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Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: INTERSTATE HWY. 394 TOLL LANES - Queuing up for their new toll e-passes - Solo drivers are signing up to join those now using the carpool-bus express lanes west of downtown Minneapolis. Author: Conrad deFiebreStaff Writer Date: April 12, 2005 Section: NEWS Page: 1B

Monday was the first day to register for electronic passes to the Interstate Hwy. 394 express lanes that will open for toll-paying solo drivers on May 16, and some of the more than 400 who signed up were quick to do so.

"Our online registration site came up at midnight, and the first two subscribers had signed up by 12:20 a.m.," said Kevin Gutknecht, spokesman for the Minnesota Department of Transportation (MnDOT).

By 4 p.m., he added, 439 people had made a \$40 credit card deposit, most via the website [www.MnPass.org](http://www.MnPass.org), some in person at a customer service center at the MnDOT Golden Valley Truck Station, 2055 N. Lilac Drive.

Officials have set no goals for signups for Minnesota's first highway toll lanes, Gutknecht said, "but we're very pleased with what we've seen today."

An incentive for registering by May 8 is a free \$25 credit to a driver's toll account, which must be used by July 31. When a driver's account falls below \$10, another \$40 will be charged to the credit card. Larger balances will be required for frequent users.

Solo drivers who enter the express lanes without a windshield pass will face a fine of \$130, and the State Patrol has promised strict enforcement.

The toll operation will convert existing I-394 carpool-bus lanes between downtown Minneapolis and the western suburbs into pay lanes for lone drivers. Buses, motorcycles and cars with two or more people will still travel free.

Lone motorists will be automatically charged via electronic windshield transponders and overhead antennas: 25 cents during off hours, \$1 to \$4 during rush hours and up to \$8 during times of heavy congestion. Rates, adjusted based on traffic volumes to keep express lanes flowing at 50 to 55 miles per hour, will be posted at entry points.

Converting to the toll system cost \$11 million, and the lanes are expected to cost \$1.5 million a year to operate.

Conrad deFiebre is at [cdefiebre@startribune.com](mailto:cdefiebre@startribune.com).

**COST FOR SINGLE USE:** Between 25 cents and \$8

**FIRST SUBSCRIBERS:** 12:20 a.m., online  
**NUMBER OF SIGNUPS:** 439 users by 4 p.m.  
**FINE FOR NO PERMIT:** \$130 (strictly enforced)

Author: Conrad deFiebreStaff Writer  
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Paper: St. Paul Pioneer Press (MN)  
Title: VULNERABLE MNPASS WEB SITE GETS QUICK FIX  
Author: TONI COLEMANPioneer Press  
Date: April 23, 2005  
Section: Main  
Page: A7

State Department of Transportation officials say they have fixed a hacker-susceptible Web page that lets drivers buy the MnPass, a transponder used to collect electronic tolls.

The department started selling the pass earlier this month on the Mnpass.net Web site. Beginning May 16, it will allow solo drivers access to Interstate 394 carpool lanes. But drivers also could reach the site through an older informational site called Mnpass.org. One of four links from the site to the official purchase page was not encrypted, making consumers' credit card information vulnerable to hackers.

The department fixed the site Thursday after a newspaper reporter alerted them. The blunder comes on the heels of a Legislative Auditor finding that the Department of Public Safety's Driver and Vehicle Services site, where drivers could purchase license tabs, was insecure and put "citizens' private data at risk."

About 80 percent to 85 percent of the 18,037 MnPasses that have been bought were purchased online, but officials estimate "very few" customers used the insecure link.

"So far customers haven't been too concerned, nor should they be," said Nick Thompson, technical project manager.

Customers with concerns can call 1-866-EZRIDE4 or e-mail the department from the Mnpass.net site.

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Author: TONI COLEMANPioneer Press  
Section: Main  
Page: A7

Copyright 2005 Saint Paul Pioneer Press

Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: Ready for the toll road? - Hwy. 394 lanes open Monday to anticipation and hesitation. Author: Laurie BlakeStaff Writer Date: May 15, 2005 Section: NEWS Page: 1A

Minnesota's first congestion-relief toll lanes open Monday on Interstate Hwy. 394, with Thor, the Norwegian god of Thunder, and another 3,400 drivers ready to use them.

As mascot for the Minnesota Thunder soccer team in St. Paul, Claude Duran, 34, of Rogers, jumped at the new commuting choice: "If I have to get to the stadium and I am running up against game time, I want to have the option."

Like all of the new subscribers, Duran expects the pay lanes to pay off.

"If I don't see 50 to 55 miles per hour, then I will be a little bit upset with it. I expect a free-flowing lane," he said.

If Duran's expectations are met and the toll lanes offer an escape from traffic delays, the I-394 experiment may open the way for toll lanes on other freeways. But if the lanes are popular and toll-paying drivers use them heavily, the challenge for transportation officials will be to keep them free of congestion.

The Minnesota Department of Transportation (MnDOT) says market forces will keep the lanes moving freely. When the lanes start to fill and slow down, tolls will go up. Tolls will be posted on overhead signs that change every three minutes.

"Whenever the [traffic] conditions get to a point below 50 miles per hour, the prices will be high and the market research says the people are not going to pay to get in at the high prices," said Nick Thompson director of the program for MnDOT. The research says most people are unlikely to pay more than \$2.

Prices could climb opening day. Although experience on other toll lanes suggests that one in six toll-payers will use the lane on a given day, "there might be a lot of people who want to try it that first day," Thompson said. "The road can only handle so many."

On Monday, drivers will see a real price for the first time. "They will have to make a decision about whether they want to buy into that," Thompson said. "I think it will take a few days for them to get used to prices and decision-making."

How high?

The toll lanes are revamped carpool-bus lanes, and MnDOT does not want solo toll-payers to slow the trip for mass transit.

Tolls could go as high as \$8 to keep traffic moving at the posted speeds. And on rare occasions, the lane could be temporarily closed to toll payers to keep buses and carpools moving briskly.

Pavement detectors, placed every half-mile, will relay vehicle counts to a

computer that will adjust tolls to a pre-set price based on the number of vehicles per mile and the rate at which traffic is increasing or decreasing, Thompson said. "We want to be at about 29 cars per mile. Once you get above 29 cars per mile, that's when the prices will get higher," he said.

"Our goal isn't to maximize revenue, it's to keep traffic flowing. We are trying to keep the price as low as possible but keep the traffic moving."

In interviews, some drivers said they opened toll-lane accounts as insurance - in case they need an occasional quick trip when traffic is thick. But others plan to use the toll lanes daily to save time.

That includes Blois Olson, owner of New School Communications in St. Paul, who describes himself as a Type A blend of high energy and impatience. Olson, 33, will pay once or even twice a day to make the most of his time and get home to his family in Hopkins by 6 p.m.

"If I am at a meeting somewhere in the western suburbs midmorning, it can help me get back to the office a lot sooner," he said. "Fifteen minutes makes a big difference in my daily schedule, especially when you are billable by the hour."

Computer consultant Trent Eisenberg, of Plymouth, plans to be a regular afternoon user of the lanes. He often ends his day in downtown Minneapolis and has to fight traffic back to his Golden Valley office. "I absolutely hate sitting in traffic," said Eisenberg, 24. "My time is very valuable to myself and my company."

#### Lane controversy

Some drivers object to losing use of the carpool lanes west of Hwy. 100 in off-peak hours. The old rules allowed general traffic to use the lanes on nights, weekends and during other off-peak hours. East of Hwy. 100, the lanes are walled off and reversible and have never been open to general traffic.

The toll system will be turned on shortly before noon Monday. Tolls will be collected 24 hours a day, and the lanes will be restricted around the clock to toll-payers, bus-riders, carpoolers and motorcyclists. About \$12 million in public and private money has been spent on converting the roadway to toll lanes, including toll-taking technology, signs and striping.

"They've effectively turned a six-lane freeway back into a four-lane freeway," said Arthur Loosen, 40, of Plymouth who ran into unexpected congestion on I-394 at the dinner hour last Sunday. "To me it seems not very well thought out."

Robin Smothers, 45, of Golden Valley, used the old lanes all the time and is surprised and irritated to be shut out.

She doesn't think the toll lane is a bad idea. She opened a toll account to use it occasionally, but "I don't think that they should take away that third lane 24 hours a day." She predicted an increase in congestion in the freeway lanes. "It's just going to be horrible," she said. "It's

going to be much slower during nonpeak hours."

MnDOT chose to restrict the lanes around the clock so the rules would be simple and easy to enforce. Thompson said it won't be clear how that decision will affect off-peak traffic until the lane starts carrying toll payers. Some drivers will choose the toll lane in off-hours, and that should ease traffic in general lanes, he said.

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).

#### USER GUIDE: TOLL LANES

- Cost: Generally \$1 to \$4 during rush hours, but will vary with traffic demand and could go as high as \$8. In off-hours, 25 cents.
- Hours: Tolls will be collected 24 hours a day.
- How to get in: Entrances and exits are marked by breaks in double white lines.
- Accounts: A \$40 deposit guaranteed with a credit card is required for a driver to open a toll-lane account. A necessary windshield device costs \$1.50 a month.
- Where to sign up: In person at 2055 Lilac Dr., Golden Valley, by internet at [www.mnpass.org](http://www.mnpass.org) or by phone at 866-397-4334
- Penalty: Using the lane without paying a toll and crossing the double white lines are violations that each carry a \$130 fine.
- Enforcement: The State Patrol and local police will enforce toll-lane rules.

The Star Tribune would like to hear from toll-lane users, carpoolers, bus-riders, motorcyclists and motorists using the non-toll lanes of I-394. Please send comments about the lane, along with your name, home community and phone number, to Laurie Blake at [lblake@startribune.com](mailto:lblake@startribune.com).

#### TIMELINE: I-394

1974: Early plans for Interstate Hwy. 394 call for five lanes in each direction to meet future traffic demand west of downtown Minneapolis.

1976: Legislature says no to 10 lanes. To protect neighborhoods, it limits the new highway to three lanes in each direction.

1977: The area's first carpool-bus express lanes are planned for the center of I-394.

1992: Freeway opens. Carpooling and bus-riding increase the first two or three years, then level off.

1997: The express lanes look empty and draw criticism. MnDOT proposes opening them to toll-payers but meets stiff public opposition.

2001: Sen. Dick Day, R-Owatonna, says the express lanes don't work and

proposes opening them to all traffic. Federal Highway Administration nixes that idea.

2002: Consultants report the express lanes are operating at half their potential. Federal officials tell the state to step up their use and suggests tolls.

2003: Gov. Tim Pawlenty announces he will give drivers a new choice and open I-394 express lanes to toll-payers.

2005: Toll lanes will open May 16.

#### High-tech toll on I-394

Starting Monday, lone drivers can pay a toll to drive on Interstate Hwy. 394 lanes previously restricted to buses, motorcycles and cars with at least one passenger. The driver must set up an account using a credit card. A transponder mounted on the windshield uses radio signals to trigger toll charges on the driver's account.

1) The transponder has a separate base that sticks to the window. The transponder activates when snapped into the base. The driver removes the transponder when carrying a passenger in the toll lane.

2) Signs identify entrances and exits to the toll lane.

3) Tolls are posted on electronic signs and are raised as traffic increases. Signs update tolls every three minutes.

4) Antenna receives trans-mission of serial number from transponder in car. The data are sent by fiber-optic cable to a billing computer.

5) Police will monitor toll lanes in two ways. Yellow beacons mounted behind overhead signs flash when a transponder passes underneath. Police also have transponder readers in patrol cars. Lone drivers without transponders face tickets and fines.

6) Adjusting the toll

Sensors embedded in the pavement, called loop detectors, track how many vehicles travel over them. The traffic-flow data are sent by fiber-optic cable to the Minnesota Department of Transportation. As the vehicle leaves the toll lane, the driver's account is debited. In rare cases of extreme congestion, the lanes might be closed to lone drivers.

Double white lines separate toll lanes from regular lanes. Crossing the double line is a moving violation. Movement between lanes is allowed at dashed line.

- Source: Minnesota Department of Transportation

Author: Laurie BlakeStaff Writer  
Section: NEWS  
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Copyright 2005 Star Tribune: Newspaper of the Twin Cities

Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: Toll lanes - Historic day for metro drivers  
Date: May 16, 2005  
Section: NEWS  
Page: 10A

Today's afternoon rush hour marks the beginning of modern-day tolling in Minnesota. Solo drivers with transponders heading home on Interstate Hwy. 394 will have the choice of joining buses and car pools in the HOV lanes for the price of an electronically collected toll. The cost will fluctuate depending on roadway congestion, ranging probably between \$1 and \$4.

This is a good and valuable experiment for two reasons. One is that the HOV lanes on I-394 have been underused for a decade. While express buses and car pools deliver thousands of commuters to downtown Minneapolis, the HOV lanes have excess capacity that should be used. Charging solo drivers willing to pay for a trip around the congestion will help unclog the mess at least temporarily, until the saturation point is reached.

The second reason is that tolls help commuters begin to understand the truer cost of driving. Those actual costs are far higher than the relatively low tolls that will be charged on I-394, but road-pricing should help to further the educational process.

While we support the I-394 project, the state should be extraordinarily cautious about building new solo-toll lanes in other corridors. Why? Because the practice of solo driving over long distances at a relatively low cost lies at the root of this nation's transportation, energy, environmental and even its foreign policy problems. The question isn't really whether "Lexus lanes" give the wealthy a special privilege. It's really about which activities government policy should promote.

Should government further encourage the burning of fossil fuels, the polluting of the environment, the dependence on foreign oil, the sprawling of metropolitan regions? Or should it encourage more efficient land-use, less wasteful and less polluting transportation options, and less dependence on the world's most politically volatile region?

More to the point, is it good public policy to encourage individuals - whether rich or poor - to buy their way out of collective responsibility for solving these larger problems? Is it right to allow an "indulgence" to be paid for opting out of what's best for the long-term national interest?

The market could quickly solve this problem. If the price of gasoline or tolls reflected more fully the costs of, say, emergency rooms, various air-quality illnesses, Mideast policy and other byproducts of driving (as they do in Europe), then our transportation options and lifestyle choices would be clearer and more honest.

Tolls on I-394 should begin to raise those important questions while also helping to ease the roadway's chronic congestion. To that extent, the valuable experiment that begins today deserves public support and encouragement.

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Copyright 2005 Star Tribune: Newspaper of the Twin Cities

Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: Smoothness, smiles on 394 - On toll lanes' first day, hundreds of solo drivers pay to go west Author: Laurie BlakeStaff Writer Date: May 17, 2005 Section: NEWS Page: 1A

From downtown Minneapolis to Wayzata in 14 minutes at rush hour, and Trent Eisenberg was smiling.

In his first trip as a toll-paying user of the new Interstate Hwy. 394 toll lanes, Eisenberg cut his trip time in half. "It was real easy. It alleviates the stress," said the 24-year old computer consultant.

He was one of 455 solo drivers who paid tolls between 11:10 a.m. and 5 p.m. on opening day of the new Interstate Hwy. 394 toll lanes.

The Minnesota Department of Transportation reported no problems with the electronic toll collection system, which charges more when traffic is heaviest. Golden Valley Police Sgt. David Born, who patrolled the lanes during the evening rush, wrote two tickets and three warnings and said he saw more carpoolers than toll payers.

The toll reached \$2.25 for a three-minute period - a price nobody paid because no drivers with transponders entered the toll lanes at the time, according to Nick Thompson director of the project for MnDOT. The highest toll paid Monday evening was \$1.75. Until 4:30 it was 50 cents and by 6 p.m. it was back to 50 cents again for a trip from downtown Minneapolis to I-494.

Eisenberg left downtown Minneapolis about 4:30 p.m. eager to see what it would cost him to slice through congestion using the lanes formerly restricted to carpools, buses and motorcycles.

"Traffic is probably my No. 1 stress object right now, so we will see what happens," he said.

To his surprise, the toll to Wayzata was 50 cents. "Oh look, it's cheap right now," he said as he passed the entrance sign, which flashed the current toll. "It's only 50 cents. Great! What a bargain. I was expecting \$8 on the first day."

Traveling 55 to 60 miles per hour, Eisenberg slowed to 45 mph only when two minivans appeared in front of him. But the first turned off and the second sped up.

Ending his trip in Wayzata, he looked at the transponder on his windshield and said, "In the day that I've had to use it, I'd say it's staying with me for a very long time."

Getting home early

Other commuters reported similarly speedy rides.

Monica Stone, 36, of Minnetonka, left downtown at 5:30 p.m. when the toll was \$1.25. "I didn't get on it right away and I wished I had. It was only

\$1.25 to go all the way from downtown to Hwy. 494. I thought if it was that much then everyone would take it and there wouldn't be any traffic in the other lanes. I was wrong. So I jumped on at Hwy. 100."

She said she zoomed past a bottleneck at Louisiana Avenue. From Hwy. 100 to I-494 took about 5 minutes when it usually would take 15, she said. At home, with her baby babbling in the background, Stone said she plans to use the toll lane again: "If that gets me home 20 minutes earlier, that's great."

Blois Olson of Hopkins said his trip home at 5:20 p.m. went really well. "Today I betcha it saved me between 15 and 20 minutes." He paid 25 cents for the trip between downtown Minneapolis and Hwy. 100.

Carpoolers reported no compromise of their trips as a result of the extra traffic in the lanes.

Scott Laidlaw, who carools with his wife between downtown Minneapolis and Becker, Minn., said: "My trip was beautiful." He said he was watching for police, however, and didn't see any.

Capt. Tom Fraser of the State Patrol said a trooper is assigned to policing the lanes every morning and evening rush hour and at other times on a spot basis. "People can know that every single rush hour there will be a car there," he said.

One big complaint has come from solo drivers who didn't register for the toll service. They no longer are allowed to use the former carpool-bus lanes during non-rush hours, adding to freeway congestion at other times. Born wrote three warning for such illegal use Monday after 6 p.m.

In the only apparent protest of the toll lanes, a lone man stood on an I-394 overpass with a sign reading: "Scam."

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com)

A Star Tribune staff writer drove the toll lanes from downtown Minneapolis to Interstate Hwy. 494 during evening rush hour and recorded these times.

Total travel time: 11 minutes

I-494 north ramp: 5:24 p.m. 9.0 miles

Hwy. 169: 5:21 p.m. 6.4 miles

Hwy. 100: 5:18 p.m. 3.5 miles

Toll ramp entrance: 5:15 p.m. 0.9 miles

I-394 entrance: 5:13 p.m. 0.0 miles

Source: Star Tribune research

## TRIP REPORTS

Two Star Tribune staff writers drove through the rush-hour traffic Monday evening on Interstate Hwy. 394 from downtown Minneapolis to Interstate Hwy. 494. The toll-lane driver arrived in half the time.

Toll-lane user: Howard Sinker

Departure: 5:13 p.m.

Travel time: 11 minutes

Cost: \$1

Compared to regular lanes: No comparison for most of the trip. Toll lane users generally drove slightly more than 60 miles per hour. Traffic in the regular lanes picked up at Hopkins Crossroad, and there was no difference in speed for the last mile or so.

Freeway user: Matt McKinney

Departure: 5:40 p.m.

Travel time: 23 minutes

Cost: Free

Compared to toll lanes: Traffic flowed smoothly, but slowly, for the first 20 minutes out of downtown. Drivers hit freeway speeds somewhere around Hwy. 169. Motorists along the toll lanes, meanwhile, drove at higher speeds for much of the same route.

## USER GUIDE

Solo drivers who wish to use the Interstate Hwy. 394 toll lanes need to obtain a transponder, a windshield device that allows tolls to be charged to the driver electronically.

Fees: A \$40 deposit guaranteed with a credit card is required for a driver to open a toll-lane account. The necessary windshield device costs \$1.50 a month.

