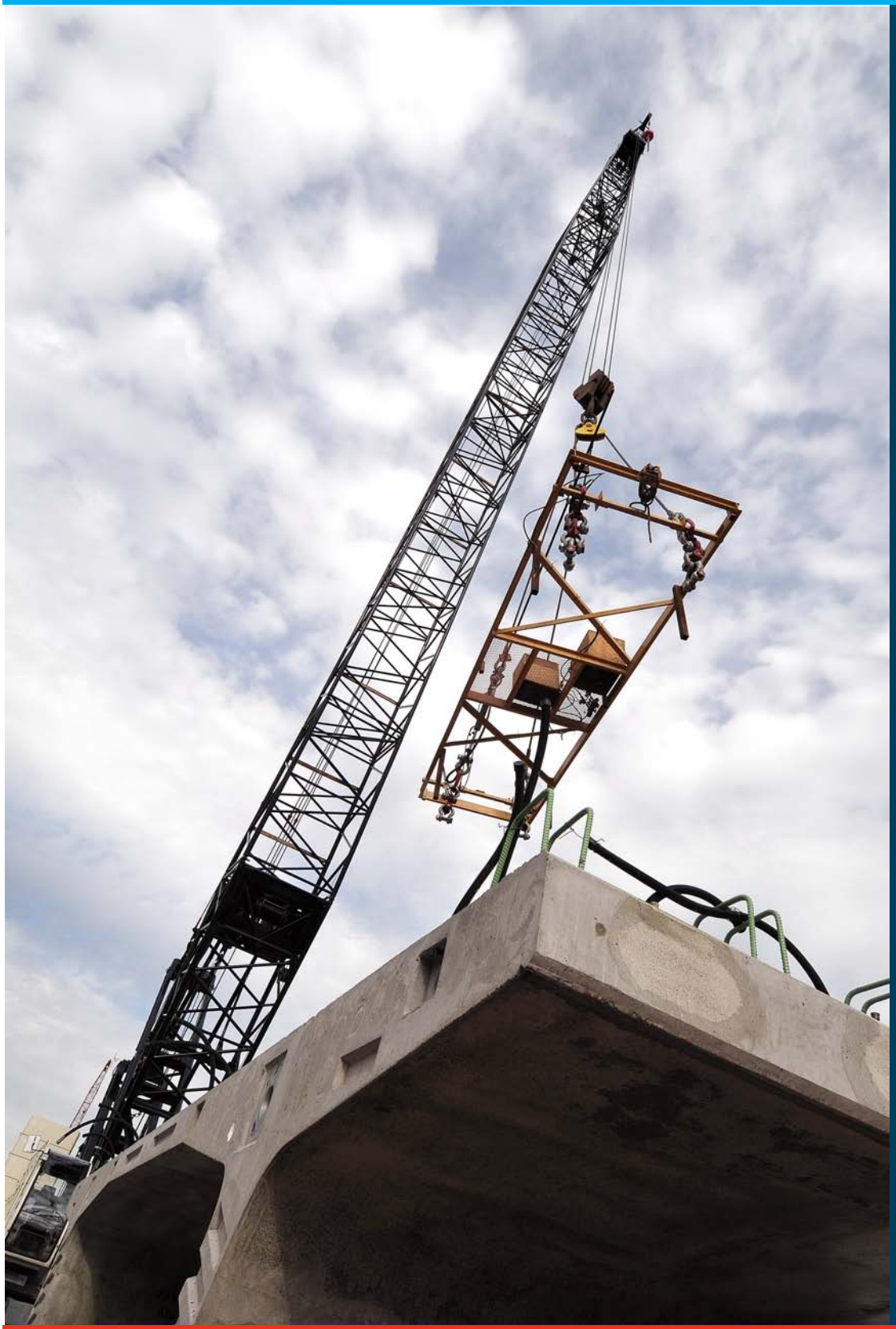
This document is made available electronically by the Minnesota Legislative Reference Library as part of an ongoing digital archiving project. http://www.leg.state.mn.us/lrl/lrl.asp



Annual Report on Major Highway Projects

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

Jan. 15, 2010

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

Your Destination...Our Priority

395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Phone: 651-366-3798
Toll-Free: 1-800-657-3774
TTY, Voice or ASCII: 1-800-627-3529

www.dot.state.mn.us

Table of Contents

Cost of completing this report
The estimated costs associated with the preparation of this report are:

Staff Time	$ 25,000
Reproduction Costs	$ 1,500

Executive Summary

Purpose and scope of the report

The projects identified in this second annual report are major projects on the state trunk highway system, which includes the interstate system. Per Minnesota Statute 174.56, projects with cost estimates equal to or in excess of $25 million in the Twin Cities metro area and projects with cost estimates equal to or in excess of $10 million in Greater Minnesota have been included as a part of this report. The information provided in this report was compiled in October 2009 and is reflective of a point in time only.

This annual report includes information on projects that meet the total project cost estimate criteria and are either under construction, programmed or planned within the next 15 years. Projects currently under construction will be reported on an annual basis through the year of *Substantial Completion*. At that point, they will no longer be reported. Also, projects that were initially reported to have estimated costs within the threshold or meeting the statute criteria and were reported previously may no longer be reported if the estimated costs fall below the required cost estimate.

Number of projects throughout Minnesota increased from last year

There were and additional 11 projects reported this year that met the statutory requirements. Of the 89 projects reported this year, 23 are in the Twin Cities metro area and 66 are in Greater Minnesota. Projects vary in type from pavement preservation projects, to bridge replacement and rehabilitation projects and expansion projects. Total project cost estimates range from $10 million to $490 million.

Last year, there were 78 projects reported, of which 16 were in the Twin Cities metro area and 62 were in Greater Minnesota.

Project Status Changes

Currently there are nine projects under construction. This report also shows 15 projects substantially complete, open to traffic, and will therefore not be reported in the future. The following table identifies those projects that are open to traffic:

District	Route	County	Project Location
1	Hwy. 2	Itasca	Deer River to Cohasset
1	Hwy. 53	St. Louis	1.0 Miles N of St. Louis County Road 7 to 2.6 Miles N of St. Louis County Road 7 (NB), 0.3 Miles N of St. Louis County Road 8 to Jct Hwy. 33 (SB)
1	Hwy. 53	St. Louis	0.75 Miles S of County Road 307 to 4.5 Miles S of Jct Hwy. 1
3	Hwy. 23	Benton	Hwy. 95 to Hwy. 25 in Foley
3	Hwy. 23	Benton	Desoto Bridge over Mississippi River in St. Cloud (Desoto)
3	Hwy. 23	Stearns	Washington Memorial Drive to 4th Avenue in St. Cloud
6	I 35	Steele	North bound 0.5 Miles north Hwy. 30 to 1.13 Miles N bridge 74804
6	I 90	Mower	Hwy. 16 to Hwy. 63
6	Hwy. 60	Rice	Replace Bridge 5370

7	Hwy. 169	Nicollet	Replace Utilities, reconstruct Pavement and Signal Improvement in St. Peter, Concrete Jefferson to Chatham, Bituminous Chatham to Union St and DS Jct Hwy. 22 to Jefferson St., including streetscape
8	Hwy. 23	Lyon	Marshall County Road 33 to Cottonwood County Road 24
8	Hwy. 7	Chippewa	Montevideo to Clara City
M	Hwy. 12	Hennepin	County Road 6 to Wayzata Boulevard
M	Hwy. 65	Anoka	At County Road 14 in Blaine
M	I 494	Dakota	Wakota Bridge over Mississippi River (Wakota)

There are six projects that no longer meet the statute cost thresholds and are therefore ***not*** included in this report. Those projects include the following:

District	Route	County	Project Location
1	Hwy. 1	Itasca	Hwy. 6 to East Junction Hwy. 65
3	Hwy. 95	Isanti	Replace BR 9713 over the Rum River 0.6 mi W of Cambridge
4	Hwy. 9	Clay	Hwy. 10 to North Clay County Line
6	I 90	Winona	Winona County by St Charles-Lewston
8	Hwy 40	Chippewa	Bridge 5380 East of Milan
8	Hwy. 19	Lyon	4th st to Bruce Street in Marshall

Some reasons why the projects no longer meet the statute criteria include: estimated costs falling below the threshold due to scope reductions, fix changes (for example, changing from concrete overlay to a bituminous mill and overlay) and bridge type selection change.

American Recovery and Reinvestment Act of 2009 and Chapter 152 Bridge Improvement Program

The American Recovery and Reinvestment Act of 2009 provided funding for seven of these major highway projects which allowed them to be advanced from the State Road Construction Program. The projects funded with ARRA funds were selected based on project readiness, consistency with performance based plans, statewide coverage, work-type balance and project advancement.

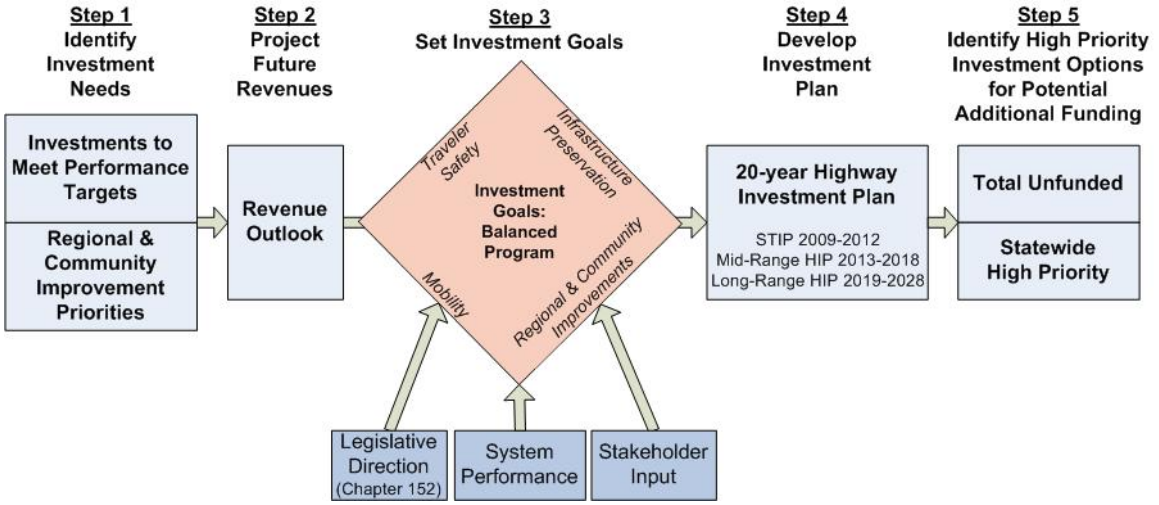
The Chapter 152 Bridge Improvement Program provided bond funding for approximately 38 of these major highway projects. The projects funded through this program include bridges that are classified as a Tier 1 or Tier 2 bridge. A Tier 1 bridge consists of any bridge in the program that has an Average Daily Traffic count greater than 1,000 and a sufficiency rating that is at or below 50, or is identified by the commissioner as a priority project. A Tier 2 bridge consists of any bridge that is not a Tier 1 bridge and is classified as fracture critical or has a sufficiency rating that is at or below 80. For more information on the Chapter 152 Bridge Improvement Program refer to the Trunk Highway Bridge Improvement Program Chapter 152 Annual Update Report,

prepared by the Minnesota Department of Transportation's Office of Investment Management and Bridge Office.

Highway Investment Plan Process

The 20-year Highway Investment Plan is an important link between the policies and strategies established in the Statewide Transportation Policy Plan and the capital improvements made to the state highway system. The plan sets the framework for future capital improvements by identifying investment needs and priorities for available funding.

As shown in the above graphic, a project moves from the Long Range Plan, to the Highway Investment Plan, to the State Transportation Improvement Program to construction.



The flow chart above illustrates Mn/DOT's steps in developing the Highway Investment Plan. Mn/DOT begins the process by identifying investment needs, starting with roads not meeting performance targets when determining how to invest. Finally, Mn/DOT produces revenue forecasts to determine the federal and state funds available. Mn/DOT considers legislative direction, stakeholder input, and the need to meet system-wide performance targets. Then Mn/DOT sets statewide and district investment goals for four strategic priorities: traveler safety, infrastructure preservation, mobility (travel speed, travel time and reliability) and regional and community improvements. The goal is to make progress in each area.

The Highway Investment Plan includes three planning periods: 1) the 4-year State Transportation Improvement Program identifies specific construction projects; 2) the mid- and

long-range Highway Investment Plans that allocate revenue to the four strategic priorities, not to specific projects; 3) remaining unfunded investment needs and updated performance data are fed back into the process and prioritization begins anew.

Project Summary Sheets

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

- Project location
- Project description
- Project history
- Schedule
- Date of approved STIP and estimated project cost
- Date(s) of environmental approvals
- Date(s) of municipal approvals
- Date of final geometric layout approval
- Date of establishment of construction limits
- Total project cost estimates
- Past and potential reasons for delay in letting or completing the project

For those projects currently under construction, the construction letting cost is shown in the "Current Estimate" column. The costs for projects that have been let are shown as actual construction letting costs and the costs are estimated for those other elements, right of way and engineering costs.

For those projects within the 4-year State Transportation Improvement Program, a baseline cost estimate has been established and is shown under the "Baseline Est." column on the one-page project summary sheet. This is the cost estimate that was established when a project first entered into the STIP. For this report, those projects that entered the STIP before December 2008, the baseline cost will be the December 2008 estimate. The most current project cost estimate is shown under the "Current Estimate" column and measured against the costs shown under the "Baseline Estimate" column for those projects that are in the STIP.

Projects outside of the STIP timeframe, but within the 15-year reporting period, will have a total project cost estimate range shown under the "Current Estimate" column. Since many of these projects are in the planning stages (beyond the 4-year STIP), cost estimates and scopes are preliminary.

In accordance with paragraph 3, Subd. 2, of the statute, all projects identified within the 2010-13 STIP are fundable with our current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2014-19 Highway Investment Plan period are a priority; but, funding has not been fully secured. Projects identified in this report that are planned outside of the HIP period have a large degree of uncertainty, but are still considered a priority within the district(s).

An index spreadsheet of the major highway projects is included as quick reference. The index identifies the Mn/DOT district, trunk highway or interstate, year in which construction is anticipated, project location, description, and the total cost estimate. The maps included are identified by the Area Transportation Partnership boundaries.

A**bbreviations to Annual Report on Major Highway Projects**

AUAR = Alternative Urban Area-wide Review
CRAVE = Cost Risk Assessment Value Engineering
DB = Design Build
E = East
EA = Environmental Assessment
EB = East Bound
FONSI = Finding of No Significant Impact
Hwy. = Highway
I = Interstate
Jct. = Junction
MI = Miles
N = North
NB = North Bound
NBIS = National Bridge Inventory System
NEPA = National Environmental Policy Act
ROW = Right of Way
RR = Railroad
S = South
SB = South Bound
TPCE = Total Project Cost Estimate
W = West
WB = West Bound

Minnesota Statute 174.56, Subdivision 1-3

Subdivision 1. **Report required.**

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

Subd. 2. **Report contents.**

For each major highway project the report must include:

(1) a description of the project sufficient to specify its scope and location;

(2) a history of the project, including, but not limited to, previous official actions by the department or the appropriate area transportation partnership, or both, the date on which the project was first included in the state transportation improvement plan, the cost of the project at that time, the dates of environmental approval, the dates of municipal approval, the date of final geometric layout, and the date of establishment of any construction limits;

(3) the project's priority listing or rank within its construction district, if any, as well as the reasons for that listing or rank, the criteria used in prioritization or rank, any changes in that prioritization or rank since the project was first included in a department work plan, and the reasons for those changes; and

(4) past and potential future reasons for delay in letting or completing the project.

Subd. 3. **Department resources.**

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

History:

2008 c 287 art 1 s 74

ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
JANUARY 15, 2010

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
1	6904-46	Hwy. 1	0.3 Miles west of Six Mile Rd to Deer Haven Rd	Reconstruction of 4.8 miles, pipe culvert replacement and addition of turn lanes	2012/2013	$14.2		A 2
1	3103-63	Hwy. 2	Deer River to Cohasset	Unbonded concrete overlay, pipe culvert replacement	2009	$17.1	$13.6	A 3
1	6937-69100D	Hwy. 2	Bong Bridge	Bridge repair	2014	$12.7 - $17.3		A 4
1	6915-129	Hwy. 53	Hwy. 194 to Haines Road	Roadway reconstruction, new intersections, turn lanes, signals and storm water ponds	7/2008-10/2010	$33.7	$23.5	A 5
1	6916-101	Hwy. 53	1.0 miles north of St. Louis County Road 7 to 2.6 miles north of St. Louis County Road 7 (northbound), 0.3 miles north of St. Louis County Road 8 to Junction Hwy. 33 (southbound)	Pavement repairs, reconstruction, bridge repairs	2009	$15.0	$12.1	A 6
1	6920-45	Hwy. 53	0.75 miles south of County Road 307 to 4.5 miles south of Junction Hwy. 1	Reconstruction, new alignment, bridge replacement, pipe culvert replacement		$40.1	$29.9	A 7
1	6920-48	Hwy. 53	4.5 miles south of Junction Hwy. 1 to south limits of Cook	Roadway reconstruction, new alignment, bridge construction, pipe culvert replacement	2011/2012	$42.7		A 8
1	1601-48	Hwy. 61	2.7 miles to 6.2 miles north of Tofte	Reconstruct 3.5 miles, construct bicycle/pedestrian trail and underpass, construct bridge at Onion River	2009/2010	$16.4	$12.2	A 9
1	3806-60	Hwy. 61	Split Rock River to Chapins Curve	Reconstruction of 3.5 miles, construct bicycle/pedestrian underpass, construct bridge to replace existing box culvert	2010/2011	$19.5		A 10
1	3112-34	Hwy. 65	North limits of Nashwauk to Hwy. 1	Pavement reclamation, pipe culvert replacement	2010	$16.2		A 11
1	3116-132	Hwy. 169	0.23 miles southwest of Itasca County Road 15 to 2.8 miles east of Nashwauk	Pavement reclamation, pipe culvert replacement	2010	$13.2		A 12
1	0980-137 0980-138 5880-176	I 35	North of Sturgeon Lake to south of Mahtowa	Unbonded concrete overlay, concrete pavement repairs	2010/2011	$33.5		A 13
1	0980-139 6982-287	I 35	St. Louis River to Boundary Avenue	Bituminous overlay, culvert replacement and repairs	Summer 2013	$9.4 - $12.5		A 14
1	5880-177	I 35	North of Hinckley to north of Rutledge (southbound)	Bituminous overlay, unbonded concrete overlay	Spring 2011	$21.2		A 15
1	6982-290	I 35	Boundary Avenue to 26th Avenue East	Bridge and pavement replacement and repair, new access road, culverts, ramp repairs, signing and lighting	4/10-11/12	$93.6		A 16
2	4509-05	Hwy. 1	Red River of the North at Oslo	Remove and replace or rehabilitate Bridge 9100	2013	$18.7		B 2
2	6015-07	Hwy. 2	US 2B over Red River in East Grand Forks (Sorlie)	Remove and replace Bridge 4700. Will include improved access for pedestrians and bicyclists	2018-2019	$45.5 - $61.5		B 3
2	6018-02	Hwy. 2	Kennedy Bridge in East Grand Forks (Kennedy)	Rehabilitate existing Bridge 9090 including enhanced pigeon abatement, new paint system, new bridge deck	2016	$12.8 - $17.4		B 4
2	3501-13	Hwy. 11	West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)	Replace Mn/DOT Bridge 6690. Will include re-grading and realignment of the bridge approach	2009-2010	$16.6	$16.5	B 5
2	3604-69	Hwy. 11	Frontier to Indus	Reclaim bituminous road surface, install geo-grid, shoulder widening, culvert replacement, construct bypass lane and one turn lane, realign road intersections, minor grade adjustment	2010	$16.6		B 6

ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
JANUARY 15, 2010

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
2	2902-39	Hwy. 34	Park Rapids to Akeley	Full width bituminous reclaim, shoulder paving, turn lane and bypass lane construction, cattle pass removal, catch basin replacement, upgrade guardrails realignment	2011	$13.4		B 7
2	0409-12	Hwy. 71	3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji	Five-lane expansion, center left turn lane addition, grade and surface, bridge construction and rehabilitation, signal installation, pavement rehabilitation	2010-2011	$26.5		B 8
2	3905-09	Hwy. 72	Rainy River Bridge in Baudette	Replace Mn/DOT Bridge 9412	2018-2019	$52.4 - $70.8		B 9
2	5407-31	Hwy. 200	Hwy. 75 to Ada	Pavement rehabilitation	2013	$10.7		B 10
3	7103-51	Hwy. 10	Westbound lanes from St. Cloud to Clear Lake	Pavement replacement	2010-2011	$20.3		C 2
3	7321-47	Hwy. 15	Stearns County Road 120 in St. Cloud/Sartell	Construct new interchange	2013	$17.5		C 3
3	0503-75	Hwy. 23	Hwy. 95 to Hwy. 25 in Foley	Expand existing 2-lane to 4-lane, mill and overlay	2011-2012	$40.5		C 4
3	0503-78	Hwy. 23	Desoto Bridge over Mississippi River in St. Cloud (Desoto)	Desoto Bridge replacement	8/08-11/09	$21.1	$19.8	C 5
3	7306-93	Hwy. 23	Washington Memorial Drive to 4th Avenue (St. Cloud)	Replace bridge, reconstruct 4-lane urban highway and access	4/09-11/09	$17.3	$14.1	C 6
3	7108-23	Hwy. 24	Replace Bridge 6557 over Mississippi River in Clearwater	Bridge replacement	2016	$21.3 - $29.4		C 7
3	1805-74	Hwy. 210	Replace Bridge 5060 over Mississippi River in Brainerd	Bridge replacement	2018-2019	$11.2 - $15.2		C 8
3	8605-44	Hwy. 250	Buffalo to Monticello	Reconstruction from undivided 2-lanes to divided 4-lanes	2015/2016	$59.8 - $57.0		C 9
3	1810-92	Hwy. 371	Nisswa to Pine River	Expansion of 16 miles of existing 2-lane to divided 4-lane	Stage 1 - 2018-2019	$116.5 - $157.6		C 10
3	1810-95	Hwy. 371	From Design Drive in Baxter to Nisswa	Mill and overlay, pave shoulders, construct left turn lanes	2011	$13.3		C 11
3	8680-142	I 94	Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello	Bridge replacement	2009-2010	$13.2	$11.1	C 12
4	0301-46	Hwy. 10	Boyer Lake to Detroit Lakes - Westbound Lanes - Including Detroit Lakes Frontage Road (Morrow Ave. to Walmart Rd)	Unbonded concrete overlay	May-October 2013	$19.4		D 2
4	2102-58	Hwy. 29	Bridges in Alexandria over I-94	Replace bridge, construct approach panels, grade and concrete surface tie-ins	May-October 2015	$19.3 - $33.7		D 3
4	2107-09 (6107-11)	Hwy. 55	West Douglas County Line to Glenwood	Mill bituminous, reclaim, paving, culvert replacements, bridge replacement	May-October 2010	$12.3	$9.1	D 4
4	1406-66	I 94/Hwy. 75	I 94 and Hwy. 75 Interchange	I 94/Hwy. 75 interchange modification	June-November 2016	$16.9 - $28.5		D 5
4	1480-142	I 94	Hwy. 336 to Downer Exit	Unbonded concrete overlay, replace bituminous shoulders, replace off and on ramp shoulders, re-deck and new approach panels for bridge	May-August 2010	$14.0		D 6
6	7401-34	Hwy. 14	I 35 to West Steele County line	Four-lane expansion	2009-2010	$67.3	$51.8	E 2
6	8503-46	Hwy. 43	Winona Bridge over Mississippi River	Replace Bridge 5900	2014	$276.6 - $374.3		E 3
6		Hwy. 52	Fountain to Chatfield	Reconstruct Highway 52	2020	$59.2 - $80.0		E 4
6	2505-48	Hwy. 52	Elk Run interchange	Construct interchange		$43.9 - $59.3		E 5
6	2506-52	Hwy. 52	Cannon Falls interchange	Construct interchange	2014	$34.3 - $42.7		E 6

ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
JANUARY 15, 2010

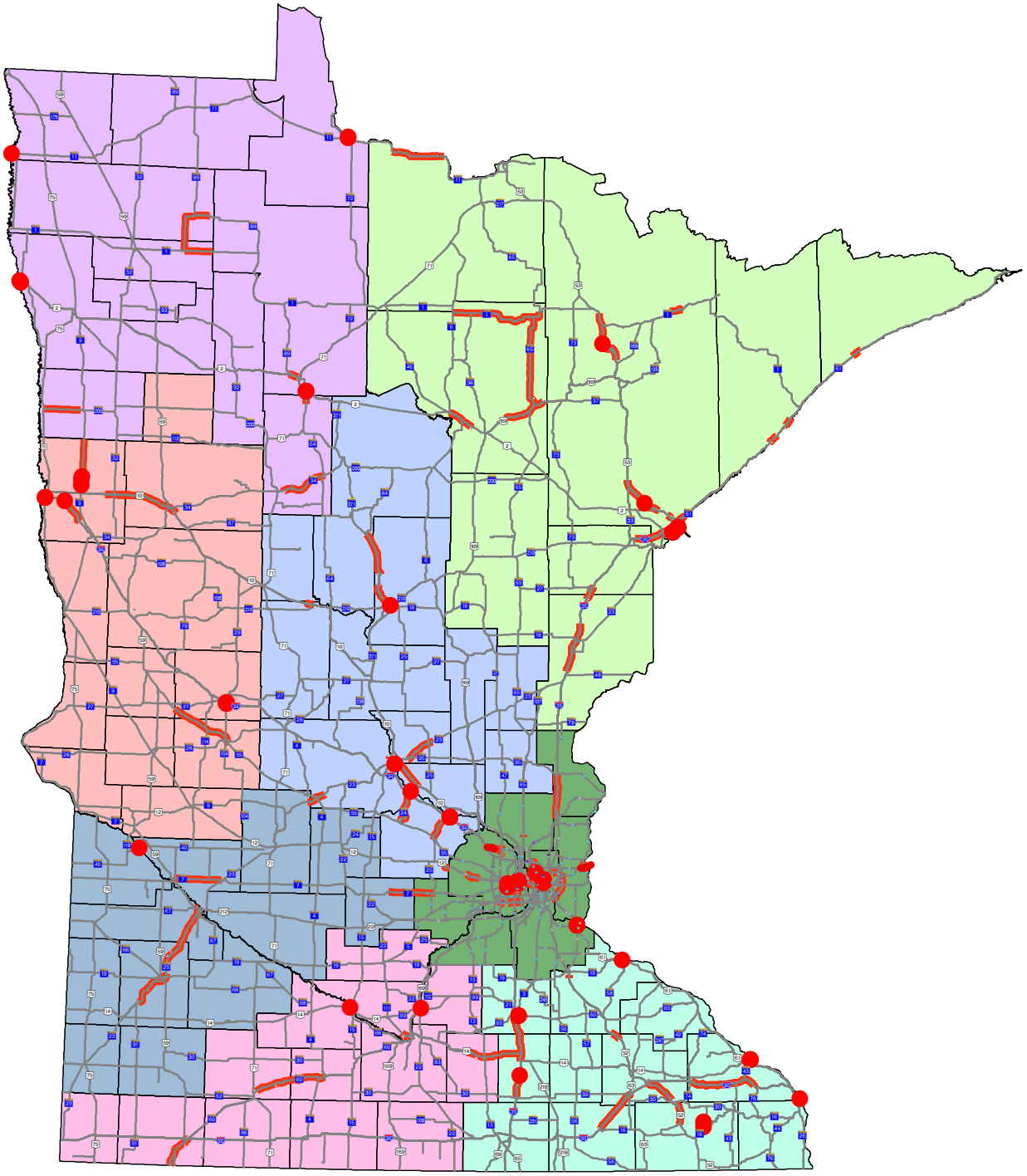
District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
6	5507-60	Hwy. 52	Chatfield to I 90	Reconstruct Highway 52	2017-2018	$44.8 - $61.2		E 7
6	6607-42	Hwy. 60	Replace Bridge 5370	Replace Bridge 5370	2009	$10.8	$8.9	E 8
6	2515-21	Hwy. 63	Red Wing Bridge over Mississippi River (Red Wing)	Replace Bridge 9040	2018-2019	$286.2 - $383.7		E 9
6		Hwy. 250	Replace Bridge 6975 and 6977	Bridge replacement	2018	$13.9 - $18.9		E 10
6	7480-115	I 35	Northbound 0.5 Miles north Hwy. 30 to 1.13 Miles north (Bridge 74804)	Add unbonded concrete overlay	2009	$11.1	$9.4	E 11
6	5080-146	I 90	Hwy. 16 to Hwy. 63	Add unbonded concrete overlay	2008	$13.6	$11.4	E 12
6	8580-149	I 90	Dresbach Bridge over Mississippi River (Dresbach)	Replace Bridge 9320 and roadway approaches	2012	$231.3		E 13
6	8580-152	I 90	Hwy. 43 to Hwy. 76 (Eastbound Lane)	Add unbonded concrete overlay	2011	$13.1		E 14
6	8580-156	I 90	From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes (St. Charles-Lewiston)	Unbonded concrete overlay	2010	$17.6		E 15
7	0804-81	Hwy. 14	Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)	Replace bridge, provide pedestrian crossing, adjust ramps	2018-2019	$44.1 - $51.4		F 2
7	5203-85	Hwy. 14	County Road 6 to Lor Ray Drive in North Mankato	Reconstruction and expansion from two to four lanes, construction of new interchange, realignment, traffic signals		$34.7 - $36.0	$23.6	F 3
7	8103-49	Hwy. 14	County Road 2 to Waseca-Steele County line	Construct 4-lane divided highway, realignment of highway, construct 10 new bridges	7/2008-6/2011	$76.7	$57.5	F 4
7	1703-69 1703-70 8308-44	Hwy. 60	Windom to St. James	Construct 4 lane divided roadway in two-lane gap areas, re-align 3 county roads to lessen skew	Summer 2013 - Fall 2018	$77.8 - $112.2		F 5
7	5305-56 5305-58 5305-59	Hwy. 60	Bigelow to Worthington	Construct 4-lane expressway, reduce access locations, remove skew, replace union pacific railroad bridge	2010 - 2013	$150.6		F 6
7	4008-25	Hwy. 99	Bridge over Minnesota River in St. Peter (St. Peter Bridge)	Rehabilitation of bridge or new bridge on existing alignment	2013-2014	$44.2 - $50.8		F 7
7	5209-64	Hwy. 169	Replace utilities, reconstruct pavement and signal improvement in St. Peter	Replace utilities, reconstruct pavement and signal improvement in St. Peter, concrete Jefferson to Chatham, bituminous Chatham to Union St and DS Junction Hwy. 22 to Jefferson St., including streetscape	2009	$16.4	$11.1	F 8
8	1202-51	Hwy. 7	Montevideo to Clara City	Concrete overlay	2009	$11.9	$9.3	G 2
8	3408-15	Hwy. 23	Paynesville bypass	Construction of 4-lane bypass on new alignment	Spring 2010 to Summer 2012	$68.9	$44.9	G 3
8	4203-42	Hwy. 23	Lyon County Road 33 (in Marshall) to Lyon County Road 24 (in Cottonwood)	Mill and concrete overlay, plus passing lane	2009	$10.9	$7.7	G 4
8	4203-46	Hwy. 23	Russell to Marshall, including all 2 and 4 lane sections.	Mill and concrete overlay	2010	$21.7	$16.7	G 5
8	4203-50	Hwy. 23	Cottonwood to Granite Falls	Mill and concrete overlay	2017	$30.0 - $40.6		G 6

