Annual Report on Major Highway Projects

January 2012

Your Destination...Our Priority

Annual Report on Major Highway Projects

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

January 17, 2012

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

Staff Time/Reproduction Costs:	$	26,000

Executive Summary

Purpose and scope of the report

This fourth annual report identifies 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 part of this report. The information provided in this report is current as of November 2011.

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, i.e., when the highway opens to traffic. At that point, they will no longer be reported. Also, projects that were previously reported because estimated costs met the statute criteria, will no longer be reported when the estimated costs fall below the required cost estimate.

Number of statewide major highway projects slightly decreased

The number of trunk highway projects that meet statutory cost estimate thresholds ($25M or greater in the Twin Cities Metro district, $10M or greater in Greater Minnesota) decreased from 78 in 2011 to 76 in 2012.

Project Status Changes

Of the 78 projects reported last year, 13 were considered substantially complete in 2010 and removed from the list this year, along with five other projects that no longer meet the Total Project Cost Estimate threshold. Two projects were added or combined to existing project one-pagers. All projects that were removed from this year's report are listed in Table 1-1 below.

Table 1.1 – Projects listed in 2011 that were removed for 2012 MHP report

SP #	DISTRICT	ROUTE	LOCATION	Reason for Removal
6915-129	1	Hwy. 53	Hwy. 194 to Haines Road	Substantially Complete in 2010
1601-48	1	Hwy. 61	2.7 miles to 6.2 miles north of Tofte	Substantially Complete in 2010
3501-13	2	Hwy. 11	West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)	Substantially Complete in 2010
3604-69	2	Hwy. 11	Frontier to Indus	Substantially Complete in 2010
2107-09 (6107-11)	4	Hwy. 55	West Douglas County Line to Glenwood	Substantially Complete in 2010
1480-142	4	I-94	Hwy. 336 to Downer Exit	Substantially Complete in 2010
8580-152	6	I 90	Hwy. 43 to Hwy. 76 (Eastbound Lane)	Substantially Complete in 2010
8580-156	6	I 90	From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes (St. Charles-Lewiston)	Substantially Complete in 2010
5202-50	7	Hwy. 14	At East edge to New Ulm	Added to 0804-81
0708-35	7	Hwy. 60\169	From CO Rd 115 (Cray Corner) to Northstar Bridge in Mankato	Project cost estimate dropped below threshold
4008-25	7	Hwy. 99	Bridge over Minnesota River in St. Peter (St. Peter Bridge)	Project has been down-scoped, does not meet the project cost threshold
4203-46	8	Hwy. 23	Russell to Marshall, including all 2 and 4 lane sections.	Substantially Complete in 2011
6280-353	M	I-35E	Maryland Avenue Bridge	Combined w/ 6280-308
2782-281	M	I-35W	I 35W/Highway 62 Crosstown	Substantially Complete in 2011
6284-163	M	I-35W	At Ramsey County Road E2	Project cost estimate dropped below threshold
6212-148	M	Hwy. 36	Hamline Avenue to Victoria Avenue	Project cost estimate dropped below threshold
2750-57	M	Hwy. 169	At County Road 81 and County Road 109	Substantially Complete in 2011
2750-75	M	Hwy. 169	At 93rd Street in Brooklyn Park	Project cost estimate dropped below threshold
8285-93, 8285-94	M	I-494	Lake Road to I-94	Substantially Complete in 2011
8286-64	M	I-694	I-94 to 40th Street Bridge	Subst. Complete in 2011

Listed below are an additional 18 new projects reported this year that met the statutory cost threshold requirements ($25M or greater in the Twin Cities metro district, $10M or greater in Greater Minnesota).

Table 1-2 - New Projects included in 2012 MHP Report

SP #	DISTRICT	ROUTE	LOCATION
6918-80	1	53	Between Eveleth and Virginia
6936-17	1	169	0.1 mi. S Jct. CR 438 to the S end of Br. 69087 (Pike River Br.)
6981-9030E	1	535	Over St. Louis River
0502-96	3	Hwy. 10	Jct. Benton CSAH 2 in Rice
7102-122	3	Hwy. 10	Clear Lake to Big Lake
0502-103	3	Hwy. 15	From Benton Co. Hwy 4 to RR Crossing in St. Cloud
0503-75	3	Hwy. 23	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley
8402-17	4	Hwy. 9	From Doran to Herman
1401-171	4	Hwy. 10	Glyndon
0301-46	4	Hwy. 10	Boyer Lake to Airport Road near Detroit Lakes
0301-60	4	Hwy. 10	Detroit Lakes
2103-35	4	Hwy. 29	From McKay Ave in Alexandria to TH 210
0303-XX	4	Hwy. 34	Detroit Lakes to Park Rapids
1404-17	4	Hwy. 34	I-94 to T.H. 59 at Dunvilla
2180-XX	4	I-94EB	0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114
2506-XX	6	Hwy. 52	From Wagner Hill (S. of Cannon Falls) To CSAH 7 (N. of Zumbrota)
6703-23	7	Hwy. 23	I-90 to TH 269 in Jasper
1704-27	7	Hwy. 62	TH 59 to West Limits of Windom

Of the 76 projects reported this year, 15 are in the Twin Cities metro area and 61 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 $355 million.

Last year, there were 78 projects reported, of which 21 were in the Twin Cities metro area and 57 were in Greater Minnesota.

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

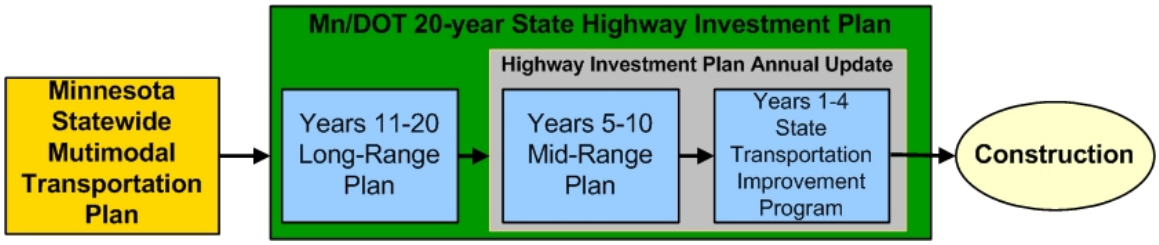
The American Recovery and Reinvestment Act of 2009 provided funding for 1 project that met the cost threshold for major highway projects (Hwy 610 realignment), which allowed the project to be advanced in construction scheduling. Projects funded with ARRA funds were selected based on project readiness, consistency with performance based plans, statewide coverage, work-type balance and project advancement.

The Chapter 152 Bridge Improvement Program provided bond funding for approximately 25 of these major highway projects. The projects funded through this program include bridges that are classified as a Tier 1 or Tier 2 bridge as required by Law of 2008, Chapter 152. [1]

[1] 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 Capital Programs and Performance Measures and the Bridge Office.

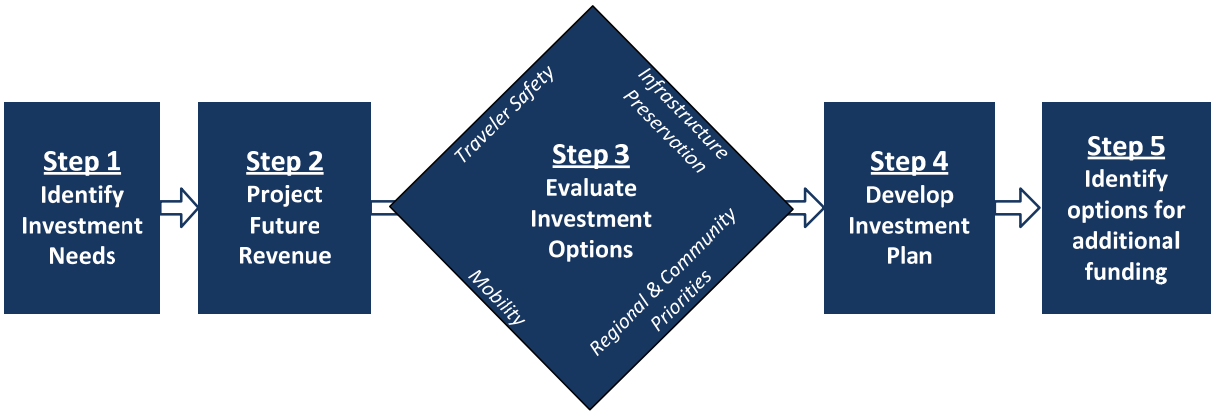
State Highway Investment Plan Process

The 20-year State Highway Investment Plan is an important link between the policies and strategies established in the Statewide Multimodal Transportation 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.



Investments planned for years 5-10 (2016-21) are part of the Mid-Range Plan and are still in the scoping phase of development. Cost estimates for these projects should be considered preliminary and should not be considered commitments, as revenue forecasts are quite uncertain. Investment priorities for those latter years could also change as a result of system performance conditions, legislative initiatives, or other new federal transportation programs. Projects identified in years 1-4 are included in the Statewide Transportation Improvement Program (STIP) (2012-15) are generally considered commitments with well-developed scopes and cost estimates. The programmed year of construction, however, may be adjusted if actual revenues increase or decrease.

20-year Minnesota State Highway Investment Plan Update



The flow chart above illustrates MnDOT's steps in developing the 20-year State Highway Plan. MnDOT begins the process by comparing current performance on state highways with an established target performance level. MnDOT then produces revenue forecasts to determine the federal and state funds available. MnDOT considers legislative direction, stakeholder input, and the need to meet system-wide performance targets. Then MnDOT sets statewide and district investment goals for four strategic priorities: traveler safety, infrastructure preservation, mobility and regional and community improvements. Investments are selected to make progress towards goals in each area.

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/or 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 contract amounts and costs are estimated for other elements, right of way and engineering.

For those projects within the four-year STIP, 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 compared to the costs shown under the "Baseline Estimate" column for 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 four-year STIP), cost estimates and scopes are preliminary and not yet well defined.

In accordance with paragraph 3, Subd. 2, of the statute, all projects identified within the 2012-15 STIP are fundable with our current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2015-25 HIP periods are a priority, but forecasts are more uncertain and full funding may not have been identified. Projects identified in this report that are outside of the 10 year HIP period have a larger degree of uncertainty.

A spreadsheet containing a list of the major highway projects is included as quick reference. The spreadsheet identifies the MnDOT 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 (ATP)[2] boundaries.

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

Abbreviations 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	= Eastbound
FONSI	= Finding of No Significant Impact
Hwy	= Highway
I	= Interstate
Jct.	= Junction
MI	= Miles
N	= North
NB	= Northbound
NBIS	= National Bridge Inventory System
NEPA	= National Environmental Policy Act
ROW	= Right of Way
RR	= Railroad
S	= South
SB	= Southbound
TPCE	= Total Project Cost Estimate (includes engineering, right of way and construction)
W	= West
WB	= Westbound

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 17, 2012

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	2013	$24.3		A 2
1	6937-69100D	Hwy. 2	Bong Bridge over St.Louis River	Bridge repair	2014	$29.5		A 3
1	0980-139 6982-287	I-35	St. Louis River to Boundary Avenue	Bituminous overlay, culvert replacement and repairs	2012 & 2013	$39.8		A 4
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- 9/12	$86.8	$66.2	A 5
1	5880-173	I-35	Sandstone to 3 miles South of Willow River	Unbonded concrete overlay, Bridge BR91099	Spring - Fall 2011	$29.4	$22.7	A 6
1	0980-138	I-35	North of Sturgeon Lake to south of Mahtowa	Unbonded concrete overlay, concrete pavement repairs	2011 & 2012	$17.3	$13.2	A 7
1	5880-177	I-35	North of Hinckley to South of Sandstone (North &South Bound)	Bituminous overlay, unbonded concrete overlay	Spring 2011	$12.3	$9.5	A 8
1	6920-48	Hwy. 53	from .25 miles south of CR 652 (Goodell Road) to south limits of Cook	Roadway reconstruction, new alignment, bridge construction, pipe culvert replacement	Spring 2012	$55.3		A 9
1	6918-80	Hwy. 53	Between Eveleth and Virginia	TERMINATION OF HIGHWAY 53 EASEMENT RIGHTS IN THE VIRGINIA AREA RESULTING FROM MINE EXPANSION	Summer 2015-2017	$60.0 - $700.0		A 10
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	$14.2		A 11
1	3112-34	Hwy. 65	North limits of Nashwauk to Hwy. 1	Pavement reclamation, pipe culvert replacement	2010-2011	$14.4		A 12
1	6936-17	Hwy. 169	0.1 mi. South Jct. CR 438 to the South end of Br. 69087 (Pike River Br.)	0.1 MI S OF JCT CR 438 TO S END OF BR #69087 OVER PIKE RIVER (13 HILLS)	Summer 2012	$6.9	$4.5	A 13
1	6981-9030E	Hwy. 535	Over St. Louis River	BLATNIK BRIDGE #9030 BETWEEN DULUTH AND SUPERIOR, DECK SEAL, PARTIAL PAINTING AND DECK SEAL (MINNESOTA & WISCONSIN SHARES) (BI - FY 2012 - IM)		$11.3		A 14
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. 2B	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	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	$19.7		B 5
2	3905-09	Hwy. 72	Rainy River Bridge in Baudette	Replace Mn/DOT Bridge 9412	2018-2019	$59.8 - $79.7		B 6
3	7103-51	Hwy. 10	Westbound lanes from St. Cloud to Clear Lake	Pavement replacement	2010-2011	$17.0		C 2
3	0502-96	Hwy. 10	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	Jct. Benton CSAH 2 in Rice, Construct New Interchange	Summer 2013	$18.8		C 3
3	7102-122	Hwy. 10	Clear Lake to Big Lake	Jct TH 24 in Clear Lake to Jct TH 25 in Big Lake, Unbonded Concrete Overlay	Fall 2011, Summer 2012	$13.2	$13.2	C 4
3	0502-103	Hwy. 10	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	Unbonded Concrete Overlay - Benton CSAH 4 to RR Crossing in St. Cloud	Summer 2014	$11.9		C 5

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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
3	7321-47	Hwy. 15	Stearns County Road 120 in St. Cloud/Sartell	Construct new interchange	2012-2013	$21.0		C 6
3	0503-75	Hwy. 23	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley, Construct Four-lane Expressway and Construct Bridge #05017, and from Jct TH 25 in Foley to 1.7 mi E, Mill and overlay, upgrade pedestrian ramps.	2011-2012	$32.8	$25.8	C 7
3	7108-23	Hwy. 24	Replace Bridge 6557 over Mississippi River in Clearwater	Bridge replacement	2016	$31.6		C 8
3	1805-74	Hwy. 210	Replace Bridge 5060 over Mississippi River in Brainerd	Bridge replacement	2019-2020	$15.2		C 9
3	1810-92	Hwy. 371	Nisswa to Pine River	Expansion of 16 miles of existing 2-lane to divided 4-lane	2017	$57.8		C 10
3	1810-95	Hwy. 371	From Design Drive in Baxter to Nisswa	Mill and overlay, pave shoulders, construct left turn lanes	2011	$12.1		C 11
4	8402-17	Hwy. 9	From Doran to Herman	Jct. TH 55 to Jct. TH 75 in Doran & Jct. TH 28 to TH 27 in Herman, 3" Mill and 3" Bit Surfacing	2015	$13.5		D 2
4	1401-171	Hwy. 10	Glyndon	Regrade, Hwy 10 Access Management - Glyndon Regrade	2017	$9.2 - $10.3		D 3
4	0301-46	Hwy. 10	Boyer Lake to Airport Road near Detroit Lakes	Boyer Lake to Airport Road near Detroit Lakes, Unbonded Conc. O/L, (WB) (AC Payback 2014)	2013	$12.0		D 4
4	0301-60	Hwy. 10/59	Detroit Lakes	TH 10 from Airport Road to Summit Avenue (Reconstruction and Frontage Road), TH 59 from TH 10 to South of Morrow Ave (Frontage Road and New Bridge)	Summer 2015	$17.1		D 5
4	2103-35	Hwy. 29	From McKay Ave in Alexandria to TH 210	3" Mill & Overlay - McKay Ave. to T.H. 210	Summer 2014	$12.1		D 6
4	2102-58	Hwy. 29	Bridges in Alexandria over I-94	Replace bridge, construct approach panels, grade and concrete surface tie-ins	2015-2016	$17.9		D 7
4	0303-XX	Hwy. 34	Detroit Lakes to Park Rapids	3" Mill & 4.5" OL, Passing & Bypass Lanes, Shoulder Widening - Detroit Lakes to Park Rapids	Spring 2018	$23.2 - $29.0		D 8
4	1404-17	Hwy. 34	I-94 to T.H. 59 at Dunvilla	4" Mill & Overlay - I-94 to T.H. 59 @ Dunvilla	2015	$10.4		D 9
4	0305-31	Hwy. 59	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	Recondition the pavement and restore ride quality, add turn/bypass lanes, culvert replacements	Summer 2014	$10.2		D 10
4	2180-XX	I-94EB	0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114	Unbonded Concrete Overlay - 0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114	2017	$15.4		D 11
4	1406-66	I-94/Hwy. 75	I 94 and Hwy. 75 Interchange	I 94/Hwy. 75 interchange modification	Summer 2016	$19.4 - $33.0		D 12
6	7401-34	Hwy. 14	I 35 to West Steele County line	Four-lane expansion	2009-2012	$66.8	$51.3	E 2
6	7480-113	Hwy. 35	5 miles south of Owatonna to Faribault	Construct Auxillary Lane, Replace Bridges	2014	$41.4		E 3
6	8503-46	Hwy. 43	Winona Bridge over Mississippi River	Replace Bridge 5900	2015	$158.6		E 4
6	2505-48	Hwy. 52	Elk Run interchange	Construct interchange	2011-2012	$43.3	$34.3	E 5
6	2506-52	Hwy. 52	Cannon Falls interchange	Construct interchange	2013-2014	$39.5		E 6
6	5507-60	Hwy. 52	I 90 to Chatfield	Reconstruct Highway 52	2017-2018	$50.6		E 7
6	2506-XX	Hwy. 52	From Wagner Hill (S. of Cannon Falls) To CSAH 7 (N. of Zumbrota)	Reconstruct SB Lanes - SB TH 52 FROM WAGNER HILL (SOUTH OF CANNON FALLS) TO CSAH 7		$37.7		E 8
6	2515-21	Hwy. 63	Red Wing Bridge over Mississippi River (Red Wing)	Replace Bridge 9040	2018-2019	$383.7		E 9

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	8580-149	I 90	Dresbach Bridge over Mississippi River (Dresbach)	Replace Bridge 9320 and roadway approaches	2012-14	$190.5		E 10
6	2319-16	Hwy. 250	Bridge Replacement	Bridge replacement	2018	$11.0		E 11
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 5203-103	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	2012; 2013	$28.4 - $31.4		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	6703-23	Hwy. 23	I-90 to TH 269 in Jasper	0	2012	$15.1		F 5
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	$86.1 - $115.1		F 6
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	$66.9		F 7
7	1704-27	Hwy. 62	TH 59 to West Limits of Windom	**ELLA** FROM TH 59 IN FULDA TO WEST LIMITS OF WINDOM, RECLAIM	2013	$18.6		F 8
7	0711-26	Hwy. 83	Jct. TH 30 to St. Clair	Mill and Overlay, remove guard rail	2012	$12.8	$9.9	F 9
7	2212-28 2212-29	Hwy. 109	Winnebago to Wells	Reclaim Roadway	2012; 2014	$22.4		F 10
7	2207-32	Hwy. 169	Blue Earth from the S. Limits at 14th St. North to JCT CSAH 6	Road Reconstruction and Roundbound	2013	$10.0		F 11
8	3408-15	Hwy. 23	Paynesville bypass	Construction of 4-lane bypass on new alignment	Spring 2010 to Summer 2012	$53.2	$32.2	G 2
8	4203-50	Hwy. 23	Cottonwood to Granite Falls	Mill and concrete overlay	2017	$27.8 - $35.1		G 3
M	0282-34 / 6281-23	I-35E	From south of Ramsey Co CSAH 96 to north junction I-35W	Unbonded concrete overlay, drainage corrections, cable median barrier, etc.	2011/2012	$25.4	$21.2	H 2
M	6280-308 6280-353	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	2012-2015	$189.6		H 3
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	$26.0 - $65.0		H 4
M	1981-124	I-35W	I-35 W over Minnesota River Bridge	Replace Bridge 5983	2020	$50.0 - $100.0		H 5
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	$574.0 - $690.0		H 6
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	2011-2014	$172.7	$130.4	H 7