Where to sign up: In person at 2055 Lilac Dr., Golden Valley, via Web at [www.mnpass.org](http://www.mnpass.org) or by phone at 1-866-397-4334.

Tolls: Generally \$1 to \$4 during rush hours but will vary with traffic demand and could go as high as \$8. In off-hours, 25 cents.

Author: Laurie BlakeStaff Writer

Section: NEWS

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Copyright 2005 Star Tribune: Newspaper of the Twin Cities

Paper: St. Paul Pioneer Press (MN)

Title: NO PAIN, SLIGHT GAIN IN THE MNPASS LANE - ST. PAUL-MINNETONKA

COMMUTER GIVES THE NEW TOLL SYSTEM A GO Author: CHARLES LASZEWSKI, Pioneer

Press Date: May 17, 2005 Section: Local Page: D1

Matt Wells shaved a minute, maybe two, off his commute from Minnetonka to St. Paul on Monday night. It cost him 25 cents to be among the first to use the MnPass toll lane on Interstate 394.

"If it shaved a minute and I didn't have to think, that's OK, too," said Wells, 39. "The idiot factor is a lot higher than I remember it five years ago. Now that I have a kid, I want to be home." Converting the lanes once reserved for buses, motorcycles and car pools into an electronic toll lane is an experiment in congestion relief. If it works -- the Minnesota Department of Transportation has consultants measuring every aspect of it -- it likely will be used on other metropolitan-area highways.

As of Monday morning, drivers had requested 4,033 transponders. About 3,400 had applied early enough to have them in their cars Monday, said Nick Thompson, MnPass project manager for MnDOT.

"We are surprised," Thompson said, noting the 3,400 transponder installations had exceeded expectations. "We would be very happy if we had gotten to 3,000. The customers are very happy."

Commuters lease the small electronic transponder for \$1.50 a month and attach it to their car's windshield. If the driver opts to bypass congestion on I-394 and travel the toll lane, electronic readers over the road communicate with the transponder and deduct money from the driver's MnPass account.

Electronic signs indicate the cost of using the toll lane. Fees range from 25 cents to \$8 depending on time of day and congestion levels on the toll lane, not the general lanes of I-394. The fee can change every three minutes. The lane remains free for buses, motorcycles and cars with two or more people inside.

The lane opened about 11:20 a.m. Monday after a dedication ceremony featuring Lt. Gov. Carol Molnau. From then until 5 p.m., the machines logged 455 paying trips, and \$1.75 was the highest rate charged, Thompson said.

"As soon as it opened, people were on it and paying the toll," Thompson said. "People were trying it out. Everything is working just like we wanted."

Wells is director of analysis for Marketing Architects, which has its offices on Carlson Parkway. It's nearly a 38-mile roundtrip, and it takes him 25 minutes in the morning and 30 to 35 minutes in the evening. Once or twice a month, traffic congestion stretches his commute to about an hour, he said.

He guided his seven-year-old white Ford Taurus onto I-394 toward downtown Minneapolis. The toll lane is the far left lane and is protected only by double white lines. About half a mile after entering the freeway, Wells noticed the lines were replaced with white dashes, allowing him to move

into the toll lane.

After another half a mile, he drove beneath an electronic reader, which detected the signal from the small transponder he attached near the rearview mirror. The transponder let out three beeps to let him know he had been detected.

Westbound traffic on I-394 was heavy, with speeds of about 45 mph. Heading east as Wells was, the traffic was lighter. But as he approached the Minnesota 100 interchange, the backup from vehicles trying to merge onto Interstate 94 resulted in reduced speeds and required more of his attention.

"This is typical," Wells said. "The transponder got us by the backup from this."

If the toll lane is a success, the strongest candidate for another one is Interstate 35W, with Minnesota 36 and Interstate 94 east of St. Paul also rating fairly high, according to a study by the Metropolitan Council and the Transportation Department. That research also found the toll lanes would not pay for themselves. Instead, they would recoup about 20 percent of the capital costs.

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Author: CHARLES LASZEWSKI, Pioneer Press  
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Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: I-394 TOLL LANES - For some, commute is taking longer - Loss of lanes rankles reverse commuters and off-peak drivers, who say congestion is worse. Author: Laurie BlakeStaff Writer Date: May 18, 2005 Section: NEWS Page: 1B

#### CORRECTION+

CORRECTION PUBLISHED 05/19/05: This article about Interstate Hwy. 394 incorrectly attributed information about a traffic accident to Susan Hansen, a Minneapolis commuter. The information about the crash came from the Minnesota Department of Transportation. The article also incorrectly referred to Rep. Jeff Johnson, R-Plymouth, as a former representative. He is still in office..

Although users of the new Interstate Hwy. 394 toll lanes are thrilled to save time during rush hour, some drivers who make reverse commutes - going west in the morning, for example - are not so happy.

Why? Many reverse commuters formerly had use of all freeway lanes every morning. Now, unless they have a toll-lane account, these solo drivers are limited to two lanes and the driving takes longer. The same is true for westbound commuters who go home after 6 p.m.

"It's a little galling to think that my commute was fine before," said Rick Apple, 43, of Wayzata who used to make a point of going home after rush-hour restrictions lifted at 6 p.m. on the old carpool-bus lanes.

Those lanes reopened Monday as toll lanes, and many drivers who tried them said commutes took half the time. Officials reported a rush to sign up for accounts Tuesday.

But for drivers like Apple, I-394 has been shrunk from a three-lane freeway to two lanes. The third lane is now reserved for toll-payers, buses, motorcycles and cars with at least one passenger.

Apple said he is not against people paying tolls for speedy commutes. "But when those who can't or don't want to pay become negatively affected without option - that's when the money becomes an issue," he said.

Nick Thompson, director of the MnPass toll lane project, said he has heard complaints about lost use of the special lanes.

He said the gripes come especially from westbound drivers. But it's too early to judge the toll lanes' effect on general lanes, he added.

Minnesota Department of Transportation (MnDOT) officials soon will decide whether to build another westbound lane from Louisiana Avenue to Hwy. 169. The lane, for cars entering or exiting I-394, would take pressure off the two general lanes.

"Our goal is not to increase congestion or maximize revenue, so if we need to change things, we will change. I don't think what we see this week has anything to do with how it will operate. It's only going to get better as people adjust," he said.

Thompson said toll lanes have benefited some drivers in the general lanes because eastbound flow on I-394 at all hours has improved.

By Monday, 4,370 people had signed up for accounts. Thompson did not have estimates on how many people signed up Tuesday. "A lot of those people sitting in traffic last night [Monday] and seeing a quarter toll thought it would be a good idea," he said.

Tolls are higher when traffic is heavy but can be as low as 25 cents. The highest toll Tuesday morning was \$4.

#### Reverse flow

It was anticipated that the toll-lane restrictions would have some effect on off-peak drivers.

About 21 percent of westbound, reverse-commuting traffic used the unrestricted carpool-bus lanes during morning rush hours, according to MnDOT weekday traffic counts taken April 25-29, before the toll lanes began running. At 8 a.m. on weekdays, that amounts to 1,226 vehicles on average in the lane.

Now, solo drivers may use it only with a transponder, which they get when they sign up to use the toll lanes.

MnDOT chose to operate the toll lanes 24 hours a day to make the rules simple and easy to enforce. But loss of the lanes for off-hour users was a topic of debate in a task force that advised MnDOT.

Former state Rep. Jeff Johnson, R-Plymouth, who sponsored toll-lane legislation, opposed restricting them 24 hours a day. In a signed minority report in September 2004, Johnson said: "I would not be so concerned about this issue if we were building a new lane and charging for its use, but I don't believe it's wise or fair to take lanes that have been in general use 21 hours per day without any problems for many years and now restrict them only to those who are willing to pay an extra toll to use them." Johnson could not be reached to comment Tuesday.

For Susan Hansen of Minneapolis, who drives west on I-394 about 8 a.m. each day, the loss of the lanes added 15 minutes to her Tuesday commute.

But she did say that westbound traffic was slowed by a crash about 7:30 a.m. near Louisiana Avenue.

Earl Roethke of St. Louis Park said it used to take him 30 seconds to connect from Hwy. 100 to westbound I-394 in the morning, and it now takes 5 minutes to merge because of the new congestion in the remaining two lanes of I-394.

"And when you get on 394, it moves slowly for the first mile. Sometimes people don't foresee the consequences of their well-intended actions: In an effort to reduce congestion for some, congestion for others was made worse," he said.

Paul Robst, of Plymouth, agreed that an effort by MnDOT and political leaders to do something positive has instead resulted in a step backward: "Why not leave the toll transponder for rush hour only?" he asked.

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).

#### UPDATE:TOLL LANES

Tuesday was the second day that solo drivers could use the toll lanes on Interstate Hwy. 394.

Toll-paying drivers: 882 trips from midnight until 2:15 p.m.

Highest toll: \$4 in the morning rush hour.

Typical toll: 82 percent of trips were 50 cents or less.

#### SIGNING UP

Transponders: Solo drivers using toll lanes need a windshield-mounted transponder that charges tolls electronically. A \$40 deposit by credit card is required to open a toll-lane account. The transponder costs \$1.50 a month.

Accounts: Sign up in person at 2055 Lilac Dr., Golden Valley, via Web at [www.mnpass.org](http://www.mnpass.org) or by phone at 1-866-397-4334.

Source: Minnesota Transportation Department

Author: Laurie BlakeStaff Writer  
Section: NEWS  
Page: 1B

Copyright 2005 Star Tribune: Newspaper of the Twin Cities

Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: I-394 TOLL LANES - Senators vote to rescind tolls during off-peak hours  
Author: Laurie BlakeStaff Writer Date: May 19, 2005 Section: NEWS  
Page: 1B

A provision that could lead to reopening segments of the new Interstate Hwy. 394 toll lanes to all traffic during off-peak hours was passed Wednesday by the Minnesota Senate as part of a larger transportation policy bill.

Meanwhile, the Minnesota Department of Transportation (MnDOT) reported a surge in new toll accounts and asked for more time to evaluate the operation of the lanes before concluding that a change is needed.

The legislation passed by the Senate answers complaints from westbound drivers in the general lanes about new congestion that has been reported since the toll lanes opened on Monday. Morning reverse commuters and those who go home in the evening after 6 p.m. now find their trips on westbound I-394 extended by 15 minutes or more.

Sens. Gen Olson, R-Minnestrta, and Ann Rest, DFL-New Hope, sponsored the measure saying the toll lanes were intended to relieve, not cause, congestion on I-394.

The language approved Wednesday says transportation officials "shall designate off-peak hours, during which user fees may not be charged" for the toll lanes west of Hwy. 100.

Legislators approved the creation of the toll lanes, and Rest was one of the chief sponsors of the original legislation that put the toll operations in MnDOT's hands. This measure, which will require approval of the House and the governor before becoming law, sends a strong signal that legislators want MnDOT to make adjustments.

Meanwhile, the number of toll accounts shot up from 3,400 by opening day to 5,033 through Tuesday.

"The rush for transponders is telling us we are doing some things very well," said Nick Thompson, director of the toll lane project for MnDOT.

Under the toll system, drivers get the transponders, or windshield devices, that they use to pay variable tolls electronically. Currently, the lanes are reserved at all times for toll-payers, buses, motorcycles and cars with at least one passenger.

The new toll lanes took the place of the old carpool-bus lanes that were off-limits to general traffic only three hours per day in each direction west of Hwy. 100.

The commuters who are complaining say they object to losing the use of the left express lane. Because the toll lanes operate 24 hours per day, many motorists now must pay a toll to use the lanes during off-peak hours when they used to be able to use them for free.

For these drivers, the freeway has shrunk from three lanes to two -

causing congestion at hours when they experienced no congestion before.

And many are angry about it.

"Something needs be done about this," said Kemal Balioglu of Fridley, who commutes to work in Minnetonka on I-394 at about 8:30 a.m. Just merging from Hwy. 100 to I-394 now takes him five to 10 minutes. "Even if I wanted to use the toll lane, I have to merge into the other congested two lanes first. ... This was not thought through very well."

Said Mara Schutz of south Minneapolis: "My commute at 7:30 a.m. was perfectly fine - a 25-minute commute to Wayzata." It now takes about 40 minutes.

"Same going home at 4 p.m. It used to be slick - only congesting at Penn Avenue," Schutz said. "Now it's backed up by Ridgedale, making the commute horrible" and keeping her from getting home to her son by 5 p.m. She said the \$40 necessary to open a toll account is not within her budget.

MnDOT's Thompson said it looks as if traffic flow in the eastbound general lanes has improved at night, but he acknowledged that westbound general lanes are showing congestion.

"That is the only issue we are hearing about with this road," he said. "MnDOT will continue to monitor and we can evaluate whether changes are needed after we can see some more. Traffic is so different you need more than one or two days."

Rest, however, said people saw it coming. MnDOT "has said they are going to monitor things and evaluate them," she said. "But some of us as far back as last November and December identified this issue as a potential significant problem. And I don't believe we received a particularly satisfactory response."

Added Olson: "As one who drives [I-394] from one end to the other regularly ... I have anticipated that the relief of congestion had the greatest possibility during the peak hours.

"By continuing to charge beyond peak hours," Olson said, "I see congestion happening in the other lanes."

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).

#### UPDATE:TOLL LANES

Solo drivers on Monday began using the new toll lanes on Interstate Hwy. 394. To do so, they must first buy a windshield-mounted transponder so tolls can be billed to them.

#### TUESDAY

Toll trips: 1,724 split about evenly between eastbound and westbound.  
Highest toll: \$4.  
Typical toll: Most were 50 cents or less.

WEDNESDAY  
(THROUGH 2 P.M.)

Toll trips: 1,063.

Highest toll: \$2.75.

Typical toll: Most were 50 cents or less.

#### TRANSPONDERS

Account holders: 5,043 transponders issued through Tuesday.

Account signup: In person at 2055 Lilac Drive, Golden Valley, via Web at [www.mnpass.org](http://www.mnpass.org) or by phone at 1-866-397-4334.

Source: Minnesota Department of Transportation

Author: Laurie BlakeStaff Writer

Section: NEWS

Page: 1B

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Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: TRANSPORTATION - EASING BOTTLENECKS - I-394 to get new  
entrance-exit lane - It's one of 10 freeway sites where road shoulders may  
be used to reduce congestion. Author: Laurie BlakeStaff Writer Date: May  
20, 2005 Section: NEWS Page: 3B

An entrance-exit lane will be added to westbound Interstate Hwy. 394 this summer to ease traffic congestion through Golden Valley, the Minnesota Department of Transportation said Thursday.

It's one of 10 freeway locations where the department is considering using shoulders to ease bottlenecks until money is available for permanent fixes. Other examples are Hwy. 100 through St. Louis Park, Interstate Hwy. 35W in Forest Lake and I-35W in Burnsville, said MnDOT area manager Adam Josephson.

Westbound I-394 near Louisiana Avenue has been a chronic bottleneck, and another lane had been planned for the future. With motorists complaining about extra congestion on westbound I-394 near Louisiana Avenue after the opening of the toll lane Monday, the department has decided to add the extra lane quickly, said Nick Thompson, director of the toll lane project for MnDOT.

The added lane on the right side between Louisiana Avenue to Hwy. 169 is expected to smooth movements on and off the freeway, reducing disruption to through traffic, Thompson said.

Federal officials and others must approve the estimated \$1 million construction project before work can begin.

The state Senate, responding to motorists' complaints about congestion related to the toll lanes, on Wednesday passed a measure directing MnDOT to open the lanes to all traffic during off-peak hours. The provision is part of a policy bill that needs approval of the House and Senate before it would become law.

Thompson said the extra lane would ease congestion without having to open the toll lanes to everyone. Solo drivers using the lanes must set up an account and get a windshield-mounted transponder that allows tolls to be billed electronically.

Another 2,142 toll payers used the lanes Wednesday, MnDOT said. The transponders have become so popular that MnDOT sold out its first 5,000. Another 5,000 have been ordered, Thompson said.

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).

Author: Laurie BlakeStaff Writer  
Section: NEWS  
Page: 3B

Copyright 2005 Star Tribune: Newspaper of the Twin Cities

Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: MnDOT foresaw toll lane fallout - But agency thought it could manage I-394 congestion. Author: Laurie BlakeStaff Writer Date: June 2, 2005 Section: NEWS Page: 1A

Although it came as a nasty surprise for Interstate Hwy. 394 commuters, transportation officials knew congestion would increase in the westbound general lanes when the toll lanes opened.

A Minnesota Department of Transportation consultant's report in March predicted that when the carpool-bus lanes on I-394 opened to toll-paying drivers on May 16, westbound traffic in the remaining two lanes would get more congested through Golden Valley.

A top MnDOT official said Wednesday that officials believed the extra congestion could be handled by controlling on-ramp traffic and other measures. They didn't want to open toll lanes to general traffic in off-peak hours as the carpool-bus lanes had been. Instead, they chose 24-hour restrictions that would be simple and easy to enforce.

But congestion in Golden Valley turned out to be worse than MnDOT or consultants bargained for. More cars ended up using I-394 and fewer than expected went into the toll lanes, according to MnDOT.

"We did not anticipate that much congestion," said Marthand Nookala, director of MnDOT's Operations, Safety and Technology Division.

In a report that went largely unnoticed outside MnDOT, consultants charted times when congestion would spike: about 7:30 a.m., about 2 p.m. and after 6 p.m. in the westbound lanes near Winnetka Avenue. Before the toll lanes, drivers could use the left-most lane in off-peak hours, reducing traffic tie-ups. Now that lane is off-limits at all times to solo drivers who don't pay tolls electronically.

"We knew that it would be a tight squeeze, but we didn't anticipate that it would be quite as bad as it has apparently been," said Edward Regan III, senior vice president of Wilbur Smith Associates of New Haven, Conn., which led the team of toll project consultants.

#### Won't pay tolls

Commuters heading west on I-394 in the mornings and those going home to western suburbs after 6 p.m. have been reluctant to pay even 25 cents to avoid congestion that some drivers say was created by MnDOT. In the mornings, the westbound toll lane carries less than half the cars it did as a carpool-bus lane open to everyone during the off-peak commute.

By contrast, the toll lane is popular with drivers who have a typical commute - eastbound in the morning, westbound in the evening. Some solo drivers have paid tolls as high as \$8 to avoid congested freeway lanes.

According to MnDOT, one unforeseen problem for westbound drivers is that an estimated 500 cars - not included in toll project traffic projections - use I-394 west in the morning peak hour now that Hwy. 100 has been widened

in Golden Valley, Crystal and other cities.

To correct that, MnDOT has announced that it will add a lane between Louisiana Avenue and Hwy. 169 to get the westbound freeway moving again. The goal is to build it this summer, said MnDOT's Nookala.

MnDOT officials are talking to legislators and Transportation Commissioner Carol Molnau about whether the toll lane should be reopened temporarily to general traffic in off-peak hours during construction of that lane, Nookala said.

State Sen. Gen Olson, R-Minnetrista, said she will continue to push for a law directing MnDOT to open toll lanes to general traffic during off-peak hours. Her measure earlier passed the Senate, but didn't get a vote in the House.

#### Giving up

Dale Hallstrom, a commuter from Crystal, said he has given up on I-394 and now takes Hwy. 100 south to Cedar Lake Road to go west to his job off Hwy. 169.

Hallstrom faulted MnDOT for not foreseeing the extent of the new congestion on I-394. "I don't know if they use the wrong models or if they don't drive," he said.

Hallstrom said he doubts that a new lane is the answer. "The adding of a third lane will help solve a problem that was a problem before the toll lane, but I don't think it will relieve congestion the way it is now," he said.

His solution would be to operate the westbound toll lanes the way the carpool-bus lanes were operated - from 3 to 6 p.m. only.