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
M		Hwy. 12	County Road 6 to Wayzata Boulevard	Provides for relocation of railroad and construction of controlled access two lane highway, provide for 8 new bridges, retaining walls, noise walls, ponding, storm sewer, lighting, signals	06/30/2009	$75.0	$75.0	H 2
M	6212-148	Hwy. 36	Hamline Avenue to Victoria Avenue	Replace bridge and reconstruct interchange	2014-2015	$24.9 - $33.6		H 3
M	8214-114	Hwy. 36/95	St. Croix River Crossing	Bridge replacement, two intersections and one interchange in Minnesota, one interchange and one overpass in Wisconsin	2013-2016	$424.7		H 4
M	6244-30	Hwy. 52	Lafayette River Bridge over Mississippi River (Lafayette)	Bridge replacement, ramps, loops to Hwy. 94 and connection to East 7th Street, replace/rehab Hwy. 52 Bridge over Plato Blvd and Hwy. Bridge over Hwy. 94	2011-2013	$260.6		H 5
M	1913-64	Hwy. 61	Hastings Bridge over Mississippi River (Hastings)	Rehabilitate or replace Bridge 5895, replace 2-lane bridge with 4-lane bridge, maintain navigational clearances, provide ped/bike shared-use trail, provide walls, grading, roadways, utility work and storm sewer	07/01/2010	$227.6		H 6
M	0208-123	Hwy. 65	At County Road 14 in Blaine	New interchange at Hwy. 65 and County Road 14, new overpasses for Paul Parkway and 129th Street over Hwy. 65	2007-2009	$67.0	$46.0	H 7
M	2734-33	Hwy. 100	36th Street to Cedar Lake Road	Freeway and interchange reconstruction, replace Bridges 5308, 5309, 5462, 5598, 27012, grading surfacing, drainage, utilities, noise and retaining walls, TMC	2016-2018	$179.7		H 8
M	2760	Hwy. 169	From 93rd Street to 101st in Highway 610 in the City of Brooklyn Park	New service interchange		$23.0		H 9
M	2750-57	Hwy. 169	At County Road 81 and County Road 109	Build Highway 169 over the top of County Road 81, County Road 109 and Burlington Northern Santa Fe railroad tracks, diamond interchange at County Road 109	July-08 - July-11	$58.6	$50.0	H 10
M	2776-03	Hwy. 169 / I 494	Interchange	Remove three signals, connect north and south frontage roads under Highway 169, convert expressway to freeway, construct noise barriers/visual barriers, construct drainage and water quality facilities		$182.5	$128.2	H 11
M	2771-37	Hwy. 610	New alignment from County Road 81 to I-94 in Maple Grove and Brooklyn Park.	This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hennepin County Road 81 to I 94 in Maple Grove on new alignment.	2023	$315.0 - $375.0		H 12
M	2771-38	Hwy. 610	New alignment Hwy. 169 to Hennepin County Road 81	This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hwy. 169 to Hennepin County Road 81 on new alignment.	2009-2011	$49.8		H 13
M	1380-63	I 35	From 0.8 miles north of Hwy. 8 to Exit Ramp to Hwy. 95 in North Branch, Wyoming, Stacy	Pavement Preservation, Misc Drainage and Safety Improvements	2012	$23.1		H 14
M	6280-308	I 35E	Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)	Bridge replacements of 6515, 9265 and 6517, replace Pennsylvania interchange with interchange at Cayuga, geometric improvements, reconstruction and lane addition on 35E	2014-2016	$156.8 - $213.2		H 15
M	6280-353	I 35E	Maryland Avenue Bridge	Replacement bridge and approach work, drainage, traffic signals and lighting	6/6/14-12/6/14	$11.0 - $14.7		H 16
M		I 35W	At Ramsey County Road E2	Rebuild interchange	2018	$19.3 - $26.1		H 17

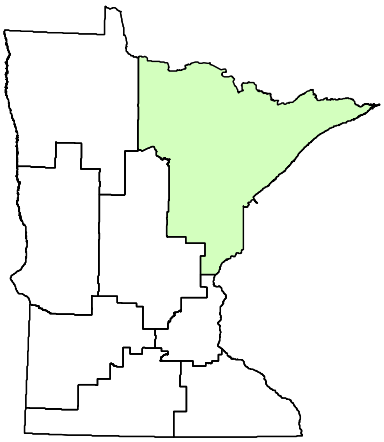
ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
JANUARY 15, 2010

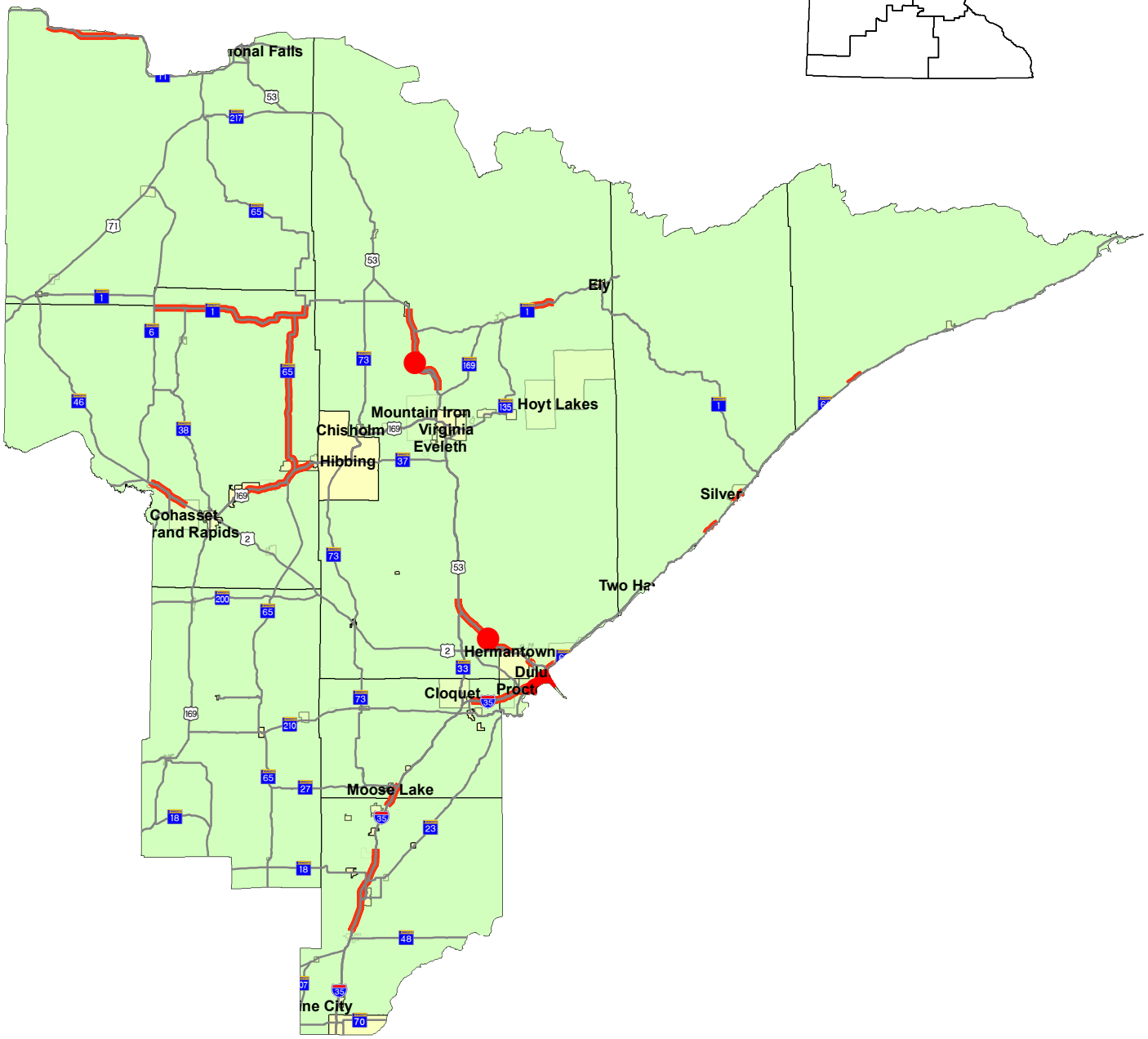
District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
M	2782-278	I 35W	I 35 South Bound over Highway 65 North Bound	Replace Bridge 27871 and 27868, adjust horizontal and vertical alignment of I 35W and adjust horizontal alignment of Highway 65 southbound	2018	$45.4 - $61.0		H 18
M	2782-281	I 35W	I 35W/Highway 62 Crosstown	Reconstruction of I 35W/Highway 62 commons area and addition of high occupancy vehicle (HOV) lane, addition of general purpose lane, additional capacity on Highway 62, proposed new access ramp, closure of existing access to westbound Highway 62	5/07-12/10	$288.0	$288.0	H 19
M	2781-415	I 94	Lowry Hill Tunnel to John Ireland Boulevard	Mill and Overlay and develop a managed corridor using advance traffic technology.	2011	$55.0		H 20
M	2782-278	I 94	I 94 on ramp over I 94 and Highway 65	Replace Bridge 27842 and 27843, adjust horizontal and vertical alignment of westbound I 94, vertical alignment of I-94 eastbound and vertical alignment of Highway 65	2018	$90.0 - $110.0		H 21
M	1985-132	I 494	Wakota Bridge over Mississippi River (Wakota)	Construction of eastbound I-494 Wakota Bridge and some approach roadway work on each end of bridge, overall Wakota Project included 10 separate construction projects	2008-2010	$60.0	$60.0	H 22
M	8285-93 8285-94	I 494	Lake Road to I-94	Bituminous widening, temporary bypass construction, widen Bridge 9775, majority of new drainage and project grading, unbonded concrete overlay, pave shoulders, guardrail, median barrier, impact attenuators	2009-2010	$34.0		H 23
M	8286-64	I 694	I-94 to 40th Street Bridge	Concrete overlay, 4 bridge deck replacements, and 2 bridge repairs	2010	$26.0		H 24

Major Highway Projects
2010



Major Highway Projects
District 1





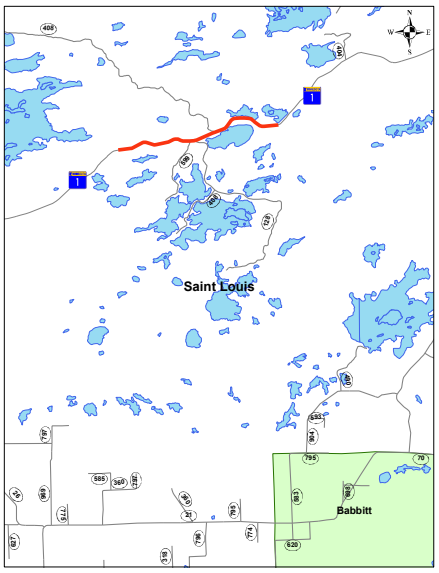
Major Highway Projects

Duluth

District Project Summary
District 1

PROJECT SUMMARY

Hwy. 1
0.3 Miles west of Six Mile Rd to Deer Haven Rd
State Project No. 6904-46
www.dot.state.mn.us/d1/projects/hwy1_tower_ely



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 12/17/2010
Current Letting Date: 03/23/2012
Construction Season: 2012/2013
Estimated Substantial Completion: 2013

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 10.6	$ 10.6
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 2.1	$ 2.1
Right of Way:	$ 1.1	$ 1.1
Total:	**$ 14.2**	**$ 14.2**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

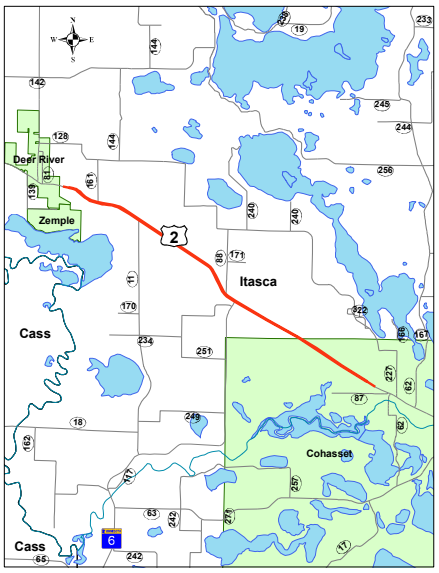
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 2
Deer River to Cohasset
State Project No. 3103-63



Schedule:

Environmental Document Approval Date: 12/09/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: No R/W needed
Original Letting Date: 03/27/2009
Current Letting Date: 03/27/2009
Construction Season: 2009
Estimated Substantial Completion: 2009

Project History:

The pavement condition of Highway 2 between Deer River and Cohasset is in disrepair.
The previous pavement repair in the project areas were:
1997 - joint repair - Deer River to 7.8 Miles East (7.8 Miles)
2002 - Mill and bituminous overlay - approx. Hwy. 6 to Cohasset (3.1 Miles)
2006 - Bituminous surfacing - Hwy. 6 to 1.3 Miles West (1.3 Miles)

Project Benefits:

Improve ride, extend useful life of roadway, reduce maintenance costs.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 13.6	$ 13.6
Other Construction Elements:	$ 1.2	$ 1.2
Engineering:	$ 2.4	$ 2.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.1**	**$ 17.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

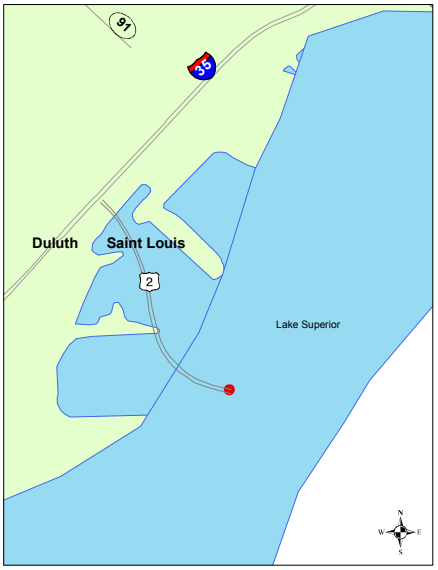
District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 2
Bong Bridge
Bridge 69100
State Project No. 6937-69100D



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 02/28/2014
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

Note: WISCONSIN DOT IS LEAD AGENCY. Bridge 69100 was built in 1982 and consists of a steel tied-arch main span and beam approach spans with a cast-in-place concrete deck. Bridge 69100 is 8,320 feet long. This bridge is classified as adequate with NBI ratings of Deck 6, Superstructure 6, and Substructure 7.

Project Benefits:

Extend The useful life of Bridge 69100 through preventive maintenance activities.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 10.2 - $ 13.8
Other Construction Elements:		$ 0.4 - $ 0.6
Engineering:		$ 2.1 - $ 2.9
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 12.7 - $ 17.3**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

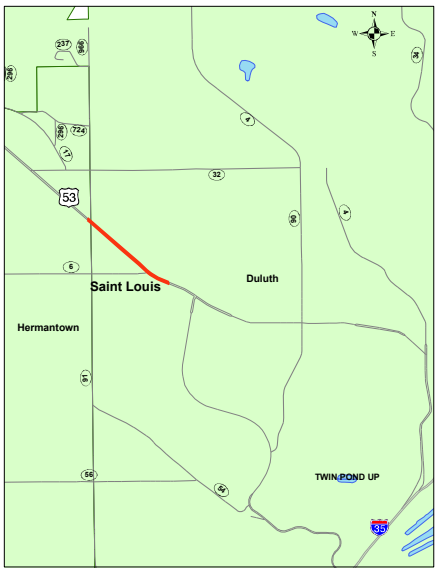
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 53
Hwy. 194 to Haines Road
State Project No. 6915-129



Schedule:

Environmental Document Approval Date: 08/25/2005
Municipal Consent Approval Date: 09/26/2005
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 06/27/2008
Current Letting Date: 06/27/2008
Construction Season: 7/2008-10/2010
Estimated Substantial Completion: 06/30/2010

Project History:

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

Project Benefits:

Decrease congestion on Highway 53, provide routes for local traffic, improve ride and safety, reduce maintenance costs.

Project Risks:

High traffic volumes, tight time schedule for 3 years, limited access, contaminated soil, weather.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 23.5	$ 23.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 10.2	$ 10.2
Total:	**$ 33.7**	**$ 33.7**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of Posting: Jan 2009
Revised Date: Jan 2010

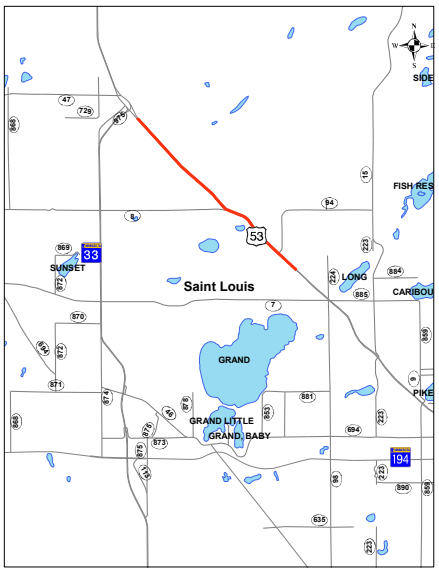
PROJECT SUMMARY

Hwy. 53

1.0 miles north of St. Louis County Road 7 to 2.6 miles north of St. Louis County Road 7 (northbound), 0.3 miles north of St. Louis County Road 8 to Junction Hwy. 33 (southbound)

Bridge 69062

State Project No. 6916-101



Schedule:

Environmental Document Approval Date: 03/17/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 03/19/2009
Construction Limits Established Date: Pending Approval
Original Letting Date: 12/16/2011
Current Letting Date: 05/01/2009
Construction Season: 2009
Estimated Substantial Completion: Fall 2009

Project History:

The in place roadway is a 4-lane divided highway with 12 foot driving lanes. The thin concrete overlay will improve ride and reduce maintenance costs. Substandard roadway segments will be reconstructed. The project scope originally included a bridge replacement at the intersection with Highway 33, but this bridge replacement was changed to a bridge repair when the project was advanced with ARRA funding.

Project Benefits:

Improve pavement strength, improve ride, reduce maintenance costs, reconstruct substandard curves.

Project Risks:

Project Description:

The project is located in St. Louis County. The project is a thin concrete overlay on the north lanes. The project included reconstruction of substandard segments in both The northbound and southbound directions. The project also includes pipe culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 12.7	$ 12.1
Other Construction Elements:	$ 0.7	$ 0.5
Engineering:	$ 2.7	$ 2.4
Right of Way:	$ 0.3	$ 0.0
Total:	**$ 16.3**	**$ 15.0**

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

Recent Changes and Updates:

Project advanced with ARRA funding; Construction is substantially complete; Bridge project programmed for 2012 for Bridge 69029 at Highway 33 intersection.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

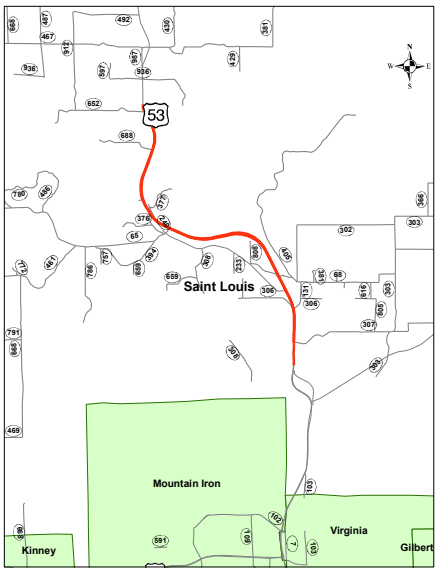
PROJECT SUMMARY

Hwy. 53

0.75 miles south of County Road 307 to 4.5 miles south of Junction Hwy. 1

Bridge 8570, 5998, 8569, 8556

State Project No. 6920-45



Schedule:

Environmental Document Approval Date: 01/01/2007
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/15/2006
Current Letting Date: 12/15/2006
Construction Season:
Estimated Substantial Completion: 2009

Project History:

Bridge. 8570 - Built 1941 removed 2008 (road abandoned)
Bridge. 5998 - Built 1942 (closed 2008) new bridge. 69136 northbound and 29135 southbound
Bridge. 8569 - Built 1941 removed 2008 (road abandoned) new bridge. 69132 northbound and 69131 southbound
Bridge. 8556 - Built 1941 (new Bridge. 69134 northbound and 69133 SB).

Project Benefits:

Improve ride, replace deficient Bridges, reduce maintenance costs.

Project Risks:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction on a new alignment and consists of grading, surfacing and Bridges from 0.75 miles S of County Road 307 to 4.5 miles S of Hwy. 1. The project also include pipe culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 29.9	$ 29.9
Other Construction Elements:	$ 1.2	$ 1.2
Engineering:	$ 6.0	$ 6.0
Right of Way:	$ 3.0	$ 3.0
Total:	**$ 40.1**	**$ 40.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

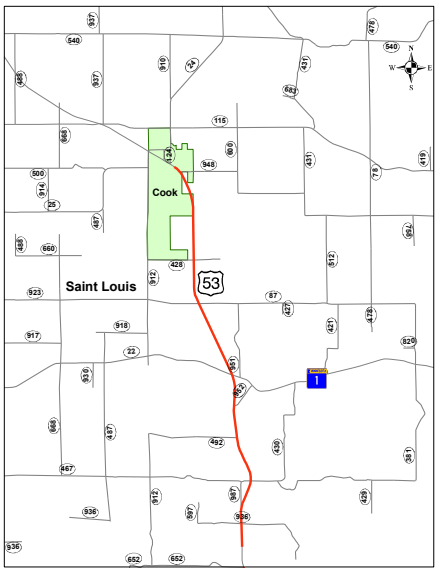
District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 53
4.5 miles south of Junction Hwy. 1 to south limits of Cook
Bridge 69044, 69045
State Project No. 6920-48



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 03/09/2008
Original Letting Date: 09/23/2011
Current Letting Date: 09/23/2011
Construction Season: 2011/2012
Estimated Substantial Completion: 2012

Project History:

This project is a 4-lane expansion. Construct Bridge. 69044 and Bridge. 69045. The new bridges are being built on new alignment.
The previous pavement repair in the project areas were:
1980 - Bituminous surfacing - full length
1992 - 2005 mill and bituminous overlay - numerous segments.

Project Benefits:

Provide additional driving lanes, improve ride, reduce maintenance costs.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 34.0	$ 34.0
Other Construction Elements:	$ 1.4	$ 1.4
Engineering:	$ 6.8	$ 6.8
Right of Way:	$ 0.5	$ 0.5
Total:	**$ 42.7**	**$ 42.7**

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

Recent Changes and Updates:

This project was deferred due to the SRC cuts that occurred in fiscal years 2010 and 2011. The loss of state funds made it impossible to match the HPP funds in the year the project was originally planned.

Key Cost Estimate Assumptions:

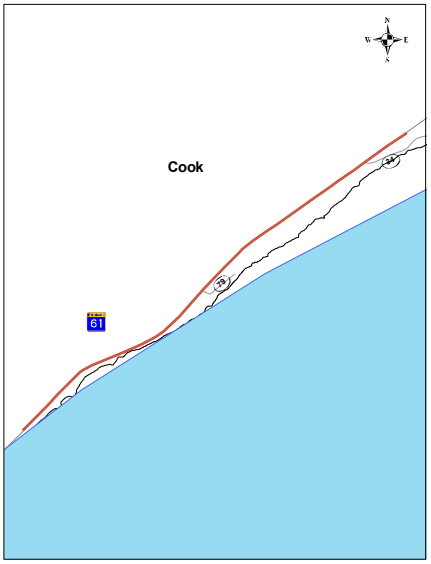
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 61
2.7 miles to 6.2 miles north of Tofte
State Project No. 1601-48



Schedule:

Environmental Document Approval Date: 09/25/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 03/18/1997
Construction Limits Established Date: 06/12/2001
Original Letting Date: 12/20/1996
Current Letting Date: 02/27/2009
Construction Season: 2009/2010
Estimated Substantial Completion: Fall 2010

Project History:

The Hwy. 61 Rehabilitation Project includes reconstruction of 3.5 miles of Hwy. 61 in Cook County to improve highway safety by correcting existing design issues such as narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of Hwy. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core. Due to funding limitations the project was put on hold in the late 1990s. Since then, several issues have surfaced that needed to be addressed before proceeding with the letting f this project. Bicycle/pedestrian accessibility has been addressed by the addition of a bike/ped trail adjacent to the highway on the lake side. A bike/ped underpass will be constructed at the northeast terminus of the project near the County Road 34 connection. Fish passage concerns at the Onion River have been addressed by restoring the Onion River to a natural bottom crossing and constructing a bridge to carry the highway over the river.

Project Benefits:

Improved highway safety, reduced maintenance costs, bicycle/pedestrian accessibility, ensures fish passage at Onion River for spawning of Coaster Brook Trout

Project Risks:

Project Description:

Reconstruct 3.5 miles of Hwy 61, construct approximately 3.5 miles of bicycle/pedestrian trail, construct bicycle/pedestrian underpass, construct bridge at Onion River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 15.0	$ 12.2
Other Construction Elements:	$ 0.0	$ 0.5
Engineering:	$ 2.9	$ 2.4
Right of Way:	$ 1.3	$ 1.3
Total:	**$ 19.2**	**$ 16.4**

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

Recent Changes and Updates:

Project is under construction; Cost estimate reduced due to bid results. This project was deferred indefinitely when it became apparent that the district would no longer be able to fund reconstruction projects in the Highway 61 corridor with regular porgram dollars due to the extremely high costs. Project eventually received High Priority Project funding was able to be let.

Key Cost Estimate Assumptions:

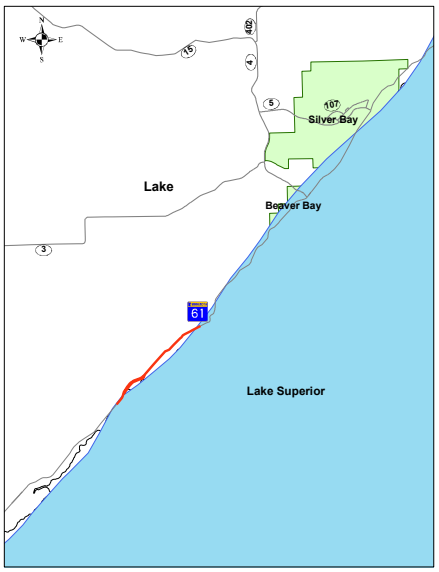
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 61
Split Rock River to Chapins Curve
State Project No. 3806-60
http://www.dot.state.mn.us/d1/projects/hwy61_split_rock/index.html



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 09/21/2008
Construction Limits Established Date: 07/02/2008
Original Letting Date: 11/12/2001
Current Letting Date: 02/12/2010
Construction Season: 2010/2011
Estimated Substantial Completion: Fall 2011

Project History:

The Hwy. 61 Rehabilitation Project includes reconstruction of 3.4 Miles of Hwy. 61 in Lake County to improve highway safety by correcting existing design issues such as substandard horizontal curves, poor sight distance, narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of Hwy. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core. Bicycle/pedestrian accessibility has been addressed by the addition of a bicycle/pedestrian underpass that connects the wayside rest just south of the Split Rock River to the existing bicycle/pedestrian trail.

