



Annual Report on Major Highway Projects

December 2012



Your Destination...Our Priority





Annual Report on Major Highway Projects

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

December 2012

Prepared by the Minnesota Department of Transportation
Office of Capital Programs and Performance Measure

Section 1

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Cost of completing this report

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

Staff time/reproduction costs: \$35,000

Purpose and scope of the report

This fifth annual report identifies major projects on the state trunk highway system, which includes the interstate system. Per Minnesota Statute 174.56 (amended in 2012), this report includes projects with cost estimates equal to or in excess of \$15 million in the Twin Cities Metro District and projects with cost estimates equal to or in excess of \$5 million in Greater Minnesota. The information provided in this report is current as of November 2012.

This report includes information on projects that meet the total project cost estimate criteria and are either under construction, programmed or planned within the next 15 years. Projects currently under construction will be reported on an annual basis through two years after substantial completion, i.e., when the highway opens to traffic. After that point, they will no longer be included in this report.

Project status changes

This report includes an additional 123 projects that met the statutory cost threshold requirements (\$15 million or greater in the Twin Cities Metro District, \$5 million or greater in Greater Minnesota).

Table 1-2 - Projects included in 2012 MHP Report

DISTRICT	Completed, Under Construction or in the STIP	Projects in years 2017-2028	Total # of projects
1	26	2	28
2	15	2	17
3	26	2	28
4	20	4	24
6	30	3	33
7	18	3	21
8	6	1	7
M	25	5	30
State	165	22	188

Of the 188 projects reported this year, 30 are in the Twin Cities metro area and 158 are in Greater Minnesota. Projects vary in type from pavement preservation, bridge replacement and rehabilitation, and expansion projects. Last year, in compliance with earlier legislative requirements, this report addressed 76 projects.

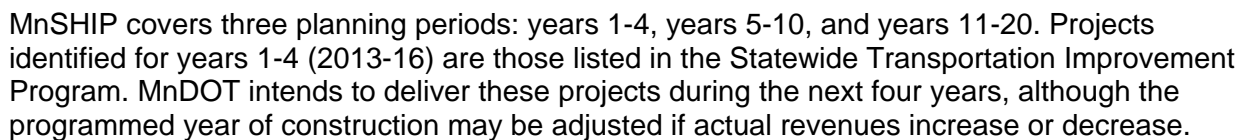
American Recovery and Reinvestment Act of 2009 and Chapter 152 Bridge Improvement Program

The American Recovery and Reinvestment Act of 2009 provided funding for one project included in this report 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.

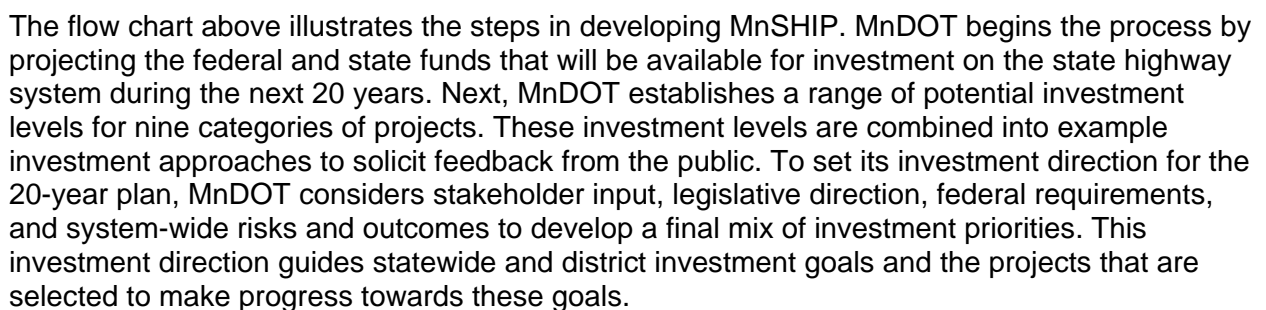
The Chapter 152 Bridge Improvement Program provided bond funding for approximately 27 of the projects in this report. The projects funded through this program include bridges that are classified as Tier 1 or Tier 2, as required by Law of 2008, Chapter 152.¹

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.

The 20-year Minnesota State Highway Investment Plan is an important link between the Minnesota GO 50-Year Vision's guiding principles, the Statewide Multimodal Transportation Plan's strategies, and the capital improvements made to the state highway system. The plan sets a fiscally constrained framework for future capital improvements by identifying investment needs and priorities for available funding.



Specific projects will not be identified for years 11-20 (2023-32); MnSHIP will set broad investment priorities and develop associated funding allocations. Investment priorities may change as a result of system performance conditions, legislative initiatives or development of requirements within federal programs of the newly adopted MAP-21 transportation bill.



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Impacts of cost changes to overall program

Changes to project costs and schedules affect the state trunk highway capital investment program. These effects are most directly seen through annual revisions to the State Transportation Improvement Program, which lists projects that MnDOT has committed to completing in the next four construction seasons. A majority of projects that have been listed in the STIP (75 percent) are let and completed in their originally scheduled construction season. Other projects' completion dates may be adjusted, and project scope and costs may increase or decrease after being listed in the STIP.

Project costs may change for a variety of reasons including changes in economic conditions (e.g., inflationary factors), scope changes, supplemental agreements, cost overruns, right of way acquisition, etc. These costs may change prior to letting or after a contract is awarded. Changes in project costs prior to letting are handled through the STIP process, to which projects are added, revised or removed from annually. Project cost changes post-letting are managed at the district level, primarily through the use of set asides if costs are higher than projected or by advancing additional projects if project costs are lower than projected. The process of managing project costs is typically done at an aggregated level rather than on a project-by-project basis.

If a statewide program (e.g., Statewide Bridge Preservation Fund Program) has cumulative cost estimate changes resulting in a significant amount of uncommitted funds, a program may be implemented, such as the recent Better Roads for a Better Minnesota program, which focused on achieving statewide performance objectives for overall pavement condition. To deliver the Better Roads program, projects that most effectively achieved these performance objectives and were at an appropriate stage in the project development process were accelerated so they could be completed earlier than previously programmed.

Conversely, if cumulative project cost estimate changes increase by a significant enough level to necessitate revisions to the STIP, a number of projects may be delayed or removed, based on the fiscal ability to fully deliver each annual construction program. Projects that have not yet progressed through the project development process are more subject to these schedule delays or cost revisions.

Content and format of this report

- Each project with a letting date between 2011 and 2016 has a one-page project summary sheet, which is retained in this report for two years after substantial completion of the project.
- Projects with letting dates later than 2016 are listed in a tabular format after the 2010-16 project index, with the following information provided for each project:
 - State project number
 - Description of work
 - Route, location and length (if applicable)
 - Status of project development
 - Current letting date
 - Total Project Cost Estimate (general TPCE factor applied to construction cost estimate)

Note on project inclusion:

No new projects planned for construction between 2017-2027 (other than Chapter 152 bridges and other major reconstruction projects with significantly advanced project development) are included in this report because the potential changes related to current rulemaking under MAP-21 and MnDOT's upcoming 20-year Highway Investment Plan have implications for investment direction on each district's program. This does not preclude projects not listed in this report from being constructed in the 15-year timeframe; however, MnDOT must update statewide priorities prior to establishing any level of commitment for projects not listed in this report.

Project summary sheets

A one-page project summary sheet has been created in this report for each project planned for construction or already under construction prior to the end of the 2016 construction season. The summary sheets are categorized by district and include the following project information:

- Project location
- Project description
- 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
- Project history
- Total project cost estimates
- Recent changes and updates, including past and/or potential reasons for delay in letting or completing the project
- Key cost assumptions

Cost Estimate Information

For projects currently under construction, the construction letting cost is indicated 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.

A baseline cost estimate has been established for each project with a one-page summary 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. 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.

Project Prioritization

All projects identified within the 2013-16 STIP can be funded with current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2017-27 mid-range and long-range planning periods are a priority, but revenue forecasts, federal program requirements and funding sources are more uncertain and full funding may not have been identified. The 20-year Highway Investment Plan details how investments at a program level are prioritized in this mid-range and long-range

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timeframe (see page 8). Projects identified in this report that are beyond districts' 10-year work plan period (after 2023) have a larger greater degree of uncertainty.

Project index and tables

An index at the beginning of the report 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.

Projects outside of the STIP timeframe, but within the 15-year reporting period, are displayed in tabular format after the one-page project summary index, and will include basic information regarding project location, project description, planning cost estimates, and anticipated performance-based improvements or key objectives. 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.

Abbreviations

AUAR	= Alternative Urban Area-wide Review
C-I-P	= Cast In Place
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

Definitions

Alternative Pavement Type Selection or Alternative Bid Project: In an APTS project, the agency creates equivalent designs for concrete and asphalt construction. Then life-cycle cost analyses are calculated for both material types, and the difference between the LCCAs is computed and shown in the Special Provisions section of the RFP. Bidders may choose to bid either material type. For the purpose of bid selection, the difference between the calculated life-cycle costs is added to bids on the design with the higher life-cycle cost.

ATP (Area Transportation Partnership): 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 has the responsibility of developing a regional transportation improvement program for its area of the state.

Cost Estimate Phases:

- **Planning Estimate (Baseline Estimate):** The most likely Total Project Cost Estimate including project contingency, and all cost estimate components. This estimate constitutes the approved project budget for cost management. The baseline is set based on an approved Scoping Report estimate.
- **Engineer's Estimate:** The Engineer's Estimate is used to analyze bids received for projects let by the state of Minnesota. It is an estimate based on what MnDOT considers to be the actual cost of construction about a month from bidding. The estimate is developed using cost-based and bid-based methods. The cost-based method is applied to paving, earthwork and pipe, which tend to be the major construction cost items. Bid-based estimates are developed using two-year average estimates on comparable projects.
- **Award Amount:** The contract bid price of the lowest responsible bidder at time of award.
- **95 percent Cost Estimate:** The value of work certified to date, which is greater than 95 percent of the funds encumbered. The threshold can also represent a project that MnDOT has closed out.

Cost Estimate Components:

- **Construction Letting:** The costs attributed directly to construction activities.
- **Other Construction Elements:** The costs for additional project elements, such as moving utilities, completing engineering documents, and implementing other consultant services.
- **Right of Way:** The costs associated with obtaining land needed to construct transportation or other facilities.

Minnesota Statute 174.56, Subdivision 1-3

Laws of 2012, Chapter 287, Article 4:

Sec. 39. Minnesota Statutes 2010, section 174.56, is amended to read:

174.56 REPORT ON MAJOR HIGHWAY PROJECTS AND TRUNK HIGHWAY FUND EXPENDITURES.

Subdivision 1. **Report required.** (a) The commissioner of transportation shall submit a report by December 15 of each year, on (1) the status of major highway projects completed during the previous two years or under construction or planned during the year of the report and for the ensuing 15 years; and (2) trunk highway fund expenditures.

(b) For purposes of this section, a "major highway project" is a highway project that has a total cost for all segments that the commissioner estimates at the time of the report to be at least (1) \$15,000,000 in the metropolitan highway construction district, or (2) \$5,000,000 in any nonmetropolitan highway construction district.

Subd. 2. **Report contents; major highway projects.** For each major highway project the report must include:

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

(2) a history of the project, including, but not limited to, previous official actions by the department or the appropriate area transportation partnership, or both, the date on which the project was first included in the state transportation improvement plan, the cost of the project at that time, the planning estimate for the project, the engineer's estimate, the award price, the final cost as of six months after substantial completion, including any supplemental agreements and cost overruns or cost savings, the dates of environmental approval, the dates of municipal approval, the date of final geometric layout, and the date of establishment of any construction limits;

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

(4) past and potential future reasons for delay in letting or completing the project, details of all project cost changes that exceed \$500,000, and specific modifications to the overall program that are made as a result of delays and project cost changes;

(5) two representative trunk highway construction projects, one each from the department's metropolitan district and from greater Minnesota, and for each project report the cost of environmental mitigation and compliance; and

(6) the annual budget for products and services for each Department of Transportation district and office, with comparison to actual spending and including measures of productivity for the previous fiscal year.

Subd. 2a. **Report contents; trunk highway fund expenditures.** The commissioner shall include in the report information on the total expenditures from the trunk highway fund during the previous fiscal year, for each Department of Transportation district, in the following categories: road construction; planning; design and engineering; labor; compliance with environmental regulations; administration; acquisition of right-of-way, including costs for attorney fees and other compensation for property owners; litigation costs, including payment of claims, settlements, and judgments; maintenance; and road operations.

Subd. 3. **Department resources.** The commissioner shall prepare and submit the report with existing department staff and resources.

EFFECTIVE DATE. This section is effective August 1, 2012, except that (1) the changes in subdivision 2, clause (2), apply to projects that are substantially completed on or after July 1, 2012; and (2) subdivision 2, clause (6), is effective beginning with the report due by December 15, 2013.

ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
December 15, 2012

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	See Also Page
1	3801-18	Hwy 1	US Forest Rte 553 to US Forest Rte 424	Project includes reconstruction of TH 1 from US Forest Route #553 to US Forest Route #424 (New Tomahawk Rd).	2012	\$9.2	A 2
1	3801-92 3802-21	Hwy 1	.2 miles south of Kawishiwi River to US Forest Rte 533	Project includes bituminous mill and overlay on TH 1 from .2 miles south of the Kawishiwi River to US Forest Route #533 and from 0.9 miles east of CSAH 2 to Isabella.	2015	\$8.4	A 3
1	6904-46	Hwy 1	0.3 Miles west of Six Mile Rd to Deer Haven Rd	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 Bradach Road. The project includes a combination of reconstruction and pavement reclamation.	2014-2015	\$24.3	A 4
1	6904-49	Hwy 1	Tower to Ely	Project includes bituminous mill and overlay from Alder St. in Tower to 0.1 miles west of Six Mile Lake Rd and from 0.1 miles east of Bradach Rd. to 0.17 miles west of 3rd Ave. west in Ely and from the east Jct of TH 169 to 200 feet east of Halfway Rd.	2013	\$11.8	A 5
1	6937-69100D	Hwy 2	Bong Bridge over St.Louis River	The proposed rehabilitation of Bridge 69100 is a joint effort between the MN and WI DOT's. The project work includes: bridge deck replacement; modular joint replacement; spot concrete spall repairs; support cable work; painting of the deck	2014	\$17.8	A 6
1	0901-67	Hwy 23	15.9 Miles NE of the south Carlton County line	The project replaces the railroad bridge 15.9 miles northeast of the southern Carlton County line.	2015	\$6.3	A 7
1	6910-89	Hwy 23	ROM Smithville to Polk St in West Duluth	Project includes bituminous mill and overlay, drainage and ADA improvements from Smithville to Polk Street in West Duluth and bridge replacement at Kingsbury Creek.	2015	\$14.9	A 8
1	6911-38	Hwy 33	From 0.2 miles north of Morris Thomas Rd to JCT TH 53	Project includes bituminous mill and overlay from 0.2 miles north of the Morris Thomas Rd to Jct of TH 53.	2013	\$6.6	A 9
1	0905-53	Hwy 33	I-35 to 1.4 miles north in Cloquet	The project includes removal and replacement of pavement from the Jct of I-35 to 1.4 miles north in Cloquet and signal replacement at Doddridge Ave.	2014	\$7.4	A 10
1	0980-138	I-35	North of Sturgeon Lake to south of Mahtowa	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.	2011 - 2012	\$17.3	A 11
1	0980-139	I-35	St. Louis River to Boundary Avenue	Ten 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.; County highway	2012 & 2013	\$38.7	A 12

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District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	See Also Page
1	5880-173	I-35	Sandstone to 3 miles South of Willow River	; 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	Spring - Fall 2011	\$27.4	A 13
1	5880-177	I-35	North of Hinckley to south of Sandstone (north & south bound)	Project begins 1 mile north of Hinckley and continues 0.8 miles south to 0.8 miles south of Sandstone. North and southbound lanes will be preserved with an unbonded concrete overlay. Traffic will be reduced to two-lanes during construction.	Spring 2011	\$12.3	A 14
1	6982-290	I-35	Boundary Avenue to 26th Avenue East	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.	4/2010- 9/2012	\$86.8	A 15
1	6918-80	Hwy 53	Between Eveleth and Virginia	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.	Summer 2015-2017	\$65.0 - \$700.0	A 16
1	6920-48	Hwy 53	From .25 miles south of CR 652 (Goodell Road) to south limits of Cook	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 two-lane highway to four lanes. □ Project Length: 9.5 miles.	2013	\$42.9	A 17
1	3806-60	Hwy 61	Split Rock River to Chapins Curve	Reconstruct 3.5 miles of Hwy 61, construct bicycle/pedestrian underpass, construct a bridge to replace the existing box culvert.	2010/2011	\$14.2	A 18
1	3808-35	Hwy 61	3.2 miles north of TH 1 to JCT UT 81	Project includes bituminous pavement reclamation and surfacing and shoulder reconstruction on TH 61 in the Little Marais Area from 3.2 miles north of TH 1 to 0.31 miles south of Jct UT 81.	2013/2014	\$10.0	A 19
1	3112-34	Hwy 65	North limits of Nashwauk to Hwy. 1	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.	2010-2011	\$14.4	A 20
1	5811-12	Hwy 70	0.1 miles east to Wisconsin state line	Project includes bituminous mill and overlay on TH 70 from 0.1 miles east of the Wisconsin state line.	2015	\$8.9	A 21
1	3115-51	Hwy 169	Pokegama Ave. 3rd St N. to 13th St SE, Grand Rapids	The project includes reconstruction and bituminous mill and overlay on Pokegama Ave from 3rd St. north to 13th St. SE in Grand Rapids.	2013	\$9.4	A 22
1	6934-115	Hwy 169	3.6 miles East of JCT TH65/TH169 in Nashwauk to west JCT TH 73	Project includes a bituminous overlay and drainage improvements on TH 169 from 3.6 miles east of the north Jct of TH 65/TH 169 in Nashwauk to the West Jct of TH 73.	2013	\$7.7	A 23

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District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	See Also Page
1	6936-17	Hwy 169	0.1 mi. south Jct. CR 438 to the South end of Br. 69087 (Pike River Br.)	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.)	Fall 2012	\$6.0	A 24
1	0106-29	Hwy 200	TH 6 to TH 2 and on TH 169	Project includes bituminous mill and overlay and drainage improvements on TH 200 from TH 6 to TH 2 and on TH 169 from TH 200 to 3 miles south of the Aitkin/Itasca Conty line.	2012	\$9.0	A 25
1	3614-20	Hwy 217	Little Fork to Jct Hwy 53	The project includes bituminous pavement rehabilitation from the east Limit of Little Fork to TH 53.		\$11.6	A 26
1	6981-9030E	Hwy 535	Bridge over St. Louis River	The project is located in St. Louis County and 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, and joint replacement.	2012-2013	\$16.9	A 27
2	3101-35M	Hwy 1	From the south Jct. of TH 6 to TH 38	Bituminous mill and overlay and reconstruction in Effie.	2012	\$7.1	B 2
2	3602-25	Hwy 1	From the east end of Northome to the north jct. of TH 6	Bituminous mill and overlay, and culvert replacements.	2012	\$7.1	B 3
2	4509-05	Hwy 1	Red River of the North at Oslo	Rehabilitation or bridge replacement 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.	2013	\$18.7	B 4
2	6001-61	Hwy 2	From Fisher to East Grand Forks - Westbound lanes	This is an Alternate Bid Project and will either be a bituminous reclamation or a concrete overlay.	2016	\$7.3	B 5
2	0406-59	Hwy 2	At the intersection of TH 2 & TH 89 west of Bemidji	Project will consist of either a modification of the road alignments or adding a traffic signal or relocation of the TH 89 location.	2015	\$6.1	B 6
2	6018-02	Hwy 2	Kennedy Bridge over the Red River in East Grand Forks	Rehabilitate existing Bridge 9090 including new bridge deck, repair/replace tilted pier, new paint system and enhanced pigeon abatement.	2016	\$25.0 - \$17.4	B 7
2	5408-30	Hwy 9	From Ada to the Norman/Polk County line	This is an Alternate Bid Project and will either be a bituminous reclamation or a concrete overlay.	2013	\$6.1	B 8
2	3501-14	Hwy 11	From the Red River to the west end of Karlstad	Bituminous mill and overlay and two box culvert bridge replacements.	2014	\$6.3	B 9
2	3604-72M	Hwy 11	From 1 mile west of Indus to 1 mile west of Loman	Reconstruction, bituminous resurfacing and reclamation and culvert replacements.	2012	\$6.5	B 10
2	3604-73M	Hwy 11	From 1 mile west of Loman to to the west jct. of TH 71 at Pelland	Reconstruction, bituminous mill and overlay and culvert replacements.	2014	\$8.2	B 11

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District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	See Also Page
2	4503-14	Hwy 32	From the north end of Thief River Falls to the north end of Middle River	This is an alternate bid project and will either be a bituminous reclamation or a concrete overlay. Four box culvert bridges and several culverts will be replaced.	2015	\$10.9	B 12
2	4507-48	Hwy 75	From the north limits of Warren to the south end of Stephen	This is a bituminous mill and overlay project.	2012	\$6.1	B 13
2	6011-24	Hwy 75	12 miles north of TH 2 to 0.1 mile south of TH 1 in Warren	Bituminous mill and overlay and seven box culvert bridge replacements.	2014	\$7.4	B 14
2	5407-31	Hwy 200	From TH 75 to the west limits of Ada	This is an Alternate Bid Project and will either be a concrete crack and bituminou overlay or a concrete overlay.	2014	\$6.2	B 15
2	6016-37	Hwy 220	From the west limits of Climax to the east junction of TH 2	Standard bituminous mill and overlay project.	2011	\$4.2	B 16
3	0502-103	Hwy 10	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	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.	Summer 2014	\$12.6	C 2
3	0502-96	Hwy 10	Jct. Benton CSAH 2 in Rice	This is an interchange project along Hwy 10 in Rice.	Summer 2013	\$18.8	C 3
3	7101-61M	Hwy 10	Anoka/Sherburne Co Line to Elk River	Bituminous mill and overlay on TH 10 from Anoka/Sherburne County Line to Norfolk Avenue in Elk River.	2013	\$5.0	C 4
3	7102-122	Hwy 10	Clear Lake to Big Lake	This is an unbonded concrete overlay project at the Jct of TH 24 in Clear Lake to Jct TH 25 in Big Lake along the westbound lane.	Fall 2011, Summer 2012	\$13.1	C 5
3	7103-51	Hwy 10	Westbound lanes from St. Cloud to Clear Lake	Pavement replacement on westbound lanes from St. Cloud to Clear Lake, including 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.	2010-2011	\$16.3	C 6
3	0502-107	Hwy 10	Sauk Rapids	Locally Let -Construct improvements at Benton Co. Hwy. 3/Golden Spike Rd. interchange in Sauk Rapids.		\$6.2	C 7
3	8602-51	Hwy 12	Delano	Construction of roadway improvements (left & right turn lanes) on TH 12 as part of new industrial park/city street connection in Delano (the new street will be Davidson Ave., at RP 137.18). Locally led TED/DEED project.	2013	\$6.4	C 8
3	7303-48	Hwy 15	St. Cloud	Construct new interchange at 33rd St. in St. Cloud. city/county led project.	2014 -2015	\$12.4	C 9
3	7321-47	Hwy 15	Stearns County Road 120 in St. Cloud/Sartell	Construction of a diverging diamond interchange.	2012-2013	\$18.0	C 10
3	0503-75	Hwy 23	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley, construct four-lane expressway and bridge construction. Jct TH 25 in Foley to 1.7 mi E, Mill and overlay, upgrade pedestrian ramps.	2011-2012	\$37.8	C 11

