecting MnDOT facilities through a wide area network using the Regional Transportation Management Center fiber optic system provides significant cost savings, greater flexibility and more redundancy than historical connections. Capitalizing on the established fiber network also allows for enhanced capabilities such as VOIP and facility monitoring. Starting in 2009, MnDOT began connecting its metro area facilities through its own fiber optic network, eliminating the need to pay monthly fees to service providers. Fees ranged from $4,000 per month for a large facility such as the Central Office, to $200 per month for a typical truck station. In 2018, MnDOT connected its 19th facility. Connecting metro area facilities via MnDOT-owned fiber optic network is saving the department an estimated $260,000 annually.

## Conversion of Fiber Optic Communication Standard (SONET to IP)

The electronic communications industry continues to develop new products that combine lower costs with greater capabilities. These new products enabled MnDOT's Regional Transportation Management Center to change the fiber optic communications system backbone from the SONET industry standard to an IP based communication system. Both standards have an approximate lifespan of 10 years. However, the cost of a typical IP switch is $5,500 compared to $35,000 for a SONET switch. By applying the reduced switch cost to the RTMC's 60 switches and including all associated costs to implement, MnDOT is saving an estimated $200,000 annually.

## Dynamic Message Sign Defrosters

Dynamic Message Signs were originally designed with defrosters because of the potential for frost and condensation to cause problems with the electronics and reduce the readability of the displays. Metro freeway operations staff analyzed the cost of electricity for using the defrosters, contacted sign manufacturers for recommendations based on experience with deployments in similar climates and conducted tests on a limited number of the DMS. The results showed DMS operate well without any long-term maintenance impacts without using the defrosters. There were no changes to the DMS efficiency in 2019. MnDOT is saving an estimated $140,000 per year by deactivating dynamic message sign defrosters.

## Georilla Web Mapping Interface

Georilla is a web mapping interface MnDOT's Metro District began using in 2010. Since its inception, it gained wide acceptance and is a department-wide resource. In 2019, Georilla averaged more than 950 users. Georilla brings disparate data and tools together in one interface, allowing managers and employees to access the vast amounts of data across the agency. Georilla provides a map, but also allows employees to drill down into the depths of the data to find greater detail. The financial benefits of Georilla from 2016 forward were evaluated through an agency-wide survey conducted in July 2016 in which 57 employees reported a total of 5,416 hours in annual time savings from Georilla-enabled efficiencies. Compensation was determined by grouping staff, which were generally in either technical or engineering positions, in proportion to hour-weighted reported savings. In 2019 there were more than 72,000 site visits to Georilla. Benefits from 2010-2015 were then prorated based on site visits for each year. Using this approach, MnDOT is saving an estimated $260,000 annually by using Georilla.

## LED Ramp Meters

The installation of low-maintenance LED bulbs on Twin Cities ramp meters reduced electricity usage and freed staff to do other preventative maintenance work. MnDOT replaced all incandescent bulbs in its 430 ramp meter signal locations with longer service life and higher efficiency LED bulbs. A majority of ramp meter locations have 12 individual bulbs. There is an initial cost outlay for the LED installations, but the savings in electrical utility cost and elimination of the need to replace bulbs over the service life of the ramp metering infrastructure is greatly offset. This efficiency continued in 2019 with no changes. For purposes of this analysis a 20-year life cycle is anticipated; so, including all implementation costs, MnDOT is saving an estimated $76,000 a year through the use of LEDs on ramp meters.

## LED Roadway Lighting

The statewide LED lighting conversion project involves converting more than 28,500 roadway lights from traditional high-pressure sodium to LED or light emitting diode technology. LED lights have an average life of about 18 years and the life of a sodium bulb is only about four years. The conversion includes replacing light fixtures and bulbs. Financial impacts will include a sizeable reduction in energy costs and the elimination of labor and equipment costs for the replacement of bulbs every four years. In 2019 MnDOT converted an additional 1,250 lights in Greater Minnesota, bringing totals to approximately 9,000 lights in Greater Minnesota and 18,500 lights in the Twin Cities Metro area. The entire conversion is anticipated to be complete by 2020. For purposes of this analysis a 17-year life cycle is anticipated. Average annual savings for MnDOT will be approximately $2.9 million.

## Maintenance Decision Support System, or MDSS

The Maintenance Decision Support System, Mobile Data Computers and Automated Vehicle Location are the three technologies that together provide critical information about real-time weather and pavement condition for the most efficient distribution of drivers and equipment for roadway maintenance. The most useful application of MDSS is during snow and ice clearance. The MDSS assists drivers with determining the correct amount of material to apply to the roadway surface, which is usually significantly less than most plow drivers would normally apply. In addition to minimizing environmental impacts of salt and chemical usage, the MDSS also presents additional financial savings which include: fewer snowplow trips to clear roads, extended plow life, decreased overtime and fuel savings. Other user benefits include improved network reliability and a more consistent experience for drivers. MDSS was fully operational in 2016 on approximately 600 plow trucks. The number of trucks with MDSS capabilities grew to 707 in 2019. By 2020 MnDOT's entire snow plow fleet will be outfitted with MDSS. The current net savings estimate for MDSS incorporates inflation, our latest expectations for fleet rollout, and revised accounting for fixed program costs. Including all associated costs to implement, MDSS is generating an estimated $6.3 million in annual savings.

## MnPASS Contracting

The MnPASS system was an innovative conversion of an existing High Occupancy Vehicle lane with a first of its kind dynamic pricing component. This system carefully regulates the number of paying single occupant vehicles within these lanes. For purposes of this analysis the benefit calculated is based on MnPASS's five-year contract life and the elimination of a contract team. Including all associated costs to implement, MnDOT is saving an estimated $220,000 a year compared to using long-standing system on this new business process.

## MnSTEP–MnDOT Stretching Together Employee Program

An aging workforce, rising workers' compensation costs and increasingly sedentary lifestyles among workers are just some of the challenges that Safety and Loss professionals face while trying to keep employees' safe and costs under control. In 2010 MnDOT's District 3 implemented an employee flexibility program in an effort to: achieve a safe and healthy workplace, reduce the risk of overexertion injuries, increase work performance and reduce workers' compensation costs. After implementation of the program, recordable injuries decreased by 44 percent, lost time injuries decreased by 45 percent and overexertion injuries dropped by 62 percent. By reducing these types of injuries, in 2015 the average annual workers' compensation costs were down 47 percent and the number of claims were down 32 percent. This efficiency remains unchanged from 2017. For purposes of this analysis a five-year life cycle is anticipated. Including all associated costs to implement, MnDOT's District 3 is saving an estimated $150,000 a year by instituting MnSTEP.

## Portable Signals

Portable Signal Systems are traffic control devices used instead of traditional flagging personnel and equipment and do not require an operator. Efficiencies are realized through the elimination of personnel needed to flag traffic through a work area. The reduction in required personnel for flagging allows for reassignment of people to other projects, resulting in quicker turn around and faster project completion. MnDOT used 14 portable signal systems statewide in 2019. By replacing typical flagging operations with portable signals MnDOT is saving an estimated $290,000 annually.

## Printing Business Practices

Printing materials and documents represent a large cost category within administrative areas of the organization. In 2015, central office printers were defaulted to duplex printing. In 2019 MnDOT realized nearly a 330,000 sheet reduction versus the prior year. Sheet reduction can be attributed to the switch to automatic duplexing and a move to electronic documentation. Additional strategies, such as signing, processing and transferring administrative documents electronically are also being pursued. Implementation costs for the switch to duplex printing were negligible. MnDOT is saving an estimated $24,000 annually by switching to duplex printing. Calculation is based on currently available data for a portion of Metro Area MnDOT offices.

## Sign Placement Tool (Importing Sign Data using MicroStation)

The Sign Placement Tool was developed in MnDOT's Metro District after completing an accurate Geographic Information System sign inventory. The GIS based inventory was essential for furthering asset management within the organization. Development of the SPT then created efficiencies when generating maps, layouts and other resources for work orders and construction plans. The tool is initiated within MicroStation by entering the specific project roadway and associated reference points. The SPT and designer create an in-place signing plan at their desk with limited time in the field. This process is not only more efficient than the previous field logging technique but it's also safer and eliminates the need for "boots on the ground" field time. Each year, Metro District staff complete an average of six sign replacement projects using the tool. Prior to development of the tool, each project required three weeks of field work for one staff person. By using the tool, staff time is reduced to one week of combined field and MicroStation time. Including implementation costs, MnDOT is saving an estimated $19,000 a year using the Sign Placement Tool.

## Slurry Tanks- Snow and Ice Control

Slurry tanks are molded tanks saddle-mounted either on the outside snowplow dump box or in the box itself. Each tank holds a liquid that is comprised of 70 percent granular salt and 30 percent salt brine solution. Saturating the salt before it is applied to the roadway reduces blow off and scatter and results in fewer snow plow runs to achieve bare pavement. Saturated salt also melts snow and ice more quickly. The financial benefits in this analysis result from reduced salt use. During the 2018-19 winter season, a total of 106 trucks in four MnDOT districts were using slurry systems. Including all associated costs to implement, use of those 106 slurry tanks are saving the department an estimated $110,000 annually.

## Tow Plows

The operational gap of snow plow trucks needed to deliver snow and ice removal services versus the number of snow plow trucks available in the fleet is partially addressed by the deployment of an existing tandem axle truck outfitted with an unmanned tow plow. A tow plow is a 26-foot plow that is mounted on a trailer pulled by a tandem axle snow plow truck. With a pull of a lever by the truck operator, the plow moves to the side of the truck. It has the capability to clear a path in excess of 24 feet wide. MnDOT deployed seven additional tow plows in 2018, growing the efficiency by $210,000. Including all associated costs to implement, MnDOT is saving an estimated $990,000 a year by using tow plows.

## Unmanned Aerial Systems (Drones) for Bridge Inspection

MnDOT began researching drone use for bridge inspection in 2015. Traditional inspection methods can include under-bridge inspection vehicles, ladders, lifts and rope access, all of which can require lane closure. The use of drones, while not suitable for all bridge inspections, is proving an efficient technology in many circumstances. Drone bridge inspections can lower the cost and improve safety for workers and the traveling public when compared to the traditional bridge inspection methods. Average inspection cost using traditional methods is approximately $7,100 per bridge. The average cost of a bridge inspected with a drone is approximately $4,800. When this 32 percent savings is applied to the 93 bridges inspected by drones in 2019 and drone inspections expected over the next three years, MnDOT is expecting average annual savings totaling $480,000.

## Unmanned Aerial Systems (Drones) for Photogrammetrics

Similar to using drones for bridge inspections, using a drone for photogrammetric surveying is an effective way to conserve resources. Traditional aerial photogrammetric surveys are accomplished using fixed-winged aircraft. Typical consultant costs for fixed-winged surveys include mobilization and a variable cost of approximately $9,500 per mile. Projects can be multiple miles in length. Per mile drone survey costs for MnDOT average approximately $1,700 per mile. MnDOT completed six projects in 2019. Projects included aerial surveying of flood damage, surveying MnDOT properties around Mille Lacs Lake and snow fencing along Highway 60. When the drone savings is applied to MnDOT photogrammetric surveying projects, MnDOT expects to save approximately $87,000 annually for the next four years.

## Wood Post Cold Storage Buildings

This efficiency has been retired.

## Additional Efficiency Activity

Throughout the department, MnDOT continues to pursue other efficiencies. Many are smaller efforts such as a minor change to snow plow blades that an operator may determine will save time or perform better. Others are larger efforts that are not yet mature, such as using automatic vehicle locating systems for weed control and expanding MnDOT's shared services, adding value to the agency's work by improving, innovating, integrating and streamlining work functions. As these efforts mature, or their deployment grows, they will be considered for inclusion in future efficiency reports.

# Appendix A: Products and Services Summary List and Descriptions

## 2019 Products and Services Framework

*Table 25: Products and Services Framework*

| Program | |
|---|---|
| **Budget Activity** | **Product and Service** |
| **Multimodal Systems** | |
| Aeronautics | Airports<br>Aviation Safety Operations and Regulation |
| Freight | Commercial Truck and Bus Safety<br>Freight Rail Improvements<br>Freight System Planning<br>Port Improvements<br>Rail Safety |
| Passenger Rail | Intercity Passenger Rail Improvement |
| Transit | Bicycle and Pedestrian Planning and Grants<br>Light and Commuter Rail<br>Transit Planning and Grants |
| **State Roads** | |
| Trunk Highway Program Planning and Delivery | Develop Highway Improvement Projects<br>Highway Construction Management Oversight<br>Plan Highway System<br>Research and Development |
| Trunk Highway State Road Construction | State Road Construction |
| Trunk Highway Debt Service | Trunk Highway Debt Service |
| Trunk Highway Operations and Maintenance | Bridges and Structures Inspection and Maintenance<br>Roads and Roadside Maintenance<br>Snow and Ice<br>Traffic Operations 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 |

Notes: External Partner Support can be used by any office and any budget activity. Starting in FY2018, Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance.

# Products and Services Descriptions

## Aeronautics

**Airports:** Funds and administers airport grants, assists local units of government and installs and operates navigational aids.

**Aviation Safety Operations and Regulation:** Protects aviation users, promotes aeronautics safety and develops aviation policies and regulations in Minnesota.

## Freight

**Commercial Truck and Bus Safety:** Issues appropriate registrations, certificates and permits; conducts audits, reviews and safety inspections; and provides information, education and technical assistance related to commercial motor carriers.

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

**Freight System Planning:** Develops 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:** Provides funding to public port authorities through the Port Development Assistance Program. This includes developing related agreements and administering related grants and loans.

**Rail Crossing Safety:** Identifies and develops safety improvements at railroad grade crossings: coordinates rail crossing safety and rail regulatory activities and monitors 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:** Develops and implements the Statewide Bicycle System Plan, Pedestrian System Plan, State Bikeway Route development, State Bicycle Map, bicycle and pedestrian design guidance and program administration. Administers Safe Routes to School grant programs and manages the ABC Ramps.

**Transit Planning and Grants:** Develops and implements the Greater Minnesota Transit Investment Plan and other planning activities. This includes programming and administering grants funded by the Federal Transit Administration and state appropriations.

## Trunk Highway Program Planning & Delivery

**Highway Construction Management Oversight:** Manages or monitors 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:** Manages or monitors the overall progress of a state highway project from project initiation through completion of the project delivery package for procurement and letting. This 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. This 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:** Administers and monitors MnDOT's research program. Guides policy decisions by developing, refining and testing methods for best practices and by using appropriate economic, demographic and labor market analysis. Provides strategic direction and establishes outcomes and performance measures for MnDOT's research program. Fosters the exchange of technical information and provides access to results of external and internal research.

**Plan Highway System:** Manages and integrates current data and best practices for multi-modal policy formation and investment packaging; coordinates transportation system plans and policies with other government entities; prepares updates of the statewide plan; applies long-range statewide transportation policies and performance measures at the district level to guide district transportation project/investment decisions within the district and in regional and inter-regional corridors, which may cross district lines; uses 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. This includes the technical assistance provided to districts and local partners by MnDOT's Central Office.

## 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:** Inspects, maintains and operates bridges and structures (bridges, box culverts and overhead sign structures). Conducts bridge inspections, provides inspection training, monitoring and certification; maintains and repairs bridges; inspects, maintains and repairs non-bridge structures such as earth retaining systems (retaining walls), noise walls, tower lighting, roadway lighting and traffic signal systems.

**Roads and Roadside Maintenance:** Inspects, maintains and operates the state highway system roadway structures, including pavement, shoulders and drainage and roadsides such as 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 sand and salt 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:** Inspects, maintains, operates and manages 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.

## Statewide Radio Communications

**Radio Towers and Communications:** Makes major wireless or electronic systems upgrades or improvements; provides a shared public safety radio system among state agencies; deploys electronic and wireless communications systems at regional Transportation Operations Communications Centers, maintains wireless two-way radio communications systems, towers and electronic equipment.

## County State Aid Roads

**County State Aid Highway:** Distributes and administers construction and maintenance funds to counties for eligible roads and bridges.

## Municipal State Aid Roads

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

## External Partner Support

**External Partner Support (can occur in any of the products and services):** Used for dedicated appropriations, including agreements and partnerships. These services are for outside partners, such as cities, counties, other agencies, states, countries or other governmental entities. This can be used by 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 time frame.

**Change Order:** see supplemental agreement

**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, direct cost dollars buy products and/or services delivered directly to the traveling public.

**District Risk Management Program:** Focuses funding on all non-National Highway System 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. An efficiency is a deliberate decision or business process improvement that provides cost savings without compromising the quality of outcomes to the state of Minnesota.

**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 and 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.

**Internal Efficiency Savings:** Internal efficiencies are essentially all the ways MnDOT maximizes the use of financial resources, such as deliberate decisions and business processes that allow MnDOT to directly save money, avoid costs or provide a higher quality outcome. Efficiencies that provide cost savings and cost avoidance are pursued as long as they do not compromise the organization's legal requirements or the quality of the final product delivered.

**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.

MPOs, representing local governments and working in coordination with state departments of transportation and major providers of transportation services, have responsibility for the regional transportation planning processes in urbanized areas. A core function of MPOs is to establish and manage a fair and impartial setting for effective transportation decision making in an urbanized area.[6]

**Minnesota GO:** The Minnesota Department of Transportation's 50-year vision to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment. The vision focuses 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 requires consistency and collaboration across jurisdictions and sectors. 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 and the international significance and connections of Minnesota's trade centers<br><br>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.

[6] {United States Government Accountability Office (GAO) Report-GAO-09-868, entitled, "Metropolitan Planning Organizations: Options Exist to Enhance Transportation Planning Capacity and Federal Oversight". September 2009. Pages 3-4.}

**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 that 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 that are important to the United States' strategic defense policy and that provide defense access, continuity and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors -** These highways 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:** The measure of production or output per unit, not necessarily measure in monetary terms.

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

**Regional Community Improvement Priority:** Regional Community Improvement Priorities are investments that respond to regional concerns and collaboration opportunities, beyond system performance needs, 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:** This document is reflective of Minnesotans' voices, as expressed throughout an 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. The plan 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 Program:** 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. 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 23 USC §150; MAP-21 Fact Sheet on Performance Management, National performance goals; and FAST Act Fact Sheet on Performance Management).
- 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 a 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

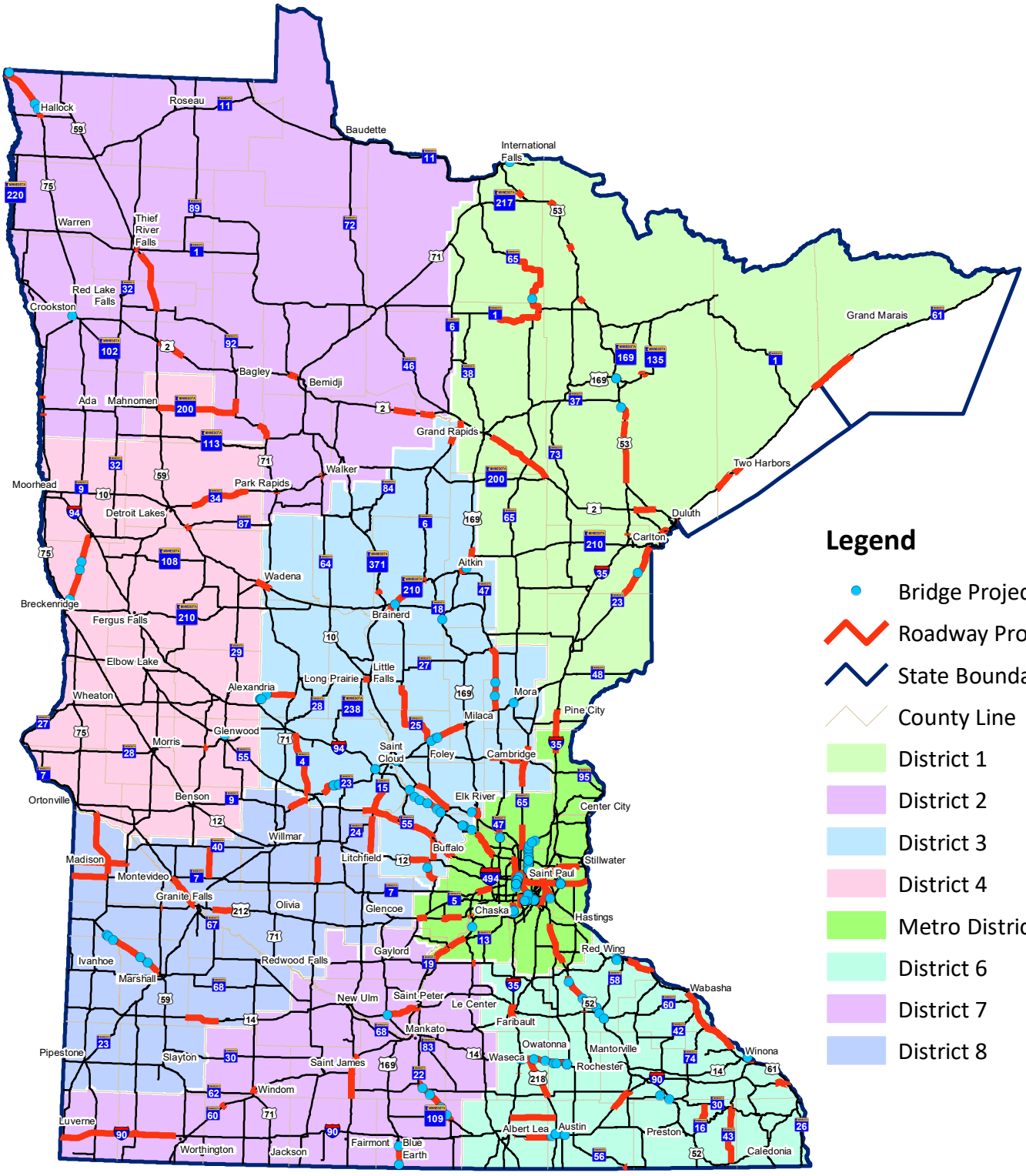
**Supplemental Agreement (Change Order):** According to the Minnesota Department of Transportation *Standard Specifications for Construction, 2018 Edition*, a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed form and approved as required by law, covering the performance of extra work or other alterations or adjustments to the Contract.[7]

**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.

[7] Minnesota Department of Transportation Standard Specifications for Construction, 2018 Edition; p. 6, 12.

# Appendix C: Major Highway Project Summary Pages

# Major Highway Projects 2019



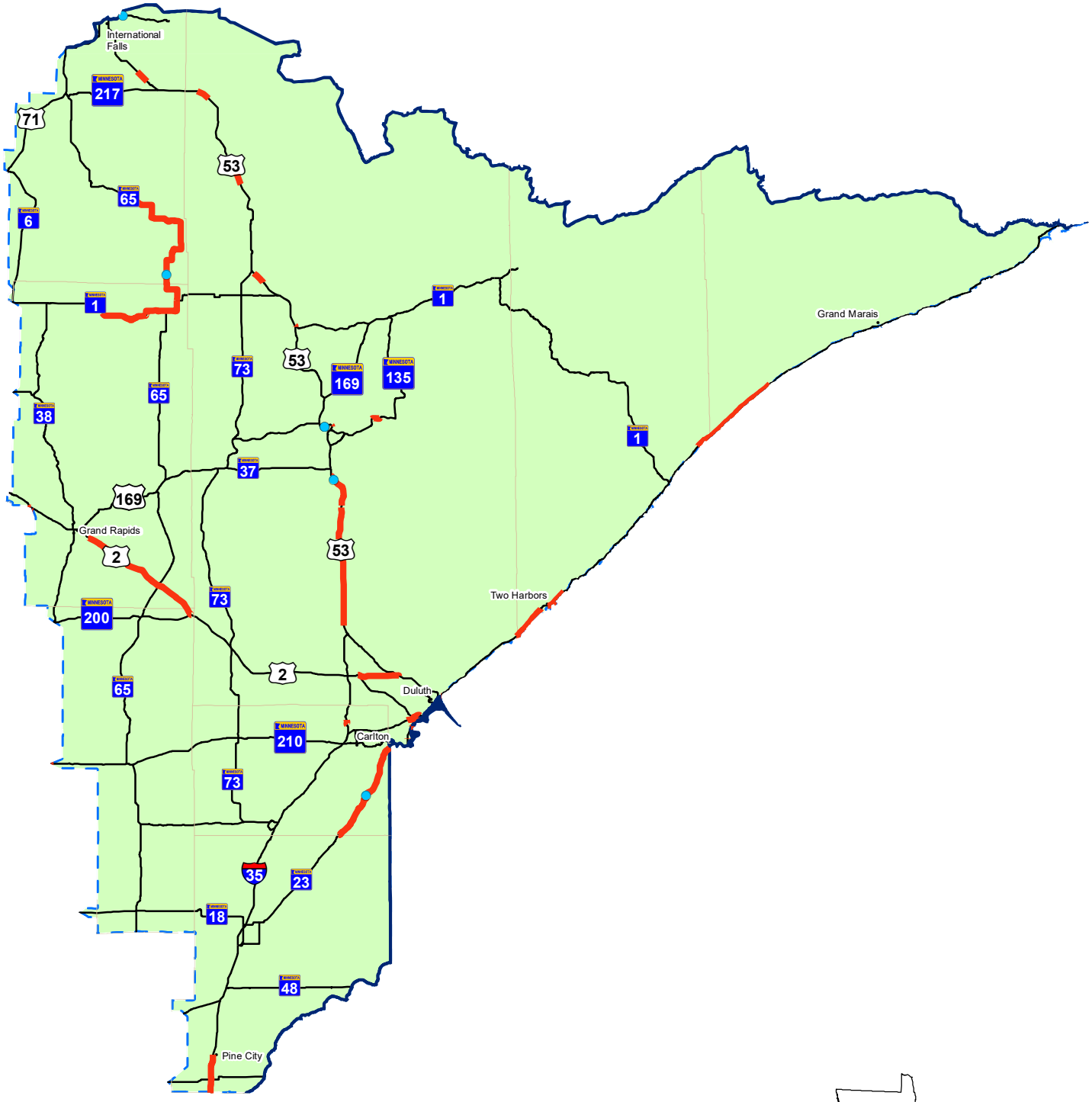

## Legend

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- District 1
- District 2
- District 3
- District 4
- Metro District
- District 6
- District 7
- District 8

DEPARTMENT OF TRANSPORTATION

# Major Highway Projects 2019

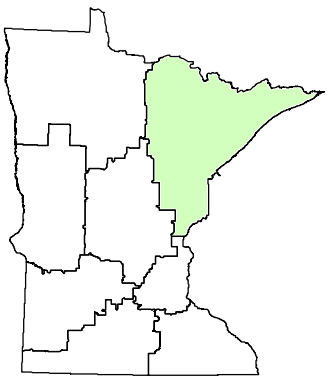
## D1-DULUTH




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 1 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 27 | 0104-06 | On MN 27 from Moose Lake to CR 12. | A3 | 84 |
| MN 65 | 0112-52, 3112-37 | On MN 65 from Sandy River to MN 200 in Aitkin County. | A4 | 85 |
| MN 23 | 0901-70 | On MN 23 Bridge 09020 in Carlton County. | A5 | 86 |
| MN 23 | 0901-81 | On MN 23 from east of the Pine-Carlton County line to the St. Louis River Bridge in Carlton County. | A6 | 87 |
| MN 61 | 1601-66 | On MN 61 from north of CSAH-6 to south of CSAH 79 in Cook and Lake counties. | A7 | 88 |
| MN 61 | 1602-50 | On MN 61 from Cutface Creek to CSAH 14 in Grand Marais. | A8 | 89 |
| MN 61 | 1604-45 | On MN 61 from Reservation River Road to US/Canadian border in Cook County. | A9 | 90 |
| MN 1 | 3101-37 | On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties. | A10 | 91 |
| US 2 | 3104-60 | On US 2 from Bridge #31032 over Prairie River to MN 200 in Aitkin and Itasca counties. | A11 | 92 |
| MN 38 | 3108-70 | On MN 38 from Pughole Lake to MN 286 in Marcell in Itasca County. | A12 | 93 |
| MN 65 | 3111-30 | On MN 65 from MN 200 to US 169 in Aitkin and Itasca counties. | A13 | 94 |
| US 169 | 3116-142 | On US 169 from CSAH 15 to east of Scenic 7. Two lane to four lane expansion in Taconite. | A14 | 95 |
| MN 6 | 3603-14 | On MN 6 from MN 1 to US 71 in Koochiching County. | A15 | 96 |
| MN 11 | 3606-61 | On MN 11, bridge 36027 in Ranier. | A16 | 97 |
| US 53 | 3608-48 | On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls. | A17 | 98 |
| MN 65 | 3609-41 | On MN 65 from CSAH 8 to US 71 in Koochiching County. | A18 | 99 |
| MN 65 | 3609-42 | On MN 65 from MN 1 to CR 8 in Koochiching County. | A19 | 100 |
| MN 1 | 3801-92 | On MN 1 from just west of T-273 to just south of Kawishisi River and on MN 1 from Superior National Forest Road 172 to just east of CSAH 2. | A20 | 101 |
| MN 61 | 3804-61 | On MN 61 from Knife River to Lake and St. Louis County lines. | A21 | 102 |
| MN 61 | 3805-104 | On MN 61 from 8th St. to Silver Creek in Two Harbors. | A22 | 103 |
| MN 61 | 3805-79 | On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County. | A23 | 104 |
| MN 61 | 3805-99 | On MN 61, Bridge 3589 at Stewart River in Lake County. | A24 | 105 |
| I-35 | 5880-180 | On I-35 from North of Pine County CSAH 33 to south of Carlton County line in Pine County. | A25 | 106 |
| I-35 | 5880-194 | On I-35 from Pine/Chisago County line to CSAH 11 in Pine County. | A26 | 107 |
| MN 1 | 6904-46 | On MN 1 from Six Mile Lake Road to Bradach Road in St. Louis County. | A27 | 108 |
| MN 135 | 6912-77 | On MN 135 from just west of County Road 921 in Virginia to CSAH 21 near Embarrass. | A28 | 109 |
| MN 135 | 6912-79 | On MN 135 from CSAH 715 to east of CSAH 4 in Biwabik. | A29 | 110 |
| MN 37 | 6914-19 | On MN 37 from the junction of US 53 to MN 135 in St. Louis County. | A30 | 111 |
| US 53 | 6917-140 | On US 53 from Swan Lake Rd. to Cemetery Rd. in St. Louis County. | A31 | 112 |
| US 53 | 6917-143 | On US 53 from the end of Pale Face River to CSAH 93 in St. Louis County. | A32 | 113 |
| US 53 | 6918-86, 6918-91 | On US 53 from Vermillion Drive to just south of Bridge 69008 in Virginia. | A33 | 114 |

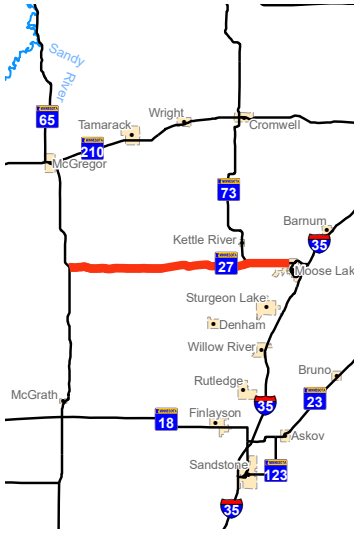
| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 53 | 6918-90 | On US 53, replace Bridges 69009 and 69010 in Virginia. | A34 | 115 |
| US 53 | 6920-53 | On US 53 from MN1/CSAH22 in Koochiching and St. Louis Counties. | A35 | 116 |
| MN 73 | 6928-28 | On MN 73 in Carlton and St. Louis Counties. | A36 | 117 |
| MN 194 | 6932-14 | On MN 194 from US 2 to US 53 in Hermantown. | A37 | 118 |
| US 2, MN 194 | 6933-97, 6937-102, 6933-95 | On Hwy 194 from Rice Lake Road/CSAH 4 to I-35 and replaces US 2 Bridges 69101 and 69102 in Duluth. | A38 | 119 |
| US 169 | 6935-89 | On US 169 from CR 109 to US 53 in Mountain Iron. | A39 | 120 |
| MN 169 | 6936-19 | On MN 169 from US 53 to CSAH 26 in St. Louis County. | A40 | 121 |
| I-535 | 6981-9030L | On I-535, Blatnik Bridge repairs between Duluth and Superior, WI. | A41 | 122 |
| I-35 | 6982-318 | On I-35 at Thompson Hill from Bondary Ave. to the north end of bridge 69879 over MN 23 in Duluth and Proctor. | A42 | 123 |
| US 53, MN 194, I-35, 46 Ave. NW | 6982-322 | On I-35 from Central Ave. to Garfield Ave. in Duluth. | A43 | 124 |

# PROJECT SUMMARY

MN 27

On MN 27 from Moose Lake to CR 12.

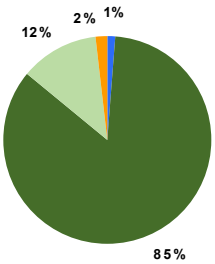
State Project Number: 0104-06




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This was a new project. It was new last year.

**Project History**

Deteriorating pavement resulting in a rough ride, high maintenance costs, and reduced load carrying capacity. The purpose of the project is to improve ride quality and extend the useful life of the highway.

## Project Description

This project resurfaces Hwy 27 from just west of Moose Lake to Carlton County Road 12 and includes paving shoulders on a portion of the project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 5.6 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0.0 | 0.0 |
| Preliminary Engineering: | 0.6 | 0.3 |
| Construction Engineering: | 0.4 | 0.4 |
| 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

The current and baseline estimates were prepared in September 2019. The baseline estimates include costs for bituminous resurfacing. Also included is the addition of new bituminous shoulders on a portion that only had gravel shoulders.

## Project Risks

Traffic control during construction may require a detour.

## 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: 2/26/2021
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: Summer 2021

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Sarah BaeHurst


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

On MN 65 from Sandy River to MN 200 in Aitkin County.

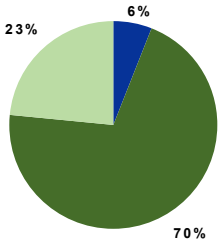
State Project Number: 0112-52, 3112-37

Hwy 65 resurfacing, drainage project


**Primary Purpose**

Pavement Condition

**Investment Category**

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- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project was constructed in the summer of 2019, with a commpletion date of 8/30/19.

**Project History**

This project reconditions and resurfaces the existing highway to improve the ride and extend the useful life of the highway. The letting date was changed to Feb. 22, 2019 to better balance the overall program.

## Project Description

This project resurfaces Hwy 65 from just south of Sandy River to just south of Hwy 200 in Aitkin County.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.8 | 5.1 |
| Post Letting Construction Costs | 0.6 | 0.7 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 0.8 | 0.9 |
| Construction Engineering: | 0.5 | 1.0 |
| Right of Way: | 0.0 | 0.0 |
| **Total:** | **$ 8.7** | **$ 7.7** |

*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 August 2015. The current cost estimate is the actual construction letting amount. Both estimates includes costs for bituminous pavement resurfacing. This project was let on 12-1-2018.

## Project Risks

Construction is complete, no risks remain.

## Schedule

Environmental Approval Date: 11/14/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 1/1/2018

Current Letting Date: 3/23/2018

Construction Season: 2018 - 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Randy E Costley


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

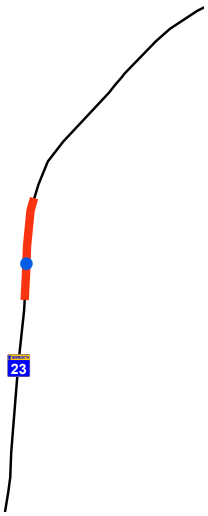
MN 23

On MN 23 Bridge 09020 in Carlton County.

Bridge:09020

State Project Number: 0901-70

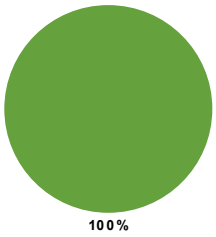
Hwy 23 bridge replacement project




**Primary Purpose**

Bridge

**Investment Category**

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- Freight

## Project Description

This project replaces the Hwy 23 bridge at Deer River northeast of the south Carlton County line.

**Recent Changes and Updates**

The cost increase was due to the need for a bridge rather than a culvert and for stream improvements.

**Project History**

There was a need to replace the box culvert at Deer River. Through the design process and lengthy discussions with the DNR about fish passage mandated that MNDOT replace the culvert with a clear span bridge and complete stream restoration.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 1.3 | 4.1 |
| Post Letting Construction Costs | 0.1 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.2 | 0.7 |
| Construction Engineering: | 0.2 | 0.4 |
| Right of Way: | 1.8 | 0 |
| **Total:** | **$ 3.6** | **$ 5.5** |

*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 October 2013 before the scoping was complete with the assumption of using a culvert as the replacement. The project did not meet the major projects report threshold last year set at $5 million for greater Minnesota. The current estimate is based on the actual construction letting amount. The price increased due to the need for a bridge rather than a culvert with stream improvements resulting in the inclusion of the project within this report.

## Project Risks

Cost over runs due to difficult stream restoration conditions

## Schedule

Environmental Approval Date: 12/17/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 4/5/2017

Construction Limits Established Date: Not needed

Original Letting Date: 10/26/2018

Current Letting Date: 6/7/2019

Construction Season: 2019 - 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Randy E Costley

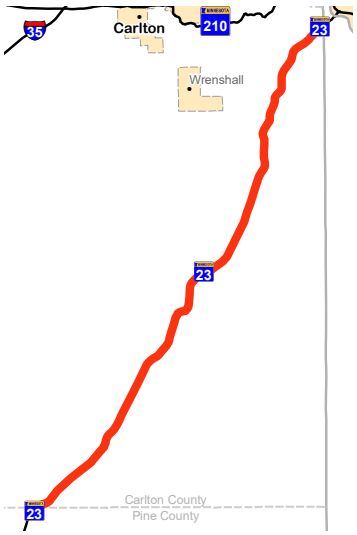

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 23

On MN 23 from east of the Pine-Carlton County line to the St. Louis River Bridge in Carlton County.

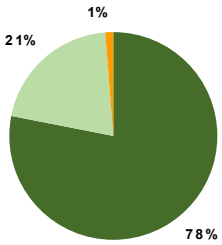
State Project Number: 0901-81




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project added to the MHPR.

**Project History**

The deteriorating pavement results in a rough ride, high maintenance costs and reduced load carrying capacity. The purpose of this project is to improve ride quality and extend the useful life of the highway.

## Project Description

This project resurcaes Hwy 23 and makes hydraulic improvements from east of the Pine County and Carlton County lines to the St. Louis River Bridge in Carlton County.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.4 | 8.4 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.9 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.5** | **$ 10.5** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate were completed in December 2018. Both estimates include costs for bituminous resurfacing and hydraulic improvements.

## Project Risks

There are project delivery risks associated with environmental permitting and contaminated sites.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: Need unknown
Construction Limits Established Date: Pending approval
Original Letting Date: 10/28/2018
Current Letting Date: 10/28/2022
Construction Season: 2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson

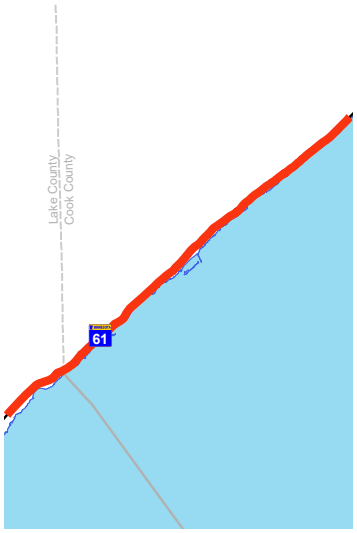
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61 from north of CSAH-6 to south of CSAH 79 in Cook and Lake counties.

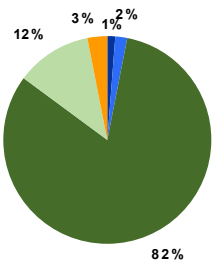
State Project Number: 1601-66




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project added to the MHPR.

**Project History**

This is a new project added to the MHPR.

## Project Description

This project resurfaces Hwy 61 from just north of CSAH 6 to south of CSAH 79 in Cook and Lake counties.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.2 | 8.2 |
| Post Letting Construction Costs | 0 | 0.9 |
| Other Construction Elements: | 0.9 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.7 | 0.7 |
| Right of Way: | 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

The baseline was completed in June 2017 and the current estimate was prepared in September 2019. Both estimates include costs for bituminous resurfacing.

## Project Risks

Traffic control during construction.

## Schedule

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Need Unknown
Original Letting Date: 12/30/2022
Current Letting Date: 1/1/2023
Construction Season: 2023
Estimated Substantial Completion: Summer 2023

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Sarah BaeHurst

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.

Bridge:16X08, 8295A, 9294;9295

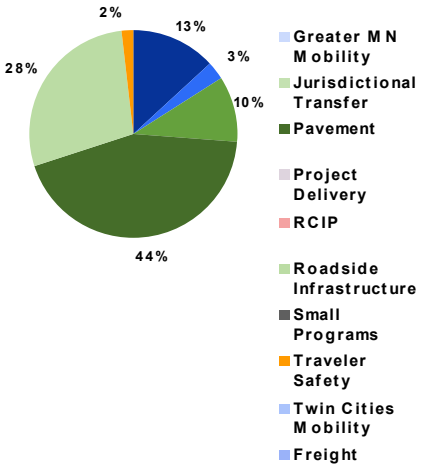
State Project Number: 1602-50

Hwy 61 reconstruction project


**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

The project resurfaces and reconstructs Hwy 61 from Cutface Creek to County Road 14 and replaces the box culvert at the Fall River in Grand Marais in Cook County

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.5 | 19.2 |
| Post Letting Construction Costs | 0.7 | 1.8 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 1.0 | 2.1 |
| Construction Engineering: | 0.7 | 1.5 |
| Right of Way: | 0.1 | 1.5 |
| **Total:** | **$ 11.0** | **$ 26.1** |

*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 prepared in February 2016 before the final scoping document was completed. The current estimate is based on the actual construction letting amount. The estimates include costs for urban reconstruction, pavement rehabilitation, accessibility improvements and box culvert replacement.

## Project Risks

The project was let. Risks remaining include potential construction changes.

## Recent Changes and Updates

Project was let to a contractor in June 2019. Construction is scheduled to begin in late fall 2019 with tree clearing. Roadway construction will be complete in spring 2020 and extend to fall 2021.

## Project History

Geometric layout and municipal consent were approved in February 2018. Consultant designer is on schedule to deliver a 60 percent complete plan set in August 2018. District 1 continues to work with the Grand Marais community on landscaping preferences and construction staging/ traffic impacts anticipated with the project. Layout is being developed to include a city trail from 8th Avenue West to the Gunflint Trail (8th Avenue E.). This project was programmed as a pavement rehabilitation. Grand Marais received a transportation alternatives program grant to extend the trail system. The trail will be incorporated into the state's plan.

## Schedule

Environmental Approval Date: 12/11/2018
Municipal Consent Approval Date: 2/27/2018
Geometric Layout Approval Date: 3/28/2018
Construction Limits Established Date: 7/27/2017
Original Letting Date: 12/21/2018
Current Letting Date: 6/7/2019
Construction Season: 2019 - 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Michael Kalnbach


**Revised Date:** 12/16/2019

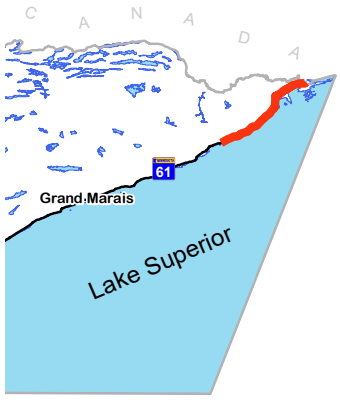
# PROJECT SUMMARY

MN 61

On MN 61 from Reservation River Road to US/Canadian border in Cook County.

Bridge:16011, 16X10

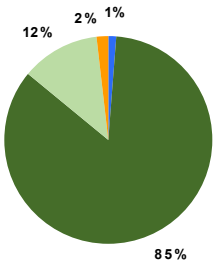
State Project Number: 1604-45




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 61 from Reservation River Road to US/Canadian border.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.8 | 15.5 |
| Post Letting Construction Costs | 1.1 | 1.3 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 1.3 | 1.9 |
| Construction Engineering: | 0.9 | 1.3 |
| Right of Way: | 0.0 | 0.0 |
| **Total:** | **$ 16.1** | **$ 20.0** |

*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 completed in March 2017. The current estimate was completed in September 2018. Both estimates include bituminous resurfacing, hydraulics, roadside safety features and other road improvements. The reason for the cost increase is because it was determined a bridge was needed instead of a culvert.

## Project Risks

Ongoing project coordination with the Grand Portage Band results in unanticipated work being requested that impacts cost and schedule. The General Services Administration/US Customs coordination results in unanticipated work as well. Simple box culverts are not acceptable. Wetland permits encounter unanticipated US Army Corps of Engineers problems/delays. Additional right of way or easements are needed to construct bypasses so that deep culverts can be replaced or repaired while maintaining traffic on the highway. Northern long eared bats, a threatened and endangered species, impact the schedule for tree clearing.

## Recent Changes and Updates

Due to hydraulic needs, culverts at Hollow Rock Creek and Red Rock Creek were upsized to bridges. Bridge 16011 will be constructed at Hollow Rock Creek and Bridge 16X10 will be constructed at Red Rock Creek.

## Project History

The project is being scheduled in fiscal year 2021.

## 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: 3/27/2020
Current Letting Date: 4/24/2020
Construction Season: 2020 - 2021
Estimated Substantial Completion: Oct-21

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian Larson

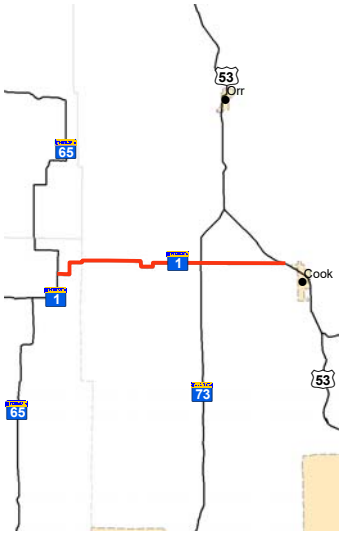
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 1

On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.

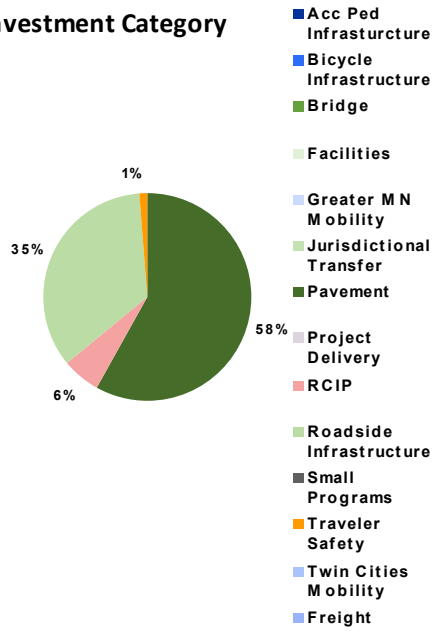
State Project Number: 3101-37




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface Hwy 1 from the east junction of Hwy 65 to the north junction of Hwy 53 in Itasca and St. Louis counties. On Hwy 73 from the junction of Hwy 1 to the junction of Hwy 53 in St. Louis County

**Recent Changes and Updates**

The project scope remains unchanged.

**Project History**

The scope of this project waschanged to include a five mile segment of TH 73 from TH 1 north to TH 53. Also the realignment of the TH1/TH53 intersection was removed from this project and given its own project number. However, both projects will be let as one package.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.5 | 9.2 |
| Post Letting Construction Costs | 0.9 | 0.9 |
| Other Construction Elements: | 0 | 0.2 |
| Preliminary Engineering: | 1.0 | 1.1 |
| Construction Engineering: | 0.7 | 0.7 |
| Right of Way: | 0.8 | 0.8 |
| **Total:** | **$ 11.9** | **$ 12.9** |

*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 February 2016. The current estimate was completed in August 2019. Both estimates include costs for bituminous pavement resurfacing. The increase in cost is due to bridge rehabilitation added in August 2019.

## Project Risks

This project is linked to SP 6931-01 on TH 73 from the junction with TH 1 to the junction of TH 53. Right of way acquisition is needed on this project, the costs to acquire the right of way may impact the total project cost estimate in the future.

## 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: 2/28/2020

Current Letting Date: 2/28/2020

Construction Season: 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Douglas John Kerfeld

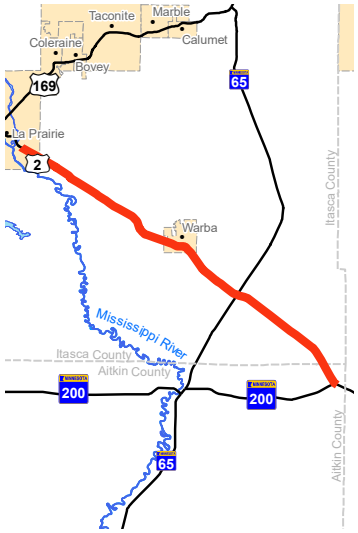

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 from Bridge #31032 over Prairie River to MN 200 in Aitkin and Itasca counties.

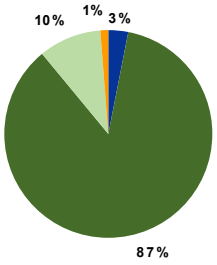
State Project Number: 3104-60




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 2 from east of Prairie River to Hwy 200.

### Recent Changes and Updates

Construction limits were completed and the geometric layout is nearly complete.

### Project History

This project reconditions and resurfaces the existing highway to improve the ride and extend the useful life of the highway.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 18 | 22.7 |
| Post Letting Construction Costs | 1.5 | 1.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.8 | 2.7 |
| Construction Engineering: | 1.2 | 1.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 22.5** | **$ 28.8** |

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

## Key Cost Estimate Assumptions

The baseline estimate was completed in March 2017. The current estimate completed in September 2019. Both estimates include bituminous resurfacing, hydraulics, and other road improvements. The reason for the cost increase is because work is needed in the town of Warba to bring pedestrian accessibility up to current standards.

## Project Risks

Contaminated materials may be present, R/W acquisition, and municipal consent.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Pending approval
Geometric Layout Approval Date: Pending approval
Construction Limits Established Date: 9/4/2019
Original Letting Date: 4/23/2021
Current Letting Date: 4/23/2021
Construction Season: 2021-2022
Estimated Substantial Completion: Fall 2025

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Randy E Costley


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

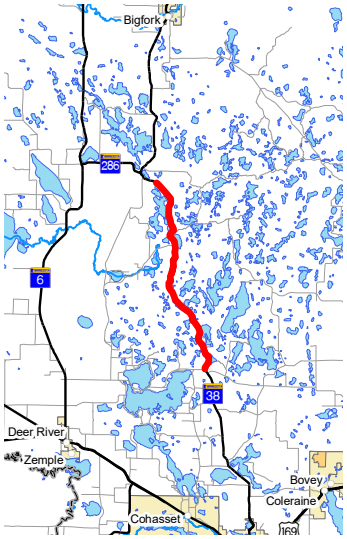
MN 38

On MN 38 from Pughole Lake to MN 286 in Marcell in Itasca County.

State Project Number: 3108-70

Hwy 38 Resurfacing and Culvert Replacement Project

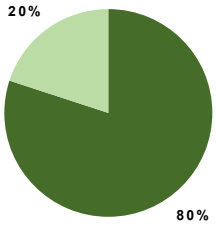
## Substantially Complete




### Primary Purpose

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

Project was completed in Fall 2018.

### Project History

The letting date was delayed until January 2018 due to right of way acquisition timing. The project was let and construction started in March 2018. Construction is on schedule for completion in fall 2018. The project on Hwy 38 took longer than anticipated due to District 2 workload. There were two intersection improvement projects requiring project coordination with Itasca County. Additional time was needed to complete the Hwy 38 design and include County Road 48 and County Road 49 improvements. This additional time resulted in moving the letting date from October 2017 to December 2017. The project design is on schedule for delivery in March 2017, however the right of way acquisition process took longer than anticipated resulting in moving the construction letting date to fall 2017 with construction scheduled for 2018. The environmental assessment for property acquisition in the Chippewa National Forest was started in 2015. The purpose of this project is to recondition and resurface the existing highway to improve ride quality, extend the useful life and reduce maintenance costs.

### Project Description

This project resurfaces and reconstructs Hwy 38 from Pughole Lake to Marcell in Itasca County.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.2 | 7.7 |
| Post Letting Construction Costs | 1.0 | 1.0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.4 | 1.4 |
| Construction Engineering: | 0.9 | 1.0 |
| Right of Way: | 0.3 | 0.4 |
| **Total:** | **$ 15.8** | **$ 11.5** |

*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 completed in June 2013. The current cost estimate is the actual construction letting cost. Both estimates include costs for bituminous resurfacing and other road improvements. The current construction letting cost was lowered because of less subgrade correction needed. There was an increase to the projected right of way acquisition cost.

### Project Risks

The project is complete.

### Schedule

Environmental Approval Date: 5/16/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 3/14/2016

Original Letting Date: 01/02/2009

Current Letting Date: 1/26/2018

Construction Season: 2018

Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Michael Kalnbach

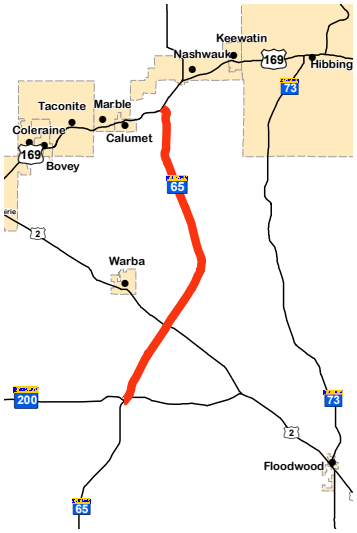

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

On MN 65 from MN 200 to US 169 in Aitkin and Itasca counties.

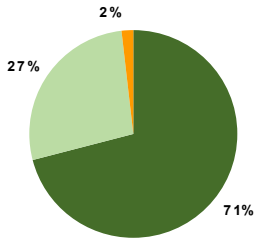
State Project Number: 3111-30




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 65 from Hwy 200 to Hwy 169 in Aitkin and Itasca counties.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.7 | 7.4 |
| Post Letting Construction Costs | 1.1 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.3 | 1.0 |
| Construction Engineering: | 0.8 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.9** | **$ 9.9** |

*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 May 2014 and includes costs for pavement resurfacing. The current estimate is based on the actual construction letting amount. The price difference was due to an anticipated decrease in bituminous cost.

## Project Risks

Construction overruns.

### Recent Changes and Updates

The project is currently under construction and is anticipated to be completed in October 2019.

### Project History

This project was programmed based on pavement needs. The project was developed as a flex project with a flexible letting. Plans are at 90 percent complete. Since the project was developed as a flexible letting project, when the district selected the final letting date, the letting date was changed.

## Schedule

Environmental Approval Date: 10/23/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 3/24/2016
Original Letting Date: 4/27/2018
Current Letting Date: 2/22/2019
Construction Season: 2019
Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Randy E Costley


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 169

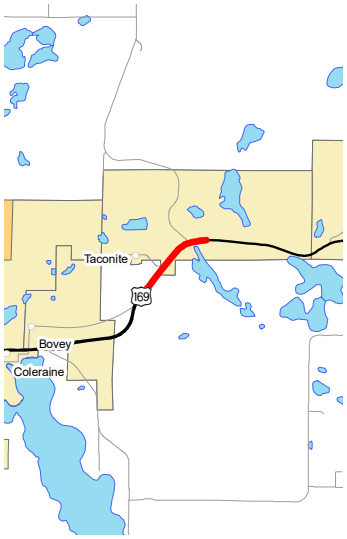
On US 169 from CSAH 15 to east of Scenic 7. Two lane to four lane expansion in Taconite.

Bridge:31X09

State Project Number: 3116-142

Hwy 169 Cross-Range Expressway

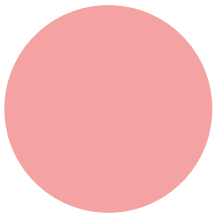
**Substantially Complete**




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This is a Corridors of Commerce project that is an expansion from two lanes to four lanes on Hwy 169 from County Road 15 to County Road 7.

**Recent Changes and Updates**

The project was not completed until June 2018. The contract was a working day contract that allowed for work to continue into 2018 if needed due to weather and actual field conditions.

**Project History**

The project was not completed until June 2018. The contract was a working day contract that allowed for work to continue into 2018 if needed due to weather and actual field conditions. This project was let in June 2016 and construction started in Sept. 2016. The construction is scheduled for completion in Oct. 2017. The re-evaluation of the environmental assessment was completed in July 2015. Phases of this expansion were completed beginning in 1994 and most recently in 2007. Funding for this project was secured in the fall of 2013 as part of the Corridors of Commerce program. Project design began in late 2013 and is currently at the 60 percent design phase. The environmental document is being drafted.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.3 | 5.9 |
| Post Letting Construction Costs | 0.8 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.3 | 1.2 |
| Construction Engineering: | 0.8 | 0.7 |
| Right of Way: | 0.5 | 0.5 |
| **Total:** | **$ 11.7** | **$ 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 estimate was prepared in February 2014 and includes costs for constructing a four-lane roadway with bituminous pavement, drainage facilities and a bridge/box culvert. The current estimate is based off of actual costs from the first year substantially complete project report. The price decrease from the baseline estimate is due to lower than anticipated bituminous costs.

## Project Risks

The project is completed.

## Schedule

Environmental Approval Date: 7/16/2015

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 10/23/2015

Construction Limits Established Date: 3/13/2015

Original Letting Date: 06/03/2016

Current Letting Date: 6/3/2016

Construction Season: 2016-2018

Estimated Substantial Completion: Summer 2018

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Michael Kalnbach

**Revised Date:** 12/16/2019

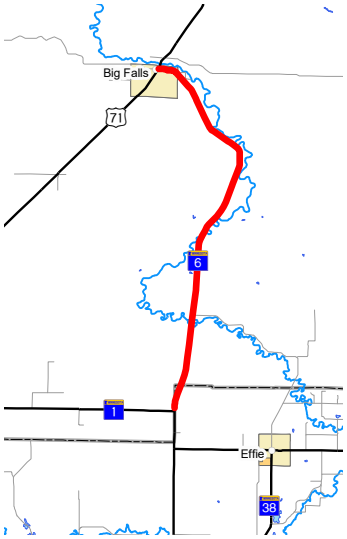
# PROJECT SUMMARY

MN 6

On MN 6 from MN 1 to US 71 in Koochiching County.

State Project Number: 3603-14

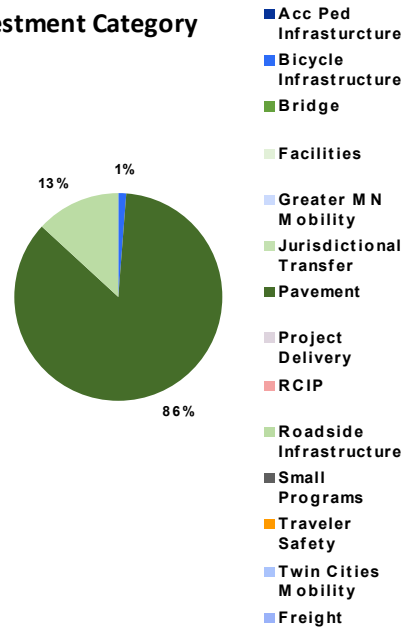
Hwy 6 resurfacing project




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 6 between Hwy 1 and Hwy 71 in Koochiching County.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.2 | 5.8 |
| Post Letting Construction Costs | 0.5 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.8 | 1.0 |
| Construction Engineering: | 0.5 | 1.0 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 9.0** | **$ 8.7** |

*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 December 2014 before the project was scoped. The estimate includes costs for pavement resurfacing. The current estimate is based on actual construction letting costs. The Project was let in November 2018. The reason for the lowered estimate was due to a thinner pavement section being required.

## Project Risks

No further project risks anticipated.

### Recent Changes and Updates

As noted in the Key Cost Estimate Assumptions, the baseline estimate was prepared in December 2014 during scoping. The current estimate prepared in July 2018 is based on a thinner pavement section being used than what was originally scoped.

### Project History

This pavement resurfacing project is programmed for construction in calendar year 2019. Adding short segments of wider shoulders in select areas for truck pull-offs will be explored. Letting date changed for balanced letting purposes. The need for the project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The 2015 pavement condition rating indicates the ride quality index is fair.

## Schedule

Environmental Approval Date: 9/24/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 01/01/2019

Current Letting Date: 11/16/2018

Construction Season: 2019

Estimated Substantial Completion: Sep-19


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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

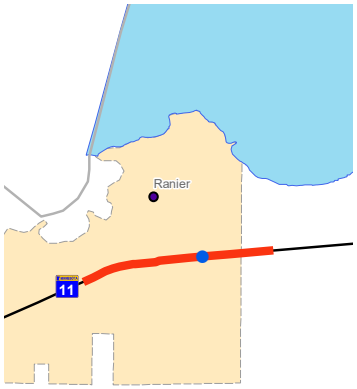
MN 11

On MN 11, bridge 36027 in Ranier.

Bridge:36027

State Project Number: 3606-61

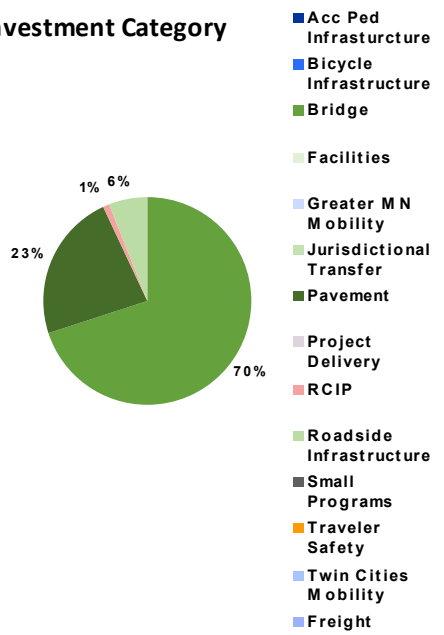
Hwy 11 bridge replacement




**Primary Purpose**

Bridge

## Investment Category




## Project Description

This project replaces the bridge over the CN railroad tracks on Hwy 11 just east of CR 20 in Rainier.

### Recent Changes and Updates

Change orders were needed during construction to stabilize the slopes due to the poor underlying soils increasing the current estimate.

### Project History

The Bridge Replacement and Improvement Management system indicates the current bridge does not meet minimum standards for condition, geometrics and load carrying capacity and needs to be replaced.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.2 | 6.4 |
| Post Letting Construction Costs | 0.2 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.2 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.0** | **$ 7.4** |

*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 April 2015. The current estimate is based on the actual construction letting amount. Both baseline and current estimate include bridge, hydraulic and bituminous improvements.

## Project Risks

No further project risks anticipated.

## Schedule

Environmental Approval Date: 11/6/2017

Municipal Consent Approval Date: NA

Geometric Layout Approval Date: NA

Construction Limits Established Date: 7/24/2017

Original Letting Date: 12/15/2017

Current Letting Date: 12/15/2017

Construction Season: 2018

Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson

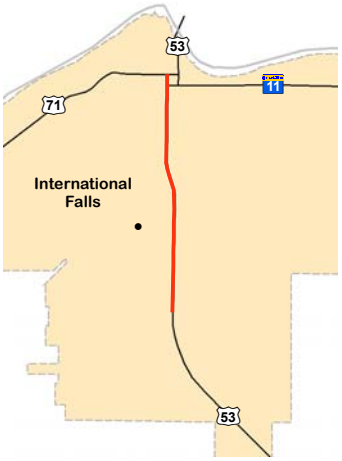
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 53

On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.

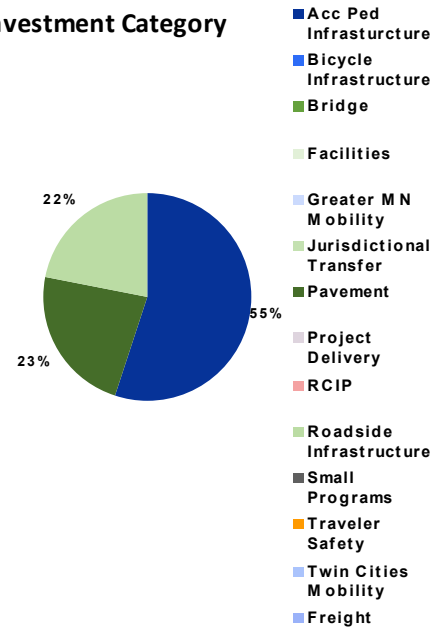
State Project Number: 3608-48




**Primary Purpose**

Greater MN Mobility

**Investment Category**




## Project Description

This project resurfaces Hwy 53 from south of Memorial drive to 2nd St. and on Hwy 11 from the east of Hwy 71 to Hwy 53 in International Falls. The project includes some lighting improvements at Hwy 11.

**Recent Changes and Updates**

Geometric layout and construction limits are substantially complete. The cost for this project increased based on: extending the project limits south to Memorial Drive, north to the International Bridge, reconstruction of curb and gutter, storm sewer, sidewalk and lighting.

**Project History**

A consultant was hired to help deliver this project. Meetings with International Falls began September 2017 to help define the future vision of the highway. A "complete streets" approach was used. Originally programmed for funding in FY 2015 the project was deferred due to funding constraints. Complying with ADA requires significant sidewalk and curb and gutter replacement so the project couldn't be funded in FY 2015. It was moved to FY 2020. The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in 1999. The 2015 pavement condition rating indicates the ride quality index varies from fair to poor.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.3 | 12.9 |
| Post Letting Construction Costs | 0.4 | 0.9 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 0.6 | 1.7 |
| Construction Engineering: | 0.4 | 1.1 |
| Right of Way: | 0.1 | 0.4 |
| **Total:** | **$ 6.8** | **$ 17.0** |

*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 March 2016. The current cost estimate of $11.2 million was completed in August 2018. Both estimates included costs for pavement rehabilitation, storm sewer replacement, traffic signals and ADA accessibility improvements. The 2018 cost increase is due to the need to lower the elevation of the road for pedestrian improvements.

## Project Risks

Municipal consent from International Falls and their level of funding under the cooperative construction agreement is a risk. Risk encountering contaminated soils in International Falls could impact cost. There is a need for additional right of way or temporary rights to construct so that ADA improvements can be made, which could impact schedule. Maintaining access to business from Hwy 53 during construction may be difficult resulting in potential controversy.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: 10/7/2019
Geometric Layout Approval Date: 3/11/2019
Construction Limits Established Date: 3/11/2019
Original Letting Date: 4/24/15
Current Letting Date: 4/24/2020
Construction Season: 2020 - 2021
Estimated Substantial Completion: Oct-21

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian Larson

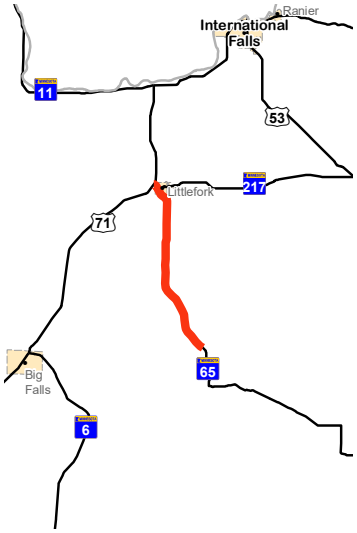
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

On MN 65 from CSAH 8 to US 71 in Koochiching County.

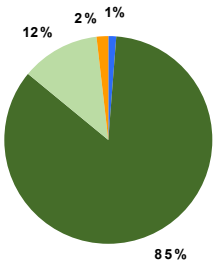
State Project Number: 3609-41




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

This project was new last year with no new updates in 2019.

### Project History

The deteriorating pavement results in a rough ride, high maintenance costs and reduced load carrying capacity. The purpose of this project is to improve ride quality and extend the useful life of the highway.

## Project Description

This project resurfaces Hwy 65 south of CSAH 8 to Hwy 71.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.5 | 4.3 |
| Post Letting Construction Costs | 0.4 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.7** | **$ 5.4** |

*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 May 2016. The current estimate was completed in September 2019. Both estimates include costs for bituminous resurfacing. Also included is the addition of new bituminous shoulders on a portion that only had gravel shoulders. The cost decrease is due to lower than expected bituminous prices.

## Project Risks

There are project delivery risks associated with environmental permitting; DNR and MPCA.

## 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: 7/24/2020
Current Letting Date: 7/24/2020
Construction Season: 2021 - 2022
Estimated Substantial Completion: Oct-21

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson

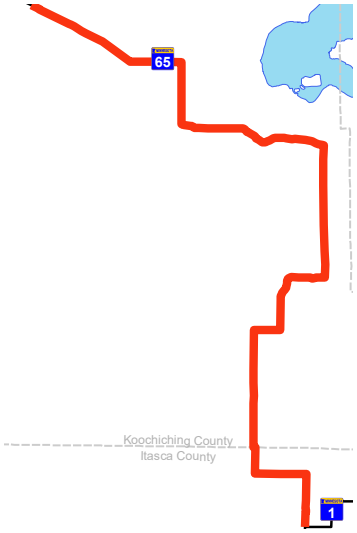

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

On MN 65 from MN 1 to CR 8 in Koochiching County.

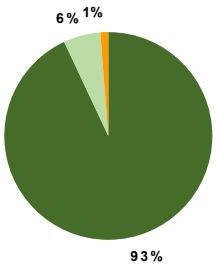
State Project Number: 3609-42




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

New Project. No Changes

**Project History**

This is a new project.

## Project Description

This project resurfaces Hwy 65 from just north of Hwy 1 to just south of County Road 8.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.4 | 12.4 |
| Post Letting Construction Costs | 0.9 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.4 | 1.4 |
| Construction Engineering: | 0.9 | 0.9 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 15.6** | **$ 15.6** |

*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 April 2018. The current estimate was completed in September 2019. Both estimates include costs for bituminous resurfacing.

## Project Risks

Right of way needs from Bois Forte Reservation.

## 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: 11/19/2021
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Josie Olson

**Revised Date:** 12/16/2019

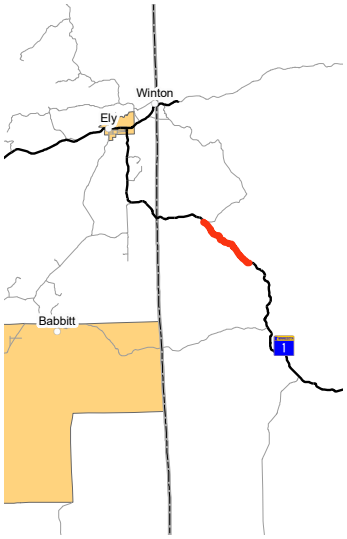
# PROJECT SUMMARY

MN 1

On MN 1 from just west of T-273 to just south of Kawishisi River and on MN 1 from Superior National Forest Road 172 to just east of CSAH 2.

State Project Number: 3801-92

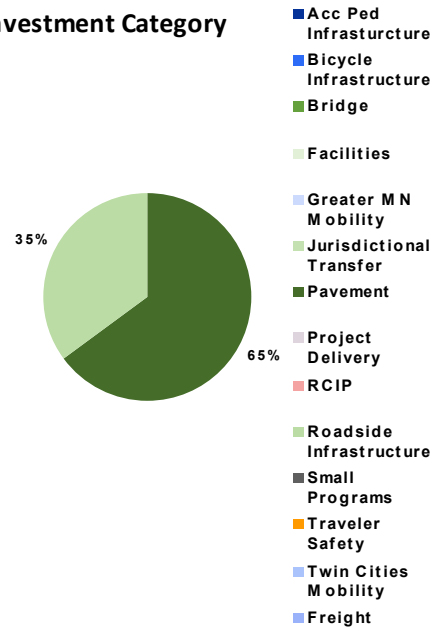
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Project is complete.

**Project History**

Right of way acquisition was not complete for the 02/24/17 letting date. Letting date was changed to 04/28/17 so that the public interest finding could be developed. The letting date change did not impact start of construction. The project was programmed for a FY 2018 ELLA. Construction work began on Aug. 21, 2017, due to a delay in obtaining a permit to construct from the DNR. The majority of the project area was last resurfaced in 2000. A 2015 pavement condition rating indicated the ride quality index was poor resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The north project segment was initially planned to be reconstructed using the federal forest highway program, but due to limited funding it is no longer being pursued. This segment will now be resurfaced with drainage improvements and removal of rock outcroppings in some areas.

## Project Description

The northerly project segment is 5 miles long and located south of the Kawishiwi River. The southerly project segment is 14 miles long and located between Lake County Road 2 and Isabella. The work for both projects includes bituminous resurfacing drainage improvements and the removal of rock outcroppings in some areas. In general a 75' right of way or easement width will be acquired on each side of the highway centerline.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.6 | 4.7 |
| Post Letting Construction Costs | 0.4 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.8 | 0.9 |
| Construction Engineering: | 0.6 | 0.2 |
| Right of Way: | 0 | 1.4 |
| **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 baseline estimate was prepared during scoping. The project was let in April 2017. The current estimate is based on the bid amount. It includes the cost for pavement resurfacing and drainage improvements. The cost was reduced as project scoping progressed showing the need for fewer drainage improvements that lowered the current estimate.

## Project Risks

Project work was completed October 2018. There are no remaining project risks.

## Schedule

Environmental Approval Date: 10/6/2016
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 02/27/2012
Current Letting Date: 4/28/2017
Construction Season: 2017-2018
Estimated Substantial Completion: September 2018

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian Larson

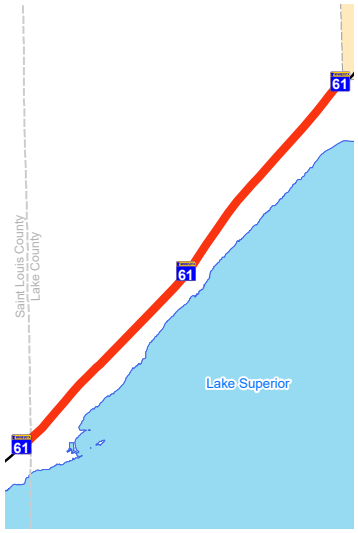
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61 from Knife River to Lake and St. Louis County lines.

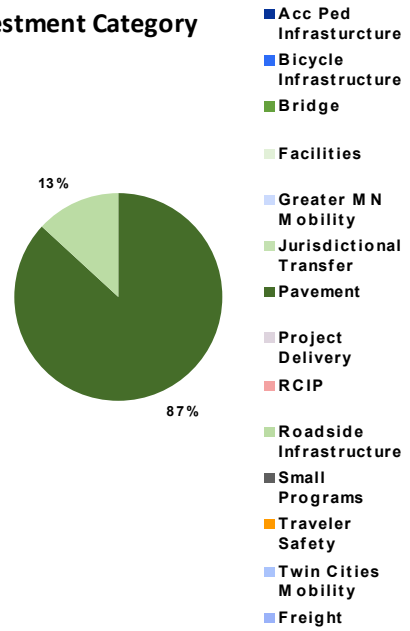
State Project Number: 3804-61




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 61 from Knife River to Lake and St. Louis County lines.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 6.3 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 0.6 | 0.7 |
| Construction Engineering: | 0.4 | 0.5 |
| 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.*

## Recent Changes and Updates

The reason for the cost increase is because it was decided after scoping to add intersection safety improvements.

## Project History

This is a new project. The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity.

## Key Cost Estimate Assumptions

The baseline estimate was completed in January 2018. The current estimate was completed in February 2019. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The reason for the cost increase is because it was decided after scoping to add intersection safety improvements.

## Project Risks

The final pavement repair fix could change from when this project was programmed. The intersection control currently planned for County Rd 9 could change due to the public engagement process.

## 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: 3/26/2021
Current Letting Date: 3/26/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Josie Olson

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61 from 8th St. to Silver Creek in Two Harbors.

State Project Number: 3805-104

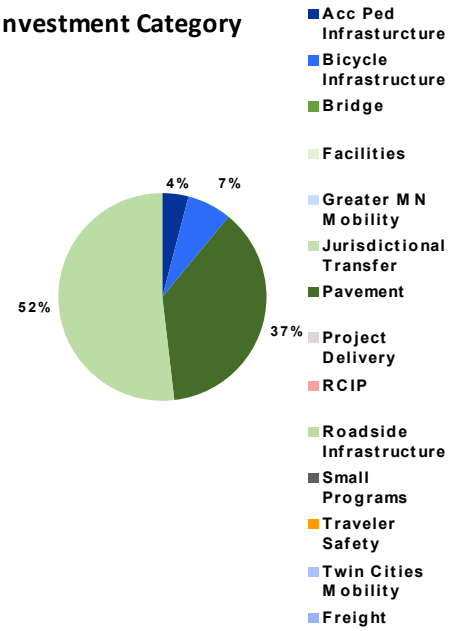
Hwy 61

## Substantially Complete


### Primary Purpose

Roadside Infrastructure

### Investment Category




### Project Description

This project resurfaces Hwy 61 from the junction of 8th Street to just southwest of Silver Creek and replaces signals and makes accessibility improvements in Two Harbors in Lake County.

### Recent Changes and Updates

This project is substantially complete. Cost increased due to cost over runs and higher than anticipated bid prices.

### Project History

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

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.2 | 4.4 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.2 | 0.4 |
| Right of Way: | 0.2 | 0 |
| **Total:** | **$ 4.3** | **$ 5.5** |

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

### Key Cost Estimate Assumptions

This project is substantially complete.

### Project Risks

No risks remaining.

### Schedule

Environmental Approval Date: 1/30/2018
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 6/30/2017
Construction Limits Established Date: 6/30/2017
Original Letting Date: 3/23/2018
Current Letting Date: 3/23/2018
Construction Season: 2018
Estimated Substantial Completion: Fall 2018


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

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


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.

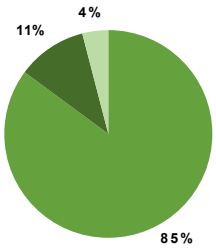
Bridge:38017

State Project Number: 3805-79


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The final geometric layout is developed. This project was tied to SP 3805-99 for ease in traffic management during construction.

**Project History**

Discussions continue with the DNR on trail needs under and across the new bridge. The construction season was updated to more accurately reflect actual month of start and complete. The scoping document was signed on March 30, 2016. The project includes building a new bridge over Silver Creek and realigning TH 61 to accommodate the new bridge placement. The existing structure is two 10' by 10' box culverts. Silver Creek is a trout stream and is one of the top three priorities for the DNR to have converted into a natural bottom. Bridge 5648 has deteriorated and needs to be replaced. The pavement in the project area has deteriorated and is in the need of preventative maintenance to restore ride quality, which is part of the statewide plan to replace or improve deficient bridges on state highways and also to improve ride and extend the useful life of the highway.

## Project Description

This project realigns and replaces the Silver Creek Bridge and approaches in Lake County.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/5/2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.7 | 4.7 |
| Post Letting Construction Costs | 0.3 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.8 |
| Construction Engineering: | 0.4 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.9** | **$ 6.2** |

*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 March 2016. The current estimate was completed in August 2019. Both estimates include costs for new pavement and a new bridge.

## Project Risks

Bridge and highway embankment costs are dependent on the presence of rock and muck. The DNR requested a bike trail under and across the bridge. The funding from the DNR is a risk. If right of way acquisition is needed for the project, the cost to acquire the right of way will be a risk.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 10/11/2018

Construction Limits Established Date: Pending approval

Original Letting Date: 1/27/2017

Current Letting Date: 1/29/2021

Construction Season: 2021

Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill

**Project Manager:** Steven Oswald

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 61

On MN 61, Bridge 3589 at Stewart River in Lake County.

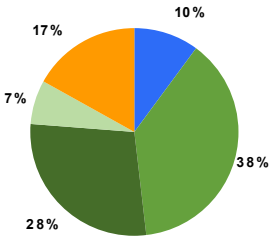
Bridge:3589

State Project Number: 3805-99


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project reconstructs the Stewart River Bridge and approaches northeast of the junction of County Road 2 in Lake County.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/16

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.2 | 6.8 |
| Post Letting Construction Costs | 0.4 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.5 |
| Construction Engineering: | 0.4 | 0.8 |
| Right of Way: | 0.2 | 0 |
| **Total:** | **$ 6.8** | **$ 8.4** |

*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 March 2016. The current estimate was completed in April 2018. Both estimates include costs for new pavement and a new bridge. The cost increase is due to the scope not being complete for the baseline estimate.

## Project Risks

Risks will be identified after the scoping document is completed. Traffic control during construction will be a major risk depending on the project scope.

### Recent Changes and Updates

The Alternative Analysis and Environmental Document is near completion. This project is tied to SP 3805-79 for ease in traffic management during construction.

### Project History

A consultant was hired during the summer of 2017 to perform an alternatives analysis study and environmental document. This will aid in developing the project scope, schedule and budget. The DNR is currently working with the Federal Highway Administration on the purpose and need for the project. This spandrel filled arch was originally constructed in 1924 and widened in 1939. This bridge is one of 24 bridges that MnDOT is committed to preserving. The project purpose and need is determined. A consultant is currently performing an alternatives analysis study and environmental document.

## 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: 1/1/2016
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

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

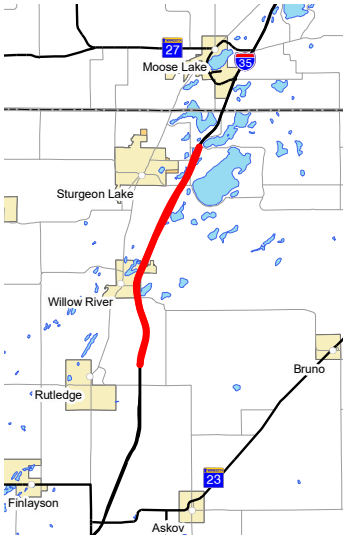
**District Engineer:** Duane Hill
**Project Manager:** Steven Oswald

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 35

On I-35 from North of Pine County CSAH 33 to south of Carlton County line in Pine County.
State Project Number: 5880-180

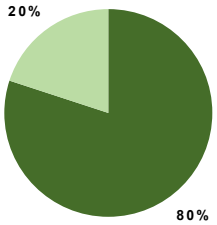



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

The project consists of a bituminous reclamation for 9 miles on I-35 from just north of Pine County Road 33 to south of the Carlton County line in the Sturgeon Lake/Willow River area.

### Recent Changes and Updates

The project was completed in August 2017.

### Project History

This project was initially programmed for bituminous resurfacing on the northbound roadway and changed to a bonded concrete overlay. The southbound section of I-35 is in fair condition and the northbound section is in poor condition. 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 | 11.8 |
| Post Letting Construction Costs | 0.5 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.8 |
| Construction Engineering: | 0.4 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.5** | **$ 13.5** |

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

### Key Cost Estimate Assumptions

This job was let in December 2016. The current estimate is based off of first year substantially complete costs that are verified. The estimate includes costs for bituminous reclamation and drainage repair. The cost increase from the base estimate is due to the addition of the southbound lane into the project.

### Project Risks

There are currently no outstanding risks on this project.

### Schedule

Environmental Approval Date: 10/10/2016
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 05/27/2016
Original Letting Date: 01/01/2012
Current Letting Date: 12/16/2016
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Roberta Dwyer

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

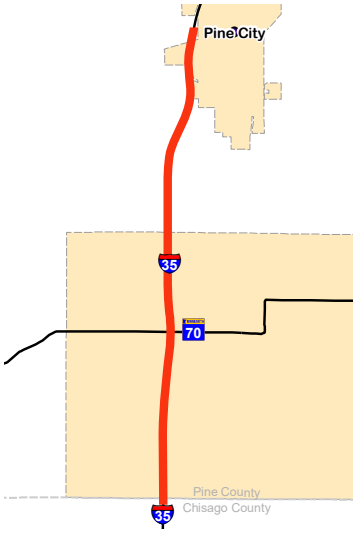
I 35

On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.

Bridge:58825, 58826, 58823, 58824

State Project Number: 5880-194

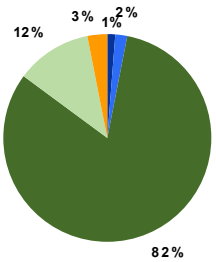
I-35 Snake River bridge replacement project




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Concrete paving is complete and bridge work will be complete fall 2019.

**Project History**

The project was developed to improve ride, load carrying capacity and extend the useful life of the highway.

## Project Description

This project replaces the bridge at Hwy 70 with bridge 58825 bridges at Snake River with bridges 58823 and 58824 and bridge at CR 7 over I-35 with bridge 58826 near Pine City.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 32.8 | 24.2 |
| Post Letting Construction Costs | 2.7 | 2.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.6 | 3.6 |
| Construction Engineering: | 2.4 | 2.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 41.5** | **$ 32.9** |

*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 August 2016. The current cost estimate is the actual construction letting amount. Both estimates include costs for concrete pavement resurfacing and bridge replacements. The construction letting cost was lower than the base estimate because the project was moved ahead 2 years. This project was let on 2-23-2018.

## Project Risks

Wetland impacts and traffic management.

## Schedule

Environmental Approval Date: 10/23/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 6/26/2017

Construction Limits Established Date: 2/23/2018

Original Letting Date: 2/23/2018

Current Letting Date: 2/23/2018

Construction Season: 2018 - 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Kenneth Slama


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 1

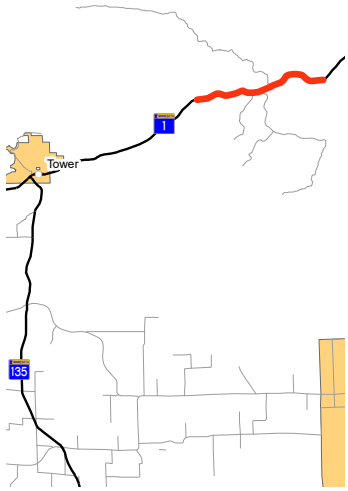
On MN 1 from Six Mile Lake Road to Bradach Road in St. Louis County.

Bridge:69X18

State Project Number: 6904-46

Hwy 1/169 Eagles Nest Lake Area project

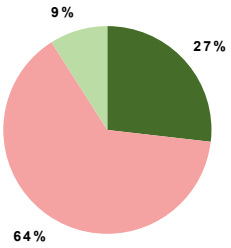
**Substantially Complete**




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project was completed in July 2018.

**Project History**

The project was completed in July 2018. MnDOT received the wetland permit from the Corp of Engineers before project award. The low bidder started construction in January 2017, performing tree clearing within the corridor. All associated contract work is on schedule for final completion in July 2018. The rock drilling program was completed in fall 2015. The lab test results were used to develop a rock mitigation plan in August 2016 for the roadway construction plan. The project letting date was moved to November 2016 with an anticipated construction date of January 2017. A task force was formed to address concerns between the Virginia and Winton segment. The Hwy 1/169 segment from Six Mile Lake Road to Clear Lake was recommended by the task force as a priority for reconstruction. $18.4 million funds were provided for highway improvements. It was decided that less money would be spent in the Thirteen Hills Area and more would be spent in the Eagles Nest Area. In May 2013 the letting date was changed to July 2016.

## Project Description

This project reconstructs Hwy 1 from Six Mile Lake Road to Bradach Road in the Eagles Nest Lake Area.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.5 | 16.4 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.3 | 4.0 |
| Construction Engineering: | 0.9 | 1.3 |
| Right of Way: | 1.2 | 1.2 |
| **Total:** | **$ 14.4** | **$ 23.3** |

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

## Key Cost Estimate Assumptions

The baseline estimate was based on the premise that equal amounts of money would be spent in two priority areas-the Eagles Nest Lake Area and the Thirteen Hills Area. The current estimate is based on the actual bid amount, and includes costs for reconstruction of Highway 1 from Six Mile Lake Road to Bradach Road. The rock drilling program provided results for a rock mitigation plan where it identified a number of construction items to be added to the project with sulfide concerns in excavation of on-site materials. The additional construction items of rock mitigation were then accounted for within the current estimate.

## Project Risks

The project is complete.

## Schedule

Environmental Approval Date: 11/3/2015

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 1/4/2016

Construction Limits Established Date: 6/1/2015

Original Letting Date: 12/17/2010

Current Letting Date: 11/18/2016

Construction Season: 2017-2018

Estimated Substantial Completion: Summer 2018

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Michael Kalnbach

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

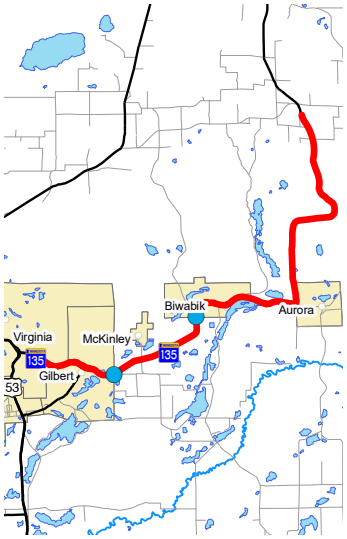
MN 135

On MN 135 from just west of County Road 921 in Virginia to CSAH 21 near Embarrass.

Bridge:69023;69025;6492

State Project Number: 6912-77

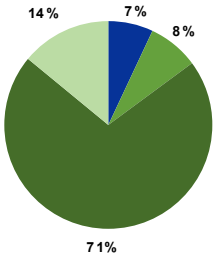
Hwy 135 resurfacing project




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project repairs bridges and resurfaces Hwy 135 from Hwy 53 to the junction of CSAH 21 near Embarrass.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.9 | 13.4 |
| Post Letting Construction Costs | 0.8 | 1.3 |
| Other Construction Elements: | 0 | 0.0 |
| Preliminary Engineering: | 1.0 | 1.0 |
| Construction Engineering: | 0.7 | 1.2 |
| Right of Way: | 0.0 | 0.2 |
| **Total:** | **$ 11.4** | **$ 17.1** |

*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 prepared in February 2015. The current cost estimate was prepared in August 2018. Both estimates included pavement resurfacing. The baseline estimate included pedestrian infrastructure improvements in Biwabik while the current estimate did not. That portion of the job was moved to SP 6912-79. The cost change was due to additional bridge repair work and intersection reconstruction in both Aurora and Gilbert and the removal of the work in Biwabik.

## Project Risks

No further risks are anticipated.

**Recent Changes and Updates**

The project limits have changed to approximately 500' south of St. Louis County Road 21. Two feet of the gravel shoulder will be paved between the Embarrass River Bridge and this new project limit. Turn lanes into the St. Louis County public works facility off Hwy 135 near Virginia are included. St. Louis County will be responsible for the cost. A left turn lane will be added for the Holiday Store entrance in Gilbert based on crash data.

**Project History**

Due to the scope of work in Biwabik, a separate project was programmed under SP 6912-79 in anticipation for a funding or project delivery problem, which would delay a portion of work in Biwabik. A task force was created to help define the future vision of Hwy 135 through town with a "complete streets" approach. The need for this project was driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in 2001. The 2015 pavement condition rating indicates the ride quality index was fair. Hwy 135 in this area has numerous turn lanes and bypass lanes. The Mesabi Trail runs parallel and crosses

## Schedule

Environmental Approval Date: 2/13/2019

Municipal Consent Approval Date: NA

Geometric Layout Approval Date: NA

Construction Limits Established Date: 5/1/2016

Original Letting Date: 01/01/2019

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson


**Revised Date:** 12/16/2019

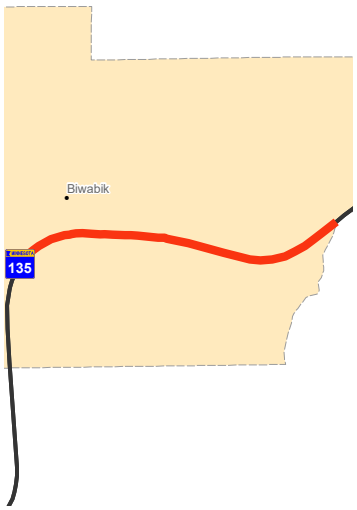
# PROJECT SUMMARY

MN 135

On MN 135 from CSAH 715 to east of CSAH 4 in Biwabik.

State Project Number: 6912-79

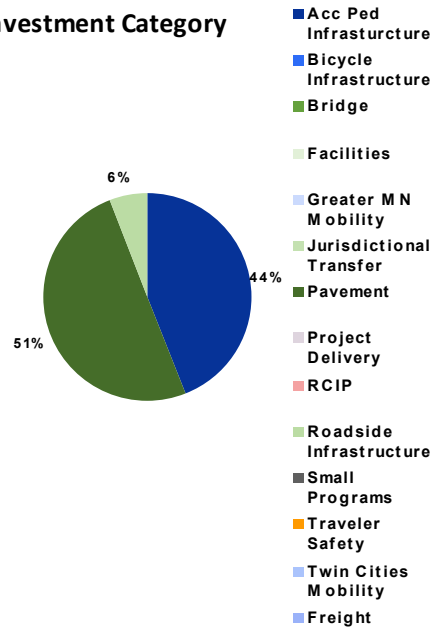
Hwy 135




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project reconstructs pavement curb & gutter utilities and accessibility improvements in Biwabik.

**Recent Changes and Updates**

This is a new project added to the MHPR.

**Project History**

This project was initially programmed as part of resurfacing Hwy 135 between Hwy 53 and CSAH 21. Due to ADA needs, city utility needs and local desires to develop a "complete street," this segment in Biwabik was removed from the resurfacing project and reprogrammed as a reconstruction project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 2.2 | 6.0 |
| Post Letting Construction Costs | 0.2 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.2 | 0.7 |
| Construction Engineering: | 0.3 | 0.6 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 3.0** | **$ 8.1** |

*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 prepared in Febuary 2017. The cost increase for the current estimate is due to the scope not being completed for the baseline estimate. Also included in the current estimate is $1 million of improvements to the city's underground infrastructure.

## Project Risks

There are project delivery risks associated with easement acquisitions, municipal consent and Biwabik's local funding share for the project.

## Schedule

Environmental Approval Date: 6/12/2019
Municipal Consent Approval Date: 2/11/2019
Geometric Layout Approval Date: 10/4/2018
Construction Limits Established Date: 8/2/2017
Original Letting Date: 1/01/2019
Current Letting Date: 1/31/2020
Construction Season: 2020
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson

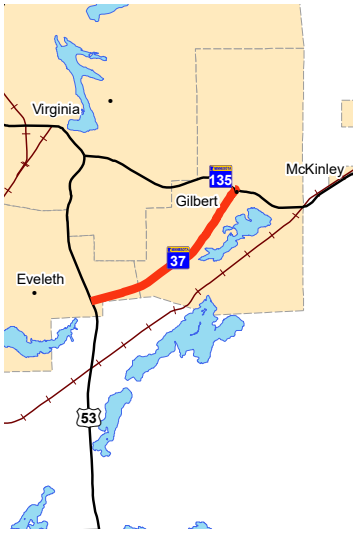
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 37

On MN 37 from the junction of US 53 to MN 135 in St. Louis County.

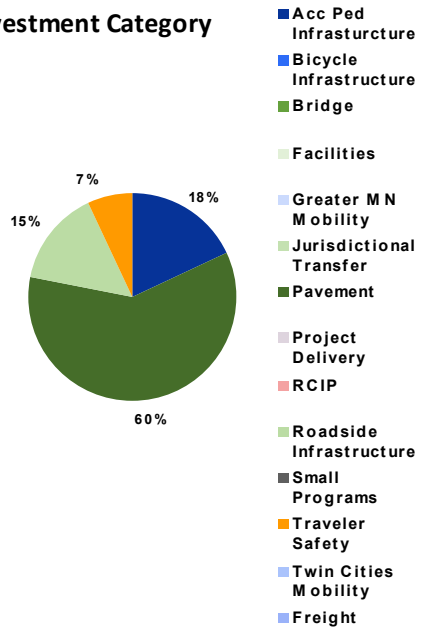
State Project Number: 6914-19




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 37 from Hwy 53 to Hwy 135 through Gilbert.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.4 | 6.6 |
| Post Letting Construction Costs | 0.4 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.8 |
| Construction Engineering: | 0.4 | 0.6 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 6.9** | **$ 8.5** |

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

## Key Cost Estimate Assumptions

The baseline was completed in April 2017. The current estimate was prepared in March 2019. The estimates include bituminous resurfacing and other road improvements. Also included in the estimates are pedestrian improvements within Gilbert. The increase in cost is due to more pedestrian improvements and a thicker pavement fix in Gilbert.

## Project Risks

Coordination with Gilbert to include its utilities into the plan set. Temporary easement needs throughout the project area. Contaminated materials located within the project limits.

## Recent Changes and Updates

Gilbert is committed to replacing or upgrading most of its sanitary sewer and water main along Hwy 37.

## Project History

The scope of this project was expanded to include full depth pavement removal and complete curb and gutter and sidewalk removal within Gilbert's business district due to poor conditions.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: Need unknown
Construction Limits Established Date: Complete
Original Letting Date: 1/1/2019
Current Letting Date: 2/28/2020
Construction Season: 2020 - 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Doug Kerfeld


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 53

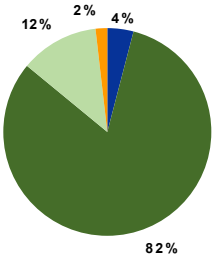
On US 53 from Swan Lake Rd. to Cemetery Rd. in St. Louis County.

State Project Number: 6917-140


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

Due to fiscal constraints, the project was moved from letting in January 2022 into fiscal year 2023.

### Project History

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The southernmost 4-miles of the project area has had various forms of preventative maintenance in 2014 and 2016, and the northernmost 8-miles of the project area was last resurfaced in 2009. The 2018 pavement condition rating indicates the ride quality index is good, however it's expected to decline to poor condition in 2022.

## Project Description

This project resurfaces Hwy 53 northbound only from Swan Lake Rd. to Cemertary Rd.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.0 | 8.0 |
| Post Letting Construction Costs | 0.7 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.9 |
| Construction Engineering: | 1.0 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.6** | **$ 10.2** |

*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 October 2017. The current estimate was completed in September 2019. Both estimates include costs for bituminous resurfacing, and hydraulic improvements.

## Project Risks

The final pavement repair fix could change from when this project was programmed.

## 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: 1/28/2022
Current Letting Date: 2023
Construction Season: 2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Josie Olson

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 53

On US 53 from the end of Pale Face River to CSAH 93 in St. Louis County.

Bridge:69020

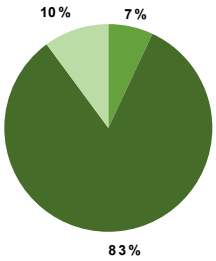
State Project Number: 6917-143

Hwy 53, bridge repair, resurfacing project


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project is currently under construction.

**Project History**

This project reconditions and resurfaces the existing highway to improve the ride and extend the useful life of the highway.

## Project Description

This project repairs a bridge and resurfaces Hwy 53 from just north of Pale Face River to Moon Lake Drive and improves accessibility at Anchor Lake Rest Area.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 5.3 |
| Post Letting Construction Costs | 0.4 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.3 |
| Construction Engineering: | 0.3 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 6.5** |

*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 completed in June 2015. The current estimate is based on actual construction letting amounts. Both estimates include bituminous resurfacing, hydraulics, roadside safety features and other road improvements and bridge rehabilitation. The cost increase was a result of adding the pavement repair and pedestrian improvements to Anchor Lake Rest Area.

## Project Risks

Construction overruns for additional work outside the construction contract.

## Schedule

Environmental Approval Date: 3/14/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 9/28/2018

Current Letting Date: 4/26/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Randy E Costley

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

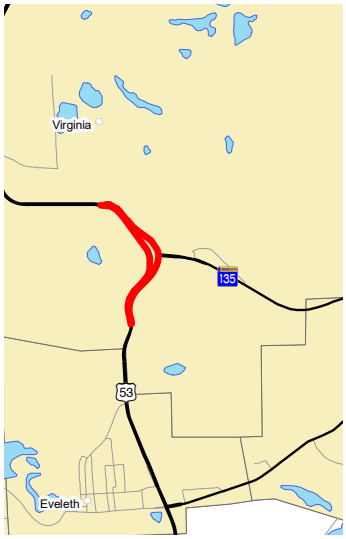
US 53

On US 53 from Vermillion Drive to just south of Bridge 69008 in Virginia.

Bridge:69129, 69130

State Project Number: 6918-86, 6918-91

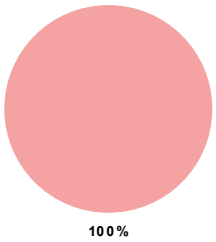
## Substantially Complete




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### 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 it in a new location. State Project 6918-86 (which is also included in the 6918-80 project scope) is all remaining grading on Hwy 53 & Hwy 135 including a bridge on Hwy 135 over Hwy 53.

### Recent Changes and Updates

The project was completed in fall 2017. The main contract will be closed fall 2019. The costs did not change from the last major project report.

### Project History

The existing highway infrastructure will be removed to make way for taconite mining. There will be final clean up and minor work in spring 2018. The environmental impact statement and record of decision was completed in fall 2015. MnDOT negotiated an extension of the existing Hwy 53 until November 15, 2017. The contractor was to construct alternative E2 around and across the Rochleau Pit. Construction started November 2, 2015. Traffic is scheduled to be on the new highway. In 1960, US Steel granted MnDOT highway easement rights for Hwy 53. In 2010, the successor, US Steel, United Taconite and RGGS Land and Minerals gave MnDOT notice that they were terminating easement rights. It expired May 5, 2017.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 60.0 | 161.9 |
| Post Letting Construction Costs | 13.8 | 13.9 |
| Other Construction Elements: | 0 | 0.4 |
| Preliminary Engineering: | 8.64 | 22.0 |
| Construction Engineering: | 5.76 | 15.0 |
| Right of Way: | 0 | 17.1 |
| **Total:** | **$ 88.2** | **$ 230.3** |

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

### Key Cost Estimate Assumptions

Current construction cost is projected to remain at $162.4 million. This includes extra work required to complete the project within the project limits by MnDOT, Virginia, Virginia PUC and the Mesabi Trail. Major items include removal of bridges 69007 and 69008, unanticipated regulated waste cleanup, changes in city utilities and additional excavation and backfill of unsuitable soils. Total estimate after letting is $244.8 million. This total includes all MnDOT costs for the above categories and construction cost for Virginia and VPUC utilities and relocation of the Mesabi Trail. The original project estimate was a high level estimate for the proposed M1 alternative when the project was placed in the STIP. Subsequent engineering on M1 route identified additional challenges on this route that increased the cost. MnDOT is currently targeting a total project cost estimate of $240 million based on what is known today.

### Project Risks

All risks are retired.

### Schedule

Environmental Approval Date: Fall 2015
Municipal Consent Approval Date: 4/14/2015
Geometric Layout Approval Date: 04/20/2015
Construction Limits Established Date: Spring 2015
Original Letting Date: 04/24/2015
Current Letting Date: 10/21/2015
Construction Season: 2016 - 2019
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:** 12/16/2019

# PROJECT SUMMARY

US 53

On US 53, replace Bridges 69009 and 69010 in Virginia.

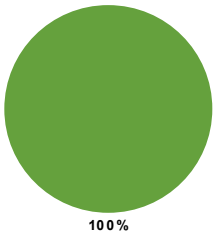
Bridge:69009;69010

State Project Number: 6918-90


**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The geometric layout of the bridges are under development.

**Project History**

This project replaces two bridges to serve the same function and meet current bridge design and construction standards.

## Project Description

This project replaces bridges at 6th Ave. W. in Virginia.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.1 | 4.6 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 5.7** |

*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 April 2017. The current estimate was completed in September 2019. Both estimates include costs for new pavement and two new bridges. The cost increase was due to work being needed on the roadway under the bridge to allow for pedestrian access and hydraulics.

## Project Risks

Uitility relocations, contaminated materials, municipal consent and right of way acquisition.

## Schedule

Environmental Approval Date: Pendijng approval
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: Pending approval
Construction Limits Established Date: pending approval
Original Letting Date: 11/20/2020
Current Letting Date: 11/20/2020
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Randy Costley

**Revised Date:** 12/16/2019

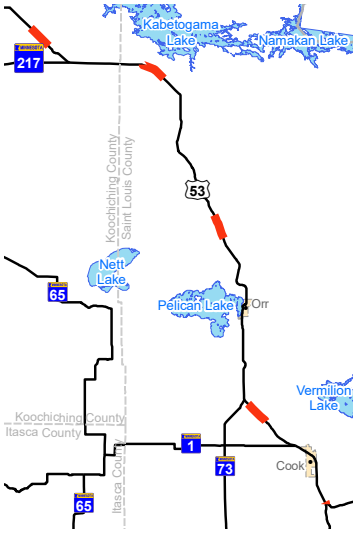
# PROJECT SUMMARY

US 53

On US 53 from MN1/CSAH22 in Koochiching and St. Louis Counties.