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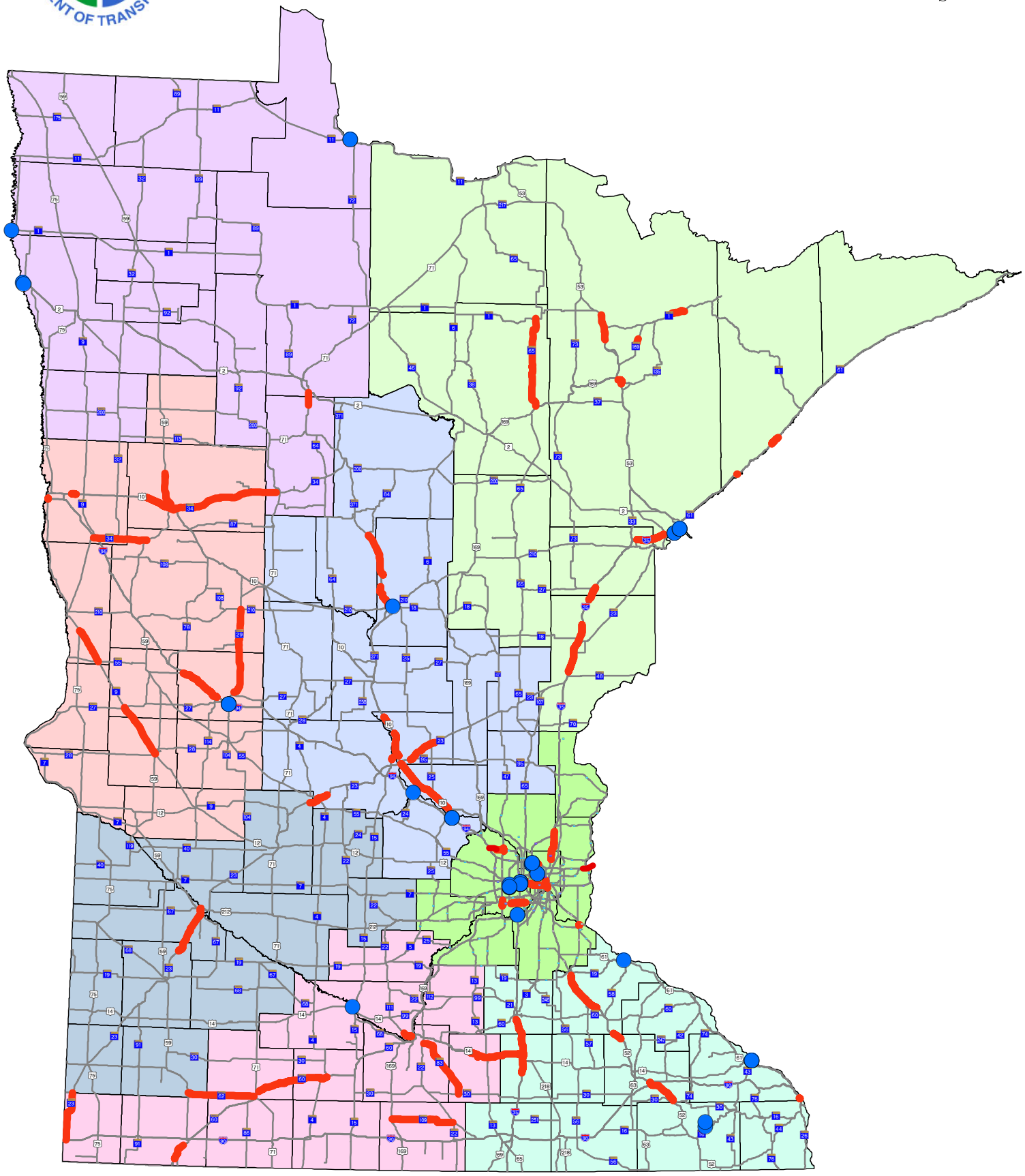
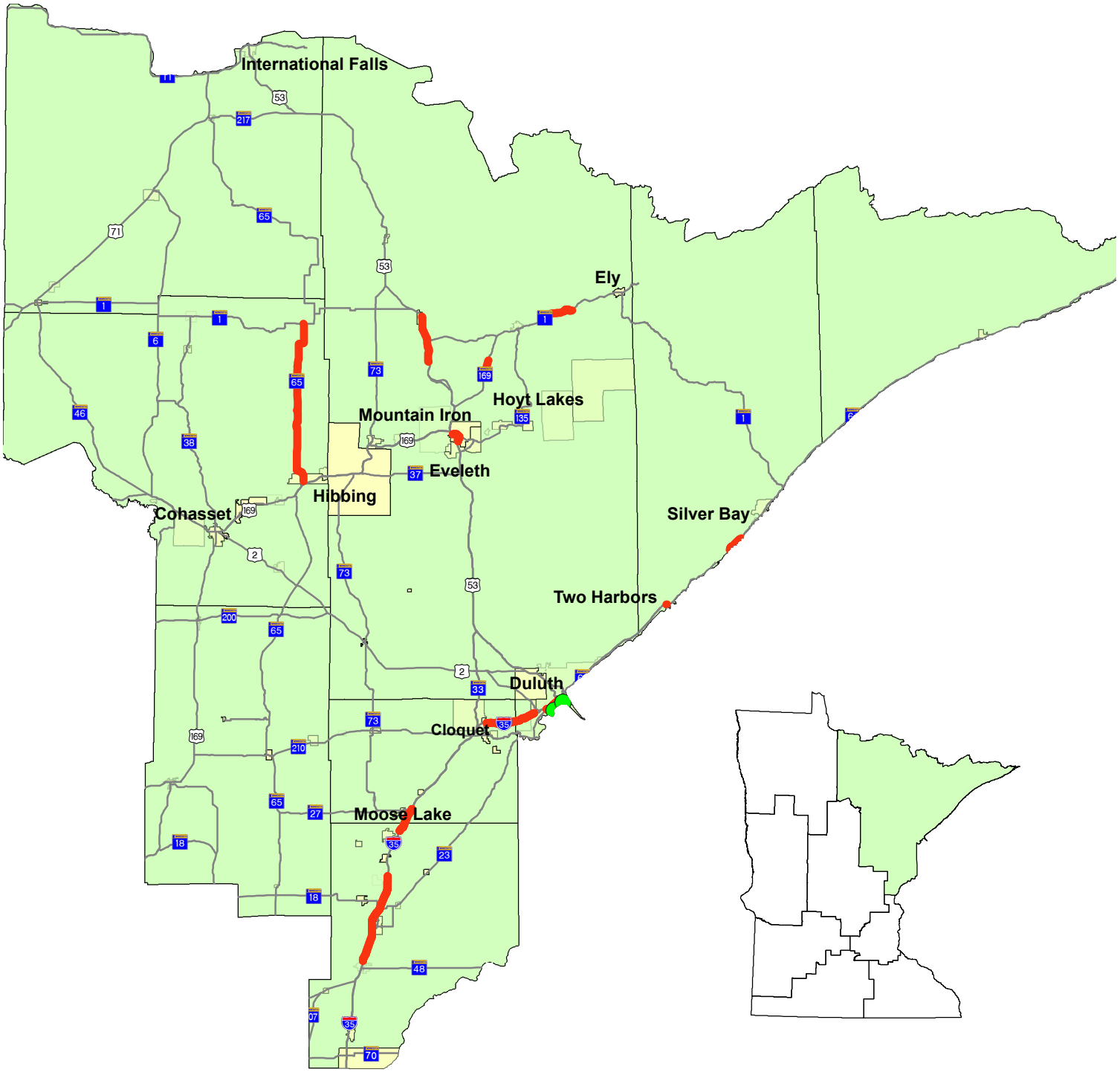
District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
M	1913-64	Hwy. 61	Hastings Bridge over Mississippi River (Hastings)	Rehabilitate or replace Bridge 5895, 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	$120.0		H 8
M	2781-XX	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	$44.2 - $110.0		H 9
M	2781-415 2781-443 2781-443	I-94	Lowry Hill Tunnel to John Ireland Boulevard	Mill and Overlay and develop a managed corridor using advance traffic technology.	2011	$28.0		H 10
M	2734-33	Hwy. 100	36th Street to 25 1/2 Street	Freeway and interchange reconstruction, replace Bridges 5308, 5309, 5462, and 5598, grading surfacing, drainage, utilities, noise and retaining walls, TMC	2016-2018	$80.0		H 11
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	Nov 10 - Nov 12	$170.0	$125.2	H 12
M	2785-367 2785-364 2785-378	I-494	34th Ave to France Ave	Mill & Overlay, construct WB Aux lane from Penn Ave to NB TH 100,. Replace Xerxes Ave Bridge	2013	$45.0		H 13
M	2771-37	Hwy. 610	New alignment from County Road 81 (Elm Creek Blvd.)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.	2020-2025	$135.0 - $175.0		H 14
M	2771-38	Hwy. 610	New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)	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 15
M	6285-135	I-694	From Lexington Avenue to west of Old Highway 10	Replace bridges, add one lane in each direction on I-694, remove weave section between TH 10 and I-694, etc.	2011-2013	$55.3		H 16

Major Highway Projects 2012



Major Highway Projects 2012
District 1

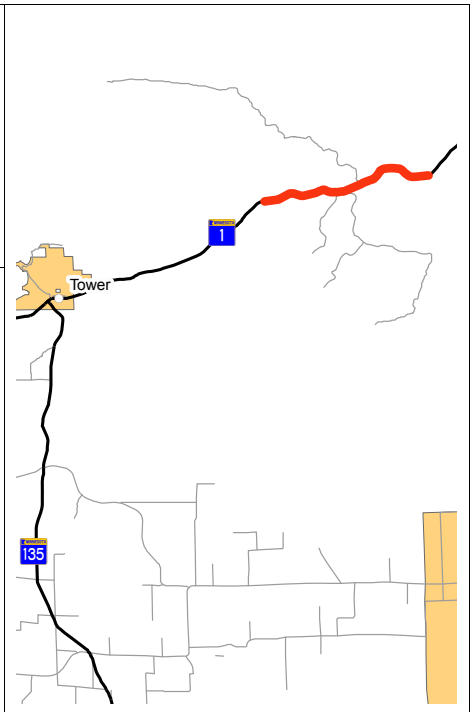


Duluth

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: 11/16/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

Because of concerns with Highway 169 between Virginia and Winton, the Trunk Highway 169 North Improvement Task Force was formed in July 2000 with the mission "to ensure a safe, efficient, and aesthetically pleasing highway that addresses present and future needs between Virginia and Winton". The efforts of the task force resulted in $18.4 million in Federal High Priority Project (HPP) funds being provided in the SAFETEA-LU transportation bill for highway improvements. The Highway 1/169 segment from 0.3 miles west of the Six Mile Lake Road to Clear Lake was recommended by the task force as a priority for reconstruction.
This highway segment has a number of transportation related deficiencies. This includes substandard horizontal and vertical alignments, narrow shoulders and steep inslopes. There is also a lack of safety turn lanes, trees/vegetation encroaching into the highway clear zone and a lack of safe passing opportunities. The above mentioned deficiencies contribute to safety problems and crash rates higher than the district average and statewide average for similar two-lane highways.

Project Benefits:

Improve the safety and operation of the highway by improving the vertical and horizontal alignments, widening shoulders, adding safety turn lanes and addressing winter shading issues.

Project Risks:

Private property impacts; Environmental Concerns: wetlands, potential acid drainage runoff associated with sulfides in the rock; Limited funding (Federal High Priority Project (HPP) funds being used); Relatively low traffic volume coupled with high construction cost results in a benefit-cost (B/C) ratio less than 1.

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 14.3	$ 18.5
Other Construction Elements:	$ 0.6	$ 0.8
Engineering:	$ 3.0	$ 3.9
Right of Way:	$ 1.2	$ 1.2
Total:	**$ 19.1**	**$ 24.3**

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

Recent Changes and Updates:

• The February 2009 state revenue forecast projected significant declines in MVST and TAB fees. This reduction in previously anticipated state funding resulted in the state match for this project being deferred until FY 2013. A new letting date of June 22, 2012 was established.
• A concern was raised on elevated sulfide levels in the area bedrock that could result in acid drainage runoff (ADR). Time to investigate and address this issue in the environmental stages of the project resulted in delaying the letting to November 16, 2012.

Key Cost Estimate Assumptions:

Acid drainage runoff concern is manageable and the excavated rock can be used as a construction material with no substantial mitigation cost.

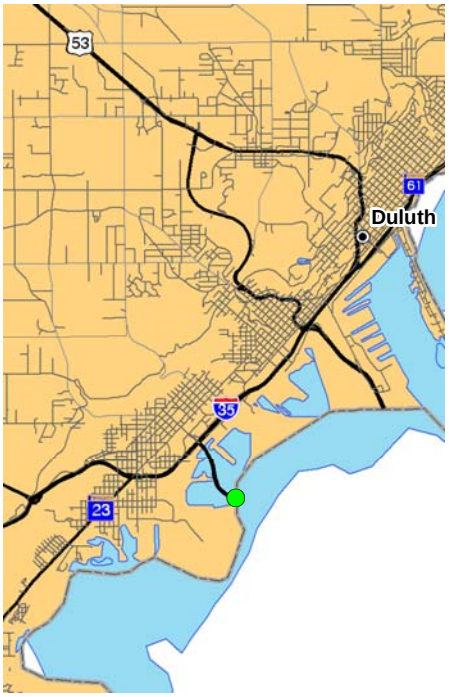
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 2
Bong Bridge over St.Louis River
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. The Highway 2 Bong Bridge over the St. Louis River between Duluth, MN and Superior, WI was built in 1982. This fracture critical bridge currently has NBI condition ratings of 5 (deck), 7 (superstructure) and 7 (substructure).

Project Benefits:

The proposed rehabilitation work will extend the useful service life of this important bridge linking Duluth and Superior and decrease the amount of future maintenance activity needed to keep it operational.

Project Risks:

Project will result in inconveniences in the movement of traffic between the communities.

Project Description:

The proposed rehabilitation of Bridge 69100 is a joint effort between the MN and WI DOT's. The project work includes the following:

- bridge deck replacement
- modular joint replacement
- spot concrete spall repairs
- support cable work
- painting of the tied arch
- rehabilitation type work on the MN approach bridges 69101, 69102 and 69109

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 25.7	$ 23.7
Other Construction Elements:	$ 1.0	$ 0.9
Engineering:	$ 5.4	$ 4.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 32.1**	**$ 29.5**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Amr Jabr
Project Manager: Perry Collins

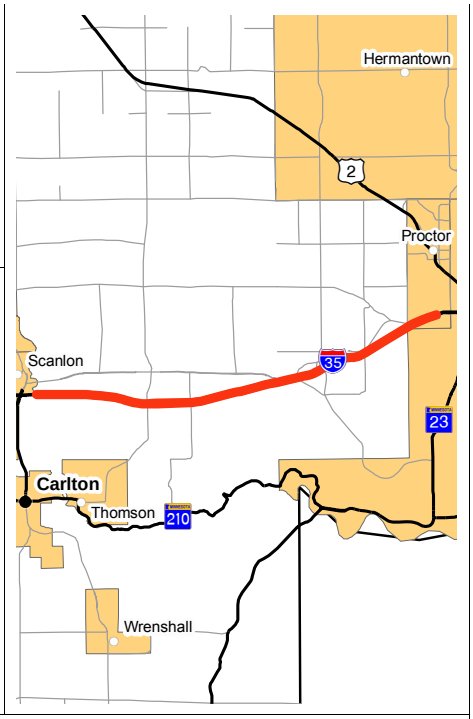
Original date of Posting: 9/26/2011
Revised Date: 1/17/2012

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: 3/23/2012
Construction Season: 2012 & 2013
Estimated Substantial Completion: Fall 2013

Project History:

- Constructed between 1974 and 1977
- Most recent pavement preservation projects were in 1992 and 1995
- Shoulder paving project in 2006
- Pavement and drainage conditions deteriorating annually
- Future costs will be minimized by repairing or replacing deteriorating culverts and improving the pavement quality of this section of I-35.

Project Benefits:

- Smooth pavement surface
- Reduced annual maintenance costs
- Extend the serviceable life of the pavement structure
- Repaired bridges and new or improved culverts will extend the serviceable lives of these structures

Project Risks:

- Concrete prices
- Pavement conditions will continue to worsen until 2012
- Underground utility conditions at Mesaba Ave./Superior St./Michigan St.

Project Description:

- 10 miles of unbonded concrete overlay in each direction
- I-35 traffic reduced to one lane in each direction with lower speed limit during construction
- Use of alternate routes during construction will be encouraged to reduce traffic delays.
- Co. Hwy. 61 & Guss Rd. under the Interstate will be reconstructed to improve ride and reduce maintenance costs. Drainage and pavement conditions will be improved.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 9.9	$ 31.2
Other Construction Elements:	$ 0.5	$ 2.0
Engineering:	$ 2.1	$ 6.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.5**	**$ 39.8**

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

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 FY 2014. The scope of this project was reduced to meet fiscal constraints.

Key Cost Estimate Assumptions:

15% contingency included in construction letting estimate for risks.

Additional Project description (cont'd from above):

- This project includes bituminous mill and inlay improvements on two nearby highways:
-At the intersection and merging area of I-35, Mesaba Ave., Superior St., & Michigan St. in Duluth
-On Highway 2 from Boundary Ave. to Skyline Pkwy. in Proctor including accessibility improvements at the intersection of Boundary Ave. & Highway 2

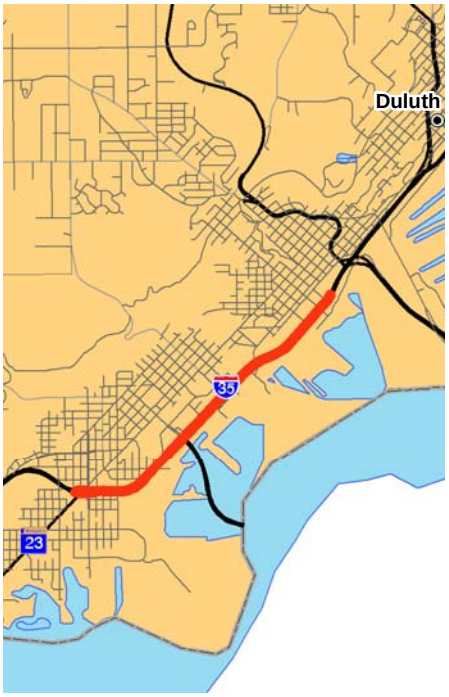
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Amr Jabr
Project Manager: Todd Campbell

Original date of Posting: 9/21/2011
Revised Date: 1/17/2012

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: 10/26/09
Geometric Layout Approval Date:
Construction Limits Established Date: 11/14/2008
Original Letting Date: 7/24/2009
Current Letting Date: 4/2/2010
Construction Season: 4/10- 9/12
Estimated Substantial Completion: 10/2011

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 69.1	$ 66.2
Other Construction Elements:	$ 4.3	$ 5.6
Engineering:	$ 14.7	$ 14.4
Right of Way:	$ 1.4	$ 0.6
Total:	**$ 89.5**	**$ 86.8**

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

Recent Changes and Updates:

Project is Let and second year of construction is complete.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

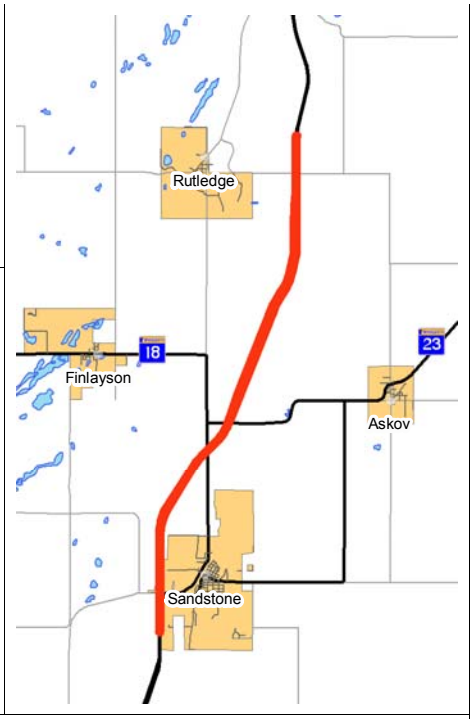
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Amr Jabr
Project Manager: Roberta Dwyer

Original date of Posting: 11/17/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

I-35
Sandstone to 3 miles South of Willow River
Bridge 91099
State Project No. 5880-173



Schedule:

Environmental Document Approval Date: 8/22/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 9/23/2011
Current Letting Date: 10/18/2011
Construction Season: Spring - Fall 2011
Estimated Substantial Completion: Fall 2012

Project History:

• Constructed in 1962
• I-35 northbound north of Kettle River was overlayed with bituminous in 2005
• A short-term bituminous overlay will be placed on the most deteriorated section of I-35 northbound in September 2011
• Pavement and drainage conditions deteriorating annually
• Future costs will be minimized by repairing or replacing deteriorating culverts and improving the pavement quality of this section of I-35.

Project Benefits:

• Smooth pavement surface
• Reduced annual maintenance costs
• Extend the serviceable life of the pavement structure
• New or repaired culverts will improve drainage

Project Risks:

• Concrete prices
• Pavement condition will continue to worsen until 2012

Project Description:

• 12.292 miles of unbonded concrete overlay in each direction
• Traffic reduced to one lane in each direction with lower speed limit during construction
• "A+B" style contracting is being used to minimize project timeline

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 22.7
Other Construction Elements:	$ 0.7	$ 1.8
Engineering:	$ 2.6	$ 4.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.3**	**$ 29.4**

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

Recent Changes and Updates

Project scope has been changed from a thick bituminous overlay to an unbonded conrete overlay. A formal STIP amendment has documented the scope change and the cost increase.

Key Cost Estimate Assumptions:

5% contingency included in construction letting estimate for risks

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

District Engineer: Amr Jabr
Project Manager: Todd Campbell

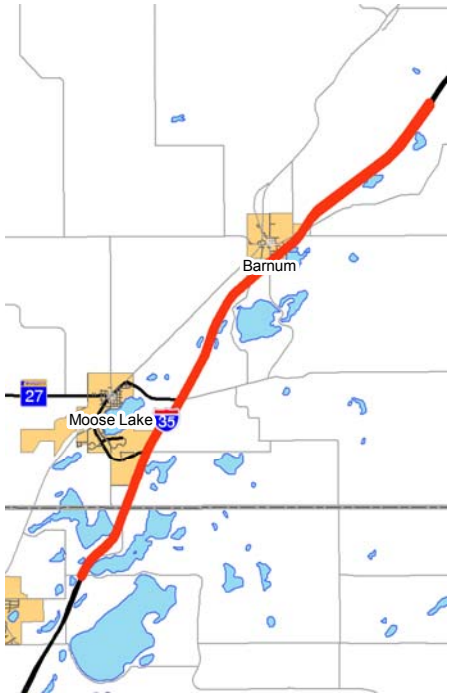
Original date of Posting: 9/21/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

I-35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-138



Schedule:

Environmental Document Approval Date: 10/11/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date: Assume no R/W nee
Original Letting Date: 11/20/2009
Current Letting Date: 1/28/2011
Construction Season: 2011 & 2012
Estimated Substantial Completion: Fall 2012

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. 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: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 26.2	$ 13.2
Other Construction Elements:	$ 1.7	$ 1.2
Engineering:	$ 5.6	$ 2.9
Right of Way:	$ 1.1	$ 0.0
Total:	**$ 33.5**	**$ 17.3**

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

Recent Changes and Updates

Interchange ramps will need to be reconstructed to meet new standards for length. Bridge repairs identified and added

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Amr Jabr
Project Manager: Todd Campbell

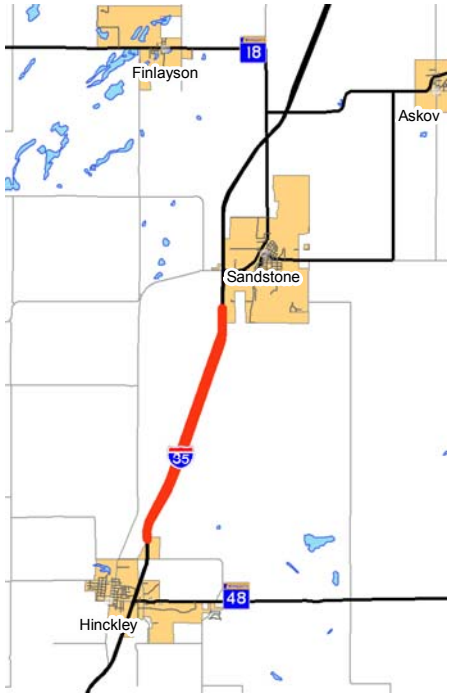
Original date of Posting: 11/17/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

I-35

North of Hinckley to South of Sandstone (North &South Bound)

State Project No. 5880-177



Schedule:

Environmental Document Approval Date: 10/14/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date: Assume no R/W nee
Original Letting Date: 11/19/2010
Current Letting Date: 1/28/2011
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:

The scope and location of this project has been changed from Bituminous overlay to unbonded concrete overlay reducing the risks of fluctuating Bituminous prices but a price spike in concrete is still a valid risk.