Project Benefits:

Improved highway safety, increased sight distance, reduced maintenance costs, bike/ped accessibility.

Project Risks:

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

Project Description:

Reconstruct 3.5 miles of Hwy. 61, construct bicycle/pedestrian underpass, construct a Bridge to replace existing box culvert.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 14.4	$ 14.4
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 2.9	$ 2.9
Right of Way:	$ 1.6	$ 1.6
Total:	**$ 19.5**	**$ 19.5**

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

Recent Changes and Updates:

Letting date changed from October 2009 to February 2010, but this does not affect the construction season.This project was deferred indefinitely when it became apparent that the district would no longer be able to fund reconstruction projects in the Highway 61 corridor with regular porgram dollars due to the extremely high costs. Project eventually received High Priority Project funding was able to be let.

Key Cost Estimate Assumptions:

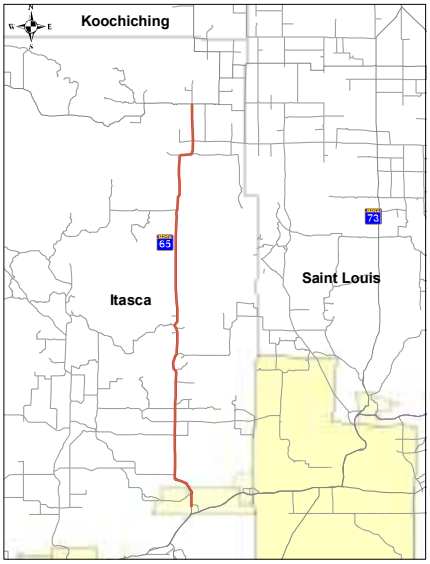
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 65
North limits of Nashwauk to Hwy. 1
State Project No. 3112-34



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 11/10/2008
Original Letting Date: 02/26/2010
Current Letting Date: 02/26/2010
Construction Season: 2010
Estimated Substantial Completion:

Project History:

The pavement condition of Highway 65 between north limits of Nashwauk to the West Junction of Hwy. 1 is in disrepair.
The previous pavement repair in the project areas were:
1995 - Bituminous overlay - Nashwauk to 9.4 miles north (9.4 miles)
1999-2000 - Bituminous overlay - various locations (6.5 miles)
2001-2002 - Mill and bituminous overlay - Junction Hwy. 1 South 25.1 miles West (25 miles).

Project Benefits:

Improve ride, extend useful life of roadway, reduce maintenance costs.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 13.2	$ 13.2
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 16.2**	**$ 16.2**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

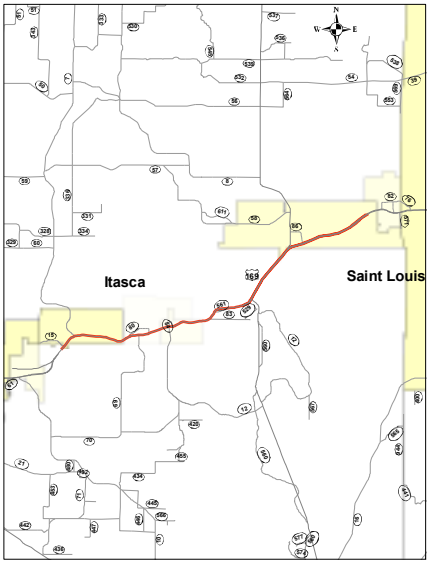
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 169

0.23 miles southwest of Itasca County Road 15 to 2.8 miles east of Nashwauk

State Project No. 3116-132



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: No R/W needed
Original Letting Date: 02/26/2010
Current Letting Date: 02/26/2010
Construction Season: 2010
Estimated Substantial Completion: 2010

Project History:

The pavement condition of Highway 65 between 0.23 miles southwest of Itasca County Road 15 to 2.8 miles east of Nashwauk is in disrepair.
The previous pavement repair in the project areas were:
1996-1997 - Bituminous spot repair - RP 314.874-323.392
1995 - Mill and bituminous overlay - various locations - RP 323.392-330.037 (4.3 Miles)
1994 - Bituminous overlay - RP 314.874-323.392
1993 - Mill and bituminous overlay - various locations westbound and eastbound RP 323.392 - 330.037 (4.2 Miles)

Project Benefits:

Improve ride, extend useful life of roadway, reduce maintenance costs.

Project Risks:

Project Description:

The project is located in Itasca County. The proposed project is a pavement reclamation from 0.23 Miles southwest of Itasca Co. County Road 15 to 2.8 miles east of Nashwauk. The project also includes pipe culvert replacements and the addition of turn lanes. The proposed project will have 2-12' driving lanes, 8' shoulders between RP 314.874-323.392. The proposed project will have 4-12' driving lanes (divided), 8' outside shoulders and 4' inside shoulders between RP 323.392-330.037.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 10.9	$ 10.9
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.2**	**$ 13.2**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

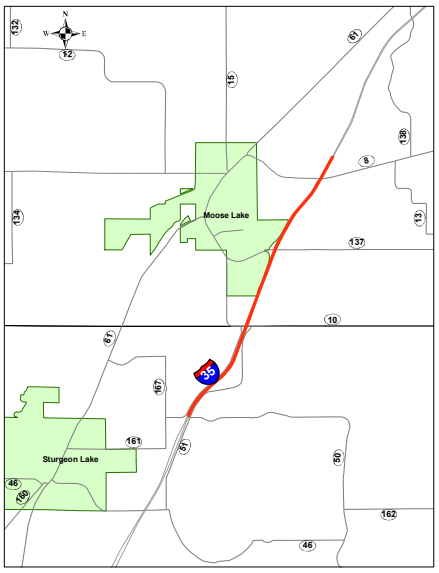
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-137, 0980-138, 5880-176



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/20/2009
Current Letting Date: 03/26/2010
Construction Season: 2010/2011
Estimated Substantial Completion: Fall 2011

Project History:

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

Project Benefits:

Improved ride quality for road users, extend useful life.

Project Risks:

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

Project Description:

Project begins 1.8 Miles south of the north Pine County Line and continues north to 2.6 Miles south of Carlton County Road 4. All 13.2 Miles of southbound lanes will be preserved with an unbonded concrete overlay. 4.5 Miles of the north lanes will be preserved with an unbonded concrete overlay. The remaining 8.7 Miles of the northbound lanes will be preserved using concrete pavement repair standards. Traffic will be reduced to two-lanes during construction. Access to Barnum and Highway 73 at Moose Lake will be provided during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

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

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

Recent Changes and Updates:

Interchange ramps will need to be reconstructed to meet new standards for length Project will take two seasons to construct.

Key Cost Estimate Assumptions:

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

District Engineer: Michael Robinson
Project Manager: Todd Campbell

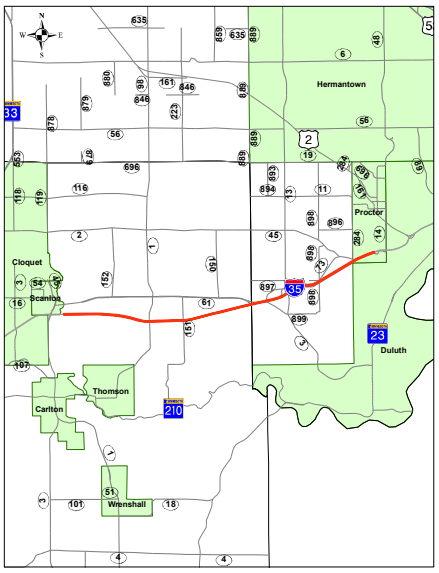
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35

St. Louis River to Boundary Avenue

State Project No. 0980-139, 6982-287



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 07/22/2011
Current Letting Date: 02/22/2013
Construction Season: Summer 2013
Estimated Substantial Completion: Fall 2013

Project History:

This section of Interstate 35 carries an average of 27,600 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates that this section of road will need pavement preservation to improve its ride quality and thereby extend its useful life. Between 2008 and 2009, The letting date delay was identified and the project scope reduced due to funding constraints based on funding forecasts.

Project Benefits:

Improved ride quality for road users, extend useful life.

Project Risks:

Availability of recycled materials for Mill surface is an unknown and market conditions could result in increased Bituminous unit prices; Uncertainty of scope of repair at the Guss Rd (Co Rd 61) interchange; and Accessibility route requirements at the Boundary Ave and Highway 2 intersection.

Project Description:

Both north bound and south bound directions will be preserved by a thin bituminous overlay. Culverts within the project limits will either be left in place, repaired, or replaced as deemed appropriate. The pavement and drainage at the Guss Rd interchange will be improved. A short mill and overlay on Highway 2 from Boundary Ave to Skyline Drive is included with this project. Traffic on I-35 will be reduced to two lanes during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 7.4 - $ 9.9
Other Construction Elements:		$ 0.5 - $ 0.5
Engineering:		$ 1.5 - $ 2.1
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 9.4 - $ 12.5**

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

Recent Changes and Updates:

This project was originally prioritized by both the MPO and ATP as a 2013 federal aid project at the higher level of funding. Due to the SRC cuts in fiscal years 2010 and 2011, and the ripple effect they caused to our program, this project was deferred into 2014. The scope of this project was reduced to meet fiscal constraints.

Key Cost Estimate Assumptions:

Overlay thickness Hydraulics needs, and Accessibility requirements at the Boundary Ave and Highway 2 intersection.

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

District Engineer: **Michael Robinson**
Project Manager: **Todd Campbell**

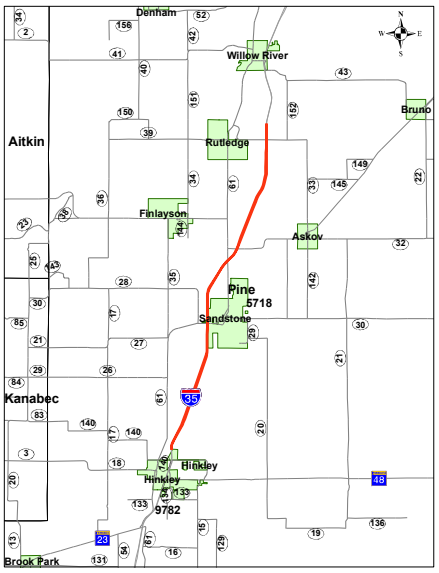
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35

North of Hinckley to north of Rutledge (southbound)

State Project No. 5880-177



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/19/2010
Current Letting Date: 11/19/2010
Construction Season: Spring 2011
Estimated Substantial Completion: Fall 2011

Project History:

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

Project Benefits:

Improved ride quality for road users, extend useful life

Project Risks:

Availability of recycled materials is an unknown and will significantly impact Bituminous unit prices, currently undertermined cross slope correction needs could increase concrete quantities

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 16.5	$ 16.5
Other Construction Elements:	$ 1.1	$ 1.1
Engineering:	$ 3.5	$ 3.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 21.2**	**$ 21.2**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Bridge maintenance needs will not exceed $300,000.

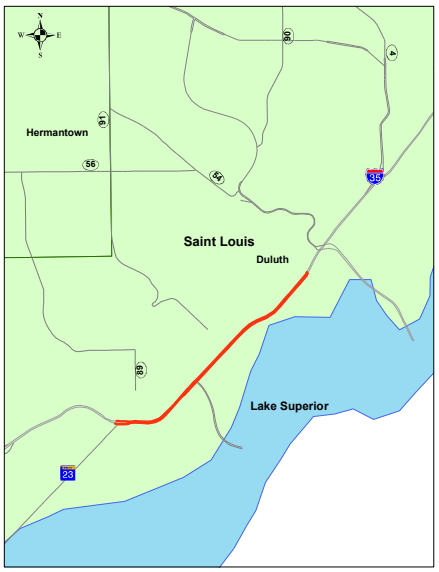
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35
Boundary Avenue to 26th Avenue East
Bridge 69831, 69832, 69880
State Project No. 6982-290
http://www.dot.state.mn.us/d1/projects/i35-reconstruct/



Schedule:

Environmental Document Approval Date: 12/30/2008
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 11/14/2008
Original Letting Date: 02/26/2010
Current Letting Date: 02/26/2010
Construction Season: 4/10-11/12
Estimated Substantial Completion: 11/11/2009

Project History:

I-35 from Boundary Avenue to Mesaba Avenue was constructed in the 1960's. The pavement is highly deteriorated and has been frequently patched. There are major bridges on the segment with substandard widths and fracture critical elements. Forty-six bridges in the corridor will require new railings, deck repairs and painting. I-35 from Mesaba Avenue to 26th Avenue East was opened in 1992 and requires concrete pavement repairs.

Project Benefits:

Replace fracture critical Bridges, improve ride and safety, extend the life of Bridges, reduce maintenance costs.

Project Risks:

High traffic volumes, extremely poor soils, tight construction schedule for 3 years, limited access, weather.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 75.0	$ 75.0
Other Construction Elements:	$ 3.0	$ 3.0
Engineering:	$ 15.0	$ 15.0
Right of Way:	$ 0.6	$ 0.6
Total:	**$ 93.6**	**$ 93.6**

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

Recent Changes and Updates:

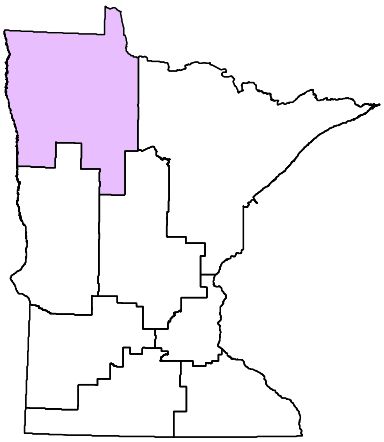
Key Cost Estimate Assumptions:

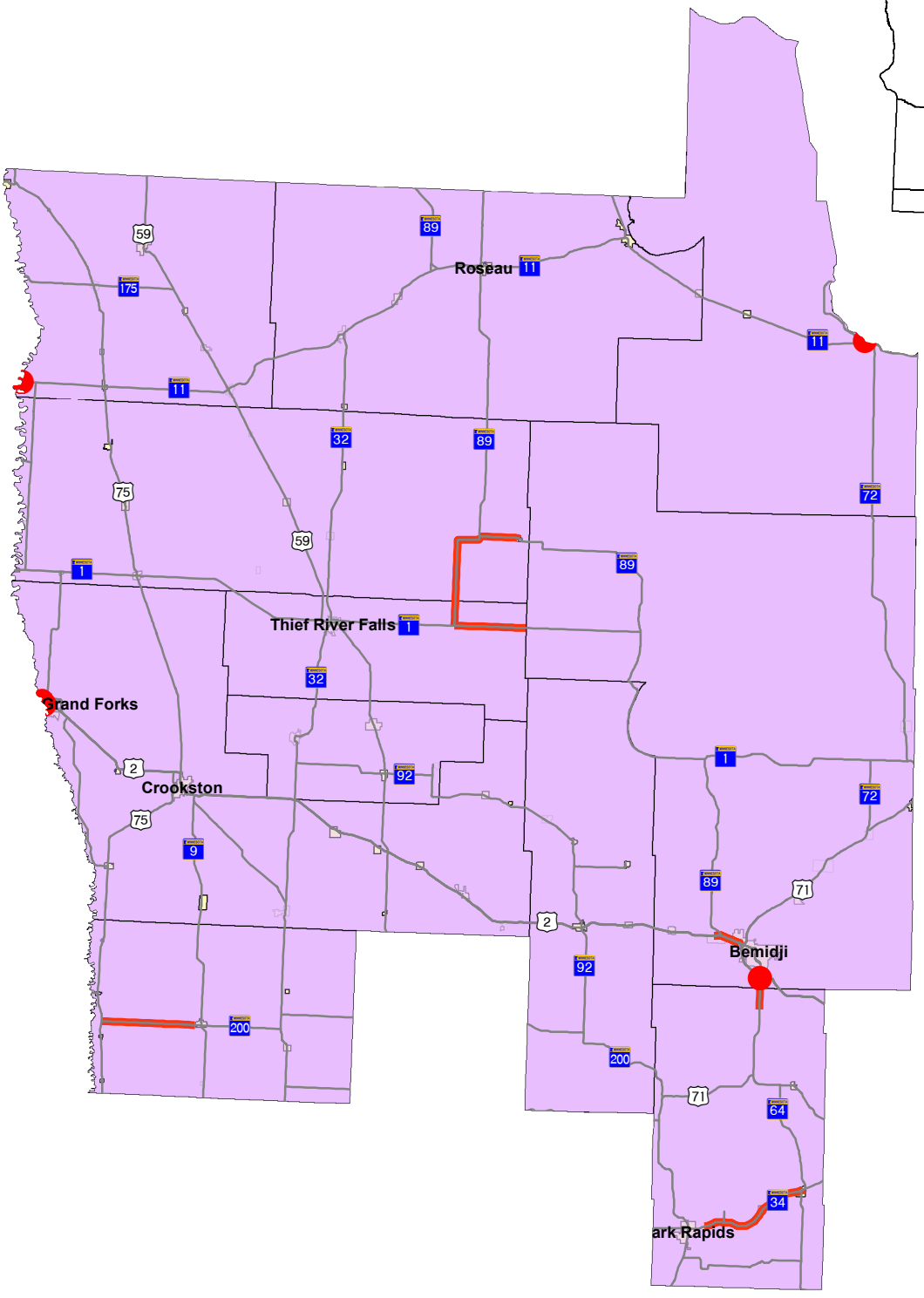
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of Posting: Jan 2009
Revised Date: Jan 2010

Major Highway Projects
District 2





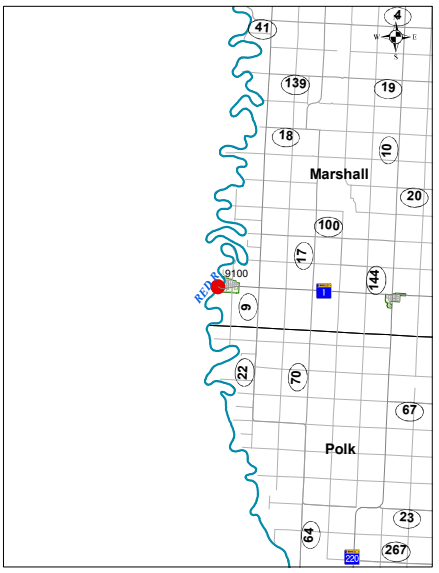
Bemidji

Major Highway Projects

District Project Summary
District 2

PROJECT SUMMARY

Hwy. 1
Red River of the North at Oslo
Bridge 9100
State Project No. 4509-05



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/16/2012
Current Letting Date: 11/16/2012
Construction Season: 2013
Estimated Substantial Completion: 08/01/2014

Project History:

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

Project Benefits:

Replace a fracture critical structure with a structurally redundant one, improve geometry and traffic safety.

Project Risks:

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

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

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

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

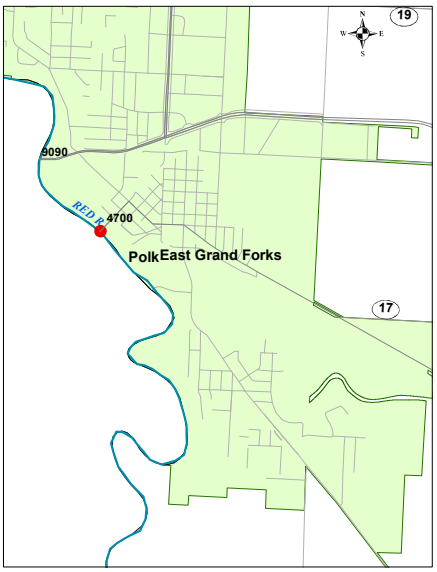
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Ray Gust

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 2
US 2B over Red River in East Grand Forks (Sorlie)
Bridge 4700
State Project No. 6015-07



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/01/2015
Current Letting Date: 11/17/2017
Construction Season: 2018-2019
Estimated Substantial Completion: 08/01/2019

Project History:

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

Project Benefits:

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

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit. Bridge 4700 is one of 24 historic bridges Mn/DOT has committed to the FHWA to preserve. Proximity to downtown business and inplace flood protection limits bridge profile

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 37.4 - $ 50.6
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 7.0 - $ 9.5
Right of Way:		$ 1.1 - $ 1.4
Total:		**$ 45.5 - $ 61.5**

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

Recent Changes and Updates:

North Dakota DOT is the lead agency. The district needs more time for project development because the bridge is a historic structure and the alternative of rehabilitation instead of replacement requires more evaluation time.

Key Cost Estimate Assumptions:

Safety will be improved as a result of eliminating the current fracture critical structure, pedestrian/bicycle access will be improved.

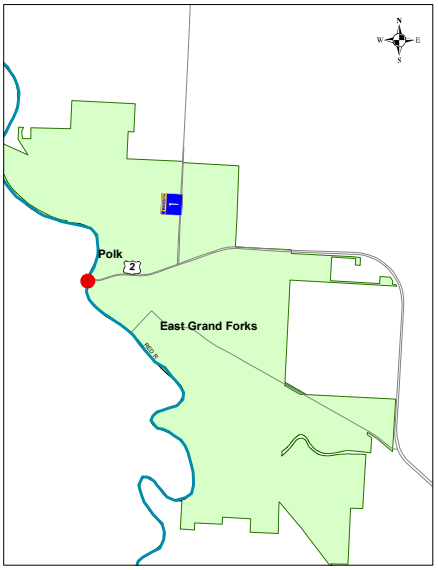
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 2
Kennedy Bridge in East Grand Forks (Kennedy)
Bridge 9090
State Project No. 6018-02



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/17/2017
Current Letting Date: 11/01/2015
Construction Season: 2016
Estimated Substantial Completion: 09/01/2016

Project History:

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

Project Benefits:

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

Project Risks:

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

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 10.7 - $ 15.0
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 2.1 - $ 2.4
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 12.8 - $ 17.4**

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

Recent Changes and Updates:

Prior to the Chapter 152 funding, a bridge painting project was programmed for 2009. With the addition of this additional funding, more extensive rehabilitation work is now programmed for 2016 to include painting, deck and pier rehabilitation.

Key Cost Estimate Assumptions:

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

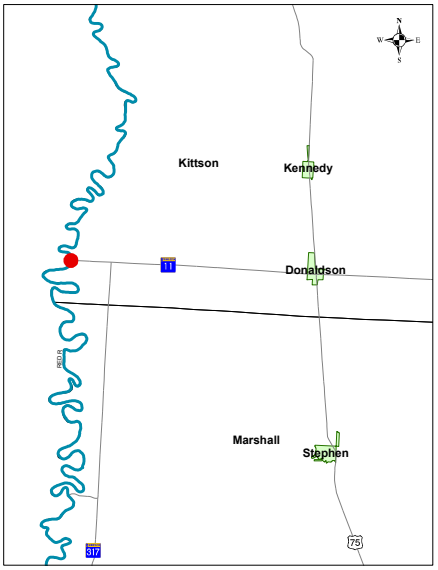
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 11
West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)
Bridge 6690
State Project No. 3501-13



Schedule:

Environmental Document Approval Date: 04/05/2006
Municipal Consent Approval Date: 10/07/2008
Geometric Layout Approval Date: ND Lead Agency
Construction Limits Established Date: 04/13/2006
Original Letting Date: 05/01/2007
Current Letting Date: 11/21/2008
Construction Season: 2009-2010
Estimated Substantial Completion: 08/01/2011

Project History:

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

Project Benefits:

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

Project Risks:

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

Project Description:

Replace MnDOT Bridge 6690 over the Red River of the North at the Robbin/Drayton Minnesota/North Dakota border crossing. This project will also include regrading realignment of the bridge approach.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 13.5	$ 16.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 13.6**	**$ 16.6**

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

Recent Changes and Updates:

Additional project development time was needed by the State of North Dakota, who did the project design and letting.

Key Cost Estimate Assumptions:

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

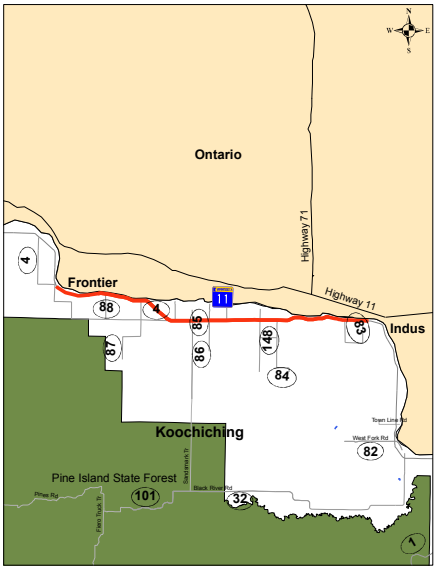
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 11
Frontier to Indus
State Project No. 3604-69



Schedule:

Environmental Document Approval Date: 01/24/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 08/04/2009
Original Letting Date: 11/21/2008
Current Letting Date: 01/22/2010
Construction Season: 2010
Estimated Substantial Completion: 10/01/2010

Project History:

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

Project Benefits:

Increase capacity from 7 ton to 10 ton roadway, improve sight distance issues, improve ride quality, extend useful life of roadway.

Project Risks:

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

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 14.5	$ 14.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 16.6**	**$ 16.6**

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

Recent Changes and Updates:

This project is scheduled to be let in January 2010. Additional project development time was needed because some culverts have to be replaced instead of left in place. This was not anticipated and more time was needed to re-design and purchase right of way.

Key Cost Estimate Assumptions:

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

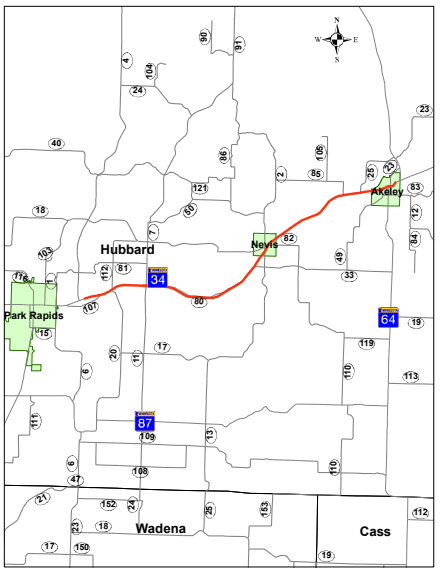
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Dean Robertson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 34
Park Rapids to Akeley
State Project No. 2902-39



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 10/06/2009
Original Letting Date: 01/28/2005
Current Letting Date: 02/25/2011
Construction Season: 2011
Estimated Substantial Completion: 09/01/2011

Project History:

This is a reconditioning project of which includes a full-width bituminous reclaim, paving the shoulders, adding turn and bypass lanes. County Road 107 will be realigned to improve safety at the intersection. The culverts will be cleaning with safety aprons installed where needed. Cattle passes will be removed along with the replacement of catch basins and manhole casting with the boundaries of Akeley. Guardrail upgrades are also included with the scope of this project. Within the town of Akeley, a 3" bituminous mill and fill will be performed. On Hwy. 226, a 1.5" full-width bituminous mill and fill will be performed with the exception of in the town of Dorset where the 1.5" bituminous mill and fill will be performed in the center 24 feet.

Project Benefits:

Extend the useful life of the Hwy 34 corridor within the project limits, improve safety at the turn lane and bypass lane locations, improve the ride quality of the Hwy 34 corridor within the project limits, promote proper drainage and water flow at the culvert repair/replacement locations.

Project Risks:

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

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 11.4	$ 11.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.9	$ 1.9
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 13.4**	**$ 13.4**

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

Recent Changes and Updates:

This project was originally programmed as a mill & overlay for 2009. After further review of the pavement, shoulder conditions and safety the project was moved to 2011 because the project would be more expensive and needed more time to acquire some additional right of way.

Key Cost Estimate Assumptions:

Extend the useful life of the Hwy.34 corridor within the project limits, improve safety at the turn lane and bypass locations, improve the ride quality of the Hwy. 34 corridor within the project limits.

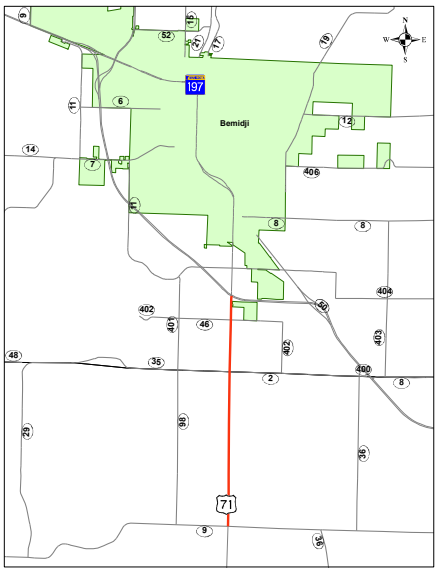
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Nick Schreurs

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 71
3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji
Bridge 04012
State Project No. 0409-12



Schedule:

Environmental Document Approval Date: 02/10/2007
Municipal Consent Approval Date:
Geometric Layout Approval Date: 03/31/2005
Construction Limits Established Date: Summer 2008
Original Letting Date: 01/02/2009
Current Letting Date: 02/01/2010
Construction Season: 2010-2011
Estimated Substantial Completion: 08/01/2011

Project History:

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

Project Benefits:

Improve road capacity, improve traffic flow near key intersections, purchase access control, increase safety, improve ride.

Project Risks:

R/W costs may exceed anticipated costs, entrance modifications and controlled access are controversial, City Utility unknowns, contaminated soil unknowns, detour routes and conditions.