State Project Number: 6920-53

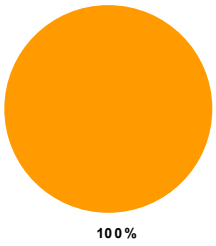
Hwy 53, Hwy 1 intersection, passing lanes project




**Primary Purpose**

Traveler Safety

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project installs a reduced conflict Intersection and adds 4 passing lanes from Angora to north of Ray.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.5 | 7.5 |
| Post Letting Construction Costs | 0.5 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.8 |
| Construction Engineering: | 0.6 | 1.1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 9.5** | **$ 9.7** |

*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 completed in August 2018. The current estimate is based on actual construction letting amounts. Both estimates include Intersection saftey improvements.

## Project Risks

The project has been let. Risks remaining include potential construction changes.

### Recent Changes and Updates

This project was let in May 2019 and is currently under construction. The cost increase is due to additional paving and crown correction needed to obtain safe cross slopes.

### Project History

The need for this project is driven by unsafe intersection geometry at CR 22 and Hwy 53, and limited passing opportunities between Cook and International Falls. Hwy 53 was expanded from 2 lanes to 4 lanes between Virginia and Cook, and after the 4 lane expansion, the intersection at CR 22 saw several crashes.

## Schedule

Environmental Approval Date: 3/5/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 3/4/2019

Construction Limits Established Date: 10/16/2018

Original Letting Date: 4/26/2019

Current Letting Date: 5/17/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Josie Olson


**Revised Date:** 12/16/2019

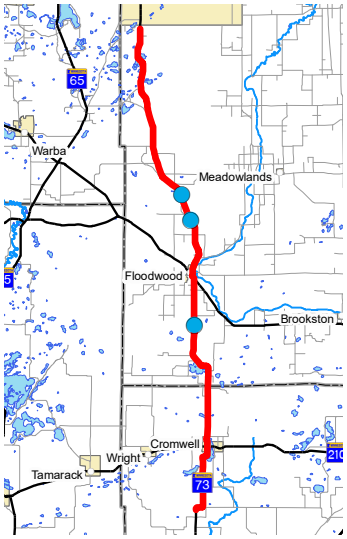
# PROJECT SUMMARY

MN 73

On MN 73 in Carlton and St. Louis Counties.

State Project Number: 6928-28

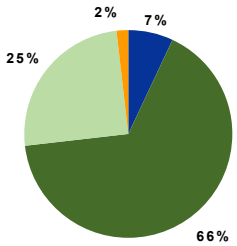
Hwy 73 resurfacing project




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project was let. No updates.

**Project History**

The project was let in July 2018 and construction is anticipated to start in late summer 2018 and continue through the 2019 construction season. All temporary property easements were acquired for the construction project. The project design included narrowing the roadway section and eliminating on-street parking on the north half of Hwy 73 in Floodwood. Public outreach with Floodwood continues as part of project development. Temporary property easements will be required from residences as a result of sidewalk replacement. The easement acquisition process has started. The letting date changed from June 2018 to July 2018 to balance district letting schedules. District 1 staff coordinated with Floodwood to determine utility upgrades that would be finished with MnDOT's project. The letting date changed from FY 2018 to FY 2019 as a result of overall program needs. The project scoping was completed in August 2015. This project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity.

## Project Description

This project is 30 miles long and occurs at several locations along Hwy 73 and Hwy 2 including Cromwell and Floodwood. Project improvements include: pavement resurfacing curb ramp construction and sidewalk improvements.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.5 | 7.2 |
| Post Letting Construction Costs | 0.8 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.0 | 1.2 |
| Construction Engineering: | 0.6 | 0.9 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.9** | **$ 10.2** |

*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 January 2014 before the final scoping report was completed. The current estimate is based off actual construction letting costs and includes costs for pavement resurfacing and drainage improvements. The project was let in July 2018.

## Project Risks

The project was let. Risks remaining include potential construction changes.

## Schedule

Environmental Approval Date: 7/9/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 6/11/2018

Original Letting Date: 01/01/2018

Current Letting Date: 7/27/2018

Construction Season: 2018 - 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Michael K Kalnbach

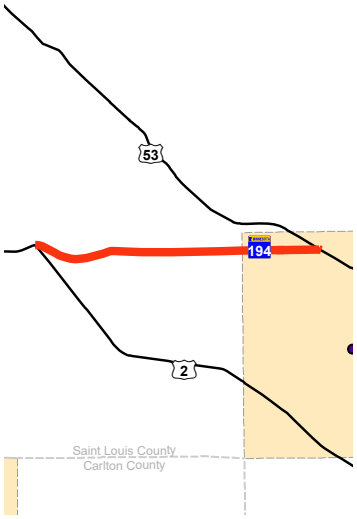

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 194

On MN 194 from US 2 to US 53 in Hermantown.

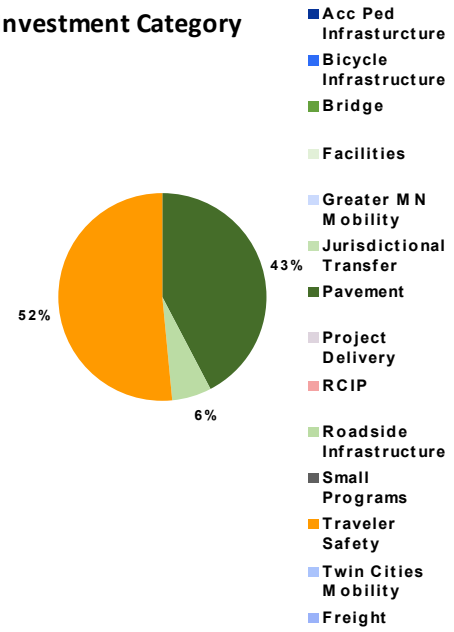
State Project Number: 6932-14




**Primary Purpose**

Traveler Safety

## Investment Category




## Project Description

This project resurfaces Hwy 194 from Hwy 2 to Hwy 53 and includes intersection improvements at Midway Road and Hwy 53/Lindahl Road.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 5.9 |
| Post Letting Construction Costs | 0.4 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.7 |
| Construction Engineering: | 0.3 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.0** | **$ 7.6** |

*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 completed in January 2018. The current estimate was completed in September 2019. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The reason for the cost increase is because work was added for intersection improvements.

## Project Risks

Public's reaction to intersection changes, contamination materials and right of way needs.

## Recent Changes and Updates

This is a new project.

## Project History

This is a new project.

## 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: 12/17/2021
Current Letting Date: 12/17/2021
Construction Season: 2020 - 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Douglas Kerfeld

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

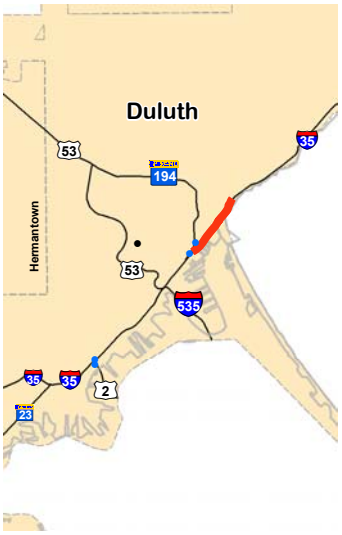
US 2, MN 194

On Hwy 194 from Rice Lake Road/CSAH 4 to I-35 and replaces US 2 Bridges 69101 and 69102 in Duluth.

Bridge:69101;69102

State Project Number: 6933-97, 6937-102, 6933-95

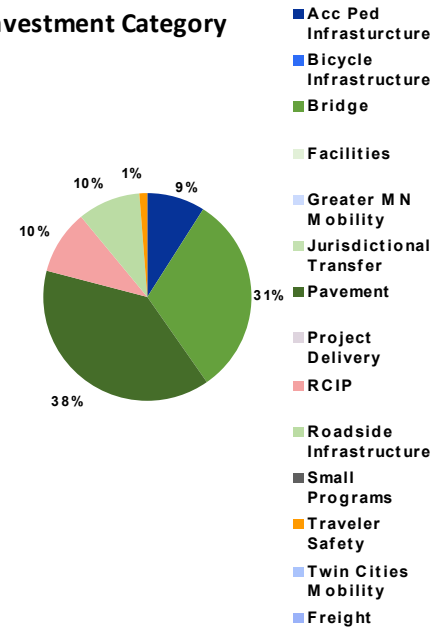
Hwy 194/Mesaba Ave/Hwy 2




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

This project consists of concrete pavement repair and ADA improvements on Hwy 194 reconfiguring Hwy 194 at Mesaba Ave. and Superior St. and repairing two bridges on Hwy 2.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 07/01/2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.8 | 10.0 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.0 | 0.9 |
| Construction Engineering: | 0.7 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.1** | **$ 12.1** |

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

## Key Cost Estimate Assumptions

The baseline cost estimate was prepared in August 2016. The current estimate is based on actual bid letting costs. The estimates include bridge rehabilitation for SP 6937-102, a concrete pavement repair, storm sewer repair and ADA accessibility improvements for SP 6933-97.

## Project Risks

No further project risks are anticipated.

## Recent Changes and Updates

This project was let and is under construction.

## Project History

This project and the Hwy 194/Mesaba Ave. (SP 6933-97) project are now tied together. When originally programmed, the bridge rehab work on Hwy 2 (SP 6937-102) and Hwy 194/Mesaba Ave. (SP 6933-95) were tied. In 2016, the Hwy 194/Mesaba Ave. (SP 6933-97) pavement repair, ADA improvements and storm sewer repair project were tied to the bridge projects to better coordinate how traffic was handled during construction. Bundling these projects together resulted in a total cost estimate that fell in the major projects category.

## Schedule

Environmental Approval Date: 11/02/2017
Municipal Consent Approval Date: 10/24/2017
Geometric Layout Approval Date: 09/18/2017
Construction Limits Established Date: 5/24/2016
Original Letting Date: 01/0/1/2018
Current Letting Date: 2/23/2018
Construction Season: 2018 - 2019
Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** Duane Hill
**Project Manager:** Brian Larson

**Revised Date:** 12/16/2019

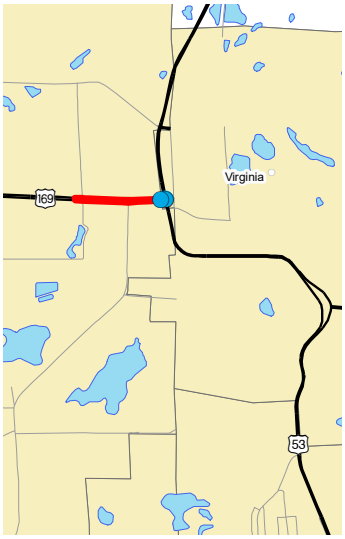
# PROJECT SUMMARY

US 169

On US 169 from CR 109 to US 53 in Mountain Iron.

State Project Number: 6935-89

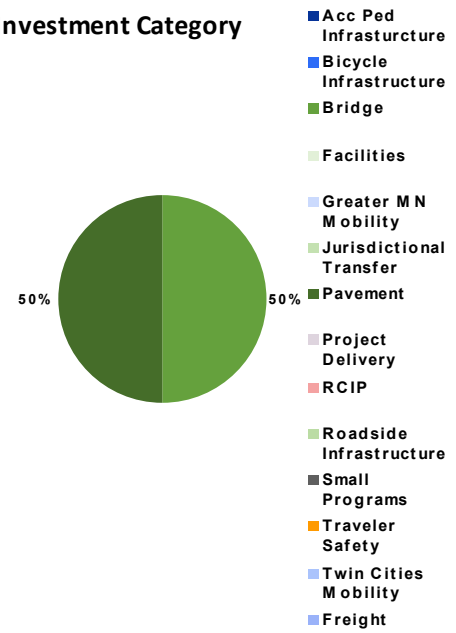
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




### Project Description

The project resurfaces Hwy 169 from Hoover Rd in Virginia to CR 109 and includes a bridge rehabilitation.

### Recent Changes and Updates

This project was let in June 2017. This project is substantially complete.

### Project History

The project scoping was originally completed in January 2014. The scoping document is currently being amended to include some traffic and safety improvements along the corridor in coordination with Mountain Iron and St. Louis County. The pavement recommendations for the divided highway section was changed from a bituminous overlay to a concrete pavement repair project. The need for this project is due to 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: | 3.6 | 9.0 |
| Post Letting Construction Costs | 0.8 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.4 |
| Construction Engineering: | 0.3 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.2** | **$ 10.3** |

*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 based on actual construction letting bid amounts. The estimate includes costs for pavement resurfacing, bridge rehabilitation and signal construction. The cost has increased because of the need to achieve bridge clearance over US 53, an added signal system revision and additional concrete pavement repair.

### Project Risks

No risks remain.

### Schedule

Environmental Approval Date: 03/30/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/11/2016
Construction Limits Established Date: 8/11/2016
Original Letting Date: 05/19/2017
Current Letting Date: 5/19/2017
Construction Season: 2017 - 2019
Estimated Substantial Completion: Summer 2018

DEPARTMENT OF TRANSPORTATION

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

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

**Revised Date:** 12/16/2019

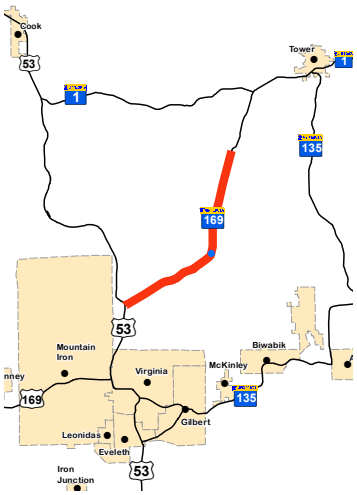
# PROJECT SUMMARY

MN 169

On MN 169 from US 53 to CSAH 26 in St. Louis County.

Bridge:69088

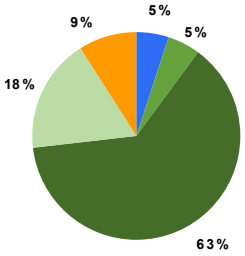
State Project Number: 6936-19




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project is a bituminous pavement resurfacing of Hwy 169 from Hwy 53 to CR 26. The work includes rehabilitating a bridge over the Sandy River.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 7/1/16

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.5 | 4.2 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.7 | 0.4 |
| Construction Engineering: | 0.4 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.1** | **$ 5.5** |

*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 February 2016. The current cost estimate was prepared in March 2019. The project was legnthened by 0.84 miles, the cost decrease was due to lower bituminous prices. The estimate includes costs for resurfacing, culvert work, tree removal and bridge rehabilitation.

## Project Risks

The final pavement repair fix could change from when this project was programmed.

### Recent Changes and Updates

The funding changed from state dollars to federal dollars and the letting date was moved from October 2019 to December 2019 to allow time for tribal notification and the Threatened and Endangered Species Review.

### Project History

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in the late to mid 1990s. The 2015 pavement condition rating indicates the ride quality index is fair. Approximately 0.84 miles were added to the west end of the project to maintain a consistent pavement section through the corridor.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 6/12/2019
Original Letting Date: 10/25/19
Current Letting Date: 12/18/2019
Construction Season: 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Josie Olson


**Revised Date:** 12/16/2019

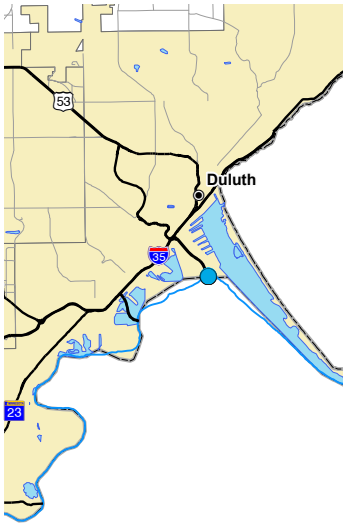
# PROJECT SUMMARY

I 535

On I-535, Blatnik Bridge repairs between Duluth and Superior, WI.

Bridge:9030

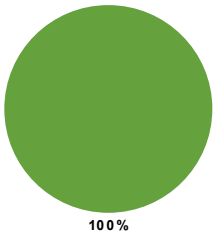
State Project Number: 6981-9030L




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

No changes.

**Project History**

This bridge rehabilitation project is scheduled for construction years 2021. The project was moved to FY 2021 to allow for a bridge maintenance analysis plan to be developed. The Blatnik Bridge was originally built in 1961, and previous bridge work included: major renovation and remodeling work such as widening of the main truss in 1993, painting, concrete barrier replacement, joint replacements and lighting in 2012. The need for the project is driven by a deteriorating condition. The bridge is fracture critical. This project will paint areas that were not painted in the 2012 project.

## Project Description

The Blatnik Bridge on I-535 over the St. Louis River between Duluth MN and Superior WI will have some steel structural members repaired along with minor concrete repairs to the superstructure.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.6 | 9.1 |
| Post Letting Construction Costs | 0.3 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.0 | 0.7 |
| Construction Engineering: | 0.7 | 1.0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.6** | **$ 11.3** |

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

## Key Cost Estimate Assumptions

The baseline cost estimate was prepared in April 2015 prior to scoping. The estimate included costs for bridge painting. The current estimate was prepared in February 2016 after scoping was complete. 50 percent of the project cost will be paid for by WisDOT. The current estimate includes both the Wisconsin and Minnesota project costs.

## Project Risks

The project will require cost sharing with the state of Wisconsin and their funding may not be available until 2020 or later. The bridge management plan being developed will result in a change to scope or schedule of this project. Fracture critical bridge inspections done prior to this project identify additional work that needs to be done to keep the bridge serviceable.

## 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: 01/01/2019
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** Duane Hill
**Project Manager:** Brian K Larson

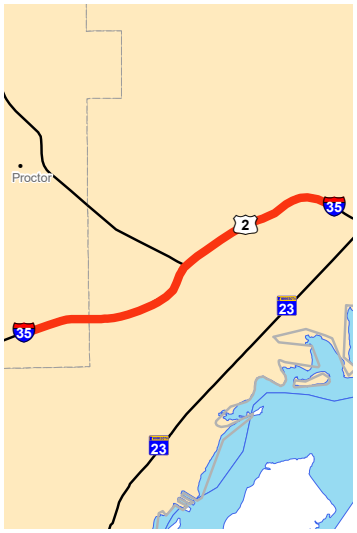

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 35

On I-35 at Thompson Hill from Bondary Ave. to the north end of bridge 69879 over MN 23 in Duluth and Proctor.

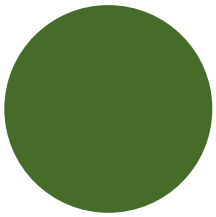
State Project Number: 6982-318




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project in the major projects report.

**Project History**

This is a new project.

## Project Description

I -35 In Proctor pavement overlay from Boundary Ave. to Central Ave.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.0 | 13.0 |
| Post Letting Construction Costs | 1.4 | 1.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.7 | 1.7 |
| Construction Engineering: | 1.4 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 17.5** | **$ 17.5** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates are based on estimated quantities and average bid prices on similar projects.

## Project Risks

The project may impact wetlands, protected waters, protected prairies, require an MPCA NPDES permit, directly or indirectly impact existing rest area, travel information center, wayside, or scenic overlook.

## 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: na
Current Letting Date: 1/28/2022
Construction Season: 2022 - 2023
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

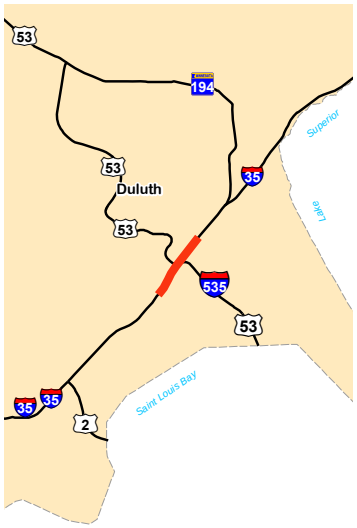

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

**District Engineer:** Duane Hill
**Project Manager:** Brian Larson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

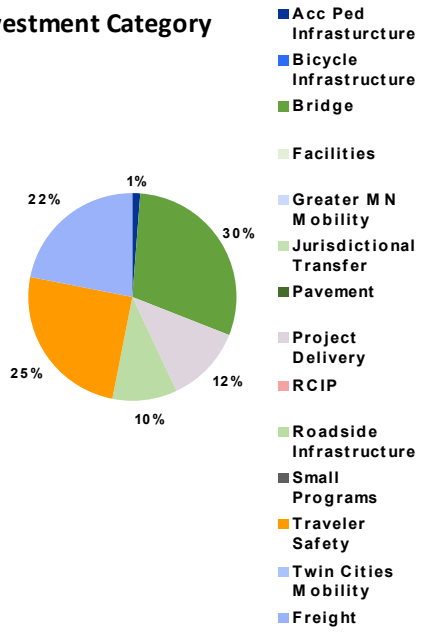
US 53, MN 194, I-35, 46 Ave. NW
On I-35 from Central Ave. to Garfield Ave. in Duluth.
State Project Number: 6982-322
I-35, I-535, Hwy 53 Twin Ports Interchange




**Primary Purpose**

Bridge

**Investment Category**




**Recent Changes and Updates**

As of November 2019, after one year of detailed design and Construction Manager / General Contractor preconstruction effort, additional information has provided a more detailed project scope that has increased the cost to $443 million exceeding MnDOT's budget of $343 million. MnDOT will defer the reconstruction of the 535/Garfield interchange and a significant portion of the US TH 53 bridge reconstruction until a time when additional funding becomes available. The Twin Ports Interchange project is split into two smaller projects called "work packages." Package 1 is approaching 90% final design while Package 2 is approaching 60% design. In last years report a new connection from Lincoln Park to the bayfront was discussed, but is no longer on the table. Final design is moving rapidly where the largest challenge is addressing how to quantify, handle and price the contaminated soil and water since the entire project area is contaminated. A separate surfacing project was added on TH 194, which will be a detour route to address poor pavement condition. The public desires to use space under the future TH 53 bridges. This is beyond the scope of the project, but the team continues to work through associated issues on this topic.

**Project History**

In 2018, work included the environmental process and documentation, geometric layout development, railroad coordination, preliminary bridge design, foundation design and public outreach. Construction is anticipated to begin in 2020 and last 3 - 4 years. Estimates are planning/preliminary level only and will be refined in 12 months.

## Project Description

The reconstruction of the I-35/I-535/US 53 interchange US 53 between I-35 and West 3rd Street and the I-535/Garfield Avenue interchange located in Duluth Minnesota. The project also includes modifications to local roads and stormwater infrastructure. Collectively this work is referred to as the Twin Ports Interchange (TPI) Reconstruction Project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 230.0 | 283.2 |
| Post Letting Construction Costs | 16.5 | 17.6 |
| Other Construction Elements: | 10.1 | .3 |
| Preliminary Engineering: | 32.5 | 22.2 |
| Construction Engineering: | 9.6 | 19.7 |
| Right of Way: | 0.3 | 0 |
| **Total:** | **$ 299.0** | **$ 343.0** |

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

## Key Cost Estimate Assumptions

The current estimate includes the actual construction letting amount on 6982-328 and the engineer's estimates on the other contracts: Package 1, Package 2 and the 2020 design bid build contract on TH 194. Overall, the project cost includes all right of way temporary easements and parcel acquisition, utilitiy agreements with Duluth, field office costs and materials and construction contract agreements with BNSF Railway. The baseline estimate is capped at the $299 million available budget. This baseline estimate amount did not include the construction of 535/Garfield interchange at the time. The current estimate increased to $343 million to include the construction of 535/Garfield interchange based on the planning estimate before detailed design.

## Project Risks

Top risks from 2019 Financial Plan Update: Market conditions, contaminated soil and water, temporary shoring/sheeting, archeological concerns, railroad agreements, right of way procurement and ground improvements.

## Schedule

Environmental Approval Date: 2/12/2019
Municipal Consent Approval Date: Pending approval
Geometric Layout Approval Date: 11/27/2018
Construction Limits Established Date: 1/31/2019
Original Letting Date: 4/9/2020
Current Letting Date: 4/26/2019
Construction Season: 2019 - 2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

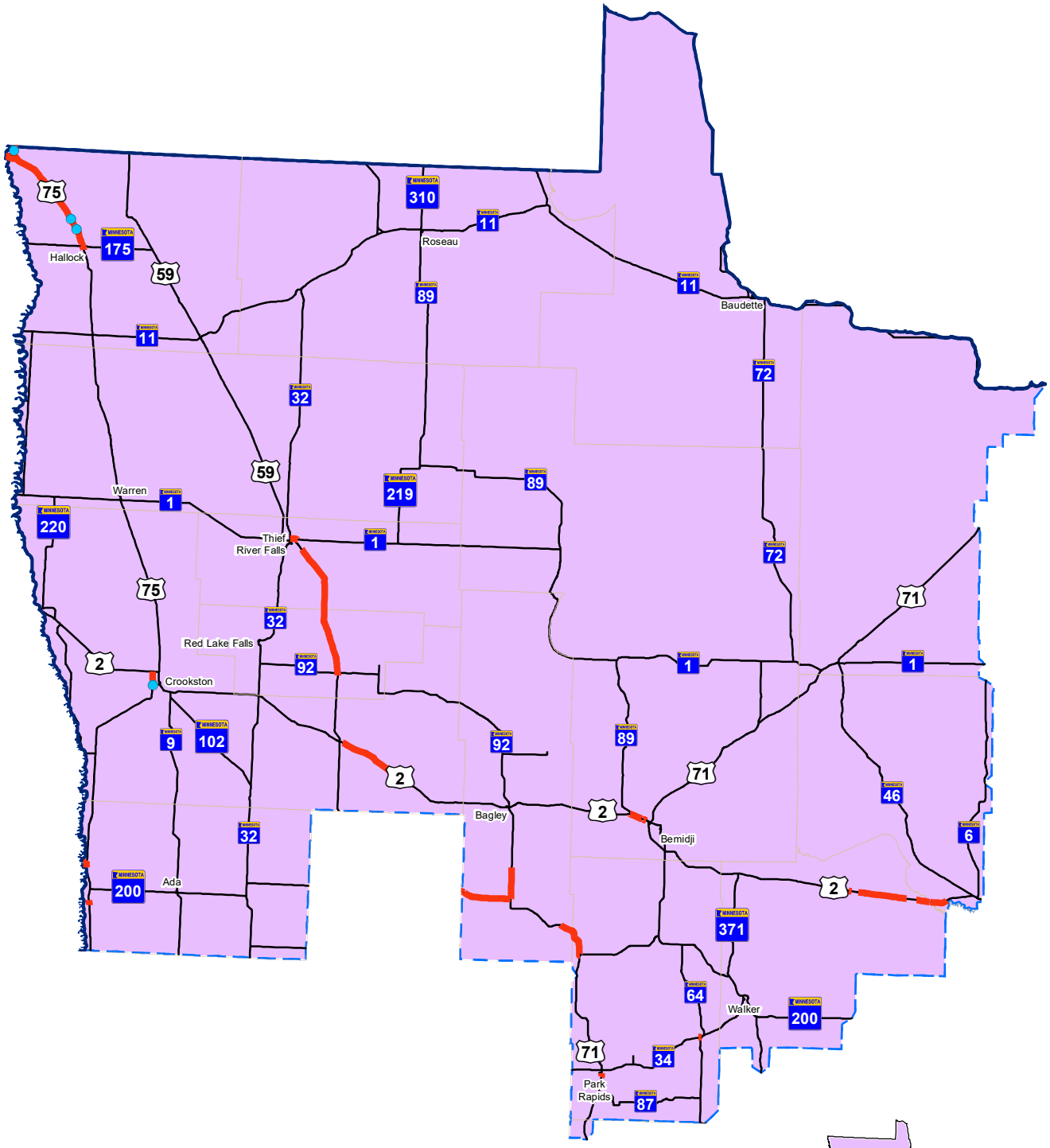
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

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

**Revised Date:** 12/16/2019

# Major Highway Projects 2019

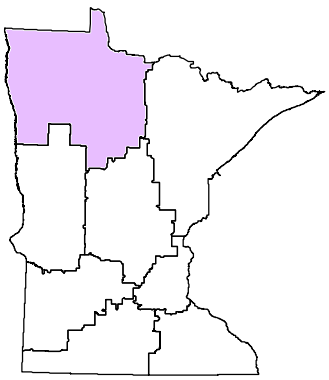
## D2-BEMIDJI




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 2 Project List

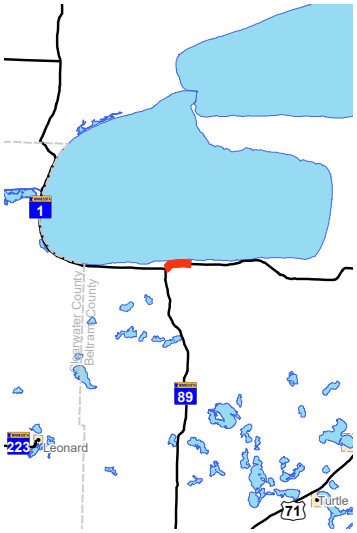
| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 1 | 0404-38 | On MN 1 from MN 89 to MN 89 in Beltrami County. | B2 | 127 |
| US 2 | 0406-60 | On US 2 rehab bridges in Bemidji; Bemidji Bypass. | B3 | 128 |
| US 2 | 0406-67 | On US 2 from MN 89 to Beltrami CSAH 9 in Beltrami County | B4 | 129 |
| US 71 | 0410-50 | On US 71 from MN 197 to the end of the four-lane in Beltrami County. | B5 | 130 |
| US 71 | 0411-17 | On US 71 from MN 72 in Blackduck to Itasca/Koochiching County Line in Blackduck. | B6 | 131 |
| US 2 | 1102-70 | On US 2 from east of Cass County Road 91 to Itasca County Road 18 in Cass and Itasca Counties. | B7 | 132 |
| MN 200 | 1106-15 | On MN 200 from MN 371 to MN 84 in Cass County | B8 | 133 |
| MN 200 | 1504-15 | On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County. | B9 | 134 |
| MN 200 | 1505-25 | On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County | B10 | 135 |
| MN 92 | 1506-41 | On MN 92 from CSAH 35 to MN 200 in Clearwater County | B11 | 136 |
| MN 92 | 1507-66 | On MN 92 from CSAH 24 to BNSF Railroad crossing in Bagley. | B12 | 137 |
| MN 34 | 2902-44 | On MN 34 from Hillside Ave. to Franklin Ave. in Akeley. | B13 | 138 |
| US 71 | 2904-15 | On US 71 from CSAH 15 to 8th St. and CSAH 15 in Park Rapids. | B14 | 139 |
| MN 46 | 3109-41 | On MN 46 from US 2 to Itasca County Road 36 in Itasca County | B15 | 140 |
| US 75 | 3509-26 | On US 75 from US 75 to Bridge 35006 in Hallock. | B16 | 141 |
| US 75 | 3509-28 | On US 75 from Bridge 35007 to US 75 in Kittson County. | B17 | 142 |
| MN 72 | 3905-09 | On MN 72 replace Bridge 39016 over the Rainy River in Baudette. | B18 | 143 |
| US 75 | 5406-18 | On US 75 from 175th Ave. to CSAH 25 in Hendrum. | B19 | 144 |
| US 75 | 5409-32 | On US 75 from 235th Ave. to CSAH 51 in Halstad. | B20 | 145 |
| MN 1 | 5701-31 | On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls. | B21 | 146 |
| MN 1 | 5702-44 | On MN 1 from MN 32 to CSAH 18 and on US 59 in Thief River Falls. | B22 | 147 |
| MN 1 | 5702-47 | On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls. | B23 | 148 |
| US 59 | 5705-61 | On US 59 from MN 92 in Brooks to CR 62 in Thief River Falls. | B24 | 149 |
| US 2 | 6001-61 | On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher. | B25 | 150 |
| US 2 | 6004-24 | On US 2 from the west end of Erskine to US 59 in Polk County. | B26 | 151 |
| US 2 | 6004-26 | On US 2 from west of MN 32 to west of US 59 in Polk County. | B27 | 152 |
| US 2 | 6005-68 | On US 2 from east of US 59 to western limits of Fosston in Polk County. | B28 | 153 |
| US 75 | 6011-29 | On US 75 from US 2 to CSAH 19 in Marshall and Polk Counties. | B29 | 154 |
| US 75 | 6012-52 | On US 75 from CSAH 9 to US 2 in Polk County. | B30 | 155 |
| US 2 | 6018-02 | On US 2 rehabilitate Bridge 9090 in East Grand Forks. | B31 | 156 |

# PROJECT SUMMARY

MN 1

On MN 1 from MN 89 to MN 89 in Beltrami County.

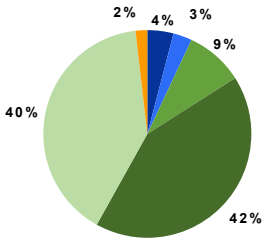
State Project Number: 0404-38




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
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- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project reconstructs Hwy 1 in Red Lake from Hwy 89 to east of Hwy 89.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.2 | 4.9 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.5 |
| Construction Engineering: | 0.36 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.3** | **$ 6.0** |

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

## Key Cost Estimate Assumptions

There is a contingency of $500,000 for contaminated materials. Red Lake received $130,000 in TAP funds to construct a 0.5 mile multi-use trail along MN 1.

## Project Risks

Pedestrian and bike facilities have the potential of being built off the permitted easement.

### Recent Changes and Updates

The letting date is an authorization date for transfer of funds from the state to the Red Lake Indian Reservation. Red Lake Indian Reservation is leading the project.

### Project History

MN 1 is the primary east-west corridor through the Red Lake Nation. The highway is a minor arterial receiving approximately 5,000 vehicles per day. The proposed section is located within the city limits of Red Lake and serves the Red Lake Elementary School, Red Lake High School, Red Lake Nation College, and Red Lake Public Safety Facility. The purpose of the project is to improve pedestrian and bicycle accessibility, to improve drainage and to provide a smooth riding surface for the traveling public. Red Lake Tribal Roads will lead the project including survey, design and construction of the project.

## Schedule

Environmental Approval Date: Not needed

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Pending approval

Construction Limits Established Date: May 2016

Original Letting Date: 12/15/2018

Current Letting Date: 10/15/2019

Construction Season: 2019

Estimated Substantial Completion: Nov-20

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Jeremy Wayne Hadrava


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

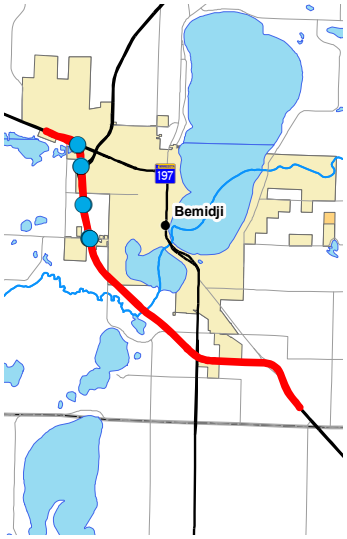
US 2

On US 2 rehab bridges in Bemidji; Bemidji Bypass.

Bridge:04005-04010; 04019

State Project Number: 0406-60

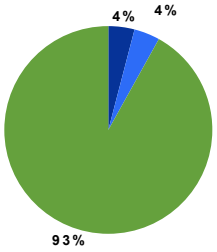
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project is complete.

**Project History**

MnDOT expanded the scope of a bridge rehabilitation project along the Bemidji bypass to include resurfacing 21.5 miles of pavement adjacent to the bridges. Combining these improvements provides cost savings along with constraining traffic impacts to one construction season. Accelerating the pavement resurfacing allows for a thinner, less costly resurfacing. Six of the bridges are over 30 years old and require rehabilitation to extend their useful lives. One of the bridges does not meet clearance requirements of a super-haul truck corridor. The pavement surface on US 2 is projected to be in poor condition by 2018. This project will extend the useful life of all six bridges, provide additional clearance under Bridge 04019 so it can be designated a super-haul truck corridor and extend the useful service life of the pavement.

## Project Description

This project resurfaces 21.5 miles of pavement rehabilitating six bridges and increasing bridge clearance along the corridor.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.3 | 5.4 |
| Post Letting Construction Costs | 0.2 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.36 | 0.4 |
| Construction Engineering: | 0.24 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.1** | **$ 6.4** |

*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 2014 historical cost data and uses an inflation factor based on the midpoint of the construction season. Inflation factor and scope changes identified in the project history were updated in 2015 resulting in a significant increase in the cost estimate. The current estimate is the construction letting amount.

## Project Risks

The project is lengthy and may cause local traffic problems.

## Schedule

Environmental Approval Date: 10/6/2015

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 08/26/2016

Current Letting Date: 10/28/2016

Construction Season: 2017

Estimated Substantial Completion: Nov-17

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson

**Project Manager:** Debra Bauer

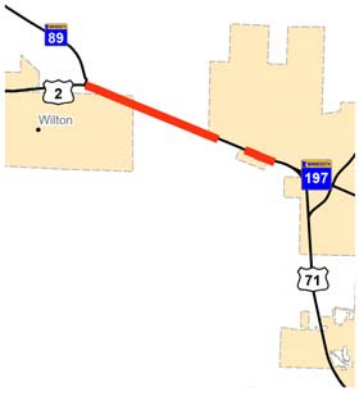
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 from MN 89 to Beltrami CSAH 9 in Beltrami County

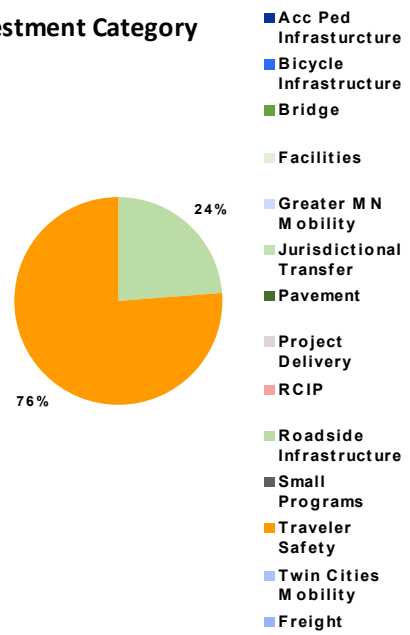
State Project Number: 0406-67




**Primary Purpose**

Traveler Safety

## Investment Category




**Recent Changes and Updates**

This is a new project to the major highway projects report.

**Project History**

The four-lane divided expressway of US 2 receives 10,000 to 17,600 vehicles per day and this entire expressway was identified as a severe sustained high crash location exceeding 30% of the state average. The TH 2 & TH 197 Corridor Evaluation, which was completed for MnDOT by Alliant Engineering on June 2017, was divided into multiple segments. This project focuses on segments 1 and 2. Within segments 1and 2, there are five locations where Reduced Conflict Intersections were identified to be solutions at median crossings/intersections. In conjunction with the construction of the RCI's, there will be median closures and the addition of turn lanes. MnDOT District 2 Traffic Engineering Office also completed an Intersection Control Evaluation for CSAH 9, which concluded a RCI is the improvement selected for that intersection.

## Project Description

The project consisted of access management improvements on Hwy 2 between Hwy 89 and Beltrami CR 9 in Bemidji.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.3 | 4.3 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 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 baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

Local governing agency's familiarity with the alternative intersections (RCI).

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Need unknown

Geometric Layout Approval Date: Need unknown

Construction Limits Established Date: Need Unknown

Original Letting Date: 1/1/2014

Current Letting Date: 2/22/2019

Construction Season: 2021

Estimated Substantial Completion: Nov-21

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Joseph Stanley McKinnon

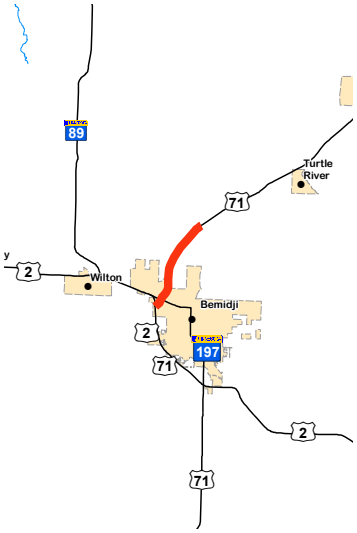
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 71

On US 71 from MN 197 to the end of the four-lane in Beltrami County.

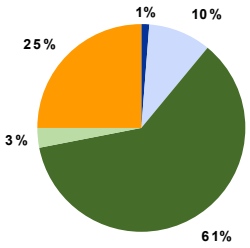
State Project Number: 0410-50




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 71 from Hwy 197 to north of Beltrami CR 15/Irvine Ave. near Bemidji and improve intersections at Hwy 71 with CR 52/Anne Street and CR 59.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.6 | 12.4 |
| Post Letting Construction Costs | 0.2 | 1.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.9 |
| Construction Engineering: | 0.36 | 0.6 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 5.7** | **$ 15.3** |

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

## Key Cost Estimate Assumptions

The Baseline Estimate was developed based on 2015 historical cost data and uses an inflation factor to the midpoint of the year of construction. Increase in cost is associated with traffic safety improvements at Anne Street intersection.

## Project Risks

High volume corridor. Critical connection to hospital and for commuters north of Bemidji. Beltrami County is proposing to reclaim an alternative route (CSAH 15) in the same construction year.

### Recent Changes and Updates

Likely scope change at Anne Street. Project was delayed from 2020 to 2022 to provide additional time for developing an improvement at Anne Street intersection.

### Project History

This was a new project added to the 2017-2020 STIP. The project was scoped and a baseline estimate was prepared. The pavement on Hwy 71 is predicted to drop below acceptable levels by 2022. The project will extend the useful service life of the pavement and provide a smooth riding surface.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Pending approval

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Pending approval

Original Letting Date: 04/26/2019

Current Letting Date: 3/25/2022

Construction Season: 2022

Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Joseph Stanley McKinnon


**Revised Date:** 12/16/2019

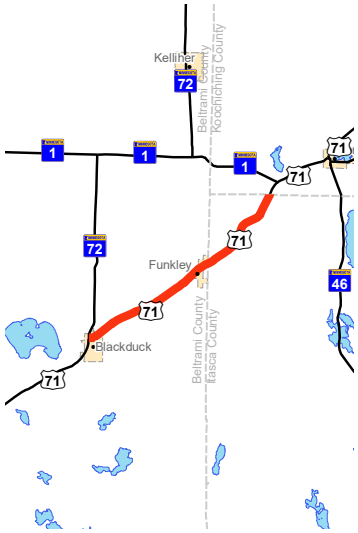
# PROJECT SUMMARY

US 71

On US 71 from MN 72 in Blackduck to Itasca/Kooching County Line in Blackduck.

State Project Number: 0411-17

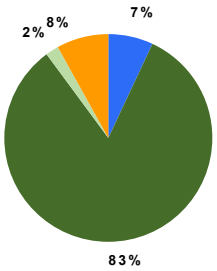
Hwy 71, Hwy 72




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project reconstructs Hwy 71 from Blackduck to the Itasca County Line near Hwy 1.

**Recent Changes and Updates**

The project no longer includes a right turn lane at 4th Street or a bypass lane at CSAH 41. Construction is complete.

**Project History**

The pavement ride quality index is projected to be poor by 2019. Key intersections along the corridor lack turning and bypass lanes. The abutting sidewalks and trails are not in compliance with the Americans with Disabilities Act of 1990. The corridor lacks a consistent paved shoulder to serve bicycle users. No bridge work is necessary at this time.

## 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 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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

Includes $2.4 million funded by ATP-1.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 04/15/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 06/15/2015

Original Letting Date: 01/25/2019

Current Letting Date: 11/16/2018

Construction Season: 2019

Estimated Substantial Completion: Jul-19

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson

**Project Manager:** Stephen Gerald Frisco

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

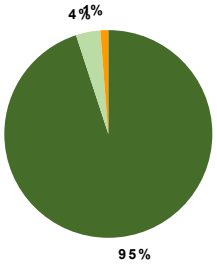
On US 2 from east of Cass County Road 91 to Itasca County Road 18 in Cass and Itasca Counties.

State Project Number: 1102-70


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project consists of resurfacing US 2 from CR 91 to CR 18.

**Recent Changes and Updates**

Bena and Ball Club were exempted out of this project. They are programmed under an urban project in FY 2022 under SP 1102-71.

**Project History**

The pavement surface ride quality index on US 2 is projected to drop below a 2.0 by 2022. The need is to improve the condition of the pavement. The project is programmed for 2022 with the possibility to flex earlier if funds become available.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.8 | 5.8 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

This project includes funding from ATP-1, ATP-2 and ATP-3.

## Schedule

Environmental Approval Date: 1/17/2019
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 12/13/2018
Original Letting Date: 1/1/2021
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Laura Hadrava

**Revised Date:** 12/16/2019

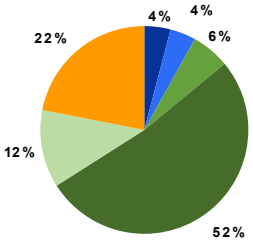
# PROJECT SUMMARY

MN 200
On MN 200 from MN 371 to MN 84 in Cass County
Bridge:11X06, 11X06,11X07, 11X07
State Project Number: 1106-15


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 200 from Hwy 371 to Hwy 84 and replaces two bridges.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.1 | 10.3 |
| Post Letting Construction Costs | 0.3 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 1.1 |
| Construction Engineering: | 0.52 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.7** | **$ 12.6** |

*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 developed based on 2014 historical cost data and uses an inflation factor tied to the midpoint of the construction season. The cost increase is attributed to the shoulder widening on the first 3.3 miles of the project.

## Project Risks

The project is lengthy and there may be local and recreational traffic impacts. Road conditions may degrade and increase project duration or cost. The project requires additional coordination with the Leech Lake Band of Ojibwe and Chippewa National Forest.

### Recent Changes and Updates

The project scope was expanded on the first 3.3 miles to include shoulder widening. Shoulder widening will improve safety for motor vehicles, bicyclists and pedestrians. With that upscope, more survey and environmental review were needed, which led to a delay in the project.

### Project History

The project received additional Highway Safety Improvement Program funds to pave the shoulders an additional 2 feet. The purpose of the project is to extend the useful service life of the pavement, to provide a smooth riding surface for the traveling public, to provide a structurally sound and reliable bridge crossing on TH 200 over Bag Creek and Cedar Creek, to perpetuate existing roadside infrastructure, to improve traffic safety, reduces crashes along the corridor and to improve the accommodations for bicycles and pedestrians.

## 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: 10/26/2018
Current Letting Date: 11/20/2020
Construction Season: 2021
Estimated Substantial Completion: Nov-21

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco

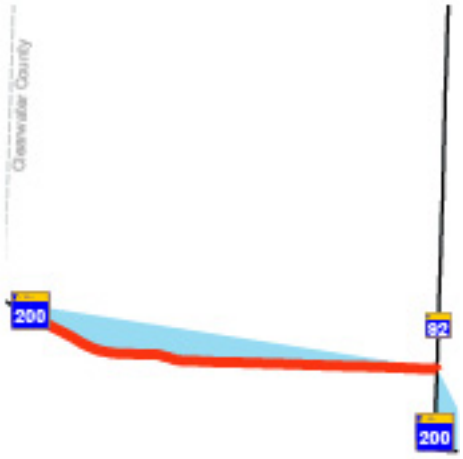

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 200

On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County.

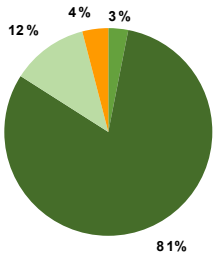
State Project Number: 1504-15




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project resurfaces Hwy 200 from the Mahnomen/Clearwater County line at Roy Lake to Hwy 92 in Zerkel.

### Recent Changes and Updates

The project was originally going to be designed by MnDOT, however, due to lack of resources, the design was given to a consultant. The let date changed to 9/25/2020; then another let date changed to 3/26/2021.

### Project History

Pavement surface ride quality index on MN 200 is projected to drop below 2.0 by 2023. Twelve recent crashes have occurred, 6 of which were run-off-the-road crashes. Existing bituminous depth varies from 6" to 15" with an aggregate depth of 21" - 53". The geogrid is in place near the bridge on the Wild Rice River.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 3.9 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.8** | **$ 4.8** |

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

## Key Cost Estimate Assumptions

No permanent wetland impacts over 0.1 acres.

## Project Risks

Wetland Proximity

## Schedule

Environmental Approval Date: 8/29/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 10/18/2019

Original Letting Date: 1/1/2022

Current Letting Date: 3/26/2021

Construction Season: 2021

Estimated Substantial Completion: Nov-21


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

**District Engineer:** JT Anderson
**Project Manager:** Matt Upgren

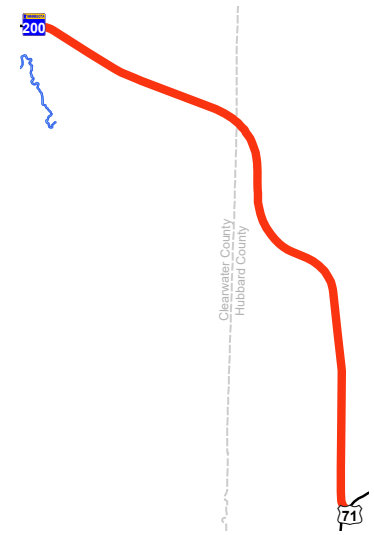

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 200

On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County

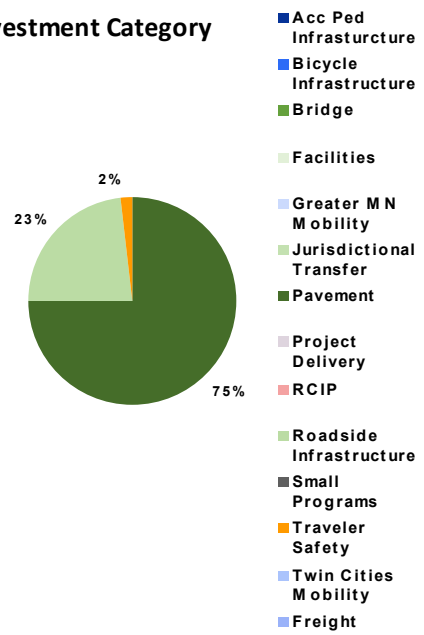
State Project Number: 1505-25




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

The project resurfaces Hwy 200 from Clearwater County road 2 north entrance to Itasca State Park to Hwy 71.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.1 | 4.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.2 | 0.2 |
| Construction Engineering: | 0.2 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.7** | **$ 4.7** |

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

## Key Cost Estimate Assumptions

Tree clearing coordination is needed through Itasca State Park.

## Project Risks

Coordination with Itasca State Park for the grading/guardrail work.

## Recent Changes and Updates

## Project History

The pavement ride quality index is projected to be poor by 2030. This corridor is heavily wooded and has a substantial amount of three cable guardrail that needs replacement. This corridor borders the Itasca State Park.

## Schedule

Environmental Approval Date: In progress

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not completed

Original Letting Date: 1/1/2021

Current Letting Date: 10/28/2022

Construction Season: 2022

Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco

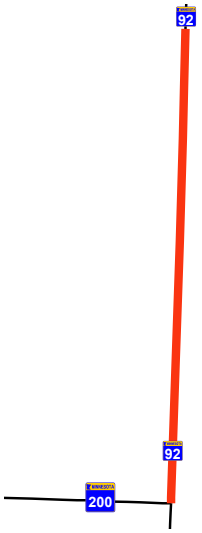

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 92

On MN 92 from CSAH 35 to MN 200 in Clearwater County

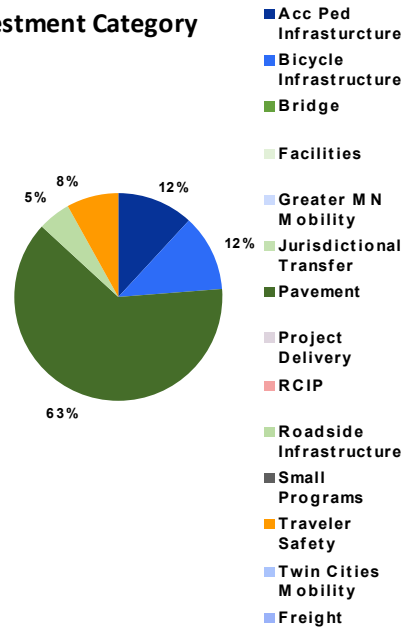
State Project Number: 1506-41




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

The project resurfaces and widens shoulders on Hwy 92 from Clearwater County Road 35 to Hwy 200 in Zerkel.

**Recent Changes and Updates**

**Project History**

The pavement surface ride quality on MN 92 is projected to drop below 2.0 by 2022. There are trees within the clearzone (shading issue) throughout the corridor, narrow shoulders and an inadequate ditch system along both sides of the highway.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.7 | 6.7 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.7 | 0.7 |
| Construction Engineering: | 0.5 | 0.5 |
| Right of Way: | 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

There is a contingency of $50,000 for the vertical curve modifications.

## Project Risks

No significant risks are anticipated.

## 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: 1/1/2022

Current Letting Date: 12/17/2021

Construction Season: 2022

Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Jeremy Wayne Hadrava

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

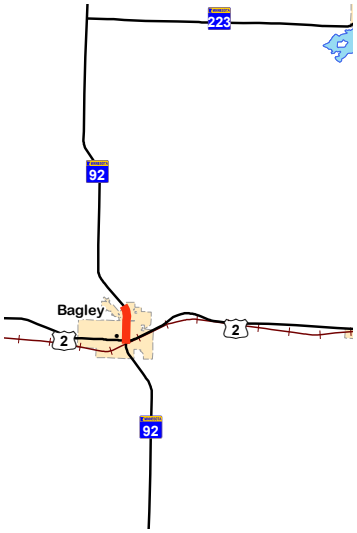
MN 92

On MN 92 from CSAH 24 to BNSF Railroad crossing in Bagley.

State Project Number: 1507-66

Hwy 92

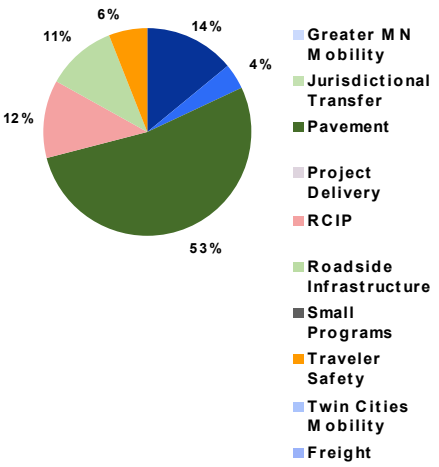
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

The project was open to traffic in the fall 2018. It was completed in August 2019.

### Project History

The pavement ride quality index is projected to be in poor condition by 2014. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are not in compliance with the Americans with Disabilities Act of 1990. The corridor lacks pedestrian and bicycle facilities to Lomond Park and Bagley High School. Sanitary sewer and water main utilities in Bagley are in poor condition. The existing lighting system lacks continuity. Reclamation of pavement was extended to the north limits of the project. It was also determined that additional storm sewer was in need of replacement and the limits of peat excavation was extended.

### Project Description

This project consists of reconstructing Hwy 92 improving pedestrian accessibility and constructing a bike/pedestrian trail in Bagley.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.3 | 5.4 |
| Post Letting Construction Costs | 0.5 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.06 | 0.7 |
| Construction Engineering: | 0.04 | 0.4 |
| Right of Way: | 0.6 | 0 |
| **Total:** | **$ 4.5** | **$ 6.7** |

*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 developed based on 2014 historical cost data and uses an inflation factor tied to the midpoint of the 2018 construction season. The inflation factor was updated in 2017, pavement reclaim was extended and additional storm sewer resulted in an increase in the cost estimate. The current estimate uses bid amount for construction letting.

### Project Risks

Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

### Schedule

Environmental Approval Date: 6/7/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 01/26/2018

Current Letting Date: 3/23/2018

Construction Season: 2019

Estimated Substantial Completion: Nov-18

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Jeremy Wayne Hadrava

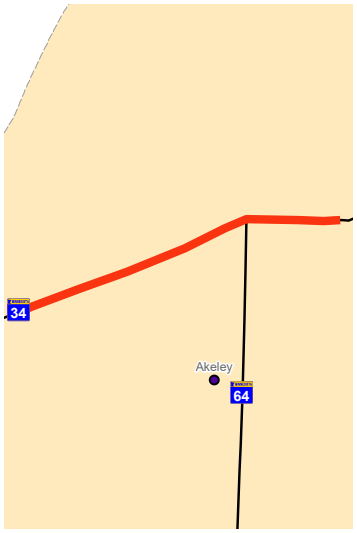

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 34

On MN 34 from Hillside Ave. to Franklin Ave. in Akeley.

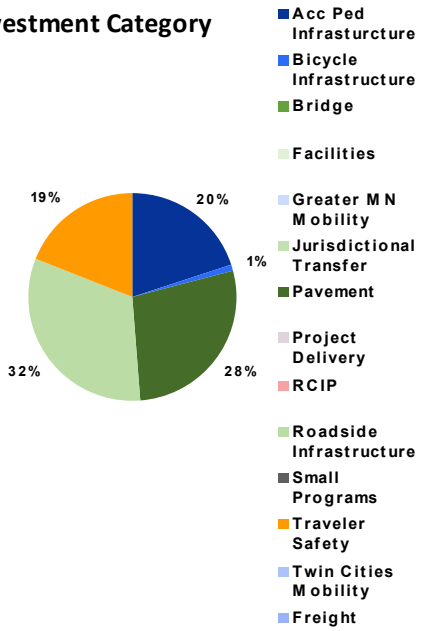
State Project Number: 2902-44




**Primary Purpose**

Roadside Infrastructure

## Investment Category




## Project Description

This project is a reconstruction of Akeley on Hwy 34 from Hillside Ave. to Franklin Ave.

**Recent Changes and Updates**

**Project History**

The project is an urban reconstruct in Akeley involving the narrowing of the roadway cross section with the potential construction of a roundabout.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.6 | 4.6 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 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

## Project Risks

Project will require municipal consent.

## Schedule

Environmental Approval Date: In progress

Municipal Consent Approval Date: In progress

Geometric Layout Approval Date: In progress

Construction Limits Established Date: In progress

Original Letting Date: 1/1/2022

Current Letting Date: 1/27/2023

Construction Season: 2023

Estimated Substantial Completion: Nov-23

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson

**Project Manager:** Laura Hadrava

**Revised Date:** 12/16/2019

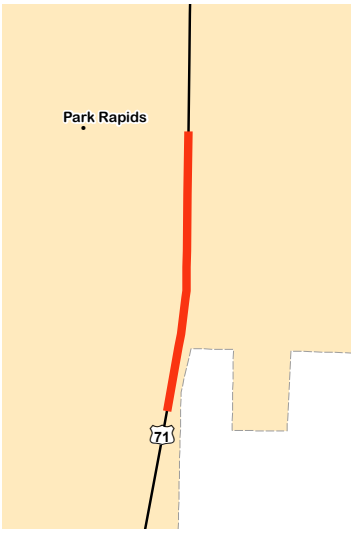
# PROJECT SUMMARY

US 71

On US 71 from CSAH 15 to 8th St. and CSAH 15 in Park Rapids.

State Project Number: 2904-15

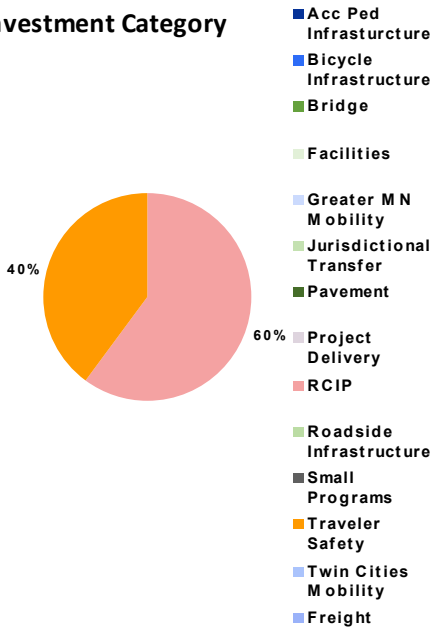
Park Rapids Roundabout




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




## Project Description

The project constructs a roundabout on Hwy 71 at Hubbard CR 53/15 in Park Rapids.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.3 | 4.3 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0.1 | 0.1 |
| **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

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate.

## Project Risks

No significant risks are anticipated.

**Recent Changes and Updates**

This project is currently under construction.

**Project History**

The intersection of US 72 and Hubbard CR 15 was reported to have excessive delays and poor turning movement operations. The Park Rapids community ranks this intersction as a primary issue. There were 7 crashes in the last 5 years. The frontage road connection is too close to the intersection of concern. Entrances are staggered and are not in compliance with the existing access control.

## Schedule

Environmental Approval Date: 4/25/2018

Municipal Consent Approval Date: Need unknown

Geometric Layout Approval Date: 1/19/2017

Construction Limits Established Date: 1/19/2017

Original Letting Date: 5/1/2007

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Joseph Stanley McKinnon


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

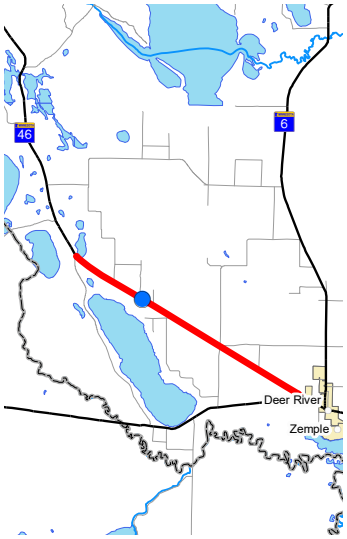
MN 46

On MN 46 from US 2 to Itasca County Road 36 in Itasca County

Bridge:31X10

State Project Number: 3109-41

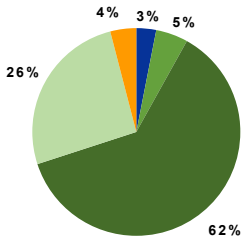
## Substantially Complete




### Primary Purpose

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

This project has been constructed

### Project History

The pavement improvement was upgraded to a reclaim on the northern section of the highway in 2016 due to worse than expected pavement conditions. A new entrance and right turn lane was constructed on Hwy 46 by the White Oak Casino. The pavement improvement was upgraded to a reclaim on the entire length of the project with Chapter 3 funds.

### Project Description

This project resurfaces Hwy 46 between Hwy 2 and Itasca CR 39 and replaces a bridge over a stream.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.2 | 4.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.48 | 0.5 |
| Construction Engineering: | 0.32 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.2** | **$ 5.1** |

*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 developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction.

### Project Risks

Culverts are in extremely poor condition and may fail prior to construction letting. The project's location within the Chippewa National Forest and the Leech Lake Band of Ojibwe Reservation may lengthen schedule or increase costs. Proposed development at the White Oak Casino may affect shoulder access and project costs.

### Schedule

Environmental Approval Date: 2/23/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 10/24/2016

Original Letting Date: 03/23/2018

Current Letting Date: 1/26/2018

Construction Season: 2018

Estimated Substantial Completion: Aug-18

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Rachel Marcella Miller

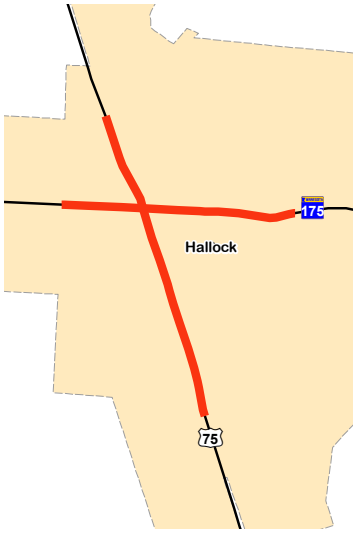

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 75

On US 75 from US 75 to Bridge 35006 in Hallock.

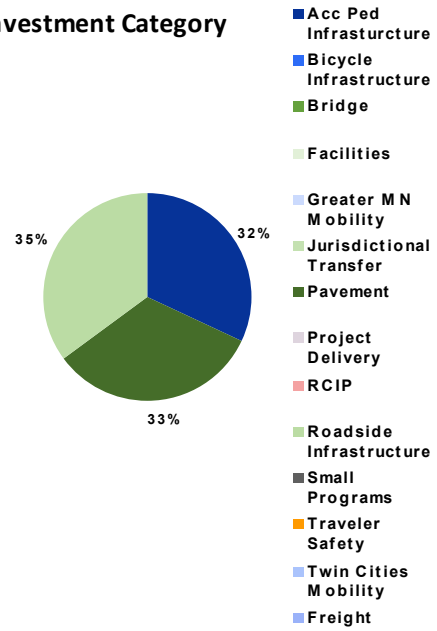
State Project Number: 3509-26




**Primary Purpose**

Roadside Infrastructure

**Investment Category**




**Recent Changes and Updates**

A 4 foot curb shift was made to accommodate ADA.

**Project History**

The existing pedestrian facilities are not in compliance with the Americans with Disabilities Act of 1990.

## Project Description

The project resurfaces Hwy 75 and provides pedestrian improvements on Hwy 75 in Hallock from 10th Street south to 4th Street north and on Hwy 175 from west of Hwy 75 to the west end of Bridge 35006

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.1 | 4.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **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

Hallock has limited support for a narrower highway width.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: Not completed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 9/1/2019
Construction Limits Established Date: 9/19/2019
Original Letting Date: 1/1/2019
Current Letting Date: 2/25/2022
Construction Season: 2022
Estimated Substantial Completion: Nov-22


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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco


**Revised Date:** 12/16/2019

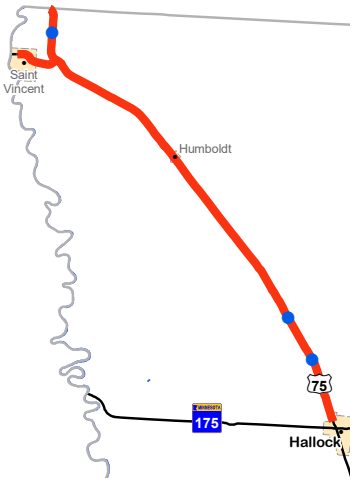
# PROJECT SUMMARY

US 75

On US 75 from Bridge 35007 to US 75 in Kittson County.

Bridge:1208, 1707, 2675

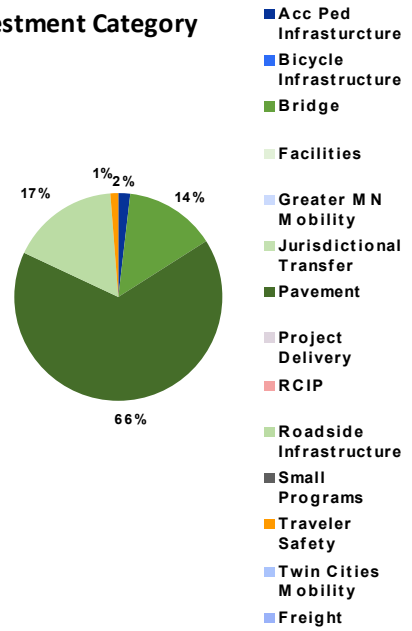
State Project Number: 3509-28




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 75 from Hallock to the Canadian border and replaces 3 bridges and resurfaces Hwy 171 from east end of bridge 35007 to the North Dakota border to Hwy 75.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.6 | 9.6 |
| Post Letting Construction Costs | 0.4 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.9 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **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 baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

No risks at this time.

**Recent Changes and Updates**

**Project History**

The pavement ride quality index of US 75 is projected to drop to poor by 2023 and the pavement ride quality index of MN 171 is projected to drop to poor by 2019. Three bridges on US 75 have exhausted their useful service life. These bridges are over 90 years old and are showing signficant signs of deterioration. According to maintenance records, 15 centerline culverts were identified to be in poor condition. Existing sidewalks in Humboldt are not in compliance with the Americans with Disabilities Act of 1990. Infrastructure in Humboldt is over 70 years old.

## Schedule

Environmental Approval Date: Not completed

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: In progress

Original Letting Date: 1/1/2022

Current Letting Date: 3/24/2023

Construction Season: 2022

Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

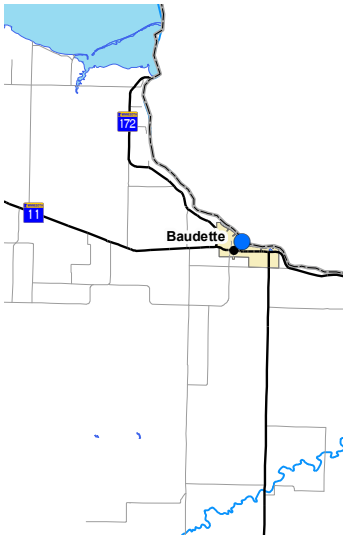
MN 72

On MN 72 replace Bridge 39016 over the Rainy River in Baudette.

Bridge:39016

State Project Number: 3905-09

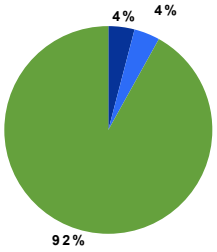
Baudette / Rainy River International Bridge Replacement




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project replaces Hwy 72 International Bridge over the Rainy River in Baudette.

### Recent Changes and Updates

The drilled shafts are complete, the contractor should start to set the beams. Lunda/Facca still has pier 4 to construct, which should be done at the end of October.

### Project History

The project is in the final design phase. The district investigated different procurement methods for contracting final design and construction. In early 2014, MnDOT and the Ontario Ministry of Transportation discussed the preliminary design of a bridge replacement. In July 2014, an engineering consultant was selected to complete the preliminary design. The major tasks include completing the Environmental Assessment, reviewing and recommending bridge alternatives and reviewing and recommending a bridge alignment. The preliminary design will be completed in January 2016. The project uses a design-bid-build procurement method.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 15.5 | 39.4 |
| Post Letting Construction Costs | 20 | 1.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.7 | 2.6 |
| Construction Engineering: | 1.8 | 1.3 |
| Right of Way: | 0.3 | 0.3 |
| **Total:** | **$ 40.3** | **$ 45.4** |

*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 developed based on 2012 historical cost data and uses a standard inflation factor. Other Construction Elements include Canada's cost. The current estimate construction letting cost is half of the awarded bid amount for the project, with Canada paying for the other half. The overall cost of the project increased by approximately 10%. This increase can be attributed to assumptions in the original estimate, changes to the foundation design and administrative costs managing an international project.

## 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 may affect the existing port building and border security during construction.

## Schedule

Environmental Approval Date: 08/24/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 11/30/2017

Construction Limits Established Date: Pending approval

Original Letting Date: 11/17/2017

Current Letting Date: 4/20/2018

Construction Season: 2019

Estimated Substantial Completion: Dec-20

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson

**Project Manager:** Joseph Stanley McKinnon

**Revised Date:** 12/16/2019

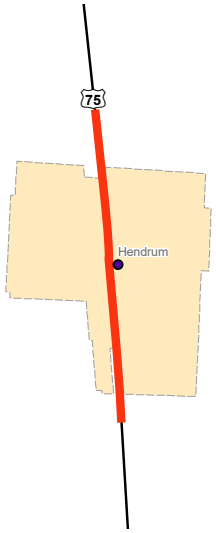
# PROJECT SUMMARY

US 75

On US 75 from 175th Ave. to CSAH 25 in Hendrum.

State Project Number: 5406-18

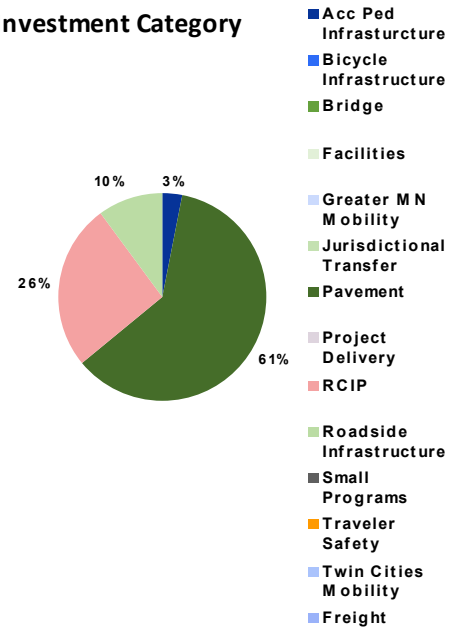
Hwy 75




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project is an urban reconstruction and includes flood mitigation on Hwy 75 in Hendrum.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.4 | 4.4 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0.1 | 0.1 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 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

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate.

## Project Risks

Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

## Recent Changes and Updates

Currently under construction.

## Project History

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Hendrum.

## Schedule

Environmental Approval Date: 1/5/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 2/15/2019

Original Letting Date: 3/24/2017

Current Letting Date: 5/17/2019

Construction Season: 2019

Estimated Substantial Completion: Nov-19

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Jeremy Wayne Hadrava

**Revised Date:** 12/16/2019

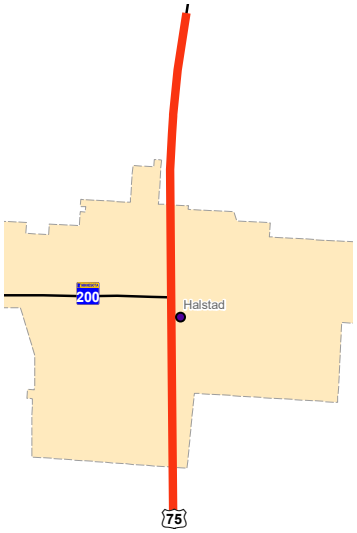
# PROJECT SUMMARY

US 75

On US 75 from 235th Ave. to CSAH 51 in Halstad.

State Project Number: 5409-32

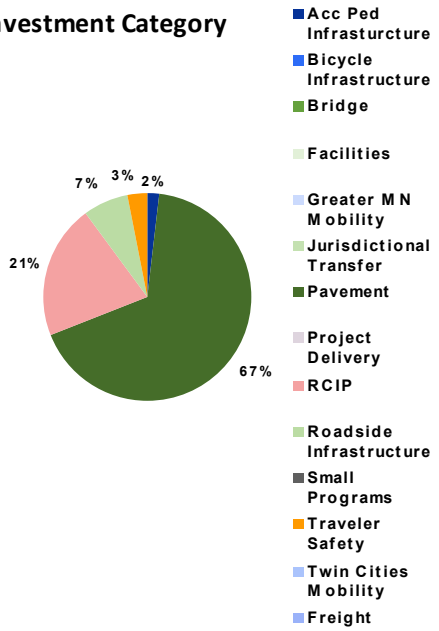
Hwy 75




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This is an urban reconstruction for Halstad along Hwy 75 and includes flood mitigation.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.5 | 5.5 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.7** | **$ 6.7** |

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

## Key Cost Estimate Assumptions

Last year this project did not meet the minimum threshold for the major projects report. This year the project has passed the minimum threshold. The current estimate is based off of the total project cost estimate.

## Project Risks

Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

## Recent Changes and Updates

Currently under construction.

## Project History

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Halstad.

## Schedule

Environmental Approval Date: 1/5/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 2/15/2019

Original Letting Date: 1/1/2019

Current Letting Date: 5/17/2019

Construction Season: 2019

Estimated Substantial Completion: Nov-19

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Jeremy Wayne Hadrava

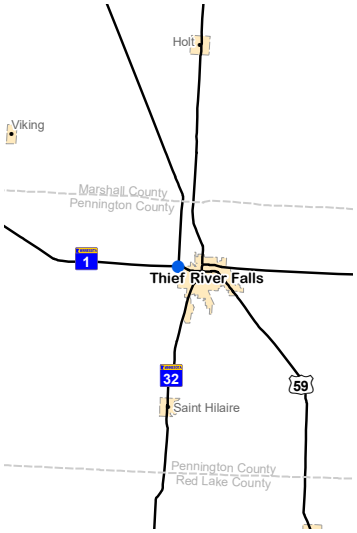

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 1

On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.

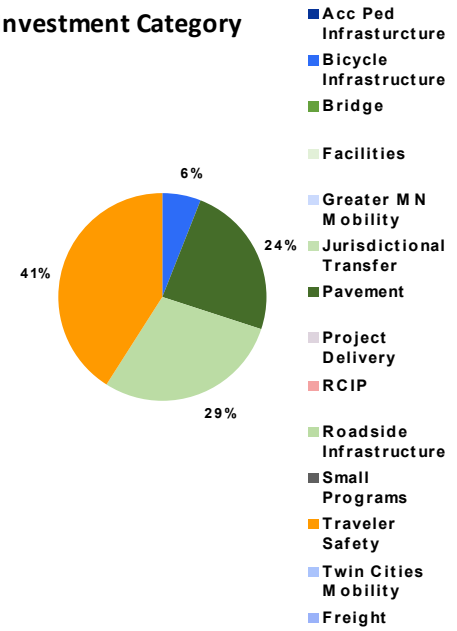
State Project Number: 5701-31




**Primary Purpose**

Traveler Safety

## Investment Category




## Project Description

Construct roundabout at west Jct of Hwy 1 and Hwy 59 in Thief River Falls; resurface on Hwy 1 from Pennington CR 16 to Kinney Ave; construct roundabout at Hwy 1 and Brooks Ave and Hwy 1 and Barzen Ave; construct new frontage road from Ruby Ave to Westside Motors; resurface existing frontage road from Ruby Ave to Brooks Ave; construct new Pedestrain/Bike path from railroad crossing to Hwy 59 & Hwy 1.

### Recent Changes and Updates

The west limits of this project were extended to coordinate with the Thief River Falls Flood Diversion project, received preliminary approval from the city of Thief River Falls on the geometric layout, which includes three roundabouts at CSAH 16, Barzen Ave. and Brooks Ave.

### Project History

MN 1 is a minor arterial route serving Digi-Key Electronics and Arctic Cat, two main employers in Thief River Falls. Due to increased development along the corridor, the highway functions more like an urban section. MN 1 has experienced 10 crashes in the last three years, double the statewide average. Regional attractions like the fairgrounds and the arena warrant the addition of a pedestrian/bicycle connection. There is very poor drainage throughout this area.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3 | 6 |
| Post Letting Construction Costs | 1.9 | 2.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.9 |
| Construction Engineering: | 0.36 | 0.6 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 5.9** | **$ 9.6** |

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

## Key Cost Estimate Assumptions

Other Construction Elements include local cost shares from Thief River Falls and Pennington County.

## Project Risks

There is a railroad crossing owned by Minnesota Northern between Kinney Ave and Brooks Ave on MN 1. The cost for the rail crossing is part of the other construction elements category contingency.

## Schedule

Environmental Approval Date: 9/3/2019

Municipal Consent Approval Date: pending approval

Geometric Layout Approval Date: 1/10/2019

Construction Limits Established Date: 1/10/2019

Original Letting Date: 02/28/2020

Current Letting Date: 3/27/2020

Construction Season: 2020

Estimated Substantial Completion: Nov-20

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson

**Project Manager:** Joseph McKinnon

**Revised Date:** 12/16/2019

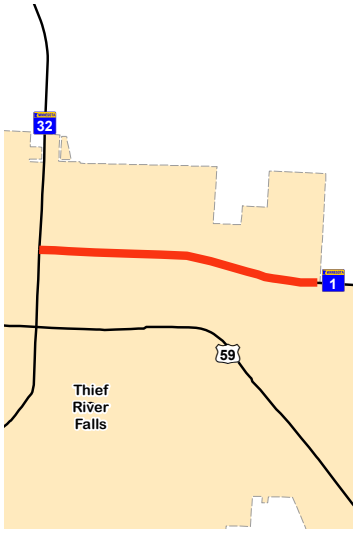
# PROJECT SUMMARY

MN 1

On MN 1 from MN 32 to CSAH 18 and on US 59 in Thief River Falls.

State Project Number: 5702-44

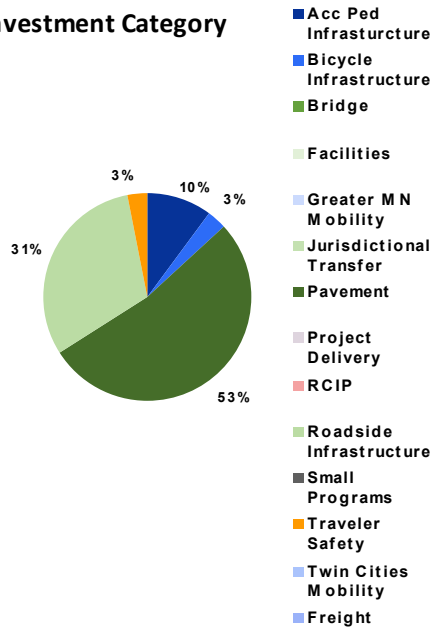
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




### Project Description

This project reconstructs Hwy 1 and resurfaces Hwy 59 and improves pedestrian accessibility in Thief River Falls.

### Recent Changes and Updates

This project was substantially complete in 2018. Final paving and striping completed in 2019.

### Project History

The pavement and drainage infrastructure are near the end of their useful life. The sidewalks do not meet the American with Disabilities Act of 1990 and require upgrading.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.8 | 3.8 |
| Post Letting Construction Costs | 0.1 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.6** | **$ 4.6** |

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

### Key Cost Estimate Assumptions

This project did meet the minimum threshold for the major projects report last year, but was missed. The current estimate is based off of the total project cost estimate.

### Project Risks

Alternative Bid. The construction may have impacts to businesses.

### Schedule

Environmental Approval Date: 4/1/2016
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: Need unknown
Construction Limits Established Date: Need unknown
Original Letting Date: 3/27/2015
Current Letting Date: 2/23/2018
Construction Season: 2018 - 2019
Estimated Substantial Completion: Oct-18

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Joseph Stanley McKinnon

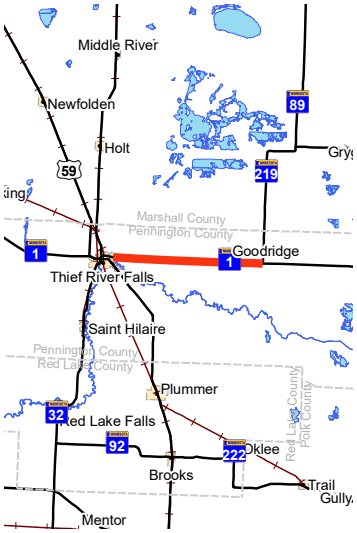
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 1

On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.

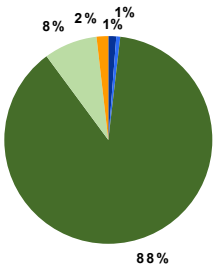
State Project Number: 5702-47




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project is under development.

**Project History**

Pavement surface ride quality index on Hwy 1 is projected to drop below acceptable conditions by 2022. Pavement surface gets extremely rough through the winter. Centerline and entrance culverts are in poor condition. Project was scoped in March 2017.

## Project Description

This project resurfaces Hwy 1 from Pennington CR 18 to Hwy 219 in Thief River Falls.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.4 | 6.4 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 0.7 |
| Construction Engineering: | 0 | 0.4 |
| Right of Way: | 1.1 | 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

The Baseline Estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season.

## Project Risks

No risks at this time.

## 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: 03/27/2020
Current Letting Date: 3/27/2020
Construction Season: 2020
Estimated Substantial Completion: Nov-20

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco

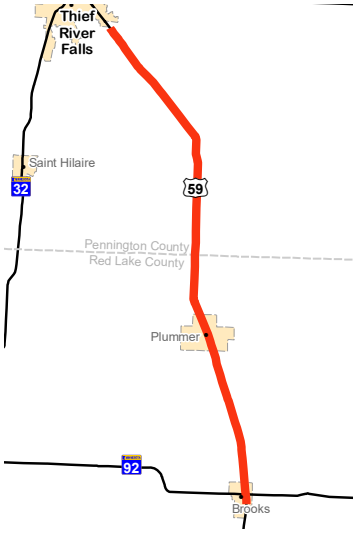

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 59

On US 59 from MN 92 in Brooks to CR 62 in Thief River Falls.

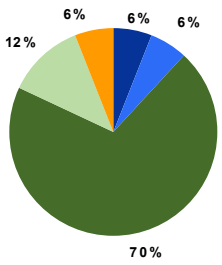
State Project Number: 5705-61




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project resurfaces Hwy 59 from Brooks to Thief River Falls.

**Recent Changes and Updates**

**Project History**

The pavement ride quality index on US 59 is projected to drop below acceptable levels by 2024. Centerline culverts were identified to be in poor condition. US 59 is largely a two lane arterial highway that acts as the main corridor in northwest Minnesota, linking many communities. The high number of trucks and limited passing opportunities create traffic platoons.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.3 | 11.3 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.9 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 13.3** | **$ 13.3** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates account for a roundabout at US 59 and CSAH 3.

## Project Risks

Unfamiliarity with alternative intersections.

## Schedule

Environmental Approval Date: In progress

Municipal Consent Approval Date: In progress

Geometric Layout Approval Date: In progress

Construction Limits Established Date: In progress

Original Letting Date: 1/1/2023

Current Letting Date: 12/16/2022

Construction Season: 2023

Estimated Substantial Completion: Nov-23

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Gerald Frisco

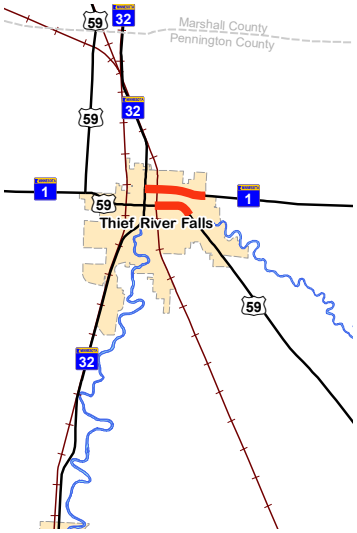

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.

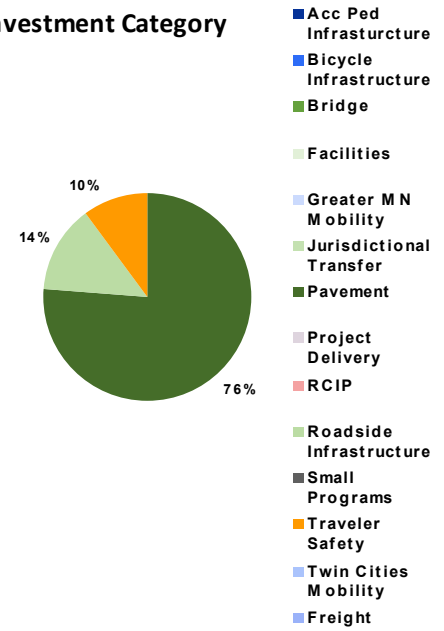
State Project Number: 6001-61




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

This project resurfaces Hwy 2 the westbound lanes from East Grand Forks to Fisher.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.8 | 10.2 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 1.1 |
| Construction Engineering: | 0 | 0.7 |
| Right of Way: | 1.8 | 0 |
| **Total:** | **$ 13.1** | **$ 12.5** |

*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 developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season.

## Project Risks

American Crystal Sugar factory is adjacent to the project and has high truck traffic in the fall. There is currently a planning study at the intersection of US 2 and US 2B, which may result in an intersection improvement included with this project.

## Recent Changes and Updates

Project limits were shortened. The west limits were originally just east of the intersection with MN 220, but now they are at 7th Ave NE because a concrete rehabilitation project was done in 2013 up to 7th Ave NE, so that area is already in good shape. Road Weather Information System and weigh-in motion infrastructure were added to the project. US 2/2B intersection reconfiguration was added to this project

## Project History

Pavement surface ride quality index on US 2 is projected to drop below acceptable level by 2020. Centerline culverts are identified to be in poor condition. Project was first scoped in May 2017.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 5/15/2019
Original Letting Date: 1/22/2016
Current Letting Date: 12/18/2020
Construction Season: 2021
Estimated Substantial Completion: Nov-21

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Nancy Graham


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

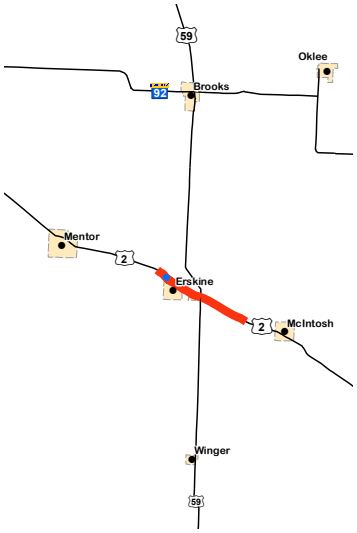
US 2

On US 2 from the west end of Erskine to US 59 in Polk County.

Bridge:91262;60006;60007

State Project Number: 6004-24

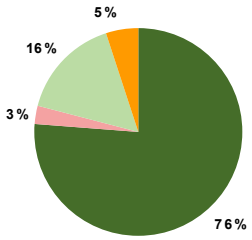
Hwy 2




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project consists of concrete resurfacing replacing culverts and improving drainage on Hwy 2 between Erskine and Hwy 59. It includes the repair of two bridges on Hwy 59 over Hwy 2.

### Recent Changes and Updates

Project was let and awarded as a design-build contract. Construction will begin in the fall 2018.

### Project History

The pavement surface ride quality on US 2 and US 59 ramps are projected to drop below acceptable levels by 2018. Culverts and storm sewers along the corridor are over 40 years old. There were several rear-end crashes at the railroad crossing because trucks are required to stop before crossing the tracks on a high speed multilane highway. The bridge at the west end of the project has separated joints causing voids underneath the pavement. Project was advanced to 2018, Bridge 91262 rehabilitation was removed from this project and included in SP 6003-34. Pavement improvements at the Erskine weigh station wand rehabilitation of Bridges 60006 & 60007 (Hwy 59 Overpass) were added.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.4 | 12.3 |
| Post Letting Construction Costs | 0.4 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.02 | 1 |
| Construction Engineering: | 0.68 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.5** | **$ 14.5** |

*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 developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the construction season. The rehabilitation of Bridges 60006 & 60007 (Hwy 59 overpass) and pavement improvements at the Erskine weigh station was added to this project resulting in an increase of the current estimate. Current construction letting amount is based on bid amount.

## Project Risks

The weigh station and rest area adjacent to project will be impacted by construction staging. Local traffic and businesses may be disrupted during construction.

## Schedule

Environmental Approval Date: 12/12/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 12/22/2017

Construction Limits Established Date: 12/22/2017

Original Letting Date: 10/26/2018

Current Letting Date: 4/18/2018

Construction Season: 2019

Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** James Bittmann

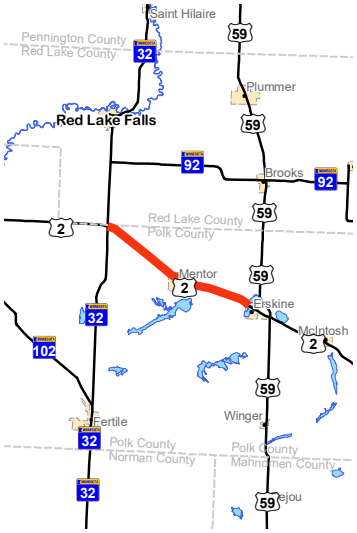

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 from west of MN 32 to west of US 59 in Polk County.

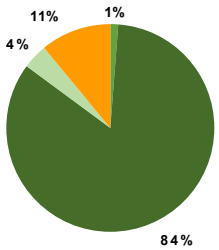
State Project Number: 6004-26




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project replaces concrete roadway on Hwy 2 east bound lane from Hwy 32 (Marcoux) to west of Hwy 59 in Erskine. Also it replaces a short section in front of the weigh station. Including repairs to bridge 91262 over a stream west of Erskine.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 24.5 | 24.8 |
| Post Letting Construction Costs | 1.2 | 1.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.82 | 2.8 |
| Construction Engineering: | 1.88 | 1.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 30.4** | **$ 30.7** |

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

## Key Cost Estimate Assumptions

This project is being added to the 2019-2022 STIP. The cost estimate was done using 2016 prices, inflated to the midpoint of the 2020 construction season.

## Project Risks

Project cannot be completed under traffic, so traffic will be crossed over to the west bound lanes.

### Recent Changes and Updates

This is a new project being added to the 2019-2022 STIP.

### Project History

This project takes place in the western half of District 2 where the topography is flat and predominately surrounded by farmland with floodplains located nearby but not within the project limits (Red River Valley). This project is on the eastbound lanes of US 2, which extends through Marcoux, Mentor and the west limits of Erskine. Located within these limits is the Western Prairie Fringed Orchid, which is protected. Crossover locations are still to be determined.

## Schedule

Environmental Approval Date: In progress
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/1/2019
Construction Limits Established Date: 3/19/2019
Original Letting Date: 09/25/2020
Current Letting Date: 9/25/2020
Construction Season: 2021
Estimated Substantial Completion: Nov-21

DEPARTMENT OF TRANSPORTATION


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

**District Engineer:** JT Anderson
**Project Manager:** Laura Hadrava

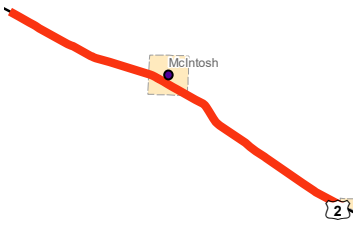

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 from east of US 59 to western limits of Fosston in Polk County.

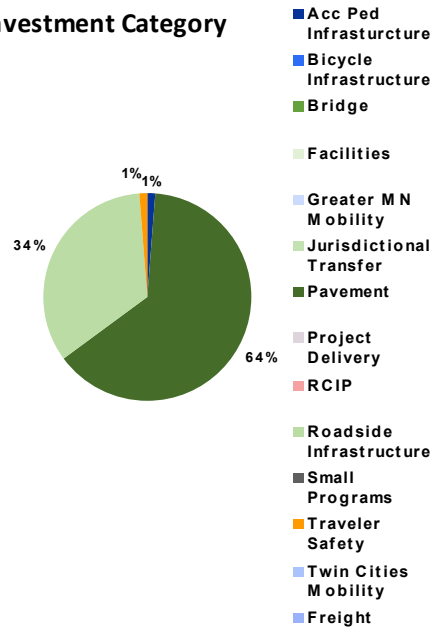
State Project Number: 6005-68




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 2 on the east bound lane from east of Hwy 59 to west limits of Fosston provides minor intersection changes in McIntosh and constructing a bike trail in Fosston.

**Recent Changes and Updates**

**Project History**

Project was initially planned to be a concrete pavement replacement, but has since been changed to bituminous pavement replacement.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 27.7 | 27.7 |
| Post Letting Construction Costs | 1.3 | 1.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.6 | 2.6 |
| Construction Engineering: | 1.8 | 1.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 33.4** | **$ 33.4** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

Project cannot be completed under traffic, so will need to be crossed over to the westbound lane.

## Schedule

Environmental Approval Date: In progress

Municipal Consent Approval Date: In progress

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: In progress

Original Letting Date: 9/24/2021

Current Letting Date: 9/24/2021

Construction Season: 2022

Estimated Substantial Completion: Nov-22

DEPARTMENT OF TRANSPORTATION


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


**District Engineer:** JT Anderson

**Project Manager:** Laura Hadrava

**Revised Date:** 12/16/2019

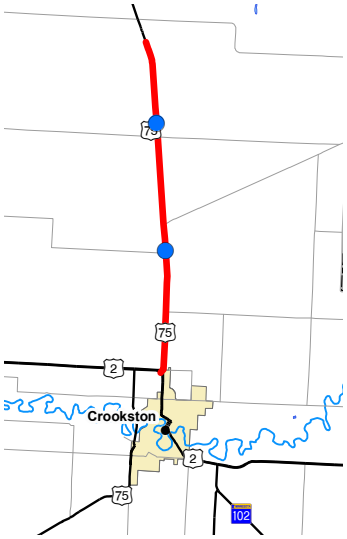
# PROJECT SUMMARY

US 75

On US 75 from US 2 to CSAH 19 in Marshall and Polk Counties.

Bridge:60X10;60X11;60X13;60X14

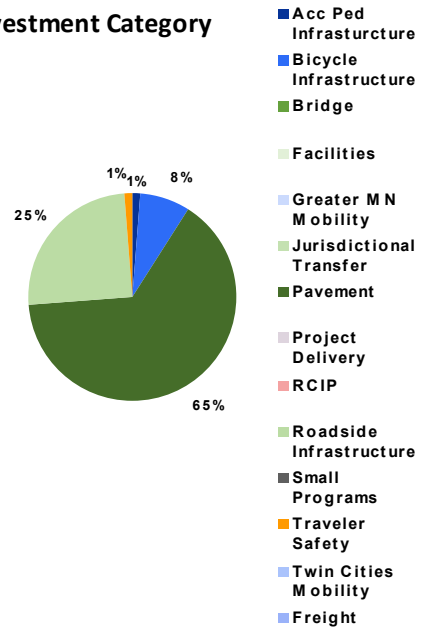
State Project Number: 6011-29




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

This project resurfaces Hwy 75 replaces three culverts construct turn lanes and pedestrian ramps on Hwy 75 from Crookston to Euclid. The project includes resurfacing Hwy 1 from the North Dakota border to Oslo.

## Recent Changes and Updates

The project is currently under construction.

## Project History

Pavement quality will not be acceptable by 2018. The bridges are over 80-years-old and lack an adequate recovery area for run-off-the-road vehicles. Concrete box culvert crossings and entrance culverts may fail. Curb and gutter in Euclid do not drain properly. Sidewalks in Euclid do not meet the ADA standards. The project's purpose is to improve the ride and surface condition, provide structurally sound bridge crossings, to perpetuate existing drainage infrastructure, to improve the accessibility of Euclid's sidewalks and to improve drainage in Euclid. The pavement fix was changed and a section of mill and overlay on Hwy 1 in Oslo was added.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 5.7 |
| Post Letting Construction Costs | 0.3 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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 Baseline Estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction. The inflation factor was updated in 2016 resulting in a minor reduction in the cost estimate. The pavement fix was changed and a section of mill and overlay on Hwy 1 was added, which resulted in an increase of the current estimate. Current estimate construtuion letting is accurate to the bid amount.

## Project Risks

The project is lengthy and there may be local traffic and agricultural traffic impacts. Road conditions may degrade and increase project duration or cost.

## Schedule

Environmental Approval Date: 1/9/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 8/18/2016

Original Letting Date: 02/23/2018

Current Letting Date: 10/27/2017

Construction Season: 2018

Estimated Substantial Completion: Nov-19

DEPARTMENT OF TRANSPORTATION


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

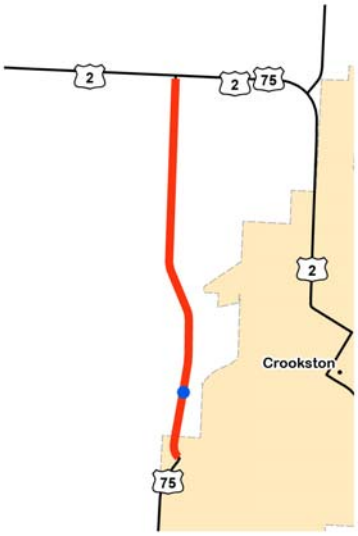
**District Engineer:** JT Anderson
**Project Manager:** Rapheal Lynn Gust


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 75
On US 75 from CSAH 9 to US 2 in Polk County.
Bridge:60523
State Project Number: 6012-52

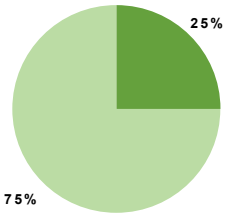
## Substantially Complete




**Primary Purpose**

Roadside Infrastructure

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

This project consists of a concrete pavement rehab on Hwy 75 from CSAH 9 to US 2. It includes the repair of a bridge on Hwy 75 over Red Lake River south of the Hwy 2 Crookston Bypass.

### Recent Changes and Updates

Construction is complete.

### Project History

The pavement surface ride quality index on US 75 is expected to drop below poor in 2021. The bituminous shoulders on US 75 are over 30 years old and are in poor condition. The shoulders frequently carry beet truck traffic during harvest season and US 75 has been identified as a local bicycle route by the City of Crookston. Bridge 60523 is over 30 years old and has a sufficiency rating of 99.2. The bridge deck is starting to show lateral cracking, the joints need to be repaired, approach panels have cracking, the north approach panel is settling and the beam ends are rusting.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 3.9 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.9** | **$ 4.9** |

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

### Key Cost Estimate Assumptions

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate.

### Project Risks

There are no risks.

### Schedule

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 5/18/2018
Current Letting Date: 5/18/2018
Construction Season: 2018
Estimated Substantial Completion: Nov-18

DEPARTMENT OF TRANSPORTATION

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

**District Engineer:** JT Anderson
**Project Manager:** Stephen Frisco
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 2

On US 2 rehabilitate Bridge 9090 in East Grand Forks.

Bridge:9090

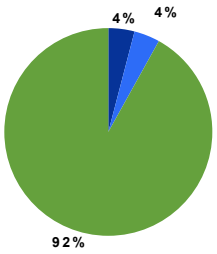
State Project Number: 6018-02

Hwy 2 Kennedy Bridge


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project consists of rehabilitating the bridge over the Red River in East Grand Forks. The project includes replacing the bridge deck repairing the tilted pier and painting.

### Recent Changes and Updates

The pier was replaced, bridge deck is complete, currently painting the bridge. Painting is likely to be finished in the 2019 construction season.

### Project History

A planning study was completed in early 2014 and determined that a bridge rehabilitation project was a feasible alternative to reconstruction. The rehabilitation will include replacing a severely tilted bridge pier, installing a new concrete bridge deck, adding new vehicle railings, painting and constructing a pedestrian/bicycle path on the north side of the deck.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 25 | 7 |
| Post Letting Construction Costs | 0 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.5 | 0.8 |
| Construction Engineering: | 1 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 27.5** | **$ 8.7** |

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

## Key Cost Estimate Assumptions

Other Construction Elements represents North Dakota's cost share. Cost savings can be attributed to reducing the scope from a reconstruct to a rehabilitation. The current estimate is the construction letting amount.

## Project Risks

Since several agencies are involved in the decision-making/approval process, there may be significant delays, changes or other construction assumptions. There may be problems with coordinating the project schedule with emergency services and schools.