Project Description:

Project begins 1 mile north of Hinkley and continues 0.8 mile south to 0.8 mile south of Sandstone. North and southbound lanes will be preserved with an unbonded concrete overlay. Traffic will be reduced to two-lanes during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 9.5
Other Construction Elements:	$ 0.7	$ 0.8
Engineering:	$ 2.6	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.3**	**$ 12.3**

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

Recent Changes and Updates

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

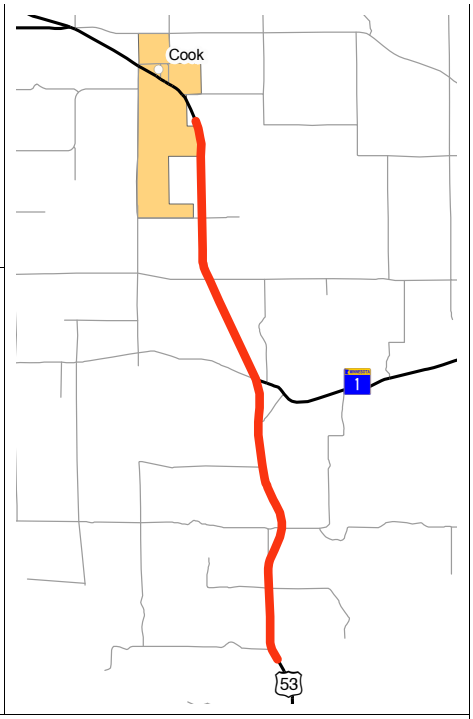
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Amr Jabr
Project Manager: Todd Campbell

Original date of Posting: 11/18/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 53
from .25 miles south of CR 652 (Goodell Road) to south limits of Cook
Bridge 69044, 69045
State Project No. 6920-48



Schedule:

Environmental Document Approval Date: 6/6/2011
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 9/24/2010
Construction Limits Established Date: 8/16/2010
Original Letting Date: 9/23/2011
Current Letting Date: 4/27/2012
Construction Season: Spring 2012
Estimated Substantial Completion: Fall 2013

Project History:

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

Working with local legislative and congressional leaders, the task force was successful in getting Highway 53 designated the "(Chippewa) Falls to (International) Falls" high priority trade corridor and obtained special funding for improving the highway in the ISTEA and TEA-21 federal transportation bills.

The proposed project is the last remaining phase in completing Highway 53 as a four-lane between Virginia and the south limits of Cook, MN.

Expansion of the remaining 70 miles of highway from Cook to International Falls remains unfunded and is not in Mn/DOT's 20-Year Plan.

Project Benefits:

- Extension of the existing Highway 53 four-lane system will provide additional capacity and improve safety.
- Improve ride and reduce maintenance costs.

Project Risks:

- Loss of federal funding.
- Wetland permitting difficulties.

Project Description:

The project is located in St. Louis County from 0.25 miles south of CR 652 (Goodell Road) to the south city limits of Cook and involves expanding the existing 2-lane highway to 4-lanes.

Project Length: 9.5 miles

Design Features:

- Design Speed: 70 mph
- Lane Width: (2) 12'
- Paved Shldr. Width: 10' Rt., 4' Lt.
- Turn lanes at intersecting roads and median cross-overs.
- Improved Hwy. 1/CSAH 22 Intersection

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 09/2008

	Baseline Est.	Current Est.
Construction Letting:	$ 45.8	$ 42.9
Other Construction Elements:	$ 2.0	$ 1.9
Engineering:	$ 9.4	$ 9.0
Right of Way:	$ 3.9	$ 1.5
Total:	**$ 61.0**	**$ 55.3**

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

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.

Because of design time lost due to 2011 state shutdown and contractor requests, the project letting was moved from 9/23/11 to 12/16/11. It has since been moved to April 27, 2012 to allow additional time for permitting.

Key Cost Estimate Assumptions:

10% Contingency

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

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: 5/18/2010
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 53
Between Eveleth and Virginia
State Project No. 6918-80

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date:
Original Letting Date: 4/24/2015
Current Letting Date:
Construction Season: Summer 2015-2017
Estimated Substantial Completion: Spring 2017

Project History:

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

Project Benefits:

Allows access to large quantities of iron ore deposits that will provide for the continued operation of United Taconite. The ability of mining companies to remain competitive in today's global market is critical not only to the economic vitality of the region, but to the entire State of Minnesota.

Project Risks:

- Unknown funding sources/lack of funding.
- Community impacts and social acceptance of new route.
- Impact of new route on mining operations.
- Possibility that the highway will need to be relocated again in the future.
- Short, aggressive timeline for relocating the highway.
- Volatility of mining industry.

Project Description:

The project is located in St. Louis County between Eveleth and Virginia. The proposed project is to abandon Highway 53 in the area of the United Taconite mine expansion and reconstruct in a new location.
The affected area is approximately one mile in length but the relocation alternatives could run many times this length.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 09/2011

	Baseline Est.	Current Est.
Construction Letting:		
Other Construction Elements:		
Engineering:		
Right of Way:		
Total:	**$ 60.0**	**$ 60.0 - $ 700.0**

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

Recent Changes and Updates:

Up to $60 million in trunk highway bonds have been made available for the project in 2015.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

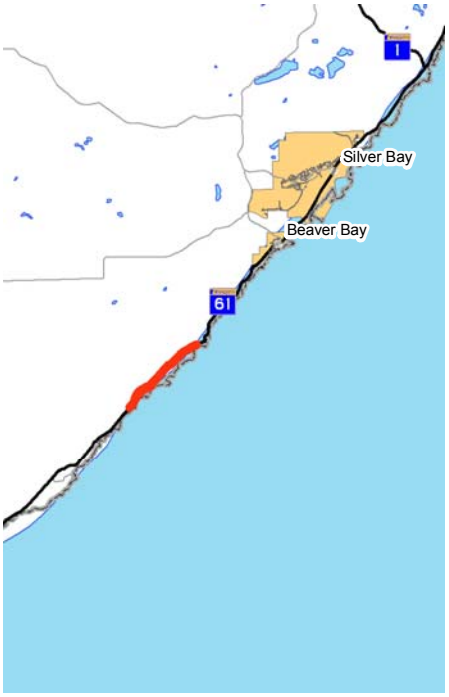
Minnesota Department of Transportation
District 1

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: 12/9/2010
Revised Date: 1/17/2012

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: 12/4/2009
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:

	Baseline Est.	Current Est.
Construction Letting:	$ 14.4	
Other Construction Elements:	$ 0.6	
Engineering:	$ 2.9	
Right of Way:	$ 1.6	
Total:	**$ 19.5**	**$ 14.2**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

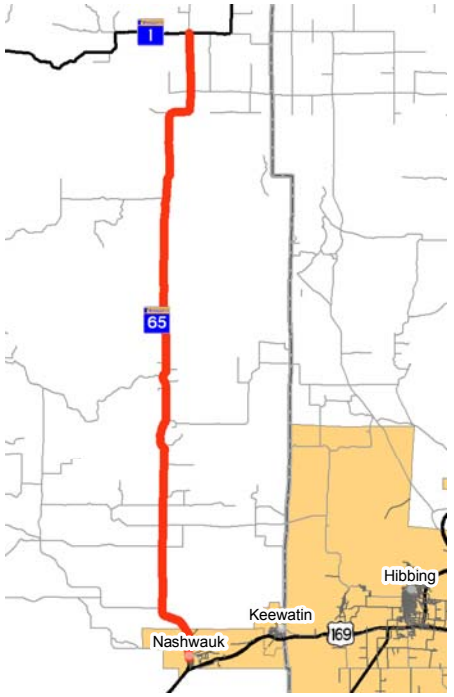
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Amr Jabr
Project Manager: Todd Campbell

Original date of Posting: 11/17/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

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



Schedule:

Environmental Document Approval Date: 11/2/2009
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: 5/7/2010
Construction Season: 2010-2011
Estimated Substantial Completion: Fall 2011

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.2	
Other Construction Elements:	$ 0.7	
Engineering:	$ 2.0	
Right of Way:	$ 0.3	
Total:	**$ 16.2**	**$ 14.4**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: 11/17/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 169
0.1 mi. South Jct. CR 438 to the South end of Br. 69087 (Pike River Br.)
Bridge 69087
State Project No. 6936-17

Schedule:

Environmental Document Approval Date: Pending
Municipal Consent Approval Date:
Geometric Layout Approval Date: 8/17/2011
Construction Limits Established Date: Established
Original Letting Date: 12/17/2010
Current Letting Date: 5/18/2011
Construction Season: Summer 2012
Estimated Substantial Completion: Fall 2012

Project History:

Because of concerns with Highway 169 between Virginia and Winton, the Trunk Highway 169 North Improvement Task Force was formed in July 2000 with the stated mission statement "to ensure a safe, efficient, and aesthetically pleasing highway that addresses present and future needs between Virginia and Winton". The efforts of the task force resulted in $18.4 million in Federal High Priority Project (HPP) funds being provided in the SAFETEA-LU transportation bill for highway improvements. This project was recommended by the task force as a priority for reconstruction. Highway 169 from 0.1 miles South of Jct. CR 438 to the South end of Br. 69087 (Pike River Br.) has a number of transportation related deficiencies. This includes substandard horizontal and vertical alignments, narrow shoulders and steep inslopes. There is also a lack of safety turn lanes, trees/vegetation encroachment into the highway clear zone and a lack of safe passing opportunities. The above mentioned deficiencies contribute to safety problems crash rates on some segments of the highway to be higher than the district average and statewide average for similar two-lane highways.

Project Benefits:

Improve safety and operation of the highway by improving the vertical and horizontal alignments, and widening shoulders. With these improvements, they will provide passing opportunities.

Project Risks:

Estimated rock quantities were a key element in the cost estimating.

Project Description:

The project is located in St. Louis County. The proposed project is the reconstruction of TH 169 from 0.1 miles South of Jct. CR 438 to the South end of Br. 69087 (Pike River Br.)

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: September 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 12.3	$ 4.5
Other Construction Elements:	$ 0.5	$ 0.2
Engineering:	$ 2.6	$ 0.9
Right of Way:	$ 1.7	$ 1.3
Total:	**$ 17.1**	**$ 6.9**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

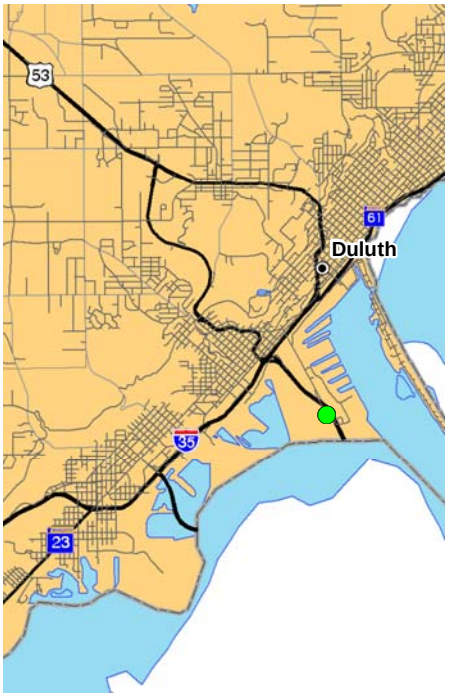
Minnesota Department of Transportation
District 1

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: 10/20/2011
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 535
Over St. Louis River
Bridge 9030
State Project No. 6981-9030E



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 7/22/2011
Current Letting Date: 2/24/12
Construction Season:
Estimated Substantial Completion:

Project History:

Note: MINNESOTA DOT IS LEAD AGENCY.
Bridge 9030 was built in 1961 and consists of a main span continuous steel high truss open spandrel steel arch with continuous steel deck girder approach spans. Bridge 9030 is 7980 feet long.
This bridge is classified as a fracture critical and functionally obsolete with bridge NBI ratings of Deck 6, Superstructure 5, and Substructure 6.

Project Benefits:

Extend the useful life of Bridge 9030 through preventative maintenance activities.

Project Risks:

Project Description:

The project is located in St. Louis County. Bridge 9030 spans the St. Louis River at the Minnesota (Duluth) – Wisconsin (Superior) border.
The proposed project is for bridge rehabilitation that includes structural steel repair, expansion joint replacement, partial paint, rehabilitation of some gusset plates and bolts replacing some rivets.
The purpose of the project is to extend the useful life of Bridge 9030 through preventative maintenance activities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 9.1
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.9	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 11.2**	**$ 11.3**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

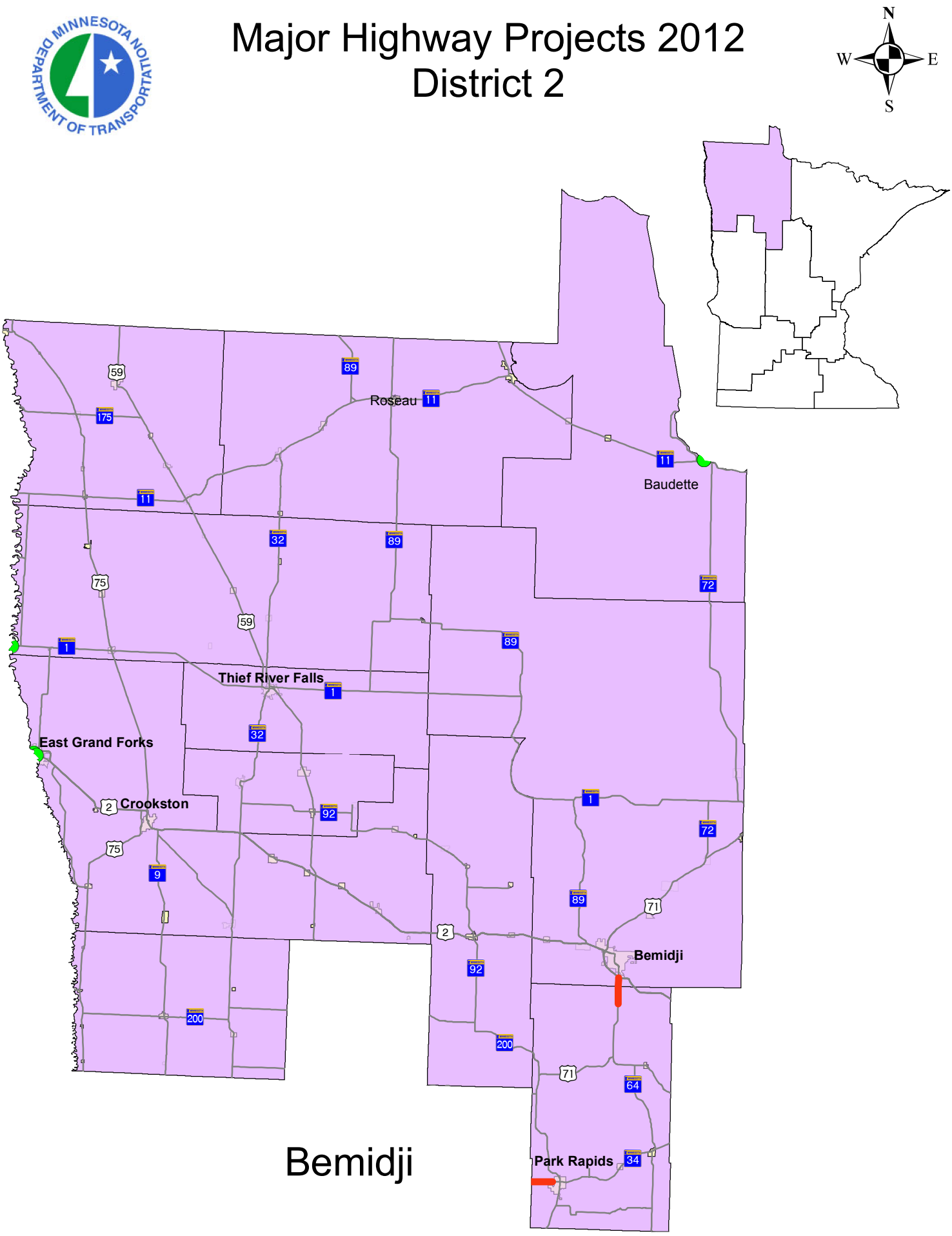
Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 1

District Engineer: Amr Jabr
Project Manager: Brian Larson

Original date of Posting: 12/19/08
Revised Date: 1/17/2012

Major Highway Projects 2012
District 2

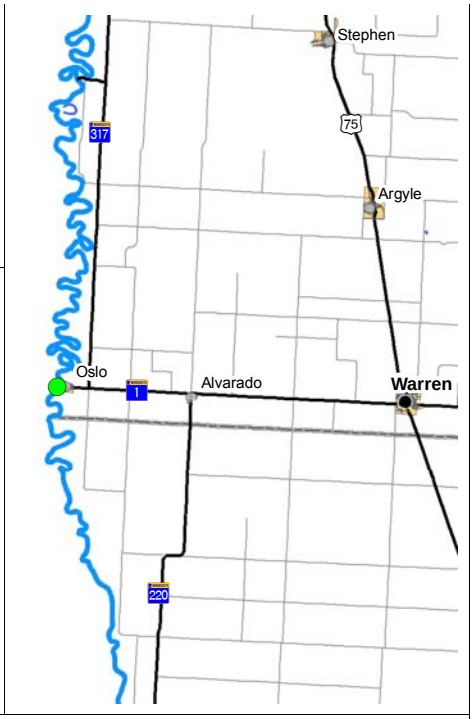


Bemidji

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: 7/27/2012
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:

Upgrading or replacement of a fracture critical structure will provide continued inter-state access.

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 are involved so an approval process is required. Seasonal flooding of Red River may provide construction difficulties.

Project Description:

Rehabilitate or replace Mn/DOT Bridge 9100 over the Red River between Minnesota and North Dakota. If a new bridge is constructed there will likely need to be significant regrading on each approach.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	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 OCPPM.

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

MnDOT is the lead agency.

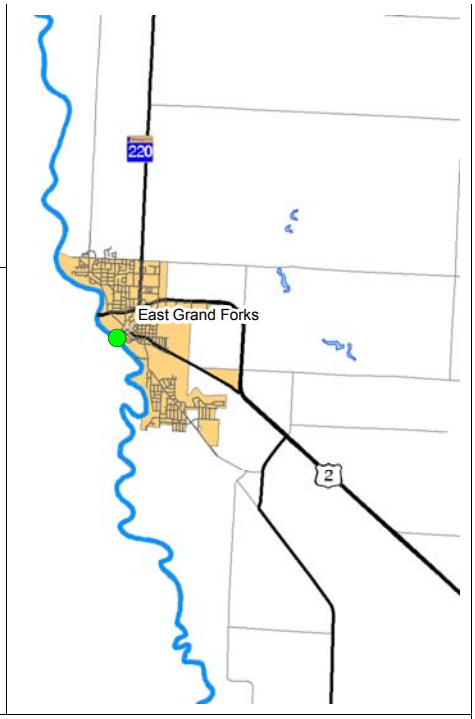
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 2B
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:

Rehabilitate or replace Mn/DOT Bridge 4700 over the Red River between Minnesota and North Dakota. Completed bridge will include improved access for pedestrians and bicyclists. If a new bridge is constructed the length and alignment will need to closely match the existing conditions due to proximity of downtown businesses and in-place flood protection facilities. The existing bridge is 600 feet long.

Project Benefits:

Upgrading or replacement of a fracture critical structure will provide continued inter-state access in a metropolitan area.

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. Seasonal flooding of Red River may provide construction difficulties.

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the 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 OCPPM.

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. A study to investigate if a rehabilitation can be accomplished for this bridge will be done in 2012.

Key Cost Estimate Assumptions:

Cost estimate is based on a CRAVE study.

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: 1/17/2012

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 (11/20/15)
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 depending on 2012 engineering investigation; 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:

	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 OCPPM.

Recent Changes and Updates:

An engineering investigation will be done in 2013 to review if a pier on the North Dakota side can be modified because of its tilt and if not would a bridge replacement be necessary.

Key Cost Estimate Assumptions:

Cost estimate is based on a CRAVE study. Total cost shown above will be split between MN and ND if a bridge rehab is recommended. Cost split on a bridge replacement is yet to be determined.

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: 1/17/2012

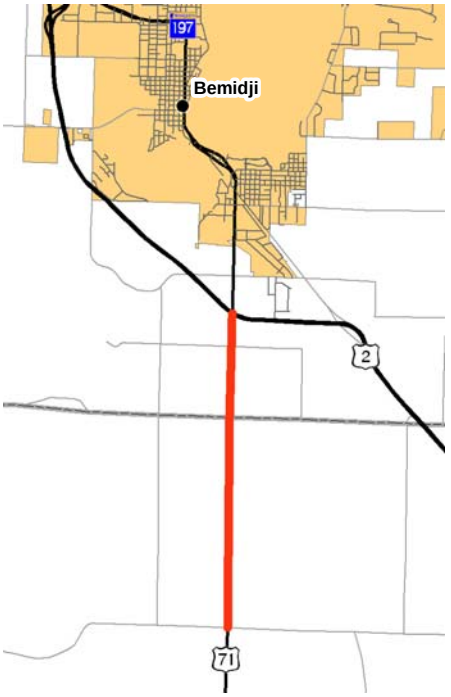
PROJECT SUMMARY

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: Feb-2010 (5/7/10)
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:

	Baseline Est.	Current Est.
Construction Letting:	$ 21.2	$ 14.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 0.0
Right of Way:	$ 2.5	$ 2.5
Total:	**$ 26.5**	**$ 19.7**

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

Recent Changes and Updates:

The project was let as two separate projects to facilitate right of way acquisition. The portion of the project north of TH 2 in Bemidji was completed October 2010. Work on remainder of project was substantially completed in November 2011. Minor items to totally complete the project will be done in Spring 2012.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

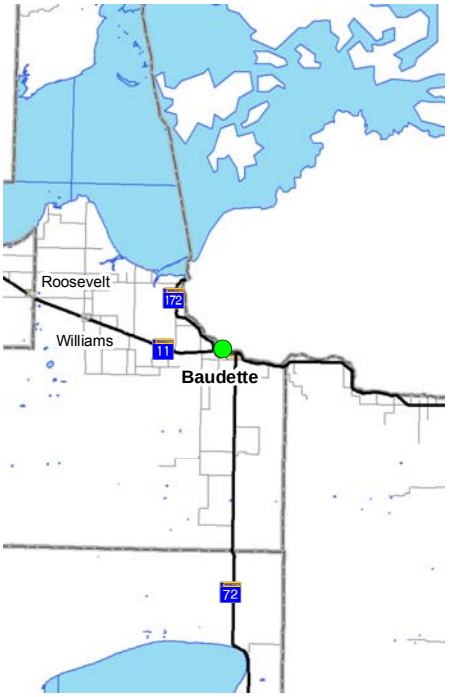
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

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

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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:

Upgrading or replacement of a fracture critical structure will improve geometry and traffic safety while proving continued international access.

Project Risks:

Possible relocation or modifications of US and Canadian Customs buildings and a transfer station which serves power to the cities of Baudette and Rainy River, Ontario, Canada. - cultural resource issues in Minnesota as well as Ontario, Canada. - international agreements will need to be developed and coordinated to enable budget and logistics planning.