Kevin Nagle of Minnetonka said he thinks another lane would solve the westbound congestion problem. "If they do that they have added a lane for the toll lane versus taking away a lane for the toll lane," he said.

Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).

#### Toll-lane separators

Toll lanes on I-394 are separated from other traffic by painted lines or concrete barriers.

Source: ESRI, GDT

Author: Laurie BlakeStaff Writer

Section: NEWS

Page: 1A

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Paper: Star Tribune: Newspaper of the Twin Cities (Minneapolis, MN)  
Title: GOLDEN VALLEY - About 70 toll transponders returned as defective  
Author: Laurie BlakeStaff Writer Date: June 3, 2005 Section: NEWS Page: 3B

About 70 of 6,500 windshield transponders issued to Interstate Hwy. 394 toll-lane account holders have been returned as defective, officials say.

The devices, which send a radio signal that trips the electronic collection of tolls as a car passes under a reader, could be malfunctioning or not properly seated on the window clip, said David Zinser, customer service manager of the MnPass toll lane service center in Golden Valley. He considers 70 a low problem rate.

"If they start beeping constantly wherever you are going, that's usually an indication that something isn't right," he said.

Zinser said that tests on returned transponders demonstrate that "nobody is being charged inappropriately" even though they beep a lot, and it appears that the devices are registering at toll points.

Author: Laurie BlakeStaff Writer  
Section: NEWS  
Page: 3B

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Last update: June 3, 2005 at 5:57 PM

## Jeff Johnson: Citizen action might help unplug I-394

**Jeff Johnson**

Published June 5, 2005

My mother always taught me to start on a positive note, so let me say that I commend the Pawlenty administration for having the courage to try *something* to better use the HOV lanes on Interstate Hwy. 394. Since my first year in the House of Representatives, I've been trying to open the HOV lanes to more vehicles, but the punitive fiscal threats from the federal government thwarted all those efforts.

When the Pawlenty administration came forward last year with the toll-lane concept and the blessing of Big Brother in Washington, I knew it was our only remaining option and was cautiously supportive. I did ask, however, to serve on the task force putting together the implementation plan for the MnPass system.

Near the end of the task force process, the now-infamous decision was made to require a toll on I-394 not just during peak hours, but 24 hours a day. I made known my opinion, which was that the new policy was ridiculous, and filed a minority report arguing that the idea was unwise, unfair and absolutely unnecessary.

I met with engineers and others at the Department of Transportation to argue against 24-hour tolls, but to no avail. To paraphrase the response from the bureaucrats: Requiring tolls only during peak hours will confuse motorists and make enforcement more difficult, and besides, your constituents will adjust.

I also met with Commissioner Carol Molnau, who felt an obligation to accept the advice of the MnDOT engineers and task force members who had put many hours into studying and planning the project. She told me, however, that she would be watching the situation closely and that, if there was an uproar from citizens, she would consider changing the policy.

Folks, it's time for an uproar.

If you've never participated in an uproar before, it's really quite fun. Here's all you need to do. If you are dissatisfied with the new policy regarding tolls on I-394 during off-peak hours, please let Commissioner Molnau know via e-mail at [Carol.Molnau@state.mn.us](mailto:Carol.Molnau@state.mn.us) or via phone at (651) 296-3000. If you're particularly ticked off, do both.

I know Carol pretty well and she is genuinely interested in making government work for people. She does not, however, experience the joy of driving the new and improved I-394 all that often. So those of us who do ought to let her know our opinions in a respectful and thoughtful way (meaning avoid swear words and ALL CAPS in your e-mails).

Again, I commend Gov. Tim Pawlenty and Commissioner Molnau for having the courage to do something about the "sane lanes" on I-394, but the decision to make the new toll provision apply 24 hours a day must be changed.

The commissioner already has my e-mail; how about yours?

***Jeff Johnson, R-Plymouth, is assistant majority leader in the Minnesota House.***

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Last update: June 7, 2005 at 7:36 AM

## Toll lane: More sane, or more of a pain?

**Laurie Blake**

Star Tribune

Published June 7, 2005

The three-week-old toll lane on Interstate Hwy. 394 has touched off a tug of war that may modify the nationally watched traffic experiment.

On one side are project supporters elated by key successes: The electronic tolling equipment is working; enforcement is effective; customer numbers are growing, and lanes that were formerly half-empty transit lanes are carrying more cars. They would like to keep the experiment running.

On the other side are hundreds of furious drivers whose trips have been lengthened by 15 minutes or more on westbound I-394 because the toll lane -- the freeway's left lane -- has been taken away from general traffic and restricted to buses, carpools, motorcycles and toll payers 24 hours a day. They want to alter the toll experiment and reduce the hours on the westbound toll lane west of Hwy. 100 to 3 p.m. to 6 p.m. That would leave it open to regular westbound traffic the rest of the time.

Heeding the complaints, the Minnesota Department of Transportation (MnDOT) plans to add a lane in Golden Valley to improve westbound traffic flow. "We are not happy with westbound congestion," said Nick Thompson, director of the toll lane project for MnDOT. "The public is very frustrated."

The Federal Highway Administration, which blessed the project, agrees with adding a lane. But it has encouraged MnDOT to keep the experiment going without a long-term change in the hours.

"If they need to make a change, we will work with them to make changes, but we encouraged them to stick with the experiment because there is a lot to be learned," said Jim McCarthy, traffic operations engineer for federal agency's Minnesota office.

Toll lanes operate in other cities, but the I-394 toll lane is unique: it's the first with multiple entrances and exits; the first single-lane toll project (west of Hwy. 100), and the first to take the place of a carpool-bus lane that was previously open to regular traffic most of the time.

"In many ways the whole country is watching this project," said Edward Regan III, senior vice president of Wilbur Smith Associates, lead consultants on the I-394 project.

Although policy leaders and traffic engineers might like to see how the toll project plays out over time, many regular drivers of westbound 394 have seen enough.

In an article in the opinion section of the Sunday Star Tribune, Rep. Jeff Johnson, R-Plymouth, urged drivers to flood Transportation Commissioner Carol Molnau with e-mails and phone calls asking for a quick end to around-the-clock tolling. MnDOT reported receiving 211 e-mails and 30 phone calls Sunday and Monday. Johnson and other legislators hope to pass a bill during the current special session restricting tolling to rush hours only west of Hwy. 100.

While a new lane is being built from Louisiana Avenue to Hwy. 169 this summer, MnDOT plans to

remove pavement stripes and open the lane to all traffic in Golden Valley, Thompson said.

Legislators say that the additional lane may help but that solving the problem requires a change in the hours. They say legislation is needed because MnDOT is resisting changing the hours.

Thompson said changing the hours would require software and sign changes and would alter the agreement with toll lane users who opened accounts thinking they could use the lane around the clock.

McCarthy said that shortening toll lane hours may seem like the simple solution today but that doing so may close off options in the future when the highway will carry equally heavy traffic in both directions. "We've got to plan the transportation system ... it's not as simple as today's problem," McCarthy said.

MnDOT expected more drivers to pay a 25-cent toll and ease congestion in the westbound lanes. Many have resisted. As Mark Troxel of Golden Valley put it: "394 has become almost unusable for me and many others. Yes, it's only 25 cents to take the toll lane, but that's after I pay taxes and after I go plunk down a deposit on a transponder and then have one more account to manage."

Minnesota State Patrol Captain Tom Fraser, who directs toll lane enforcement, favors 24-hour operation and recommends against opening the lanes during off-peak hours.

"Any exception to a rule basically invalidates the rule and makes the enforcement that much more difficult," said Fraser, who reports a very low violation rate on the new toll lanes.

"We need more people who live east and drive west in the morning to buy the transponders and use the system -- that's what we need," Fraser said.

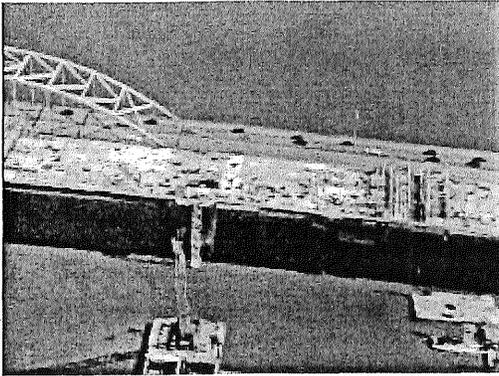
***Laurie Blake is at [lblake@startribune.com](mailto:lblake@startribune.com).***

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## MnDOT Acknowledges Design Problems in Major New Bridge



The Minnesota Department of Transportation is acknowledging design problems with the new Wakota Bridge, a major project with a price tag of \$29 million.

The bridge, where Interstate 494 crosses the Mississippi River, is supposed to open this November. But construction has slowed because the bridge designer miscalculated the load the bridge will have to support.

Now the department says its engineers and contractors have to reinforce sections of the bridge with extra steel.

That work will add to the bridge's price tag. But MnDOT would not say how much the work will cost.

"With any changes during construction, costs will go up," said Dan Dorgan, MnDOT's state bridge engineer. "The scope of these cost changes, at the present time, we do not know."

MnDOT says the designer, HNTB, might be asked to cover the extra costs once they're calculated.

"We are modifying (HNTB's) original design," Dorgan said, stopping short of calling the problem a "flaw."

"We're looking into the issue," he said. "Right now we're just trying to focus on the solution."

The problem is with the bridge's "webs," or concrete walls that run lengthwise underneath the bridge's surface.

A project manager for HNTB, Rich Johnson, told KARE 11, "an assumption was made" about how much of the bridge's load could be transferred to those three webs.

The assumption was wrong.

Without getting into detail, Johnson said "HNTB will do what is right" to resolve the issue.

The problem first came to light last fall, when MnDOT engineers noticed concrete was cracking more than it should

"Concrete, normally, as it shrinks, will crack," Dorgan said. "But it was the frequency of the cracks we saw that caused us to explore further."

MnDOT engineers went back and did some calculating, he said, and decided they needed to reinforce the bridge by adding vertical steel rods in the hollows between the three webs.

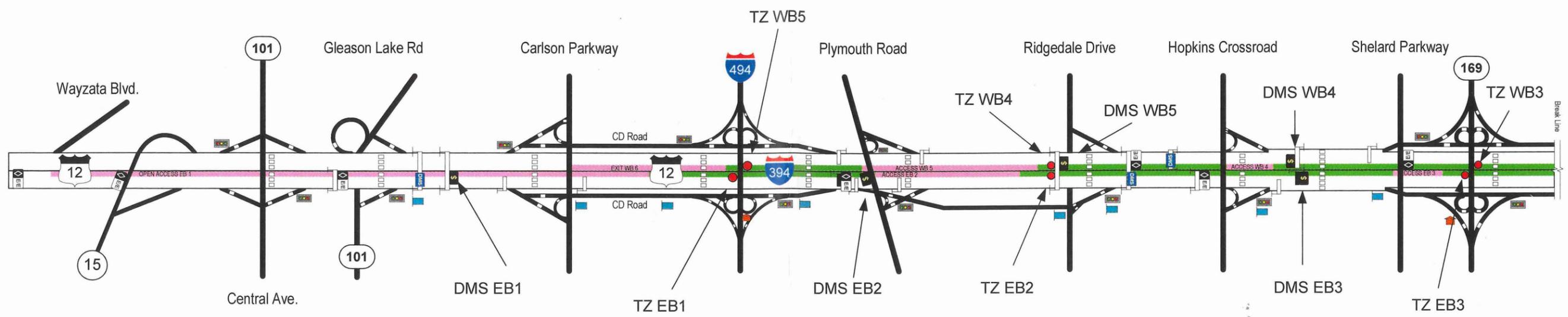
"With any large, challenging project, you expect you're going to have hurdles to overcome," Dorgan said. "We're going to have a great structure here when we're done. We're excited about it. But we aren't focusing on pointing fingers at this time."

Dorgan said, despite the design problems, the bridge should be ready for traffic as planned in November.

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④



Legend (Existing)

- Ramp Meter
- Cabinet
- Existing Cantilever Sign Structure
- Existing Overhead Sign Structure
- Loop Detector on Freeway Mainline
- Loop Detector on Ramp
- Existing DMS
- Walk-in Shelter

Legend (Proposed Express Lane)

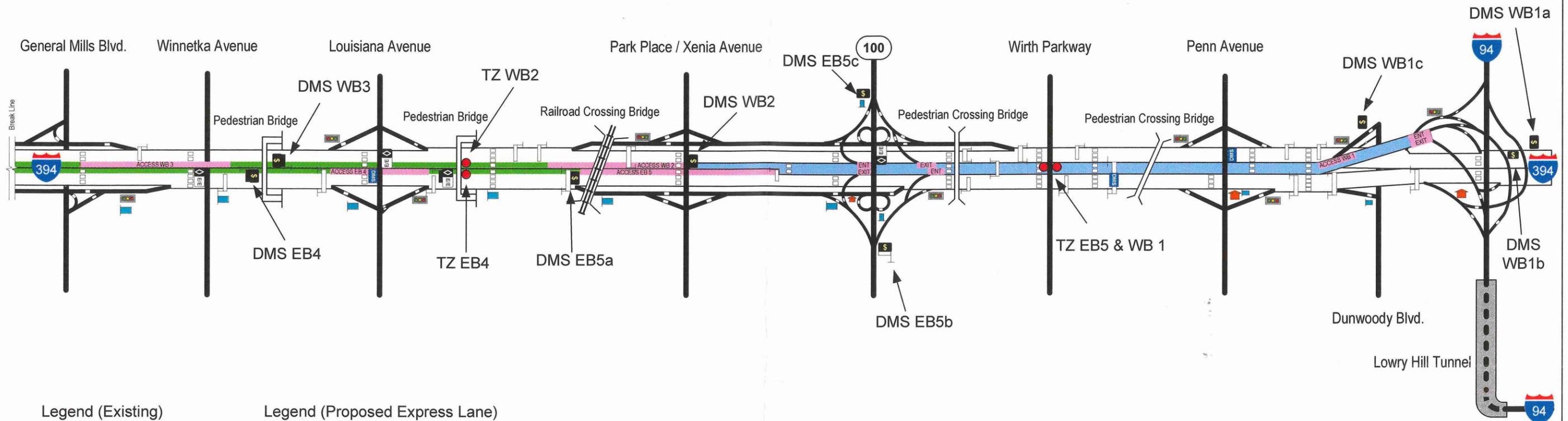
- Proposed Toll Rate DMS Sign
- Proposed Entrance/Exit Sign
- Proposed Express Lane Entry/Exit Location
- Proposed Tolling Location (Total 5)
- MnPass Lane (Each direction)
- MnPass Lane Reversible
- Proposed New Directional Cantilever Sign Structure

# MnPass System Concept



12/9/04

Figure 1A



- Ramp Meter
- Cabinet
- Existing Cantilever Sign Structure
- Existing Overhead Sign Structure
- Loop Detector on Freeway Mainline
- Loop Detector on Ramp
- Existing DMS
- Walk-in Shelter

**Legend (Proposed Express Lane)**

- Proposed Toll Rate DMS Sign
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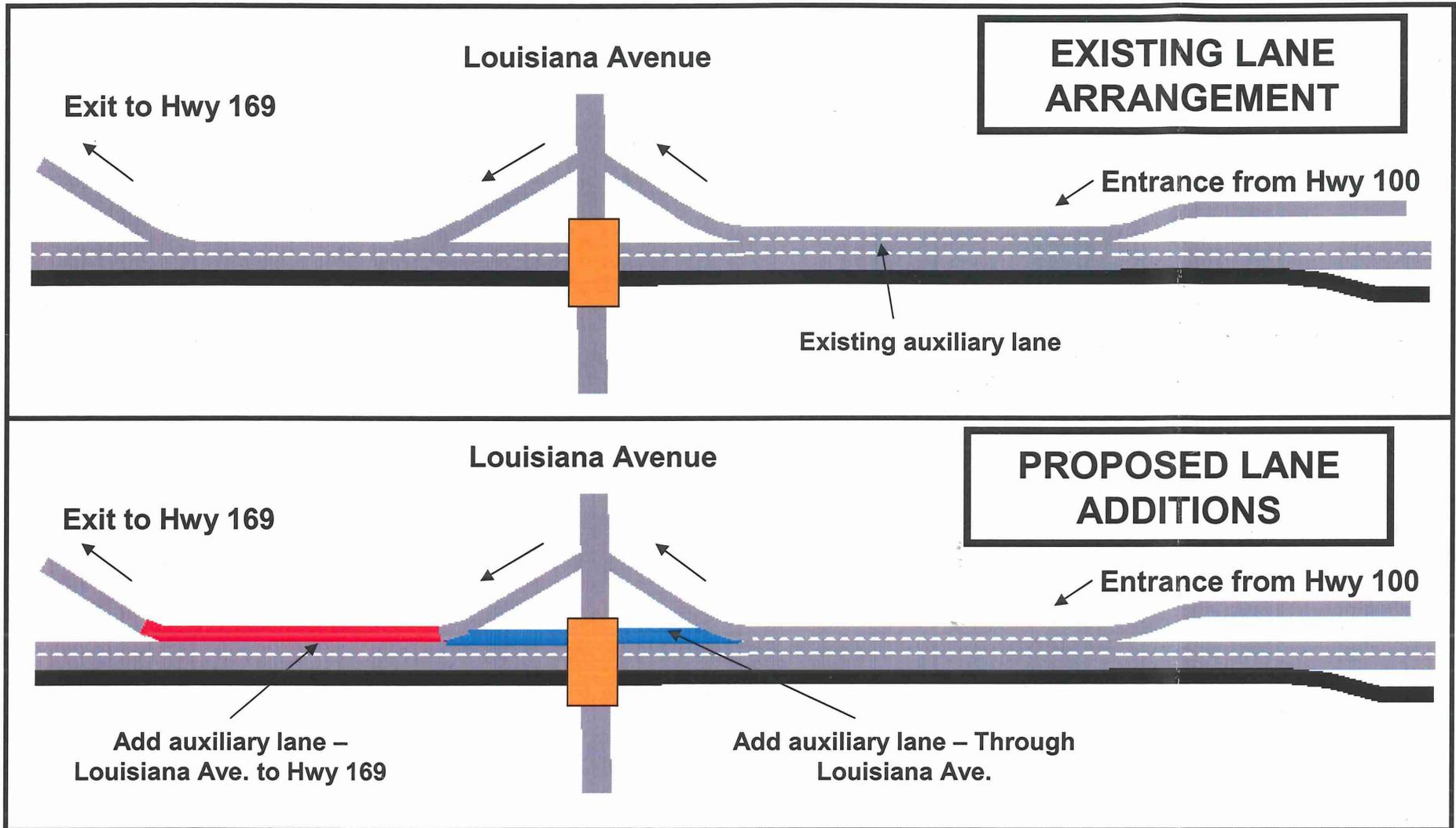
**MnPass System Concept**