Project Description:

Urban five-lane expansion within the City of Bemidji. Expansion of a rural two-lane roadway to a four-lane south of Bemidji, center left turn lane addition in rural two-lane areas. Work associated with this project includes grade and surface, bridge construction, bridge rehabilitation, signal installation, pavement rehabilitation. Existing Bridge 04012 becomes southbound.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 21.2	$ 21.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 2.5	$ 2.5
Total:	**$ 26.5**	**$ 26.5**

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

Recent Changes and Updates:

This project is scheduled to be let in February 2010. More time was needed to purchase right of way. Some of the parcels were more complex and included relocation and more time for right of way purchasing was needed.

Key Cost Estimate Assumptions:

City utility work is limited, urban portion is constructed under traffic.

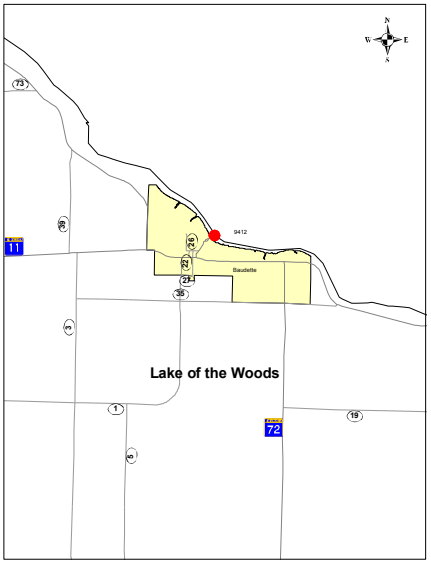
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 72
Rainy River Bridge in Baudette
Bridge 9412
State Project No. 3905-09



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018-2019
Estimated Substantial Completion: 08/01/2019

Project History:

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

Project Benefits:

Replace a fracture critical structure with a redundant one, improve geometry and traffic safety.

Project Risks:

Relocation of US Customs building, cultural resource issues in Minnesota as well as Ontario, Canada, international agreements will need to be developed and coordinated to enable budge and logistics planning, relocation of transfer station of which serves power to the cities of Baudette and Rainy River, Ontario, Canada will need coordination.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 37.7 - $ 50.9
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 0.2 - $ 0.3
Right of Way:		$ 14.5 - $ 19.6
Total:		**$ 52.4 - $ 70.8**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

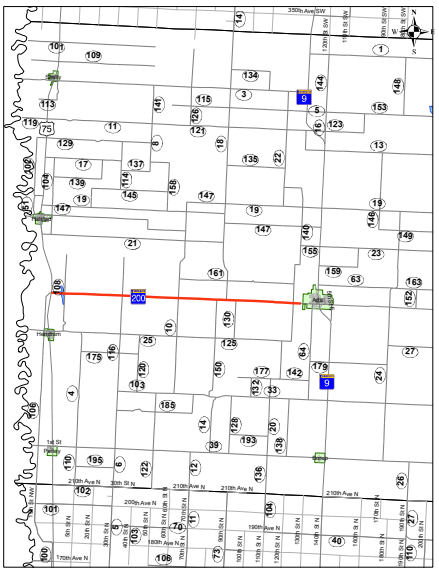
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Phil Bergem

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 200
Hwy. 75 to Ada
State Project No. 5407-31



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/26/2010
Current Letting Date: 03/22/2013
Construction Season: 2013
Estimated Substantial Completion: 09/01/2013

Project History:

The pupose of this project is to extend the pavement life and improve the pavement ride quality.

Project Benefits:

Extend the useful life of the inplace pavement, improve the ride quality where the concrete joints are becoming more noticable.

Project Risks:

A concrete overlay may be too costly of an option.

Project Description:

This project includes a pavement rehabilitation of either a bituminous or concrete overlay, shoulder paving, and culvert replacements where necessary.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 09/27/2007

	Baseline Est.	Current Est.
Construction Letting:	$ 8.6	$ 8.6
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.7**	**$ 10.7**

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

Recent Changes and Updates:

This project was delayed to a later year because its condition was not as bad as other projects that could not be delayed. As cuts were made to the 2010 budget, this project could withstand a three year delay.

Key Cost Estimate Assumptions:

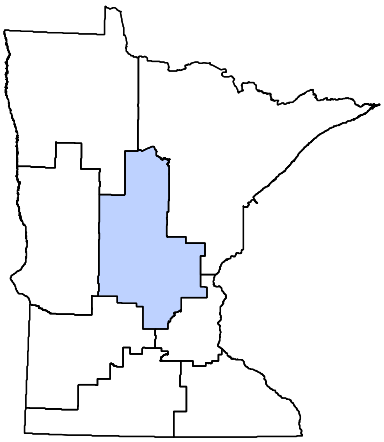
Midpoint of consctruction from the total project cost estimate used for this baseline estimate.

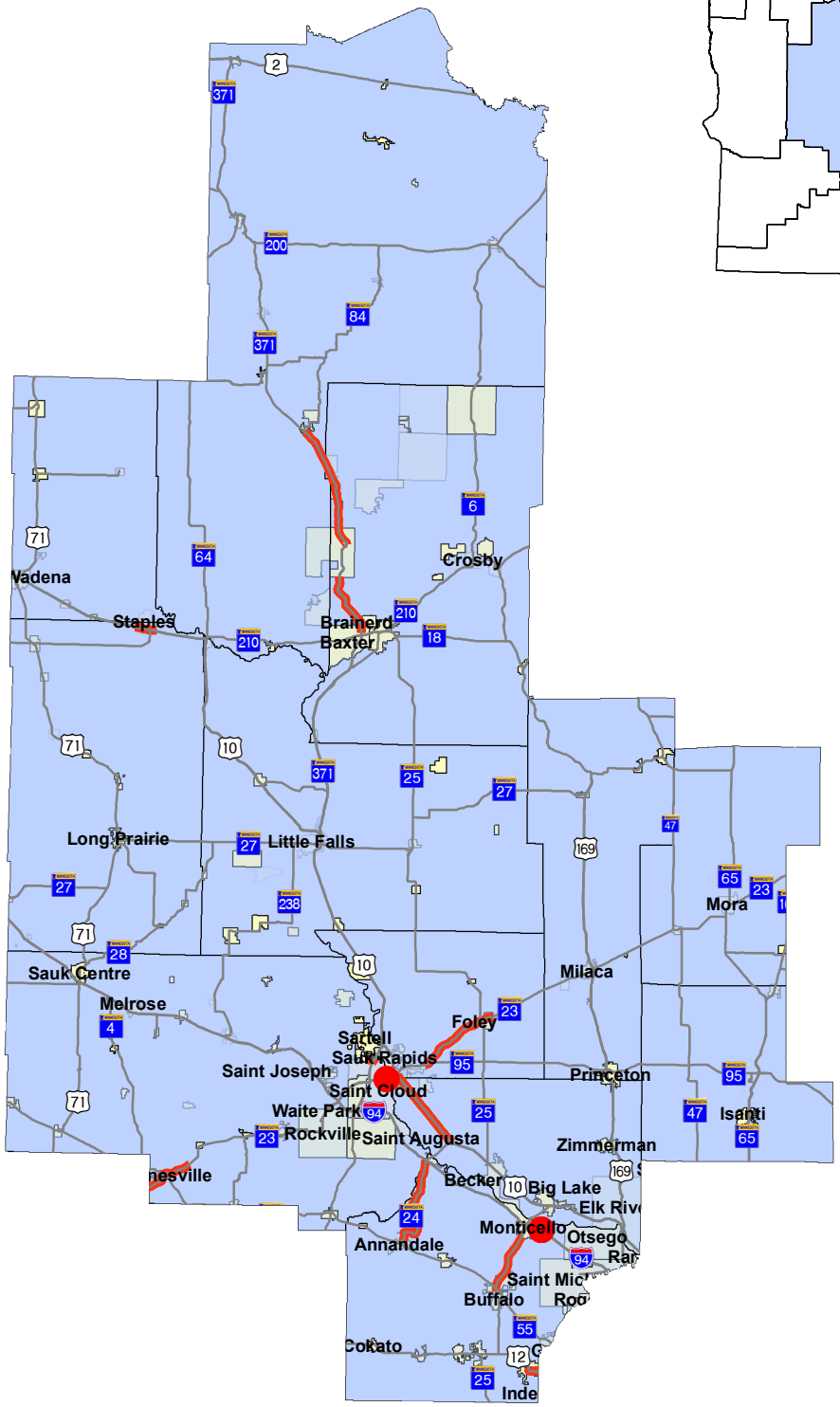
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2010
Revised Date: Jan 2010

Major Highway Projects
District 3





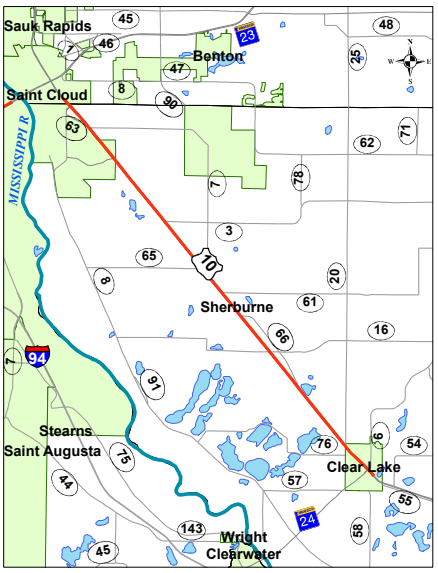
Brainerd

Major Highway Projects

District Project Summary
District 3

PROJECT SUMMARY

Hwy. 10
Westbound lanes from St. Cloud to Clear Lake
State Project No. 7103-51



Schedule:

Environmental Document Approval Date: 05/01/2009
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 01/22/2010
Current Letting Date: 01/22/2010
Construction Season: 2010-2011
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 16.9	$ 16.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.4	$ 3.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 20.3**	**$ 20.3**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

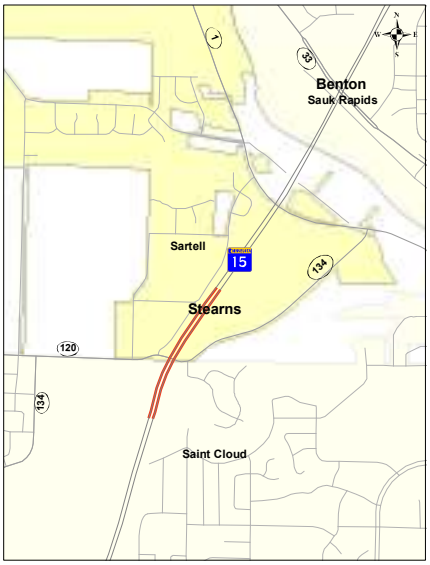
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Claudia Dumont

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 15
Stearns County Road 120 in St. Cloud/Sartell
State Project No. 7321-47



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/14/2012
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

The project was selected to receive $10 million in Greater MN Interchange Funds (Ch 152), based on economic development, safety and congestion needs. This project was the subject of a corridor study in 2007. During the study, the section of Hwy. 15 in the proposed project area had average travel speeds of 41.8 mph southbound and 41.8 mph northbound. Since 1994, the Average Daily Traffic on this section of Hwy. 15 has experienced annual growth of 9.5% per year. The traffic analysis for the Epic Center Alternative Urban Areawide Review showed the intersection of Hwy. 15 and County Road 120 will have failing level of service by 2015. Intersection delay due to development traffic will increase an additional 60% during the AM peak and 161% during the PM peak.

Project Benefits:

The interchange will provide better access to medical and facilities and a large retail complex, lessening congestion and improving safety. The proposed project will provide improved access, safety, and operations at the Hwy 15/County Road 120 intersection to accommodate new and future development at the EPIC Center retail development. Project is consistent with long term vision for the Hwy 15 corridor. Improvements are anticipated to preempt safety problems at this location that are witnessed at of high-volume intersection on Hwy 15 through the metro area.

Project Risks:

Project Description:

Construct tight urban interchange, narrowing the mainline and using retaining walls for ramps.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 13.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.5	$ 2.5
Right of Way:	$ 2.0	$ 2.0
Total:	**$ 17.5**	**$ 17.5**

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

Recent Changes and Updates:

This project was submitted jointly for Chapter 152 Greater MN interchange funding consideration by the Cities of Sartell and St. Cloud and Stearns County. Mn/DOT will be the lead agency.

Key Cost Estimate Assumptions:

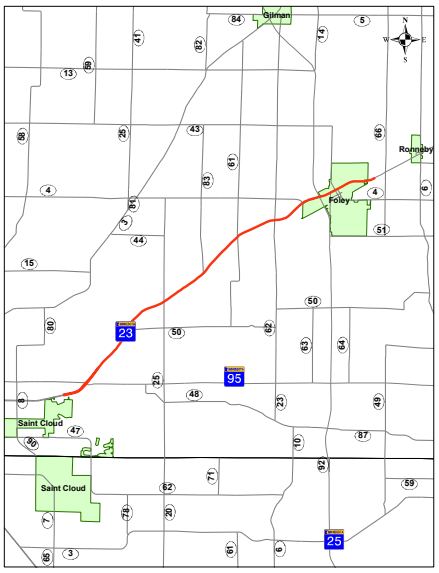
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Claudia Dumont

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 23
Hwy. 95 to Hwy. 25 in Foley
State Project No. 0503-75



Schedule:

Environmental Document Approval Date: 09/05/2003
Municipal Consent Approval Date: 05/18/2004
Geometric Layout Approval Date: 06/26/2003
Construction Limits Established Date:
Original Letting Date: 02/28/2011
Current Letting Date: 02/28/2011
Construction Season: 2011-2012
Estimated Substantial Completion:

Project History:

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

Project Benefits:

Improved safety and mobility on the corridor.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 28.5	$ 28.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.7	$ 5.7
Right of Way:	$ 6.3	$ 6.3
Total:	**$ 40.5**	**$ 40.5**

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

Recent Changes and Updates:

Project delayed several years to address road and bridge preservation needs emphasized in the State Transportation Plan and District Highway Investment Plan. Project funding currently identified in FY 2012 and 2013.

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

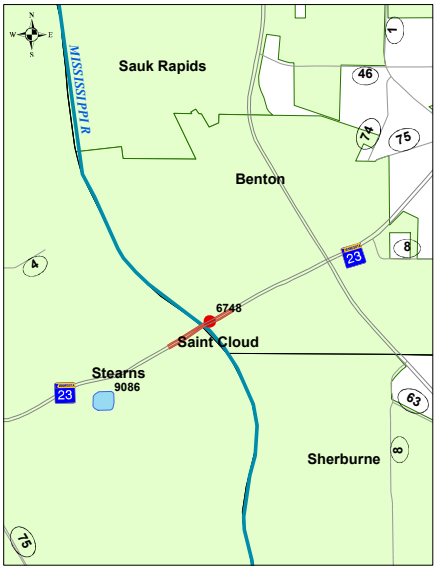
District Engineer: Robert Busch
Project Manager: Claudia Dumont

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 23
Desoto Bridge over Mississippi River in St. Cloud (Desoto)
Bridge 6748
State Project No. 0503-78



Schedule:

Environmental Document Approval Date: 05/06/2008
Municipal Consent Approval Date: 06/02/2008
Geometric Layout Approval Date: 04/18/2008
Construction Limits Established Date: 04/18/2008
Original Letting Date: 07/25/2008
Current Letting Date: 07/25/2008
Construction Season: 8/08-11/09
Estimated Substantial Completion:

Project History:

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

Project Benefits:

Replacement of fracture critical bridge, improved bike and pedestrian facilities on bridge.

Project Risks:

Project Description:

Replace the Mississippi River bridge and approaches.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 19.8	$ 19.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 21.1**	**$ 21.1**

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

Recent Changes and Updates:

Project will be open to traffic on 10/29/2009.

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

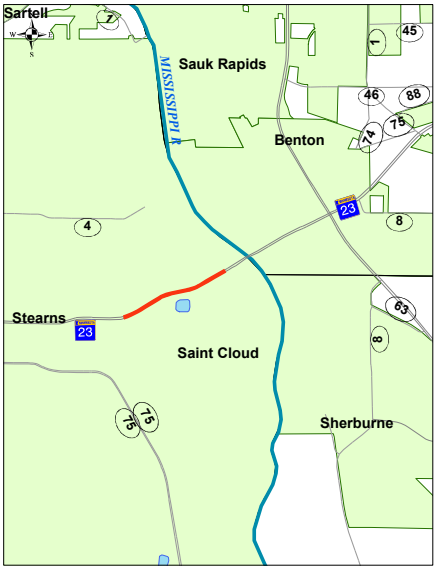
District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 23
Washington Memorial Drive to 4th Avenue (St. Cloud)
Bridge 9086
State Project No. 7306-93



Schedule:

Environmental Document Approval Date: 09/08/2008
Municipal Consent Approval Date: 04/21/2008
Geometric Layout Approval Date: 08/23/2007
Construction Limits Established Date: 02/09/2008
Original Letting Date: 01/23/2009
Current Letting Date: 01/23/2009
Construction Season: 4/09-11/09
Estimated Substantial Completion:

Project History:

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

Project Benefits:

Removal of a structurally deficient bridge, replacement of deteriorating pavement, improved pedestrian facilities, access added from 10th Avenue to westbound Highway 23.

Project Risks:

Potential groundwater contamination.

Project Description:

Replace structurally deficient bridge, reconstruct 4-lane urban highway, add access from 10th Avenue to westbound Highway 23.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 14.1	$ 14.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 17.3**	**$ 17.3**

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

Recent Changes and Updates:

Recent STIP amendment submitted and approved for cost increase associated with local costs and inflationary adjustments to state costs. Project will be open for traffic on 10/29/2009.

Key Cost Estimate Assumptions:

Cost estimate based upon estimated quantities and average bid prices.

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

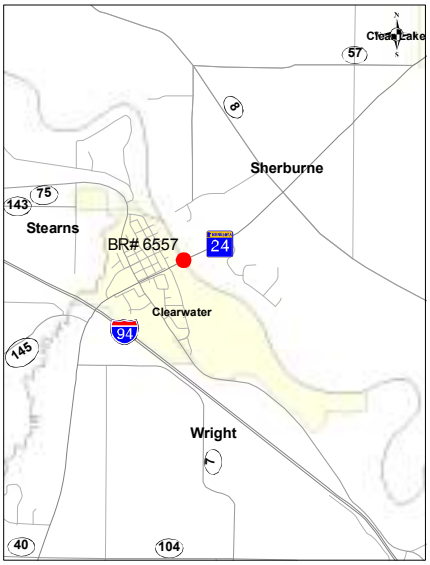
District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 24
Replace Bridge 6557 over Mississippi River in Clearwater
Bridge 6557
State Project No. 7108-23



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2016
Current Letting Date: 2016
Construction Season: 2016
Estimated Substantial Completion:

Project History:

New Project

Project Benefits:

Improve safety

Project Risks:

Parallel Bridge or Long Detour.

Project Description:

This project was programmed to replace the Bridge # 6557 over the Mississippi River. The bridge was constructed in 1958. Due to the age of the bridge, size and cost, it should be included in the Highway Improvement program. The deck is deteriorating with 9.3% delamination. The deck geometry and traffic volumes are a safety problem for motorists and pedestrians.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 15.0 - $ 20.0
Other Construction Elements:		$ 1.5 - $ 2.0
Engineering:		$ 1.8 - $ 2.4
Right of Way:		$ 3.0 - $ 5.0
Total:		**$ 21.3 - $ 29.4**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

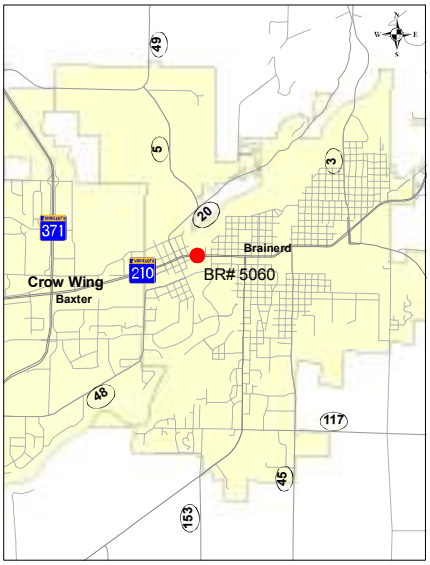
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 210
Replace Bridge 5060 over Mississippi River in Brainerd
Bridge 5060
State Project No. 1805-74



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2018-2019
Current Letting Date: 2018-2019
Construction Season: 2018-2019
Estimated Substantial Completion:

Project History:

New Project

Project Benefits:

Replace functionally obsolete bridge.

Project Risks:

Right of Way Impacts in City of Brainerd.

Project Description:

Project was initiated to plan for replacement of Bridge # 5060. Due to the age of the bridge, size and cost, it should be included in the Highway Investment Plan. The deck geometry and traffic volumes are a safety problem for motorists and pedestrians.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 8.0 - $ 10.0
Other Construction Elements:		$ 0.8 - $ 1.0
Engineering:		$ 0.9 - $ 1.2
Right of Way:		$ 1.5 - $ 3.0
Total:		**$ 11.2 - $ 15.2**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

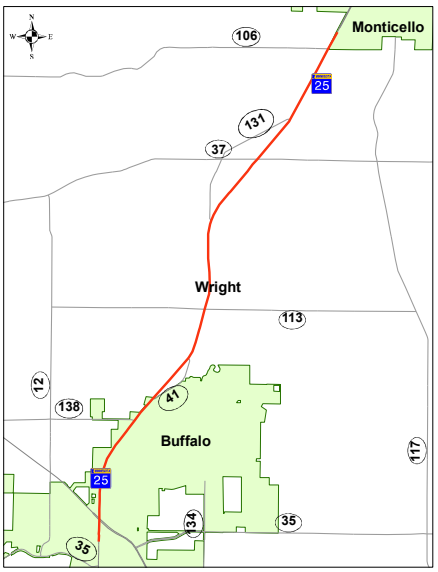
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 250
Buffalo to Monticello
State Project No. 8605-44



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 01/27/2015
Current Letting Date: 01/27/2015
Construction Season: 2015/2016
Estimated Substantial Completion:

Project History:

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

Project Benefits:

Safety improvements, reduced congestion

Project Risks:

Wellhead protection areas, railroad agreement, utility agreements

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 35.4 - $ 32.0
Other Construction Elements:		$ 4.5 - $ 8.0
Engineering:		$ 7.1 - $ 3.0
Right of Way:		$ 12.8 - $ 14.0
Total:		**$ 59.8 - $ 57.0**

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

Recent Changes and Updates:

Project presently identified in years 2015-2016 of district's 2014-2019 highway investment plan.

Key Cost Estimate Assumptions:

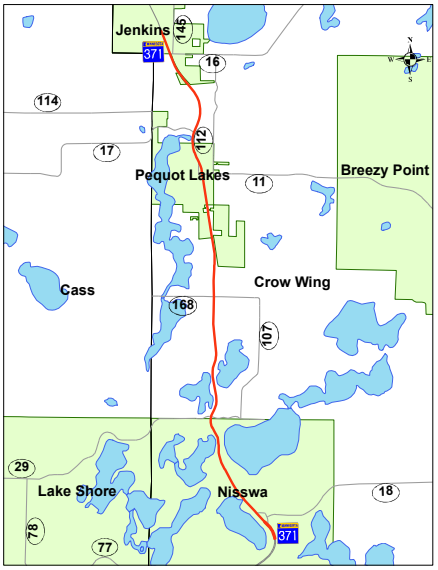
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Dave Schwarting

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 371
Nisswa to Pine River
State Project No. 1810-92
http://www.dot.state.mn.us/d3/projects/hwy371/index.html



Schedule:

Environmental Document Approval Date: 2005
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2011/2014
Current Letting Date: 2018/2029
Construction Season: Stage 1 - 2018-2019
Estimated Substantial Completion: 2018

Project History:

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

Project Benefits:

Improved safety, reduced congestion, correction of design deficiencies.

Project Risks:

Pequot Lakes bypass controversial, supplemental Environmental Impact Statement may be challenged, budget constraints may continue to delay project to an undetermined times, turnover of community leadership may cause significant changes, continued development along the existing corridor has the potential to cause significant changes to the chosen alignment or increase cost of required R/W

Project Description:

Expansion of 16 miles of existing two-lane medium priority Interregional Corridor to a divided four-lane highway facility. Project limits include the communities of Nisswa and Pequot Lakes (Stage 1) and Jenkins and Pine River (Stage 2). Environmental Impact Statement level environmental documentation required as well as Municipal Consent for each of the affected communities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 68.0 - $ 92.0
Other Construction Elements:		$ 13.6 - $ 18.4
Engineering:		$ 13.6 - $ 18.4
Right of Way:		$ 21.3 - $ 288.0
Total:		**$ 116.5 - $ 157.6**

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

Recent Changes and Updates:

Layout: Bypass of Pequot Lakes, elimination of grade separated interchanges
It was delayed over the years because of department/district priorities and emphasis on preservation. Currently, a Supplemental Final EIS is near completion on this project. Expected completion is Summer 2010.

Key Cost Estimate Assumptions:

Alignment studied in Supplemental Environmental Impact Statement will not have significant changes, 300' R/W corridor, R/W donation and spray irrigation field mitigation by Pequot Lakes, no interchanges, turnback of existing Hwy. 371 alignment to County Pequot Lakes.

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Jim Hallgren

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 371
From Design Drive in Baxter to Nisswa
State Project No. 1810-95

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 08/06/2009
Construction Limits Established Date: Pending Approval
Original Letting Date: 03/27/2009
Current Letting Date: 01/28/2011
Construction Season: 2011
Estimated Substantial Completion: 2011

Project History:

Project initiated by the need for regular pavement rehabilitation. Scope was broadened to include several safety improvements. [Left turn lane modifications at Design and Clearwater Drive(s), Extension of all auxiliary lanes to 500 feet, partial implementation of access management plan developed in 2001]. Installation of three left turn lanes between Nisswa and Pequot Lakes [two-lane section] scoped into this project to prevent further delay of these low-cost safety improvements.

Project Benefits:

Improved Safety and Reduced Congestion.

Project Risks:

Closing 20+ median crossovers may become controversial. Section 4(f) property involved at one left turn lane location.

Project Description:

Mill and overlay existing 4-lane section of Hwy 371 from Baxter to Nisswa. Improve left turn lanes at Clearwater and Design Drive(s). Install new dedicated left turn lanes at 3 locations between Nisswa and Pequot Lakes. Partial implementation of access management plan developed in 2001.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 10.8	$ 10.8
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.3**	**$ 13.3**

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

Recent Changes and Updates:

The delay of SP 1810-92 resulted in a re-scope of this project including three left turn lanes being added in the segment where the four-lane project (SP 1810-92) will be built as an interim fix to address safety concerns. This added cost and complexity and resulting in a delay which the district needed to move the project back a year to be able to fund the entire project. Other turn lane treatments were incorporated adding to the cost.

Key Cost Estimate Assumptions:

No purchase of R/W needed. No extensive mitigation required for impact to section 4(f) property [Only requires permit from the DNR].

Minnesota Department of Transportation
District 3
7694 Industrial Park Road
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Jim Hallgren

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

I 94

Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello

Bridge 86813, 86814, 86819, 86820

State Project No. 8680-142

Schedule:

Environmental Document Approval Date: 05/11/2007
Municipal Consent Approval Date: 03/23/2009
Geometric Layout Approval Date: 10/22/2008
Construction Limits Established Date:
Original Letting Date: 05/15/2009
Current Letting Date: 05/15/2009
Construction Season: 2009-2010
Estimated Substantial Completion: 2010

Project History:

Project was inititiated to address fatigue prone details in the bridge girders. Due to age of bridge and the ability to construct a shorter bridge, the district made a decision that it would be cost effective to replace the bridge. The shorter bridge eliminated having curved segments of the roadway on the bridge, which is a safety benefit. Auxiliary lanes will be added for the ramps from the County Road 18 interchange.

Project Benefits:

Improved bridge and improved safety due to shorter bridges and the addition of auxiliary lanes.

Project Risks:

Project Description:

Replace I-94 bridges over railroad tracks and local road east of Monticello.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 09/27/2007

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 11.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 2.0
Right of Way:	$ 0.0	$ 0.1
Total:	**$ 6.5**	**$ 13.2**

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

Recent Changes and Updates:

Cost estimate change due to additional grading costs related to new railroad clearance requirements.

Key Cost Estimate Assumptions:

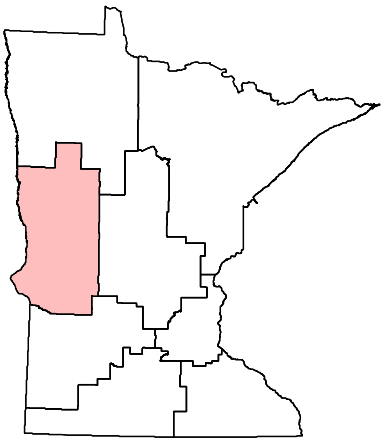
The final estimate was based on actual bid for the project.