Project Description:

Rehabilitation or Replacement of Mn/DOT Bridge 9412 over the Rainy River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 37.7 - $ 50.9
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 7.6 - $ 9.2
Right of Way:		$ 14.5 - $ 19.6
Total:		**$ 59.8 - $ 79.7**

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

Recent Changes and Updates:

During 2012 a preliminary study will be done to evaluate bridge options and also evaluate rehabilitation options.

Key Cost Estimate Assumptions:

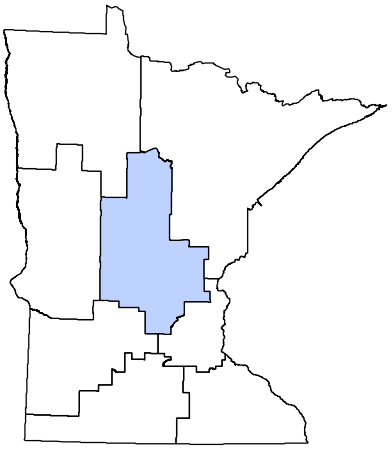
Cost Estimate is based on a CRAVE study.

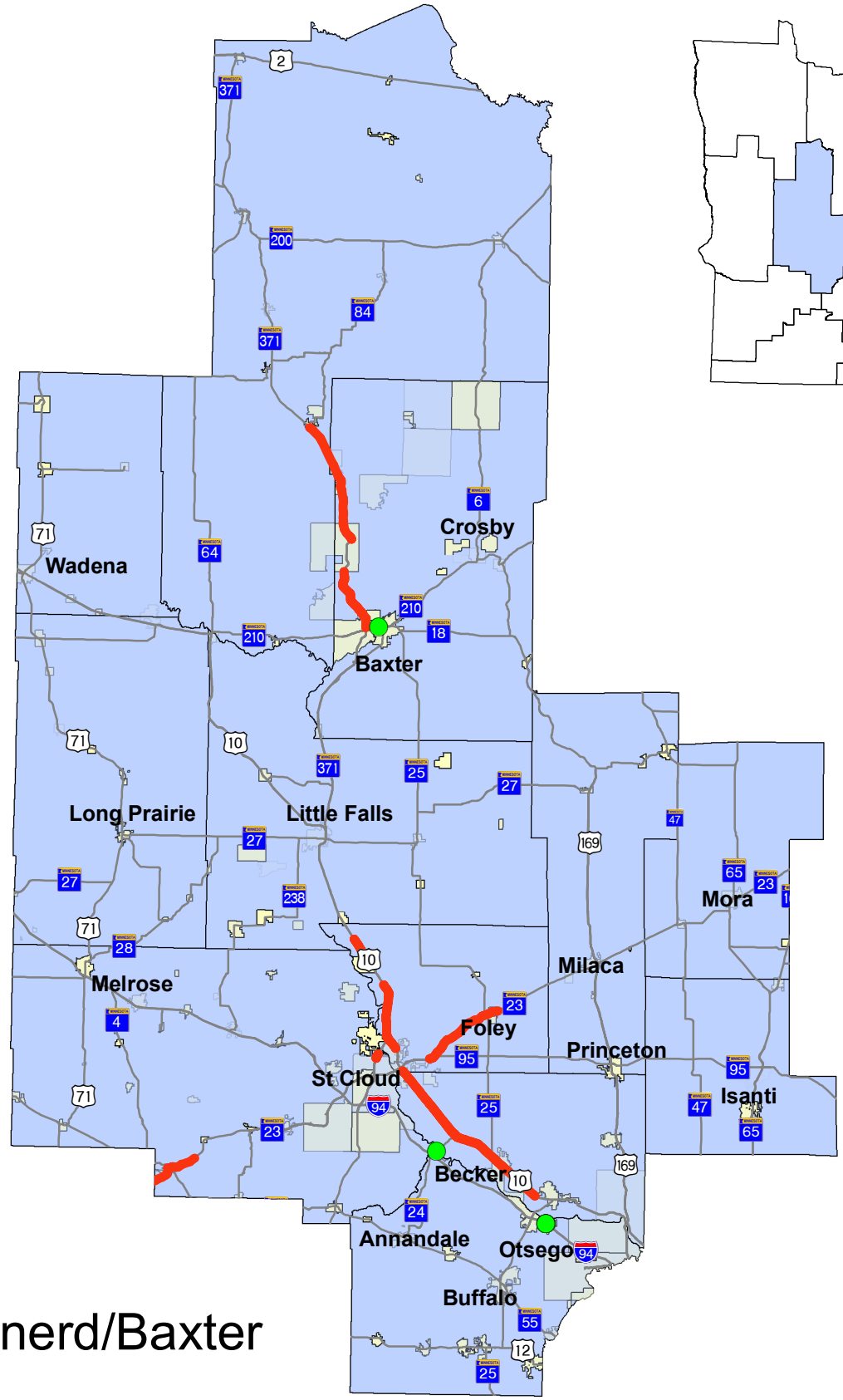
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: JT Anderson

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

Major Highway Projects 2012
District 3





Brainerd/Baxter

District Project Summary
District 3

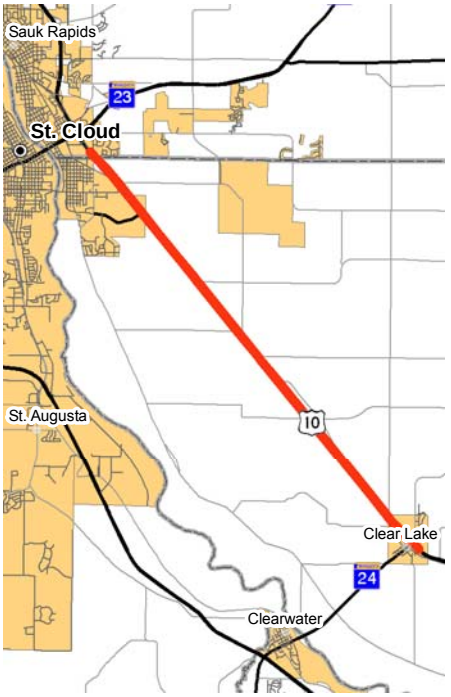
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy. 10	7103-51	Westbound lanes from St. Cloud to Clear Lake	C 2
Hwy. 10	0502-96	Jct. Benton CSAH 2 in Rice	C 3
Hwy. 10	7102-122	Clear Lake to Big Lake	C 4
Hwy. 10	0502-103	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	C 5
Hwy. 15	7321-47	Stearns County Road 120 in St. Cloud/Sartell	C 6
Hwy. 23	0503-75	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley	C 7
Hwy. 24	7108-23	Replace Bridge 6557 over Mississippi River in Clearwater	C 8
Hwy. 210	1805-74	Replace Bridge 5060 over Mississippi River in Brainerd	C 9
Hwy. 371	1810-92	Nisswa to Pine River	C 10
Hwy. 371	1810-95	From Design Drive in Baxter to Nisswa	C 11

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 (4/23/10)
Construction Season: 2010-2011
Estimated Substantial Completion: Fall 2010

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 16.9	
Other Construction Elements:	$ 0.0	
Engineering:	$ 3.4	
Right of Way:	$ 0.0	
Total:	**$ 20.3**	**$ 17.0**

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

Recent Changes and Updates

No changes or updates since the last report

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: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10
Jct. Benton CSAH 2 in Rice
State Project No. 0502-96

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: 2/23/2013
Current Letting Date: 1/23/2013
Construction Season: Summer 2013
Estimated Substantial Completion: 11/1/2013

Project History:

The at-grade intersection has a history of severe and fatal crashes.

Project Benefits:

Improved safety and reduced congestion.

Project Risks:

None

Project Description:

Jct. Benton CSAH 2 in Rice, Construct New Interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 20.7	$ 14.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.4	$ 3.0
Right of Way:	$ 7.0	$ 1.3
Total:	**$ 32.1**	**$ 18.8**

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

Recent Changes and Updates

Layout was revised to eliminate the relocation of a county state aid road, resulting in a lower construction cost. The layout is being prepared for staff approval.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

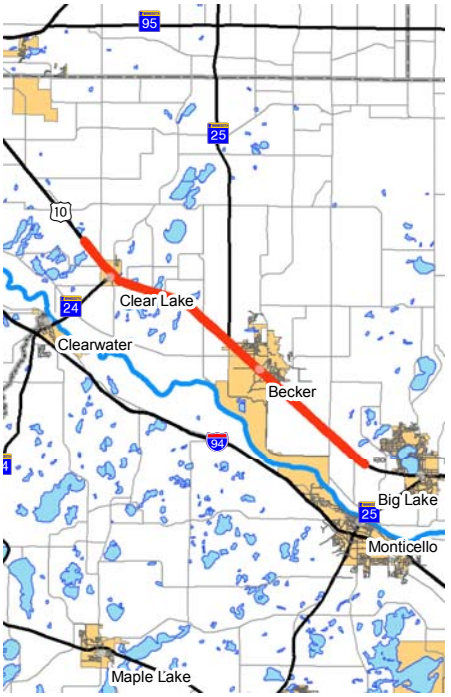
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10
Clear Lake to Big Lake
State Project No. 7102-122



Schedule:

Environmental Document Approval Date: 4/14/2011
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/25/2011
Current Letting Date: 8/18/2011
Construction Season: Fall 2011, Summer 2012
Estimated Substantial Completion: June 2012

Project History:

Project identified by district as having poor pavement conditions.

Project Benefits:

Project addresses pavement preservation.

Project Risks:

Project Description:

Jct TH 24 in Clear Lake to Jct TH 25 in Big Lake, Unbonded Concrete Overlay

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 13.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.5**	**$ 13.2**

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

Recent Changes and Updates

Project was recipient of FY 2011 extra federal appropriations funding and was subsequently rescoped to a longer term improvement.

Key Cost Estimate Assumptions:

Baseline estimate reflects a shorter project with a short term fix. After programming, the project was re-scoped to a combination reconstruct and unbonded concrete overlay, and the project limits were lengthened.

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

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10
From Benton Co. Hwy 4 to RR Crossing in St. Cloud
State Project No. 0502-103

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date:
Original Letting Date: 1/24/2014
Current Letting Date: 1/24/2014
Construction Season: Summer 2014
Estimated Substantial Completion: August 2014

Project History:

This is a new project. Previously, several concrete pavement rehabilitation projects have been performed on this roadway. The concrete pavement has reached its expected life and now needs to be overlayed.

Project Benefits:

Reduce maintenance, new pavement surface that will last 20+ years, geometric improvements.

Project Risks:

No major project risks anticipated at this time.

Project Description:

Unbonded Concrete Overlay on US TH 10 from Benton CSAH 4 to 0.2 miles west of RR crossing in St. Cloud and on TH 15 from CSAH 29 to TH 10.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: September 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 11.9	$ 11.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 11.9**	**$ 11.9**

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

Recent Changes and Updates

No changes at this time.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

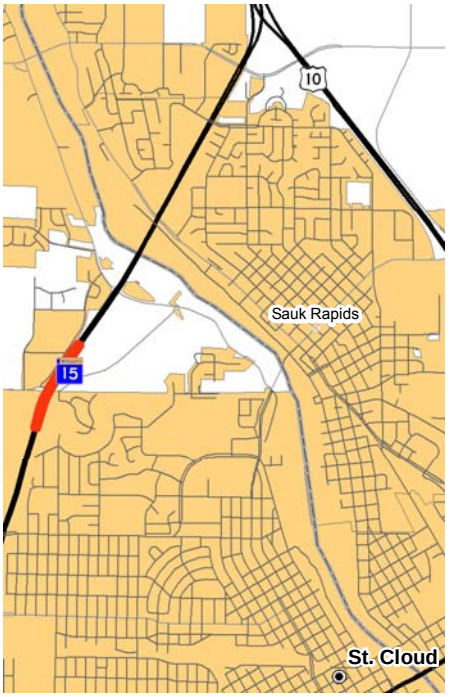
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

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: 4/27/2012
Construction Season: 2012-2013
Estimated Substantial Completion: Fall 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	$ 5.5
Total:	**$ 17.5**	**$ 21.0**

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

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. MnDOT will be the lead agency.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

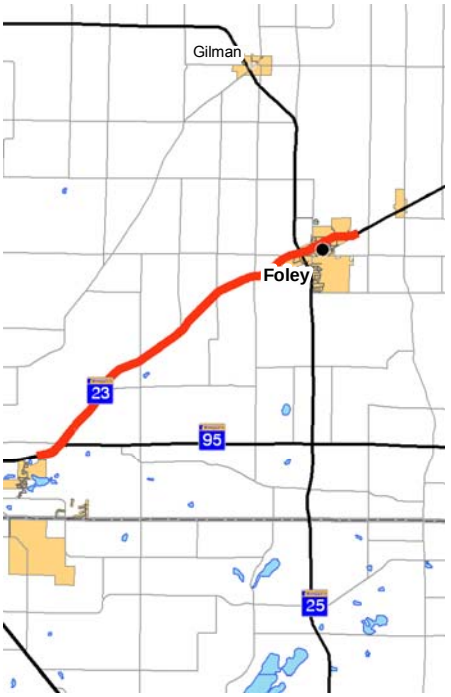
Original date of Posting: Jan 2010
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 23

Jct TH 95 E of St. Cloud to Jct TH 25 in Foley

State Project No. 0503-75



Schedule:

Environmental Document Approval Date: 9/5/2003
Municipal Consent Approval Date: 5/18/2004
Geometric Layout Approval Date: 6/26/2003
Construction Limits Established Date: 4/1/2010
Original Letting Date: 11/11/2007
Current Letting Date: 4/22/2011
Construction Season: 2011-2012
Estimated Substantial Completion: September 2012

Project History:

This highway segment has a history of severe and fatal head on crashes.

Project Benefits:

Improved safety and mobility on the corridor.

Project Risks:

Project Description:

Jct TH 95 E of St. Cloud to Jct TH 25 in Foley, Construct Four-lane Expressway and Construct Bridge #05017, and from Jct TH 25 in Foley to 1.7 mi E, Mill and overlay, upgrade pedestrian ramps.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: #N/A

	Baseline Est.	Current Est.
Construction Letting:	$ 28.5	$ 25.8
Other Construction Elements:	$ 0.0	$ 0.2
Engineering:	$ 5.7	$ 0.0
Right of Way:	$ 6.3	$ 6.8
Total:	**$ 40.5**	**$ 32.8**

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

Recent Changes and Updates

First time project is included in this report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting:
Revised Date: 1/17/2012

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:

	Baseline Est.	Current Est.
Construction Letting:		$ 20.0
Other Construction Elements:		$ 2.2
Engineering:		$ 4.4
Right of Way:		$ 5.0
Total:		**$ 31.6**

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

Recent Changes and Updates

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

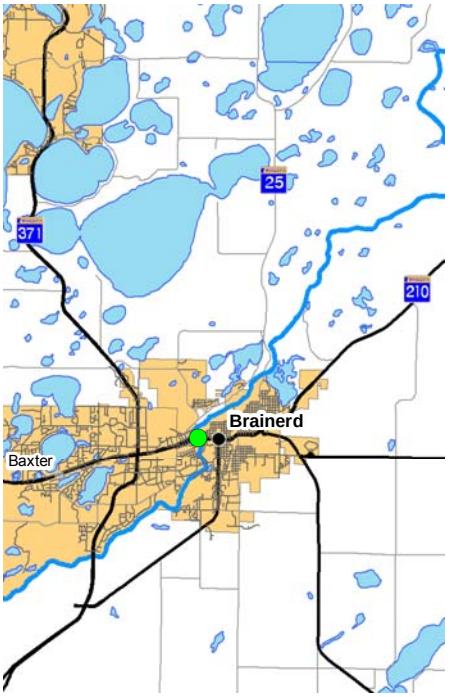
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Claudia Dumont

Original date of Posting: Jan 2010
Revised Date: 1/17/2012

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: 2019-2020
Current Letting Date: 2019-2020
Construction Season: 2019-2020
Estimated Substantial Completion:

Project History:

New Project

Project Benefits:

Replace/rehab 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:

	Baseline Est.	Current Est.
Construction Letting:		$ 10.0
Other Construction Elements:		$ 1.0
Engineering:		$ 1.2
Right of Way:		$ 3.0
Total:		**$ 15.2**

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

Recent Changes and Updates

Project was delayed one year (to 2020) to address pavement preservation investment priorities identified in district's highway investment plan.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

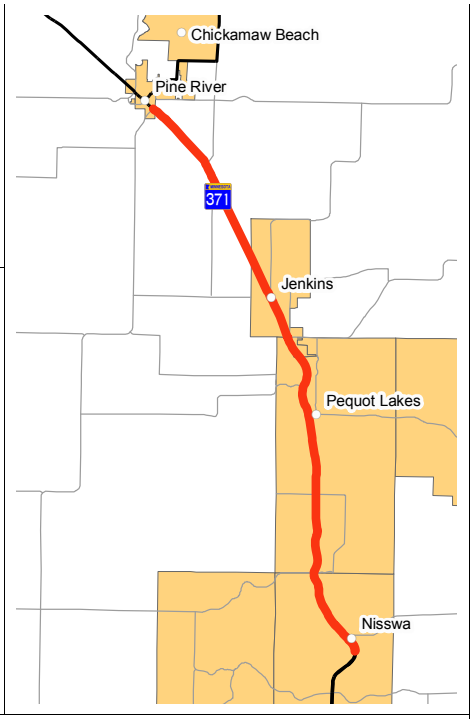
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Jim Hallgren

Original date of Posting: Jan 2010
Revised Date: 1/17/2012

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: 2010
Municipal Consent Approval Date: Dec-10
Geometric Layout Approval Date: Oct-10
Construction Limits Established Date: Pending Approval
Original Letting Date: 2011/2014 (7/24/2009)
Current Letting Date: 8/31/2017
Construction Season: 2017
Estimated Substantial Completion: 2018/2019

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 MnDOT 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 was completed in 2010. Funding constraints have caused MnDOT 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 8.1 miles of existing two-lane medium priority Interregional Corridor to a divided four-lane highway facility from Nisswa to Jenkins, including construction of bypass in Pequot Lakes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 92.0	$ 36.0
Other Construction Elements:	$ 18.4	$ 5.4
Engineering:	$ 17.7	$ 8.5
Right of Way:	$ 28.8	$ 7.9
Total:	**$ 156.9**	**$ 57.8**

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

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. A Supplemental Final EIS was completed in 2010. Municipal consent was granted in Pequot Lakes in Dec 2010. Municipal consent was granted in Pequot Lakes and Nisswa.

Key Cost Estimate Assumptions:

Total project cost baseline estimate originally assumed completion of 16-mile segment from Nisswa to Pine River, which was broken down into 3 stages. Stage 1 (SP 1810-98) consists of reconstructing current four-lane through Nisswa scheduled for construction in 2012. The current estimated cost for this stage is $4.2 million for construction and $800,000 for R/W. Stage 2 (SP 1810-92) represents the information in this project summary and involves four-lane expansion from Nisswa to Jenkins. Stage 3 (SP 1116-23), while no longer identified in District 3's fiscally-constrained long-range plan, was part of the original baseline estimate.

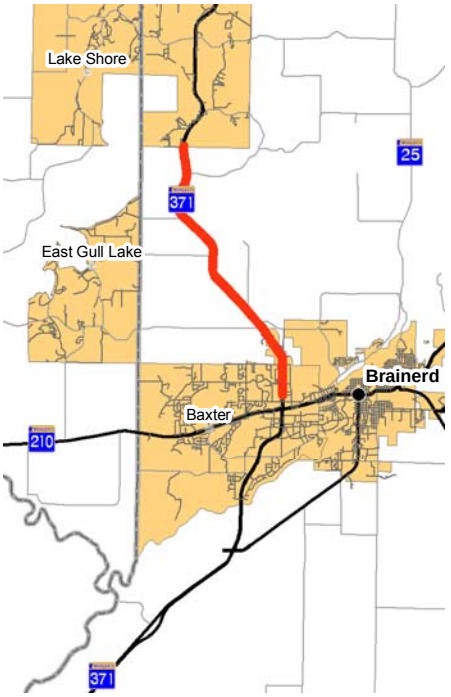
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Jim Hallgren

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

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



Schedule:

Environmental Document Approval Date: 12/20/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 08/06/2009
Construction Limits Established Date:
Original Letting Date: 03/27/2009
Current Letting Date: 01/28/2011 (3/25/2011)
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 10+ 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 incorporated into design.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 10.8	$ 9.6
Other Construction Elements:	$ 0.5	$ 0.0
Engineering:	$ 2.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.3**	**$ 12.1**

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

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. Project completed in 2011.

