

Mn/DOT Ten Year Highway Work Plan 2004-2013



**Mn/DOT
October, 2003**

Mn/DOT Ten Year Highway Work Plan 2004-2013

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Introduction

Mn/DOT's 10-Year Highway Work Plan is designed to illustrate the full cost of highway construction projects. Along with the cost of construction, the total cost of a project can include acquiring land, developing the project, and involving the public and elected officials. This document includes all project costs for major highway projects in the ten year period between 2004 and 2013. These costs are adjusted to reflect predicted inflation.

The cost estimates in the 10-Year Highway Work Plan are used consistently by all Mn/DOT personnel and in all project sheets and legislative briefings until new estimates are released in the fall of each year. The release of new project cost estimates are timed with submission of the STIP for federal approval in mid-September. The Districts review and update all project cost estimates each year using the LWD (length, width, depth) estimation process. The Districts are also responsible for documenting the reasons for changes in project cost estimates and project delivery dates. Documentation is done through the Program and Project Management System (PPMS).

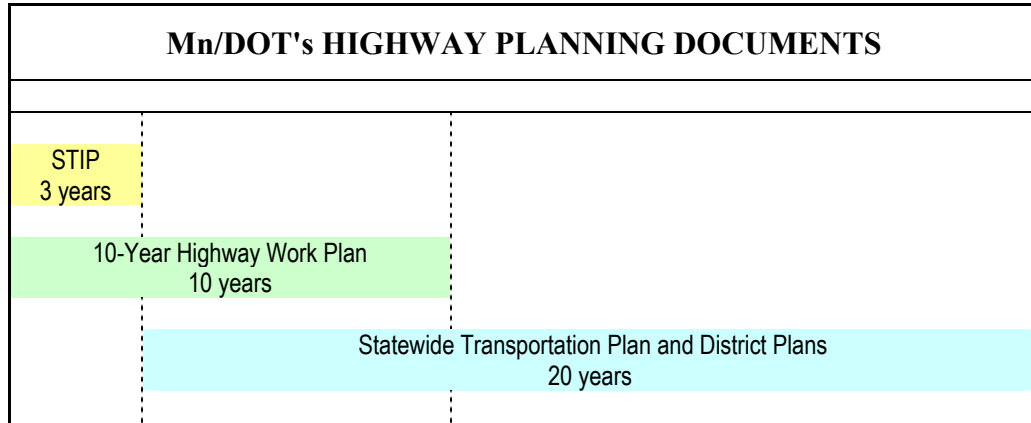
Complete and consistent project costs help Mn/DOT maintain its reputation as a reliable source of information. It also gives taxpayers, partners, legislators and the media a better understanding of the project development process and how delays and changes in project scope can change project costs. A clearer picture of where money goes and how it is spent helps in making informed transportation funding decisions.

Mn/DOT's Planning Process

The Mn/DOT 10-Year Highway Work Plan is just one of the elements in Mn/DOT's planning process that addresses Mn/DOT's Strategic Plan outlining the Department's Vision, Mission, and Strategic Directions. Together, the Statewide Transportation Plan, District Plans, the Mn/DOT 10-Year Highway Work Plan and the State Transportation Improvement Program (STIP) represent Mn/DOT's planning documents for investment in Minnesota state highways.

Figure 1 shows where the 10-Year Highway Work Plan fits into Mn/DOT's planning process.

Figure 1



The Statewide Transportation Plan establishes a long-range policy framework that guides investment decisions for the state's transportation system, in order to implement and achieve our Strategic Plan. District Plans identify the transportation investments needed to achieve the policies and strive towards meeting performance targets established in the Statewide Transportation Plan, given current limited funding forecasts.

Once a general investment concept has been identified in a District, it begins to be developed as a project. As these highway projects are developed they are included in the Mn/DOT 10-Year Highway Work Plan. The Mn/DOT 10-Year Highway Work Plan includes highway projects already programmed in the STIP and projects proposed for the seven years beyond the STIP. It gives a more detailed indication of project development activities and potential total costs of the projects than the Statewide Transportation Plan or District Plans.

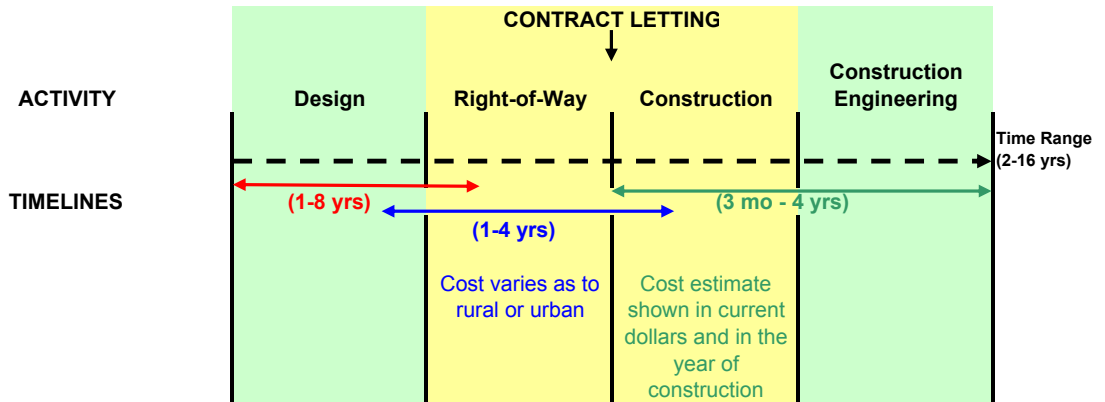
Inside the 10-Year Highway Work Plan

The Mn/DOT 10-Year Highway Work Plan is a compilation of all identified projects in state fiscal years 2004-2013 greater than \$1 million in the program categories of bridge replacement, major construction and reconstruction. All projects are on Minnesota's trunk highway system. The first three years of the plan include state highway projects programmed in the 2004-2006 State Transportation Improvement Program (STIP). The following seven years include projects proposed by Mn/DOT's Districts for construction in those years. This 10-Year Highway Work Plan was developed prior to the Pawlenty-Molnau Transportation Bond Program and does **not** show projects in their advanced construction year.