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3	7108-23	Hwy 24	Replace Bridge 6557 over Mississippi River in Clearwater	This project was programmed to replace the bridge over the Mississippi River. The bridge was constructed in 1958. Due to the age of the bridge, size and cost, it has been programmed for replacement. The deck is deteriorating with 9.3% delamination. The deck geometry and traffic volumes are a safety problem for motorists and pedestrians.	2016	\$31.8	C 12
3	8605-49	Hwy 25	Buffalo	Reconstruction from 7th St. to 0.5 miles north of Wright Co. Rd 137 in Buffalo, including traffic signal upgrades and ADA improvements.	2015	\$6.3	C 13
3	8605-50	Hwy 25	Monticello	Reconstruction from 0.5 miles south of Wright Co. Rd. 138 to south of School Boulevard in Monticello.	2014	\$5.7	C 14
3	7708-38	Hwy 71	Long Prairie to Bertha, Excluding Browerville	Mill and overlay from north of Todd Co. Rd 56/Riverside Dr. in Long Prairie to south of Co. Rd. 24 in Bertha.		\$8.0	C 15
3	8680-158	I-94	Monticello	Reconstruction from west of state Hwy 25 to Wright County Hwy 18, including westbound and eastbound auxiliary lanes.	2013	\$9.4	C 16
3	8680-162	I-94	Monticello to St. Michael	Concrete pavement repair on westbound lane from Crow River Bridge to Monticello and on eastbound lane from Wright Hwy 19 to Hwy 37 in Albertville, including median cable barrier.	2013	\$9.8	C 17
3	7380-223	I-94	Collegeville to St. Joseph	Unbonded concrete overlay from Stearns Co. Rd. 159 at Collegeville to Co. Hwy 75. west of St. Joseph.	2016	\$7.1	C 18
3	7380-238	I-94	St. Cloud to Clearwater	Unbonded concrete overlay from Stearns Co. Hwy. 75 in St. Cloud to Wright/Stearns Co. line near Clearwater.	2013	\$17.2	C 19
3	7380-239	I-94	St. Joseph to Bridge over Sauk River	Bituminous overlay from Stearns Co. Hwy. 75 west of St. Joseph and east to the Sauk River bridge.	2016	\$10.6	C 20
3	8680-145	I-94	Wright Hwy 19 to Hwy 37 in Albertville	Construction of new collector distributor roadway interconnecting interchanges at Wright Co Hwy 19 and Hwy 37 north of I-94 in Albertville.	2012	\$11.3	C 21
3	3006-36	Hwy 95	Rum River Bridge in Cambridge	Replace bridge over Rum River in Cambridge.	2014	\$6.2	C 22
3	4812-83	Hwy 169	Mille Lacs Co Rd 148 to north of junction Co Hwy 19	Mill and overlay from Mille Lacs Co. Rd. 148/70th Street to 0.75 miles north of Hwy. 19.		\$6.8	C 23
3	7106-78	Hwy 169	Zimmerman to Princeton	Pavement resurface and rehab on northbound lane from just south of Sherburne Hwy 4 to Mille Lacs Hwy 13 and north of 70th St to north of Hwy 12, and on southbound lane from Sherburne Hwy 4 to Hwy 29 exit ramp in Princeton.	2013	\$6.3	C 24
3	7106-82	Hwy 169	Elk River to Zimmerman	Mill and overlay from junction US Hwy. 10 in Elk River to Sherburne Co. Hwy. 4 in Zimmerman, including extension of turn lanes and ADA improvements.	2012	\$9.1	C 25

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3	1810-95	Hwy 371	From Design Drive in Baxter to Nisswa	Mill and overlay existing four-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 three locations between Nisswa and Pequot Lakes. Partial implementation of access management.	2011	\$8.4	C 26
3	1810-98	Hwy 371	Nisswa	Reconstruction of four-lane through Nisswa, including construction of bicycle-pedestrian tunnel.	2012/2013	\$8.8	C 27
4	7606-26	Hwy 9	West Jct. TH 104 to Benson	West Jct. TH 104 to Benson (mill and overlay) and bridge replacement.	2013	\$7.7	D 2
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 3
4	1401-166	Hwy 10	TH 10/75 Phase II & Signals	Pedestrian ramp improvements; Traffic signal replacements and revisions; ITS - fiber optic, cameras and vehicle detection installation	2013	\$5.6	D 4
4	0301-60	Hwy 10	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	\$14.4	D 5
4	2101-21	Hwy 27	TH 55 east to Junction of I 94	Mill, cold inplace recycle, and overlay; Culvert replacements; Construct a by-pass lane at CSAH 15	2014	\$10.2	D 6
4	7607-29	Hwy 29	Jct TH 40 to Benson, Bridge Replacement 6552 Chap 152	Replace Bridges 6550, 6551 & 6552; Construct approach panels; Grade and concrete surface tie ins	2015	\$9.8	D 7
4	2103-35	Hwy 29	From McKay Ave in Alexandria to TH 210	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 upg	Summer 2014	\$12.2	D 8
4	2102-58	Hwy 29	Bridges in Alexandria over I-94	Bridge #21813 and #21814 and interchange replacement on TH 29 over I-94 and four Lane expansion of TH 29 from 500' N. of 50th Ave. to 0.4 m. S. of CSAH 28	2015-2016	\$17.9	D 9
4	1404-17	Hwy 34	I-94 to T.H. 59 at Dunvilla	This is a mill and overlay from I-94 to TH 59 at Dunvilla.	2015	\$10.4	D 10
4	2611-16	Hwy 59	Elbow Lake to I 94	North limit of Elbow Lake to Jct. I 94, 7" mill and overlay. It is an alternate bid project.	2013	\$8.2	D 11
4	5618-26	Hwy 59	Pelican Rapids to North Otter Tail County Line	3 inch milling and 4.5" inch bituminous overlay ;Centerline and two entrance culvert replacements;Add Inside left turn lanes and Intersection Lighting at CSAH 4, TH 34, CSAH 31 and CSAH 20 ;Replace both bridges over the Pelican River	2012	\$5.7	D 12
4	0305-31	Hwy 59	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	Mill 3" pavement of 3" bituminous. The ride will be improved along with improved drainage along the corridor.	Summer 2014	\$10.2	D 13

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4	8407-37	Hwy 75	South Jct. TH9 in Doran to Wilkin Co.Rd 20	Pavement resurface and rehabilitation, ADA improvements within the city of Breckenridge.	2013	\$7.9	D 14
4	8408-44	Hwy 75	Near the City of Kent	TH 75 realign and new bridge over Whiskey Creek. Additionally, a new bridge over BNSF railroad as well as realignment of county road connections. To complete the project TH24 bridge will be removed.	2016	\$10.4	D 15
4	5621-23	Hwy 78	Battle Lake to Perham	TH 210/Battle Lake to TH 10/Perham, 3" mill and 3" overlay project.	2013	\$9.2	D 16
4	2613-18	Hwy 79	Elbow Lake to Jct. TH 94	Jct of TH 59/Elbow Lake to Jct. TH 94 - 2" mill and 3.5" bit resurfacing project.	2016	\$5.9	D 17
4	1406-66	I-94	I 94 and Hwy. 75 Interchange	Reconstruction of the TH 75/I-94 Interchange in Moorhead and auxiliary lane extension to 20th Street in both directions.	Summer 2016	\$19.4 - \$33.0	D 18
4	1480-137	I-94 EB	RP 14.9 to RP 24.199	Remove bituminous overlay and bonded concrete overlay and place unbonded concrete overlay. Also replace bituminous shoulders on ramps.	2013	\$10.4	D 19
4	1480-151	I-94 WB	Downer to TH 34	Unbonded bridge concrete overlay.	2011	\$6.4	D 20
4	4402-19	Hwy 200	From JCT TH 59 to East Mahnomen County Line	Locally let; Construct improvements at Benton Co. Hwy. 3/Golden Spike Rd. interchange in Sauk Rapids.	2016	\$7.8	D 21
6	6612-97	Hwy 3	Faribault to Northfield	Medium Bituminous Overlay 12.6 miles of US Highway 3. This project begins at the intersection of Highway 21 in Northfield and then travels north on Highway 3 through Dundas to the south side of the Cannon River Bridge in Northfield.	2013	\$5.9	E 2
6	5501-35	Hwy 14	CSAH 5 (Byron) to TH 52	Heavy bituminous overlay, minor culvert repairs and guardrail replacements/additions on 8.38 miles of TH 14.	2012	\$8.9	E 3
6	7401-34	Hwy 14	I-35 to West Steele county line	This project provides for a four-lane expansion of Trunk Highway 14 from Owatonna to the westerly Steele County Line. The majority of this project is 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.	2009-2012	\$75.5	E 4
6	5502-73	Hwy 14	TH 52 to Olmsted CSAH 22	Bituminous mill and overlay, turn lane construction, storm sewer replacement, traffic signal installation, replacement of bridge approach panels and installation of an ITS system.	2011	\$7.4	E 5
6	7402-28	Hwy 14	TH 14 from I-35 to Dodge Center	Medium bituminous mill and overlay, hydraulics improvements and traffic safety improvements from I-35 to Dodge Center.	2015	\$7.3	E 6
6	8501-61	Hwy 14	TH 14 from TH 74 north to Gilmore Creek	Grading, bituminous mill and overlay and ADA improvements on TH 14.	2012	\$9.3	E 7

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6	2304-48	Hwy 16	Pleasant St. E. in Lanesboro to MN 43 in Rushford	This is a full depth reclamation (SFDR) and bituminous surfacing or concrete overlay - along Pleasant St. E. (Lanesboro) to north of Jct MN 43 (Rushford).	2013	\$9.8	E 8
6	2801-80	Hwy 16	From Houston County Bridge 95111 near TH 76 to Hokah near TH 44	Pavement reclamation on 11.88 miles of TH 16 in Houston County, with 6" of bituminous pavement provided. The project includes hydraulics, traffic safety and roadside hardware improvements.	2010	\$5.5	E 9
6	2315-15	Hwy 16	From Grant Street in Spring Valley to JCT. TH 52 in Preston	Better Roads For Minnesota Project. Proposed construction will include a bituminous mill and overlay of an 15.344-mile section of TH 16 from Grant St. in Spring Valley, MN to 790 ft. W. of the W. Jct. T.H. 52. It is anticipated that one bypass lane will be added and 17 culverts will be replaced as part of this project.	2013	\$5.8	E 10
6	2503-30	Hwy 19	Cannon Falls to Jct. TH 61 in Red Wing	Proposed construction will include bituminous reclamation and resurfacing of a 15.56-mile section of TH 19 from 0.04 mi. east of the Jct. Almond St. in Cannon Falls, MN to Jct. TH 61 in Red Wing, MN. The project will also include nine culvert replacements. A right turnlane and a bypass lane are also proposed to be constructed.	2012	\$7.8	E 11
6	6602-25	Hwy 19	TH 13 to 3rd Avenue SE in Lonsdale & SB I-35 ramps to Armstrong Road & turn lanes at I-35 ramps in Northfield	Mill and overlay 15.08 miles of TH 19. Construct hydraulics improvements. Construct turn lanes and other traffic safety improvements. Construct 2-way left turn lanes at the I-35 ramps and install a traffic signal at the west ramps intersection.	2010	\$8.1	E 12
6	2802-66	Hwy 26	MN/IA to TH 16	Medium bituminous mill and overlay on 21.12 miles of TH 26. The project includes hydraulics, traffic safety, and roadside hardware improvements.	2013	\$5.8	E 13
6	7480-113	Hwy 35	5 miles south of Owatonna to Faribault	Reconstruct pavement on NB & SB I-35 and construct auxiliary lane on NB & SB I-35 from Bridge St to N Jct US 14. Additional replacement of bridges in Owatonna.	2014	\$30.4	E 14
6	8503-46	Hwy 43	Winona Bridge over Mississippi River	Replace/Rehabilitate Bridge 5900. Bridge 5900 was closed to all traffic for 1 week in 2008 for emergency repairs.	2015	\$158.6	E 15
6	2804-33	Hwy 44	In Houston County from Jct 44/76 (Caledonia) to Hokah	Bituminous mill & overlay on 13 miles of TH 44. Replace box culvert (Bridge 8158), make various hydraulics improvements and construct turn lanes.	2012	\$8.9	E 16
6	2308-26	Hwy 44	From the Jct. with TH 52 to 3rd Ave. NW in Spring Grove	Proposed construction will include a bituminous mill and overlay of a 13 mile section of TH 44 from the Jct. with TH 52 to 3rd Ave. NW in Spring Grove. Five bridges (box culverts) and one smaller mainline culvert will be replaced. Several other repairs and lining of culverts are also proposed. Includes \$1.5 million municipal agreement with city of Spring Grove for reconstruction of TH 44 through Spring Grove as part of the Municipal Agreement Program.		\$8.2	E 17

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6	2506-52	Hwy 52	Cannon Falls interchange	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.	2013-2014	\$39.5	E 18
6	2505-49	Hwy 52	85th St N of Rochester to 1.3 mi N of Goodhue CSAH near Zumbrota	Concrete pavement rehabilitation northbound and southbound from 85th Street (Rochester) to 1.3 miles north of Goodhue CSAH 7 (Near Zumbrota).	2012	\$5.0	E 19
6	2505-48	Hwy 52	Elk Run interchange	New interchange in Olmsted County at CSAH 12 in Pine Island in area of 520th St. and County Road 31, plus replacement of box culvert.	2011-2012	\$43.3	E 20
6	2006-27	Hwy 56	From Jct. CSAH 24 in West Concord, MN to Jct. Home Street in Kenyon, MN	Proposed construction will include an alternate bid design for a bituminous reclamation and resurfacing or a concrete whitetopping of a 9.2-mile section of TH 56 from CSAH 24 in West Concord to the Jct. with Home Street in Kenyon. The project will also include replacing Br. # 5713 (1.8 mi. east of the Jct. with CSAH 24). Six right turnlanes, and six culvert replacements are proposed.	2012	\$6.9	E 21
6	2508-31	Hwy 56	Trondheim Road in Kenyon to Bridge 6525 over the Cannon River	Pavement reclamation on 17.56 miles of TH 56 in Goodhue County. The project includes hydraulics, traffic safety and roadside hardware improvements.	2013	\$7.9	E 22
6	2510-47	Hwy 58	TH 52 to 0.8 miles south of CSAH 5	Medium bituminous mill and overlay on 18.42 miles of TH 58. The project includes hydraulics, traffic safety, roadside hardware and ADA improvements.	2013	\$5.9	E 23
6	2406-47	Hwy 69	From IA/MN State Line to TH 13	Proposed construction will include a bituminous mill and overlay of a 12.5-mile section of TH 69 from the IA/MN State Line to Jct. TH 13. Includes a 0.4-mile section of TH 13 from approximately 1000 ft. north and 1100 ft. east of the TH 69/TH 13/CSAH 46 intersection, and approximately 350 ft. west on CSAH 46 from the intersection. Also replace the traffic signal at the TH 69/TH 13/CSAH 46 intersection. Fourteen culverts are also scheduled to be replaced.	2013	\$4.8	E 24
6	5080-159	I-90	I-90 from TH 105 to CSAH 19	The project will rehabilitate deteriorated concrete pavement on 18.93 miles of EB & WB I-90. In addition, the project will make hydraulics improvements and replace the concrete median barrier in Austin.	2013	\$7.5	E 25

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6	8580-149	I-90	Dresbach Bridge over Mississippi River (Dresbach)	The project provides a new structurally sound I-90 river crossing that meets current structural and geometric standards for an important regional river crossing, and provides a reconstructed interchange that improves traffic safety, capacity and access on and between Highway 61/14 and I-90. The project intends to address the following issues: Bridge structural deficiencies; Narrow bridge shoulders; Roadway operational and capacity needs; Traffic safety concerns; Riverfront access	2012-2016	\$212.8	E 26
6	8580-152	I-90	EB I-90 from the west junction with TH 43 to 0.8 miles west of TH 76	The project includes an unbounded concrete overlay on EB I-90 along with several culvert replacements.	2011	\$10.1	E 27
6	8580-156	I-90	I-90 EB from 2.2 miles east of TH 74 to 0.5 miles east of TH 43	Unbonded concrete overlay, culverts and bridge replacements.	2010	\$17.8	E 28
6	8580-163	I-90	0.8 miles west of TH 76 to 0.69 miles west of CSAH 12	Mill and overlay 8.4 miles of EB and 8.4 miles of WB I-90. The weigh station ramps will be overlaid, and hydraulics and safety improvements will be made.	2015	\$6.3	E 29
6	8511-09	Hwy 248	1st Ave. SE in Altura to TH 61	Grading, reclamation, and bituminous surfacing on TH 248	2011	\$5.1	E 30
6	2319-16	Hwy 250	Bridge No. 6975 - 1.0 mi N of Jct of TH 16. Bridge No. 6977 - 3.4 mi N of the Jct of TH 16.	Replace bridges over the north and south branches of the Root River.	2016	\$11.0	E 31
7	8302-38	Hwy 4	South of 10th Ave to 11th Ave in St. James	Reconstruct roadway and replace utilities in St. James.	2016	\$6.4	F 2
7	7207-20	Hwy 5	City of Gaylord	This project will reconstruct approximately 1.5 miles of trunk highways 5, 19 and 22 and will overlay another 0.3 miles of TH 22 all work is within the city of Gaylord. The project will also replace failing city utilities.	2014-2015	\$8.9	F 3
7	5203-85 5203-103	Hwy 14	County Road 6 to Lor Ray Drive in North Mankato	Reconstruction and expansion from two-lanes to four-lanes for 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.	2012; 2013	\$28.4 - \$31.4	F 4
7	8103-49	Hwy 14	County Road 2 to Waseca-Steele county line	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.	7/2008-6/2011	\$76.7	F 5
7	5204-112	Hwy 15	From Hwy 14 at New Ulm to Hwy 19 at Winthrop	Bituminous overlay and reclamation of shoulders.	2012	\$8.3	F 6
7	8304-113	Hwy 15	Hwy 15 and Hwy 60 Jct	3.0" bituminous overlay plus 5/8" ultrathin bonded wearing course.	2012	\$7.1	F 7
7	6703-23	Hwy 23	I-90 to TH 269 in Jasper	Reclaim from I-90 to TH 269 in Jasper.	2013	\$15.1	F 8

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7	5305-56	Hwy 60	Bigelow to Worthington	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.	2010 - 2013	\$68.9	F 9
7	5305-58	Hwy 60	From Paul Ave in Worthington to 1100' past CSAH 35	Grading, concrete & bituminous surface & roundabout for new four-lane expressway.	2012	\$24.5	F 10
7	5305-59	Hwy 60	From 1100' past CSAH 35 to I90 in Worthington	Grading, concrete and bituminous surfacing and roundabout for 4-lane urban expressway.	2012-2013	\$21.8	F 11
7	0708-35	Hwy 60	From Co Rd 115 (Cray Corner) to North Star Bridge in Mankato	Mill and Overlay, ADA Improvements and Ramp reconstruction.	2012	\$10.3	F 12
7	8308-44 1703-70	Hwy. 60	Mountain Lake to St. James	Complete Highway 60 as a four-lane divided roadway in all remaining areas of existing two-lane section between Mountain Lake and St. James.	2013 to 2016	\$48.8	F 13
7	1704-27	Hwy 62	TH 59 to west limits of Windom	Resurface pavement from TH 59 in Fulda to west limits of Windom.	2014	\$18.6	F 14
7	3205-29	Hwy 71	Jackson over the Des Moines River	This is a bridge replacement project over the Des Moines River.	2015	\$7.0	F 15
7	0711-26	Hwy 83	Jct. TH 30 to St. Clair	Reclaim and mill and overlay from TH 30 to TH 22 as well as removal of the existing guard rail.	2011	\$12.8	F 16
7	2212-28 2212-29	Hwy 109	Winnebago to Wells	Reclaim TH 109 from Winnebago to Wells. This will be done as either a bituminous reclamation or concrete alternate paving.	2012; 2014	\$22.4	F 17
7	5209-66	Hwy 169	From St Peter to south of the MN River Bridge	Grade raise on southbound lanes in two areas (1.8 miles). Preservation on southbound lanes in non-grade raise areas (8.9 miles).	2014	\$14.5	F 18
7	2207-32	Hwy 169	Blue Earth from the south limits at 14th Street to JCT CSAH 6	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.	2013	\$13.1	F 19
8	4701-27	Hwy 4	Cosmos	This project is an urban reconstruction.	2013	\$5.9	G 2
8	4703-26	Hwy 7	Cosmos to W. JCT MN 22	This project is a mill and overlay.	2014	\$5.4	G 3
8	3408-15	Hwy 23	Paynesville bypass	This project is new construction of a 4-lane bypass of Paynesville on new alignment.	Spring 2010 to Summer 2012	\$53.7	G 4
8	1210-10	Hwy 40	JCT. US 59 to Kandiyohi CSAH 5	This project is a bituminous overlay.	2016	\$6.4	G 5
8	1212-30	Hwy 212	3.2 Miles west of JCT US 59 to JCT US 59	This project is a mill and concrete overlay.	2012	\$8.6	G 6

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8	3706-39	Hwy 212	0.2 Miles west of US 75 to First Street in Dawson	This project is a mill and concrete overlay.	2012	\$6.6	G 7
M	2706-226	Hwy 7	At Louisana Ave in St. Louis Park	Construction of a grade separated interchange at the intersection of TH 7 and Louisiana Avenue in St. Louis Park.	2013	\$23.3	H 2
M	1901-148	Hwy 13	New Interchange at CSAH 5 in Burnsville	Construct grade separated interchange at TH 13/CSAH 5 in Burnsville. The construction will add a new bridge (with trail) to carry CSAH 5 over TH 13. Construction will include noisewalls, retaining wall and ponding.	2013/2014	\$40.6	H 3
M	6280-308 6280-353	I-35E	Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)	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.	2012-2015	\$194.2	H 4
M	6280-367	I-35E	I-35E between Pennsylvania ave and Little Canada Road	The I-35E MnPASS Project includes: □ Long-term pavement rehabilitation between Maryland Ave. and Little Canada Rd. □ Replacement of the Arlington, Wheelock and Larpenteur bridges. Replacement of the I-35E mainline bridges at Roselawn, CR B and Hwy. 36 □ Constru	2014	\$111.0	H 5
M	0282-34 6281-23	I-35E	From south of Ramsey Co CSAH 96 to north junction I-35W	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.	2011/2012	\$25.4	H 6
M	2783-136	I-35W	From 3rd & 4th St ramp to Johnson St. in Minneapolis	Construct new entrance ramp from downtown Minneapolis to north bound I-35W, construct auxillary lane from 3rd and 4th Street north to Johnson St.	2013	\$13.4	H 7
M	8221-01 8214-114	Hwy 36	St. Croix Crossing project in Oak Park Heights, Stillwater, & Bayport	Major river bridge replacement, two intersections, one interchange in Minnesota; one interchange and one overpass in Wisconsin. Project costs are to be split with WisDOT.	2013-2016	\$626.4	H 8
M	6211-90	Hwy 36	From Hazelwood Ave to US 61 in Maplewood	Construction of a grade seperated interchange at the intersection of English St and Hwy 36 in Maplewood.	2013	\$21.3	H 9
M	6212-148	Hwy 36	Over Lexington Ave in Roseville	Replace Lexington Ave Bridge No. 5723, reconstruct Lexington Ave. and access ramps, replace two signals at the ramp terminals, address ADA deficiencies on multiuse trail, construct guardrail, drainage ponds, and storm sewers.	late 2014-2015	\$16.1	H 10
M	6244-30	Hwy 52	Lafayette River Bridge over Mississippi River in St. Paul	Major river bridge replacement, ramps, loops to I-94 and connection to East 7th Street, replace/rehab Hwy 52 bridge over Plato Blvd and Hwy 52 bridge over I-94 as well as a full length pedestrian bridge.	2013-2015	\$172.7	H 11