Key Cost Estimate Assumptions:

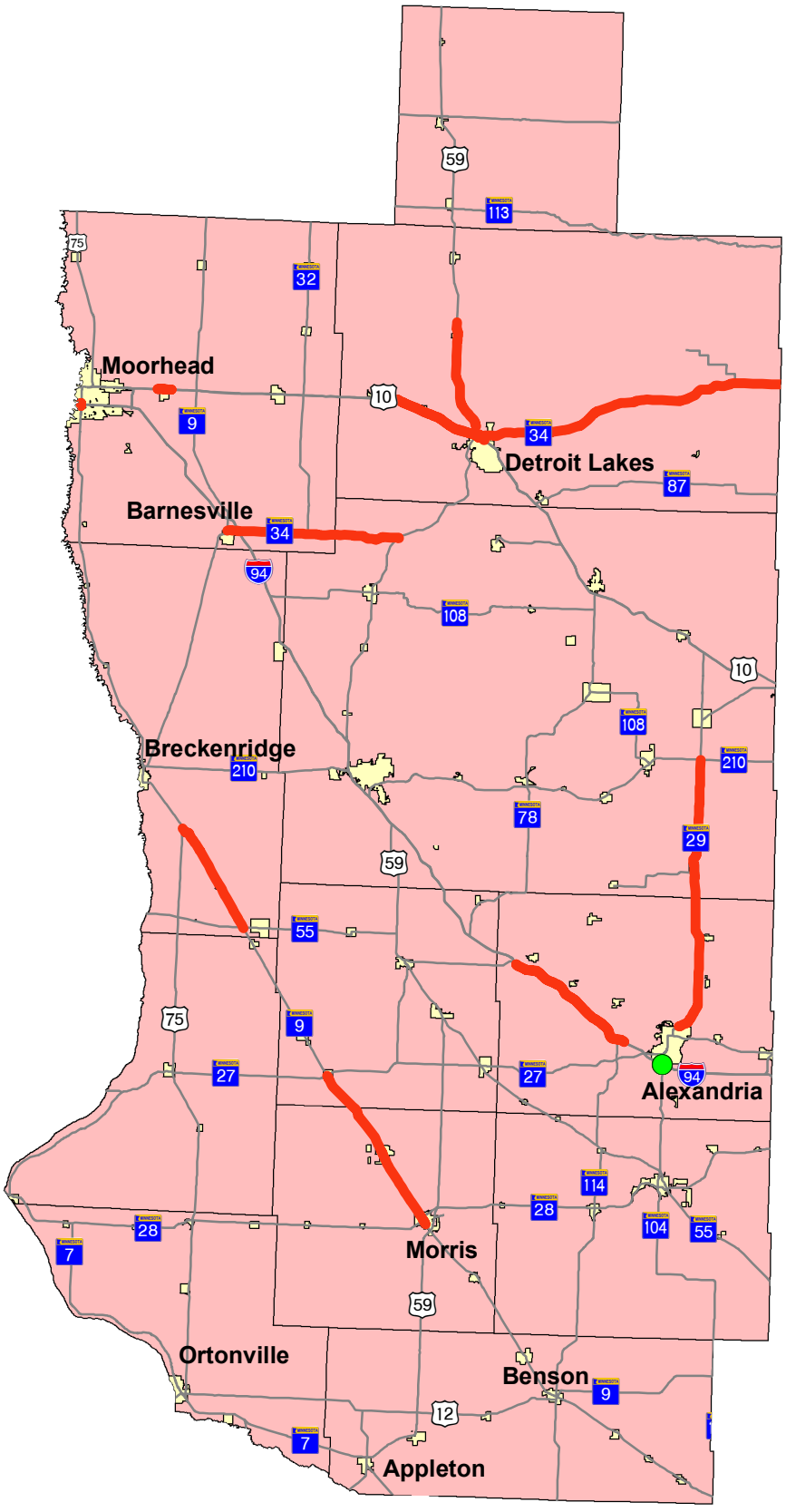
No purchase of ROW needed. No extensive mitigation required for impact to section 4(f) property [Only requires permit from the DNR]

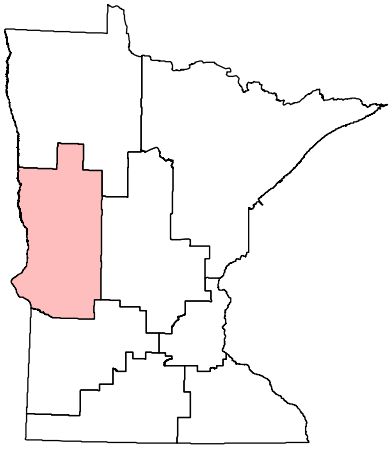
Minnesota Department of Transportation
District 3
7694 Industrial Park Road
(218) 828-5700

District Engineer: Jody Martinson (Acting)
Project Manager: Jim Hallgren

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

Major Highway Projects 2012
District 4





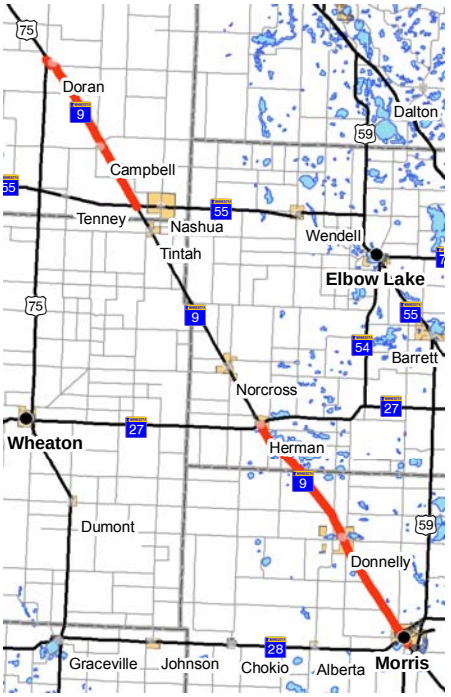
Detroit Lakes

District Project Summary
District 4

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy. 9	8402-17	From Doran to Herman	D 2
Hwy. 10	1401-171	Glyndon	D 3
Hwy. 10	0301-46	Boyer Lake to Airport Road near Detroit Lakes	D 4
Hwy. 10	0301-60	Detroit Lakes	D 5
Hwy. 29	2103-35	From McKay Ave in Alexandria to TH 210	D 6
Hwy. 29	2102-58	Bridges in Alexandria over I-94	D 7
Hwy. 34	0303-XX	Detroit Lakes to Park Rapids	D 8
Hwy. 34	1404-17	I-94 to T.H. 59 at Dunvilla	D 9
Hwy. 59	0305-31	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	D 10
I-94EB	2180-XX	0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114	D 11
I-94/Hwy. 75	1406-66	I 94 and Hwy. 75 Interchange	D 12

PROJECT SUMMARY

Hwy. 9
From Doran to Herman
State Project No. 8402-17



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: 1/23/2015
Current Letting Date: 1/23/2015
Construction Season: 2015
Estimated Substantial Completion: 2015

Project History:

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

Project Benefits:

-Preserve roadway structure
-Improve Hydraulics
-Improve Ride Conditions
-Update Pedestrian Ramps

Project Risks:

Construction is being considered done without a detour.
Project not drilled has potential for subgrade issues.
Accessibility requirements by 2015.

Project Description:

Jct. TH 55 to Jct. TH 75 in Doran & Jct. TH 28 to TH 27 in Herman, 3" Mill and 3" Bit Surfacing

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 10.3	$ 10.0
Other Construction Elements:	$ 1.4	$ 1.4
Engineering:	$ 2.1	$ 2.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.8**	**$ 13.5**

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

Recent Changes and Updates:

Project Scope Completed.
Right-of-way department has started on property acquisition.
Cost estimate updated with new inflation factor.
Estimate includes cost for multiple detours.

Key Cost Estimate Assumptions:

Assumed city of Morris does not want to reconstruct water & sewer.
Assumed TH9 sidewalks will not be reconstructed, 4 foot width an issue.
Assumed Hydraulic Needs. Hydraulic Req. will be provided Fall 2011.
Estimate dated 12-1-2011 City of Morris pay

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

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10
Glyndon
State Project No. 1401-171

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: 2017
Current Letting Date: 2017
Construction Season: 2017
Estimated Substantial Completion: 2017

Project History:

2010 TH 10 Feasibility Study Through Glyndon identified the need for a Safety/Mobility/Capacity and Access Management project. There has been a pedestrian fatality in this section.

Project Benefits:

The proposed 4 lane, divided section with left turn lanes at full intersections will increase safety and capacity through Glyndon.

Project Risks:

Accessibility, environmental, right of way, drainage, business impacts and accessibility issues.

Project Description:

Regrade, Hwy 10 Access Management - Glyndon Regrade

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 7.6
Other Construction Elements:		$ 0.6
Engineering:		$ 1.5
Right of Way:		$ 0.0
Total:		**$ 9.2 - $ 10.3**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

Based on fesibility study

Minnesota Department of Transportation
District 4
1001 Hwy 10 W
(218) 846-3601

District Engineer: Jeff Perkins (acting)
Project Manager:

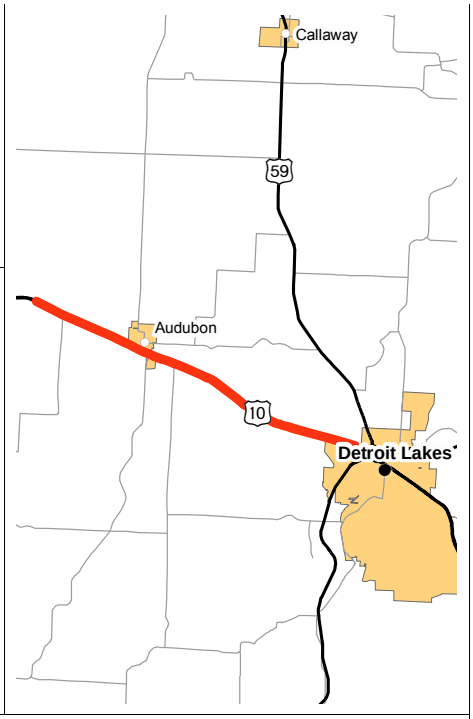
Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10

Boyer Lake to Airport Road near Detroit Lakes

State Project No. 0301-46



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date: 11/1/2011
Original Letting Date: 1/25/2013
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion: November 2013

Project History:

This project was programmed to address the severely cracked existing bituminous pavement and potholes that 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. Safety will also be enhanced. Centerline culverts in poor condition will also be replaced improving drainage. Several new left turn lanes will be constructed at median openings while other median openings will be closed further enhancing safety.

Project Risks:

Known risks associated with this project have been addressed.

Project Description:

Boyer Lake to Airport Road near Detroit Lakes, Unbonded Concrete overlay (Westbound)

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: September 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 13.8	$ 9.1
Other Construction Elements:	$ 1.8	$ 0.9
Engineering:	$ 3.1	$ 1.9
Right of Way:	$ 0.6	$ 0.0
Total:	**$ 19.3**	**$ 12.0**

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

Recent Changes and Updates:

Project limits were pulled back from Reference Pt 44.219 to Reference Pt 42.915.
Contingency for known risks have been released.

Key Cost Estimate Assumptions:

Baseline estimate from 2009 was adjusted to 2013 year of construction using an inflation rate of 1.1924.
A general project risk factor of 3% was used to calculate the contingency.

Minnesota Department of Transportation
District 4
1003 Hwy 10 W
(218) 846-3603

District Engineer: Jeff Perkins (acting)
Project Manager:

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 10/59
Detroit Lakes
State Project No. 0301-60

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: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: Summer 2015
Estimated Substantial Completion: Fall 2015

Project History:

To provide safe and controlled access to Hwy 10 with the development of a frontage road system that allows vehicular/ bike/pedestrian to travel from downtown Detroit Lakes to facilities west of TH 59 without having to travel on TH 10.

Project Benefits:

The frontage road system and TH 59 underpass will increase safety and mobility for all modes of transportation from downtown Detroit Lakes to businesses on the west side of town.
Access management will be improved throughout the corridor.
New pavement structure on TH 10 will reduce maintenance costs.

Project Risks:

Since only the planning study has just been completed many project activities have not been accomplished like geotechnical evaluations, surveys, etc. resulting in many project unknowns at this point.

Project Description:

TH 10 from Airport Road to Summit Avenue (Reconstruction and Frontage Road), TH 59 from TH 10 to South of Morrow Ave (Frontage Road and New Bridge)

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.0	$ 13.7
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 2.8	$ 2.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.4**	**$ 17.1**

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

Recent Changes and Updates:

The Transportation Planning Study for this corridor was completed in June 2011. This project is currently scheduled for consultant acquisition in early 2012 for both preliminary and final design based on the recommendations from the study.

Key Cost Estimate Assumptions:

Estimated derived from Planning Study and will be refined during scoping and value engineering activities

Minnesota Department of Transportation
District 4
1004 Hwy 10 W
(218) 846-3604

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 29
From McKay Ave in Alexandria to TH 210
State Project No. 2103-35

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date: Pending Approval
Original Letting Date: 2/27/2014
Current Letting Date: 2/27/2014
Construction Season: Summer 2014
Estimated Substantial Completion: September, 2014

Project History:

Project Benefits:

Maintenance has been patching by wedge paving to fill both longitudinal and transverse cracks. There have also been overlays placed over entire width to prevent pop-outs of in place roadway. Goal is to improve ride quality and reduce spending maintenance resources annually.

Project Risks:

- Condition of pavement at time of construction.
- Borings not complete
- Hydraulic recommendation not complete
- Potential for major fix through Parkers Prairie due to storm sewer condition

Project Description:

- 3" Mill and 3 inch Bituminous Overlay
- Hydraulic Upgrades
- Add numerous by-pass, center left, and right turn lanes
- New lighting at intersection with CO RD 5
- Rumble strips in shoulder and grooved in wet reflective paint on fog line
- Curb ramp upgrades in Parkers Prairie

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 9.4	$ 9.4
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.8	$ 1.7
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 12.2**	**$ 12.1**

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

Recent Changes and Updates:

- Scoping complete Spring 2010
- City of Parkers Prairie to provide recommendation for storm sewer replacement in early 2012
- Cost estimate updated with new inflation rate.

Key Cost Estimate Assumptions:

- Hydraulic contingency based on similar sized project

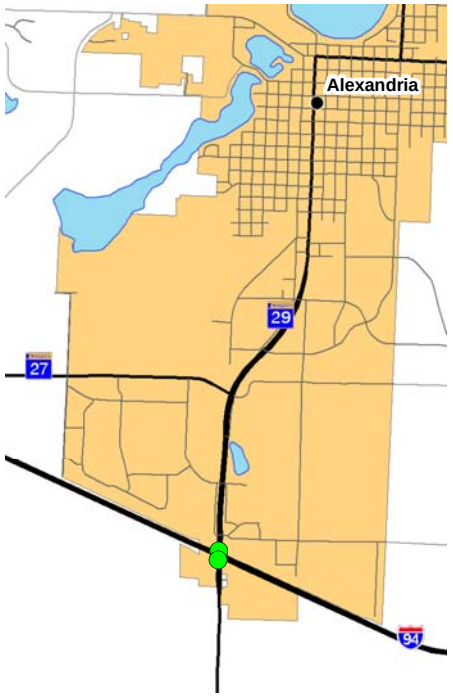
Minnesota Department of Transportation
District 4
1005 Hwy 10 W
(218) 846-3605

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting:
Revised Date: 1/17/2012

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: 2/17/2015
Construction Season: 2015-2016
Estimated Substantial Completion: September 2016

Project History:

• Bridge abutments have rotated and moved toward the girder ends
• Bridges have full depth patches and under deck delimitations
• Bridges width and railings are substandard
• Bridges built in 1965
• Considered Structurally Deficient
• NBI Deck rating = 4
• Sufficiency Rating = 79.0 for bridge 21813
• Sufficiency Rating =66.7 for bridge 21814
• Increased maintenance required
• Replacement is only feasible option

The Alexandria Area 2030 Transportation Study was completed this year and the study recommendations will be incorporated in to this project.

Project Benefits:

• Replaces a structurally deficient bridges with bridges that meet current standards
• Reduces long term maintenance
• Improves safety and mobility at the T.H. 29 / 50th Ave intersection
• Adds left turn lane for I94 EB & WB on ramp for improved safety
• 4 lane expansion will enhance mobility and safety.
• TH 29 access management will be improved

Project Risks:

Since only the planning study has just been completed many project activities have not been accomplished like geotechnical evaluations, surveys, etc. resulting in many project unknowns at this point.

Project Description:

Bridge #21813 and #21814 and interchange replacement on TH 29 over I-94 and 4 Lane Expansion of TH 29 from 500' N. of 50th Ave. to 0.4 m. S. of CSAH 28

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 16.2	$ 13.9
Other Construction Elements:	$ 1.1	$ 1.1
Engineering:	$ 3.0	$ 2.8
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 20.5**	**$ 17.9**

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

Recent Changes and Updates:

The Transportation Planning Study for this corridor was completed in March 2011. This project is currently scheduled for consultant acquisition in early 2012 for both preliminary and final design based on the recommendations from the study.

Key Cost Estimate Assumptions:

• 2 span Steel Girder span structure with tall abutments
• Estimate derived from Planning Study and will be refined during scoping and value engineering activities

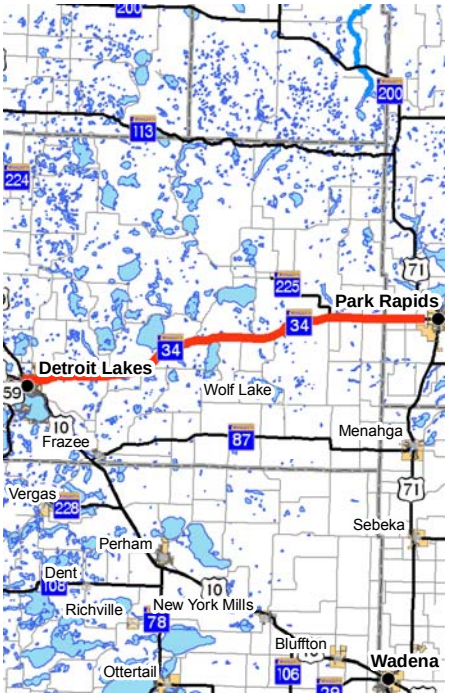
Minnesota Department of Transportation
District 4
1006 Hwy 10 W
(218) 846-3606

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 34
Detroit Lakes to Park Rapids
State Project No. 0303-XX



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: Spring 2018
Estimated Substantial Completion: 2018

Project History:

In January 2003, the Highway 34 IRC Partnership Planning Study was completed. The study identified where turn lanes, passing lanes and intersection improvements should be constructed.

Project Benefits:

Safety of the corridor will be improved along with mobility in the urban section. Access management improvements will be made to provide safe access to Highway 34 especially due to the rolling terrain and numerous existing access points.

Project Risks:

Access closures, environmental considerations, accessibility, business impacts and possible signal at Washington Ave.

Project Description:

3" Mill & 4.5" Overlay, Passing & Bypass Lanes, Shoulder Widening - Detroit Lakes to Park Rapids

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 19.3 - $ 24.2
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 3.9 - $ 4.8
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 23.2 - $ 29.0**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

Based on planning study

Minnesota Department of Transportation
District 4
1007 Hwy 10 W
(218) 846-3607

District Engineer: Jeff Perkins (acting)
Project Manager:

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 34
I-94 to T.H. 59 at Dunvilla
State Project No. 1404-17

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date: Pending Approval
Original Letting Date: 5/27/2015
Current Letting Date: 5/27/2015
Construction Season: 2015
Estimated Substantial Completion: November 2015

Project History:

This project was programmed due to the intense annual maintenance required to repair cracks, rutting and other deficiencies. It also appears that gravel truck traffic has increased from TH 32 west resulting in more rapid deterioration of the roadway.

Project Benefits:

A 4" mill and overlay would preserve the pavement, improve ride and enhance safety for the traveling public. Pipes in poor condition would also be replaced improving hydraulic conditions.

Project Risks:

• The MDR is not completed. There is a risk that the edge drains may need repair and that the fix may be changed to a 5" mill and overlay.
• The Hydraulics Inspection has not been completed. There is a risk that the number of pipes in poor condition may increase. Rip Rap may be needed at Tamarack Lake.
• Possible grade raise in flood areas.

Project Description:

4" Mill & Overlay - I-94 to T.H. 59 @ Dunvilla

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 7.9
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 1.7	$ 1.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.6**	**$ 10.4**

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

Recent Changes and Updates:

Project was just scoped.

Key Cost Estimate Assumptions:

Baseline estimate was adjusted to 2015 year of construction using an inflation rate of 1.1466.
A general project risk factor of 6% was used to calculate contingency in addition to the specific risks identified.

Minnesota Department of Transportation
District 4
1008 Hwy 10 W
(218) 846-3608

District Engineer: Jeff Perkins (acting)
Project Manager:

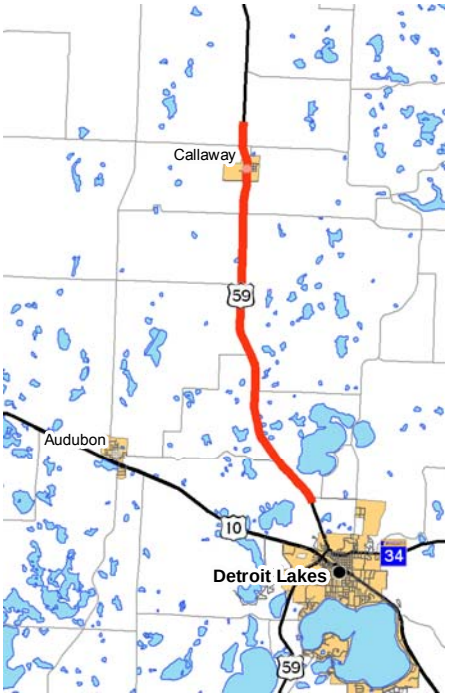
Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 59

North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River

State Project No. 0305-31



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: 3/23/2014
Current Letting Date: 3/23/2014
Construction Season: Summer 2014
Estimated Substantial Completion: September 2014

Project History:

Need to provide pavement repair because existing pavement conditions are below standard for statewide measures for principal arterial. Also considerable maintenance resources have been spent patching transverse and longitudinal cracks.

Project Benefits:

• New pavement will extend life by 15-20yrs and improve ride and safety and reduce maintenance
• Upgrade hydraulics
• Additional by-pass and turn lanes will enhance safety and mobility
• Rumble strips, wet reflective striping and new lighting will improve safety

Project Risks:

• Condition of pavement at time of construction.
• Borings not complete

Project Description:

Mill 4" Pave 2" Permeable Aggregate Stabilized Base and 4" Bituminous. The ride will be improved and frost heave areas fixed along with improved drainage along the corridor.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 8.0
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.6	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 10.2**

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

Recent Changes and Updates:

• Scoping complete Spring 2010
• Updated with current inflation factor.

Key Cost Estimate Assumptions:

• Risk identified as hydraulics – shared pipes with RR.
• Other risks include subcut for frost heaves, RR agreement, R/W.

Minnesota Department of Transportation
District 4
1010 Hwy 10 W
(218) 846-3610

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

I-94EB

0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114

State Project No. 2180-XX

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: 2017
Current Letting Date: 2017
Construction Season: 2017
Estimated Substantial Completion: 2017

Project History:

Pavement conditions are poor. Materials Engineer recommended this segment of interstate for unbonded concrete overlay. Interstate is held to a higher standard as it is an Interregional Corridor.

Project Benefits:

Improve ride and structural integrity of roadway. Safety improvements will be made including guardrail upgrades.

Project Risks:

If poor material is uncovered there is a risk of having to do a full depth repair.

Project Description:

Unbonded Concrete Overlay - 0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114

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:		$ 1.0
Engineering:		$ 2.4
Right of Way:		$ 0.0
Total:		**$ 15.4**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

Assumed $800,000/mile for Unbonded Concrete Overlay.

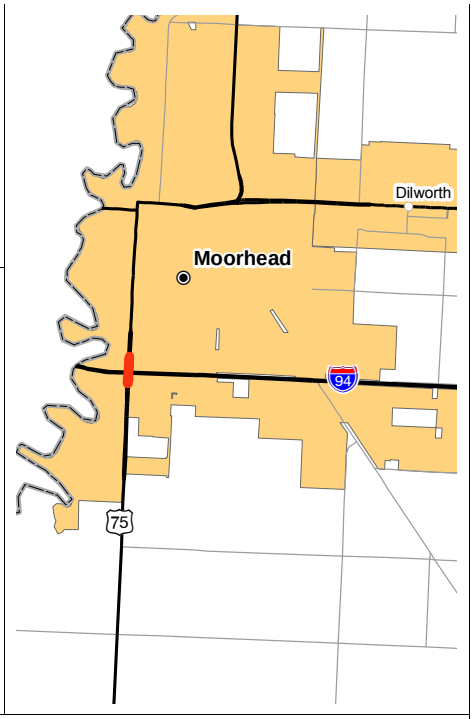
Minnesota Department of Transportation
District 4
1011 Hwy 10 W
(218) 846-3611

District Engineer: Jeff Perkins (acting)
Project Manager:

Original date of Posting:
Revised Date: 1/17/2012

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: 1/24/2016
Construction Season: Summer 2016
Estimated Substantial Completion: October 2016

Project History:

There is a safety and mobility problem at the interchange of T.H. 75/I-94. This project is the preferred alternative from the T.H. 75 Corridor Transportation Study that was completed in 2008. The study recommendations will be incorporated in to this project.