The list of projects is sorted by district ATP (Area Transportation Partnership), trunk highway, program category, construction fiscal year, design estimate, year of construction estimate and construction engineering estimate. Year of construction costs are computed by taking the current project cost in 2003 and applying an inflation factor. For projects in state fiscal years 2004 through 2006, right-of-way costs are included for each project. For projects in fiscal years 2007-2013 a description of the anticipated extent of right-of-way for each project is provided. The state fiscal year refers to the year that project construction is expected to begin.

Design and right-of-way costs typically occur before a project is constructed. Construction engineering costs occur as the project moves through construction. Total project costs are shown for only those projects programmed in the STIP since right-of-way cost estimates are included in the costs of those projects. Figure 2, "Highway Project Development Process, Timeline, and Cost," illustrates the relationship between project activities in timing and cost. Both operating and construction costs come from the Trunk Highway fund. An explanation of activities is included with this figure.

**Figure 2
Highway Project Development Process, Timeline, and Cost**



	Activity	Design	Right-of-Way	Construction	Construction Engineering	TOTAL
	Budget	Operating	Construction	Construction	Operating	
Examples:	Project Description					
Rural	District 3 - TH 210 in Baxter, Expansion project, 2-lane to 4-lane, 3.5 miles	\$630,600 11.9% of construction	\$1,176,800	\$5,302,700	\$416,800 7.9% of construction	\$7,526,900

Paid from Operating Budget

Color Key:

Paid from Construction Budget

Explanation of Activities for the Highway Project Development Process, Timeline, and Cost (Figure 2)

Design

Project development begins with an initial estimate of project scope for potential alternatives, associated environmental factors, and costs. During the discovery process of project development, these factors become more clearly understood. As a result of further study and selection of a preferred alternative, costs may increase to respond to necessary project changes. The average for design costs is about 12% of construction costs. The following is a list of the activities that are necessary to develop a project from concept to contract bid letting:

- Transportation corridor studies
- Surveying and mapping
- Project scoping activities
- Preliminary design, including layout development
- Public involvement activities, including meetings and hearings
- Detail design, including plan preparation
- Right-of-way (appraisals, preliminary plats, etc.)

Right-of-Way

To prepare for construction, land purchases must be complete. Also, relocations of residents and businesses typically have to occur before construction contract letting.

Construction

Construction can begin after contractor bids are opened, low bidder information is then verified, and the contract is allowed to proceed. Construction costs include materials, equipment, and contractor labor.

Construction Engineering

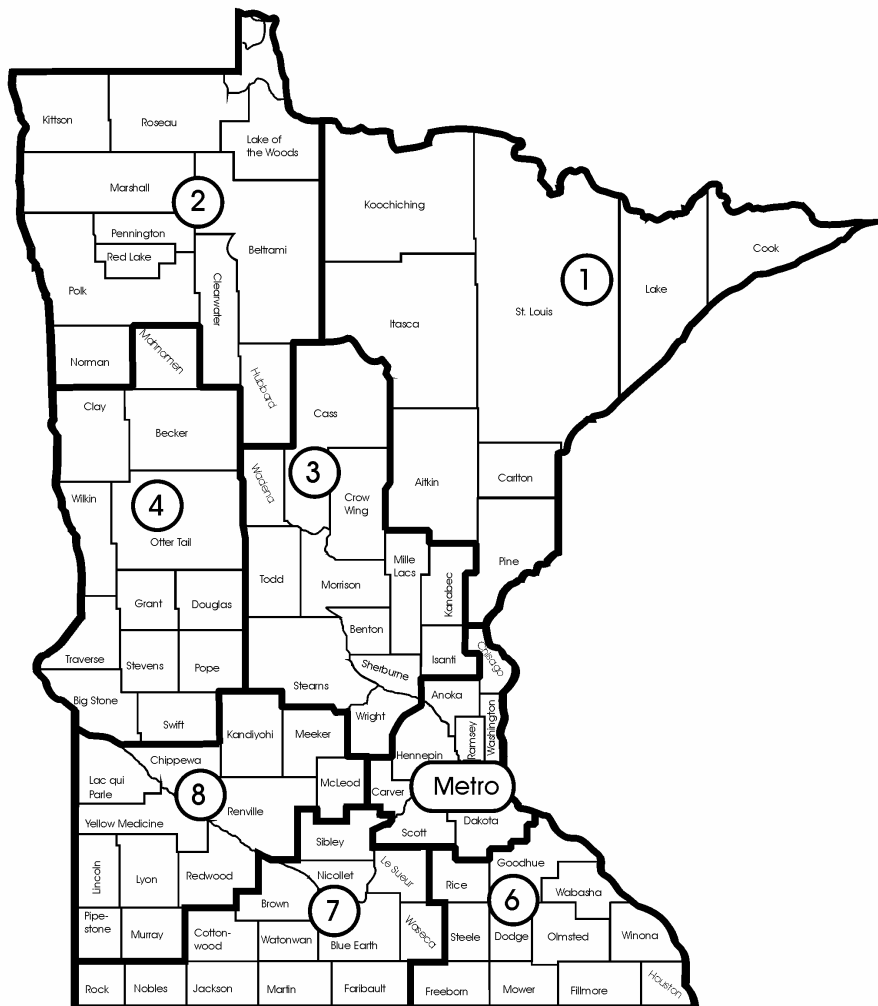
These are Mn/DOT's costs that accumulate as the project moves through construction. To assure quality, most of these activities and documentation are required by State and Federal law. Construction engineering costs for projects averages about 8% of project construction cost.

- Construction surveys and staking of planned work
- Inspection of all contractor's construction activities
- Bituminous and concrete plant inspections
- Bridge construction inspection
- Measurement and certification of plan quantities as construction proceeds
- Review and approval of changes to the construction plan
- Contract payments and closeout documentation

Mn/DOT District Investment Boundaries

Mn/DOT's District investment boundaries generally follow the Area Transportation Partnership boundaries (Figure 3). The ATPs play an integral part in selecting the federally funded projects in Minnesota's State Transportation Improvement Program (STIP).

Figure 3
Mn/DOT District
Investment Boundaries



Definitions

Definitions for the three major programs, Major Construction, Reconstruction, and Bridge Replacement categories are shown below.