## Schedule

Environmental Approval Date: 9/9/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 11/17/2017

Current Letting Date:

Construction Season:

Estimated Substantial Completion: Jun-19

DEPARTMENT OF TRANSPORTATION

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

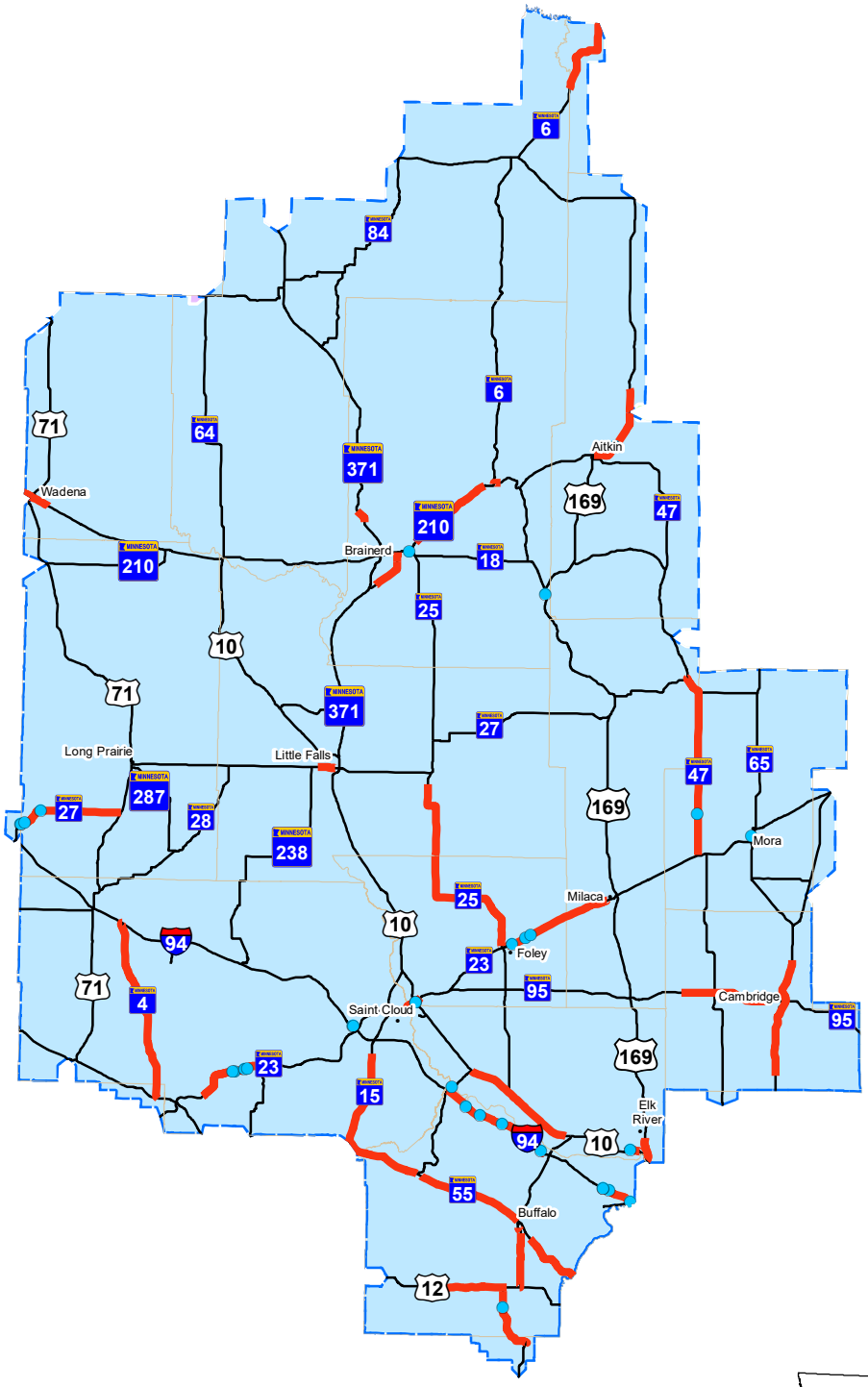
**District Engineer:** JT Anderson

**Project Manager:**

**Revised Date:** 12/16/2019

# Major Highway Projects 2019

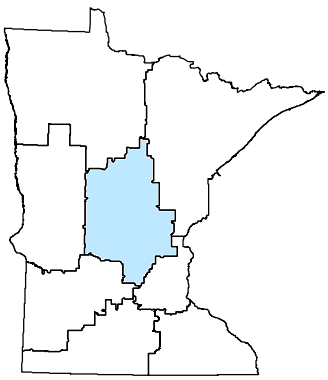
## D3-BRAINERD




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



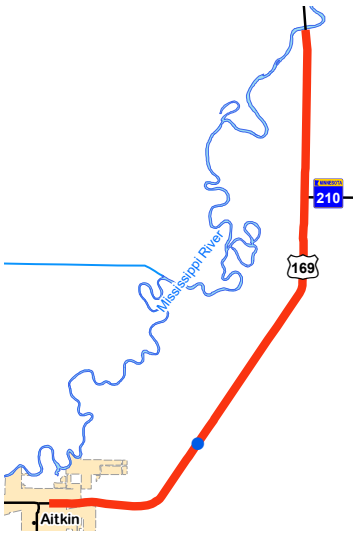
# District 3 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 210 | 0119-30 | From Aitkin to Hassman | C2 | 160 |
| MN 23 | 0503-91 | On MN 23, interchange at MN 23 and St. Germain in Benton County | C3 | 161 |
| MN 23 | 0504-20 | From Foley to Rum River in Milaca | C4 | 162 |
| MN 25 | 0508-13, 4910-29 | Foley to south of Genola | C5 | 163 |
| MN 210 | 1806-76 | Brainerd to Ironton | C6 | 164 |
| MN 210 | 1807-29 | In Crosby and Ironton | C7 | 165 |
| MN 371 | 1810-108, 1810-110, 1810-92 | Nisswa to Jenkins | C8 | 166 |
| MN 371 | 1810-99 | Green Gables Rd to Gull Dam Rd | C9 | 167 |
| MN 25 | 1811-35 | Bridge 9099 over BNSF near Brainerd | C10 | 168 |
| MN 371B | 1814-06 | Washington Street to Joseph Street in Brainerd | C11 | 169 |
| MN 371B | 1814-08 | Greenwood St to Joseph St in Brainerd | C12 | 170 |
| MN 65 | 3003-47 | Anoka/Isanti County line to end of 4-lane road north of Cambridge | C13 | 171 |
| MN 95 | 3006-41 | West of Cambridge to Cambridge | C14 | 172 |
| MN 6 | 3106-24 | Cass-Itasca County line to US 2 west of Cohasset | C15 | 173 |
| MN 47 | 3304-27 | On MN 47 from MN 23 to MN 27 in Isle and Ogilvie | C16 | 174 |
| MN 65 | 3307-43 | Mora | C17 | 175 |
| MN 27 | 4904-45 | Little Falls | C18 | 176 |
| US 10 | 7102-127 | Bridge over Lake Orono in Elk River | C19 | 177 |
| US 10 | 7102-133 | Clear Lake to Big Lake | C20 | 178 |
| US 10 | 7102-135 | Xenia Avenue to 4th Street in Elk River | C21 | 179 |
| US 169 | 7106-87 | From US 10 to 197th Ave in Elk River | C22 | 180 |
| MN 24 | 7108-23 | Bridge over Mississippi River in Clearwater | C23 | 181 |
| MN 4 | 7301-38 | Kandiyohi/Stearns Co line to I-94 and Kandiyohi/Stearns Co line to Paynesville | C24 | 182 |
| MN 15 | 7303-50 | TH 55 in Kimball to 66th Ave in St. Augusta | C25 | 183 |
| Hwy 238 | 7323-12 | Albany to Upsala | C26 | 184 |
| I 94 | 7380-259 | West of MN 23 Interchange | C27 | 185 |
| MN 27 | 7703-16 | Osakis | C28 | 186 |
| US 10 | 8001-40, 8001-42 | End of 4-Lane west of Wadena easterly to Oink Joint Rd | C29 | 187 |
| US 12 | 8601-62 | Howard Lake to Montrose | C30 | 188 |
| MN 25 | 8603-09 | Watertown to Montrose | C31 | 189 |
| MN 25 | 8604-37 | In Buffalo | C32 | 190 |
| MN 25 | 8604-42 | The junction of US 12 to 0.2 miles north of 10th St in Buffalo | C33 | 191 |
| MN 55 | 8606-60 | Annandale to Buffalo | C34 | 192 |

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 55 | 8606-64 | Meeker/Stearns Co Line to Annandale | C35 | 193 |
| MN 55 | 8607-63 | Buffalo to Rockford | C36 | 194 |
| I 94 | 8680-172 | Albertville to TH 241 | C37 | 195 |
| I 94 | 8680-173 | Monticello to Clearwater | C38 | 196 |

# PROJECT SUMMARY

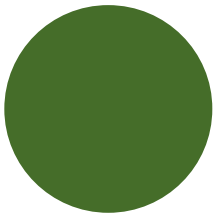
MN 210
From Aitkin to Hassman
Bridge:7592
State Project Number: 0119-30
Hwy 169/210—Aitkin to north of Hassman




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

MN 210 from the Ripple River in Aikin to the US 169 north jct in Hassman, unbonded concrete overlay including should widening and replacement of bridge #7592 over drainage ditch 24 at jct of 370th Lane; and on US 169 from jct MN 210 at Hassman north to Mississippi River bridge which was designed by D3 and funded in part by ATP1 at 6.5 M (associated to 0116-49)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 15 | 15 |
| Post Letting Construction Costs | 1.6 | 1.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.6 | 1.6 |
| Construction Engineering: | 1 | 1 |
| Right of Way: | 2.5 | 2.5 |
| **Total:** | **$ 21.7** | **$ 21.7** |

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

## Recent Changes and Updates

Realigned two locations of the roadway to avoid impacts which will require reconstruction of the roadway.

## Project History

A new project in 2018 and funding shared between D1 and D3 selected funding.

## Key Cost Estimate Assumptions

The estimate is based on estimated quantities and average bid prices for similar projects.

## Project Risks

Lot of poor soils, unknown coditions and major utiities that could be impacted to widen the roadway.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending
Original Letting Date: 12/17/2021
Current Letting Date: 12/17/2021
Construction Season: 2022-2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

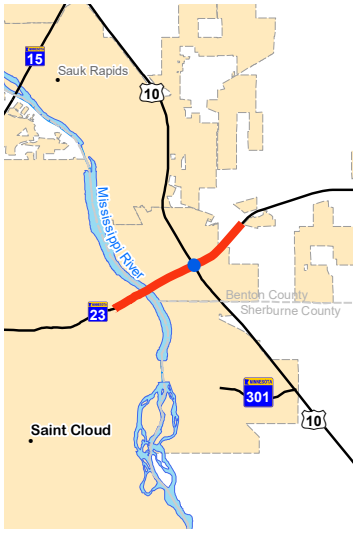
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 23

On MN 23, interchange at MN 23 and St. Germain Benton County

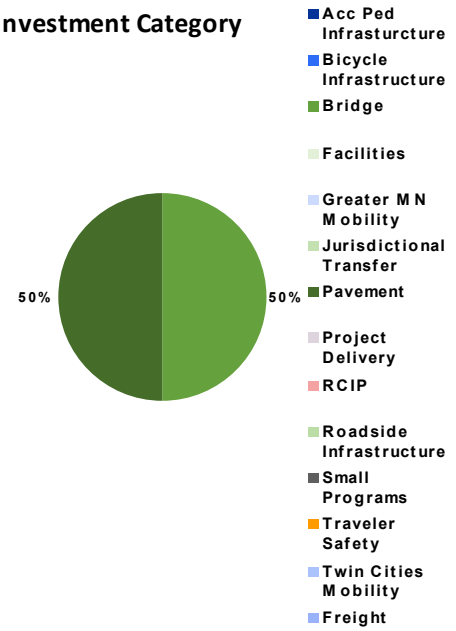
State Project Number: 0503-91




**Primary Purpose**

Bridge

**Investment Category**




## Project Description

MN 23 at US 10 interchange in St. Cloud, reconstruct MN 23 from west of Lincoln Ave. to west of CR 1; reconstruct US 10 from west of St. Germain to 15th Ave. SE; replace bridges over US 10-Bridge 9021 with 05019 and Bridge 9022 with 05018. Also includes multimodal improvements.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 30.3 | 30.3 |
| Post Letting Construction Costs | 2.8 | 2.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.6 | 3.6 |
| Construction Engineering: | 2.4 | 2.4 |
| Right of Way: | 1 | 1 |
| **Total:** | **$ 40.1** | **$ 40.1** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate is a scoping level estimate that is based on estimated quantities and average bid prices for similar projects.

## Project Risks

Right of way acquisition, ADA improvements with non-motorized transportation improvement recommendations, the negotiation of the turnback of the frontage roads along TH 10 at St. Germain and behind the apartments at TH 10/ TH 23 and St. Cloud sensitivity to vehicular delays on TH 10 due to recreation peaks and use of TH 10 as a main route.

**Recent Changes and Updates**

**Project History**

The project is a FY 2022 pavement rehabilitation and bridge replacement. The old rail road crossing north of E. Germain Street will be removed prior to the project. There are high traffic volumes on both TH 10 and TH 23. SRF is conducting an interchange study including traffic analysis, geometric layout development, hydraulic analysis and design, constructability reviews and public outreach. The bridges were built in 1958 without shoulders. Limited right of way exits. TH 23 to the west of the project was named a Corridor of Commerce. Two manufactured home complexes exist on the east side of TH 10, with multiple amenities and destinations on the west side of TH 10. Speeds between south of the interchange and 15th Ave are in excess of 50 mph.

## 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:

Current Letting Date: 11/19/2022

Construction Season: 2023 - 2024

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

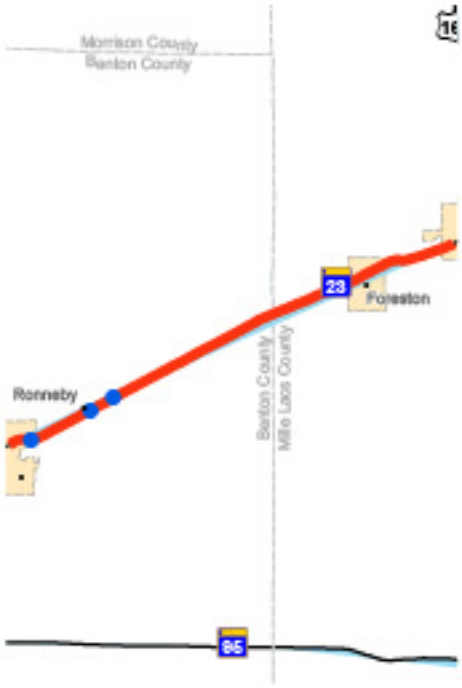

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia Dumont


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

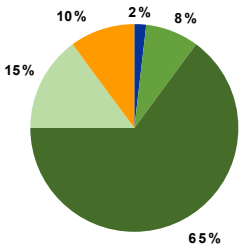
MN 23
From Foley to Rum River in Milaca
Bridge:91232,05X01 & 05X02
State Project Number: 0504-20




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project scope was reduced to a mill and overlay from unbonded concrete overlay.

**Project History**

The project was selected to address deteriorating pavement and safety concerns in Foley.

## Project Description

MN 23from 6TH AVE in Foley to 120TH Ave at the Rum River in Milacamed mill and overlay including safety improvementsMN 23at 8TH ave in Foley construct roundabout (associated with local project 005-090-002)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.7 | 11.7 |
| Post Letting Construction Costs | 1.3 | 1.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.1 | 1.1 |
| Construction Engineering: | .5 | 0.5 |
| Right of Way: | 1.5 | 1.5 |
| **Total:** | **$ 16.1** | **$ 16.1** |

*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 estimated quantities and average bid prices for similar projects.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Need unknown
Original Letting Date: 3/25/2022
Current Letting Date: 3/25/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

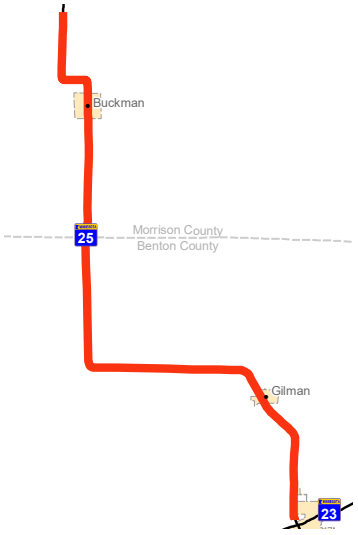
# PROJECT SUMMARY

MN 25

Foley to south of Genola

State Project Number: 0508-13, 4910-29

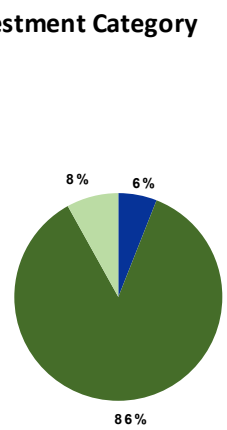
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

The current project combined tworesurfacing projects from Foley to theBenton/Morrison County line and from theBenton/Morrison County line to south ofGenola. The project includes accessibility hydraulic and safety improvements inaddition to the pavement rehabilitation.

### Recent Changes and Updates

The project was let for $5.2 million, considerably less than the $9.5 million that was previously the current estimated construction cost. The roadway will be open to traffic in the fall of 2017.

### Project History

Deteriorating pavement condition requires resurfacing of this segment. This project was advanced one fiscal year due to savings in the program. A new cost estimate was prepared using updated bid prices for this kind of work. Letting date was moved up to allow for earlier construction. The project was advanced one fiscal year and tied to another mill and overlay project on MN Hwy 25 (SP 4910-29). The project is of similar work type and adjoins SP 4910-29. Costs reflect both projects in the current estimate.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.6 | 5.2 |
| Post Letting Construction Costs | 0 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | .78 | 0.3 |
| Construction Engineering: | .52 | 0.3 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 7.9** | **$ 6.5** |

*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 construction cost per mile of similar projects, adjusted for inflation.

### Project Risks

No significant risks are anticipated.

### Schedule

Environmental Approval Date: 9/13/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 4/6/2015

Construction Limits Established Date: 1/15/2016

Original Letting Date:

Current Letting Date: 5/19/2017

Construction Season: 2017

Estimated Substantial Completion: October 2017

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

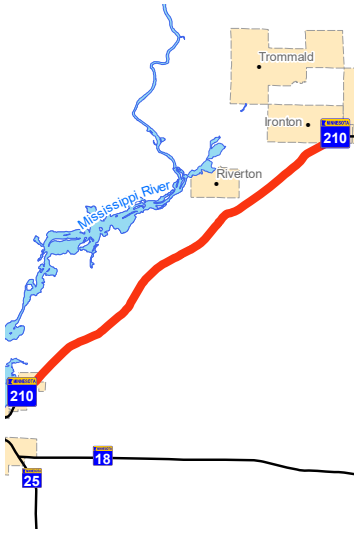
**District Engineer:** Dan Anderson

**Project Manager:** Eric Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

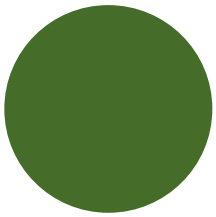
MN 210
Brainerd to Ironton
State Project Number: 1806-76
Hwy 210—Brainerd to Ironton




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project will be substantially complete in next years report.

**Project History**

This project is to improve ride quality and extend the useful service life of pavement.

## Project Description

Reconstruct 11 miles replace/repair pipes (full-depth reclamation) reconstruct Hwy 210/CR 12 intersection add turn lanes and bypass lanes install rumble/mumble strips

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.9 | 6.9 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 0.8 |
| Construction Engineering: | 0.52 | 0.5 |
| Right of Way: | 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 estimate is based on estimated quantities and average bid prices for similar projects.

## Project Risks

A project risk is the amount of traffic that will use the detour or will try to drive through the project. Hard closure to the roadway can't happen due to the local access needed along the route. A risk associated with the detour will be installation of a temporary roundabout to control the increased traffic.

## Schedule

Environmental Approval Date: 1/14/2019
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 9/4/18
Original Letting Date: 4/26/2019
Current Letting Date: 4/26/2019
Construction Season: 2019
Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

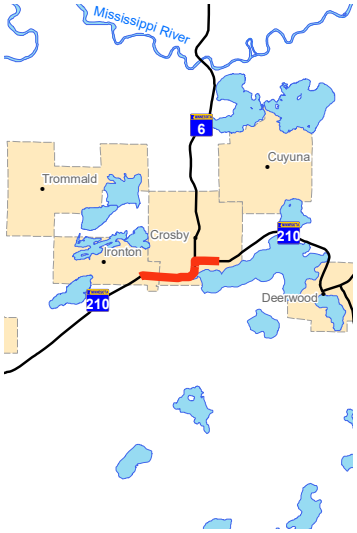
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

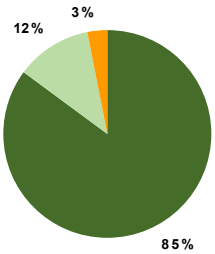
MN 210
In Crosby and Ironton
State Project Number: 1807-29
Hwy 210 Crosby–Ironton




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
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- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Urban reconstruction through downtown Crosby. Resurface from  west of 7th Ave in Ironton to 2nd St SW in Crosby. Improve pedestrian accessibility

### Recent Changes and Updates

This project was converted to advanced construction with funding programmed in FY 21 and FY 22.

### Project History

The pavement has not been rehabilitated since it was reconstructed. The pavement is deteriorating and is in need of resurfacing to maintain an acceptable ride quality on this section of roadway. The need for the reconstruction portion of the project is not the typical roadway need, but rather is related to adjusting curb lines to meet the requirements of the American Disabilities Act on the existing sidewalk facilities. The project was selected to address deteriorating pavement and accessibility needs on the pedestrian infrastructure in Crosby and Ironton.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5 | 5 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.5 |
| Construction Engineering: | 0.4 | 0.3 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 6.6** | **$ 6.2** |

*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 estimated quantities and average bid prices for similar projects.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: 8/28/2019
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 11/7/2018
Construction Limits Established Date: 8/21/2019
Original Letting Date: 10/23/2020
Current Letting Date: 10/23/2020
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

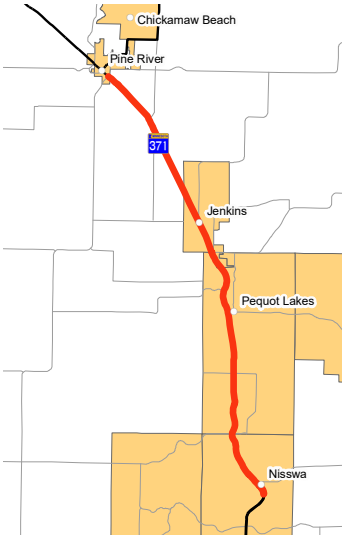
**District Engineer:** Dan Anderson
**Project Manager:** Eric J Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 371
Nisswa to Jenkins
Bridge:BR #18002, BR #18009, BR #6495
State Project Number: 1810-108, 1810-110, 1810-92

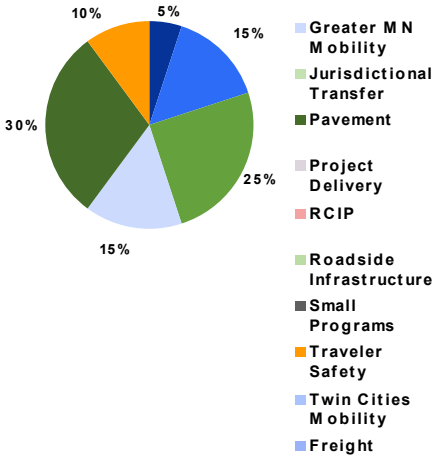
## Substantially Complete




**Primary Purpose**

Pavement

**Investment Category**




**Project Description**

Landscape

**Recent Changes and Updates**

Construction of this project is complete and roadway is open to traffic.

**Project History**

The project was let with the best value bidder. It was originally funded as a MnDOT Major Regional & Community Improvement Priority commitment. In 2014, the project was advanced to 2016 through the Corridors of Commerce program, with funding made possible by cost savings and other efficiencies at MnDOT. The district completed construction in 2017. The project was identified as a design-build contract. Phase 2 of Hwy 371 North Environmental Impact Statement received municipal consent in Pequot Lakes in December 2010. Nisswa provided their municipal consent in February 2011. Municipal consent was received in Jenkins on March 2015. A re-evaluation of the environmental document was completed on June 16, 2015.

**Total Project Cost Estimate (millions)**

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 58 | 44 |
| Post Letting Construction Costs | 0 | 2.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 6.96 | 6.7 |
| Construction Engineering: | 4.64 | 4.5 |
| Right of Way: | 7.7 | 0 |
| **Total:** | **$ 77.3** | **$ 57.4** |

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

**Key Cost Estimate Assumptions**

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on the actual bid for the design-build contract. The engineering costs were included in the construction letting total.

**Project Risks**

The Pequot Lake's wastewater spray field mitigation plan could delay construction of this project if it is not completed before Aug. 1, 2016. Other potential areas of concern are in traffic control and managing congestion during construction.

**Schedule**

Environmental Approval Date: 10/21/2010
Municipal Consent Approval Date: 2/16/2011
Geometric Layout Approval Date: 10/19/2010
Construction Limits Established Date: 12/15/2014
Original Letting Date: 7/24/2009
Current Letting Date: 10/14/2015
Construction Season: 2016 - 2019
Estimated Substantial Completion: Fall 2017

DEPARTMENT OF TRANSPORTATION

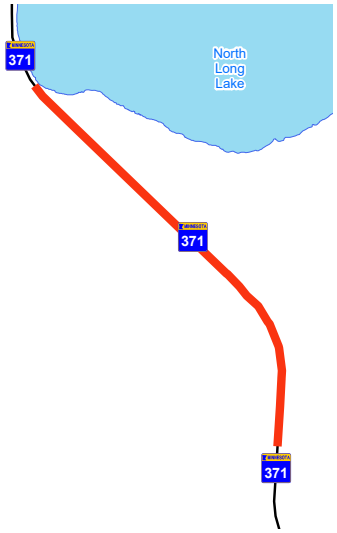
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Matt Indihar

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

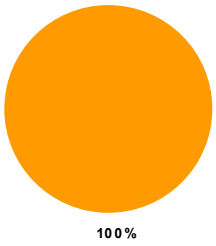
MN 371
Green Gables Rd to Gull Dam Rd
State Project Number: 1810-99
Highway 371




**Primary Purpose**

Traveler Safety

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project has been moved from FY 21 to FY 22. HSIP funds are being utilitized.

**Project History**

This project started out as two isolated HSIP projects installing a reduced conflict intersection, but it is now a one mile long RCI corridor project with access control.

## Project Description

Construct new reduced conflict intersections and Crow Wing CR 126 (Green Gables Road) and Crow Wing CR 125 (Gull Lake Dam Road)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7 | 7 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.8 | 0.8 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 1.3 | 1.3 |
| **Total:** | **$ 10.0** | **$ 10.0** |

*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 estimated quantities and average bid prices for similar projects. Significant cost was added to to the need to construct frontage roads to reduce conflict points along TH 371.

## Project Risks

High business location with access issues.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending
Original Letting Date: 11/20/2020
Current Letting Date: 1/28/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

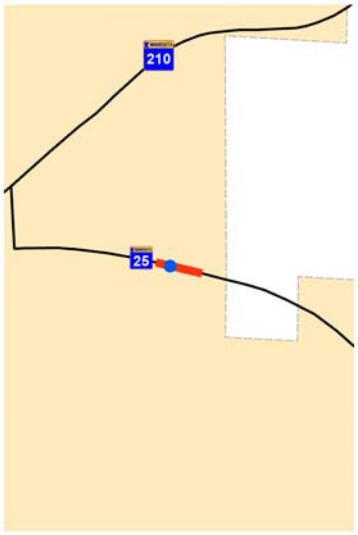
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

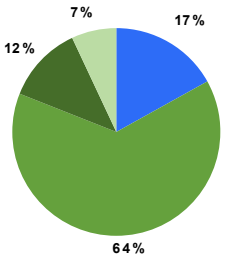
MN 25
Bridge 9099 over BNSF near Brainerd
Bridge:9099
State Project Number: 1811-35




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project.

**Project History**

Bridge# 9099 is an existing 3 span steel beam bridge originally built over the railroad in 1957 and was rehabilitated in 1981. Bridge maintenance is increasing due to deck, superstructure, and substructure deterioration and after 65 years, Bridge #9099 will be reaching the end of its service life. This project will replace existing Bridge# 9099 with a structurally sound and functional bridge that serves the needs of the railroad and roadway on MN-25 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

## Project Description

MN 25 replace bridge #9099 over BNSF rail 0.5 MI S of the jct MN 210/CSAH 3 in Brainerd Including Bicycle-Pedestrian accommodations

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4 | 4 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.9** | **$ 4.9** |

*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 construction cost per mile of similar projects, adjusted for inflation.

## Project Risks

No significant risks are anticipated.

## 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: 8/27/2021
Current Letting Date: 8/27/2021
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

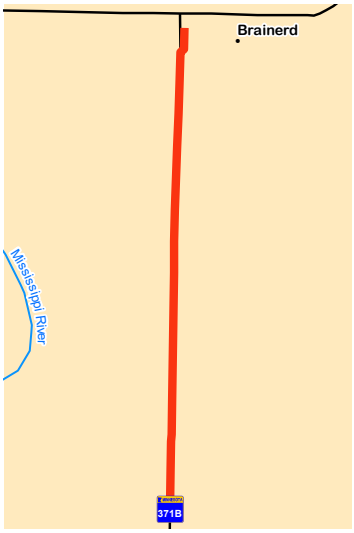
**District Engineer:** Dan Anderson
**Project Manager:** Eric Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 371B
Washington Street to Joseph Street in Brainerd
State Project Number: 1814-06

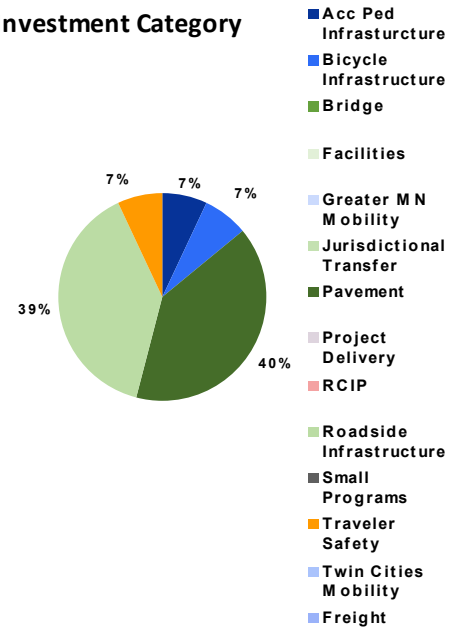
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




### Project Description

Reconstruct and redesign from Hwy 210/Washington St. to Joseph St. in Brainerd improve pedestrian accessibility improve city utilities

### Recent Changes and Updates

Construction of this project is complete and roadway is open to traffic.

### Project History

The project was selected to replace deteriorated pavement and city utilities. Brainerd provided the preferred alternative. Geometric Layout submitted for approval. This project was delayed one fiscal year from 2017 to 2018 to advance a Hwy 25 project (SP 0508-13) so that it could be tied to other work planned on Hwy 25 for 2017. The district is currently developing proposals to address pedestrian concerns and minimize right of way impacts. The current cost estimate includes cost for right of way.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.5 | 5.7 |
| Post Letting Construction Costs | 0 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.7 |
| Construction Engineering: | 0.6 | 0.5 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 9.1** | **$ 7.1** |

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

### Key Cost Estimate Assumptions

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate of $7.1 million shows that bids were competitive and lower than the construction estimate.

### Project Risks

Risks associated with accommodating pedestrian accessibility needs were under the design alternatives being considered. The city wanted to install a signal at Willow Street, which could result in a delay of municipal consent for the project, but was retired.

### Schedule

Environmental Approval Date: 6/15/2016
Municipal Consent Approval Date: 12/7/2016
Geometric Layout Approval Date: 12/8/2016
Construction Limits Established Date: 4/1/2016
Original Letting Date: 2/26/2016
Current Letting Date: 9/22/2017
Construction Season: 2017 - 2018
Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION

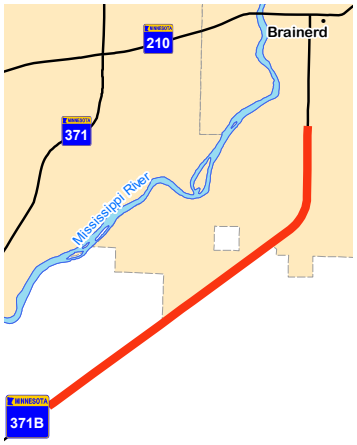
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** James E Hallgren

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

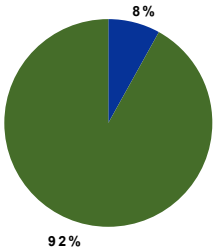
MN 371B
Greenwood St to Joseph St in Brainerd
State Project Number: 1814-08




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was moved to FY 2023 from FY 22 and designated as an ELLA. There was a local project asscociated with this project.

**Project History**

Entered STIP as a regular project and was changed to an ELLA for July 2022 construction.

## Project Description

MN 371B 0.1 MI S. of 70TH AVE. to 500 FT south of Greenwood Street mill and overlay and from 500 FT south of Greenwood ST. to Joseph Street urban reconstruction in Brainerd construct 6' wide sidewalk on E side of MN 371 business from Joseph ST to Industrial PK RD/Buffalo Hills Lane jct in Brainerd. (108-090-002 associated with 1814-08)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.5 | 6.5 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 8.1** | **$ 8.1** |

*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 estimated quantities and average bid prices for similar projects. Significant cost was added due to to the need to construct frontage roads to reduce conflict points along TH 371.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending
Original Letting Date: 2/25/2022
Current Letting Date: 2/25/2022
Construction Season:
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

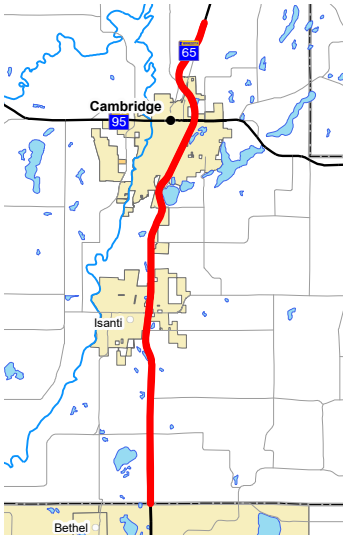
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

Anoka/Isanti County line to end of 4-lane road north of Cambridge

State Project Number: 3003-47

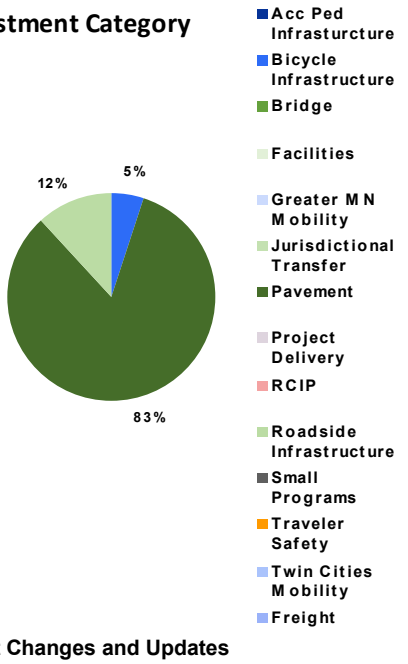



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface SB lanes from Isanti/Anoka county line to end of 4 lane segment; and from Isanti CR 19/305th Ave. NE to end of 4 lane segment in Cambridge; and NB lane from one mile S of Isanti CR 5 in Isanti to end of 4 lane segment north of Cambridge

### Recent Changes and Updates

Costruction is complete and roadway is open for traffic.

### Project History

The project was selected to address deteriorating pavement. It includes placement of a concrete overlay on top of the existing asphalt, instead of just asphalt, to improve the useful life of the pavement. A new cost estimate was prepared using updated bid prices for typical work and to account for inflation.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.7 | 10.8 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.38 | 0 |
| Construction Engineering: | 0.92 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.0** | **$ 10.8** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on actual estimated quantities and average bid prices. The current estimate is based on actual bid and letting.

## Project Risks

Bid prices for placing a concrete overlay on top of bituminous are difficult to predict and slight variations could result in impacts to the district's construction budget.

## Schedule

Environmental Approval Date: 3/1/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 8/15/16

Original Letting Date: 6/29/2018

Current Letting Date: 4/28/2017

Construction Season: 2018 - 2020

Estimated Substantial Completion: Fall 2017

DEPARTMENT OF TRANSPORTATION

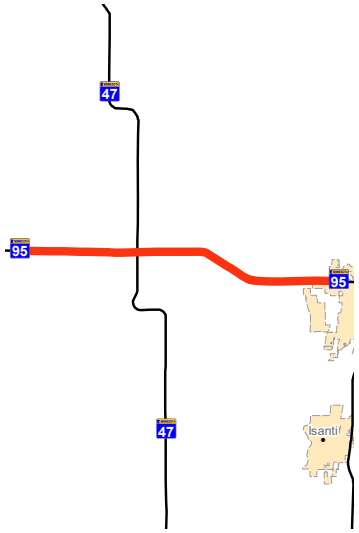
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Eric J Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

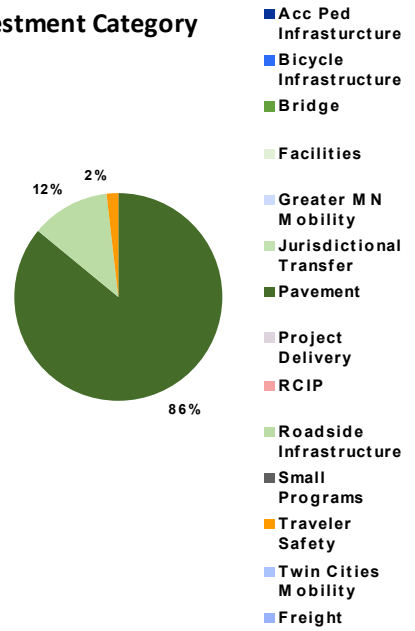
MN 95
West of Cambridge to Cambridge
State Project Number: 3006-41




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

MN 95 from 1.0 MI W OF Isanti CO CSAH 15 to 0.25 MI W of Isanti CSAH 14 west of Cambridge Reclamation

### Recent Changes and Updates

It is expected that the total project cost stays the same at the $6.8 million construction letting amount. The other elements like post letting construction costs, other construction elements, preliminary engineering and right way will fluctuate as the project progresses.

### Project History

This project is a two lane roadway on level terrain in a rural setting. The pavement condition is in need of improvement before the ride quality falls below standards. It is planned to break up the current pavement structure and create a new base and pavement to last for the next 15 years without major repair. Right of way will need to be acquired near CSAH 10 and Hwy 47 with a left turn lane at CR 10. Additionally, 17 culvert replacement locations will need to be investigated.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2021

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.8 | 6.8 |
| Post Letting Construction Costs | 0 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.8 |
| Construction Engineering: | 0.48 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.0** | **$ 8.8** |

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

## Key Cost Estimate Assumptions

The baseline estimate includes construction of the roundabout. The current estimate is a scoping level estimate using estimated quantities and average bid prices.

## Project Risks

If there isn't enough time to acquire right of way, the roundabout will have to be a separate project. Consultant selection in time to get layout and construction limits to maintain schedule.

## 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: 1/29/2021
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Matthew Indihar

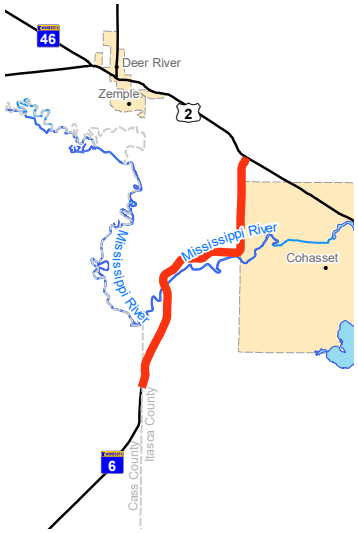
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 6

Cass-Itasca County line to US 2 west of Cohasset

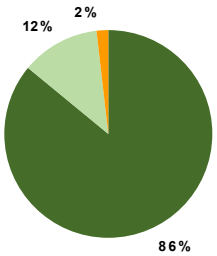
State Project Number: 3106-24




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Cost Estimate was reduced based on the retirement of some risks associated with the project.

**Project History**

This project was selected to address deteriorating pavement conditions.

## Project Description

Resurface highway from Cass/Itasca County line to State Highway 2 West of Cohasset

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.5 | 5.9 |
| Post Letting Construction Costs | 0 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.5** | **$ 7.5** |

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

## Key Cost Estimate Assumptions

The estimate is based on estimated quantities and average bid prices for similar projects. Decrease in the estimate resulted from scoping the project. It was determined this road was not a candidate for shoulder widening and did not have other significant problems that would increase the cost.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 8/15/2019
Original Letting Date: 2/26/2021
Current Letting Date: 2/26/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

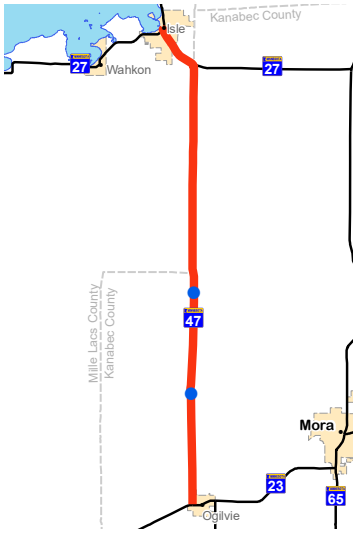
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

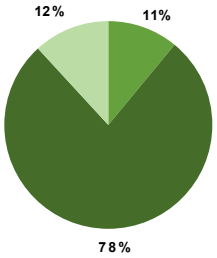
MN 47Ogilvie to Isle
On MN 47 from MN 23 to MN 27 in Isle and Ogilvie
Bridge:6828, 6465
State Project Number: 3304-27




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

This project was upscoped to a full depth reclaim, as well as becoming an advance construction project with a payback in FY 2021.

### Project History

The project was selected to address deteriorating pavement conditions and low sufficiency rating of bridge structure within the project limits. This was upgraded to a reclaim project in the fall of 2017 with new bonding money.

## Project Description

Reclaim from Hwy 23 in Ogilvie to Hwy 27 in Isle replace bridge spanning stream 5 mi. south of Ogilvie and bridge spanning Little Ann River

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.1 | 14.1 |
| Post Letting Construction Costs | 0 | 1.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 1.2 |
| Construction Engineering: | 0.4 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.1** | **$ 17.6** |

*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 estimated quantities and average bid prices for similar projects. Increased cost was from change from a mill and overlay to a reclaim project. This also resulted in adding a separate bridge project to this project and replacing more culverts.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: 7/29/2019
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 4/18/2019
Original Letting Date: 5/17/2019
Current Letting Date: 1/31/2020
Construction Season: 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION

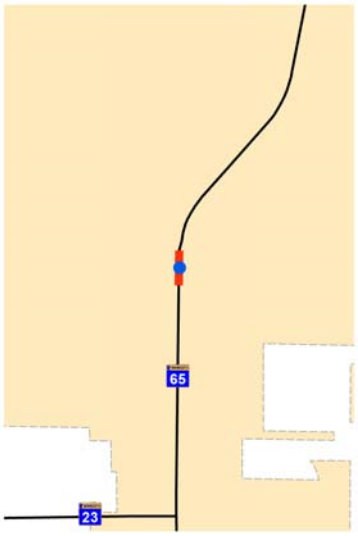

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

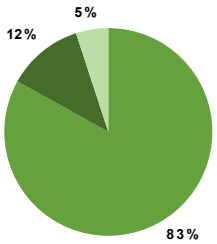
MN 65
Mora
Bridge:6778
State Project Number: 3307-43




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

MN 65 and MN 23 replace bridge #6778 over Snake River 1.0 MI S of the N JCT MN 23 and MN 65 in Mora.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.1 | 5.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **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

The estimate is based on construction cost per mile of similar projects, adjusted for inflation.

## Project Risks

No significant risks are anticipated.

## Recent Changes and Updates

This is a new project.

## Project History

Bridge # 6778 is an existing continuous steel span bridge originally built in 1952 with a concrete superstructure and was rehabilitated in 1984 with weathering steel beams. Bridge maintenance is increasing due to deck, superstructure and substructure deterioration and after 70 years, Bridge # 6778 will be reaching the end of its service life. This project will replace existing Bridge # 6778 with a structurally sound and functional bridge that serves the needs of the waterway and roadway on MN 65 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

## 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: 3/25/2022
Current Letting Date: 3/25/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

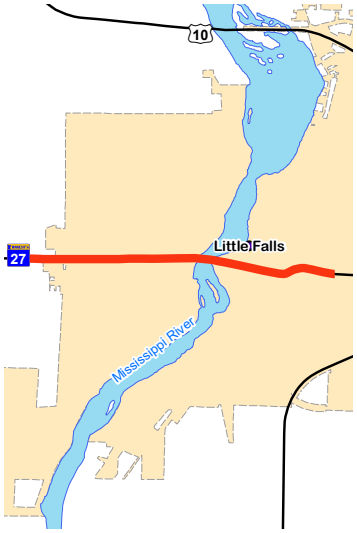
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Eric Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

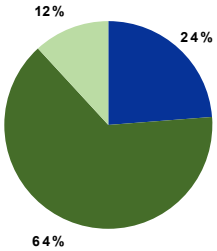
MN 27
Little Falls
State Project Number: 4904-45
Hwy 27—Little Falls




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct from 6th St W to 2nd St E; new curb gutter sidewalk bike lane railroad crossing; improve signals and underground utilities. Resurface 9th St SE to near 15th St SW; improve signals and pedestrian access

### Recent Changes and Updates

The project bids came in substantially higher that the last construction estimate mostly due to local utilities.

### Project History

Projects started as a mill and overlay and turned into a rehabilitation/reconstruction with ADA, storm sewer and city utilities.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.8 | 7.5 |
| Post Letting Construction Costs | 0 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.18 | 0.8 |
| Construction Engineering: | 0.12 | 0.6 |
| Right of Way: | 0 | 0.5 |
| **Total:** | **$ 4.1** | **$ 9.5** |

*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 based on scoping level costs of similar projects without city costs included. The current estimate is the construction letting after bid and award, which includes city utility work and costs to address contaminated materials.

## Project Risks

Contaminated materials are present which poses a risk. The project is also located at the core Little Falls Business District where traffic control and staging becomes risky.

## Schedule

Environmental Approval Date: 8/28/18
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 9/26/17
Original Letting Date: 1/25/2019
Current Letting Date: 2/22/2019
Construction Season: 2019
Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

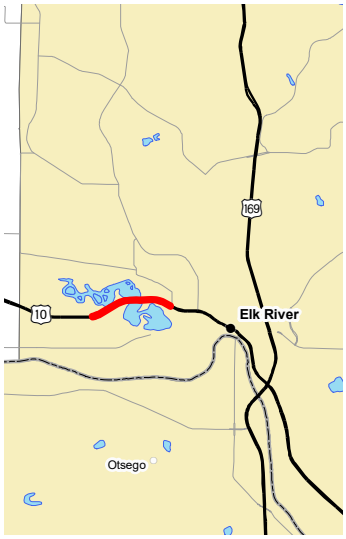
**District Engineer:** Dan Anderson
**Project Manager:** Luke Wehseler

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 10
Bridge over Lake Orono in Elk River
Bridge:5955
State Project Number: 7102-127

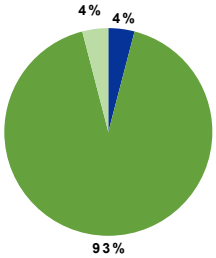
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Costruction is complete and bridge is open for traffic.

**Project History**

This bridge is District 3's last structurally deficient bridge. Addressing these deficiencies will require full replacement of the bridge. The project cost has been adjusted due to bridge approach work and highway realignment associated with the replacement of the bridge. $10 million in state bonding is provided to this project. The city of Elk River recently was awarded funding for bike trail improvements to be coordinated with this project. The project was advanced from FY 2018 to FY 2017 due to the availability of state bond proceeds.

## Project Description

This project replaces the bridge on US 10 over the Elk River (Lake Orono) in Elk River. Planned work also includes the reconstruction of the highway from Joplin Street to Xenia Avenue.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10 | 9.8 |
| Post Letting Construction Costs | 0 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.2 | 0.7 |
| Construction Engineering: | 0.8 | 1.1 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 12.1** | **$ 12.2** |

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

## Key Cost Estimate Assumptions

The baseline estimate and current estimate values are based on estimated quantities of average bid prices. Additional concrete pavement replacement was added, which is reflected in the current estimate.

## Project Risks

If the project disrupts traffic along the travel corridor, the district may have to take steps to improve traffic flow. Timely utility relocations are needed to avoid impacts to the schedule.

## Schedule

Environmental Approval Date: 1/19/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/3/2015
Construction Limits Established Date: 2016
Original Letting Date: 2/25/2017
Current Letting Date: 5/19/2017
Construction Season: 2017 - 2018
Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

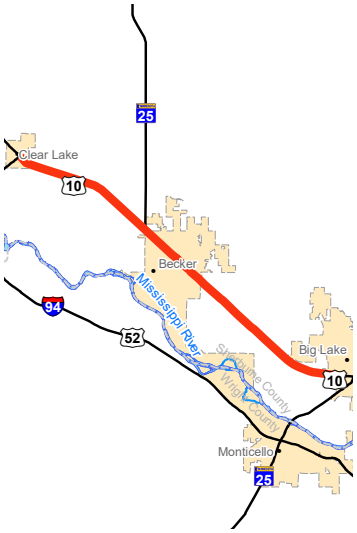
**District Engineer:** Dan Anderson
**Project Manager:** Claudia Dumont

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 10
Clear Lake to Big Lake
State Project Number: 7102-133

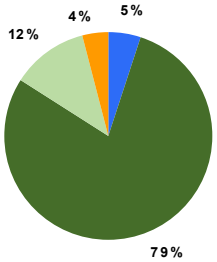
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Costruction is complete and roadway is open for traffic.

**Project History**

This project was selected to address deteriorating pavement. District coordinated with City of Becker and Sherburne County to address safety concerns and review design alternatives for the Sherburne Co. Hwy 23 intersection. Proposed improvements involve a revision of the intersection to be reflected in the design plans.

## Project Description

Resurface eastbound lanes from Clear Lake to Big Lake and construct new reduced conflict intersection at Hwy 10/CR 23 intersection

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 7 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0 |
| Construction Engineering: | 0.44 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.8** | **$ 7.0** |

*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

There will be a need to determine if additional right of way will be needed at Sherburne Co. Hwy 23 and other planned right-turn lane extensions.

## Schedule

Environmental Approval Date: 6/14/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/26/2016
Construction Limits Established Date: 11/11/16
Original Letting Date: 11/16/2018
Current Letting Date: 3/23/2018
Construction Season: 2018
Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION

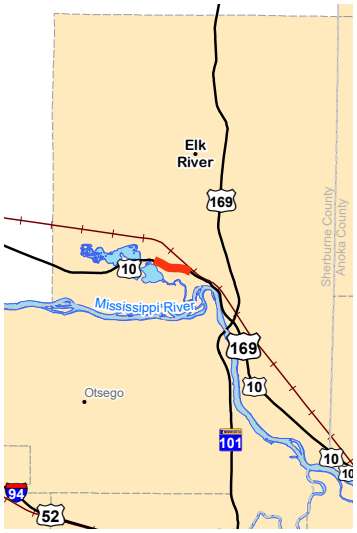
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Eric J Schiller

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

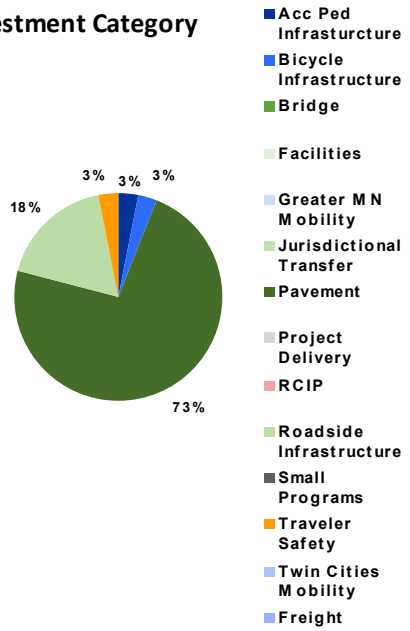
US 10
Xenia Avenue to 4th Street in Elk River
State Project Number: 7102-135




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Reconstruct from Xenia Ave to Norfolk Ave in Elk River including bike/pedestrian trail. Improve Proctor Ave intersection

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.8 | 8.8 |
| Post Letting Construction Costs | 0.9 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.08 | 0.9 |
| Construction Engineering: | 0.72 | 0.5 |
| Right of Way: | 0.5 | 0 |
| **Total:** | **$ 12.0** | **$ 11.0** |

*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 estimated quantities and average bid prices for similar projects. The current estimate is a scoping level estimate.

## Project Risks

A potential risk is in costs due to maintenance of traffic during construction.

## Recent Changes and Updates

This project was converted to advance construction with funding programmed in FY 21 and FY 22.

## Project History

Requires reconstruction to address grading, pavement, curb and gutter and storm sewer issues. District is coordinating with Elk River to address the multi-use bicycle-pedestrian trail and Sherburne County to address possible intersection improvements at US 10 and County Road 1.

## 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: 12/18/2020
Current Letting Date: 12/18/2020
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

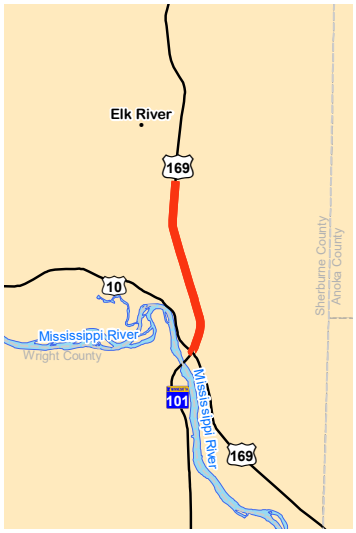
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

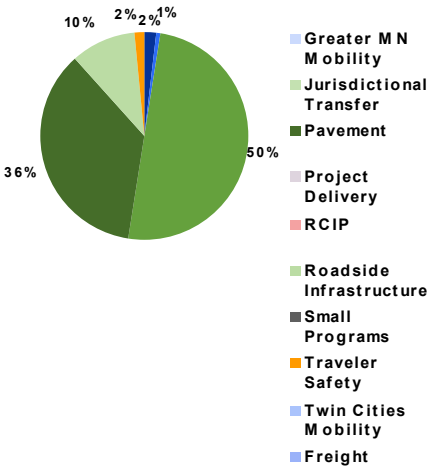
US 169
From US 10 to 197th Ave in Elk River
State Project Number: 7106-87
Hwy 169—Elk River




**Primary Purpose**

Bridge

**Investment Category**




## Project Description

Reconstruct US 169 in Elk River TH 101 to 197th Ave. Convert to freeway design. Replace Bridge 71002 with new Bridge 71020 northbound over US 10

**Recent Changes and Updates**

Moved the estimated letting from 2023 to 2022. The baseline estimate was changed because it was not originally put into Chimes at the time when the project was entered resulting in an original baseline of zero.

**Project History**

Project was developed with Corridors of Commerce funding.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 127.5 | 127.5 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 15.5 | 15.5 |
| Construction Engineering: | 3.5 | 3.5 |
| Right of Way: | 12 | 12 |
| **Total:** | **$ 158.5** | **$ 158.5** |

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

## Key Cost Estimate Assumptions

COC funding was at $157 million.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Pending approval
Geometric Layout Approval Date: Pending approval
Construction Limits Established Date: 1/15/2020
Original Letting Date: 3/24/2023
Current Letting Date: 3/24/2022
Construction Season: 2022 - 2024
Estimated Substantial Completion: Fall 2024

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Darren Nelson

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

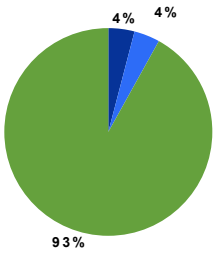
MN 24
Bridge over Mississippi River in Clearwater
Bridge:BR #71004
State Project Number: 7108-23

## Substantially Complete


**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

The project replaces the bridge over the Mississippi River at Clearwater.

### Recent Changes and Updates

Construction of this project is complete and roadway is open to traffic.

### Project History

The bridge deck and girders required replacement. The decision was made to construct a new bridge parallel to the existing structure to minimize traffic impacts. The project was let in May 2015. The bid amount was considerably lower than the engineer's estimate due to a generous construction schedule. The extra funding available due to the lower bid/award was shifted to other construction projects. Demolition of the existing bridge was completed in 2018.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 20 | 17.4 |
| Post Letting Construction Costs | 0 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.64 | 0.9 |
| Construction Engineering: | 1.76 | 1.2 |
| Right of Way: | 5 | 0.8 |
| **Total:** | **$ 29.4** | **$ 20.8** |

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

### Key Cost Estimate Assumptions

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is based on the actual bid amount.

### Project Risks

Risks are minimal as the district will maintain 2 lanes of traffic during construction by building the new bridge on new alignment.

### Schedule

Environmental Approval Date: 12/22/2014
Municipal Consent Approval Date: 9/15/14
Geometric Layout Approval Date: 5/5/2014
Construction Limits Established Date: 9/15/2014
Original Letting Date: 5/15/2015
Current Letting Date: 5/15/2015
Construction Season: 2015 - 2018
Estimated Substantial Completion: Fall 2017

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia Dumont

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 4

Kandiyohi/Stearns Co line to I-94 and Kandiyohi/Stearns Co line to Paynesville

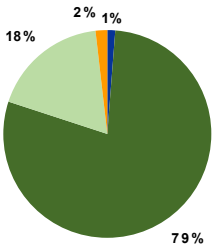
State Project Number: 7301-38

Hwy 4–Sauk Centre to Paynesville


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct 21 miles of road surface (full-depth reclamation) repair/replace 40 pipes remove three cattle passes improve guardrail install rumble/mumble strips

### Recent Changes and Updates

This project was delayed from FY 2019 to FY 20 to manage changes to other programmed work. Letting date was not impacted.

### Project History

The project was selected to address deteriorating pavement. TH 4 was last resurfaced in 1996 and TH 55 was last resurfaced in 1997. Both corridors are due for resurfacing and minor hydraulic repairs. SP 7301-38 originally included both TH 4 and TH 55. Now TH 4 and TH 55 are separated into their own projects. SP 7301-38 is only TH 4 now. TH 4 was upscoped from a mill and overlay to a full depth reclamation with pipe replacements included.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 9.7 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0 |
| Construction Engineering: | 0.44 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.8** | **$ 9.7** |

*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 estimated quantities and average bid prices for similar projects. The current estimate increased because of the project upscope from a mill and overlay to a full depth reclamation and additional pipe replacements.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 10/17/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 10/05/2018

Original Letting Date: 4/26/2019

Current Letting Date: 4/26/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum


**Revised Date:** 12/16/2019

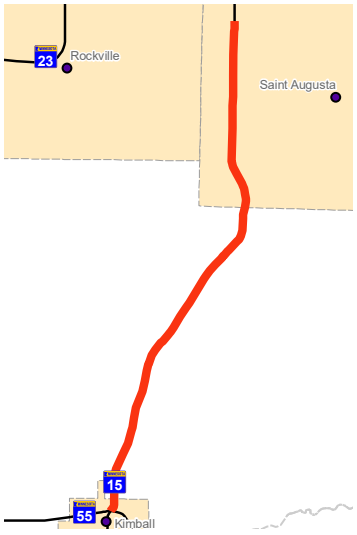
# PROJECT SUMMARY

MN 15

TH 55 in Kimball to 66th Ave in St. Augusta

State Project Number: 7303-50

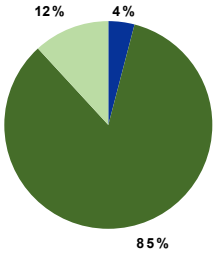
Hwy 15—Kimball to St. Augusta




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct 12 miles (full-depth reclamation) from Hwy 55 in Kimball to 66th Ave in St. Augusta replace or repair underground pipes and box culverts new mumble strips improve accessibility and signal at Hwy 15/CR47/CR136 intersection in St. Augusta

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.2 | 8.7 |
| Post Letting Construction Costs | 0 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.3 |
| Construction Engineering: | 0.48 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.4** | **$ 9.9** |

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

## Recent Changes and Updates

This project bid came in higher than anticipated. Project construction is complete and the roadway is open to traffic.

## Project History

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project.

## Key Cost Estimate Assumptions

The estimate is based on estimated quantities and average bid prices for similar projects. Cost estimate increase due to upscope from mill and overlay to full depth reclamation and added pipe replacements.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 7/13/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 2/6/2018

Original Letting Date: 2/28/2020

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

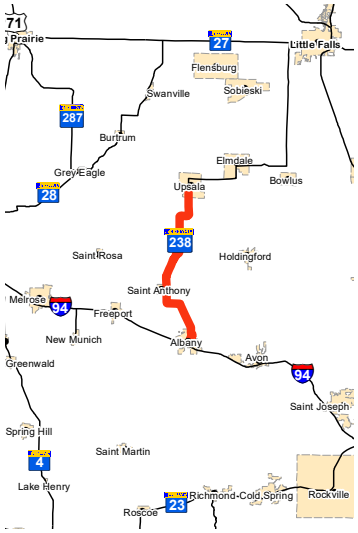
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

Hwy 238
Albany to Upsala
State Project Number: 7323-12

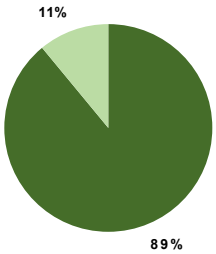



## Substantially Complete

### Primary Purpose

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

Construction was completed in fall 2017. The award amount of $3.6 million is less than the original baseline estimate due to low bituminous prices and revised project limits.

### Project History

The project was selected to address deteriorated pavement. A layout is not required for rural resurfacing, nor are construction limits. This project was modified, removing an urban segment in Albany from the original project and changing the project number (from SP 7323-11 to SP 7323-12). The former project (SP 7323-11) is being retained with the Albany urban portion, which will be completed in 2018 following completion of this project. The cost estimate was updated to reflect splitting the project into two phases. Previously, the scope and project cost were modified to add shoulder improvements for improved safety.

### Project Description

This is a pavement project from Albany to Upsala which includes widening the road.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.2 | 3.6 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | .84 | .2 |
| Construction Engineering: | .56 | 0 |
| Right of Way: | .56 | .2 |
| **Total:** | **$ 9.2** | **$ 4.0** |

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

### Key Cost Estimate Assumptions

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on actual bid price and letting.

### Project Risks

There are no known risks at this time.

### Schedule

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

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia Dumont


**Revised Date:** 12/16/2019

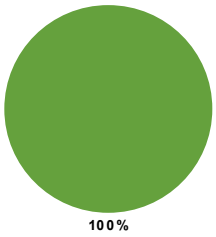
# PROJECT SUMMARY

I 94
West of MN 23 Interchange
Bridge:73875, 73876
State Project Number: 7380-259


**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was delayed from FY 22 to FY 23 because other projects came in higher than expected. This project was designated as a FLEX project.

**Project History**

The project was selected to address deteriorating pavement on the bridges.

## Project Description

I-94 Resurface Bridges 73875 and 73876 over BNSF railroad 0.6 MI west of MN 23 interchange

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.1 | 6.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.7 | 0.7 |
| Construction Engineering: | 0.5 | 0.5 |
| Right of Way: | 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 estimate is based on estimated quantities and average bid prices for similar projects.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Need unknown
Original Letting Date: 1/28/2022
Current Letting Date: 1/28/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

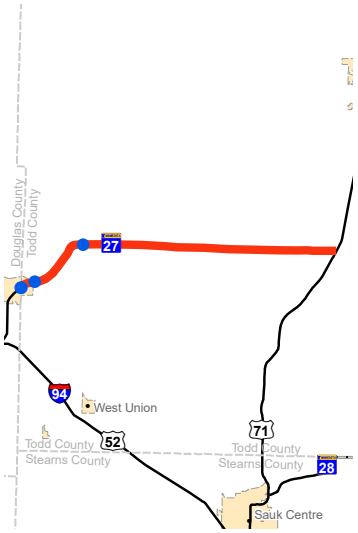
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

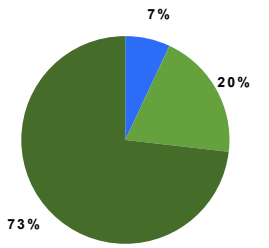
MN 27
Osakis
Bridge:758, 92372, 8915, 77X02
State Project Number: 7703-16
Hwy 27—Osakis area




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The current estimate of $23.1 million is lower than the baseline estimate because the current estimate is a revised scoping level estimate for the program budget that matches the starting budget and the state transportation improvement program. The construction letting amount is expected to stay the same.

**Project History**

Preventative maintenance needs are increasing on this roadway, its structures, supporting elements and the roadway are not meeting the full need of all of its current users. The bituminous pavement in this section of roadway was last resurfaced in 2009. The last major rehabilitation dates back to 1948. The roadway is already deteriorating and is in need of rehabilitation to maintain an acceptable ride quality. In addition, the shoulder width is insufficient and is becoming an increasing safety concern for travelers. The Lake Wobegon trail Bridge # 758 over both TH27 and Bridge # 92372, that was built in 1939, has a substandard vertical clearance over the highway posted at 14 feet and the bridges pier walls restrict TH 27 horizontal clearance to 40 feet. Bridge # 8915 is a double box culvert on this section of roadway over the Sauk River was built in 1956 which restricts roadway width to 32 ft. This project will improve the ride quality, extend the life of the pavement, and reduce the number of required maintenance activities to the pavement and its supporting elements. It will replace the existing Wobegon Trail Bridge # 758 and Bridge # 92372 and Bridge # 8915 with structurally sound and functional bridge or box culverts that meet the needs of the waterways, trails or roadways they serve for the next 50-75 years. The project will

## Project Description

The project reconstructs and improves 14 miles of Hwy 27 between I-94 near Osakis and Hwy 71 south of Long Prairie in Douglas and Todd counties, including: reconstructs the road surface and widens shoulders from Douglas CR 82/Todd CR 51 to Hwy 71; reconstructs three bridges over waterways near Osakis, including the bridge over the Sauk River east of Todd CR 37; reconstructs the Lake Wobegon Trail bridge over Hwy 27 in Osakis; resurfaces the road and shoulders from Douglas CR 82/Todd CR 51 in Osakis and I-94; and repairs or replaces drainage pipes. Associated with SP 2113-06.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 16.1 | 16.1 |
| Post Letting Construction Costs | 1.8 | 1.8 |
| Other Construction Elements: | 1.8 | 0 |
| Preliminary Engineering: | 1.3 | 1.3 |
| Construction Engineering: | 0.9 | 0.9 |
| Right of Way: | 3 | 3 |
| **Total:** | **$ 24.9** | **$ 23.1** |

*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 construction cost per mile of similar projects, adjusted for inflation.

## Project Risks

No significant risks are anticipated.

## 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: 12/17/2021
Current Letting Date: 12/17/2021
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Eric Schiller

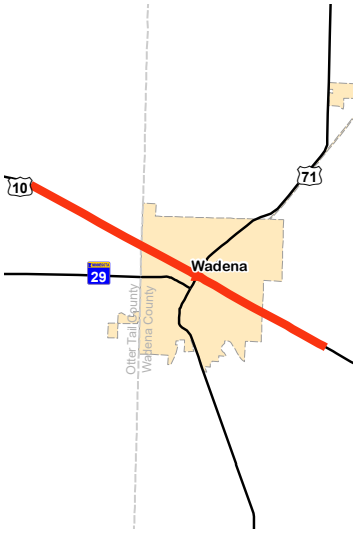
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 10

End of 4-Lane west of Wadena easterly to Oink Joint Rd

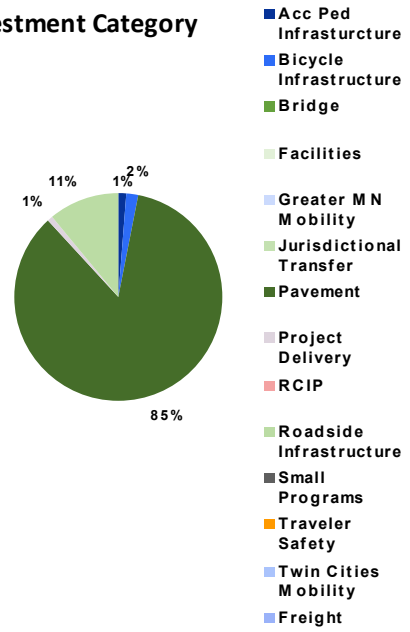
State Project Number: 8001-40, 8001-42




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Reconstruct and redesign Hwy 10 through business district resurface from 620th Ave to near Oink Joint Rd/140th St replace signals at Hwy 10/Second St W and Hwy 10/Hwy 71 upgrade RR crossing at Hwy 71 and Second St W new left-turn lanes at Hwy 10/CR 75 replace underground utilities.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.6 | 12.5 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.14 | 0 |
| Construction Engineering: | 0.76 | 0 |
| Right of Way: | 5 | 0 |
| **Total:** | **$ 16.5** | **$ 12.5** |

*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 based on estimated quantities and average bid prices. The project includes work in District 4. Significant city utility work and contamination clean-up is added to the baseline cost.

## Project Risks

The lack of detour routes may complicate the replacement of storm sewer.

### Recent Changes and Updates

This project is currently under construction. The current estimate of $12.5 million represents the construction let amount after bid.

### Project History

Several pavement rehabilitation projects were done on this roadway. The pavement has reached the end of its expected life in the urban area of Wadena and requires full reconstruction. The rural segments require milling and filling. Funding for this project is provided jointly by District 3 and District 4. The geometric layout was approved. The project received municipal consent. The environmental document was approved. Road plans are nearly complete. Right of way acquisition will be complete by letting.

## Schedule

Environmental Approval Date: 9/8/2016

Municipal Consent Approval Date: 1/12/2016

Geometric Layout Approval Date: 11/16/2015

Construction Limits Established Date: Pending approval

Original Letting Date: 12/15/2017

Current Letting Date: 2/22/2019

Construction Season: 2019 - 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION

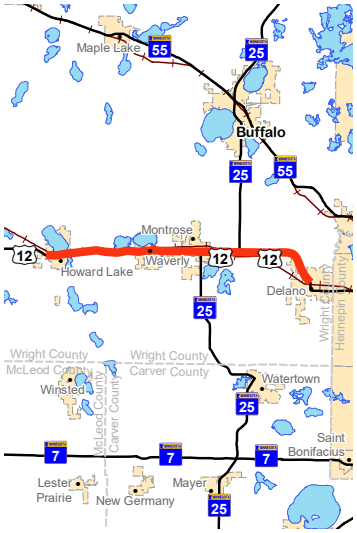
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia Dumont

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

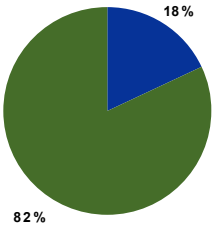
US 12
Howard Lake to Montrose
State Project Number: 8601-62




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

US 12 from 13TH ave in Howard Lake to 0.1 mile east of Zephyr Ave in Montrose mill and overlay and ADA

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.7 | 4.6 |
| Post Letting Construction Costs | 0.8 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.9 | 0.6 |
| Construction Engineering: | 0.6 | 0.4 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 10.1** | **$ 6.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate reflects a change to the project limits. The project used to extend to Delano, but was broken into two separate projects. This project ends at the east end of Montrose while state project 8602-52 starts from the east end of Montrose to Bridge Avenue in Delano.

## Project Risks

No significant risks are anticipated.

## Recent Changes and Updates

The termini for this project originally extended from Howard Lake to Delano. The project scope was modified to allow for the Montrose to Delano segment to be completed in 2021 and the Montrose to Howard Lake segment to be completed in 2022.

## Project History

The project was selected to address deteriorating pavement and provide for accessible pedestrian facilities within the communities.

## 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: 1/22/2021
Current Letting Date: 2/25/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

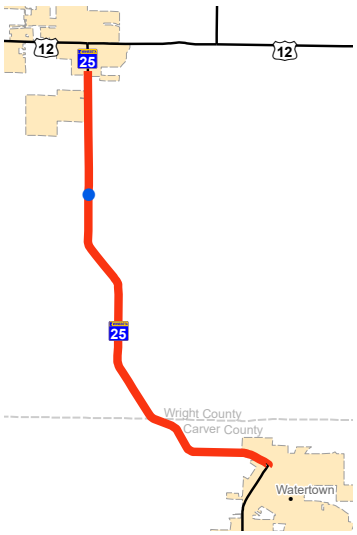

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Terri Odegaard


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 25
Watertown to Montrose
State Project Number: 8603-09

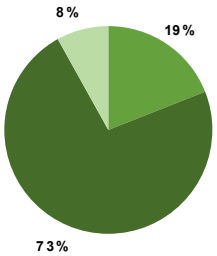



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was a part of the US 12 Delano to Howard Lake project, however it was split into its own project. The project is complete and the roadway is open to traffic.

**Project History**

This project includes portions of both TH 12 and TH 25. Both sections are rural two lane highways. The existing highway pavement needs improvement along with the replacement of Bridge # 8113 and culvert repairs on TH 25 with pavement and 3-cable guardrail improvements on TH 12.

## Project Description

Resurface from Carver CR 10A in Watertown to Hwy 12 in Montrose and replace bridge over creek south of Montrose

## 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 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 0 |
| Construction Engineering: | 0 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.3** | **$ 4.3** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on estimated quantities and average bid prices. The current estimate is based on actual bid prices and letting of this project, which includes estimated local costs totaling $1.2 million.

## Project Risks

No significant risks are anticipated.

## 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: 2017-2018
Estimated Substantial Completion: Fall 2018

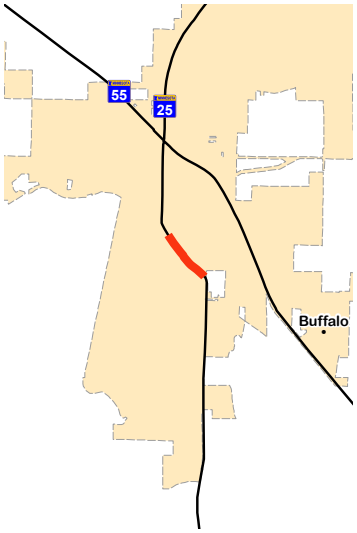
DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:**
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

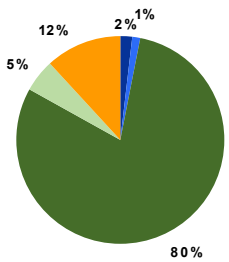
MN 25
In Buffalo
State Project Number: 8604-37




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

MN 25 from 0.1 MI S of 1ST ST to 0.2 MI N of Settlers PKWY in Buffalo urban Reconstruction includes Roundabout at Wright CSAH 12

### Recent Changes and Updates

This project was delayed several years at the request of the city to allow the community to recover from recent construction activities that were disruptive.

### Project History

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.2 | 6.2 |
| Post Letting Construction Costs | 0.7 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.7 | 0.7 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 8.1** | **$ 8.1** |

*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 estimated quantities and average bid prices for similar projects.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Need unknown
Original Letting Date: 12/17/2022
Current Letting Date: 12/16/2022
Construction Season: 2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

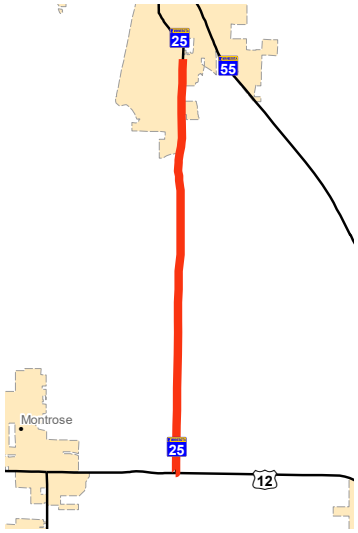
# PROJECT SUMMARY

MN 25

The junction of US 12 to 0.2 miles north of 10th St in Buffalo

State Project Number: 8604-42

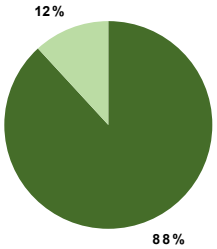
Hwy 25–Buffalo to Montrose




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project is under construction.

**Project History**

Project was originally scheduled to be a mill and overlay. It was upscoped to a full depth reclamation and includes several pipe replacements and two box culvert replacements.

## Project Description

Reconstruct 7 miles from Settlers Pkwy in Buffalo to Hwy 12 near Montrose (full depth reclamation) repair/replace 20 underground pipes/box culverts upgrade guardrail install mumble/rumble strips

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.2 | 6.2 |
| Post Letting Construction Costs | 0 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 0.4 |
| Construction Engineering: | 0 | 0.2 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 4.2** | **$ 7.1** |

*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 cost estimate created during design. Estimate increase is due to upscoping from a mill and overlay to a full depth reclamation and adding pipe replacements.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 11/06/2018

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: 11/17/2017

Original Letting Date: 1/25/2019

Current Letting Date: 1/25/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

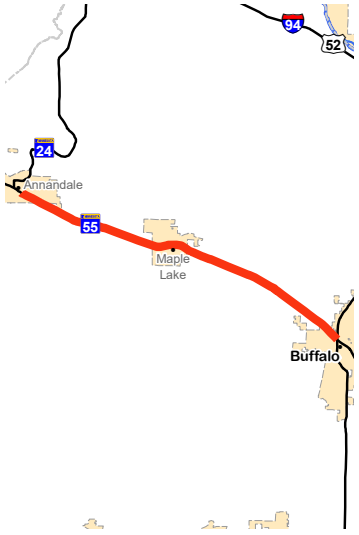

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

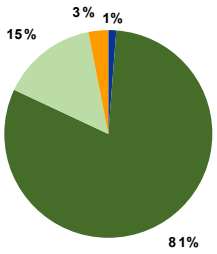
MN 55
Annandale to Buffalo
State Project Number: 8606-60
Hwy 55–Annandale to Buffalo




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct 12 miles from Annandale Blvd in Annandale to Hwy 25 in Buffalo (full-depth reclamation); new center left-turn lane plus improve signal and pedestiran access in Maple Lake repair/replace underground pipes remove cattle passes

### Recent Changes and Updates

The project bids came in substantially higher than the last construction estimate. The roadway is under construction.

### Project History

The project was selected to address deteriorating pavement. There was a minor letting date change due to a correction in the letting schedule. The project was upscoped from a mill and overlay to a full depth reclamation. A center left turn lane was added to the plans in Maple Lake to address crash history and safety concerns.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 11 |
| Post Letting Construction Costs | 0 | 0.4 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.66 | 0.6 |
| Construction Engineering: | 0.44 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.7** | **$ 12.9** |

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

## Key Cost Estimate Assumptions

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on the cost estimate developed with the plan statement of estimated quantities. The cost increase is due to the upscope from a mill and overlay to a full depth reclamation and additional pipe replacements added.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 08/30/2018
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 06/22/2018
Original Letting Date: 10/19/2018
Current Letting Date: 12/18/2018
Construction Season: 2019
Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

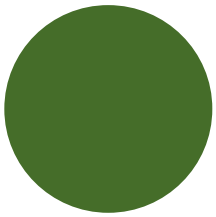
# PROJECT SUMMARY

MN 55
Meeker/Stearns Co Line to Annandale
State Project Number: 8606-64


**Primary Purpose**

Pavement Condition

**Investment Category**



100%

- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was originally part of 8606-63, however this portion of the project is rural and will be constructed seperate from the urban portion.

**Project History**

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project.

## Project Description

Resurface MN 55 Meeker/Stearns County Line to Brown Ave S in Annandale

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.2 | 5.2 |
| Post Letting Construction Costs | 0.4 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.4** | **$ 6.4** |

*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 estimated quantities and average bid prices for similar projects.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Need unknown
Original Letting Date: 2/25/2022
Current Letting Date: 2/25/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

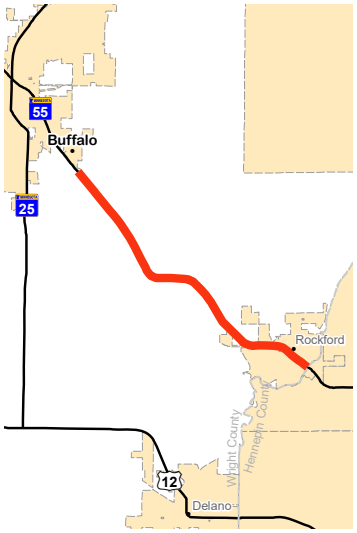
**District Engineer:** Dan Anderson
**Project Manager:** Russell Fellbaum

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 55
Buffalo to Rockford
State Project Number: 8607-63

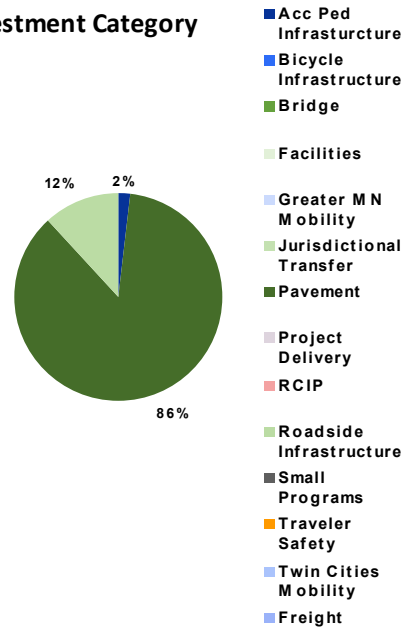
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface from Division Street in east Buffalo to the Wright/Hennepin county line in Rockford

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013 & 2017 (Upscoped)

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4 | 4.9 |
| Post Letting Construction Costs | 0.3 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.3 | 0 |
| Construction Engineering: | 0.2 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.8** | **$ 4.9** |

*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 actual bid price.

## Project Risks

There are no known risks at this time.

**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

The project was selected to address deteriorating pavement conditions. Originally scheduled for mill and overlay, this project was upscoped to a full depth reclamation from Buffalo to west of Rockford with the remainder of the project staying a mill and overlay. Hydraulic and guardrail improvements will also be addressed. The scope of work for this project was modified to a more substantial, longer-term improvement with additional bond funding provided by the 2017 Legislature.

## Schedule

Environmental Approval Date: 01/09/2018
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 6/26/2017
Original Letting Date: 4/27/2018
Current Letting Date: 4/27/2018
Construction Season: 2018
Estimated Substantial Completion: Fall 2018

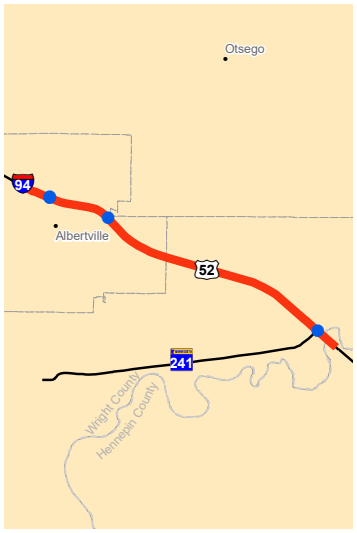
DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:**
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

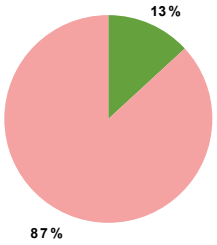
I 94
Albertville to TH 241
Bridge:86817, 86818, 86811, 86812
State Project Number: 8680-172
I-94 Maple Grove to Clearwater




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct and improve 6 miles from Hwy 241 to west of CR 19; add lanes new pavement add ramps at interchanges reconstruct bridges upgrade signals and drainage systems new raised concrete center median barrier build trails and sidewalk

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 63.6 | 63.6 |
| Post Letting Construction Costs | 2.5 | 2.5 |
| Other Construction Elements: | 0.1 | 0.1 |
| Preliminary Engineering: | 8.1 | 8.1 |
| Construction Engineering: | 5.1 | 5.1 |
| Right of Way: | 1.2 | 1.2 |
| **Total:** | **$ 80.6** | **$ 80.6** |

*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. The current estimate is based on actual bid prices and letting of this project, which includes estimated local costs totaling $1.2 million.

## Project Risks

There are no known risks at this time.

## Recent Changes and Updates

8680-177 is now associated with this project. This is an advance construction project with paybacks in FY 20 and FY 21.

## Project History

Project was let through the design-build process. This project addresses needs in pavement, bridge and capacity improvements on I-94. The purpose is to add capacity between CSAH 37 and TH 241, replace pavement and rehab or replace bridges. The proposed project would add a 3rd general purpose lane in each direction on I-94 between CSAH 37 in Alberville and TH 241 in St. Michael. Pavement would be replaced from the east end of MnROAD to TH 241. Bridges at CSAH 19, CSAH 37 and TH 241 would be rehabbbed or replaced. The eastbound collector-distributor lane between CSAH 19 and CSAH 37 would be constructed. The interchange at TH 241 would be reconfigured to improve operations.

## Schedule

Environmental Approval Date: 3/1/2018
Municipal Consent Approval Date: 1/22/2019
Geometric Layout Approval Date: 5/8/2018
Construction Limits Established Date: 5/8/2019
Original Letting Date: 3/20/2019
Current Letting Date: 3/20/2019
Construction Season: 2019 - 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

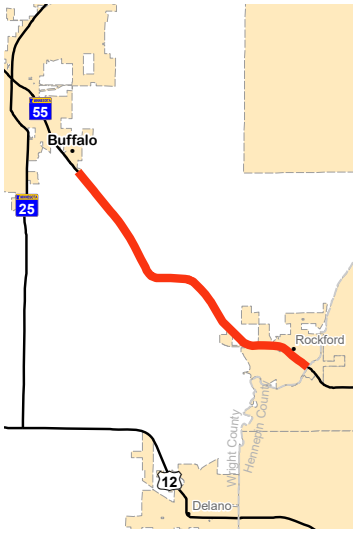
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia L Dumont

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

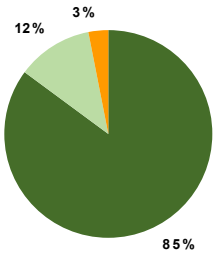
I 94
Monticello to Clearwater
Bridge:86802, 86815, 86810, 86809, 86808
State Project Number: 8680-173
I-94 Maple Grove to Clearwater




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct and improve 14 miles from west of Hwy 25 to Hwy 24; add lanes new pavement new weigh-in-motion system concrete center median barrier noisewall in Monticello improve drainage

**Recent Changes and Updates**

This project came in substantially above the baseline estimate with the bidding process. It was decided to move forward witht the project. This is an advance construction project with paybacks in FY 20 & FY 21.

**Project History**

The project was programmed to address deteriorating pavement. Project development staff were not available so a consultant was hired to develop the layout, environmental document and maintenance of traffic staging.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 38.1 | 80.7 |
| Post Letting Construction Costs | 0 | 2.5 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 1.92 | 7.4 |
| Construction Engineering: | 1.28 | 4.5 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 41.3** | **$ 95.3** |

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

## Key Cost Estimate Assumptions

The baseline estimate was for an unbonded concrete overlay. The baseline estimate did not include any costs associated with maintenance of traffic. Further analysis showed minimal difference between the costs for temporary widening and removal.

## Project Risks

A potential risk involves a box culvert replacement at Silver Creek.

## Schedule

Environmental Approval Date: 1/10/2019
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: 3/4/2019
Construction Limits Established Date: 3/4/2019
Original Letting Date: 6/21/2019
Current Letting Date: 5/22/2019
Construction Season: 2019 - 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

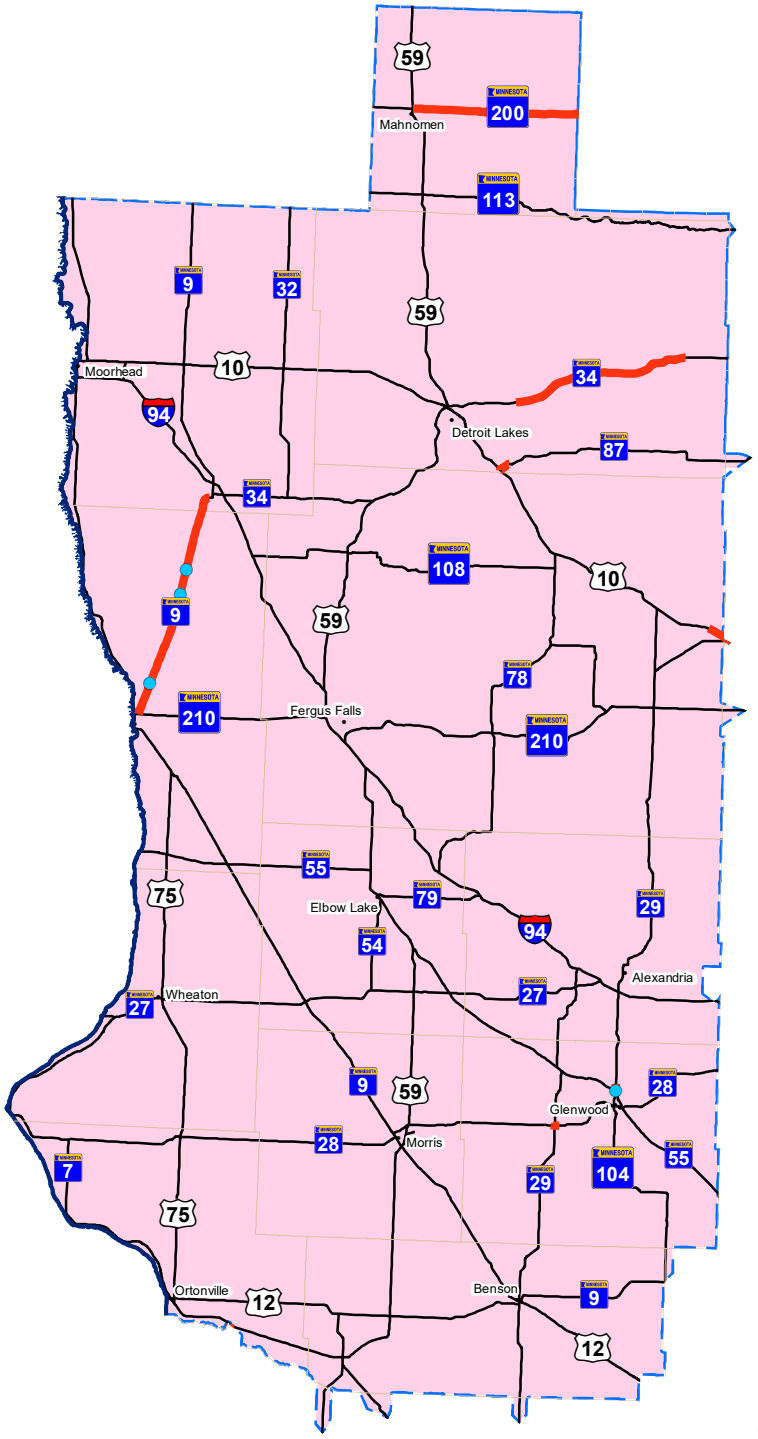
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

**District Engineer:** Dan Anderson
**Project Manager:** Claudia L Dumont

**Revised Date:** 12/16/2019

# Major Highway Projects 2019

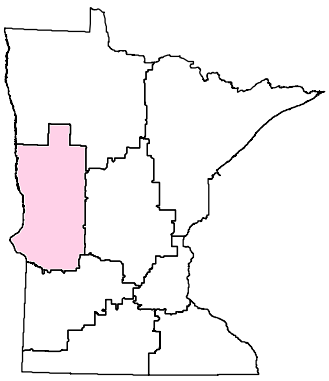
## D4-DETROIT LAKES




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 4 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 10 | 0301-63 | On US 10 from TH 59 to Summit Ave in Becker County | D2 | 199 |
| MN 34 | 0303-68 | On MN 34 from east of CSAH 29 to Ponsford in Becker County | D3 | 200 |
| US 59 | 0304-37 | On US 59 from just south of the northern Otter Tail County Line to south of Willow Street in Becker County | D4 | 201 |
| MN 87 | 0306-30 | On MN 87 from US 10 to the eastern city limits in Frazee | D5 | 202 |
| MN 87 | 0306-31 | On MN 87 from Frazee to Menagha | D6 | 203 |
| US 12 | 0603-16 | On US 12 from US 75 in Ortonville to US 59 in Big Stone County | D7 | 204 |
| I 94 | 2180-109 | On I-94 replace bridges from near Fergus Falls to Alexandria | D8 | 205 |
| I 94 | 2180-115 | On I-94 from Hwy 114 to Hwy 29 in Douglas County | D9 | 206 |
| MN 55 | 2609-36 | On MN 55 from Grant Ave to County Line in Grant County | D10 | 207 |
| MN 200 | 4402-22 | On MN 200 from US 59 to east of Roy Lake in Clearwater and Mahnomen Counties | D11 | 208 |
| US 59 | 4404-13, 0305-34, 6008-15 | On US 59 from just south of Buffalo River to TH 200 in Mahnomen County | D12 | 209 |
| MN 210 | 5601-33 | On MN 210 from I-94 to County Line in Otter Tail County | D13 | 210 |
| MN 78 | 5619-11 | On MN 78 from I-94 to Hwy 210 in Otter Tail County | D14 | 211 |
| MN 106 | 5622-16 | On MN 106 from US 10 to MN 29 in Otter Tail County | D15 | 212 |
| MN 28 | 6103-32 | Hwy 28, Hwy 29, Hwy 104 - Glenwood | D16 | 213 |
| MN 28 | 6103-34 | On MN 28 from Starbuck to Glenwood in Starbuck | D17 | 214 |
| MN 29, 28, 114 | 6105-26 | On MN 29 from just south of 1st St. to MN 114; MN 28 from John St. to Tiegen St.; MN 114 from MN 28 to 10th St. in Starbuck | D18 | 215 |
| MN 29 | 6106-25 | On MN 29 Bridge 61006 in Glenwood | D19 | 216 |
| MN 28 | 7503-38 | On MN 28 from Chokio to Morris in Stevens County | D20 | 217 |
| US 12 | 7604-22 | On US 12 from US 59 to Benson in Swift County | D21 | 218 |
| MN 27 | 7802-33 | On MN 27 from south of CSAH 6 to just west of 16th St. in Wheaton in Traverse County | D22 | 219 |
| MN 55 | 8404-47 | On MN 55 from State Line to Wendell in Wilkin County | D23 | 220 |

# PROJECT SUMMARY

US 10

On US 10 from TH 59 to Summit Ave in Becker County

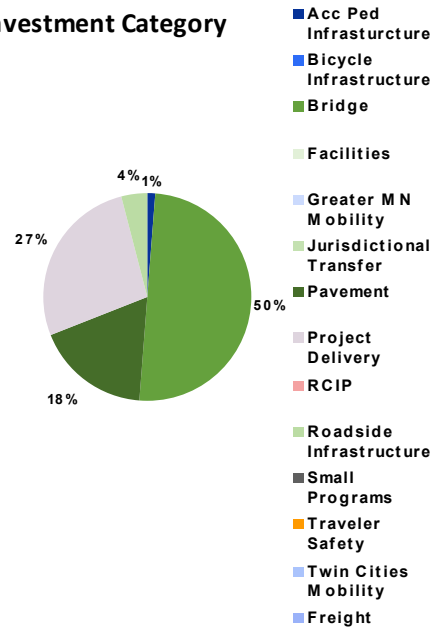
State Project Number: 0301-63

## Substantially Complete


**Primary Purpose**

Bridge

**Investment Category**




**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

This project was programmed to correct poor pavement and match up similar concrete sections on either side. Final design will be completed fall 2016.

## Project Description

Mill of existing bituminous and place back concrete pavement. Replace bridges with new bridge.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 0.91 | 4.8 |
| Post Letting Construction Costs | 0.3 | 0.1 |
| Other Construction Elements: | 0 | 0.2 |
| Preliminary Engineering: | 0.15 | 0.4 |
| Construction Engineering: | 0.1 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 1.5** | **$ 5.9** |

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

## Key Cost Estimate Assumptions

This project is substantially complete. The current estimate reflects final total project cost estimate numbers.

## Project Risks

Complex staging and compressed timeline could affect bid costs. Bridge work over active rail line. Public patience with another long construction project in the area. Finishing concrete paving before the end of the construction season. The project was changed from a bridge overlay to a bridge replacement and extended to Summit Ave. with 7 inches of concrete, complex staging, which increased the cost.

## Schedule

Environmental Approval Date: 8/10/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 2/24/2017

Current Letting Date: 1/27/2017

Construction Season: 2017

Estimated Substantial Completion: November 2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas J Lundberg


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 34

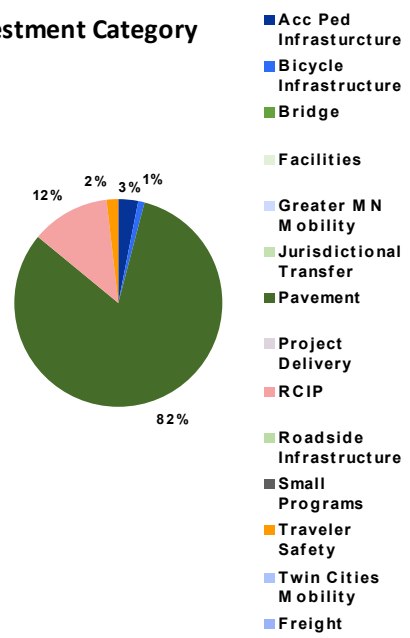
On MN 34 from east of CSAH 29 to Ponsford in Becker County

State Project Number: 0303-68

**Primary Purpose**

Pavement Condition

## Investment Category




**Recent Changes and Updates**

**Project History**

This project is a two lane rural highway that is intended to improve pavement quality, ride quality and reduce future anticipated maintenance costs.

## Project Description

Resurface Hwy 34 from Becker CR 29 to Ponsford Road


## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.8 | 8.8 |
| Post Letting Construction Costs | 0 | .8 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 0 | 1 |
| Construction Engineering: | 0 | .7 |
| Right of Way: | 0 | .1 |
| **Total:** | **$ 8.8** | **$ 11.5** |

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

## Key Cost Estimate Assumptions

The scoping estimate, dated January 8, 2019, applied a 14 percent inflation rate to the 2019 cost estimates to adjust for the 2022 construction year.

## Project Risks

There are no known risks at this time.

## 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:

Current Letting Date: 9/24/2021

Construction Season: 2022

Estimated Substantial Completion:


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Joeb Oyster


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

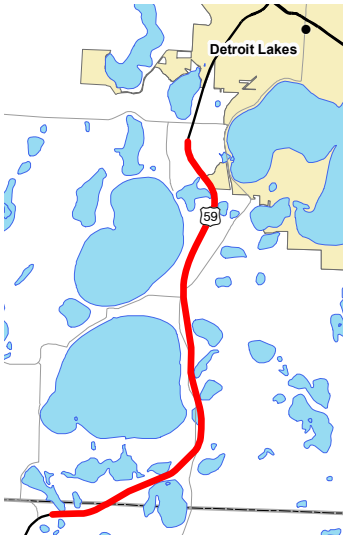
US 59

On US 59 from just south of the northern Otter Tail County Line to south of Willow Street in Becker County

State Project Number: 0304-37

Hwy 59

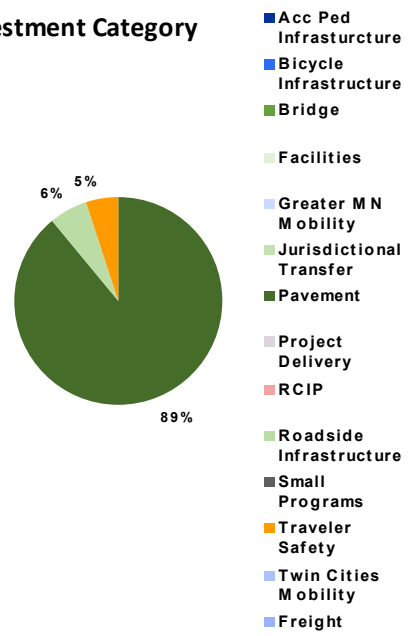
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




### Project Description

Resurface from Willow St. in Detroit Lakes to CR 20

### Recent Changes and Updates

Construction is complete and roadway is open for traffic.

### Project History

The project was selected for an upscope from a mill and overlay to a reclaim in 2018. The project was needed as a result of low ride quality and above average crash history. Yearly spending for patching and crack filling will grow if project is not completed. Working on geometric layout and other pre-design activities. Letting date revised from 2020 to 2018 construction. The geometric layout is complete and construction limits established.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.7 | 4.3 |
| Post Letting Construction Costs | 0.3 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.42 | 0.3 |
| Construction Engineering: | 0.28 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.7** | **$ 5.3** |

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

### Key Cost Estimate Assumptions

This project is substantially complete. The current estimate reflects final total project cost estimate numbers.

### Project Risks

Project risks include additional aggregate shouldering, ADA update at CR 6, ADA at Sauer Lake Rest Area, upgrades to the pedestrian push button on the signal system at CR 6 and additional hydraulics issues. These risks were accounted for as contingencies in the estimate.

### Schedule

Environmental Approval Date: 02/23/2018
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 12/22/2015
Construction Limits Established Date: 12/22/2015
Original Letting Date: 9/21/2018
Current Letting Date: 5/18/2018
Construction Season: 2018
Estimated Substantial Completion: September 2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Brian Bausman

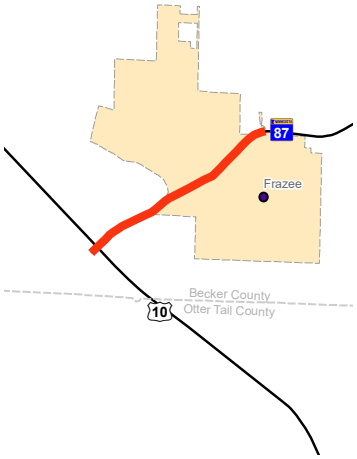
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 87

On MN 87 from US 10 to the eastern city limits in Frazee

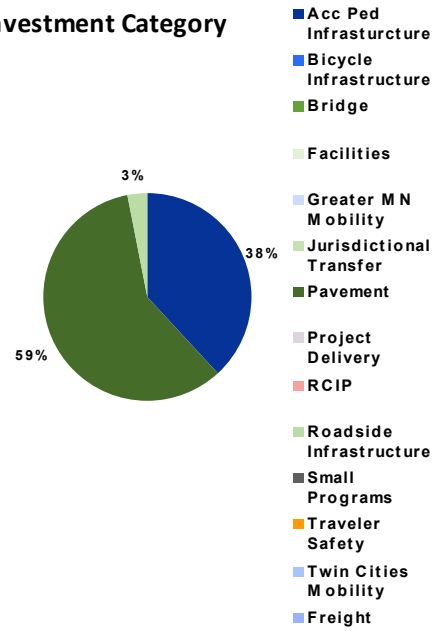
State Project Number: 0306-30




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Complete streets reconstruction in Frazee from Hwy 10 to east city limits

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5 | 5 |
| Post Letting Construction Costs | 0 | 0.3 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 0 | .5 |
| Construction Engineering: | 0 | 4.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.0** | **$ 10.3** |

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

## Key Cost Estimate Assumptions

The scoping estimate dated January 8, 2019, was applied with a 14 percent inflation rate to the 2019 cost estimate to adjust for the 2022 construction year.

## Project Risks

City utility coordination, environmental impacts, tree removals, retaining wall impacts and railroad coordination.

## Recent Changes and Updates

Project has been extended to the Otter Tail River Bridge.

## Project History

This project is being designed by a consultant. Ponds are being added to treat runoff from both rural and urban projects.

## 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: 11/19/2021
Current Letting Date: 12/17/2021
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

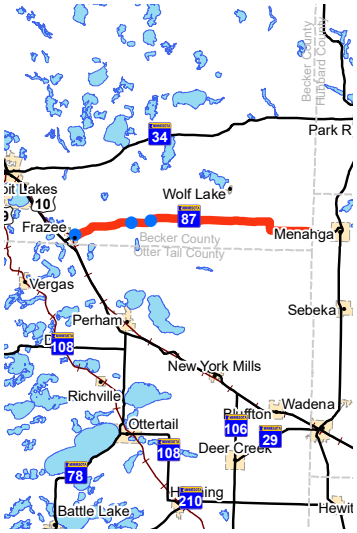
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas Pace

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

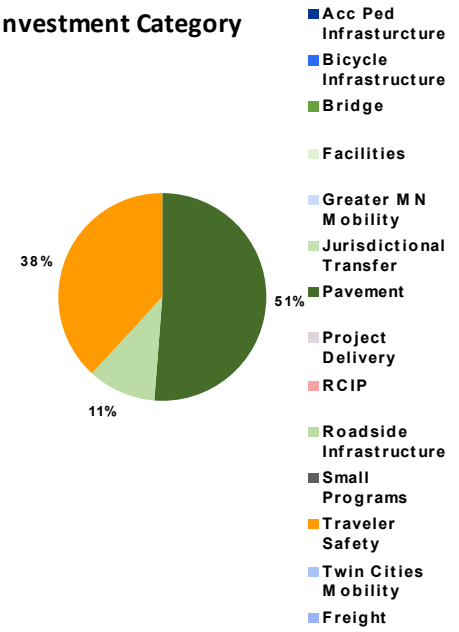
MN 87
On MN 87 from Frazee to Menagha
Bridge:6674, 8700, 8690
State Project Number: 0306-31




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.7 | 17.6 |
| Post Letting Construction Costs | 0.8 | 1.5 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 1.62 | 2.15 |
| Construction Engineering: | 1.08 | 1.45 |
| Right of Way: | 0 | .3 |
| **Total:** | **$ 16.2** | **$ 23.1** |

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

## Key Cost Estimate Assumptions

The scoping estimate dated February 14, 2019, was applied with a 9 percent inflation rate to the 2019 cost estimates to adjust for the 2021 construction year. The fix was changed to a reclaim for the whole project which increased the cost.

## Project Risks

Construction staging, detour length, wetland environmental impacts, box culvert bridge environmental impacts. Narrow shoulders and hydraulic improvements increased the cost.

## Recent Changes and Updates

The project is now one fix. It is a full depth reclamation from Frazee to the east Becker County line. The tree removal portion extends to the city of Menahga.

## Project History

The project is now a road resurface project divided into two fixes. Frazee to Evergreen includes reclaim with shoulder widening. Evergreen to East County Line includes cold in place recycle. Box culvert bridge replacements in the first segment is still included. This project is now consultant designed. Project letting was advanced. Project was a mill/overlay with shoulder widening and box culvert bridges from Frazee to Evergreen.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 7/10/2019
Construction Limits Established Date: 7/10/2019
Original Letting Date: 3-26-2021
Current Letting Date: 8/28/2020
Construction Season: 2020 - 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas Pace


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 12

On US 12 from US 75 in Ortonville to US 59 in Big Stone County

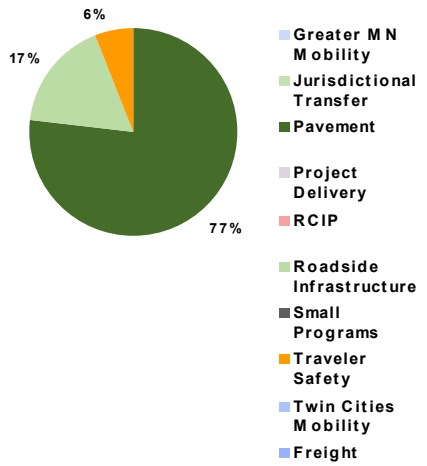
Bridge:1060, 1121, 76012, 794

State Project Number: 0603-16


**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface from Hwy 75 to Hwy 59; replace box culverts; repair bridge

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.5 | 19.9 |
| Post Letting Construction Costs | 0.8 | 1.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.96 | 2.4 |
| Construction Engineering: | 0.64 | 1.6 |
| Right of Way: | 0.1 | 1.2 |
| **Total:** | **$ 11.0** | **$ 26.9** |

*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 on January 19, 2018, inflated to year of construction. Pavement width will be widened with this project, which will result in the gravel shoulders being paved. This resulted in an increase to the cost of the project. The fix was changed to a reclaim which increased the cost. On January 9, 2019, the scoping estimate was applied with a 9 percent inflation rate to the 2019 cost estimate to adjust for the 2021 construction year.