Project Benefits:

• New Interchange configuration will enhance mobility and safety.
• Eastbound auxiliary lane extension to 20th St will improve mobility on interstate by increasing capacity and safety
• Reduces long term maintenance

Project Risks:

Since only the planning study has just been completed many project activities have not been accomplished like geotechnical evaluations, surveys, etc. resulting in many project unknowns at this point.

Project Description:

Reconstruction of the TH 75/I-94 Interchange in Moorhead and east bound auxiliary lane extension to 20th Street.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 15.0 - $ 22.0
Other Construction Elements:		$ 1.2 - $ 3.0
Engineering:		$ 3.0 - $ 5.0
Right of Way:		$ 0.2 - $ 3.0
Total:		**$ 19.4 - $ 33.0**

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

Recent Changes and Updates:

The Transportation Planning Study for this corridor was completed in 2008. This project is currently scheduled for consultant acquisition in early 2012 for both preliminary and final design based on the recommendations from the study.

Key Cost Estimate Assumptions:

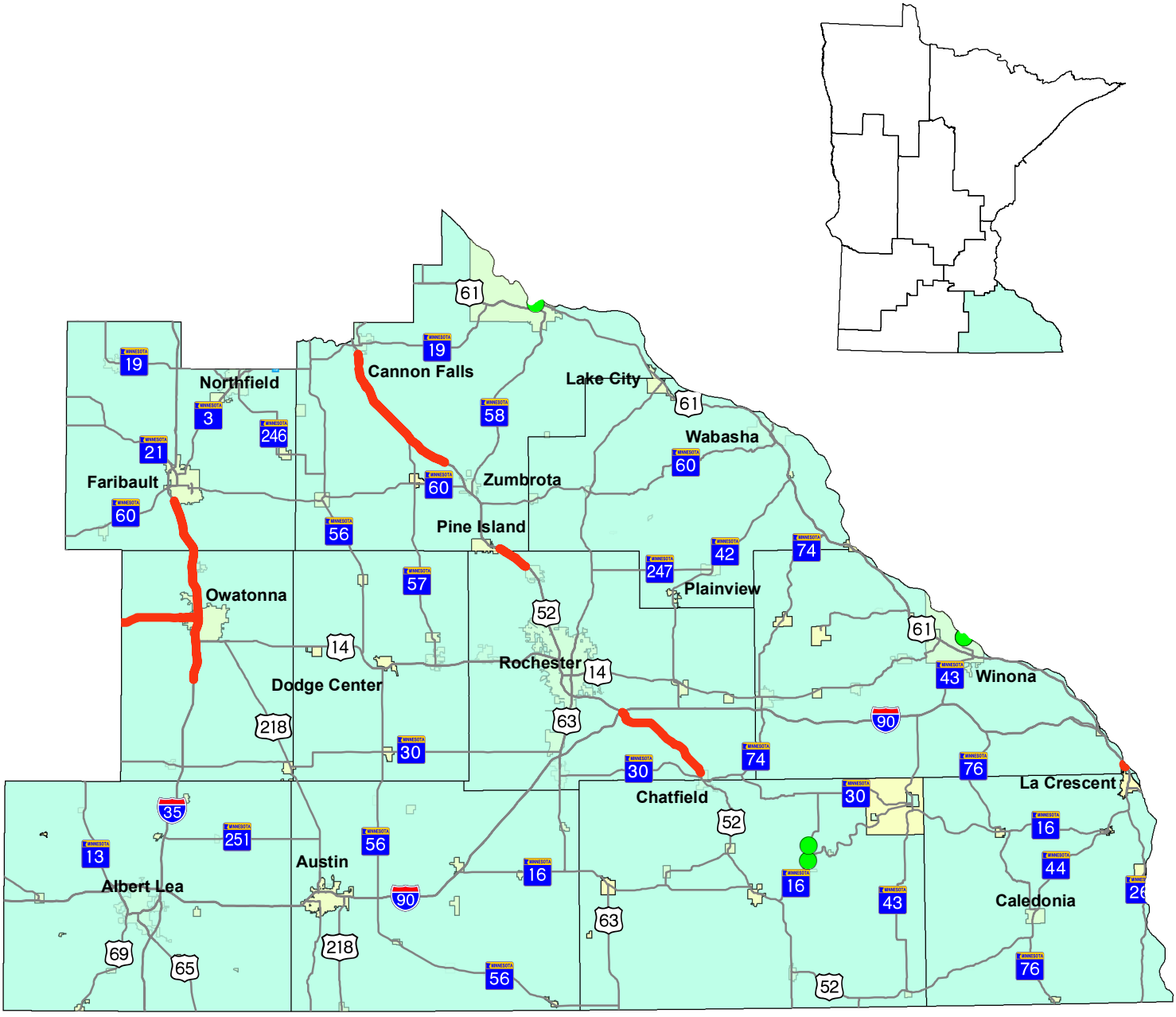
Current cost estimate was derived from the Planning Study and will be refined during scoping and value engineering activities.

Minnesota Department of Transportation
District 4
1013 Hwy 10 W
(218) 846-3613

District Engineer: Jeff Perkins (acting)
Project Manager: Seth Yliniemi

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

Major Highway Projects 2012
District 6

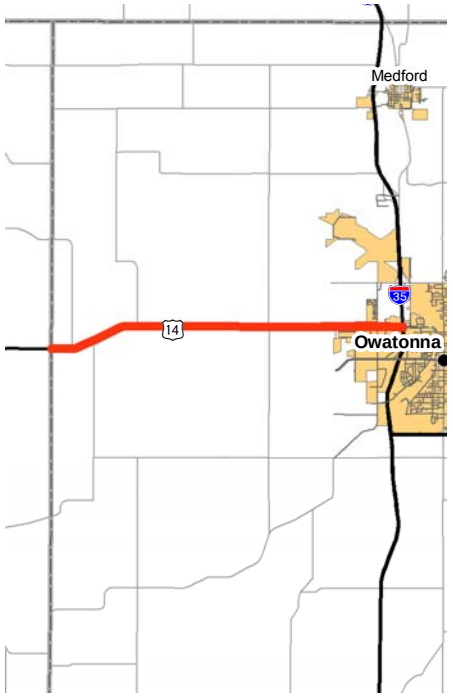


Rochester

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: 1/25/2009
Current Letting Date: 01/23/2009
Construction Season: 2009-2012
Estimated Substantial Completion: 2012

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 65.3	$ 51.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.2	$ 3.2
Right of Way:	$ 12.3	$ 12.3
Total:	**$ 80.8**	**$ 66.8**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

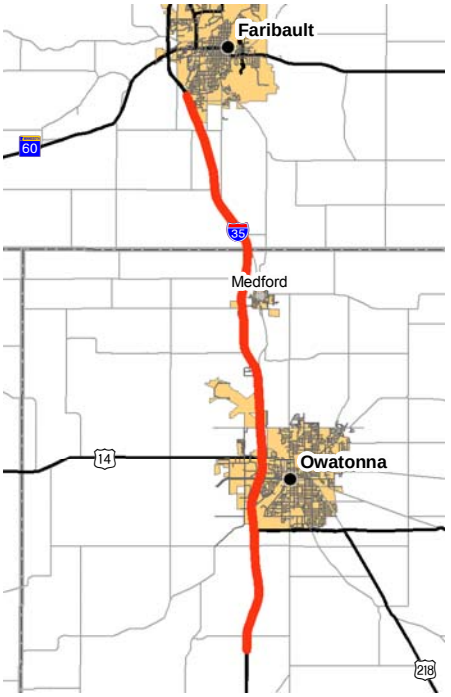
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Chad Casey

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 35
5 miles south of Owatonna to Faribault
Bridge 74815, 74816,74817, &, 74818
State Project No. 7480-113



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/23/2009
Current Letting Date: 1/24/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2015

Project History:

Bridges 74815, 74816, 74817 & 74818 are approximately 45 years old are functionally obsolete and have various structural deficiencies. Bridges 74815 and 74816 span over the DM & E Railroad. Traffic safety issues exist on I-35 for traffic entering from TH 14 West and to Bridge street due to existing geometrics.

Project Benefits:

Auxiliary lanes and ramps will be built at I-35 and TH 14 West to improve safety. The bridges will be reconstructed as part of the safety. The bridges will be reconstructed as part of the safety improvements. The pavement will be replaced on I-35 within the Owatonna area and overlayed south and north of Owatonna which will increase the pavement life and increase the ride quality.

Project Risks:

Municipal consent from the City of Owatonna may be required for bridge replacement and ramp reconstruction. Railroad agreement with DM & E will be required for Bridge replacement. There may be Right of Way needs with potential business impacts. Traffic will be impacted through the City of Owatonna and there will likely be ramp/interchange closures for extended periods of time.

Project Description:

Construct Auxillary lane on North and South bound I-35 from TH 14 to Bridge street and replace bridges 74815,74816,74817 and 74818. Reconstruct I-35 Pavement NB & SB from 40.787 to 42.608 and Bituminous Mill and overlay NB & SB from 35.906 to 39.999 and from 42.608 to 55.268.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 34.1	$ 34.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.8	$ 6.8
Right of Way:	$ 0.5	$ 0.5
Total:	**$ 41.4**	**$ 41.4**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Traffic will be 2-Lane undivided in Owatonna. The remainder of the project will be completed under traffic.

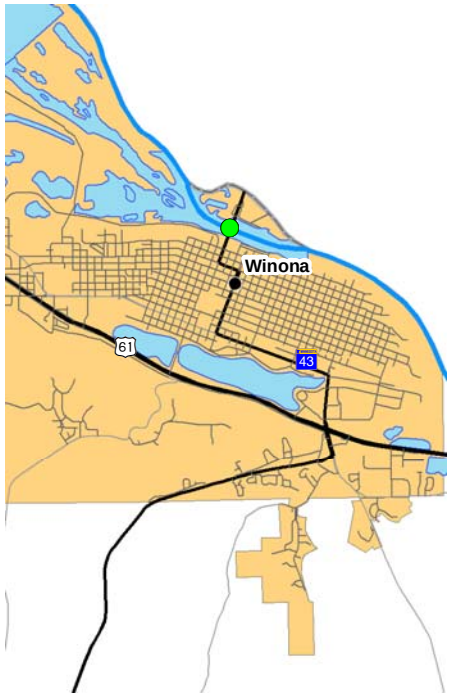
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original date of Posting: Jan, 2010
Revised Date: 1/17/2012

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: 1/24/2014
Current Letting Date: 2015
Construction Season: 2015
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 inspections revealed corrosion issues; a retrofit project was implemented.

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. Bridge 5900 is eligible for placement on the National Register of Historic Places. 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/Rehab Bridge 5900. Bridge 5900 was recently closed and reopened.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 140.0	$ 119.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 25.2	$ 22.8
Right of Way:	$ 16.2	$ 16.6
Total:	**$ 181.4**	**$ 158.6**

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

Recent Changes and Updates:

No changes or updates since the last report

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.

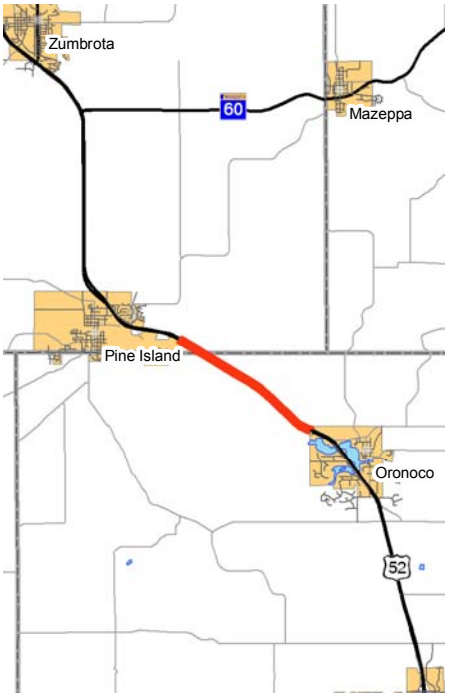
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jai Kalsy

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date: 10/16/2009
Original Letting Date: 8/28/2009
Current Letting Date: 9/2/2010
Construction Season: 2011-2012
Estimated Substantial Completion: November 2012

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. This is a design build project with contract approval granted November 2010

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:	$ 40.3	$ 34.3
Other Construction Elements:	$ 0.0	$ 2.3
Engineering:	$ 5.2	$ 2.7
Right of Way:	$ 13.8	$ 4.0
Total:	**$ 59.3**	**$ 43.3**

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

Recent Changes and Updates:

This Design-Build project was let in September 2011 and is currently under construction. The new interchange is well underway.

Key Cost Estimate Assumptions:

Traffic is assumed not to be detoured during construction.

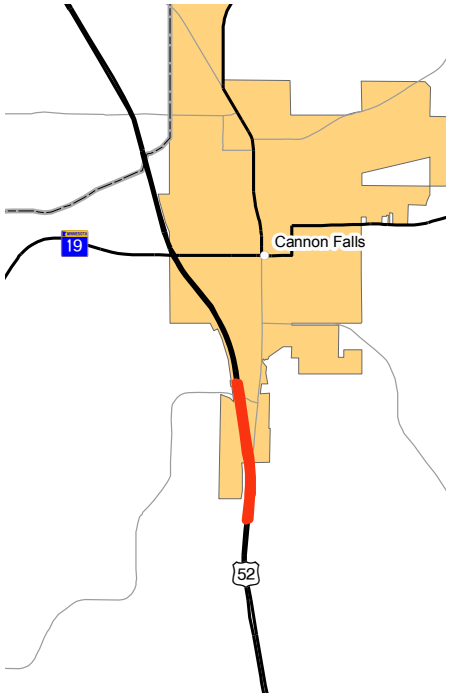
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Terry Ward

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

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



Schedule:

Environmental Document Approval Date: 12/2/2009
Municipal Consent Approval Date: 7/19/2011
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2014
Current Letting Date: 1/27/2013
Construction Season: 2013-2014
Estimated Substantial Completion: 2014

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. One of the intersections to be removed is on the top 200 most dangerous intersection list. 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, funding.

Project Description:

Construct a diamond interchange and a second overpass to replace the two signalized intersections on Trunk Highway 52 in Cannon Falls. The project will also construct a frontage/backage road system maintaining access to existing streets and businesses. CSAH 24 will be re-routed from its current location at the northern most signalized intersection to the new interchange.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 38.1	$ 30.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.7	$ 3.7
Right of Way:	$ 10.2	$ 5.0
Total:	**$ 52.0**	**$ 39.5**

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

Recent Changes and Updates:

The project was awarded funding through the SaM program in January 2011. This funding along with funding from MnDOT District 6, Goodhue County and the City of Cannon Falls has accelerated the project schedule.
Final design of Phase 1 began in June 2011. Phase 1 will consist of all of the final layout with the exception of the overpass at 315th Street and the southern legs of the east and west frontage roads south of 327th Street Way. Construction is scheduled to being in 2013.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Nelrae Succio
Project Manager: Craig Lenz

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 52
I 90 to Chatfield
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. The original concrete Roadway was constructed between 1926 and 1939. A bituminous overlay was completed in 1969 and a bituminous Mill and Overlay was completed in 1986, along with the addition of turn lanes.
A bituminous mill and overlay was completed on this segment in 2009 to improve ride quality, preserve and extend the design life until 2017.

Project Benefits:

Improve safety, mobility and ride quality along the Highway 52 segment.

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:

	Baseline Est.	Current Est.
Construction Letting:		$ 30.0
Other Construction Elements:		$ 0.0
Engineering:		$ 4.5
Right of Way:		$ 15.6
Total:		**$ 50.6**

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

Recent Changes and Updates:

A Hwy. 52 traffic forecast and growth study from I-90 to Fillmore County Rd. 40 was initiated in May 2011. Completion of a draft traffic study report is scheduled for Winter 2012.

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: 1/17/2012

PROJECT SUMMARY

Hwy. 52

From Wagner Hill (S. of Cannon Falls) To CSAH 7 (N. of Zumbrota)

State Project No. 2506-XX

Schedule:

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

Project History:

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances. Correct profile deficiencies at CSAH 9 Intersection.

Project Risks:

Traffic will be moved to NB Lanes

Project Description:

Southbound Pavement Replacement and Minor Regrade/Safety Improvements

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 28.5
Other Construction Elements:		$ 0.0
Engineering:		$ 5.7
Right of Way:		$ 3.5
Total:		**$ 37.7**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

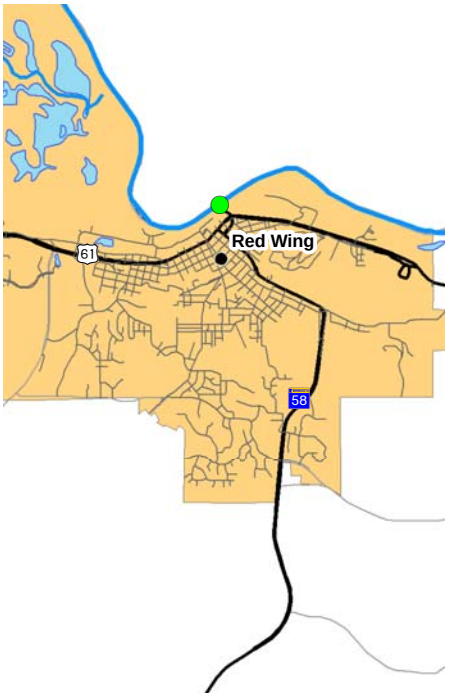
Minnesota Department of Transportation
District 6
2901 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager:

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 63
Red Wing Bridge over Mississippi River (Red Wing)
Bridge 9040, 9103
State Project No. 2515-21



Schedule:

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

Project History:

Bridges 9040 and 9103 were built in 1958-1960 and have sufficiency ratings of 43.8 and 50.4, respectively. This indicates a need for replacement or rehabilitation of both bridges. A traffic study was completed on the Red Wing side of the bridge in 2005. This study was updated in 2011. The environmental studies & preliminary design will begin in late 2011.

Project Benefits:

Replacement or rehabilitation of fractural critical Bridge 9040 & Bridge 9103. Will improve safety, delay, and traffic flow for traffic on the bridge and on the approach roadways in Red Wing.

Project Risks:

These bridges are open to traffic. 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 the MN side and the proximity of Hwy. 61 & 58 will be a complex part of the project. Bridge 9103 is considered historic.

Project Description:

Replace/Rehabilitate Bridge 9040 along with the roadway approaches

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

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

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

Recent Changes and Updates:

Kickoff of the environmental study/preliminary design is imminent.

Key Cost Estimate Assumptions:

Historical issues with bridge 9103 and project do not become cost prohibitive. Environmental impacts with roadway approach work are not significant. Contamination issues do not become cost prohibitive. Municipal Consent from the City is acquired.

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

District Engineer: Nelrae Succio
Project Manager: Chad Hanson

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

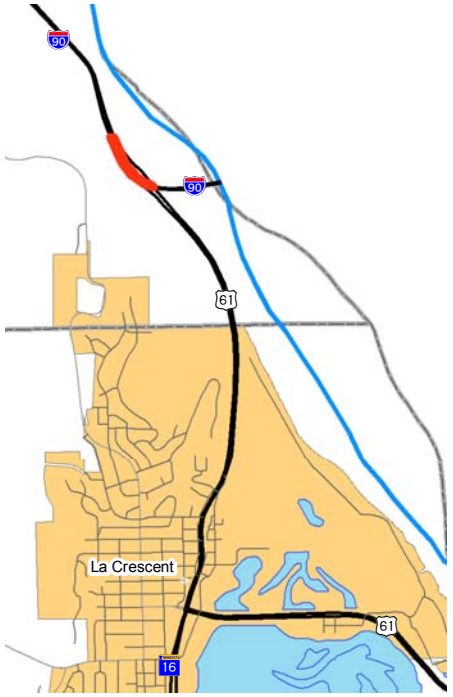
I 90

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: Anticipated Jan 20
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Dec-10
Construction Limits Established Date: Dec-10
Original Letting Date: 01/24/2012
Current Letting Date: 6/8/2012
Construction Season: 2012-14
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 is fracture critical.

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 not included in the project scope.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 256.5	$ 180.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 28.1	$ 10.0
Right of Way:	$ 0.0	$ 0.5
Total:	**$ 284.6**	**$ 190.5**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work are not significant. US Fish and wildlife services agrees to Right of Way swap.

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: 1/17/2012

PROJECT SUMMARY

Hwy. 250
Bridge Replacement
Bridge 6975, 6977
State Project No. 2319-16

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:

	Baseline Est.	Current Est.
Construction Letting:		$ 9.0
Other Construction Elements:		$ 0.0
Engineering:		$ 1.7
Right of Way:		$ 0.3
Total:		**$ 11.0**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

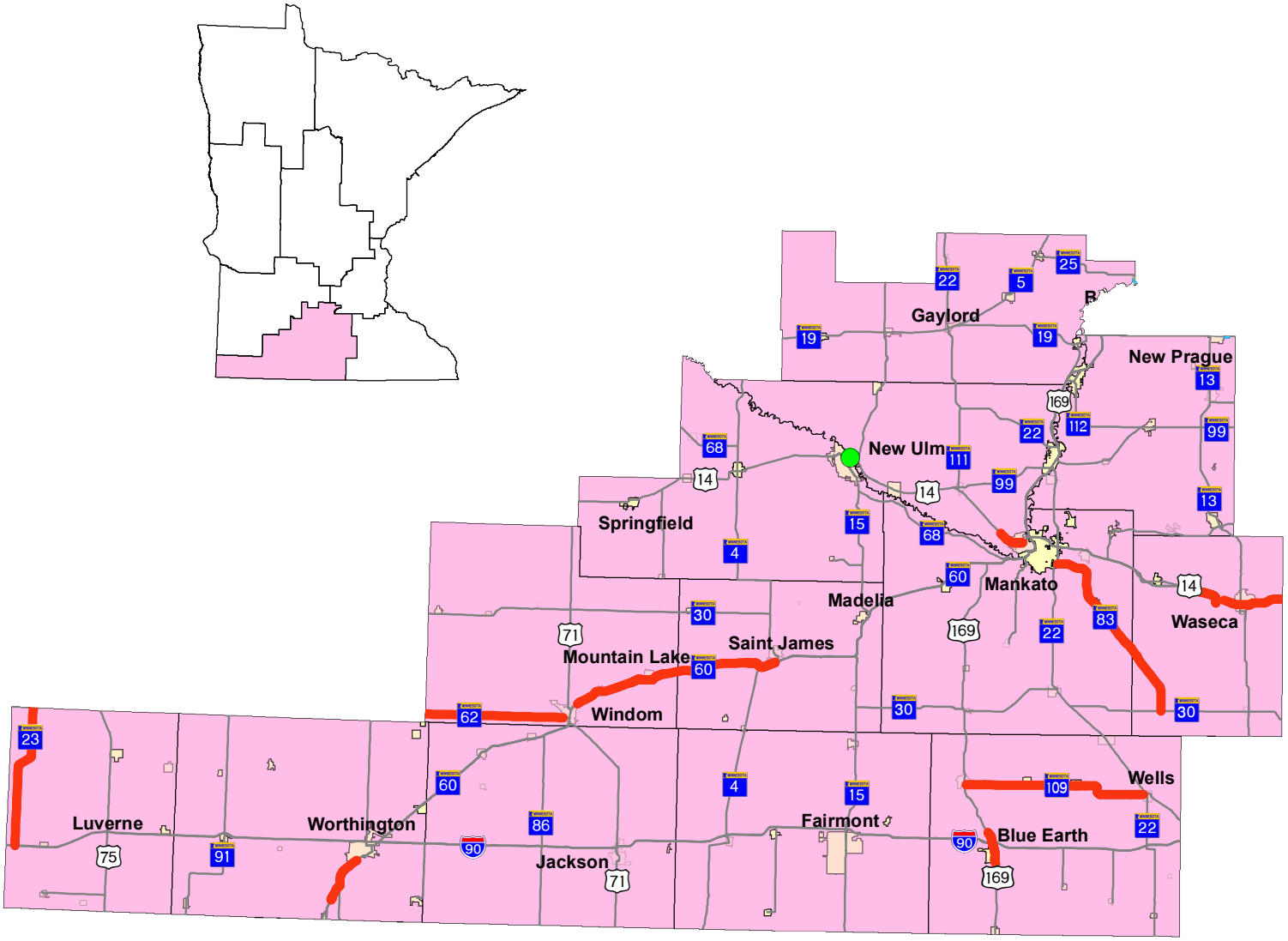
Environmental impacts with roadway approach work not significant. Traffic is assumed to be detoured during construction. Municipal Consent from the City of Lanesboro is obtainable, if required for Bridge 6975.