12/09/04

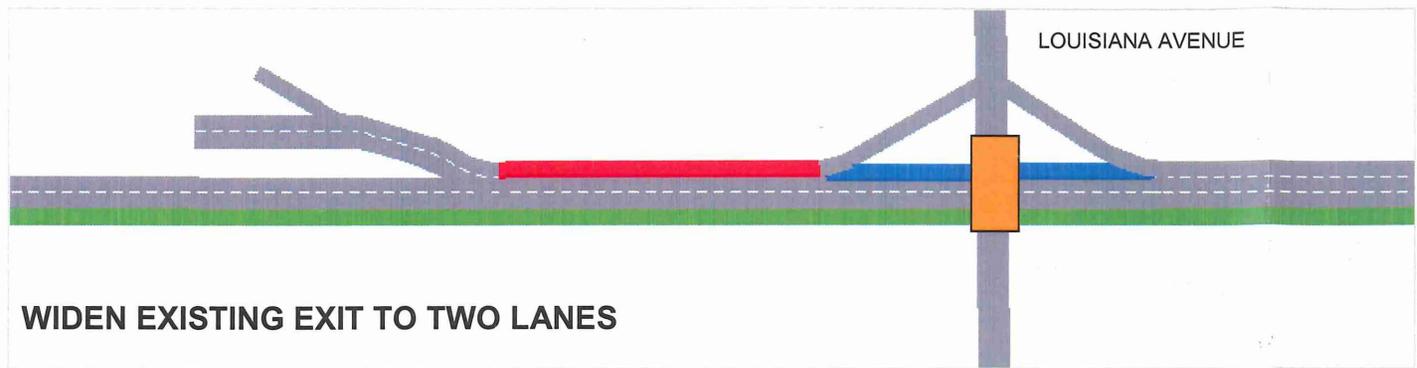
Figure 1B

# WESTBOUND I-394 – HWY 100 TO HWY 169

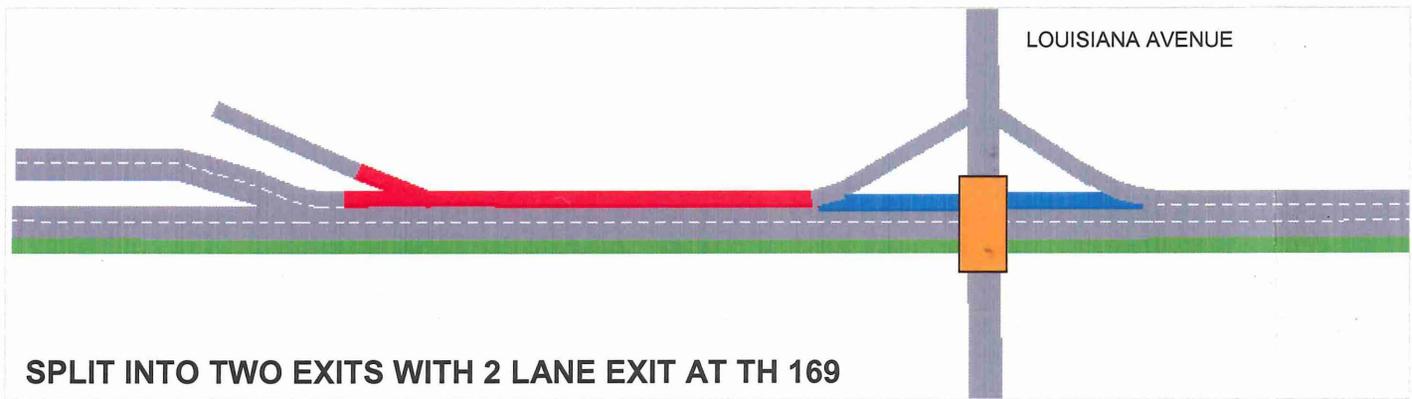


# OPTIONS FOR WB I-394 EXIT TO TH 169 C-D

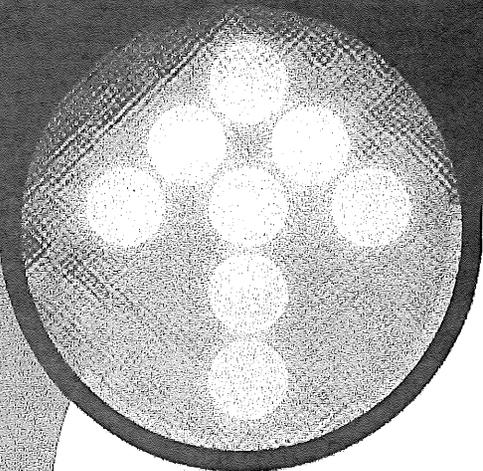
## Option 1



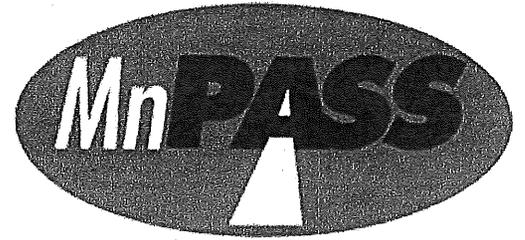
## Option 2



	HOT Lane		Mixed Traffic Lane		Segment 1	Proposed Aux. Lane
					Segment 2	



get in and go

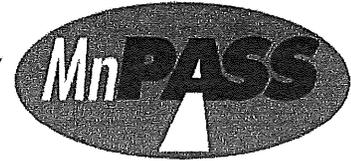
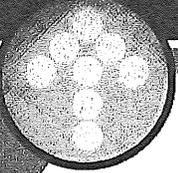


easy to get. easy to use.

# I-394 MnPASS Project Update

June 13<sup>th</sup>, 2005

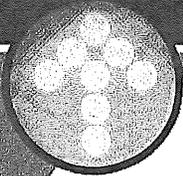




## Project Overview

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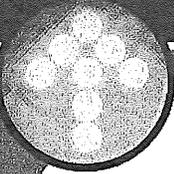
- 4 weeks of tolling operations
- 6,951 MnPASS subscribers
- 81% of tolls have been \$0.50 or less
- Each week exceeds the previous week in total MnPASS trips



# Number of Tolled Trips

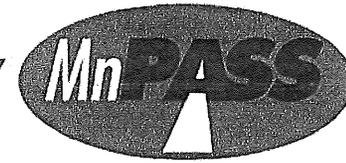
	<b>Tuesday through Friday*</b>	<b>Peak Weekday</b>
<b>Week 1</b>	7,616	2,124
<b>Week 2</b>	9,301	2,784
<b>Week 3</b>	10,280	2,737
<b>Week 4</b>	12,289	3,333

\*Mondays excluded because of Opening Day and Memorial Day Data Exceptions



# Toll Rates

Toll Rate	% of All Tolled Trips
\$0.00 to \$0.50	81.2%
\$0.75 to \$1	2.9%
\$1.25 to \$2	10.5%
\$2.25 to \$3	4.5%
\$3.25 to \$4	0.8%
\$4.25 to \$8	0.1%



# Transponder Utilization

	<b>Transponder Utilization Rate</b>	<b>Average # of Unique Transponders Tolloed/Weekday</b>
<b>Week 1</b>	28.6%	1,173
<b>Week 2</b>	29.6%	1,466
<b>Week 3</b>	30.1%	1,703
<b>Week 4</b>	31.0%	1,967

Utilization Rate is = Number of transponders used / Number of Transponders Leased (fulfilled)  
 Average Number of Unique Tolloed = The Number of Transponders that Recorder at Least 1Trip

## Overall Traffic Trends

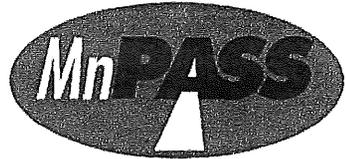
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- Reversible road (East of Hwy 100) is carrying about 20% more traffic than pre-MnPASS
- Eastbound diamond lane AM Peak
  - 7 to 10% total volume increase
- Westbound diamond lane PM Peak
  - 7 to 21% total volume increase
- Peak period diamond lane volume increases are occurring despite with reduction in violators

## Other Trends

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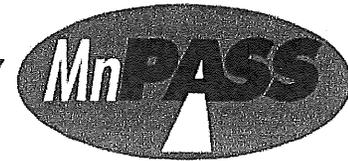
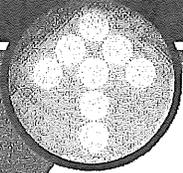
- Some subscribers are carpoolers
  - gives a choice on days without carpool
- Lane is operating at posted speeds
  - no apparent impact to carpools/transit
- Very low violation rate of lane and crossing double white line



## Changes to MnPASS

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- Westbound congestion that developed after opening necessitated change to hours of operation and advancement of a construction project
- Changes announced:
  - New hours of operation started Thursday
  - Auxiliary lane addition planned for this construction season



## Change in Hours

- Hours of operation of diamond lane
  - Old Hours: 24 x 7 MnPASS lane
  - New Hours, Tolling will occur:
    - **AM Peak:** Eastbound 6 AM to 10 AM
    - **PM Peak:** Westbound 2 PM to 7 PM
    - No Weekend Tolling of Diamond Lane
- Implementing in two stages
  - Requires field and software changes
    - Interim hours until final changes can be implemented
  - Costs: \$10k software, Field: Unknown but low
- No changes to reversible road hours or to striping and access points

## Impact on Change in Hours

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- Only 2 full weekdays since change
- Westbound congestion significantly reduced in AM peak
- First day of new hours saw doubling of traffic in westbound diamond lane during AM peak
- 5 customers have cancelled their accounts because of the change

# Auxiliary Lane Addition

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- Components:
  - Improvement of Hwy 169/General Mills Exit to increase exit capacity
  - Extend the existing auxiliary lane that ends at Louisiana Ave. to the Hwy 169 Exit
- Cost Estimate: \$2 Million
- Will benefit AM, Midday, and PM Peak

# Wakota Bridge Construction Update – Prepared for Mn/DOT's Testimony For Senate Transportation Committee

June 9, 2005

(E)

## Background

The Wakota Bridge was designed by a consultant retained by Mn/DOT. HNTB Corporation is the designer and they were selected in December of 2000, began design in February of 2001, and completed the plans in the summer of 2002. HNTB is an established national bridge consultant with a Minnesota office. They have been designing bridges in Minnesota since the 1920's.

The Wakota Bridge contract bid opening occurred on December 20, 2002. Lunda Construction Company of Black River Falls, Wisconsin, is the contractor.

Construction of the westbound bridge began in early 2003 with foundation work. The segmental bridge superstructure construction began in February 2004.

## Mn/DOT Construction Inspection Staff Identify Problem

In September of 2004, Mn/DOT inspectors noticed some hairline cracking in the concrete box girders of the superstructure. We were fortunate the inspectors discovered the cracks since they are very narrow and difficult to detect. While some cracking in concrete is normal, the frequency and location of the cracks caused Mn/DOT engineers to explore further. Additional post tensioning reinforcement was added in sections cast from December 2004, forward.

Mn/DOT utilized an independent engineering company to conduct a peer review of the HNTB design. That review, completed in late March of 2004, attributed the cracking to an incorrect assumption the designer made regarding the distribution of loads within the box girder.

## Current Status – Schedule and Cost

Plans to retrofit the westbound bridge segments cast prior to December 2004 are being completed this week. That work involves the installation of additional post tensioning reinforcement. Solutions have been identified and we are using proven repair methods from similar projects in the US.

Lunda Construction will be reviewing their construction schedule once they have the final plans and can assess the time required to complete the work. Mn/DOT recognizes the importance of completing the westbound bridge this year and the goal remains to complete the westbound bridge in November. We will continue to monitor and assess the schedule with the contractor throughout the summer and fall.

The contractor will estimate the cost of the retrofit work after he receives the complete repair plans. Mn/DOT will then negotiate those costs with the contractor. Therefore, at this time we do not know the final cost of the retrofit work.

Mn/DOT, Lunda Construction, and the consulting engineering firms involved have been focusing on solving the design and construction issues. We have notified HNTB Corporation that Mn/DOT will hold them financially accountable for the construction costs attributable to the design error.

The future eastbound bridge plans will be revised to incorporate the design corrections prior to beginning construction in 2006.

## Summary

Mn/DOT, the contractor, and the engineering firms involved are working together to complete the westbound bridge as quickly as possible. When complete, the Wakota Bridge will be the quality structure that our engineers are confident will provide the 100 years of service we expect from this investment.

6/8/05  
11:00 AM

# Wakota

## Wakota Bridge Cross Section

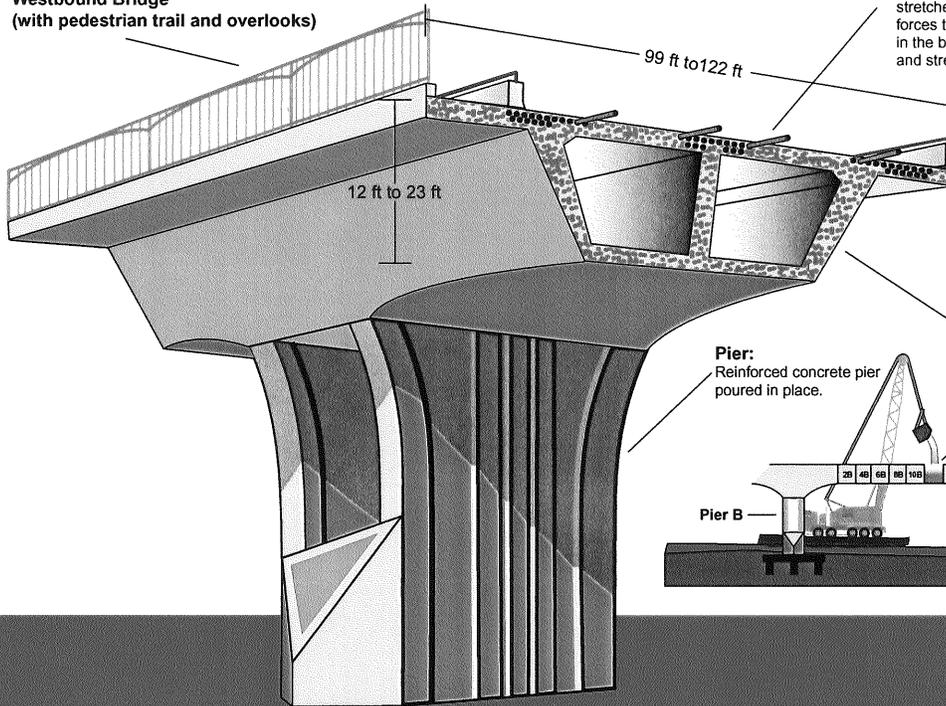
### Wakota Bridge Facts:

- Combined Bridge Cost: \$ 58,200,000
- Average Bridge Costs: \$160/sq.ft
- Type of Construction: Post-tensioned Continuous Concrete Box Girder
- Amount of Concrete: 60,667 cubic yds or 6,067 truck loads or 122,849 tons
- Amount of Steel: 16,384,261lbs or 8,192 tons
- Length of Post-Tensioned Wire Strands: 958 miles
- Number of Piers per Bridge: 4
- Completion Date: Westbound Bridge completed Fall 2005 Eastbound Bridge completed Fall 2007
- Traffic (1998): 82,000 vehicles per day (2020-Forecast): 120,000 vehicles per day
- Truck Percentage: 7%
- Westbound Bridge (with pedestrian trail and overlooks) Deck area: 194,220 sq. ft Deck length: 1,892 ft Width (min): 99 ft Width (max): 122 ft Bridge Depth (min): 12 ft Bridge Depth (max): 23 ft
- Eastbound Bridge: Deck area: 169,483 sq. ft Deck length: 1,892 ft Width (min): 86 ft Width (max): 111 ft Bridge Depth (min): 12 ft Bridge Depth (max): 23 ft

### Post-Tensioned Wire Tendons:

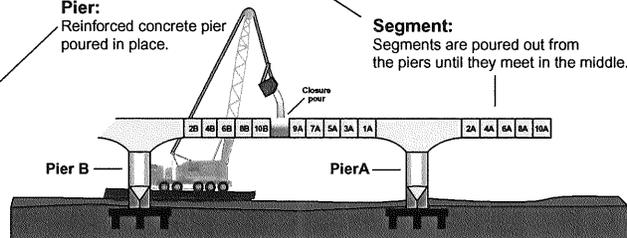
High-strength wire strands will be bundled together to form tendons. The tendons are then pulled through conduits that are cast into the bridge box sections. The tendons are stretched, using jacking equipment, to transfer compressive forces to the concrete in the bridge. Prestressing the concrete in the bridge during construction improves its performance and strengthens the bridge.

Westbound Bridge (with pedestrian trail and overlooks)

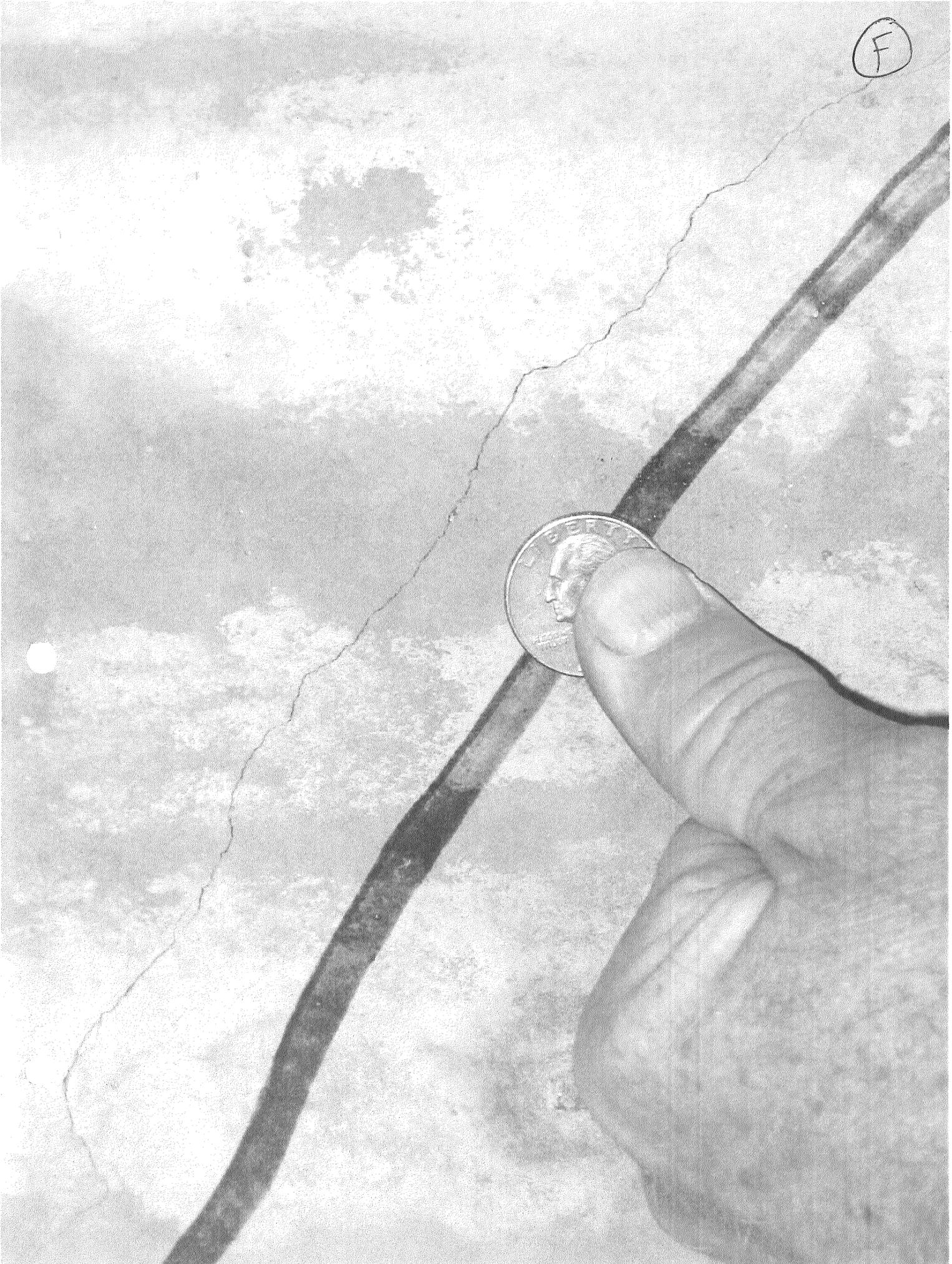


**Pier:** Reinforced concrete pier poured in place.

**Segment:** Segments are poured out from the middle of the piers until they meet in the middle.



F



5

June 13, 2005

TO: Members of the Senate Transportation Committee  
RE: Potential Mn/DOT Shutdown Impacts

### State Highway Construction Projects

This packet includes a list of state highway construction projects potentially impacted by a partial shutdown of Minnesota state government functions on July 1, 2005. This listing assumes that state highway construction projects will not be classified as critical/core state government functions. The list is in two categories:

1. A list of 175 in-progress major state highway construction projects that would be shut down beginning July 1, 2005. (The complete estimate of projects that would be shut down = 200-210.) These projects have a total contract value of approximately \$1.25-1.5 billion. At Mn/DOT's direction, contractors would begin shut down preparations on these projects on about June 20.
2. A list of 21 projects that are scheduled for contract letting or award during the time frame of June 10-July 31, 2005. These projects would be significantly delayed by a shutdown.