## Project Risks

Possible contamination at the NW quadrant of Hwy 12 and Hwy 59, superelevation of the curve at the east end of the project and possible additional drainage work.

**Recent Changes and Updates**

Design of this project has commenced.

**Project History**

Project was selected to receive additional funding to reclaim pavement, widen shoulders and address snow traps throughout the corridor. The letting date has been revised to 3/26/2021. Project is being considered for an upscope to include shoulder widening and snow sloping throughout corridor. Also, pavement fix would be modified to a reclaim. The project scoping document was completed in April 2016. Areas are being reviewed for possible snow trap mitigation.

## 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: 11/22/2019

Current Letting Date: 3/26/2021

Construction Season: 2021

Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Brian L Bausman


**Revised Date:** 12/16/2019

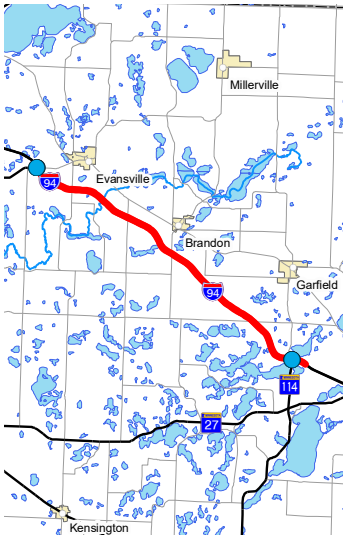
# PROJECT SUMMARY

I 94

On I-94 replace bridges from near Fergus Falls to Alexandria

State Project Number: 2180-109

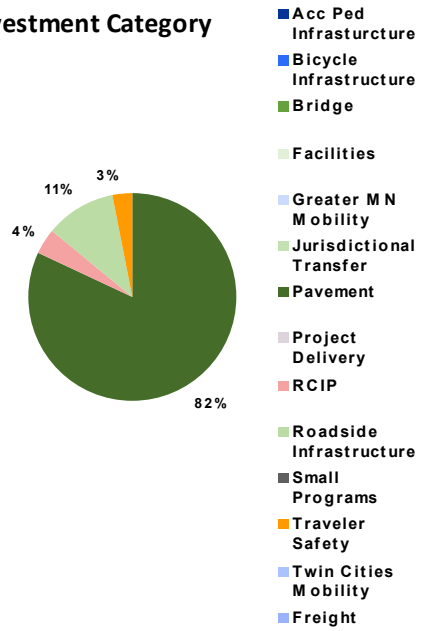
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

Combining these six projects into one will limit the impact to the traveling public for two construction seasons. The bridge decks and concrete paving projects were originally to be completed in six separate contracts over multiple years. The seven bridges were in three different areas: Fergus Falls, Evansville and Osakis. The project split into three separate projects, two bridges near Fergus Falls, one bridge near Osakis and the four bridges near Evansville with a concrete overlay on both EB and WB I-94 between the bridge locations. The bridges near Fergus Falls were completed in 2016. The bridge near Osakis will be let fall 2016 with construction in 2017. The other four bridges and concrete overlay plans are 95 percent complete and are waiting for funding. A reduced impact to the traveling public is still expected by combining the four bridges and concrete overlay as one project.

## Project Description

Replace the bridge decks on bridges over I-94 at County Road 88 near Fergus Falls Highway 79 near Evansville and Highway 114 near Alexandria. Also replace the bridge deck on Highway 27 over Interstate 94 near Osakis. Provide new concrete pavement surface in east bound and west bound directions from Highway 114 to 79.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11-01-2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 42 | 22.8 |
| Post Letting Construction Costs | 2.5 | 3.0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.28 | 1.1 |
| Construction Engineering: | 1.52 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 48.3** | **$ 28.3** |

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

## Key Cost Estimate Assumptions

The current estimate reflects low bid amounts for the three projects. Combining the work into three projects resulted in low bids for the work.

## Project Risks

There was a reduction of impact to the cable median guardrail in the area of the concrete overlay. This may be difficult as the guardrail is close to the pavement and limits the contractor's working area. The major portion of the work (four bridges and the concrete overlay) is not funded. Delaying the funding will impact the estimate due to inflation.

## Schedule

Environmental Approval Date: 6/15/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 3/16/2016

Current Letting Date: 5/19/2017

Construction Season:

Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600


**District Engineer:** Jody Martinson

**Project Manager:**

**Revised Date:** 12/16/2019

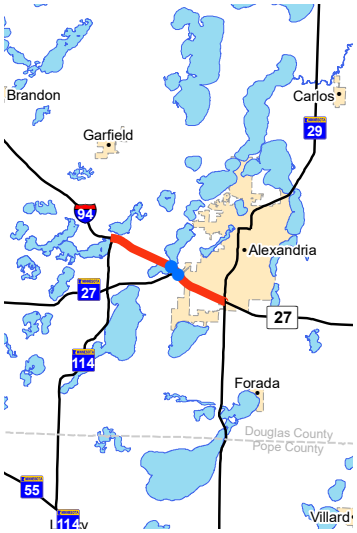
# PROJECT SUMMARY

I 94

On I-94 from Hwy 114 to Hwy 29 in Douglas County

State Project Number: 2180-115

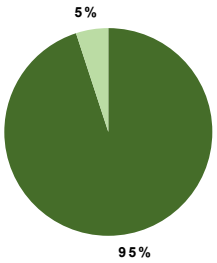
Interstate 94




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Concrete resurfacing from Hwy 114 to Hwy 29

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.2 | 6.3 |
| Post Letting Construction Costs | 0.59 | .6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.8 |
| Construction Engineering: | 0.48 | 0.6 |
| Right of Way: | 0.01 | 0 |
| **Total:** | **$ 8.0** | **$ 8.3** |

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

## Key Cost Estimate Assumptions

The current estimate reflects bid amounts.

## Project Risks

Lake Latoka Rest Area improvements are included with this project.

**Recent Changes and Updates**

**Project History**

There are sidewalk improvements to Lake Latoka Rest Area included with this project. This project was initiated because intense annual maintenance was required. The scoping report completed was approved July 5, 2017. This project was originally proposed as a 2023 project, but was moved to 2019.

## Schedule

Environmental Approval Date: Not needed

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 02/28/2018

Original Letting Date: 01/25/2019

Current Letting Date: 1/25/2019

Construction Season: 2019

Estimated Substantial Completion: 8/30/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Nathan Bausman


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

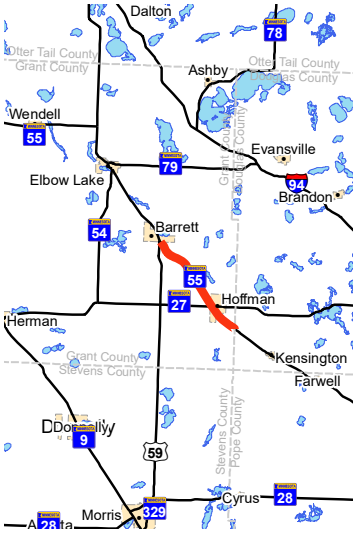
MN 55

On MN 55 from Grant Ave to County Line in Grant County

Bridge:5480

State Project Number: 2609-36

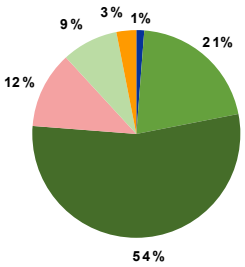
Hwy 55




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface from Barrett to Douglas/Grant County Line; replace Pomme De Terre River bridge

### Recent Changes and Updates

The project is under construction. CSAH 5 work was removed from the project.

### Project History

This project is a reclaim with a bridge replacement. Project was developed to address declining pavement and bridge condition. Projects are being timed together to minimize disruption to the traveling public.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5 | 4.3 |
| Post Letting Construction Costs | 1.2 | .3 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 0.72 | 0.6 |
| Construction Engineering: | 0.48 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.4** | **$ 5.7** |

*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. The current estimate reflects the construction letting after the low bid. The construction letting cost for the current estimate is $4.3 million showing a decrease in cost through the bid and award process.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 09/10/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 9/1/2017

Original Letting Date: 03-20-2020

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Katy JoAnn Reierson

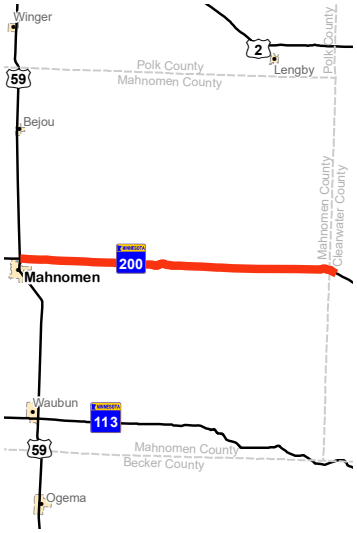

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 200

On MN 200 from US 59 to east of Roy Lake in Clearwater and Mahnomen Counties

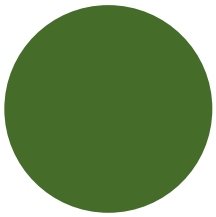
State Project Number: 4402-22




**Primary Purpose**

Safety

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repair pavement widen shoulders and construct turn lanes from Hwy 59 to east of Roy Lake. Funded by District 2 and District 4.

**Recent Changes and Updates**

Two additional right turn lanes were added to the project scope after further review of the Safety Audit conducted by White Earth. A truck stopping lane will be added to the project near the Wild Rice River to provide a safe location for DPS to conduction inspections. Discussion of paving the entire shoulder in the Roy lake region has been discussed to improve pedestrian use.

**Project History**

This project was identified as a need after the recent mill and overlay completed in 2016 on TH 200. The existing shoulders are generally 2' in width and the in slopes are 1:3 or steeper in some areas. The volume of traffic on the roadway Is lower than most two lane two way roads in the district so was not seen as a major priority for improvement by the district. After a few public meetings with members of White Earth Reservation and the surrounding communities it was evident that an improvement was needed. White Earth agreed to provide additional easement as necessary to widen the road to improve safety on the major connecting roadway within the reservation.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.2 | 13.3 |
| Post Letting Construction Costs | 0.5 | 0.8 |
| Other Construction Elements: | 0.8 | .5 |
| Preliminary Engineering: | 1.6 | 1.6 |
| Construction Engineering: | 1 | 1 |
| Right of Way: | 0.2 | .2 |
| **Total:** | **$ 17.3** | **$ 17.4** |

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

## Key Cost Estimate Assumptions

The scoping estimate, dated November 28, 2018, applied a 14 percent inflation rate to the 2018 cost estimates to adjust for the 2022 construction year.

## Project Risks

Obtaining easement through tribal trust land. Widening through swamp and wetlands generally unsuitable for roadways without considerable materials planning. Cultural resources location sensitive areas for either vegetation or archelogy, which require the widening and turn lanes to not occur. Coordination and agreement with White Earth and residents in the Roy Lake area. Use of low level LIDAR for design purposes. Grade raise and replacement of a box culvert bridge near Twin Lakes Creek. Staging and detour for construction as short or similar length alternative routes are not always available.

## Schedule

Environmental Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date:
Current Letting Date: 3/25/2022
Construction Season: 2022
Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Justin D Knopf


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 59

On US 59 from just south of Buffalo River to TH 200 in Mahnomen County

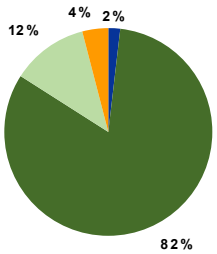
State Project Number: 4404-13, 0305-34 & 6008-15

## Substantially Complete


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

36-mile project from south of the Buffalo River bridge to Winger. Pavement will be rehabilitated centerline culverts will be replaced and centerline and edge line rumble strips will be installed. ADA work in Ogema will be done. One mile of continuous center left turn lane will be constructed in Mahnomen along with a trail from Washington Ave. to the Shooting Star Casino entrance.

### Recent Changes and Updates

Construction is complete and roadway is open for traffic.

### Project History

Pavement needs resurfacing and hydraulic pipes need to be replaced. Frost heaves and rip rap at various areas to be corrected. District 2 coordination. Hwy 200 turn lanes to be constructed under SP 0305-34. SP 0305-34 and SP 4404-13, on Hwy 59 were combined into one project for construction in 2017. This project extends into District 2 under SP 6008-15. Design is 30 percent complete. One mile of continuous left turn lane was added in Mahnomen along with a half mile of trail to accommodate pedestrians. Design is 100 percent complete.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.7 | 9.8 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 1 |
| Construction Engineering: | 0.4 | 0.5 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 6.2** | **$ 11.8** |

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

### Key Cost Estimate Assumptions

The current estimate reflects low bid amount for the project. The increase in the cost is due to combining two projects into one. SP 4404-13 and SP 0305-34 were combined. Also, one mile of continuous left turn lane was added in Mahnomen along with a half mile of trail to accommodate pedestrians.

### Project Risks

All permits are obtained and there are no known risks at this time.

### Schedule

Environmental Approval Date: 7/15/2016
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/25/2016
Construction Limits Established Date: 1/20/2016
Original Letting Date: 02/16/2018
Current Letting Date:
Construction Season: 2017
Estimated Substantial Completion: October 2017

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Shiloh Wahl

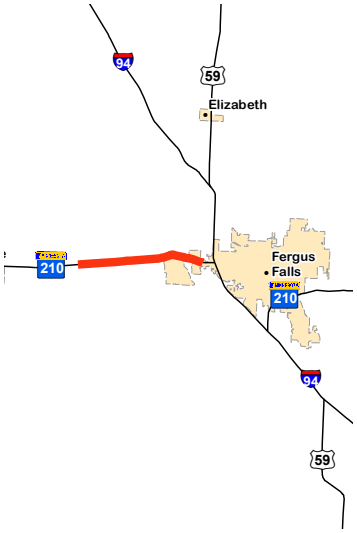
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 210

On MN 210 from I-94 to County Line in Otter Tail County

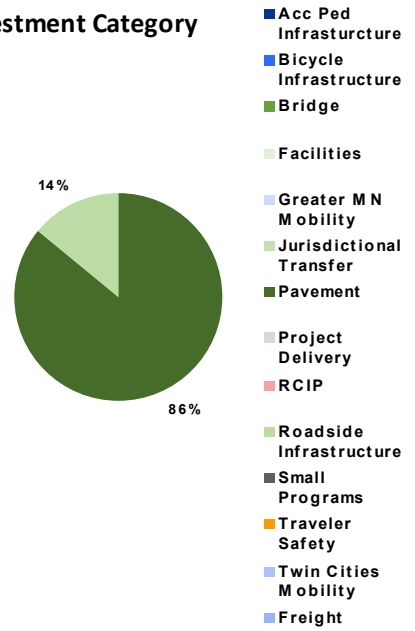
State Project Number: 5601-33




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Four foot high snow fence was added to the project, located just behind the enhanced ditch for snow storage. A Draft Runway protection Zone Alternatives Analysis was submitted to the FAA for a section of 4' snow fence in the Fergus Falls Airport RPZ. It was determined that the left turn lane at Co Rd 116 can't be constructed due to geometric constraints. Existing bypass lanes will be replaced with left turn lanes at Co Rd 21 and Co Rd 86 as well as the one at the grain elevator (138th Ave.). City utility relocations will be included in the plan.

**Project History**

Project was upscoped to a concrete reconstruction. The letting date was moved back to February 2020 to accommodate this change. The upscope includes left turn lanes at CR 116 and the grain elevator facility. Lighting is proposed at the left turn lane locations. The upscoped project is planned to also include minor alignment/profile changes. Snow fence was removed from the project to be reviewed in context of the entire corridor. This project addresses higher than normal maintenance patching, three times per year compared to once every five years. The original project scoping was completed December 2015. Blowing and drifting snow control measures benefit/cost study was completed where it was determined to be cost effective. Letting date was advanced due to poor pavement condition.

## Project Description

Reconstruct from near I-94 to the Wilkin County line

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.4 | 7.5 |
| Post Letting Construction Costs | 0.5 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 1 |
| Construction Engineering: | 0.36 | 0.6 |
| Right of Way: | 1 | 0.7 |
| **Total:** | **$ 6.8** | **$ 10.4** |

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

## Key Cost Estimate Assumptions

There is a local cost for the city road approach work. The city has also decided to include it's utility relocation work to the plan. The preliminary estimate from the city's consultant is $215,000 for the utility work. The estimate completed in 2018 using a inflation rate of 4 percent for construction year 2020. The new fix for the project of concrete pavement has increased the cost. Turn lanes were also added to the project resulting in additional cost.

## Project Risks

Risk for converting six additional bypass lanes to left turn lanes was retired. Risk for relocation of road closure gate was retired. Gate will remain in its present location. Risk for paving local roads to the railroad was retired. Three city roads will be paved to the railroad and 50' beyond based on input from Fergus Falls.

## Schedule

Environmental Approval Date: 8/1/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 4/1/2019

Construction Limits Established Date: 2/1/2019

Original Letting Date: 11/22/2019

Current Letting Date: 2/28/2020

Construction Season: 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Lori J Vanderhider

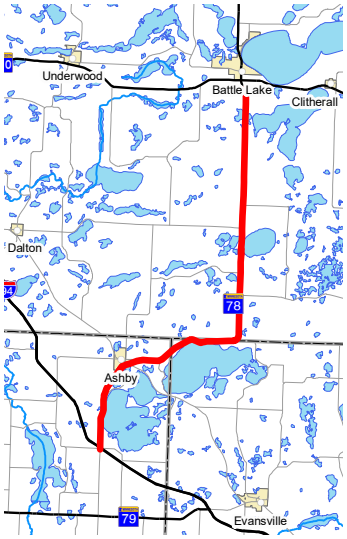

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 78

On MN 78 from I-94 to Hwy 210 in Otter Tail County

State Project Number: 5619-11

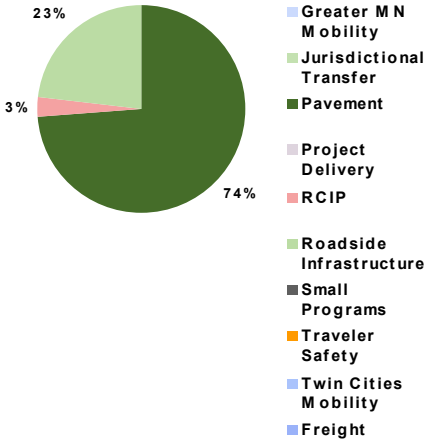



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

This project was designed to correct deteriorating road surface. Scoping document was approved February 2014. Coordinating with Battle Lake and Ashby on a possible trail between the two communities. Working on right of way process and starting design of project.

## Project Description

Resurface from I-94 to Battle Lake

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.4 | 3.9 |
| Post Letting Construction Costs | 0.9 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 0.3 |
| Construction Engineering: | 0.56 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 9.7** | **$ 4.8** |

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

## Key Cost Estimate Assumptions

The current estimate reflects low bid amount for the project. The baseline estimate had a higher inflation rate than was realized in the actual let amount. The bid price for bituminous was low. These factors account for the lower bid price.

## Project Risks

No major risks noted.

## 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: 11/17/2017

Construction Season: 2018

Estimated Substantial Completion: October 2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

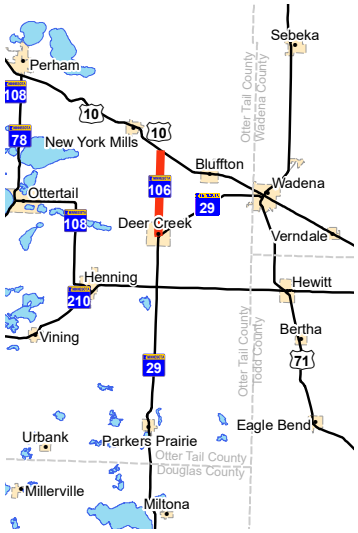
**District Engineer:** Jody Martinson
**Project Manager:** Thomas J Lundberg

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 106
On MN 106 from US 10 to MN 29 in Otter Tail County
State Project Number: 5622-16

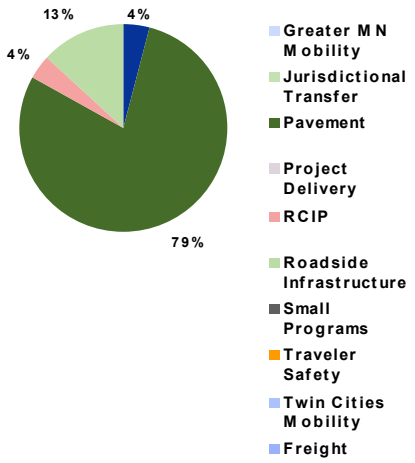
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

The project was upscoped to cold inplace recycling pavement fix, added shoulder widening and 1.5 miles of regrading. Originally, this project was scoped for a 3" mill/fill with turn lanes being added at CSAH 52. Also, ADA improvements were included in the Deer Creek.

## Project Description

Resurface from Deer Creek to Hwy 10; Improve pedestrian accessibility

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.4 | 4.8 |
| Post Letting Construction Costs | 0.6 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 0.4 |
| Construction Engineering: | 0.56 | 0.3 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 8.4** | **$ 5.7** |

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

## Key Cost Estimate Assumptions

This project is substantially complete. The current estimate reflects final total project cost estimate numbers. The baseline estimate had a higher inflation rate than was realized in the actual let amount. The bid price for bituminous was low.

## Project Risks

There are no known risks at this time.

## Schedule

Environmental Approval Date: 02/13/2018
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: 5/18/2018
Construction Season: 2018
Estimated Substantial Completion: September 2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Brian L Bausman


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

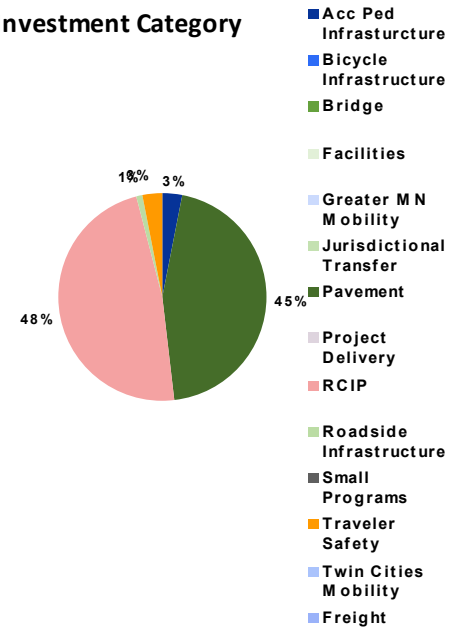
MN 28
Hwy 28, Hwy 29, Hwy 104 - Glenwood
State Project Number: 6103-32
Hwys 28, 29, 104 in Glenwood

## Substantially Complete


**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




## Project Description

Reconstruct Hwy 28 in downtown Glenwood; Resurface Hwys 28 29 bike/ped trail and amenities.

### Recent Changes and Updates

Construction is complete and roadway is open for traffic.

### Project History

This project includes ADA, complete streets, bituminous overlay and hydraulic flooding issues that need to be resolved. The complete streets portion of the project was approved, which includes improvements and facilities for bicycles and pedestrians. Hydraulic flooding issue mitigation design was approved. The predesign contract is complete. The final design contract is initiated. A project that was awarded transportation alternatives program funding will be constructed in conjunction with this project. Municipal consent and the geometric layout for the project have been approved. Twelve blocks of complete streets improvements will be done in Glenwood.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.3 | 9.3 |
| Post Letting Construction Costs | 0.5 | 1.0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 1.7 |
| Construction Engineering: | 0.56 | 1 |
| Right of Way: | 0 | .4 |
| **Total:** | **$ 9.2** | **$ 13.4** |

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

## Key Cost Estimate Assumptions

The current estimate reflects a low bid amount for the project.

## Project Risks

City participation costs, ADA, sidewalk, and access control. Cooperative agreement needs to be processed and signed. A limited use permit needs to be processed and signed. Detour agreements need to be processed and signed. Contractor needs to be proactive to build the project in one construction season. Glenwood's complete streets participation involves $1 million. Glenwood's participation for grade raise to solve flooding issues involves $100,000. The grade raise by the fairground increases the cost of the project.

## Schedule

Environmental Approval Date: 7/12/2017
Municipal Consent Approval Date: 6/29/2016
Geometric Layout Approval Date: 7/19/2016
Construction Limits Established Date: 6/3/2016
Original Letting Date: 02/16/2018
Current Letting Date: 12/15/2017
Construction Season: 2018
Estimated Substantial Completion: October 2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas Pace

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 28

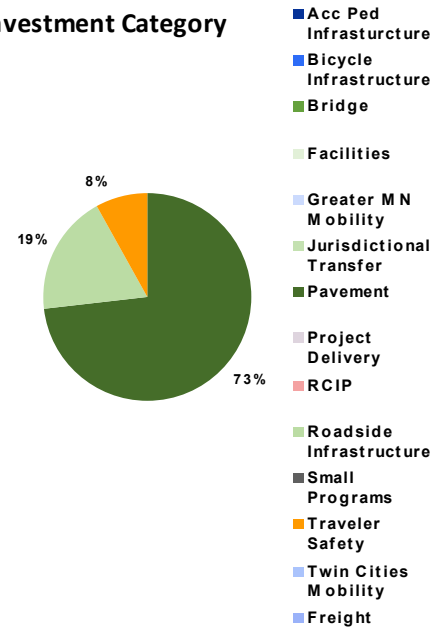
On MN 28 from Starbuck to Glenwood in Starbuck

State Project Number: 6103-34


**Primary Purpose**

Pavement Condition

## Investment Category




**Recent Changes and Updates**

It was determined that the cross section of the roadway in the construction plan will be continued to the west until Golf Course Road where the center left turn lanes are being constructed before widening shoulders to 8 feet. This decision was made to avoid additional impacts to the DNR rearing ponds near lake Minnewaska and also to avoid potentially high water tables in the roadway profile exiting Glenwood and going up over the hill. The Project was constructed this summer. The turn back with Minnewaska township will take place this fall. A vegetation management plan will be required for next spring and summer to plan native grasses near the Minnewaska School to meet the mitigation requirements demanded by the DNR.

**Project History**

There is a concern for high water tables and bad soils within the profile exiting Glenwood going west up over the hill. The district is working with Minnewaska Township to turn back Silver Beach Road. This project includes bituminous milling, roadway reclamation, bituminous surfacing, shoulder widening and center left turn lane construction. Multiple locations along the project include off take ditches and centerline culverts that need to be reviewed to correct hydraulic issues if possible. A bypass lane was added at CSAH 24. A hydraulic design is required on the north side of TH 28 at Silver Beach road to redirect runoff during large rain events to reduce flooding on Silver Beach Road.

## Project Description

Resurface and widen shoulders from Glenwood to Starbuck

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.8 | 6.1 |
| Post Letting Construction Costs | 1.4 | .6 |
| Other Construction Elements: | 0 | .5 |
| Preliminary Engineering: | 0.84 | 0.9 |
| Construction Engineering: | 0.56 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 9.6** | **$ 8.7** |

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

## Key Cost Estimate Assumptions

This project was completed Fall 2019 with plans to plant native plantings next spring. The baseline estimate reflects the construction programmed amount. The current estimate reflects the low bid amount.

## Project Risks

All risks retired except the planting of native grasses next spring.

## Schedule

Environmental Approval Date: Approved

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Approved

Construction Limits Established Date: Approved

Original Letting Date: 2020

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Justin D Knopf

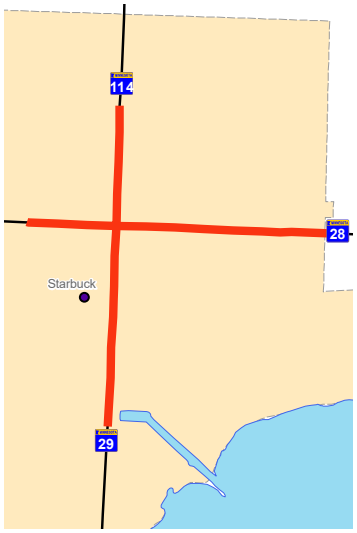

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 29, 28, 114

On MN 29 from just south of 1st St. to MN 114; MN 28 from John St. to Tiegen St.; MN 114 from MN 28 to 10th St. in Starbuck

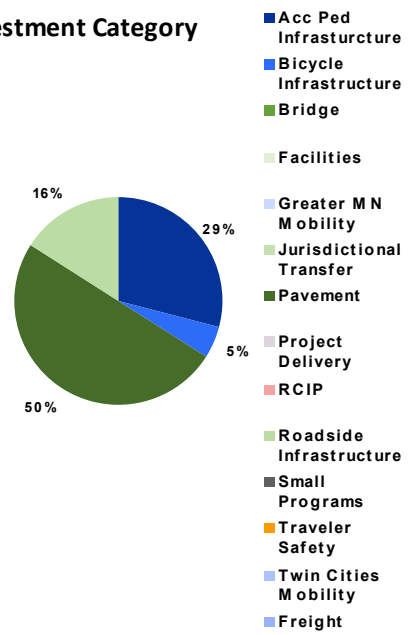
State Project Number: 6105-26




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface Hwys 28 29 and 114 in Starbuck; improve pedestrian accessibility

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.8 | 7 |
| Post Letting Construction Costs | 0 | .5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | .9 |
| Construction Engineering: | 0 | .6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.8** | **$ 9.0** |

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

## Key Cost Estimate Assumptions

The scoping estimate, dated September 11, 2019, is for the 2020 construction year represented by the baseline and current estimate.

## Project Risks

Hydraulic issues, construction staging and accessibility work are all project risks.

## Recent Changes and Updates

The project was submitted for letting.

## Project History

This project received a $375,000 Transportation Alternatives grant.

## Schedule

Environmental Approval Date: 3/20/2019
Municipal Consent Approval Date: 8/13/2019
Geometric Layout Approval Date: 8/8/2019
Construction Limits Established Date: 8/9/2019
Original Letting Date: 10/25/2018
Current Letting Date: 12/18/2019
Construction Season: 2020
Estimated Substantial Completion: October 2020

DEPARTMENT OF TRANSPORTATION

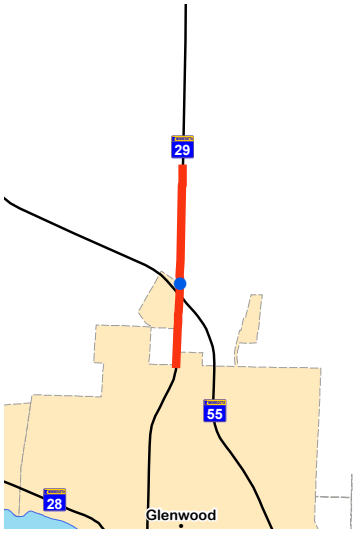
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Brian Bausman

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

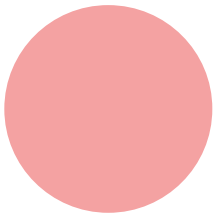
MN 29
On MN 29 Bridge 61006 in Glenwood
Bridge:61006
State Project Number: 6106-25
Hwy 29 Overpass




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Construct Hwy 29 overpass in Glenwood

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13 | 13.5 |
| Post Letting Construction Costs | 0 | 1.5 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 0 | 1.7 |
| Construction Engineering: | 0 | 1.1 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 13.0** | **$ 18.0** |

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

## Key Cost Estimate Assumptions

The scoping estimate, dated February 6, 2019, applied a 9 percent inflation rate to the 2019 cost estimates to adjust for the 2021 construction year being represented by the baseline and current estimate.

## Project Risks

Unknown right of way and utility impacts, potential risk with CP Railroad, potential for poor and contaminated soils.

## Recent Changes and Updates

## Project History

This project addresses safety concerns and train delays at an at grade crossing of TH 29 and the Canadian Pacific Railroad and a four-way stop intersection with TH 55 north of Glenwood. A new bridge along TH 29 is proposed that will go over TH 55 and CP railroad, eliminating the CP railroad crossing and intersection of TH 55/TH 29. Pope County and their representatives were successful in getting this project funded in the Transportation Bill passed in May 2018. The project proposes a roundabout at 160th St., the new connecting road between TH 29 and TH 55.

## 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: 1/29/2021
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Lori J Vanderhider

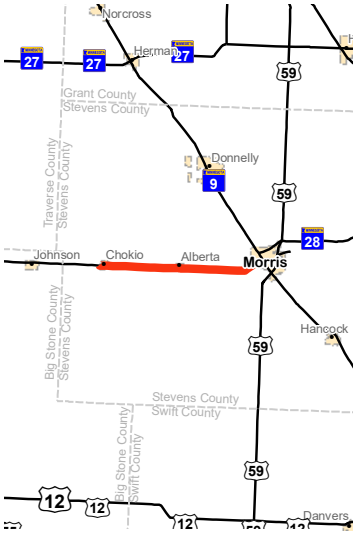
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 28

On MN 28 from Chokio to Morris in Stevens County

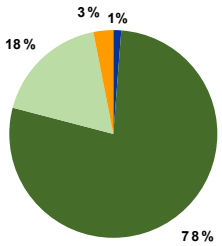
State Project Number: 7503-38




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface from Chokio to Morris; replace 3 box culverts

**Recent Changes and Updates**

During the design phase it was determined the project would be changed form a 3" mill and 4 ½" overlay to a CIR. The milling depth was changed to 2" to allow for a full 3" CIR to take place prior to paving back 3". MnDOT agreed to install a tile for Stevens County with the project under TH 28 that will be phased into a future county ditch project. A snow fence to the NE of the BNSF railroad crossing on the SW side of Morris was added to the project. A 15 year easement has been secured from the land owner to install a structural snow fence on their property to improve winter driving conditions. MnDOT will install a second fence within the right of way to trip the snow again if needed.

**Project History**

This project was originally a flex project from FY 2022 to 2020. Originally a mill and overlay project, it was selected to receive further funding for replacing three box culverts 1745, 8118 and 1744 in FY 2020. The project was identified as a flex project. The project has always been a 3"mill and 4 1/2" overlay to address the deteriorating surface. Box culverts that ended in the clear zone were to be protected with guard rail or extended if possible. Once it was determined the box culverts could not be extended and guardrail would create blowing and drifting conditions, the districts requested further funds to replace the culverts. Once money was allocated, the district decided to fund the project in FY 2020 and remove its flex status. The letting was originally in October 2019, but was moved to balance the district's letting schedule.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.8 | 5.2 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.7 |
| Construction Engineering: | 0.4 | .5 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 6.5** | **$ 7.0** |

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

## Key Cost Estimate Assumptions

The baseline estimate represents the estimated quantities and average bid prices of the project at that time. The scoping estimate, dated January 19, 2018, applied a 10 percent inflation rate to the 2018 cost estimates to adjust for the 2020 construction year being represented by the current estimate.

## Project Risks

The project risks include a possible snow fence near Spooner. Previous risks of adding guardrail were retired after further review of the existing conditions. The additional lighting at the railroad crossing was dismissed as sufficient lighting already exists. Removing and constructing 3 box culverts next year, which can go from low flow to full capacity with a 3" rain event. Dewatering and stream diversion precautions are being incorporated into the provisions to mitigate this. The roadway has enough structural strength for the paving train to stay on top of the cold in-place recycling.

## Schedule

Environmental Approval Date: 3/1/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 8/31/2018

Original Letting Date: 10/25/2019

Current Letting Date: 1/31/2020

Construction Season: 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Justin Knopf

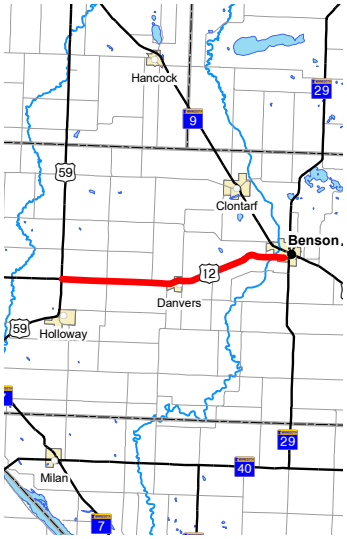

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 12

On US 12 from US 59 to Benson in Swift County

State Project Number: 7604-22

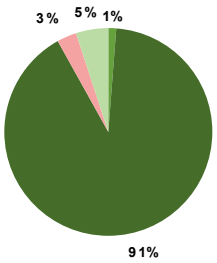



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

The existing bituminous needs resurfacing and shoulders need to be graded in a few areas. Seven areas of snow drifting are being evaluated. A combination of ditch grading and snow fence is being proposed. This project was moved to an earlier letting date. Ditch grading for snow drift control will be done with this project. A living snow fence will be implemented as a standalone project in spring 2018.

## Project Description

Resurface from Hwy 59 to Benson

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 4.4 |
| Post Letting Construction Costs | 0.7 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.5 |
| Construction Engineering: | 0.44 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.5** | **$ 5.5** |

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

## Key Cost Estimate Assumptions

This project is substantially complete. The current estimate reflects final total project cost estimate numbers. The bid price for bituminous was low, which accounted for the lower final cost and the earlier letting date, which reduced the inflation of the cost.

## Project Risks

The project was constructed in summer 2017. All risks retired.

## Schedule

Environmental Approval Date: 6/20/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 8/15/2015

Original Letting Date: 02/23/2018

Current Letting Date: 3/24/2017

Construction Season: 2018

Estimated Substantial Completion: October 2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas J Pace


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 27

On MN 27 from south of CSAH 6 to just west of 16th St. in Wheaton in Traverse County

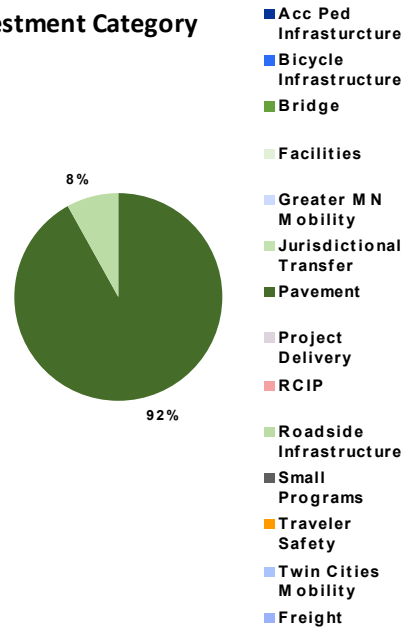
State Project Number: 7802-33

## Substantially Complete


**Primary Purpose**

Pavement Condition

**Investment Category**




### Project Description

Resurface Hwy 27 from near CR 6 to Wheaton and Hwy 75 from Dumont to the Mustinka River

### Recent Changes and Updates

Construction is complete and roadway is open for traffic.

### Project History

This project was upscoped from a mill and overlay to a cold inplace recycle on rural portions of TH 75/TH 27. Also included are centerline culverts and box culvert bridges on TH 27. The urban portion on TH 27 and TH 75 will now be included in the SP 7802-35 to be constructed in 2019. This project was also advanced on letting from 12-2018 to 4-2018 to be constructed in summer 2018 as an early let, late award.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.4 | 6.1 |
| Post Letting Construction Costs | 0.5 | 0.0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | .6 |
| Construction Engineering: | 0.36 | .3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.8** | **$ 7.0** |

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

### Key Cost Estimate Assumptions

The current estimate reflects the low bid amount for the project.

### Project Risks

No right of way acquisition will be allowed with this upscoped, advanced project. Environmental documents that include all hydraulic impacts need to be completed before letting date. New estimate increased because it includes work on Hwy 75 that was previously a separate project (SP 7805-33). Project estimate increased because it is now a cold inplace recycle with additional hydraulic work. The project has advanced a construction season.

### Schedule

Environmental Approval Date: 2/12/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 1/31/2017

Original Letting Date: 1/25/2019

Current Letting Date: 4/27/2018

Construction Season: 2019

Estimated Substantial Completion: October 2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Thomas J Pace

**Revised Date:** 12/16/2019

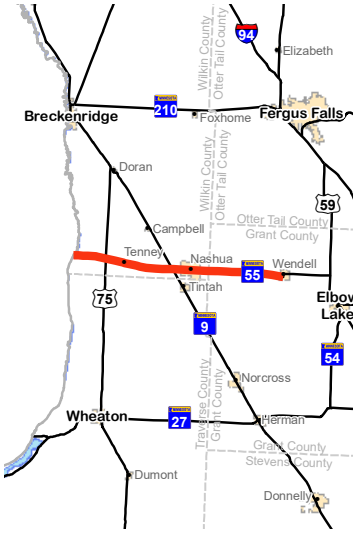
# PROJECT SUMMARY

MN 55

On MN 55 from State Line to Wendell in Wilkin County

Bridge:6385, 84001A, 8806, 8807, 8874

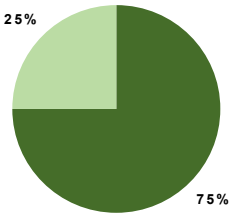
State Project Number: 8404-47




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface from MN/ND border to southern jct of CR11 in Wendell; replace 4 box culverts

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.6 | 10 |
| Post Letting Construction Costs | 1 | .8 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 1.14 | 1.2 |
| Construction Engineering: | 0.76 | .8 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 12.6** | **$ 12.9** |

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

## Key Cost Estimate Assumptions

The scoping estimate, dated January 18, 2019, applied a 9 percent inflation rate to the 2019 cost estimates to adjust for the 2021 construction year.

## Project Risks

There will be possible turn lanes added. There may be additional unknown drainage costs with this project.

### Recent Changes and Updates

The pavement fix was changed from a cold in-place recycle to a full depth reclamation on TH 55 between the state line and Wendell for SP 8404-47. The change to the pavement fix was needed since bituminous pavement deteriorated to an unacceptable level for a cold in-place recycle with various locations of alligator cracking. Also a thicker pavement structure was needed for the increased heavy traffic volume forecasted along the TH 55 corridor with new dairy farms in the area.

### Project History

This is a new project funded in 2017. The project scoping document was signed on 4/25/2018.

## 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: 01/29/2021

Current Letting Date: 1/29/2021

Construction Season: 2021

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

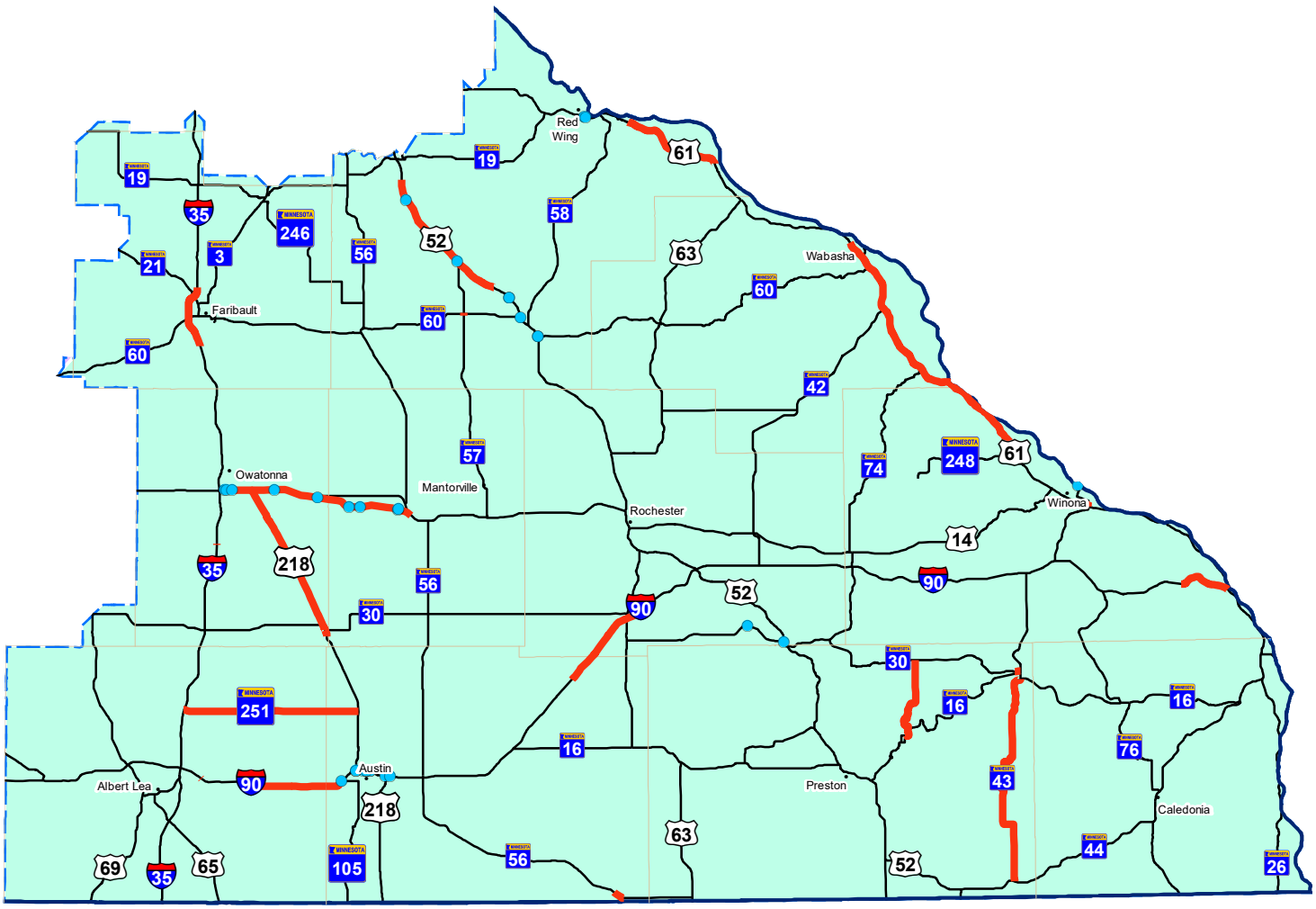

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

**District Engineer:** Jody Martinson
**Project Manager:** Brian Bausman


**Revised Date:** 12/16/2019

# Major Highway Projects 2019

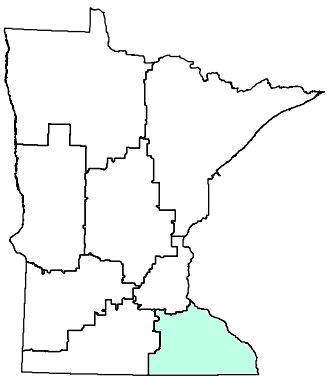
## D6-ROCHESTER




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 6 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 14 | 2001-42 | New alignment on US 14 from Steele CR 43 (east of Owatonna) to MN 56 north (west of Dodge Center) | E2 | 224 |
| MN 57 | 2007-41 | On TH 57, from south of CSAH 22 to south of 520th St./Dodge-Goodhue County Line | E3 | 225 |
| MN 30 | 2305-29 | On Hwy 30 from TH 74 to the western city limits of Rushford | E4 | 226 |
| MN 30 | 2305-30 | On MN 30 from Rushford western city limits to MN 43 in Rushford | E5 | 227 |
| MN 43 | 2306-26 | On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County | E6 | 228 |
| MN 250 | 2319-20 | On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County | E7 | 229 |
| US 65 | 2405-32 | On US 65 from Newton Ave to the I-35 ramps in Albert Lea | E8 | 230 |
| MN 251 | 2408-23 | On MN 251 from I-35 in Freeborn County to TH 218 in Mower County | E9 | 231 |
| I-90 | 2482-74 | On I-90 from MN 13 (Albert Lea) to CR46 (Petran) in Freeborn County | E10 | 232 |
| I-90 | 2482-77 | On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin | E11 | 233 |
| US 52 | 2506-75 | On US 52 from Rochester to Cannon Falls in Goodhue and Olmsted Counties | E12 | 234 |
| US 52 | 2506-83 | On US 52 from MN 60 to MN 19 in Goodhue County | E13 | 235 |
| MN 57 | 2509-24 | On MN 57 at the intersection of MN 57 and MN 60 in Wanamingo | E14 | 236 |
| MN 58 | 2510-50 | On MN 58, replacing Bridge 9661 in Zumbrota | E15 | 237 |
| US 61 | 2513-97 | On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing | E16 | 238 |
| US 61 | 2514-121 | On US 61, Bridges 6483 and 6482 in Red Wing | E17 | 239 |
| US 63 | 2515-21 | Hwy 63 bridge over the Mississippi River and Hwy 61 | E18 | 240 |
| MN 16 | 5003-17 | On MN 16 from I-90 to Tracy Road In Spring Valley in Fillmore and Mower Counties | E19 | 241 |
| MN 56 | 5005-62 | On Hwy 56 from Maple St. in Taopi to Hwy 46 in Mower County | E20 | 242 |
| MN 56 | 5005-68 | On MN 56 from eastern city line to 770th Ave in Le Roy | E21 | 243 |
| MN 105 | 5007-34 | On Hwy 105 from Iowa state line along 11 miles towards Austin | E22 | 244 |
| US 218 | 5009-34 | On US 218, west junction over I-90 | E23 | 245 |
| I-90 | 5080-166 | On I-90 Bridge 9504 in Austin | E24 | 246 |
| I-90 | 5080-170 | On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (Austin) and Hwy 105 | E25 | 247 |
| MN 30 | 5505-27 | On MN 30 replace Bridges 9008 and 9009 in Olmsted County | E26 | 248 |
| US 52 | 5507-64 | On US 52 from I-90 to Chatfield | E27 | 249 |
| US 52 | 5507-69 | On US 52 from just south of I-90 to US 63 in Olmsted County | E28 | 250 |
| US 63 | 5509-84 | On US 63 from eastbound I-90 to westbound I-90 in Stewartville | E29 | 251 |
| US 63 | 5510-84 | On US 63 from CSAH 33 to south of TH 60 in Olmsted and Wabasha Counties | E30 | 252 |
| I-90 | 5580-94 | On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties | E31 | 253 |
| MN 60 | 6607-50, 6607-49 | On MN 60 from MN 21 to central avenue in Faribault | E32 | 254 |
| I-35 | 6680-113 | On I-35 from north of MN 21 to the north of CSAH 9 in Rice County | E33 | 255 |

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 218 | 7408-54 | On US 218 from TH 30 to TH 30 in Blooming Prairie | E34 | 256 |
| I-35 | 7480-126 | 6 bridges on I-35 and 4 bridges on Hwy 14 | E35 | 257 |
| MN 42 | 7901-52 | On MN 42 from MN 247 to US 61 in Wabasha County | E36 | 258 |
| MN 60 | 7902-25 | On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Co. | E37 | 259 |
| MN 60 | 7903-54 | On MN 60 from US 63 to US 61 in Wabasha County | E38 | 260 |
| US 61 | 7904-44 | On US 61 from MN 248 to MN 60 in Wabasha County | E39 | 261 |
| US 61 | 7906-96 | On US 61 from MN 42 to Lake City in Goodhue and Wabasha Counties | E40 | 262 |
| US 61 | 7906-97 | On US 61 In Lake City from West Elm Street to Central Point Road | E41 | 263 |
| US 63 | 7908-35 | On US 63 from TH 60 to CR 78 in Wabasha County | E42 | 264 |
| MN 43 | 8503-46, 8503-5900E | 6 bridges on I-35 and 4 bridges on Hwy 14 | E43 | 265 |
| MN 43 | 8503-53 | On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St. | E44 | 266 |
| US 61 | 8504-79 | On US 61 from I-90 to CSAH 15 in Winona County | E45 | 267 |
| I-90 | 8580-149 | Mississippi River Bridges - Dresbach | E46 | 268 |
| I-90 | 8580-167 | On I-90 from junction of CR 101 in Winona County | E47 | 269 |
| I-90 | 8580-172 | On I-90 twelve repaired bridges in Winona County | E48 | 270 |
| I-90 | 8580-174 | On I-90 bridges 85814, 85816 in Winona County | E49 | 271 |
| I-90 | 8580-175 | On I-90 from CSAH-12 to near TH 61 in Dakota | E50 | 272 |

# PROJECT SUMMARY

US 14

New alignment on US 14 from Steele CR 43 (east of Owatonna) to MN 56 north (west of Dodge Center)

Bridge:20018, 20019, 20020, 20X04, 20021,20X03, 74025

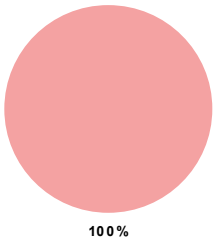
State Project Number: 2001-42

Hwy 14


**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The contract award date was on 10/21/2019.

**Project History**

This project will expand Highway 14 from two lanes to four lanes between Owatonna and Dodge Center, completing a continuous four-lane roadway from I-35 to Rochester. The purpose of the project is to improve capacity and safety and enhance system continuity to foster economic growth. In 2010, MnDOT completed a FEIS for the Hwy 14 expansion project from Owatonna to Dodge Center with no construction funding identified. During the 2013 legislative session, the Corridors of Commerce program was enacted by the Legislature and a 2.5 mile segment of Hwy 14 from the study was awarded construction funding through this program. This project was completed in 2015. The 2018 MN Legislature passed a bonding bill that included additional money for COC projects. Hwy 14 was among the three projects selected from this round. After selection the project was developed for design-build contract delivery for a summer 2019 letting.

## Project Description

The new alignment will be located south of both the current (two-lane) highway alignment and the existing railroad alignment. This project involves grading concrete paving the construction of multiple new bridges the demolition of 15 buildings and the construction of approximately 5 miles of local roadways.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 107 | 99.6 |
| Post Letting Construction Costs | 5.8 | 6.3 |
| Other Construction Elements: | 6.3 | .5 |
| Preliminary Engineering: | 9.8 | 16.6 |
| Construction Engineering: | 6.3 | 6.3 |
| Right of Way: | 10.4 | 9.2 |
| **Total:** | **$ 145.6** | **$ 138.5** |

*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 from the project financial plan developed as part of the project procurement documentation including the Engineers Cost Estimate for letting along with other known and estimated project expenditures. Following the August 21st, 2019 project letting, the winning bid was less than the Engineers Cost Estimate for the project so the current estimate has updated the construction letting costs to known.

## Project Risks

Unknown location of drain tile, utility relocations being completed to keep construction on schedule, dewatering due to high water table, coordination with railroad and settlement issues for bridge construction.

## Schedule

Environmental Approval Date: 11/2010
Municipal Consent Approval Date: 5/2011
Geometric Layout Approval Date: 12/2018
Construction Limits Established Date: 8/2011
Original Letting Date: 8/21/2019
Current Letting Date: 8/21/2019
Construction Season: 2019-2022
Estimated Substantial Completion: 9/2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Tory Thompson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

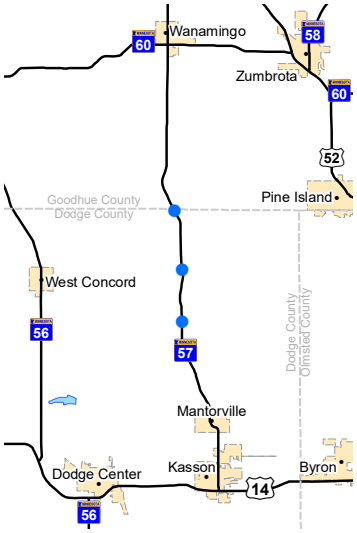
MN 57

On TH 57, from south of CSAH 22 to south of 520th St./Dodge-Goodhue County Line

Bridge:20015, 20016, 20017

State Project Number: 2007-41

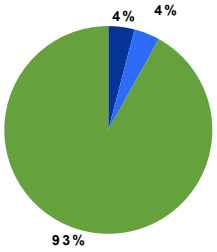
Hwy 57 Bridge Replacements




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct Hwy 57 Bridge No. 6862 over N Branch Middle Fork Zumbro River Bridge No. 6861 Over Milliken Creek and Bridge No. 6867 Over Mid Fork Zumbro River

### Recent Changes and Updates

Project construction will be complete fall 2019.

### Project History

The purpose of the project was to replace bridge 6862. In April 2017, bridges 6861 and 6867 were added to the project due to their conditions and proximity to 6862. The primary need for this project is to provide structurally sound bridges to cross over Milliken Creek, the Middle Fork of the Zumbro River and over the North Branch Middle Fork of the Zumbro River on TH 57 in Dodge County.These bridges were all built at or near the same time and are showing signs of physical deterioration. Additionally the bridges do not meet current design standards and the bridge railings are substandard.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 1.2 | 4.1 |
| Post Letting Construction Costs | 0.5 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.2 | 0.6 |
| Construction Engineering: | 0.1 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 2.0** | **$ 5.3** |

*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 a scoping report finalized in 2015. The current estimate is based on a 30 percent total project cost estimate.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 7/11/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 9/27/2017

Construction Limits Established Date: 6/18/2018

Original Letting Date: 1/27/2017

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: 10/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Harle


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 30

On Hwy 30 from TH 74 to the western city limits of Rushford

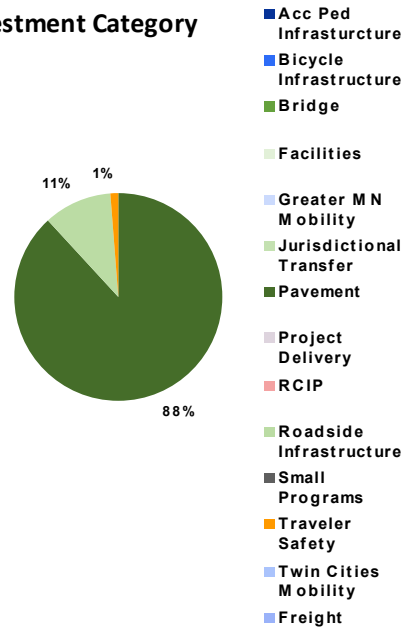
State Project Number: 2305-29

Hwy 30 repaving


**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Repave Hwy 30 from Hwy 74 to W city limits at Rushford

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5 | 5.7 |
| Post Letting Construction Costs | 0.4 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.2 |
| Construction Engineering: | 0.4 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.4** | **$ 6.8** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on a scoping report finalized in 2018. The current estimate is based on the project let costs

## Project Risks

No outstanding risks.

**Recent Changes and Updates**

The project is currently under construction.

**Project History**

TH 30 is a 2-lane undivided, rural highway between the cities of Rushford and Chatfield. The majority of the roadway from the junction of TH74 supports a higher than expected average daily traffic for a rural road. The ride quality was rated as fair, but has decreased quickly to a rating of poor. Some culverts will be replaced. All other culverts were lined in 2017. No right of way will be required. A short term detour will occur for culvert replacements.

## Schedule

Environmental Approval Date: 1/4/2019

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: 1/4/2019

Original Letting Date: 3/22/2019

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: 10/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Richard B Augustin

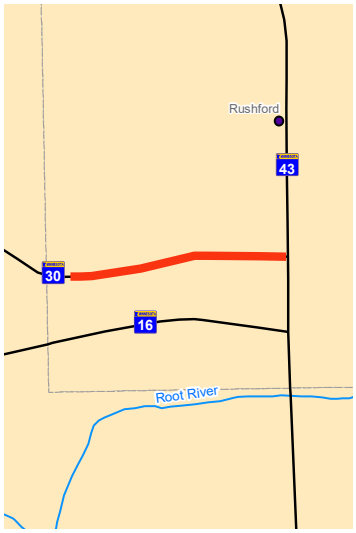

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 30

On MN 30 from Rushford western city limits to MN 43 in Rushford

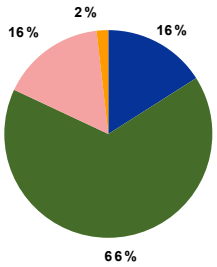
State Project Number: 2305-30




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project design is being led by the city. A partnership agreement has been signed with the city.

**Project History**

TH 30 is a 2-lane urban highway in the city of Rushford. It carries an AADT of 1100-1950. The ride quality index was rated at fair in 2015. This ride quality condition has decreased since 2013. Additionally the city has utility replacement needs (sanitary sewer and water main) and ADA facilities are noncompliant. The project purpose is to restore the RQI, extend pavement service life and provide a safer roadway.

## Project Description

Reconstruction of Highway 30 in Rushford

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.3 | 4.3 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 5.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on a scoping report finalized in 2019. Cost splits with the city have been determined.

## Project Risks

Competitive bid may be higher or lower than expected.

## 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: 11/19/2021

Current Letting Date: 11/19/2021

Construction Season: 2022

Estimated Substantial Completion: 11/2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Richard Augustin

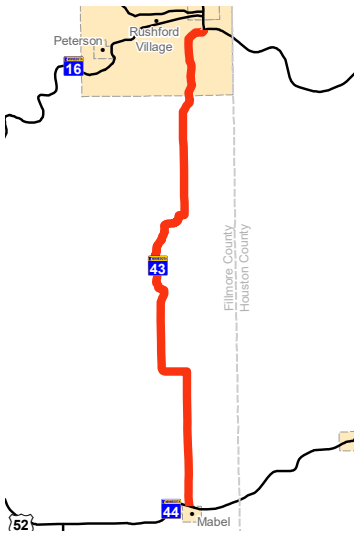
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 43

On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County

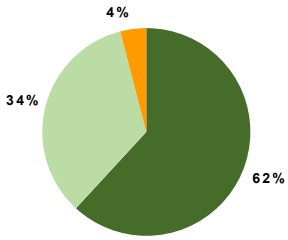
State Project Number: 2306-26




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
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- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This corridor has a prescriptive easement.

**Project History**

The purpose of this project is to extend the service life of the pavement.The pavement on this segment of highway is projected to deteriorate rapidly into "Poor" condition after 2023. A bituminous mill and overlay will restore the ride quality of the pavement. The project also includes slope stability work and hydraulic improvements.

## Project Description

Asphalt repaving Highway 43 from Highway 44 to Highway 16

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.1 | 10.1 |
| Post Letting Construction Costs | 0 | 0.4 |
| Other Construction Elements: | 0.71 | 0 |
| Preliminary Engineering: | 1 | 1.2 |
| Construction Engineering: | 0.9 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.7** | **$ 12.5** |

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

## Key Cost Estimate Assumptions

The Baseline and Current Estimates are scoping level cost estimates only. Final hydraulics recommendations in the final pavement determination will be made during project development, which could affect the overall project cost. Bituminous cost increases could also affect the overall project estimate.

## Project Risks

There are areas of extremely poor pavement quality which run the risk of needing repair before the project is constructed. This project has been identified for a flexible 2021 letting.

## 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: FLEX

Current Letting Date: 2/24/2023

Construction Season: 2021

Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 250

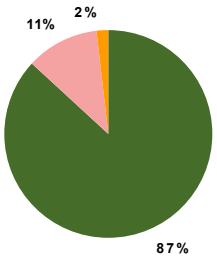
On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County

State Project Number: 2319-20


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Asphalt repaving Highway 250 from 1 mi N Highway 16 to Highway 30 in Fillmore County

## Recent Changes and Updates

No recent changes or updates.

## Project History

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement is showing signs of deterioration, which is expected to accelerate in the upcoming years. Also within this project, bridges #23027 and #23028 require bituminous wedge paving between the approach panels and the approach roadway to correct for some settlement. The project also includes hydraulic improvements.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.7 | 3.7 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0.6 | 0.6 |
| **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 Baseline and Current Estimates are scoping level cost estimates only. Final hydraulics recommendations in the final pavement determination will be made during project development, which could affect the overall project cost. Bituminous cost increases could also affect the overall project estimate.

## Project Risks

This route has been identified as a potential turn-back with Fillmore County.

## 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:
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle

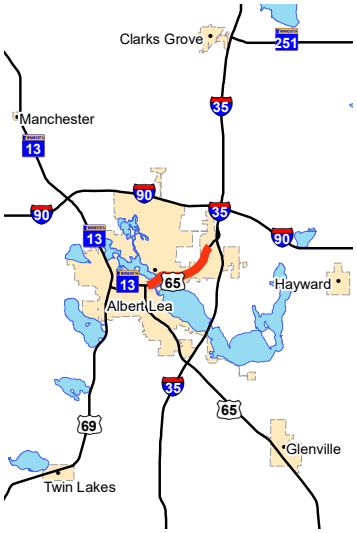

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 65

On US 65 from Newton Ave to the I-35 ramps in Albert Lea

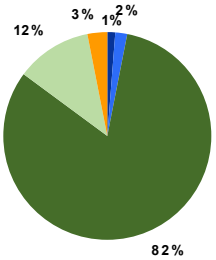
State Project Number: 2405-32




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Asphalt repaving Highway 65 in Albert Lea from Newton Ave to the I-35 ramps. ADA improvements and storm sewer repair

### Recent Changes and Updates

The project will be delivered by a consultant. Consultant will complete right of way acquisition, preliminary and final design and environmental documentation for the district.

### Project History

TH 65 is a 4-lane divided urban and rural, principal arterial highway. Pavement is in poor condition and within the project limits is deteriorating rapidly. Additionally many of the pedestrian ramps and sidewalks have poor cross-slopes, horizontal and vertical discrepancies, non-compliant landings or poor pavement. This makes it more difficult for non-motorized users to travel pedestrian facilities along TH 65. Also the 39-year old signal at Garfield Avenue and TH 65 has become increasingly costly to repair because it is beyond the average signal life of 25 years of service.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.1 | 4.1 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.4 | 0.3 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 5.3** | **$ 5.1** |

*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 scoping report finalized in 2017.

## Project Risks

Competitive bid may be higher or lower than expected.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Need unknown
Geometric Layout Approval Date: Need unknown
Construction Limits Established Date: Pending approval
Original Letting Date: 11/20/2020
Current Letting Date: 10/1/2021
Construction Season: 2021
Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Thomas Austin

**Revised Date:** 12/16/2019

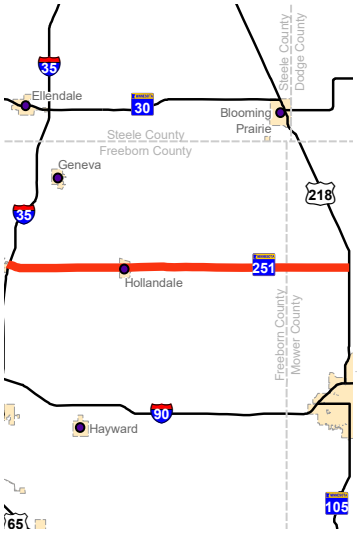
# PROJECT SUMMARY

MN 251

On MN 251 from I-35 in Freeborn County to TH 218 in Mower County

State Project Number: 2408-23

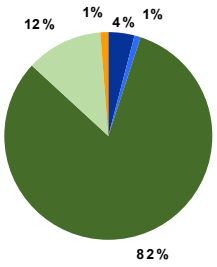
Hwy 251 Resurfacing




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

MN 251 From I-35 in Freeborn County to TH 218 in Mower County Bituminous Mill and Overlay

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.5 | 7.8 |
| Post Letting Construction Costs | 0 | 0.3 |
| Other Construction Elements: | 0.5 | 0 |
| Preliminary Engineering: | 0.8 | 0.9 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.4** | **$ 9.6** |

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

## Key Cost Estimate Assumptions

Baseline is a scoping level cost estimate. Current estimate reflects 60% design estimate. Project development could lead to increased costs.

## Project Risks

Competitive bid may be higher or lower than expected.

## Recent Changes and Updates

This project is designed by a consultant.

## Project History

The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway. Within the project limits Hwy 251 has a RQI that is considered good; however the pavement is showing signs of deterioration with transverse and longitudinal cracking. The pavement is projected to reach the "Fair" RQI category by 2024. The roadway pavement has moderate remaining service life of 4-11 years due to condition and age.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Pending approval

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Pending approval

Original Letting Date: 2/28/2020

Current Letting Date: 2/28/2020

Construction Season: 2020

Estimated Substantial Completion: 11/2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Thomas Austin


**Revised Date:** 12/16/2019

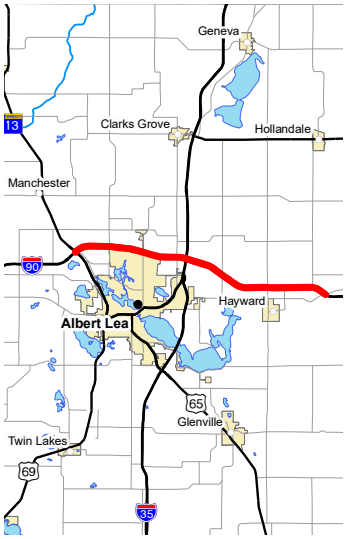
# PROJECT SUMMARY

I 90

On I-90 from MN 13 (Albert Lea) to CR46 (Petran) in Freeborn County

State Project Number: 2482-74

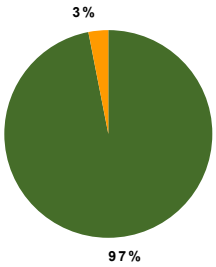
I-90 Westbound Concrete Overlay




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repave I-90 WB lanes from Hwy 13 to Freeborn CR 46 at Petran and redeck Bridge No. 9727

**Recent Changes and Updates**

The project is under construction.

**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. This project was upscoped to an unbonded concrete overlay and will include re-decking bridge 9727. This project was delayed and moved from a 2018 project to a 2019 project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.9 | 17.2 |
| Post Letting Construction Costs | 0.3 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.42 | 2.1 |
| Construction Engineering: | 0.28 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.9** | **$ 21.4** |

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

## Key Cost Estimate Assumptions

Current estimate updated in August 2018 to reflect actual letting cost.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 12/19/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 3/17/2017

Original Letting Date: 11/17/2017

Current Letting Date: 5/18/2018

Construction Season: 2018-2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Jai J Kalsy

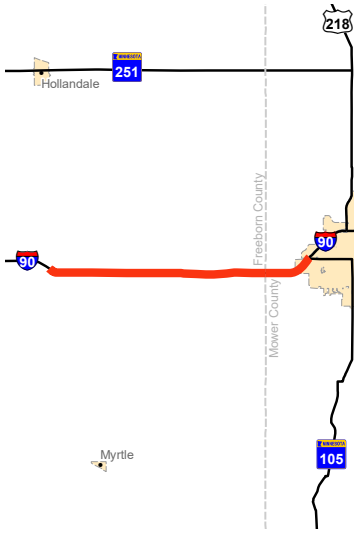

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin

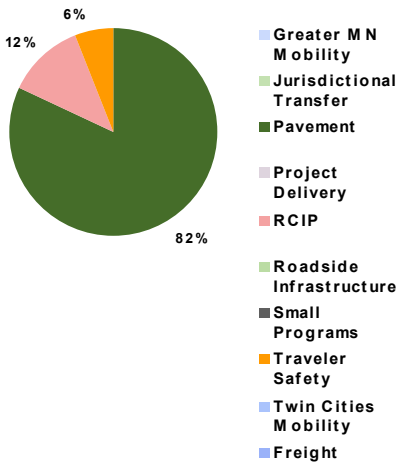
State Project Number: 2482-77




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

I-90 Repaving Eastbound Lanes From Freeborn County Road 46 Near Petran To Hwy 105 Near Austin

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 17.5 | 14.5 |
| Post Letting Construction Costs | 0 | 1.5 |
| Other Construction Elements: | 1.6 | 0 |
| Preliminary Engineering: | 1.4 | 1.2 |
| Construction Engineering: | 1.4 | 1.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 21.9** | **$ 18.4** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2018 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

## Project Risks

Project is being delivered on an expedited delivery schedule. Competitive bid may be higher or lower than expected.

## Recent Changes and Updates

The project was advanced from FY23 to FY20 . With the expedited schedule, the bridge work was eliminatedand will be completed in the future. Additionally snow fence reconstruction at Hwy 105 was eliminated from the project.

## Project History

The purpose of the project is to improve the ride quality and extend the useful life of the pavement before a full reconstruction is needed. Also because bridge #9728 needs so much work to bring it to meet standards (including: redecking, new bridge rails, beam painting and widening (which includes: adding a beam line, pier, abutment widening) this bridge is being proposed to be replaced. Pier struts to bridges #9727and #9728 are proposed as a safety improvement and will result in replacing affected existing guard rail under both bridges.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 5/6/2019
Original Letting Date: 10/23/2020
Current Letting Date: 2/28/2020
Construction Season: 2020
Estimated Substantial Completion: 10/2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager

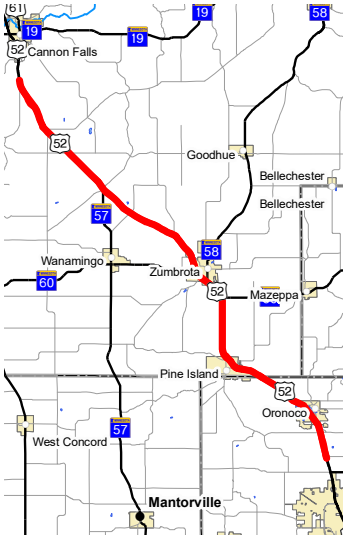

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 52

On US 52 from Rochester to Cannon Falls in Goodhue and Olmsted Counties

State Project Number: 2506-75

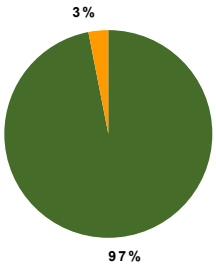



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project is complete.

**Project History**

In 2008, the Ride Quality Index was below average and has decreased since that time. This segment of Hwy 52 is still in fair condition; however, it is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to extend pavement life. This mill and overlay will include traffic safety and other improvements.

## Project Description

This project is a mill and overlay of the northbound lanes on Hwy 52 from Rochester to Cannon Falls. The project covers about 27 miles. It also includes hydraulic improvements and turn lane extensions. Additionally Highway Safety Improvement Program funding was received in 2016 to install high tension cable median barrier from Oronoco to Zumbrota.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.4 | 7.3 |
| Post Letting Construction Costs | 0.6 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 0.2 |
| Construction Engineering: | 0.6 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.4** | **$ 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 estimate reflects the awarded bid price for construction. Bid prices for bituminous were much lower than the engineers estimate accounting for the difference in the estimates.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 7/18/2016

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: Need unknown

Original Letting Date: 10/28/2016

Current Letting Date: 10/28/2016

Construction Season: 2017

Estimated Substantial Completion: 10/2017

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 52

On US 52 from MN 60 to MN 19 in Goodhue County

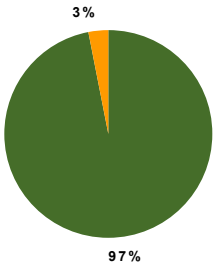
State Project Number: 2506-83

Hwy 52 Southbound Improvements


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct southbound lanes of Highway 52 from near Highway 19 to near Highway 60. Potential new interchange and bridge at Highway 52 and Highway 57 intersection at Hader

**Recent Changes and Updates**

An interchange is now recommended at Hwy 52 and Hwy 57 in Hader.

**Project History**

The existing pavement consists of a 20-foot concrete pavement overlaid with variable depth bituminous surfacing. Significant longitudinal cracking and deterioration is evident along the project length, primarily caused by the underlying narrow concrete pavement structure originally placed in 1920s. The roadway section has been subsequently widened and overlaid with bituminous pavement. However, due to the asymmetric widening (resulting in centerline shift) and performance of the widened sections, the roadway continues to demonstrate significant cracking and deterioration in the wheel paths.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 53.6 |
| Post Letting Construction Costs | 0.4 | 3.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.48 | 7.8 |
| Construction Engineering: | 0.32 | 2.8 |
| Right of Way: | 0 | 2.9 |
| **Total:** | **$ 6.9** | **$ 70.2** |

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

## Key Cost Estimate Assumptions

Current estimate reflects from a revised scoping report signed August 2018. Base estimate was for a preservation project not the revised scope to reconstruct SB TH52, which increased the estimated cost significantly plus the interchange.

## Project Risks

Project risks for costs and schedule delays include acceptance of project and cost participation by affected municipalities, coordination with utilities for relocations with accordance to freeway accommodation and unknown final pavement selection.

## 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: 10/27/2017

Current Letting Date: 1/29/2021

Construction Season: 2021 - 2023

Estimated Substantial Completion: 11/2023

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Jai Kalsy


**Revised Date:** 12/16/2019

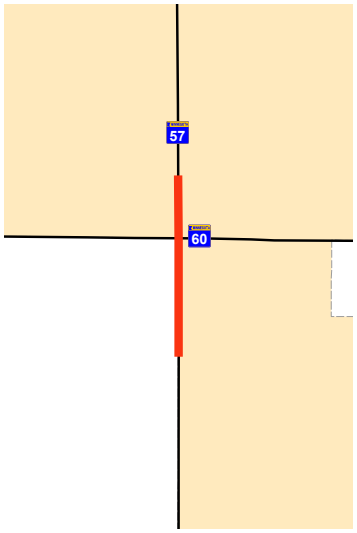
# PROJECT SUMMARY

MN 57

On MN 57 at the intersection of MN 57 and MN 60 in Wanamingo

State Project Number: 2509-24

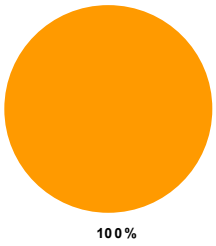
Hwy 57 and Hwy 60 Roundabout




**Primary Purpose**

Traveler Safety

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Roundabout at Hwy 57 and Hwy 60 Intersection - Wanamingo

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.7 | 2.7 |
| Post Letting Construction Costs | 0 | .2 |
| Other Construction Elements: | 0.3 | 0 |
| Preliminary Engineering: | 0.5 | .3 |
| Construction Engineering: | 0.3 | .2 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 4.9** | **$ 3.4** |

*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. Baseline estimate is based on an approved scoping report.

## Project Risks

Competitive bid may be higher or lower than expected.

## Recent Changes and Updates

Municipal consent from the city was obtained. Project limits were extended to the east to create a consistent roadway section throughout the project.

## Project History

The current intersection has increasing crash rates that exceed critical crash rates for statewide benchmarks. A fatal accident occurred in 2007 which resulted in 2 deaths. The purpose of the project is to construct enhanced intersection geometry and control (i.e. a roundabout) that will reduce or eliminate severe crashes. Access management will be a key component to the overall safety improvements.

## Schedule

Environmental Approval Date: 4/8/2019
Municipal Consent Approval Date: 4/8/2019
Geometric Layout Approval Date: 3/4/2019
Construction Limits Established Date: 3/21/2019
Original Letting Date: 2/28/2020
Current Letting Date: 2/28/2020
Construction Season: 2020
Estimated Substantial Completion: 11/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

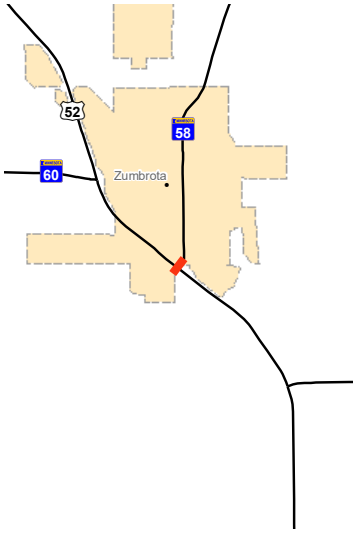
**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad W Hanson

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 58
On MN 58, replacing Bridge 9661 in Zumbrota
Bridge:9661
State Project Number: 2510-50

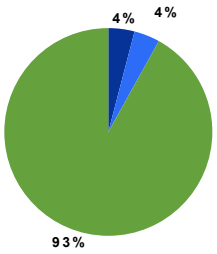
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project is complete.

**Project History**

The project was originally scoped for a replacement of the bridge in its current location. During the design process and local coordination, the project evolved based on new needs and construction staging to maintain access. Changes include building the new bridge off-line and with a round-about termini. This allowed access to be maintained for the majority of the construction process.

## Project Description

This project consists of grading bituminous surfacing adding roundabouts ADA improvements lighting and replacing a bridge over TH 52 along Hwy 58 in Zumbrota.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.8 | 5.6 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.48 | 1.1 |
| Construction Engineering: | 0.32 | 0 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 5.9** | **$ 7.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based off of a scoping report while the current estimate reflects construction letting costs. The current letting cost is reflective of changes during the design process and local coordination. This includes changes from the original scope to build the new bridge off-line and with round-about termini. This change allowed access to be maintained for the majority of the construction process.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 6/21/2016
Municipal Consent Approval Date: 8/4/2016
Geometric Layout Approval Date: 5/11/2016
Construction Limits Established Date: 5/11/2016
Original Letting Date: 1/27/2017
Current Letting Date: 1/27/2017
Construction Season: 2017 - 2018
Estimated Substantial Completion: 5/2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Jai Kalsy

**Revised Date:** 12/16/2019

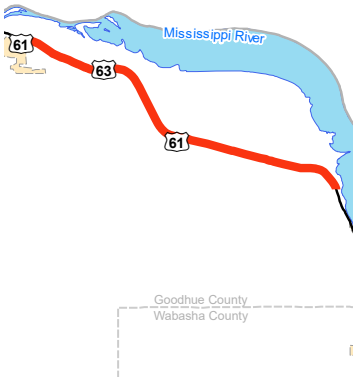
# PROJECT SUMMARY

US 61

On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing

State Project Number: 2513-97

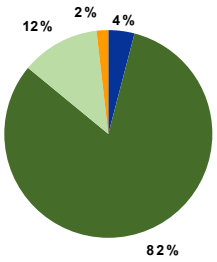
Hwy 57 and Hwy 60 Roundabout




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Asphalt repaving Highway 61 from one mile north of Lake City to Ready Mix Entrance In Red Wing

### Recent Changes and Updates

The original project was not scoped to included passing lanes or intersection improvements.

### Project History

The purpose of the project is to improve the ride quality and extend the useful life of thepavement. Additionally safety improvement will be completed with the construction of passing lanes and right turn lanes.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 5.6 |
| Post Letting Construction Costs | 0 | 0.5 |
| Other Construction Elements: | 0.5 | 0 |
| Preliminary Engineering: | 0.7 | 0.7 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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

Baseline estimate is from 2019 scoping report.

## Project Risks

Additional work has been added to the original project scope for passing lanes and intersection improvements.

## 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:
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

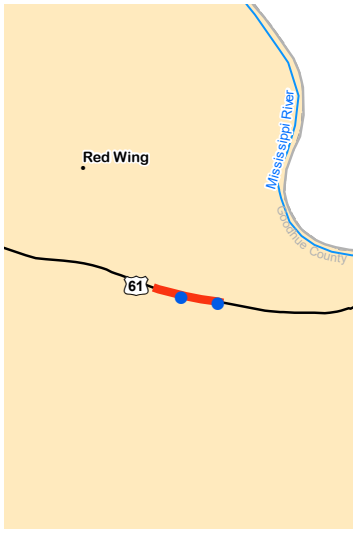
Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

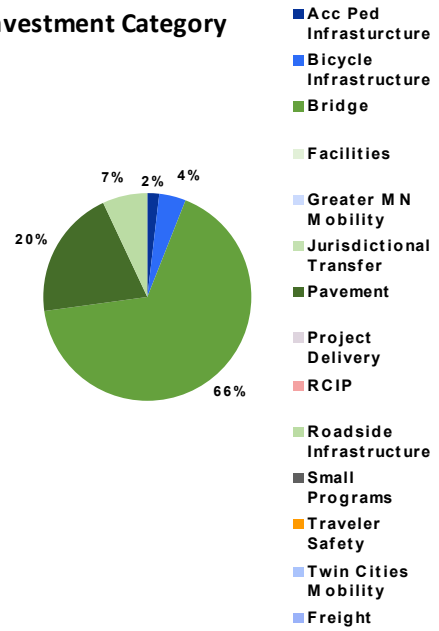
US 61
On US 61, Bridges 6483 and 6482 in Red Wing
Bridge:6483; 6482
State Project Number: 2514-121




**Primary Purpose**

Bridge

## Investment Category




## Project Description

Replace Bridge No. 6483 on Highway 61 in Red Wing over Hay Creek and plug Bridge No. 6482 over abandoned railroad

### Recent Changes and Updates

The district has completed conceptual layouts and staging plans to reduce project risks, identify impacts and refine cost estimates.

### Project History

The project calls for the replacement of bridge 6483 because of its age and condition, along with reconstruction of the approaches to the bridge. It also plugs 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 | 9.6 |
| Post Letting Construction Costs | 0 | 0.5 |
| Other Construction Elements: | 0.4 | 0 |
| Preliminary Engineering: | 0.8 | 1 |
| Construction Engineering: | 0.6 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.1** | **$ 11.8** |

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

## Key Cost Estimate Assumptions

Baseline estimate from 2013 scoping report with FY18 letting. Current estimate based upon today's dollars with FY23 letting.

## Project Risks

Competitive bids may be higher or lower than expected. Municipal consent will be needed.

## 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: 1/27/2017
Current Letting Date: 12/16/2022
Construction Season: 2023-2024
Estimated Substantial Completion: 11/2024

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson

**Revised Date:** 12/16/2019

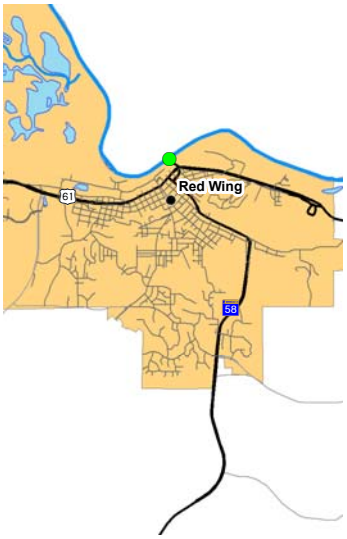
# PROJECT SUMMARY

US 63

Hwy 63 bridge over the Mississippi River and Hwy 61 Bridge:25033;25034;25035;C-47-0057

State Project Number: 2515-21

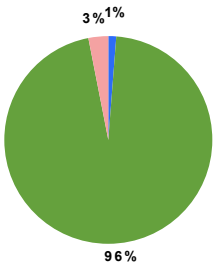
Hwy 63 Bridges over Mississippi River and Hwy 61




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project was let on March 8, 2017. Bids were competitive and significantly lower than the engineer's estimate. Construction began in spring 2017.

**Project History**

Bridge 9040 is fracture critical and was put on the Chapter 152 Bridge list in 2008. Bridge 9103 is on the National Register. The original primary needs were to provide structurally sound crossings of the Mississippi River and Hwy 61, but after a traffic analysis, it determined that mobility in Red Wing should also be addressed. The recommended approach in Red Wing is the buttonhook design creating a new signalized intersection with Hwy 61 and Hwy 63. A jughandle design will be constructed on the Wisconsin approach. A steel box girder structure over the Mississippi River was selected as the recommended bridge type. A two-lane structure will only be constructed to meet immediate needs of capacity while preserving the right of way for a future four-lane when it is warranted. The letting date was moved from Feb. 24, 2017 to March 8, 2017 to allow for a six-week advertise period due to the size of the project.

## Project Description

Hwy 63 Red Wing Bridge replacement with mobility improvements. In Red Wing a buttonhook design with a new signalized intersection will be constructed at Hwy 61 and Hwy 63. A jughandle design will be constructed on the Wisconsin approach.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 80 | 63.5 |
| Post Letting Construction Costs | 8 | 2.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 6 | 8 |
| Construction Engineering: | 4 | 5.3 |
| Right of Way: | 2 | 1.3 |
| **Total:** | **$ 100.0** | **$ 80.8** |

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

## Key Cost Estimate Assumptions

The baseline estimate is assumed project costs for all agencies (Minnesota and Wisconsin), but the current estimate is the letting cost and includes the Minnesota portion only.

## Project Risks

High water and river flooding has impacted the project construction schedule.

## Schedule

Environmental Approval Date: 4/21/16

Municipal Consent Approval Date: 11/23/15

Geometric Layout Approval Date: 2015

Construction Limits Established Date: 7/7/2015

Original Letting Date: 11/01/2017

Current Letting Date: 3/8/2017

Construction Season: 2017 - 2020

Estimated Substantial Completion: 8/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 16

On MN 16 from I-90 to Tracy Road In Spring Valley in Fillmore and Mower Counties

Bridge:50X04, 50X05, 50X06

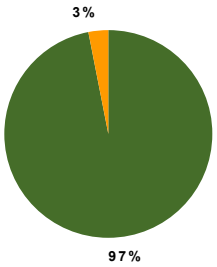
State Project Number: 5003-17

Hwy 16 Resurfacing


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repave Hwy 16 and improve pedestrian accessibility I-90 to Tracy Road In Spring Valley and replace bridge Nos. 6045 6046 and 6047

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7 | 5.5 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.5 |
| Construction Engineering: | 0.36 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.5** | **$ 7.0** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2015 scoping report with a FY19 letting. Current estimate reflects let cost.

## Project Risks

No outstanding risks.

## Recent Changes and Updates

Project is to be completed fall 2019.

## Project History

In 2017 this project had three box culvert bridges added to the scope. The scope baseline estimate was also updated to reflect lower bituminous unit prices than assumed when originally scoped. Therefore there was only a moderate increase in the current estimate from the baseline estimate. This segment of Hwy 16 is a rural 2-lane roadway. The pavement is beginning to deteriorate, which is expected to accelerate over the upcoming years. The project is needed to extend service life and improve ride quality. It includes safety and other improvements.

## Schedule

Environmental Approval Date: 7/3/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 12/15/2017

Original Letting Date: 1/25/2019

Current Letting Date: 1/25/2019

Construction Season: 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes


**Revised Date:** 12/16/2019

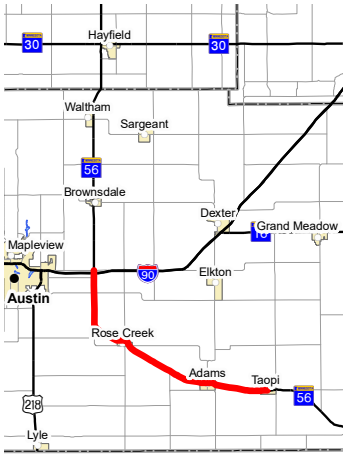
# PROJECT SUMMARY

MN 56

On Hwy 56 from Maple St. in Taopi to Hwy 46 in Mower County

State Project Number: 5005-62

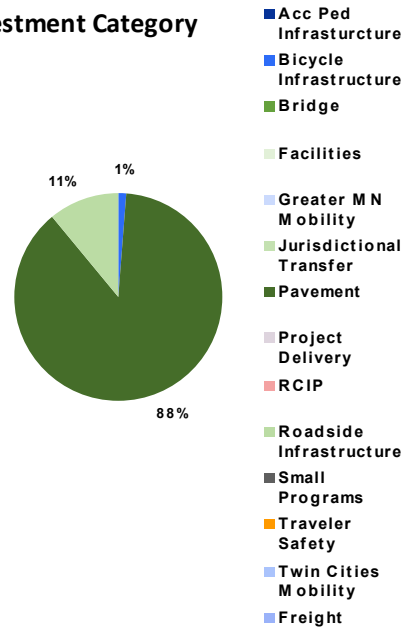
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

The project is complete.

**Project History**

This project will preserve existing roadway structure, extend pavement life and improve ride quality. 2017: Project prioritization factors delayed this project for several years. This project was originally proposed to be let in 2013. One major change was the conversion from an ELLA to a 'non-ELLA' project. (A million dollars was added to the project). There was a letting change from the original Dec. 18, 2015, to Nov. 18, 2016. Another major change was the removal of the rural culvert replacements which resulted in a budget change from $6.831 million to $6.214 million (removal of $617,000). We then had a letting change in June from Nov. 18, 2016 to Jan. 27, 2017. One last major change was the decision to regrade adding what was previously estimated as an additional roughly $120,000. There was a letting change in Aug. from Jan. 27, 2017 to March 24, 2017.

## Project Description

This is a bituminous mill and overlay project on Hwy 56 in Taopi to Hwy 46. Included in this project is a regrade in Adams. This regrade includes new sanitary water main storm sewer lighting and landscaping.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 5.3 |
| Post Letting Construction Costs | 0.3 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.7 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0 | 0.2 |
| **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

Baseline estimate is from 2013 scoping report with a FY17 letting. Current estimate reflects let cost.

## Project Risks

No significant risks are anticipated.

## Schedule

Environmental Approval Date: 11/1/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 8/8/2016

Construction Limits Established Date: 5/7/2015

Original Letting Date: 01/25/2013

Current Letting Date: 3/24/2017

Construction Season: 2017

Estimated Substantial Completion: 11/2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Kyle Lake

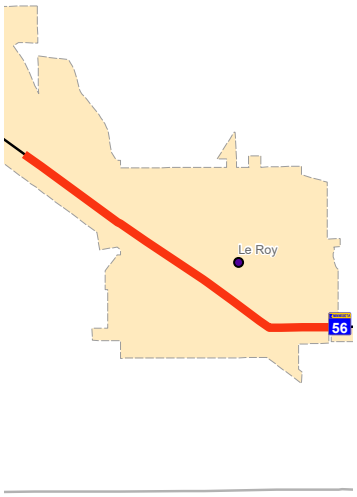

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 56

On MN 56 from eastern city line to 770th Ave in Le Roy

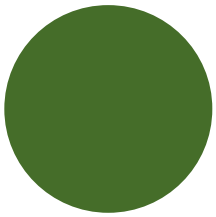
State Project Number: 5005-68




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct Highway 56 from Leroy east city line to 0.37 miles north of 770th Ave

### Recent Changes and Updates

The district has completed conceptual layouts to reduce project risks, identify impacts and refine cost estimates.

### Project History

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.9 | 6.7 |
| Post Letting Construction Costs | 0 | 2 |
| Other Construction Elements: | 2.1 | 0 |
| Preliminary Engineering: | 0.7 | 0.9 |
| Construction Engineering: | 0.5 | 0.6 |
| Right of Way: | 0.05 | 0 |
| **Total:** | **$ 8.3** | **$ 10.2** |

*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 an approved scoping report.

## Project Risks

Competitive bids may be higher or lower than expected. Municipal consent will be needed.

## 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: 10/28/2022

Current Letting Date: 10/28/2022

Construction Season: 2023

Estimated Substantial Completion: 11/2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson

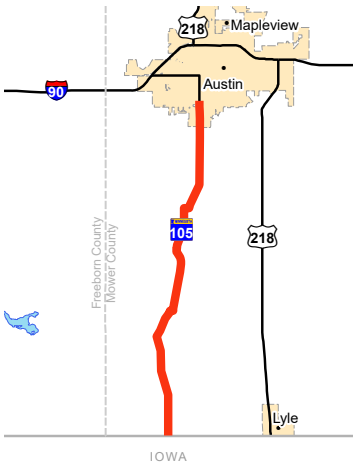
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 105

On Hwy 105 from Iowa state line along 11 miles towards Austin

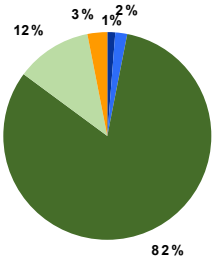
State Project Number: 5007-34




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Asphalt repaving Highway 105 from the Iowa state line to Turtle Creek in Austin

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.5 | 4.5 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.5 |
| Construction Engineering: | 0.36 | 0.4 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 5.8** | **$ 5.7** |

*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 off of a June 2018 estimate from a final scoping document.

## Project Risks

Hwy 105 is currently being considered as a turnback with Mower County. Negotiations are currently ongoing.

### Recent Changes and Updates

Project was delayed to FY22 due to negoiations for turnback of Hwy 105.

### Project History

The purpose of this project is to extend pavement service life and provide a safer roadway. TH 105 is a 2-lane undivided, rural highway between Austin and the Minnesota-Iowa border. The roadway supports a higher than average daily traffic count that is expected on the rural portion. The urban segment has a higher than expected crash rate. The ride quality was fair but the rating has deteriorated quickly and is now rated at poor.

## Schedule

Environmental Approval Date: 5/15/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 9/20/2018

Original Letting Date: 12/20/2019

Current Letting Date: 12/18/2021

Construction Season: 2022

Estimated Substantial Completion: 10/2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Richard B Augustin


**Revised Date:** 12/16/2019

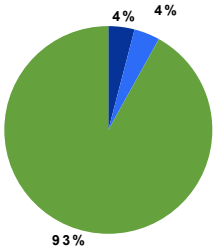
# PROJECT SUMMARY

US 218
On US 218, west junction over I-90
Bridge:50011
State Project Number: 5009-34
I-90 bridge replacements


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Geometric layout is being developed considering concepts to avoid staging project construction to reconstruct half at a time. This project maybe tied to 5080-166.

**Project History**

The need for this project was studied with a pre-scoping corridor study for the I-90 bridges in Austin. Project was initially a rehab project and was up-scoped to a bridge replacement after additional condition issues were discovered during the most recent bridge safety inspection including expansion joint deterioration, deterioration at the ends of multiple prestressed beams and pier cap deterioration at piers 1 and 3 (under joints). The existing bridges were built in 1966 and have significant condition issues. The southbound bridge (50803) is also considered functionally obsolete. In addition, the bridges were identified by Austin as a priority for replacement during the corridor study conducted for I-90 through the city.

## Project Description

Replace northbound and southbound Highway 218 bridges (Bridge No. 50803 and 50804) over I-90 in Austin with new bridge 50011

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.5 | 8.5 |
| Post Letting Construction Costs | 0 | .85 |
| Other Construction Elements: | 0.85 | 0 |
| Preliminary Engineering: | 1 | 1 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 11.0** | **$ 11.0** |

*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 scoping report signed in 2018 and assummes replacement of both bridges with a single structure and constructing a bridge half at a time using staged construction.

## Project Risks

Alignments are being reviewed to avoid staging. This would have additional pavement costs and increase the estimate. The substandard design ramps may require additional ramps pavement needing to be reconstructed as part of the project.

## 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: 1/29/2021
Current Letting Date: 1/27/2023
Construction Season: 2021
Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION

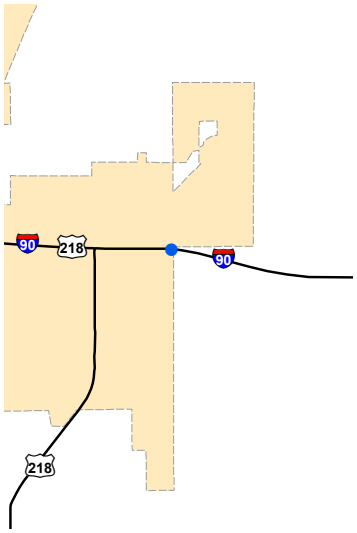
Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Harle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

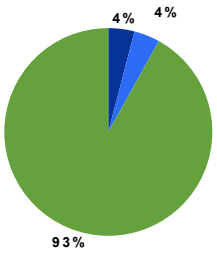
I-90
On I-90 Bridge 9504 in Austin
Bridge:9504
State Project Number: 5080-166
I-90 bridge replacements




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was part of the pre-scoping corridor study for the I-90 Bridges in Austin. The bridges in the study was broken into three separate projects. This project may be tied to SP5009-34.

**Project History**

The need for this project was studied with a pre-scoping corridor study for the I-90 bridges in Austin. The existing bridge was originally constructed in 1959, is considered functionally obsolete and is nearing the end of its useful service life. This bridge has been the subject of high load impacts. The current deck condition is adequate, but there are numerous transverse cracks, sixth efflorescence and scattered spalls beneath the deck. Some spalls have exposed rebar with minor section loss. Steel beams show signs of active corrosion and there is failing paint in isolated locations. The north and south abutments have several vertical cracks across the front faces and end diaphragms, including areas on the south abutment that are showing signs of moisture leaking and staining. The bridge currently does not accommodate planned bike/pedestrian needs at this I-90 crossing.

## Project Description

Replace 28th Street bridge (Bridge No. 9504) over I-90 in Austin. This project will be designed to current standards and OSOW corridor standards. It will include accomodations for a shared-use path.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.3 | 3.3 |
| Post Letting Construction Costs | .18 | .18 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | .35 | .35 |
| Construction Engineering: | .25 | .25 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.1** | **$ 4.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate is based on a scoping report signed in 2018.

## Project Risks

A cooperative agreement may be necessary for aesthetics and/or trail elements. This needs to be discussed with local agencies.

## 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: 1/29/2021
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Harle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-90

On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (Austin) and Hwy 105

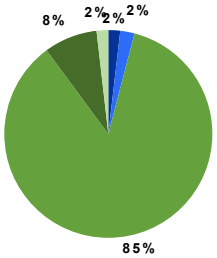
Bridge:6868; 6869; 9178; 9179; 9180; 9183; 9201

State Project Number: 5080-170


**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

A pre-scoping corridor study for the I-90 bridges in Austin once included work on Bridges 9504, 50803, and 50804 which will be constructed in FY21.

**Project History**

This project was part of a pre-scoping corridor study for the I-90 bridges in Austin. The existing bridges were built from 1958 to 1959. Bridge 9180 is functionally obsolete with poor deck condition and geometry and Bridge 9201 is structurally deficient. Both have insufficient vertical clearance over the Interstate. Bridges 6868 and 6869 both have significant scour conditions at the pier. Bridge 9183 has vertical clearance, deck geometry and structural condition issues. Operational and safety issues at ramp intersections were also identified for offset ramps at WB I-90 and 4th Street (Bridge 9180), at 21st Street (Bridge 9201), and WB I-90 4th Street. This project will address the bridge condition issues for the seven bridges identified. Of the seven bridges, five structures were recommended for replacement: 9180, 9183, 9201, 6868, and 6869. Bridges 9178 and 9179 are recommended for rehabilitation to extend the useful life of those structures.

## Project Description

Replace 4 bridges and rehabilitate 3 others in Austin. Replace I-90 eastbound and westbound bridges over the Cedar River (Bridge No. 6868 and 6869) Mower County Road 45 bridge over I-90 (Bridge No. 9180) and Highway 218 bridge over I-90 (Bridge No. 9201). Rehabilitate eastbound and westbound I-90 bridges over 6th St (Bridge No. 9178 and 9179) and Highway 105 bridge over I-90 (Bridge No. 9183)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 30.4 | 28.4 |
| Post Letting Construction Costs | 0 | 1.14 |
| Other Construction Elements: | 2.4 | 0 |
| Preliminary Engineering: | 2.2 | 3.41 |
| Construction Engineering: | 2.2 | 2.27 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 37.3** | **$ 35.2** |

*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 from corridor study recommendations. Current estimate reflects adjustment to contingency factors and inflation rates.

## Project Risks

Substandard ramp designs and change in vertical profile will result in additional ramp reconstruction. Need for noise abatement adding additional project cost. Unidentified utilities could cause project delays or additional project cost to relocate.

## 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:
Current Letting Date: 1/27/2023
Construction Season: 2023-2025
Estimated Substantial Completion: 11/2025

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Harle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 30

On MN 30 replace Bridges 9008 and 9009 in Olmsted County

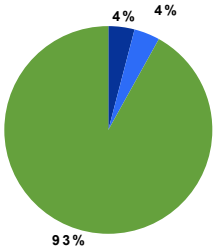
Bridge:9008, 9009

State Project Number: 5505-27


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Hwy 30 Replace Bridge 9008 and Bridge 9009 Over N Branch Root River

### Recent Changes and Updates

The project will include reconstruction of Hwy 30 from Hwy 52 to Mill Creek Road. This will be an urban section and include sidewalk.

### Project History

Bridge 9008 over Mill Creek was constructed in 1956. The bridge is rated fair to poor with a substandard bridge railing. There are many signs of physical deterioration of the bridge structure outlined in the bridge inspection report where replacement of the bridge is recommended. Bridge 9009 over the North Branch of the Root River was constructed in 1956. It is in need of repair. The existing bridge has a rating of fair to poor, approach panels having noticeable settlement, substructure spalling and cracking and the bearings not functioning appropriately. The project is needed to address these deficiencies.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.5 | 4.8 |
| Post Letting Construction Costs | 0 | 0.3 |
| Other Construction Elements: | 0.14 | 0 |
| Preliminary Engineering: | 0.4 | 0.6 |
| Construction Engineering: | 0.3 | 0.4 |
| Right of Way: | | 0.1 |
| **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

Baseline estimate from 2016 scoping report with FY20 letting that involved replacement of Br. 9008 and re-decking Br. 9009. Current estimate reflects upscope to replacement of both bridges and a FY21 letting.

## Project Risks

Coordination with the city for inclusion of additional features on the bridge is a risk.

## 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:

Current Letting Date: 12/18/2020

Construction Season: 2021

Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

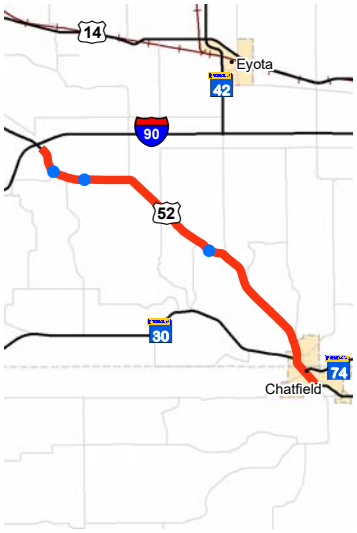
US 52

On US 52 from I-90 to Chatfield

Bridge:55X23, 55X24, 55X25, 6124; 8182; 8183

State Project Number: 5507-64

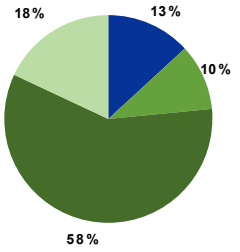
Hwy 52 Roadway Improvements




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repave Hwy 52 and make pedestrian improvements from Fillmore CR 5 in Chatfield to I-90 and replace Bridge Nos. 6124 8182 and 8183

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.8 | 8.8 |
| Post Letting Construction Costs | 0 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.9 |
| Construction Engineering: | 0.4 | 0.8 |
| Right of Way: | 0 | 0.2 |
| **Total:** | **$ 5.8** | **$ 11.3** |

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

## Key Cost Estimate Assumptions

Current estimate was updated to reflect current inflation factors. The additional items added to the project plus right of way costs increased the current estimate. The current estimate is the construction let amount after low bid.