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

District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

Major Highway Projects 2012
District 7



Mankato

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: 11/2011
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/1/2018
Current Letting Date: 1/1/2018
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.

Project Benefits:

Removes a structurally deficient bridge from the state trunk highway system, expands river crossing to four lanes of traffic, 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:

	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 OCPPM.

Recent Changes and Updates:

Final Environmental Impact Statement signed in November 2011.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

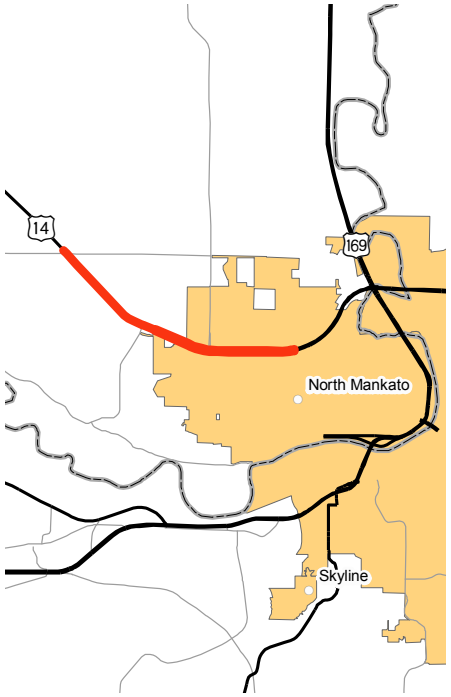
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 14
County Road 6 to Lor Ray Drive in North Mankato
State Project No. 5203-85, 5203-103
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: 03/23/12; 12/2012
Construction Season: 2012; 2013
Estimated Substantial Completion: 10/2013

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. First roundabout in North Mankato.

Project Description:

Reconstruction and expansion from two-lanes to four-lanes, approximately 1.8 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 and frontage road and CR 41 intersection.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 18.0 - $ 21.0
Other Construction Elements:		$ 2.4 - $ 0.0
Engineering:		$ 4.0 - $ 0.0
Right of Way:		$ 4.0 - $ 0.0
Total:		**$ 28.4 - $ 31.4**

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

Recent Changes and Updates:

City and County have acquired some 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
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Brett Benzkofer

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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:

	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 OCPPM.

Recent Changes and Updates:

Project will be open to traffic in Summer 2012.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Craig Felber

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 23
I-90 to TH 269 in Jasper
State Project No. 6703-23

Schedule:

Environmental Document Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

Pavement preservation project funded with Better Roads funding.

Project Benefits:

Provide a smooth road and eliminate rutting.

Project Risks:

High cost of alternate bid will win and impact our program due to inadequate funding.

Project Description:

Reclaim from I-90 to TH 269 in Jasper.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: September 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 12.4	$ 12.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 1.8	$ 1.8
Total:	**$ 15.1**	**$ 15.1**

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

Recent Changes and Updates:

Project is currently being designed.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

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: N/A
Geometric Layout Approval Date: 12/10/2010 East Gap
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 2/22/13; 12/19/14; 1/1/17
Construction Season: Summer 2013 - Fall 2018
Estimated Substantial Completion: Fall 2018

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:
West Gap - Windom to Mountain Lake (8 miles) - Construction of a new 2-lane roadway section north of the existing section
Middle Gap- Mountain Lake to Butterfield (5 miles) - Construction of a new 2-lane roadway section south of the existing section
East Gap - Butterfield - St. James (6 miles) - Construction of a new 2-lane roadway south of the existing section

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 60.6 - $ 77.6
Other Construction Elements:		$ 7.9 - $ 15.9
Engineering:		$ 12.6 - $ 15.6
Right of Way:		$ 5.0 - $ 6.0
Total:		**$ 86.1 - $ 115.1**

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

Recent Changes and Updates:

Draft Supplemental EIS was distributed in November 2011. East and middle gaps scoped.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

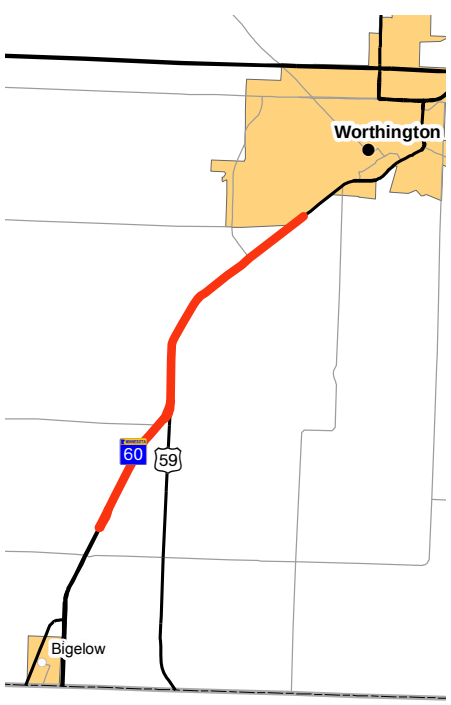
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Steve Bowers

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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: 7/9/10; 5/6/11; 5/18/12
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:

	Baseline Est.	Current Est.
Construction Letting:	$ 91.1	$ 45.6
Other Construction Elements:	$ 17.5	$ 0.0
Engineering:	$ 19.3	$ 9.8
Right of Way:	$ 22.7	$ 11.5
Total:	**$ 150.6**	**$ 66.9**

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

Recent Changes and Updates:

Phase I, under construction; Phase 2, under construction; RR bridge under construction; Phase 3, Final plans being prepared.

Key Cost Estimate Assumptions:

Cost estimates are adjusted to midpoint of construction year assuming 5% annual inflation.

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Rolin Sinn

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 62
TH 59 to West Limits of Windom
State Project No. 1704-27

Schedule:

Environmental Document Approval Date: Not Needed
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 3/22/2013
Current Letting Date: 3/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This is a pavement preservation project that was moved up from FY 2015 to FY 2013 funded with Better Roads.

Project Benefits:

Provides smooth road, improved roadside safety by extending culverts.

Project Risks:

Short time to purchase right of way may require temporary treatments at culverts.

Project Description:

FROM TH 59 IN FULDA TO WEST LIMITS OF WINDOM, RECLAIM

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: September 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.1	$ 14.1
Other Construction Elements:	$ 1.6	$ 1.6
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 18.6**	**$ 18.6**

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

Recent Changes and Updates:

First time project is included in this report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

Original date of Posting: Jan 2012
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 83
Jct. TH 30 to St. Clair
State Project No. 0711-26

Schedule:

Environmental Document Approval Date: 9/7/2010
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Need unknown
Original Letting Date: 11/12/2008 (11/21/2008)
Current Letting Date: 12/17/2010
Construction Season: 2012
Estimated Substantial Completion:

Project History:

This is a pavement preservation project

Project Benefits:

To provide a smooth ride.

Project Risks:

Project Description:

Reclaim and Mill and Overlay from TH30 to TH22, remove guard rail

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.5	$ 9.9
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 11.4**	**$ 12.8**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Steve Bowers

Original date of Posting: Jan 2011
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 109
Winnebago to Wells
State Project No. 2212-28, 2212-29

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 1/1/2015; 1/1/2013
Current Letting Date: 5/18/2012; 1/24/2014
Construction Season: 2012; 2014
Estimated Substantial Completion: 2014

Project History:

The project is a pavement preservation project

Project Benefits:

Provide a smooth road with a 20 year life.

Project Risks:

There is an airport in Wells that coiuld pose some restrictions as well as maintaining traffic through the three towns.

Project Description:

Reclaim from Winnebago to Wells bituminous reclamation and concrete alternate paving.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 14.3	$ 17.1
Other Construction Elements:	$ 2.5	$ 1.8
Engineering:	$ 2.9	$ 3.4
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 19.7**	**$ 22.4**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

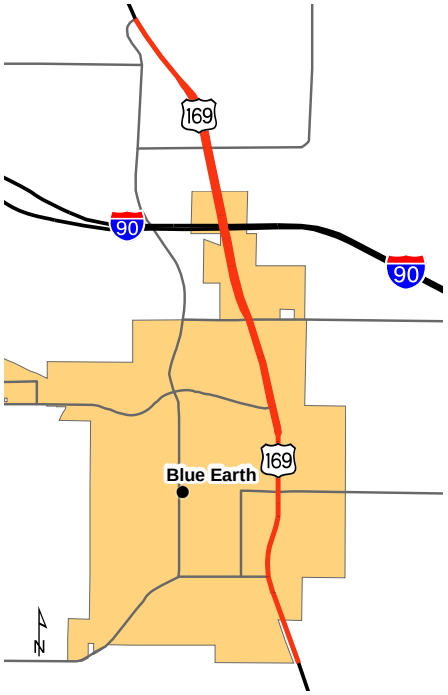
Original date of Posting: Jan 2011
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 169

Blue Earth from the S. Limits at 14th St. North to JCT CSAH 6

State Project No. 2207-32



Schedule:

Environmental Document Approval Date: 9/2008
Municipal Consent Approval Date: 12/2011
Geometric Layout Approval Date: 12/2010
Construction Limits Established Date: Need Unknown
Original Letting Date: 12/14/2007
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: Spring 2014

Project History:

The need for this project isto improve deteriorated pavement and deteriorated sub surface utilities. Also, access improvements and safety improvements at intersections are necessary.

Project Benefits:

To provide a smooth ride, improve safety, replace failing substructure and extend pavement life.

Project Risks:

Project Description:

Reconstruction from 550' north of railroad bridge to CSAH 44, including new pavement, curb and gutter, sidewalks, three roundabouts, storm sewer, sanitary sewer and water main. From CSAH 44 to CSAH 6, it will be a concrete rehabilitation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.2
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.4	$ 1.8
Right of Way:	$ 0.5	$ 0.1
Total:	**$ 11.4**	**$ 10.0**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

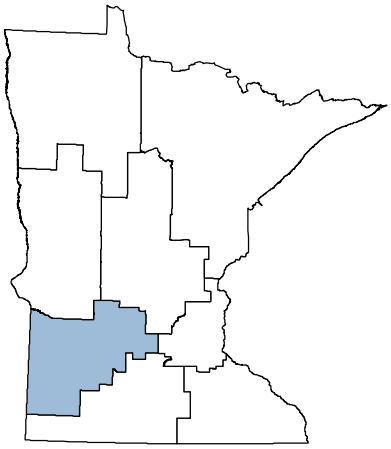
Standard practices used to develop cost estimates for this project

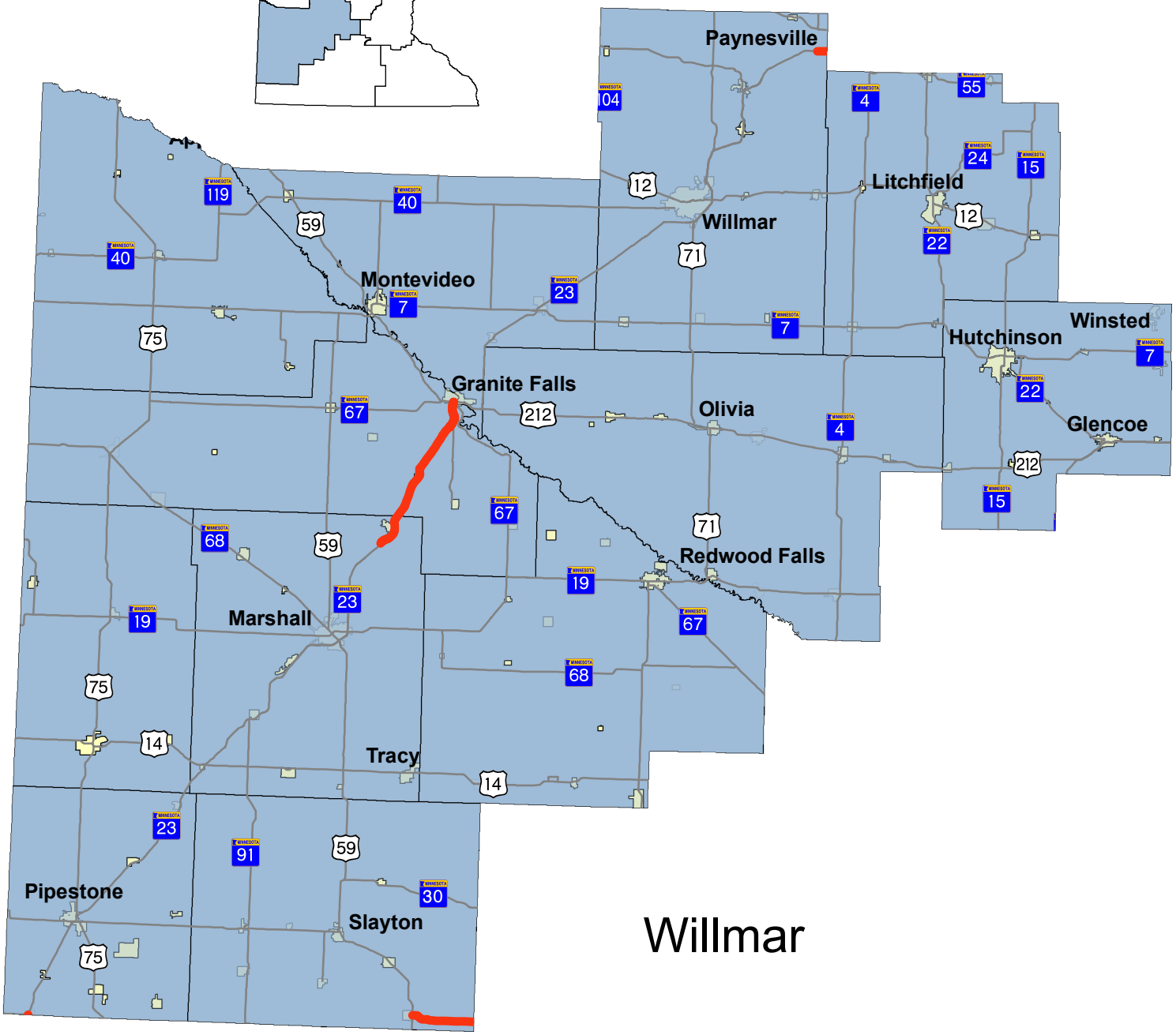
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Brett Benzkofer

Original date of Posting: Jan 2011
Revised Date: 1/17/2012

Major Highway Projects 2012
District 8





Willmar

District Project Summary
District 8

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 46.0	$ 32.2
Other Construction Elements:	$ 4.0	$ 2.0
Engineering:	$ 10.0	$ 10.0
Right of Way:	$ 13.0	$ 9.0
Total:	**$ 73.0**	**$ 53.2**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Current Cost Estimate revised as construction activities are completed.

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: 1/17/2012

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:

Several large metal pipe/ culvert/ bridges are within in the project limits. Details regarding their condition and potential need for repair are unknown.

Project Description:

Mill and concrete overlay

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 21.7 - $ 27.4
Other Construction Elements:		$ 1.5 - $ 1.9
Engineering:		$ 4.4 - $ 5.5
Right of Way:		$ 0.2 - $ 0.3
Total:		**$ 27.8 - $ 35.1**

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

Recent Changes and Updates:

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

Key Cost Estimate Assumptions:

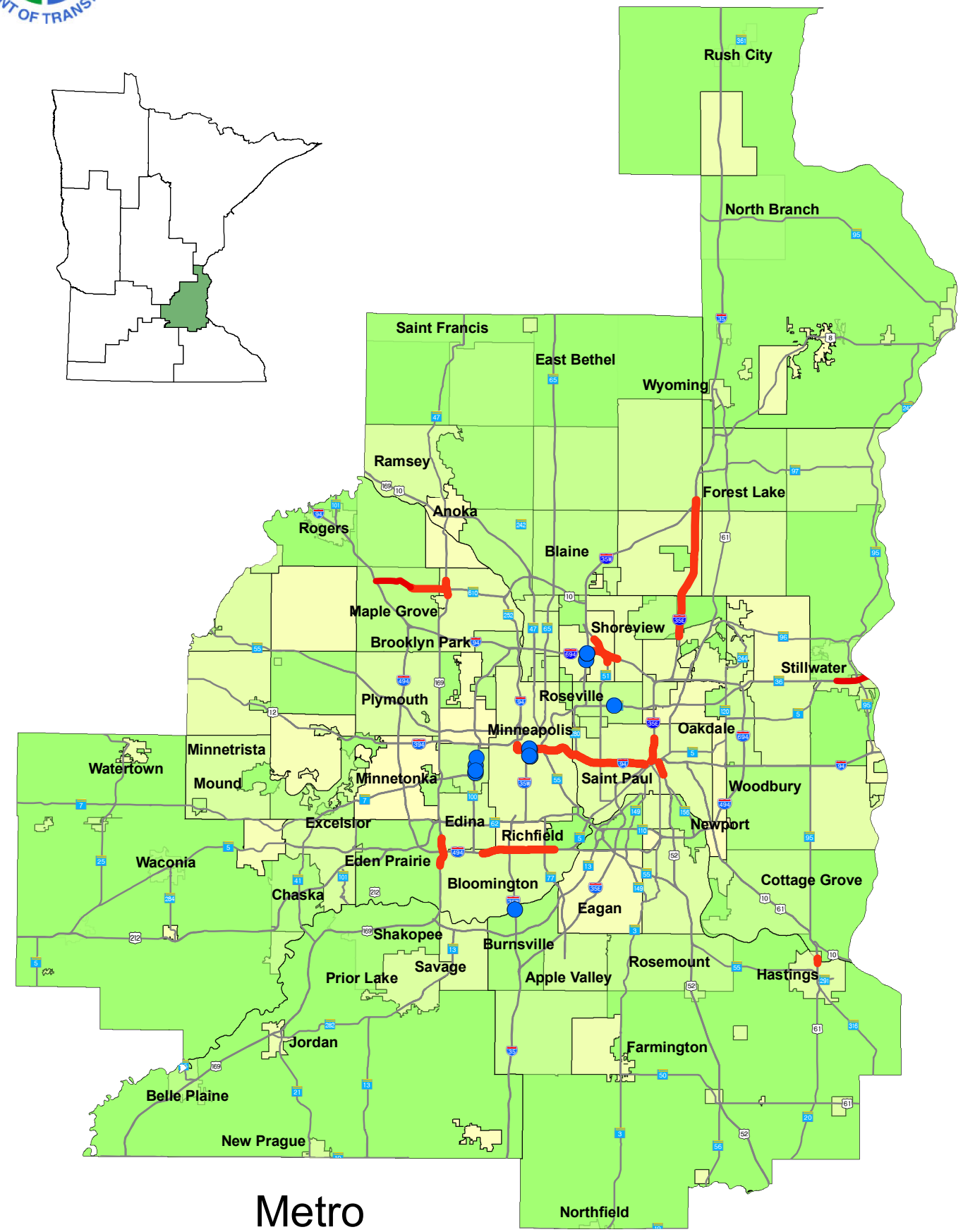
Standard practices used to develop cost estimates for this project

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: 1/17/2012

Major Highway Projects 2012
Metro District



Metro

District Project Summary
District Metro

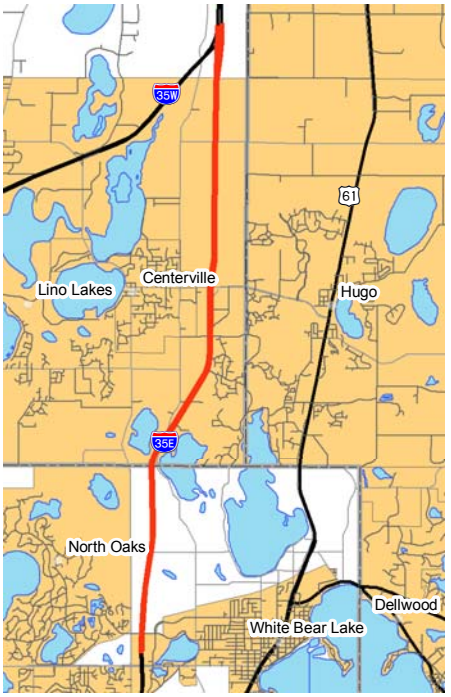
ROUTE	State Project #	PROJECT LOCATION	PAGE
I-35E	0282-34	From south of Ramsey Co CSAH 96 to north junction I-35W	H 2
I-35E	6280-308	Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)	H 3
I-35W	2782-278	I 35 South Bound over Highway 65 North Bound	H 4
I-35W	1981-124	I-35 W over Minnesota River Bridge	H 5
Hwy. 36/95	8214-114	St. Croix River Crossing	H 6
Hwy. 52	6244-30	Lafayette River Bridge over Mississippi River (Lafayette)	H 7
Hwy. 61	1913-64	Hastings Bridge over Mississippi River (Hastings)	H 8
I-94	2781-XX	I 94 on ramp over I 94 and Highway 65	H 9
I-94	2781-415	Lowry Hill Tunnel to John Ireland Boulevard	H 10
Hwy. 100	2734-33	36th Street to 25 1/2 Street	H 11
Hwy. 169 / I 494	2776-03	Interchange	H 12
I-494	2785-367	34th Ave to France Ave	H 13
Hwy. 610	2771-37	New alignment from County Road 81 (Elm Creek Blvd.)to I-94 in Maple Grove and Brooklyn Park.	H 14
Hwy. 610	2771-38	New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)	H 15
I-694	6285-135	From Lexington Avenue to west of Old Highway 10	H 16

PROJECT SUMMARY

I-35E

From south of Ramsey Co CSAH 96 to north junction I-35W

State Project No. 0282-34, /, 6281-23



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/12/2015
Current Letting Date: 3/25/2011
Construction Season: 2011/2012
Estimated Substantial Completion: 2011

Project History:

Project Benefits:

Project provides 20-year pavement, corrected drainage, and safety improvements.