**It is impossible at this time to provide a dollar estimate of the potential financial liability faced by Mn/DOT under a shutdown scenario, as the eventual costs paid by Mn/DOT will depend on the duration of the shutdown and on negotiations – on a project-by-project basis – with contractors.** However, the costs are anticipated to be significant (\$millions) and would result from the following shutdown circumstances:

- Contractors will be forced to provide interim traffic control, the costs for which will be borne by Mn/DOT.
- Contractors will be forced to provide interim erosion control, the costs for which will be borne by Mn/DOT.
- Contractors may fully demobilize during a shutdown, and then remobilize when the project resumes. These significant demobilization and remobilization costs would likely be borne by Mn/DOT.
- Projects originally scheduled to be completed this construction season may be forced into the next construction season, with associated demobilization, remobilization, winter traffic control and inflationary costs borne by Mn/DOT.
- If, by delaying completion dates, contractors are denied the opportunity to achieve monetary incentives in their contract for early completion, Mn/DOT may be liable for those incentives anyway.

### **Other Important Areas of Mn/DOT Operations**

Without passage of a biennial transportation budget, the following important Mn/DOT activities will be shutdown:

- Eighty-eight state highway rest areas. Significant impact during the summer travel season, especially during the Fourth of July weekend.
- Flow of state funding to 69 Greater Minnesota transit program grantees.
- Flow of state aid to county and municipal governments for state aid road projects, along with the processing and state engineering approval of such projects. This would include the processing of major Local Road Improvement grants and state bonding for local bridge projects. This will affect 500-1,000 county or municipal projects.
- Processing of truck permits for overweight and over-width loads and truck safety audits. (During the last week of May, Mn/DOT processed 3,400 truck size and weight permits.) Without these permits, the loads being transported would not have been allowed to move within the state.
- Operation of the Stillwater Lift Bridge. Bridge would be closed and set in the up position to accommodate river traffic.
- Operation of highway message boards and other motorist information.
- Freeway Incident Response Safety Team (FIRST) operations on the metro freeway system.
- MnPASS toll operations on I-394. Reversible HOV/MnPASS lanes east of Hwy. 100 would be closed to traffic 24 hours a day.

### **Mn/DOT's Designated Critical/Core State Activities (to date)**

- Provide highway operations and maintenance emergency services affecting the safety of the public, e.g. barricade replacement, repair guardrails, maintain construction site barriers, repair hazardous road conditions, respond to hazardous material incidents, assess and repair damage to bridges, traffic signal repair.
- Provide communications ensuring the safety of the traveling public, e.g. maintaining computer networks essential to the operations of the State Patrol.
- Provide Gopher One responses on a priority basis. May not be able to meet 48-hour statutory requirements due to limited staffing.
- Provide navigational aid maintenance at state airports and pilot weather flight information.

Staffing for these critical/core activities will require approximately 160 Mn/DOT employees. The remainder of Mn/DOT's approximate 4,800 state employee workforce would be affected by the shutdown.



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## Vision

Develop and maintain an integrated system of aesthetically pleasing, high quality, safe stopping opportunities to meet the motoring public's safety, comfort, travel and tourism needs.



Rest Area Program  
Administration

News  
Locations  
Special Rest Areas

## Safety Rest Areas & Waysides

Over 20 million travelers stop at Minnesota Safety Rest Areas annually. Visitors enjoy a wide range of motorist services at the three classes of rest areas and at the one class of waysides Mn/DOT maintains.

Safety Rest Areas are an official highway function. They contribute to the safety of the traveling public by providing fatigued drivers the ability to stop and rest. Their primary value is accident prevention.

Waysides provide motorists access to scenic overlooks, interpretive markers and points of interest.

Mn/DOT has established a Rest Area Service Network of high volume highways, along which rest areas are developed to meet the motoring public's safety, comfort, travel and tourism needs.

We hope you enjoy your next visit to one of our facilities and we would enjoy your comments.  
[EMAIL US]

Dumpstation List  
Tourist Info  
Motorist Info

Purposes  
Classifications  
Service Network

Governances  
Policies  
Research

Partnerships  
Sponsorships  
For Staff Use  
Contact Us



### OUR REST AREA NETWORK

- 10 Travel Information Centers
- 05 Regional Welcome Centers
- 43 Class I Rest Areas
- 24 Class II Rest Areas
- 13 Class III Rest Areas
- 180+ Class IV Waysides



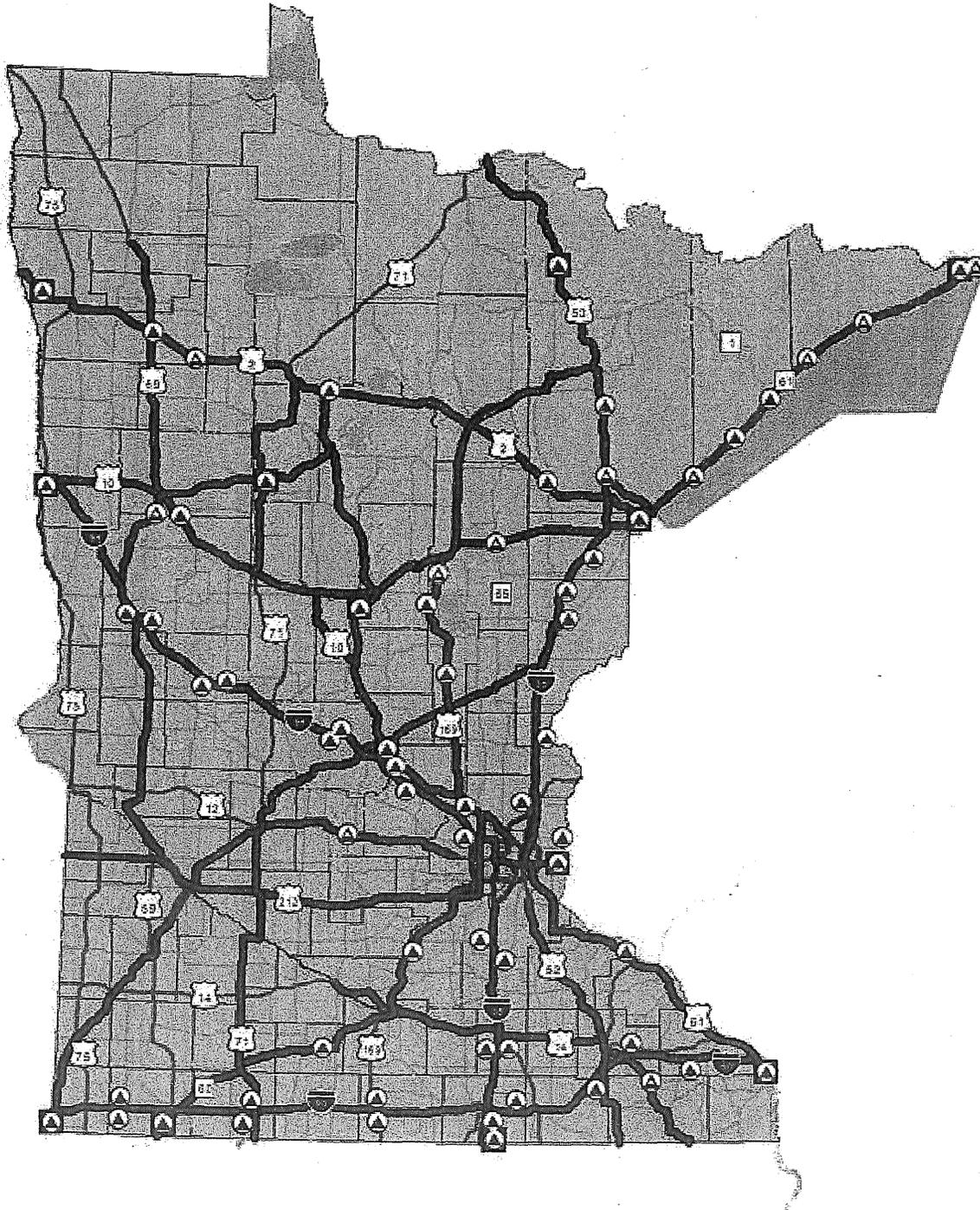
# Mn/DOT Safety Rest Area Program

## Locations Statewide

[Print](#) [Back](#)

Click on Route Number for a list of rest areas and their amenities on that route or click rest area symbol for specific information about that rest area

[Jump to Bottom](#)



[Back to Top](#)

Key

 Travel Information Center and  
Class One Rest Area

 Rest Area - Full Service

 Rest Area - Vault Toilet

 Interstate Highway

 U.S. Highway

 Minnesota Highway

 City

*Back to Top*

# Mn/DOT Rest Areas by County

			Owner	Operator	Comments
<b>Aitkin County</b>					
McGregor	Class II	MN210	MnDOT	MnDOT	
Big Sandy Lake Overlook	Class III	MN65	MnDOT	MnDOT	
<b>Anoka County</b>					
Daytonport	Class I	US10	MnDOT	MnDOT	
<b>Becker County</b>					
Sauers Lake	Class II	US59	MnDOT	MnDOT	
Bad Medicine Lake	Class III	MN113	MnDOT	MnDOT	
Pine Grove	Class III	MN34	MnDOT	MnDOT	
<b>Carlton County</b>					
Culkin (N.B.)	Class I	I35	MnDOT	MnDOT	
<b>Cass County</b>					
Cass Lake	Class I	US2	MnDOT	MnDOT	
Shingobee Bay	Class II	MN371	MnDOT	MnDOT	
Walker (4 mi N)	Class III	MN371	MnDOT	Walker, City of	
<b>Chisago County</b>					
Goose Creek (N.B.)	Class I	I35	MnDOT	MnDOT	
<b>Clay County</b>					
Moorhead TIC (E.B.)	TIC	I94	MnDOT	MnDOT	
<b>Cook County</b>					
Grand Portage TIC	TIC	MN61	MnDOT	MnDOT	
Cross River Wayside	Class II	MN61	MnDOT	MnDOT	
Cut Face Creek	Class II	MN61	MnDOT	MnDOT	
Mt. Josephine	Class II	MN61	MnDOT	MnDOT	
<b>Crow Wing County</b>					
Brainerd Lakes Area Welcome Center	Class I	MN371	MnDOT	MnDOT	Partnership Complete (on Service Network)
<b>Douglas County</b>					
Burgen Lake (W.B.)	Class I	I94	MnDOT	MnDOT	
Lake Latoka (E.B.)	Class I	I94	MnDOT	MnDOT	
<b>Faribault County</b>					
Blue Earth (E.B.)	Class I	I90	MnDOT	MnDOT	
Blue Earth (W.B.)	Class I	I90	MnDOT	MnDOT	
<b>Freeborn County</b>					
Albert Lea TIC (NB)	TIC	I35	MnDOT	MnDOT	
Hayward (E.B.)	Class I	I90	MnDOT	MnDOT	
Oakland Woods (W.B.)	Class I	I90	MnDOT	MnDOT	
<b>Goodhue County</b>					
Lake Pepin	Class I	US61	MnDOT	MnDOT	

# Mn/DOT Rest Areas by County

			Owner	Operator	Comments
<b>Hennepin County</b>					
Elm Creek (E.B.)	Class I	I94	MnDOT	MnDOT	
<b>Hubbard County</b>					
Park Rapids	Class I	US71	MnDOT	MnDOT/Park Rapids Area	Partnership Complete (on Service Network)
<b>Itasca County</b>					
Deer River (22 mi N)	Class II	MN46	MnDOT	US Forest Service	
Lake Pokegama	Class II	US169	MnDOT	MnDOT	
<b>Jackson County</b>					
Clear Lake (E.B.)	Class I	I90	MnDOT	MnDOT	
Des Moines River (W.B.)	Class I	I90	MnDOT	MnDOT	
<b>Kanabec County</b>					
Knife Lake	Class II	MN65	MnDOT	MnDOT	
<b>Koochiching County</b>					
Birchdale	Class III	MN11	MnDOT	Koochiching, County of	
Lomen	Class III	MN11	MnDOT	Koochiching, County of	
<b>Lake County</b>					
Baptism River	Class I	MN61	MnDOT	DNR	Partnership Complete (on Service Network)
Gooseberry Falls	Class I	MN61	MnDOT	MnDOT	Partnership Complete (on Service Network)
Knife River	Class II	MN61	MnDOT	MnDOT	
Birch Lake Dam	Class III	MN1	MnDOT	MnDOT	
<b>Lake of the Woods County</b>					
Lady Slipper Park	Class III	MN11	MnDOT	Williams, City of	
<b>Le Sueur County</b>					
Minnesota Valley	Class I	US169	MnDOT	MnDOT	
<b>Mahnomen County</b>					
Tulaby Lake	Class II	MN113	MnDOT	MnDOT	
<b>Meeker County</b>					
Darwin Winter Park	Class II	US12	MnDOT	Meeker County	Partnership Complete (on Service Network)
<b>Mille Lacs County</b>					
Rum River	Class I	US169	MnDOT	MnDOT	
<b>Minnehaha in SD County</b>					
Beaver Creek TIC (E.B.)	TIC	I90	MnDOT	MnDOT	
<b>Mower County</b>					
Highforest (E.B.)	Class I	I90	MnDOT	MnDOT	
<b>Murray County</b>					
Lime Lake	Class III	US59	MnDOT	MnDOT	

# Mn/DOT Rest Areas by County

			Owner	Operator	Comments
<b>Nobles County</b>					
Worthington T.I.C.	TIC	MN60	MnDOT	MnDOT	
Adrian (E.B.)	Class I	I90	MnDOT	MnDOT	
Adrian (W.B.)	Class I	I90	MnDOT	MnDOT	
<b>Olmsted County</b>					
Marion (W.B.)	Class I	I90	MnDOT	MnDOT	
<b>Otter Tail County</b>					
Frazee	Class I	US10	MnDOT	MnDOT	
Hansel Lake	Class I	I94	MnDOT	MnDOT	
Lake Iverson (E.B.)	Class I	I94	MnDOT	MnDOT	
Long Lake - Vergas	Class II	MN228	MnDOT	Unknown	
Otter Tail Lake	Class II	MN78	MnDOT	MnDOT	
Round Lake	Class III	MN108	MnDOT	MnDOT	
<b>Pine County</b>					
General Andrews (S.B.)	Class I	I35	MnDOT	MnDOT	
Kettle River (N.B.)	Class I	I35	MnDOT	MnDOT	
<b>Polk County</b>					
Fishers Landing TIC	TIC	US2	MnDOT	MnDOT	
Oak Lake	Class I	US2	MnDOT	MnDOT	
Lengby (2 mi N)	Class II	US2	MnDOT	MnDOT	
<b>Rice County</b>					
Heath Creek (N.B.)	Class I	I35	MnDOT	MnDOT	
<b>Saint Louis County</b>					
Anchor Lake	TIC	US53	MnDOT	MnDOT	
Thompson Hill TIC (S.B.)	TIC	I35	MnDOT	MnDOT	
Floodwood	Class I	US2	MnDOT	MnDOT/City of Floodwood	Partnership Complete (on Service Network)
Independence	Class II	US53	MnDOT	MnDOT	
Soudan Mine Overlook	Class II	MN1	MnDOT	MnDOT	
Cook (1 mi NE)	Class III	US53	MnDOT	MnDOT	
<b>Scott County</b>					
New Market (S.B.)	Class I	I35	MnDOT	MnDOT	
<b>Sherburne County</b>					
Central Minnesota (St Cloud) TIC	TIC	US10	MnDOT	MnDOT	
Babcock Memorial Park	Class II	US10	MnDOT	MnDOT	
<b>Sibley County</b>					
E of Gibbon	Class III	MN19	MnDOT	Lions Club	

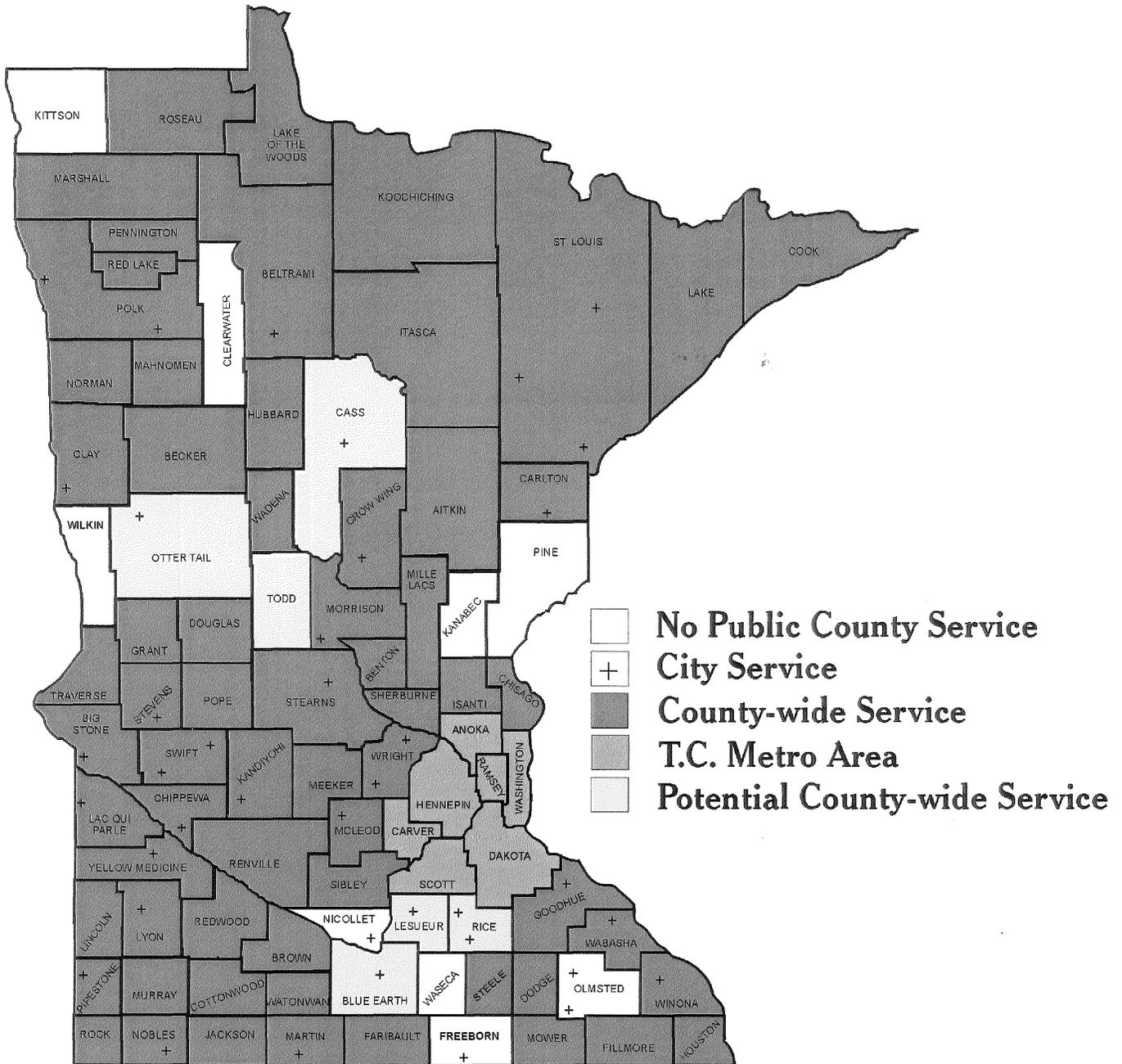
# Mn/DOT Rest Areas by County

			Owner	Operator	Comments
<b>Stearns County</b>					
Big Spunk Lake (E.B.)	Class I	I94	MnDOT	MnDOT	
Fuller Lake (W.B.)	Class I	I94	MnDOT	MnDOT	
Middle Spunk Lake (W.B.)	Class I	I94	MnDOT	MnDOT	
Lake Koronis	Class II	MN55	MnDOT	MnDOT	
<b>Steele County</b>					
Straight River (N.B.)	Class I	I35	MnDOT	MnDOT	
Straight River (S.B.)	Class I	I35	MnDOT	MnDOT	
<b>Swift County</b>					
Pomme de Terre	Class II	US12	MnDOT	MnDOT	
<b>Todd County</b>					
Hewitt	Class III	MN210	MnDOT	Hewitt City of	
<b>Washington County</b>					
St. Croix TIC (W.B.)	TIC	I94	MnDOT	MnDOT	
Forest Lake (S.B.)	Class I	I35	MnDOT	MnDOT	
Stillwater - Boomsite	Class I	MN95	MnDOT	MnDOT	
<b>Watonwan County</b>					
Watonwan River	Class I	MN60	MnDOT	MnDOT	
<b>Winona County</b>					
Dresbach TIC (W.B.)	TIC	I90	MnDOT	MnDOT	
Enterprise (E.B.)	Class I	I90	MnDOT	MnDOT	
<b>Wright County</b>					
Enfield (E.B.)	Class I	I94	MnDOT	MnDOT	