## Project Risks

No outstanding risks.

### Recent Changes and Updates

Project construction completion is on schedule for fall 2019.

### Project History

This project will preserve the existing roadway structure, extend pavement life and improve ride quality. The project changed from a regrade to a mill and overlay based on district priorities and funding issues. The project includes bridge replacements originally part of SP 5507-65. This project is also associated with SP 2311-31.

## Schedule

Environmental Approval Date: Need unknown

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 8/29/2017

Construction Limits Established Date: 6/7/2015

Original Letting Date: 10/26/2018

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: 10/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

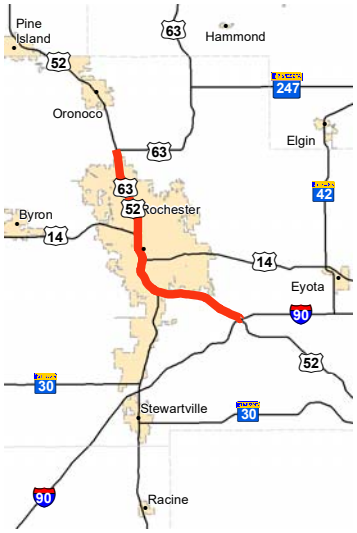
US 52

On US 52 from just south of I 90 to US 63 in Olmsted County

State Project Number: 5507-69

Hwy 52 Rochester Resurfacing

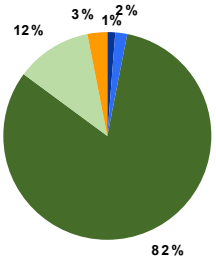
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project construction is complete.

**Project History**

In 2017 the project was advanced into March 2018 as an ELLA. The pavement along Hwy 52 from Hwy 63 to I-90 is starting to show signs of deterioration and has seen accelerating deterioration in recent years. This segment of Hwy 52 is a 4-lane divided, rural expressway. The ride quality index has dropped in both directions from 2010 to 2015. Potholes are starting to develop at the transverse joints in the concrete from damage caused by freezing and thawing, which creates maintenance and safety issues.

## Project Description

Hwy 52 Repaving ADA Improvements and Bridge Replacements - Bridge Nos. 614 8182 and 8183 From Fillmore County Rd 5 in Chatfield To I-90 Repaving Hwy 52 South of I-90 to Hwy 63

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.4 | 6.2 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.7 |
| Construction Engineering: | 0.48 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.1** | **$ 7.9** |

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

## Key Cost Estimate Assumptions

Current estimate reflects awarded contract costs.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 12/22/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 12/08/2017

Original Letting Date: 11/22/2019

Current Letting Date: 4/27/2018

Construction Season: 2018

Estimated Substantial Completion: 10/2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

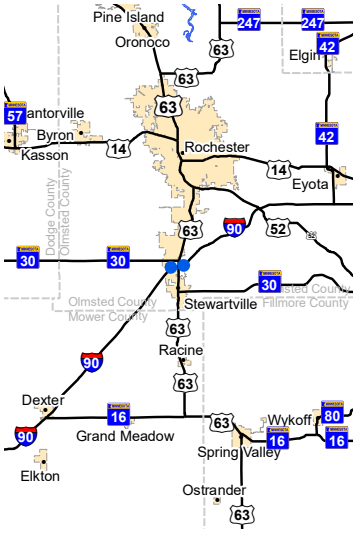
US 63

On US 63 from eastbound I 90 to westbound I 90 in Stewartville

Bridge:9889, 9890

State Project Number: 5509-84

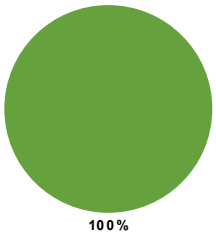
Hwy 63 and I-90 interchange improvements




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Replace the northbound and southbound Highway 63 bridges over I-90 (old Bridge No. 9890 with new bridge 55822 and old bridge 9889 with new bridge 55821). Interchange improvements and cable median barrier

**Recent Changes and Updates**

Project is on schedule to start construction in 2020.

**Project History**

The project had originally entered the scope as a bridge replacement project. Due to safety and operational concerns a pre-scoping study was initiated to study the interchange. Due to change in funding the project was moved from original letting into the CHIP in FY25. Due to costs savings and changing program needs, funding was available and the project advanced back into the STIP.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 14.9 | 12.4 |
| Post Letting Construction Costs | 1.1 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.56 | 1.4 |
| Construction Engineering: | 1.04 | 1 |
| Right of Way: | | 0.1 |
| **Total:** | **$ 18.6** | **$ 15.5** |

*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 based on the final scoping report signed May 2018, and data from the pre-scoping study. Costs reflect current construction cost data and a reduced contingency factor. The baseline estimate is a pre-scoping level cost estimate only and was based on high-level assumptions for quantities based on the proposed work and high contingency factor for project risks.

## Project Risks

Competitive bid may be higher or lower than expected.

## Schedule

Environmental Approval Date: 3/26/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 10/29/2018

Construction Limits Established Date: 1/2/2019

Original Letting Date: 1/25/2019

Current Letting Date: 1/31/2020

Construction Season: 2020-2021

Estimated Substantial Completion: 11/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Jai Kalsy


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 63

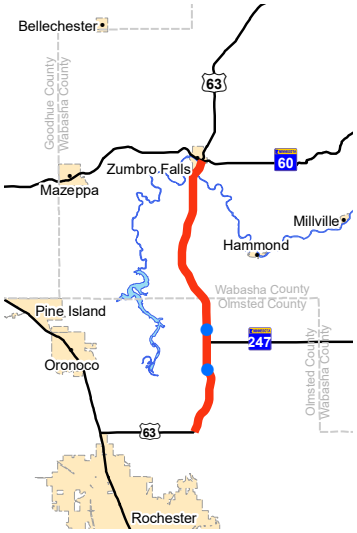
On US 63 from CSAH 33 to south of TH 60 in Olmsted and Wabasha Counties

Bridge:8831; 8313

State Project Number: 5510-84

Hwy 63 Resurfacing

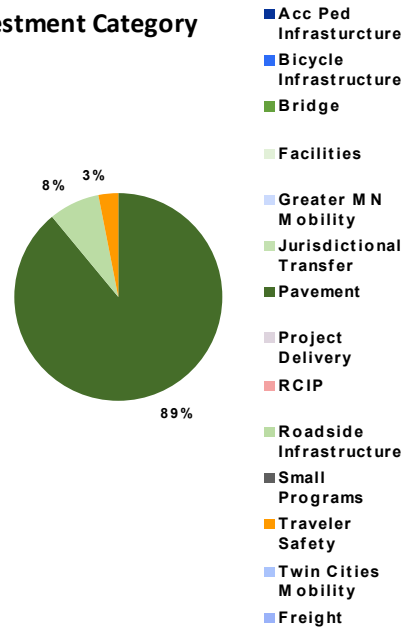
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Project was completed in August 2018.

**Project History**

In 2017, project limits previously were from 75th Street in Olmsted County to Wabasha County Road 78 and programmed as a bituminous mill and overlay. In 2016, the limit was changed to begin at 75th Street and end at Hwy 60 in Zumbro Falls and replace two box culvert bridges. This section of Hwy 63 is a two-lane rural highway. The ride quality index is low and starting to show signs of deterioration, which will be addressed to extend pavement life.

## Project Description

Concrete Overlay On Blacktop From Olmsted County Road 33 To 0.3 Mi S Hwy 60 And Replacement Of Bridge Nos. 8831 And 8313 Over Stream ADA Improvements

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.9 | 6.9 |
| Post Letting Construction Costs | 0.6 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 0.8 |
| Construction Engineering: | 0.56 | 0.6 |
| Right of Way: | 0.2 | 0 |
| **Total:** | **$ 9.1** | **$ 8.6** |

*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 the base-line cost estimate for this project. Current estimate reflects construction close out costs to date.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 7/6/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 9/1/2016

Original Letting Date: 1/26/2018

Current Letting Date: 2/23/2018

Construction Season: 2018

Estimated Substantial Completion: 8/2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes

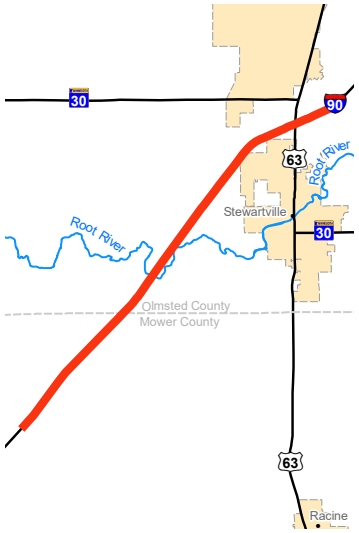

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-90

On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties

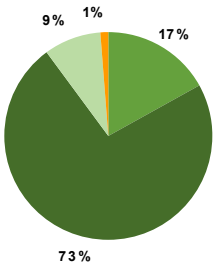
State Project Number: 5580-94




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Asphalt repaving I-90 from east of Mower County Road 1 to east of Highway 63

## Recent Changes and Updates

Bridge 9859 was to have pier struts constructed as part of the project, but this was removed because Bridge No. 9859 is being looked at as a potential bridge replacement in the future.

## Project History

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. This segment of roadway received a bituminous mill and overlay in 2009. It is estimated that the RQI will deteriorate by 2023. There is also a bridge (9858) along the corridor that is being recommended for an overlay to maintain and extend the service life of the structure. Some safety improvements were identified as well including pier crash struts and updating guardrail to meet current standards.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.5 | 3.7 |
| Post Letting Construction Costs | 0 | 0.1 |
| Other Construction Elements: | 0.4 | 0 |
| Preliminary Engineering: | 0.6 | 0.4 |
| Construction Engineering: | 0.4 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.9** | **$ 4.5** |

*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 scoping report signed in 2019.

## Project Risks

If Bridge Office does not allow the overlay to be staged half-at-a-time, crossovers could be required for traffic control staging.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Pending approval

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Pending approval

Original Letting Date: 11/18/2022

Current Letting Date: 1/1/2023

Construction Season: 2022

Estimated Substantial Completion: 11/2023

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Harle


**Revised Date:** 12/16/2019

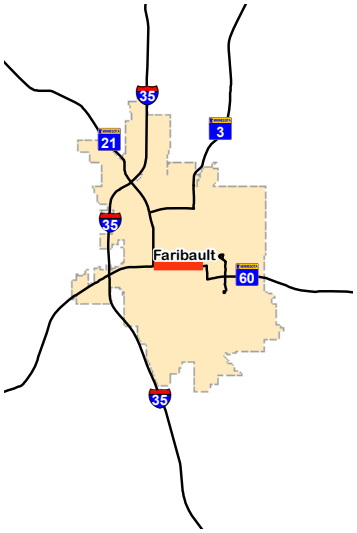
# PROJECT SUMMARY

MN 60

On MN 60 from MN 21 to central avenue in Faribault

State Project Number: 6607-50, 6607-49

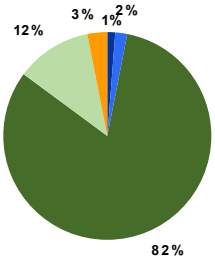
Hwy 60 Downtown Faribault reconstruct




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Reconstruct and improve pedestrian accessibility Hwy 60 In Faribault from Hwy 21 to Central Ave

**Recent Changes and Updates**

**Project History**

The city and MnDOT agreed to terms for the project in the letter of intent to upscope project to reconstruction with the city serving as the lead agency.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 9.5 |
| Post Letting Construction Costs | 0.4 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.48 | 0.2 |
| Construction Engineering: | 0.32 | 0.2 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 5.2** | **$ 10.5** |

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

## Key Cost Estimate Assumptions

The MnDOT share is capped at $6.37 million for this locally led/let project. The city is responsible for costs above this amount.

## Project Risks

Late addition of rail crossing upgrade is being implemented via construction change orders. Final details are being worked out.

## Schedule

Environmental Approval Date: 12/6/2016

Municipal Consent Approval Date: 10/24/2017

Geometric Layout Approval Date: 8/29/2017

Construction Limits Established Date: 8/29/2017

Original Letting Date: 12/15/2018

Current Letting Date: 4/28/2017

Construction Season: 2017 - 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Jai J Kalsy


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

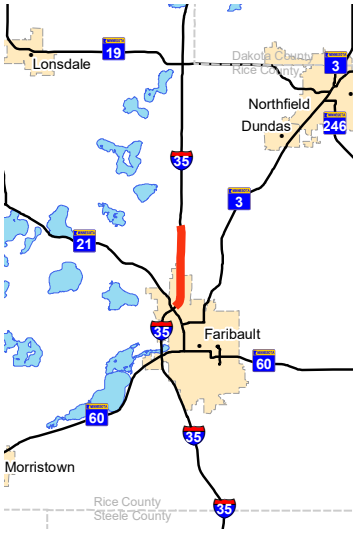
I-35

On I-35 from north of MN 21 to the north of CSAH 9 in Rice County

State Project Number: 6680-113

I-35 Concrete Overlay

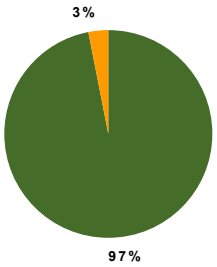
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project construction is complete.

**Project History**

Purpose of the project is to improve ride quality and service life on I-35 and improve safety of TH 21 exit movement southbound. Project is located near Faribault north of the Hwy 21 interchange. The original project was a mill and overlay of I-35. A second project was merged with it to lengthen the I-35 deceleration lane onto TH 21 southbound. Then the project was advanced 2 years. The project was up scoped to an unbonded overlay. Questions about the exit loop arose so the geometry at the top of the loop was added. The project was extended south. Then the exit loop was extended to a full regrade. Finally with the geometric layout bridge rail revisions are being added.

## Project Description

I-35 Repaving Southbound Lanes From Hwy 21 To Rice County Road 9

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 1.8 | 6.8 |
| Post Letting Construction Costs | 0.2 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.24 | 0.8 |
| Construction Engineering: | 0.16 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 2.4** | **$ 8.4** |

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

## Key Cost Estimate Assumptions

Baseline estimate from initial 2015 scoping report for mill and overlay pavement preservation. FY19 letting date. Project later upscoped to an unbonded concrete overlay. Current estimate reflects let cost.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 02-23-2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 11/30/2017

Construction Limits Established Date: 11/30/2017

Original Letting Date: 11/16/2018

Current Letting Date: 5/18/2018

Construction Season: 2018

Estimated Substantial Completion: 10/2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager


**Revised Date:** 12/16/2019

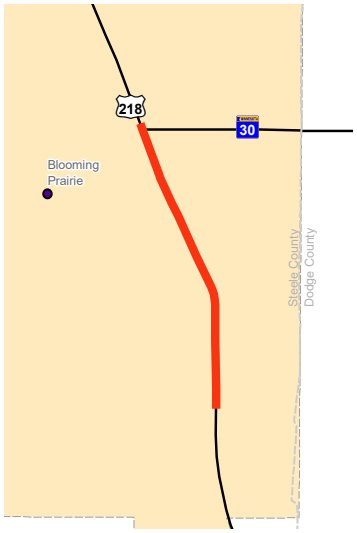
# PROJECT SUMMARY

US 218

On US 218 from TH 30 to TH 30 in Blooming Prairie

State Project Number: 7408-54

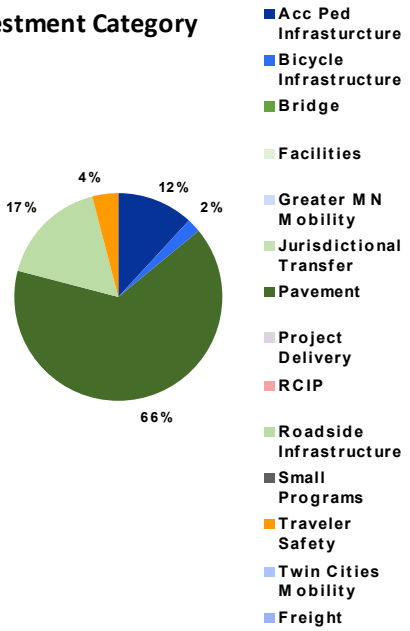
Hwy 218 reconstruct




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Reconstruct Highway 218 in Blooming Prairie from 3rd Street NE to Highway 30 on the north side of town

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6 | 5.6 |
| Post Letting Construction Costs | 1.8 | .2 |
| Other Construction Elements: | 1.3 | 0 |
| Preliminary Engineering: | 0.9 | .7 |
| Construction Engineering: | 0.7 | .5 |
| Right of Way: | 0.2 | 0 |
| **Total:** | **$ 10.9** | **$ 7.0** |

*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 off a signed scoping report. The current estimate is the preliminary construction estimate based off of estimated quantities and average bid prices.

## Project Risks

There is a high risk of contaminated materials needing mitigation as part of the construction. Also there has been additional geometric and traffic safety needs identified which may cause the project limits to be extended.

## Recent Changes and Updates

The project limits are being reviewed to include additional geometric and traffic safety improvements.

## Project History

This segment of TH218 is an urban 4-lane highway with undivided sections. The current Pavement Ride Quality Index is "very poor" and service life has been exceeded within the Blooming Prairie city limits. The pavement is showing signs of deterioration, which is expected to accelerate over the upcoming years. There is an existing concrete pavement that was placed in 1954. The exposed concrete has excessive failed joints and cracking. The purpose of the project is to reconstruct the roadway providing for a safer travel way and to include bicycle and pedestrian needs within the corridor.

## 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: 11/18/2022

Current Letting Date: 11/17/2023

Construction Season: 2022 - 2024

Estimated Substantial Completion: 11/2024

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder

**Project Manager:** Richard Augustin

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-35

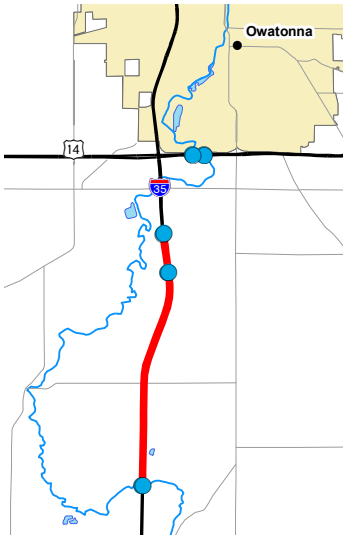
6 bridges on I-35 and 4 bridges on Hwy 14

Bridge:74807, 74808, 74823, 74824, 74804, 74803, 740

State Project Number: 7480-126

Design-Build

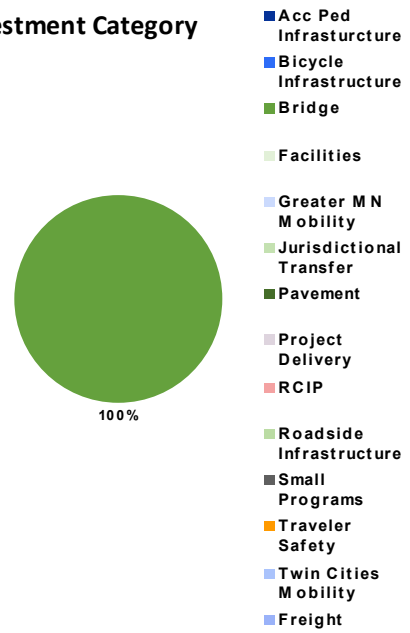
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




**Recent Changes and Updates**

Project is complete.

**Project History**

This project is being funded with additional state appropriation money. The project was initially funded at $30M to reconstruct all 10 bridges. The price for 9 bridges came in at $29.6M. The district identified a tenth bridge to include for a cost of a little over $3 million, which will be funded with district money.

## Project Description

This project will be a design-build for replacement of six bridges on I-35 between Owatonna and Hope. The project also includes replacement of 4 bridges on Hwy 14 near Owatonna between I-35 and CR 45.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 27.3 | 29.6 |
| Post Letting Construction Costs | 1.9 | 2.8 |
| Other Construction Elements: | 0 | 0.6 |
| Preliminary Engineering: | 2.58 | 6 |
| Construction Engineering: | 1.72 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 33.5** | **$ 39.5** |

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

## Key Cost Estimate Assumptions

The baseline estimate assumed steel bridges on I-35 and Hwy 14 over the Union Pacific Railroad. Current estimate reflects let costs.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 8/1/2010

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 12/2015

Construction Limits Established Date: 10/2015

Original Letting Date: 04/08/2016

Current Letting Date: 3/16/2016

Construction Season: 2016-2018

Estimated Substantial Completion: 11/2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Tory Thompson

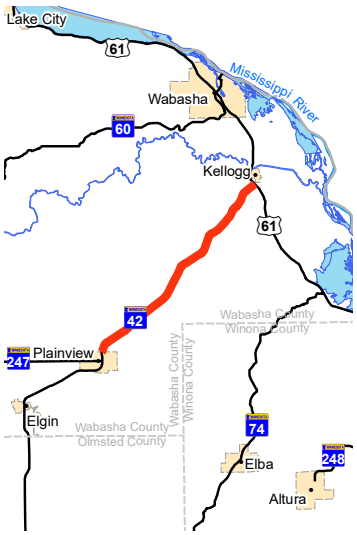
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 42

On MN 42 from MN 247 to US 61 in Wabasha County

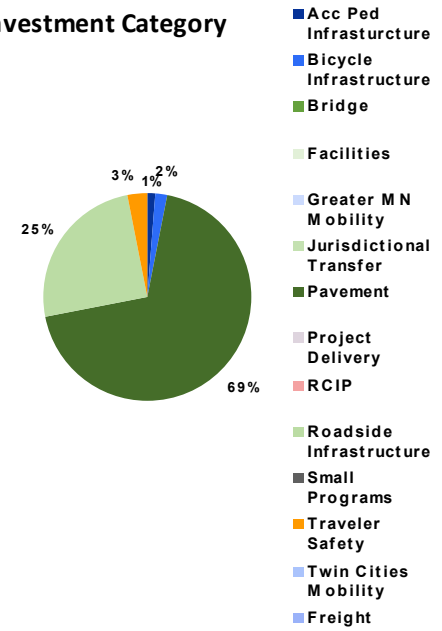
State Project Number: 7901-52




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Asphalt repaving Highway 42 from Highway 247 to Highway 61

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.7 | 4.6 |
| Post Letting Construction Costs | 0.7 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.3 |
| Construction Engineering: | 0.44 | 0.4 |
| Right of Way: | 0.3 | 0 |
| **Total:** | **$ 7.8** | **$ 5.6** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2016 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

## Project Risks

Competitive bid may be higher or lower than expected.

### Recent Changes and Updates

Soil correction is being done with the project that is not part of the original scope. The project limits were adjusted due to construction of a reduced conflict intersection at Hwy 42 and Hwy 61. The RCI construction is part of 7904-44.

### Project History

Project was originally a FY2021 project. Within the project limits, TH 42 is a 2-lane undivided, rural highway. TH 42 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH 42 is considered fair but the roadway pavement does have a poor remaining service life of 0-3 years due to condition and age. The original project, as scoped, included dollars to improve the intersection of TH42/TH269/CR4/CR27, but was removed. Wabasha County will be constructing these improvements as part of a LPP project.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 04/25/2018
Original Letting Date: 1/1/2021
Current Letting Date: 10/25/2019
Construction Season: 2020
Estimated Substantial Completion: 10/2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 60

On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties

Bridge:8676, 8841, 8890

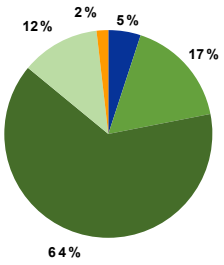
State Project Number: 7902-25

Hwy 60 improvements


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Bridge 8676 was scoped as a box culvert bridge replacements. After the bridge scoping hydraulic analysis was completed, it was recommended to be replaced as a span bridge.

**Project History**

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement in the project limits is showing signs of deterioration. The ride quality is expected to be poor in 2022. TH60 within Zumbro Falls has non-compliant ADA facilities and sanitary sewers from the 1920s that need replacement. Additionally the storm sewer is not designed to meet current standards. ADA facilities within Mazeppa do not meet current ADA standards. Bridge 8841 and 8890 are concrete box culverts built in 1954. Both culverts are exhibiting deterioration and are considered poor requiring increase maintenance time and cost to maintain. Bridge 8676 is also exhibiting the same issues built in 1948 and is included in the bridge replacement work.

## Project Description

Asphalt repaving and ADA improvements Highway 60 from Highway 52 to Highway 63 near Zumbro Falls

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.6 | 9.6 |
| Post Letting Construction Costs | 0.7 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.08 | 1.1 |
| Construction Engineering: | 0.72 | 0.7 |
| Right of Way: | 0.2 | 0.2 |
| **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 baseline estimate is based on a scoping report finalized in June 2018.

## Project Risks

Competitive bid may be higher or lower than expected.

## 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: 11/17/2017

Current Letting Date: 10/22/2021

Construction Season: 2022

Estimated Substantial Completion: 11/2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Thomas Austin


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 60

On MN 60 from US 63 to US 61 in Wabasha County

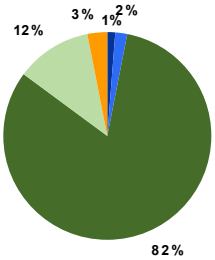
State Project Number: 7903-54

Hwy 60 Resurfacing


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repave Hwy 60 from Hwy 63 Zumbro Falls to Hwy 61 near Wabasha

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.9 | 8.1 |
| Post Letting Construction Costs | 0.9 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.2 | 0.3 |
| Construction Engineering: | 0.8 | 0.7 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 13.9** | **$ 9.6** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2016 scoping report with a FY20 letting. Current estimate reflects let cost.

## Project Risks

No outstanding risks.

## Recent Changes and Updates

Project is to be completed fall 2019.

## Project History

In 2017 this project will extend pavement service life and provide a safer roadway. The project was advanced to Feb. 22, 2019 letting. Within the project limits, Hwy 60 is a 2-lane undivided, rural highway. The pavement along Hwy 60 is showing signs of deterioration. A majority of Hwy 60 has a ride quality index of fair but the roadway segment of this project has a remaining service life of 0-3 years due to condition and age. There are also sections of roadway that have safety concerns, especially within the areas of CSAH 2 and CSAH 4. These sections need safety improvements as indicated in the highway safety plan. The plan also noted 13 curves as high risk. The project letting was moved to March 2019. Hydraulics recommendations were updated and removed the need for right of way acquisition.

## 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: 10/26/2019

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: 10/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Ann Lukes

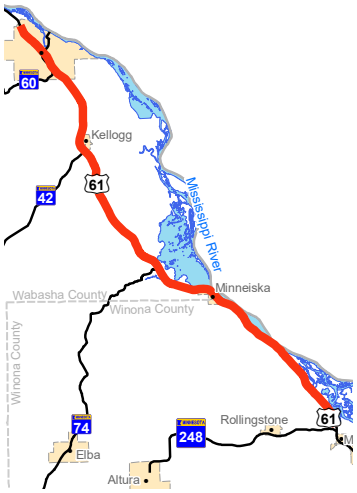

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 61

On US 61 from MN 248 to MN 60 in Wabasha County

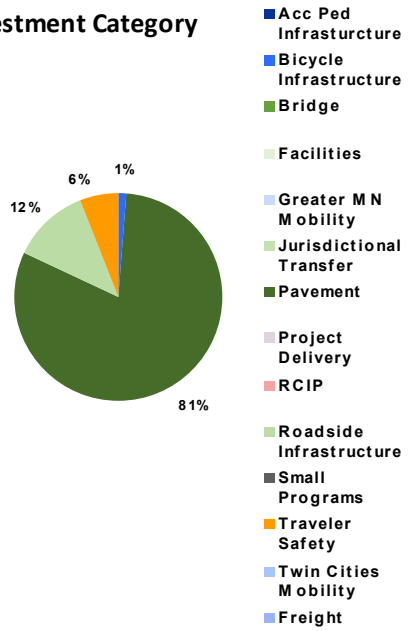
State Project Number: 7904-44




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Asphalt repaving Highway 61 Southbound Lanes from Highway 248 in Winona County to Highway 60 In Wabasha County

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12 | 12 |
| Post Letting Construction Costs | 1 | 1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.3 | 1.3 |
| Construction Engineering: | 0.9 | 0.9 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 15.2** | **$ 15.2** |

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

## Key Cost Estimate Assumptions

Baseline and current estimate is based on a signed scoping report.

## Project Risks

Additional work added to the scope may require a change in letting.

### Recent Changes and Updates

Construction of a reduced conflict intersection at Hwy 61 and Hwy 42 was added to the project. Sidewalk work in Weaver was eliminated. The bridge work has expanded to include approach panels and endposts on all southbound Hwy 61 bridges and northbound Hwy 61 bridges with bullnoses.

### Project History

The purpose of this project is to restore the ride quality index, extend the pavement service life and provide a safer traveled way. Since the last overlay in 2000, the ride quality index has been steadily decreases, giving the pavement a low remaining service life. Additionally, sidewalks and pedestrian ramps within the City of Weaver do not meet current ADA standards.

## 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:
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 61

On US 61 from MN 42 to Lake City in Goodhue and Wabasha Counties

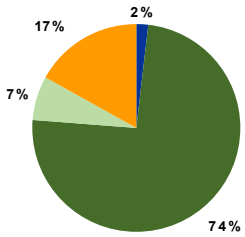
State Project Number: 7906-96

Hwy 61 Resurfacing


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Hwy 61 Repaving Shoulder Paving RCI's Turn Lanes and ADA Improvements from Hwy 42 to 1 Mile North of Lake City.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.5 | 11.7 |
| Post Letting Construction Costs | 1.5 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.8 |
| Construction Engineering: | 0.48 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.2** | **$ 14.1** |

*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 signed scoping report. New estimate reflects additoinal work added to the project.

## Project Risks

Final hydraulic rec is not complete and additional improvements are likely to be added. Work is will be extremely challenging due to access on the steep slope and near the railroad. A railroad agreement will be needed for access to complete improvements.

## Recent Changes and Updates

Construction of a 3/4 intersection and two reduced conflict intersections near Wabasha were added to the project. Work within Lake City was eliminated until a city-led project in 2020. Almost 12-miles of guardrail replacement were added as it was not in the orginal scope. Letting date was adjusted from to Dec. 2018 to allow additional project development time resulting from project scope expansion.

## Project History

There is a need for improved pavement, shoulder, ride quality and extended pavement life. This includes rehabilitation and replacement of deficient storm sewers, culverts and other low cost safety improvements where reconstruction of curb ramps, sidewalks, crosswalks and median improvements are needed along the north segment of Lake City.

## Schedule

Environmental Approval Date: Need unknown

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 7/24/2017

Construction Limits Established Date: 3/22/2017

Original Letting Date: 10/19/2018

Current Letting Date: 2/22/2019

Construction Season: 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 61

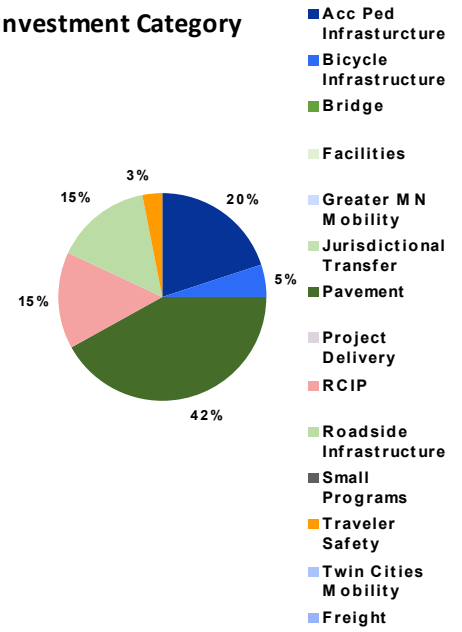
On US 61 In Lake City from West Elm Street to Central Point Road

State Project Number: 7906-97


**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Hwy 61 Pavement Reconstruction in Lake City from West Elm Street to Lakeshore Drive

### Recent Changes and Updates

The city has included additional city utility work as part of the project. Additional aesthetic work has been included as part of the project.

### Project History

This section was originally planned to be part of the mill and overlay project from TH 42 to 1 mile north of Lake City. The city decided in the winter of 2016-2017 to convert this 4-lane undivided section to a 3-lane section, with one through lane in each direction and a continuous two-way left turn lane. It was decided to do a complete reconstruction to address all needs, including mobility, pavement condition and traffic/pedestrian/bicycle safety. An agreement was reached with the city that will have the city leading the design and project development process. MnDOT will let award and administer the contract.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.7 | 9.8 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.42 | 1.1 |
| Construction Engineering: | 0.28 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 9.9** | **$ 12.0** |

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

## Key Cost Estimate Assumptions

The cost estimate includes MnDOT's portion only and is based on a conceptual pavement section. Final pavement determination could affect the estimate. It's assumed city will acquire all right of way.

## Project Risks

Public acceptance for conversion of TH 61 from a 4-lane to a 3-lane.There is a risk of impacting contaminated soils during excavation as a Phase I investigation is still needed to determine this risk. Utility coordination may impact the project letting.

## Schedule

Environmental Approval Date: 5/30/2019
Municipal Consent Approval Date: Approved
Geometric Layout Approval Date: 4/27/2018
Construction Limits Established Date: 8/10/2018
Original Letting Date: 11/22/2019
Current Letting Date: 11/22/2019
Construction Season: 2020
Estimated Substantial Completion: 11/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

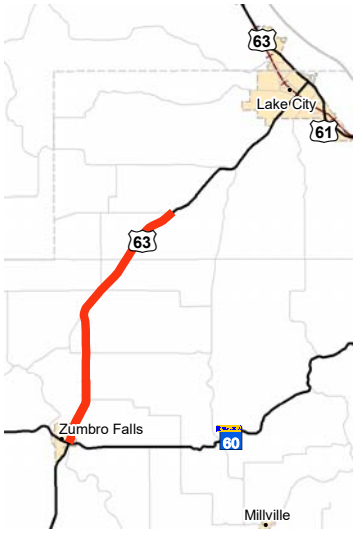
US 63

On US 63 from TH 60 to CR 78 in Wabasha County

State Project Number: 7908-35

Hwy 63 north of Zumbro Falls

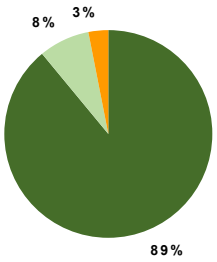
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction was completed in October 2018.

**Project History**

This section of Hwy 63 is a two-lane rural highway. The ride quality index is low and starting to show signs of deterioration, which will be addressed to extend pavement life. Project limits previously were from 75th Street in Olmsted County to Wabasha County Road 78. In 2015, the limit was changed to begin at the intersection of Hwy 60 in Zumbro Falls but still end at CR78. This project will no longer include reconstruction of TH60 in Zumbro Falls. The TH60 work will now be included with a FY22 project, SP7902-25.

## Project Description

HWY 63 REPAVING FROM ZUMBRO FALLS (HWY 60) TO WABASHA COUNTY RD 78 (NORTH OF OAK CENTER)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.6 | 4 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.02 | 0.5 |
| Construction Engineering: | 0.68 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.3** | **$ 4.9** |

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

## Key Cost Estimate Assumptions

Base estimate based upon initial scoping estimate. Included much longer project limits. Project split into 2 separate projects in 2015. Current estimate reflects let cost.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 07/06/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 9/1/2017

Original Letting Date: 1/1/2018

Current Letting Date: 3/7/2018

Construction Season: 2018

Estimated Substantial Completion: 10/2018

DEPARTMENT OF TRANSPORTATION

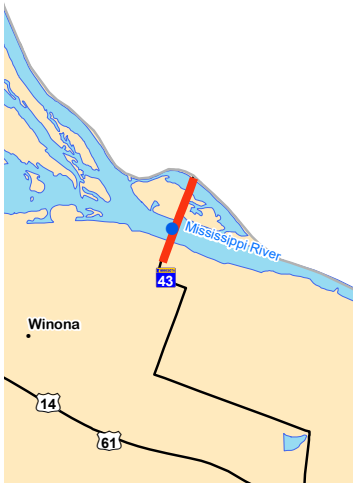

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Heather Lukes


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

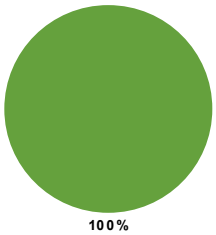
MN 43
6 bridges on I-35 and 4 bridges on Hwy 14
Bridge:85851
State Project Number: 8503-46, 8503-5900E
Hwy 43 Bridge




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project construction is complete.

**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 recommended rehabilitation of the existing bridge, along with building a new bridge parallel to the old bridge. Recent cost projections indicate the need for about $30 million in additional project funding to complete the project because the original project scope was for a new four-lane bridge, yet now there is a new bridge and a rehab; the old bridge has deteriorated more than expected and the current design will provide a structural design that meets current traffic requirements with no load postings. This project was delivered via CMGC method.

## Project Description

Hwy 43 Winona Bridge rehabilitation
(CARRY-OVER)

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 140 | 145 |
| Post Letting Construction Costs | 0 | 2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 25.2 | 35 |
| Construction Engineering: | 0 | 0 |
| Right of Way: | 16.2 | 16 |
| **Total:** | **$ 181.4** | **$ 198.0** |

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

## Key Cost Estimate Assumptions

The project has a maximum price cap of $142 million from Chapter 152 funding for engineering and construction with an additional $20 million for right of way acquisition. Estimate is reflective of a new bridge and a rehab.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 1/2014
Municipal Consent Approval Date: 08/19/2013
Geometric Layout Approval Date: 7/1/2013
Construction Limits Established Date: Need unknown
Original Letting Date: 1/24/2014
Current Letting Date: 8/3/2016
Construction Season: 2016 - 2019
Estimated Substantial Completion: 12/2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Anderson

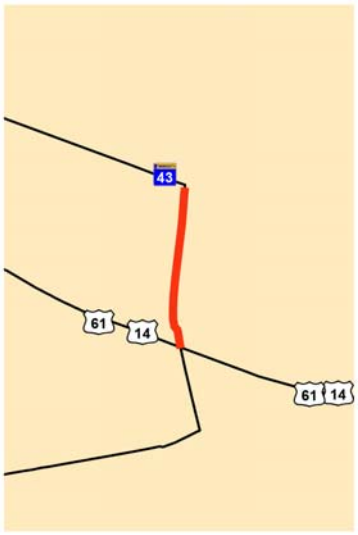
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 43

On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.

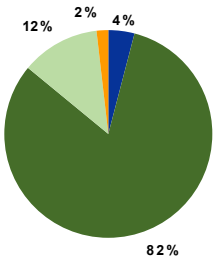
State Project Number: 8503-53




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

Extensive public engagement has been ongoing with opportunities for public partners and stakeholders. Geometric layout development has begun.

### Project History

The roadway in this section of TH 43 will be reconstructed to improve pavement and striping, reconfigure the roadway, intersections and accesses to improve vehicular, bicycle and pedestrian mobility and safety. This stretch is in poor condition with heavy wear. The current configuration of the roadway and intersections hinders mobility at TH 43 through traffic. The corridor has a limited amount of access control and traffic entering TH 43/Mankato Ave. from businesses creates unsafe movements and impacts the flow of traffic. Additionally, bicycles and pedestrians need safer ways to navigate the corridor.

## Project Description

MN 43 NB and S B from TH 61/Winona to Jct. Mankato Ave/Sarnia St. Reconstruction

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | | 9.5 |
| Post Letting Construction Costs | | 0.8 |
| Other Construction Elements: | | 0 |
| Preliminary Engineering: | | 1 |
| Construction Engineering: | | 0.8 |
| Right of Way: | | 0.25 |
| **Total:** | **$ 0.0** | **$ 12.4** |

*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 high-level planning estimation.

## Project Risks

Competitive bids may be higher or lower than expected. Municipal consent will be needed.

## 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: 1/28/2022

Current Letting Date: 1/28/2022

Construction Season: 2022

Estimated Substantial Completion: 11/2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson

**Revised Date:** 12/16/2019

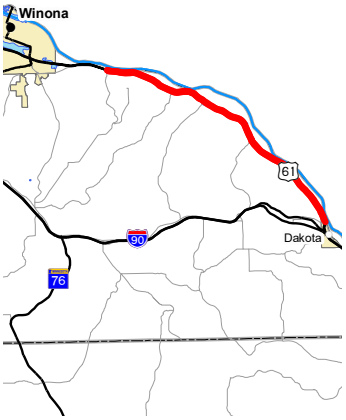
# PROJECT SUMMARY

US 61

On US 61 from I-90 to CSAH 15 in Winona County

State Project Number: 8504-79

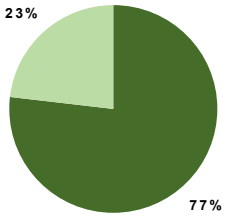
Hwy 61 Resurfacing Winona County




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project is to be completed Fall 2019.

**Project History**

This segment of Hwy 61 is a 4-lane divided highway, mostly rural with some small urban segments. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements.

## Project Description

Repave Hwy 61 N of I-90 to Winona CR 15 at Homer

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.4 | 11.6 |
| Post Letting Construction Costs | 1 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.96 | 0.3 |
| Construction Engineering: | 0.64 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 15.0** | **$ 13.8** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2015 scoping report with a FY19 letting. Current estimate reflects let cost.

## Project Risks

Competitive bid may be higher or lower than expected. 3.1 miles of frontage roads are currently owned by MnDOT. Coordination with SP 8580-167, which is a mill and overlay on I-90, will be necessary. However, no major effects are anticipated.

## Schedule

Environmental Approval Date: 8/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 8/2018

Original Letting Date: 12/21/2018

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Chad Hanson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

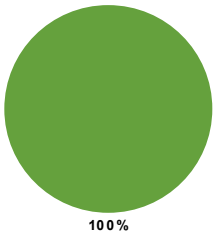
I 90
Mississippi River Bridges - Dresbach
Bridge:85801; 85802
State Project Number: 8580-149

## Substantially Complete


**Primary Purpose**

Bridge Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The project is complete.

**Project History**

The primary purpose of the project is to provide a new bridge on I-90 for an important regional river crossing and to provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61/Hwy 14 and I-90. The project will address identified bridge structural deficiencies, roadway operational problems, capacity needs, traffic safety concerns and riverfront access issues.

## Project Description

This project constructs a new I-90 river bridge which includes a reconstructed interchange that improves traffic safety capacity and access on and between Hwy 61 and Hwy 14 and I-90. The project includes grading concrete surfacing and bridge replacement. New and enhanced bicycle and pedestrian facilities are 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 |
| Post Letting Construction Costs | 0 | 6.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 16.86 | 19.4 |
| Construction Engineering: | 11.24 | 20 |
| Right of Way: | 0 | 0.5 |
| **Total:** | **$ 293.6** | **$ 233.5** |

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

## Key Cost Estimate Assumptions

The initial estimate was considerably higher due to high contingencies as part of the preliminary level cost estimate. The current estimate reflects the bid amount.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: Need unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 12/07/2011
Construction Limits Established Date: 6/14/2011
Original Letting Date: 01/24/2012
Current Letting Date: 10/19/2012
Construction Season: 2013-2016
Estimated Substantial Completion: 11/2017

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Mark Anderson

**Revised Date:** 12/16/2019

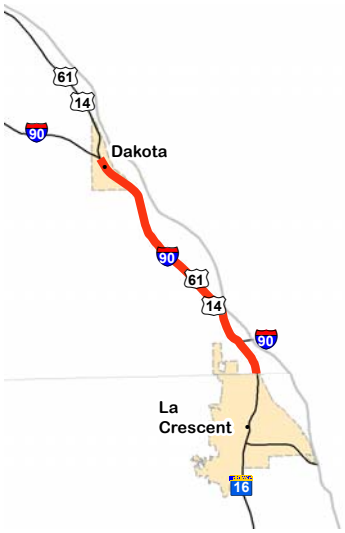
# PROJECT SUMMARY

I 90

On I-90 from junction of CR 101 in Winona County

State Project Number: 8580-167

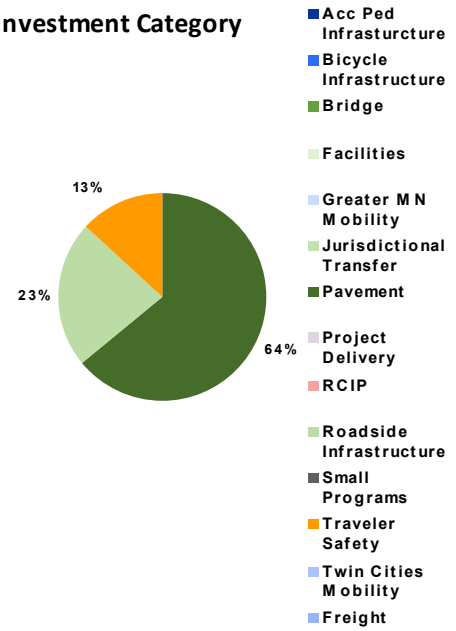
I-90 and Hwy 61 repaving




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Repave WB I-90 near Hwy 61/Dakota to W of WB entrance ramp from Hwy 61 NB EB I-90 near Hwy 61/Dakota to W of S limits of Dakota and Hwy 61 from N I-90 to 0.4 miles N of I-90

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.2 | 4.4 |
| Post Letting Construction Costs | 0.3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.3 | 0.2 |
| Construction Engineering: | 0.2 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.0** | **$ 5.3** |

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

## Key Cost Estimate Assumptions

Baseline estimate is from 2016 scoping report with a FY19 letting. Current estimate reflects let cost.

## Project Risks

CRU identified areas of environmental sensitivity which has required monitoring during construction.

### Recent Changes and Updates

High tension cable median barrier was added to the project.

### Project History

This is a 4-lane interstate highway with reasonably high traffic volumes and a 70 mph speed limit. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements.

## Schedule

Environmental Approval Date: 10/9/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 9/20/2018

Original Letting Date: 10/18/2019

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

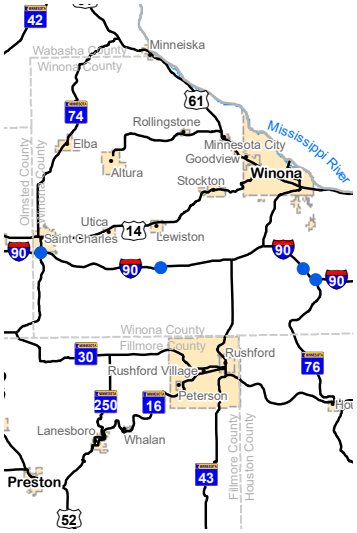
I 90

On I-90 twelve repaired bridges in Winona County

Bridge:85817, 85818, 85823, 85824, 85829, 85830, 85841, 85842, 85843, 85844, 85845, 85846

State Project Number: 8580-172

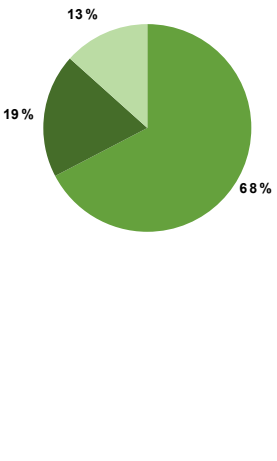
I-90 bridge repair




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project is to be completed fall 2019.

**Project History**

The project started as a district set-a-side and is incorporating needs identified from the MnDOT Bridge Office.

## Project Description

Repair I-90 Bridge Nos. 85817 85818 85823 85824 85829 85830 85841 85842 85843 85844 85845 85846

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.2 | 9.5 |
| Post Letting Construction Costs | 0.4 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.6 |
| Construction Engineering: | 0.44 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.7** | **$ 11.3** |

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

## Key Cost Estimate Assumptions

The Baseline estimate reflects the scoping estimate. The current estimate reflects the awarded cost.

## Project Risks

No outstanding risks.

## Schedule

Environmental Approval Date: 4/3/2018

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Need Unknown

Construction Limits Established Date: Need Unknown

Original Letting Date: 12/18/2018

Current Letting Date: 12/21/2018

Construction Season: 2016- 2019

Estimated Substantial Completion: 11/2019

DEPARTMENT OF TRANSPORTATION

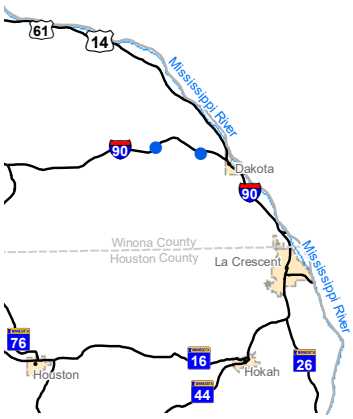

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

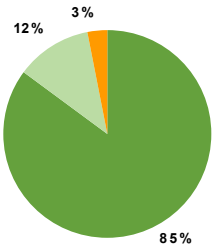
I 90
On I-90 bridge(s) 85814, 85816 in Winona County
Bridge:85814, 85816
State Project Number: 8580-174




**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Replace Winona County Road 12 bridge over I-90 and eastbound I-90 bridge (Bridge No. 85814 and 85816) over Dakota Valley Road west of Dakota

### Recent Changes and Updates

The CSAH 12 bridge over I-90 will be on a new alignment and ramps will be reconstructed. A temporary by-pass will be used for a mainline detour I-90 for reconstruction of Bridge No. 85816.

### Project History

These bridges were part of a list of bridges identified for preventative maintenance. As the bridges were being researched, it was determined rehabilitation costs were comparable to replacement. The bridges were then planned for replacement as part of the scoping process.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5 | 5 |
| Post Letting Construction Costs | 0.4 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.7 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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

The baseline estimate reflects the scoping estimate.

## Project Risks

The competitive bid may be higher or lower than expected.

## 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: 3/27/2020
Current Letting Date: 3/27/2020
Construction Season: 2020
Estimated Substantial Completion: 11/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Aaron Breyfogle

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

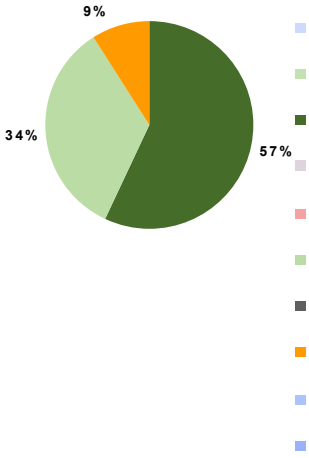
On I-90 from CSAH-12 to near TH 61 in Dakota

State Project Number: 8580-175


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

When project scoping was completed, a sinkhole issue within the project limits was identified. Maintenance did an emergency repair at the location. There is an investigation to determine if a permanent repair can be done with the project.

**Project History**

The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway.

## Project Description

Asphalt repaving all lanes of I-90 from Winona County Road 12 to Highway 61 near Dakota

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.1 | 4.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 5.1** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate reflects the scoping estimate.

## Project Risks

Additional work maybe added for sinkhole correction.

## 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:
Current Letting Date: 11/18/2022
Construction Season: 2023
Estimated Substantial Completion: 11/2023

DEPARTMENT OF TRANSPORTATION

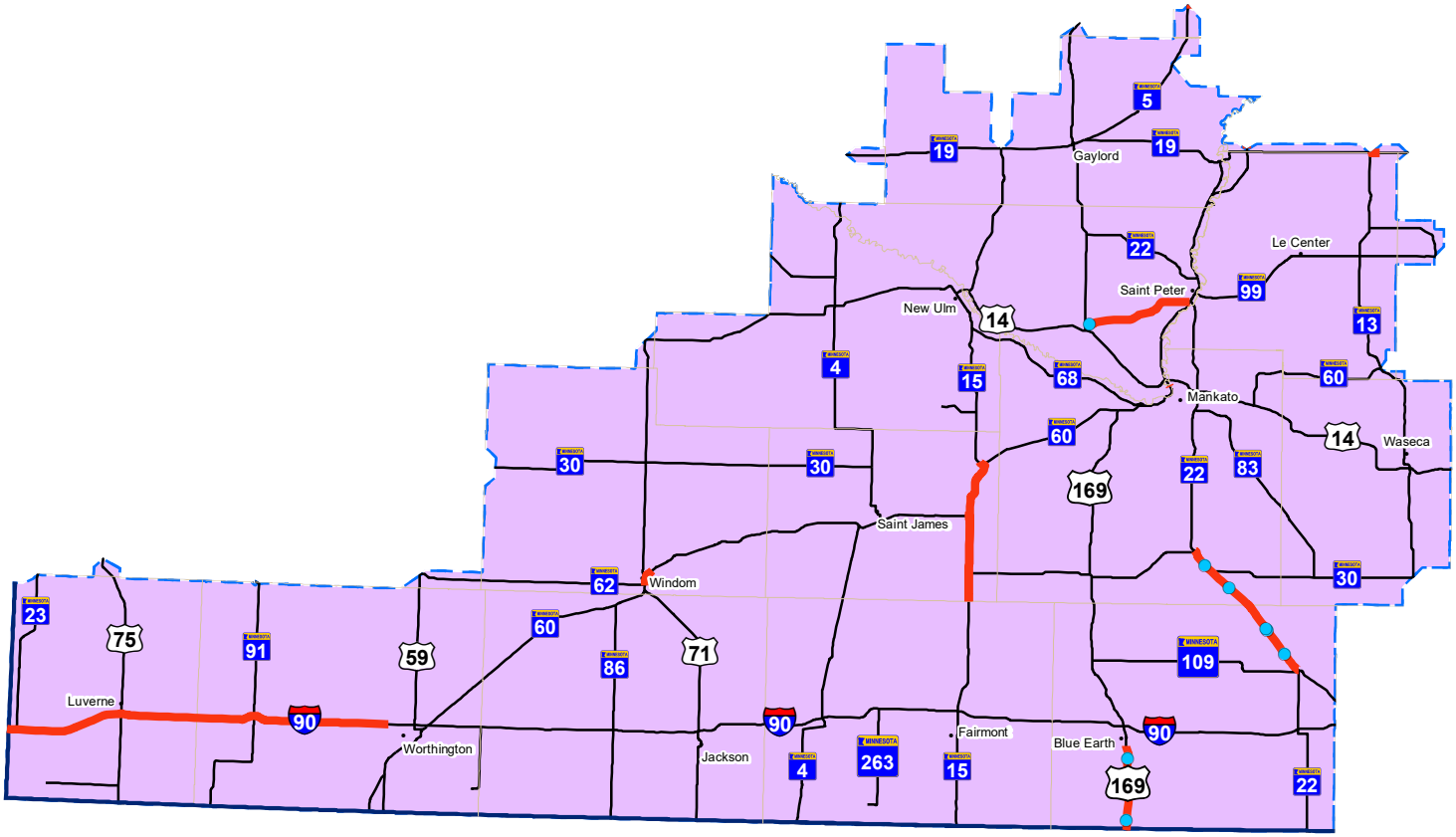

Minnesota Department of Transportation
District 6
2900 48th Street NW
507) 286-7500

**District Engineer:** Mark Schoenfelder
**Project Manager:** Paul Zager


**Revised Date:** 12/16/2019

# Major Highway Projects 2019

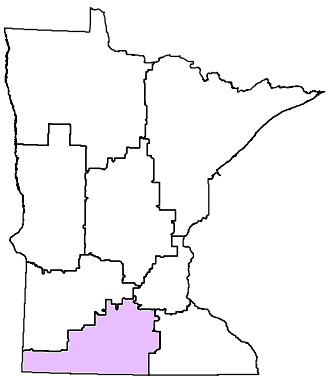
## D7-MANKATO




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 7 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 14 | 0702-125 | On US 14 from Lookout Drive in North Mankato to Mankato in Blue Earth County | F2 | 276 |
| MN 22 | 0704-108 | On MN 22 from CSAH 15 to CSAH 90 in Blue Earth County | F3 | 277 |
| MN 22 | 0704-110, 0704-100 | On MN 22 from 5th Ave in Mapleton to CSAH 15 in Blue Earth County | F4 | 278 |
| MN 60 | 0708-42 | On MN 60 from CSAH 20 in Blue Earth and Watonwan Counties | F5 | 279 |
| MN 4 | 0801-35 | On MN 4 from CSAH 18 to Ellsworth St. in Brown County | F6 | 280 |
| US 14 | 0803-38, 0803-43 | On US 14 from CSAH 5 to CSAH 27 in Brown County | F7 | 281 |
| US 14 | 0803-44 | On US 14 from TH 71 to Springfield in Brown County | F8 | 282 |
| US 14 | 0804-118, 0804-81 | On US 14 from Broadway St to Hwy 14 in New Ulm | F9 | 283 |
| MN 15 | 0805-116, 0805-113 | On MN 15 from South of Searles to New Ulm | F10 | 284 |
| MN 30 | 1701-27 | On MN 30 from CSAH 7 to TH 71 in Cottonwood County | F11 | 285 |
| MN 60 | 1703-69 | On MN 60 from Windom to west of Mountain Lake in Cottonwood County | F12 | 286 |
| MN 60 | 1703-73 | On MN 60 from 6th St (TH62) to 490th Ave in Windom | F13 | 287 |
| CSAH 52 | 2206-13 | Hwy 22 in Wells to I-90 in Alden | F14 | 288 |
| US 169 | 2207-118 | On US 169 from Iowa to Blue Earth | F15 | 289 |
| US 169 | 2208-113 | On US 169 from CSAH 6 to CSAH 12 in Winnebago | F16 | 290 |
| MN 60 | 3204-72 | On MN 60 from CSAH 24 to CSAH 24 in Heron Lake | F17 | 291 |
| US 71 | 3206-20 | On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson Co. | F18 | 292 |
| I-90 | 3280-131 | On I-90 from CSAH 5 to TH 86 in Jackson County | F19 | 293 |
| MN 60, I-90 | 3280-136, 3280-137, 3280-129, 3280-130 | On I-90 from the Clear Lake Rest Area to Clear Lake Rest Area in Jackson County | F20 | 294 |
| MN 19 | 4003-24 | On MN 19 from 5th Ave NW to 7th Ave SE in New Prague | F21 | 295 |
| MN 60 | 4006-35 | On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville | F22 | 296 |
| MN 99 | 4008-25 | On MN 99 bridge 4930 in Saint Peter | F23 | 297 |
| MN 99 | 4010-10 | On MN 99 from MN River Bridge to CSAH 38 in Le Sueur County | F24 | 298 |
| MN 4 | 4601-32 | On MN 4 from Iowa border to CSAH 26 in Martin County | F25 | 299 |
| MN 4 | 4602-27 | On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James | F26 | 300 |
| MN 15 | 4603-45 | On MN 15 from Johnson Street to Goemann Road in Fairmont | F27 | 301 |
| MN 263 | 4609-17 | On MN 263 from CR 125 (Clark St) in Ceylon to I90 | F28 | 302 |
| I-90 | 4680-126 | On I-90 from Sherburn to Fairmont | F29 | 303 |
| I-90 | 4680-129 | On I-90 from 0.6 mi E of TH 4 to TH 15 in Martin County | F30 | 304 |
| I-90 | 4680-132 | On I-90 from TH 4 to TH 15 in Martin County | F31 | 305 |
| US 14 | 5202-56 | On US 14 from Hwy 15 just west of Hwy 111 | F32 | 306 |

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 111 | 5208-22 | On MN 111 from 1st St in Nicollet to MN 22 in Gaylord | F33 | 307 |
| US 169 | 5211-61 | On US 169 from Hwy 14 in Mankato ` to St. Peter in Nicollet Co. | F34 | 308 |
| US 169, MN 99 | 5211-66, 5206-31 | On US 169 Intersection at US 169 and TH 22 in Saint Peter | F35 | 309 |
| MN 91 | 5308-29 | On MN 91 from Adrian to I-90 in Nobles County | F36 | 310 |
| I-90 | 6780-105 | On I-90 four bridges rehabilitated in Rock County. | F37 | 311 |
| I-90 | 6780-114 | On I-90 from South Dakota border to Worthington in Rock County. | F38 | 312 |
| I-90 | 6780-117 | On I-90 from Beaver Creek to Luverne in Rock County. | F39 | 313 |
| MN 5 | 7201-119 | On MN 5 from 5th St in Green Isle to Highway 212 in Sibley and Carver Counties. | F40 | 314 |
| MN 13 | 8101-57 | On MN 13 from Waseca to New Richland. | F41 | 315 |
| MN 30 | 8105-21 | On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties. | F42 | 316 |
| MN 4 | 8302-38 | On MN 4 from 10th Ave S to 11th Ave N in Saint James. | F43 | 317 |
| MN 4 | 8302-48 | On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line. | F44 | 318 |
| MN 15 | 8303-48 | On MN 15 from Watonwan county line to south TH15/60 interchange. | F45 | 319 |
| MN 30 | 8306-13 | On MN 30, five bridges replaced or repaired in Watonwan County. | F46 | 320 |
| MN 60 | 8309-52 | On MN 60 from St. James TH 4 to Hwy 15 in Watonwan County. | F47 | 321 |

# PROJECT SUMMARY

US 14

On US 14 from Lookout Drive in North Mankato to Mankato in Blue Earth County

Bridge:07009;07010;07015;07016;07017;07018;07019;07020;91387

State Project Number: 0702-125

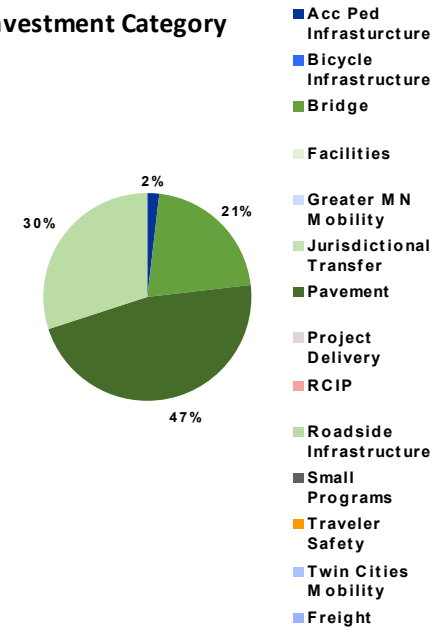
Hwy 14 Mankato/North Mankato Resurfacing

**Substantially Complete**


**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface roadway and repair bridge and improve pedestrian crossings

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.1 | 5.3 |
| Post Letting Construction Costs | 0.6 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 0.7 |
| Construction Engineering: | 0.52 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 9.0** | **$ 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 reflects actual project letting cost for the project. Baseline cost estimates were inflated to the 2018 mid-point of construction. Current Estimate was updated to reflect the current pavement fix. At Baseline, this wasn't completely known.

## Project Risks

The roadway section has the highest volume of traffic in District 7 with significant peak morning and afternoon traffic volumes, which can impact project costs due to performing the work without a detour or road closure. The costs for the large culvert rehabilitation are not easily estimated due to the bridge configuration, culvert depth and type of specialized repair needed. Costs were not included for the roadway bridge end post work because a more extensive bridge project is planned for the future.

## Recent Changes and Updates

The project was let in March 2018 and construction began summer 2018 with a substantial completion in September 2018. The project costs were updated to reflect the pavement and bridge repair design plans. The project construction timeline was accelerated to complete the TH 14 pavement work in early summer to accommodate the Mankato Levee construction taking place at the interchange of TH 169 with TH 14 during fall 2018.

## Project History

The roadway is deteriorating more rapidly than expected. It required extensive roadway patching during the summer 2017. The resurfacing was moved one construction season earlier in 2018 rather than 2019. Project scoping was completed and the project was selected for work. The project is driven by poor and rapidly deteriorating pavement and by corrosion on bridge 91387.

## Schedule

Environmental Approval Date: 1/10/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 4/28/2017

Original Letting Date: 3/19/2019

Current Letting Date: 3/23/2018

Construction Season: 2018

Estimated Substantial Completion: 2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Glen Coudron


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

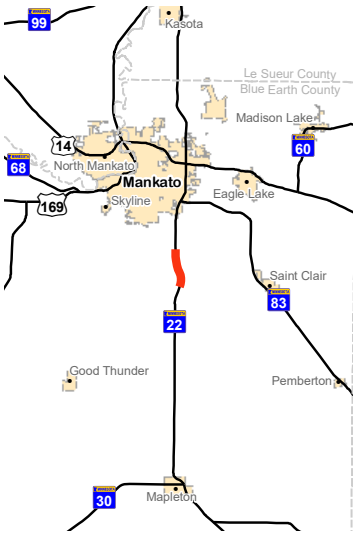
MN 22

On MN 22 from CSAH 15 to CSAH 90 in Blue Earth County

State Project Number: 0704-108

Hwy 22 Victory Drive Memorial

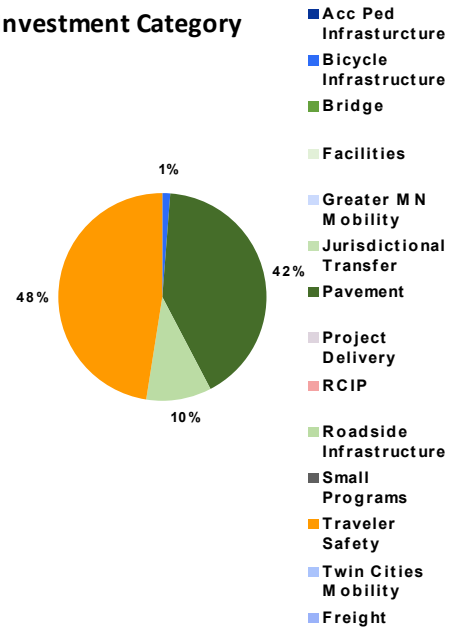
## Substantially Complete




**Primary Purpose**

Traveler Safety

**Investment Category**




**Recent Changes and Updates**

Added left turn lanes south of CR 90 roundabout for additional safety. Construction started in 2018.

**Project History**

The Highway Safety Improvement Program funded the safety project to add a roundabout at CR 90 and the Hwy 22 intersection. The project was upscoped to reconstruct pavement north and south of the roundabout along Hwy 22. The project further upscoped to add left turn lanes and a structural snow fence. MnDOT is partnering with Blue Earth County and landowners on right of way needs.

## Project Description

Resurface from Blue Earth CR 15 to Blue Earth CR 90 and construct roundabout at Jct of Blue Earth CR 90

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.3 | 3.5 |
| Post Letting Construction Costs | 0.4 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.6 |
| Construction Engineering: | 0.44 | 0.5 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 6.9** | **$ 5.1** |

*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 current estimate reflects letting construction cost. The project initially included more reconstruction work which was then modified based on materials investigations. This allowed for preservation work to occur which cost less.

## Project Risks

Project risks include a more extensive fix of pavement structure to the south of Hwy 22, turn lane additions and landowner push back. The snow fence design will be the district's first dual layer system.

## Schedule

Environmental Approval Date: 9/14/2017

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: 1/11/2017

Construction Limits Established Date: 10/14/2016

Original Letting Date: 1/26/2017

Current Letting Date: 3/23/2018

Construction Season: 2018

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Robert Jones


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

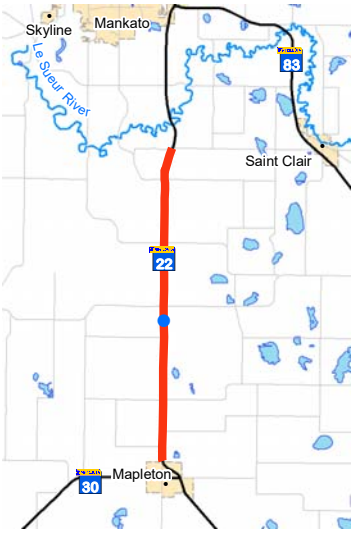
MN 22

On MN 22 from 5th Ave in Mapleton to CSAH 15 in Blue Earth County

State Project Number: 0704-110, 0704-100

Hwy 22 Victory Drive Memorial

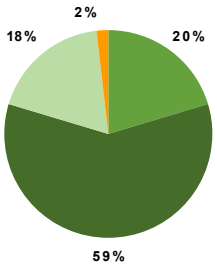
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Second year of two-year construction of this project started this spring 2018.

**Project History**

Bridge over the Big Cobb River is scheduled to be replaced. The condition of the pavement was investigated in 2014 and found to be too deteriorated and unsuited for an unbonded overlay. The project scope was amended to include pavement reconstruction. Project limits were adjusted and the north limit was scaled back to the intersection of Hwy 15. The section of Hwy 22, from Hwy 15 to Hwy 90, which includes bridge over the Le Sueur River will not be included with this project. The letting date was changed to accommodate the Bridge Offices work load. The project was let in early 2017 and is underway. The project was let this year. Construction of the south half is underway. The highway is open to traffic north of County Hwy 10. There were rain delays, but the Mapleton to County Hwy 10 should be open this fall. Since last year the decision was made to add a left turn lane at County Hwy 15. Construction on that will take place in spring and summer 2018 along with the rest of the northern segment.

## Project Description

Reconstruct from 5th Ave in Mapleton to Blue Earth CR 15 and replace bridge over the Big Cobb River

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 25.9 | 17.5 |
| Post Letting Construction Costs | 2.9 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.76 | 2 |
| Construction Engineering: | 1.84 | 1.1 |
| Right of Way: | 0.1 | 0.9 |
| **Total:** | **$ 33.5** | **$ 21.5** |

*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 so the current estimate is the actual let amount. The baseline cost estimate and initial scope of work originally included this project and a separate project, SP 0704-108 which was then later let independently from this project.

## Project Risks

The project will need to be constructed over two years.

## Schedule

Environmental Approval Date: 8/26/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 1/26/2016

Construction Limits Established Date: 6/04/2015

Original Letting Date: 1/01/2017

Current Letting Date: 1/27/2017

Construction Season: 2018 - 2019

Estimated Substantial Completion: 2018/2019


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Robert Jones


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 60

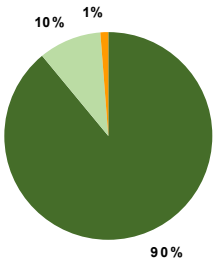
On MN 60 from CSAH 20 in Blue Earth and Watonwan Counties

State Project Number: 0708-42


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface east bound road Hwy 15 to Blue Earth CR 20

### Recent Changes and Updates

Project risk previously identified scope to be finalized fall of 2018, however the scope is currently being finalized (fall 2019). Based upon further evaluation of pavement condition, pavement approach has changed from a cold-in-place recycle to a 2" mill and overlay. Snow fence is now being evaluated along this segment of highway.

### Project History

Pavement is currently in fair condition, but it is predicted to be in poor condition by 2022. Resurfacing pavement in order to preserve the roadway and increase the RQI.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.3 | 4.9 |
| Post Letting Construction Costs | 0.5 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.72 | 0.6 |
| Construction Engineering: | 0.48 | 0.4 |
| Right of Way: | 0 | .2 |
| **Total:** | **$ 8.0** | **$ 6.5** |

*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 a mill and bituminous overlay. This estimate has decreased (to 6.5 million) due to the changes in the scope which included a change from cold-in-place recycle approach to a 2" mill and overlay and adding snow fence into the project. This estimate was based on 2019 dollars then inflated to the mid-point of construction in 2021. We will only be pursuing snow fence with willing land owners. The project scope is currently being finalized.

## Project Risks

Snow fence is being evaluated along this segment of highway. Recent drainage issues have been identified, solutions being evaluated.

## 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: 2/26/2021

Current Letting Date: 2/26/2021

Construction Season: 2021

Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Mathew Thibert


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 4

On MN 4 from CSAH 18 to Ellsworth St. in Brown County

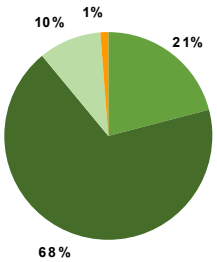
Bridge:6757, 8814, 8852

State Project Number: 0801-35


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Road surface is in poor condition or projected to be by 2024.

**Project History**

Pavement condition is in poor condition or projected to be by 2024.

## Project Description

Resurface road replace two bridges and repair one bridge Brown CR 18 to Ellsworth St in the City of Sleepy Eye

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10 | 10.3 |
| Post Letting Construction Costs | 0.82 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 1.14 | 1.1 |
| Construction Engineering: | 0.76 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.7** | **$ 12.3** |

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

## Key Cost Estimate Assumptions

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full depth reclamation and placement of a 4-inch overlay.

## Project Risks

Proposed pavement may be found to be too far gone or existing structure requires a more expensive and comprehensive pavement fix.

## 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: 10/22/2021

Current Letting Date: 10/28/2022

Construction Season: 2023

Estimated Substantial Completion: 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:** Glen Coudron

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 14

On US 14 from CSAH 5 to CSAH 27 in Brown County

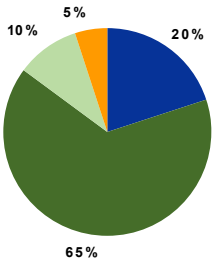
State Project Number: 0803-38, 0803-43

## Substantially Complete


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction started and completed in 2017.

**Project History**

This project was split out from an in-town Sleepy Eye project, SP 0803-38.

## Project Description

Resurface roadway and replace shoulders

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.1 | 10.4 |
| Post Letting Construction Costs | 0 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.84 | 0.5 |
| Construction Engineering: | 0.56 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.5** | **$ 11.5** |

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

## Key Cost Estimate Assumptions

Project was originally estimated in 2016 and inflated to 2017 construction. The project received favorable bids for concrete work showing a reduction in actual construction cost vs. estimated costs.

## Project Risks

None remaining

## Schedule

Environmental Approval Date: 4/26/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 5/19/2017

Current Letting Date: 5/19/2017

Construction Season: 2018

Estimated Substantial Completion: 2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

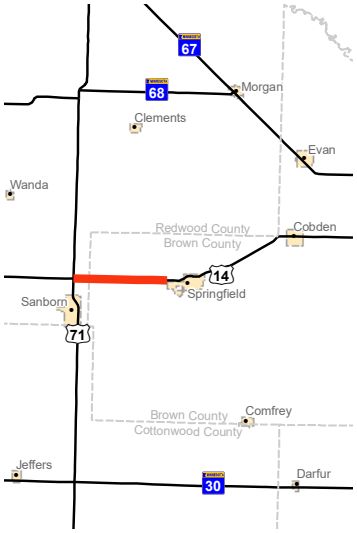
**District Engineer:** Greg Ous
**Project Manager:** Robert Jones


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 14

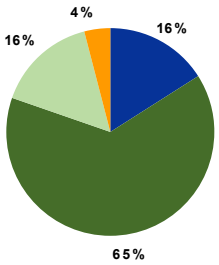
On US 14 from TH 71 to Springfield in Brown County State Project Number: 0803-44




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

None

**Project History**

MnDOT met with the city council to verify if utility upgrades are needed in 2017. There will be a meeting with the ADA Office in fall 2018 to determine ADA needs. The project starts at where 0803-43 ended and at the west side of our district (to include part of District 8 Sanborn Four Corners).

## Project Description

Resurface road Hwy 71 to Springfield

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 4.8 |
| Post Letting Construction Costs | 0.35 | 1.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.42 | 0.6 |
| Construction Engineering: | 0.28 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.0** | **$ 6.9** |

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

## Key Cost Estimate Assumptions

Current cost estimates are without potential risks below.

## Project Risks

Potential reconstruct with extensive utility and ADA improvements with construction agreement with Springfield.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/19/2021
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion: 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Robert Jones

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 14

On US 14 from Broadway St to Hwy 14 in New Ulm

Bridge:9200, 9294

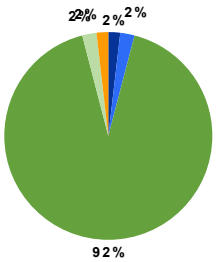
State Project Number: 0804-118, 0804-81

Hwy 14


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Replace bridges over Minnesota River and DME Railroad improve pedestrian access in New Ulm and construct a new interchange at intersection of Highway 15 / County Road 21.

**Recent Changes and Updates**

In town work is scheduled to be completed by Oct. 2018. The MN River bridge is currently behind schedule due to high water elevation. MnDOT and the contractor are reviewing ways to make up this delay to still have the project completed by the original schedule of fall 2019.

**Project History**

This project was originally scoped as a bridge replacement. A special task force was created to review priorities in the corridor and discussed how best to apply current funding. The task force issued a recommendation for the inclusion of Hwy 14/Hwy 15 interchange in the project, while revising the scope of the existing bridges to be 2-lane bridge structures. MnDOT reviewed the recommendation and concurred with the revised scope of work. The preliminary design and geometric layout for the project was finished in May 2016. The letting date was moved to Sept. 2017 because the agency believed a better bid would be obtained with a fall letting over an early summer letting. Project letting was moved to Oct. 27, 2017 and has been let, but the construction schedule has not changed.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 42.7 | 31.5 |
| Post Letting Construction Costs | 7 | 1.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 4.2 | 2.3 |
| Construction Engineering: | 2.8 | 1.6 |
| Right of Way: | 0.1 | 0.5 |
| **Total:** | **$ 56.8** | **$ 37.6** |

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

## Key Cost Estimate Assumptions

The current estimate is based on actual letting cost. The poor soils were mitigated with surcharging and wick drain installation. Other items were included to reduce project cost including removal of the free right for Hwy 14 EB, removal of retaining wall, limiting grading in areas not required.

## Project Risks

A moderate amount of surcharging and wick drains is included in the cost to mitigate poor soil concerns. A multi-year detour will be required for this work to be completed.

## Schedule

Environmental Approval Date: 03/20/2017

Municipal Consent Approval Date: 12/06/2016

Geometric Layout Approval Date: 5/11/2016

Construction Limits Established Date: 5/11/2016

Original Letting Date: 5/01/2017

Current Letting Date: 1/1/2017

Construction Season: 2018 - 2020

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Ted Tess


**Revised Date:** 12/16/2019

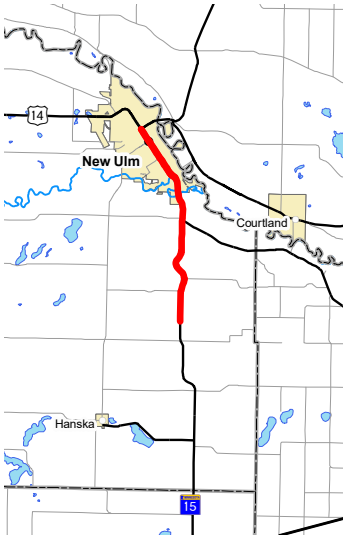
# PROJECT SUMMARY

MN 15

On MN 15 from South of Searles to New Ulm

State Project Number: 0805-116, 0805-113

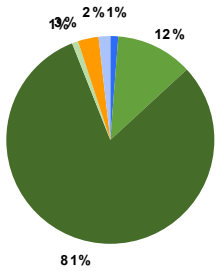
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

This project is a mill and overlay on Hwy 15 from Township Road 46 on the south side of Searles to the junction of Hwy 14 and Hwy 15 in New Ulm for a distance of 8.5 miles. This project also improves sidewalks and curb ramps in New Ulm to bring them to ADA standards. Three signal systems will also be replaced.

### Recent Changes and Updates

The project was let.

### Project History

This project will provide a smooth riding surface and reconstruct the failing sidewalk and pedestrian ramps in New Ulm to meet ADA guidelines. The project was scoped and a minimal amount of risks were identified. The project scope was modified to bring the sidewalk up to current ADA standards in addition to the pedestrian ramps. The letting was changed to align with a scheduled letting date after the project was selected. The project scope was modified to include three traffic signal upgrades due to age of the current structures. A continuous two-way left turn lane was added on the south end of New Ulm to accommodate left turners and to make this section of road safer.

### 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 |
| Post Letting Construction Costs | 0.58 | 0.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 0.2 |
| Construction Engineering: | 0.52 | 0.4 |
| Right of Way: | 0 | 0.4 |
| **Total:** | **$ 9.1** | **$ 8.6** |

*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 on Feb. 24, 2017 for $7.2 million, this accounts for around $500,00 in bid savings.

### Project Risks

Detours will be needed for bridge repairs in the rural section of the project and the spot pavement replacements in the urban area. Easements will be needed in some areas where there is sidewalk replacement in New Ulm. Tree removals will need to be done prior to June 1, for environmental reasons.

### Schedule

Environmental Approval Date: 11/16/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 7/27/2015

Original Letting Date: 1/01/2017

Current Letting Date: 2/24/2017

Construction Season: 2018

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:**

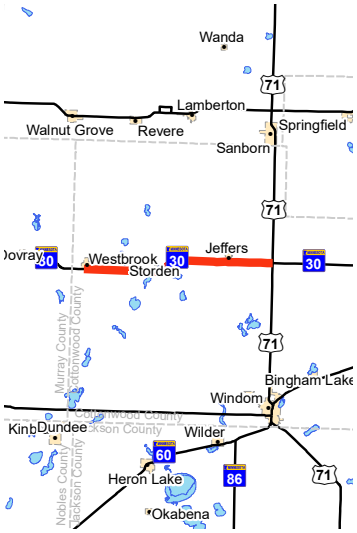
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 30

On MN 30 from CSAH 7 to TH 71 in Cottonwood County

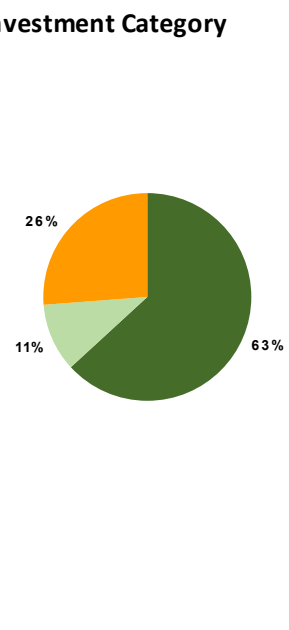
State Project Number: 1701-27




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Recent Changes and Updates

Lighting was removed from this project and included in county wide lighting project.

### Project History

The project was identified as a resurfacing candidate. The pavement condition is fair and projected to be poor before the project is constructed. A scoping review was completed by district staff during 2016. The box culvert bridges do not require work under this project. If money becomes available this would be a candidate for an up scope to a bituminous reclamation. It was selected to enter the STIP as a project for FY 2021. Scoping for this project has been completed.

## Project Description

Resurface road Cottonwood CR 7 to Hwy 71

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 5.8 |
| Post Letting Construction Costs | 0.45 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 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

The estimate assumed 2-inch mill and 2-inch overlay. It assumed lighting at all paved county roads. Estimate was inflated to 2021.

## Project Risks

This project is a candidate for a bituminous reclamation. If additional funding is received it may be up scoped.

## 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: 12/18/2020

Current Letting Date: 2/28/2020

Construction Season: 2021

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Tess


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

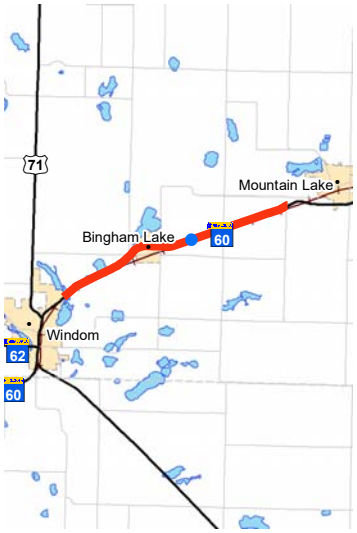
MN 60

On MN 60 from Windom to west of Mountain Lake in Cottonwood County

State Project Number: 1703-69

Hwy 60 Four-Lane Expansion

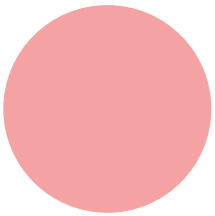
## Substantially Complete




### Primary Purpose

Regional & Community Improvement Prior

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

Construct two lanes to complete the four lane expansion from Windom to Mountain Lake

### Recent Changes and Updates

Construction continues during the 2018 season.
Project should be substantially complete in fall 2018.

### Project History

The project received municipal consent on the layout from Bingham Lake. The consultant that will do the final design was procured. The cost estimate was lowered because contingencies for poor soils and retaining walls were reduced. The final scoping report was completed in 2013. The development of the formal geometric layout is underway. The work proposed under this project was originally 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. Project was let and is nearing completion first of the year of two years of construction. No major issues were found during construction.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 27.1 | 19.7 |
| Post Letting Construction Costs | 3 | 1.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.94 | 2.5 |
| Construction Engineering: | 1.96 | 1 |
| Right of Way: | 1.5 | 2.7 |
| **Total:** | **$ 36.5** | **$ 27.6** |

*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 the cost estimates for this project. The actual amount is 19.7 million and reflects good bid savings.

### Project Risks

All major project design risks were retired.

### Schedule

Environmental Approval Date: 11/23/2012
Municipal Consent Approval Date: 05/04/2015
Geometric Layout Approval Date: 7/27/2015
Construction Limits Established Date: 4/22/2015
Original Letting Date: 2/24/2017
Current Letting Date: 2/8/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100


**District Engineer:** Greg Ous
**Project Manager:**
**Revised Date:** 12/16/2019

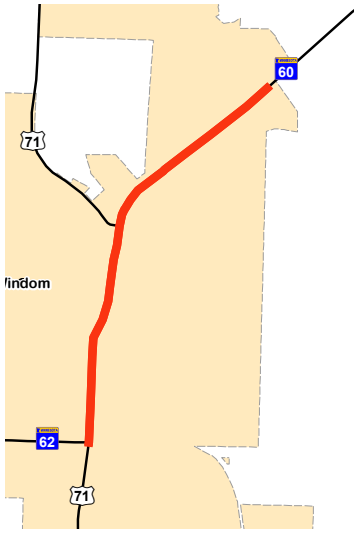
# PROJECT SUMMARY

MN 60

On MN 60 from 6th St (TH62) to 490th Ave in Windom

State Project Number: 1703-73

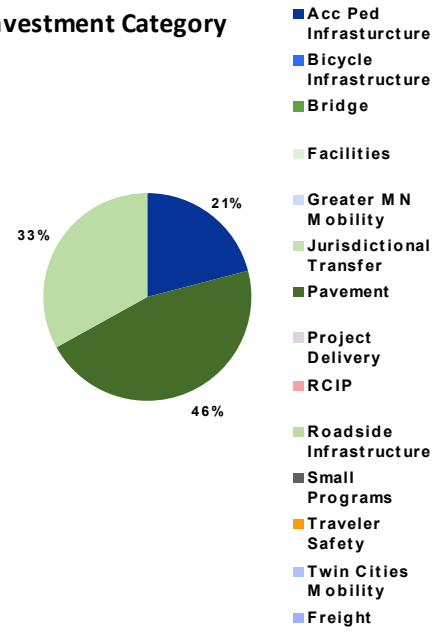
Highway 60




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface Hwy 62 to 490th Ave in Windom

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.1 | 3.1 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1 | 1 |
| Construction Engineering: | 0.3 | 0.3 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 4.7** | **$ 4.7** |

*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 the construction programmed amount based off of estimated quantities and average bid prices. The current estimate is the construction letting low bid amount.

## Project Risks

There are no known risks at this time.

## Recent Changes and Updates

This project is under construction.

## Project History

The need for this project was to address pavement ride quality. To satisfy pavement condition targets, resurfacing the pavement on TH 60 is in order. Restriping is in consideration for 11' lanes, which may prolong the life of the pavement in the bituminous widening section. Part of this project will include investigating the condition of the bituminous widening and propose a fix that will enable the widening to hold up as long as the mainline pavement, without extra maintenance.

## 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: 9/28/2018

Current Letting Date: 9/28/2018

Construction Season: 2019

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

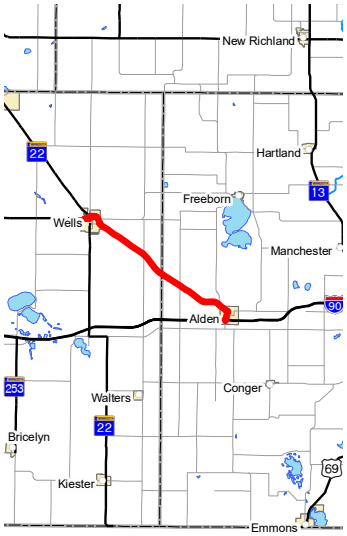
**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

CSAH 52
Hwy 22 in Wells to I-90 in Alden
Bridge:22x08
State Project Number: 2206-13

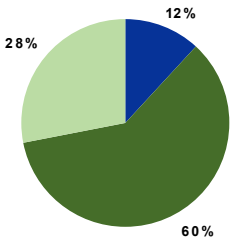
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This project was let in September 2017.

**Project History**

This project will resurface the pavement to achieve a smooth riding surface. Pedestrian ramps and sidewalks will be replaced to meet ADA requirements in Alden. There is a railroad crossing in Alden, and a railroad agreement will be needed. The construction limits are complete. A new sidewalk will be constructed in Wells and most of the sidewalk in Alden will be replaced. The letting needed to be pushed to FY 2018. Construction in fall 2017 was considered, but construction staff limitations made that undoable. The change in construction year resulted in the estimate changing to account for additional inflation. The only item that was added in the past year was a few tile crossings that the county requested be removed and replaced.

## Project Description

Resurface from Hwy 22 in Wells to I-90 in Alden and improve pedestrian crossings

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.9 | 5.8 |
| Post Letting Construction Costs | 0.48 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.8 |
| Construction Engineering: | 0.4 | 0.6 |
| Right of Way: | 0.1 | 0.1 |
| **Total:** | **$ 7.5** | **$ 7.9** |

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

## Key Cost Estimate Assumptions

Actual letting cost is construction letting cost in current estimate.

## Project Risks

None remaining.

## Schedule

Environmental Approval Date: 8/24/2016
Municipal Consent Approval Date: 12/7/2015
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 10/2/2015
Original Letting Date: 1/01/2017
Current Letting Date: 9/22/2017
Construction Season: 2018
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

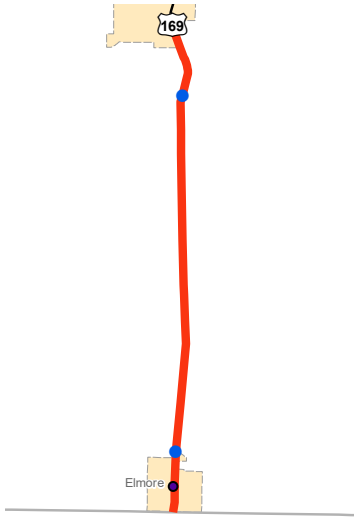
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

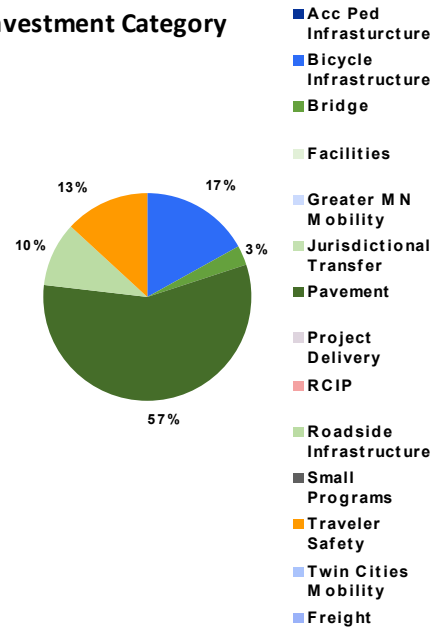
US 169
On US 169 from Iowa to Blue Earth
Bridge:95153, 22002
State Project Number: 2207-118




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface road and repair two bridges Iowa to Blue Earth

**Recent Changes and Updates**

**Project History**

This project was moved from CY 2023 to 2022 due to funding availability and pavement need

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.1 | 5.1 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.8 | 0.8 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 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

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

To be assessed during design.

## Schedule

Environmental Approval Date: Not Started
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 2/25/2022
Current Letting Date: 2/25/2022
Construction Season: 2022
Estimated Substantial Completion: Oct 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young

**Revised Date:** 12/16/2019

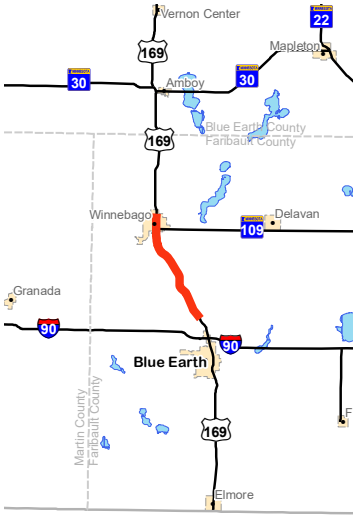
# PROJECT SUMMARY

US 169

On US 169 from CSAH 6 to CSAH 12 in Winnebago

State Project Number: 2208-113

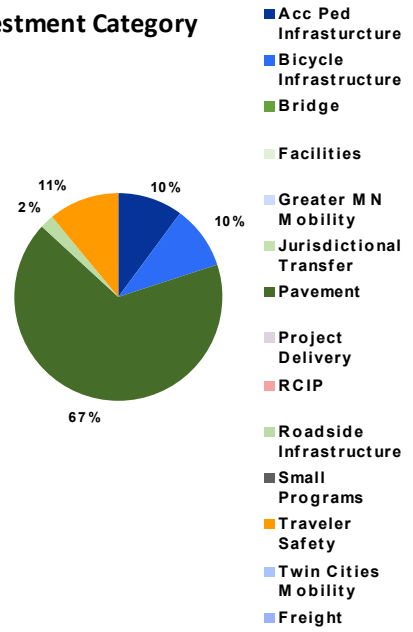
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




### Project Description

Resurface from I-90 to Faribault CR 12 in Winnebago and improve pedestrian crossings

### Recent Changes and Updates

This project started August 20, 2018 with an estimated completion in mid October 2018.

### Project History

The purpose of this project is to provide a smooth riding surface and reconstruct the failing sidewalk and pedestrian ramps in Winnebago to meet ADA guidelines. The project was scoped and a minimal amount of risks were identified. The project scope was modified to bring the sidewalk up to current ADA standards in addition to the pedestrian ramps. The letting was changed to align with a scheduled letting date after the project was selected. Recently this project changed from an ultra-thin bonded wear coarse to an overlay and the UTBWC. The pavement deteriorated faster than anticipated.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.8 | 3.6 |
| Post Letting Construction Costs | 0.25 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.456 | 0.5 |
| Construction Engineering: | 0.304 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.8** | **$ 4.8** |

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

### Key Cost Estimate Assumptions

Actual letting cost was $3.6 million.

### Project Risks

There is not a detour planned for this project, which could make some utility modifications difficult in Winnebago.

### Schedule

Environmental Approval Date: 7/14/2017

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: 12/14/2015

Original Letting Date: 10/27/2017

Current Letting Date: 4/27/2018

Construction Season: 2018

Estimated Substantial Completion:


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty


**Revised Date:** 12/16/2019

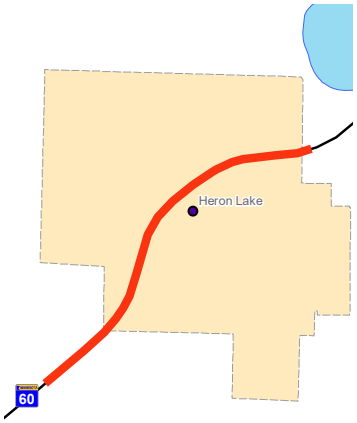
# PROJECT SUMMARY

MN 60

On MN 60 from CSAH 24 to CSAH 24 in Heron Lake

State Project Number: 3204-72

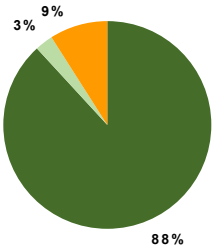
Hwy 60 Heron Lake - Intersection Safety Project




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Install reduced conflict intersection (J-turn) on Hwy 60 at Jackson CR 24

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.4 | 3.4 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.4** | **$ 4.4** |

*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 a scoping level estimate based off of estimated quantities and average bid prices. The current estimate is the construction let low bid amount.

## Project Risks

There are no known risks at this time.

## Recent Changes and Updates

This project is under construction.

## Project History

The 10th Street intersection has an above average number of crashes; most of which are right-angle/t-bone crashes. These crashes carry a higher likelihood of serious injury or death. Two of the right-angle crashes that have occurred recently have resulted in three fatalities. Only addressing the problem at 10th Street could result in the problem being relocated to the other intersections that serve Heron Lake, which is why three intersections are being treated.

## 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: 12/18/2018

Current Letting Date: 2/22/2019

Construction Season: 2019

Estimated Substantial Completion: Oct-19

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:** Forrest Hasty

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

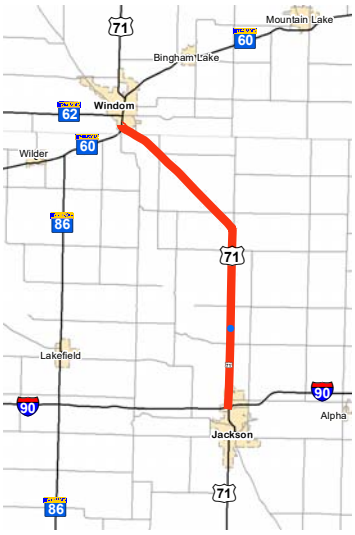
US 71

On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson County

Bridge:8325

State Project Number: 3206-20

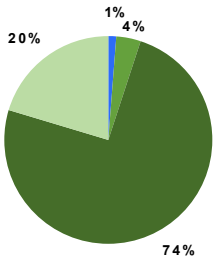
Highway 71




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road and replace box culvert Jackson CR 38 in the city of Jackson to Hwy 60 in Windom

**Recent Changes and Updates**

Project pulled back to in-house design.

**Project History**

The project will resurface the roadway to provide a smooth ride and extend the life of the road, using newer cold in-place recycling technique. It will also replace bridge 8325. Scoping was completed in 2016.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.3 | 9.4 |
| Post Letting Construction Costs | 0.75 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.14 | 1.1 |
| Construction Engineering: | 0.76 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.0** | **$ 12.1** |

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

## Key Cost Estimate Assumptions

The 2017 baseline estimate uses cost calculations for cold in-place recycling form of resurfacing, along with bridge replacement and culvert removals and repairs. This was estimated in 2015 dollars then inflated to 2020 dollars.

## Project Risks

A change in costs could change the project scope on the type of resurfacing (down scoping from a cold in-place recycling to a medium mill and overlay). Bike trail extension along Hwy 71 north of Jackson was not pursued by Jackson or Jackson County.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 5/17/18

Original Letting Date: 1/31/2020

Current Letting Date: 12/18/2019

Construction Season: 2020

Estimated Substantial Completion: 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Peter Engelmeyer


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

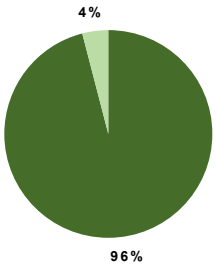
On I-90 from CSAH 5 to TH 86 in Jackson County

State Project Number: 3280-131


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road Jackson CR 5 to Hwy 86

**Recent Changes and Updates**

This project is currently still in the scoping phase of development.

**Project History**

This project was chosen as a fiscal year 2022 project due to poor pavement condition.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.5 | 12.2 |
| Post Letting Construction Costs | 0.36 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.48 | 1.5 |
| Construction Engineering: | 0.32 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.7** | **$ 14.8** |

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

## Key Cost Estimate Assumptions

The cost estimate is based on mill and overlay prices inflated to 2022.

## Project Risks

The current risks to the project are overhead distance needs for bridges over I-90, traffic impacts and unknown culvert issues.

## 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: 6/25/2021
Current Letting Date: 1/29/2021
Construction Season: 2021
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 60, I 90

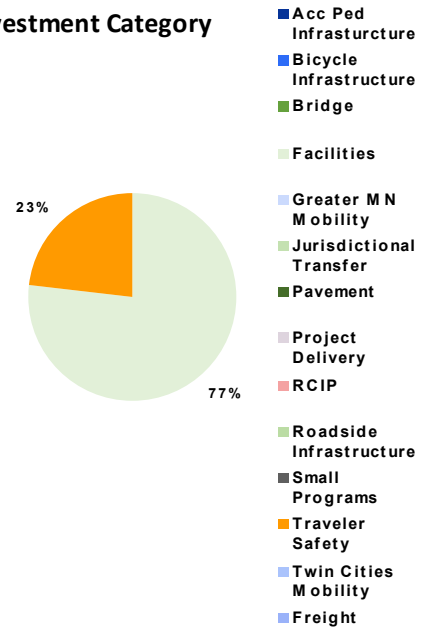
On I-90 from the Clear Lake Rest Area to Clear Lake Rest Area in Jackson County

State Project Number: 3280-136, 3280-137, 3280-129, 3280-130


**Primary Purpose**

Facilities

**Investment Category**




## Project Description

Replace EB I-90 rest area four miles west of Jackson for EB traffic

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.5 | 17.5 |
| Post Letting Construction Costs | 0 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 2.1 |
| Construction Engineering: | 0.52 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.8** | **$ 21.7** |

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

## Recent Changes and Updates

This project is not scoped, so it is not yet fully known what it entails or what the costs total. Scoping and costs for rest areas are generally developed in the central office with construction inspection managed through the district.

## Project History

This project was developed this year.

## Key Cost Estimate Assumptions

The project is not yet scoped. This estimate is a placeholder until more is known.

## Project Risks

The project is not yet scoped so risks are not identified.

## 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: 1/01/2019

Current Letting Date: 2/19/2020

Construction Season: 2019

Estimated Substantial Completion:


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Robert Henry Williams


**Revised Date:** 12/16/2019

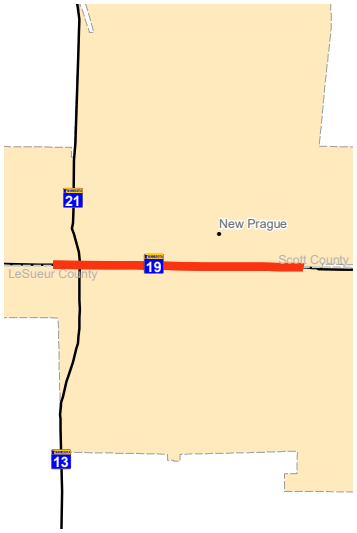
# PROJECT SUMMARY

MN 19

On MN 19 from 5th Ave NW to 7th Ave SE in New Prague

State Project Number: 4003-24

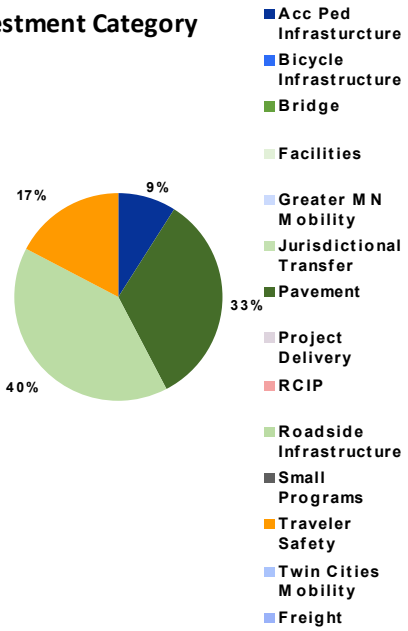
Hwy 19 New Prague Downtown Reconstruction




**Primary Purpose**

Roadside Infrastructure

## Investment Category




**Recent Changes and Updates**

**Project History**

This project, in partnership with MnDOT, is locally led and let by the city of New Prague.

## Project Description

Reconstruct road with landscaping and lighting 4th Ave to 7th Ave in New Prague

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.3 | 7.3 |
| Post Letting Construction Costs | .9 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 1.4 |
| Construction Engineering: | 2.4 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.6** | **$ 9.8** |

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

## Key Cost Estimate Assumptions

This is a locally let project. The baseline and current estimates do not include the city costs for their local utility work.

## Project Risks

This is a downtown reconstruction project with underground city utility replacements and concrete pavement in a downtown urban setting where there is the potential for many unknowns to be discovered during the excavation operations. There is a risk of a longer construction duration which may result in more business impacts and associated costs.

## Schedule

Environmental Approval Date: 2/27/2019

Municipal Consent Approval Date: 12/17/2018

Geometric Layout Approval Date: 9/7/2018

Construction Limits Established Date: 4/17/2018

Original Letting Date: 10/15/2019

Current Letting Date: 2/15/2020

Construction Season: 2020

Estimated Substantial Completion: 11/1/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:** Glen Coudron

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 60

On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville

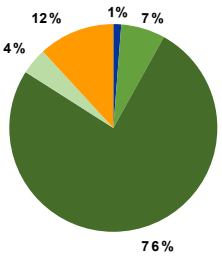
State Project Number: 4006-35

Hwy 60


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road grade shoulder and ditches Hwy 14 to Hwy 13 in Waterville

### Recent Changes and Updates

This project was upscoped to include the reconstruction of Madison Lake. This will improve pedestrian sidewalks, safety and drainage. Adding passing lanes along the corridor is also being explored. Bridge 5467 by Waterville will not be removed. This was being considered since the bridge is over an old railroad track that is no longer being used.