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M	1913-64	Hwy 61	Hastings Bridge over Mississippi River	Replace the existing bridge, replace two-lane bridge with four-lane bridge, maintain navigational clearances, provide ped/bike shared - use trail, provide walls, grading, roadways, utility work, and storm sewer as necessary for alignment.	07/01/2010	\$147.8	H 12
M	2781-415 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 13
M	2734-33	Hwy 100	36th Street to 25 1/2 Street in St. Louis Park	Freeway and interchange reconstruction from West 36th Street to Cedar Lake Rd. Replace bridges, grading, surfacing, drainage, utilities, noise and retaining walls as well as installation of traffic management cameras.	2016-2018	\$83.8	H 14
M	1009-24	Hwy 101	Between existing Minnesota River Bridge in Shakopee and CSAH 61/Flying Cloud Drive in Chanhassen	Construction of a new Hwy 101 bridge over the floodplain, above the 100-yr flood elevation, between the existing Hwy 101 Minnesota River bridge in Shakopee and County Road 61/Flying Cloud Driver in Chanhassen.	2014-2015	\$46.2	H 15
M	2738-28	Hwy 101	At CSAH 144 in Rogers	Construction of a grade separated interchange at the intersection of TH 101 and County Road 144 in the City of Rogers.	2014	\$22.6	H 16
M	7005-97	Hwy 169	CO RD 69 in Shakopee	Construct grade separated interchange at TH 169/CR 69 in Shakopee. The construction will add a new bridge (with trail) to carry CR 69 over TH 169. Construction will include noisewalls and ponding.	2013	\$18.8	H 17
M	2750-75	Hwy 169	At 93rd Ave in Brooklyn Park & Osseo	Construction of a grade separated interchange at the intersection of TH 169 and 93rd Avenue in St. Louis Park.	2014	\$21.9	H 18
M	2772-92	Hwy 169	MN 55 in Plymouth to 77th Ave in Brooklyn Park	Pavement preservation on Highway 169 from just north of Highway 55 to 77th Ave. The project will restore pavement and construct an escape lane as well as replace guardrail and improve drainage.	2014	\$14.6	H 19
M	2763-49	Hwy 212	At Shady Oak Rd. in Eden Prairie	Reconstruction of an existing local interchange to handle the additional capacity being added by regional development.	2014	\$31.7	H 20
M	8285-93 8285-94	I-494	Lake Rd in Maplewood to I-94 in	Unbonded concrete overlay project. Also connected auxiliary lanes to provide continuous three lane section in each direction, and noise wall south of Lake Rd.	2009 & 2010	\$25.6	H 21
M	2785-367 2785-364 2785-378	I-494	34th Ave to France Ave	Mill and overlay as well as construction of a westbound auxiliary lane from Penn Ave to NB TH 100. The Xerxes Ave bridge will also be replaced.	2013	\$45.0	H 22

ANNUAL REPORT ON MAJOR HIGHWAY PROJECTS
December 15, 2012

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	See Also Page
M	2776-03	I-494	Interchange in Bloomington	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.	Nov 10 - Nov 12	\$170.0	H 23
M	6286-56	I-694	From 40th St. in Oakdale to just W. of US 61 in Vadnais Heights	This project is an unbonded concrete overlay.	2012	\$23.5	H 24
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. 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.	2009-2011	\$49.8	H 25
M	6285-135	I-694	From Lexington Avenue to west of Old Highway 10	US 10 southbound to eastbound left entrance to I-694 and merge to Snelling and southbound Hamline to eastbound I-694 interchange reconstruction.	2011-2013	\$55.3	H 26

Appendix A

Major Highway Projects (2017-2028)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Chapter 152 Bridge Project?	Construction Letting Cost Estimate		Total Project Cost Estimate	
1	Hwy 38	3108-70	Michael Kalnbach	2017	TH 38 from Pughole Lake to Marcell	Bituminous pavement rehabilitation	N/A	N/A	N/A	N/A	No	\$9.1	- \$30.2	\$10.3	- \$34.4
1	Hwy 169	6934-116	Michael Kalnbach	2017	Jct US169/TH73 in Hibbing to 0.29 mi west of Jct Burton Townsite Rd. in Chisholm	Mill and overlay	N/A	N/A	N/A	N/A	No	\$3.0	- \$9.8	\$3.7	- \$12.2
2	Hwy 72	3905-09	JT Anderson	2017	Rainy River Bridge in Baudette	Bridge replacement	Pending Approval	Pending Approval	Pending Approval	Pending Approval	Yes	\$37.7	- \$50.9	\$59.8	- \$79.7
2	Hwy 2B	6015-07	JT Anderson	2017	Sorlie Bridge over the Red River in East Grand Forks	Bridge rehabilitation	N/A	N/A	N/A	N/A	Yes	\$37.4	- \$50.6	\$45.5	- \$61.5
3	Hwy 210	1805-74	Jim Hallgren	2019-2020	Bridge 5060 over Mississippi River in Brainerd	Bridge replacement	N/A	N/A	N/A	N/A	No	\$9.0	- \$11.0	\$14.2	- \$16.2
3	Hwy 371	1810-92	Jim Hallgren	2017	Nisswa to Pine River	Expansion of 16 miles of existing 2-lane to divided 4-lane	Approved	Approved	Approved	Pending Approval	No	\$36.0	- \$40.0	\$57.8	- \$61.8
4	I-94EB	2180-98	Lori Vanderhider	2023	0.4 Mi. E of Jct. T.H 79 to 0.6 Mi. E of Jct T.H 114	Unbonded concrete overlay	Pending Approval	Pending Approval	Pending Approval	Pending Approval	No	\$10.8	- \$13.2	\$14.2	- \$16.6
4	Hwy 9	2601-19	Les Bjerketvedt	2017	Herman to Jct. TH 55	Mill and overlay	N/A	N/A	N/A	N/A	No	\$4.4	- \$5.4	\$5.9	- \$7.2
4	Hwy 34	0303-58	Lori Vanderhider	2022	Detroit Lakes to Park Rapids	3" mill and 4.5" OL, passing and bypass lanes, shoulder widening	Pending Approval	Pending Approval	Pending Approval	Pending Approval	No	\$17.0	- \$24.2	\$20.0	- \$29.0
4	Hwy 10	1401-171	Les Bjerketvedt	2017	Glyndon	Regrade, Hwy 10 access management	Pending Approval	Pending Approval	Pending Approval	Pending Approval	No	\$6.8	- \$8.4	\$8.4	- \$10.0
M	I-35W	1981-124	Sheila Kauppi	2020	I-35 W over Minnesota River Bridge in Burnsville	Replace Bridge 5983	Unknown	Unknown	Unknown	Unknown	No	\$43.0	- \$85.0	\$50.0	- \$100.0
M	I-94	2781-XX	Scott Pedersen	2018	I 94 on ramp over I 94 and Highway 65 in Minneapolis	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	Being Evaluated	Being Evaluated	Being Evaluated	Being Evaluated	Yes	\$44.2	- \$70.3	\$60.0	- \$110.0
M	I-35W	2782-278	Scott Pedersen	2018	I 35 southbound over Hwy 65 northound in Minneapolis	Replace Bridge 27871 and 27868, adjust horizontal and vertical alignment of I-35W and adjust horizontal alignment of Highway 65 southbound	N/A	N/A	N/A	N/A	Yes	\$20.0	- \$60.0	\$26.0	- \$65.0
M	Hwy 610	2771-37	Ramankutty Kannankutty	2020-2021	County Road 81 (Elm Creek Blvd.)to I-94 in Maple Grove and Brooklyn Park	Four-lane freeway extension from Hennepin County Road 81 to I-94 in Maple Grove on new alignment	Approved	N/A	N/A	N/A	No	\$140.0	- \$145.0	\$150.0	- \$175.0
M	Hwy 149	6223-20	Wayne Norris	2017	High Street Bridge over Mississippi River in St. Paul	Redeck the Smith Ave. High Bridge over the Mississippi River	N/A	N/A	N/A	N/A	No	\$15.3	- \$17.0	\$17.8	- \$20.0
6	Hwy 52	5507-60	Heather Lukes	2017	North limits of Chatfield to the I-90 interchange	Reconstruct Highway 52	Pending Approval	N/A	N/A	N/A	No	\$20.0	- \$36.0	\$35.0	- \$63.0
6	Hwy 52	2506-XX		2019	SB TH 52 from Wagner Hill (Cannon Falls) to CSAH 7 (Zumbrota)	Reconstruct southbound lanes of TH 52 from Cannon Falls to CSAH 7	N/A	N/A	N/A	N/A	No	\$24.0	- \$40.0	\$32.0	- \$53.0
6	Hwy 63	2515-21	Chad Hanson	2017	Bridge over Mississippi River (Red Wing)	Replace Bridge 9040	Pending Approval	Will be needed	TBD	TBD	Yes	\$120.0	- \$180.0	\$160.0	- \$240.0
7	Hwy 14	5203-104	Zachary Tess	2018	From Nicollet to North Mankato	Four lane expansion from Nicollet to North Mankato	N/A	N/A	N/A	N/A	No	\$17.6	- \$20.7	\$22.8	- \$26.7
7	Hwy 60	1703-69	Kent Purrier	2017	Windom to Mountain Lake	Complete Highway 60 as a four-lane divided roadway in all remaining areas of existing two-lane section between Windom and St. James including: West Gap - Windom to Mountain Lake (8 miles)	Approved	N/A	N/A	N/A	N/A	\$27.5	- \$44.5	\$37.3	- \$66.3
7	Hwy 14	0804-81	Zachary Tess	2018	Bridge over the Minnesota River in New Ulm	Replace bridge, provide pedestrian crossing, adjust ramps	N/A	N/A	N/A	N/A	Yes	\$31.3	- \$36.5	\$44.0	- \$51.4
8	Hwy 23	4203-50	Susan Karnowski	2016	Cottonwood to Granite Falls	Mill and concrete overlay	Pending Approval	Not Needed	Not Needed	Not Needed	No	\$23.4	- \$29.5	\$28.9	- \$36.5

Section 2

Environmental Mitigation and Compliance Costs

Two Representative Trunk Highway Construction Projects

Project I: The Triangle (MnDOT Metro District)

Location: Trunk Highway 169, Brooklyn Park and Osseo, Hennepin County

MnDOT Project #: S.P. 2750-57

The reconstruction of 1.4 miles of Trunk Highway 169 raised the grade of the highway over the BNSF railroad tracks and local roadways. The project also included the reconstruction of County State Aid Highways 81 and 109. Eight new bridges were part of the interchange project.

Environmental mitigation costs of \$2,020,278 are detailed in Table 1a and account for roughly 3.4% of project costs. The total project cost (detailed in Table 1b) was \$59,980,508. The construction cost of the project was \$49,983,757, there were no right-of-way land-related costs and project engineering costs were \$9,996,751.

Table 1a – Environmental Mitigation Costs, S.P. 2750-57

Environmental Documents (costs *not* included in mitigation costs)

Environmental Assessment.....\$192

Environmental Investigation Costs

Historical/Cultural Resources.....\$528

Contamination Investigation.....\$18,064

Sub-Total: \$18,592

Preconstruction Engineering Costs

Noise Walls.....\$114,280

Ponds\$46,575

Erosion Control.....\$39,294

Sub-Total: \$200,149

Construction Engineering/Administration Costs

Noise Walls\$76,187

Ponds\$31,050

Erosion Control.....\$26,196

Sub-Total: \$133,433

Right of Way Costs (land-related only)

Ponds:\$NA

Wetlands (credits)\$NA

Sub-Total: \$NA

Section 2

Environmental Mitigation and Compliance Costs

Two Representative Trunk Highway Construction Projects

Table 1a – Environmental Mitigation Costs, S.P. 2750-57 (cont.)

Construction Costs	
Noise Walls	\$952,336
Ponds	\$388,128
Erosion Control.....	\$327,448
Sub-Total:	\$1,667,912
Supplemental Agreements and Work Orders	\$NA
Total Environmental Mitigation Costs	\$2,020,278

Table 1b – Total Project Costs, S.P. 2750-57

Total Project Right of Way Costs (land only)	\$NA
Total Project Construction Costs	\$49,983,757
Project Delivery Costs	
Preconstruction Engineering.....	\$5,998,051
Construction Engineering/Administration	\$3,998,700
Sub-Total:	\$9,996,751
Total Project Costs	
Engineering	\$9,996,750
Right of Way.....	\$NA
Construction.....	\$49,983,757
Total Project Costs	\$59,980,508

Percentage of project costs incurred for environmental mitigation and compliance:
\$2,020,278 ÷ \$59,980,508 = 3.4%

Section 2

Environmental Mitigation and Compliance Costs

Two Representative Trunk Highway Construction Projects

Project II: Mall Area Reconstruction Project (MnDOT District 1)

Location: Trunk Highway 53 from Trinity to Haines Road, Duluth, St. Louis County

MnDOT Project #: S.P. 6915-129

This project improved traffic flow and addressed access management issues along Trunk Highway 53 between the Trunk Highway 53/194 intersection and Haines Road. The project included widening and surfacing Trunk Highway 53; reconstruction of intersections at Cottonwood Avenue, West Mall Entrance, Maple Grove Road and Burning Tree Road; new and lengthened right and left turn lanes; signal and drainage systems; rehabilitation of a box culvert under Trunk Highway 53 carrying Miller Creek; and realignment of the intersection at Mall Drive and County State Aid Highway 6. A new segment of Maple Grove Road east of northbound Trunk Highway 53 was constructed which includes a new bridge over Miller Creek, an intersection with Sundby Road and Page Street, and connection to the existing Maple Grove Road.

Environmental mitigation costs of \$1,862,797 are detailed in Table 2a and account for roughly 6.6% of project costs. The total project cost (detailed in Table 2b) was \$28,199,113. The construction cost of the project was \$23,499,261, right-of-way land-related costs were \$15,782,250 and project engineering costs were \$4,699,852.

Table 2a – Environmental Mitigation Costs, S.P. 6915-129

Environmental Documents (costs *not* included in mitigation costs)

Environmental Assessment.....\$80

Environmental Investigation Costs

Historical/Cultural Resources (MHPR documentation) \$80

Contamination Investigation..... \$79,813

Sub-Total: **\$79,893**

Preconstruction Engineering Costs

Ponds \$65,760

Erosion Control..... \$18,840

Sub-Total: **\$84,600**

Construction Engineering/Administration Costs

Ponds \$43,840

Erosion Control..... \$12,560

Sub-Total: **\$56,400**

Section 2

Environmental Mitigation and Compliance Costs

Two Representative Trunk Highway Construction Projects

Table 2a – Environmental Mitigation Costs, S.P. 6915-129 cont.

Right of Way Costs (land-related only)	
Ponds	\$24,500
Wetlands (credits)	\$1,350
Sub-Total:	\$25,850
Construction Costs	
Ponds	\$895,000
Erosion Control.....	\$548,000
Regulated Waste.....	\$157,000
Sub-Total:	\$1,600,000
Supplemental Agreements and Work Orders	
Fish Weir.....	\$15,974
Sub-Total:	\$15,974
Total Environmental Mitigation Costs	\$1,862,797

Table 2b – Total Project Costs, S.P. 6915-129

Total Project Right of Way Costs (land only)	\$15,782,250
Total Project Construction Costs	\$23,499,261
Project Delivery Costs	
Preconstruction Engineering	\$2,819,911
Construction Engineering/Administration	\$1,879,941
Sub-Total:	\$4,699,852
Total Project Costs	
Engineering	\$4,699,852
Right of Way.....	\$15,782,250
Construction	\$23,499,261
Total Project Costs	\$28,199,113

Percentage of project costs incurred for environmental mitigation and compliance:

$$\text{\$1,862,797} \div \text{\$28,199,113} = 6.6 \%$$

Section 3

Trunk Highway Fund Expenditures

Trunk Highway Fund Expenditures Fiscal Year 2012 (\$ in millions)

Table 1

1. Road Construction	\$ 757.0
2. Design and Engineering	\$ 191.2
3. Labor	\$ 325.9
4. Acquisition of Right of Way	\$ 44.5
5. Litigation	\$ 1.9
6. Maintenance	\$ 63.7
7. Road Operations	\$ 181.7
8. Planning	\$ 28.7
9. Environmental Documentation	\$ 9.6
10. Administration	\$ 80.3

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. It includes both the design/engineering and construction cost portions of design/build contracts.
2. Design and engineering costs include all costs and encumbrances for design, pre-design, construction and other engineering activities performed internally by MnDOT employees and by consultants.
3. Labor costs include all expenditures for labor by MnDOT employees including overtime and benefits for full-time, part-time and unclassified employees.
4. Right-of-way acquisition costs include all costs and encumbrances to acquire land for trunk highway system improvements including appraisers, court fees and land purchases.
5. Litigation costs include all payments to the Attorney General's Office for legal services, as well as costs paid for expert witness fees, court reporters and transcribers. Payments for tort claims and other legal settlements are not uniquely identified in the MAPS system; as a result, we were not able to include those amounts in this report.
6. Maintenance costs include all costs and encumbrances to operate and maintain the trunk highway system and MnDOT buildings.
7. Road operations costs are all costs and encumbrances related to activities such as snow removal, rest area maintenance, traffic management and traveler information.

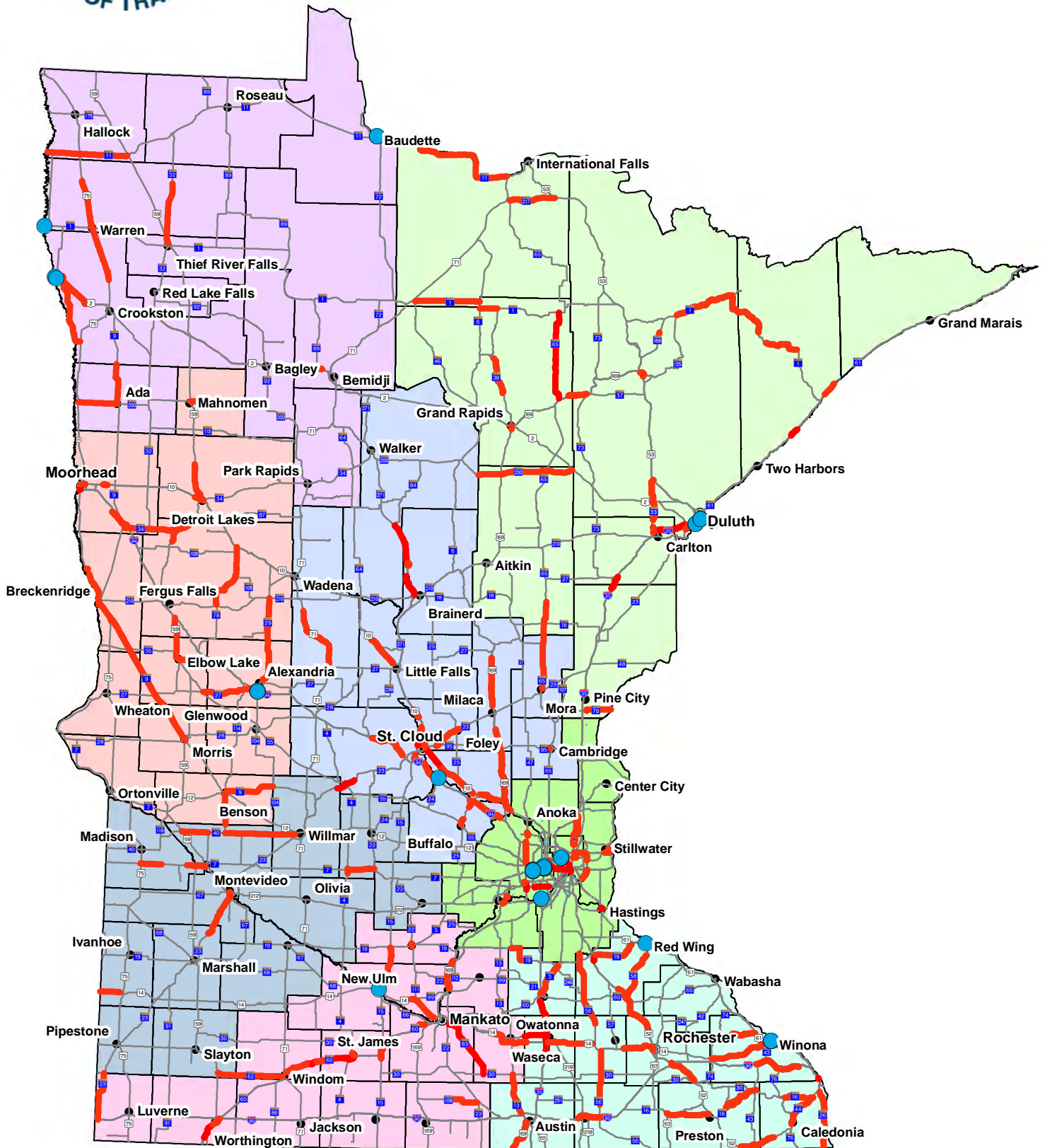
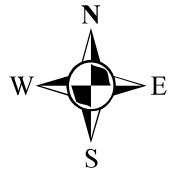
Section 3

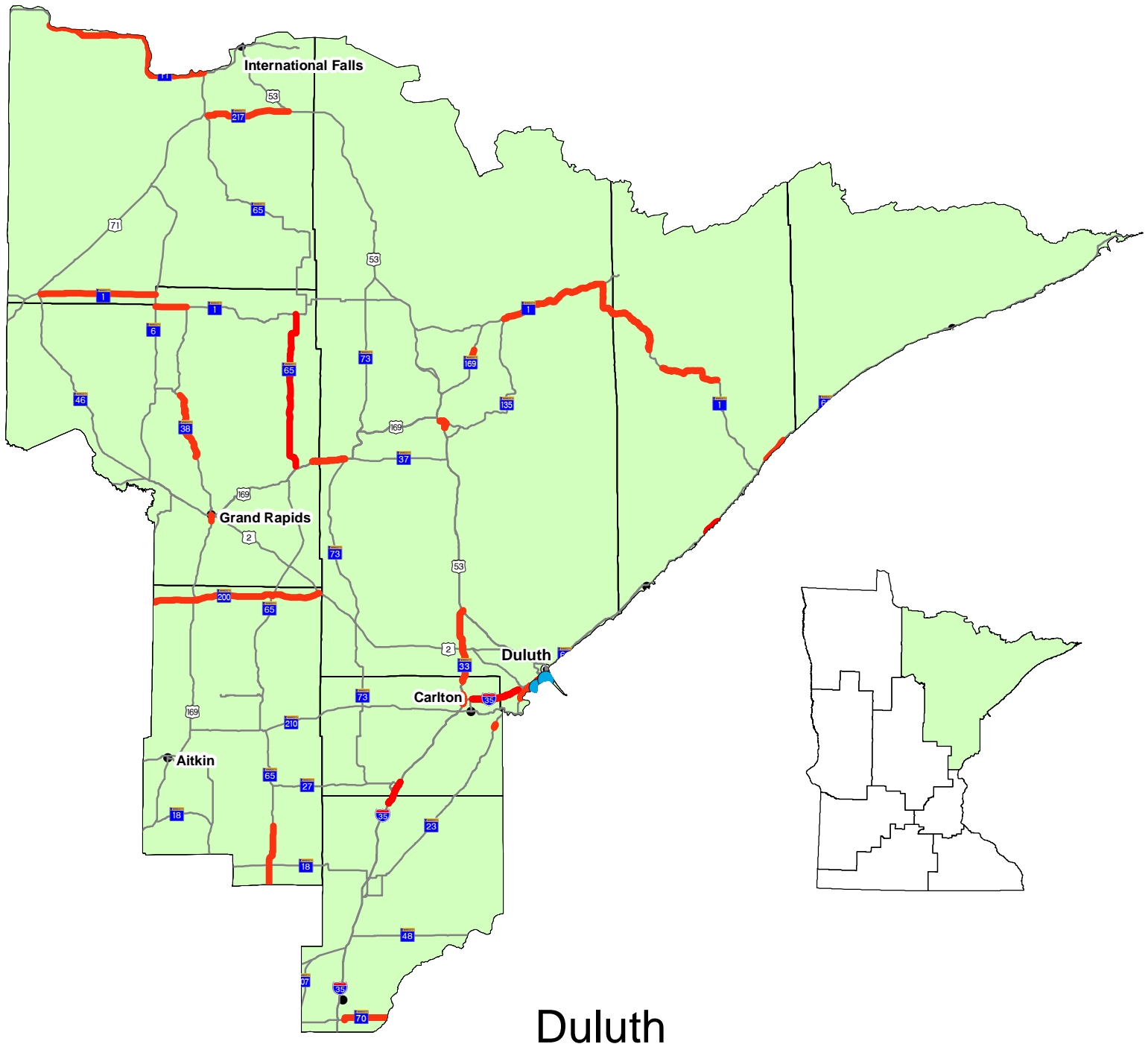
Trunk Highway Fund Expenditures

8. Planning costs are all costs for planning related to construction and maintenance of the trunk highway system, paid either to MnDOT employees or consultants.
9. Environmental documentation costs are the costs derived from the completion of environmental review processes and documentation of the results of those processes, such as environmental assessment worksheets and environmental impact statements. Both internal employee and consultant costs are included.
10. Administration costs include all general and administrative costs related to construction, maintenance and general support.