TOTAL = 88



# GREATER MINNESOTA COUNTYWIDE TRANSIT SERVICE



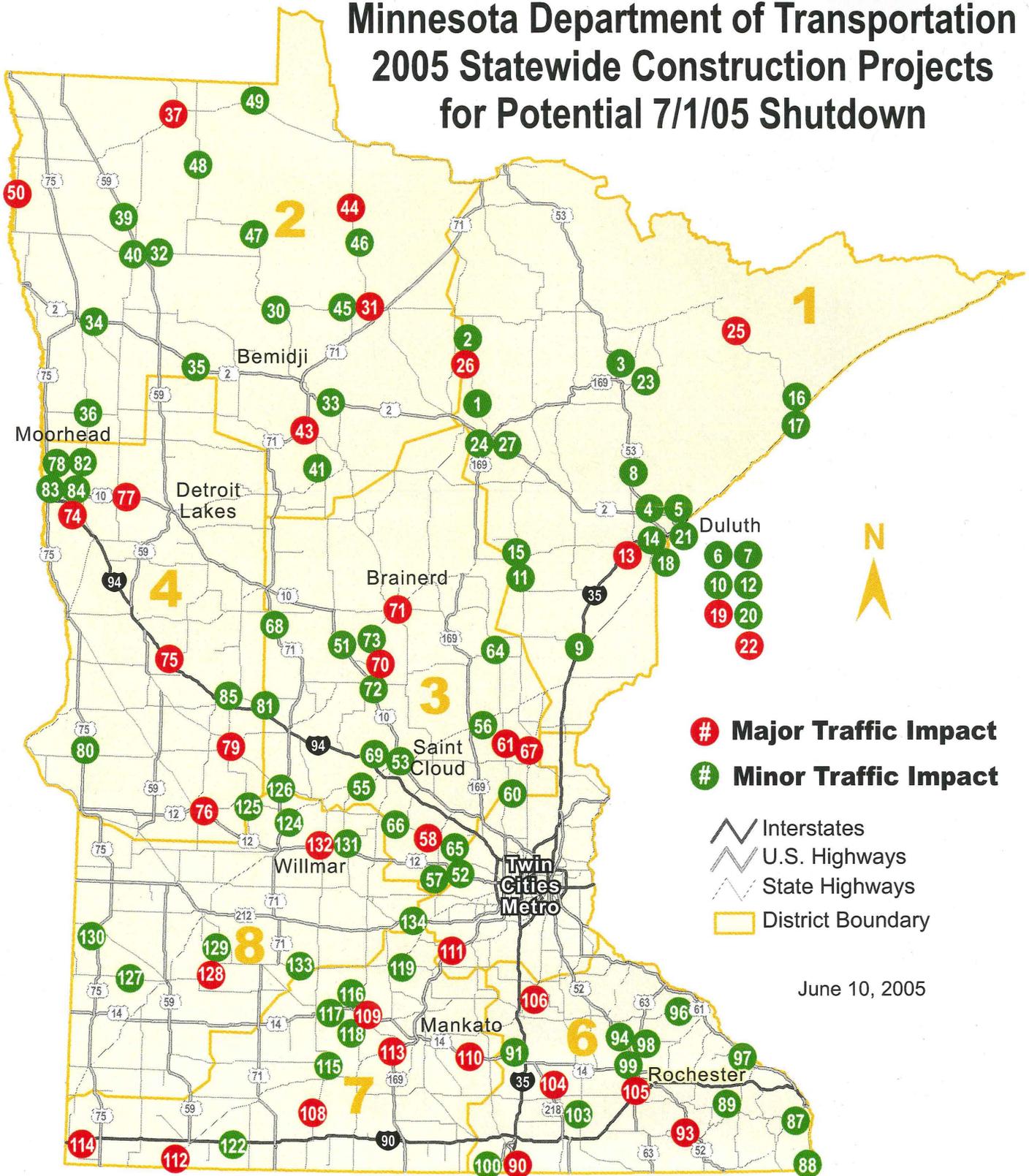
**2005**  
**65 counties with county-wide service**  
**8 counties with municipal service only**  
**7 counties with no public transit service**

Recipient Manager Name	Recipient Manager Title	Legal Name of Recipient	Name of the Public Transit System	Address 1	Address 2	CityStateZip
Craig Oscarson	County Coordinator	AMCAT Joint Powers Board	Austin-Mower County Area Transit	Mower County Courthouse	201 NE First Street	Austin, Minnesota 55912
Doreen Mann	Administrator	Annandale Care Center	Annandale Heartland Transit	500 Park Street East		Annandale, MN 55302
Jack Larson	Transit Director	Arrowhead Economic Opportunity Agency, Inc.	Arrowhead Transit	702 3rd Avenue South		Virginia, MN 55792
Brandon Pietsch	Campus Administrator, Augustana Lutheran Homes	Augustana Lutheran Homes, Inc.	Meeker County Public Transit	218 N. Holcombe		Litchfield, MN 55355
John Hovdenes	Transit Supervisor	Becker County Transit	Becker County Transit	712 Minnesota Ave	PO Box 1637	Detroit Lakes, MN 56502-1637
Bob Apitz	Transit Coordinator	Brown County Family Services	Brown County Heartland Express	1117 Center Street	PO Box 788	New Ulm, MN 56073
Alan Herrmann	Transportation Supervisor	Carver County	CART	11360 Hwy 212 PO Box 141		Cologne, MN 55322
Garry Hart	Support Services Manager	Cedar Valley Services, Inc.	Albert Lea Transit	2205 Myers Road		Albert Lea, MN 56007
Robert Wolfington	City Manager	City of Benson	Benson Heartland Express	1410 Kansas Av		Benson, Minnesota 56215.
Tom Jay	Transit Coordinator	City of Brainerd	Brainerd & Crow Wing Public Transit	501 Laurel Street		Brainerd, Mn 56401
Brian Fritsinger	City Administrator	City of Cloquet	Cloquet Public Transit System	1307 Cloquet Avenue		Cloquet, MN 55720
Dave Bovee	City Manager of Dawson	City of Dawson	Dawson Heartland Express	675 Chestnut St. P.O. Box 552		Dawson, Minn. 56232
Ryan Brooks	Transit Manager	City of East Grand Forks	East Grand Forks Dial-A-Ride	PO Box 373, 600 DeMers Ave		East Grand Forks, MN 56721
Ryan Brooks	Transit Manager	City of East Grand Forks	East Grand Forks Transit	PO Box 373, 600 DeMers Ave		East Grand Forks, MN 56721
Kim Lang	Community Development Coordinator	City of Faribault	Faribault Flyer	208 NW 1 st Avenue		Faribault, MN 55021
Charles Lucken	City Administrator	City of Fosston	City of Fosston Transit	220 East First Street, P.O. Box 607		Fosston, MN 56542
William Lavin	City Manager	City of Granite Falls	Granite Falls Heartland Express	885 Prentice Street		Granite Falls, MN 56241
Melanie Mesko Lee	Administrative Assistant/City Clerk & Transit Director	City of Hastings	TRAC	101 Fourth Street East		Hastings MN 55033
Sherri Lindstrom	Finance Director	City of Hibbing	Hibbing Area Transit	401 E 21st St		Hibbing, MN 55746
Keith Carlson	Transit Manager	City of La Crescent	La Crescent Apple Express	315 Main Street		La Crescent, MN 55947
Connie Swanson	Director	City of Le Sueur	Heartland Express	601 South 5th Street	P.O. Box 176	Le Sueur Mn. 56058
George Rosati	Director of Public Works	City of Mankato	Mankato Heartland Express	Ten Civic Center Plaza	P.O. Box 3368	Mankato, MN 56002 - 3368
Steven Jones	City Manager	City of Montevideo	Montevideo Heartland Express	103 Canton Avenue	P.O. Box 676	Montevideo, MN 56265
Jeff O'Neill	Deputy City Administrator	City of Monticello	Monticello Heartland Express	505 Walnut Street, Suite 1		Monticello, MN 55362
Lori Van Beek	Transit Manager	City of Moorhead	MAT Paratransit	500 Center Avenue, 4th Floor, PO Box 779		Moorhead MN 56561-0779
Eugene Krosschell	Finance Director	City of Morris	Morris Transit	PO Box 438		Morris MN 56267
Deborah Little	Transit Manager/Executive Assistant	City of Northfield	Northfield Transit	801 Washington Street		Northfield, MN 55057
Donald Solga	Administrative Assistant	City of Pelican Rapids	Pelican Rapids Transit	315 N. Broadway	PO Box 350	Pelican Rapids, MN 56572
Barbara Jorgenson	Transit Administrator	City of Pine River	Pine River Ride With Us Bus	P.O. Box 87		Pine River, MN 56474
Anthony Knauer	Transit Director	City of Rochester	City of Rochester Dial-A-Ride	Rochester Public Works	201 SE 4th Street, Room 108	Rochester, MN 55904
Dwile Kwasniewski	Transit Coordinator	City of St. Peter	St. Peter Transit	227 So Front St.		St. Peter, Mn. 56082
Barbara Neubauer	Finance Director	City of Stewartville	Stewartville Heartland Express	P.O. Box 275	105 East 1st Street	Stewartville, MN 55976
Ronald Lackner	City Clerk-Finance Director	City of Virginia	Virginia Dial A Ride	City Hall-327 First Street South		Virginia, MN 55792
Monica Hennessy Mohan	City Clerk	City of Winona	Winona Transit Service	207 Lafayette Street	P.O. Box 378	Winona, MN 55987
Georgia Beaudry	Clay County Rural Transit Coordinator	Clay County	Clay County Rural Transit	715 11th St. No. #108		Moorhead, MN 56560
Kelly Thongvivong	Transit Coordinator	Cottonwood County	Cottonwood County Transit	900 Third Avenue		Windom, MN 56101
Dennis Jensen	General Manager	Duluth Transit Authority	Duluth Transit Authority-STRIDE	2402 W Michigan St		Duluth, MN 55806
John McDonald	Public Works Director	Faribault County	Prairie Express	PO Box 325	5th & Walnut Streets	Blue Earth, MN 56013
Karen Nelson	Transportation Coordinator	Grant County Social Services	ALPHA TRANSIT	28 Central South	PO Box 1006	Elbow Lake MN 56531
Linda Bair	Transit Coordinator	Hubbard County	Hubbard County Heartland Express	301 Court St		Park Rapids, MN 56470
Jacqueline Forner	Transit Director	Isanti County	Chisago - Isanti County Heartland Express	555 18th Avenue SW		Cambridge, MN 55008
John Groothuis	Transit Director	Kandiyohi Area Transit Joint Powers Board	Kandiyohi Area Transit (KAT)	PO Box 186	1320 22nd Street SW	Willmar, MN 56201
Cara Nielsen	Director	Lincoln County	Lincoln County Heartland Express	319 N. Rebecca Street	P.O. Box 29	Ivanhoe, Mn 56142
Cindy Marihart	Director of Mahnommen County Human Services	Mahnomen County Human Services	Mahnomen County Heartland Express	311 North Main Street	PO Box 460	Mahnomen, MN 56557
Scott Higgins	Martin County Coordinator	Martin County	Martin County Express	201 Lake Avenue, Room 100		Fairmont, MN 56031
Dale Schmeck	Social Services Supervisor	Morrison County	MorrTrans	213 First Ave SE		Little Falls, MN 56345
Michelle Miranowski	Transportation Coordinator	Murray County	Murray County Heartland Express	2439 Broadway Avenue		Slayton, MN 56172
Greg Negard	Executive Director	Paul Bunyan Transit	Paul Bunyan Transit	706 Railroad Street SE		Bemidji, MN 56601
Bill Mc Vicker	Transit Director	Pipestone County	Pipestone County Transit System	417 8th AV SE		Pipestone, MN 56164
Richard Olson	Transit Program Manager	Prairie Five CAC, Inc.	Prairie Five RIDES	7th & Washington, PO Box 695		Montevideo, MN 56265
Harold Jennissen	Transit Director	Rainbow Rider Transit Board	Rainbow Rider	401 Florence Ave. P.O. Box 136		Lowry, MN 56349
Michael Ness	Director	Red Lake Band of Chippewa Indians	Red Lake Transit	PO Box 274	BIA Building, Hwy 1	Red Lake, MN 56671
Rachel Schneiderman	Transit Director	Renville County	Renville County Heartland Express	301 S. 7th St		Olivia Mn 56277
Chad Gessell	Transit Director	RiverRider Public Transit System	RiverRider Public Transit System	17211 East Highway 10, Suite C	P.O. Box 395	Big Lake, MN 55309
Terrie Gulden	Transit Director	Rock County	Rock County Heartland Express	2 Roundwind Road	P.O. Box 713	Luverne, MN 56156
Steven Butler	Transit Manager	Roseau County Committee on Aging	FAR North Public Transit	P.O. Box 189	114 Center St. W.	Roseau, MN 56751
Helen Pieper	Executive Director	Rum River Transportation Collaborative, Inc.	Rum River Transportation Collaborative, Inc.	535 - 8th Street N.E.	P.O. Box 7	Milaca, MN 56353

Recipient Manager Name	Recipient Manager Title	Legal Name of Recipient	Name of the Public Transit System	Address 1	Address 2	CityStateZip
Troy Beam	Transportation Supervisor	Scott County	Scott County transit	828 First Ave East		Shakopee, MN 55379
Elaine McGarry	Transportation Director	Semcac	Semcac Transportation	204 South Elm Street	P.O. Box 549	Rushford, MN 55971
Karen DeBoer	Director	Southwestern Minnesota Opportunity Council, Inc.	PrairieLand Transit System	1106 3rd Avenue	PO Box 787	Worthington, MN 56187
David Tripp	Executive Director	St. Cloud Metropolitan Transit Commission	Metro Bus - DAR	665 Franklin Avenue NE		St. Cloud, MN 56304
Shawn Brandvold	Interim Contact	Steele County Area Transit	Steele County Area Transit (SCAT)	630 Florence Avenue		Owatonna, MN 55060
Amy Kuchera	Transportation Director	Three Rivers Community Action, INC.	Hiawathaland Transit	1414 North Star Drive		Zumbrota, MN 55992
Gary Ludwig	Director	Trailblazer Joint Powers Board	Trailblazer Transit	112 Fifth Street	P.O. Box 88	Gaylord, Minnesota 55334
Linda Elfstrand	Transportation Director	Tri-County Action Program, Inc.	Tri-CAP Transit Connection	700 West St. Germain		St. Cloud, MN 56301
Michael Frisch	Transportation Program Manager	Tri-Valley Opportunity Council, Inc.	Tri-Valley Heartland Express Bus	1407 Erskine Street		Crookston, MN 56716
Pam Jensen	Administrative Services Supervisor	Wadena County Social Services	Friendly Rider Transit	124 First Street SE		Wadena, MN 56482
Marjorie Smith	Transit Director	Watonwan County	TMT (Take Me There)	1304 7th Avenue South	PO Box 467	St James, MN 56081
Jeanette Aguirre	Transportation Director	Western Community Action, Inc.	Western Community Action Transportation Program	400-W. Main Street		Marshall, MN 56258



# Minnesota Department of Transportation 2005 Statewide Construction Projects for Potential 7/1/05 Shutdown



**In-progress state highway construction projects that may be shut down on July 1, 2005 – Greater Minnesota (listing = 117 projects)**

**1. Hwy 38, Itasca Cty Rd 49 to Itasca Cty Rd 19 north of Grand Rapids**

Description: Bituminous surfacing and drainage

Construction dates: Mid-May–July 1

Construction costs: \$400,000 carry-over

**2. Hwy 38 Itasca Cty Rd 45 to Itasca Cty Rd 43 north of Marcell**

Description: Bituminous surfacing and drainage

Construction dates: Mid-May–July 1

Construction costs: \$250,000 carry-over

**3. Hwy 53/Hwy 169 North of Virginia**

Description: Interchange construction

Construction dates: April 1–Sept. 30

Construction costs: \$3,200,000 carry-over

**4. Hwy 53 Piedmont Ave in Duluth**

Description: Reconstruction

Construction dates: May 1–June 30

Construction costs: \$100,000 carry-over

**5. Hwy 53 Miller Trunk Corridor, Hwy 61 Lester River-Hwy 61 Expressway, Hwy 194 Anderson Road to Miller Hill Mall**

Description: Mill and overlay

Construction dates: May 15–June 30

Construction costs: \$700,000 carry-over

**6. Hwy 61 Silver Creek Cliff**

Description: Scenic overlook and trail

Construction dates: May 15–June 15

Construction costs: \$50,000 carry-over

**7. Hwy 61 Cliff Creek, Hwy 61 Kimball Creek, Hwy 61 Kodunce River**

Description: Bridge improvements

Construction dates: April–October

Construction costs: \$1,572,000 carry-over

**8. Hwy 53, southbound from Cotton to Independence**

Description: Reconstruction

Construction dates: May 1–October

Construction costs: \$5,500,000 carry-over

**9. I-35, Hinckley to Willow River northbound**

Description: Bituminous overlay  
Construction dates: May–July  
Construction costs: \$980,000

**10. Hwy 53 Piedmont Ave in Duluth**

Description: Landscaping  
Construction dates: June 2–Aug. 1  
Construction costs: \$313,000

**11. Highway 65 near Big Sandy River**

Description: Bridge replacement  
Construction dates: April 18–October  
Construction costs: \$2,384,000

**12. Hwy 53 in Duluth**

Description: Traffic signal modification  
Construction dates: May 1–October  
Construction costs: \$200,000

**13. I-35, Mahtowa to Duluth**

Description: Mill and overlay, shoulder repair, guard rail  
Construction dates: July–October  
Construction costs: \$8,930,000

**14. I-35, Scanlon to Duluth**

Description: Concrete repair  
Construction dates: July–October  
Construction costs: \$2,230,000