Bridge Replacement (BR)

The Bridge Replacement category is directed at the elimination or correction of bridges that have been identified as inadequate and/or hazardous because of horizontal and vertical clearances, load restrictions or deterioration. The work may consist of replacing deficient bridges with bridges or culverts, constructing approaches or major bridge rehabilitation.

Major Construction (MC)

The Major Construction category is directed toward improvements that increase the operational characteristics of a highway facility by decreasing congestion, increasing the operating speed and/or reducing accidents by adding lanes, or by building a new roadway. The projects consist of grading, surfacing, and may include all or combinations of the following: interchanges, bridges, signals, lighting, signing, fencing and landscaping. The focus is on major improvements to existing facilities.

Reconstruction (RC)

The Reconstruction category is intended to bring sections of the highway system which are of higher transportation use and are inadequate with respect to grades (deficient horizontal and/or vertical sight distances) and cross section (steep slopes and narrow shoulders) to an acceptable standard. These projects may also provide for the upgrading of sections with load capacity restrictions. The reconstruction category is not meant to include the addition of through traffic lanes. The projects consist predominantly of grading or heavy regrading, base, surfacing, and bridges where necessary.

Contacts

Questions about specific projects in this document can be directed to the appropriate Mn/DOT office listed below.

MN/DOT TRANSPORTATION DISTRICT OFFICES			
District	Address	Phone	Fax
1	1123 Mesaba Avenue Duluth, MN 55811	218/723-4870	218/723-4774
2	3919 Highway 2 West PO Box 490 Bemidji, MN 56619	218/755-3800	218/755-2028
3	1991 Industrial Park Road Baxter, MN 56425	218/828-2460	218/828-2210
4	1000 Highway 10 West Detroit Lakes, MN 56501	218/847-1500	218/847-1583
6	2900 48th Street NW Box 6177 Rochester, MN 55903-6177	507/285-7350	507/285-7355
7	501 S. Victory Drive PO Box 4039 Mankato, MN 56001	507/389-6351	507/389-6281
8	2505 Transportation Road PO Box 768 Willmar, MN 56201	320/231-5195	320/231-5168
Metro	Water's Edge Building 1500 W. Co. Rd. B2 Roseville, MN 55113	651/582-1000	651/582-1166

Mn/DOT TEN YEAR HIGHWAY WORK PLAN
Major Construction, Reconstruction, and Bridge Replacement > \$1 Million
2004-2013

ATP	HIGHWAY	PROJECT DESCRIPTION	PROGRAM	CONSTRUCTION FISCAL YEAR	PROJECT COST ESTIMATES				TOTAL COST OF PROJECT (\$000)
					DESIGN ESTIMATE (\$000)	R/W ESTIMATE (\$000)	YEAR OF CONSTRUCTION ESTIMATE (\$000)	CONSTRUCTION ENGINEERING ESTIMATE (\$000)	
1	1	1.6 MI. S OF STONEY RIVER TO LAKE CSAH 2, GRADE, SURFACE, REPLACE BR 6710	RC	2005	438	300	4,375	350	5,463
1	1	12.2 MI S OF ELY, REPLACE BR 5610 OVER THE KAWISHIWI RIVER	BR	2005	218	25	2,184	175	2,602
1	1	FOREST RD 553 IN LAKE CO TO 1.6 MI. SOUTH OF STONEY RIVER, RECONSTRUCT	RC	2007	507	MINIMAL/SPOT	5,069	406	5,982
1	1	KAWISHIWI RIVER TO FOREST RD 553 IN LAKE COUNTY, RECONSTRUCT	RC	2009	538	MINIMAL/SPOT	5,380	430	6,348
1	2	2.8 MI E OF GRAND RAPIDS, REPLACE BR 5168 OVER PRAIRIE RIVER	BR	2005	250	25	2,504	200	2,980
1	2	2.7 MI E OF GRAND RAPIDS, REPLACE BR 5172 UNDER BN RR	BR	2005	250	25	2,504	200	2,980
1	2 169	TH 38 TO 9TH AVENUE IN GRAND RAPIDS, RECONSTRUCT & SIGNAL INTERCONNECT	RC	2006	162	500	1,617	129	2,408
1	2	1.7 MI E OF TH 33 UNDER DM&IR RR, REPLACE BR 5204	BR	2011	514	MINIMAL/SPOT	5,144	412	6,070
1	2	W LIMITS OF GRAND RAPIDS TO TH 38, RECONSTRUCT	RC	2012	486	MINIMAL/SPOT	4,864	389	5,740
1	35	S PINE COUNTY LINE TO 1.7 MI S OF TH 23 (PORTIONS), UNBONDED OVERLAYS, WIDEN BR 'S 58804 & 58804	RC	2007	4,536	MINIMAL/SPOT	45,360	3,629	53,524
1	35	1.0 MI S OF S TH 23 TO 1.0 MI N OF TH 48, RECONSTRUCT	RC	2012	792	MINIMAL/SPOT	7,916	633	9,341
1	38	MARCELL TO JAYNES, RECONSTRUCTION	RC	2004	318	150	3,180	254	3,902
1	38	CO RD 49 TO CO RD 19 IN ITASCA CO, RECONSTRUCT	RC	2004	480	1,100	4,800	384	6,764
1	38	CO RD 49 TO CO RD 19 IN ITASCA CO, UTILITY RELOCATION	RC	2004	165	0	1,650	132	1,947
1	38	MARCELL URBAN RECONSTRUCTION - FROM 1.38 MI S OF TH 286 TO 0.08 MI N OF ITASCA CO 45	RC	2005	165	1,000	1,652	132	2,949
1	38	PUGHOLE LAKE TO MARCELL, RECONSTRUCT	RC	2012	1,541	CONTINUOUS/ MAJOR	15,411	1,233	18,186
1	53	DWP RR BR 5195 & TH 53/169 INTERSECTION, 4.8 MI N OF VIRGINIA, MAJOR CONSTRUCTION	MC	2004	1,250	1,750	12,500	1,000	16,500
1	53	CO RD 307 TO 0.5 MI N OF CO RD 65 IN ST LOUIS CO, 4-LANE EXPRESSWAY	MC	2006	1,920	2,500	19,200	1,536	25,156
1	53	INDEPENDENCE TO COTTON, RUBBLIZE, CULVERT REPLACEMENTS	RC	2008	998	MINIMAL/SPOT	9,984	799	11,781
1	53	TWIG TO INDEPENDENCE (NB + SB BITUMINOUS PORTIONS), RECONSTRUCT	RC	2011	510	CONTINUOUS/ MAJOR	5,103	408	6,022
1	53	1.1 MI N OF TH 194 TO 0.3 MI N OF ST LOUIS CSAH 8, RUBBLIZE PAVEMENT & OVERLAY	RC	2012	654	MINIMAL/SPOT	6,542	523	7,719
1	53	TRINITY ROAD FROM PIEDMONT AVE TO TH 194 IN DULUTH, CAPACITY & SAFETY IMPROVEMENTS	MC	2012	1,460	CONTINUOUS/ MAJOR	12,167	973	14,600
1	61	0.8 MI W OF ONION RIVER TO COOK CO RD 34, RECONSTRUCT, BR 8288 & 8289	RC	2004	799	500	7,990	639	9,928
1	61	SILVER BAY TO 1.7 MI S OF TH 1, RECONSTRUCTION AND BR 3887	RC	2005	796	800	7,955	636	10,187
1	61	SILVER CLIFF TO LAFAYETTE BLUFF, RECONSTRUCTION	RC	2006	820	25	8,196	656	9,696
1	61	0.25 MI NORTH OF SPLIT ROCK RIVER TO CHAPINS CURVE	RC	2010	761	CONTINUOUS/ MAJOR	7,610	609	8,980
1	61	WEST LIMITS OF TOFTE TO 0.3 MI NORTH OF COOK CO 2, RECONSTRUCT	RC	2011	658	CONTINUOUS/ MAJOR	6,577	526	7,761
1	61	CR 34 TO CSAH 4 IN COOK COUNTY, RECONSTRUCT	RC	2012	975	CONTINUOUS/ MAJOR	9,746	780	11,500
1	61	BEAVER BAY TO SILVER BAY, RECONSTRUCTION	RC	2013	1,082	CONTINUOUS/ MAJOR	10,822	866	12,770
1	65	6.8 MI N OF KOOCHICHING COUNTY LINE, REPLACE BR 5721 OVER LITTLEFORK RIVER	BR	2005	404	25	4,040	323	4,792
1	73	6.5 MILES SOUTH OF CROMWELL TO TH 210 IN CROMWELL - PHASE I, RECONSTRUCTION	RC	2007	461	CONTINUOUS/ MAJOR	4,607	369	5,436