Major Highway Projects 2013 Statewide





District Project Summary
District 1

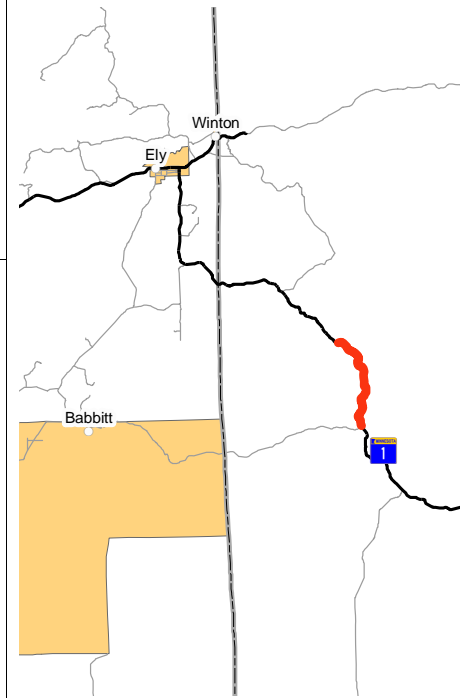
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 1	3801-18	US Forest Rte 553 to US Forest Rte 424	A 2
Hwy 1	3801-92	.2 miles south of Kawishiwi River to US Forest Rte 533	A 3
Hwy 1	6904-46	0.3 Miles west of Six Mile Rd to Deer Haven Rd	A 4
Hwy 1	6904-49	Tower to Ely	A 5
Hwy 2	6937-69100D	Bong Bridge over St.Louis River	A 6
Hwy 23	0901-67	15.9 Miles NE of the south Carlton County line	A 7
Hwy 23	6910-89	ROM Smithville to Polk St in West Duluth	A 8
Hwy 33	6911-38	From 0.2 miles north of Morris Thomas Rd to JCT TH 53	A 9
Hwy 33	0905-53	I-35 to 1.4 miles north in Cloquet	A 10
I-35	0980-138	North of Sturgeon Lake to south of Mahtowa	A 11
I-35	0980-139	St. Louis River to Boundary Avenue	A 12
I-35	5880-173	Sandstone to 3 miles South of Willow River	A 13
I-35	5880-177	North of Hinckley to south of Sandstone (north & south bound)	A 14
I-35	6982-290	Boundary Avenue to 26th Avenue East	A 15
Hwy 53	6918-80	Between Eveleth and Virginia	A 16
Hwy 53	6920-48	From .25 miles south of CR 652 (Goodell Road) to south limits of Cook	A 17
Hwy 61	3806-60	Split Rock River to Chapins Curve	A 18
Hwy 61	3808-35	3.2 miles north of TH 1 to JCT UT 81	A 19
Hwy 65	3112-34	North limits of Nashwauk to Hwy. 1	A 20
Hwy 70	5811-12	0.1 miles east to Wisconsin state line	A 21
Hwy 169	3115-51	Pokegama Ave. 3rd St N. to 13th St SE, Grand Rapids	A 22
Hwy 169	6934-115	3.6 miles East of JCT TH65/TH169 in Nashwauk to west JCT TH 73	A 23
Hwy 169	6936-17	0.1 mi. south Jct. CR 438 to the South end of Br. 69087 (Pike River Br.)	A 24
Hwy 200	0106-29	TH 6 to TH 2 and on TH 169	A 25
Hwy 217	3614-20	Little Fork to Jct Hwy 53	A 26
Hwy 535	6981-9030E	Bridge over St. Louis River	A 27

PROJECT SUMMARY

Hwy 1

US Forest Rte 553 to US Forest Rte 424

State Project No. 3801-18



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 9/22/2006
Current Letting Date: 9/23/2011
Construction Season: 2012
Estimated Substantial Completion: Nov 2012

Project History:

The existing structure of TH 1 between Kawishiwi River and Lake County Highway 2 is inadequate. AADT on this section is approximately 420. It is marked by sharp curves, narrow shoulders, poor sight distance and nearby hazards. This project is the second of three planned reconstruction phases, which, in total, include of 14.7 miles of highway as well as the Stony and Kawishiwi River bridges. The bridges have been replaced and the southernmost 5 miles of highway have been reconstructed by previous projects. The project is intended to strengthen the roadbed, improve drainage and safety, and where necessary soften sharp curves. Significant public involvement and an environmental assessment were part of the project delivery process.

Project Benefits:

Strengthened roadbed, improved hydraulics, straightened curves, smoother driving surface, decreased maintenance costs, wider shoulders, safer conditions for all users including bicyclists. Asdfkl;gjahgdsklasdghasl;dkjghaskjld;vhasdklvd;jan svasd;lkvjna asl;dkjfh as dasdlf;kjh a la;skdhf asdl;fkh a als;dkfh asldkfhasdklfhasdkjlfh asldkfhasdklfhasdkjlfhasdklfhasdklfhasdkjlfh asldkfhasdklfhasdkjlfh

Project Risks:

Numerous wetlands. Peat under the road core. Narrow footprint, which must be maintained. Numerous locations with ledgerrock. Relatively lengthy detour over gravel road.

Project Description:

Project includes reconstruction of TH 1 from US Forest Route #553 to US Forest Route #424 (New Tomahawk Rd).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.7	\$ 7.1
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.8	\$ 1.5
Right of Way:	\$ 0.5	\$ 0.2
Total:	\$ 11.4	\$ 9.2

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

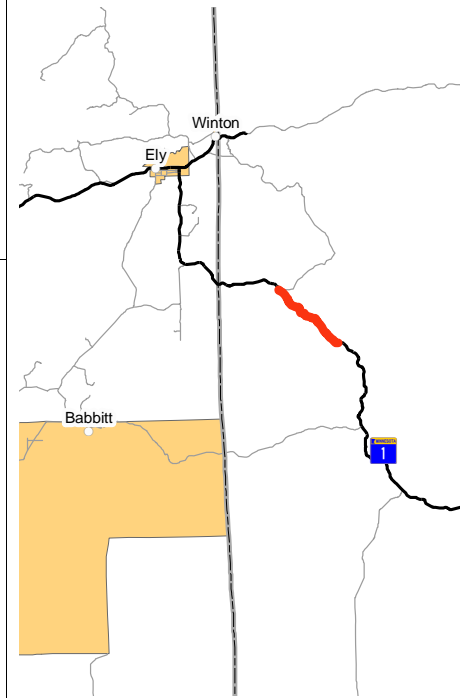
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 1

.2 miles south of Kawishiwi River to US Forest Rte 533

State Project No. 3801-92,3802-21



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2015
Current Letting Date: 2/27/2015
Construction Season: 2015
Estimated Substantial Completion:

Project History:

This project was initially planned to be a reconstruction, related to the reconstruction of 10 additional miles of TH 1 from this project's south limits to Lake County 2. Those two projects are either complete or will be completed in 2012. This project no longer includes pavement preservation and drainage improvements on the existing alignment.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements.

Project Risks:

Subgrade weakness in certain areas, poor sight distance, relatively lengthy detour options over gravel roads, wetlands, and ledgerrock.

Project Description:

Project includes bituminous mill and overlay on TH 1 from .2 miles south of the Kawishiwi River to US Forest Route #533 and from 0.9 miles east of CSAH 2 to Isabella.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.6	\$ 6.6
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.4	\$ 1.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.4	\$ 8.4

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

Recent Changes and Updates:

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: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 9/26/2011
Revised Date: 12/15/2012

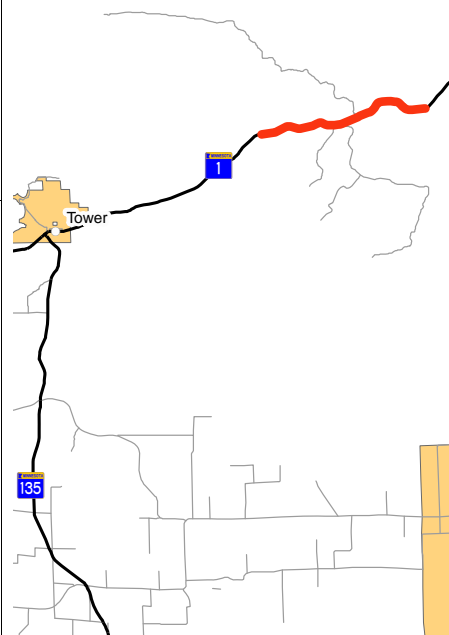
PROJECT SUMMARY

Hwy 1

0.3 Miles west of Six Mile Rd to Deer Haven Rd

State Project No. 6904-46

<http://www.dot.state.mn.us/d1/projects/Hwy169eagles>



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: 7/25/2014
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

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 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.

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; Federal High Priority Project (HPP) funds being used; relatively low traffic volume coupled with high construction costs.

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 Bradach Road. The project includes a combination of reconstruction and pavement reclamation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

Two projects were identified to use these funds. As scoping progressed it was clear that we didn't have enough money for both projects and decisions about where to spend the funds needed to be made. It was decided that less money should be spent in the Thirteen Hills Area and that more funds should be spent in the Eagles Nest Area.

Key Cost Estimate Assumptions:



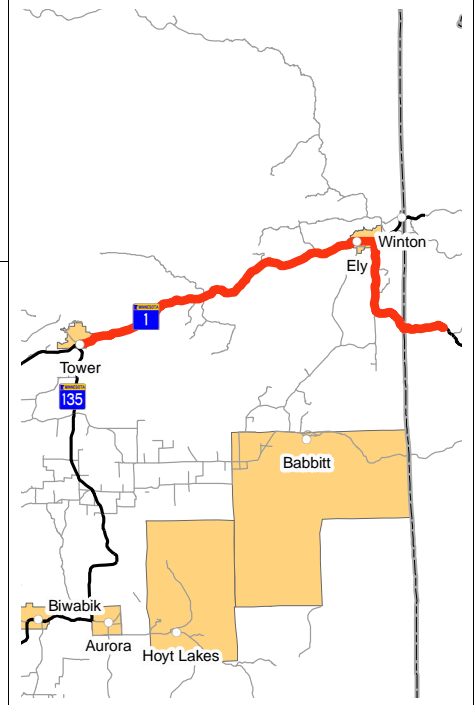
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 1
Tower to Ely
State Project No. 6904-49



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/22/13
Current Letting Date: 5/17/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

Two-lane bituminous roadway with deteriorating pavement resulting in rough ride, high maintenance costs and reduced load carrying capacity.

The previous pavement repairs in the project area include:

1989 and 1992 – Bituminous Overlay
2001 – Bituminous Spot Repairs

Project Benefits:

Improves ride, extends useful life of roadway, and reduces maintenance costs.

Project Risks:

Project Description:

Project includes bituminous mill and overlay from Alder St. in Tower to 0.1 miles west of Six Mile Lake Rd and from 0.1 miles east of Bradach Rd. to 0.17 miles west of 3rd Ave. west in Ely and from the east Jct of TH 169 to 200 feet east of Halfway Rd.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.3	\$ 9.3
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 2.0	\$ 2.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 11.8	\$ 11.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



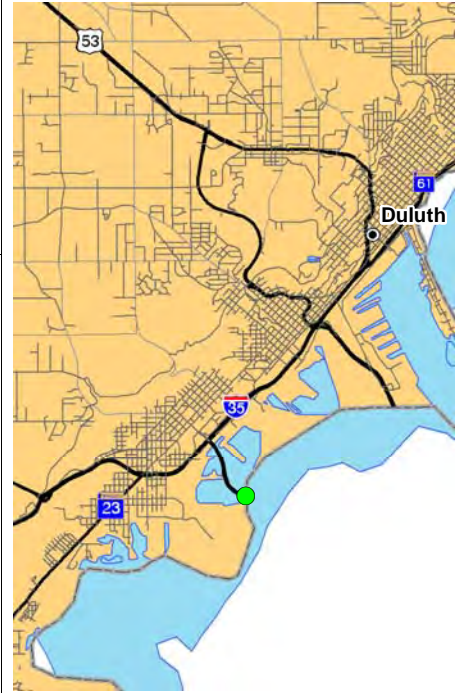
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 2/28/2014
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: 2015

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 National Bridge Inventory 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:

- bridge deck replacement
- modular joint replacement
- spot concrete spall repairs
- support cable work
- painting of the deck

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 25.7	\$ 14.3
Other Construction Elements:	\$ 1.0	\$ 0.6
Engineering:	\$ 5.4	\$ 3.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 32.1	\$ 17.8

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

Recent Changes and Updates:

Rehabilitation costs have been reevaluated by WisDOT. Current estimate reflects reassessed maintenance needs of the bridge.

Key Cost Estimate Assumptions:

Estimates prepared by WisDOT



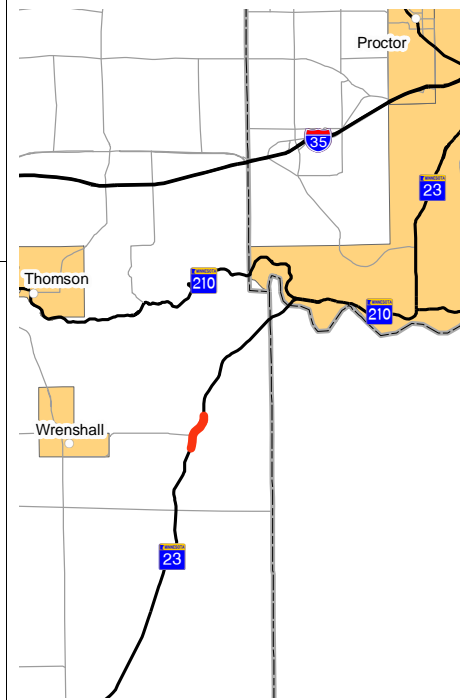
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Perry Collins

Original Date of Posting: 9/26/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 23
15.9 Miles NE of the south Carlton County line
Bridge 5470
State Project No. 0901-67



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/27/03
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Project History:

Bridge 5470 was built in 1936 and consists of a Steel Beam Span with C-I-P concrete deck. This bridge is classified as a structurally deficient bridge with NBI ratings of Deck 4, Superstructure 4, and Substructure 5. 1973 – Bridge 470 had repairs to deck, abutments, and pier caps and new concrete wearing course.

Project Benefits:

Replace structurally deficient bridge. Reduce maintenance costs. Maintains a safe and sustainable system of Minnesota highway bridges for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Project Description:

The project replaces the railroad bridge 15.9 miles northeast of the southern Carlton County line.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.0
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 6.3	\$ 6.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



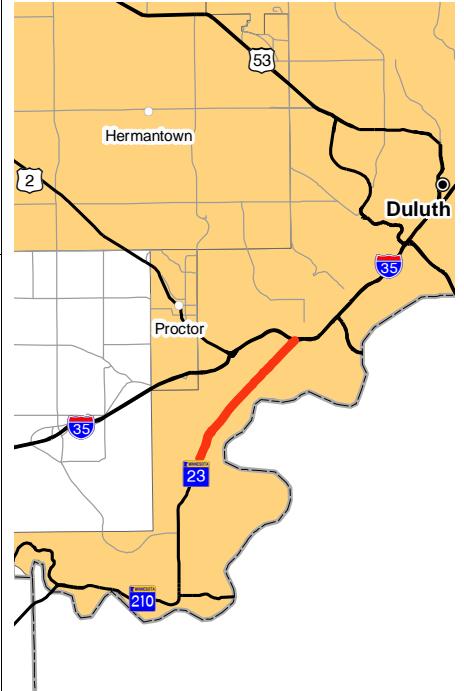
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 23
ROM Smithville to Polk St in West Duluth
Bridge 88544A
State Project No. 6910-89



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2015
Current Letting Date: 2/27/2015
Construction Season: 2015
Estimated Substantial Completion:

Project History:

Pavement condition on this segment of TH 23 is poor, as is the condition of storm sewer pipes, drainage structures, curb & gutter, and sidewalks. Pavement, drainage, and pedestrian improvements are needed.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements, greater pedestrian safety and ADA improvements.

Project Risks:

High traffic volumes, no suitable detour in certain stretches, old utilities under the road, intermittent sidewalk on both sides, inadequate ROW width, concrete pavement under the bituminous surface.

Project Description:

Project includes bituminous mill and overlay, drainage and ADA improvements from Smithville to Polk Street in West Duluth and bridge replacement at Kingsbury Creek.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 11.4	\$ 11.4
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 2.4	\$ 2.4
Right of Way:	\$ 0.6	\$ 0.6
Total:	\$ 14.9	\$ 14.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

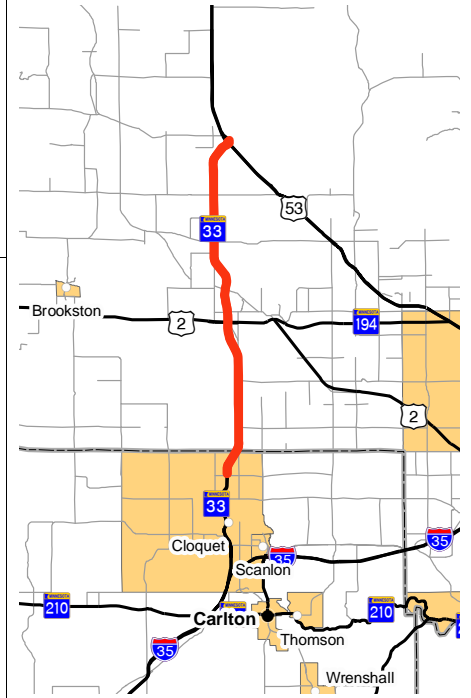
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 33

From 0.2 miles north of Morris Thomas Rd to JCT TH 53

State Project No. 6911-38



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
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:

Mill and overlay on TH 33 in St Louis County. 2010 AADT is 3500 to 7000. A subgrade correction will also be constructed in one area. Traffic will be maintained at all times. Highway is primarily 4-lane divided. No R/W will be required.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements.

Project Risks:

Subgrade correction work has inherent risks.

Project Description:

Project includes bituminous mill and overlay from 0.2 miles north of the Morris Thomas Rd to Jct of TH 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.4	\$ 5.3
Other Construction Elements:	\$ 0.4	\$ 0.2
Engineering:	\$ 1.4	\$ 1.1
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.2	\$ 6.6

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:



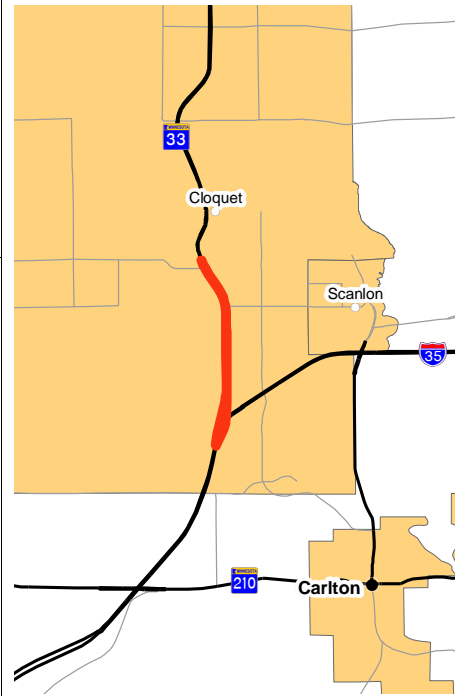
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 33
I-35 to 1.4 miles north in Cloquet
State Project No. 0905-53



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/27/2015
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Project History:

An alternate bid project with a 2-foot deep subcut, this project includes many components: access changes, cross-over changes, new pavement structure, new signal system, geometric improvements, and partnering with Carlton County and the city of Cloquet. These improvements have been supported for many years by local residents, business owners and government officials.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements. Improved functionality of Doddridge/Big Lake Rd/TH 33 intersection due to geometric changes and new signal system. Improved safety due to crossover changes at Armory Rd/Holmes Dr/TH 33.

Project Risks:

Possible poor soils, utility complications. Municipal consent needed.

Project Description:

The project includes removal and replacement of pavement from the Jct of I-35 to 1.4 miles north in Cloquet and signal replacement at Doddridge Ave.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.7	\$ 6.0
Other Construction Elements:	\$ 0.2	\$ 0.3
Engineering:	\$ 1.0	\$ 1.1
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.9	\$ 7.4

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

Recent Changes and Updates:

A subcut is now needed for this project.

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-138

Substantially Complete

Schedule:

Environmental Document Approval Date: 10/11/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date: Assume no ROW nee
Original Letting Date: 11/20/2009
Current Letting Date: 1/28/2011
Construction Season: 2011 - 2012
Estimated Substantial Completion: Summer 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. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

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

Recent Changes and Updates:

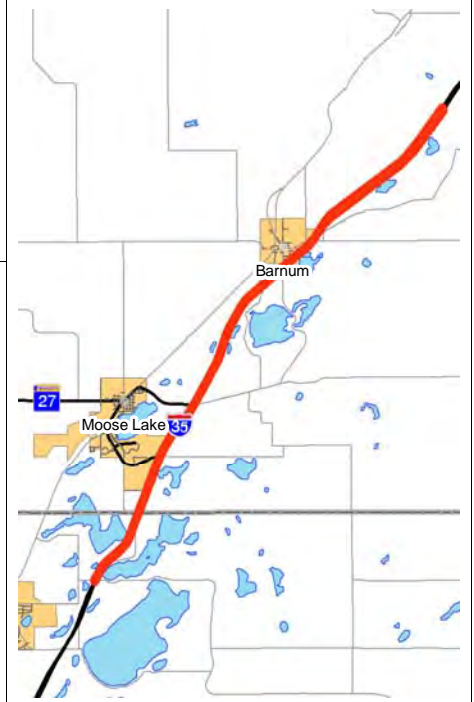
Limits were revised.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

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.