Project Risks:

Project Description:

Unbonded concrete overlay on I-35E from south of Ramsey Co CSAH 96 to the north junction of I-35W, drainage corrections, cable median guardrail.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 18.3	$ 21.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.1	$ 4.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 22.4**	**$ 25.4**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Scott McBride
Project Manager: Jennie Read

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

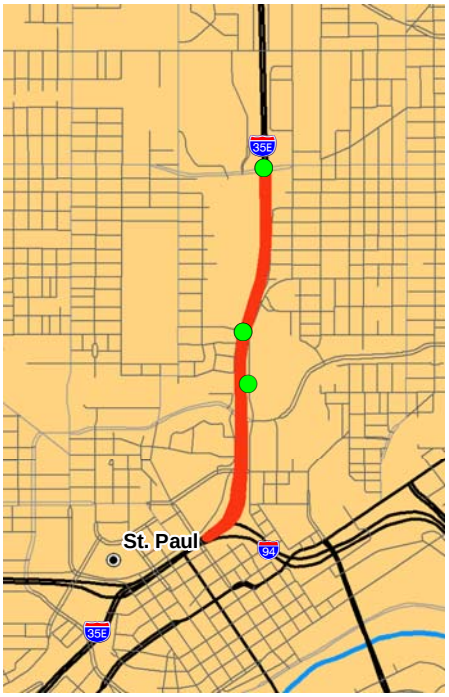
I-35E

Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)

Bridge 6515, 9265, 6517

State Project No. 6280-308, 6280-353

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: 4/25/2014
Current Letting Date: 11/16/2012
Construction Season: 2012-2015
Estimated Substantial Completion: 2015

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 143.9	$ 131.5
Other Construction Elements:	$ 5.3	$ 14.4
Engineering:	$ 24.4	$ 25.0
Right of Way:	$ 11.3	$ 18.7
Total:	**$ 195.7**	**$ 189.6**

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

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

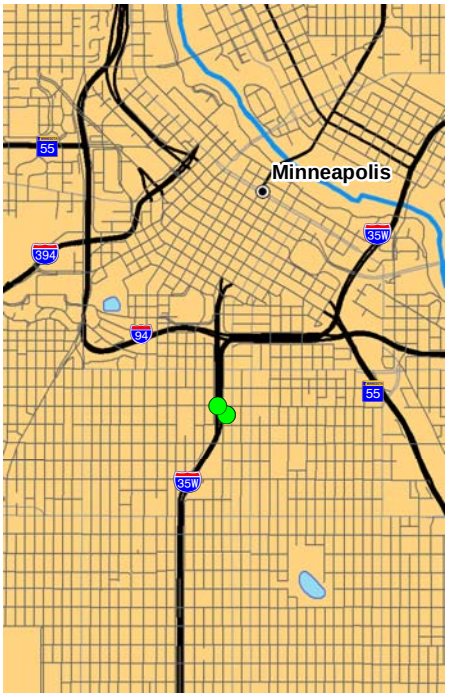
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Joey Lundquist

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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

Project Benefits:

Reduces weave for southbound I-35W traffic destined for future potential Lake Street exit

Project Risks:

May require replacement of Bridge 27868 (24th Street pedestrian bridge 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:

	Baseline Est.	Current Est.
Construction Letting:		$ 52.9
Other Construction Elements:		$ 0.0
Engineering:		$ 8.1
Right of Way:		$ 0.0
Total:		**$ 26.0 - $ 65.0**

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

Recent Changes and Updates:

Project not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study.

Key Cost Estimate Assumptions:

Assumes replacement of Bridge 27871 and 27868, assumes realignment of TH 65 southbound to left of I 35W southbound

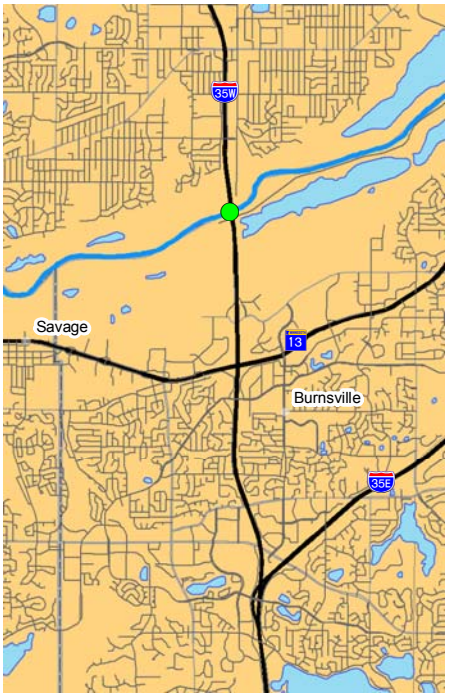
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: January-09
Revised Date: 1/17/2012

PROJECT SUMMARY

I-35W
I-35 W over Minnesota River Bridge
Bridge 5983
State Project No. 1981-124



Schedule:

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

Project History:

Bridge 5983 was built in 1957 and the south end of the bridge was widened in 1983. The bridge deck, pier caps and abutments were widened to accommodate roadway profile south of the bridge could 3 lanes in each direction in 1983. In 1985 the deck had a low slump overlay. This bridge had additional lanes added to southbound with the UPA project on I-35W. The current bridge carries 7 lanes of traffic. The Mn/DOT Structure Inventory Report lists this bridge as "Adequate" with a sufficiency rating of 85 after the 8-23-2010 inspection. The 2010 Report lists the NBI condition ratings of the deck at 6, the superstructure at 6, substructure at 6 and the channel at 6. This bridge is set to be replaced in 2020 due to the fracture critical elements in the steel beams.

Project Benefits:

-Replaces a bridge that has fracture critical elements
-Improves the shoulder width for southbound I-35W
-Accommodates pedestrians on the bridge

Project Risks:

The freeway sanitary landfill in southwest quadrant is an EPA & MPCA Superfund Site.
The old freeway dump on east side of I-35W is a potential contaminated site.
Minnesota Valley Nation Wildlife Refuge on east side of I-35W/Black Dog Road has a low grade calcareous fen present.
The north abutment has had settlement due to poor soil conditions.
I-35W southbound to Black Dog Road is a functionally obsolete ramp; a correction to the radius (with the current I-35W alignment) will potentially require property acquisition from freeway sanitary landfill. Closure of the ramp will require acquisition from this same property owner, as they have a deeded access to the freeway

Project Description:

Replace Bridge 5983, the I-35W Bridge over the Minnesota River. New Bridge will accommodate pedestrians and will provide wider shoulders, which better align with our design standards. Retaining walls will likely be constructed to minimize right of way impacts on the south end of the bridge. The roadway profile south of the bridge could be raised to provide greater flood protection.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 43.0 - $ 85.0
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 7.0 - $ 15.0
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 50.0 - $ 100.0**

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

Recent Changes and Updates:

• Project was recently added to HIP.
Project needs full scoping for FY 2020 letting.

Key Cost Estimate Assumptions:

• Project assumes no property purchase from freeway sanitary landfill or the old freeway dump site
• Stage construction was assumed for the bridge & approach work.
• Construction staging assumed that a minimum of 2 lanes in each direction would be necessary

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

District Engineer: Scott McBride
Project Manager:

Original date of Posting: 1/1/2009
Revised Date: 1/17/2012

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: Approved (2 of 3)
Geometric Layout Approval Date: 2006
Construction Limits Established Date:
Original Letting Date: 7/1/2013
Current Letting Date: 7/1/2013
Construction Season: 2013-2016
Estimated Substantial Completion: 2016

Project History:

The Stillwater Lift Bridge was built in 1930. The structure is structurally deficient and functionally obsolete. The bridge has a sufficiency rating of 32.8 (last inspected 6/28/10). A detailed purpose and need statement can be found in the project's 2004 Supplemental Draft Environmental Impact Statement (SDEIS). The project purpose is to improve TH36 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, while avoiding, minimizing, or mitigating 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:

Congressional Action is needed for the project to proceed. Letting Date is July 2013, may need to delay if congressional action is protracted. Project cost estimate was updated in Fall 2010. The National Parks Service (NPS) vetoed the project in October 2010; congressional action is needed to exempt the project from the WSR act. Bills have been passed through committees in the House and Senate.

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: September 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 410.8	$ 410.8
Other Construction Elements:	$ 136.2	$ 136.0
Engineering:	$ 55.0	$ 55.0
Right of Way:	$ 31.4	$ 31.4
Total:	**$ 633.0**	**$ 574.0 - $ 690.0**

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

Recent Changes and Updates:

Minnesota portion funded in part through Chapter 152. Letting date is planned for July 2013. Project cost estimate was updated in Fall 2010. The National Park Service (NPS) vetoed the project in October 2010 with a negative section 7a determination under the Wild and Scenic Rivers Act. Congress will need to exempt the project from the ACT for the project to move forward.

Key Cost Estimate Assumptions:

Commitments made in Supplemental Final Environmental Impact Study have been implemented, including the roadway design, bridge type and mitigation. Total Project costs shown above are split with the state of Wisconsin. Minnesota potential cost range is $320M-$380M. Cost inflated to mid-point of construction in 2015.

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

District Engineer: Scott McBride
Project Manager: Todd Clarkowski

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: (10/21/2011)
Current Letting Date: 11/19/2010
Construction Season: 2011-2014
Estimated Substantial Completion: 2014

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:

	Baseline Est.	Current Est.
Construction Letting:	$ 130.4	$ 130.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 26.1	$ 26.1
Right of Way:	$ 16.2	$ 16.2
Total:	**$ 172.7**	**$ 172.7**

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

Recent Changes and Updates:

Funded through Bridge Replacement program in STIP (FY 2011)

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

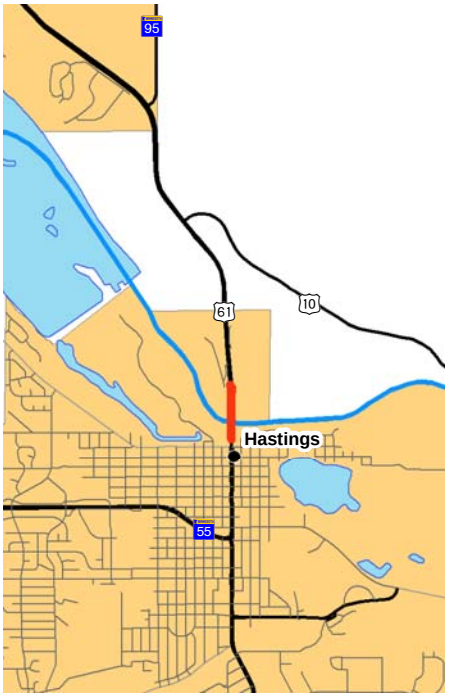
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

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: Oct-2009
Construction Limits Established Date: 01/01/2009
Original Letting Date: 10/24/2014
Current Letting Date: 4/16/2010
Construction Season: 07/01/2010
Estimated Substantial Completion: Jun,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 -

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 vibrations

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 242.0	
Other Construction Elements:	$ 8.0	
Engineering:	$ 31.0	
Right of Way:	$ 20.0	
Total:	**$ 301.0**	**$ 120.0**

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

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.

Key Cost Estimate Assumptions:

Contractors have chosen a Tied-Arch bridge design. 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: 1/17/2012

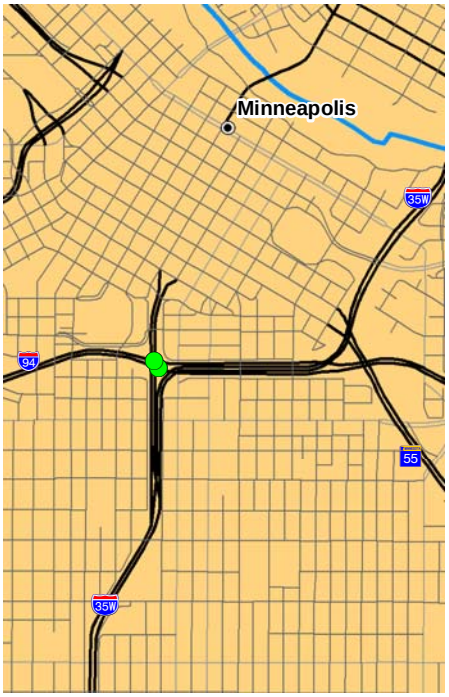
PROJECT SUMMARY

I-94

I 94 on ramp over I 94 and Highway 65

Bridge 27842, 27843

State Project No. 2781-XX



Schedule:

Environmental Document Approval Date: Being evaluated
Municipal Consent Approval Date: Being evaluated
Geometric Layout Approval Date: Being evaluated
Construction Limits Established Date: Being evaluated
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 side 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 left 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:

	Baseline Est.	Current Est.
Construction Letting:		
Other Construction Elements:		
Engineering:		
Right of Way:		
Total:		**$ 44.2 - $ 110.0**

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

Recent Changes and Updates:

Project is not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study. Design details are being as part of Lake Street Transit and Access Project.

Key Cost Estimate Assumptions:

Assumes replacement of Bridge 27842 and 27843; assumes realignment of I 94 westbound to accommodate left side 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:
Revised Date: 1/17/2012

PROJECT SUMMARY

I-94

Lowry Hill Tunnel to John Ireland Boulevard

State Project No. 2781-415, 2781-443, 2781-443

http://www.dot.state.mn.us/metro/projects/i94study/

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Mpls Approved, St. Paul i
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: (1/23/2009)
Current Letting Date: 11/19/2010 (2/25/11)
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 Feb 2011. This segment will be funded via ARRA funding. The western segment will be let Feb 2011 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:

	Baseline Est.	Current Est.
Construction Letting:	$ 50.0	$ 23.0
Other Construction Elements:	$ 0.0	$ 5.0
Engineering:	$ 5.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 55.0**	**$ 28.0**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

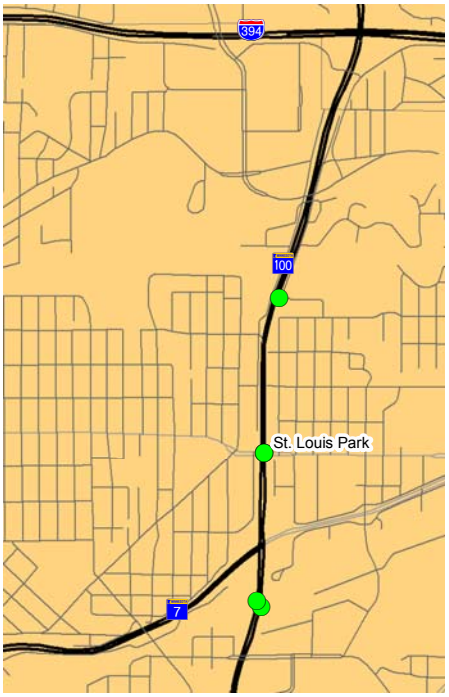
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: Jan 2009
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 100
36th Street to 25 1/2 Street
Bridge 5308, 5309, 5462, 5598,
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: 2016 (1/27/1995)
Current Letting Date: 2016 (11/20/2014)
Construction Season: 2016-2018
Estimated Substantial Completion: 2016

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 in preparation for the Crosstown Project. Concept project is being rescoped to reduce costs and address substandard bridges. Preferred alternative should be selected by the end of 2010, early 2011. Municipal consent is expected to be completed by the end of 2011.

Project Benefits:

Replace Tier 2 bridges over CSAH 5 and TH 7, replace railroad bridges for horizontal safety reasons, 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. In 2006, a concept was developed for major reconstruction in 2015. That concept has since been abandoned with efforts to rescope a project that accomplishes the goals of the original project at a reduced cost. Currently 4 concept alternatives are being evalutated for a letting in 2015.

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, Traffic Management Cameras

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 60.0
Other Construction Elements:		$ 4.0
Engineering:		$ 13.0
Right of Way:		$ 3.0
Total:		**$ 80.0**

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

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: Ramankutty Kannankutty

Original date of Posting:
Revised Date: 1/17/2012

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:
Municipal Consent Approval Date:
Geometric Layout Approval Date: 2010
Construction Limits Established Date: 2010
Original Letting Date: 2003
Current Letting Date: 9/30/2010
Construction Season: Nov 10 - Nov 12
Estimated Substantial Completion:

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.

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 the project. 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 has been 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 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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 125.2
Other Construction Elements:		$ 25.0
Engineering:		$ 0.0
Right of Way:		$ 20.0
Total:		**$ 170.0**

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

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. Contract was awarded on Sept 30, 2010.

Key Cost Estimate Assumptions:

Design Build delivery process. Bid letting amount was $125.2 M

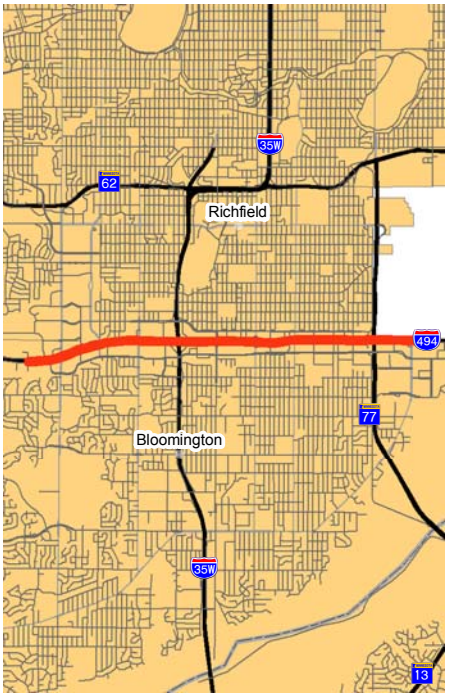
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Michael Beer

Original date of Posting:
Revised Date: 1/17/2012

PROJECT SUMMARY

I-494
34th Ave to France Ave
Bridge 9126
State Project No. 2785-367, 2785-364, 2785-378



Schedule:

Environmental Document Approval Date: Approved - Being r
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 2012
Current Letting Date: 11/16/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

The mill & overlay was the first project programmed in this set of projects. The Xerxes Ave bridge was being scoped for a 2015 letting.. With a bridge replacement programmed, and the ability to place the bridge abutments in a desired location, the auxillary lane which was identified on the Congestion Mitigation Safety Plan list could now be advanced if funding could be found.

Project Benefits:

The mill & overlay will provide an improved driving surface for several years, the Xerxes Ave bridge replacement is a preservation project with the added benefit of allowing for an increase in capacity for the auxillary lane. The auxillary lane will provide some needed capacity to WB I-494.

Project Risks:

Funding for the auxillary lane has not been identified, the advancement of the Xerxes Ave bridge from 2015 to 2012 will need some coordination. Additional capacity on I-494 has been identified by Met Council and MnDOT's long range plan as being managed.

Project Description:

Mill & Overlay, construct WB Auxiliary lane from Penn Ave to NB TH 100,. Replace Xerxes Ave Bridge

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 40.5	$ 40.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.5	$ 4.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 45.0**	**$ 45.0**

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

Recent Changes and Updates:

No changes or updates since the last report

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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:
Revised Date: 1/17/2012

PROJECT SUMMARY

Hwy. 610

New alignment from County Road 81 (Elm Creek Blvd.)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: Being re-evaluated
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2020 (7/28/2007)
Current Letting Date: 2020 (4/28/2023)
Construction Season: 2020-2025
Estimated Substantial Completion: 2025

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, - 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 second 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:

	Baseline Est.	Current Est.
Construction Letting:		
Other Construction Elements:		
Engineering:		
Right of Way:		
Total:		**$ 135.0 - $ 175.0**

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

Recent Changes and Updates:

Project not fully scoped. MnDOT is in the process of hiring a consultant to prepare preliminary plans for this segment. It includes the connection to I-94 and Hennepin County's extension to the west. It is anticipated that the consultant work will be completed by the end of 2012.

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, 2010
Revised Date: 1/17/2012

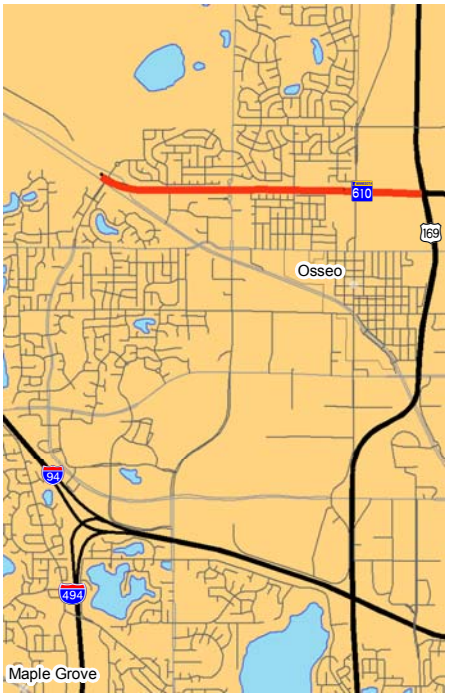
PROJECT SUMMARY

Hwy. 610

New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)

State Project No. 2771-38

http://www.dot.state.mn.us/metro/projects/610/



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2023
Current Letting Date: 2009 (8/14/09)
Construction Season: 2009-2011
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, - 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 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:

	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 OCPPM.

Recent Changes and Updates:

Project was substantially complete in summer of 2011.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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: 1/17/2012

PROJECT SUMMARY

I-694

From Lexington Avenue to west of Old Highway 10

Bridge 62051, 62052, 62716, 62717, 62719, 62720, 62723, 62724

State Project No. 6285-135

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: MC Appeal
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/17/2010
Current Letting Date: (4/22/2011)
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

Project History:

Project Benefits:

Replace 9 aging bridge structures, replace pavement and add one lane in each direction on I-694, and remove merge between TH 10 and I-694

Project Risks:

Municipal consent appeal process

Project Description:

US 10 southbound to eastbound left entrance to I-694 and merge to Snelling and southbound Hamline to eastbound I-694 - interchange reconstruction

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 58.8	$ 43.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.8	$ 11.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 70.6**	**$ 55.3**

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

Recent Changes and Updates:

Project was let in 2011.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project

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

District Engineer: Scott McBride
Project Manager: Mark Lindeberg

Original date of Posting:
Revised Date: 1/17/2012