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1	73	6.5 MILES SOUTH OF CROMWELL TO TH 210 IN CROMWELL - PHASE II, RECONSTRUCTION	RC	2012	535	CONTINUOUS/ MAJOR	5,352	428	6,315
1	169	5.2 MI S OF TH 2 IN GRAND RAPIDS, POKEGAMA CAUSEWAY (REPLACE BR 5851)	BR	2004	755	0	7,550	604	8,909
1	169	COLERAINE TO 0.6 MI W OF ITASCA CSAH 15, MAJOR CONSTRUCTION (FOUR LANE DIVIDED)	MC	2005	941	1,500	9,408	753	12,601
1	169	10TH ST TO 1ST ST IN GRAND RAPIDS, WIDENING, TURN LANES, SIGNALS	RC	2008	338	MINIMAL/SPOT	3,378	270	3,986
1	210	1.0 MI EAST OF TH 45, REPLACE BR 09001 OVER ST LOUIS RIVER	BR	2009	148	MINIMAL/SPOT	1,476	118	1,741
1	210	CROMWELL URBAN RECONSTRUCTION	RC	2011	151	MINIMAL/SPOT	1,510	121	1,782
1	332	W JCT TH 11 TO TH 53 RECONSTRUCT, TURN LANES, STORM SEWER	RC	2008	180	MINIMAL/SPOT	1,802	144	2,126
2	1	MULTIPLE CULVERTS FROM TH 219 TO TH 89 AND REPLACE BRS 6815 & 4561	BR	2007	158	MINIMAL/SPOT	1,585	127	1,870
2	1	IN THE TOWN OF RED LAKE, RECONSTRUCT	RC	2009	216	LIMITED	2,158	173	2,546
2	1	IN THE TOWN OF REDBY, RECONSTRUCT & REPLACE BR 140	RC	2011	281	MINIMAL/SPOT	2,813	225	3,319
2	2	INTERCHANGE AT TH 89, WEST OF BEMIDJI	MC	2012	1,143	LIMITED	11,430	914	13,487
2	2	INTERCHANGE AT TH 71 (BYPASS), S OF BEMIDJI	MC	2013	1,305	LIMITED	13,048	1,044	15,397
2	9	IN ADA FROM BR 6694, S OF TOWN TO THE N LIMITS	RC	2008	298	LIMITED	2,984	239	3,521
2	11	REPLACE BR 6690, AT THE ND BORDER, W OF ROBIN (ND IS LEAD & LETTING PROJECT)	BR	2008	423	MINIMAL/SPOT	4,231	338	4,992
2	11	DRAINAGE DITCH W OF DONALDSON	RC	2009	209	MINIMAL/SPOT	2,088	167	2,464
2	11	MN 89 TO THE S CITY LIMITS IN ROSEAU	RC	2009	348	LIMITED	3,480	278	4,106
2	34	W LIMITS OF PARK RAPIDS TO CSAH 4, (E OF PARK RAPIDS)	RC	2008	693	LIMITED	7,800	624	9,117
2	64	HUBBARD CO RD 33 TO TH 34 IN AKELEY	RC	2005	420	250	4,202	336	5,209
2	64	N JCT MN 87 TO HUBBARD CO RD 33	RC	2006	695	50	6,945	556	8,246
2	71	0.03 MI S OF INDUSTRIAL PARK RD TO TH 34 IN PARK RAPIDS	RC	2007	119	LIMITED	1,188	95	1,402
2	75	REPLACE BR 6477, N OF HENDRUM	BR	2004	160	5	1,601	128	1,894
2	75	REPLACE BR 6730, 0.8 MI N OF SHELLY & REPLACE BR 6731, 1.8 MI N OF SHELLY	BR	2009	325	MINIMAL/SPOT	3,246	260	3,830
2	171	E OF BR 35007 (ND BORDER) TO TH 75 IN ST VINCENT, NEW BRIDGE	BR	2005	324	10	3,241	259	3,835
2	197	IN BEMIDJI - 3RD STREET TO 23RD STREET, RECONSTRUCT	RC	2007	437	LIMITED	4,372	350	5,159
2	200	IN ADA - W LIMITS TO THE E LIMITS, RECONSTRUCT	RC	2004	289	0	2,889	231	3,409
2	200	E LIMITS OF LAPORTE TO TH 371 (ADDITIONAL FUNDS FROM ATP 3, \$1,013,000)	RC	2010	507	LIMITED	5,072	406	5,985
2	200	TH 64 TO THE E LIMITS OF LAPORTE (INCLUDES THE CITY OF LAPORTE)	RC	2010	590	LIMITED	5,905	472	6,967
3	10	BR OVER MISSISSIPPI RIVER (49010) AND BR OVER BNSF RR/MORRISON CSAH 52 (49011, 49012), AT LITTLE FALLS BYPASS, REDECK	BR	2007	547	MINIMAL/SPOT	5,465	437	6,449
3	10	IN STAPLES, 4-LANE	MC	2007	612	CONTINUOUS/ MAJOR	6,121	490	7,223
3	10	IN RICE AT CSAH 2, CONSTRUCT INTERCHANGES	MC	2013	731	LIMITED	7,307	585	8,622
3	12	BRIDGE AVE TO 1.2 MI E IN DELANO, GRADE AND SURFACE, INCL BR 3622 AND RR BR 4868	RC	2006	800	3,500	8,000	640	12,940
3	22	STEARNS CSAH 9 INTERSECTION, REPLACE BR 7134 AND GEOMETRIC IMPROVEMENTS	BR	2006	382	50	3,820	306	4,557
3	23	IN ST CLOUD, 19-1/2 AVE TO WASHINGTON MEMORIAL DR, REMOVE ABANDONED RR BR 6460, RAISE GRADE	RC	2004	200		2,000	160	2,360
3	23	TH 95 TO TH 25 IN FOLEY, 4-LANE	MC	2008	1,813	CONTINUOUS/ MAJOR	18,129	1,450	21,392