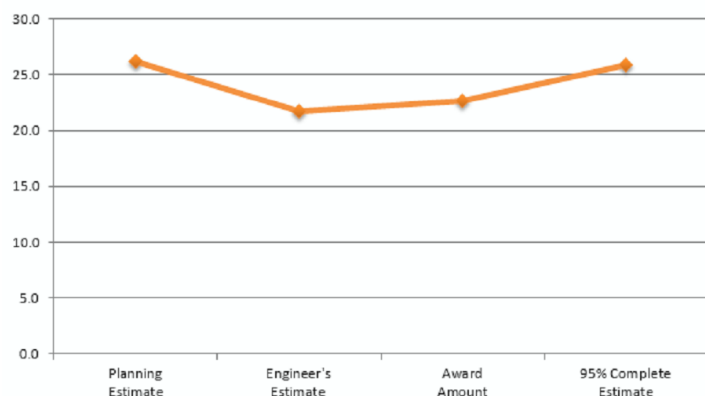
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates
During Project Development
(In Millions)



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

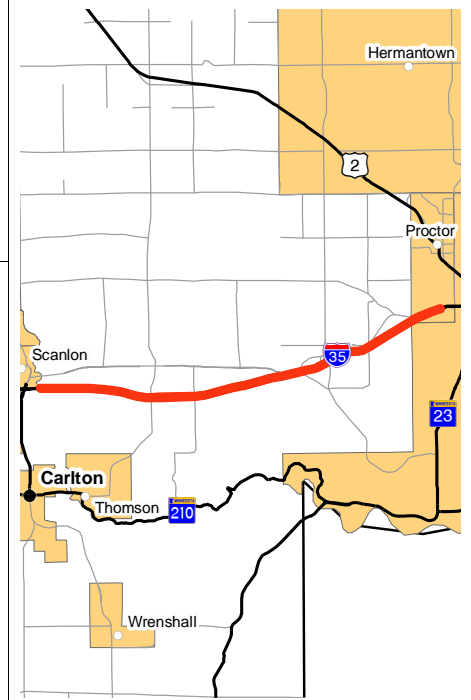
District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 11/17/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

I-35

St. Louis River to Boundary Avenue
State Project No. 0980-139



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: 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
- Extended 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.
- County highway

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.9	\$ 30.1
Other Construction Elements:	\$ 0.5	\$ 2.0
Engineering:	\$ 2.1	\$ 6.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 12.5	\$ 38.7

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

Recent Changes and Updates:

Project scope was upgraded from a bituminous overlay to an unbonded concrete overlay.

Key Cost Estimate Assumptions:

- 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., and Michigan St. in Duluth
 - On highway 2 from Boundary Ave. to Skyline Pkwy. in Proctor
 - Accessibility improvements at the intersection of Boundary Ave. and highway 2



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 9/21/2011
Revised Date: 12/15/2012

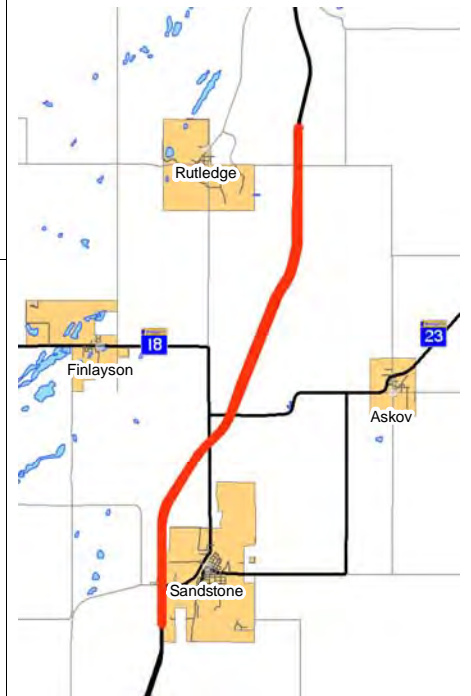
PROJECT SUMMARY

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: 12/16/2011
Construction Season: Spring - Fall 2011
Estimated Substantial Completion: Fall 2012

Project History:

- Constructed in 1962
- I-35 northbound north of Kettle River was overlaid 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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 13.0	\$ 20.7
Other Construction Elements:	\$ 0.7	\$ 1.8
Engineering:	\$ 2.6	\$ 4.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 16.3	\$ 27.4

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 concrete overlay.

Key Cost Estimate Assumptions:



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 9/21/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

I-35

North of Hinckley to south of Sandstone (north & south bound)

State Project No. 5880-177

Substantially Complete

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 need
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. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

The scope and location of this project have 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.

Recent Changes and Updates:

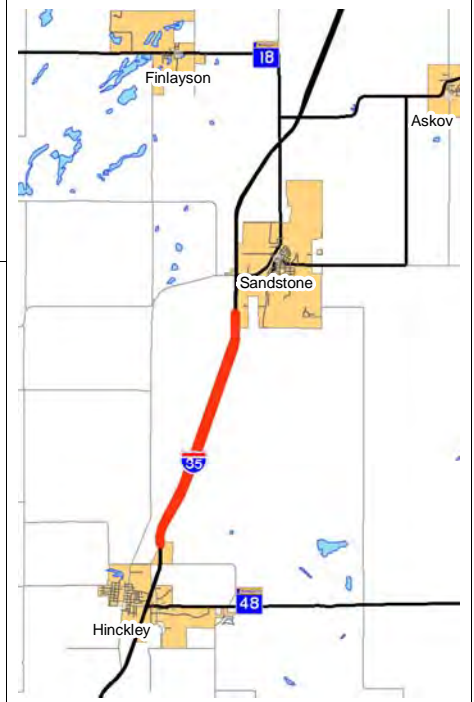
Change in project limits.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

Project Description:

Project begins 1 mile north of Hinckley and continues 0.8 miles south to 0.8 miles 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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates

Not Yet Available



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 11/18/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

I-35

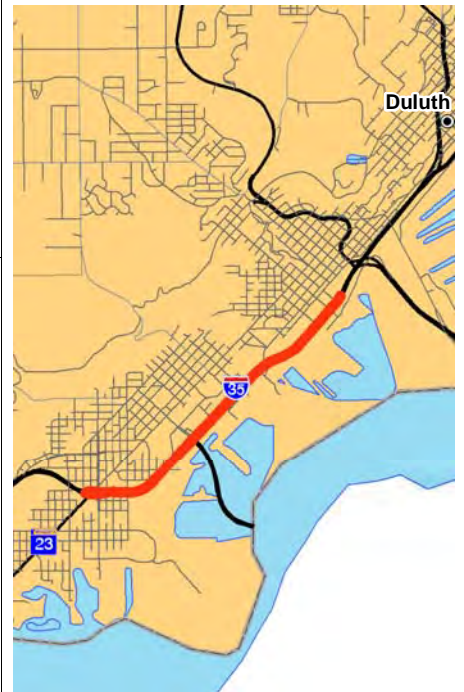
Boundary Avenue to 26th Avenue East

Bridge 69831, 69832, 69880

State Project No. 6982-290

<http://www.dot.state.mn.us/d1/projects/i35-reconstruct/>

Substantially Complete



Schedule:

Environmental Document Approval Date: 2/5/09
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: 4/2010- 9/2012
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.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

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: 2006

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates

Not Yet Available



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

District Engineer: Duane Hill
Project Manager: Roberta Dwyer

Original Date of Posting: 11/17/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 53
Between Eveleth and Virginia
State Project No. 6918-80
<http://www.dot.state.mn.us/d1/projects/hwy53relocation/>



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: 4/24/2015
Construction Season: Summer 2015-2017
Estimated Substantial Completion: Fall 2016

Project History:

On May 27, 1960 United States Steel granted MnDOT highway easement rights for highway 53 in the project area. On May 5, 2010, the successors of US Steel, United Taconite and RGGGS 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
- Short, aggressive timeline for relocating the highway
- Volatility of mining industry
- Geotechnical issues

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 60.0	\$ 60.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 5.0	\$ 5.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 65.0	\$ 65.0

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
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Roberta Dwyer

Original Date of Posting: 12/9/2010
Revised Date: 12/15/2012

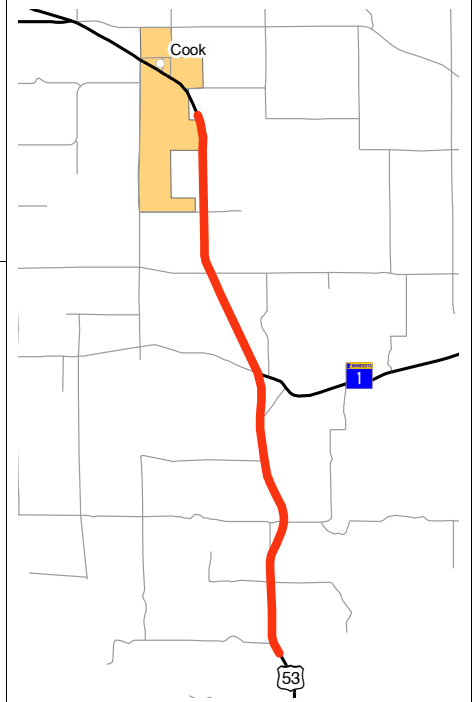
PROJECT SUMMARY

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: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2014

Project History:

The four-lane expansion of highway 53 to International Falls has been discussed since before the creation of Voyageurs 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.

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 two-lane highway to four lanes.
Project Length: 9.5 miles.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 45.8	\$ 32.9
Other Construction Elements:	\$ 2.0	\$ 1.5
Engineering:	\$ 9.4	\$ 6.9
Right of Way:	\$ 3.9	\$ 1.6
Total:	\$ 61.0	\$ 42.9

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 October 26, 2012 to allow additional time for permitting.

Key Cost Estimate Assumptions:

This project has held significant risk due to rock excavation, muck excavation and claims. By this past spring, the project was developed sufficiently to prepare a firm estimate. This revised estimate allowed a significant amount of risk to be retired.



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

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 5/18/2010
Revised Date: 12/15/2012

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

Substantially Complete



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: 2/12/2010
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.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

Project Description:

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

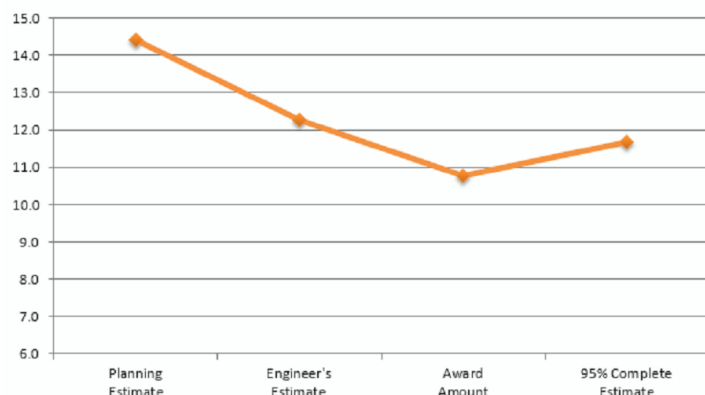
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 14.4	\$ 10.8
Other Construction Elements:	\$ 0.6	\$ 0.5
Engineering:	\$ 2.9	\$ 2.0
Right of Way:	\$ 1.6	\$ 0.7
Total:	\$ 19.5	\$ 14.2

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

Construction Estimates
During Project Development
(In Millions)



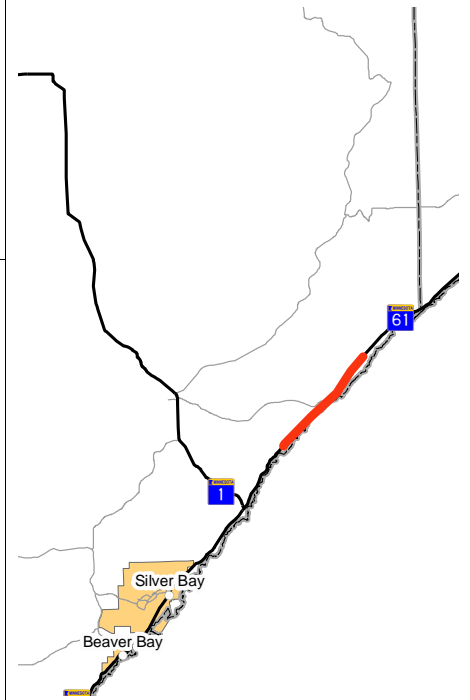
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 11/17/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 61
3.2 miles north of TH 1 to JCT UT 81
State Project No. 3808-35



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/13/2013
Current Letting Date: 6/7/2013
Construction Season: 2013/2014
Estimated Substantial Completion: 2014

Project History:

This stretch of TH 61 is marked by narrow shoulders, poor pavement condition, steep inslopes and a few vertical curves with poor sight distance. AADT on this segment is 3250 (275 HCADT). Repairs on some deep culverts may require detour. Pavement will be reclaimed and overlaid, shoulders widened (to approximately six feet, five of which will be paved) and inslopes flattened. Drainage will be improved and guardrail will be replaced/added/improved. Lack of funding for a full reconstruction here will result in this "scaled-down, reconstruct-light" approach.

Project Benefits:

Strengthened roadbed, improved hydraulics, straightened curves, smoother driving surface, decreased maintenance costs, wider shoulders, flatter inslopes, safer conditions for all users including bicyclists.

Project Risks:

Deep culvert work, presence of ledgerrock, difficult traffic staging, no available detour on north half, high traffic volumes on weekends, narrow road core.

Project Description:

Project includes bituminous pavement reclamation and surfacing and shoulder reconstruction on TH 61 in the Little Marais Area from 3.2 miles north of TH 1 to 0.31 miles south of Jct UT 81.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.7	\$ 7.7
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 1.6	\$ 1.6
Right of Way:	\$ 0.3	\$ 0.3
Total:	\$ 10.0	\$ 10.0

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

Recent Changes and Updates:

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: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

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

Substantially Complete

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 construction project is completed.
The pavement condition of Hwy 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:

Improves ride, extends useful life of roadway, and reduces maintenance costs.

Project Risks:

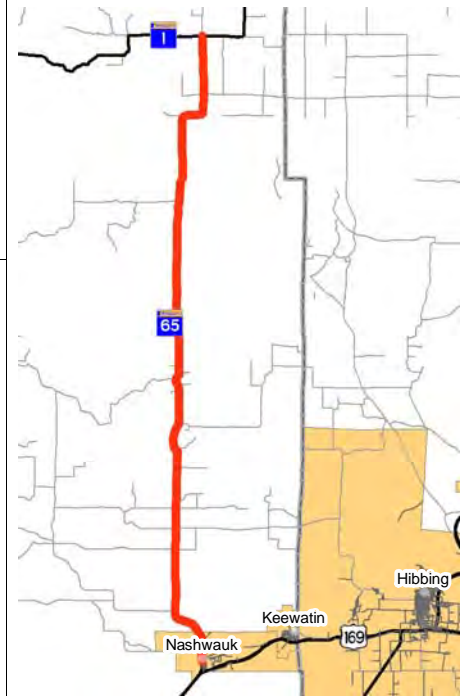
Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

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.



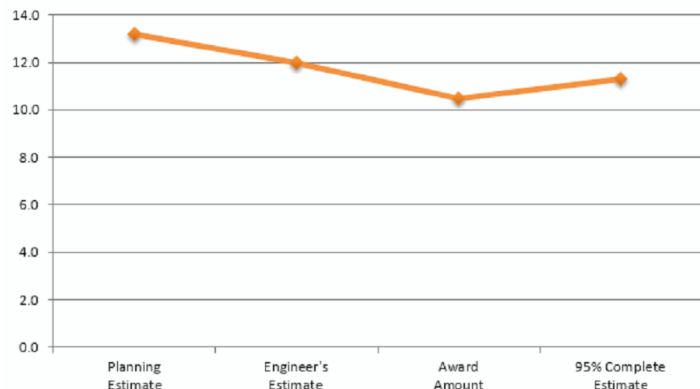
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 13.2	\$ 10.5
Other Construction Elements:	\$ 0.7	\$ 0.7
Engineering:	\$ 2.0	\$ 2.1
Right of Way:	\$ 0.3	\$ 1.1
Total:	\$ 16.2	\$ 14.4

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

Construction Estimates
During Project Development
(In Millions)



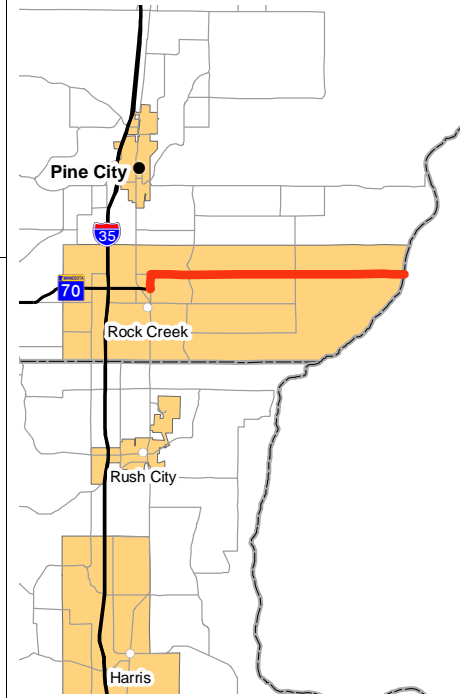
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 11/17/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 70
0.1 miles east to Wisconsin state line
State Project No. 5811-12



Schedule:

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

Project History:

TH 70 is a two-lane bituminous surfaced roadway. Current AADT is more than 3000, with significantly higher weekend peaks. Pavement condition is poor, sight distance is lacking at some vertical curves. Lack of turn/bypass lanes at certain locations is a safety concern. Drainage improvements are needed. Weak subgrade exists at some locations.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements, increased traffic safety due to slight geometric changes and possible turn lane additions.

Project Risks:

R/W corridor is narrow, R/W purchase is required. Subgrade correction needed and has inherent risks to cost.

Project Description:

Project includes bituminous mill and overlay on TH 70 from 0.1 miles east of the Wisconsin state line.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.7	\$ 6.7
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.4	\$ 1.4
Right of Way:	\$ 0.4	\$ 0.4
Total:	\$ 8.9	\$ 8.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

Pokegama Ave. 3rd St N. to 13Th St SE, Grand Rapids

State Project No. 3115-51

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 7/28/1995
Current Letting Date: 3/7/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

Reconstruction of TH 169 in Grand Rapids between 1st St SE and 10th St SE from an urban undivided four-lane to an urban five-lane (includes center turn lane) as well as a lengthened NB right turn lane from 10th St to the north. The city of Grand Rapids is a project partner, participating in 4th St work and city-owned utility upgrades.

Project Benefits:

Smooth pavement surface, reduced annual maintenance costs, extended serviceable life of pavement structure, drainage improvements, increased traffic safety due to slight geometric changes and turn lane additions (center and right). Reduced traffic congestion. Greater pedestrian safety and ADA improvements.

Project Risks:

Underground utility construction and relocation.

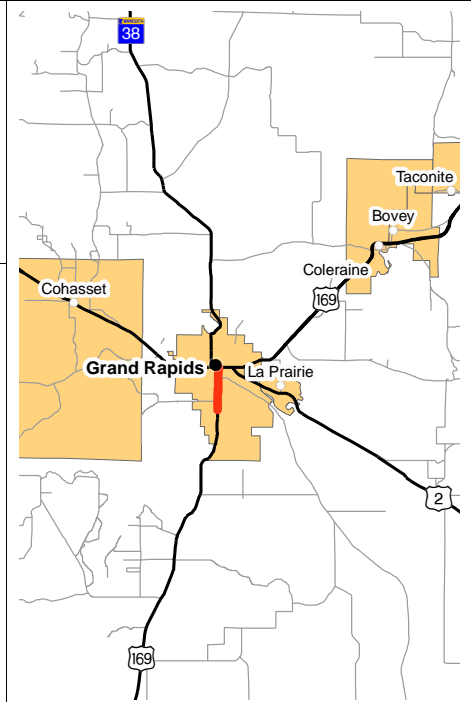
Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill & overlay project.

Project Description:

The project includes reconstruction and bituminous mill and overlay on Pokegama Ave from 3rd St. north to 13th St. SE in Grand Rapids.



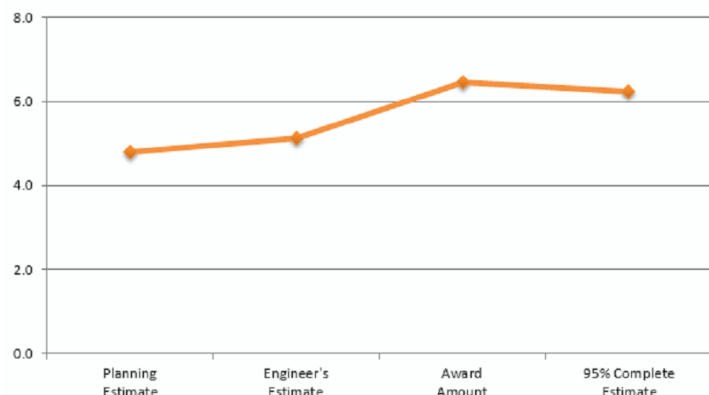
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.8	\$ 6.5
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 1.3	\$ 1.4
Right of Way:	\$ 1.3	\$ 1.2
Total:	\$ 7.7	\$ 9.4

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

Construction Estimates During Project Development (In Millions)



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

District Engineer: Duane Hill
Project Manager: Todd Campbell

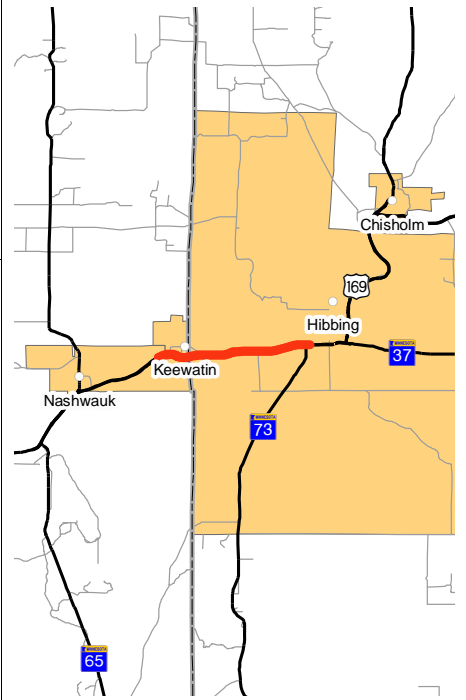
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

3.6 miles East of JCT TH65/TH169 in Nashwauk to west JCT TH 73

State Project No. 6934-115



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2009
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This existing Concrete divided four-lane is deteriorating with a 2007 Ride Quality Index of 2.6 Eastbound and 2.5 westbound. The concrete pavement was constructed in 1974. There have been numerous concrete surface and joint repairs performed. The most recent were completed in 1991 and 1992.

Project Benefits:

Improves ride, extends useful life of roadway, and reduces maintenance costs.

Project Risks:

Project Description:

Project includes a bituminous overlay and drainage improvements on TH 169 from 3.6 miles east of the north Jct of TH 65/TH 169 in Nashwauk to the West Jct of TH 73.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 6.1
Other Construction Elements:	\$ 0.2	\$ 0.3
Engineering:	\$ 1.0	\$ 1.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.2	\$ 7.7

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

Recent Changes and Updates:

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: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

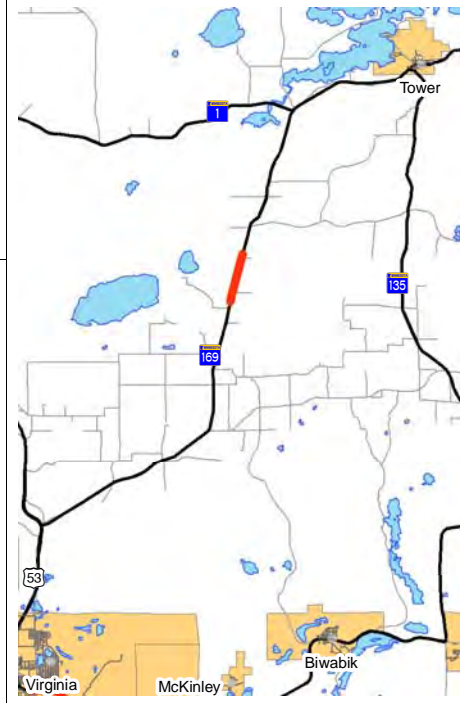
PROJECT SUMMARY

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: 8/3/2012
Construction Season: Fall 2012
Estimated Substantial Completion: Summer 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 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 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.