### Project History

This project is was upscoped to become a reclaim rather than a mill and overlay. This is a better fix and will last longer. It will also include resurfacing in Madison Lake. A bridge was identified for removal due to not being needed any longer. It was over an old rail road which is no longer in use.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11 | 18.6 |
| Post Letting Construction Costs | 0.9 | 2.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.2 | 2.1 |
| Construction Engineering: | 0.8 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 13.9** | **$ 24.2** |

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

## Key Cost Estimate Assumptions

The cost estimate is based on a reclaim inflated to 2020. The current estimate is significantly higher from the baseline estimate due to the up scope of the entire project to a reclaim vs. a mill and overlay, an up scope to a reconstruction in Madison Lake and an increase in the amount of turn lanes that will be installed.

## Project Risks

Identifying good detour routes will be a challenge due to adjacent county roads are not in good condition. Passing lanes are currently being studied to see if there is a need for them along this corridor. These passing lanes are not currently funded.

## 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: 12/20/2019
Current Letting Date: 12/18/2020
Construction Season: 2021
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

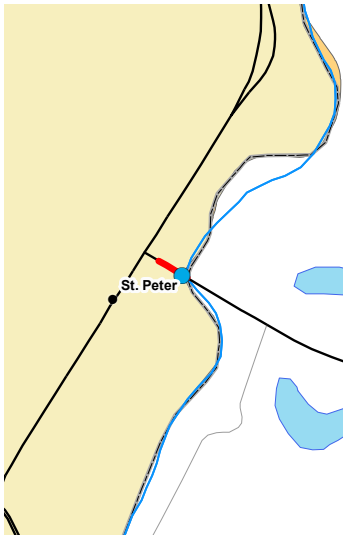
**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 99
On MN 99 bridge 4930 in Saint Peter
Bridge:4930
State Project Number: 4008-25

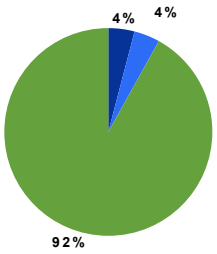
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

The project will rehabilitate bridge 4930 on Hwy 99 over the Minnesota River in St. Peter. The rehabilitation includes the following items: strengthening the truss floor beams adding a new concrete deck and sidewalk rehabilitating the abutment and pier completely repainting the bridge and adding new lighting. Hwy 99 will be detoured to Hwy 22 and CR 21 for the duration of the project.

### Recent Changes and Updates

The bridge was open to traffic at the end of November 2017.

### Project History

The purpose and need for the project is to rehabilitate the in-place bridge while preserving its historical integrity and providing a safe crossing of the Minnesota River. The existing bridge was built in 1931 and has a National Bridge Inventory structure evaluation rated at 5, which is fair to poor. This project was let in 2014 but the low bidder was deemed non-responsive with regards to DBE goals. The project will be re-let to not conflict with other St. Peter area work. The project was updated to the 2016 Standard Specifications and will be re-let on Nov. 18, 2016 for construction in 2017. The project was let in November 2016 with construction starting in March 2017. Construction is expected to be complete by Dec. 1, 2017.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.9 | 4.4 |
| Post Letting Construction Costs | 0.3 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.3 | 0.5 |
| Construction Engineering: | 0.2 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.7** | **$ 6.1** |

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

### Key Cost Estimate Assumptions

Project was let in 2016 for $4.4 million. Some additional unplanned work occurred in construction due to additional deterioration of unexpected steel bridge members.

### Project Risks

With most of the structural repairs complete, the major project risk is now to project completion. With later season temperatures sensitive to construction work, additional effort will be expended on the housing and heating parts of the bridge to accomplish the work this construction season.

### Schedule

Environmental Approval Date: 11/25/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/01/2014
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:**

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

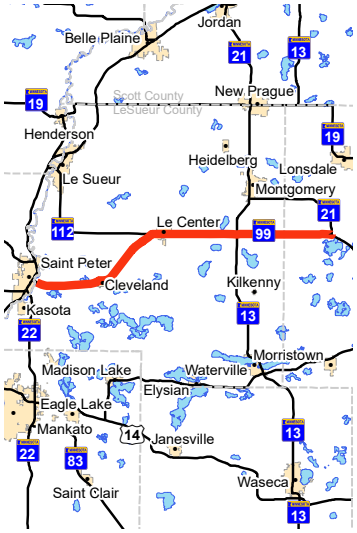
MN 99

On MN 99 from MN River Bridge to CSAH 38 in Le Sueur County

Bridge:8893

State Project Number: 4010-10

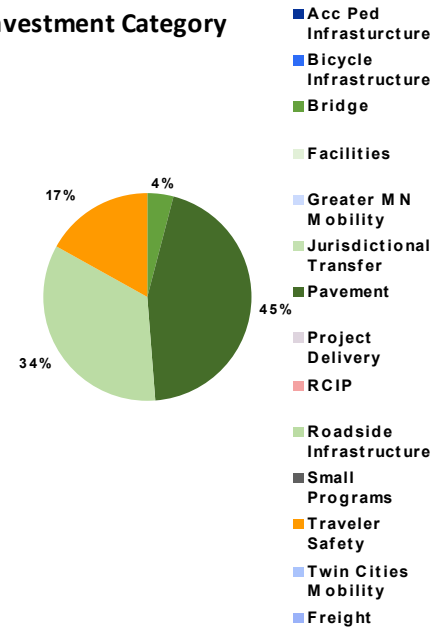
Hwy 99




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface widen and replace a bridge Minnesota River bridge in St Peter to CR 38 and from Hwy 13 to Hwy 21 in Le Sueur County

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 8.2 |
| Post Letting Construction Costs | 0.31 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.51 | 1.1 |
| Construction Engineering: | 0.34 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 10.9** |

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

## Key Cost Estimate Assumptions

The project estimate is based on bituminous pavement, lighting, bridge replacement, culvert repair/replacement and guardrail work. The project estimate was inflated to 2019 dollars. This project increased in cost due to the addition of items left over from SP4008-28. SP4008-28 was slated for 2019. The pavement was deteriorating faster than expected and therefore paved in 2017. All items that were not improved (e.g.: culverts, bridge, lighting, shoulders, guardrail, and turn lanes) were added to this project due to proximity.

## Project Risks

The bridge replacement is in Cleveland, MN. The intent of the bridge (box culvert) replacement is to extend it beyond clear zone to remove guardrail along the roadway, which is a hazard. This will affect a park and will need additional analysis to ensure the extension impacts the park as little as possible. The project also includes some intersection improvements in Cleveland, MN. The modifications will need municipal consent.

**Recent Changes and Updates**

This letting date changed due to right of way acquisition. The pavement treatment changed from a mill and overlay to a cold in-place recycle.

**Project History**

Due to deteriorating pavement, the district decided to split 4008-28 in to two projects. The first project was strictly a paving project in 2017 that encompassed Hwy 99 from the Minnesota River Bridge to Le Center. The second project was added into SP4010-10 due to proximity. This work includes minor milling and overlay, culvert repair, turn lane modifications, bridge replacement, guardrail and lighting.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Pending approval

Geometric Layout Approval Date: 6/7/2018

Construction Limits Established Date: 11/27/2017

Original Letting Date: 12/14/2018

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

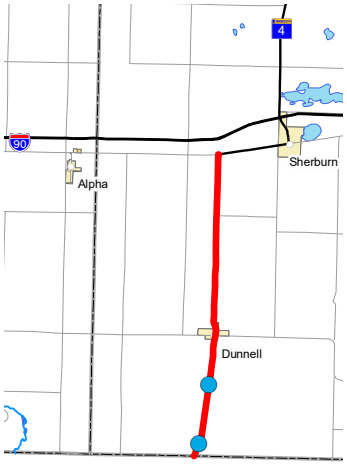
MN 4

On MN 4 from Iowa border to CSAH 26 in Martin County

Bridge:3572, 3878

State Project Number: 4601-32

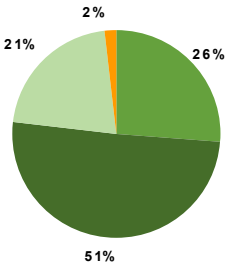
Highway 4 Resurfacing




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface Iowa State line to Martin CR 26 and replace 2 bridges

### Recent Changes and Updates

Project costs updated based on pavement repair recommendations received.

### Project History

Repairs to the highway crossing culverts and bridges further investigated to determine right of way needs. The project was shifted from fiscal year 2018 to 2019 as a ripple effect of projects coming in overestimate in 2016. This project will resurface the pavement to achieve a smooth riding surface and improve the ride quality index. The project also includes replacing bridges 3572 and 3878 with new box culverts. In 2013, the pavement was near the end of its service life and the ride quality was poor. Both bridges need replacement.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.1 | 3.8 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.6 |
| Construction Engineering: | 0.44 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.7** | **$ 5.4** |

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

## Key Cost Estimate Assumptions

Project costs updated based on pavement repair recommendations received as a mill and overlay. The baseline estimate is in 2017 dollars inflated to 2019.The current estimate removed scope items compared to the base estimate which included an underseal and other minor pavement recommendations which weren't completely known at baseline development.

## Project Risks

A more substantial or long term fix would require raising the road grade or require regrading, which would increase costs significantly. The project contingency does not include a change for this type of major risk.

## Schedule

Environmental Approval Date: 9/25/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 6/12/2017

Original Letting Date: 1/26/2018

Current Letting Date: 1/25/2019

Construction Season: 2019

Estimated Substantial Completion: Sep-19

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

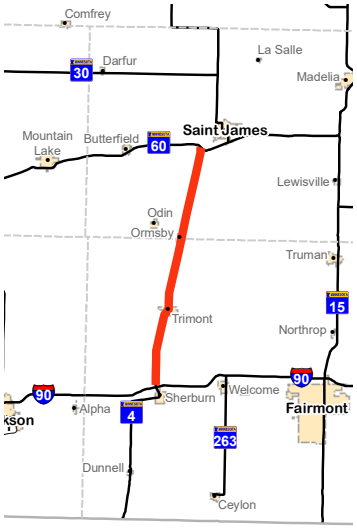
**District Engineer:** Greg Ous
**Project Manager:** Glen Coudron


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 4

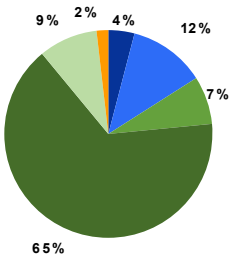
On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James
Bridge:46003, 5965, 6504, 8567
State Project Number: 4602-27




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Pavement condition is projected to be in poor condition in 2022.

**Project History**

The road service is in poor condition or predicted to be by 2022.

## Project Description

Resurface road and repair four bridges
Martin CR 26 to Hwy 60

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 16 | 16.4 |
| Post Letting Construction Costs | 1.8 | 1.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.74 | 1.7 |
| Construction Engineering: | 1.16 | 1.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 20.7** | **$ 21.1** |

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

## Key Cost Estimate Assumptions

Project cost estimate based on preliminary pavement fix of milling the pavement surface, cold in place recycle and then placement of a bituminous overlay for the final driving surface.

## Project Risks

Proposed pavement may be found to be too far gone or existing structure requires a more expensive and comprehensive pavement fix.

## 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: 10/22/2021
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion: 2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Glen Coudron


**Revised Date:** 12/16/2019

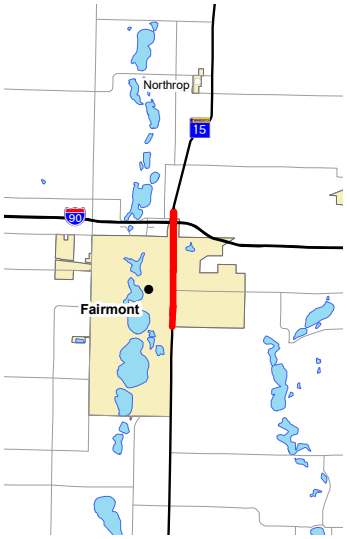
# PROJECT SUMMARY

MN 15

On MN 15 from Johnson Street to Goemann Road in Fairmont

State Project Number: 4603-45

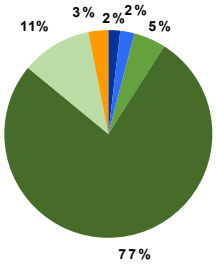
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project construction completed in 2017.

**Project History**

The original project letting date of Jan. 2017 was delayed until April 2017 due to MnDOT not receiving legislative funding approval for the additional FAST Act federal funds. The project was let on April 28, 2017 and construction started on the project in July 2017. Construction progressed to be substantially complete fall 2017. Traffic signals at four of the seven signalized intersections within the project limits will be replaced. This is due to age and repair costs associated with ADA and flashing yellow arrow upgrades. Spot repairs to the storm sewer system and city underground utilities were identified for inclusion under the project. Where feasible, the city is repairing its utilities in advance. There is project coordination with the city of Fairmont to review sidewalks and intersection control. The prelim. design work and final design began in 2015. Additional scoping yet to be completed includes the city's utilities needs and the life cycle cost analysis. Rehab. of the bridge over Center Creek was re-evaluated and this work is no longer planned as part of this project.

## Project Description

This section of Hwy 15 includes the urban section of roadway in Fairmont from the south end of the project at Johnson Street to the north end at Goemann Road. The roadway work will consist of a mill and overlay. Updates to signals and pedestrian ramps to meet ADA requirements will also be completed along with performing spot repairs of the existing storm sewer system and underground utilities.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.1 | 4.9 |
| Post Letting Construction Costs | 0.6 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.66 | 1.1 |
| Construction Engineering: | 0.44 | 0.3 |
| Right of Way: | 0.1 | 0.2 |
| **Total:** | **$ 7.9** | **$ 6.6** |

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

## Key Cost Estimate Assumptions

The project includes a mill and overlay without the need to fully close the roadway to traffic. Short term detours using Fairmont street systems needed to perform spot repairs of the underground utilities. The construction letting cost under the current estimate column is less than the baseline estimate due to estimated savings in the pavement mill and overlay.

## Project Risks

There are two railroad companies with crossings to Highway 15. The timelines of when the railroads will make their crossing repairs could impact the construction staging and impact traffic to businesses. One railroad replaced their crossing in the fall of 2016, and the other railroad was not able to schedule the crossing replacement ahead of the project. If after milling the top surface of the pavement the condition of the underlying pavement is found to be in worse condition than expected, there could be additional pavement repair costs. If upon televising and cleaning of the storm sewer there are additional areas needing spot repairs, there could be additional repair and pavement costs.

## Schedule

Environmental Approval Date: 7/1/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 1/27/2016

Original Letting Date: 1/01/2017

Current Letting Date: 4/28/2017

Construction Season: 2017

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:**

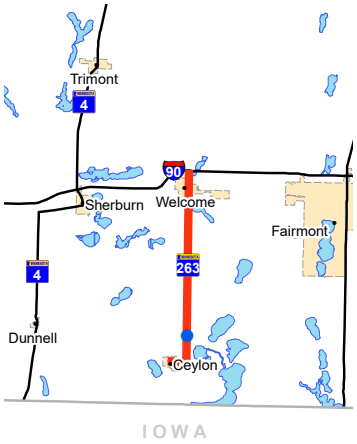
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 263

On MN 263 from CR 125 (Clark St) in Ceylon to I90

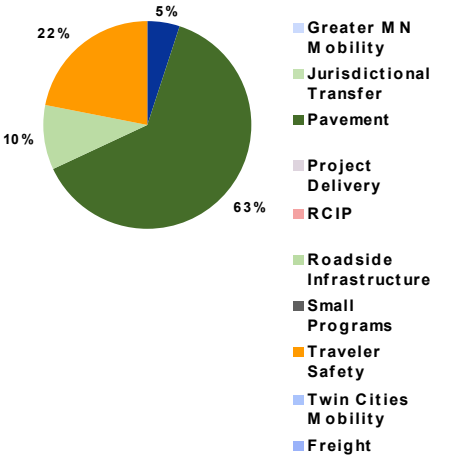
State Project Number: 4609-17




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.6 | 7.2 |
| Post Letting Construction Costs | 0.5 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.72 | 0.8 |
| Construction Engineering: | 0.48 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.3** | **$ 8.6** |

*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 the reclaim and ADA work. This is estimated in 2021 dollars.

## Project Risks

Getting landowner permission for snow fence locations. Unknown pipe issues.

## Recent Changes and Updates

This project is currently planned to be a turn-back project. This section of roadway will be turned back to the county upon completion of the project in 2021.

## Project History

This is a new project.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Need unknown
Construction Limits Established Date: Pending approval
Original Letting Date: 11/20/2020
Current Letting Date: 11/20/2020
Construction Season: 2021
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty

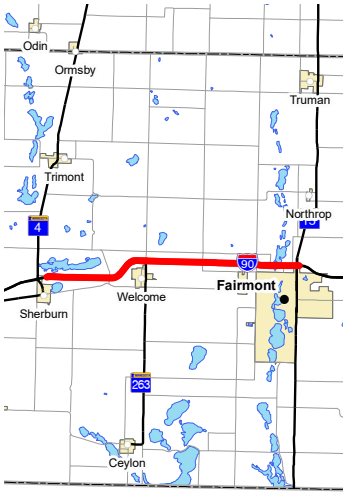
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

On I-90 from Sherburn to Fairmont

State Project Number: 4680-126

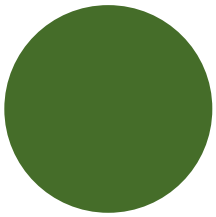



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Project was completed in 2017.

**Project History**

This project was added to the FY 2017 program. This acceleration was made possible due to an additional $25 million investment in I-90 made in 2014-2015, which was funded by savings from other projects.

## Project Description

This project is a mill and overlay of the westbound lanes on I-90 between Hwy 4 in Sherburn and just east of Hwy 15 in Fairmont. There will also be some drainage lighting and guardrail repairs. The bridge end posts will also be upgraded.

## 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 |
| Post Letting Construction Costs | 0.5 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.3 | 0.8 |
| Construction Engineering: | 0.2 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.4** | **$ 9.4** |

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

## Key Cost Estimate Assumptions

The current estimate is the actual bid amount.

## Project Risks

There are no remaining risks.

## Schedule

Environmental Approval Date: 9/30/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 12/16/2016

Current Letting Date: 12/16/2016

Construction Season: 2017

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100


**District Engineer:** Greg Ous

**Project Manager:**

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

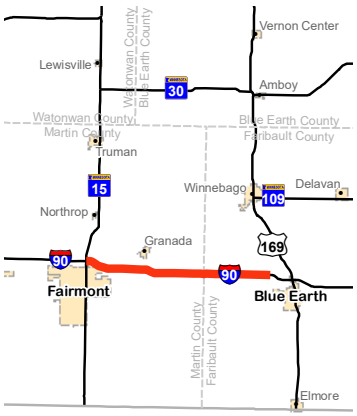
I 90

On I-90 from 0.6 mi E of TH 4 to TH 15 in Martin County

Bridge:22801, 22802, 46824, 46831, 46835, 46836

State Project Number: 4680-129

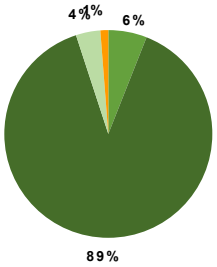
I-90 Fairmont to Blue Earth




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

The estimated project costs were updated based on the pavement and bridge repair recommendations.

**Project History**

This project was advanced to construction in 2019 as a result of the new legislative funding provided in 2017.

## Project Description

Resurface I-90 Hwy 15 to 2 miles west of Hwy 169 and repair multiple bridges

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 40 | 38.5 |
| Post Letting Construction Costs | 3.3 | 3.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.12 | 2 |
| Construction Engineering: | 2.08 | 3.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 48.5** | **$ 47.0** |

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

## Key Cost Estimate Assumptions

The project includes milling off a portion of the existing bituminous pavement and placing a concrete overlay on both the mainline pavement and shoulders. The current estimate included refinements in the pavement fix which were unknown when the baseline estimate was developed.

## Project Risks

Additional grading impacts required as a result of a roadway grade raise. Extent of bridge and culvert work becomes more significant due to conditions being poorer than previously determined. The lowest bid may come in higher than expected due to contractor availability and cost of construction materials.

## Schedule

Environmental Approval Date: 7/20/2018

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: Not Needed

Original Letting Date: 11/16/2018

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Glen Coudron


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

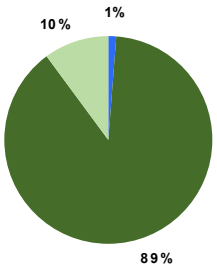
On I-90 from TH 4 to TH 15 in Martin County

State Project Number: 4680-132


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

No changes.

**Project History**

Pavement condition is predicted to be below terminal serviceability by 2022.

## Project Description

Resurface road and upgrade lighting Hwy 4 to Hwy 15

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.5 | 11.9 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.08 | 1.1 |
| Construction Engineering: | 0.72 | .8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 13.3** | **$ 13.8** |

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

## Key Cost Estimate Assumptions

The cost estimate is based on cold in-place recycle prices inflated to 2022.

## Project Risks

To be assessed during design.

## 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: 12/17/2021
Current Letting Date: 12/17/2021
Construction Season: 2022
Estimated Substantial Completion: 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

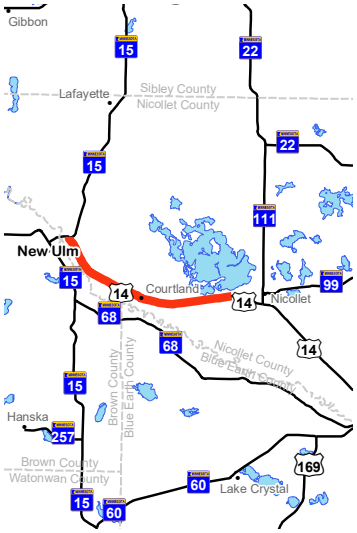
**District Engineer:** Greg Ous
**Project Manager:** Peter Engelmeyer
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 14

On US 14 from Hwy 15 just west of Hwy 111

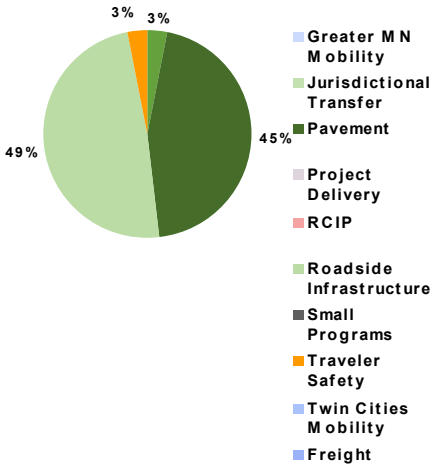
State Project Number: 5202-56




**Primary Purpose**

Roadside Infrastructure

**Investment Category**




**Recent Changes and Updates**

No changes.

**Project History**

The pavement is predicted to be poor by 2021. The purpose of this project is to achieve a smooth riding surface while minimizing long-term pavement treatments given the potential for a future 4-lane expansion on this section of roadway.

## Project Description

Resurface road and repair two bridges New Ulm to Nicollet

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.6 | 8.5 |
| Post Letting Construction Costs | 0.7 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.9 | 0.9 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.8** | **$ 10.1** |

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

## Key Cost Estimate Assumptions

Cost estimate was prepared of a preliminary itemized cost estimate using 2016 costs and inflating to 2021.

## Project Risks

Depending on the development of the future 4-lane expansion of Hwy 14, this projects limits and improvements could drastically change.

## 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: 12/18/2020

Current Letting Date: 5/21/2021

Construction Season: 2021

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Tess


**Revised Date:** 12/16/2019

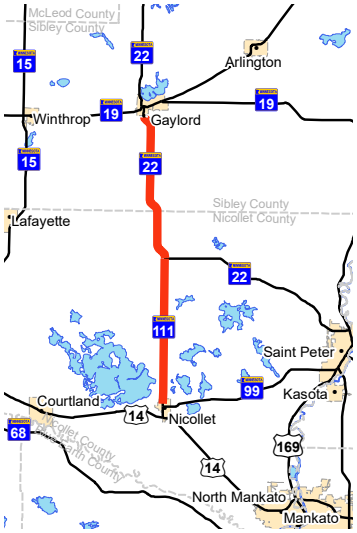
# PROJECT SUMMARY

MN 111

On MN 111 from 1st St in Nicollet to MN 22 in Gaylord

State Project Number: 5208-22

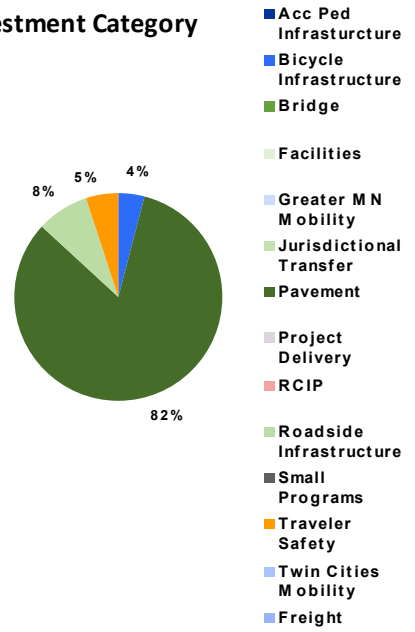
Hwy 111/Hwy 22 Nicollet to Gaylord




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface road Hwy 99 in Nicollet to Hwy 22 and Hwy 111 to 280th St in Gaylord

**Recent Changes and Updates**

The scope has been updated to clarify the previous unknowns which are now shown in the project history. Three snow fences will be constructed, which includes two structural and one living fence to mitigate snow drifting. Nicollet will proceed with a water main extension and a re-alignment of the storm sewer system over two blocks in the city.

**Project History**

The scope was updated to focus on pavement needs. The following items were eliminated from the scope because they didn't meet performance based needs: adding turn lanes at CR 4, CR 5 and CR 15 and replacing bridge 8721. Work has begun with landowners about possible snow drifting mitigation. Nicollet is investigating possible reconstruction north of Hwy 99. This project was identified as a resurfacing candidate. The pavement condition is fair, but projected to be fair to poor before the project is constructed. A scoping review was completed by district staff during 2015. In this review work was recommended as bituminous reclamation. Additional scope was added to take care of problems while the surface was off the road.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.4 | 13.4 |
| Post Letting Construction Costs | 1.1 | 1.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.44 | 1.6 |
| Construction Engineering: | 0.96 | 1.1 |
| Right of Way: | 0.12 | 0.1 |
| **Total:** | **$ 17.0** | **$ 17.4** |

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

## Key Cost Estimate Assumptions

The baseline cost estimate included all the original scoped work. The current estimate assumes a 3-inch mill, reclamation, and 4.5-inch overlay. The current estimate is reduced due to the following removals from the scope: Bridge 8721 replacement, edge drains, superelevation correction, turn lanes at 3 locations.

## Project Risks

The pavement fix is being discussed for a possible upgrade to a stronger fix due to recent, sustained, increases in traffic volume.

## Schedule

Environmental Approval Date: 12/14/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: November 2017

Original Letting Date: 11/15/2019

Current Letting Date: 11/22/2019

Construction Season: 2020

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young


**Revised Date:** 12/16/2019

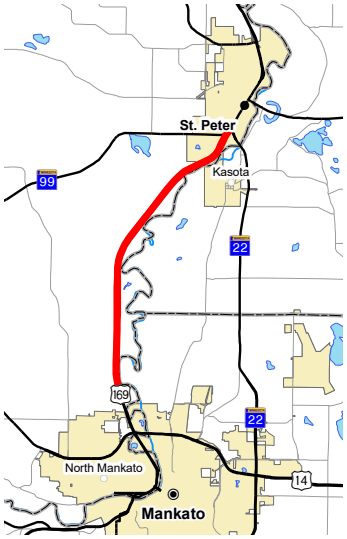
# PROJECT SUMMARY

US 169

On US 169 from Hwy 14 in Mankato ` to St. Peter in Nicollet County

State Project Number: 5211-61

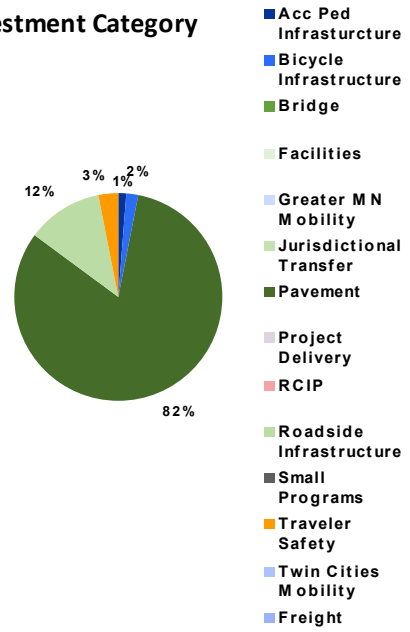
## Substantially Complete




### Primary Purpose

Pavement Condition

### Investment Category




### Project Description

The project preserves almost 6 miles of pavement along Hwy 169 from Mankato to St. Peter. It also installs a median barrier down the center of Hwy 169 to mitigate cross median crashes to improve safety.

### Recent Changes and Updates

Construction is complete and roadway is open for traffic.

### 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 U.S. Department of Commerce funding. The cost estimate increased due to the decision to use concrete median barrier for safety and use full depth concrete for the median pavement to speed up construction. The project was constructed in 2016. Construction was completed one month ahead of the original target date due to an incentive for early completion. Traffic management was successful.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 10.2 | 12.8 |
| Post Letting Construction Costs | 0.62 | 1.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.08 | 0.9 |
| Construction Engineering: | 0.72 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.6** | **$ 15.5** |

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

### Key Cost Estimate Assumptions

The current estimate for construction letting is based on the actual accepted bid amount.

### Project Risks

Water level may remain high and the bend way weirs may need to be dropped from this contract and added to another.

### Schedule

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 6/1/2014
Original Letting Date: 10/20/2015
Current Letting Date: 12/18/2015
Construction Season: 2016 -
Estimated Substantial Completion: Fall 2017


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Peter Harff


**Revised Date:** 12/16/2019

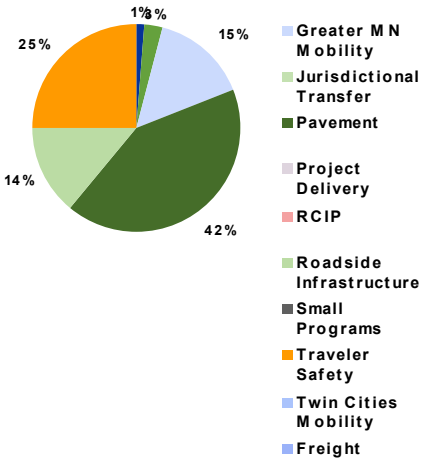
# PROJECT SUMMARY

US 169, MN 99
On US 169 Intersection at US 169 and TH 22 in Saint Peter
Bridge:4596
State Project Number: 5211-66, 5206-31


**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

This is a new project that is being managed with other project adjustments to meet district targets.

**Project History**

## Project Description

Improve intersection Jct of Hwy 169 and Hwy 22

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.7 | 11.7 |
| Post Letting Construction Costs | 0.9 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.3 | 1.3 |
| Construction Engineering: | 0.9 | 0.9 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.8** | **$ 14.8** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates are a scoping level estimate based off of estimated quantities and average bid prices of similar projects.

## Project Risks

There are no known risks at this time.

## 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: 10/23/2020
Current Letting Date: 11/18/2022
Construction Season: 2021 - 2023
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Forrest Hasty


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

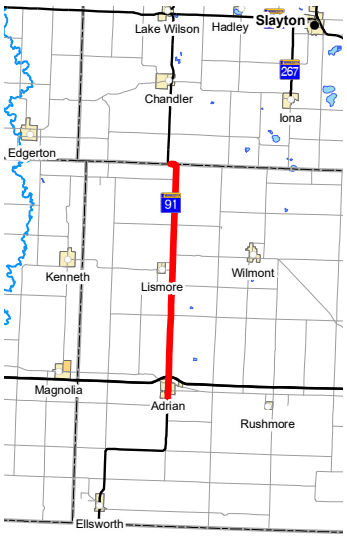
MN 91

On MN 91 from Adrian to I-90 in Nobles County

Bridge:1503, 8793

State Project Number: 5308-29

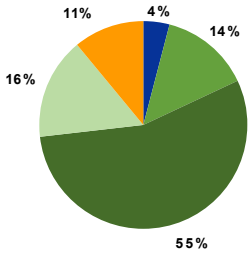
Hwy 91




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road and replace 2 culverts and improve pedestrian crossings S Adrian limits to Nobles/Murray County line

### Recent Changes and Updates

The scope was changed to increase the life of the pavement fix by changing from a mill and overlay to a cold in place recycle fix. Guardrail updates were included in two locations. A right turn lane and sidewalk extension were added due to a new residential development on the south end of town.

### Project History

The project was moved to FY 2020 to free up funding for other projects in FY 2018. The replacement of two bridges (#1503 and #8793) was added to the scope. The scope was also revised to include sidewalk repairs to improve ADA compliance. The 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 | 9 |
| Post Letting Construction Costs | 4.7 | 0 |
| Other Construction Elements: | 0 | 0.1 |
| Preliminary Engineering: | 0.78 | 1.3 |
| Construction Engineering: | 0.52 | 0.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 12.9** | **$ 11.2** |

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

## Key Cost Estimate Assumptions

The baseline estimate assumes a medium mill and overlay, extensive ADA work, and the replacement of two box culverts. There is no work at other box culverts. The current estimate of cost changed to account for an additional year of inflation, added bridges, additional ADA work, included guardrail, included city development work and upgraded pavement fix.

## Project Risks

There is the potential for adding additional work during the ADA fixes.

## Schedule

Environmental Approval Date: 6/27/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 3/1/2017

Original Letting Date: 12/15/2017

Current Letting Date: 2/22/2019

Construction Season: 2019 - 2020

Estimated Substantial Completion: Oct-20

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young

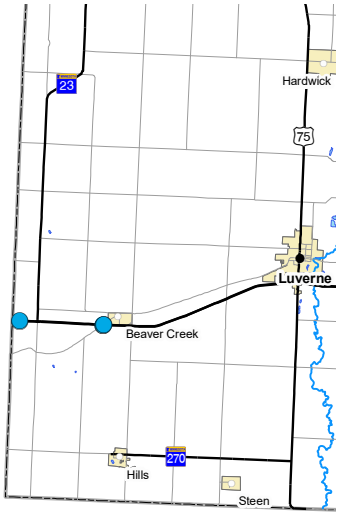

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

On I-90 four bridges rehabilitated in Rock County.
Bridge:9685, 9686, 9689 & 9690
State Project Number: 6780-105

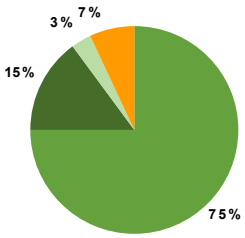
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

The bridges were built in the early 1960s and the purpose of the project is to rehabilitate the bridges.

## Project Description

This project involves rehabilitating four bridges on I-90 near Beaver Creek from the South Dakota border to 2.9 mi east of Hwy 23. The project will also construct permanent median crossovers for traffic control and safety. A storm water pond will be constructed to meet permit requirements.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.6 | 6.8 |
| Post Letting Construction Costs | 0.24 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.54 | 0.6 |
| Construction Engineering: | 0.36 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.7** | **$ 8.0** |

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

## Key Cost Estimate Assumptions

Project was let March 24,2017. The baseline estimate was outdated and the MnDOT pre-letting estimate was in line with the winning bid. The current estimate is the awarded bid amount.

## Project Risks

All risks retired.

## Schedule

Environmental Approval Date: 3/24/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 3/24/2017
Current Letting Date: 3/24/2017
Construction Season: 2017
Estimated Substantial Completion: 11/2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young


**Revised Date:** 12/16/2019

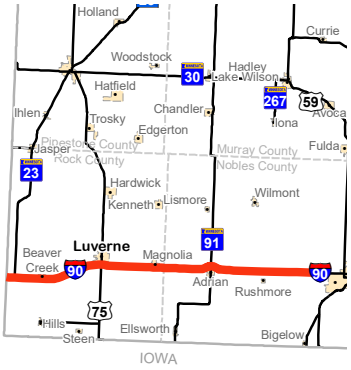
# PROJECT SUMMARY

I 90

On I-90 from South Dakota border to Worthington in Rock County.

State Project Number: 6780-114

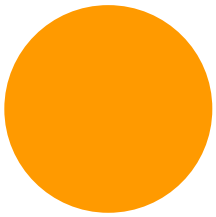
## Substantially Complete




**Primary Purpose**

Traveler Safety

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction is complete and roadway is open for traffic.

**Project History**

I-90 from the South Dakota border to Worthington is a rural 4-lane freeway. There are 6 grade separated interchanges spaced along this stretch of freeway with additional bridges for roads crossing I-90. In general the terrain would be classified as level or gently rolling allowing significant sight distance in all directions. There are rural outside ditches as well as a generally shallow median ditch. Over a period of 10 years, there has been over 120 crashes coded as run off the road left, head on and sideswipe opposing. Three of these crashes were fatalities. The projects purpose is to increase the safety of the traveling public by reducing the severity of the types of crashes identified by installing high tension cable barrier in the center median of I-90, which will catch motorists prior to traveling into oncoming traffic as well as reduce the amount of rollover crashes.

## Project Description

Install cable barrier in the median along the WB lanes

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.9 | 3.9 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.7 | 0.7 |
| Construction Engineering: | 0.5 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.1** | **$ 5.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate is the construction programmed estimate based on estimated quantities and average bid prices of similar projects. The current estimate is the construction letting low bid amount.

## Project Risks

There are no known significant risks remaining.

## 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: 10/27/2017

Current Letting Date: 9/22/2017

Construction Season: 2018

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Ted Tess


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 90

On I-90 from Beaver Creek to Luverne in Rock County.

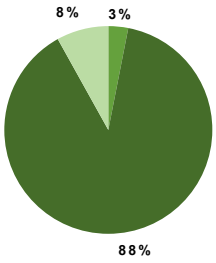
Bridge:67801, 67805

State Project Number: 6780-117


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

No changes.

**Project History**

Pavement condition is predicted to be below terminal serviceability by 2022.

## Project Description

Resurface and repair two bridges South Dakota to Luverne on WB lanes and South Dakota to 3 mi E of EB lanes

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.6 | 12.2 |
| Post Letting Construction Costs | 1.1 | 1.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.38 | 1.4 |
| Construction Engineering: | 0.92 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 17.0** | **$ 15.7** |

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

## Key Cost Estimate Assumptions

The cost estimate is based on concrete pavement rehabilitation prices inflated to 2022.

## Project Risks

To be assessed during design.

## 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: 6/25/2021
Current Letting Date: 12/17/2021
Construction Season: 2022
Estimated Substantial Completion: Oct-22

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 5

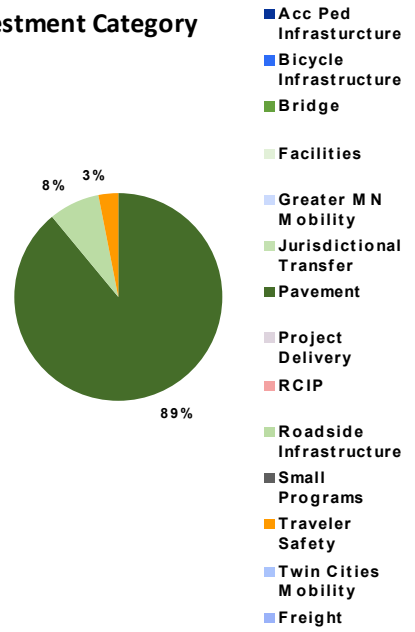
On MN 5 from 5th St in Green Isle to Highway 212 in Sibley and Carver Counties.

State Project Number: 7201-119


**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Resurface road 5th St in Green Isle to Hwy 212

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 2.7 | 3.9 |
| Post Letting Construction Costs | 0.1 | .2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.3 | 0.5 |
| Construction Engineering: | 0.2 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 3.3** | **$ 4.9** |

*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 cold in place recycle and bituminous overlay. This estimate has decreased (from 5.6 million to 4.905 million) due to scope changes, moving the construction up a calendar year and refinements. Some contingency was included based on additional pipe replacements, pavement items and traffic safety needs. This estimate was based on 2019 dollars then inflated to 2020 dollars. MnDOT District 7 is leading this project. MnDOT Metro District will be funding 1.8 million of the project.

## Project Risks

There may be a need to replace additional culverts within project limits and perform additional hydraulic analysis.

### Recent Changes and Updates

Project has changed to remove full width paved shoulders between 134th Street and TH 212 at the north end of the project. The change will also remove the auxiliary lane present along this stretch up to the point where it would be necessary as a turn lane. The project scope has also changed to include paving of the easternmost 200' of 180th Street on the west side of MN 5 just north of Green Isle. Project will also correct the crown of MN 5 to 2% along the project segment.

### Project History

Originally scoped as a mill and overlay in 2017. Pavement is in fair condition and is expected to continue to deteriorate. Project will improve road surface and achieve a smooth riding surface. Project includes Metro District associated SP 1007-17 in Carver County. This project has been upscoped to include the Metro portion (Carver County) and for Cold In-Place Recycle fix.

## Schedule

Environmental Approval Date: 10/9/2019

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: 4/8/2019

Original Letting Date: 10/23/2020

Current Letting Date: 5/19/2020

Construction Season: 2020

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Mathew Thibert

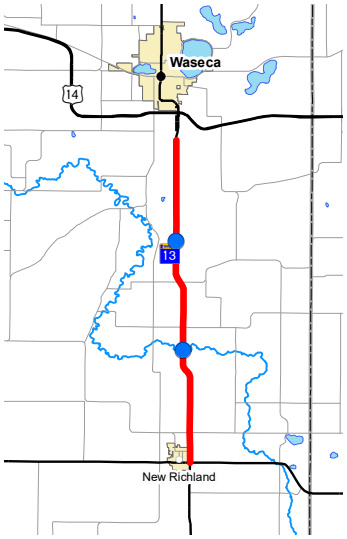

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 13

On MN 13 from Waseca to New Richland.

State Project Number: 8101-57

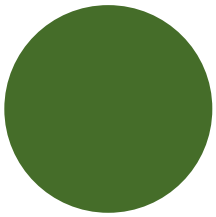



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Under construction in summer 2018.

**Project History**

This project combines mill and overlay pavement preservation and bridge rehabilitation. It will also address some ADA concerns on the county trail on the east side of New Richland. The project reached 95 percent design with no significant changes. The project letting was delayed due to funding. Then it was let. Due to staffing shortages, the project will be constructed in 2018.

## Project Description

This project is a mill and overlay on Hwy 13 from south of Waseca to Hwy 30 in New Richland a length of about 11 miles. The project also includes bridge rehabilitation work on bridges and some ADA updates to the county trail on the east side of New Richland.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.8 | 3.9 |
| Post Letting Construction Costs | 0.5 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.3** | **$ 5.8** |

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

## Key Cost Estimate Assumptions

The current estimate for construction is the actual bid. Original estimate didn't include major bridge work. Revised estimate included work to 2 Bridges (81001, 81002).

## Project Risks

There are currently no outstanding risks on this project.

## Schedule

Environmental Approval Date: 6/24/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date: 12/16/2016

Current Letting Date: 5/19/2017

Construction Season: 2017

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous

**Project Manager:**

**Revised Date:** 12/16/2019

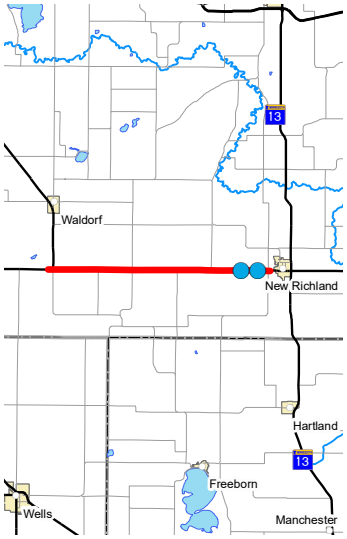
# PROJECT SUMMARY

MN 30

On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties.

Bridge:6789, 8131

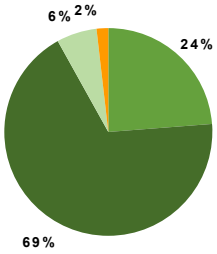
State Project Number: 8105-21




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Letting date changed (see below)

**Project History**

Pavement conditions are fair but will continue to deteriorate; the road does not ride smoothly. Bridge 6789 is scour critical and bridge 8131 has a deck overlay indicating that the underlying deck is likely in very poor condition.

## Project Description

Resurface road and replace two bridges Hwy 22 to New Richland

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.2 | 11 |
| Post Letting Construction Costs | 0.4 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 1.4 |
| Construction Engineering: | 0.4 | 0.9 |
| Right of Way: | 0.1 | 0 |
| **Total:** | **$ 6.7** | **$ 14.2** |

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

## Key Cost Estimate Assumptions

Estimate assumes inflation to mid-point of construction year 2020. A 1.21 inflation factor was used (from baseline FY 2017).

## Project Risks

There are no known risks at this time.

## 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: 1/1/2023

Current Letting Date: 12/18/2019

Construction Season: 2020

Estimated Substantial Completion: 2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Robert Jones

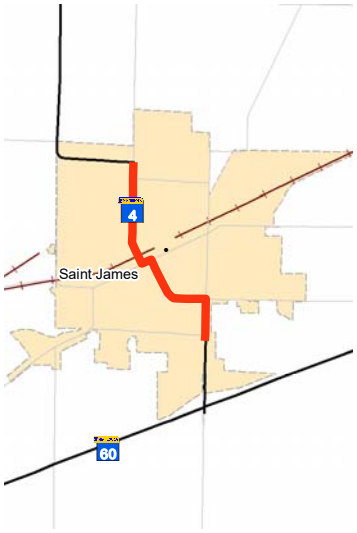
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 4

On MN 4 from 10th Ave S to 11th Ave N in Saint James.

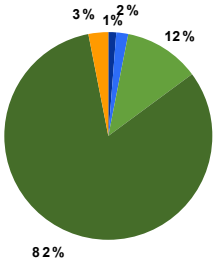
State Project Number: 8302-38




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## 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. The storm sewer sanitary sewer and water main will be replaced. Mini-roundabouts will be built to replace the existing signals in town to optimize the flow of traffic

**Recent Changes and Updates**

Project is in its 3rd and final year of construction.

**Project History**

The city approved the geometric layout. A consultant was procured for the final design work. The letting date changed to align with a scheduled letting date after the project was programmed. Some temporary easements will be needed in the process of making the sidewalks ADA compliant. The existing 1951 concrete throughout the corridor is in very poor condition. Multiple city utility breaks occur each winter due to poor utilities below the roadway. The project was first let in Feb. 2016 and all bids were rejected with the lowest being $18.8 million. The reasons for the bids being well over the estimate include tight staging requirements, specifications for contaminated soil handling, and a less competitive bidding environment. Staging was revised and the project was re-bid in May 2016 giving contractors an additional year for construction work. The low bid was at $15.7 million.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.3 | 15.7 |
| Post Letting Construction Costs | 0.4 | 1.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 1.5 |
| Construction Engineering: | 0.4 | 1.7 |
| Right of Way: | 0.2 | 0.5 |
| **Total:** | **$ 6.9** | **$ 20.6** |

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

## Key Cost Estimate Assumptions

The construction cost breakdown is: MnDOT's share - $8.1 million; city share - $6.9 million; and county share - $0.6 million. The current estimate is based on the awarded contract from the May 2016 letting.

## Project Risks

While in construction with the majority of the underground work complete, the project risks are mostly related to construction schedule with the contractor; however, the project is still expected to be complete in 2018.

## Schedule

Environmental Approval Date: 11/23/2015
Municipal Consent Approval Date: 12/02/2014
Geometric Layout Approval Date: 4/10/2015
Construction Limits Established Date: Summer 2015
Original Letting Date: 6/30/2016
Current Letting Date: 5/20/2016
Construction Season: 2016
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Tess

**Revised Date:** 12/16/2019

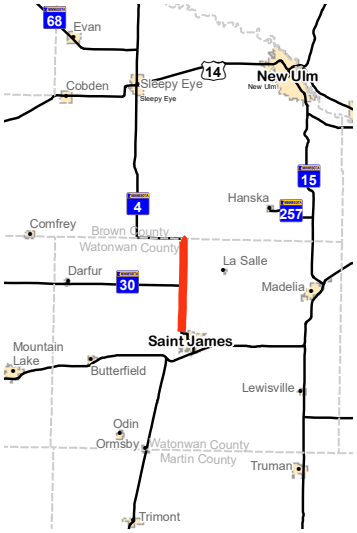
# PROJECT SUMMARY

MN 4

On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.

Bridge:5076

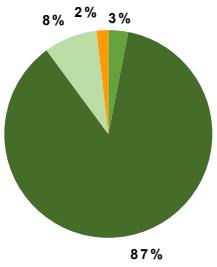
State Project Number: 8302-48




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road and replace one bridge Armstrong Blvd in St James to Watonwan CR 18

### Recent Changes and Updates

Pavement condition is expected to be in poor condition by 2023. Bridge 5076 is in poor condition.

### Project History

Pavement is in poor condition or projected to be by 2023

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11 | 9.9 |
| Post Letting Construction Costs | 0.87 | 0.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.14 | 1 |
| Construction Engineering: | 0.76 | 0.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 13.8** | **$ 12.4** |

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

## Key Cost Estimate Assumptions

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full depth reclamation and placement of a 4-inch overlay. Bridge 5076 would be replaced with a box culvert instead of a span bridge.

## Project Risks

Proposed pavement may be found to be too far gone or existing structure requires a more expensive and comprehensive pavement fix.

## 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: 10/22/2021

Current Letting Date: 10/28/2022

Construction Season: 2023

Estimated Substantial Completion: 2023

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Glen Coudron


**Revised Date:** 12/16/2019

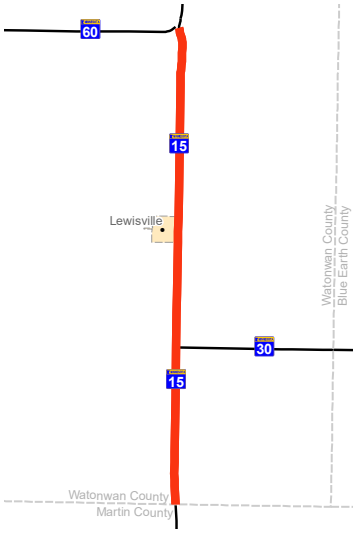
# PROJECT SUMMARY

MN 15

On MN 15 from Watonwan county line to south TH15/60 interchange.

Bridge:91277, 91775, 95845

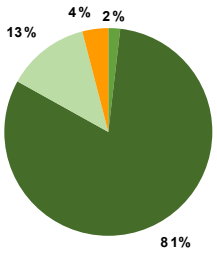
State Project Number: 8303-48




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

None.

**Project History**

The project will resurface the roadway to provide a smooth ride and extend the life of the road using a mill and overlay.

## Project Description

Resurface Hwy 60 W interchange to Hwy 60 E interchange near Madelia

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.1 | 6.1 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | .7 | .7 |
| Construction Engineering: | .5 | .5 |
| Right of Way: | 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

The cost estimate is based on a mill & overlay with prices inflated to 2023.

## Project Risks

To be assessed during design.

## Schedule

Environmental Approval Date: Not Started

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Pending Approval

Original Letting Date: 2/24/2023

Current Letting Date: 2/24/2023

Construction Season: 2023

Estimated Substantial Completion: 2023


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Peter Engelmeyer


**Revised Date:** 12/16/2019

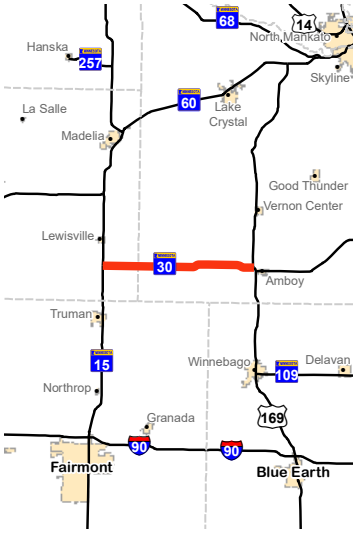
# PROJECT SUMMARY

MN 30

On MN 30, five bridges replaced or repaired in Watonwan County.

Bridge:07027, 07038, 1575, 1576, 8805

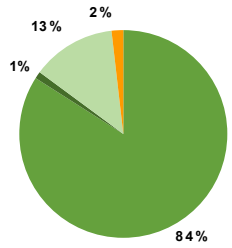
State Project Number: 8306-13




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

None.

**Project History**

Bridge culverts have structural deficiencies such as progressive cracks, silt build up, slope failures and erosion issues. The plate guardrails are problematic for snow removal; 3 cable guardrails are being damaged regularly due to uncertainty of their anchor locations during plowing. The purpose of this projects is to provide structures that meets current structural standards and provide performance based practical design. Improve slope/soil conditions. Remove, replace or repair guardrail.

## Project Description

Replace three bridges and repair 2 bridges on Hwy 30 just east of Hwy 15

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.6 | 4.6 |
| Post Letting Construction Costs | 0 | .4 |
| Other Construction Elements: | .37 | 0 |
| Preliminary Engineering: | .48 | .5 |
| Construction Engineering: | .32 | .3 |
| Right of Way: | 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

Midpoint construction 2021.

## Project Risks

This is a flex project with a flex letting date of 11/25/19. Coordination with nearby county project that is in FY 2021 may cause additional impacts to local traffic.

## Schedule

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 1/22/2018
Original Letting Date: 11/20/2020
Current Letting Date: 10/25/2019
Construction Season: 2020
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Zachary Tess


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

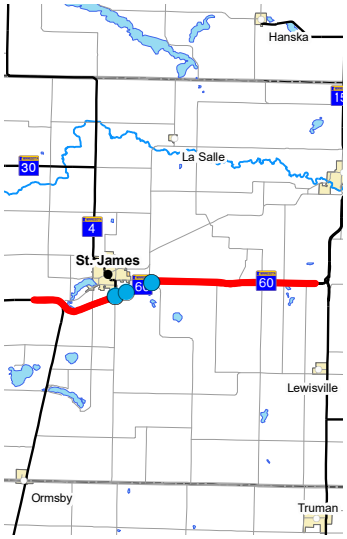
MN 60

On MN 60 from St. James TH 4 to Hwy 15 in Watonwan County.

Bridge:83029, 83027, 91543

State Project Number: 8309-52

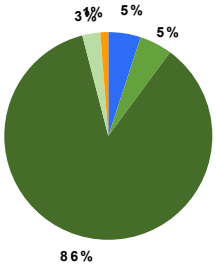
Hwy 60 Watonwan County Resurfacing




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Repair and resurface 1 mile west of Hwy 4 to Hwy 15

### Recent Changes and Updates

This two year project is currently under construction. It will be substantially complete in fall 2020.

### Project History

Upscoping of this project to an unbonded concrete overlay to be constructed in 2018 and 2019. Pipe repair work is expected to be completed ahead of time (under SP 8827-271) in the 2017 construction season. The project will resurface the pavement to provide an improved ride quality index rating, a smooth riding surface and to preserve pavement life. The pavement is in poor condition and will be at the end of its service life by 2019. The scope of the project includes preservation work on the interchange ramps and bridge rehabilitation work in St. James.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.4 | 27.5 |
| Post Letting Construction Costs | 1.2 | 2.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.44 | 3.2 |
| Construction Engineering: | 0.96 | 2.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 16.0** | **$ 35.1** |

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

## Key Cost Estimate Assumptions

The baseline estimate of cost was created using an itemized cost for each section of repair with average bid prices for projects in the area. Scope and timeframe was changed significantly due to new funding. Project was up scoped to a long term fix from concrete pavement rehabilitation to unbonded concrete overlay. Actual construction let amount was $27.5 million.

## Project Risks

All major project design risks were retired.

## Schedule

Environmental Approval Date: 2/21/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 10/1/2017

Original Letting Date: 10/26/2018

Current Letting Date: 4/27/2018

Construction Season: 2018 - 2019

Estimated Substantial Completion: Dec-19

DEPARTMENT OF TRANSPORTATION

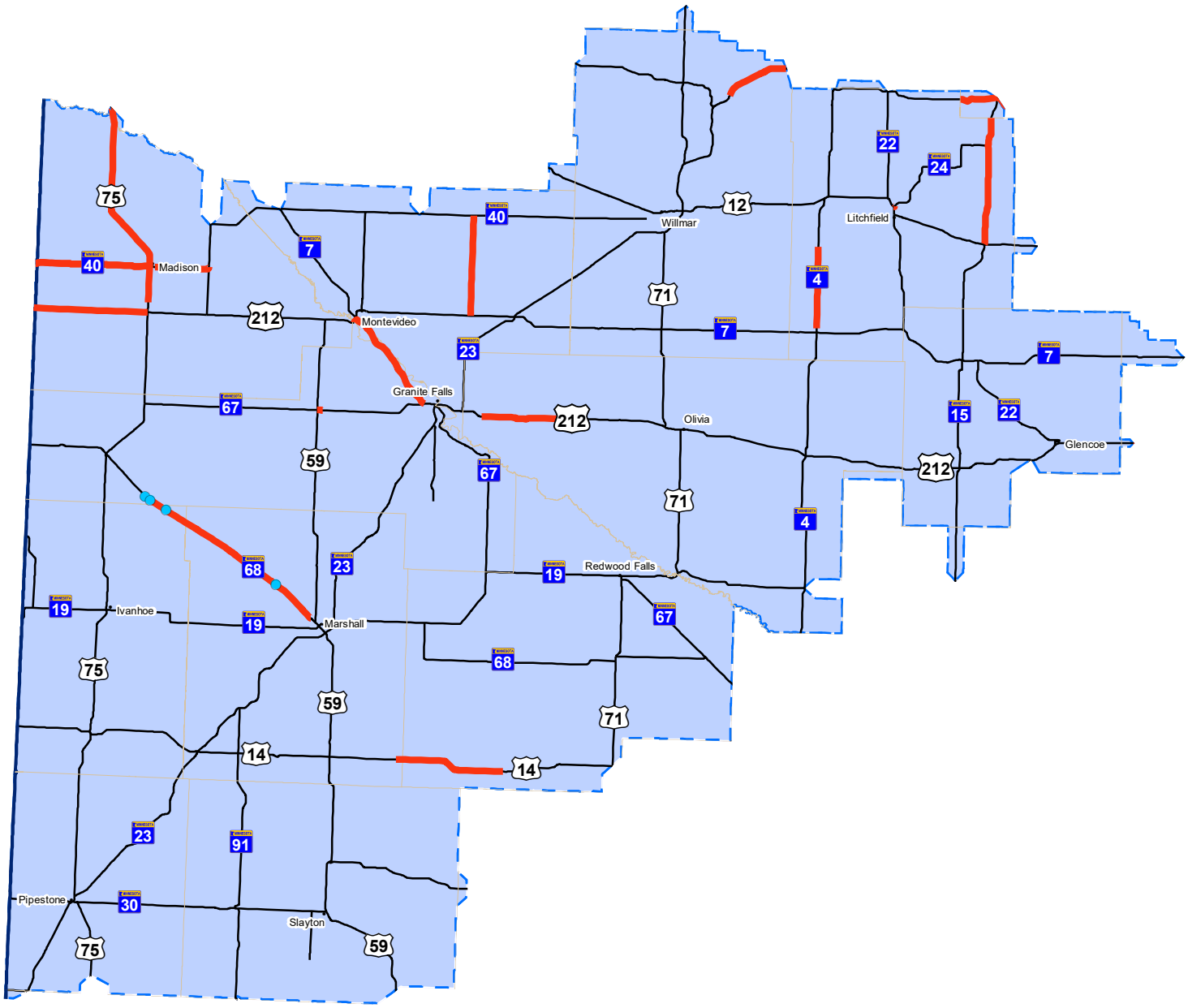
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

**District Engineer:** Greg Ous
**Project Manager:** Matthew Young

**Revised Date:** 12/16/2019

# Major Highway Projects 2019

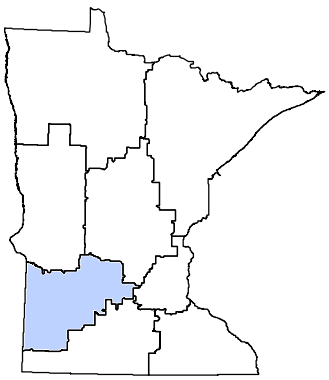
## D8-WILLMAR




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# District 8 Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| MN 40 | 1209-22 | On MN 40, bridge replaced in Chippewa and Lac Qui Parle Counties. | G2 | 324 |
| MN 277 | 1213-90 | On MN 277 from MN 40 to MN 7 in Chippewa County. | G3 | 325 |
| US 12 | 3403-74 | On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County. | G4 | 326 |
| MN 23 | 3408-18 | On MN 23, from New London to Paynesville in Kandiyohi County. | G5 | 327 |
| US 75 | 3703-25 | On US 75 from Township 127 to MN 7 in Bellingham. | G6 | 328 |
| MN 23 | 4203-50 | On MN 23 from Cottonwood to Hwy 212 in Granite Falls. | G7 | 329 |
| MN 68 | 4210-49 | On MN 68 from Minneota to Marshall in Lyon County. | G8 | 330 |
| MN 15 | 4304-53 | On MN 15 from 5th Avenue SW to 2nd Avenue NE in McLeod County. | G9 | 331 |
| MN 22 | 4308-34 | On MN 22 from MN 7 to Litchfield in McLeod County. | G10 | 332 |
| MN 4 | 4701-32 | On MN 4 from Cosmos to CSAH 23 in Meeker County. | G11 | 333 |
| US 12 | 4704-89 | On US 12 from 4th Street to Holcombe Avenue in Meeker County. | G12 | 334 |
| MN 15 | 4707-26 | On MN 15 from US 12 at Dassel to Meeker/Stearns County Line. | G13 | 335 |
| MN 30 | 5103-91 | On MN 30 from US 59 to Murray/Cottonwood County line. | G14 | 336 |
| MN 91 | 5108-12 | On MN 91 from MN 30 to MN 23 in Murray County. | G15 | 337 |
| US 14 | 6401-37 | On US 14 from 4th Street in Tracy to CSAH 7 in Revere. | G16 | 338 |
| US 212 | 6510-67 | On US 212 from MN 23 to CSAH 6 in Sacred Heart. | G17 | 339 |
| MN 23 | 7305-124 | On MN 23 from Paynesville to Richmond in Stearns County. | G18 | 340 |
| MN 67 | 8706-89 | On MN 67 from US 59 to 6th Street in Clarksfield in Yellow Medicine County. | G19 | 341 |
| US 212 | 8712-32 | On US 212 from MN 29 to MN 67 in Yellow Medicine County. | G20 | 342 |

# PROJECT SUMMARY

MN 40

On MN 40, bridge replaced in Chippewa and Lac Qui Parle Counties.

Bridge:12017

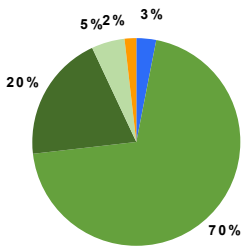
State Project Number: 1209-22

Hwy 40


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
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- Twin Cities Mobility
- Freight

## Project Description

This project replaces the bridge known as Milan bridge over Lac Qui Parle Lake.

## Recent Changes and Updates

The project was let on schedule. Construction is underway. Completion is threatened due to extreme weather conditions and contractor delays.

## Project History

Geometric layout approved. Preliminary bridge and roadway plans at 50 percent. On schedule for letting date. This project is continuing through the project development process, including public outreach. This project recently changed from a bridge rehabilitation to a bridge replacement due to public concerns. The decision to replace the bridge rather than rehabilitate the existing structure was determined through extensive public outreach. This project was previously a bridge rehabilitation until late 2015, when it changed to a bridge replacement. The 2017-2020 state transportation improvement program is the first year it is shown as a bridge replacement.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.3 | 7.8 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0.3 | 0.2 |
| **Total:** | **$ 6.8** | **$ 9.2** |

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

## Key Cost Estimate Assumptions

Engineering is 20 percent of construction total and right of way costs are based on previous scopes to replace the bridge in 2009. The cost estimates went down when the project shifted from rehab to replacement due to the historic nature of the bridge. It is more costly to rehab when following historic guidelines.

## Project Risks

This project will need an Army Corps of Engineer's permit and review through the environmental process, including Minnesota State Historic Preservation Office concurrence.

## Schedule

Environmental Approval Date: Not needed

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 5/7/2018

Construction Limits Established Date: 5/7/2018

Original Letting Date: 3/22/19

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Gene East

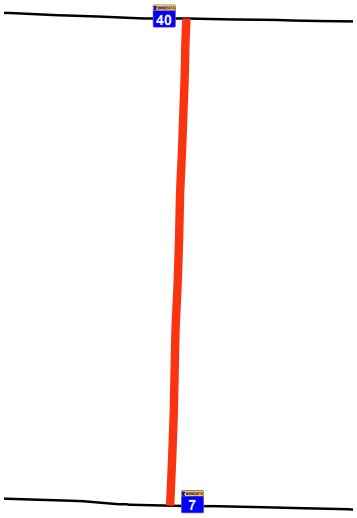

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 277

On MN 277 from MN 40 to MN 7 in Chippewa County.

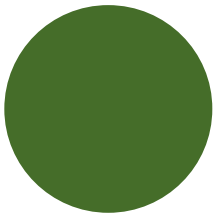
State Project Number: 1213-90




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
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- Bridge
- Facilities
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- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Turn back ownership of Hwy 277 to Chippewa County.

### Recent Changes and Updates

Some additional funds were needed due to culvert needs.

### Project History

Due to lower traffic volumes, the lack of a population center and type of traffic (not the long haul, interregional nature) this road was considered for reassignment to the County System. Chippewa County was approached with a proposal and they were open to the transfer of control. After several discussions with MnDOT, the county agreed to accept the road into their system.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 8.9 | 89 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1 | 1 |
| Construction Engineering: | 0.6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 10.5** | **$ 90.6** |

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

## Key Cost Estimate Assumptions

TPCE was prepared assuming full reconstruction costs including culverts, surfacing, grading, and shoulder widening.

## Project Risks

No known significant project risks.

## Schedule

Environmental Approval Date: Not needed

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Not needed

Original Letting Date:

Current Letting Date: 8/1/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Lowell Flaten

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 12

On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.

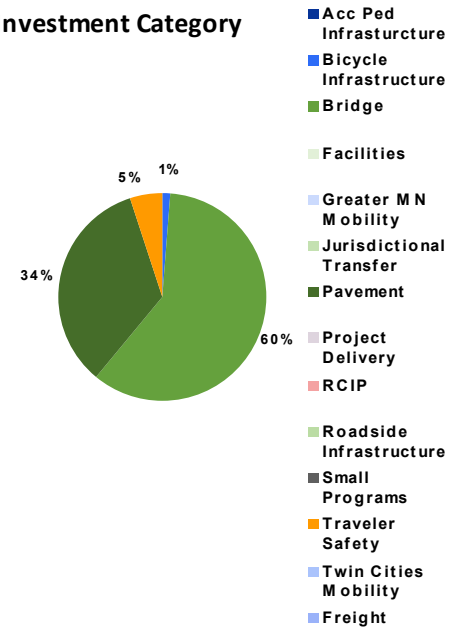
State Project Number: 3403-74

Willmar Rail Connector & Industrial Access Project


**Primary Purpose**

Bridge

## Investment Category




## Project Description

This project realigns Hwy 12 and reconstructs Hwy 40 including two new bridges to facilitate a railroad bypass on the west side of Willmar.

**Recent Changes and Updates**

Master Cooperative Agreement was signed January 19, 2019. Construction started on July 9, 2019. The project is a design build project.

**Project History**

Substantial progress was made in negotiation of the master cooperative agreement. The complexity of the agreement resulted in significant delays to the project schedule, but the delays do not threaten the project. Final agreement is expected soon, with final execution of the master cooperative agreement anticipated. Several key permits and agreements were attained or are approaching completion. The master cooperative agreement (State, City, County and BNSF) is nearing its final draft stage. Extra geotechnical monitoring will be used in the construction process to minimize risk of instability. Construction is expected to take place from 2018 through 2021 for the highway portion of the project. There are several agreements that still need to be negotiated. This project will require a large quantity of borrow dirt and the area does not have a borrow site. The price of borrow dirt could change dramatically depending on how far away it is to haul from. A soils investigation will likely show some poor soils. How these poor soils are dealt with could have a significant cost. This is a design-build project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 36.2 | 36.2 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.8 | 0 |
| Construction Engineering: | 1.2 | 0 |
| Right of Way: | 2.5 | 0 |
| **Total:** | **$ 41.7** | **$ 36.2** |

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

## Key Cost Estimate Assumptions

Assumptions for the construction letting include: 1) Alternative 2B will be chosen 2) $20.2 million railroad costs and $16 million roadway costs 3) Includes 15 percent of the roadway costs for design-build assumptions for engineering/consultant costs include: 1) 8 percent of the total letting cost to cover preliminary design of the roadway and preliminary and final design of the railroad. The cost estimates were fairly fluid as the Tiger Grant cost shares with the various entities shifted as did the project development costs.

## Project Risks

Given that this project is a public/private partnership, there are several major risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway.

## Schedule

Environmental Approval Date: 5/4/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 9/28/2017

Construction Limits Established Date: 9/28/2017

Original Letting Date: 10/19/2017

Current Letting Date: 9/26/2018

Construction Season: 2019 - 2020

Estimated Substantial Completion: Fall 2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Paul Rasmussen

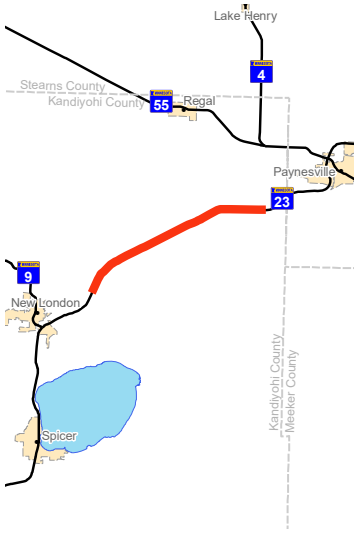
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 23

On MN 23, from New London to Paynesville in Kandiyohi County.

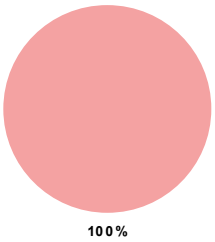
State Project Number: 3408-18




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project expands Hwy 23 from a 2-lane to 4-lane roadway from New London to Paynesville.

## Recent Changes and Updates

Scope Finalized.

## Project History

May of 2018 received $105 Million in Corridors of Commerce funding for north and south gaps. November 2015-June 2016 environmental review and public hearings held. 2015 preferred alternative finalized. Environmental review begun in August 2014.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 30.7 | 32.1 |
| Post Letting Construction Costs | 3.8 | 3.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.6 | 2.9 |
| Construction Engineering: | 1.8 | 1.9 |
| Right of Way: | 5.7 | 5.7 |
| **Total:** | **$ 44.6** | **$ 46.3** |

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

## Key Cost Estimate Assumptions

Engineering cost is assumed to be 20% of construction total.

## Project Risks

There are several project risks including utility impacts, wetland coordination, project layout, hydraulics, permits for DNR/NPDES etc.

## Schedule

Environmental Approval Date: 6/30/2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Pending

Construction Limits Established Date: Pending

Original Letting Date:

Current Letting Date: 12/16/2022

Construction Season: 2023 - 2024

Estimated Substantial Completion: Fall 2024

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Christopher Nienaber

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 75

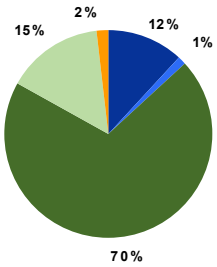
On US 75 from Township 127 to MN 7 in Bellingham.

State Project Number: 3703-25


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Final design phase and plan preparation in progress. On schedule for letting date.

**Project History**

This project is progressing through the project development process.

## Project Description

The project resurfaces Hwy 75 from township 127 to Hwy 7 but not in Madison. The project includes pedestrian improvements to meet ADA standards new culvert liners and guardrail replacements.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6 | 7.7 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.8 |
| Construction Engineering: | 0.4 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.0** | **$ 9.3** |

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

## Key Cost Estimate Assumptions

Engineering estimates for FY 2020 reflect 20 percent of construction letting. This project has minimal right of way costs.

## Project Risks

No known significant project risks. Pedestrian improvements in the urban area may incur costs for unknown issues.

## Schedule

Environmental Approval Date: 8/21/2019
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 6/25/2018
Construction Limits Established Date: 6/25/2018
Original Letting Date:
Current Letting Date: 3/27/2020
Construction Season: 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Jesse Vlaminck


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

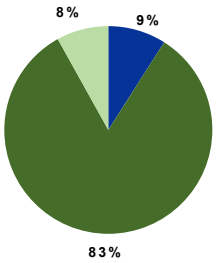
MN 23

On MN 23 from Cottonwood to Hwy 212 in Granite Falls.
Bridge:87007; 87X03, 87X04, 87X05, 91419; 91420; 91459
State Project Number: 4203-50
Hwy 23


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Finalizing final design plans and provisions.

**Project History**

Geometric layout in progress. Bridge replacements added via recommendation by the MnDOT Bridge Office. The pavement section along this stretch of road is full depth bituminous and one of the last remaining of that type in the District. The characteristics of such a pavement section is that the bottom part of the bituminous lacks the necessary drainage needed to wick away moisture and consequently the pavement deteriorates from the bottom up. This creates additional maintenance then is shown on the surface. For this reason this section of road has required substantial maintenance in recent years in order to preserve the road and maintain an acceptable ride, until a more substantial fix can be completed. The improvements on this project have been coordinated with our local government partners who include Lyon County, Yellow Medicine County, Cottonwood, and Granite Falls on those items of interest to the community, in particular the detour and highway improvements.

## Project Description

This project resurfaces Hwy 23 from Cottonwood to Hwy 212/Hwy 23 in Granite Falls and constructs left turn lanes at the intersection of Hwy 23/Lyon CR 9 and Hwy 23/Lyon CR 10.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 26.2 | 29.5 |
| Post Letting Construction Costs | 0.9 | 1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.6 | 3.3 |
| Construction Engineering: | 1.8 | 2.1 |
| Right of Way: | 0.4 | 0.4 |
| **Total:** | **$ 31.9** | **$ 36.3** |

*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 known significant project risks.

## Schedule

Environmental Approval Date: 7/31/2019
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 7/9/2019
Construction Limits Established Date: 11/15/2018
Original Letting Date: 1/31/2020
Current Letting Date: 1/31/2020
Construction Season: 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Lance Kalthoff

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

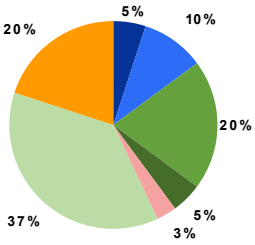
MN 68

On MN 68 from Minneota to Marshall in Lyon County.
Bridge:5324, 5324; 5629; 8323; 6222, 5629, 6220, 6222, 8323
State Project Number: 4210-49


**Primary Purpose**

Roadside Infrastructure

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Since the initial scoping of this project in 2016, the letting date has changed and a box culvert has been added.

**Project History**

January 2019 scope amendment approved. June of 2016 scope finalized.

## Project Description

Widen shoulders on Hwy 68 from Minneota to Marshall. Replace bridges and culverts along project area.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7 | 7 |
| Post Letting Construction Costs | 0.5 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.8 | 0.8 |
| Construction Engineering: | 0.5 | 0.5 |
| Right of Way: | 1 | 1 |
| **Total:** | **$ 9.8** | **$ 9.5** |

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

## Key Cost Estimate Assumptions

Engineering is assumed to be 20% of the construction cost.

## Project Risks

This project has some risks in hydraulics as well as contaminated materials management.

## Schedule

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 4/12/2019
Construction Limits Established Date: 7/30/2019
Original Letting Date:
Current Letting Date: 12/18/2020
Construction Season: 2021
Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Christopher Nienaber

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 15

On MN 15 from 5th Avenue SW to 2nd Avenue NE in Mcleod County.

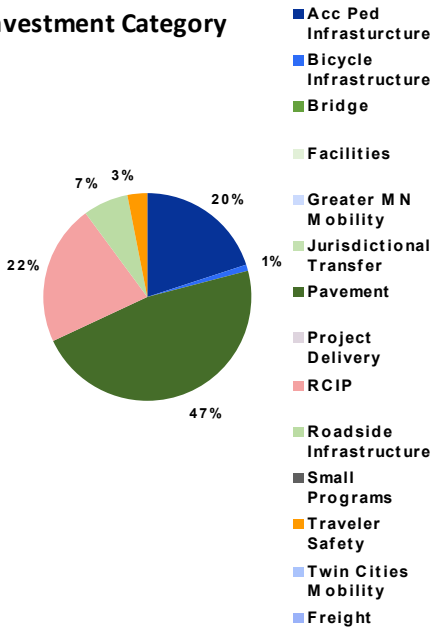
State Project Number: 4304-53

Hwy 15


**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

This project reconstructs Hwy 15 through downtown Hutchinson.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6.3 | 6.3 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.6 | 0.6 |
| Construction Engineering: | 0.4 | 0.4 |
| Right of Way: | 0.2 | 0.2 |
| **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

Project costs will increase as a result of the level of detail now available in the near-final plans, and also due to higher expected quantities of contaminated materials, de-watering, and other special work and materials needed to address the contaminated materials discovered on site.

## Project Risks

Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil. The risk of these items were mitigated by completing building inspections and performing environmental reviews of the soil. Minor right of way acquisitions may be needed.

### Recent Changes and Updates

The letting is delayed to February 2020 due to late design taking longer than planned. Pre-letting public engagement is complete. Agreement discussions with city progressing smoothly.

### Project History

The layout, construction limits and right of way acquisition process is underway. Additional milestones on the horizon are preliminary plan submittals. MnDOT has continued to conduct public engagement activities as the project progresses through design. This reconstruction project was selected due to poor pavement condition and local utility improvement needs. The community has done extensive study and outreach for their downtown/main street area. Cost sharing is anticipated for parking lanes, sidewalk, traffic signals and aesthetics. Tied to SP # 4304-53.

## Schedule

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Pending approval
Geometric Layout Approval Date: 6/8/2018
Construction Limits Established Date: 9/13/2019
Original Letting Date: 11/22/2019
Current Letting Date: 2/28/2020
Construction Season: 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Gene East


**Revised Date:** 12/16/2019

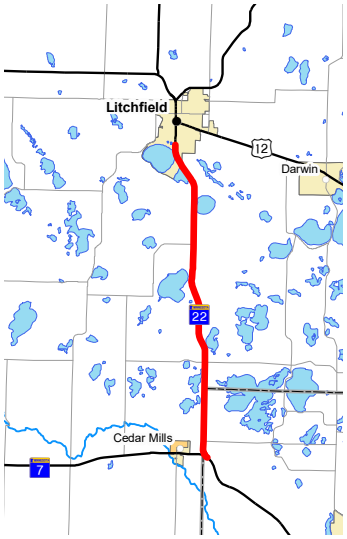
# PROJECT SUMMARY

MN 22

On MN 22 from MN 7 to Litchfield in Mcleod County.

State Project Number: 4308-34

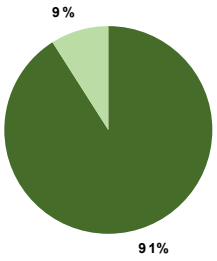
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

This project is a thick overlay of approximately 12 miles of Hwy 22 between the west junction of Hwy 7 to the southern limits of Litchfield.

### Recent Changes and Updates

Project was completed fall 2017.

### Project History

This project was recently let, the environmental documentation was approved and updated below since last year's report. All cost estimates were updated with the letting costs. The environmental documentation for this project is now complete. The total project cost estimate was reduced due to updated inflation factors. 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.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 6 | 5.2 |
| Post Letting Construction Costs | 0.1 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.4 |
| Construction Engineering: | 0.44 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 7.2** | **$ 5.8** |

*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 reflects the letting cost.

### Project Risks

There are currently no outstanding risks on this project.

### Schedule

Environmental Approval Date: 12/12/2016
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: June 2015
Construction Limits Established Date: Not needed
Original Letting Date: 01/27/2017
Current Letting Date: 1/27/2017
Construction Season: 2017
Estimated Substantial Completion: Fall 2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Kelly Brunkhorst

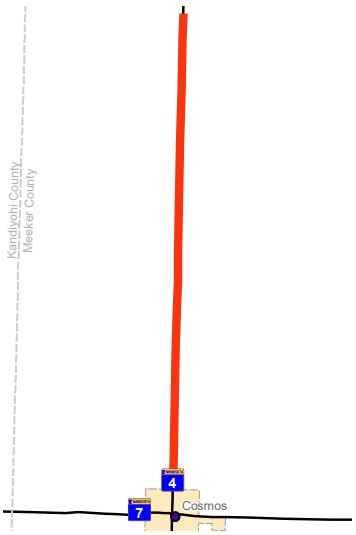

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 4

On MN 4 from Cosmos to CSAH 23 in Meeker County.

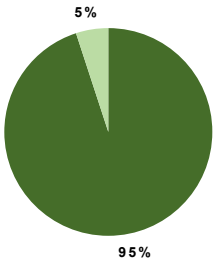
State Project Number: 4701-32




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project resurfaces Hwy 4 from Cosmos to Meeker CR 23.

**Recent Changes and Updates**

A total project cost estimate was completed.

**Project History**

Scoping has begun.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 5.3 | 5.3 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.5 | 0.5 |
| Construction Engineering: | .4 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 6.4** | **$ 6.4** |

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

## Key Cost Estimate Assumptions

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost.

## Project Risks

Project risks include condition of existing corrugated metal pipe to determine if replacing is needed adding additional costs.

## Schedule

Environmental Approval Date: Not needed

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Not Needed

Construction Limits Established Date: Not needed

Original Letting Date:

Current Letting Date: 8/26/2022

Construction Season: 2023

Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby

**Project Manager:** Alexander Weniger

**Revised Date:** 12/16/2019

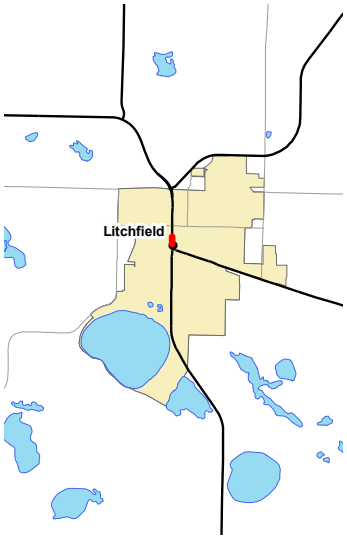
# PROJECT SUMMARY

US 12

On US 12 from 4th Street to Holcombe Avenue in Meeker County.

State Project Number: 4704-89

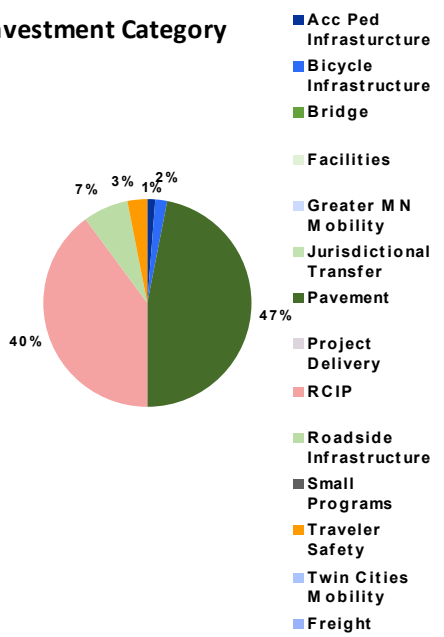
Hwy 12 Reconstruction




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

This project reconstructs Hwy 12 downtown Litchfield from 4th St. to Hwy 22 and 4th St. in Litchfield from Hwy 12 to N. Donnelly Ave.

**Recent Changes and Updates**

Project is under contract. Outreach continues. Construction is underway. Scope amended. TH 12 will be detoured spring 2020, project completed fall 2020.

**Project History**

Outreach continues. Final plans have started. On schedule for letting. The district hired a consultant to assist with the development of this project. Over the last year, the project progressed through the project development process, while continuing to work with the city and continuing public outreach. Costs were updated to reflect the current estimate. From October 2015 to April 2016, the district, with the assistance of a consultant, conducted a robust public engagement process to determine what the Litchfield community wanted out of a downtown reconstruction project. Currently this project is progressing through the project development phases and there will be continued public involvement from design through construction. The letting for this project was moved up several months to provide more time in construction for this large and complex project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.7 | 11 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.36 | 0.3 |
| Construction Engineering: | 0.24 | 0.3 |
| Right of Way: | 0 | 0.1 |
| **Total:** | **$ 4.5** | **$ 11.9** |

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

## Key Cost Estimate Assumptions

The cost estimate includes many of the risks described below. Several factors caused the cost estimates to increase as follows: the project limits were extended two blocks on TH 12 to the east, five city blocks had to be added to the project in order to accommodate storm sewer needs, and finally a water quality pond was added that was not in the original scope.

## Project Risks

This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, historical buildings, uncertain pedestrian improvement needs and potential hazardous materials.

## Schedule

Environmental Approval Date: 7/18/2018

Municipal Consent Approval Date: 12/8/2017

Geometric Layout Approval Date: 11/6/2017

Construction Limits Established Date: 11/6/2017

Original Letting Date: 03/22/2019

Current Letting Date: 3/22/2019

Construction Season: 2019

Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Lowell Flaten

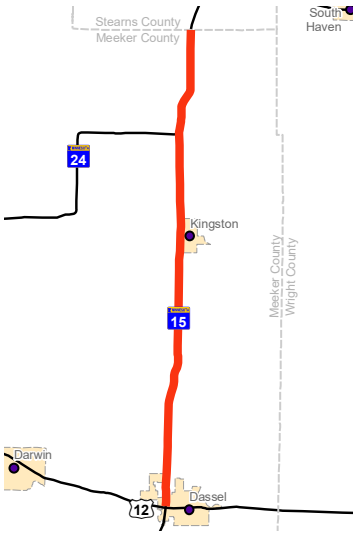
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 15

On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.

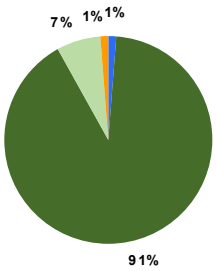
State Project Number: 4707-26




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Preliminary schedule developed summer 2019.

**Project History**

This project is continuing through the project development process. The scoping report was approved in 2017.

## Project Description

The project resurfaces Hwy 15 from Hwy 12 in Dassel to Meeker/Stearns County line.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 9.4 | 9.4 |
| Post Letting Construction Costs | .3 | 0.3 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1 | 1 |
| Construction Engineering: | .6 | 0.6 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 11.3** | **$ 11.3** |

*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 project has no right of way costs.

## Project Risks

No known significant project risks.

## Schedule

Environmental Approval Date: Pending

Municipal Consent Approval Date: Pending

Geometric Layout Approval Date: Pending

Construction Limits Established Date: Pending

Original Letting Date:

Current Letting Date: 3/24/2023

Construction Season: 2023

Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Benjamin Sandoz


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 30

On MN 30 from US 59 to Murray/Cottonwood County line.

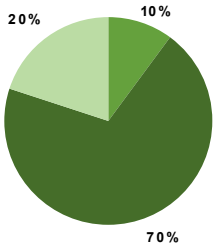
Bridge:6782

State Project Number: 5103-91


**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project resurfaces Hwy 30 from Hwy 59 to the Murray/Cottonwood County line. It also resurfaces a bridge on Hwy 30 over the Des Moines River east of Currie.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.2 | 4.3 |
| Post Letting Construction Costs | 0.1 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.42 | 0.5 |
| Construction Engineering: | 0.28 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 5.0** | **$ 5.2** |

*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.

## Project Risks

No known significant project risks.

**Recent Changes and Updates**

Design and plan preparation are in progress and it's on schedule for letting.

**Project History**

Scope was approved August 2017. Project was initially scoped in fall 2016 as a pavement rehabilitation project due to anticipated pavement deterioration over the next decade. Over the next several months, the initial scope of the project was modified to include guardrail replacement, end post repairs, and deck repairs of Bridge #6782, east of Currie. The installation of culvert liners were also added to the scope to facilitate drainage improvements along the corridor. The final scope was approved on August 25, 2017.

## Schedule

Environmental Approval Date: Pending approval

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: Pending

Original Letting Date: 11/20/2020

Current Letting Date: 5/21/2021

Construction Season: 2021

Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Christopher Nienaber


**Revised Date:** 12/16/2019

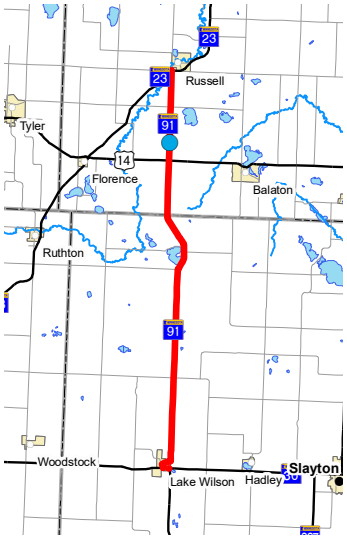
# PROJECT SUMMARY

MN 91

On MN 91 from MN 30 to MN 23 in Murray County.

Bridge:42X07, 9094

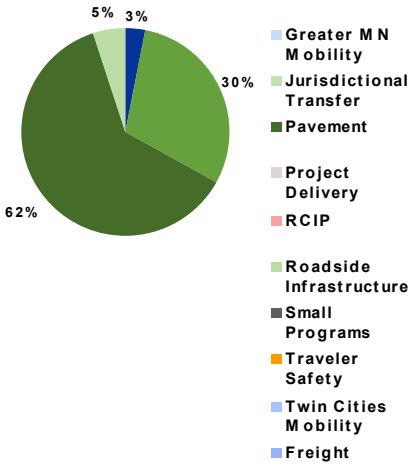
State Project Number: 5108-12




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

The project resurfaces Hwy 91 from Lake Wilson to Hwy 23. It also replaces a bridge over a ditch and upgrades sidewalks in Lake Wilson.

**Recent Changes and Updates**

Under construction 2019/2020.

**Project History**

Final design phase and plan preparation in progress. On schedule for letting. This project is progressing through the project development process. The geometric layout and construction limits were approved since last year's report. The total project cost estimate was reduced due to updated inflation factors. 2015 was the first year this project was in the report. This project is tied with two other 2019 projects on Hwy 91, one of which is in District 7.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 7.1 | 5.8 |
| Post Letting Construction Costs | 0.2 | 0.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.66 | 0.6 |
| Construction Engineering: | 0.44 | 0.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 8.4** | **$ 7.0** |

*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. This project has no right of way costs.

## Project Risks

No known significant project risks. Relatively minor cost risk for culverts scoped for liners, may need to be replaced. Pedestrian improvements in the urban section may incur costs for unknown issues.

## Schedule

Environmental Approval Date: 1/17/2019

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 8/4/2017

Construction Limits Established Date: 8/4/2017

Original Letting Date: 02/22/2019

Current Letting Date: 2/22/2019

Construction Season: 2019 - 2020

Estimated Substantial Completion: Fall 2020


Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Jesse L Vlaminck


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 14

On US 14 from 4th Street in Tracy to CSAH 7 in Revere.

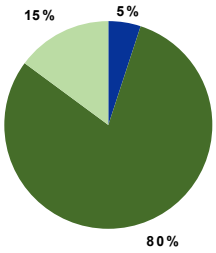
State Project Number: 6401-37

Hwy 14


**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

Construction underway.

**Project History**

Letting on Schedule. Fully scoped.

## Project Description

This project resurfaces the pavement and applies a chip seal to Hwy 14 from 4th St. in Tracy to CR 7 near Revere. It also repairs culverts and guardrails extends right-turn lanes at CR 80 upgrades sidewalks ramps and adjacent driveways in Walnut Grove. For slope stabilization work. It was discovered after letting that several areas were washed out due to the recent floods (MN18-1) so in order to properly install the guardrail the slopes needed to be repaired.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.3 | 5.1 |
| Post Letting Construction Costs | 0.1 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.2 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.0** | **$ 5.8** |

*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. This project has no right of way costs. Slope stabilization was added to the project to ensure guardrail repairs could be made increasing the current estimate. This was discovered after letting when the embankments were washed out.

## Project Risks

Timing of project progress making it usable during major community event- Laura Ingalls Wilder Pageant.

## Schedule

Environmental Approval Date: 8/14/2018

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 5/15/2018

Original Letting Date:

Current Letting Date: 12/18/2018

Construction Season: 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby

**Project Manager:** Kent E Medalen

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 212

On US 212 from MN 23 to CSAH 6 in Sacred Heart.

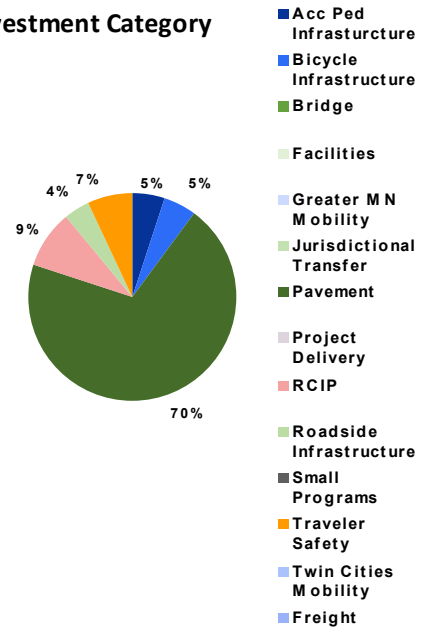
State Project Number: 6510-67




**Primary Purpose**

Pavement Condition

## Investment Category




**Recent Changes and Updates**

They layout and construction limits are underway.

**Project History**

Consultant contract for design in place. Scope complete.

## Project Description

The project resurfaces Hwy 212 from Hwy 23 to Renville CR 6 and adds a passing lane. The project also reconstruts Hwy 212 through Sacred Heart.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 17.3 | 17.3 |
| Post Letting Construction Costs | 0.5 | .5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.6 | 1.6 |
| Construction Engineering: | 1 | 1.0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 20.4** | **$ 20.4** |

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

## Key Cost Estimate Assumptions

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost.

## Project Risks

Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil.

## Schedule

Environmental Approval Date: Pending

Municipal Consent Approval Date: Not Needed

Geometric Layout Approval Date: Pending

Construction Limits Established Date: Pending

Original Letting Date:

Current Letting Date: 3/26/2021

Construction Season: 2021

Estimated Substantial Completion: Fall 2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby

**Project Manager:** Ronald Mortensen

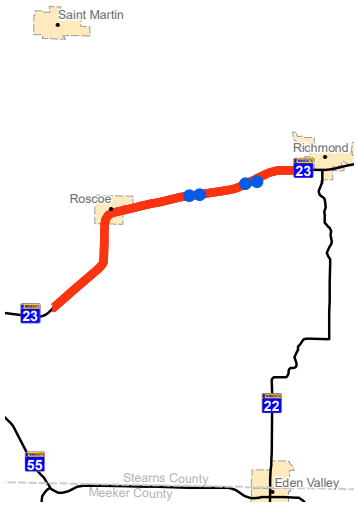
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 23

On MN 23 from Paynesville to Richmond in Stearns County.

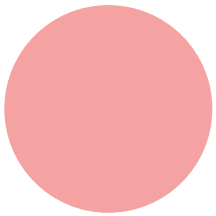
State Project Number: 7305-124




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

This project expands a two-lane roadway to 4-lane on Hwy 23 from Paynesville to Richmond (North Gap).

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 44.4 | 40.6 |
| Post Letting Construction Costs | 1.9 | 1.8 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 4 | 3.8 |
| Construction Engineering: | 3 | 2.5 |
| Right of Way: | 6.4 | 6.5 |
| **Total:** | **$ 59.7** | **$ 55.2** |

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

## Recent Changes and Updates

Final design has begun. Working with DNR on slight adjustments to culverts. Right of way acquisitions and relocations are in progress.

## Project History

In spring 2019, final construction limits were set and final design begun. The geometric layout was finalized and municipal consent was obtained in fall 2018. In May 2018, the project received $105 million in Corridors of Commerce funding for the north and south gap projects. The environmental review was finalized and public hearings were held in 2017. The alignment alternatives were prepared and analyzed in 2015 as the environmental review progress began.

## Key Cost Estimate Assumptions

Engineering estimates include utility relocation costs, right of way costs, inflation and soil correction costs.

## Project Risks

Project risks include wetland mitigation as well as permitting (watershed, DNR etc.).

## Schedule

Environmental Approval Date: 9/29/2017
Municipal Consent Approval Date: 12/5/2018
Geometric Layout Approval Date: 9/7/2018
Construction Limits Established Date: Spring 2019
Original Letting Date:
Current Letting Date: 11/19/2021
Construction Season: 2022 - 2023
Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Lance Kalthoff

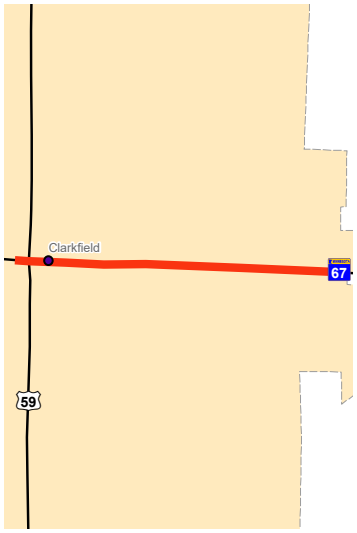
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 67

On MN 67 from US 59 to 6th Street in Clarksfield in Yellow Medicine County.

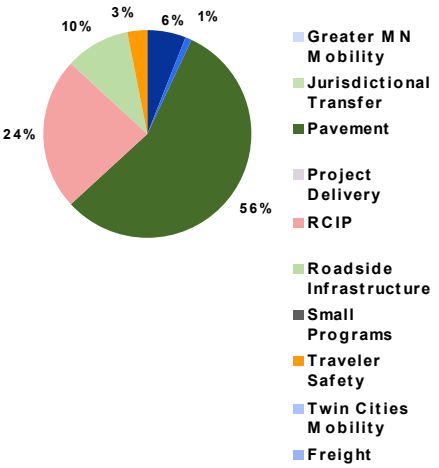
State Project Number: 8706-89




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

The project reconstructs Hwy 67 in Clarkfield.

**Recent Changes and Updates**

Consultant contract for design in place. Outreach efforts have begun.

**Project History**

Project scope complete.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 4.4 | 4.4 |
| Post Letting Construction Costs | 0.1 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | .4 | 0.4 |
| Construction Engineering: | .3 | 0.3 |
| Right of Way: | .2 | 0.2 |
| **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

12 percent engineering and 8 percent for construction administration. It is also assumed there will be some right of way costs.

## Project Risks

This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

## Schedule

Environmental Approval Date: Pending

Municipal Consent Approval Date: Pending

Geometric Layout Approval Date: Pending

Construction Limits Established Date: Pending

Original Letting Date:

Current Letting Date: 11/18/2022

Construction Season: 2023

Estimated Substantial Completion: Fall 2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Lowell Flaten

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 212

On US 212 from MN 29 to MN 67 in Yellow Medicine County.

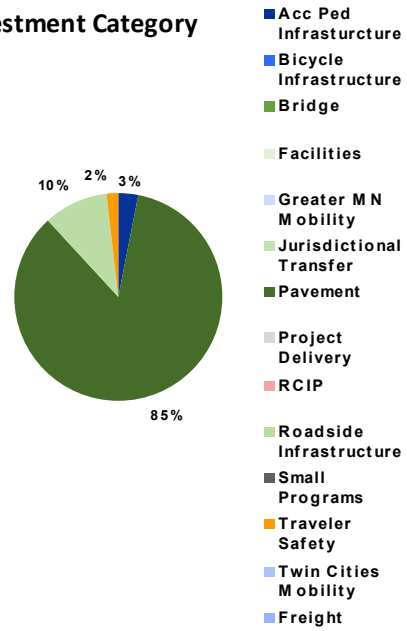
State Project Number: 8712-32

## Substantially Complete


**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

Project complete.

**Project History**

This project is progressing through the project development process. It's fully scoped. ADA improvements added to scope, which increased the current estimate.

## Project Description

The project resurfaces and adds rumble strips from Hwy 29 in Montevideo to the west end of the bridge in Granite Falls.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 3.4 | 3.9 |
| Post Letting Construction Costs | 0.1 | 0.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.2 | 0.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 4.1** | **$ 4.7** |

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

## Key Cost Estimate Assumptions

12 percent for engineering and 8% for construction administration.

## Project Risks

No known significant project risks. Relatively minor cost risk for culverts scoped for liners, may need to be replaced.