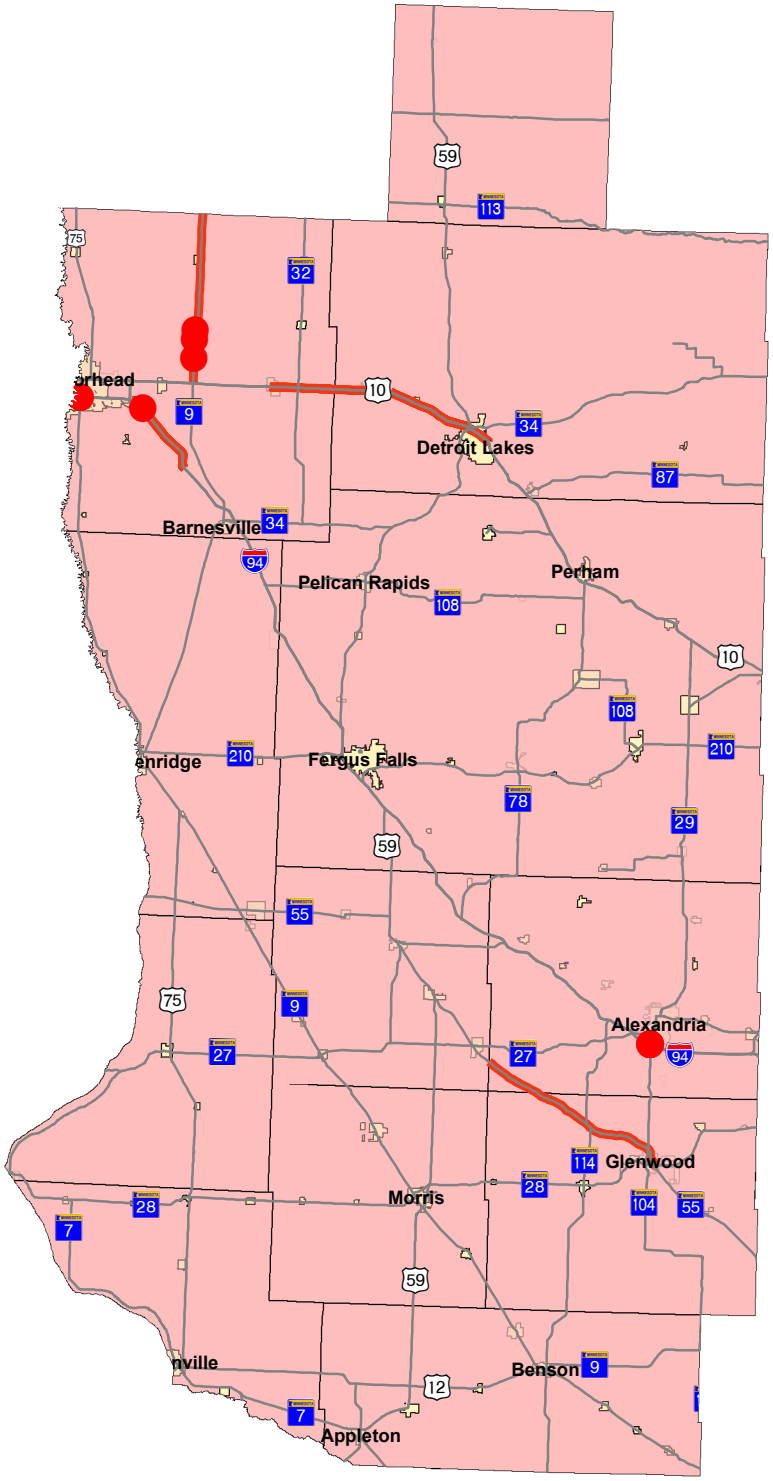
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2010
Revised Date: Jan 2010

Major Highway Projects
District 4





Detroit Lakes

Major Highway Projects

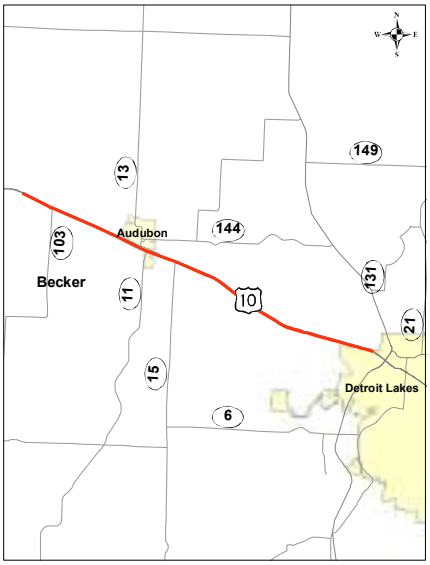
District Project Summary
District 4

PROJECT SUMMARY

Hwy. 10

Boyer Lake to Detroit Lakes - Westbound Lanes - Including Detroit Lakes Frontage Road (Morrow Ave. to Walmart Rd)

State Project No. 0301-46



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2010
Current Letting Date: 05/25/2013
Construction Season: May-October 2013
Estimated Substantial Completion: 08/01/2013

Project History:

The existing bituminous pavement is severely cracked and potholes are developing as the pavement structure continues to deteriorate. Several of the centerline culverts are in poor condition and need replacement.

Project Benefits:

Roadway structure will be preserved. Hydraulics and ride conditions will be improved. Access management and safety enhancement improvements will be made.

Project Risks:

There are Right of way unknowns with the culvert installation on BNSF right of way and the Meritcare parcel to build the frontage road "bulb out" and contaminated soil cleanup on the Meritcare parcel. It is unknown if RP 42.914 to RP 44.219 can be constructed under traffic at a reasonable cost . There was a limit put on how much we will spend to do this. Frontage road has not been drilled. There are potential subgrade issues.

Project Description:

(0301-46)

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 13.8	$ 13.8
Other Construction Elements:	$ 1.8	$ 1.8
Engineering:	$ 3.1	$ 3.1
Right of Way:	$ 0.5	$ 0.5
Total:	**$ 19.4**	**$ 19.4**

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

Recent Changes and Updates:

Partnership formed with MnDOT, City of Detroit Lakes and Becker County to study this area. It will encompass a broader project (Phase II Detroit Lakes) including many access improvements involving right of way. The study will be completed late 2011 and will need approximately 18 months for right of way.

Key Cost Estimate Assumptions:

District put a limit on what we would spend on this project.

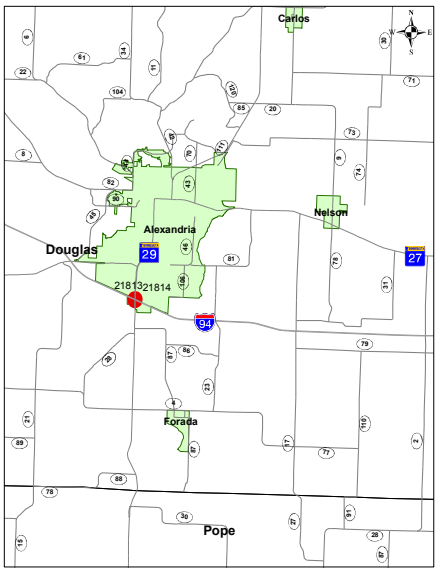
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanderhider

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 29
Bridges in Alexandria over I-94
Bridge 21813, 21814
State Project No. 2102-58



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/22/2016
Current Letting Date: 01/22/2015
Construction Season: May-October 2015
Estimated Substantial Completion: 08/01/2015

Project History:

Bridge abutments have rotated and moved toward the girder ends. Bridge has full depth patches and under deck delimitations. Bridge width and railings are substandard. Bridge built in 1965. Considered structurally deficient. NBI deck rating = 4. Sufficiency rating = 79 for Bridge 21813. Sufficiency rating = 66.7 for Bridge 21314. Increased maintenance required. Replacement is only feasible option.

Project Benefits:

Replaces a structurally deficient bridge with a bridge that meets current standards. Reduces long term maintenance. Adds left turn lane for I 94 EB and WB on ramp for improved safety. Add single left turn lane on both bridges. Possible 4-laning or frontage road to enhance level of service and safety.

Project Risks:

Traffic and development continues to increase along the Hwy 29 corridor. This may create the need for additional bridge width. This in turn will create the need for a 4-lane divided section to the south of the bridge. A planning study is being conducted.

Project Description:

(2102-58) Replace Bridge 21813 southbound and 21814 northbound. Construct approach panels. Grade and concrete surface tie-ins. Possible 4 lane for 1.2 miles. 2015.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 14.2 - $ 22.0
Other Construction Elements:		$ 1.9 - $ 3.5
Engineering:		$ 3.2 - $ 6.0
Right of Way:		$ 0.3 - $ 2.2
Total:		**$ 19.3 - $ 33.7**

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

Recent Changes and Updates:

This project moved forward due to receiving Chapter 152 bonding.

Key Cost Estimate Assumptions:

2 span steel girder span structure with tall abutments. These two bridges will be constructed as one project.

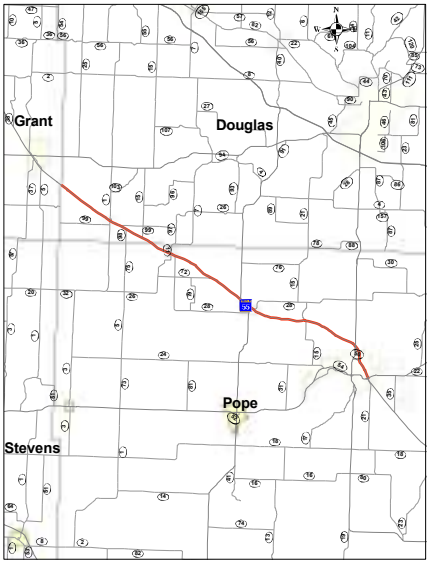
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanderhider/Dan Kuh

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 55
West Douglas County Line to Glenwood
Bridge 5481
State Project No. 2107-09, (6107-11)



Schedule:

Environmental Document Approval Date: 08/01/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 01/31/2009
Original Letting Date: 04/22/2011
Current Letting Date: 10/23/2009
Construction Season: May-October 2010
Estimated Substantial Completion: 08/01/2010

Project History:

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

Project Benefits:

Improve ride, eliminate all pavement distress, reclaim will provide stronger base course, use of polymer-modified asphalt will retard future cracking, reduce maintenance costs, improve hydraulics.

Project Risks:

New construction procedure in test section areas. Amendment produced and added in short time frame may have errors.

Project Description:

(2107-09 - 6107-11) Mill bituminous 4", reclaim 8", pave 5", culvert replacements, replace Bridge 5481 (associated work)
October 2009

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 11.6	$ 9.1
Other Construction Elements:	$ 1.3	$ 1.2
Engineering:	$ 2.6	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 15.5**	**$ 12.3**

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

Recent Changes and Updates:

Test sections added. Design Final-Let. Not awarded yet.

Key Cost Estimate Assumptions:

Assume project will be awarded to one of the top two bidders-added 3% overrun to address possibility of errors in last minute amendment.

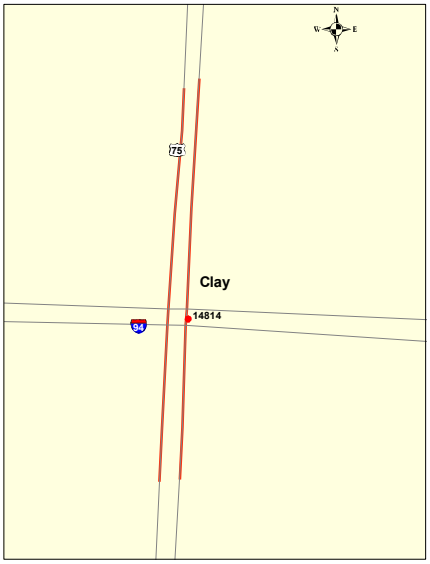
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanerhider/Seth Ylini

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 94/Hwy. 75
I 94 and Hwy. 75 Interchange
Bridge 14814
State Project No. 1406-66



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 06/24/2016
Current Letting Date: 06/24/2016
Construction Season: June-November 2016
Estimated Substantial Completion: 10/01/2016

Project History:

The purpose of the Hwy. 75 and 20th St. S. Corridor Study is to identify the future improvement needs along Hwy 75 from 20th Ave. S. to 60th Ave. S. and along 20th St. S. from SE Main to 60th Ave. S. The Study developed a range of alternatives that include a combination of safety, geometric, access management, capacity and aesthetic improvements. The alternatives include roadway capacity improvements to address corridor congestion. The Study also included a detailed analysis of the Hwy. 75/I-94 and 20th St. S/I-94 interchange.

Project Benefits:

Loop construction eliminates most of the existing left turn conflicts at ramp junctions. Provides two right turn lanes southbound Hwy 75 to westbound I-94 to accommodate heavy volume. Eliminates unusual yield condition on westbound entrance ramp from northbound Hwy 75 to westbound I-94. Existing bridges on Hwy 75 over I-94 will remain (only widening is required). Provides pedestrian/bicycle pathway along west side of Hwy 75. Provides sidewalk along the east side of the bridge.

Project Risks:

Business in southeast quadrant may be impacted. Loops may have to be designed with a tighter radii to minimize righ of way impacts (Design exception may be required). County Ditch in northeast quadrant may be affected. Retaining walls will be required.

Project Description:

(1406-66) I-94/Hwy 75 Interchange will be modified to include loop ramps in the northeast and southeast quadrants. 2016

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 12.0 - $ 20.0
Other Construction Elements:		$ 1.5 - $ 2.5
Engineering:		$ 2.4 - $ 4.0
Right of Way:		$ 1.0 - $ 2.0
Total:		**$ 16.9 - $ 28.5**

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

Recent Changes and Updates:

The Hwy 75 and 20th St. Corridor Study was completed in June 2008

Key Cost Estimate Assumptions:

Existing bridge over Hwy 75 will remain (only widening is required). Retaining walls will be incorporated to minimize right of way acquisitions. Planning Study Estimate used 2008 dollars and was inflated to 2016 dollars (year of construction).

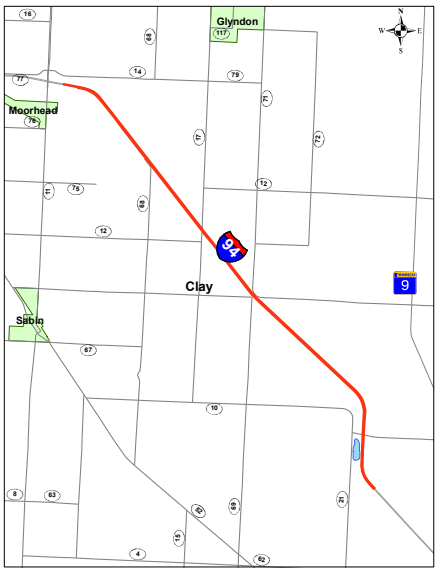
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: **Lee Berget**
Project Manager: **Lori Vanderhider**

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

I 94
Hwy. 336 to Downer Exit
Bridge 14803
State Project No. 1480-142



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 12/01/2007
Original Letting Date: 03/23/2007
Current Letting Date: 02/26/2010
Construction Season: May-August 2010
Estimated Substantial Completion: 08/01/2010

Project History:

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

Project Benefits:

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

Project Risks:

Design is not completed. Environmental regulations for the deck drain piping and concrete paving may change.

Project Description:

(1480-142)Unbonded concrete overlay, replace bituminous shoulders, replace off and on ramp shoulders, re-deck and new approach panels for Bridge 14803. 2010

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 12.0	$ 10.0
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 3.0	$ 3.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.0**	**$ 14.0**

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

Recent Changes and Updates:

Bridge work removed. Cross overs added. Materials design recommendation completed. Due to the huge increase in bituminous costs on other projects, let earlier, and the spring of 2009 flooding, this project was moved to 2010.

Key Cost Estimate Assumptions:

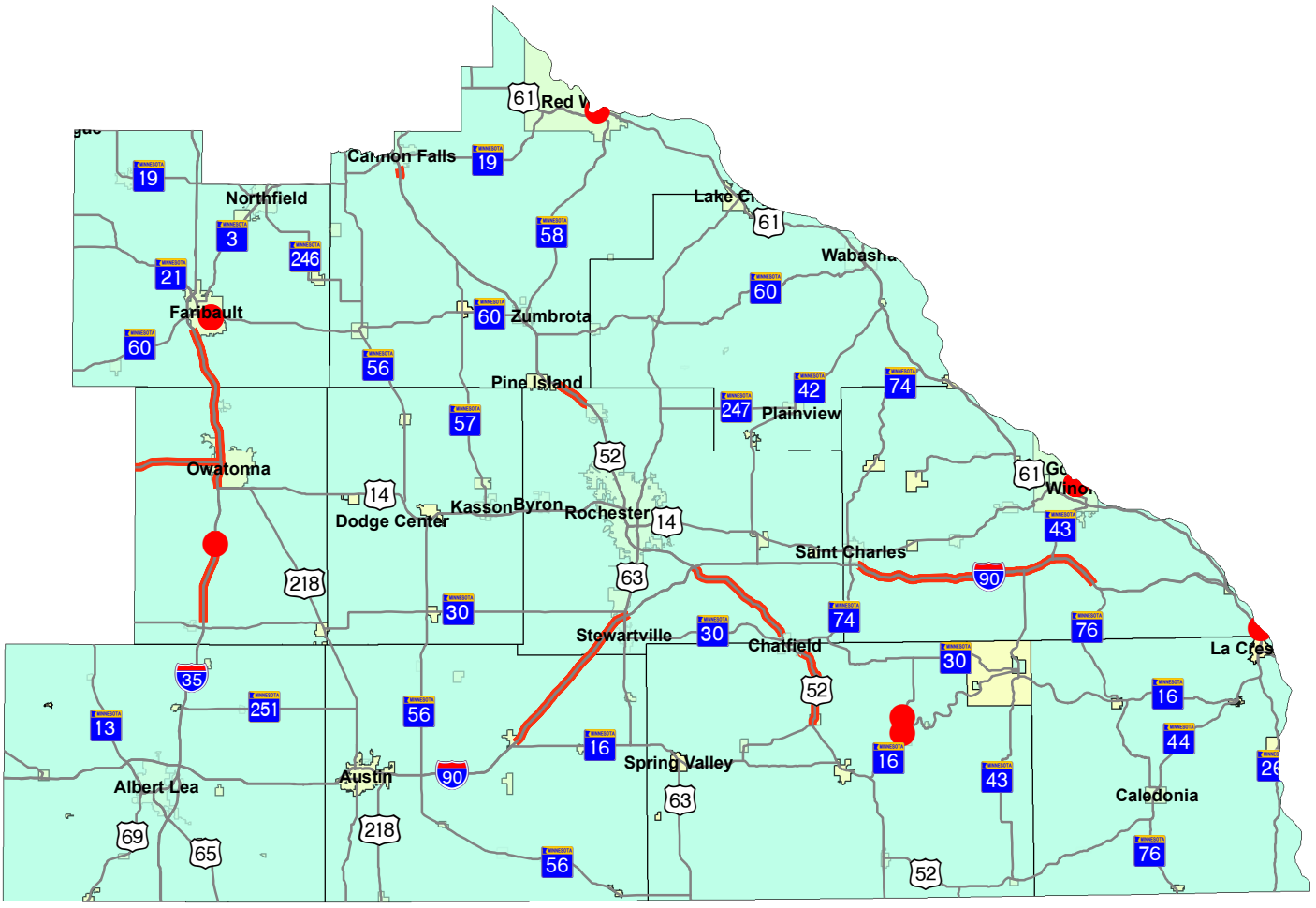
A project risk factor of 7% was used to calculate the contingency other than the specific risk listed on the left.

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Jesse Miller

Original date of Posting: Jan 2009
Revised Date: Jan 2010

Major Highway Projects
District 6



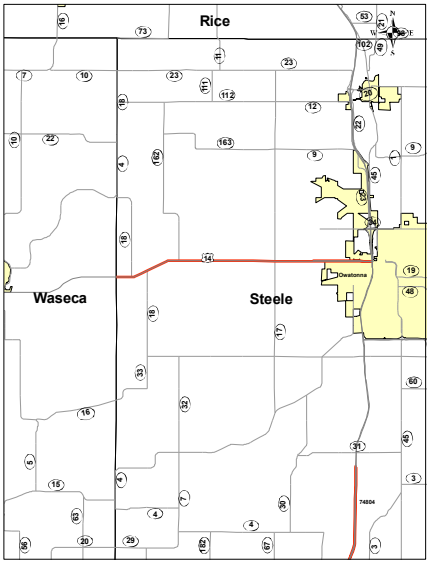
Rochester

Major Highway Projects

District Project Summary
District 6

PROJECT SUMMARY

Hwy. 14
I 35 to West Steele County line
State Project No. 7401-34



Schedule:

Environmental Document Approval Date: 2009
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 2009
Construction Limits Established Date: 2009
Original Letting Date: 01/23/2009
Current Letting Date: 01/23/2009
Construction Season: 2009-2010
Estimated Substantial Completion: 2010

Project History:

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

Project Benefits:

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

Project Risks:

Traffic detour during construction.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 65.3	$ 51.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.2	$ 3.2
Right of Way:	$ 12.3	$ 12.3
Total:	**$ 80.8**	**$ 67.3**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

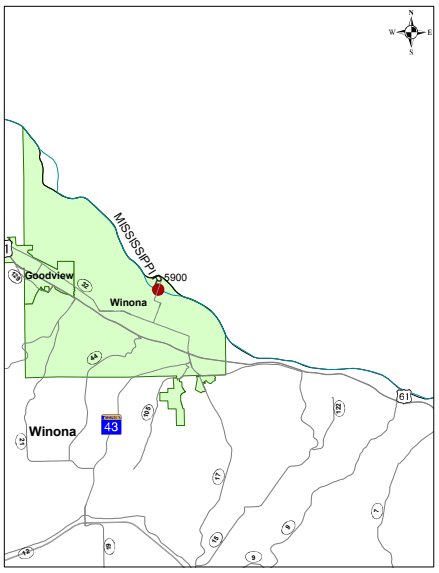
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kyle Lake

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 43
Winona Bridge over Mississippi River
Bridge 5900
State Project No. 8503-46
http://www.dot.state.mn.us/d6/projects/winonabridge/



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2015
Current Letting Date: 01/24/2014
Construction Season: 2014
Estimated Substantial Completion: 12/01/2017

Project History:

Bridge 5900 was built in 1941 and has a sufficiency rating of 49.8, indicating the need for replacement. Bridge 5900 was recently closed after bridge inspections revealed corrosion issues and a retrofit project was implemented to open the bridge to traffic again.

Project Benefits:

Bridge 5900 is an important Mississippi River crossing for goods and commodities moving between Minnesota and Wisconsin.

Project Risks:

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

Project Description:

Replace Bridge 5900

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 209.2 - $ 283.1
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 39.8 - $ 53.8
Right of Way:		$ 27.6 - $ 37.4
Total:		**$ 276.6 - $ 374.3**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

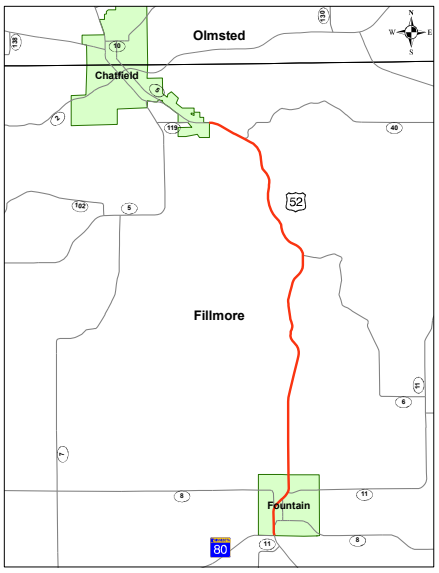
District Engineer: Nelrae Succio
Project Manager: Jai Kalsy

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 52

Fountain to Chatfield



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2020
Current Letting Date: 2020
Construction Season: 2020
Estimated Substantial Completion:

Project History:

The current roadway is a two-lane undivided highway.

Project Benefits:

Improve safety and ride quality along the Highway 52.

Project Risks:

Environmental assessment, traffic accommodation during construction, Right of Way acquisition, funding.

Project Description:

Reconstruct Highway 52

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 40.4 - $ 54.7
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 5.3 - $ 7.1
Right of Way:		$ 13.5 - $ 18.2
Total:		**$ 59.2 - $ 80.0**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

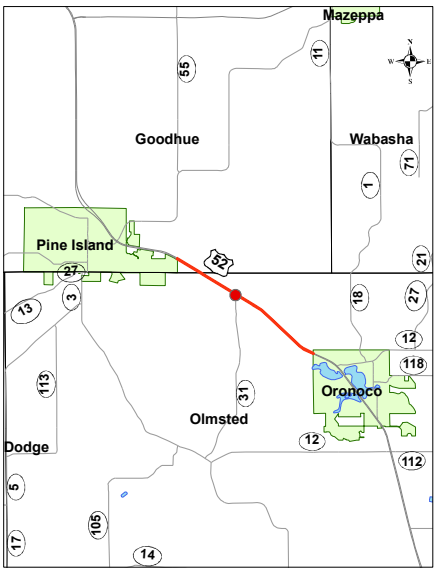
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Tony Wagner

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 52
Elk Run interchange
State Project No. 2505-48
http://www.dot.state.mn.us/d6/projects/hwy52pineisland/index.html



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 10/16/2009
Original Letting Date:
Current Letting Date:
Construction Season:
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

Environmental assessment, traffic accommodation during construction, Right of Way acquisition, funding.

Project Description:

Construct interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 29.8 - $ 40.3
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 3.9 - $ 5.2
Right of Way:		$ 10.2 - $ 13.8
Total:		**$ 43.9 - $ 59.3**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

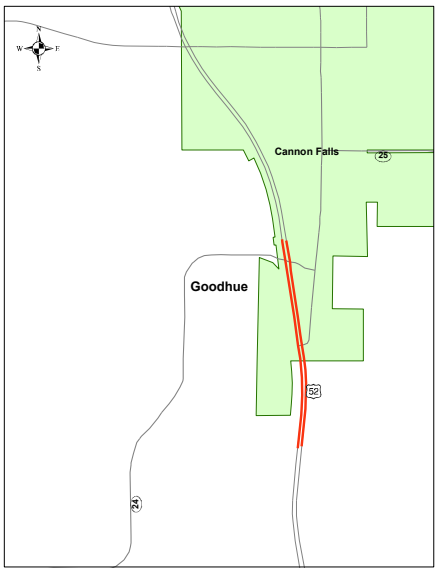
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Terry Ward

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 52
Cannon Falls interchange
State Project No. 2506-52



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2014
Current Letting Date: 2014
Construction Season: 2014
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

Traffic accommodation during construction, Right of Way acquisition, Municipal Consent, funding.

Project Description:

Construct interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 21.3 - $ 28.8
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 2.8 - $ 3.7
Right of Way:		$ 10.2 - $ 10.2
Total:		**$ 34.3 - $ 42.7**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Preliminary design will be completed winter of 2009-2010. Mn/DOT has partnered with the FHWA, Goodhue County, the city of Cannon Falls and area townships throughout the project development process. A location for the interchange has been chosen near the southern signal at 232nd St. Way. The solution will meet the goals of Hwy. 52 as a high priority interregional corridor, improve safety in the corridor and facilitate regional growth in traffic and development.

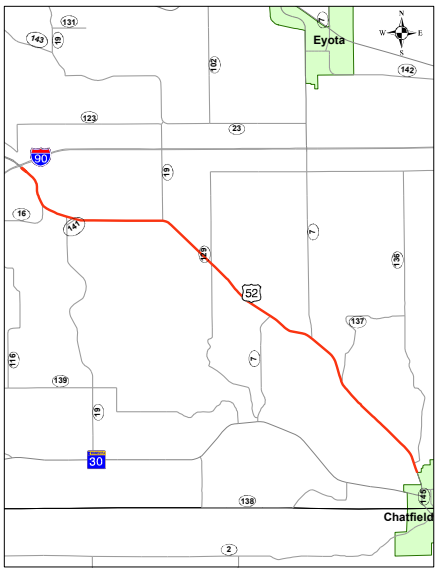
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Greg Paulson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 52
Chatfield to I 90
State Project No. 5507-60



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 01/22/2010
Current Letting Date: 01/27/2017
Construction Season: 2017-2018
Estimated Substantial Completion: 2018

Project History:

The current roadway is a two-lane undivided highway.

Project Benefits:

Improve safety and ride quality along the Highway 52.

Project Risks:

Environmental assessment, traffic accommodation during construction, Right of Way acquisition, funding.

Project Description:

Reconstruct Highway 52

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 28.8 - $ 38.9
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 4.5 - $ 6.7
Right of Way:		$ 11.5 - $ 15.6
Total:		**$ 44.8 - $ 61.2**

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

Recent Changes and Updates:

A mill and overlay was done on this roadway in 2009 to preserve and extend it's life until 2017.

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

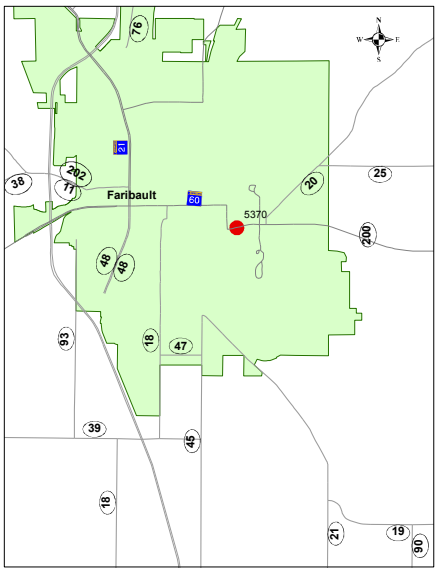
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Tony Wagner

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 60
Replace Bridge 5370
Bridge 5370
State Project No. 6607-42



Schedule:

Environmental Document Approval Date: 05/29/2008
Municipal Consent Approval Date: Aug 14 2007
Geometric Layout Approval Date: Aug 14 2007
Construction Limits Established Date: 05/01/2006
Original Letting Date: 11/21/2008
Current Letting Date: 11/21/2008
Construction Season: 2009
Estimated Substantial Completion: 2009

Project History:

Bridge 5370 was built in 1936.