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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 12.3	\$ 3.6
Other Construction Elements:	\$ 0.5	\$ 0.2
Engineering:	\$ 2.6	\$ 0.9
Right of Way:	\$ 1.7	\$ 1.3
Total:	\$ 17.1	\$ 6.0

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.



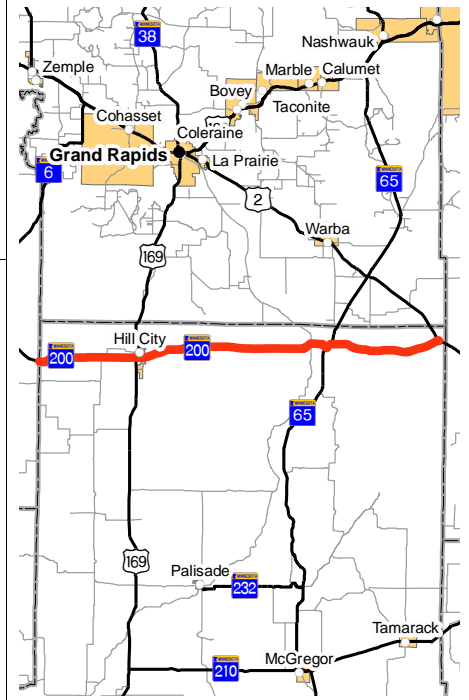
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 10/20/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 200
TH 6 to TH 2 and on TH 169
State Project No. 0106-29



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/23/2012
Current Letting Date: 4/27/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

This construction project is completed.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Project Description:

Project includes bituminous mill and overlay and drainage improvements on TH 200 from TH 6 to TH 2 and on TH 169 from TH 200 to 3 miles south of the Aitkin/Itasca County line.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.0	\$ 8.1
Other Construction Elements:	\$ 0.5	\$ 0.4
Engineering:	\$ 0.5	\$ 0.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 9.0	\$ 9.0

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



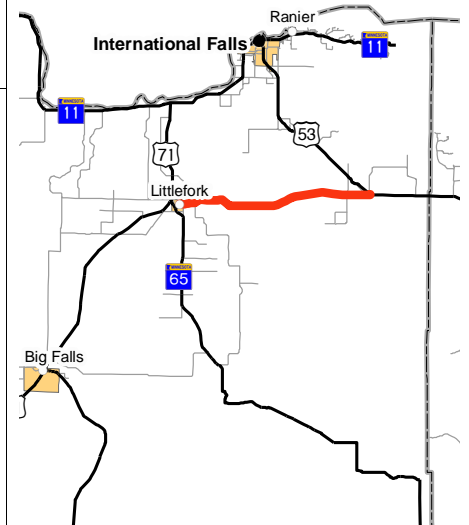
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 217
Little Fork to Jct Hwy 53
Bridge 9028A
State Project No. 3614-20



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/28/2016
Current Letting Date: 2/28/2016
Construction Season:
Estimated Substantial Completion:

Project History:

This is a pavement rehabilitation project slated for the 2016 fiscal year. It has been scoped for development along the eastern edge of Littlefork to the junction at highway 53.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Project Description:

The project includes bituminous pavement rehabilitation from the east Limit of Little Fork to TH 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.0	\$ 9.0
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 1.9	\$ 1.9
Right of Way:	\$ 0.2	\$ 0.2
Total:	\$ 11.6	\$ 11.6

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



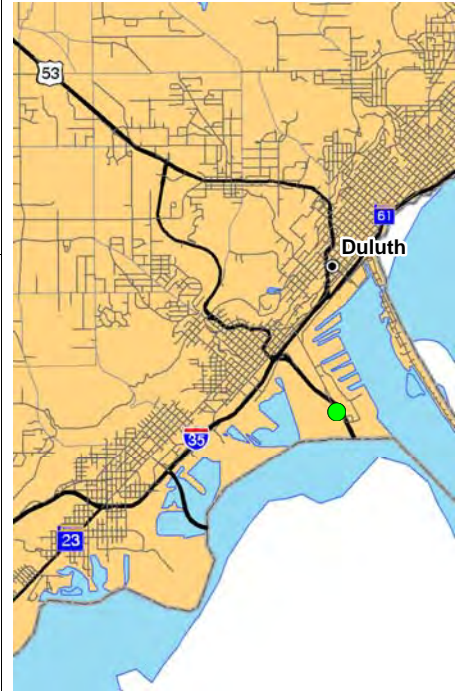
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 535
Bridge 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: 3/23/2012
Construction Season: 2012-2013
Estimated Substantial Completion: Fall 2013

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 and 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, and joint replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.0	\$ 13.7
Other Construction Elements:	\$ 0.4	\$ 0.5
Engineering:	\$ 1.9	\$ 2.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 11.2	\$ 16.9

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

Recent Changes and Updates:

It was decided that additional work should be done on this bridge. This is why the current estimate has been raised.

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

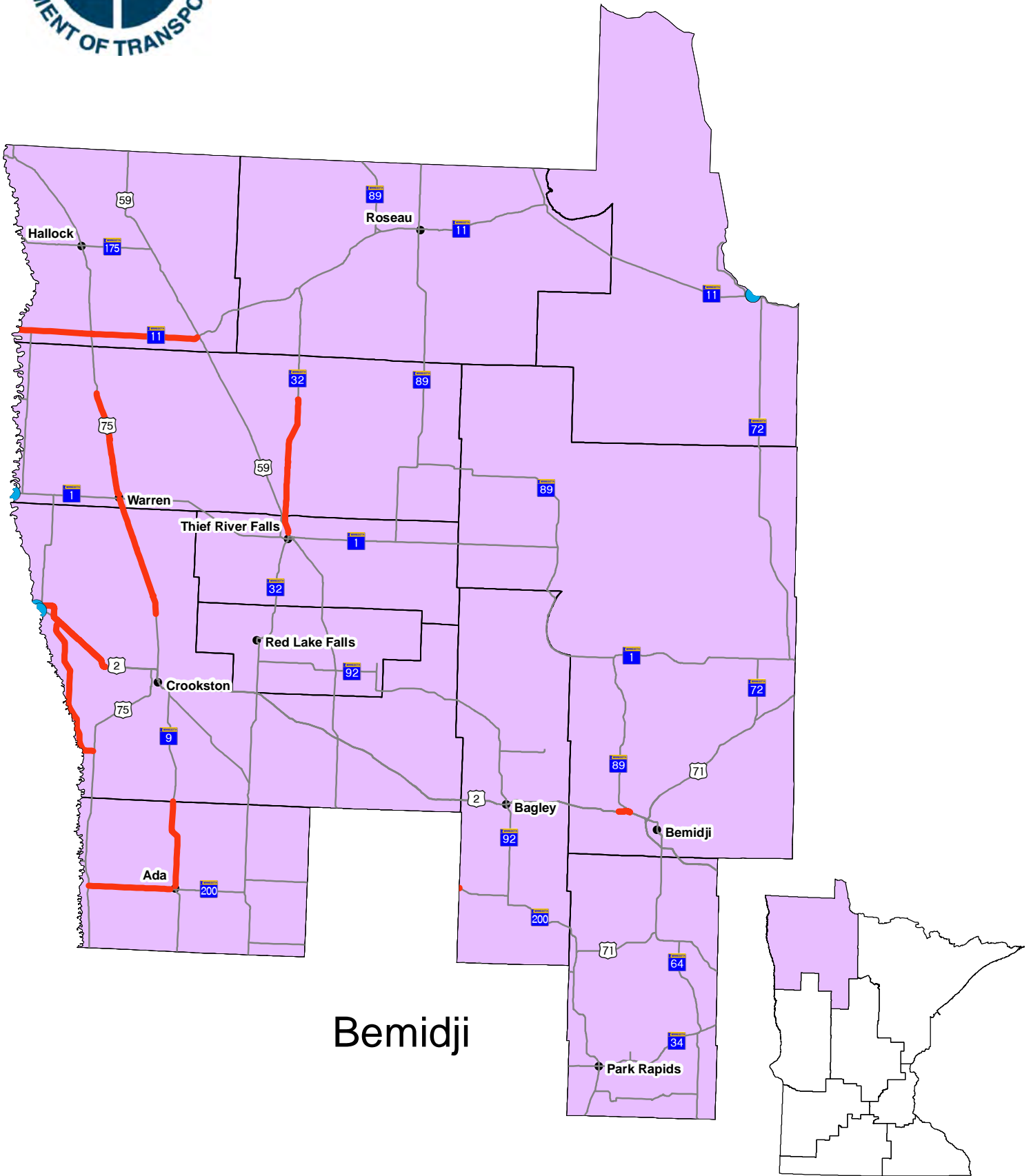
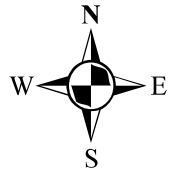
District Engineer: Duane Hill
Project Manager: Michael Kalnbach

Original Date of Posting: 12/19/2008
Revised Date: 12/15/2012



Major Highway Projects 2013

District 2

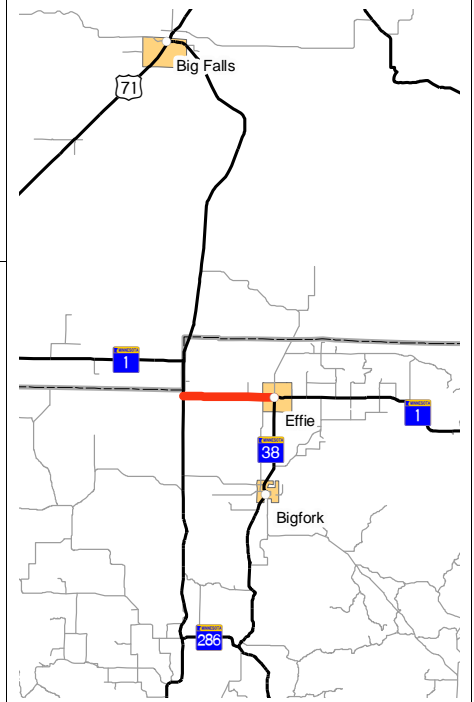


District Project Summary
District 2

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 1	3101-35M	From the south Jct. of TH 6 to TH 38	B 2
Hwy 1	3602-25	From the east end of Northome to the north jct. of TH 6	B 3
Hwy 1	4509-05	Red River of the North at Oslo	B 4
Hwy 2	6001-61	From Fisher to East Grand Forks - Westbound lanes	B 5
Hwy 2	0406-59	At the intersection of TH 2 & TH 89 west of Bemidji	B 6
Hwy 2	6018-02	Kennedy Bridge over the Red River in East Grand Forks	B 7
Hwy 9	5408-30	From Ada to the Norman/Polk County line	B 8
Hwy 11	3501-14	From the Red River to the west end of Karlstad	B 9
Hwy 11	3604-72M	From 1 mile west of Indus to 1 mile west of Loman	B 10
Hwy 11	3604-73M	From 1 mile west of Loman to to the west jct. of TH 71 at Pelland	B 11
Hwy 32	4503-14	From the north end of Thief River Falls to the north end of Middle River	B 12
Hwy 75	4507-48	From the north limits of Warren to the south end of Stephen	B 13
Hwy 75	6011-24	12 miles north of TH 2 to 0.1 mile south of TH 1 in Warren	B 14
Hwy 200	5407-31	From TH 75 to the west limits of Ada	B 15
Hwy 220	6016-37	From the west limits of Climax to the east junction of TH 2	B 16

PROJECT SUMMARY

Hwy 1
From the south Jct. of TH 6 to TH 38
State Project No. 3101-35M



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: October 2012

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extended the pavement life.

Project Risks:

Project Description:

Bituminous mill and overlay and reconstruction in Effie.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.1	\$ 7.1
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.1	\$ 7.1

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill and overlay project.



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

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

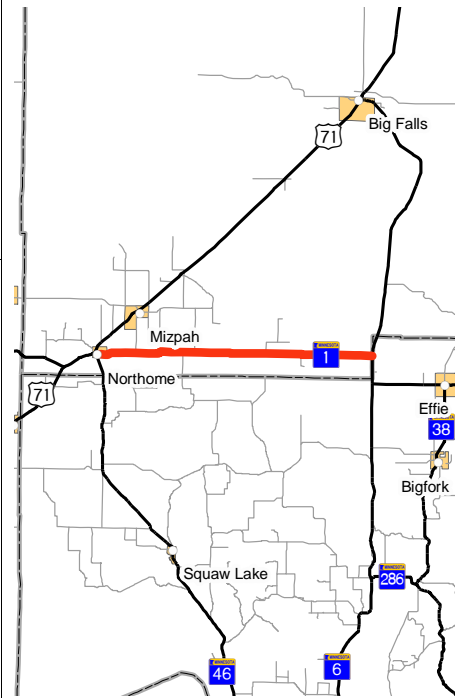
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 1

From the east end of Northome to the north jct. of TH 6

State Project No. 3602-25



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

Project History:

This bituminous resurfacing project was let and constructed in 2012.

Project Benefits:

Improved ride and surface condition, pavement strength and extended pavement life.

Project Risks:

Project Description:

Bituminous mill and overlay, and culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.1	\$ 7.1
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.1	\$ 7.1

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill and overlay project.



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

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 2/28/2014
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.

Project Description:

Rehabilitation or bridge replacement 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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

A engineering study to evaluate rehabilitation options is being completed in late 2012. If there is rehabilitation option that is a feasible, then that will be the used instead of a bridge replacement.

Key Cost Estimate Assumptions:

Cost estimate is based on a new bridge constructed on a new alignment adjacent to the existing bridge.



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

District Engineer: Craig Collison
Project Manager: Ray Gust

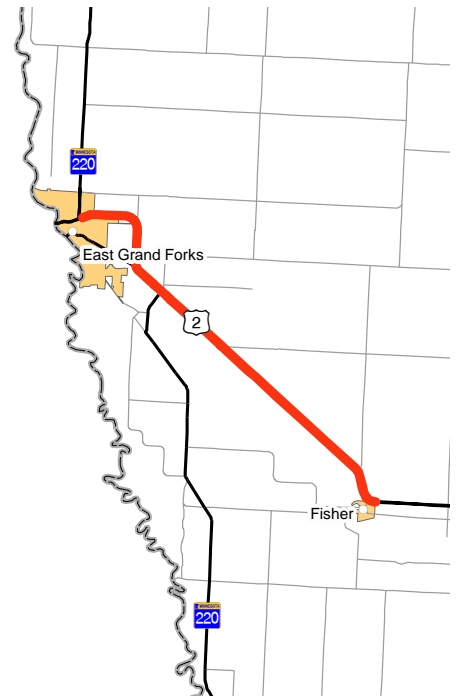
Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 2

From Fisher to East Grand Forks - Westbound lanes

State Project No. 6001-61



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/22/2016
Current Letting Date: 1/22/2016
Construction Season: 2016
Estimated Substantial Completion: Sept. 2016

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extended the pavement life.

Project Risks:

This project is required to be let as an alternate bid project. The current estimate is based on a bituminous repair. Additional costs needed for a concrete choice may cause other projects to be delayed.

Project Description:

This is an Alternate Bid Project and will either be a bituminous reclamation or a concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.9	\$ 5.9
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.3	\$ 7.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

This is an Alternate Bid Project and the cost estimate assumptions are based on a bituminous repair.



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

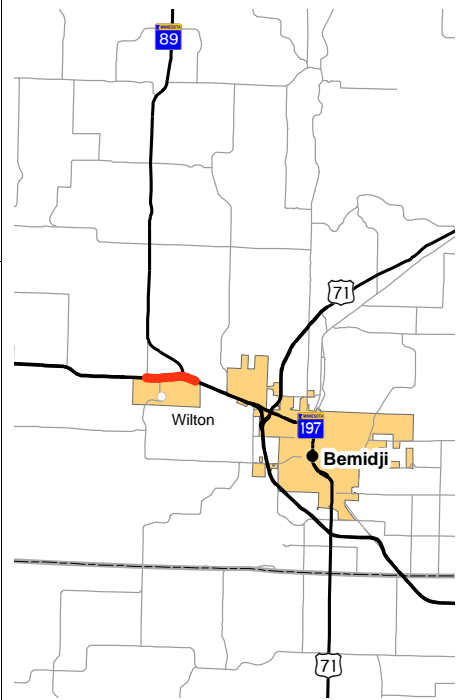
District Engineer: Craig Collison
Project Manager: Brandy Pemberton

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 2

At the intersection of TH 2 & TH 89 west of Bemidji
State Project No. 0406-59



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/25/2015
Current Letting Date: 4/24/2015
Construction Season: 2015
Estimated Substantial Completion: Sept. 2015

Project History:

This intersection continues to have a crash rate much higher than other rural intersections. The purpose of the project is to improve the intersection to lower the crash rate.

Project Benefits:

Increased safety, lower crash rate and reduced vehicle delays.

Project Risks:

If the ongoing engineering study recommends a substantial intersection change (additional right of way and/or complex design) the project may not be able to be developed in time to construct in 2015.

Project Description:

Project will consist of either a modification of the road alignments or adding a traffic signal or relocation of the TH 89 location.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.6	\$ 0.6
Right of Way:	\$ 0.6	\$ 0.6
Total:	\$ 6.1	\$ 6.1

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

Recent Changes and Updates:

An engineering study started in summer of 2012, which is expected to be completed by December 2012, will recommend the intersection improvement.

Key Cost Estimate Assumptions:

Cost estimate is based on relocating TH 89 to a county road intersection one mile to the west as an alternate to improve the intersection condition.



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

District Engineer: Craig Collison
Project Manager: Brandy Pemberton

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 2

Kennedy Bridge over the Red River in East Grand Forks

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: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Sept. 2016

Project History:

The expectation of this project is that bridge will be rehabilitated to address some of its deficient features. This structure was built in 1963 and is still very structurally sound.

Project Benefits:

Replace current lead based paint system with a new, more environmentally friendly one; improve pigeon abatement to increase safety to bridge workers and facilitate easier inspection of critical members; improve ride quality and re-establish a pier's stability.

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit, pier on ND side may need to be replaced depending on 2013 engineering investigation; several agencies involved in decision-making/approval process.

Project Description:

Rehabilitate existing Bridge 9090 including new bridge deck, repair/replace tilted pier, new paint system and enhanced pigeon abatement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 25.0	\$ 25.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 25.0	\$ 25.0

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 started in late 2012 and will be completed in 2013 to review if a pier on the North Dakota side can be modified because of its tilt, what rehabilitation options are possible 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: Craig Collison
Project Manager: J.T. Anderson

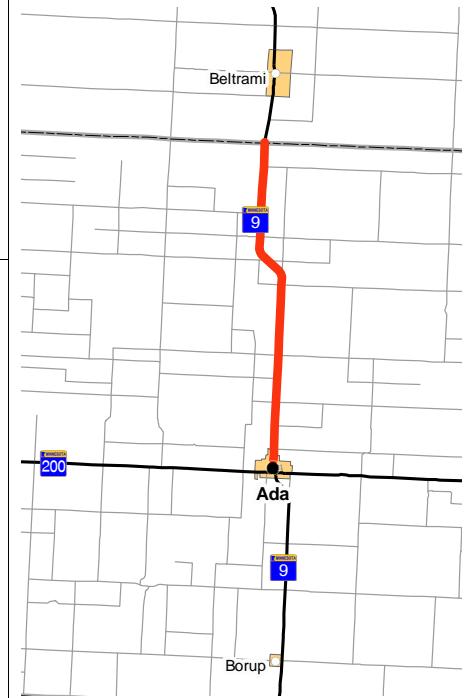
Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 9

From Ada to the Norman/Polk County line

State Project No. 5408-30



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/2013
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extended the pavement life.

Project Risks:

This project is required to be let as an alternate bid project. The current estimate is based on a bituminous repair. Additional costs needed for a concrete choice may cause other projects to be delayed.

Project Description:

This is an Alternate Bid Project and will either be a bituminous reclamation or a concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.9	\$ 4.9
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 0.9	\$ 0.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.1	\$ 6.1

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

This is an Alternate Bid Project and the cost estimate assumptions are based on a bituminous repair.



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

District Engineer: Craig Collison
Project Manager: Ray Gust

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

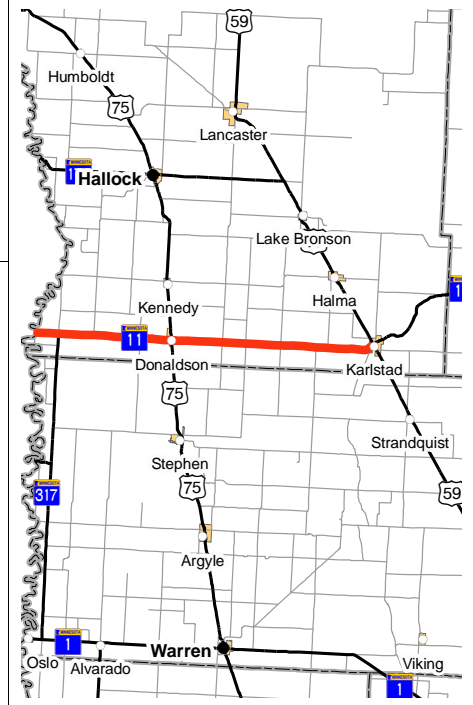
PROJECT SUMMARY

Hwy 11

From the Red River to the west end of Karlstad

Bridge 8513, &, 8514

State Project No. 3501-14



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 04/27/2012
Current Letting Date: 4/25/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extended pavement life.

Project Risks:

No major risks.

Project Description:

Bituminous mill and overlay and two box culvert bridge replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.8	\$ 5.8
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.2	\$ 1.2
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 6.3	\$ 6.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill & overlay project.



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

District Engineer: Craig Collison
Project Manager: Scott Dowers

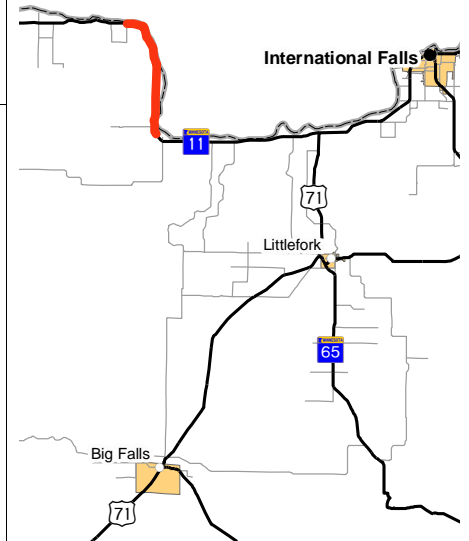
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 11

From 1 mile west of Indus to 1 mile west of Loman

State Project No. 3604-72M



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: Nov. 2012

Project History:

This segment was in need of an improved surface ride, wider shoulders and increased pavement strength to a 10 ton pavement.

Project Benefits:

Wider shoulders and improved ditches, smoother pavement ride and year round 10 ton pavement strength.

Project Risks:

Project Description:

Reconstruction, bituminous resurfacing and reclamation and culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.5	\$ 6.5
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.5	\$ 6.5

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement reconditioning project to widen the shoulder width, improve ditches and pavement resurfacing.