## Schedule

Environmental Approval Date: 6/26/2017

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: Not needed

Construction Limits Established Date: 7/13/2017

Original Letting Date:

Current Letting Date: 9/22/2017

Construction Season: 2018

Estimated Substantial Completion: Fall 2018

DEPARTMENT OF TRANSPORTATION

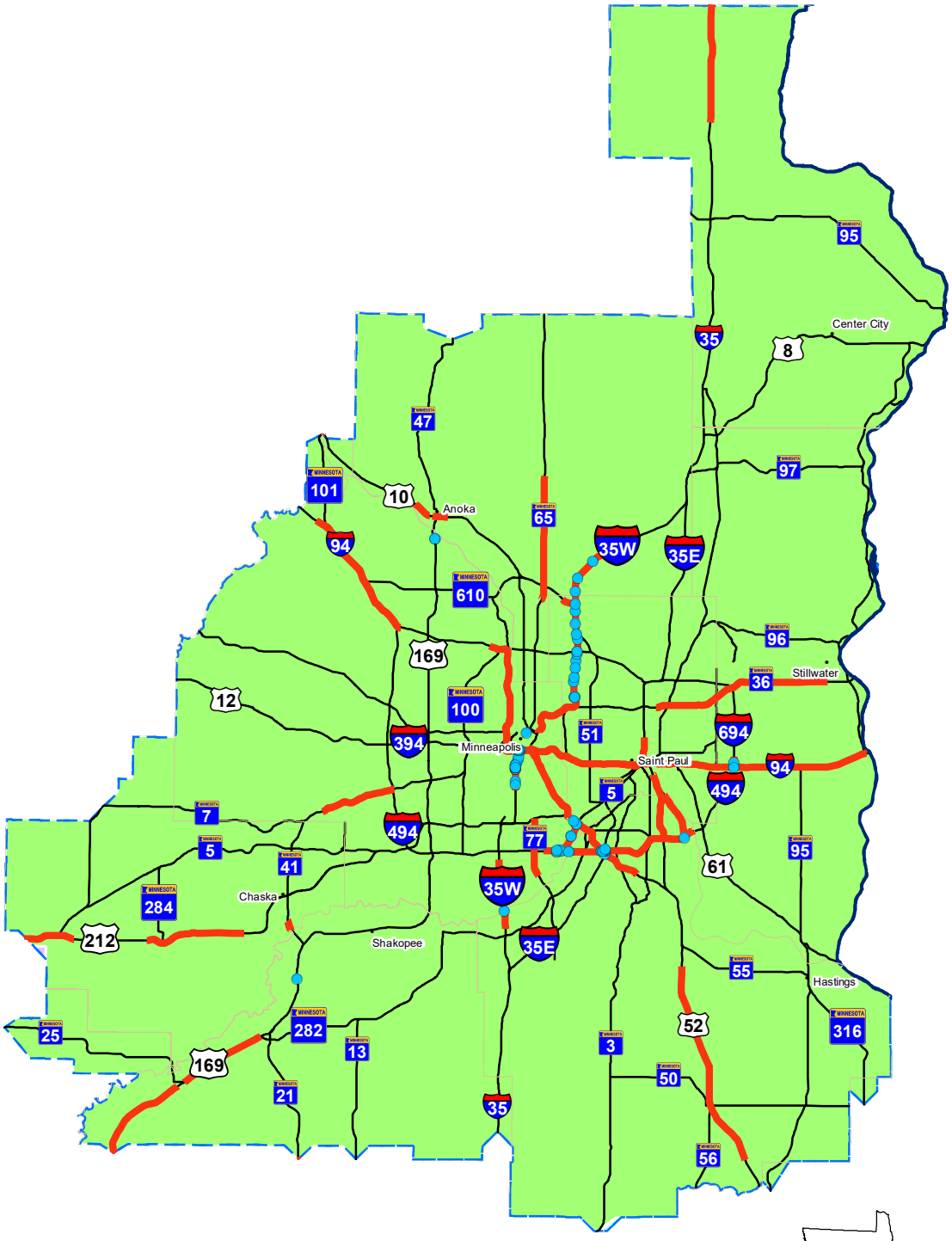

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

**District Engineer:** Jon Huseby
**Project Manager:** Teal Marjorie Spellman


**Revised Date:** 12/16/2019

# Major Highway Projects 2019

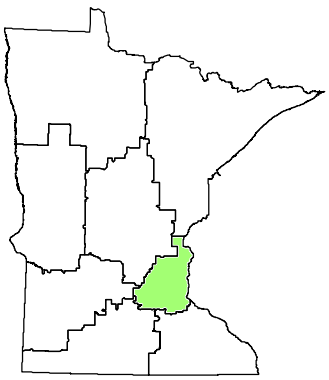
## D-METRO




## Major Highway Projects

- Bridge Projects
- Roadway Projects
- State Boundary
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



# Metro District Project List

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| US 10 | 0202-108 | On US 10 from Thurston Ave to W Main St in Anoka | H2 | 346 |
| MN 65 | 0207-110 | On MN 65 from CSAH 10 to 153rd Ave in Ham Lake and Spring Lake Park | H3 | 347 |
| US 10 | 0215-76 | On US 10 from east of Ferry Street to Bridge 9717 over BNSF in Anoka | H4 | 348 |
| I-35, CSAH 54 | 0283-32, 8280-47 | On CSAH 54 bridges in Anoka and Washington Counties | H5 | 349 |
| MN 41 | 1008-87 | On MN 41 from south of the MN River to the junction at Walnut St in Chaska | H6 | 350 |
| US 212 | 1012-24 | On US 212 from MN 5 to Carver CSAH 34 in Norwood Young America | H7 | 351 |
| I-35 | 1380-84 | On I-35 from south of Chisago CSAH 9 to Chisago/Pine Cty line in Chisago County | H8 | 352 |
| US 52 | 1906-71 | On US 52 from north of CR 86 to north of CSAH 42 in Rosemount | H9 | 353 |
| MN 55 | 1909-99 | On MN 55 from east end of bridge over Bloomington Rd to east of Argenta Trail in Inver Grove Heights and Minneapolis | H10 | 354 |
| MN 156 | 1912-59 | On MN 156 from I-494 to Annapolis Street in South Saint Paul | H11 | 355 |
| MN 149 | 1917-45, 6223-20 | On MN 149 Bridge 62090 in Saint Paul | H12 | 356 |
| US 52 | 1928-71 | On US 52 from north of the US 52/I-494 interchange in Inver Grove Heights to Plato Ave. in St. Paul in Dakota and Ramsey Counties | H13 | 357 |
| I-35W | 1981-124 | On I-35W Bridges 5983, 5983, 9043, 9044 in Bloomington and Burnsville | H14 | 358 |
| I-494 | 1985-148 | On I-494 from 3rd Ave S in S St. Paul to east end of MN River Bridge in Eagan and S St Paul | H15 | 359 |
| I-494 | 1985-149 | On I-494 from east of Hardman Ave S in S St. Paul to Blaine Ave E in Inver Grove Heights and S St Paul | H16 | 360 |
| MN 7 | 2706-239 | On MN 7 from Christmas Lk Rd to I-494 in Minnetonka and Shorewood | H17 | 361 |
| MN 65 | 2710-47 | On MN 65 Bridge 2440 in Minneapolis | H18 | 362 |
| MN 55 | 2724-126 | On MN 55 from 13th Ave to MN 62 in Minneapolis | H19 | 363 |
| MN 5 | 2732-105 | On MN 5 Bridges 27161, 27107, 27118, 27763, 27764, 2776, 27983, 27984, 9153, 9154, 9306 in Dakota and Hennepin Counties | H20 | 364 |
| I-494 | 2732-111, 2785-433 | On I-494 Bridges 9217E, 9217W in Bloomington | H21 | 365 |
| MN 252 | 2748-65 | On MN 252 from I-94 to MN 610 in both directions | H22 | 366 |
| US 169 | 2750-88 | On US 169 Bridges 27W37, 27W36 in Champlin | H23 | 367 |
| MN 77 | 2758-77 | On MN 77 from north end MN River Bridge to Edgewater Blvd in Bloomington and Minneapolis | H24 | 368 |
| US 169 | 2772-119, 2772-113 | On US 169 from Bren Road to 7th Street in Hennepin County | H25 | 369 |
| I-94 | 2780-101, 2780-97, 2780-99 | On I-94 from MN 610 to MN 101 in Maple Grove and Rogers | H26 | 370 |
| I-94 | 2781-432 | On I-94 from Nicollet Avenue to Shingle Creek Bridge in Brooklyn Center | H27 | 371 |
| I-35W | 2782-352 | On I-35W from W 106th St to south of W 82nd St in Bloomington | H28 | 372 |

| ROUTE | STATE PROJECT # | PROJECT LOCATION | PAGE NAME | PAGE # |
|---|---|---|---|---|
| I-35W | 2782-354, 2782-327, 2782-347 | On I-35W from 43rd St. to 11th Ave. in Minneapolis | H29 | 373 |
| I-35W | 2783-166, 6284-184 | On I-35W from 4th St. SE in Mpls. to Rosegate in Minneapolis and Roseville | H30 | 374 |
| I-494 | 2785-424 | On I-494, from East Bush Lake Rd to I-35W in both directions | H31 | 375 |
| I-35E | 6280-308 | On I-35E from University Ave to Maryland Ave in Saint Paul | H32 | 376 |
| I-94 | 6282-217 | On I-94 Not Location Specific in Ramsey County | H33 | 377 |
| I-94 | 6283-234 | On I-94 from Mounds Blvd to MN 120 in Ramsey County | H34 | 378 |
| I-94 | 6283-247 | On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in Saint Paul | H35 | 379 |
| I-35W | 6284-180 | On I-35W from CR B-2 in Roseville to north of Sunset Ave in Lino Lakes | H36 | 380 |
| I-694 | 6285-143, 6285-157 | On I-694 from east of Rice Street to west of Lexington in Ramsey County | H37 | 381 |
| US 169 | 7008-111, 7007-34 | On US 169 Bridge 8829 in Belle Plaine | H38 | 382 |
| MN 36 | 8204-77 | On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater | H39 | 383 |
| MN 36 | 8214-114AN, 8214-114, 8214-161, 8214-184, 8214-174, 8214-176, 8214-172, 8214-144 | On MN 36 Bridge 4654 in Washington County | H40 | 384 |
| I-94 | 8282-132 | On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale | H41 | 385 |
| I-694 | 8286-81 | On I-694 Bridges 82832, 82831, 82817 in Oakdale | H42 | 386 |

# PROJECT SUMMARY

US 10

On US 10 from Thurston Ave to W Main St in Anoka

State Project Number: 0202-108


**Primary Purpose**

Roadside Infrastructure

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

New interchange with bridges on US Hwy 10 at Thurston Avenue grade separation at Fairoak with bridge and supporting roadways on North and South side of US10 from West City of Anoka border to Eastbound entrance ramp from West Main Street

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 19 | 19 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.1 | 0.1 |
| Construction Engineering: | 0 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 19.1** | **$ 19.1** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

This is MnDOT's contribution to a local project that includes the construction of two interchanges.

## 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:

Current Letting Date: 6/14/2021

Construction Season: 2020

Estimated Substantial Completion: 10/26/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes

**Project Manager:** Phillip George Bergem

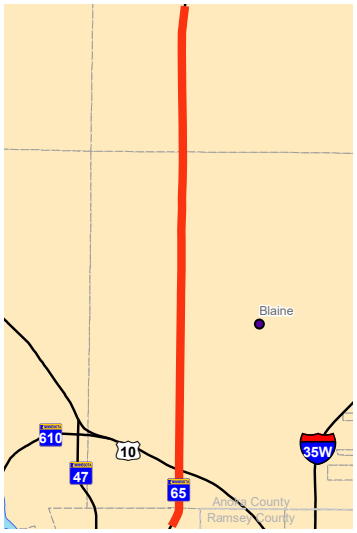
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 65

On MN 65 from CSAH 10 to 153rd Ave in Ham Lake and Spring Lake Park

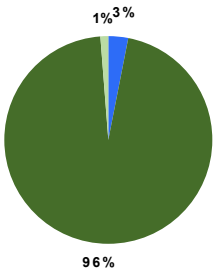
State Project Number: 0207-110




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Mill and overlay drainage repairs ADA improvements on MN Hwy 65 from bridge under CSAH 10 in Spring Lake Park to 153rd Avenue in Ham Lake

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 36.0 | 36.0 |
| Post Letting Construction Costs | 1.4 | 1.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 4.3 | 4.3 |
| Construction Engineering: | 2.8 | 2.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 44.5** | **$ 44.5** |

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

## Recent Changes and Updates

2019 is the first year the project is in the major highway projects report.

## Project History

This is the first year the project is in the major highway projects report.

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

This corridor includes a lot of non-compliant ADA facilities, which could lead to right-of-way impacts. Ongoing water resource needs investigation.

## 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:

Current Letting Date: 1/28/2022

Construction Season: 2022

Estimated Substantial Completion: 9/1/2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Chad Casey

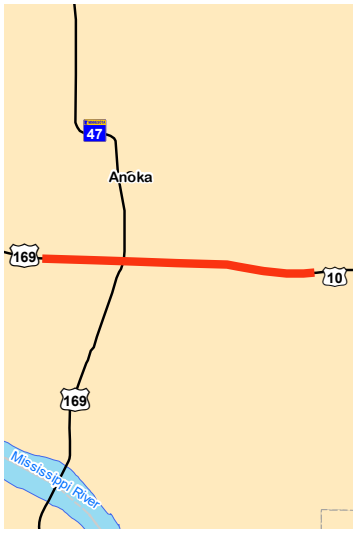
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 10

On US 10 from east of Ferry Street to Bridge 9717 over BNSF in Anoka

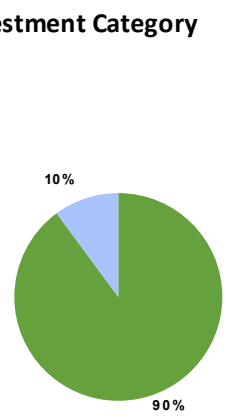
State Project Number: 0215-76




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

Replace 4 bridges and rehabilitate 2 bridges on US Hwy 10 from .25 miles east of Ferry Street to bridge over BNSF in Anoka and reconstruct MN47/US169 interchange noise walls and ADA improvements

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 54.2 | 54.2 |
| Post Letting Construction Costs | 2.7 | 2.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 8.2 | 8.2 |
| Construction Engineering: | 5.5 | 5.5 |
| Right of Way: | 5.2 | 5.2 |
| **Total:** | **$ 75.8** | **$ 75.8** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Project still has a funding gap. Additionl risks include finalizing construction staging and management of traffic and detours.

## 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:

Current Letting Date: 9/24/2021

Construction Season: 2022 - 2023

Estimated Substantial Completion: 11/1/2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Daniel Mattison

**Revised Date:** 12/16/2019

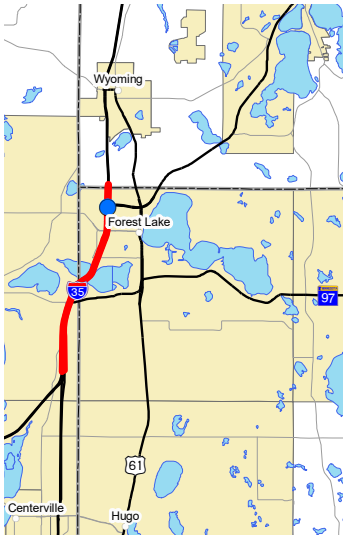
# PROJECT SUMMARY

I-35, CSAH 54

On CSAH 54 bridges in Anoka and Washington Counties

State Project Number: 0283-32, 8280-47

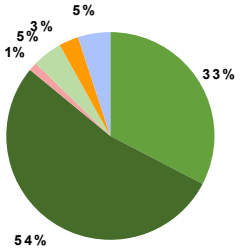
I-35 North Metro Split




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface road replace 3 bridges -- on I-35E north of 80th St. East to I-35E/I-13W/I-15 merge and on I-35W north of Main Street in Lino Lakes to I-35E/I-35W/I-35 merger; and at Forest Lake weigh station replace enforcement system and improve entrance and exit ramps

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 39.6 | 55.2 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.84 | 5.7 |
| Construction Engineering: | 2.56 | 3.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 46.0** | **$ 64.7** |

*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. In 2017 the total project cost estimate increased from $56.6 million to $67.4 million due to higher bids for this design-build project. The project also received $4 million from Anoka County to expand the Hwy 97 Bridge, and an additional $1.4 million in federal freight funding was used to complete a project at the Forest Lake weigh station within the larger project. In 2016, the TPCE was $58.6 million, with construction letting increasing to $50.1 million and engineering to $6.9 million. The $10 million increase to the construction letting cost was due to discovery of damage to the substructure of the roadway and refining the cost estimate for project components as the project moved into final design. MnDOT also adjusted the estimate to adapt to a fluctuating bid environment and expects bids for this project to be much higher than when the original estimate was developed during an economic downturn.

## Project Risks

Risks include traffic impacts during construction, interagency coordination and communication. Previously identified risks were realized increasing costs due to switching the delivery method to design-build delivery.

## Recent Changes and Updates

Project was let in June 2017 for close to the $61.1 million estimate in the 2017 major highway projects report. Engineering costs increased to $9.5 million as project design needs increased.

## Project History

The current condition of this road section is anticipated to decline quickly due to failing road base that hasn't been improved since 1969. Currently this section has a mill and overlay every seven years and the concrete overlay project is a longer term fix to correct base failures.

## Schedule

Environmental Approval Date: 10/7/2015

Municipal Consent Approval Date: 10/7/2015

Geometric Layout Approval Date: 1/16/2015

Construction Limits Established Date: 1/16/2015

Original Letting Date: 07/21/2017

Current Letting Date: 2/28/2020

Construction Season: 2017 - 2049

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Ryan Coddington

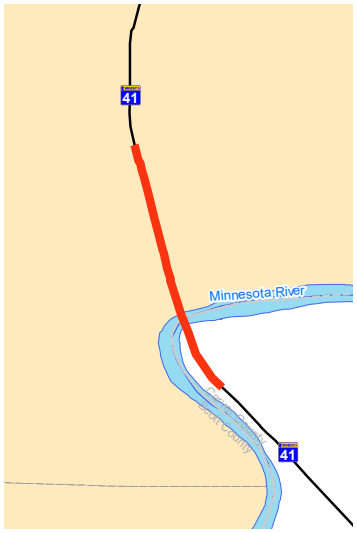

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 41

On MN 41 from south of the MN River to the junction at Walnut St in Chaska

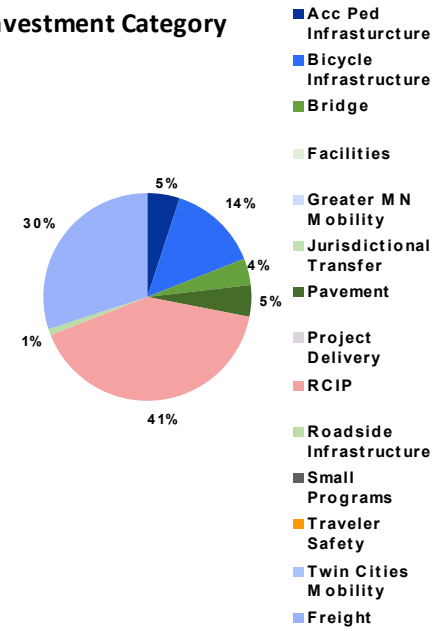
State Project Number: 1008-87




**Primary Purpose**

Regional & Community Improvement Prior

**Investment Category**




## Project Description

Reconstruct roadway median installation turn lanes signal modifications ADA rehabilitate bridge on MN Hwy 41 .1 miles South of Minnesota River in Louisville Township to Walnut St in Chaska

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

Project runs through downtown Chaska's main street and is associated with a local project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 14.3 | 14.3 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.7 | 1.7 |
| Construction Engineering: | 1.1 | 1.1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 17.7** | **$ 17.7** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts.

## 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:
Current Letting Date: 11/19/2021
Construction Season: 2022
Estimated Substantial Completion: 11/1/2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Molly Kline

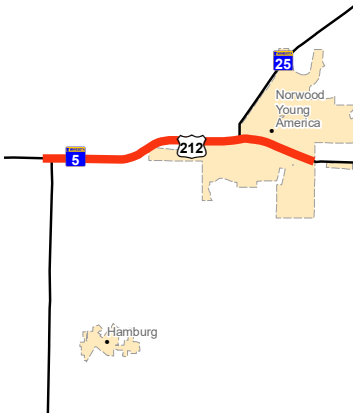
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 212

On US 212 from MN 5 to Carver CSAH 34 in Norwood Young America

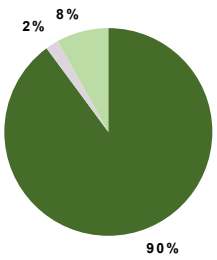
State Project Number: 1012-24




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report. The locals included a grade seperation, pedestrian underpass, access control and signal work.

## Project Description

Resurface replace signals and improve pedestrian ramps extend turn lanes and close access from 0.2 miles west of MN Hwy 25/MN Hwy 5 to Carver CR 34 in Norwood Young America & "Extend turn lanes at US212 at CR 131 at Csah 31 at Railroad St Salem Ave Csah 51 CR 153 and intersection conversion at Csah 34 in Norwood Young America

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.9 | 13.9 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.9 | 1.9 |
| Construction Engineering: | 1.1 | 1.1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 17.5** | **$ 17.5** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Management of traffic and detours.

## 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:
Current Letting Date: 2/28/2020
Construction Season: 2020
Estimated Substantial Completion: 10/31/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Curt Kobilarcsik

**Revised Date:** 12/16/2019

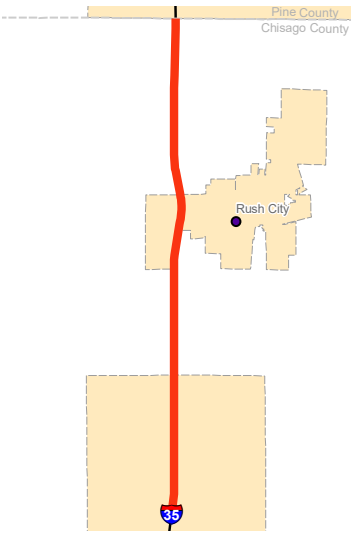
# PROJECT SUMMARY

I 35

On I-35 from south of Chisago CSAH 9 to Chisago/Pine Cty line in Chisago County

State Project Number: 1380-84

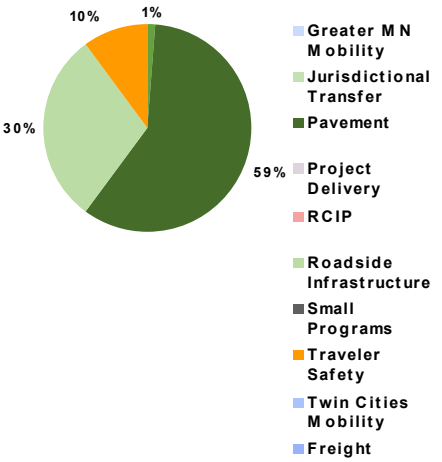
I-35 Road Resurfacing Project




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Concrete pavement stormwater drainage repair on I35 from Chisago CR 9 to Chisago/Pine County line.

### Recent Changes and Updates

2018 is the second year this project has been included in the MHPR. Construction letting for this project was moved to 01/25/2019. A state transportation improvement program modification was done in 2018 to split off early crossover work as part of this project and is being let in June 2018 under SP 1380-95.

### Project History

The project was identified for coordination with a District 1 project in Pine County on I-35. Funding was used to advance the project into 2019 from 2021. The goal of this project is to improve the ride smoothness and restore the pavement. The project will also include cable medians, drainage repairs to culverts, pipes and concrete aprons.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2018

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 27.1 | 22.6 |
| Post Letting Construction Costs | 0 | 0.9 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.58 | 2.7 |
| Construction Engineering: | 1.72 | 1.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 31.4** | **$ 28.0** |

*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 costs.

## Project Risks

Traffic mitigation and staging accounts for some of the construction letting costs, cost could rise based on the final layout for cross overs. There are bridges in the corridor that currently do not have any needs at this time. There may be more drainage needs as additional information is gathered.

## 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: 7/27/2018
Current Letting Date: 1/25/2019
Construction Season: 2019
Estimated Substantial Completion: Summer 2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Dmitry Tomasevich

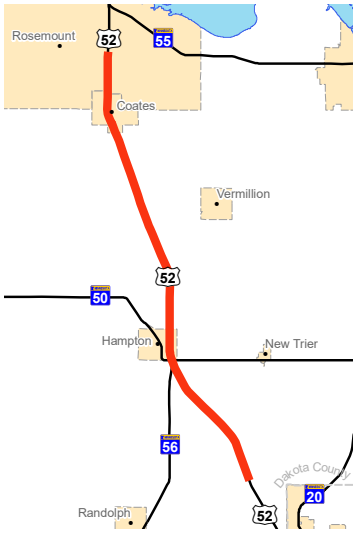
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 52

On US 52 from north of CR 86 to north of CSAH 42 in Rosemount

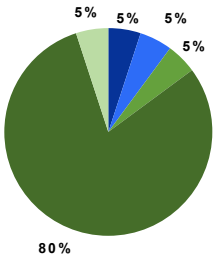
State Project Number: 1906-71




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

Resurface road cable median guardrail and repair 2 bridges on US 52 from 0.2 miles north of CR 86 in Hampton Township to 0.2 miles north of CR 42 in Rosemount

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 61.9 | 61.9 |
| Post Letting Construction Costs | 2.5 | 2.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 7.4 | 7.4 |
| Construction Engineering: | 5 | 5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 76.8** | **$ 76.8** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Project risks include possible utility relocation and water resource needs.

## 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:

Current Letting Date: 7/22/2022

Construction Season: 2023 - 2024

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Erik Brenna


**Revised Date:** 12/16/2019

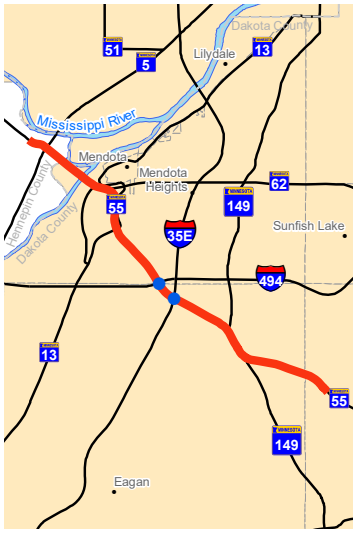
# PROJECT SUMMARY

MN 55

On MN 55 from east end of bridge over Bloomington Rd to east of Argenta Trail in Inver Grove Heights and Minneapolis

Bridge:19819; 19827

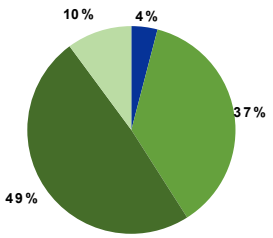
State Project Number: 1909-99




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Concrete pavement rehabilitation bituminous mill and overlay rehabilitate bridges and ADA on MN 55 from east end of bridge over Bloomington Road in Mpls to 0.1 miles east of Argenta Trail in Inver Grove Heights

## Recent Changes and Updates

2019 is the first year the project is in the major highway projects report.

## Project History

This is the first year the project is in the major highway projects report.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 26.1 | 26.1 |
| Post Letting Construction Costs | 1 | 1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.1 | 3.1 |
| Construction Engineering: | 2.1 | 2.1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 32.3** | **$ 32.3** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts.

## 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:

Current Letting Date: 11/19/2021

Construction Season: 2022

Estimated Substantial Completion: 11/1/2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Chad Casey

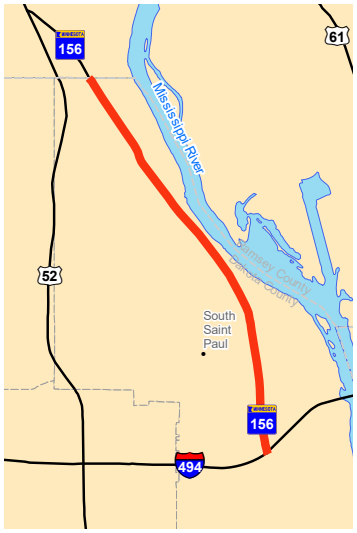

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 156

On MN 156 from I-494 to Annapolis Street in South Saint Paul

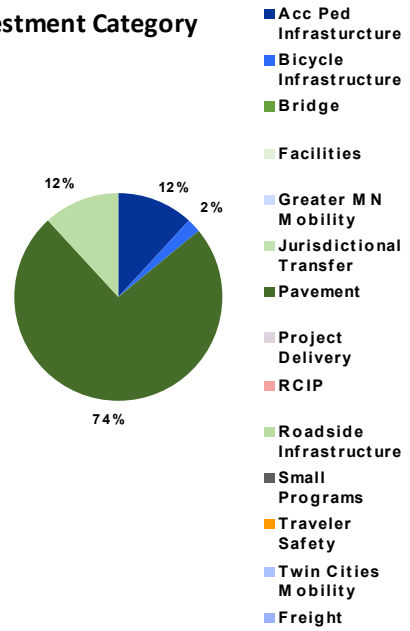
State Project Number: 1912-59




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Reconstruct repair concrete and improve sidewalk access from I-494 to Annapolis Street in South St Paul

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 12.4 | 12.4 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.5 | 1.5 |
| Construction Engineering: | 0.2 | 0.2 |
| Right of Way: | 0.3 | 0.3 |
| **Total:** | **$ 14.4** | **$ 14.4** |

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

## Recent Changes and Updates

2019 is the first year the project is in the major highway projects report because the repair was upscoped to a full reconstruct of the roadway, increasing the construction estimate.

## Project History

This is the first year this project is in the major highway projects report. The pavement fix was upscoped from a repair to a full rebuild of the roadway. Coordination with a local project that the city of South St. Paul is leading.

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project. This project will be delivered using a design-build method.

## Project Risks

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts. Ongoing water resource needs investigation.

## 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:

Current Letting Date: 11/20/2020

Construction Season: 2020

Estimated Substantial Completion: 11/1/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

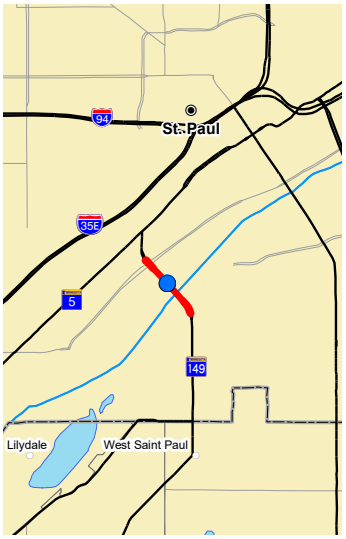
**District Engineer:** Mike Barnes
**Project Manager:** Daniel Mattison

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 149
On MN 149 Bridge 62090 in Saint Paul
Bridge:62090
State Project Number: 1917-45, 6223-20
Hwy 149 High Bridge

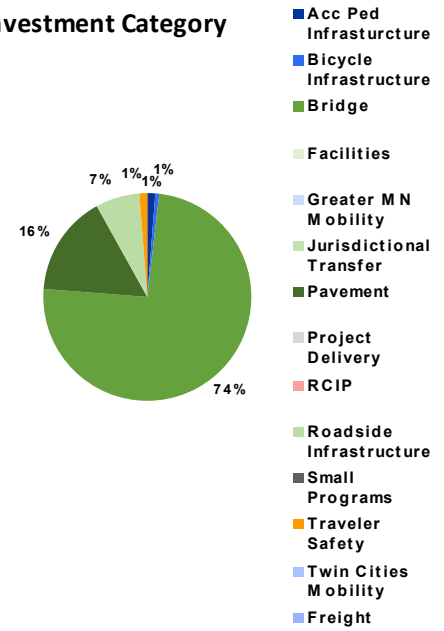
**Substantially Complete**




**Primary Purpose**

Bridge

**Investment Category**




## Project Description

Repair Mississippi River bridge and approaches from West 7th Street (MN Highway 5) to George Street in St Paul

**Recent Changes and Updates**

The project letting in August 2017 resulted in a construction bid of $43 million, which was higher than the estimate of $36.6 million in the previous MHPR. This was a result of unfavorable but acceptable bids. Construction continues and the bridge is expected to open in December 2018.

**Project History**

In 2016, additional inspections and project scoping found the bridge more deteriorated than originally known when the project was initially scoped in 2012. Significant deterioration was found on deck surface and under the deck. Initial scoping efforts did not accurately reflect the costs associated with the bridge or the cost to accelerate construction to keep the full bridge closure to one year. A separate work package was developed to install a scaffolding system prior to the start of major construction to create safe and efficient access for construction crews. Cost of scaffolding was split from larger project's cost. Changes in 2015 include updating the letting date to Jan. 27, 2017, with an estimated substantial completion date of Jan. 26, 2018. A pavement project in West St. Paul (SP 1917-45) was tied to the bridge project.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 14.2 | 50.3 |
| Post Letting Construction Costs | 0 | 2.2 |
| Other Construction Elements: | 0 | 1.0 |
| Preliminary Engineering: | 1.68 | 7.8 |
| Construction Engineering: | 1.12 | 3.8 |
| Right of Way: | 0 | 0.8 |
| **Total:** | **$ 17.0** | **$ 65.9** |

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

## Key Cost Estimate Assumptions

Several significant changes occurred with this project in 2017 that greatly increased the TPCE from $17 million to $46.7 million, including discovery of unknown bridge damage, the original scope undervaluing the construction costs associated with this unique bridge type and location, and an accelerated construction timetable with a one-year bridge closure. Standard practices were used to develop estimates for this project. The project uses the CMGC method of delivery.

## Project Risks

The bridge needs to be closed for one construction season, which impacts access for local businesses and neighborhoods. The rail line crossing under the north end of the bridge needs agreements and flagging during construction and must maintain river navigation during construction.

## Schedule

Environmental Approval Date: 4/10/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Pending approval / CMGC
Construction Limits Established Date: 4/10/2017
Original Letting Date: 06/14/2017
Current Letting Date: 8/2/2017
Construction Season: 2018 - 2019
Estimated Substantial Completion: 12/1/2018

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Dale Gade

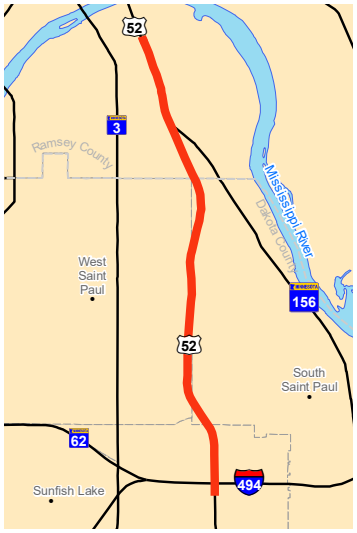
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 52

On US 52 from north of the US 52/I-494 interchange in Inver Grove Heights to Plato Ave in St. Paul in Dakota and Ramsey Counties

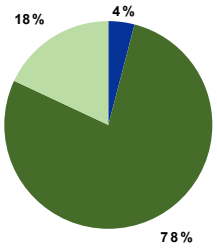
State Project Number: 1928-71




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

Resurface concrete repair; improvement to the weight enforcement facility and pedetrian crossing and signing on US Hwy 52 from MN Highway 52/I494 interchange in Inver Grove Heights to Plato Avenue in St. Paul

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 11.9 | 11.9 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0.6 | 0.6 |
| Preliminary Engineering: | 1.8 | 1.8 |
| Construction Engineering: | 0.2 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.5** | **$ 14.5** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate is the construction programmed letting amount based off of estimated quantities and average bid prices of similar projects.

## Project Risks

There are no known significant project risks.

## 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:
Current Letting Date: 12/18/2020
Construction Season: 2021
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Monty Hamri


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

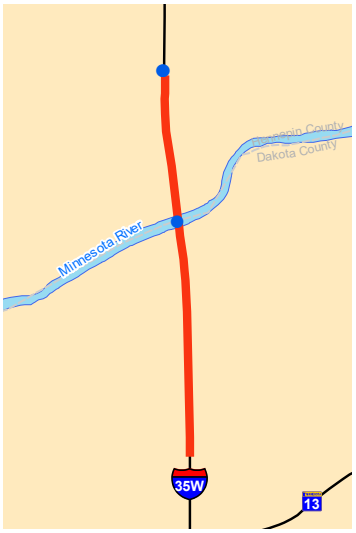
I-35W

On I-35W Bridges 5983, 5983, 9043, 9044 in Bloomington and Burnsville

Bridge:5983, 5983, 9043, 9044

State Project Number: 1981-124

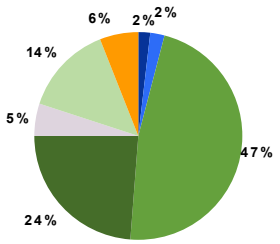
I-35W Minnesota River Bridge




**Primary Purpose**

Bridge

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

In 2018, a design build contract letting resulted in lower current estimate from the baseline estimate. Favorable bids came in lower than the project cost estimate. Construction began in August 2018.

**Project History**

In 2017, this project was advanced from 2020 to 2018. In 2017, scope and costs increased from the baseline estimate due to the inclusion of the 106th St bridges (mainline) and profile correction to bring the approaches out of the floor plain and. It will be delivered with the design-build delivery method. In 2009, lane re-configuration allowed for High Occupancy Toll lanes but reduced the existing shoulders on the bridge. This project will widen the bridge to allow for shoulder lanes and add auxiliary lanes in each direction to manage traffic weaving between the 106th Street and the Cliff Road interchanges. An off-road trail will also be added for pedestrian and bicycle crossing of the Minnesota River.

## Project Description

Replace bridge on I-35W over Minnesota River from Black Dog Road in Burnsville to 106th Street in Bloomington and Design-Build Activities

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 134 | 112.6 |
| Post Letting Construction Costs | 0 | 2.6 |
| Other Construction Elements: | 0 | 4.5 |
| Preliminary Engineering: | 13.44 | 19.8 |
| Construction Engineering: | 8.96 | 8.1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 156.4** | **$ 147.6** |

*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 for this project.

## Project Risks

Remaining risks include construction and traffic control during construction.

## Schedule

Environmental Approval Date: 4/11/2018

Municipal Consent Approval Date: 11/6/2017

Geometric Layout Approval Date: 8/31/2016

Construction Limits Established Date: 4/11/2018

Original Letting Date: 06/14/2020

Current Letting Date: 5/9/2018

Construction Season: 2018 - 2021

Estimated Substantial Completion: 11/1/2021

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

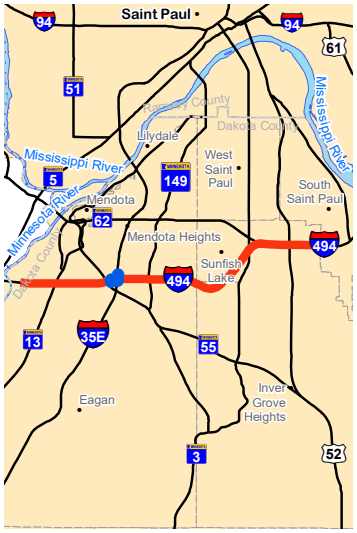
**District Engineer:** Mike Barnes
**Project Manager:** Scott Pedersen

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I 494

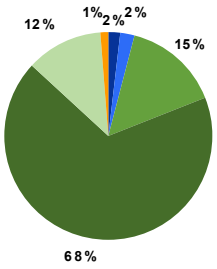
On I-494 from 3rd Ave S in S St. Paul to east end of MN River Bridge in Eagan and S St Paul
Bridge:19823;19824;19878;19897;19898;19899;19900
State Project Number: 1985-148




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

In 2018, the TPCE increased from $32 million to $33.5 million due to a construction estimate increased of $0.7 million and engineering costs of $0.8 million from final design changes. The letting date from was advanced from 12/27/2019 to 05/17/2019.

**Project History**

In 2017, the letting date was moved to Dec. 2019. There was a cost increase of $0.9 million due to moving the project from 2019 to 2020. In 2016, eight bridges were added to the project and the TPCE increased to $32 million. The condition of the pavement in this road section requires regular, heavy maintenance patching in areas, and the proposed work to the pavement should reduce this type of ongoing maintenance. The current pedestrian access routes are largely substandard and will be improved. Existing drainage infrastructure deficiencies identified include pipes, culverts, aprons, catch basins, or manholes in unacceptable conditions. Several in-place median guardrail installations did not meet current standards.

## Project Description

Resurface repair drainage add and upgrade guardrail from 0.1 miles east of 5th Avenue in St. Paul to I-35E in Mendota Heights

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 17.5 | 32.3 |
| Post Letting Construction Costs | 0 | 0.2 |
| Other Construction Elements: | 0 | 1.0 |
| Preliminary Engineering: | 1.74 | 4.6 |
| Construction Engineering: | 1.16 | 0.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 20.4** | **$ 38.6** |

*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 for this project.

## Project Risks

Previous project risks realized this past year included the late letting date triggering the project to move out of 2019 construction season, need for additional right of way for ADA work and traffic control expected to be high cost.

## 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: 07/27/2018
Current Letting Date: 5/17/2019
Construction Season: 2019 - 2020
Estimated Substantial Completion: Fall 2020

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Mohammad S Dehdashti


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

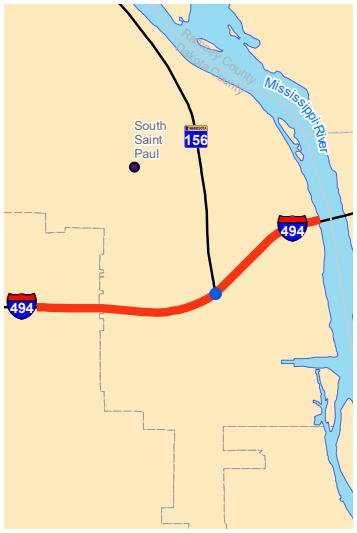
I-494

On I-494 from east of Hardman Ave S in S St. Paul to Blaine Ave E in Inver Grove Heights and S St Paul

Bridge:19865

State Project Number: 1985-149

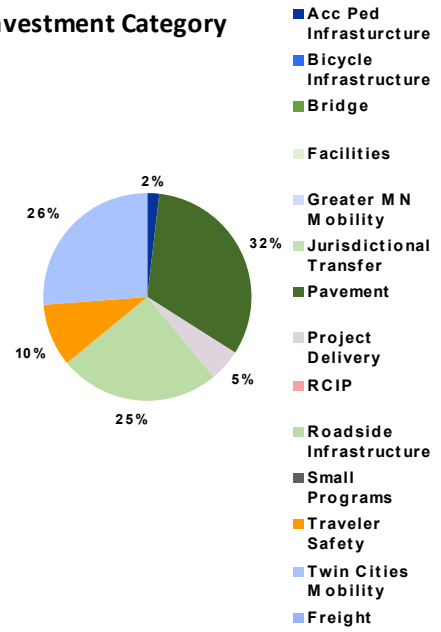
I-494




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface construct auxiliary lane repair bridge and construct retaining wall and noise wall install lighting signs and traffic management system rebuild storm sewer and improve drainage on I-494 from Hardman Avenue in South St. Paul to Blaine Avenue East in Inver Grove Heights

**Recent Changes and Updates**

This project was let in June 2018, for $16.2 million, which is more than the baseline but less than the previous estimate of $20.2 million. The lower let amount is a result of retiring risks associated with storm water infrastructure and favorable bids. Construction is underway through fall 2019.

**Project History**

In 2017, the construction letting estimate increased due to the inclusion of additional sanitary and storm water drainage ($4.3 million). The 2017 funding allowed for advancing the letting from July to February 2019. The auxiliary lane will provide drivers an opportunity to speed up and slow down in a space not used by high-speed through traffic. Built in 1980, bridge 19865 has the original overlay and joints and the bridge overlay and joints have reached the expected useful life. The project will also improve the pavement condition. Due to high impacts to traffic, construction to complete the roadway and bridge work will occur at the same time.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 15.8 | 18.4 |
| Post Letting Construction Costs | 0 | 1.9 |
| Other Construction Elements: | 0 | .1 |
| Preliminary Engineering: | 1.74 | 2.2 |
| Construction Engineering: | 1.16 | 1.5 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 18.7** | **$ 24.1** |

*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

The project has high traffic impacts and storm water needs.The sanitary sewers under the 5th and 7th Ave. bridges may impact design.

## 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: 07/26/2019
Current Letting Date: 6/13/2018
Construction Season: 2018 - 2019
Estimated Substantial Completion: 11/1/2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Mohammad Dehdashti

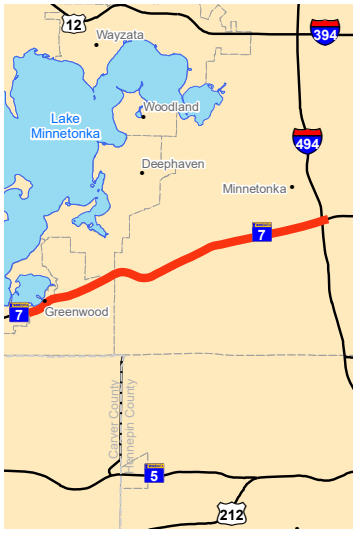
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 7

On MN 7 from Christmas Lk Rd to I-494 in Minnetonka and Shorewood

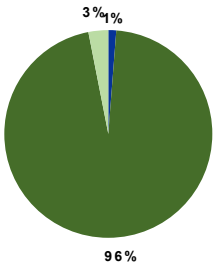
State Project Number: 2706-239




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Bituminous mill and concrete overlay or reclamation with bituminous overlay and micro surfacing and drainage on MN Hwy 7 from .07 miles West of Christmas Lake Road in Shorewood to .1 miles East on I-494 in Minnetonka

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 14.8 | 14.8 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3 | 3 |
| Construction Engineering: | .1 | .1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 17.9** | **$ 17.9** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates are construction program estimates based off of estimated quantities and average bid prices.

## Project Risks

There are no known significant project risks.

## 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:

Current Letting Date: 7/23/2021

Construction Season: 2021 - 2022

Estimated Substantial Completion: 11/1/2022

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Victor Vasas

**Revised Date:** 12/16/2019

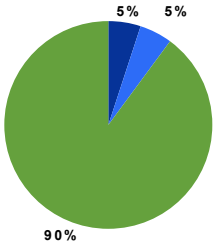
# PROJECT SUMMARY

MN 65
On MN 65 Bridge 2440 in Minneapolis
Bridge:2440
State Project Number: 2710-47
Historic Bridges


**Primary Purpose**

Bridge

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This complex project continues to have the scope refined and a portion of the funding is identified in year 2021 of the 2018-2021 STIP. Additional inspections are being used to evaluate project cost.

**Project History**

The estimated cost in the 2017 MHPR is preliminary and is expected to increase. This project was once planned to be let in 2018, but was pushed back due to the needs of other bridges and lack of funding. The project will be delivered by the Construction Manager/General Contractor method, which is used on complex projects to help save time, reduce risk and foster innovation. The 3rd Avenue Bridge was constructed between 1914 and 1917, and is an example of Melan arch construction. The alignment and spacing of arches was designed to avoid dangerous limestone breaks in the falls which produced an overall image as a gateway to downtown Minneapolis. This is a historic bridge and is a contributing element to the St. Anthony Falls Industrial Historic District, and is listed on the National Register of Historic Places.

## Project Description

Rehabilitate bridge on MN Hwy 65 at 3rd Avenue South over Mississippi river in Minneapolis

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 50 | 126 |
| Post Letting Construction Costs | 0 | 5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 4.38 | 15.1 |
| Construction Engineering: | 2.92 | 10.1 |
| Right of Way: | 0 | 0.3 |
| **Total:** | **$ 57.3** | **$ 156.5** |

*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. The project will use the Construction Manager/General Contractor delivery method and possibly have multiple work packages.

## Project Risks

Project risks include additional unknown conditions, Construction Manager/General Contractor costs, construction access to the bridge, traffic control, the number of construction seasons and historic/cultural resource mitigation.

## 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: 07/27/2018
Current Letting Date: 3/18/2020
Construction Season: 2020 - 2023
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Christian Hoberg

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 55

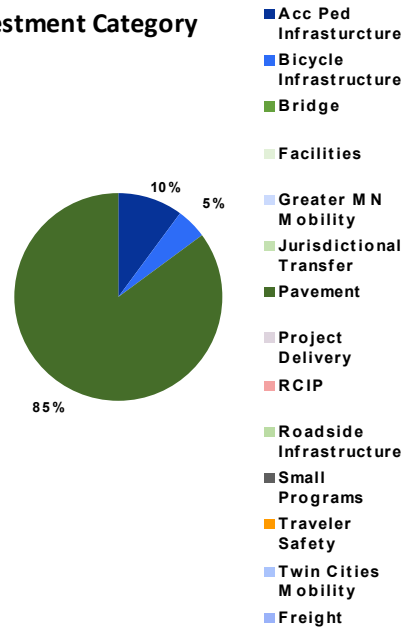
On MN 55 from 13th Ave to MN 62 in Minneapolis

State Project Number: 2724-126


**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Bituminous mill and overlay concrete pavement rehabilitation sidewalk repairs pedestrian ramp upgrades APS guardrail pond repair and drainage on MN Hwy 55 from 13th Avenue junction to MN62 junction in Minneapolis

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 15.7 | 15.7 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.9 | 1.9 |
| Construction Engineering: | 1.3 | 1.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 19.5** | **$ 19.5** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts. MnDOT is working with the City of Minneapolis and Hennepin County to make multi-modal improvements to the Hiawatha-Lake St. interchange.

## Recent Changes and Updates

2019 is the first year the project is in the major highway projects report, but the project has been delayed to 2023.

## Project History

This is the first year the project is in the major highway projects report.

## 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:

Current Letting Date: 9/24/2021

Construction Season: 2021 - 2022

Estimated Substantial Completion: 11/1/2022

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Aaron Tag


**Revised Date:** 12/16/2019

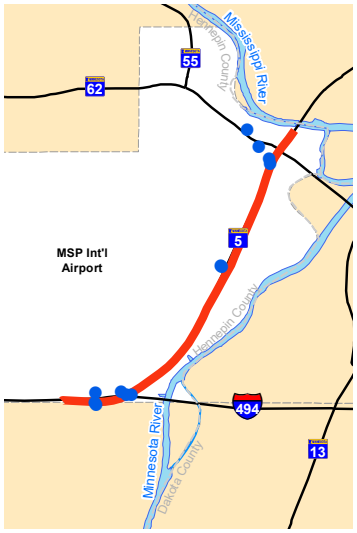
# PROJECT SUMMARY

MN 5

On MN 5 Bridges 27161, 27107, 27118, 27763, 27764, 2776, 27983, 27984, 9153, 9154, 9306 in Dakota and Hennepin Counties

Bridge:27161, 27107, 27118, 27763, 27764, 2776, 27983, 27984, 9153, 9154, 9306

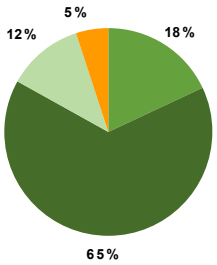
State Project Number: 2732-105




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater M N Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Resurface grade install cable median barrier and repair 12 bridges on MN Hwy 5 between I-494 and the south end of the Hwy 5 Minnesota River Bridge

### Recent Changes and Updates

The project continues to move forward for a letting in October 2019. Risk remain for project and TPCE is likely to increase in the next year's report.

### Project History

In 2017, costs for the project increased to $18.9 million due to additional engineering and refinement of the construction letting estimate. The project will improve the pavement condition of the road segment on Hwy 5 near the Minneapolis-St. Paul International Airport and work will be done to 11 bridges. The drainage systems will be repaired to stop erosion problems. The current letting date was moved from the original due to coordination of projects near the airport and river crossings.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 18.3 | 28.3 |
| Post Letting Construction Costs | | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.8 | 4.8 |
| Construction Engineering: | 1.2 | 0.4 |
| Right of Way: | | 0 |
| **Total:** | **$ 21.3** | **$ 33.5** |

*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 for this project.

## Project Risks

The project risks include traffic staging, ponding for erosion control, contaminated properties, project location adjacent to Fort Snelling and Fort Snelling State Park, and the Metropolitan Airports Commission interest in realigning the Post Road interchange.

## 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: 07/27/2018
Current Letting Date: 10/25/2019
Construction Season: 2020
Estimated Substantial Completion: 10/1/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Chad Casey

**Revised Date:** 12/16/2019

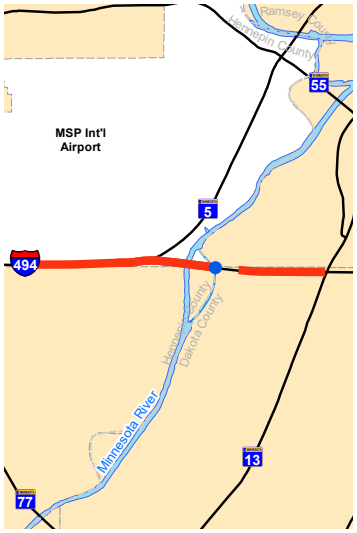
# PROJECT SUMMARY

I 494

On I-494 Bridges 9217E, 9217W in Bloomington

Bridge:9217E, 9217W

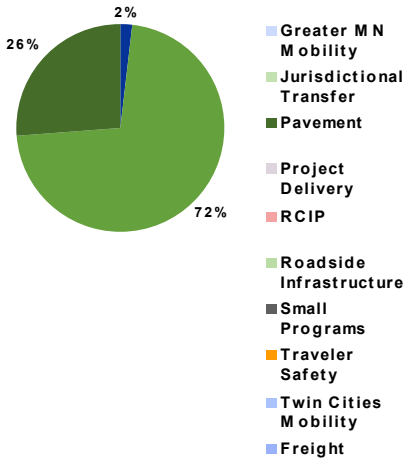
State Project Number: 2732-111, 2785-433




**Primary Purpose**

Bridge

## Investment Category




## Project Description

Resurface two bridges and trail on Interstate 494 over the Minnesota River

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 29 | 29 |
| Post Letting Construction Costs | 1.2 | 1.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.5 | 3.5 |
| Construction Engineering: | 2.3 | 2.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 36.0** | **$ 36.0** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate is a preliminary construction letting amount based off of estimated quantities and average bid prices of similar projects.

## Project Risks

There are no known significant project risks.

## 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:

Current Letting Date: 10/28/2022

Construction Season: 2022 - 2023

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Andrew Lutaya


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

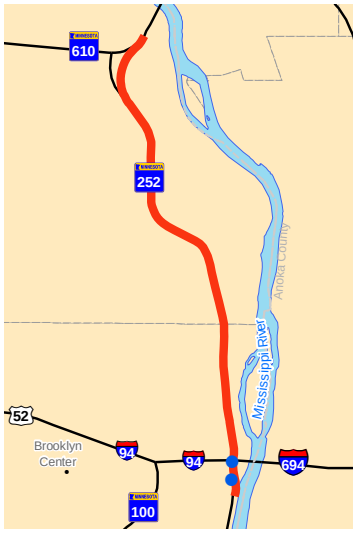
MN 252

On MN 252 from I-94 to MN 610 in both directions

Bridge:27805, 27891

State Project Number: 2748-65

Highway 252/I-94 Environmental Review




**Primary Purpose**

Twin Cities Mobility

**Investment Category**

100%

- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project identified in the Capital Highway Investment Plan for early reporting purposes in the Major Highway Projects Report.

**Project History**

MnDOT is working with Hennepin County and the cities of Brooklyn Center, Brooklyn Park and Minneapolis to develop proposals to address the future of Hwy 252 and I-94 in Brooklyn Park, Brooklyn Center and western Minneapolis. An environmental review is underway to develop solutions to reduce congestion, improve safety and address reliability on the two highways. A conversion to a freeway is being considered for Hwy 252. The addition of MnPASS lanes is being considered for both Hwy 252 and I-94. These changes would affect drivers, transit riders, pedestrians and bicyclists in the area. In 2017, legislation directed MnDOT to score projects on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects for the Corridors of Commerce program. This project scored high and was selected for CoC funding.

## Project Description

Convert MN 252 to a freeway and improve mobility in both directions from MN 610 to Dowling Ave. on I-94 in Minneapolis Brooklyn Center and Brooklyn Park.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 138.0 | 138.0 |
| Post Letting Construction Costs | 0.0 | 0.0 |
| Other Construction Elements: | 0.0 | 0.0 |
| Preliminary Engineering: | 5.0 | 5.0 |
| Construction Engineering: | 10.0 | 10.0 |
| Right of Way: | 10.0 | 10.0 |
| **Total:** | **$ 163.0** | **$ 163.0** |

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

## Key Cost Estimate Assumptions

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The scope and estimate for this project falls within the original proposed scope and estimate submitted to the CoC program with certain risks. The risks include preservation elements that have a direct impact on the projects overall estimate. The construction letting amount includes $31 million of local contribution for both baseline and current estimates. A TPCE will be forthcoming.

## Project Risks

There are no known significant project risks at the moment.

## 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:

Current Letting Date:

Construction Season:

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

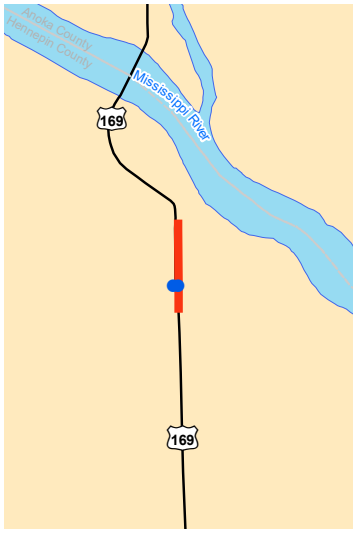
**District Engineer:** Mike Barnes
**Project Manager:** Jerome Adams

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

US 169
On US 169 Bridges 27W37, 27W36 in Champlin
Bridge:27W37, 27W36
State Project Number: 2750-88

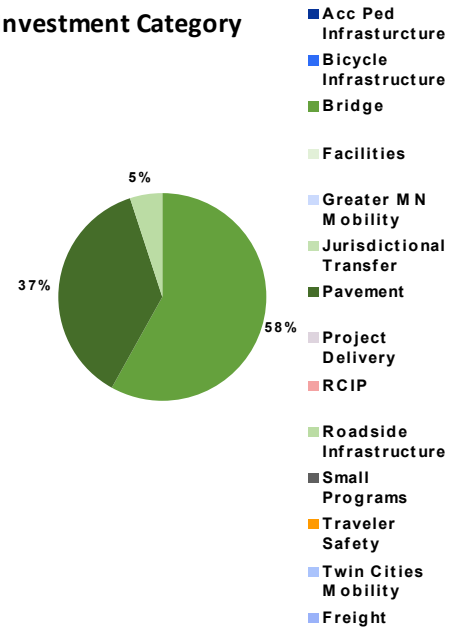
## Substantially Complete




**Primary Purpose**

Bridge

**Investment Category**




**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report. The locals included grade seperation, pedestrian underpass, access control, and signal work.

## Project Description

Reconstruct; replace 2 bridge and extend turn lane from Hayden Lake Rd to Dean Ave in Champlin

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.2 | 13.2 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.4 | 0.4 |
| Construction Engineering: | 0.2 | 0.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 14.3** | **$ 14.3** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Project is open to traffic and complete, but might still have pending right-of-way agreements.

## 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:
Current Letting Date: 7/28/2017
Construction Season: 2018 - 2019
Estimated Substantial Completion: 2/15/2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Carolyn D Adamson

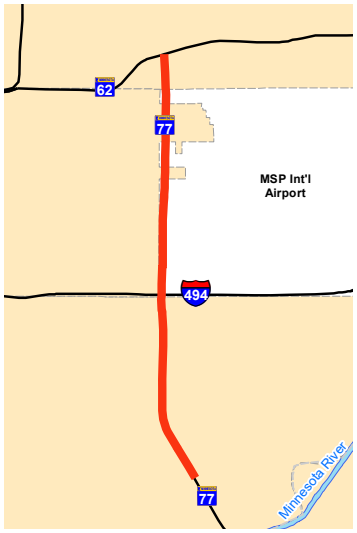
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 77

On MN 77 from north end of the Minnesota River Bridge to Edgewater Blvd in Bloomington and Minneapolis

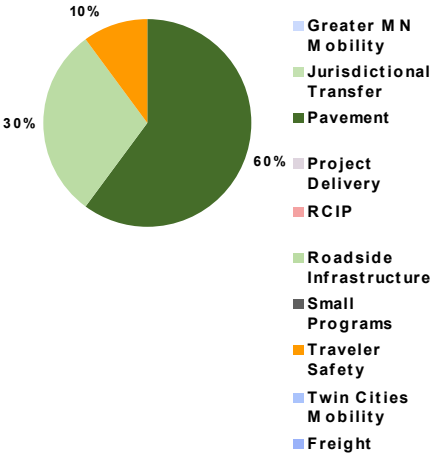
State Project Number: 2758-77




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

Resurface extend right turn lane on MN 77 from north end MN River Bridge in Bloomington to MN Hwy 62 in Minneapolis and install cable median barrier on MN Hwy 77 between MN River Bridge and Old Shakopee Rd in Bloomington to MN Hwy 62 in Minneapolis

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 13.1 | 13.1 |
| Post Letting Construction Costs | 0.5 | 0.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.4 | 1.4 |
| Construction Engineering: | 1 | 1 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 16.0** | **$ 16.0** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Project risks may include coordination and timing of the Corridors of Commerce projects on I-494 and the traffic impacts related to this and the I-494 projects in 2023.

## 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:
Current Letting Date: 4/23/2021
Construction Season: 2020
Estimated Substantial Completion: 11/1/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Peter Her

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

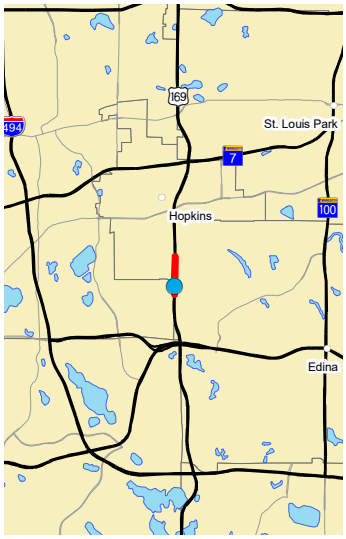
US 169

On US 169 from Bren Road to 7th Street in Hennepin County

State Project Number: 2772-119, 2772-113

Hwy 169

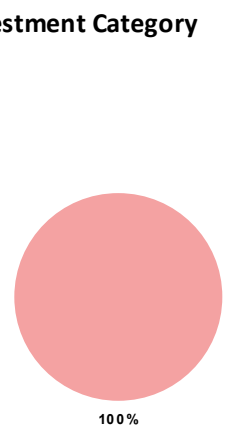
## Substantially Complete




### Primary Purpose

Regional & Community Improvement Prior

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

The project replaced the 3000 ft. long bridge and culverts over Nine Mile Creek in Hopkins and Edina. This was a design build project.

### Recent Changes and Updates

2018 MHPR is the first year this project is identified as substantially complete. The project was open to traffic in fall 2017. The change from the baseline to current estimate reflects that a pavement project was split from the bridge project. Other construction elements estimate increased due to post-letting change orders and engineering costs grew with final design.

### Project History

The Nine Mile Creek Bridge was under construction during calendar year 2017. To keep the project to one construction season, the bridge was closed to all traffic. The closure resulted in major traffic impacts to the local road system. MnDOT funded traffic control and other detour costs in residential neighborhoods impacted by the traffic. In 2016, the bridge replacement was split from a pavement project on Hwy 169 (SP 2772-105) and developed as a design-build contract. In the 2015 Minnesota legislative session, funding was provided for the Nine Mile Creek Bridge project and the project advanced from 2021 into 2017.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 65.9 | 45.4 |
| Post Letting Construction Costs | 1.8 | 4.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0.78 | 5.5 |
| Construction Engineering: | 0.52 | 2.2 |
| Right of Way: | 0.9 | 0.9 |
| **Total:** | **$ 69.9** | **$ 58.6** |

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

### Key Cost Estimate Assumptions

The design-build project delivery method estimates a savings over traditional design-bid-build project delivery.

### Project Risks

Risks are mostly retired as the project was completed in 2017.

### Schedule

Environmental Approval Date: 3/1/2016
Municipal Consent Approval Date: 2016
Geometric Layout Approval Date: 2016
Construction Limits Established Date: 2016
Original Letting Date: 06/14/2021
Current Letting Date: 1/31/2020
Construction Season: 2020 - 2021
Estimated Substantial Completion: 10/31/2017


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

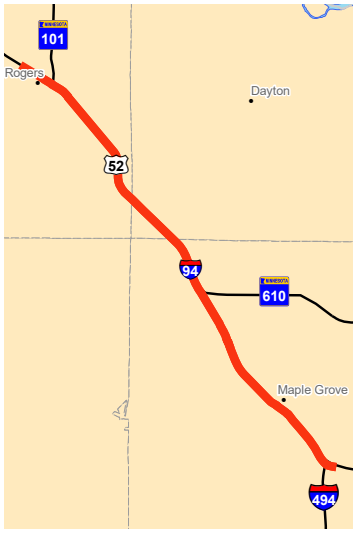
**District Engineer:** Mike Barnes
**Project Manager:** Andrew L Lutaya


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-94

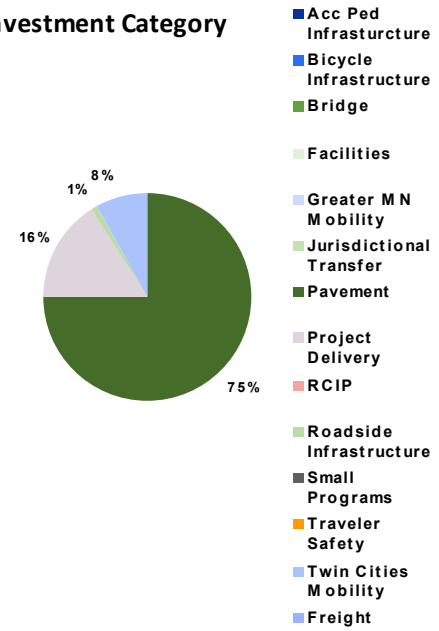
On I-94 from MN 610 to MN 101 in Maple Grove and
Rogers State Project Number: 2780-101, 2780-97, 2780-99




**Primary Purpose**

Pavement Condition

**Investment Category**




## Project Description

Reconstruction of Eastbound and westbound lanes between MN 610 and MN 101 TMS rest area parking lot improvements weight in motion ADA and lighting from MN 101 in Rogers to I494 junction in Maple Grove

**Recent Changes and Updates**

2019 is the first year the project is in the MHPR.

**Project History**

This is the first year this project is in the STIP. Project is for a long term concrete pavement repair.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 139.9 | 139.9 |
| Post Letting Construction Costs | 1.8 | 1.8 |
| Other Construction Elements: | 0.1 | 0.1 |
| Preliminary Engineering: | 7 | 7 |
| Construction Engineering: | 14.8 | 14.8 |
| Right of Way: | 1 | 1 |
| **Total:** | **$ 164.6** | **$ 164.6** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project. This project will be delivered using a design-build method.

## Project Risks

Traffic management during construction for this multi-year project. This is also a design-build project, which has risks related to this method of delivery.

## 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:
Current Letting Date: 9/1/2019
Construction Season: 2019 - 2021
Estimated Substantial Completion: 11/1/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Jerome Adams

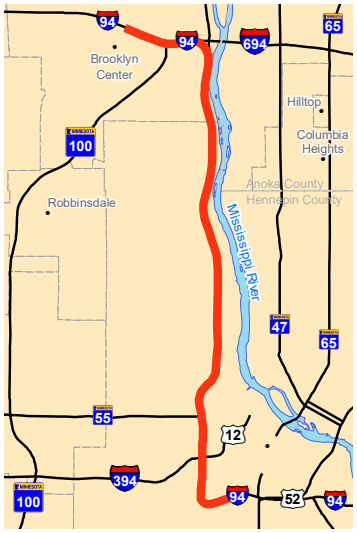

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-94

On I-94 from Nicollet Avenue to Shingle Creek Bridge in Brooklyn Center

State Project Number: 2781-432

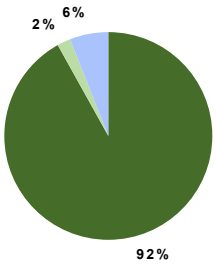



## Substantially Complete

**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

The project includes concrete pavement repair and diamond grinding south of Highway 55 bituminous overlay north of Highway 55 drainage and slope repair Lowry Tunnel tile repair Portland Tunnel joint repair bridge redeck of westbound I-94 over southbound Highway 252 and miscellaneous repair of 49 bridges. In 2016 the cost increased due to adding $6 million of lighting work throughout the nine- mile corridor. Advancing the lighting work to coincide with the pavement and bridge project in 2017 reduced impact on this highly-traveled corridor.

**Recent Changes and Updates**

The project is open to traffic in 2018, but there is some remaining landscaping work to be finished. This project was modified by a supplemental agreement to include significant work to the Whitney pedestrian bridge, which connects the Minneapolis Sculpture Garden to Loring Park. The work done to the bridge was approximately $2.5 million and the increase in construction letting and engineering from the 2017 numbers reflect that change.

**Project History**

In 2017, the TPCE increased by $3 million to $54.5 million because the lowest bid for the construction letting was greater than the project estimate. Engineering costs have remained at $8.2 million since 2016. In 2015, the TPCE increase to $48.3 million due to better known costs of traffic control mitigation and bridge scope changes. In 2014 a project revision request added 48 bridges to the project, which increased the estimate from the baseline estimate to $37.6 million and the letting date was also moved. Pavement inspections also showed more severe degradation than expected.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 23.4 | 45.4 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.38 | 0 |
| Construction Engineering: | 0.92 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 25.7** | **$ 45.4** |

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

## Key Cost Estimate Assumptions

Concrete pavement rehabilitation, traffic mitigation, bridge cost and scope are based on December 2014 bridge recommendations.

## Project Risks

The project is open to traffic and most risk has been retired.

## Schedule

Environmental Approval Date: 2016

Municipal Consent Approval Date: Not needed

Geometric Layout Approval Date: 2016

Construction Limits Established Date: 2016

Original Letting Date: 06/14/2013

Current Letting Date: 2/3/2017

Construction Season:

Estimated Substantial Completion: 7/1/2018


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Aaron Tag

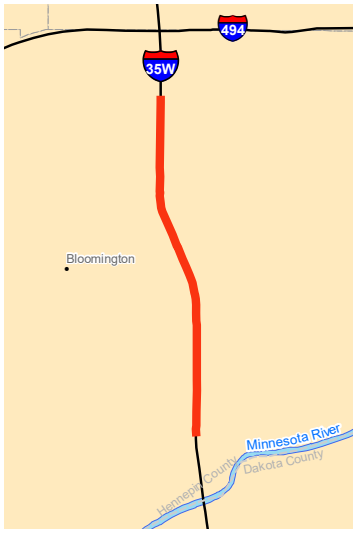

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-35W

On I-35W from W 106th St to south of W 82nd St in Bloomington

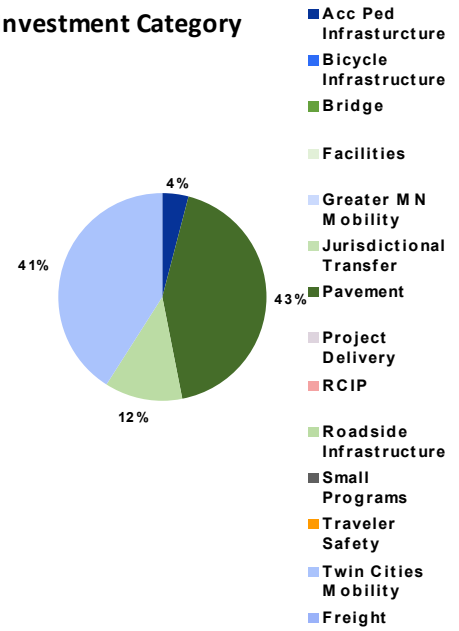
State Project Number: 2782-352




**Primary Purpose**

Pavement Condition

## Investment Category




## Project Description

Resurface road auxiliary lanes drainage and ADA improvements on I-35W from W 106th Street to 0.1 mile south of west 82nd Street in Bloomington

**Recent Changes and Updates**

**Project History**

This is the first year the project is in the major highway projects report.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 16.2 | 16.2 |
| Post Letting Construction Costs | 0.6 | 0.6 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.9 | 1.9 |
| Construction Engineering: | 1.3 | 1.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 20.0** | **$ 20.0** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

## Project Risks

There are no known significant project risks.

## 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: 7/26/2019

Current Letting Date: 10/28/2022

Construction Season: 2023

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Daniel Mattison

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-35W

On I-35W from 43rd St to 11th Ave in Minneapolis

Bridge:9618, 9731, 9733, 27867, 27869, 27870, 27872, 27843, 27851, 27838, 9619

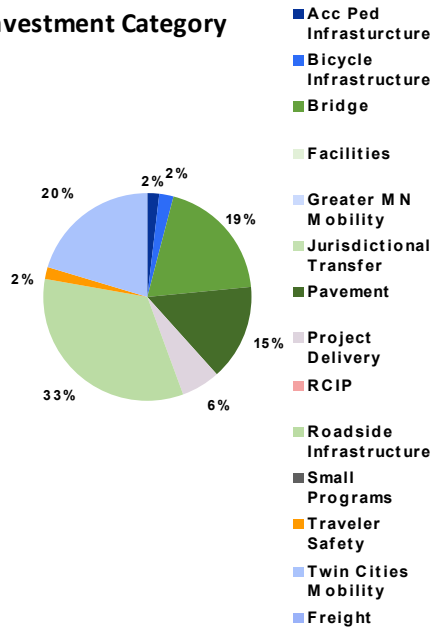
State Project Number: 2782-354, 2782-327, 2782-347

35W@94: Downtown to Crosstown


**Primary Purpose**

Roadside Infrastructure

**Investment Category**




**Recent Changes and Updates**

This project is divided in three phases. The first phase is to reconstruct I-35W from 43rd Street to Interstate 94. The second phase involves construction of a retaining wall on the east side of Interstate 35W between 42nd Street and 40th Street and the excavation of the embankment to facilitate the construction of Storm Water Storage Facility. The third phase constructs the Storm Water Storage Facility.

**Project History**

Minneapolis, Hennepin County, Metro Transit, and MnDOT have worked since 2010 to develop a project on I-35W from 43rd Street into Downtown Minneapolis. The goals of this project was to extend the MnPASS lanes from 46th Street into Downtown Minneapolis, construct a grade separated transit station at Lake Street, provide additional local access at 28th Street and Lake Street, and upgrade the pavement and bridges throughout the corridor. A need to construct a Storm Water Storage Facility was identified to mitigate flooding on I-35W. This will be delivered in two phases and let as separate contracts and coordinated with the re-construction of I-35W.

## Project Description

Construct MnPASS lane: reconstruct road: construct transit station noise walls retaining walls and build 6 bridges; replace 13 bridges and repair 3 bridges and on I-35W in Minneapolis from 43rd st to 11th Ave; on I-94 from 1st Ave to Park Ave; and on MN Hwy 65 from 24th St to 10th St. Construct a Storm Water Storage Facility located on NB I-35W between 42nd Street and 40th Street.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 265.5 | 306.4 |
| Post Letting Construction Costs | 0 | 6.2 |
| Other Construction Elements: | 0 | 17.2 |
| Preliminary Engineering: | 26.7 | 22.8 |
| Construction Engineering: | 17.8 | 22.1 |
| Right of Way: | 3.6 | 3.6 |
| **Total:** | **$ 313.6** | **$ 378.3** |

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

## Key Cost Estimate Assumptions

The baseline estimate includes the MnDOT portion ($183 million). This large project is done in partnership with Minneapolis, Hennepin County and the Metropolitan Council. The current estimate includes funding from all project partners.

## Project Risks

The inclusion of the projects for the construction of the Storm Water Storage Facility add risk to the project based upon the need to coordinate that construction with the contractor for the project to reconstruct Interstate 35W from 43rd Street to Downtown. This is mitigated to some extent by having the same people administer both contracts.

## Schedule

Environmental Approval Date: Spring 2016

Municipal Consent Approval Date: Spring 2016

Geometric Layout Approval Date: 10/19/2015

Construction Limits Established Date: 11/28/2015

Original Letting Date: 07/21/2017

Current Letting Date: 6/28/2018

Construction Season: 2017 - 2021

Estimated Substantial Completion: 12/1/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Scott Pedersen


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

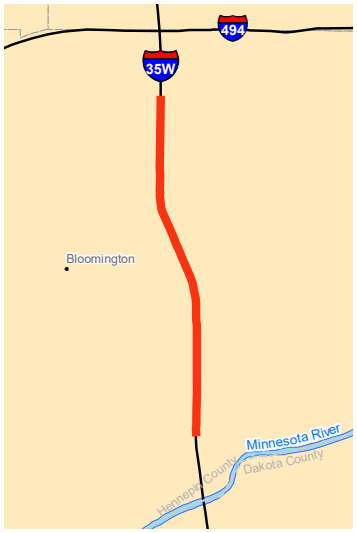
I-35W

On I-35W from 4th St SE in Mpls. to Rosegate in Minneapolis and Roseville

State Project Number: 2783-166, 6284-184

I-35W Resurfacing

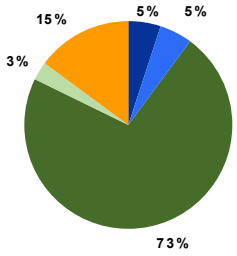
## Substantially Complete




**Primary Purpose**

Pavement Condition

**Investment Category**




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

Resurfacing on I-35W from 4th St SE in Minneapolis to Rosegate in Roseville

### Recent Changes and Updates

This project was let in April 2018 and under construction in 2018. As of September 2018, it is open to traffic with minor work to be completed. The total project cost estimate has increased from last year because the construction letting was $19.7 million, which was higher than the baseline estimate of $16.9 million as a result of higher bids.

### Project History

This segment of I-35W deteriorated quickly since the last concrete pavement repair in 2008. The deterioration accelerated over the last two seasons, requiring regular night maintenance patching. This project will be completed prior to the I-35W North MnPASS project (SP 6284-180) which is adjacent to the north of this segment.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 16.9 | 19.7 |
| Post Letting Construction Costs | 0.8 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 1.8 | 0 |
| Construction Engineering: | 1.2 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 20.7** | **$ 19.7** |

*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 estimates for this project.

### Project Risks

Risks include local signal work at I-35W and Industrial Blvd and traffic control measures.

### Schedule

Environmental Approval Date: 7/6/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/25/2017
Construction Limits Established Date: 8/25/2017
Original Letting Date: 6/15/2020
Current Letting Date: 5/18/2018
Construction Season: 2018
Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Jerome Adams

**Revised Date:** 12/16/2019

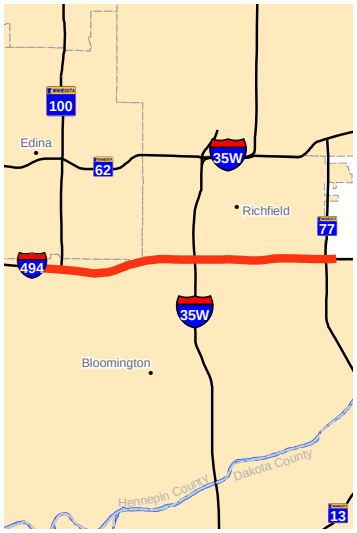
# PROJECT SUMMARY

I-494

On I-494, from East Bush Lake Rd to I-35W in both directions

State Project Number: 2785-424

I-494 and I-35W Study




**Primary Purpose**

Twin Cities Mobility

**Investment Category**


- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

This is a new project identified in the Capital Highway Investment Plan for early reporting purposes in the Major Highway Projects Report.

**Project History**

The I-494/35W interchange was constructed in the 1960s. Fifty three years later the interchange supports more than 290,000 motorists daily and serves as a key access point between the western and eastern Twin Cities. High traffic volumes, economic growth along the corridors and harsh weather conditions have led to longstanding congestion, safety and flooding issues at the interchange. In 2013, after reviewing the results of numerous types of studies, MnDOT initiated an I-494/35W Interchange Improvement Study to study alternatives to improve safety, reduce congestion, allow for future development and improve access to transit alternatives in adjacent communities. In 2017, legislation directed MnDOT to score projects on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects for the Corridors of Commerce program. This project scored high and was selected for CoC funding.

## Project Description

I-494 From East Bush Lake Rd to MN 100 eastbound France Ave to MN 77 eastbound and from MN 77 to I-35W in both directions to improve mobility and on I-35W northbound to westbound I-494 ramp in Bloomington.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 173.0 | 173.0 |
| Post Letting Construction Costs | 0.0 | 0.0 |
| Other Construction Elements: | 0.0 | 0.0 |
| Preliminary Engineering: | 13.0 | 13.0 |
| Construction Engineering: | 13.0 | 13.0 |
| Right of Way: | 5.0 | 5.0 |
| **Total:** | **$ 204.0** | **$ 204.0** |

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

## Key Cost Estimate Assumptions

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The scope and estimate for this project falls within the original proposed scope and estimate submitted to the CoC program with certain risks. The risks include preservation elements that have a direct impact on the projects overall estimate. The baseline and current estimate of $204 million combines two projects that were submitted to the CoC program: the first project involving the construction of the MnPASS lane on I-494 from France Ave. to Hwy 77 and a second project involving the construction of the turbine interchange at I-494 and I-35W. A TPCE will be forthcoming.

## Project Risks

There are no known significant project risks at the moment.

## 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:

Current Letting Date:

Construction Season:

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Andrew Lutaya


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

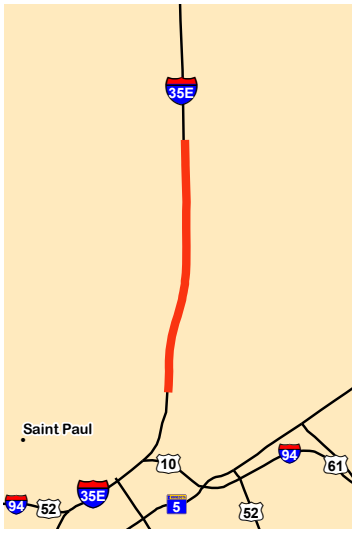
I-35E

On I-35E from University Ave to Maryland Ave in Saint Paul

State Project Number: 6280-308

I-35E Corridor Projects

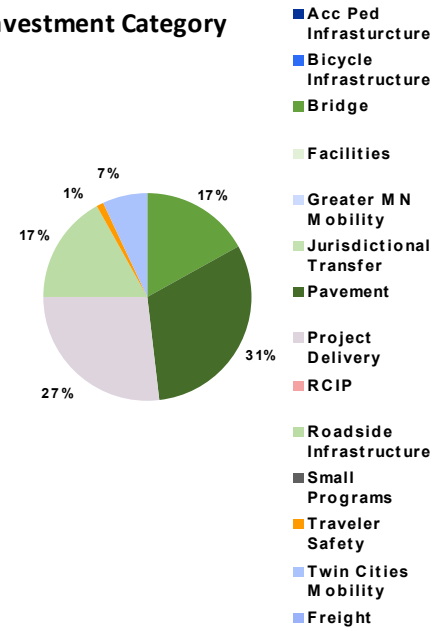
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




### Project Description

The project replaces the Cayuga Bridge Pennsylvania Ave. Bridge and the BNSF RR Bridge. It also replaces the Pennsylvania interchange with the interchange at Cayuga to solve safety and operational problems improve geometrics on 35E and extend the auxiliary lane from Pennsylvania to Maryland.

### Recent Changes and Updates

The project was open to traffic in the fall of 2017. The TPCE in 2018 remains similar to previous years. There is approximately $2 million in local funds on this project that is reflected in the construction and engineering amounts.

### Project History

In 2017, the TPCE had not changed since the 2013 Major Highway Projects Report. The Cayuga Bridge was built in 1965. Since then it has had bridge repairs and painting in 1975 and a "limited service" overlay in 2004. The Current Estimate reflects construction letting of $116 million in 2012, which was a competitive bid likely the result of the economy recovering in the 2010s. Other Construction elements include post-letting costs such as supplemental agreements. The letting date was moved up from 2014 to 2012 due to shifts in other projects in the STIP.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 143.9 | 115.8 |
| Post Letting Construction Costs | 5.3 | 22.7 |
| Other Construction Elements: | 0 | 0.3 |
| Preliminary Engineering: | 14.64 | 18.9 |
| Construction Engineering: | 9.76 | 12.6 |
| Right of Way: | 11.3 | 12.7 |
| **Total:** | **$ 184.9** | **$ 183.0** |

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

### Key Cost Estimate Assumptions

Costs do not include the Maryland bridge portion of the project.

### Project Risks

Major risks have mainly been retired.

### Schedule

Environmental Approval Date: 9/15/2011
Municipal Consent Approval Date: 9/5/2012
Geometric Layout Approval Date: 5/10/2012
Construction Limits Established Date: 5/16/2011
Original Letting Date: 04/25/2014
Current Letting Date: 11/16/2012
Construction Season: 2012/2016
Estimated Substantial Completion: 07/01/2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Dale Gade


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-94

On I-94 Not Location Specific in Ramsey County

State Project Number: 6282-217


**Primary Purpose**

Project Delivery

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Rethinking I-94 Project - preliminary design for corridor improvements

**Recent Changes and Updates**

This project is now into Phase 2 of Rethinking I-94, which includes continuing engagement, developing and evaluating alternatives for I-94, identifying actions to address I-94 needs and preparing environmental documentation. This phase is scheduled to continue through 2020.

**Project History**

Construction of I-94 in the 1960s destroyed homes, disconnected neighborhoods and led to a pattern of community distrust with the Minnesota Highway Department - now MnDOT. In summer 2015, MnDOT publicly acknowledged past transportation policies that dismantled neighborhoods and apologized to the Rondo community - one of the communities most affected by construction. MnDOT is committed to doing better. Rethinking I-94 is a long-term effort to improve MnDOT's engagement and relationships with the communities in a 15-mile study area between St. Paul and Minneapolis. With a focus on easier, safer travel in the corridor, Rethinking I-94 intends to reconnect neighborhoods, revitalize communities and ensure residents have a meaningful voice in transportation decisions that affect their lives.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 100.1 | 100.1 |
| Post Letting Construction Costs | 0 | 0 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 0 | 0 |
| Construction Engineering: | 0 | 0 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 100.1** | **$ 100.1** |

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

## Key Cost Estimate Assumptions

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

## Project Risks

There are no known significant project risks at the moment.

## 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:

Current Letting Date: 6/4/2021

Construction Season:

Estimated Substantial Completion:


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Nicole Peterson


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

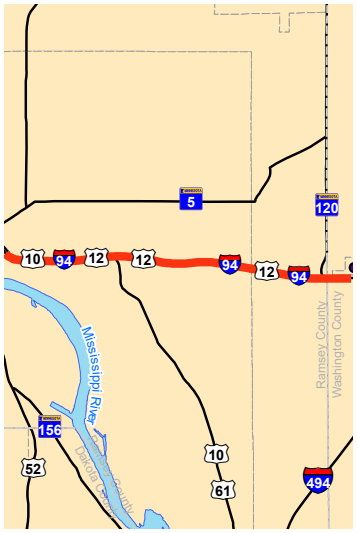
I-94

On I-94 from Mounds Blvd to MN 120 in Ramsey County

State Project Number: 6283-234

I-94

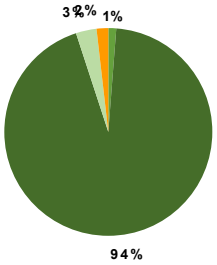
## Substantially Complete




**Primary Purpose**

Pavement Condition

### Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

### Project Description

This project is for an unbonded concrete overlay on I-94 from Mounds Boulevard to east of Ruth Street a bituminous resurfacing to east of Highway 120 and on Highway 61 north of Mounds Boulevard a concrete overlay will be applied. Repair of nine bridges signals signing lighting guardrail concrete median barrier drainage traffic management system and ADA are also included.

### Recent Changes and Updates

This project was open to traffic in Nov. 2017 and minor landscaping work continued into the summer of 2018. There have been no changes to the TPCE since 2015.

### Project History

In 2015, a portion of the project from Mounds Blvd. to White Bear Ave, was changed to a long-term pavement fix. This change in work increased the cost because of the change in materials and substructure treatment, and the concrete work triggered work on entrance/exit ramps along I-94. Other changes include adding a median barrier, improvements to storm sewer curbs and gutters, slope work, on-street bike/pedestrian trails, ADA and signal improvements, and work being done on the cross street-Hwy 120. There was an increase in the construction letting from $43.3 million to $46.1 million as a result of higher bids than the estimate.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 32.5 | 46.1 |
| Post Letting Construction Costs | 0 | 5.2 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.9 | 2.1 |
| Construction Engineering: | 2.6 | 1.8 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 39.0** | **$ 55.2** |

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

### Key Cost Estimate Assumptions

In 2015, the construction costs increased from $32 million to $43.3 million, a result of a number of project changes. Additional state and federal funding was brought to this project resulting in longer life cycle pavement repair. Traffic Control Mitigation was increased to $2 million. Water Resources cost estimate was increased by $2.54 million. The current estimate increased from $51.9 million to $55.7 million in 2015. Changes include an increase in Other Construction Elements to $5.6 million which is a result of post-letting change orders and enhanced traffic control mitigation. There is approx. $0.4 million in local funds on this project.

### Project Risks

Risks mostly retired as the project was completed in 2017.

### Schedule

Environmental Approval Date: 05/14/2015
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 5/14/2015
Construction Limits Established Date: 5/14/2015
Original Letting Date: 11/20/2015
Current Letting Date:
Construction Season:
Estimated Substantial Completion: 11/1/2017

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Steven R Kordosky

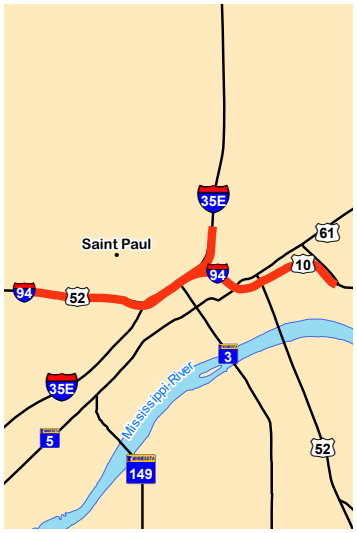

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-94

On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in St Paul

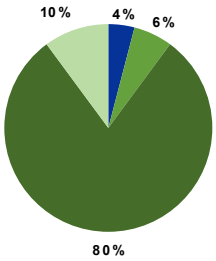
State Project Number: 6283-247




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Concrete pavement rehabilitation bituminous mill and overlay rehabilitate bridges and ADA on I94 from .2 miles West of Western Avenue to .1 miles East of Mounds Boulevard in Saint Paul and on I-35E from .3 miles north of 10th Street bridge to University avenue bridge in Saint Paul.

## Recent Changes and Updates

2019 is the first year the project is in the major highway projects report.

## Project History

Resurface the concrete on the roadway including repairing 2 bridges and related ADA work.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2019

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 27.3 | 27.3 |
| Post Letting Construction Costs | 1.1 | 1.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.3 | 3.3 |
| Construction Engineering: | 2.2 | 2.2 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 33.9** | **$ 33.9** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Risks include complex traffic staging/detour management which will require substantial coordination with adjacent projects; potential for more storm infrastructure needs than scoped and coordination with local agencies.

## Schedule

Environmental Approval Date: 2/28/2020

Municipal Consent Approval Date: Need Unknown

Geometric Layout Approval Date: Need unknown

Construction Limits Established Date: 10/3/2019

Original Letting Date:

Current Letting Date: 4/23/2021

Construction Season: 2021 - 2023

Estimated Substantial Completion: 11/1/2023

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Kimberly Zlimen

**Revised Date:** 12/16/2019

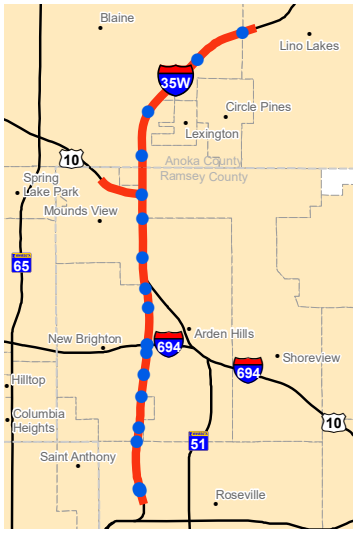
# PROJECT SUMMARY

I-35W

On I-35W from CR B-2 in Roseville to north of Sunset Ave in Lino Lakes

Bridge:9353, 9603, 9351, 9355, 9492, 9357, 62873, 62890, 9601, 9602, 62911, 9578, 62732, 9605, 02571, 9607, 02566, 02550, 9831

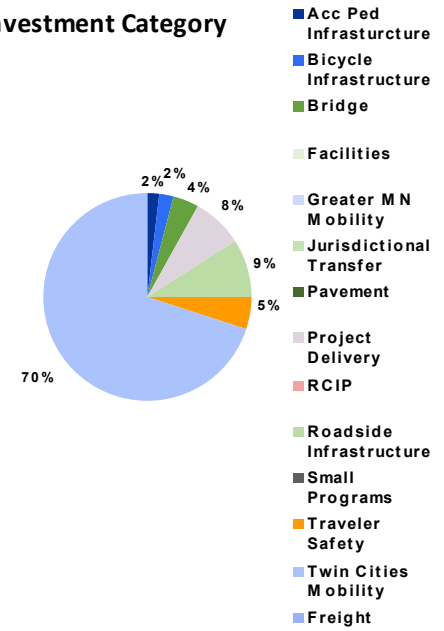
State Project Number: 6284-180




**Primary Purpose**

Twin Cities Mobility

## Investment Category




## Project Description

Construct MnPASS lane resurface replace 5 bridges. Project on I-35W is from County Road B-2 in Roseville to 0.1 mile north of Sunset Avenue in Lino Lakes; on MN Hwy 10 project is from junction with I-35W to 0.7 miles east of County Road J

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 208 | 193.9 |
| Post Letting Construction Costs | 6.1 | 4.7 |
| Other Construction Elements: | 0 | .5.5 |
| Preliminary Engineering: | 2.2 | 21.3 |
| Construction Engineering: | 1.4 | 11.1 |
| Right of Way: | 0 | .2 |
| **Total:** | **$ 217.7** | **$ 231.7** |

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

## Key Cost Estimate Assumptions

Quantities based estimate from staff approved layout. In 2018, the TPCE was revised to a lower amount after refinement of the construction estimate and retirement of some risks. The current TPCE is a total of $191.5 million ($176 million for construction letting, $11.3 million engineering and $4.2 million other construction elements). In 2017, construction estimate was $208M, 6.1M other construction elements, $3.6 in engineering for a total of $217.7 million. 2016 was the first year the project was in the MHPR. There were no changes from 2016 to 2017 in the TPCE.

## Project Risks

The project risks include possible utility relocation, flooding and water quality mitigation.

## Recent Changes and Updates

This project will be delivered with the Design-Build procurement method, which is used because it provides flexibility to maximize the value received per dollar spent in complex projects like this. This project has a letting in September 2018.

## Project History

Construction was identified to stretch into four seasons, but early traffic control work, including traffic cross-overs and shoulder work will start in fall 2018 so major work can begin quickly during the 2019 construction season. MnPASS lanes on I-35W between Hwy 36 and Lexington Ave are being added to improve mobility and travel time in the corridor. In addition to MnPASS, a long-term pavement fix will eliminate the need to do short term pavement fixes every 7-8 years in the corridor, and 16 bridges will be improved to meet current height clearance for freight vehicles.

## Schedule

Environmental Approval Date: 8/15/2016
Municipal Consent Approval Date: 12/15/2016
Geometric Layout Approval Date: 4/1/2016
Construction Limits Established Date: 4/1/2016
Original Letting Date: 8/17/2018
Current Letting Date: 9/12/2018
Construction Season: 2019-2021
Estimated Substantial Completion: 11/1/2021

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Jerome Adams


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-694

On I-694 from east of Rice Street to west of Lexington in Ramsey County

State Project Number: 6285-143, 6285-157

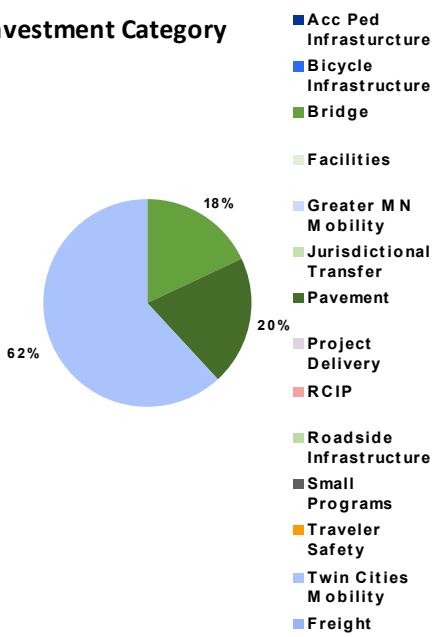
I-694

## Substantially Complete


**Primary Purpose**

Twin Cities Mobility

**Investment Category**




### Project Description

The project is for the construction of a general purpose lane on I-694 from Rice Street in Little Canada to Lexington Avenue in Arden Hills for the reconstruction of existing lanes low slump overlay on the Island Lake Channel bridge noise wall and median barrier construction.

### Recent Changes and Updates

This project was open to traffic in November 2017. There remains some minor landscaping work to be done. There were no changes to the TPCE in 2018.

### Project History

The project was selected for the Corridors of Commerce program in 2013 and initially included a dynamic shoulder lane, which was changed to a general purpose lane in each direction between Rice St and Lexington Ave. There is also pavement reconstruction between Rice St and Lexington Ave, rebuilding interstate ramps at three locations and improving storm water drainage throughout the corridor.

### Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 42.2 | 34.9 |
| Post Letting Construction Costs | 0 | 1.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 4.68 | 3.1 |
| Construction Engineering: | 3.12 | 2 |
| Right of Way: | 1.5 | 0.2 |
| **Total:** | **$ 51.5** | **$ 41.7** |

*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. Increased construction staging costs are due to traffic control during construction. Right of way required for water treatment and to build storm water ponds. In 2018, the current TPCE is $41.5 million, which reflects that the bids were competitive and lower than the construction estimate. Engineering costs were also reduced from the baseline estimate.

### Project Risks

Risks mostly retired as the project was completed in 2017.

### Schedule

Environmental Approval Date: 10/2014
Municipal Consent Approval Date: 12/2014
Geometric Layout Approval Date: 2/1/2014
Construction Limits Established Date: 2/1/2014
Original Letting Date: 06/12/2015
Current Letting Date: 2/22/2019
Construction Season: 2019
Estimated Substantial Completion: 11/01/2017

DEPARTMENT OF TRANSPORTATION

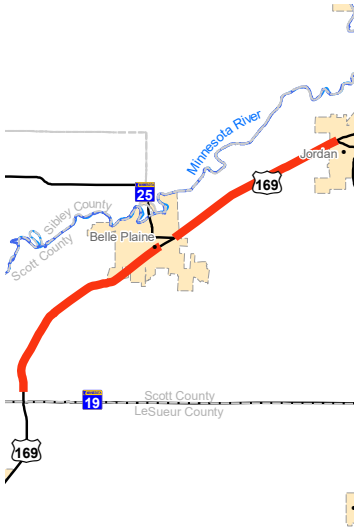
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Mark Lindeberg

**Revised Date:** 12/16/2019

# PROJECT SUMMARY

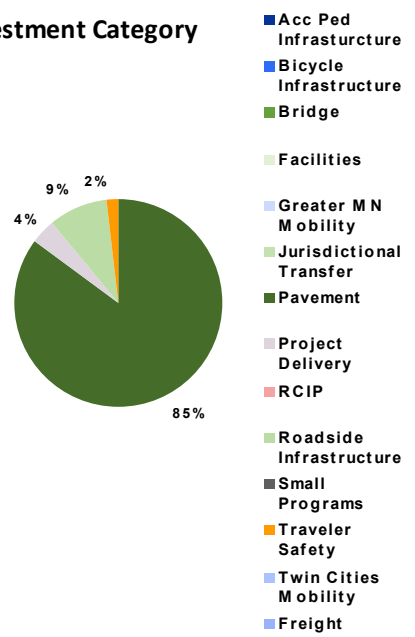
US 169
On US 169 Bridge 8829 in Belle Plaine
Bridge:8829
State Project Number: 7008-111, 7007-34




**Primary Purpose**

Pavement Condition

## Investment Category




**Recent Changes and Updates**

In 2018, the letting date changed from January to March, 2018. This project has been tied to another project on US 169, SP 7008-111, and they had a combined construction estimate of $30.7 million. Favorable bids were received and the projects were let together for a construction letting of $25 million. This project's share of the construction letting is shown under the Current Estimate as $14.9 million.

**Project History**

In 2017, the project was tied to another pavement project on US Hwy 169, 7008-111, the letting date was moved to SFY2018, and the current construction letting estimate was lowered from $21.5 million to $18.7 million due to project coordination. Coordination resulted in savings due to shared traffic cross overs, median work, traffic control, and other construction elements. This project was first included in the Major Highway Projects Report in 2016. This project will provide a long-term pavement improvement to this road segment along a heavily traveled corridor with significant freight volumes.

## Project Description

Resurface and repair concrete and repair drainage from 0.3 miles north of MN Hwy 19 to 0.1 miles morth of Ash Street in Belle Plaine

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 21.5 | 34.5 |
| Post Letting Construction Costs | 0 | 1.5 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.16 | 4.1 |
| Construction Engineering: | 1.44 | 2.7 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 25.1** | **$ 42.8** |

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

## Key Cost Estimate Assumptions

Cost savings occurred because of project coordination with another project on US 169 near Jordan, 7008-111. These savings included shared costs for traffic cross overs, median work, traffic control, and other construction elements. The current construction letting estimate decreased from $21.5 million in 2016 to $18.7 million due to coordination with 7008-111. Other costs that increased include $0.1 million to engineering and an additional $0.7 million to other construction elements for risk. In 2016 a scoping change reduced the construction letting costs resulting in a lower total project cost estimate.

## Project Risks

Project risks include soil contamination, traffic detour and access for adjacent properties, including a school and businesses.

## Schedule

Environmental Approval Date: 2/27/2017
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Pending approval
Construction Limits Established Date: Pending approval
Original Letting Date: 07/27/18
Current Letting Date: 3/7/2018
Construction Season: 2018
Estimated Substantial Completion: 10/1/2020

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Khamsai Yang

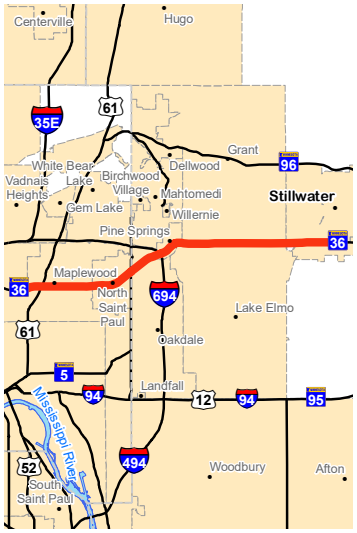
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

MN 36

On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater

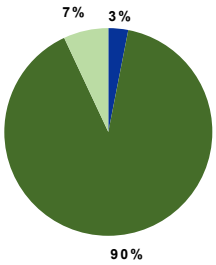
State Project Number: 8204-77




**Primary Purpose**

Pavement Condition

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year the project is in the major highway projects report.

## Project Description

Bituminous mill and overlay ADA on MN Hwy 36 from .023 miles east of Edgerton in Maplewood to .2 miles west of Greeley Avenue in Stillwater

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 17.2 | 17.2 |
| Post Letting Construction Costs | 0.7 | 0.7 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 2.1 | 2.1 |
| Construction Engineering: | 1.4 | 1.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 21.4** | **$ 21.4** |

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

## Key Cost Estimate Assumptions

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

## Project Risks

There are no known significant project risks at the moment.

## 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:

Current Letting Date: 3/26/2021

Construction Season: 2022 - 2023

Estimated Substantial Completion:

DEPARTMENT OF TRANSPORTATION


Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Erik Brenna


**Revised Date:** 12/16/2019

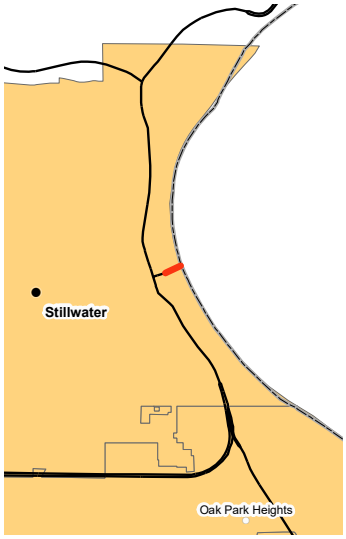
# PROJECT SUMMARY

MN 36

On MN 36 Bridge 4654 in Washington County

Bridge: 4654

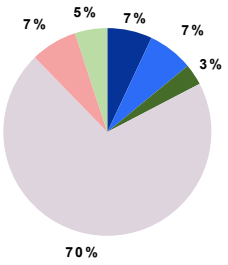
State Project Number: 8214-114AN, 8214-114, 8214-161, 8214-184, 8214-174, 8214-176, 8214-172, 8214-144




**Primary Purpose**

Project Delivery

## Investment Category




- Acc Ped Infrastructure
- Bicycle Infrastructure
- Bridge
- Facilities
- Greater MN Mobility
- Jurisdictional Transfer
- Pavement
- Project Delivery
- RCIP
- Roadside Infrastructure
- Small Programs
- Traveler Safety
- Twin Cities Mobility
- Freight

## Project Description

Replace St Croix bridge over the St. Croix near Stillwater

**Recent Changes and Updates**

The new river crossing opened to traffic in Aug. 2017. Roadway approaches, loop trails, state entry/exit signs and landscaping continue to be worked on in 2017. Additional loop trails, the Stillwater Lift Bridge conversation, landscaping and wetland restoration project will continue into 2018 and 2019. While the bridge is open to traffic and the main work is complete the project is not considered substantially complete for the major highway projects report and so will continue to track project costs.

**Project History**

Bridge opening was delayed from 2016 to 2017 due to several factors. An early cold season in fall 2014 and rebar complexity slowed construction. Design-build contract for the Minnesota approach work began in 2013 and was complete in 2015. Bridge pier foundations began construction in 2013 and completed in 2014. Work on the bridge superstructure contract began in 2014 and was open in 2017. The St. Croix Crossing Bridge replaces the Stillwater Lift Bridge. Congressional approval was granted in March 2012 to allow the project to proceed. In 2013 permits were requested and the project began construction.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 410.8 | 473.6 |
| Post Letting Construction Costs | 136.2 | 108.2 |
| Other Construction Elements: | 0 | 7.1 |
| Preliminary Engineering: | 33 | 58.2 |
| Construction Engineering: | 22 | 34 |
| Right of Way: | 31.4 | 15.3 |
| **Total:** | **$ 633.4** | **$ 696.4** |

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

## Key Cost Estimate Assumptions

Commitments made in the 2006 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 and risk. Baseline estimate assumed only the MN portion of the contingency costs and was a planning level estimate. Current estimates are based on June 30, 2016 data and includes contingencies for both MN and WI.

## Project Risks

Legal claims of schedule impacts are still risks.

## Schedule

Environmental Approval Date: 9/5/2012

Municipal Consent Approval Date: 2006 & 2012

Geometric Layout Approval Date: 1995 - 2014

Construction Limits Established Date: 2006

Original Letting Date: 1997

Current Letting Date: 6/1/2018

Construction Season: 2017 - 2019

Estimated Substantial Completion: Fall 2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes

**Project Manager:**

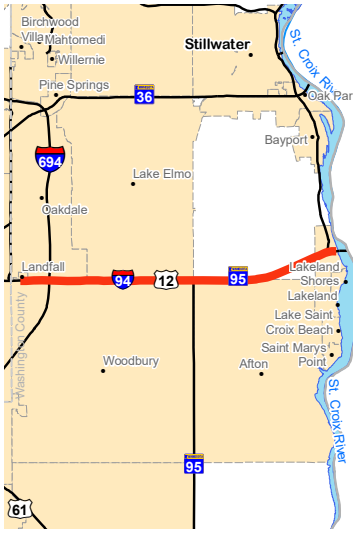
**Revised Date:** 12/16/2019

# PROJECT SUMMARY

I-94

On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale

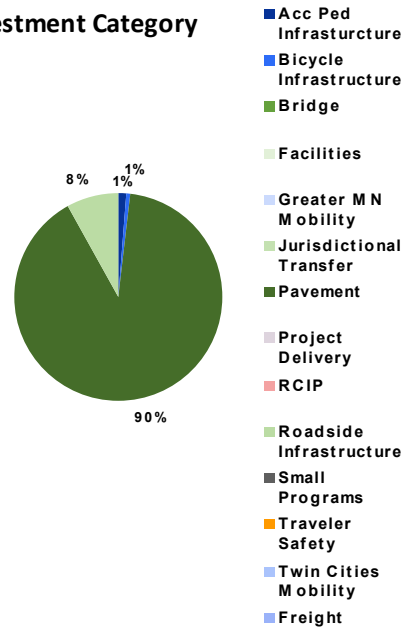
State Project Number: 8282-132




**Primary Purpose**

Pavement Condition

**Investment Category**




**Recent Changes and Updates**

2019 is the first year the project is in the major highway projects report.