Project Benefits:

Bridge 5370 was built in 1936 and has extensive concrete infiltration on some supporting members, indicating the need for reconstruction.

Project Risks:

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

Project Description:

Replace Bridge 5370

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 9.6	$ 8.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 11.5**	**$ 10.8**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

NEW BRIDGE WAS OPEN TO TRAFFIC LAST OCTOBER 17TH 2009. Project has been let.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

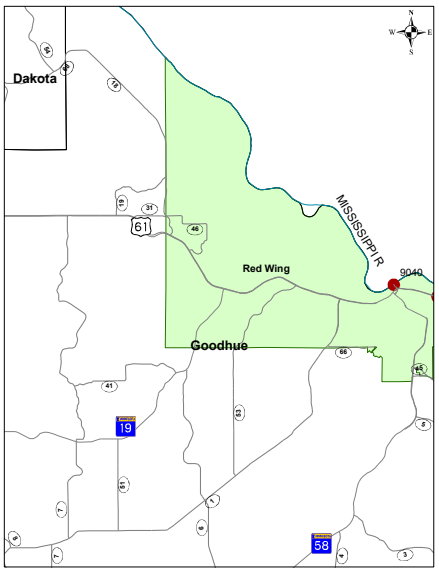
District Engineer: Nelrae Succio
Project Manager: Fausto Cabral

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 63
Red Wing Bridge over Mississippi River (Red Wing)
Bridge 9040
State Project No. 2515-21



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018-2019
Estimated Substantial Completion: 2019

Project History:

Bridge 9040 was built in 1958 and has a sufficiency rating of 44.8, indicating the need for replacement.

Project Benefits:

Replacement of fractural critical Bridge 9040 provides better level of service for the traveling public.

Project Risks:

THIS BRIDGE WAS OPEN TO TRAFFIC OCT. 17, 2009. The existing Right of Way corridor is narrow and will be challenging to build a new bridge while maintaining Hwy. 63 traffic at the same time. The roadway geometry on MN side and the proximity of Hwy. 61 will be challenging. There are potentially some contaminated properties in the proximity of this project. There may be some historical interest in the bridge design that could lead to design and staging challenges. Environmental permits are required for replacement of this bridge. Municipal Consent from the City of Red Wing is required.

Project Description:

Replace Bridge 9040 along with the roadway approaches

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 244.2 - $ 330.4
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 30.0 - $ 37.1
Right of Way:		$ 12.0 - $ 16.2
Total:		**$ 286.2 - $ 383.7**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

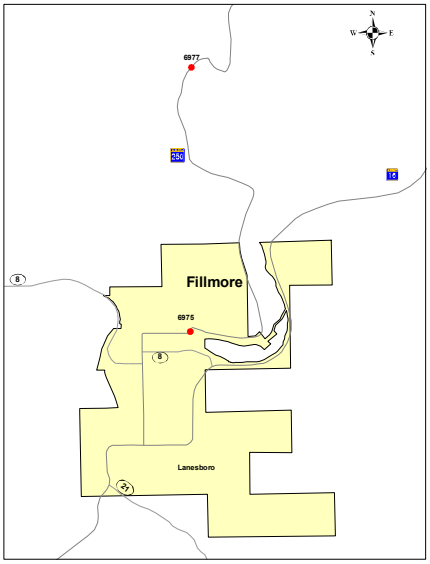
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Fausto Cabral

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 250
Replace Bridge 6975 and 6977
Bridge 6975, 6977



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

Bridge 6975 was built in 1931 and Bridge 6977 was built in 1924. Both structures are classified as functionally obsolete.

Project Benefits:

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

Project Risks:

The roadway approach work could lead to significant environmental issues. It is anticipated traffic will be detoured during construction. Municipal Consent from the City of Lanesboro may be required for Bridge 6975.

Project Description:

Replace Bridge 6975, replace Bridge 6977.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 11.6 - $ 15.8
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 2.2 - $ 2.9
Right of Way:		$ 0.1 - $ 0.2
Total:		**$ 13.9 - $ 18.9**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Environmental impacts with roadway approach work not significant. Traffic is assumed to be detoured during construction. Municipal Consent from the City of Lanesboro is obtainable, if required for Bridge 6975.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager:

Original date of Posting: Jan 2009
Revised Date: Jan 2010

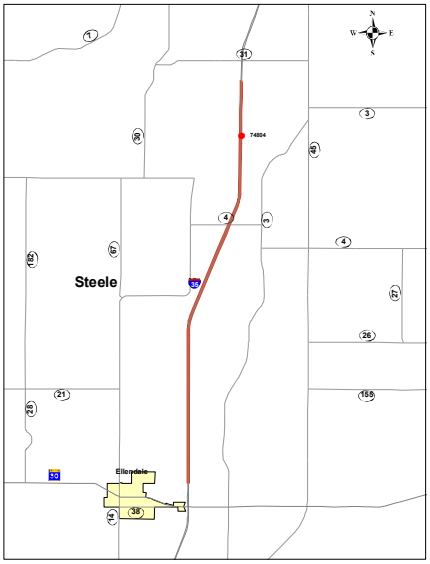
PROJECT SUMMARY

I 35

Northbound 0.5 Miles north Hwy. 30 to 1.13 Miles north (Bridge 74804)

Bridge 74804

State Project No. 7480-115



Schedule:

Environmental Document Approval Date: 09/15/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 02/27/2009
Current Letting Date: 02/27/2009
Construction Season: 2009
Estimated Substantial Completion:

Project History:

Interstate 35 surface was constructed in 1966.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to southbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 14.2	$ 9.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.0**	**$ 11.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to utilize temporary crossovers during construction.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

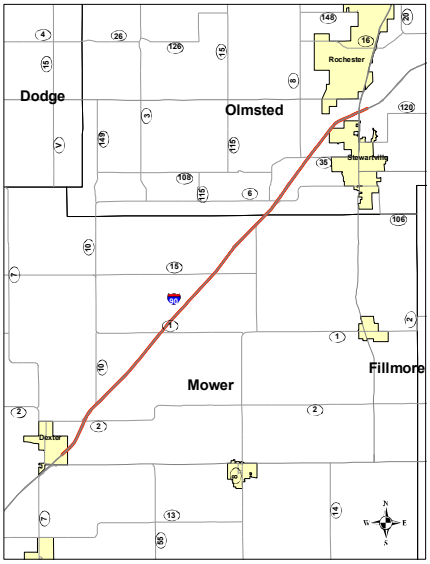
District Engineer: Nelrae Succio
Project Manager: Kyle Lake

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

I 90
Hwy. 16 to Hwy. 63
State Project No. 5080-146



Schedule:

Environmental Document Approval Date: 01/04/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 05/16/2008
Current Letting Date: 05/16/2008
Construction Season: 2008
Estimated Substantial Completion: 2008

Project History:

Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to eastbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.7	$ 11.4
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 15.9**	**$ 13.6**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager:

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

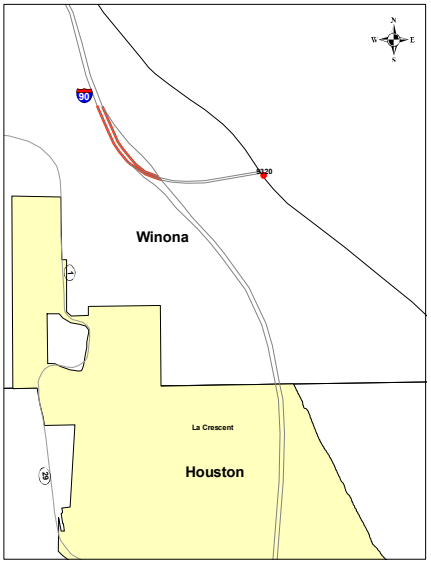
I 90

Dresbach Bridge over Mississippi River (Dresbach)

Bridge 9320

State Project No. 8580-149

http://www.dot.state.mn.us/d6/projects/dresbachbridge/



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/24/2012
Current Letting Date: 07/01/2012
Construction Season: 2012
Estimated Substantial Completion:

Project History:

Bridge 9320 was built in 1967.

Project Benefits:

Bridge 9320 was built in 1967 and is near the end of its life expectancy. Bridge 9320 if fracture critical, meaning that if one of the critical members of the bridge fails, the entire structure could fail.

Project Risks:

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

Project Description:

Replace Bridge 9320 and the roadway approaches on the Minnesota and Wisconsin sides. Improvements to the Dresbach Rest Area are included in the project scope.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 256.5	
Other Construction Elements:	$ 0.0	
Engineering:	$ 28.1	
Right of Way:	$ 0.0	
Total:	**$ 284.6**	**$ 231.3**

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

Recent Changes and Updates:

The reconstruction of the rest area was added to the project.

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Craig Falkum

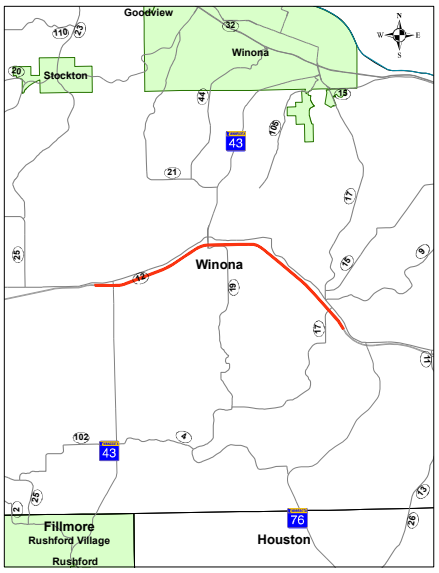
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 90

Hwy. 43 to Hwy. 76 (Eastbound Lane)

State Project No. 8580-152



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 01/28/2011
Current Letting Date: 01/28/2011
Construction Season: 2011
Estimated Substantial Completion:

Project History:

Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to westbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 12.1	$ 12.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.1**	**$ 13.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to utilize temporary crossovers during construction.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

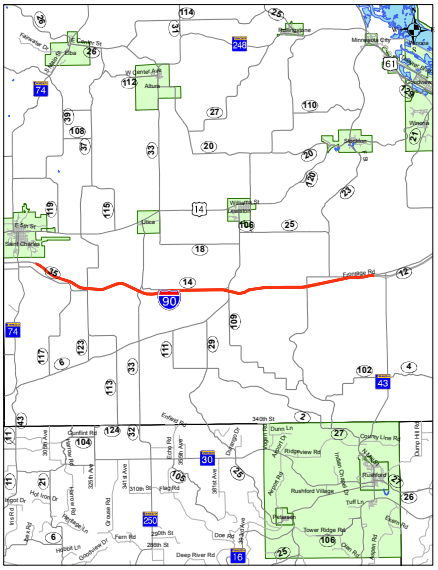
District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 90

From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes
(St. Charles-Lewiston)
State Project No. 8580-156



Schedule:

Environmental Document Approval Date: 04/14/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 01/01/2013
Current Letting Date: 01/22/2010
Construction Season: 2010
Estimated Substantial Completion:

Project History:

Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to eastbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 21.7	$ 16.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 22.7**	**$ 17.6**

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

Recent Changes and Updates:

This project was advanced due to receiving bond funding.

Key Cost Estimate Assumptions:

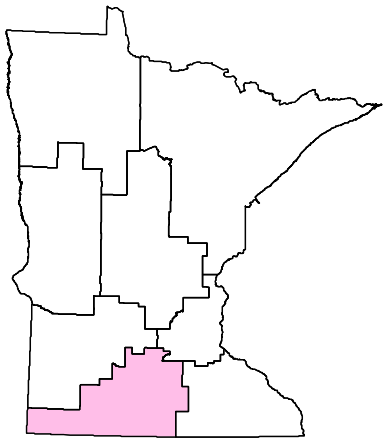
Traffic is assumed to utilize temporary crossovers during construction.

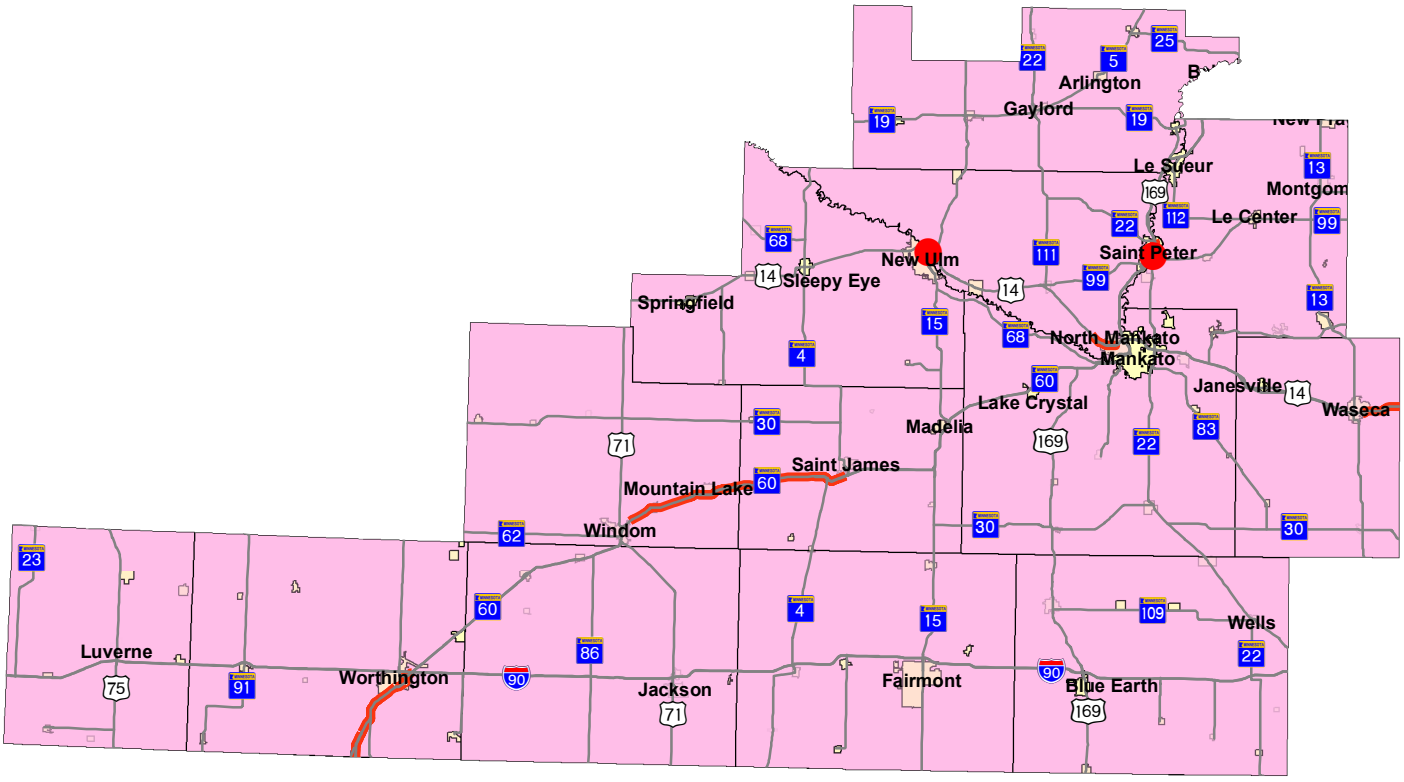
Minnesota Department of Transportation
District 6
2899 48th Street NW
(507) 286-7499

District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original date of Posting: Jan 2010
Revised Date: Jan 2010

Major Highway Projects
District 7





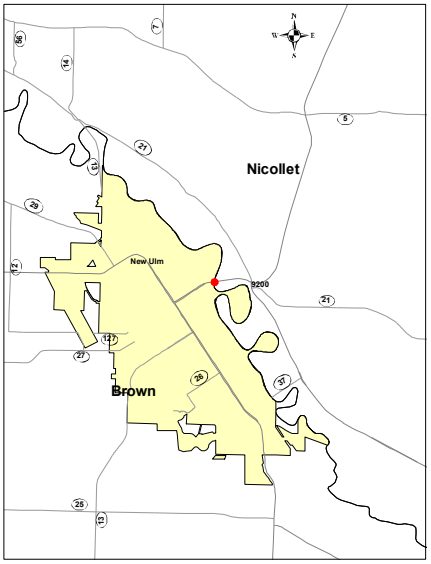
Mankato

Major Highway Projects

District Project Summary
District 7

PROJECT SUMMARY

Hwy. 14
Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)
Bridge 9200
State Project No. 0804-81



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date:
Current Letting Date:
Construction Season: 2018-2019
Estimated Substantial Completion: 2019

Project History:

Bridge 9200 was constructed in 1963. The most recent rehab work was done in 2008, fixing the substructure. Currently the bridge is structurally deficient and has a sufficiency rating of 38. The bridge geometrics and safety features are substandard. The purpose of this project is to replace a structurally deficient bridge, while at the same time improving capacity by expanding the river crossing to four lanes.

Project Benefits:

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

Project Risks:

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

Project Description:

Replace the two-lane bridge carrying Hwy 14 and Hwy 15 across the Minnesota River with two parallel two-lane bridges, provide for a pedestrian crossing of the river, adjustment of the ramps at the Front St. interchange to meet current design standards.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 31.3 - $ 36.5
Other Construction Elements:		$ 6.6 - $ 7.6
Engineering:		$ 6.2 - $ 7.2
Right of Way:		$ <0.1 - $ <0.1
Total:		**$ 44.1 - $ 51.4**

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

Recent Changes and Updates:

Cost Risk Assessment/Value Engineering estimate completed in 2009.

Key Cost Estimate Assumptions:

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

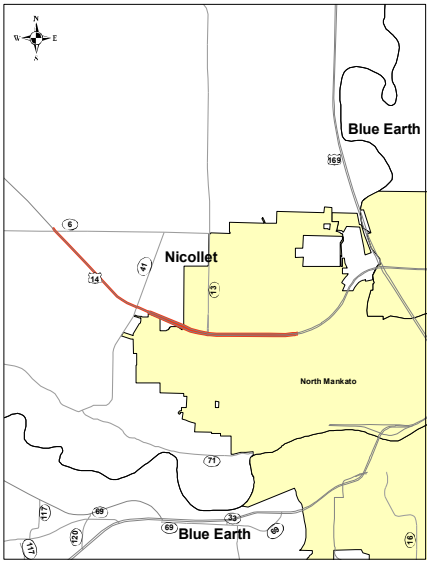
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Matthew Rottermond

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 14
County Road 6 to Lor Ray Drive in North Mankato
State Project No. 5203-85
http://www.dot.state.mn.us/d7/projects/14northmankato



Schedule:

Environmental Document Approval Date: 05/01/2004
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 02/01/2003
Current Letting Date: 02/01/2003
Construction Season:
Estimated Substantial Completion:

Project History:

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

Project Benefits:

Improve highway capacity, support for local development, system continuity, improved access management

Project Risks:

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

Project Description:

Reconstruction and expansion from two-lanes to four-lanes, approximately 2.7 miles, construction of a new interchange at Hwy 14 and County Hwy 41, realignment of the Hwy 14 and County Hwy 6 intersection,, roundabouts at the Hwy 14 entrance and exit ramp intersections with County Hwy 41, traffic signals

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 23.6 - $ 24.3
Other Construction Elements:		$ 2.5 - $ 2.6
Engineering:		$ 4.5 - $ 4.8
Right of Way:		$ 4.1 - $ 4.3
Total:		**$ 34.7 - $ 36.0**

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

Recent Changes and Updates:

City and County acquiring right of way.

Key Cost Estimate Assumptions:

Minimal risk expected for muck, year to which dollars are inflated, costs to be split with local units of government.

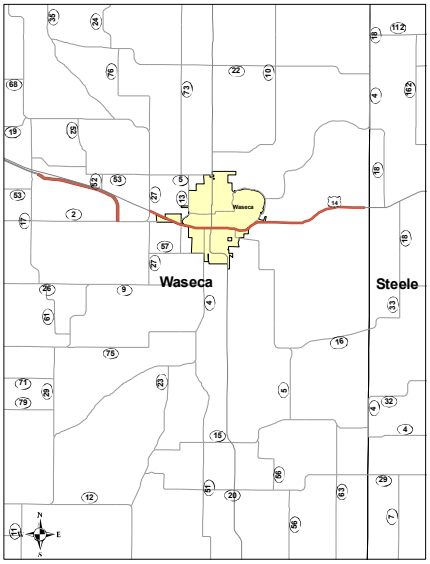
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Rolin Sinn

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 14
County Road 2 to Waseca-Steele County line
State Project No. 8103-49
http://www.dot.state.mn.us/d7/projects/14watonna



Schedule:

Environmental Document Approval Date: 06/01/1999
Municipal Consent Approval Date: 03/01/2008
Geometric Layout Approval Date: 09/07/1999
Construction Limits Established Date: 02/20/2004
Original Letting Date: 07/01/2005
Current Letting Date: 05/02/2008
Construction Season: 7/2008-6/2011
Estimated Substantial Completion: 2011

Project History:

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

Project Benefits:

Provides continuity between adjacent four-lane section, improves safety with 4-lane divided design and removing at-grade crossings, increases highway capacity.

Project Risks:

Severe weather conditions will cause construction delays and affect timelines

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 57.5	$ 57.5
Other Construction Elements:	$ 11.5	$ 11.5
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 6.5	$ 6.5
Total:	**$ 76.7**	**$ 76.7**

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

Recent Changes and Updates:

Under construction.

Key Cost Estimate Assumptions:

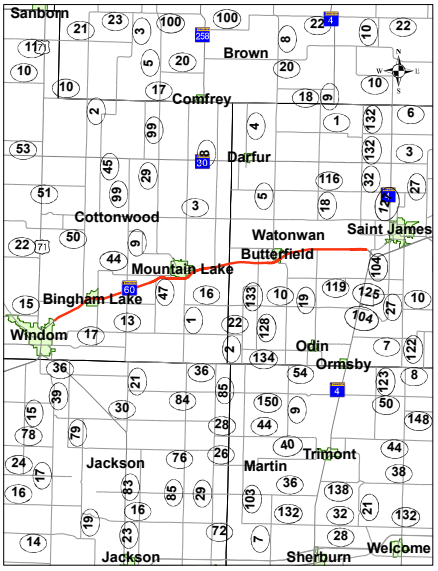
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Rolin Sinn

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 60
Windom to St. James
State Project No. 1703-69, 1703-70, 8308-44



Schedule:

Environmental Document Approval Date: 1983
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 2014
Construction Season: Summer 2013 - Fall 2018
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

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

Project Description:

Complete Highway 60 as a four-lane divided roadway in all remaining areas of existing 2-lane section between Windom and St. James including:
Gap 1 - Windom to Mountain lake (8 miles) - Construction of a new 2-lane roadway section north of the existing section, re-align 3 county roads to lessen the skew at their intersections with Hwy. 60
Gap 2 - Mountain Lake to Butterfield (5 miles) - Construction of a new 2-lane roadway section south of the existing section
Gap 3 - Butterfield - St. James (6 miles) - Construction of a new 2-lane roadway section south of the existing section.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 56.6 - $ 76.7
Other Construction Elements:		$ 3.6 - $ 17.4
Engineering:		$ 13.2 - $ 13.2
Right of Way:		$ 4.4 - $ 4.9
Total:		**$ 77.8 - $ 112.2**

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

Recent Changes and Updates:

Scoping is underway by District.

Key Cost Estimate Assumptions:

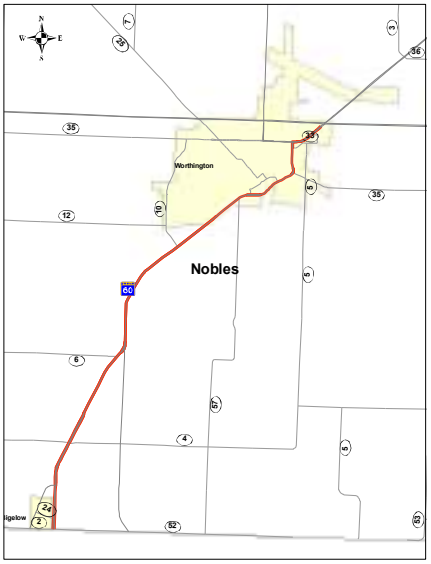
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Steve Bowers

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 60
Bigelow to Worthington
State Project No. 5305-56, 5305-58, 5305-59
http://www.dot.state.mn.us/d7/projects/hwy60/index.html



Schedule:

Environmental Document Approval Date: 02/01/2005
Municipal Consent Approval Date:
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date:
Original Letting Date: 3/2010-12/2013
Current Letting Date: 3/2010-12/2013
Construction Season: 2010 - 2013
Estimated Substantial Completion: 2013

Project History:

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

Project Benefits:

Provides continuity between adjacent 4-lane sections, improves safety with 4-lane divided design and removing skew at intersections, increases highway capacity.

Project Risks:

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

Project Description:

Construct 4-lane expressway along existing alignment from Nobles County Highway 4 to Interstate 90, reduce access locations, remove skew at intersections, replace Union Pacific Railroad bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 91.1	$ 91.1
Other Construction Elements:	$ 17.5	$ 17.5
Engineering:	$ 19.3	$ 19.3
Right of Way:	$ 22.7	$ 22.7
Total:	**$ 150.6**	**$ 150.6**

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

Recent Changes and Updates:

Phase I, Final Plans being done; Phase 2, Final Plans just beginning; Phase 3, Layouts being done by consultant, including UP Rail Bridge.

Key Cost Estimate Assumptions:

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

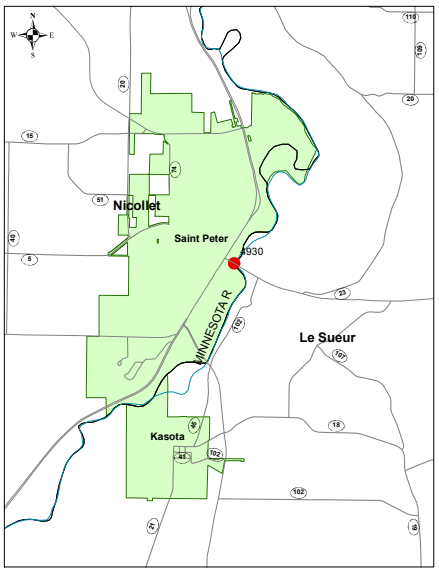
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Rolin Sinn

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 99
Bridge over Minnesota River in St. Peter (St. Peter Bridge)
Bridge 4930
State Project No. 4008-25



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date:
Original Letting Date: 2013-2014
Current Letting Date: 2013-2014
Construction Season: 2013-2014
Estimated Substantial Completion: 2014

Project History:

Built in 1931, Bridge 4930 is a steel truss bridge over the Minnesota River on the east side of St. Peter. This bridge is on the National Register of Historic Places and is one of the 24 bridges selected across the state of Minnesota for special preservation. Bridge 4930 is a fracture critical bridge located in the 100-year flood elevation with corrosion in the steel members and deterioration of concrete in the bearing support and parapet wall. It has a sufficiency rating of 56 and was last inspected on September 4, 2008. Some repairs and rehabilitation have taken place in the 1950s, 1960s and 1980s.

Project Benefits:

Provides a safe crossing of the Minnesota River, creates load path redundancy, improves drainage, preserves the historic Bridge 4930.

Project Risks:

Addressing the fracture critical requirements while preserving the historical nature and appearance of the bridge, foundation and scouring issues, reconstructing abutment around existing storm tunnel, raising the bridge to allow for more waterway opening, adding more piers in the river, if a new bridge is built, flooding during construction.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 27.3 - $ 32.7
Other Construction Elements:		$ 8.9 - $ 9.1
Engineering:		$ 5.5 - $ 6.5
Right of Way:		$ 2.5 - $ 2.6
Total:		**$ 44.2 - $ 50.8**

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

Recent Changes and Updates:

Historic Bridge under review.

Key Cost Estimate Assumptions:

Cost estimate is from the Cost Risk Assessment/Value Engineering workshop held on November 3, 2008. The 90% probability of the most expensive alternative (Alternative 2) was used.

Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: **James Swanson**
Project Manager: **Rolin Sinn**

Original date of Posting: Jan 2009
Revised Date: Jan 2010

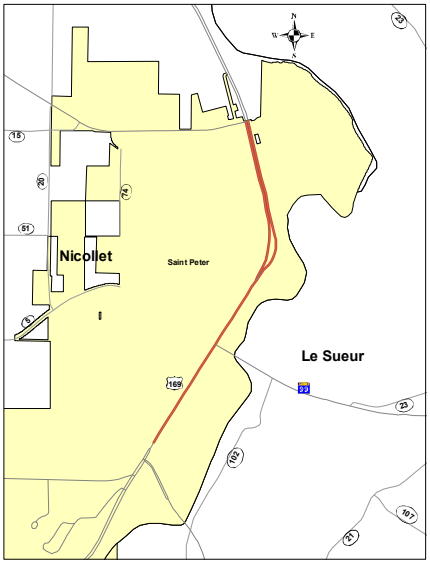
PROJECT SUMMARY

Hwy. 169

Replace utilities, reconstruct pavement and signal improvement in St. Peter

State Project No. 5209-64

http://www.dot.state.mn.us/d7/projects/169stpeter



Schedule:

Environmental Document Approval Date: 03/01/2009
Municipal Consent Approval Date: 03/01/2009
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2010
Current Letting Date: 05/01/2009
Construction Season: 2009
Estimated Substantial Completion: 2009

Project History:

Mn/DOT had been working with the City of St. Peter, planning a partial reconstruction and partial mill and overlay project that would include pedestrian safety measures, such as raised median and bump outs. State historic preservation office clearance had been obtained for the median design, because the actual roadway is eligible for the National Register.