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

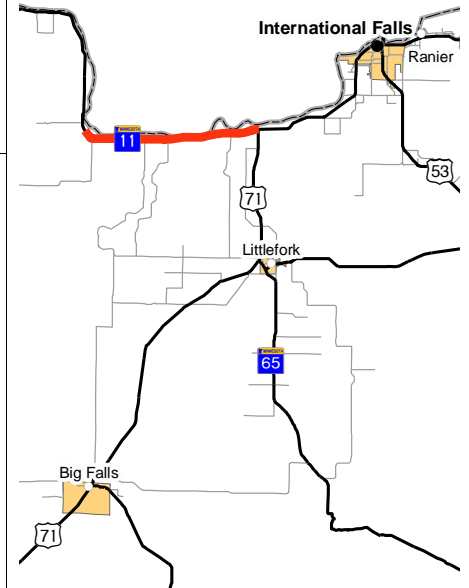
District Engineer: Craig Collison
Project Manager: Todd Vonasek

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 11

From 1 mile west of Loman to the west jct. of TH 71 at Pelland
State Project No. 3604-73M



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/6/2014
Current Letting Date: 6/6/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

Project History:

This segment is in need of an improved surface ride, wider shoulders and increased pavement strength to a 10 ton pavement. The purpose will be to correct those deficiencies.

Project Benefits:

When completed this segment will have wider shoulders and improved ditches, smoother pavement ride and year round 10 ton pavement strength.

Project Risks:

There is some minor risk in completing the regulatory environmental permits on time and acquiring the additional right of way in time.

Project Description:

Reconstruction, bituminous mill and overlay and culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.5	\$ 6.5
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 1.1	\$ 1.1
Right of Way:	\$ 0.3	\$ 0.3
Total:	\$ 8.2	\$ 8.2

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement reconditioning project to widen the shoulder width, improve ditches and pavement resurfacing.



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

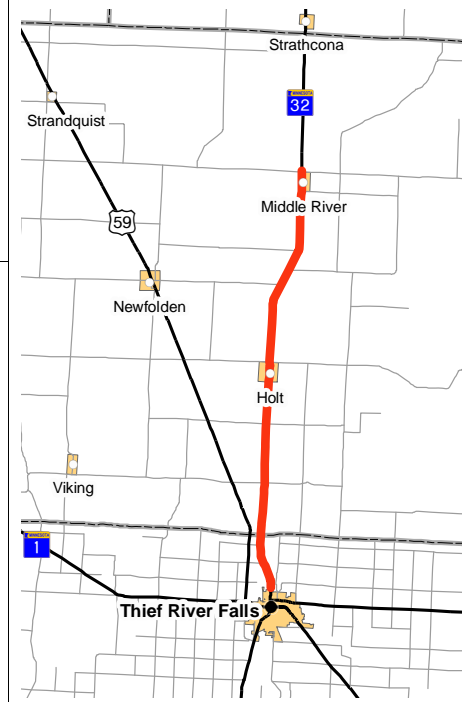
District Engineer: Craig Collison
Project Manager: Deb Bauer

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 32

From the north end of Thief River Falls to the north end of Middle River
Bridge 8581, 8582, 8583, &, 6085
State Project No. 4503-14



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/23/2015
Current Letting Date: 1/23/2015
Construction Season: 2015
Estimated Substantial Completion: Oct. 2015

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extend the pavement life.

Project Risks:

This project is required to be let as an alternate bid project. The current estimate is based on a bituminous repair. Additional costs needed for a concrete choice may cause other projects to be delayed.

Project Description:

This is an alternate bid project and will either be a bituminous reclamation or a concrete overlay. Four box culvert bridges and several culverts will be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.8	\$ 8.8
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 1.6	\$ 1.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.9	\$ 10.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

This is an alternate bid project and the cost estimate assumptions are based on a bituminous repair.



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

District Engineer: Craig Collison
Project Manager: Ray Gust

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 75

From the north limits of Warren to the south end of Stephen
State Project No. 4507-48



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/27/2012
Current Letting Date: 4/27/2012
Construction Season: 2012
Estimated Substantial Completion: Sept. 2012

Project History:

This pavement resurfacing project was let and constructed in 2012.

Project Benefits:

Improved ride and surface condition, pavement strength and extended the pavement life.

Project Risks:

Project Description:

This is a bituminous mill and overlay project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.1	\$ 6.1
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.1	\$ 6.1

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill & overlay project.



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

District Engineer: Craig Collison
Project Manager: Shawn Groven

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

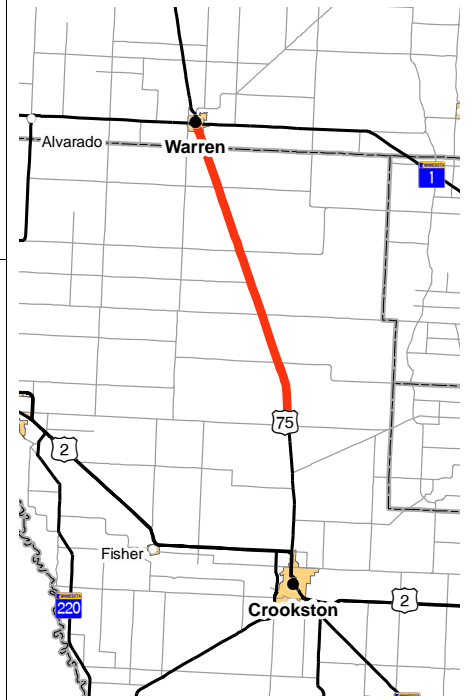
PROJECT SUMMARY

Hwy 75

12 miles north of TH 2 to 0.1 mile south of TH 1 in Warren

Bridge 8392, 3958, 8393, 8394, 3959, 4463, &, 6631

State Project No. 6011-24



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/20/2013
Current Letting Date: 5/16/2014
Construction Season: 2014
Estimated Substantial Completion: Sept. 2014

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

Improved ride and surface condition, pavement strength and extended pavement life. Replace narrow box culvert bridges with wider box culverts.

Project Risks:

No major risks.

Project Description:

Bituminous mill and overlay and seven box culvert bridge replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.7	\$ 5.7
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.1	\$ 0.1
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 7.4	\$ 7.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill & overlay project.



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

District Engineer: Craig Collison
Project Manager: Shawn Groven

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 200
From TH 75 to the west limits of Ada
Bridge 2068
State Project No. 5407-31

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/26/2010
Current Letting Date: 4/25/2014
Construction Season: 2014
Estimated Substantial Completion: Sept. 2014

Project History:

This segment is in need of pavement improvement. The project's purpose is to improve the ride and surface condition, pavement strength and extended pavement life.

Project Benefits:

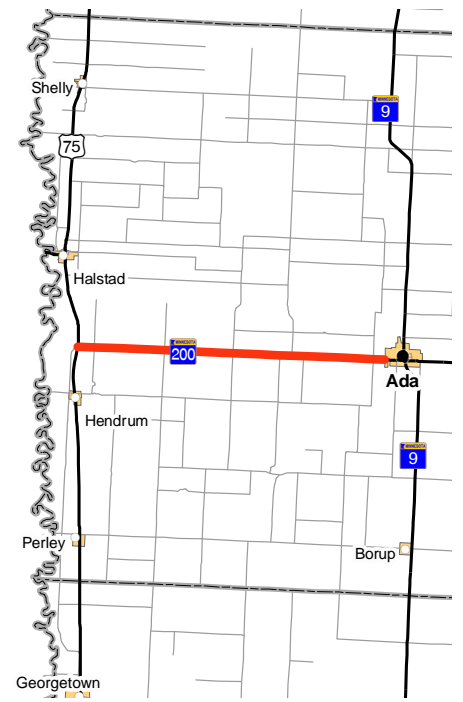
Improved ride and surface condition, pavement strength and extended pavement life.

Project Risks:

This project is required to be let as an alternate bid project. The current estimate is based on a bituminous repair. Additional costs needed for a concrete choice may cause other projects to be delayed.

Project Description:

This is an Alternate Bid Project and will either be a concrete crack and bituminous overlay or a concrete overlay.



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.9	\$ 4.9
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.2	\$ 6.2

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

Recent Changes and Updates:

In September of 2012 the project was changed from 2013 to 2014 because of extended design time that was needed to resolve hydraulic issues with the local watershed.

Key Cost Estimate Assumptions:

This is an Alternate Bid Project and the cost estimate assumptions are based on a bituminous repair.



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

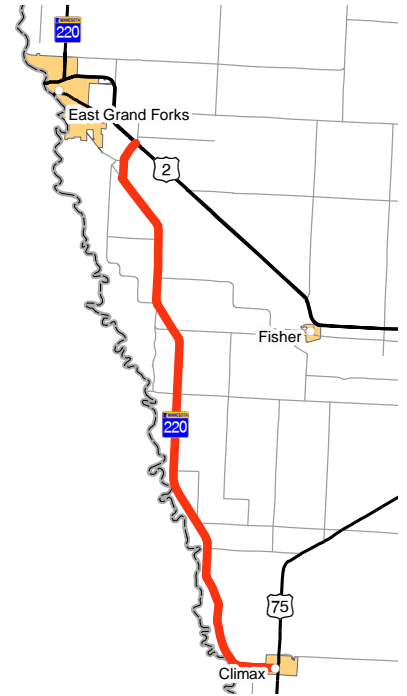
District Engineer: Craig Collison
Project Manager: Shawn Groven

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 220

From the west limits of Climax to the east junction of TH 2
State Project No. 6016-37



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2011
Estimated Substantial Completion: Sept. 2012

Project History:

This pavement resurfacing project was constructed and completed in 2012.

Project Benefits:

Improved ride and surface condition, pavement strength and extended pavement life.

Project Risks:

Project Description:

Standard bituminous mill and overlay project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.2	\$ 4.2
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.2	\$ 4.2

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement mill & overlay project.



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

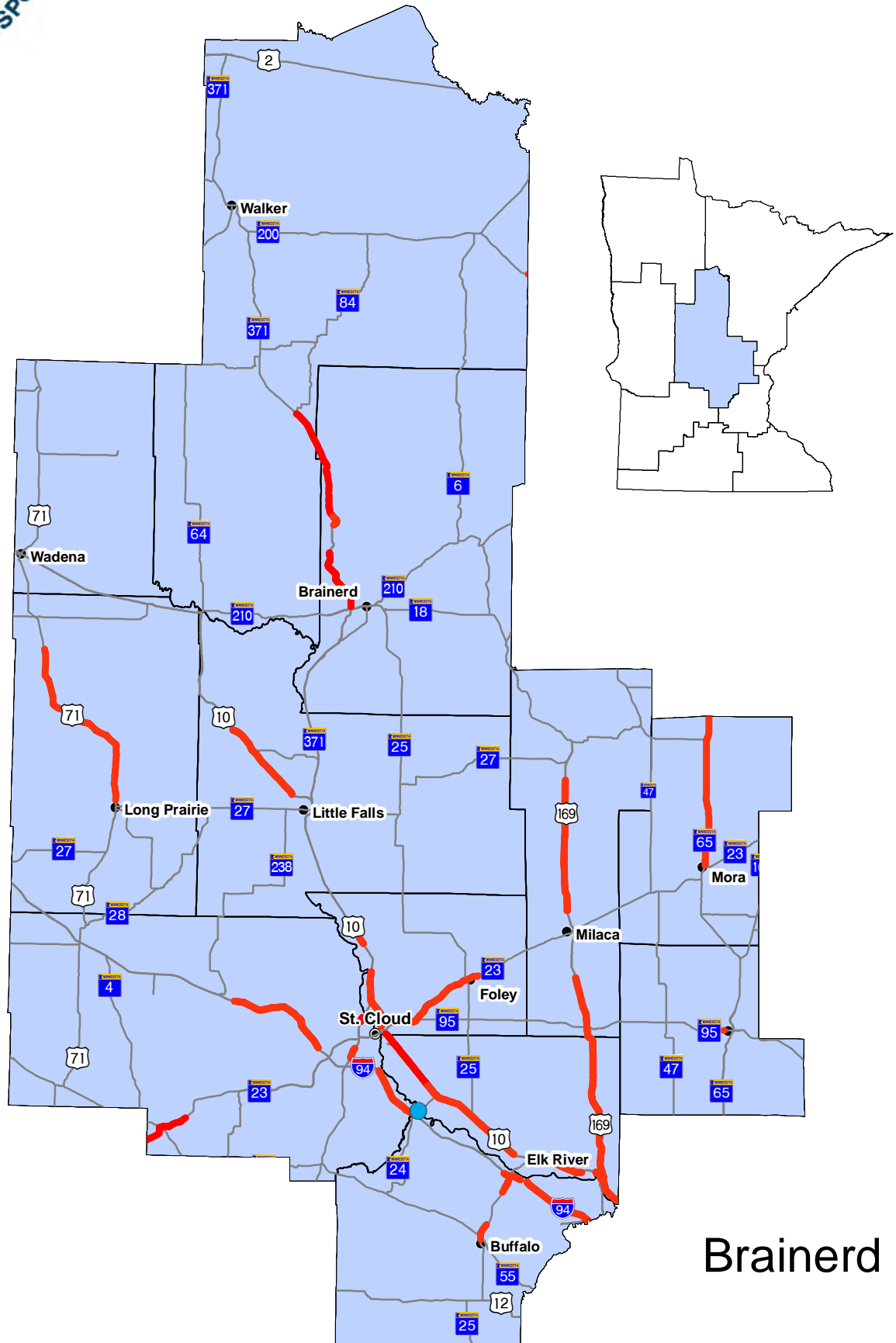
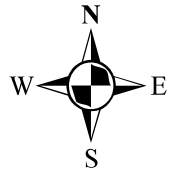
District Engineer: Craig Collison
Project Manager: Shawn Groven

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012



Major Highway Projects 2013

District 3



District Project Summary
District 3

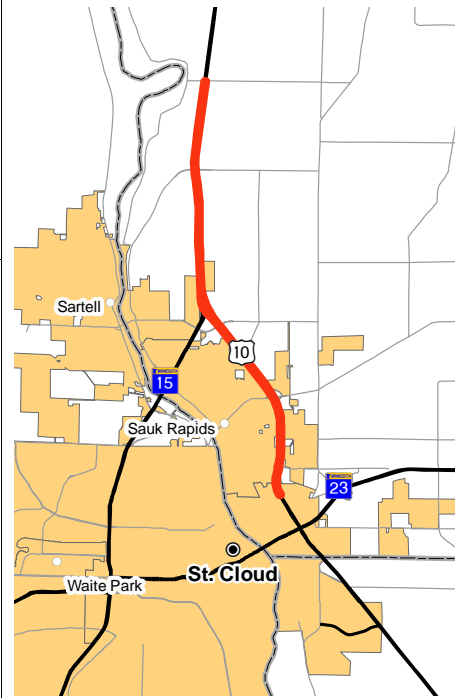
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 10	0502-103	From Benton Co. Hwy 4 to RR Crossing in St. Cloud	C 2
Hwy 10	0502-96	Jct. Benton CSAH 2 in Rice	C 3
Hwy 10	7101-61M	Anoka/Sherburne Co Line to Elk River	C 4
Hwy 10	7102-122	Clear Lake to Big Lake	C 5
Hwy 10	7103-51	Westbound lanes from St. Cloud to Clear Lake	C 6
Hwy 10	0502-107	Sauk Rapids	C 7
Hwy 12	8602-51	Delano	C 8
Hwy 15	7303-48	St. Cloud	C 9
Hwy 15	7321-47	Stearns County Road 120 in St. Cloud/Sartell	C 10
Hwy 23	0503-75	Jct TH 95 E of St. Cloud to Jct TH 25 in Foley	C 11
Hwy 24	7108-23	Replace Bridge 6557 over Mississippi River in Clearwater	C 12
Hwy 25	8605-49	Buffalo	C 13
Hwy 25	8605-50	Monticello	C 14
Hwy 71	7708-38	Long Prairie to Bertha, Excluding Browerville	C 15
I-94	8680-158	Monticello	C 16
I-94	8680-162	Monticello to St. Michael	C 17
I-94	7380-223	Collegeville to St. Joseph	C 18
I-94	7380-238	St. Cloud to Clearwater	C 19
I-94	7380-239	St. Joseph to Bridge over Sauk River	C 20
I-94	8680-145	Wright Hwy 19 to Hwy 37 in Albertville	C 21
Hwy 95	3006-36	Rum River Bridge in Cambridge	C 22
Hwy 169	4812-83	Mille Lacs Co Rd 148 to north of junction Co Hwy 19	C 23
Hwy 169	7106-78	Zimmerman to Princeton	C 24
Hwy 169	7106-82	Elk River to Zimmerman	C 25
Hwy 371	1810-95	From Design Drive in Baxter to Nisswa	C 26
Hwy 371	1810-98	Nisswa	C 27

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 overlaid.

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: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 11.9	\$ 11.9
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 11.9	\$ 12.6

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. The current estimate includes engineering cost that was previously omitted.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



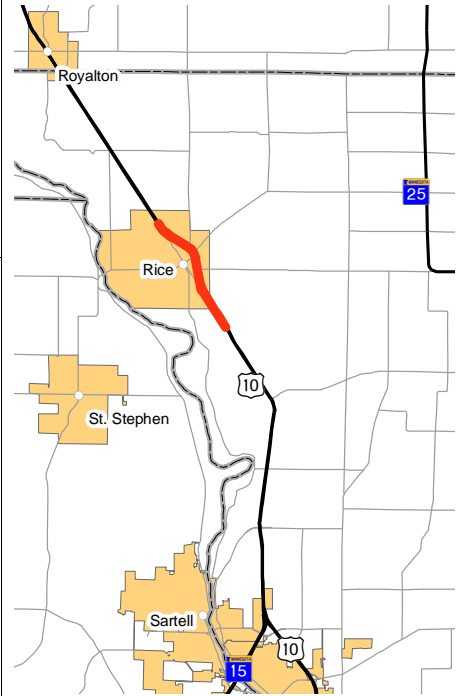
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Darren Nelson

Original Date of Posting: 1/1/2012
Revised Date: 12/15/2012

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: 3/22/2013
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:

Project Description:

This is an interchange project along Hwy 10 in Rice.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

The design was changed to reduce costs associated with relocating a county state aid highway.

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: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 1/1/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 10
Anoka/Sherburne Co Line to Elk River
State Project No. 7101-61M



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/14/2013
Current Letting Date: 4/26/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

Original project limits were from the Anoka/Sherburne Co. Line to Jct. TH 169. Additional work was programmed from Norfolk Avenue to Jct. TH 169.

Project Benefits:

Existing turnlanes between Jct TH 169 and the east project limits will be extended to 500 feet, an eastbound dual left turn lane will be constructed at 171st Avenue and several low-use cross-overs will be removed. Two intersections in Elk River will receive ADA improvements.

Project Risks:

Project Description:

Bituminous mill and overlay on TH 10 from Anoka/Sherburne County Line to Norfolk Avenue in Elk River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.0	\$ 4.8
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.2	\$ 0.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.2	\$ 5.0

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

Recent Changes and Updates:

Project limits were extended west so all bituminous work will be completed with this project instead of splitting it into different construction years.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



Minnesota Department of Transportation
District 3
7696 Industrial Park Road
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

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

Substantially Complete

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: 8/19/2011
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:

Recent Changes and Updates:

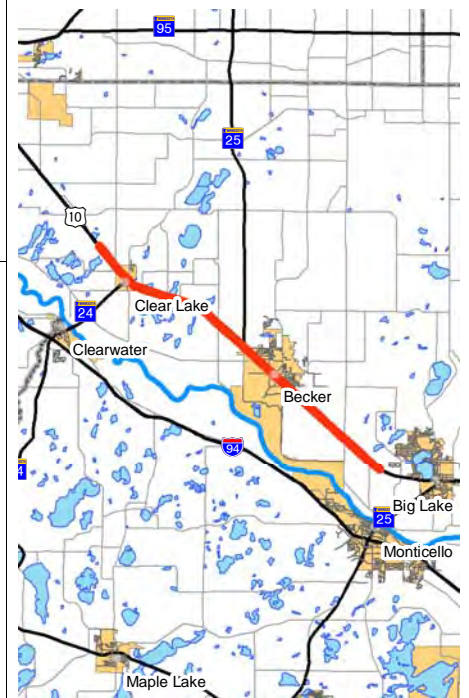
Project was recipient of FY 2011 extra federal appropriations funding and was subsequently rescoped to a longer term improvement contributing to a higher cost.

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.

Project Description:

This is an unbonded concrete overlay project at the Jct of TH 24 in Clear Lake to Jct TH 25 in Big Lake along the westbound lane.



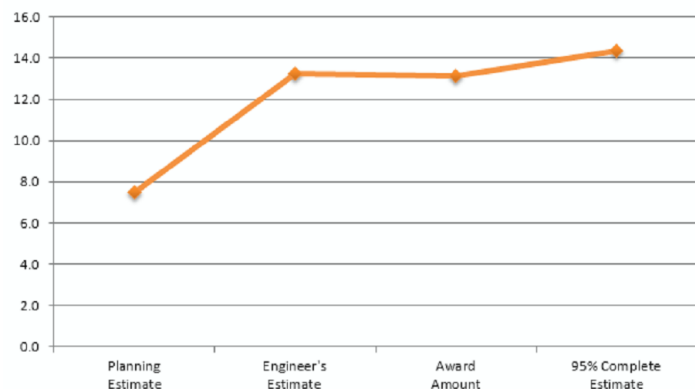
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.5	\$ 13.1
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.5	\$ 13.1

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

Construction Estimates
During Project Development
(In Millions)



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

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 1/1/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 10

Westbound lanes from St. Cloud to Clear Lake

State Project No. 7103-51

Substantially Complete

Schedule:

Environmental Document Approval Date: 5/1/2009
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/22/2010
Current Letting Date: 4/23/2010
Construction Season: 2010-2011
Estimated Substantial Completion: Fall 2010

Project History:

The westbound 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 during the next 20 years. The widened lanes will meet current standards.