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3	23	OVER RUM RIVER SW OF MILACA, REPLACE BRIDGE 6673	BR	2009	116	MINIMAL/SPOT	1,160	93	1,369
3	23	REPLACE BRIDGE 9086AT LAKE GEORGE IN ST CLOUD/INTERCHANGE RECONST	BR	2012	1,270	LIMITED	12,700	1,016	14,986
3	25	TH 55 IN BUFFALO TO 4-LANE IN MONTICELLO, 4-LANE	MC	2009	1,508	CONTINUOUS/MAJOR	15,080	1,206	17,794
3	47	0.57 MI S OF KANABEC/ISANTI CO LINE TO TH 23 IN OGILVIE, WIDEN SHOULDERS	RC	2004	424	1,500	4,240	339	6,503
3	55	1.2 MI NW TO 2.6 MI SE OF TH 25 IN BUFFALO, CONSTRUCT 4-LANE EXPRESSWAY	RC	2004	857	650	8,565	685	10,757
3	55	OVER SOO LINE RR 2 MI E OF WATKINS, REPLACE BR 4954	BR	2005	258	15	2,584	207	3,064
3	65	REPLACE BRIDGE 5747 OVER ANN RIVER AND BRIDGE 6412 OVER GROUND HOUSE RIVER NEAR MORA	BR	2009	139	MINIMAL/SPOT	1,392	111	1,643
3	94	E OF MONTICELLO, REPLACE BR'S 86813 AND 86814 INCLUDE ROADWAY REALIGNMENT	BR	2007	1,312	LIMITED	13,116	1,049	15,477
3	95	OVER RUM RIVER IN PRINCETON, REPLACE BR 5822	BR	2009	139	MINIMAL/SPOT	1,392	111	1,643
3	101	CONSTRUCT THREE NEW INTERCHANGES AT WRIGHT CSAH 36, 37, 39 AND OVERPASS AT CSAH 42 IN OTSEGO	MC	2013	5,872	CONTINUOUS/MAJOR	58,716	4,697	69,285
3	169	MILLE LACS CSAH 35 (VIRGO RD) TO S LIMITS OF GARRISON, INCL BR 6657, STAGE 1 OF N SEGMENT	MC	2006	3,820	4,000	38,196	3,056	49,071
3	169	OVER RIPPLE RIVER, REPLACE BR 91049 (DISTRICT 1 ATP = \$1.1 M)	BR	2008	101	MINIMAL/SPOT	1,013	81	1,196
3	169 18	GARRISON TO TH 6, 4-LANE	MC	2012	2,032	CONTINUOUS/MAJOR	20,320	1,626	23,978
3	241	CSAH 19 IN ST MICHAEL TO I-94, RECONSTRUCT ROADWAY, INCL CONTINUOUS LEFT TURN LANE	RC	2005	320	400	3,200	256	4,176
3	371	POLK RD N TO CSAH 77/13 IN NISSWA, CONSTRUCT FRONTAGE RDS	MC	2005	100	100	1,000	80	1,280
3	371	TH 10 N OF LITTLE FALLS TO 0.5 MI N OF MORRISON CSAH 48, CONSTRUCT 4-LANE	MC	2006	2,854	3,700	28,541	2,283	37,378
3	371	NISSWA TO JENKINS, 4-LANE (STAGE 1 OF 2)	MC	2010	2,225	CONTINUOUS/MAJOR	22,253	1,780	26,259
3	371	BAXTER TO NISSWA, GRADE & SURFACE	RC	2010	1,230	MINIMAL/SPOT	12,300	984	14,514
3	371	JENKINS THRU PINE RIVER, 4-LANE (STAGE 2 OF 2)	MC	2011	2,300	CONTINUOUS/MAJOR	23,001	1,840	27,141
3	371B	NEW TH 371 TO 1.5 MI. NORTH, ACCESS MANAGEMENT AND CONSOLIDATION	MC	2006	100	50	1,000	80	1,230
4	10	FRONTAGE ROAD WORK IN HAWLEY	MC	2007	164	CONTINUOUS/MAJOR	1,640	131	1,935
4	10	DETROIT LAKES ACCESS MGMT, RECONSTRUCT TH 10/TH 59 INTERSECTION & BR 03005	MC/BR	2007	413	CONTINUOUS/MAJOR	4,132	331	4,875
4	10	DETROIT LAKES TH 10 ACCESS MGMT, CONSTRUCTION PHASE 2	MC	2008	1,351	CONTINUOUS/MAJOR	13,512	1,081	15,944
4	10	TH 32 INTERCHANGE	MC	2008	788	CONTINUOUS/MAJOR	7,882	631	9,301
4	10	DETROIT LAKES TH 10 ACCESS MANAGEMENT, CONSTRUCTION PHASE 3	MC	2009	1,114	CONTINUOUS/MAJOR	11,136	891	13,140
4	10	DETROIT LAKES TH 10 ACCESS MANAGEMENT, CONSTRUCTION PHASE 4	MC	2010	550	CONTINUOUS/MAJOR	5,498	440	6,487
4	10	TH 9 INTERSECTION AND BR 14003 OVER BUFFALO RIVER	MC/BR	2010	357	CONTINUOUS/MAJOR	3,570	286	4,213
4	10	WADENA IRC PROJECT	MC	2013	913	CONTINUOUS/MAJOR	9,134	731	10,778
4	28	STARBUCK TO GLENWOOD, GRADE & SURFACE	RC	2012	953	CONTINUOUS/MAJOR	9,525	762	11,240
4	29	WIDEN 3RD AVE IN ALEXANDRIA, INCLUDED RR BR 4921 (NOT SHOO-FLY), RD AND BR	RC	2004	680	1,000	6,800	544	9,024