Project Benefits:

Pavement preservation, replace city utilities, vehicular and pedestrian safety improvements.

Project Risks:

Design-build ARRA funded project is on fast track. Weather could hamper completion.

Project Description:

Replace utilities, reconstruct pavement and signal improvement in City of St. Peter; concrete from south Hwy 22 to Chatham; Bituminous from Chatham to Union St. to Jefferson St; Includes Streetscape/Ped accommodation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 11.1	$ 11.1
Other Construction Elements:	$ 2.5	$ 2.5
Engineering:	$ 2.7	$ 2.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.4**	**$ 16.4**

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

Recent Changes and Updates:

Construction 90% complete.

Key Cost Estimate Assumptions:

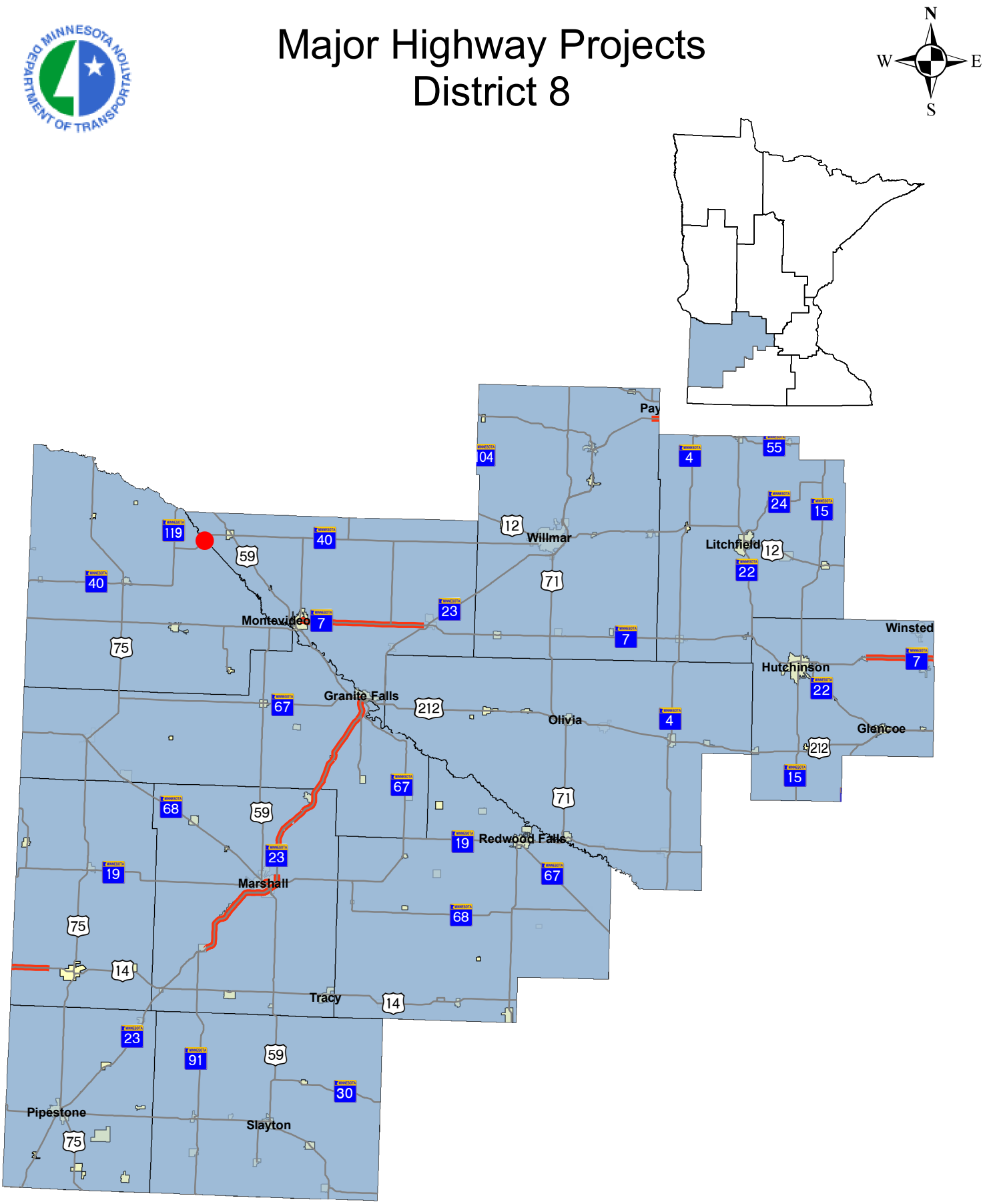
Minnesota Department of Transportation
District 7
501 South Victory Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Matthew Rottermond

Original date of Posting: Jan 2010
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

Major Highway Projects
District 8

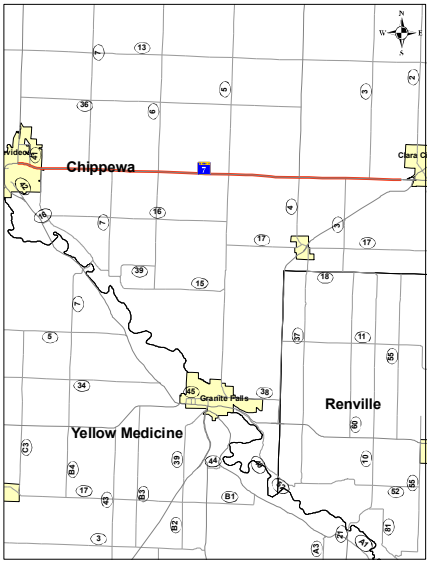


Willmar

District Project Summary
District 8

PROJECT SUMMARY

Hwy. 7
Montevideo to Clara City
State Project No. 1202-51



Schedule:

Environmental Document Approval Date: 10/09/2012
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 03/26/2004
Current Letting Date: 04/10/2009
Construction Season: 2009
Estimated Substantial Completion: 09/01/2009

Project History:

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

Project Benefits:

Provides long term pavement serviceability for aging and rough pavement.

Project Risks:

Project Description:

Concrete overlay

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 14.5	$ 9.3
Other Construction Elements:	$ 1.2	$ 1.2
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 17.2**	**$ 11.9**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

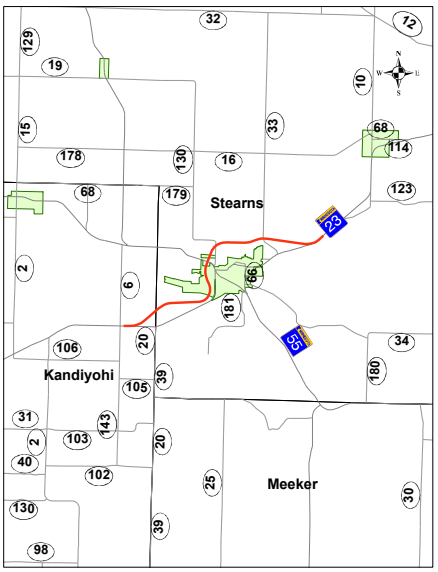
District Engineer: Jon Huseby
Project Manager: Paul Jurek

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 23
Paynesville bypass
State Project No. 3408-15
http://www.dot.state.mn.us/d8/projects/paynesvillebypass/index.html



Schedule:

Environmental Document Approval Date: 05/20/2008
Municipal Consent Approval Date: 07/09/2008
Geometric Layout Approval Date: 07/20/2006
Construction Limits Established Date: 11/11/2008
Original Letting Date: 12/23/2005
Current Letting Date: 11/20/2009
Construction Season: Spring 2010 to Summer 2012
Estimated Substantial Completion: 08/01/2012

Project History:

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

Project Benefits:

Provide greater mobility on the Willmar to St. Cloud corridor, increase highway capacity, improve safety.

Project Risks:

The major risk of potential contaminated soil in former Paynesville City Dump has been greatly mitigated with an alignment shift.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/30/2006

	Baseline Est.	Current Est.
Construction Letting:	$ 46.0	$ 44.9
Other Construction Elements:	$ 4.0	$ 4.0
Engineering:	$ 10.0	$ 10.0
Right of Way:	$ 13.0	$ 10.0
Total:	**$ 73.0**	**$ 68.9**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

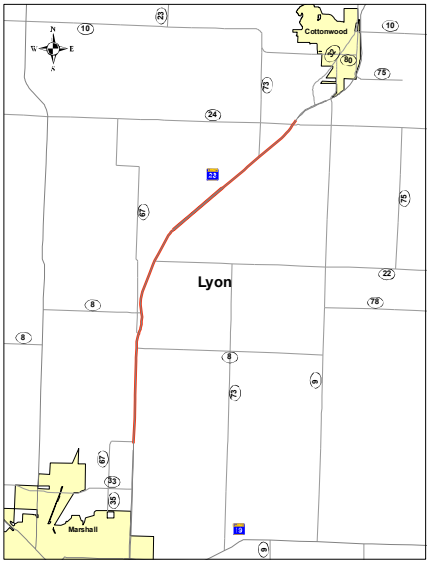
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 23

Lyon County Road 33 (in Marshall) to Lyon County Road 24 (in Cottonwood)

State Project No. 4203-42



Schedule:

Environmental Document Approval Date: 03/18/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 03/07/2008
Construction Limits Established Date: 09/20/2007
Original Letting Date: 02/27/2009
Current Letting Date: 02/27/2009
Construction Season: 2009
Estimated Substantial Completion: 09/01/2009

Project History:

The need for this project is a deteriorating full depth bituminous pavement as well as reduced level of service with increasing projected traffic demands. The purpose of this project is to provide safe passing opportunities along this segment of road in the most effective area, and to provide a long term pavement fix for the roadway.

Project Benefits:

Provides long term pavement serviceability for failing full depth bituminous pavement, provides new passing opportunity.

Project Risks:

Project Description:

Mill and concrete overlay, plus passing lane.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/30/2007

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 7.7
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.0	$ 0.2
Total:	**$ 12.0**	**$ 10.9**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Susan Karnowski

Original date of Posting: Jan 2009
Revised Date: Jan 2010

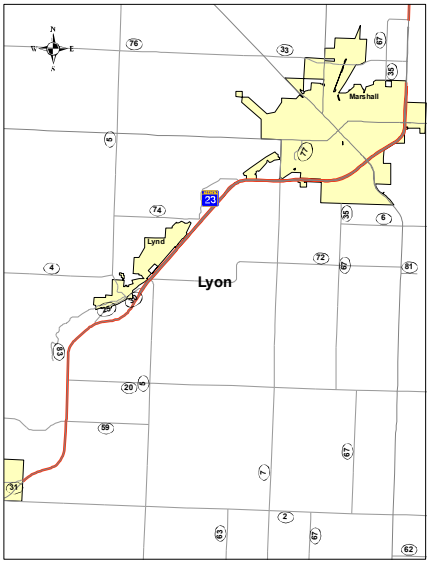
SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 23

Russell to Marshall, including all 2 and 4 lane sections.

State Project No. 4203-46



Schedule:

Environmental Document Approval Date: 01/07/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/21/2014
Current Letting Date: 10/23/2009
Construction Season: 2010
Estimated Substantial Completion: 11/01/2010

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

Mill and concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 21.9	$ 16.7
Other Construction Elements:	$ 1.4	$ 1.4
Engineering:	$ 4.7	$ 3.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 28.0**	**$ 21.7**

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

Recent Changes and Updates:

This project now includes the work formerly found under (retired) S.P. number 4203-51. Letting was 10-23-09.

Key Cost Estimate Assumptions:

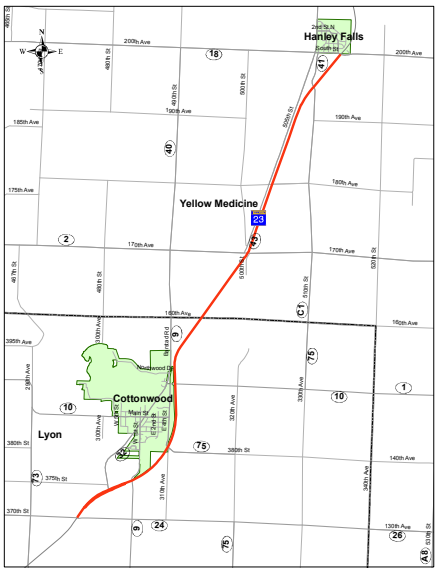
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Dena Knutson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 23
Cottonwood to Granite Falls
State Project No. 4203-50



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/20/2015
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 11/01/2017

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

Mill and concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 23.1 - $ 31.3
Other Construction Elements:		$ 1.9 - $ 2.5
Engineering:		$ 5.0 - $ 6.8
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 30.0 - $ 40.6**

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

Recent Changes and Updates:

This project now includes the work formerly found under (retired) S.P. number 8701-36.

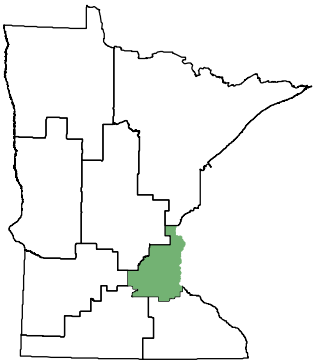
Key Cost Estimate Assumptions:

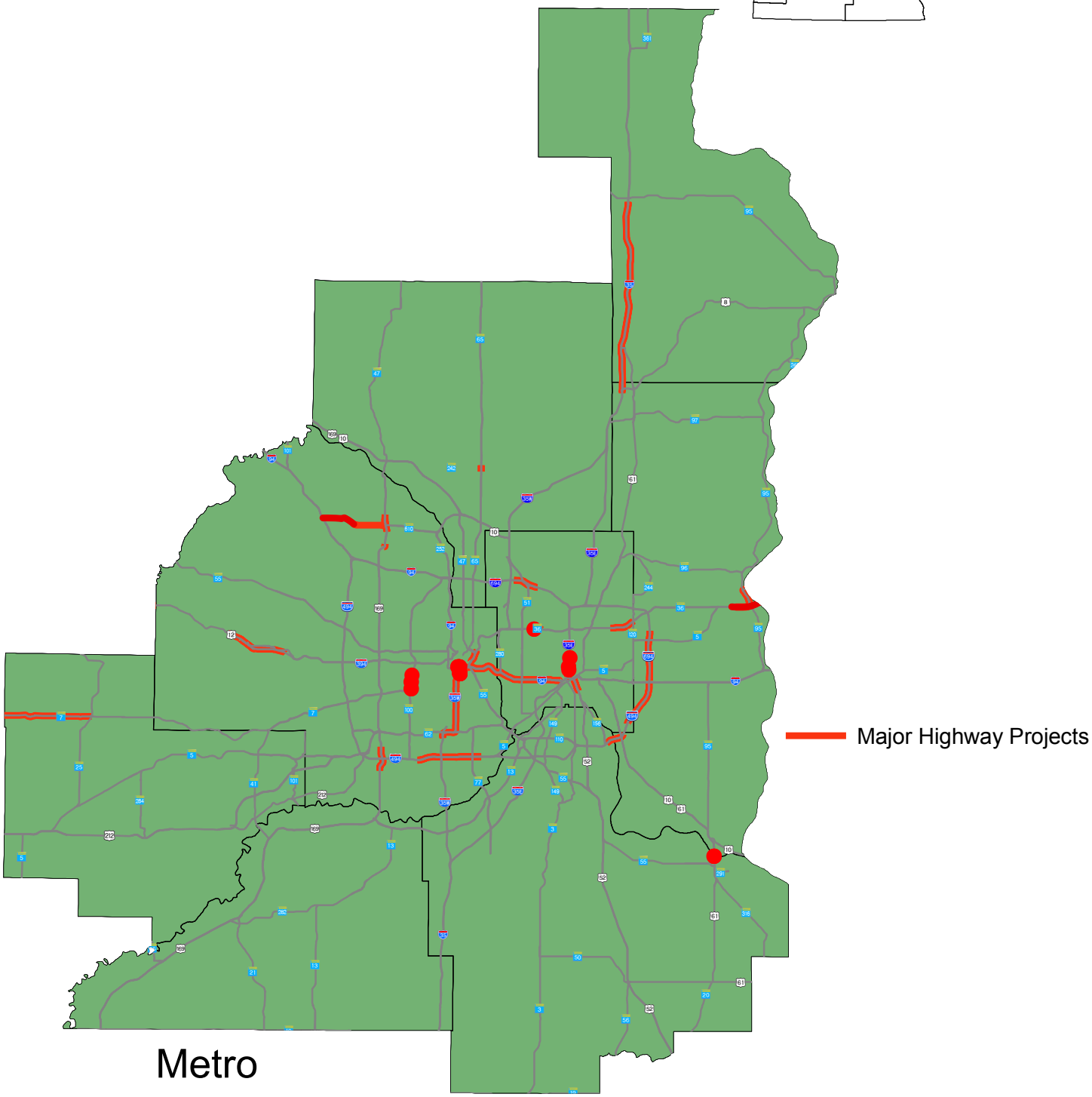
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Susan Karnowski

Original date of Posting: Jan 2009
Revised Date: Jan 2010

Major Highway Projects



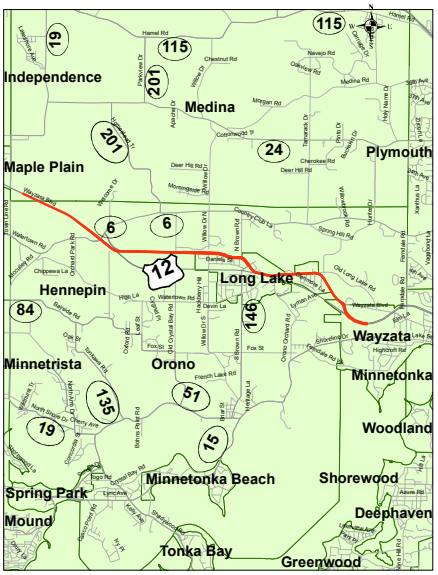


District Project Summary
District Metro

PROJECT SUMMARY

Hwy. 12

County Road 6 to Wayzata Boulevard



Schedule:

Environmental Document Approval Date: 10/07/1999
Municipal Consent Approval Date: 09/13/1999
Geometric Layout Approval Date: 08/13/1999
Construction Limits Established Date:
Original Letting Date: 06/06/2003
Current Letting Date: 06/08/2007
Construction Season: 06/30/2009
Estimated Substantial Completion: 06/30/2009

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 75.0
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 0.0
Total:		**$ 75.0**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project was open to traffic 12/08. All project elements completed Summer of 2009.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

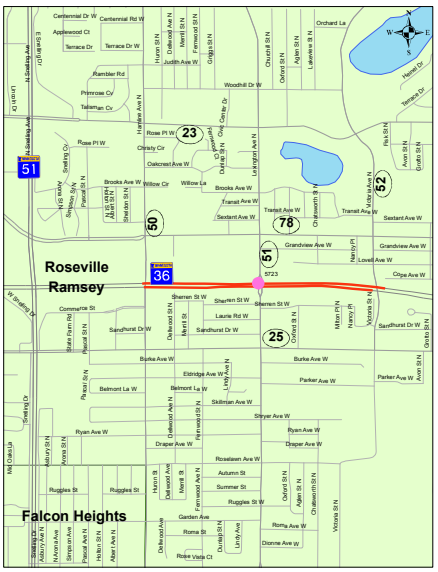
District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 36
Hamline Avenue to Victoria Avenue
Bridge 5723
State Project No. 6212-148



Schedule:

Environmental Document Approval Date: 04/01/2012
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 04/01/2012
Construction Limits Established Date: 11/01/2012
Original Letting Date: 07/25/2014
Current Letting Date: 07/25/2014
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

Project History:

Built in 1938, NBI condition ratings: deck-4, superstructure: 4, substructure: 5, deck replaced in 1956, bituminous overlay in 1999. This bridge is structurally deficient and functionally obsolete. The bridge needs to be replaced to provide a safe structure for the traveling public that meets current standards.

Project Benefits:

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

Project Risks:

Staged construction of bridge needed for Lexington Ave. to remain open, possible need for ponding, possible need for retaining walls, utility impacts, earthwork - due to no soil borings along new alignment.

Project Description:

Replace Lexington Ave. Bridge 5723 and reconstruct interchange at Lexington Ave., leave WB Hamline ramps open, leave Lexington Ave. open during construction, realigned and reconstruct Hwy 36 between Hamline and Victoria, reconstruct Lexington from Laurie Rd to Grandview Ave., 2 signals, diamond interchange.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 20.1 - $ 27.1
Other Construction Elements:		$ 0.8 - $ 1.1
Engineering:		$ 3.9 - $ 5.3
Right of Way:		$ 0.1 - $ 0.1
Total:		**$ 24.9 - $ 33.6**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

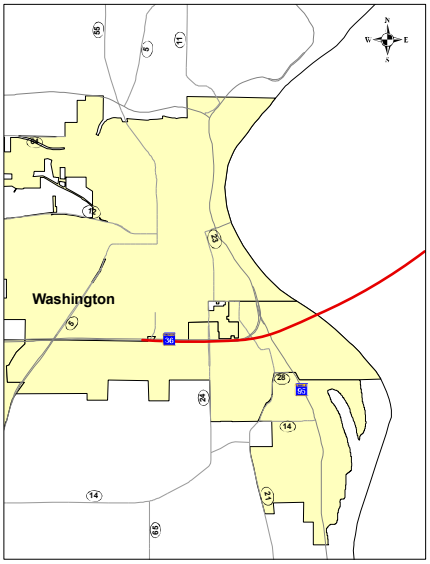
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Tim Dockter

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 36/95
St. Croix River Crossing
State Project No. 8214-114
http://www.dot.stae.mn.us/metro/projects/stcroix/index.htm



Schedule:

Environmental Document Approval Date: 11/13/2006
Municipal Consent Approval Date: Stillwater - 10/31/06
Geometric Layout Approval Date: 2006
Construction Limits Established Date:
Original Letting Date: 07/01/2013
Current Letting Date: 07/01/2013
Construction Season: 2013-2016
Estimated Substantial Completion: 2016

Project History:

The existing lift bridge was built in 1930. The structure is listed as structurally deficient, and has a sufficiency rating of 32.8 (last inspected 7/16/09). A detailed purpose and need statement can be found in the project's 2004 supplemental draft Environmental Impact Statement (SDEIS). A link to this document can be found on the project website. The project purpose is to improve Trunk Highway (TH) 36 between Hwy. 5 in Stillwater, Minnesota and 150th Avenue in the Town of St. Joseph, Wisconsin to provide a safe, reliable and efficient transportation corridor by reducing congestion, improving roadway safety, and providing an adequate level of service for forecasted 2030 traffic volumes. An additional project objective is to improve the transportation system in a cost-efficient manner while avoiding, minimizing, and mitigate unavoidable impacts to the area's social, economic, cultural, and natural environment.

Project Benefits:

Increase safety, increase mobility, provide a reliable river crossing.

Project Risks:

The Extradosed Bridge type is unique (no internal expertise), design-build process, legal challenge, Wisconsin funding.

Project Description:

Major river bridge replacement, two intersections, one interchange in Minnesota, one interchange, one overpass in Wisconsin. Project costs are split with WisDOT, costs shown are Mn/DOTs share at the mid-point of construction in 2015.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 316.7
Other Construction Elements:		$ 19.0
Engineering:		$ 66.6
Right of Way:		$ 22.4
Total:		**$ 424.7**

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

Recent Changes and Updates:

Minnesota portion funded in part through Chapter 152. Letting date moved forward from FY 2024 to July 2013. These costs reflect Minnesota's share only. The project cost estimate is currently being revised and will be available in early 2010.

Key Cost Estimate Assumptions:

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

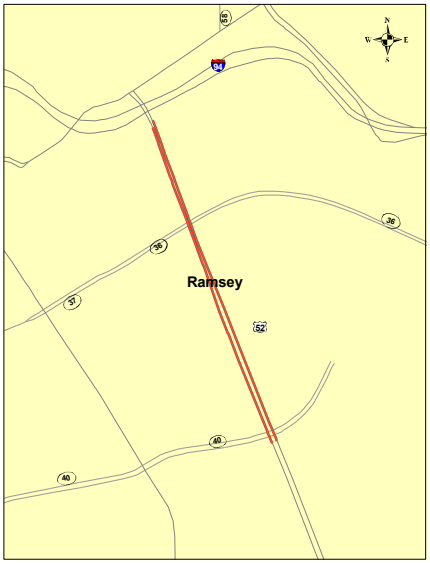
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Monty Hamri

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 52
Lafayette River Bridge over Mississippi River (Lafayette)
State Project No. 6244-30
http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/



Schedule:

Environmental Document Approval Date: Summer 2009
Municipal Consent Approval Date: 02/01/2009
Geometric Layout Approval Date: 2009
Construction Limits Established Date: 02/01/2009
Original Letting Date: 10/01/2010
Current Letting Date: 10/01/2010
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

Project History:

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

Project Benefits:

Replace a fracture critical bridge, provide a reliable river crossing, improve mobility, address traffic safety at East 7th Street, provide a new pedestrian crossing over the Mississippi River.

Project Risks:

Probable environmental contamination, potential for needing to Built LRT Bridge footings in river, permits required from FAA, Coast Guard, location of CCLRT maintenance facility, relocation of utilities - Xcel transmission lines, watermain, bridge type

Project Description:

Major river bridge replacement, ramps, loops to Hwy 94 and connection to East 7th Street, replace/rehab Hwy 52 Bridge over Plato Blvd and Hwy 52 Bridge over Hwy 94, Ped Bridge full length.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 201.6	$ 201.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 42.8	$ 42.8
Right of Way:	$ 16.2	$ 16.2
Total:	**$ 260.6**	**$ 260.6**

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

Recent Changes and Updates:

Funded through Bridge Replacement program in STIP (FY 2011), LETTING DATE IN October 2010, modified due to Cost Risk Assessment and Value Engineering (CRAVE) recommendations (September, 2008).

Key Cost Estimate Assumptions:

Proceeding with the layout recommended by CRAVE study with north end option that ties into proposed local road system (Kittson) that St. Paul will be constructing

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Bruce Johnson

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 61
Hastings Bridge over Mississippi River (Hastings)
Bridge 5895
State Project No. 1913-64
http://www.dot.state.mn.us/metro/projects/hastingsbridge/index.html

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: 11/16/2009
Geometric Layout Approval Date: 10/01/2009
Construction Limits Established Date: 01/01/2009
Original Letting Date: 10/24/2014
Current Letting Date: 04/16/2010
Construction Season: 07/01/2010
Estimated Substantial Completion: 06/01/2014

Project History:

RFP language and prelim design - Fall 2009
Municipal Consent and layout - Fall 2009
FONSI - Fall 2009
Property Acquisition - Fall 2009
RFQ - late August 2009
Shortlist D-B teams - mid October 2009
Issue design-build RFP - Fall 2009
Select D-B Contractor - April 16, 2010
Title and Possession of Property - May 2010
Approve D-B contract - June 1, 2010.

Project Benefits:

Provide bridge with 100 year design life, increase capacity by providing continuity between adjacent 4-lane sections, reduce congestion, decrease maintenance, improve pedestrian access, provide future transit advantages.

Project Risks:

Rehabilitating the existing bridge, first "planned" major structure in D-B, design a load path redundant arch, poor soils north of main river span, impacts to Hudson Manufacturing, contaminated soil in staging area and on Hudson parcel, construction vibration in historic district, visual quality and project mitigation, storm water treatment, NEPA process and permits.

Project Description:

Rehabilitate or replace existing bridge 5895, replace 2 lane bridge with 4 lane bridges (s), maintain navigational clearances, provide ped/bike shared - use trail, provide walls, grading, roadways, utility work, and storm sewer as necessary for alignment tie ins.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 242.0	$ 191.0
Other Construction Elements:	$ 8.0	$ 6.1
Engineering:	$ 31.0	$ 18.8
Right of Way:	$ 20.0	$ 11.7
Total:	**$ 301.0**	**$ 227.6**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

Contractors may choose either a Tied-Arch or Cable Supported bridge. Hudson Manufacturing will remain in operation during and after the project.

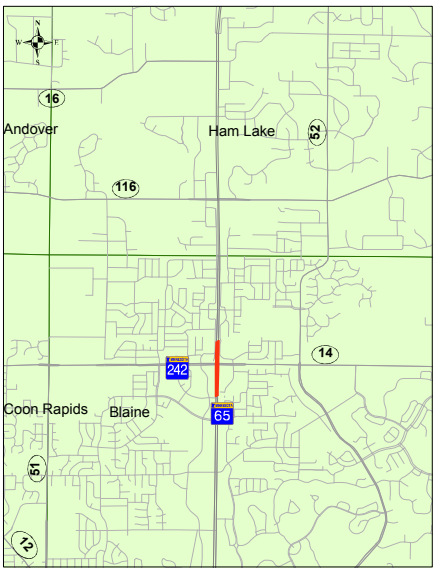
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Steve Kordosky

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 65
At County Road 14 in Blaine
State Project No. 0208-123
http://www.dot.state.mn.us/metro/projects/th65/



Schedule:

Environmental Document Approval Date: 07/13/2005
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 04/15/2005
Construction Limits Established Date: 09/05/2005
Original Letting Date: 05/18/2007
Current Letting Date: 05/18/2007
Construction Season: 2007-2009
Estimated Substantial Completion: 2009

Project History:

The Hwy 65 and Hwy 242/County Road 14 intersection was the third worst intersection in the metro area for crash costs. The existing intersection was replaced with an interchange. A singlepoint diamond was recommended. Tight diamond and parcel interchanges were ruled out because they didn't operate well in traffic models. This project also includes overpasses at Paul Parkway/121st Avenue and 129th Avenue - both are currently signalized intersections less than 1/2 mile from Hwy 242. Adjacent frontage roads on Hwy 242/County Road 14 at Aberdeen and Ulysses will also need to be signalized.