**15. Hwy 65 Pliny to McGregor, Hwy 210 McGregor to Hassman (Hwy 169)**

Description: Culvert replacement  
Construction dates: Mid-July–October  
Construction costs: \$1,930,000

**16. Hwy 1 Finland to Illgen City**

Description: Mill and overlay, culvert replacement  
Construction dates: June 1–Oct. 30  
Construction costs: \$1,080,000

**17. Hwy 61 by Silver Bay**

Description: Grading, signals and bituminous surfacing  
Construction dates: May 31–Oct. 30  
Construction costs: \$8,324,000

**18. I-35 and Hwy 61**

Description: Tunnel alarm

Construction dates: 2005 or 2006

Construction costs: \$400,000

**19. Hwy 53 (Trinity Road) in Duluth**

Description: Grading, surfacing and bridges

Construction dates: June 1–October

Construction costs: \$12,200,000

**20. Hwy 2, Bong Bridge in Duluth**

Description: Crack sealing

Construction dates: June 1–July 30

Construction costs: \$172,000

**21. I-535 Blatnik Bridge in Duluth**

Description: Crack sealing

Construction dates: June 1–July 30

Construction costs: \$326,000

**22. Hwy 61 (London Road) in Duluth, I-35**

Description: Pothole patching

Construction dates: Mid-July–Sept. 1

Construction costs: \$220,000

**23. Hwy 135 in Biwabik**

Description: Embarrass River bridge replacement

Construction dates: May 2–October

Construction costs: \$1,204,000

**24. Hwy 169 Pokegama Lake causeway south of Grand Rapids**

Description: Grading and bridge

Construction dates: June 1–Nov. 30

Construction costs: \$7,399,000

**25. Hwy 1 between Ely and Isabella**

Description: Stoney River bridge replacement

Construction dates: May 1–Oct. 31

Construction costs: \$832,000

**26. Hwy 38 Marcell**

Description: Reconstruction

Construction dates: May 15–Oct. 31

Construction costs: \$1,716,000

**27. Hwy 2 east of Grand Rapids**

Description: Prairie River bridge, BNSF bridge

Construction dates: May 1–Nov. 30

Construction costs: \$5,841,500

**30. Hwy 1 from south of Hwy 89 to east of Red Lake Reservation border**

Description: Resurfacing, mill and overlay (12 miles)

Construction dates: June 13–July 29

Construction costs: \$1,238,501

**31. Hwy 1 near Busy Corner from west junction with Hwy 72 to south junction with Hwy 71**

Description: Resurfacing, mill and overlay (10 miles) and bridge replacement

Construction dates: June 6–24

Construction costs: \$1,697,567

**32. Hwy 1 in Thief River Falls**

Description: Rail safety project at Hwy 1 and 8th St. North to upgrade circuitry

Construction dates: Done

Construction costs: \$105,000

**33. Hwy 2 from Hwy 371 in Cass Lake to east of Cass County Hwy 10**

Description: Resurfacing, mill and overlay, turn lanes and bypass lanes (7.6 miles)

Construction dates: May 23 –July 31

Construction costs: \$1,108,641

**34. Hwy 2 east- and west-bound lanes in Crookston**

Description: Preventive maintenance, concrete pavement rehabilitation

Construction dates: June 6 – July 22

Construction costs: \$323,168

**35. Hwy 2 west-bound lanes between Fosston and Bagley**

Description: Resurfacing, mill, overlay and turn lanes (15.6 miles)

Construction dates: June 6 –July 22

Construction costs: \$3,933,000

**36. Hwy 9 in Ada from Hwy 200 north**

Description: Mill and fill (.5 mile)

Construction dates: Done

Construction costs: \$61,000

**37. Hwy 11 east of Badger in Roseau County**

Description: Two box culvert replacements

Construction dates: May 23 –June 30

Construction costs: \$367,551

**39. Hwy 59 from Hwy 1 west of Thief River Falls to Newfolden**

Description: Bituminous overlay (17.2 miles)

Construction dates: May 23 – June 15

Construction costs: \$742,925

**40. Hwy 59 at Third Street in Thief River Falls**

Description: Upgrade railroad crossing circuitry

Construction dates: To be determined

Construction costs: \$114,000

Traffic impacts: Minor

**41. Hwy 64 from Hubbard Cty Rd 33 to Hwy 34 in Akeley**

Description: Reconstruction (3.9 miles)

Construction dates: May 4 –Oct. 9

Construction costs: \$3,026,749

**43. Hwy 71 east junction of Hwy 200 to junction with Hubbard Cty Rd 9**

Description: Resurfacing, by-pass and turn lanes (9.7 miles)

Construction dates: July 18 –Oct. 8

Construction costs: \$2,470,438

**44. Hwy 72 near the Beltrami/Lake of the Woods county line**

Description: Mill and overlay, bituminous reclamation (14 miles)

Construction dates: Aug. 1 –Sept. 20

Construction costs: \$2,357,944

**45. Hwy 72 north of Blackduck to Hwy 1 at Busy Corner**

Description: Bituminous overlay (9.8 miles)

Construction dates: June 15– June 30

Construction costs: \$445,000

**46. Hwy 72 in Waskish**

Description: Repair bridge, guard rails and approach panels

Construction dates: July 11 – Oct. 14

Construction costs: \$831,176

**47. Hwy 89 north of Hwy 1 to Beltrami County Hwy 44 at Fourtown**

Description: Bituminous overlay (8 miles)

Construction dates: July 18–Aug. 9

Construction costs: \$506,691

**48. Hwy 89 from Marshall/Roseau county line to Wannaska**

Description: Bituminous overlay (8.2 miles)

Construction dates: June 13 –July 1

Construction costs: \$709,970

**49. Hwy 313 railroad crossing in Warroad**

Description: Upgrade railroad crossing surface

Construction dates: To be determined

Construction costs: \$200,000

**50. Hwy 317 bridge over Red River of the North, west of Hwy 220**

Description: Improvement to bridge, guard rails and approach panels

Construction dates: July 18–Aug. 7

Construction costs: \$200,000

**51. Hwy 10 Little Falls to Watab (3 miles north of Hwy 15)**

Description: Mill and overlay; culvert repair; turn-lane construction

Construction dates: July–October

Construction costs: \$7.5 million

**52. Hwy 12 at Delano**

Description: Mill and overlay; culvert repair; guard rail

Construction dates: October

Construction costs: \$1.5 million

**53. Hwy 15 north and southbound to Second Street South in St. Cloud**

Description: Construct dual left turn lanes; revise signal system

Construction dates: May–July

Construction costs: \$1 million

**55. Hwy 23 from Cold Spring to Richmond**

Description: Miscellaneous bituminous milling & overlay; concrete sidewalk and median shaping; turf establishment

Construction dates: April–June

Construction costs: \$800,000 remaining—carry-over

**56. Hwy 23 from Central Ave to Third Ave in Milaca**

Description: Municipal agreement – access management and city sidewalk construction

Construction dates: City-let project—expected to start in July or August

Construction costs: \$30,000 Mn/DOT cost

**57. Hwy 25 south of Wright County Hwy 30**

Description: Correct vertical curve

Construction dates: Late June–July

Construction costs: \$272,500

**58. Hwy 25 north limits Buffalo to south limits Monticello**

Description: Overlay including shoulder paving

Construction dates: May 16–June 1

Construction costs: \$586,000

**60. Hwy 47 from St. Francis to Isanti County Hwy 1**

Description: Turf establishment

Construction dates: Mid-April to May

Construction costs: \$100,000—carry-over

**61. Hwy 47 from Hwy 95 to near the Isanti/Kanabec county line**

Description: Construction; shoulder widening; bridge replacement; grade and surface

Construction dates: May–October

Construction costs: \$5 million remaining—carry-over

**64. Hwy 47 Isle to Mille Lacs/Aitkin county line**

Description: Mill and overlay; culvert replacement; shoulder Description

Construction dates: April–November

Construction costs: \$1.1 million

**65. Hwy 55 at Buffalo**

Description: Construct four-lane expressway; grading and paving

Construction dates: April–November

Construction costs: \$4 million; carry-over

**66. Hwy 55 two miles east of Watkins over Canadian Pacific Railroad Line**

Description: Grading, bituminous surfacing; bridge replacement

Construction dates: May–late October

Construction costs: \$2.4 million

**67. Hwy 65 north of Hwy 95 in Cambridge to north of the Isanti/Kanabec County Line**

Description: Mill and overlay

Construction dates: August–November

Construction costs: \$2.4 million

**68. Hwy 71 Bertha to Todd/Wadena county line**

Description: Mill and overlay; shoulder paving

Construction dates: Mid-June–mid-July

Construction costs: \$500,000

**69. I-94 east of Hwy 71 near Sauk Centre to west of Hwy 237 near Melrose**

Description: Mill and overlay; shoulder paving

Construction dates: Mid-August–mid-October

Construction costs: \$2.7 million

**70. Hwy 115 Randall to Camp Ripley**

Description: Mill and overlay; shoulder; culvert replacement

Construction dates: Mid-April–late May  
Construction costs: \$1.4 million

**71. Hwy 210 Baxter to Pillager**

Description: Turn lane construction; intersection and shoulder  
Construction dates: Mid-April to late May  
Construction costs: \$1.4 million

**72. Hwy 371, junction of Hwy 10 north of Little Falls to Morrison County Hwy 48**

Description: Construction of four-lane expressway  
Construction dates: Mid-April to late November  
Construction costs: \$20 million

**73. Hwy 371 Rest Area and Welcome Center**

Description: Parking lot paving; signing; lighting; landscaping  
Construction dates: April–June  
Construction costs: \$200,000 remaining—carry-over

**74. I-94 from Hwy 336 to Downer**

Description: Bituminous overlay (9.5 miles)  
Construction dates: Mid-June to August  
Construction costs: \$2,000,000

**75. I-94 eastbound lanes from Grant County/Ottertail county line to Grant/Douglas county line**

Description: Unbonded concrete overlay (11.5 miles)  
Construction dates: Mid-June to October  
Construction costs: \$8,947,000

**76. Hwy 9 in Benson**

Description: Intersection improvements at Hwy 9, Hwy 12 and Hwy 29, railroad safety improvements, reconstruct Hwy 29 to accommodate a three-lane highway  
Construction dates: July–October  
Construction costs: \$1,425,000

**77. Hwy 10 and Hwy 32 interchange near Hawley**

Description: Interchange construction  
Construction dates: April–November  
Construction costs: \$8,632,000

**78. Hwy 10 Main Ave Bridge in Fargo/Moorhead**

Description: Partnership with North Dakota DOT to landscape along the Main Ave Bridge  
Construction dates: September–October  
Construction costs: \$64,000

**79. Hwy 55 from Glenwood to east Pope County line**

Description: Reclaim existing pavement and bituminous overlay; add turn lanes, replace culverts; upgrade guard rail

Construction dates: May–October

Construction costs: \$4,750,000

**80. Hwy 75 in Graceville**

Description: Landscaping to provide a wind break (living snow fence) that will reduce snow drifting

Construction dates: May

Construction costs: \$5,000

**81. I-94 and Hwy 127 in Osakis**

Description: Interchange lighting installation at Hwy 127/I-94

Construction dates: July

Construction costs: \$75,000

**82. Hwy 10 in Dilworth**

Description: Lighting installation in the city of Dilworth

Construction dates: May

Construction costs: \$50,000

**83. Hwy 75 and 40th Ave South in Moorhead**

Description: Install traffic signal at the intersection of Hwy 75 and 40th Ave South

Construction dates: August

Construction costs: \$100,000

**84. Hwy 10 & 30th St in Moorhead**

Description: New signal at the intersection of Hwy 10 and 30th St

Construction dates: August

Construction costs: \$180,000

**85. Hwy 27 (Third Ave) and Hwy 29 in Alexandria**

Description: Grading, storm sewer replacement, concrete surfacing and utility improvements

Construction dates: May 2004–June 2005

Construction costs: \$7,000,000 carry-over

**87. Hwy 16 from Hokah to Hwy 26**

Description: Wetland mitigation

Construction dates: April–July

Construction costs: \$219,991

**88. Hwy 26 in Houston County**

Description: Bituminous mill and overlay

Construction dates: June–July

Construction costs: \$225,000

**89. Hwy 30 to west city limits of Rushford**

Description: Bituminous mill and overlay

Construction dates: July–August

Construction costs: \$658,000

**90. I-35 from Iowa border to north junction of I-90**

Description: Unbonded concrete overlay, bridge repair, guard rail, signing, lighting

Construction dates: May–October

Construction costs: \$15.6 million

**91. I-35 east ramps and Hwy 14 west – Hoffman Street in Owatonna**

Description: Traffic signal installation

Construction dates: August

Construction costs: \$150,000

**93. Hwy 52 near east junction of Hwy 16 (Preston) to Hwy 80 (Fountain)**

Description: Grade, surfacing and bridge, lighting and signing

Construction dates: April–November

Construction costs: \$11.5 million

**94. Hwy 52 from Hwy 19 to south Goodhue county line**

Description: Replace traffic signs and devices

Construction dates: May–June

Construction costs: \$270,000

**96. Hwy 60 from Hwy 63 to Hwy 61**

Description: Rout and seal

Construction dates: May

Construction costs: \$41,590

**97. Hwy 61 at junction Hwy 14 (Pelzer Street) in Winona**

Description: Intersection improvement, turn lanes and traffic signal revision

Construction dates: July–October

Construction costs: \$1.6 million

**98. Hwy 63 in Olmsted County**

Description: Interchange–Grading, surfacing and bridge Description, lighting and signing

Construction dates: June–November

Construction costs: \$16.5 million

**99. Hwy 63 in Rochester**

Description: Bituminous mill and overlay

Construction dates: June–September  
Construction costs: \$464,000

**100. Hwy 65 railroad crossing in Freeborn County**

Description: Install traffic control devices (gates and circuitry)  
Construction dates: August  
Construction costs: \$350,000

**103. Hwy 105 in Austin north of 11th Ave to west of Hwy 105**

Description: Mill and overlay  
Construction dates: June  
Construction costs: \$113,000

**104. Hwy 218 from south junction of Hwy 30 to junction of Hwy 14**

Description: Mill and overlay, pavement resurface and rehabilitation  
Construction dates: July–September  
Construction costs: \$2.7 million

**105. Hwy 52 from Hwy 63 to 85th Street NW in Rochester**

Description: Grade, expand to six lanes, construct-reconstruct interchanges, reconstruct frontage roads, replace bridges  
Construction dates: Now through November  
Construction costs: \$232 million carry-over

**106. Hwy 3 from Cannon River bridge to C&NW RY bridge in Northfield**

Description: Grade, surface, lighting, signing, traffic signal  
Construction dates: September 2004–June 2006  
Construction costs: \$5.96 million carry-over

**108. Hwy 4 Sherburn to Ormsby**

Description: Mill and overlay  
Construction dates: June–July  
Construction costs: \$1,926,056

**109. Hwy 14 in New Ulm from 7th north to New Ulm Airport**

Description: Reconstruction  
Construction dates: May 2004–September 2005  
Construction costs: \$6,989,888 carry-over  
Land acquisition costs: \$1.5 million

**110. Hwy 14 Janesville to Waseca**

Description: Grading, surfacing and bridges for four-lane expansion and bypass of Janesville  
Construction dates: May 2004–fall 2006  
Construction costs: \$34,263,131 carry-over  
Land acquisition costs: \$4 million

**111. Hwy 25 Bridge over Minnesota River at Belle Plaine**

Description: Bridge replacement  
Construction dates: July–summer  
Construction costs: \$6,400,000

**112. Hwy 60 from Iowa to Worthington**

Description: Mill and overlay; add turn lanes at Swift Plant in Worthington  
Construction dates: July–August  
Construction costs: \$1,569,000

**113. Hwy 60 Lake Crystal to Cray Corner**

Description: Mill and overlay  
Construction dates: May–June  
Construction costs: \$1,212,895

**114. I-90 from Beaver Creek to Luverne**

Description: Overlay and rehabilitate eastbound lanes  
Construction dates: August  
Construction costs: \$149,793

**115. Hwy 4 from Hwy 30 to Goodahl**

Description: Mill and overlay  
Construction dates: August  
Estimated costs: \$320,000

**116. Hwy 14 New Ulm Bridge over DM&E Railroad**

Description: Replace railings  
Construction dates: May–June  
Estimated costs: \$324,000

**117. Hwy 14 Lookout Drive to Nicollet County 41**

Description: Overlay  
Construction dates: July  
Estimated costs: \$200,000

**118. Hwy 15 near Searles**

Description: Mill and overlay  
Construction dates: August  
Estimated costs: \$225,000

**119. Hwy 19 Near Gaylord and Henderson**

Description: Mill and overlay  
Construction dates: June  
Estimated costs: \$676,000

**122. I-90 South Dakota to Sherburn**

Description: Signing

Construction dates: August–September

Estimated costs: \$310,000

**124. Hwy 23 through Spicer, from junction Hwy 71 to Kandiyohi Cty Rd 31**

Description: Grading, bridge replacement at Nest Lake, bituminous paving and frontage road construction; landscaping and planting (11 miles)

Construction dates: April–August

Construction costs: \$37,000,000 carry-over

**125. Hwy 9 from New London to west junction of Hwy 104 at Sunburg**

Description: Overlay (17 miles)

Construction dates: September

Construction costs: \$906,975

**126. Hwy 71 from Hwy 9 to Hwy 55 at Belgrade**

Description: Mill and overlay (8 miles)

Construction dates: September

Construction costs: \$1,537,860

**127. Hwy 19 from Lyon Cty Rd 5 to Lyon Cty Rd 7**

Description: Overlay (4 miles)

Construction dates: May

Construction costs: \$465,860

**128. Junction of Hwy 19 and Hwy 67**

Description: Modify intersection, regrade

Construction dates: May–September

Construction costs: \$569,522

**129. Hwy 67 from Echo to Hwy 19**

Description: Overlay (5 miles)

Construction dates: May–September

Construction costs: \$379,122

**130. Hwy 75 from north junction Hwy 14 at Lake Benton to Canby**

Description: Overlay and culvert repair (31 miles)

Construction dates: August

Construction costs: \$1,715,841

**131. Hwy 12 in Litchfield, from junction Hwy 22 to east limits of Litchfield**

Description: Mill and overlay

Construction dates: July 11–Sept. 16

Construction costs: \$760,311

**132. Hwy 12 from east of Willmar to the east Kandiyohi county line**

Description: Mill and overlay (12 miles)

Construction dates: May–August

Construction costs: \$1,791,056

**133. Hwy 19 from Morton to Fairfax**

Description: Overlay (13 miles)

Construction dates: May–July

Construction costs: \$1,182,300

**134. Hwy 22 through Glencoe**

Description: Mill and overlay

Construction dates: June–July

Construction costs: \$397,342

(note: This listing does not include some smaller landscaping or other projects.  
Total number of metro and Grater MN projects subject to shut down estimated at  
200-210 projects.)