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4	29	RECONSTRUCT OTTER TAIL CR 75 AND TH 29 TURNBACK	RC	2011	246	LIMITED	2,460	197	2,903
4	34	BECKER CSAH 29 TO TH 225, REGRADE, PHASE 1	MC	2010	655	MINIMAL/SPOT	6,545	524	7,723
4	34	BECKER CSAH 29 TO TH 225, REGRADE, PHASE 2	MC	2011	677	MINIMAL/SPOT	6,765	541	7,983
4	59	TH 12 TO NORTH COUNTY LINE, REGRADE	RC	2006	680	250	6,800	544	8,274
4	75	KENT BY-PASS, REPLACE BR 5185 (TH 75 UNDER BNRR) WITH BR 84004 (TH 75 OVER BNRR)	BR	2012	572	CONTINUOUS/ MAJOR	5,715	457	6,744
4	94	TH 336 TO DOWNER, EB	RC	2005	900	50	9,000	720	10,670
4	94	DOWNER TO BARNESVILLE, EB	RC	2007	923	MINIMAL/SPOT	9,233	739	10,894
4	224	OGEMA TO WHITE EARTH, RECONSTRUCT - (TURNBACK)	RC	2013	196	LIMITED	1,957	157	2,309
6	3	N END CANNON RIVER BR 6865 TO S END C & NW RAILWAY BR 66001 IN NORTHFIELD	RC	2004	150	3,000	3,000	256	6,406
6	3	S OF DUNDAS, REPLACE BR 6842 OVER CANNON RIVER	BR	2007	200	LIMITED	2,000	174	2,374
6	14	TH 52 TO MARION RD (15TH AVE SE) IN ROCHESTER, CONC PVMT REPL - INTERSECTION OF TH 14 AND OLMSTED CSAH 36, INTERSECTION IMPROVEMENT	RC	2009	1,180	CONTINUOUS/ MAJOR	12,946	1,095	15,221
6	14	I-35 INTERCHANGE - NEW ALIGNMENT FROM STEELE CSAH 7 TO BR'S 74001 AND 74002, STAGE 1 OF 4	MC	2010	1,800	CONTINUOUS/ MAJOR	15,995	1,280	19,075
6	14	STEELE CSAH 7 INTERCHANGE AND BR'S AT STEELE CR 17, CR 169 AND CSAH 5, GRADE AND BRIDGES, STAGE 2 OF 4	BR	2011	1,346	CONTINUOUS/ MAJOR	11,663	933	13,942
6	14	WASECA CSAH 5 TO STEELE CSAH 7, GRADING - NEW ALIGNMENT, STAGE 3 OF 4	MC	2012	1,310	CONTINUOUS/ MAJOR	18,953	1,516	21,779
6	14	WASECA CSAH 5 TO STEELE CSAH 7, SURFACING, STAGE 4 OF 4	MC	2013	1,350	CONTINUOUS/ MAJOR	19,473	1,552	22,375
6	30	4.7 MI E OF TH 74, REPLACE BR 5803	BR	2010	150	CONTINUOUS/ MAJOR	1,785	142	2,077
6	35	TH 19 TO CSAH 2, CONCRETE UNBONDED OVERLAY & BRIDGE	RC	2006	800		8,000	678	9,478
6	35	IOWA TO I-90, CONCRETE UNBONDED OVERLAY	RC	2007	1,000	MINIMAL/SPOT	11,695	1,282	13,977
6	52	E JCT TH 16 (NEAR PRESTON) TO TH 80 (FOUNTAIN), GRADE & SURFACE PLUS REPLACE BOX CULVERTS (3693, 6118)	RC	2005	450	3,000	9,100	750	13,300
6	52	OLMSTED CSAH 12 FRONTAGE RD AND GRADE SEPARATION IN ORONOCO	SC	2007	350	CONTINUOUS/ MAJOR	3,660	305	4,315
6	52	TH 80 (FOUNTAIN) TO CHATFIELD, GRADE, SURFACE AND BRIDGE AND 6 BOX CULVERTS	RC	2008	1,243	CONTINUOUS/ MAJOR	13,996	1,124	16,363
6	52	85TH ST NW (ROCHESTER) TO 0.2 MI N OF OLMSTED CR 112 (SOUTH OF ORONOCO), GRADE, SURFACE AND NEW INTERCHANGE	MC	2011	800	CONTINUOUS/ MAJOR	7,101	787	8,688
6	52	OVER ZUMBRO RIVER (ORONOCO), REPLACE BRS 9234 & 9235 - APPROX 0.5 MI S OF OLMSTED CSAH 18 TO APPROX 0.5 MI N OF OLMSTED CSAH 12, NB LANES AND MISC INTERSECTION MODIFICATIONS	BR	2012	1,350	CONTINUOUS/ MAJOR	13,150	1,372	15,872
6	52	INTERCHANGE AT GOODHUE CSAH 24 IN CANNON FALLS, GRADE, SURFACE & BRIDGE	MC	2013	800	CONTINUOUS/ MAJOR	10,438	832	12,070
6	57	0.8 MI N OF TH 60, REPLACE BR 5821	BR	2004		150	1,850	148	2,148
6	60	0.6 MI W OF WABASHA CSAH 32 OVER STREAM, REPL BR 9798 AND APPROACH WORK	BR	2008	132	CONTINUOUS/ MAJOR	1,486	119	1,737