Project Benefits:

Improved safety, increased capacity, reduce number of accesses onto Hwy 65, improved pedestrian movements, updated infrastructure.

Project Risks:

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

Project Description:

New interchange of Hwy 65 and County Road 14 (old Hwy 242), new overpasses for Paul Parkway and 129th Street over Hwy 65.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/22/2005

	Baseline Est.	Current Est.
Construction Letting:	$ 46.0	$ 46.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.0	$ 6.0
Right of Way:	$ 15.0	$ 15.0
Total:	**$ 67.0**	**$ 67.0**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

Assuming no major change orders in construction.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Darwin Yasis

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 100
36th Street to Cedar Lake Road
Bridge 5308, 5309, 5462, 5598, 27012
State Project No. 2734-33

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 01/27/1995
Current Letting Date: 11/20/2015
Construction Season: 2016-2018
Estimated Substantial Completion: 2018

Project History:

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

Project Benefits:

Replace Tier 2 bridges, correct flooding problems, address noise mitigation, correct geometric deficiencies, improve drainage and water quality.

Project Risks:

Funding and timing, acceptable traffic operations with rescoped project, municipal consent.

Project Description:

Freeway and interchange reconstruction from West 36th Street to Cedar Lake Rd. Replace Bridges 5308, 5309, 5462, 5598, 27012, grading surfacing, drainage, utilities, noise and retaining walls, TMC.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:	$ 100.8	$ 136.4
Other Construction Elements:	$ 4.0	$ 5.4
Engineering:	$ 20.1	$ 27.3
Right of Way:	$ 7.8	$ 10.6
Total:	**$ 132.7**	**$ 179.7**

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

Recent Changes and Updates:

Project will be rescoped to reduce the overall cost of the project. Currently there is $60M of bonding money identified for the bridge replacements as part of the project.

Key Cost Estimate Assumptions:

Assumes approval of the reduced scope design standards.

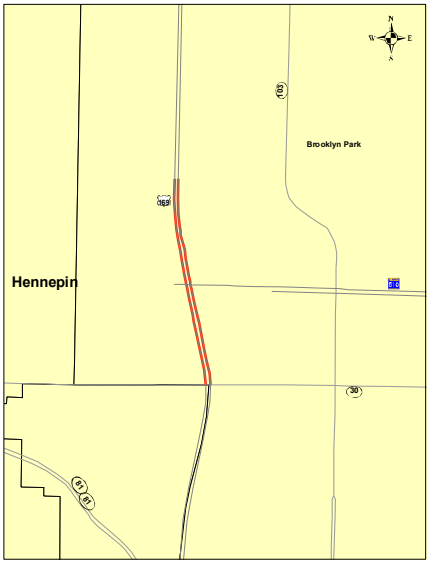
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Wayne Norris

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 169
From 93rd Street to 101st in Highway 610 in the City of Brooklyn Park
State Project No. 2760



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 10/2012
Current Letting Date: 10/2012
Construction Season:
Estimated Substantial Completion: 2012

Project History:

Project Benefits:

The new system/service interchange will eliminate the last signal on this segment of TH 169 completing the conversion to a freeway corridor south of the Minnesota River to the new TH 610 freeway.

Project Risks:

The City of Brooklyn Park received Interchange Bond money as part of the Metro District solicitation. The full funding package needs to be identified.

Project Description:

Converts the intersection of 93rd Street (CSAH 30) and TH 169 into a half interchange.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 12.0
Other Construction Elements:		$ 0.6
Engineering:		$ 2.4
Right of Way:		$ 8.0
Total:		**$ 23.0**

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

Recent Changes and Updates:

Brooklyn Park is the lead agency.

Key Cost Estimate Assumptions:

Assumes design bid build delivery process. Current estimate is in 2009 dollars.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Kutty

Original date of Posting: Jan 2010
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 169
At County Road 81 and County Road 109
State Project No. 2750-57
http://www.dot.state.mn.us/metro/projects/169triangle/

Schedule:

Environmental Document Approval Date: 05/11/2005
Municipal Consent Approval Date:
Geometric Layout Approval Date: 09/02/2008
Construction Limits Established Date: 03/07/2005
Original Letting Date: 06/06/2008
Current Letting Date: 06/06/2008
Construction Season: July-08 - July-11
Estimated Substantial Completion: 07/01/2011

Project History:

The Highway 169 corridor in the Metro area is an at risk high priority interregional corridor. In 2005, the intersection of Hwy. 169 and County Road 81 was ranked as the busiest signalized intersection in the Metropolitan area. The intersection of Hwy. 169 and County Road 109 ranked fourth on the statewide Top 200 High Crash Cost Intersections list. The Hwy. 169/County Road 81 intersection ranked third on the statewide Top 200 High Crash Cost Intersections list. With the forecasted increases in traffic volumes within the next twenty years, the current amount of delay and the number of stopped vehicles is expected to increase significantly. Several alternatives were considered and the selected alternative was to raise Hwy. 169 over the railroad, County Road 81, and County Road 109 via a tight diamond interchange and direct access from Hwy. 169 southbound to County Road 81 southbound via a "flyover" ramp.

Project Benefits:

Reduce congestion, increase capacity, improve safety.

Project Risks:

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

Project Description:

Hwy. 169 from south of County Road 81 to north of County Road 109 in Brooklyn Park. Build Hwy. 169 over the top of County Road 81, County Road 109 and BNSF railroad tracks, enabling Hwy. 169 traffic to move unimpeded through the "triangle" area. A diamond interchange at County Road 109 is included.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/22/2005

	Baseline Est.	Current Est.
Construction Letting:		$ 50.0
Other Construction Elements:		$ 0.0
Engineering:		$ 4.0
Right of Way:		$ 4.6
Total:		**$ 58.6**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jeff Gibbens

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 169 / I 494

Interchange

Bridge 27R25-29, 27V95-97, 27V91, 27A16-18, widen, 27589, redeck, box, culvert

State Project No. 2776-03

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

Schedule:

Environmental Document Approval Date: EA-12/02, PM-5/07
Municipal Consent Approval Date: 03/01/2007
Geometric Layout Approval Date: 2007
Construction Limits Established Date: 2007
Original Letting Date: 11/01/2005
Current Letting Date: 11/01/2005
Construction Season:
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

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

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 128.2
Other Construction Elements:		$ 12.8
Engineering:		$ 24.5
Right of Way:		$ 17.0
Total:		**$ 182.5**

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

Recent Changes and Updates:

Project received conditional approval from FHWA to move forward with the performance based design which will have 6 of the 8 system moves.

Key Cost Estimate Assumptions:

Assumes design build delivery process. Current Estimate is in 2009 dollars.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Wayne Norris

Original date of Posting: Jan 2009
Revised Date: Jan 2010

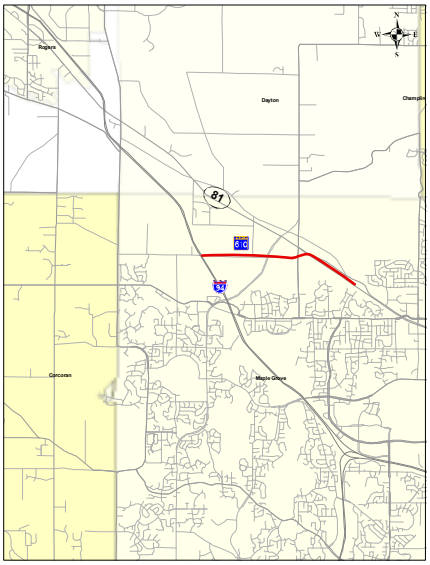
PROJECT SUMMARY

Hwy. 610

New alignment from County Road 81 to I-94 in Maple Grove and Brooklyn Park.

State Project No. 2771-37

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



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2023
Current Letting Date: 2023
Construction Season: 2023
Estimated Substantial Completion:

Project History:

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

Project Benefits:

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

Project Risks:

Project is in the early stages of scoping. Risks will be identified as the project moves through the scoping process.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 221.4 - $ 229.6
Other Construction Elements:		$ 6.6 - $ 8.2
Engineering:		$ 22.1 - $ 22.9
Right of Way:		$ 65.6 - $ 114.8
Total:		**$ 315.0 - $ 375.0**

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

Recent Changes and Updates:

Project not fully scoped.

Key Cost Estimate Assumptions:

Mn/DOT will be prioritizing key components with their stakeholders to make the connection to I 94.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

Hwy. 610
New alignment Hwy. 169 to Hennepin County Road 81
State Project No. 2771-38
http://www.dot.state.mn.us/metro/projects/610/

Schedule:

Environmental Document Approval Date: 12/01/1993
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2023
Current Letting Date: 2023
Construction Season: 2009-2011
Estimated Substantial Completion: 09/01/2011

Project History:

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

Project Benefits:

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

Project Risks:

Design-Build.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:		$ 47.8
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 12.0
Total:		**$ 49.8**

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

Recent Changes and Updates:

The segment of Hwy. 610 from Hwy. 169 to County Road 81 received ARRA money and is well underway in 2009

Key Cost Estimate Assumptions:

Retaining walls will be needed, but lengths and heights will not be known until the cross sections are developed further.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

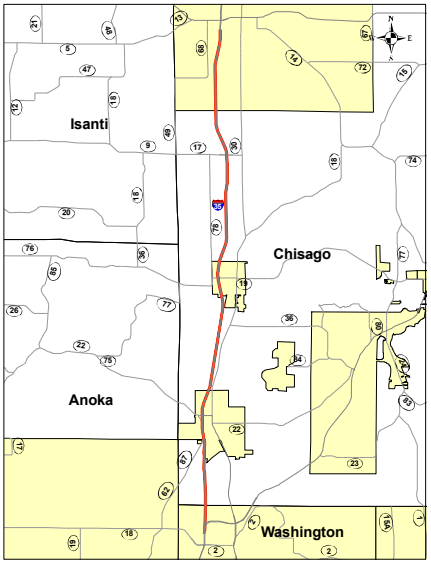
Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35

From 0.8 miles north of Hwy. 8 to Exit Ramp to Hwy. 95 in North Branch, Wyoming, Stacy

State Project No. 1380-63



Schedule:

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

Project History:

The project is a pavement preservation project.

Project Benefits:

Improve pavement strength, improve ride.

Project Risks:

Material prices (bituminous)

Project Description:

Mill and overlay. Drainage Repairs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 18.7	$ 18.7
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 3.7	$ 3.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 23.1**	**$ 23.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Marc Briese

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

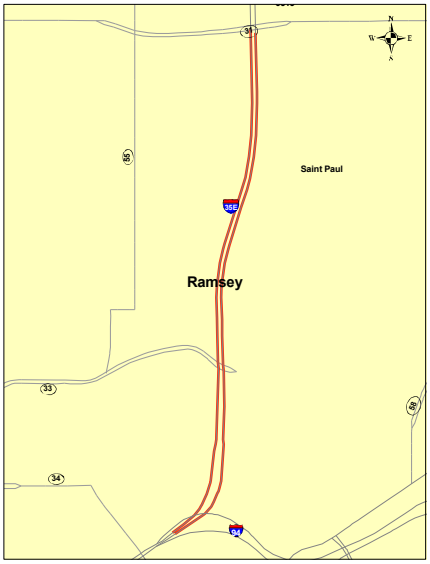
I 35E

Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)

Bridge 6515, 9265, 6517

State Project No. 6280-308

http://www.dot.state.mn.us/projects/cayuga



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 04/25/2014
Current Letting Date: 04/25/2014
Construction Season: 2014-2016
Estimated Substantial Completion: 2016

Project History:

Cayuga Bridge: Built in 1965, bridge repair and paint in 1975, "limited service" overlay in 2004, inspection in 2008, NBI deck: 5, super: 4, sub: 4, sufficiency rating: 40.8. Need to replace bridge by 2018 per Chapter 152 requirements.

Project Benefits:

Bridge replacement, geometric improvements for safety and operation, added capacity.

Project Risks:

High potential for environmental contamination, poor soils.

Project Description:

Cayuga Bridge (6515) replacement, Pennsylvania Ave. Bridge (9265) replacement, BNSF RR Bridge (6517) replacement, replace Pennsylvania interchange with interchange at Cayuga to solve safety and operational problems, geometric improvements on 35E, reconstruction of 35E, lane addition on 35E

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 122.0 - $ 166.0
Other Construction Elements:		$ 4.5 - $ 6.1
Engineering:		$ 20.7 - $ 28.1
Right of Way:		$ 9.6 - $ 13.0
Total:		**$ 156.8 - $ 213.2**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

Risk added for roadway construction i.e. soils, water resources, pavement design, risk added for environmental cleanup and oversight, RR agreement - $4,926,980 estimate, utility relocation - $3,000,000.

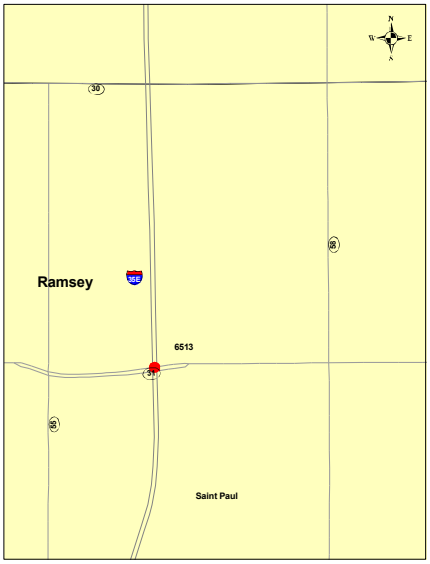
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Harvey Sheffert

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35E
Maryland Avenue Bridge
Bridge 6513
State Project No. 6280-353



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 04/25/2014
Current Letting Date: 04/25/2014
Construction Season: 6/6/14-12/6/14
Estimated Substantial Completion: 2014

Project History:

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

Project Benefits:

Replace structurally deficient bridge, adds additional turn lane - Maryland Ave. WB to I 35E southbound, allows future additional lanes on I 35E to be built.

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 8.8 - $ 11.7
Other Construction Elements:		$ 0.4 - $ 0.6
Engineering:		$ 1.8 - $ 2.4
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 11.0 - $ 14.7**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

15% roadway risk.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Harvey Sheffert

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 35W

At Ramsey County Road E2

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

This bridge was built in 1964. It had a low slump overlay on deck in 1996. Sufficiency rating of 52.0. Condition codes: deck-7, superstructure-4, substructure-5. Approaching the end of its useful life.

Project Benefits:

New safer interchange meeting today's standards.

Project Risks:

35% risk project not scoped, potential for unknowns.

Project Description:

Rebuild interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 14.3 - $ 19.3
Other Construction Elements:		$ 0.9 - $ 1.2
Engineering:		$ 2.9 - $ 3.9
Right of Way:		$ 1.2 - $ 1.7
Total:		**$ 19.3 - $ 26.1**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Marc Goess

Original date of Posting: Jan 2009
Revised Date: Jan 2010

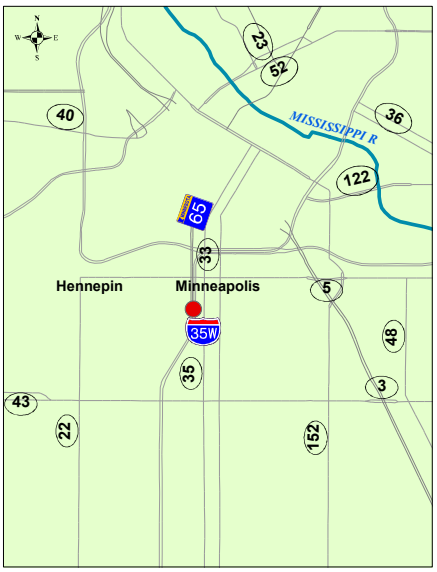
PROJECT SUMMARY

I 35W

I 35 South Bound over Highway 65 North Bound

Bridge 27871, 27868

State Project No. 2782-278



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

Bridge 27871 was built in 1967 and had a low slump concrete wear surface installed in 1995. This bridge is structurally deficient, has a sufficiency rating of 44.1, and has NBIS condition ratings of 5 for the deck, 5 for the superstructure, and 4 for the substructure. This bridge is included in the Legislatively mandated Chapter 152 bridge program.

Project Benefits:

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

Project Risks:

May require replacement of Bridge 27868 (Ped @ 24" Street over I 35W, TH 65) to accommodate new bridge profile, requires realignment of TH 65 southbound.

Project Description:

Replace Bridge 27871 (I 35W southbound over Hwy. 65 northbound) and Bridge 27868 (24th Street Pedestrian over I 35W and Hwy. 65). Adjust horizontal and vertical alignment of I 35W southbound, and adjust horizontal alignment of Hwy. 65 southbound.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 39.1 - $ 52.9
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 6.0 - $ 8.1
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 45.4 - $ 61.0**

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

Recent Changes and Updates:

Project not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study beginning in early 2010.

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: Jan 2009
Revised Date: Jan 2010

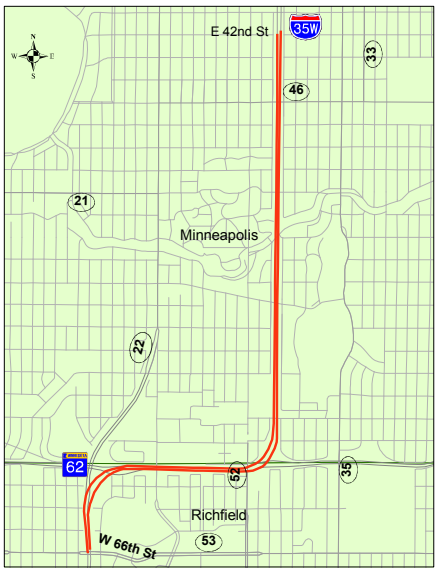
PROJECT SUMMARY

I 35W

I 35W/Highway 62 Crosstown

State Project No. 2782-281

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



Schedule:

Environmental Document Approval Date: 2004
Municipal Consent Approval Date:
Geometric Layout Approval Date: 2004
Construction Limits Established Date: 2004
Original Letting Date: 05/01/2007
Current Letting Date: 05/01/2007
Construction Season: 5/07-12/10
Estimated Substantial Completion: 11/01/2010

Project History:

Original construction 1960s, reconstruction proposed in 1992 Draft EIS, 2001 legislative directive not to proceed and to reevaluate design, 2002 environmental review starts on revised concept.

Project Benefits:

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

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2004

	Baseline Est.	Current Est.
Construction Letting:		$ 288.0
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 0.0
Total:		**$ 288.0**

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

Recent Changes and Updates:

Project is under construction, completion anticipated in December 2010.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Steve Barrett

Original date of Posting: Jan 2009
Revised Date: Jan 2010

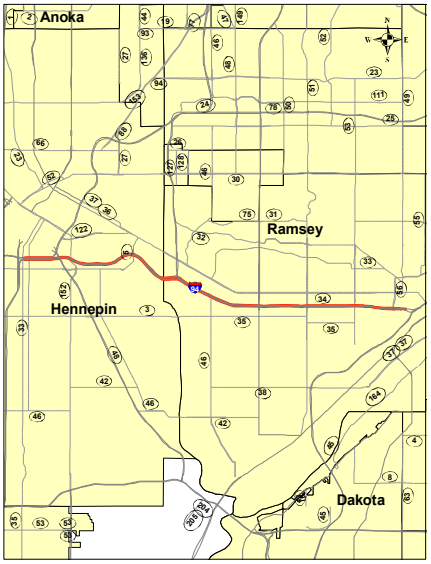
PROJECT SUMMARY

I 94

Lowry Hill Tunnel to John Ireland Boulevard

State Project No. 2781-415

http://www.dot.state.mn.us/metro/projects/i94study/



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 11/19/2010
Current Letting Date: 11/19/2010
Construction Season: 2011
Estimated Substantial Completion:

Project History:

This project was developed from the I 94 managed lane study that was recently completed in 2009. The eastern segment SP 6282-187 will be let 1/22/2010. This segment will be funded via ARRA funding. The western segment will be let 11/19/2010 and will include the technology components of the project.

Project Benefits:

This project will provide a managed corridor from Minneapolis to St. Paul, which will provide congestion relief and a transit advantage.

Project Risks:

New traffic technology similar to the I 35W UPA project will be used.

Project Description:

Mill and Overlay and develop a managed corridor using advance traffic technology.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/18/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 50.0	$ 50.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.0	$ 5.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 55.0**	**$ 55.0**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: Jan 2009
Revised Date: Jan 2010

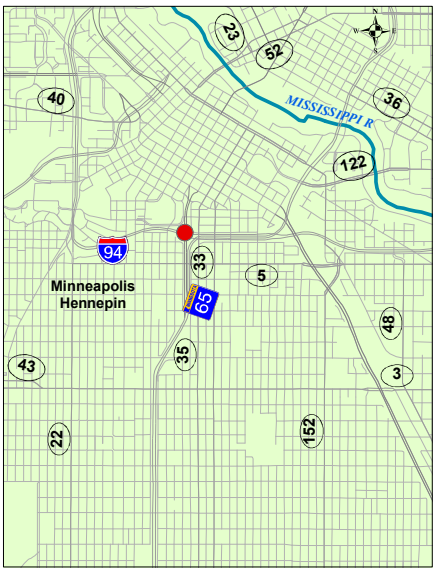
PROJECT SUMMARY

I 94

I 94 on ramp over I 94 and Highway 65

Bridge 27842, 27843,

State Project No. 2782-278



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion: 2020

Project History:

Bridge 27842 was built in 1966 and had a Low Slump Concrete Wear Surface installed in 1996. This bridge is structurally deficient, has a sufficiency rating of 64.8, and has NBIS condition ratings of 4 for the Deck (10% unsound), 4 for the superstructure, and 6 for the substructure. This bridge is included in the legislatively mandated Chapter 152 bridge program.

Project Benefits:

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

Project Risks:

May require replacement of Bridge 27843 (TH 65 over I 94) to realign I-94 westbound travel lanes to accommodate new bridge.

Project Description:

Replace Bridge 27842 (Hwy. 65 northbound to I 94 westbound ramp)and bridge 27843 (Hwy. 65 over I 94). Adjust horizontal and vertical alignment of westbound I 94 (to accommodate added lefthand lane), vertical alignment of I 94 eastbound, and vertical alignment of Hwy. 65.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: Currently not in STIP

	Baseline Est.	Current Est.
Construction Letting:		$ 74.0 - $ 90.0
Other Construction Elements:		$ 8.0 - $ 10.0
Engineering:		$ 8.0 - $ 10.0
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 90.0 - $ 110.0**

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

Recent Changes and Updates:

Project is not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study beginning in early 2010.

Key Cost Estimate Assumptions:

Assumes replacement of Bridge 27842 and 27843; assumes realignment of I 94 westbound to accommodate lefthand entrance.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: Jan 2009
Revised Date: Jan 2010

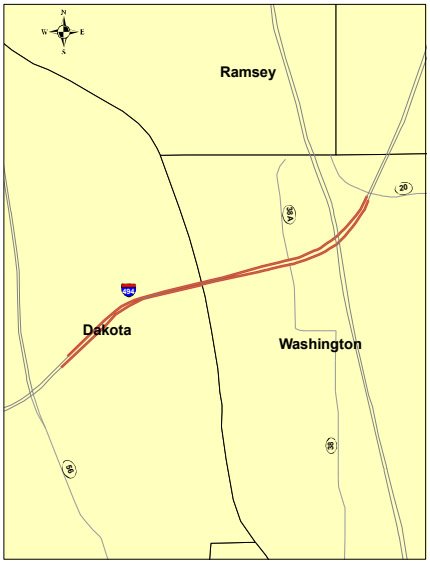
PROJECT SUMMARY

I 494

Wakota Bridge over Mississippi River (Wakota)

State Project No. 1985-132

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



Schedule:

Environmental Document Approval Date: 11/01/2000
Municipal Consent Approval Date: South St Paul: 2/5/2001
Geometric Layout Approval Date: 12/04/2000
Construction Limits Established Date:
Original Letting Date: 01/25/2008
Current Letting Date: 01/25/2008
Construction Season: 2008-2010
Estimated Substantial Completion: 2010

Project History:

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

Project Benefits:

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

Project Risks:

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/30/2007

	Baseline Est.	Current Est.
Construction Letting:	$ 60.0	$ 60.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 60.0**	**$ 60.0**

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

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

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

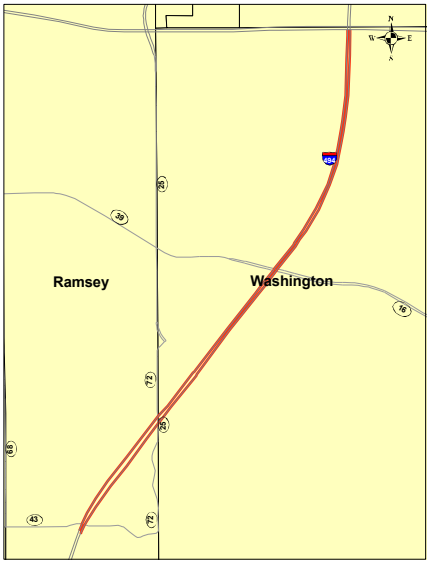
District Engineer: Scott McBride
Project Manager: Tim Dockter

Original date of Posting: Jan 2009
Revised Date: Jan 2010

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

I 494
Lake Road to I-94
Bridge 9775
State Project No. 8285-93, 8285-94
http://www.dot.state.mn.us/metro/projects/i494and694/



Schedule:

Environmental Document Approval Date: 03/06/2009
Municipal Consent Approval Date: Woodbury: 3/25/09
Geometric Layout Approval Date: 03/19/2009
Construction Limits Established Date:
Original Letting Date: 01/22/2010
Current Letting Date: SP 8285-93 - 4/24/2009
Construction Season: 2009-2010
Estimated Substantial Completion: 2010

Project History:

Need: Poor and mismatched pavement conditions. Last JRCP section rehab is nearing end of its useful life. Rough ride due to numerous bit patches in fails concrete areas, mid-panel cracking causing faulting of slabs, longitudinal centerline cracking. Traffic studies indicate congestion and safety degradation is developing.
Purpose: Improve ride and restore pavement structure to this pavement. Add continuous 3rd lane in each direction to tie into Wakota project to the south.

Project Benefits:

Pavement preservation, improved ride, added capacity, safety improvements.

Project Risks:

Little cost experience with unbonded concrete overlays, concrete prices.

Project Description:

SP 8285-93: Majority of project grading, bituminous widening to NB and SB median, temporary bypass construction, widen Bridge 9775 at Century, majority of new drainage
SP 8285-94: Place unbonded concrete overlay, pave shoulders, guardrail, median barrier, impact attenuators.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/21/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 44.0	$ 26.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 8.0	$ 8.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 52.0**	**$ 34.0**

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

Recent Changes and Updates:

Divided into two projects, accelerated schedule, maintenance and operation through I-94 interchange.

Key Cost Estimate Assumptions:

15% risk added for roadway construction i.e. soils, water resources, pavement design.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Harvey Shcheffert

Original date of Posting: Jan 2009
Revised Date: Jan 2010

PROJECT SUMMARY

I 694
I-94 to 40th Street Bridge
Bridge 82805,6,7,8, &, 82817,8
State Project No. 8286-64
http://www.dot.state.mn.us/metro/projects/i494and694/

Schedule:

Environmental Document Approval Date: 10/26/2009
Municipal Consent Approval Date:
Geometric Layout Approval Date: 11/16/2009
Construction Limits Established Date:
Original Letting Date: 01/22/2010
Current Letting Date: 01/22/2010
Construction Season: 2010
Estimated Substantial Completion:

Project History:

Need: Poor pavement conditions and bridge conditions are the primary reason for this project. The existing pavement is a bituminous overlay over CRC pavement. The underlying pavement has failed in many areas and requires frequent repairs. All four bridges have deck condition issues, the R/R bridge decks are 60% unsound and there are lead paint issues. Bridges at 4th and 10th need joint and curb repairs.

Bridges:
I 694 over UP R/R, built in 1967, low slump overlay in 1990
82805 SB over R/R, suff: 95.0
82806 NB over R/R, suff: 84.0

I 694 over Hwy 5, built in 1967, low slump overlay in 1979
82807 SB over Hwy 5, suff: 97.0
82808 NB over Hwy 5, suff: 94.6

Bridge 82817 (4th over 694), Built in 1967, Suff: 91.0
Bridge 82818 (10th over 694), Built in 1966, Suff: 82.0

Project Benefits:

Pavement preservation, improve ride, bridge improvement.

Project Risks:

Little cost experience with unbonded concrete overlays, concrete prices.

Project Description:

Replace four bridges, NB and SB 694 over Hwy 5 and northbound and southbound over UP R/R, unbonded concrete overlay, pave shoulders, guardrail, cable median barrier.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 11/30/2007

	Baseline Est.	Current Est.
Construction Letting:	$ 28.0	$ 20.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.0	$ 6.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 34.0**	**$ 26.0**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

15% risk added for roadway construction i.e. soils, water resources, pavement design.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Dan Rowe

Original date of Posting: Jan 2009
Revised Date: Jan 2010