**Project History**

This is the first year this project is in the STIP. Project is for a long term concrete pavement repair.

## Project Description

Road install cable median barrier on MN

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2020

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 103.7 | 103.7 |
| Post Letting Construction Costs | 4.1 | 4.1 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 12.5 | 12.5 |
| Construction Engineering: | 8.4 | 8.4 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 128.7** | **$ 128.7** |

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

## Key Cost Estimate Assumptions

To date, standard practices have been used to produce cost estimates for this project.

## Project Risks

Risks include increased water drainage needs and needs of the local communities on and along I-94, including frontage roads and traffic/detour management.

## 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:

Current Letting Date: 7/22/2022

Construction Season: 2022 - 2024

Estimated Substantial Completion: 11/1/2024

DEPARTMENT OF TRANSPORTATION

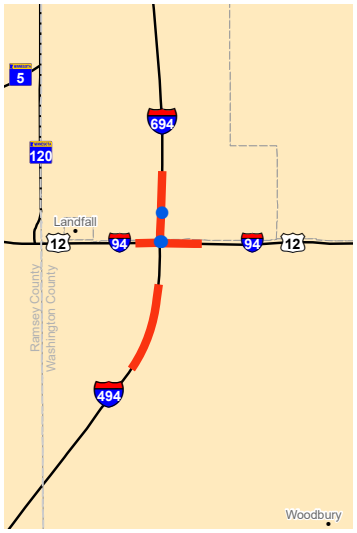

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Ryan Coddington


**Revised Date:** 12/16/2019

# PROJECT SUMMARY

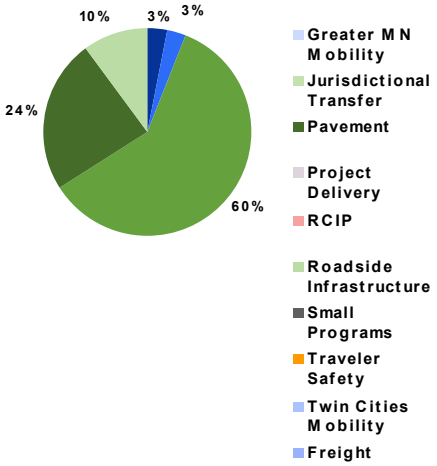
I 694
On I-694 Bridges 82832, 82831, 82817 in Oakdale
Bridge:82832, 82831, 82817
State Project Number: 8286-81




**Primary Purpose**

Bridge

## Investment Category




## Project Description

Northbound MN 77 exit ramp to Old Shakopee

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

| | Baseline Est. | Current Est. |
|---|---|---|
| Construction Letting: | 30.2 | 30.4 |
| Post Letting Construction Costs | 1.4 | 1.4 |
| Other Construction Elements: | 0 | 0 |
| Preliminary Engineering: | 3.36 | 3.3 |
| Construction Engineering: | 2.24 | 2.3 |
| Right of Way: | 0 | 0 |
| **Total:** | **$ 37.2** | **$ 37.4** |

*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. This project will be delivered with the design build method.

## Project Risks

The project could be extended into two construction seasons depending on the timing of closing ramps during construction, possible right of way contamination, local interest in a larger project, construction may require a temporary bridge and inability to salvage existing bridge pier locations.

## Recent Changes and Updates

In 2018, the project's letting date was moved to October 2018.

## Project History

The project had once been planned to be let in 2017, but was moved into calendar year 2018 due to the scope changes and additional freight funding. In 2017, the project was up scoped from an $8.7 million bridge project to $30.2 million (construction costs only) after receiving $19.5 million in federal freight funding to correct ramps and loops, improve the bridge deck and apply a long-term pavement fix.

## Schedule

Environmental Approval Date: 10/7/2015
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 10/7/2015
Construction Limits Established Date: 10/7/2015
Original Letting Date: 07/21/2017
Current Letting Date: 10/26/2018
Construction Season: 2018 - 2020
Estimated Substantial Completion: 11/1/2019

DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

**District Engineer:** Mike Barnes
**Project Manager:** Ryan Coddington

**Revised Date:** 12/16/2019

# Appendix D: Future Major Highway Projects (planned 2023-2033)

# District 1 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | MN 200 | 0105-1038694 | Not assigned | 2023 - 2024 | Aitkin | Resurface Hwy 200 From Hill City To just South Of Hwy 65 | Not needed | Not needed | Not needed | Not needed | 6 | 7.5 |
| 1 | MN 210 | 0121-1038174 | Not assigned | 2028 - 2029 | Aitkin, Carlton | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont | Not needed | Not needed | Not needed | Not needed | 8.5 | 10.6 |
| 1 | MN 210 | 0915-1037837 | Not assigned | 2028 - 2029 | Carlton | Reconstruct 1-Mile Of Hwy 1 In Redby | Not needed | Not needed | Not needed | Not needed | 5.8 | 7.2 |
| 1 | I-35 | 0980-1038133 | Not assigned | 2023 - 2024 | Carlton | Resurface NB And SB I-35 From The North End Of The Hwy 210 Bridge To The North End Of The St Louis River Bridge | Not needed | Not needed | Not needed | Not needed | 6.4 | 7.9 |
| 1 | I-35 | 0980-1038774 | Not assigned | 2027 - 2028 | Carlton | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336 | Not needed | Not needed | Not needed | Not needed | 4.4 | 5.4 |
| 1 | MN 1 | 3101-1038966 | Not assigned | 2028 - 2029 | Itasca | Resurface Hwy 89 Between Grygla And Red Lake Nation | Not needed | Not needed | Not needed | Not needed | 3.7 | 4.6 |
| 1 | US 2 | 3103-1037794 | Not assigned | 2026 - 2027 | Itasca | Resurface Hwy 2 From Hwy 38 To Hwy 169 | Not needed | Not needed | Not needed | Not needed | 3.7 | 4.9 |
| 1 | US 2 | 3103-1039058 | Not assigned | 2026 - 2027 | Itasca | Resurface Hwy 92 Between Bagley And Gonvick | Not needed | Not needed | Not needed | Not needed | 3.7 | 4.6 |
| 1 | US 169 | 3115-1037792 | Not assigned | 2027 - 2028 | Itasca | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Not needed | Not needed | Not needed | Not needed | 4.1 | 5.1 |
| 1 | MN 11 | 3605-1038828 | Not assigned | 2026 - 2027 | Koochiching | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Not needed | Not needed | Not needed | Not needed | 6.9 | 8.6 |
| 1 | MN 61 | 3804-1038940 | Josie Olson | 2023 - 2024 | Lake | Resurface Hwy 200 Between Hwy 371 And Laporte | Not needed | Not needed | Not needed | Not needed | 7.4 | 9.2 |
| 1 | MN 23 | 5801-1039097 | Not assigned | 2027 - 2028 | Pine | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Not needed | Not needed | Not needed | Not needed | 9.6 | 11.8 |
| 1 | MN 48 | 5804-1038692 | Not assigned | 2028 - 2029 | Pine | Resurface Hwy 48 From just East Of I-35 To CR 21 | Not needed | Not needed | Not needed | Not needed | 7.2 | 8.9 |
| 1 | MN 23 | 5807-30 | Sarah Baehurst | 2024 | Pine | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Not needed | Not needed | Not needed | Not needed | 6 | 7.5 |
| 1 | MN 23 | 5809-16 | Sarah Baehurst | 2024 | Pine | MN 210 Br 5060 Over Mississippi River Re-Overlay | Not needed | Not needed | Not needed | Not needed | 7.2 | 9 |
| 1 | I-35 | 5880-9790 | Not assigned | 2023 - 2024 | Pine | Replace Bridge 9790 On NB I-35 1.2 Miles North Of Hwy 48 | Not needed | Not needed | Not needed | Not needed | 3.8 | 4.7 |
| 1 | MN 1 | 6902-1038565 | Not assigned | 2025 - 2026 | St Louis | Resurface Hwy 1 From Hwy 53 To Hwy 169 | Not needed | Not needed | Not needed | Not needed | 4.5 | 5.6 |
| 1 | US 2 | 6906-1038211 | Not assigned | 2027 - 2028 | St Louis | Resurface Hwy 2 From just East Of Hwy 200 To The West Floodwood City Limits | Not needed | Not needed | Not needed | Not needed | 4.5 | 5.5 |
| 1 | US 2 | 6908-1038865 | Not assigned | 2024 - 2025 | St Louis | Resurface Hwy 2 From Hwy 194 To just East Of Boundary Ave In Proctor | Not needed | Not needed | Not needed | Not needed | 15.2 | 18.9 |
| 1 | MN 33 | 6911-1038334 | Not assigned | 2027 - 2028 | St Louis | Resurface Hwy 33 From Bridges 69113/69114 To Hwy 53 | Not needed | Not needed | Not needed | Not needed | 12.6 | 15.6 |
| 1 | MN 135 | 6913-1039090 | Not assigned | 2023 - 2024 | St Louis | Resurface Hwy 135 From just North Of The Embassass River To Hwy 1 | Not needed | Not needed | Not needed | Not needed | 4.1 | 5 |
| 1 | US 53 | 6918-1038773 | Not assigned | 2024 - 2025 | St Louis | Resurface Hwy 53 From 2Nd Ave Nw To just North Of The Wayside Rest In Virginia And Resurface 3 Ramps At The Hwy 169/Hwy 53 Intersection, | Not needed | Not needed | Not needed | Not needed | 7.6 | 9.4 |
| 1 | MN 61 | 6925-1038821 | Not assigned | 2025 - 2026 | St Louis | Resurface NB And SB Hwy 61 From 28TH Ave E To 40TH Ave E In Duluth | Not needed | Not needed | Not needed | Not needed | 4.3 | 5.4 |
| 1 | MN 61 | 6925-1038939 | Not assigned | 2024 - 2025 | St Louis | Resurface Hwy 61 From 40TH Ave E To 60TH Ave E In Duluth | Not needed | Not needed | Not needed | Not needed | 6 | 7.4 |
| 1 | MN 73 | 6927-1038042 | Not assigned | 2024 - 2025 | St Louis | Resurface Hwy 73 From just North Of CR 86 To just South Of Hwy | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 1 | MN 73 | 6930-1038578 | Not assigned | 2024 - 2025 | St Louis | Resurface Hwy 73 From Nfd 111 To Hwy 1 | Not needed | Not needed | Not needed | Not needed | 200 | 248 |
| 1 | MN 194 | 6933-1038820 | Not assigned | 2023 - 2024 | St Louis | Resurface NB And SB Hwy 194 From Hwy 53 (Trinity Rd) To 200 Feet North Of Mesaba Ave In Duluth | Not needed | Not needed | Not needed | Not needed | 5.2 | 6.5 |
| 1 | US 169 | 6934-1038337 | Not assigned | 2027 - 2028 | St Louis | US 169, W. Jct TH 73 To Howard Street, Medium Mill/Overlay | Not needed | Not needed | Not needed | Not needed | 44.1 | 54.7 |
| 1 | US 169 | 6935-1037926 | Not assigned | 2023 - 2024 | St Louis | Resurface NB Hwy 169 From just South Of CR 67 To just West Of CR 109 | Not needed | Not needed | Not needed | Not needed | 7.6 | 9.4 |
| 1 | US 169 | 6935-1038137 | Not assigned | 2023 - 2024 | St Louis | Resurface SB Hwy 169 From just South Of CR 5 To just West Of CR 109 | Not needed | Not needed | Not needed | Not needed | 4.3 | 5.4 |
| 1 | I-535 | 6980-69808 | Not assigned | 2027 - 2028 | St Louis | Redeck The I-535 Garfield Ave Bridge | Not needed | Not needed | Not needed | Not needed | 6 | 7.4 |
| 1 | I-535 | 6980-69809 | Not assigned | 2027 - 2028 | St Louis | Redeck The I-535 SB Off Ramp Over The BNSF RR | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 1 | I-535 | 6981-1037965 | Not assigned | 2027 - 2028 | Statewide | US 10, From 2 MI-South Of Cushing To South Of Little Falls (EB And WB), Mill And Overlay | Not needed | Not needed | Not needed | Not needed | 200 | 248 |
| 1 | I-35 | 6982-1037798 | Not assigned | 2023 - 2024 | St Louis | Resurface Hwy 32 Between Fertile And Hwy 2 | Not needed | Not needed | Not needed | Not needed | 5.2 | 6.5 |
| 1 | I-35 | 6982-1038368 | Not assigned | 2026 - 2027 | St Louis | Replace Or Repair Two Bridges And Four Ramps On I-35, 3.5 Miles SW Of I-535 | Not needed | Not needed | Not needed | Not needed | 44.1 | 54.7 |

# District 2 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | MN 1 | 0402-1038399 | Not assigned | 2028 | Clearwater | Resurface Hwy1/Hwy 89 Between Northern Clearwater County Line And Eastern Clearwater County Line | Need unknown | Need unknown | Need unknown | Need unknown | 4.5 | 5.6 |
| 2 | MN 1 | 0403-1038986 | Not assigned | 2029 | Beltrami | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Need unknown | Need unknown | Need unknown | Need unknown | 6.2 | 7.7 |
| 2 | MN 1 | 0404-39 | Not assigned | 2029 | Beltrami | Reconstruct 1-Mile Of Hwy 1 In Redby, | Need unknown | Need unknown | Need unknown | Need unknown | 4.2 | 5.2 |
| 2 | US 71 | 0410-51 | Not assigned | 2023 | Beltrami | Resurface Hwy 71 Between BeltramI-County Rd 22 And Blackduck | Pending approval | Not Needed | Not Needed | Pending approval | 7.5 | 8.7 |
| 2 | MN 72 | 0413-1055100 | Not assigned | 2029 | Beltrami | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Pending approval | Not needed | Not need | Pending approval | 4.6 | 5.7 |
| 2 | MN 89 | 0415-17 | Not assigned | 2023 - 2024 | Beltrami | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Pending approval | Not needed | Not needed | Pending approval | 4.1 | 5.1 |
| 2 | US 2 | 1502-1039094 | Not assigned | 2028 | Multicounty, Clearwater, Polk | Resurface Westbound Lanes Of Hwy 2 Between Fosston And Bagley | Pending approval | Not needed | Not needed | Pending approval | 5.8 | 7.2 |
| 2 | MN 92 | 1507-68 | Not assigned | 2026 | Clearwater | Resurface Hwy 92 Between Bagley And Gonvick | Pending approval | Pending approval | Pending approval | Pending approval | 4.1 | 5.1 |
| 2 | US 71 | 2904-1038222 | Not assigned | 2029 | Hubbard | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Need unknown | Need unknown | Need unknown | Need unknown | 7.8 | 9.7 |
| 2 | US 71 | 2905-1038984 | Not assigned | 2029 | Hubbard | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Need unknown | Need unknown | Need unknown | Need unknown | 9 | 11.2 |
| 2 | MN 200 | 2908-1038583 | Not assigned | 2025 | Hubbard | Resurface Hwy 200 Between Hwy 371 And Laporte | Pending approval | Not needed | Not Needed | Pending approval | 6.6 | 8.2 |
| 2 | MN 87 | 2909-17 | Jeremy Hadrava | 2024 | Hubbard | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Pending approval | Not Needed | Not needed | Pending approval | 9.2 | 11.4 |
| 2 | MN 87 | 2909-20 | Not assigned | 2024 | Hubbard | Reconstruct Hwy 87 Between Hwy 71 And Hubbard County Rd 6/Lake St In Hubbard | Need unknown | Need unknown | Need unknown | Need unknown | 9.2 | 11.4 |
| 2 | MN 6 | 3107-1038573 | Not assigned | 2023 - 2024 | Itasca | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 2 | MN 6 | 3107-1038690 | Not assigned | 2026 - 2027 | Statewide | MN 210 Br 5060 Over Mississippi River Re-Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.5 | 5.6 |
| 2 | MN 6 | 3107-1038869 | Not assigned | 2027 - 2028 | Itasca | Resurface Hwy 6 From just North Of CR 19 To 1.6 Miles North Of CR 13 | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 2 | MN 6 | 3107-1038870 | Not assigned | 2027 - 2028 | Statewide | Resurface Hwy 6 From 0.9 Miles North Of Hwy 286 To Hwy 1 | Need unknown | Need unknown | Need unknown | Need unknown | 4.5 | 5.6 |
| 2 | MN 46 | 3109-1038213 | Not assigned | 2026 - 2027 | Itasca | MN 46, 0.1 MI-N. CSAH 13 To Jct MN 1/CSAH 40, Reclaim | Need unknown | Need unknown | Need unknown | Need unknown | 18.3 | 19.7 |
| 2 | MN 46 | 3109-1038979 | Not assigned | 2026 - 2027 | Itasca | Resurface Hwy 46 From just North Of CR 13 To Hwy 1/CR 40 | Need unknown | Need unknown | Need unknown | Need unknown | 5.7 | 7.1 |
| 2 | US 75 | 3508-1038580 | Not assigned | 2024 | Kittson | Resurface Hwy 75 And Replace 3 Culverts Between Donaldson And Hallock | Pending approval | Not needed | Not needed | Pending approval | 6.6 | 8.2 |
| 2 | MN 1 | 3602-1038965 | Not assigned | 2026 - 2027 | Koochiching | Resurface Hwy 1 From just East Of 5TH St To Hwy 6 | Need unknown | Need unknown | Need unknown | Need unknown | 11 | 13.7 |
| 2 | MN 11 | 3604-1038037 | Not assigned | 2027 - 2028 | Statewide | MN 11, Kooch. Co Line To 0.7 MI W Whitefish Creek, Medium Mill / Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.4 | 5.5 |
| 2 | MN 11 | 3604-1038858 | Not assigned | 2027 - 2028 | Statewide | MN 11, Kooch. Co Line To 0.7 MI-W Whitefish Creek, Medium Mill / Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.4 | 5.5 |
| 2 | MN 1 | 4501-1054960 | Not assigned | 2027 | Marshall | Resurface Hwy 1 Between Warren And Marshall County Rd 17 | Need unknown | Need unknown | Need unknown | Need unknown | 8.4 | 10.4 |
| 2 | MN 32 | 4504-19 | Not assigned | 2024 | Marshall, Roseau | Resurface Hwy 32 Between Middle River And GreeNBUS h And Replace Two Box Culvert Bridges Near Strathcona | Pending approval | Not needed | Not needed | Pending approval | 9.2 | 11.4 |
| 2 | MN 89 | 4508-1038993 | Not assigned | 2026 | Marshall | Resurface Hwy 89 Between Hwy 219 And Roseau County Line | Pending approval | Not needed | Not needed | Pending approval | 6.1 | 7.6 |
| 2 | MN 1 | 4509-1039024 | Not assigned | 2025 | Marshall | Replace Hwy 1 Bridge Over The Red River In Oslo | Need unknown | Need unknown | Need unknown | Need unknown | 7.5 | 9.3 |
| 2 | US 75 | 5406-1038581 | Not assigned | 2025 - 2026 | Norman | Resurface Hwy 75 Between Hendrum And Perley | Pending approval | Not needed | Not needed | Pending approval | 4.6 | 5.7 |
| 2 | MN 32 | 5703-1038053 | Not assigned | 2028 | Red Lake | Resurface Hwy 32 Between Hwy 2 And Red Lake Falls, And Replace Culvert On Hwy 32 South Of St. Hilaire | Need unknown | Need unknown | Need unknown | Need unknown | 6.7 | 8.3 |
| 2 | US 59 | 5705-1037967 | Not assigned | 2025 - 2026 | Pennington | US 59, In Thief River Falls, Replace Bridge 5327 | Pending approval | Not needed | Not needed | Pending approval | 7.5 | 9.3 |
| 2 | US 2 | 6001-1038994 | Not assigned | 2028 | Polk | Resurface The Eastbound Lanes Of Hwy 2 Between East Grand Forks And Fisher | Need unknown | Need unknown | Need unknown | Need unknown | 4.8 | 6 |
| 2 | US 2 | 6005-1038233 | Not assigned | 2027 | Multicounty | Resurface Eastbound Lanes Of Hwy 2 Between Fosston And Bagley | Need unknown | Need unknown | Need unknown | Need unknown | 4.8 | 6 |
| 2 | US 2 | 6005-1038567 | Not assigned | 2028 | Polk | US 10, From 2 MI-South Of Cushing To South Of Little Falls (EB And WB), Mill And Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.2 | 5.2 |
| 2 | MN 32 | 6007-1038990 | Not assigned | 2028 | Polk | Resurface Hwy 32 Between Fertile And Hwy 2 | Pending approval | Not needed | Not needed | Pending approval | 9.3 | 11.5 |
| 2 | US 59 | 6009-1057783 | Not assigned | 2029 | Polk, Red Lake | Resurface Hwy 59 Between Hwy 2 And Brooks | Need unknown | Need unknown | Need unknown | Need unknown | 5.5 | 7 |
| 2 | MN 220 | 6017-1054680 | Not assigned | 2026 | Marshall, Polk | Resurface Hwy 220 Between East Grand Forks And Alvarado | Need unknown | Need unknown | Need unknown | Need unknown | 6.4 | 7.9 |
| 2 | US 2 | 6019-1038658 | Not assigned | 2027 | Polk | Replace Hwy 2 Bridge Over River Rd Nw In East Grand Forks | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 2 | MN 32 | 6301-1055060 | Not assigned | 2029 | Red Lake | Resurface And Sidewalk Improvements On Hwy 32 In Red Lake Falls | Need unknown | Need unknown | Need unknown | Need unknown | 5.1 | 6.3 |
| 2 | MN 11 | 6803-43 | Laura Hadrava | 2025 | Roseau | Reconstruct Hwy 11 Between Roseau And Warroad And Replace Culvert 4-Miles East Of Roseau | Pending approval | Not needed | Not Needed | Pending approval | 10.2 | 12.9 |
| 2 | MN 11 | 6804-1038988 | Not assigned | 2027 | Roseau | Resurface Hwy 11 Between Warroad And Roosevelt | Need unknown | Need unknown | Need unknown | Need unknown | 5.2 | 6.4 |
| 2 | MN 89 | 6806-1038586 | Not assigned | 2027 | Roseau | Resurface Hwy 89 Between Roseau And Wannaska | Pending approval | Not needed | Not Needed | Pending approval | 6.9 | 8.6 |

# District 3 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | MN 18 | 0102-1038964 | Not assigned | 2022 - 2023 | Aitkin | MN 18, North Jct US 169 To North Jct MN 47, Medium Mill/Overlay, | Not needed | Not needed | Not needed | Not needed | 5.6 | 7 |
| 3 | MN 18 | 0102-28 | Luke Wehseler | 2022 - 2023 | Aitkin | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Not needed | Not needed | Not needed | Not needed | 5.6 | 6.9 |
| 3 | MN 47 | 0108-1038040 | Not assigned | 2027 - 2028 | Aitkin | Reconstruct 1-Mile Of Hwy 1 In Redby, | Not needed | Not needed | Not needed | Not needed | 5.7 | 7.1 |
| 3 | US 169 | 0116-1038571 | Not assigned | 2023 - 2024 | Aitkin | Resurface Hwy 169 From The North End Of The Mississippi-Bridge To Hwy 200 In Hill City | Not needed | Not needed | Not needed | Not needed | 8.7 | 10.8 |
| 3 | US 10 | 0502-1037963 | Not assigned | 2028 - 2029 | Benton | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Not needed | Not needed | Not needed | Not needed | 10.3 | 12.8 |
| 3 | MN 95 | 0505-1038593 | Not assigned | 2027 - 2028 | Benton | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Not needed | Not needed | Not needed | Not needed | 5.9 | 7.4 |
| 3 | MN 6 | 1103-1038141 | Not assigned | 2025 - 2026 | Cass | MN 6, From Bridge #11005 Over Roosevelt Lake In Outing To Jct MN 200 In Remer, M & O | Not needed | Not needed | Not needed | Not needed | 6.7 | 8.3 |
| 3 | MN 64 | 1109-1038709 | Not assigned | 2027 - 2028 | Cass | Resurface Hwy 92 Between Bagley And Gonvick | Not needed | Not needed | Not needed | Not needed | 9.8 | 12.2 |
| 3 | MN 210 | 1115-1038411 | Not assigned | 2028 - 2029 | Cass, Crow Wing | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Not needed | Not needed | Not needed | Not needed | 6.1 | 7.5 |
| 3 | MN 210 | 1115-1051980 | Not assigned | 2026 | Cass | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Not needed | Not needed | Not needed | Not needed | 4.3 | 5.3 |
| 3 | MN 371 | 1118-1038062 | Not assigned | 2024 - 2025 | Cass | Resurface Hwy 200 Between Hwy 371 And Laporte | Not needed | Not needed | Not needed | Not needed | 6.1 | 7.5 |
| 3 | MN 371 | 1119-1038889 | Not assigned | 2026 - 2027 | Cass | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Not needed | Not needed | Not needed | Not needed | 6.1 | 7.6 |
| 3 | MN 6 | 1801-1038409 | Not assigned | 2027 - 2028 | Crow Wing | MN 6, From Jct MN 18 To Jct MN 210 In Deerwood, Mill And Overlay , | Not needed | Not needed | Not needed | Not needed | 3.8 | 4.7 |
| 3 | MN 210 | 1805-1037796 | Not assigned | 2024 - 2025 | Crow Wing | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Not needed | Not needed | Not needed | Not needed | 13.5 | 16.8 |
| 3 | MN 210 | 1805-1038066 | Luke Wehseler | 2024 - 2025 | Crow Wing | MN 210 Br 5060 Over Mississippi River Re-Overlay, | Not needed | Not needed | Not needed | Not needed | 3.8 | 4.8 |
| 3 | MN 25 | 1808-1037848 | Not assigned | 2028 - 2029 | Crow Wing | MN 25, From Morrison/Crow Wing Co Line To Jct MN 210 In Brainerd, Mill And Overlay + Br 8477, | Not needed | Not needed | Not needed | Not needed | 5.4 | 6.6 |
| 3 | MN 371 | 1809-1038888 | Not assigned | 2027 - 2028 | Crow Wing | MN 371, From US 10 To 0.7 MI-N Of Crow Wing CR 48 (NB & SB), Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 8 | 9.9 |
| 3 | MN 371 | 1810-1039068 | Not assigned | 2028 - 2029 | Crow Wing | MN 371, Jct MN 210 In Baxter S. Of Nisswa (NB And SB), Reclaim, | Not needed | Not needed | Not needed | Not needed | 13.7 | 17 |
| 3 | MN 47 | 3001-1038890 | Not assigned | 2028 - 2029 | Isanti | MN 47, From Isanti/Anoka Co Line To Jct TH 95, Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 5.9 | 7.4 |
| 3 | MN 65 | 3004-1038176 | Not assigned | 2025 - 2026 | Multicounty, Isanti, Kanabec | MN 65, From End Of Four Lane In Cambridge To N Of MN 107, Reclaim, | Not needed | Not needed | Not needed | Not needed | 10.1 | 12.5 |
| 3 | MN 95 | 3006-1038999 | Claudia Dumont | 2023 - 2024 | Isanti | MN 95, From Fern St To Davis St In Cambridge, Urban Reconstruction | Not needed | Not needed | Not needed | Not needed | 7.7 | 9.5 |
| 3 | MN 95 | 3007-1038063 | Not assigned | 2027 - 2028 | Isanti | MN 95 From E Of Cambridge To Chisago Cty Line Med M & Ol, | Not needed | Not needed | Not needed | Not needed | 3.8 | 4.8 |
| 3 | MN 70 | 3306-1038710 | RUS sell Fellbaum | 2024 - 2025 | Kanabec | MN 70, From MN 65 In Brunswick To MN 107 In Grasston, Reclaim , | Not needed | Not needed | Not needed | Not needed | 5 | 6.2 |
| 3 | MN 65 | 3307-1037873 | Not assigned | 2027 - 2028 | Kanabec | Reconstruction In Mora ,[illegible] | Not needed | Not needed | Not needed | Not needed | 6.7 | 8.2 |
| 3 | MN 107 | 3311-1038139 | Not assigned | 2026 - 2027 | Kanabec | MN 107 Isanti/Kanabec Line To Kanabec/Pine Line M & O , | Not needed | Not needed | Not needed | Not needed | 6.1 | 7.6 |
| 3 | MN 23 | 4801-1038712 | RUS sell Fellbaum | 2023 | Multicounty, Kanabec, Mille Lacs | MN 23, From 0.1 MI-E Of 5TH Ave SE In Milaca To Ground HoUS e River 300 Ft E Of Jct 47 S In Ogilvie, 12.8 Miles. Mill & Overlay + Brs 6072 8106 | Not needed | Not needed | Not needed | Not needed | 8.1 | 9.3 |
| 3 | MN 23 | 4801-26 | RUS sell Fellbaum | 2024 - 2025 | Mille Lacs | MN 23 In Milaca, Urban Reconstruction , | Not needed | Not needed | Not needed | Not needed | 5.5 | 6.8 |
| 3 | MN 95 | 4809-1038594 | Claudia Dumont | 2027 - 2028 | Multicounty, Isanti, Mille Lacs | MN 95, From Benton/Mille Lacs Co Line To Rp 29, Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 5.6 | 7 |
| 3 | US 169 | 4811-1038589 | Terri-Odegaard | 2024 - 2025 | Mille Lacs | US 169, From Long Siding To 2.0 MI-N Of PeaSE NB & SB, Mill & Overlay, | Not needed | Not needed | Not needed | Not needed | 8.6 | 10.5 |
| 3 | US 169 | 4811-1038948 | Not assigned | 2028 - 2029 | Mille Lacs | US 169, From Milaca Bypass To Mille Lacs Co CSAH 11 (NB And SB), Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 9.5 | 11.8 |
| 3 | US 169 | 4814-1038995 | Not assigned | 2023 | Multicounty, Crow Wing, Mille Lacs | US 169, From 0.26 MI-S Of Wagadakl-Dr In Vineland To Pike Road 1.1 MI-N Of Jct 18 S In Garrison, , Mill & Overlay Associated Sp 1804-90, | Not needed | Not needed | Not needed | Not needed | 6 | 7.7 |
| 3 | US 10 | 4901-1038539 | Not assigned | 2026 - 2027 | Multicounty, Benton, Morrison | US 10, From Little Falls To The Half Way Crossing (EB & WB), Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 13.9 | 17.2 |
| 3 | US 10 | 4902-1038134 | Not assigned | 2028 - 2029 | Morrison | US 10, From 2 MI-South Of Cushing To South Of Little Falls (EB And WB), Mill And Overlay | Not needed | Not needed | Not needed | Not needed | 12.6 | 15.5 |
| 3 | US 10 | 4902-1038239 | Not assigned | 2023 - 2024 | Morrison | Resurface Hwy 32 Between Fertile And Hwy 2 | Not needed | Not needed | Not needed | Not needed | 6.7 | 8.2 |
| 3 | US 10 | 4903-1037849 | Not assigned | 2028 - 2029 | Morrison | Motley To 2 Miles South Of CUS hing 2' M&Il, 2" Ol, | Not needed | Not needed | Not needed | Not needed | 14.6 | 18 |
| 3 | MN 27 | 4904-1038998 | Not assigned | 2028 - 2029 | Morrison | MN 27 E Long Praire To W Little Falls M & O & Fdr + Brs 1338 & 1538, | Not needed | Not needed | Not needed | Not needed | 10.8 | 13.2 |
| 3 | MN 25 | 4911-1038404 | Eric Schiller | 2024 - 2025 | Morrison | MN 25, From Pierz To Morrison/Crow Wing Co Line, Cir & MN 25 From 0.25 MI-N Of Skunk River To S Jct MN 27 In Pierz, Cir + Br No 6321 & 88062 (Boxes), | Not needed | Not needed | Not needed | Not needed | 8.1 | 10.1 |
| 3 | MN 238 | 4913-26 | Not assigned | 2023 | Morrison | MN 238, From 200 Ft N Of 3Rd Ave In Upsula To MN 27, Cir + Bridge #88490 Over Hay Creek Bridge No. 88490 (St Culv) | Not needed | Not needed | Not needed | Not needed | 10.7 | 12.6 |
| 3 | MN 107 | 5812-1038209 | Not assigned | 2026 - 2027 | Pine | Resurface Hwy 107 From The Kanabec/Pine County Line To Hwy 23,[illegible] | Not needed | Not needed | Not needed | Not needed | 4.5 | 5.6 |
| 3 | US 10 | 7102-1038835 | Not assigned | 2027 - 2028 | Sherburne | US 10, From Big Lake To Joplin Ave In Elk River (EB And WB), Mill And Overlay Incl Ada Work , | Not needed | Not needed | Not needed | Not needed | 10.5 | 13.1 |
| 3 | MN 25 | 7104-1038235 | Not assigned | 2028 - 2029 | Sherburne | MN 25, From North Monticello To US 10 In Big Lake, Mill And Overlay Incl Ada Work & I-94 To End Of 4 Lane N Of Monticello, | Not needed | Not needed | Not needed | Not needed | 4.8 | 5.9 |
| 3 | MN 23 | 7305-1038657 | Not assigned | 2025 - 2026 | Stearns | MN 23, West Of 36TH Ave To MN 15 In Waite Park EB & WB, Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 8.8 | 11 |
| 3 | MN 23 | 7305-1038942 | Not assigned | 2024 - 2025 | Stearns | MN 23, From West Of Richmond To 0.5 MI-W Of 93Rd Ave (EB & WB), Mill And Overlay, | Not needed | Not needed | Not needed | Not needed | 15.3 | 19 |
| 3 | MN 23 | 7306-1038243 | Not assigned | 2027 - 2028 | Stearns | MN 23, From TH 15 To Rr Bridge Near TH 10 Med M & Il + Ada In St Cloud, | Not needed | Not needed | Not needed | Not needed | 5.8 | 7 |
| 3 | MN 28 | 7308-1038061 | Not assigned | 2026 - 2027 | Multicounty, Morrison, Stearns, Todd | MN 28, N Jct US 71 To N Of Swanville, Mill And Overlay; And From N Of Swanville To Jct MN 27, M & O + Bridge 6078 (Box), | Not needed | Not needed | Not needed | Not needed | 11.2 | 13.9 |
| 3 | US 71 | 7319-1038406 | Not assigned | 2026 - 2027 | Multicounty, Stearns, Todd | US 71, From N Sauk Centre To S Long Prairie, Cold In Place Recycle , | Not needed | Not needed | Not needed | Not needed | 13.9 | 17.2 |
| 3 | US 71 | 7319-1038996 | Not assigned | 2024 - 2025 | Stearns | US 71, From I-94 To N Sauk Centre WITH Bridge #5428 Over Sauk River, Urban Reconstruction, | Not needed | Not needed | Not needed | Not needed | 15.6 | 19.3 |
| 3 | I-94 | 7380-1038338 | Not assigned | 2026 - 2027 | Multicounty, Stearns, Todd | I-94, From Douglas/Todd Co Line To E Of US 71 Ramps In Sauk Centre (EB And WB), Concrete Pavement Rehabilitation + Bridges 73818 & 73820, | Not needed | Not needed | Not needed | Not needed | 13.7 | 17 |
| 3 | I-94 | 7380-1038339 | Not assigned | 2026 - 2027 | Stearns | I-94, From MelroSE To Albany, Mill And Overlay (EB & WB) + Br 73811, 6870, 73850, 73849, | Not needed | Not needed | Not needed | Not needed | 22.6 | 28 |
| 3 | I-94 | 7380-1038824 | Not assigned | 2024 - 2025 | Stearns | I-94, From Sauk Centre To E Of MelroSE (EB & WB), Mill And Overlay + Br No'S 73805, 6896, 6897 & 73809, | Not needed | Not needed | Not needed | Not needed | 18 | 22.3 |
| 3 | I-94 | 7380-1038941 | Not assigned | 2028 - 2029 | Stearns | I-94, From E Limits Of Albany East To Stearns CR 159 At Collegeville (EB And WB), Reclaim, | Not needed | Not needed | Not needed | Not needed | 12.1 | 15 |
| 3 | MN 210 | 7701-1038241 | Not assigned | 2027 - 2028 | Todd | MN 210, E Hewitt To US 10 In Staples, Mill And Overlay Incl Ada Work , | Not needed | Not needed | Not needed | Not needed | 10.3 | 12.7 |
| 3 | US 10 | 8001-1038779 | Not assigned | 2026 - 2027 | Multicounty, Todd, Wadena | US 10, From Oink Joint Rd To W Limits Of Staples (EB And WB), Mill And Fill, | Not needed | Not needed | Not needed | Not needed | 17.6 | 21.8 |
| 3 | US 71 | 8004-1038705 | Eric Schiller | 2024 - 2025 | Wadena | US 71, From Elm Ave In Wadena To Red Eye River In Sebeka, Cold In Place Recycle, | Not needed | Not needed | Not needed | Not needed | 12.9 | 15.8 |
| 3 | US 71 | 8005-1038058 | Not assigned | 2026 - 2027 | Wadena | US 71, From Sebeka To Wadena/Hubbard Co Line, Mill And Overlay , | Not needed | Not needed | Not needed | Not needed | 7.8 | 9.6 |
| 3 | MN 25 | 8605-XX | Claudia Dumont | 2023 - 2024 | Wright | MN 25, From North Buffalo To South Monticello, Mill And Overlay , | Not needed | Not needed | Not needed | Not needed | 5.3 | 6.5 |
| 3 | MN 55 | 8607-1039069 | Not assigned | 2024 - 2025 | Wright | MN 55, From Jct MN 25 To End Of 4-Lane In Buffalo, Mill And Overlay , | Not needed | Not needed | Not needed | Not needed | 4.3 | 5.4 |
| 3 | I-94 | 8680-1038825 | Claudia Dumont | 2024 - 2025 | Wright | I-94, From E Monticello To MN 241 In St. Michael, UNBonded Overlay (WB ), | Not needed | Not needed | Not needed | Not needed | 11.4 | 14 |

# District 4 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | MN 34 | 0303-67 | Katy Reierson | 2022 - 2023 | Becker | On TH 34, Ponsford Road To Becker/Hubbard Co. Line, Reclaim And Widen Shoulders(D2 Park Rapids To Mp 73.6) , | Pending approval | Pending approval | Pending approval | Pending approval | 8.5 | 10.6 |
| 4 | US 75 | 0608-1038082 | Not assigned | 2022 - 2023 | Traverse | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Pending approval | Pending approval | Pending approval | Pending approval | 4.6 | 5.8 |
| 4 | US 75 | 1406-76 | justin Knopf | 2024 - 2025 | Clay | Reconstruct 1-Mile Of Hwy 1 In Redby, | Pending approval | Pending approval | Pending approval | Pending approval | 27.3 | 33.9 |
| 4 | US 10 | 1480-180 | Katy Reierson | 2025 - 2026 | Clay | On US 10, From East Of US 75 In Moorhead To 220TH St To East Of Glyndon, | Pending approval | Pending approval | Pending approval | Pending approval | 24 | 29.7 |
| 4 | I-94 | 1481-1038599 | Not assigned | 2027 - 2028 | Clay | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Pending approval | Pending approval | Pending approval | Pending approval | 13.3 | 16.5 |
| 4 | MN 29 | 2102-1038419 | Not assigned | 2026 - 2027 | Douglas | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Pending approval | Pending approval | Pending approval | Pending approval | 13.1 | 16.3 |
| 4 | I-94 | 2680-48 | Not assigned | 2026 - 2027 | Multicounty, Douglas, Grant | 0.4 Miles E. Of Grant Co. Line To Jct. 79 On I-94 WB - Concrete Rehab , | Pending approval | Pending approval | Pending approval | Pending approval | 8 | 9.9 |
| 4 | MN 104 | 3416-1037972 | Not assigned | 2027 - 2028 | Pope | Resurface Hwy 92 Between Bagley And Gonvick | Pending approval | Pending approval | Pending approval | Pending approval | 13.6 | 16.9 |
| 4 | MN 210 | 4904-1038410 | Not assigned | 2025 - 2026 | Morrison | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Pending approval | Pending approval | Pending approval | Pending approval | 4.3 | 6.9 |
| 4 | MN 210 | 5603-1038073 | Tom Pace | 2023 - 2024 | Otter Tail | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Pending approval | Pending approval | Pending approval | Pending approval | 4.9 | 6 |
| 4 | US 10 | 5605-23 | Lorl-Vanderhider | 2024 - 2025 | Otter Tail | Resurface Hwy 200 Between Hwy 371 And Laporte | Pending approval | Pending approval | Pending approval | Pending approval | 4.3 | 5.4 |
| 4 | US 10 | 5607-43 | Lorl-Vanderhider | 2024 - 2025 | Clay | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Pending approval | Pending approval | Pending approval | Pending approval | 8.1 | 15.9 |
| 4 | US 59 | 5617-31 | Brian BaUS man | 2023 - 2024 | Otter Tail | .3 Mi. N. Of I-94 N.To 5TH Ave. In Pelican Rapids , Mill And Overlay , | Pending approval | Pending approval | Pending approval | Pending approval | 9.1 | 11.3 |
| 4 | I-94 | 5680-144 | justin Knopf | 2024 - 2025 | Otter Tail | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Pending approval | Pending approval | Pending approval | Pending approval | 10.4 | 13 |
| 4 | I-94 | 5680-146 | Lorl-Vanderhider | 2026 - 2027 | Wilkin | MN 210 Br 5060 Over Mississippi River Re-Overlay, | Pending approval | Pending approval | Pending approval | Pending approval | 4.3 | 5.3 |
| 4 | MN 28 | 6102-25 | justin Knopf | 2023 - 2024 | Multicounty, Pope, Stevens | E. End Pomme De Terre Bridge To Starbuck, Mill And Overlay, | Pending approval | Pending approval | Pending approval | Pending approval | 9.5 | 11.7 |
| 4 | MN 29 | 6106-1038075 | Not assigned | 2027 - 2028 | Pope | TH 55 To CSAH 87, | Pending approval | Pending approval | Pending approval | Pending approval | 7.8 | 9.6 |
| 4 | MN 114 | 6111-1037872 | Not assigned | 2025 - 2026 | Multicounty, Douglas, Grant | W. Jct TH 55 To Jct. N. Ramp I-94, | Pending approval | Pending approval | Pending approval | Pending approval | 6.2 | 7.7 |
| 4 | MN 27 | 7803-13 | Tom Pace | 2026 - 2027 | Multicounty, Grant, Traverse | On TH 27, S Jct Th-75/ Wheaton To 1.1 MI-E CSAH-7, 15 To Herman, | Pending approval | Pending approval | Pending approval | Pending approval | 10.8 | 13.4 |
| 4 | US 75 | 7806-32 | Brian BaUS man | 2023 - 2024 | Multicounty, Grant, Traverse | S Jct.TH 27 In Wheaton To Rr No. Of TH 55, | Pending approval | Pending approval | Pending approval | Pending approval | 7.1 | 8.8 |
| 4 | US 75 | 8406-1038083 | Not assigned | 2025 - 2026 | Wilkin | Rr X-Ing N TH 55 To . 3 Mi. N. 9, | Pending approval | Pending approval | Pending approval | Pending approval | 4.8 | 6 |
| 4 | MN 108 | 8413-1037871 | Not assigned | 2023 - 2024 | Wilkin | W. Ramp Of I-94 To Jct. 59 In Pelican Rapids, | Pending approval | Pending approval | Pending approval | Pending approval | 5.5 | 6.8 |
| 4 | MN 108 | 8413-1038086 | Not assigned | 2023 - 2024 | Otter Tail | S. Jct 78 To .1 MI-N. Jct 4TH Street In Pelican Rapids, | Pending approval | Pending approval | Pending approval | Pending approval | 6 | 7.4 |
| 4 | MN 108 | 8413-1039020 | Not assigned | 2024 - 2025 | Otter Tail | S. Jct 59 In Pelican Rapids To .Jct MN 78, | Pending approval | Pending approval | Pending approval | Pending approval | 12.4 | 15.3 |
| 4 | I-94 | 8480-1038068 | Not assigned | 2027 - 2028 | Clay | On I-94, 1 MI W CSAH 11 To US 59, | Pending approval | Pending approval | Pending approval | Pending approval | 20.9 | 26 |

# District 6 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | US 14 | 2002-1038534 | Not assigned | 2026 - 2027 | Multicounty, Dodge, Olmsted | Asphalt Repaving Highway 14 From East Of Dodge County Road 9 To West Of Dodge County Road 5, | Need unknown | Need unknown | Need unknown | Need unknown | 7.3 | 9.1 |
| 6 | MN 30 | 2003-1038883 | Not assigned | 2025 - 2026 | Dodge | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Need unknown | Need unknown | Need unknown | | 5.7 | 7.1 |
| 6 | MN 57 | 2007-1037857 | Not assigned | 2025 - 2026 | Multicounty, Dodge, Goodhue | Reconstruct 1-Mile Of Hwy 1 In Redby, | Need unknown | Need unknown | Need unknown | Need unknown | 10.4 | 13 |
| 6 | MN 16 | 2301-15 | Richard AugUS tin | 2024 - 2025 | Fillmore | Reconstructing Highway 16 From Tracey Road To Griswald Street In Spring Valley, | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 6 | MN 80 | 2318-14 | Paul Zager | 2023 - 2024 | Fillmore | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Need unknown | Need unknown | Need unknown | Need unknown | 4.1 | 5.1 |
| 6 | MN 13 | 2401-43 | Paul Zager | 2024 - 2025 | Freeborn | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Need unknown | Need unknown | Need unknown | Need unknown | 8 | 9.9 |
| 6 | I-35 | 2480-1038829 | Not assigned | 2027 - 2028 | Multicounty, Freeborn, Steele | I-35, NB From Iowa/MN State Line To 0.5 MI-N MN 30 And SB From Iowa/MN State Line To 0.66 Mi. S. CSAH 23, Concrete Pavement Rehabilitation, | Need unknown | Need unknown | Need unknown | Need unknown | 14.4 | 17.9 |
| 6 | I-90 | 2481-1038860 | Aaron Breyfogle | 2023 - 2024 | Freeborn | Resurface Hwy 92 Between Bagley And Gonvick | Need unknown | Need unknown | Need unknown | Need unknown | 12.3 | 15.2 |
| 6 | MN 60 | 2511-1038177 | Not assigned | 2025 - 2026 | Goodhue | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Need unknown | Need unknown | Need unknown | Need unknown | 8.4 | 10.5 |
| 6 | US 61 | 2513-98 | Chad Hanson | 2022 - 2023 | Goodhue | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Need unknown | Need unknown | Need unknown | Need unknown | 6.8 | 8.7 |
| 6 | MN 16 | 2801-1038707 | Not assigned | 2027 - 2028 | Fillmore | Resurface Hwy 200 Between Hwy 371 And Laporte | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 6 | MN 44 | 2803-1037856 | Not assigned | 2026 - 2027 | HoUS ton | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Need unknown | Need unknown | Need unknown | Need unknown | 4.7 | 5.8 |
| 6 | MN 44 | 2804-39 | Not assigned | 2024 - 2025 | HoUS ton | Asphalt Repaving Highway 44 From HoUS ton County Road 12 To Hokah | Need unknown | Need unknown | Need unknown | Need unknown | 6.4 | 8 |
| 6 | MN 76 | 2807-1038142 | Not assigned | 2027 - 2028 | HoUS ton | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 5.6 | 6.9 |
| 6 | MN 76 | 2808-1037860 | Not assigned | 2026 - 2027 | Multicounty, HoUS ton, Winona | MN 210 Br 5060 Over Mississippi River Re-Overlay, | Need unknown | Need unknown | Need unknown | Need unknown | 6.8 | 8.5 |
| 6 | US 218 | 5008-1037862 | Mark Harle | 2024 - 2025 | Mower | Asphalt Repaving Highway 218 From Iowa Border To East Of I-90, | Pending approval | Pending approval | Pending approval | Pending approval | 6.4 | 7.9 |
| 6 | US 218 | 5009-35 | Richard B AugUS tin | 2023 - 2024 | Mower | Asphalt Repaving Highway 218 From I-90 To South Of Highway 30 | Pending approval | Pending approval | Pending approval | Pending approval | 6.4 | 7.9 |
| 6 | I-90 | 5080-1037804 | Not assigned | 2025 - 2026 | Mower | Asphalt Repaving I-90 From Highway 105 To Mower County Road 46, | Need unknown | Need unknown | Need unknown | Need unknown | 11.1 | 13.8 |
| 6 | I-90 | 5080-1037805 | Not assigned | 2025 - 2026 | Mower | Asphalt Repaving Westbound Lanes Of I-90 From Mower County Road 46 To Highway 16, | Need unknown | Need unknown | Need unknown | Need unknown | 7.8 | 9.7 |
| 6 | I-90 | 5080-1038059 | Not assigned | 2026 - 2027 | Mower | Concrete Repaving Eastbound Lanes Of I-90 From Mower County Road 46 To Highway 16, | Need unknown | Need unknown | Need unknown | Need unknown | 21.1 | 26.2 |
| 6 | US 14 | 5501-1038206 | Not assigned | 2027 - 2028 | Olmsted | Asphalt Repaving Highway 14 From Byron To Rochester | Need unknown | Need unknown | Need unknown | Need unknown | 8.2 | 10.1 |
| 6 | MN 30 | 5505-30 | Richard AugUS tin | 2023 - 2024 | Olmsted | Asphalt Repaving Highway 30 From Highway 63 To Highway 52 | Need unknown | Need unknown | Need unknown | Need unknown | 7.7 | 9.5 |
| 6 | US 52 | 5508-1038971 | Not assigned | 2026 - 2027 | Multicounty, Goodhue, Olmsted | Concrete Repaving Southbound Highway 52 From Olmsted County Road 12 To South Junction Of Highway 60, | Need unknown | Need unknown | Need unknown | Need unknown | 18.3 | 22.6 |
| 6 | I-90 | 5580-1039095 | Not assigned | 2027 - 2028 | Olmsted | Asphalt Repaving I-90 From Highway 63 To East Of Olmsted County Road 19, | Need unknown | Need unknown | Need unknown | Need unknown | 6.7 | 8.3 |
| 6 | MN 19 | 6602-30 | Mark Harle | 2022 - 2023 | Rice | Asphalt Repaving Highway 19 From Highway 13 To Highway 3 | Need unknown | Need unknown | Need unknown | Need unknown | 10.2 | 12.6 |
| 6 | MN 60 | 6606-1038347 | Not assigned | 2027 - 2028 | Rice | Asphalt Repaving Highway 60 From East Of Highway 13 To Highway 21, | Need unknown | Need unknown | Need unknown | Need unknown | 8.4 | 10.4 |
| 6 | MN 246 | 6614-28 | Not assigned | 2023 - 2024 | Rice | MN 246 From TH 3 To Nerstrand, Bituminous Mill And Overlay, | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 6 | MN 30 | 7403-1037844 | Not assigned | 2027 - 2028 | Multicounty, Steele, Waseca | Asphalt Repaving Highway 30 From Highway 13 To Ellendale | Need unknown | Need unknown | Need unknown | | 4.5 | 5.5 |
| 6 | US 218 | 7408-50 | Richard B AugUS tin | 2022 - 2023 | Steele | Asphalt Repaving Highway 218 From Highway 30 To Highway 14, | Pending approval | Not needed | Not needed | Pending approval | 6.4 | 7.9 |
| 6 | I-35 | 7480-1038859 | Paul Zager | 2024 - 2025 | Steele | Asphalt Repaving Southbound I-35 North Of Highway 30 To North Of Bridge 74803 In Steele County, | Need unknown | Need unknown | Need unknown | Need unknown | 4 | 4.9 |
| 6 | US 14 | 8501-1038071 | Not assigned | 2026 - 2027 | Winona | US 14 From W Jct TH 74 To TH 61, Bituminous Mill And Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 11.7 | 14.5 |
| 6 | US 61 | 8505-1038538 | Not assigned | 2027 - 2028 | Winona | Asphalt Repaving Highway 61 From Homer To Winona, | Need unknown | Need unknown | Need unknown | Need unknown | 7 | 8.7 |
| 6 | US 61 | 8506-1039064 | Not assigned | 2027 - 2028 | Winona | US 10, From 2 MI-South Of Cushing To South Of Little Falls (EB And WB), Mill And Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 14.3 | 17.7 |
| 6 | MN 74 | 8507-1038070 | Not assigned | 2026 - 2027 | Winona | Resurface Hwy 32 Between Fertile And Hwy 2 | Need unknown | Need unknown | Need unknown | Need unknown | 7.3 | 9 |
| 6 | MN 74 | 8508-1037858 | Not assigned | 2027 - 2028 | Winona | MN 74 From W Jct US 14 To N Limits Elba, Bituminous Mill And Overlay, | Need unknown | Need unknown | Need unknown | Need unknown | 5 | 6.2 |
| 6 | I-90 | 8580-1038346 | Heather Lukes | 2024 - 2025 | Winona | Concrete Repaving Westbound Lanes Of I-90 From Highway 43 To Highway 76, | Need unknown | Need unknown | Need unknown | Need unknown | 12.9 | 16 |
| 6 | I-90 | 8580-1038374 | Not assigned | 2025 - 2026 | Winona | Asphalt Repaving Westbound Lanes Of I-90 From Highway 74 To Highway 43, | Need unknown | Need unknown | Need unknown | Need unknown | 6.6 | 8.2 |

# District 7 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | US 14 | 0702-128 | Not assigned | 2026 | Blue Earth | Recondition CSAH 82/CSAH 3 To Two Miles East Of Eagle Lake, | Not needed | Not needed | Not needed | Not needed | 5.9 | 7.3 |
| 7 | MN 30 | 0705-26 | Not assigned | 2026 | Multicounty, Blue Earth, Watonwan | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Not needed | Not needed | Not needed | Not needed | 21 | 26 |
| 7 | MN 60 | 0708-1051220 | Not assigned | 2029 | Blue Earth | Reconstruct 1-Mile Of Hwy 1 In Redby, | Not needed | Not needed | Not needed | Not needed | 37 | 45.9 |
| 7 | MN 68 | 0710-1038895 | Not assigned | 2029 | Blue Earth, Brown | Resurface Hwy 15 To Hwy 60/169 | Not needed | Not needed | Not needed | Not needed | 20.6 | 25.5 |
| 7 | US 169 | 0712-113 | Zachary Ted Tess | 2027 | Blue Earth, Faribault | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 7 | US 169 | 0713-81 | Forrest L Hasty | 2027-2028 | Multicounty, Blue Earth, Nicollet | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Not needed | Not needed | Not needed | Not needed | 14.2 | 17.6 |
| 7 | MN 22 | 0714-35 | Forrest L Hasty | 2024 | Multicounty, Blue Earth, Le Sueur | Resurface From Mankato To St. Peter, | Not needed | Not needed | Not needed | Not needed | 15 | 18.6 |
| 7 | MN 22 | 0714-37 | Not assigned | 2023 - 2024 | Blue Earth | Resurface Hwy 92 Between Bagley And Gonvick | Not needed | Not needed | Not needed | Not needed | 8 | 9.9 |
| 7 | MN 22 | 0714-38 | Not assigned | 2023 - 2024 | Le Sueur | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Not needed | Not needed | Not needed | Not needed | 5.5 | 6.8 |
| 7 | MN 60 | 1703-83 | Glen Coudron | 2025 | Cottonwood | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 7 | MN 22 | 2203-115 | Steve Oswald | 2027 | Faribault | Resurface Hwy 200 Between Hwy 371 And Laporte | Not needed | Not needed | Not needed | Not needed | 5.9 | 7.3 |
| 7 | MN 22 | 2204-27 | Mathew Thibert | 2025 | Faribault | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Not needed | Not needed | Not needed | Not needed | 5.4 | 6.6 |
| 7 | US 169 | 2208-114 | Not assigned | 2026 - 2027 | Multicounty, Blue Earth, Faribault | Shelf - Thin Overlay, WinnEBago To Vernon Center (Hopefully In 2019) , | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 7 | I-90 | 2280-143 | Not assigned | 2028 | Faribault | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Not needed | Not needed | Not needed | Not needed | 26.7 | 33.2 |
| 7 | MN 60 | 3204-1052580 | Not assigned | 2030 | Jackson, Nobles | MN 210 Br 5060 Over Mississippi River Re-Overlay, | Not needed | Not needed | Not needed | Not needed | 44.5 | 55.2 |
| 7 | US 71 | 3205-1038896 | Not assigned | 2027 - 2028 | Blue Earth | Med M/O And Cir& Med Ol, | Not needed | Not needed | Not needed | Not needed | 5.5 | 6.8 |
| 7 | US 71 | 3205-36 | Peter Engelmeyer | 2026 | Jackson | Resurface Iowa To Hwy 38 | Not needed | Not needed | Not needed | Not needed | 6.5 | 8.1 |
| 7 | I-90 | 3280-1052560 | Not assigned | 2029 | Jackson, Nobles | Resurface WB Lanes CR 5 To 800' East Of Hwy 60 | Not needed | Not needed | Not needed | Not needed | 4 | 5 |
| 7 | MN 13 | 4001-48 | Not assigned | 2028 | Le Sueur | Recondition Waterville To Montgomery, | Not needed | Not needed | Not needed | Not needed | 23 | 28.5 |
| 7 | MN 19 | 4004-126 | Not assigned | 2025 - 2026 | Le Sueur, Sibley | Resurface Hwy 169 To Hwy 13 E | Not needed | Not needed | Not needed | Not needed | 12.9 | 16 |
| 7 | MN 99 | 4009-114 | Not assigned | 2026 - 2027 | Le Sueur | Resurface Le Center To Hwy 13, | Not needed | Not needed | Not needed | Not needed | 4.2 | 5.2 |
| 7 | MN 15 | 4603-52 | Glen Coudron | 2028 | Martin | Resurface Iowa To Fairmont | Not needed | Not needed | Not needed | Not needed | 5.2 | 6.4 |
| 7 | MN 22 | 5205-113 | Robert E Jones | 2024 | Nicollet | Resurface Hwy 22 From St Peter To Hwy 111 | Pending Approval | Pending Approval | Not Needed | Not Needed | 6.9 | 8.6 |
| 7 | US 59 | 5304-41 | Forrest L Hasty | 2027 | Nobles | Reconstruct In Worthington, | Not needed | Not needed | Not needed | Not needed | 13.6 | 16.9 |
| 7 | US 59 | 5304-44 | Forrest L Hasty | 2027 | Nobles | Resurface Worthington To Fulda | Not needed | Not needed | Not needed | Not needed | 16.9 | 21 |
| 7 | I-90 | 5380-154 | Not assigned | 2025 | Nobles | Resurface Adrian To RUS hmore WB Lanes | Not needed | Not needed | Not needed | Not needed | 16.7 | 20.7 |
| 7 | US 75 | 6704-116 | Not assigned | 2028 | Rock | Resurface Iowa To Luverne | Not needed | Not needed | Not needed | Not needed | 8.9 | 11 |
| 7 | US 75 | 6705-47 | Robert E Jones | 2025 | Pipestone, Rock | Resurface Luverne To Trosky | Not needed | Not needed | Not needed | Not needed | 10.8 | 13.4 |
| 7 | I-90 | 6780-1052540 | Not assigned | 2029 | Nobles, Rock | Resurface Rock River To Hwy 35 | Not needed | Not needed | Not needed | Not needed | 6.3 | 7.8 |
| 7 | MN 19 | 7006-117 | Not assigned | 2023 - 2025 | Sibley | Med Mill/Overlay From Gaylord To TH 169 | Not needed | Not needed | Not needed | Not needed | 9.9 | 12.3 |
| 7 | MN 19 | 7206-117 | Matthew Young | 2025 | Le Sueur, Sibley | Resurface Gaylord To Hwy 169 | Not needed | Not needed | Not needed | Not needed | 10.5 | 13 |
| 7 | MN 13 | 8102-30 | Not assigned | 2025 | Multicounty, Le Sueur, Waseca | Resurface Waseca To Waterville, | Not needed | Not needed | Not needed | Not needed | 5.7 | 7 |

# District 8 Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | MN 7 | 1201-1038342 | Not assigned | 2027 - 2028 | Chippewa | MN 40 (Milan) To 0.3 Miles W. Of S. Jct MN 29 (Montevideo), Reclaim & Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 9.9 | 12.3 |
| 8 | MN 40 | 1210-1053040 | Not assigned | 2026 | Chippewa | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Need unknown | Need unknown | Need unknown | Need unknown | 12.6 | 15.6 |
| 8 | US 71 | 3412-1038333 | Not assigned | 2028 | Kandiyohi | Reconstruct 1-Mile Of Hwy 1 In Redby, | Need unknown | Need unknown | Need unknown | Need unknown | 25 | 31 |
| 8 | MN 14 | 4102-1039075 | Not assigned | 2026 | Lincoln | Resurface Hwy 14 From JesSE Street In Lake Benton To just East Of The Lincoln/Lyon County Line. Replace Sidewalks And Update Pedestrian Crossings To Meet ADA Standards In Tyler. | Need unknown | Need unknown | Need unknown | Need unknown | 6 | 7.4 |
| 8 | MN 14 | 4201-1053100 | Not assigned | 2027 | Lyon | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Need unknown | Need unknown | Need unknown | Need unknown | 9.1 | 11.3 |
| 8 | MN 19 | 4204-1053221 | Not assigned | 2029 | Lyon | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Need unknown | Need unknown | Need unknown | Need unknown | 11.2 | 13.9 |
| 8 | MN 19 | 4205-1037806 | Not assigned | 2025 - 2026 | Lyon | Marshall, Reconstruct | Need unknown | Need unknown | Need unknown | Need unknown | 9 | 11.2 |
| 8 | US 59 | 4208-1053120 | Not assigned | 2028 | Lyon | Resurface Hwy 92 Between Bagley And Gonvick | Need unknown | Need unknown | Need unknown | Need unknown | 5.9 | 7.3 |
| 8 | MN 7 | 4302-1037802 | Not assigned | 2026 - 2027 | Carver, Mcleod | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Need unknown | Need unknown | Need unknown | Need unknown | 8.3 | 10.3 |
| 8 | MN 7 | 4302-1037920 | Not assigned | 2028 | Mcleod | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Need unknown | Need unknown | Need unknown | Need unknown | 6.6 | 8.2 |
| 8 | US 12 | 4705-49 | Alexander Weniger | 2024 | Meeker | Resurface Hwy 200 Between Hwy 371 And Laporte | Need unknown | Need unknown | Need unknown | Need unknown | 5 | 6.2 |
| 8 | MN 23 | 5901-1039066 | Not assigned | 2026 - 2027 | Pipestone | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Need unknown | Need unknown | Need unknown | Need unknown | 4.9 | 6.1 |
| 8 | MN 23 | 5902-25 | Erika Coudron | 2023 - 2024 | Lincoln, Lyon, Pipestone | Resurface Hwy 23 From Jct Of Hwy 75 To 1.8 Miles North Of The Jct Of Hwy 91 In Pipestone & Resurface Bridge Deck | Need unknown | Need unknown | Need unknown | Need unknown | 10.7 | 12.6 |
| 8 | US 75 | 5905-1038544 | Not assigned | 2028 | Pipestone | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 5.6 | 6.9 |
| 8 | US 75 | 5906-1038951 | Not assigned | 2026 | Lincoln, Pipestone | MN 210 Br 5060 Over Mississippi River Re-Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.8 | 6 |
| 8 | US 71 | 6405-1053060 | Not assigned | 2026 | Redwood | Resurface Hwy 71 From just North Of The Jct Of CR 115 In Sanborn To The South Jct Of Hwy 68 | Need unknown | Need unknown | Need unknown | Need unknown | 8.5 | 10.5 |
| 8 | US 71 | 6405-1053240 | Not assigned | 2029 | Redwood | Resurface Hwy 71 From The South Jct Of Hwy 68 To just North Of CR 101 In Redwood Falls | Need unknown | Need unknown | Need unknown | Need unknown | 6.8 | 8.4 |
| 8 | MN 68 | 6408-1037801 | Not assigned | 2025 - 2026 | Redwood | N. Jct US 71 To MN 67 (Morgan), Reclaim & Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 2.9 | 5.7 |
| 8 | MN 4 | 6503-1038831 | Not assigned | 2025 - 2026 | Meeker, Renville | US 212 (Hector) To Southern Cross Ave. (Cosmos), Reclaim & Overlay PlUS Ada In Hector | Need unknown | Need unknown | Need unknown | Need unknown | 9.2 | 11.4 |
| 8 | MN 67 | 8707-1038833 | Not assigned | 2026 - 2027 | Yellow Medicine | 0.25 Miles E. Of TraverSE Ln (Upper Sioux Community) To Jct MN 19, Reclaim & Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 4.9 | 6.1 |
| 8 | MN 67 | 8707-1038834 | Not assigned | 2027 - 2028 | Yellow Medicine | 0.25 Miles E. Of TraverSE Ln (Upper Sioux Community) To Jct MN 19, Reclaim & Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 6.1 | 12 |
| 8 | MN 68 | 8709-1038345 | Not assigned | 2027 - 2028 | Lincoln, Lyon, Yellow Medicine | 400' Se. Of Custer Ave. N. (Canby) To N. Grant St. (Minneota), Reclaim & Overlay, Ada In Porter, Taunton, & Minneota, & All The W Box Culvert/Bridges From Rp 6+00.091 To 16+00.587 | Need unknown | Need unknown | Need unknown | Need unknown | 8.6 | 10.7 |
| 8 | MN 68 | 8709-1038662 | Not assigned | 2026 - 2027 | Lincoln, Lyon, Yellow Medicine | 400' Se. Of Custer Ave. N. (Canby) To N. Grant St. (Minneota), Reclaim & Overlay, Ada In Porter, Taunton, & Minneota, & All The W Box Culvert/Bridges From Rp 6+00.091 To 16+00.587 | d unknownNeed unkn | Need unknown | Need unknown | Need unknown | 10.4 | 12.9 |
| 8 | MN 68 | 8709-1053160 | Not assigned | 2028 | Yellow Medicine | Resurface Hwy 68 From just South East Of Custer Ave. N In Canby To N Grant St. In Minnesota. Replace Sidewalks And Update Pedestrian Crossings To Meet Ada Standards In Porter, Tauton And Minneota. Replace Box Culvers/Bridges Along Project Area | Need unknown | Need unknown | Need unknown | Need unknown | 13 | 16.1 |
| 8 | | 8828-1053080 | Not assigned | 2026 | Districtwide | Unidentified Shoulder Widening | Need unknown | Need unknown | Need unknown | Need unknown | 8.5 | 10.5 |

# Metro District Future Major Highway Projects: 2023-2033

| District | Route | State Project Number | Assigned Project Manager | Year | Location | Description | Environmental Document Status | Municipal Consent Status | Geometric Layout Approval Status | Construction Limits Status | Construction Letting Cost Estimate (In Millions) | Total Project Cost Estimate (In Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M | MN 47 | 0206-67 | Not assigned | 2024 - 2025 | Anoka | Resurface Road From Bunker Lake Blvd To Anoka/Isantl-County Line | Need unknown | Need unknown | Need unknown | Need unknown | 16 | 19.8 |
| M | MN 65 | 0207-110 | Chad Casey | 2024 | Anoka | .1 MI N. TH 28 - Graceville To CSAH 11, N. Of Dumont, | Need unknown | Need unknown | Need unknown | Need unknown | 36 | 44.6 |
| M | MN 65 | 0208-1038366 | Not assigned | 2023 - 2024 | Anoka | Reconstruct 1-Mile Of Hwy 1 In Redby, | Need unknown | Need unknown | Need unknown | Need unknown | 23 | 28.5 |
| M | US 10 | 0214-1038020 | Not assigned | 2025 - 2026 | Anoka | Resurface Road From MN 65 To The North Junction I-35W | Need unknown | Need unknown | Need unknown | Need unknown | 14 | 17.4 |
| M | MN 5 | 1002-1037815 | Not assigned | 2023 - 2024 | Multicounty, Carver, Hennepin | On I-94WB, .56 MI E. Of Nd State Line To .2 MI E Of 336, | Need unknown | Need unknown | Need unknown | Need unknown | 14.9 | 18.5 |
| M | MN 95 | 1306-1038136 | Not assigned | 2025 - 2026 | Chisago | Resurface Hwy 89 Between Grygla And Red Lake Nation , | Need unknown | Need unknown | Need unknown | Need unknown | 14.1 | 17.4 |
| M | I-35 | 1380-1038011 | Not assigned | 2027 - 2028 | Chisago | Resurface And Repair Road From US 8 To Bridge Under MN 95 | Need unknown | Need unknown | Need unknown | Need unknown | 23.1 | 28.6 |
| M | US 52 | 1906-1038033 | Not assigned | 2026 - 2027 | Dakota | Resurface Hwy 92 Between Bagley And Gonvick | Need unknown | Need unknown | Need unknown | Need unknown | 36 | 44.6 |
| M | I-35E | 1982-1038671 | Not assigned | 2025 - 2026 | Dakota | Reconstruct 1-Mile Of Hwy 71 In Park Rapids | Need unknown | Need unknown | Need unknown | Need unknown | 25 | 31 |
| M | US 212 | 2701-1038172 | Not assigned | 2025 - 2026 | Hennepin | Resurface Hwy 71 Between Park Rapids And Hwy 200 | Need unknown | Need unknown | Need unknown | Need unknown | 26 | 32 |
| M | MN 7 | 2704-1037816 | Not assigned | 2028 - 2026 | Hennepin | Resurface Hwy 200 Between Hwy 371 And Laporte | Need unknown | Need unknown | Need unknown | Need unknown | 23.1 | 28.7 |
| M | MN 55 | 2722-1039085 | Not assigned | 2027 - 2028 | Hennepin | Reconstruct Hwy 87 Between Hubbard County Rd 6 And Hubbard County Rd 13 | Need unknown | Need unknown | Need unknown | Need unknown | 16.8 | 20.7 |
| M | MN 55 | 2723-1038021 | Not assigned | 2024 - 2025 | Hennepin | Reclaim, FerNBrook/494 To General Mill Blvd | Need unknown | Need unknown | Need unknown | Need unknown | 15.5 | 19.2 |
| M | MN 100 | 2734-1038353 | Not assigned | 2024 - 2025 | Hennepin | MN 6, 11TH In Deer River To 1.6 Miles North Of CR 136, Medium Mill/Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 27.2 | 33.3 |
| M | MN 252 | 2748-65 | Jerome Adams | 2023 | Hennepin | MN 210 Br 5060 Over Mississippi River Re-Overlay | Need unknown | Need unknown | Need unknown | Need unknown | 96 | 119 |
| M | MN 610 | 2771-110 | Marcell Walker | 2022 - 2023 | Hennepin | Repair Road From US 169 To MississippI-River | Need unknown | Need unknown | Need unknown | Need unknown | 15.3 | 19 |
| M | I-494 | 2785-1038014 | Not assigned | 2024 - 2025 | Hennepin | Resurface Road From 24TH Ave To France Ave | Need unknown | Need unknown | Need unknown | Need unknown | 20 | 24.8 |
| M | I-494 | 2785-1038845 | Not assigned | 2026 - 2027 | Hennepin | Repair Road From France Ave To Exit 19B/US 12 | Need unknown | Need unknown | Need unknown | Need unknown | 18 | 22.3 |
| M | I-494 | 2785-424 | Andrew Lutaya | 2022 | Hennepin | Construct Phase 1 Turbine Interchange On I-35W NB to WB I-494 and Improve Mobility From East Bush Lake Rd To MN 100 EB, France Ave To MN 77 EB and From MN 77 to I-35W both directions. | Need unknown | Need unknown | Need unknown | Need unknown | 173 | 204 |
| M | I-394 | 2789-1038013 | Not assigned | 2025 - 2026 | Hennepin | Redeck And Rehab Of 9 Birdges That Go Over Dunwoody Ave | Need unknown | Need unknown | Need unknown | Need unknown | 39 | 48.4 |
| M | I-394 | 2789-1038550 | Not assigned | 2026 - 2027 | Hennepin | Resurface Road From I-494/US 212 To MN 100 | Need unknown | Need unknown | Need unknown | Need unknown | 18 | 22.3 |
| M | I-394 | 2789-1038844 | Not assigned | 2026 - 2027 | Hennepin | Resurface And Repair Of 9 Bridges That Go Over Dunwoody Ave | Need unknown | Need unknown | Need unknown | Need unknown | 25 | 31 |
| M | MN 5 | 6201-91 | Mark Lindeberg | 2023 - 2024 | Ramsey | Resurface Road From Munster Ave To Highway 61/Mounds Blvd Junction, | Need unknown | Need unknown | Need unknown | Need unknown | 14 | 17.4 |
| M | MN 51 | 6216-1056560 | Not assigned | 2024 - | Ramsey | Resurface Road From St. Clair Ave To Grand Ave | Need unknown | Need unknown | Need unknown | Need unknown | 7.5 | 7.7 |
| M | MN 96 | 6225-1038556 | Not assigned | 2027 - 2028 | Ramsey | Resurface Road From US 61 To MN 95 | Need unknown | Need unknown | Need unknown | Need unknown | 11.6 | 14.4 |
| M | I-35E | 6280-1038135 | Not assigned | 2026 - | Multicounty, Dakota, Ramsey | Repair And Replace Road Surface From Lone Oak Rd To 10TH St Bridge | Need unknown | Need unknown | Need unknown | Need unknown | 20.3 | 25.2 |
| M | I-94 | 6282-1037808 | Not assigned | 2027 - 2028 | Ramsey | Resurface Road From Nicollet Ave To Western Ave, | Need unknown | Need unknown | Need unknown | Need unknown | 30.8 | 38.2 |
| M | US 169 | 7009-1039080 | Not assigned | 2023 - 2024 | Scott | Repair Road From Mn21 To County Rd 15, | d unknownNeed unkn | Need unknown | Need unknown | Need unknown | 13 | 16.1 |
| M | US 169 | 7009-1039081 | Not assigned | 2025 - 2026 | Scott | Repair Road From County Rd 15 To Bloomington Ferry Bridge | Need unknown | Need unknown | Need unknown | Need unknown | 25 | 31 |
| M | MN 95 | 8210-1039083 | Not assigned | 2027 - 2028 | Washington | Medium Bituminous Mill And Overlay, MN 97 To MN 36 | Need unknown | Need unknown | Need unknown | Need unknown | 14.1 | 17.5 |
| M | I-94 | 8282-1038679 | Not assigned | 2023 - 2024 | Washington | Resurface Road From MN 120 To The Wisconsin Border, WB Only | Need unknown | Need unknown | Need unknown | Need unknown | 57.4 | 71.2 |

# Appendix E: Efficiency Pages

# Trunk Highway 135 Pavement Resurfacing in Biwabik

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 135 | 6912-77 | 1 | 23 Miles | Biwabik | $11M | Brian Larson | Apr. 19, 2019 |

## Project Description:

This is a pavement resurfacing project on Highway 135 from the junction of Highway 53 to the junction of St. Louis County Road 21. It includes Gilbert and Biwabik. The work in Biwabik includes ADA improvements and new curb and gutter. Biwabik plans to replace water and sewer lines under a cooperative agreement. There is minor work on three bridges and drainage repairs throughout the project. Intersection revisions will be done at the intersection of County Road 100.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $250,000 |
|---|---|
| Value Engineering | $250,000 |
| A detailed analysis of the condition of the existing culverts along this stretch of roadway was conducted to determine the need for replacement. The culverts that were in good condition were left in place and those culverts in a deteriorated state were repaired or replaced. | |
| Best Practices Summary | |
| The portion of the road within the City of Biwabik was pulled from the project to allow more time for coordination with the city, but this did not delay construction on the remaining 22 miles of roadway which would have then added another year of inflation costs to that work. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Trunk Highway 6 Pavement Resurfacing from Highway 1 to Big Falls

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 6 | 3603-14 | 1 | 25 Miles | Hwy 1 to Big Falls | $8.1M | Brian Larson | Nov. 16, 2018 |

## Project Description:

The project is 25 miles long on Highway 6 between the north junction of Highway 1 and Highway 71 in Big Falls. The work includes bituminous pavement resurfacing and drainage improvements. Edge-line rumble strips will also be added to improve safety.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $3,900,000 |
|---|---|
| Performance Based Practical Design | $3,750,000 |
| The existing 2-foot shoulder width was kept instead of upgrading to the 6-foot standard shoulder width for this roadway. The trucking and logging industry brought forward some concerns about the shoulder width and so a compromise was reached to create truck pull-off areas at 5-6 mile intervals along the northbound direction of the corridor to provide safe refuge for disabled vehicles. | |
| Value Engineering | $150,000 |
| A detailed analysis of the condition of the existing culverts along this stretch of roadway was conducted to determine the need for replacement. The culverts that were in good condition were left in place and those culverts in a deteriorated state were repaired or replaced. | |
| Best Practices Summary | |
| One foot of the 2-foot shoulder was paved to add rumble strips along the corridor. This will enhance the safety of the roadway and allows the shoulder to remain narrow despite the steeper slopes along the corridor. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget.<br>2. Savings were reinvested into the District's program to offset overruns on other projects. | |

# Trunk Highway 61 Pavement Rehabilitation and ADA Improvements

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 61 | 1602-50 | 1 | 11 Miles | Grand Marais | $11M | Michael Kalnbach | June 7, 2019 |

## Project Description:

This is both an urban and a rural project. The Grand Marais urban reconstruction portion includes box culvert replacements, pavement rehabilitation, lane reduction, accessibility improvements and traffic signal replacements. The rural portion of the project is pavement rehabilitation north and south of Grand Marais.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $1,200,000 |
|---|---|
| Performance Based Practical Design | $450,000 |
| The overall curb-to-curb roadway width in Grand Marais was narrowed between six to eight feet. This was beneficial to MnDOT and the city because it reduced the time for construction and long-term maintenance costs for MnDOT. It also met the city's goal of providing a pedestrian-friendly environment. | |
| Value Engineering | $750,000 |
| A portion of the roadway within Grand Marais was changed to a pavement rehabilitation from a full reconstruct after determining the width would remain the same in this portion of the project because the existing pavement structure was sound. | |
| Best Practices Summary | |
| To accommodate the tourist traffic that is vital to Grand Marais's economy and the construction of the city's sanitary sewer, a complex staging plan was required driving up the cost of the project.<br><br>The preliminary layout development process for downtown Grand Marais included a steering committee. The steering committee included a member from the city and the chamber of commerce. Having a representative from the chamber proved valuable through the process as they provided the voice for the businesses and helped establish goals. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Trunk Highway 73 Pavement Rehabilitation and Urban Reconstruct

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 73 | 6928-28 | 1 | 30 Miles | Floodwood | $11M | Michael Kalnbach | July 7, 2018 |

## Project Description:

This project is 30-miles long and occurs at several locations along Highway 73 and Highway 2, including Floodwood. Project improvements include pavement resurfacing, curb ramp construction and sidewalk improvements.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $250,000 |
|---|---|
| Performance Based Practical Design | $250,000 |
| There were pedestrian safety concerns raised by the school and church with the sidewalk immediately behind the curb in the northern portion of Floodwood, so the roadway was narrowed by five feet on each side. This narrowing, along with the elimination of parking in other areas, allowed a boulevard to be constructed behind the curb and bike lanes to be added along the roadway. The narrowing of the roadway also reduced vehicle speeds entering town from the north. | |
| Best Practices Summary | |
| Detailed coordination and communication with the county and city were required to ensure all needs were met for the TH 73 project, the update of the railroad crossing and the County Road 7 project. The update to the railroad crossing required a detour of TH 73. County Road 7 was also under construction at the same time as the TH 73. Coordination ensured all the detours happened at a time that was best suited for the construction timelines. Communication was key in maintaining relationships into the future. | |
| Reinvestment Category | |
| 2. Savings were reinvested into the District's program to offset overruns on other projects. | |

# Interstate 94 Reconstruction

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-94 | 8680-173 | 3 | 13 Miles | Monticello-Clearwater | $104M | Claudia Dumont | May 23, 2019 |

## Project Description:

The project reconstructs I-94 from Hwy 25 I Monticello to Hwy 24 in Clearwater.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $5,600,000 |
|---|---|
| Performance Based Practical Design | $2,550,000 |
| Instead of the typical 12 feet for interstates, 10 feet inside and 10.5 feet outside paved shoulders were used in the design to minimize the section width of the roadway. | $1,800,000 |
| The widened concrete pavement edge was changed from 2 feet to 1 foot This reduced the overall typical interstate section width. | $750,000 |
| Innovative Construction Staging | $1,625,000 |
| This work on this portion of I-94 was coordinated with two other projects along I-94 from Maple Grove to Clearwater. Letting these projects within a year of each other allowed efficiencies from similar contractors bidding similar work within the same geographic region. The contractor that won this project also won the Albertville segment. | $1,250,000 |
| Temporary crossovers were constructed under a separate contract prior to the main contract to accelerate the start of construction. | $375,000 |
| Alternative Technical Concepts | $1,425,000 |
| Trench boxes were used to avoid grading tapers, which accelerated the construction process. | $175,000 |
| The design build contractor proposed using a rural median section on the north end of the project with high tension cable median barrier instead of a permanent concrete median barrier. This saved a significant amount of upfront construction cost, but will add long-term maintenance costs. | $1,250,000 |

| Total Project Efficiencies Savings Summary |
| --- |
| Best Practices Summary |
| The ability to accommodate two lanes of traffic in each direction during construction required a significant amount of temporary pavement on both NB and SB roadways. The District conducted an analysis and determined the cost to build a permanent 6-lane section now was only slightly higher than the cost of the temporary pavement option plus the future savings of a 4-lane to 6-lane conversion in the future. |
| Reinvestment Category |
| 1. Savings were reinvested into the project to help keep the cost within budget. |

# US 10 Reconstruction in and around Wadena

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| US 10 | 8001-40 | 3 | 2 Miles | Wadena | $21M | Claudia Dumont | Feb. 22, 2019 |

## Project Description:

The project resurfaces the rural segments of Highway 10 east and west of Wadena and reconstructs the urban section from 3rd St NW to 2nd St NE within the city limits of Wadena. Work includes replacement of curb, gutter, sidewalks, traffic signals and railroad signal upgrades.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $2,850,000 |
|---|---|
| Performance Based Practical Design | $1,500,000 |
| Curb radii was reduced below typical standard at the 2nd Ave and US 71 intersections with US 10. This allowed MnDOT to avoid impacts to contaminated property adjacent to these intersections. | $500,000 |
| The profile through Wadena was developed based on an outside-in design. This resulted in a non-standard profile, but allowed the adjacent sidewalks to meet ADA standards and minimized the building impacts. Using a standard profile would have created significant impacts to the buildings. | $250,000 |
| A non-traditional pavement cross slope at the US 71 intersection was used to eliminate the need to replace the railroad crossing. The close proximity of the RR posed several challenges that could have driven up the cost. | $750,000 |
| Innovative Construction Staging | $200,000 |
| The overall staging concept for the project was developed to minimize the number of dewatering setup changes that needed to occur. Each setup costs $50,000. The groundwater is high in Wadena and dewatering was needed on the majority of the project. | $200,000 |
| Value Engineering | $1,150,000 |
| The alignment of US 10 was shifted to the south. This limited the majority of the property impacts to one side of the roadway. | $500,000 |
| Pipe bedding was eliminated to minimize the excavation work that needed to be done in the groundwater and contaminated soils. | $650,000 |

| Total Project Efficiencies Savings Summary |
| --- |
| Best Practices Summary |
| The city of Wadena wanted the ability to have a 4-lane section through town when traffic levels warranted an expansion and this project does not preclude that in the future. Wide shoulders were constructed on this project to allow US 10 to be restriped in the future to a 4-lane section. This foresight will save future work within the groundwater and contaminated soils. The storm sewer was also designed for a future 4-lane expansion. |
| Reinvestment Category |
| 1. Savings were reinvested into the project to help keep the cost within budget. |

# Trunk Highway 28 Pavement Rehabilitation and ADA Improvements

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 28 | 6103-34 | 4 | 8 Miles | Starbuck | $7M | Justin Knopf | March 22, 2019 |

## Project Description:

The project consists of eight miles of bituminous milling, reclamation and surfacing. The project also includes turn lane construction, hydraulic work and shoulder widening on Highway 28.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $425,000 |
|---|---|
| Performance Based Practical Design | $425,000 |
| Roadway section in Starbuck was narrowed. This narrowing still accommodated parking where needed, while still achieving MnDOT's goal of reducing the overall pavement width. | $275,000 |
| Working with the city of Starbuck, parking was eliminated in areas where it wasn't needed consequently reducing the roadway width. | $150,000 |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Trunk Highway 16 Pavement Resurfacing on Interstate 90 to Spring Valley

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 16 | 5003-17 | 6 | 16 Miles | I-90 to Spring Valley | $10M | Heather Lukes | March 22, 2019 |

## Project Description:

This project is a 16-mile mill and overlay from I-90 to Spring Valley. It includes replacing three bridges.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $425,000 |
|---|---|
| Innovative Construction Staging | $425,000 |
| During design, an upcoming box culvert replacement project that was programmed in the near future was identified as impacting the same roadway section; therefore, the box culvert project was accelerated and combined with the mill and overlay project. This saved two traffic control operations, letting and administrative costs. | $425,000 |
| Best Practices Summary | |
| The existing roadway already had wide shoulders, but it was primarily aggregate surfacing, so selected segments of the shoulder were converted to bituminous for bike use. The box culverts were also extended to eliminate the need for guardrail. This will reduce future maintenance costs. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# US 52 Pavement Resurfacing and ADA Improvements

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| US 52 | 5507-64 | 6 | 12 Miles | I-90 to Chatfield | $12M | Heather Lukes | March 22, 2019 |

## Project Description:

This is a bituminous mill and overlay with ADA improvements and the replacement of three bridges on Highway 52 from I-90 through Chatfield. Additionally, a signal at TH 30 will be replaced. A cooperative agreement is planned with Olmsted County to include paving of 200 ft. of CR 136 to reduce aggregate washing from the county road into TH 52 ditches.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $1,000,000 |
|---|---|
| Performance Based Practical Design | $750,000 |
| During project development it was discovered that the MnDOT right of way limits fall in the middle of the sidewalk through Chatfield. The standard approach would be for MnDOT to purchase additional right of way to the building face in order to achieve an acceptable pedestrian access route, or PAR. Instead, the roadway was narrowed to accommodate the PAR without purchasing right of way. | $750,000 |
| Innovative Construction Staging | $250,000 |
| Three projects were combined into one to realize economy of scale, letting and administration savings. | $250,000 |
| Best Practices Summary | |
| The project used one of the first alternative pedestrian access routes (APAR) in a rural community. This saved piecemeal construction work on the sidewalks and roadway, and accelerated the construction process.<br><br>MnDOT coordinated with Olmstead County to include work on one of their county roads with this project. This provided an overall benefit to the traveling public getting work done under one closure. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Trunk Highway 60 Pavement Resurfacing from Zumbro Falls to Wabasha

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 60 | 7903-54 | 6 | 24 Miles | I-90 to Wabasha | $12M | Heather Lukes | March 22, 2019 |

## Project Description:

The project is a bituminous overlay of Highway 60 from Highway 63 to Highway 61 in Wabasha County. Other work includes culvert improvements and replacements, guardrail improvements and the installation of rural lighting.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $205,000 |
|---|---|
| Value Engineering | $205,000 |
| A detailed analysis of the condition of the existing culverts along this stretch of roadway was conducted to determine the need for replacement. The culverts that were in good condition were left in place and those culverts in a deteriorated state were repaired or replaced. | $175,000 |
| This project only included a small portion of ADA work. The ADA work was moved and bundled with a different District job with more ADA work. This bundling of work types will result in better bids. | $30,000 |
| Best Practices Summary | |
| This project was moved ahead in the program because of savings from previous years' projects. MnDOT let a separate contract to cut down the trees for the project prior to the long eared bat season, which kept this project on schedule.<br><br>A major motocross event is adjacent to the project. The staging plans were developed to accommodate the traffic during this event and the specifications contained provisions for the contractor to make adjustments as necessary to handle the event traffic. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# US 61 Pavement Resurfacing from Interstate 90 to Homer

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| US 61 | 8504-79 | 6 | 13 Miles | I-90 to Homer | $13M | Chad Hanson | March 22, 2019 |

## Project Description:

This project is a mill and overlay on the northbound and southbound lanes of about 13 miles of Highway 61 from north of I-90 to Highway 15 in Homer.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $375,000 |
|---|---|
| Innovative Construction Staging | $375,000 |
| MnDOT developed a staging plan that segmented the project into two segments with a minimum of over a mile between lane closures. This allowed the contractor to work in two areas at one time expediting the construction schedule without severely impacting the traveling public. The 1.25 miles between lane closures allowed for a passing lane between construction areas similar to a two-lane rural roadway. | $375,000 |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# US 61 Pavement Resurfacing from Kellogg to Lake City

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| US 61 | 7906-96 | 6 | 19 Miles | Kellogg to Lake City | $18M | Chad Hanson | Feb. 22, 2019 |

## Project Description:

This is a mill and overlay of Highway 61 from Highway 42 to the north of Lake City, except for an area within the city limits of Lake City, which will be designed by the city as a complete reconstruct. The project also includes construction of a 3/4 intersection and two reduced conflict intersections near Wabasha.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $1,275,000 |
|---|---|
| Performance Based Practical Design | $475,000 |
| Used 11 foot turn lanes to keep the construction limits within the existing pavement section, which eliminated the need to improve drainage and did not impact right of way. | $175,000 |
| Used 11 foot bypass lanes to keep the construction limits within the existing pavement section, which eliminated the need to improve drainage and did not impact right of way. | $175,000 |
| The reduced conflict intersections in Wabasha underwent a traffic analysis to determine if, and which of the movements had a very low traffic volumes. These movements were then eliminated or accommodated elsewhere, reducing the overall pavement section that was constructed. | $125,000 |
| Value Engineering | $800,000 |
| A storm sewer pipe that needed to be replaced ran through a retaining wall that was in good condition. Instead of demolishing the good retaining wall for a bad pipe, MnDOT developed a way to remove the existing pipe and insert a new one without demolishing the retaining wall. | $450,000 |
| MnDOT developed an alternative pavement design that allowed for the actual reconstruction width to be narrowed. This design eliminated closures and also eliminated the need to do work on the steep slopes adjacent to the roadway. | $350,000 |
| Best Practices Summary | |
| The use of reinforced soil slopes in many areas reduced construction time and long-term maintenance costs. MnDOT also coordinated with Wabasha County and added their turn lane project to this project for traffic control efficiencies. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Interstate 90 Unbonded Overlay from Fairmont to US 169

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-90 | 4680-129 | 7 | 16 Miles | Fairmont to US 169 | $48M | Glen Coudron | Dec. 18, 2018 |

## Project Description:

This project is an unbonded concrete overlay of I-90 on both the eastbound and westbound directions. The work includes resurfacing the roadway and shoulders, interchange ramps, six bridge rehabs and lighting.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $3,845,000 |
|---|---|
| Performance Based Practical Design | $2,250,000 |
| Used 11 foot turn lanes to keep the construction limits within the existing pavement section, which eliminated the need to improve drainage and did not impact right of way. | $2,250,000 |
| Innovative Construction Staging | $750,000 |
| The reduced conflict intersections in Wabasha underwent a traffic analysis to determine if, and which of the movements had a very low traffic volumes. These movements were then eliminated or accommodated elsewhere, reducing the overall pavement section that was constructed. | $750,000 |
| Value Engineering | $845,000 |
| A storm sewer pipe that needed to be replaced ran through a retaining wall that was in good condition. Instead of demolishing the good retaining wall for a bad pipe, MnDOT developed a way to remove the existing pipe and insert a new one without demolishing the retaining wall. | $810,000 |
| MnDOT developed an alternative pavement design that allowed for the actual reconstruction width to be narrowed. This design eliminated closures and also eliminated the need to do work on the steep slopes adjacent to the roadway. | $35,000 |
| Best Practices Summary | |
| The use of reinforced soil slopes in many areas reduced construction time and long-term maintenance costs. MnDOT also coordinated with Wabasha County and added their turn lane project to this project for traffic control efficiencies. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Trunk Highway 91 Pavement Rehabilitation

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| TH 91 | 5308-29, 5108-12 | 7 & 8 | 45 Miles | Adrian to TH 23 | $20M | Matt Young and Jesse Vlaminck | Feb. 22, 2019 |

## Project Description:

State Project 5308-29 is a cold in-place recycle of Highway 91 from the southern Adrian city limits to the Nobles/Murray county line. The project includes the replacement of two box culverts/bridges. State Project 5108-12 is a mill and overlay from the Nobles/Murray county line to Highway 23. It also includes the replacement of four box culverts/bridges.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $950,000 |
|---|---|
| Innovative Construction Staging | $675,000 |
| These two projects were similar in scope and on the same highway so they were bundled together and let as one project. The bundling saved letting costs and construction administration costs. The design was coordinated between the districts for consistency across both plans. | $500,000 |
| District 7 and 8 material engineers agreed to use the same specifications for the bituminous for the entire corridor minimizing the number of pay items included in the plan. | $175,000 |
| Value Engineering | $275,000 |
| A detailed analysis of the condition of the existing culverts along this stretch of roadway was conducted to determine the need for replacement. The culverts that were in good condition were left in place and those culverts in a deteriorated state were repaired or replaced. | $275,000 |
| Best Practices Summary | |
| MnDOT hired a consultant to review both plans and ensure they were consistent and there was no conflicting information. MnDOT and the consultant identified opportunities to make changes for contractor efficiency. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# US 12 - Willmar Wye

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| US 12 | 3403-74 | 8 | 2.5 Miles | Willmar | $42M | Paul Rasmussen | Sept. 26, 2018 |

## Project Description:

This is a collaborative project between MnDOT, BNSF, the city of Willmar, Kandiyohi County and the city of Willmar's Economic Development Commission. The project will create a rail connection between two existing BNSF railway lines and modify surrounding roadways to better move freight through the city of Willmar. A portion of US Hwy 12 will be reconstructed, a bridge for Highway 12 traffic be added over the new rail line, a portion of Highway 40 will be reconstructed and a new bridge for Highway 40 traffic will be added over the new rail line.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $5,635,000 |
|---|---|
| Value Engineering | $2,000,000 |
| The value engineering process identified an alternative alignment for TH 12 that eliminated the need for retaining walls over the BNSF tracks. The re-alignment simplified the design and construction. | $2,000,000 |
| Alternative Technical Concepts | $3,635,000 |
| Used roundabouts at two intersections along TH 12, eliminating one signal and improving safety along the corridor. | $1,000,000 |
| Lowered the BNSF tracks at TH 12 crossing, reducing the amount of borrow material needed to balance the earthwork for the project. | $2,500,000 |
| Modified the pavement section for better constructability. | $135,000 |
| Best Practices Summary | |
| Working with BNSF requires coordination and communication early-on and throughout a project. It took more than three years to get agreements signed. The agency may want to consider having a dedicated person assigned to railroad coordination. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

# Interstate 35 Concrete Overlay

## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-35 | 1380-84 | Metro | 11 Miles | Harris | $32M | Dmitry Tomasevic | Jan. 25, 2019 |

## Project Description:

The project is from I-35 near Harris to the Chisago-Pine county line. The project includes an unbonded concrete pavement overlay and storm water drainage repair.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $4,405,000 |
|---|---|
| Innovative Construction Staging | $2,625,000 |
| MnDOT bundled the northbound and southbound projects together to achieve efficiencies of one contract. To do this, the southbound project needed to be accelerated. | $2,500,000 |
| This project used a previously constructed crossover for the traffic control. | $125,000 |
| Value Engineering | $1,780,000 |
| Instead of a full scope value engineering study, MnDOT completed a mini-VE that looked at previous unbonded overlay projects and implemented some of those recommendations. | $30,000 |
| The existing edge drains were studied for adequacy and long-term performance. It was determined that they could be re-used with the addition of a drainage fabric over the existing pavement joints and under the new overlay. This saved costs from the removal and installation of new edge drains. | $1,750,000 |
| Reinvestment Category | |
| 2. Savings were reinvested into the District's program to offset overruns on other projects. | |

# Interstate 35W and MnPASS North

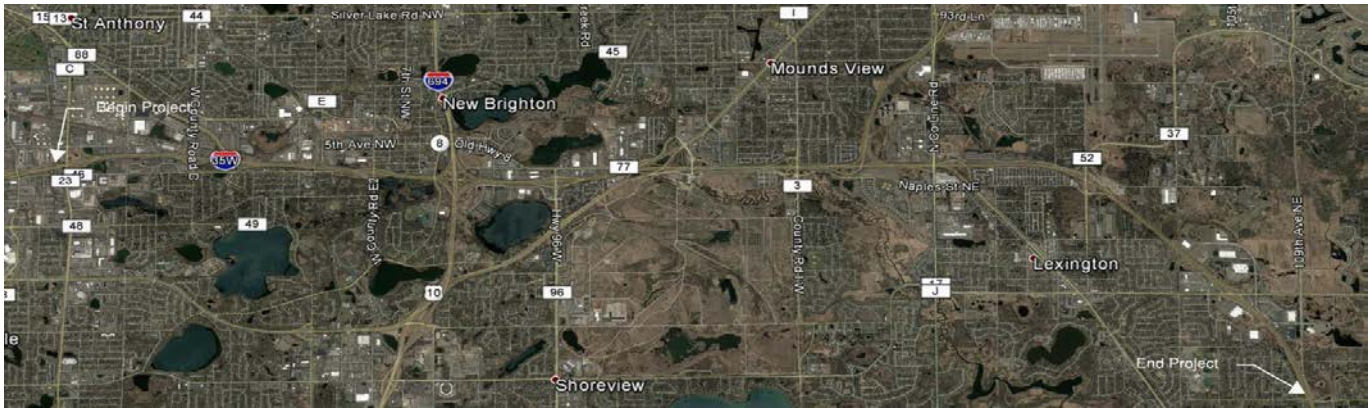
## Project Details:

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-35W | 6284-180 | Metro | 12 Miles | Roseville to Blaine | $205M | Jerome Adams | Sept. 12, 2018 |

## Project Description:

This project will add managed lanes (MnPASS) and spot mobility improvements on I-35W from Roseville to Blaine, provide a long-term pavement fix, repair 21 bridges and improve roadside infrastructure.

## Project Map:




## Efficiencies Summary:

| Total Project Efficiencies Savings | $53,900,000 |
|---|---|
| Performance Based Practical Design | $22,000,000 |
| Typical Section Width Changes | |
| The individual reductions listed below provided a cumulative efficiency that limited the amount of construction work outside of the existing pavement section. This significantly reduced the right of way impacts and eliminated the need to replace the bridges over I-35W. | |
| • 11.5 foot lanes were used throughout most of the corridor | $6,500,000 |
| • The buffer distance between the MnPASS lane and the general-purpose lane was reduced to 2 feet | $5,750,000 |
| • The inside shoulder width from the MnPASS lane to the median barrier was reduced to 4 feet and 10 feet This width alternates between sides to allow for enforcement areas while still reducing the overall footprint of the roadway. | $9,750,000 |
| Alternative Technical Concepts | $25,100,000 |
| Modifying the shoulder width during construction and the use of a "chute" lane during the winter shutdown brought significant schedule and cost savings for the project. | $21,500,000 |
| The modification of overhead sign locations maximized construction efficiencies. | $250,000 |
| Modifying beam size to 36M. | $175,000 |
| Allowing the use of bituminous millings instead of Class 1-6 aggregate base or select granular. | $2,750,000 |
| Modification of bond breaker requirements between existing concrete and proposed concrete overlay. | $425,000 |

| Total Project Efficiencies Savings | |
|---|---|
| Value Engineering | $6,800,000 |
| Modified the pavement section under the new MnPASS lanes to reduce reconstruct depth and better facilitate sub-pavement drainage. | $5,300,000 |
| Reduced unbonded overlay pavement thickness from 10 inches to 9 inches. | $1,500,000 |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |

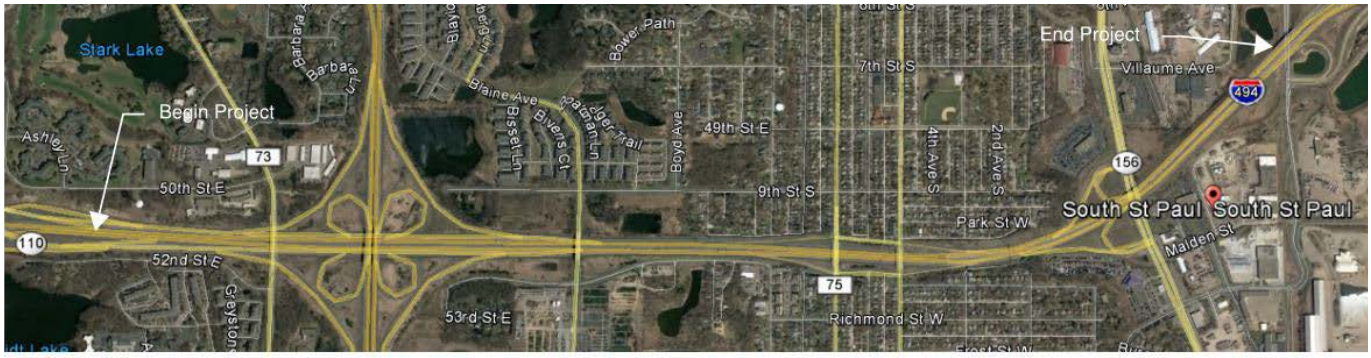
# Interstate 494 Pavement Repair and Auxiliary Lane Construction

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-494 | 1985-149 | Metro | 3 Miles | South St. Paul | $20M | Mohammed Dehdashdi | March 22, 2019 |

## Project Description:

This project includes the construction of an auxiliary lane from Concord Street to Highway 52, concrete pavement repair, bridge repair and widening, drainage, retaining wall, ADA improvements, signing and lighting.

## Project Map:




## Efficiencies Summary:

| Total Project Efficiencies Savings | $1,025,000 |
|---|---|
| Performance Based Practical Design | $750,000 |
| A design exception was granted for the design speed of the westbound Concord exit loop. This allowed the revised loop connection to the existing intersection to be made without moving the intersection or reconstructing the adjacent ramp. | $375,000 |
| A design exception was also granted for the curve radius of the westbound Concord exit loop. This allowed the revised loop connection to the existing intersection to be made without moving the intersection or reconstructing the adjacent ramp. | $375,000 |
| Innovative Construction Staging | $275,000 |
| MnDOT construction staff worked with the contractor on a traffic control revision that allowed the use of the existing shoulders during construction for a thru lane. This eliminated the need for the $20,000/day lane rental and significantly reduced the traffic control needed. | $275,000 |
| Best Practices Summary | |
| To maximize the efficiency of ADA improvement work occurring on multiple state projects in the area, each location was analyzed to determine where it best fit into each contract. Multiple ADA locations were moved to different contracts prior to letting to achieve this objective. | |
| Reinvestment Category | |
| 2. Savings were reinvested into the District's program to offset overruns on other projects. | |

# Interstate 694 Pavement Resurfacing and Interchange Modifications

| Route | State Project # | MnDOT District | Project Length | Project Location | Estimated Project Cost | Project Manager | Letting Date |
|---|---|---|---|---|---|---|---|
| I-694 | 8286-81 | Metro | 2 Miles | Woodbury | $37M | Ryan Coddington | Oct. 26, 2018 |

## Project Description:

This project involves constructing the I-694/I-494/I-94 system interchange in Oakdale/Woodbury from 10th Street to Tamarack Road. The project includes a concrete pavement overlay, adding a southbound auxiliary lane from 10th Street to I-94, replacing and widening two bridges - the I-694 bridges over I-94, reconstructing the southwest loop and median work on the collector-distributor ramp.

## Project Map:


## Efficiencies Summary:

| Total Project Efficiencies Savings | $2,700,000 |
|---|---|
| Performance Based Practical Design | $1,200,000 |
| The radius on the loop ramps were reduced below standard to accommodate the widening on I-694. This, in addition to the use of spiral transitions, allowed the loops to be constructed without impacting the adjacent ramps. Without this deviation, all eight ramps would have needed reconstruction instead of just four. | $950,000 |
| A narrower auxiliary lane was used at Tamarack and I-94 to keep the construction limits within the existing right of way. | $250,000 |
| Innovative Construction Staging | $1,500,000 |
| The existing bridges were used as temporary bridges during construction. They were moved to the middle and then traffic was re-routed to the temporary bridge location while the new bridges were constructed to the outside. This saved money compared to building a standalone temporary bridge and also overall staging efficiencies. | $1,500,000 |
| Best Practices Summary | |
| Pre-cast bridge panels were used on the proposed bridges to accelerate construction and limit the impacts to traffic. This accelerated bridge construction method did not result in an overall cost savings or overall cost increase for the project; however, the increased cost of the bridge construction portion of the project was offset by the shortened construction duration and reduced traffic impacts. | |
| Reinvestment Category | |
| 1. Savings were reinvested into the project to help keep the cost within budget. | |