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6	60	OVER STRAIGHT RIVER & RR-0.3 MI W OF TH 299, REM APPR SPANS ON W END BR 5370; BACKFILL AND WIDEN RDWAY WITH TURN LANES; REPL PVMT (3RD ST NW TO 5TH AVE) - FARIBAULT	RC	2009	742	CONTINUOUS/ MAJOR	8,607	464	9,813
6	60	IN FARIBAULT, REPLACE PAVEMENT AND INTERSECTION IMPROVEMENT	RC	2011	400	CONTINUOUS/ MAJOR	4,920	394	5,714
6	61	IN LACRESCENT (DIKE ROAD) OVER CP RR AND CITY STREET, REPLACE BR 5475	BR	2007	1,920	CONTINUOUS/ MAJOR	8,600	837	11,357
6	63	AT 48TH ST SW - ROCHESTER	MC	2004			0	1,088	1,088
6	63	AT 40TH ST SW - ROCHESTER	MC	2006	1,154		9,796	979	11,929
6	74	IN WHITEWATER STATE PARK, REPLACE BR 85019	BR	2005	100		1,000	82	1,182
6	90	DRESBACH BRIDGE OVER MISSISSIPPI RIVER, REDECK	BI	2013	500	LIMITED	6,524	520	7,544
7	14	7TH N TO HIGHLAND AVE IN NEW ULM, RECONSTRUCTION	RC	2004			6,600		6,600
7	14	W LIM OF JANESVILLE TO WASECA CSAH 2, SEGMENT B, YEAR 1 OF 6	MC	2005	2,300	4,000	53,000	4,600	63,900
7	14	WASECA CSAH 2 W OF WASECA TO WASECA CSAH 5, SEGMENT C, YEAR 1 OF 4	MC	2010	4,800	CONTINUOUS/ MAJOR	47,600	4,000	56,400
7	14	0.2 MILES W OF CSAH 6 TO LOR RAY DRIVE IN MANKATO, YEAR 1 OF 3	MC	2012	1,800	CONTINUOUS/ MAJOR	17,780	1,400	20,980
7	25	MN RIVER W OF BELLE PLAINE, REPLACE BR 5260	BR	2006	550	100	5,506	440	6,596
7	60	BIGELOW BYPASS, YEAR 1 OF 2	MC	2008	640	CONTINUOUS/ MAJOR	6,418	500	7,558
7	169	MN RIVER AT LE SUEUR, REPLACE BR, YEAR 1 OF 3	BR	2007	1,600	LIMITED	16,395	1,300	19,295
8	7 22 15	CALIFORNIA ST TO 5TH AVE, GRADE, SURFACE, & REPLACE BR 5235 ON TH 15 (HUTCHINSON)	MC	2006	1,100	7,000	11,671	934	20,705
8	7 29	MONTEVIDEO BELTLINE AND EAST, GRADE AND SURFACE	RC	2007	560	LIMITED	6,121	490	7,170
8	12	IN LITCHFIELD, RECONSTRUCT	RC	2012	89	MINIMAL/SPOT	1,124	90	1,302
8	15	IN HUTCHINSON, RECONSTRUCT	RC	2012	206	MINIMAL/SPOT	2,616	209	3,031
8	19	TH 23 TO 1 MILE E (MARSHALL), WIDEN AND CHANNELIZE	RC	2007	94	CONTINUOUS/ MAJOR	1,027		1,121
8	19	LYON CSAH 7 TO BRUCE STREET (MARSHALL), RECONSTRUCT	RC	2010	790	CONTINUOUS/ MAJOR	9,401	752	10,943
8	19	IN REDWOOD FALLS, RECONSTRUCT	MC	2012	500	CONTINUOUS/ MAJOR	6,350		6,850
8	23	KANDIYOHI CSAH 5 TO S TH 71 (WILLMAR)	MC	2013	550	LIMITED	7,176	574	8,301
8	23	PAYNESVILLE BYPASS	MC	2013	1,300	CONTINUOUS/ MAJOR	16,962		18,262
8	24	REPLACE BRIDGE 5388	BR	2008	200	LIMITED	2,252	180	2,632
8	59	TH 23 TO TH 19 (MARSHALL)	RC	2013	250	MINIMAL/SPOT	3,262	261	3,773
8	68	W JCT TH 59 TO TH 19 (MARSHALL), RECONSTRUCT	RC	2007	210	MINIMAL/SPOT	2,295	184	2,689
8	71	WILLMAR BYPASS, SB LANES, REPLACE PAVEMENT	RC	2008	590	MINIMAL/SPOT	6,643	531	7,765
8	212	HECTOR TO TH 22, REPLACE FULL DEPTH BIT PAVEMENT PLUS PASSING LANES	MC	2009	2,500	LIMITED	29,000	2,320	33,820
8	212	BIRD ISLAND, RECONSTRUCT	RC	2012	600	LIMITED	7,620	610	8,830
8	212	WEST HALF OLIVIA	RC	2013	250	MINIMAL/SPOT	3,262	261	3,773
M	5	E OF WACONIA NEAR LAKE WACONIA, RECONSTRUCT, RELOCATE, ETC	RC	2004	630	1,475	6,300	504	8,909
M	12	CO RD 6 TO WAYZATA BLVD IN LONG LAKE, CONSTRUCT INTERCHANGES, ETC	MC	2006	2,170		21,700	1,736	25,605
M	12	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	BR	2006	500		5,000	400	5,901
M	12	CO RD 6 TO WAYZATA BLVD IN LONG LAKE, RELOCATE RR TRACK, RECONSTRUCT/RELOCATE TH 12, ETC	MC	2004	3,959	25,000	39,592	3,167	71,719