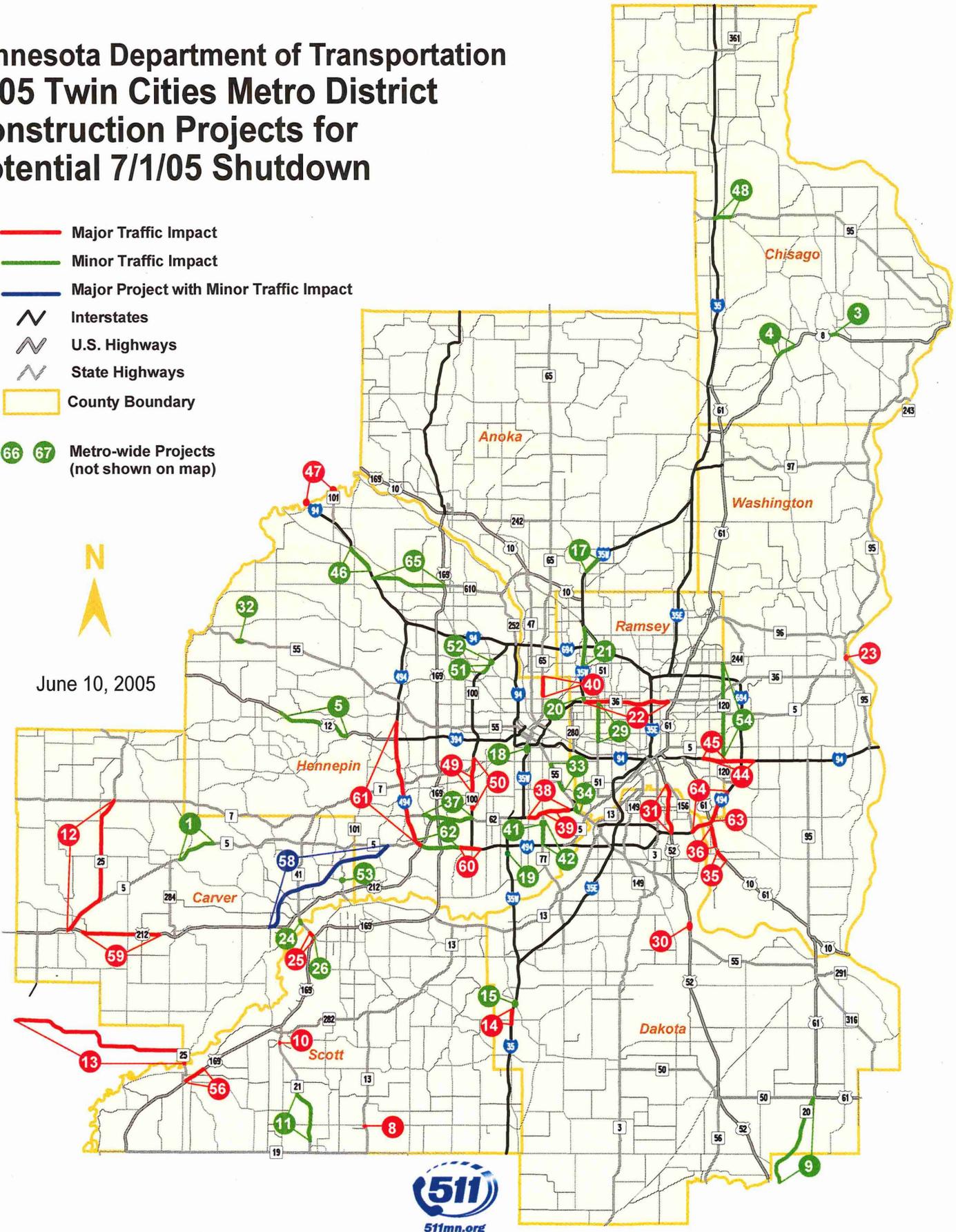


# Minnesota Department of Transportation 2005 Twin Cities Metro District Construction Projects for Potential 7/1/05 Shutdown

- Major Traffic Impact
- Minor Traffic Impact
- Major Project with Minor Traffic Impact
- Interstates
- U.S. Highways
- State Highways
- County Boundary
- 66 67 Metro-wide Projects  
(not shown on map)



June 10, 2005



**In-progress state highway construction projects that may be  
shut down on July 1, 2005 – Metro Area  
(listing = 58 projects)**

**1. Hwy 5, Realign Hwy 5 and County Hwy 30 near Lake Waconia**

Description: Grade and Surface

Construction Dates: 11/2/2004 - 7/28/2006

Construction Costs: \$8,790,209

**3. Hwy 8, 0.5 mile West of County Hwy 9 to 0.2 mile East of County Hwy 9  
in Center City**

Description: Grade and Surface

Construction Dates: 5/6/2005 - 11/15/2005

Construction Costs: \$2,150,800

**4. Hwy 8, Chisago City**

Description: Reconstruction

Construction Dates: 8/9/2004 – 11/1/2005

Construction Costs: \$4,581,568

**5. Hwy 12 at County Rd 6 to Wayzata Blvd in Long Lake and Orono**

Description: Construct new Hwy 12 bypass

Construction Dates: 7/1/2003 – 11/1/2006

Construction Costs: \$39,500,000

**8. Hwy 13, 2 miles North of Hwy 19 at CSAH 2**

Description: Construct Roundabout

Construction Dates: 7/11/2005 – 9/1/2005

Construction Costs: \$750,000

**9. Hwy 20 North of Hwy 19 to Hwy 50 in Cannon Falls**

Description: Pavement Resurface and Rehab

Construction Dates: 7/1/2005 – 8/20/2005

Construction Costs: \$1,225,000

**10. Hwy 21 over the United Pacific Railroad and Sand Creek in Jordan**

Description: Bridge Rehab

Construction Dates: 6/6/2005 – 6/30/2005

Construction Costs: \$327,395

**11. Hwy 21 from County Hwy 37 to 0.5 mile N of CR 64**

Description: Chip Seal

Construction Dates: 9/12/2005 – 9/30/2005

Construction Costs: \$325,000

**12. Hwy 25 from Hwy 212 to Hwy 7**

Description: Mill and Overlay  
Construction Dates: 7/6/2005 – 9/30/2005  
Construction Costs: \$2,550,000

**13. Hwy 25 from Hwy 169 to west end of Green Isle**

Description: Mill and Overlay  
Construction Dates: 7/18/2005 – 10/15/2005  
Construction Costs: \$4,700,000

**14. Interstate 35 at County Hwy 60 in Lakeville**

Description: Replace Bridge/Interchange  
Construction Dates: 5/17/2004 – 6/1/2006  
Construction Costs: \$6,800,000

**15. Interstate 35 at County Hwy 50 in Lakeville**

Description: Grade and Surface  
Construction Dates: 5/1/2004 – 7/30/2005  
Construction Costs: \$6,349,348

**17. Interstate 35W from 95th Ave to Lexington Ave in Blaine**

Description: Culvert Installation  
Construction Dates: 10/11/2004 – 6/1/2005  
Construction Costs: \$1,136,721

**18. Interstate 35W at Franklin Ave**

Description: Bridge Rehabilitation  
Construction Dates: 4/15/2005 – 6/1/2005

**19. Interstate 35W at 80th St. in Bloomington**

Description: Construct Bridge over I-35W  
Construction Dates: 7/27/2004 – 9/1/2005  
Construction Costs: \$4,900,000

**20. Interstate 35W at County Rd B in Roseville**

Description: Turn Lane Construction  
Construction Dates: 6/26/2005 – 9/1/2005  
Construction Costs: \$112,000

**21. Interstate 35W, multiple locations near County Road 88, County Road H, and County Rd 10 in New Brighton**

Description: Bridge Rehabilitation  
Construction Dates: 6/1/2005 – 8/1/2005  
Construction Costs: \$900,000

**22. Hwy 36 at Central Pacific Railroad, Edgerton, and Arcade in Maplewood**

Description: Bridge Painting  
Construction Dates: 4/25/2005 – 5/20/2005  
Construction Costs: \$475,849

**23. Hwy 36 at Stillwater Lift Bridge**

Description: Repair Lift Bridge  
Construction Dates: 4/15/2005 – 11/1/2005  
Construction Costs: \$5,146,662

**24. Hwy 41 over Minnesota River at the Scott/Carver County line in Chaska**

Description: Bridge Replacement  
Construction Dates: 7/6/2005 – 7/27/2007  
Construction Costs: \$7,375,000

**25. Hwy 41 at Hwy 169**

Description: Grade and Surface  
Construction Dates: 9/7/2004 – 9/1/2005  
Construction Costs: \$4,219,412

**26. Hwy 41 at frontage road North of Hwy 169 in Jackson Township**

Description: Traffic Control Devices  
Construction Dates: 9/7/2004 – 9/1/2005  
Construction Costs: \$234,542

**29. Hwy 51 from Pierce Butler Route to Hwy 36 in St Paul, Falcon Heights, and Roseville**

Description: Grade and Surface  
Construction Dates: 4/18/2005 – 6/1/2005  
Construction Costs: \$500,000

**30. Hwy 52 at 117th St in Inver Grove Heights**

Description: Grade, Surface, and Bridge  
Construction Dates: 5/12/2003 – 6/1/2005  
Construction Costs: \$14,186,747

**31. Hwy 52 from north of I-494 bridge to north of Hwy 156**

Description: Pavement Resurface and Rehab  
Construction Dates: 7/5/2005 – 9/15/2005  
Construction Costs: \$2,380,000

**32. Hwy 55 at Greenfield Rd in the City of Greenfield**

Description: Intersection Improvements  
Construction Dates: 4/15/2005 – 6/15/2005  
Construction Costs: \$272,468

**33. Hwy 55 from 32nd St to 46th St in Minneapolis**

Description: Pavement Resurface and Rehab  
Construction Dates: 8/1/2005 – 9/16/2005  
Construction Costs: \$550,000

**34. Hwy 55 at Hwy 62**

Description: Grade and Surface  
Construction Dates: 7/1/2003 – 6/1/2005  
Construction Costs: \$11,987,839

**35. Hwy 61 at St Paul Park**

Description: Grade and Surface  
Construction Dates: 6/7/2004 – 12/1/2005  
Construction Costs: \$20,400,000

**36. Hwy 61 at Newport**

Description: Grade and Surface  
Construction Dates: 5/6/2002 – 12/1/2005  
Construction Costs: \$41,000,000

**37. Hwy 62 from Shady Oak Rd in Minnetonka to Hwy 100 in Edina**

Description: Pavement Resurface and Repairs  
Construction Dates: 8/1/2005 – 10/14/2005  
Construction Costs: \$840,000

**38. Hwy 62 from Portland Ave to 43rd Ave and also from Portland Ave to Hwy 77**

Description: Pavement Resurface and Rehab  
Construction Dates: 5/16/2005 – 8/1/2005  
Construction Costs: \$1,500,000

**39. Hwy 62 at Hwy 77 and 28th Ave**

Description: Bridge Rehab  
Construction Dates: 5/16/2005 – 8/1/2005  
Construction Costs: \$600,000

**40. Hwy 65 from 27th Ave to 37th Ave in Minneapolis**

Description: Reconstruct Roadway  
Construction Dates: 3/1/2005 – 7/15/2005  
Construction Costs: \$7,300,000

**41. Hwy 77 at 66th St in Richfield**

Description: Interchange Construction  
Construction Dates: 5/16/2005 – 7/1/2006  
Construction Costs: \$3,715,000

**42. Hwy 77 from 66th St to I-494 in Richfield**

Description: Grade and Surface  
Construction Dates: 5/9/2005 – 7/1/2006  
Construction Costs: \$70,000

**44. Interstate 94 from Hwy 120 to Radio Drive**

Description: Pavement Resurface and Rehab  
Construction Dates: 4/19/2004 – 6/1/2005  
Construction Costs: \$6,612,231

**45. Interstate 94 from 0.1 mile E of Ruth St to 0.3 mile East of Ramsey / Washington County Line**

Description: Grade, Surface, and Bridge  
Construction Dates: 11/1/2004 – 11/1/2005  
Construction Costs: \$8,744,159

**46. Interstate 94 from Hwy 101 to County Rd 101**

Description: Chip Seal  
Construction Dates: 8/29/2005 – 10/15/2005  
Construction Costs: \$500,000

**47. Interstate 94 and Hwy 101 over the Crow River**

Description: Bridge Rehab  
Construction Dates: 7/5/2005 – 8/31/2005  
Construction Costs: \$740,000

**48. Hwy 95 from 1000 feet East of I-35 to County Rd 14 in North Branch**

Description: Pavement Resurface and Rehab  
Construction Dates: 8/1/2005 – 8/19/2005  
Construction Costs: \$275,000

**49. Hwy 100 (west side: 50th St to Excelsior Blvd) (east side: Minnehaha Creek to 44th St) in St Louis Park and Edina**

Description: Add Acceleration Lane  
Construction Dates: 6/6/2005 – 9/2/2005  
Construction Costs: \$2,870,000

**50. Hwy 100, multiple bridges in Edina and St Louis Park**

Description: Bridge Painting  
Construction Dates: 4/30/2005 – 5/26/2005  
Construction Costs: \$1,092,062

**51. Hwy 100 from Twin Lakes Narrows to Brooklyn Blvd**

Description: Grade and Surface  
Construction Dates: 4/15/2005 – 8/1/2005  
Construction Costs: \$21,000,000

**52. Hwy 100 at Brooklyn Center Blvd in Brooklyn Center**

Description: Traffic Control Devices  
Construction Dates: 7/5/2005 – 9/1/2005  
Construction Costs: \$200,000

**53. Hwy 101 at Pioneer Trail in Chanhassen**

Description: Signal System  
Construction Dates: 6/1/2005 – 9/1/2005  
Construction Costs: \$920,000

**54. Hwy 120 from South 4th St to County Rd E**

Description: Pavement Resurface and Rehab  
Construction Dates: 6/15/2005 – 8/1/2005  
Construction Costs: \$1,250,000

**56. Hwy 169 and Hwy 25/County Rd 64 interchange**

Description: Construct a new bridge / interchange  
Construction Dates: 9/7/2005-10/31/2005  
Construction Costs: \$21,000,000

**58. Hwy 212 from County Rd 4 in Eden Prairie to .75 mile west of County Rd 147**

Description: Design Build – new alignment  
Construction Dates: 5/23/2005 – 10/31/2008  
Construction Costs: \$250,000,000

**59. Hwy 212 from Norwood/Young America to Cologne**

Description: Mill and Overlay  
Construction Dates: 7/6/2005 – 9/30/2005  
Construction Costs: \$2,600,000

**60. Interstate 494 from France Ave to East Bush Lake Rd in Bloomington**

Description: Add a third Lane and replace bridges  
Construction Dates: 5/5/2003 – 8/15/2005  
Construction Costs: \$35,500,000

**61. Interstate 494 from Highway 5 to I-394 in Minnetonka and Eden Prairie**

Description: Reconstruct all existing lanes, add a new third lane and replace bridges  
Construction Dates: 8/6/2004 – 7/28/2006  
Construction Costs: \$135,623,997

**62. Interstate 494 from East Bush Lake Rd to Hwy 5 in Bloomington and Eden Prairie**

Description: Add Third Lane, Replace Bridges  
Construction Dates: 4/1/2003 – 7/1/2005

Construction Costs: \$28,623,456

**63. Interstate 494 from Maxwell Ave to Bailey Rd**

Description: Grade and Surface

Construction Dates: 9/3/2002 – 12/1/2005

Cost: \$48,000,000

**64. Interstate 494, Wakota Bridge**

Description: Bridge Replacement

Construction Dates: 3/12/2003 – 11/17/2007

Construction Costs: \$132,000,000

**65. Hwy 610, County Rd 81 realignment in Maple Grove**

Description: Grade, Surface, and Bridge

Construction Dates: 6/6/2005 – 11/1/2007

Construction Costs: \$36,973,464

**66. Metro-wide, twisted guardrail replacement**

Description: Guardrail Repair

Construction Dates: 4/4/2005 – 8/15/2005

Construction Costs: \$700,000

**67. Metro-wide, bituminous crack sealing**

Description: Pavement Resurface and Rehab

Construction Dates: 4/18/2005 – 6/15/2005

Construction Costs: \$600,000

(note: This listing does not include some smaller landscaping or other projects.  
Total number of metro and Grater MN projects subject to shut down estimated at  
200-210 projects.)

**Projects scheduled for letting and/or award in the time period  
June, 10 through July 31, 2005 – Greater Minnesota  
(listing = 13 projects)**

**Hwy 2 Wawina Lake access between Swan River and Floodwood**

Description: Boat access

Construction dates: Aug. 1–Oct. 31

Construction costs: \$125,000

**Hwy 135 in Biwabik**

Description: Signal system

Construction dates: Aug. 1–Oct. 31, 2005

Construction costs: \$150,000

**Hwy 11 in Roseau from Hwy 89 to the east city limits**

Description: Reconstruction, storm sewer, traffic signals, grade and surface (1 mile)

Construction dates: July 25–Oct. 31

Construction costs: \$3,462,000

**Hwy 71 from Margie to Big Falls**

Description: Resurfacing (9.8 miles)

Construction dates: Aug. 15 –Sept. 30

Construction costs: \$1,592,000

**Hwy 25 junction of Wright County Hwy 37 north of Buffalo**

Description: Construct turn lanes; install temporary traffic signal system

Construction dates: September–mid-October

Construction costs: \$500,000

**Hwy 47 west junction Hwy 23 in Ogilvie to north junction Hwy 27 south of Isle**

Description: Overlay; pavement rehabilitation

Construction dates: Mid-July–October

Construction costs: \$3.6 million

**Hwy 47 Mille Lacs/Aitkin county line to Aitkin**

Description: Mill and overlay; bridge replacement over Sissabagamah Creek

Construction dates: July–October

Construction costs: \$6.4 million

**Hwy 14 in Steele County**

Description: Bituminous mill and overlay

Construction dates: June–July

Construction costs: \$123,941

**Hwy 43 in city of Winona, from railroad crossing to Broadway Street**

Description: Bituminous mill and overlay

Construction dates: July–August

Construction costs: \$106,000

**Hwy 90 between junction I-35 and Hwy 56; I-35 at north junction of Hwy 14**

Description: Bridge painting and rehabilitation

Construction dates: August–October

Construction costs: \$400,000

**Hwy 59 in Worthington (Oxford St. North)**

Description: Overlay

Construction dates: July–August

Estimated costs: \$175,000

**Hwy 263 at Welcome**

Description: Overlay

Construction dates: July

Estimated costs: \$175,000

**I-90 bridges at Hwy 59 and Hwy 71**

Description: Joint repair, approach Description, guard rail

Construction dates: June–July

Estimated costs: \$506,000

**Projects scheduled for letting and/or award in the time period  
June, 10 through July 31, 2005 – Metro Area  
(listing = 8 projects)**

**Hwy 5, from Carver County line to Hwy 212**

Description: Pavement Resurface and Rehab

Construction Dates: 9/12/2005 - 9/30/2005

Construction Costs: \$325,000

**Hwy 47, multiple locations near County Rd 30, Pleasant St, Hwy 10, County  
Hwy 24, and McKinley Ave, Anoka County**

Description: Mill and Overlay

Construction Dates: 8/1/2005 – 10/15/2005

Construction Costs: \$2,025,000

**Hwy 47 from 35th Ave to 40th Ave in Minneapolis and Columbia Heights**

Description: Pavement Resurface and Rehab

Construction Dates: 6/6/2005 – 6/30/2005

Construction Costs: \$350,000

**Interstate 94 from Dupont Ave to 4th St in Brooklyn Center and Minneapolis**

Description: Construct bus shoulders

Construction Dates: 8/29/2005 – 10/15/2005

Construction Costs: \$450,000

**Hwy 169 at Anderson Lakes Pkwy and Pioneer Trail in Bloomington and  
Eden Prairie**

Description: Construct a new bridge / interchange

Construction Dates: 7/6/2004 – 11/11/2005

Construction Costs: \$21,000,000

**Hwy 169 from South Ave to Laredo St in Belle Plaine**

Description: Reconstruct Frontage Road

Construction Dates: 9/7/2005 – 11/15/2005

Construction Costs: \$1,000,000

**Metro-wide, road plans for concrete repair**

Description: Pavement Resurface and Rehab

Construction Dates: 7/1/2005 – 8/1/2005

Construction Costs: \$150,000

**Metro-wide, durable striping (various locations)**

Description: Striping

Construction Dates: 8/1/2005 – 9/15/2005

Construction Costs: \$750,000



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