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M	35E	I-35E/694 COMMON SECTION IN LITTLE CANADA & VADNAIS HTS-REPLACE EDGERTON BRIDGE & APPROACHES AND WIDEN EB I-694 BRIDGE OVER TH 61(62852) -UNWEAVE THE WEAVE(PHASE 1)	MC	2007	654	LIMITED	6,540	523	7,717
M	35E	TH 36 IN LITTLE CANADA TO CO RD E IN VADNAIS HTS AND ON I-694 FROM RICE ST IN LITTLE CANADA & SHORVIEW TO TH 61 IN VADNAIS HTS, GRADING, SURFACING, BRS, ETC-UNWEAVE THE WEAVE(PHASE 2)	MC	2008	11,710	LIMITED	117,104	9,368	138,183
M	35E	I-94 TO MARYLAND AVE IN ST PAUL, GRADING, SURFACING, BRS, ETC INCLUDING CAYUGA BRIDGE AND PHALEN BLVD CONNECTION	MC	2010	7,676	LIMITED	76,755	6,140	90,571
M	35W	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE	MC	2006	18,550		185,500	14,840	218,890
M	35W	AT LAKE ST IN MINNEAPOLIS, RECONSTRUCT INTERCHANGE(PHASE 1)	MC	2009	1,160	CONTINUOUS/ MAJOR	11,600	928	13,688
M	35W	AT LAKE ST IN MINNEAPOLIS, RECONSTRUCT INTERCHANGE(PHASE 2)	MC	2010	1,785	CONTINUOUS/ MAJOR	17,850	1,428	21,063
M	36	EB OVER TH 95, REPLACE BR 9115	BR	2006	200		2,000	160	2,360
M	36	AT LEXINGTON AVE IN ROSEVILLE, REPLACE BR 5723 AND RECONSTRUCT INTERCHANGE	MC	2009	1,380	LIMITED	13,804	1,104	16,289
M	41	OVER MINNESOTA RIVER AT THE SCOTT/CARVER CO LINE IN CHASKA, REPLACE BR 9010	BR	2006	680		6,800	544	8,024
M	52	AT CSAH 46 IN COATES INCLUDING FRONTAGE ROAD(1906-51), GRADE, SURF, BR, ETC FOR NEW INTERCHANGE	MC	2004	720	700	7,200	576	9,196
M	61	VICINITY OF ST PAUL PARK, RECONSTRUCT INTERCHANGE, FR RDS, BR 82025, 82026, 82027, ETC	MC	2005	1,940		19,400	1,552	22,892
M	65	AT TH 242 IN BLAINE, CONSTRUCT NEW INTERCHANGE	MC	2013	1,240	CONTINUOUS/ MAJOR	12,396	992	14,627
M	94	MCKNIGHT RD IN ST PAUL/MAPLEWOOD TO E OF TH 120 IN WOODBURY, GRADING, SURFACING, BRS, ETC FOR 6-LANE FREEWAY	MC	2011	4,182	LIMITED	41,820	3,346	49,348
M	100	36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK, GRADING, SURFACING, BRS, ETC FOR 6-LANE FREEWAY	MC	2011	6,150	CONTINUOUS/ MAJOR	61,500	4,920	72,570
M	169	AT CSAH 81 IN BROOKLYN PARK, GRADING, SURFACING, BRS, ETC OF INTERCHANGE	MC	2007	3,585	LIMITED	35,850	2,868	42,303
M	169	AT PIONEER TRAIL & ANDERSON LAKES PKWY IN EDEN PRAIRIE & BLOOMINGTON, GRADING, SURFACING, BRS, ETC OF NEW INTERCHANGES	MC	2009	2,436	LIMITED	24,360	1,949	28,745
M	169	NEAR CSAH 6 IN BELLE PLAINE, GRADING, SURFACING, BR, ETC FOR NEW INTERCHANGE	MC	2010	1,904	LIMITED	19,040	1,523	22,467
M	169	AT 93RD AVE IN OSSEO & AT TH 610 IN BROOKLYN PARK, GRADE SEPARATION, RECONSTRUCT INTERCHANGE, ETC	MC	2011	3,395	MINIMAL/SPOT	33,948	2,716	40,059
M	169	AT I-494/HIGHWOOD IN BLOOMINGTON/EDINA, RECONSTRUCT DIRECTIONAL INTERCHANGE	MC	2013	8,312	CONTINUOUS/ MAJOR	83,116	6,649	98,077
M	212	HENNEPIN CSAH 4 TO DELL RD IN CHANHASSEN, GRADING, SURFACING, BRS, ETC OF 4-LANE FREEWAY	MC	2013	3,914	CONTINUOUS/ MAJOR	39,144	3,132	46,190
M	280	N OF LARPEUTEUR TO I-35W, RESURFACE, CHANNELIZE, ETC	RC	2006	808		8,080	646	9,535
M	494	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRADING, SURFACING, BRS, ETC FOR 6-LANE FREEWAY	MC	2012	10,198	LIMITED	101,981	8,158	120,338

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M	610	REALIGN HENN CSAH 81 IN THE VICINITY OF TH 610, GRAD, SURF, BR, RR AGREEMENT, ETC	MC	2004	1,880	4,000	18,800	1,504	26,184
M	610	TH 169 TO ELM CREEK BLVD IN MAPLE GROVE, UTILITY RELOCATION & R/W ACQUISITION FOR UTILITY RELOCATION	MC	2004	400	1,000	4,000	320	5,720
M	610	CONSTRUCT REGIONAL PEDESTRIAN BRIDGE W OF ELM CREEK, BRIDGE 27R15	MC	2005	150		1,500	120	1,770
M	694	AT TH 49(RICE ST) IN VADNAIS HEIGHTS & SHOREVIEW, REPLACE BR 6580, APPROACHES, ETC	RC	2005	750		7,500	600	8,851
M	694	E OF I-35W IN ARDEN HILLS TO E OF LEXINGTON AVE IN SHOREVIEW, GRADING, SURFACING, BRS, ETC TO ADD THIRD LANE AND CORRECT WEAVE AT TH 10/51	MC	2012	6,960	MINIMAL/SPOT	69,596	5,568	82,123