Project Risks:

Recent Changes and Updates:

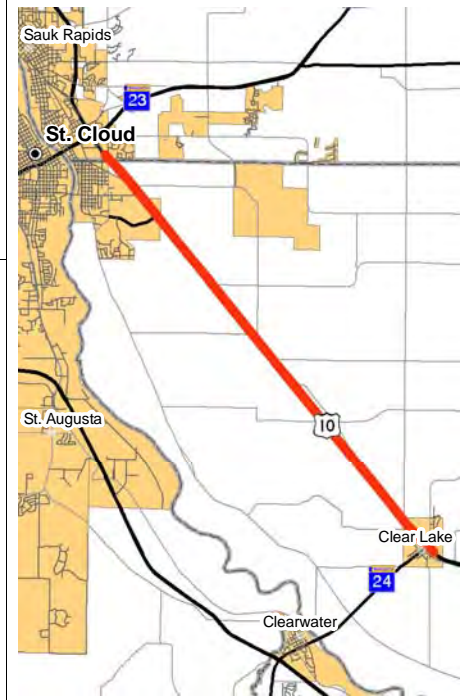
This project received Chapter 152 funds. No changes or updates since the last report.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Description:

Pavement replacement on westbound lanes from St. Cloud to Clear Lake, including 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



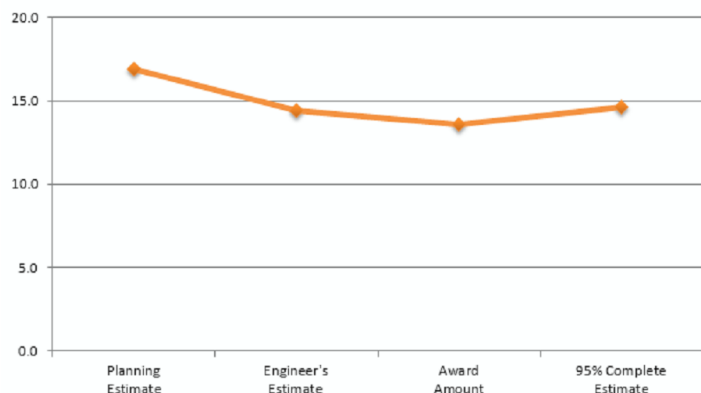
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 16.9	\$ 13.6
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 3.4	\$ 2.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 20.3	\$ 16.3

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

Construction Estimates
During Project Development
(In Millions)



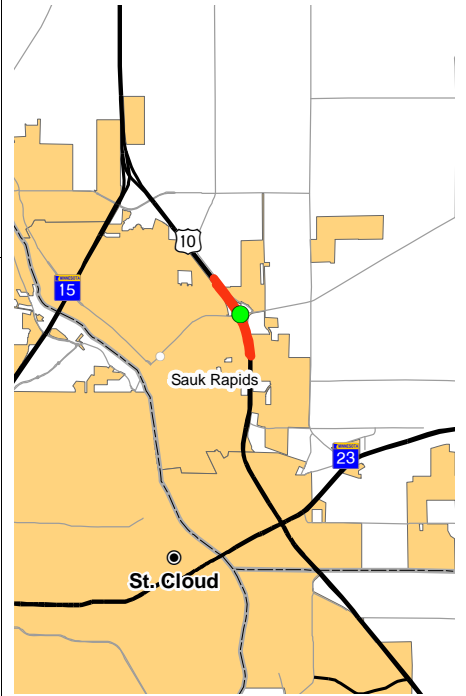
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 10
Sauk Rapids
Bridge 05006
State Project No. 0502-107
http://www.co.benton.mn.us/Public_Works/golden_spike_project.php



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 9/15/2013
Current Letting Date: 9/15/2013
Construction Season:
Estimated Substantial Completion:

Project History:

In 2011, the county studied the CR3 corridor as it is an important connection to Sauk Rapids downtown, commercial centers and the high school.

Project Benefits:

Increased mobility and safety for drivers on CR3 as they access a growing industrial park and commercial area in Sauk Rapids.

Project Risks:

Project Description:

Locally Let -Construct improvements at Benton Co. Hwy. 3/Golden Spike Rd. interchange in Sauk Rapids.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.9	\$ 4.9
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 1.2	\$ 1.2
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 6.2	\$ 6.2

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

Recent Changes and Updates:

The county is the responsible government unit and has changed the letting to September 2013. MnDOT, which prepares TPCE and adds engineering numbers to baseline and cost estimates, added the 1.2 million dollar number to the above chart. However, this job is being designed by the local unit of government.

Key Cost Estimate Assumptions:

This is a locally designed and let job using TED grant money, so TPCE methods to cost internal MnDOT time is not completely applicable.



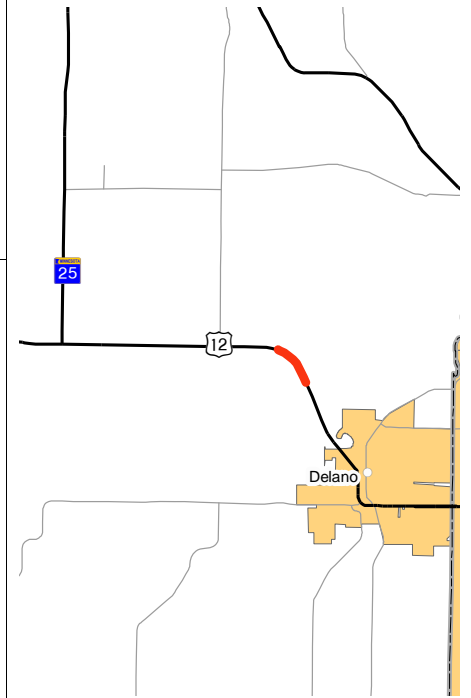
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Kevin Schmidt

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 12
Delano
State Project No. 8602-51



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/15/2013
Current Letting Date: 4/15/2013
Construction Season: 2013
Estimated Substantial Completion: 10/1/2013

Project History:

In order to expand business locations in Delano, the city identified a potential industrial park area and then applied for a TED grant, which was later awarded funding.

Project Benefits:

Project will allow for better ingress and egress to the city's industrial park. Left and right turn lanes will provide for safe entrance into the industrial park area.

Project Risks:

Project Description:

Construction of roadway improvements (left & right turn lanes) on TH 12 as part of new industrial park/city street connection in Delano (the new street will be Davidson Ave., at RP 137.18). Locally led TED/DEED project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.1	\$ 6.1
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.3	\$ 0.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.4	\$ 6.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. Funding for this project is: Trunk Highway - \$605,500; DEED - \$1,000,000 (TED - \$750,000; Gr. MN BDPI - \$300,000); Local - \$4,532,500.



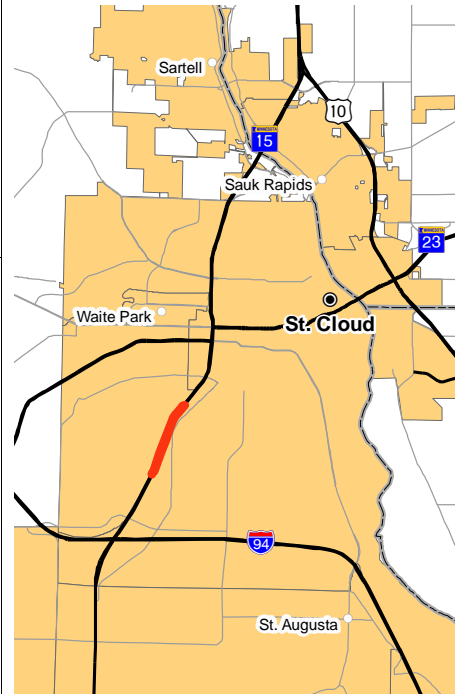
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Ken Larson

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 15
St. Cloud
Bridge 73046
State Project No. 7303-48



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/15/2013
Current Letting Date: 11/15/2013
Construction Season: 2014 -2015
Estimated Substantial Completion: Fall 2015

Project History:

St. Cloud, Stearns County and other local governments have planned an east-west road along the south side of St. Cloud. Part of the planning included an access to TH 15. The city applied for a TED grant and was awarded \$8 million..

Project Benefits:

Provides access to 33rd Street and new developable land to TH 15.

Project Risks:

Project Description:

Construct new interchange at 33rd St. in St. Cloud. city/county led project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.6	\$ 7.6
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 3.3	\$ 3.3
Total:	\$ 12.4	\$ 12.4

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

Recent Changes and Updates:

This project received a TED grant.

Key Cost Estimate Assumptions:

Construction estimate is for interchange only. There will be additional costs for 33rd Street.



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

District Engineer: Dan Anderson
Project Manager: Terry Humbert

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

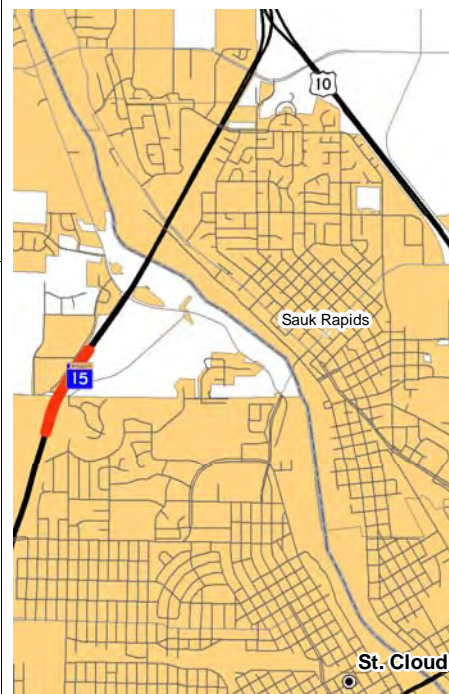
PROJECT SUMMARY

Hwy 15

Stearns County Road 120 in St. Cloud/Sartell

State Project No. 7321-47

<http://www.dot.state.mn.us/d3/hwy15ddi/>



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: 5/18/2012
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 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 high-volume intersection on Hwy 15 through the St. Cloud metro area.

Project Risks:

Project Description:

Construction of a diverging diamond interchange.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 13.0	\$ 10.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 2.5	\$ 2.5
Right of Way:	\$ 2.0	\$ 5.5
Total:	\$ 17.5	\$ 18.0

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

Recent Changes and Updates:

This project is under construction. Construction costs were less than originally programmed, while right of way costs were greater than anticipated.

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: Dan Anderson
Project Manager: Claudia Dumont

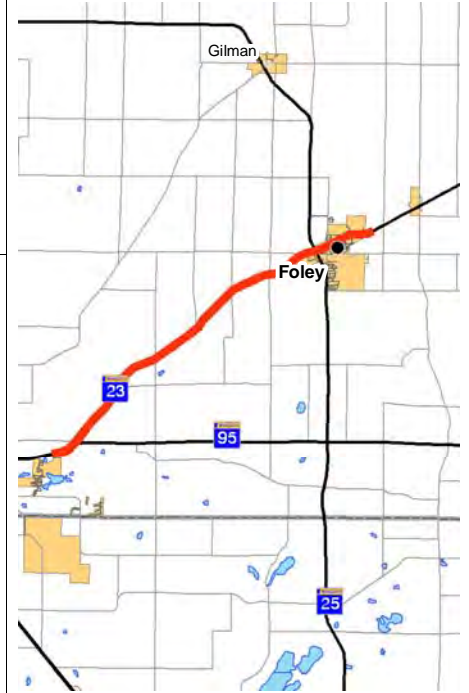
Original Date of Posting: 1/1/2010
Revised Date: 12/15/2012

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 bridge construction. 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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 28.5	\$ 25.8
Other Construction Elements:	\$ 0.0	\$ 0.2
Engineering:	\$ 5.7	\$ 5.2
Right of Way:	\$ 6.3	\$ 6.8
Total:	\$ 40.5	\$ 37.8

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. Project presently under construction. Project low bid was lower than program estimates.

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: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 2/26/2016
Current Letting Date: 5/15/2015
Construction Season: 2016
Estimated Substantial Completion:

Project History:

This is a new project.

Project Benefits:

Improve safety and long-term mobility.

Project Risks:

Parallel bridge or long detour.

Project Description:

This project was programmed to replace the bridge over the Mississippi River. The bridge was constructed in 1958. Due to the age of the bridge, size and cost, it has been programmed for replacement. 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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 20.0	\$ 24.0
Other Construction Elements:	\$ 2.2	\$ 2.2
Engineering:	\$ 4.4	\$ 4.4
Right of Way:	\$ 5.0	\$ 1.2
Total:	\$ 31.6	\$ 31.8

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.



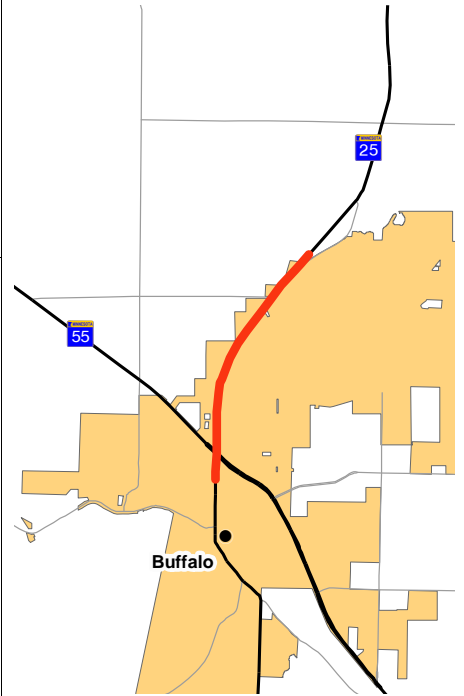
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 1/1/2010
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 25
Buffalo
State Project No. 8605-49



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/28/2014
Current Letting Date: 3/27/2015
Construction Season: 2015
Estimated Substantial Completion: Fall 2015

Project History:

This is a new project.

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Project Description:

Reconstruction from 7th St. to 0.5 miles north of Wright Co. Rd 137 in Buffalo, including traffic signal upgrades and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.9	\$ 0.9
Total:	\$ 6.3	\$ 6.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



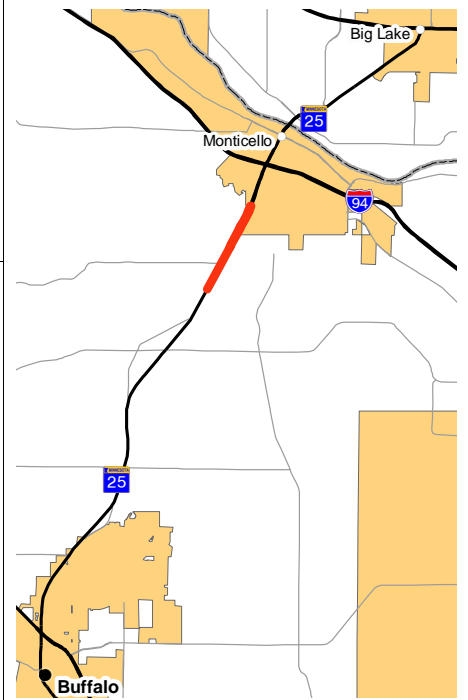
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 25
Monticello
State Project No. 8605-50



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/28/2014
Current Letting Date: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Project History:

This is a new project.

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Project Description:

Reconstruction from 0.5 miles south of Wright Co. Rd. 138 to south of School Boulevard in Monticello.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.3	\$ 0.3
Right of Way:	\$ 0.4	\$ 0.4
Total:	\$ 5.7	\$ 5.7

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



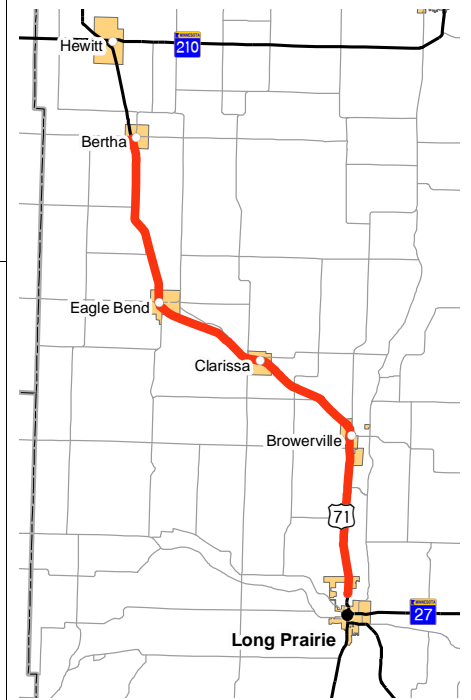
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 71
Long Prairie to Bertha, Excluding Browerville
State Project No. 7708-38



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/28/2014
Current Letting Date: 2/22/2013
Construction Season:
Estimated Substantial Completion: Fall 2013

Project History:

24 mile mill and overlay project

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Project Description:

Mill and overlay from north of Todd Co. Rd 56/Riverside Dr. in Long Prairie to south of Co. Rd. 24 in Bertha.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.2	\$ 7.6
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.6	\$ 8.0

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

Recent Changes and Updates:

Project was originally programmed as two separate projects. Project was combined to improve benefit/cost during bidding, better coordinate construction activities, improve traffic control during construction, and manage availability of staff resources.

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: Dan Anderson
Project Manager: Jim Hallgren

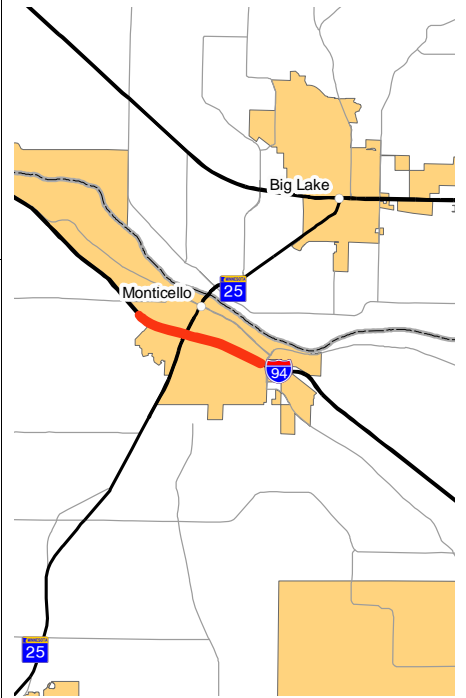
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

Monticello

State Project No. 8680-158



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 5/18/2012
Current Letting Date: 4/26/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

After the CSAH 18 interchange was completed, there were concerns about vehicles weaving between the ramps on westbound I-94. An auxiliary lane was programmed to alleviate vehicle conflicts. Slow traffic from TH 25 at the eastbound loop to I-94 was creating backups on mainline due to the speed differential. The loop and ramp to eastbound I-94 will be separated from mainline with a barrier and acceleration lane.

Project Benefits:

Improved safety and mobility. Safeguards travelers, applying proven strategies to reduce fatalities and serious injuries for all travel modes.

Project Risks:

Project Description:

Reconstruction from west of state Hwy 25 to Wright County Hwy 18, including westbound and eastbound auxiliary lanes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.3	\$ 9.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.3	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.6	\$ 9.4

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

Recent Changes and Updates:

Work elements originally programmed in SP 8680-162 were incorporated into this project.

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: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

Monticello to St. Michael
State Project No. 8680-162



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/20/2013
Current Letting Date: 11/16/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

Pavement is original concrete from 1973. The joints have faulted and need repair.

Project Benefits:

Prolong the life of the concrete pavement until replacement is necessary.

Project Risks:

Project Description:

Concrete pavement repair on westbound lane from Crow River Bridge to Monticello and on eastbound lane from Wright Hwy 19 to Hwy 37 in Albertville, including median cable barrier.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.7	\$ 9.4
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.1	\$ 9.8

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

Recent Changes and Updates:

Cost increased due to extensive use of ultra high early concrete mixes to reduce traffic impacts.

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

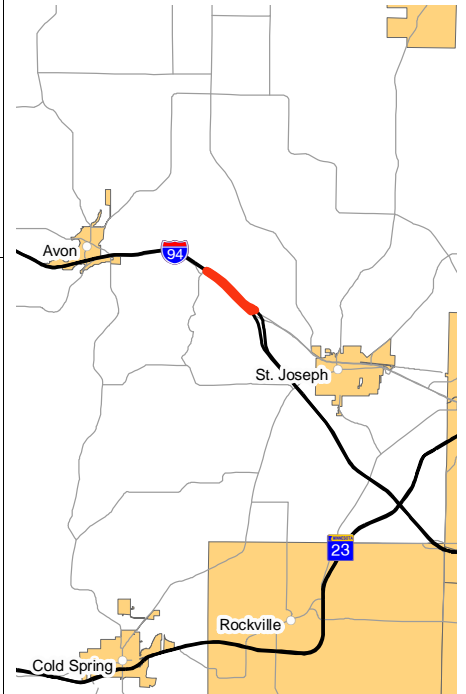
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

Collegeville to St. Joseph
State Project No. 7380-223



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2009
Current Letting Date: 3/25/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Project History:

This is a new project.

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Maintaining good traffic flow during construction.

Project Description:

Unbonded concrete overlay from Stearns Co. Rd. 159 at Collegeville to Co. Hwy 75. west of St. Joseph.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.7	\$ 6.7
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.1	\$ 7.1

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

Recent Changes and Updates:

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

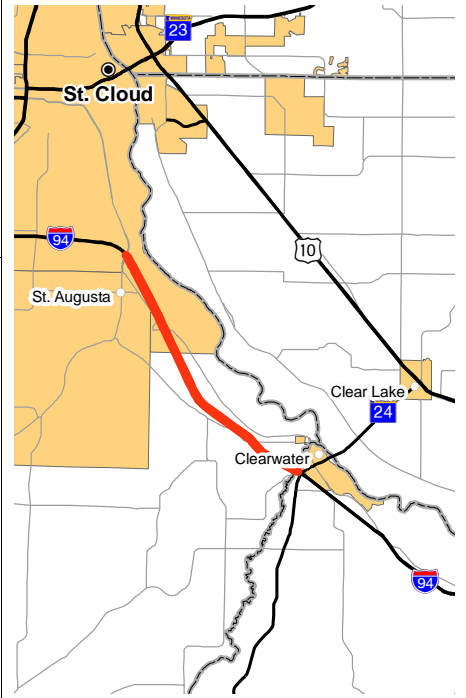
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

St. Cloud to Clearwater
State Project No. 7380-238



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date:
Current Letting Date: 8/3/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This is a new project.

Project Benefits:

Extended pavement life. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Maintaining good traffic flow during construction.

Project Description:

Unbonded concrete overlay from Stearns Co. Hwy. 75 in St. Cloud to Wright/Stearns Co. line near Clearwater.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 16.0	\$ 16.4
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.8	\$ 0.8
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 16.8	\$ 17.2

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

Recent Changes and Updates:

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

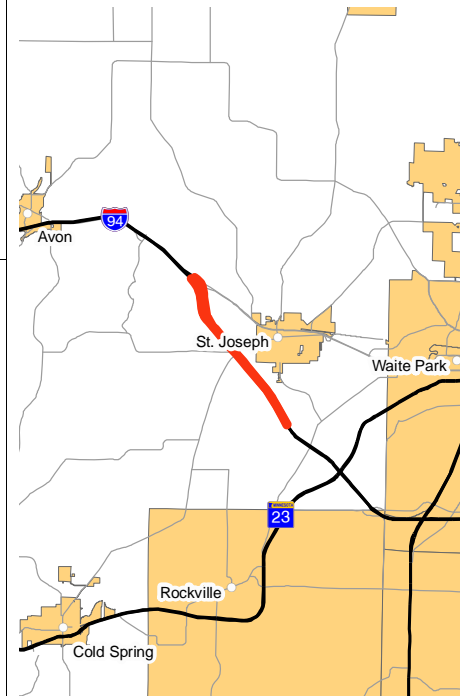
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

St. Joseph to Bridge over Sauk River
State Project No. 7380-239



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/26/2016
Current Letting Date: 2/26/2016
Construction Season: 2016
Estimated Substantial Completion: Fall 2016

Project History:

This is a new project.

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Maintaining good traffic flow during construction.

Project Description:

Bituminous overlay from Stearns Co. Hwy. 75 west of St. Joseph and east to the Sauk River bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 10.0	\$ 10.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.6	\$ 0.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.6	\$ 10.6

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

Recent Changes and Updates:

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: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

Wright Hwy 19 to Hwy 37 in Albertville
State Project No. 8680-145



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 8/15/2011
Current Letting Date: 3/13/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

City of Albertville worked with MnDOT, Wright County, and neighboring cities to develop a plan to provide access from I-94 westbound to CSAH 19 which serves the outlet mall commercial area.

Project Benefits:

Provides access from I-94 westbound to CSAH 19 which serves the outlet mall commercial area.

Project Risks:

Project Description:

Construction of new collector distributor roadway interconnecting interchanges at Wright Co Hwy 19 and Hwy 37 north of I-94 in Albertville.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.5	\$ 6.7
Other Construction Elements:	\$ 1.5	\$ 1.5
Engineering:	\$ 1.8	\$ 1.8
Right of Way:	\$ 1.3	\$ 1.3
Total:	\$ 12.1	\$ 11.3

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

Recent Changes and Updates:

This project received Chapter 152 Greater MN interchange funding. Albertville also received funding from the Transportation Revolving Loan Fund. City is lead agency. Difference in cost estimate reflects a favorable bid.

Key Cost Estimate Assumptions:



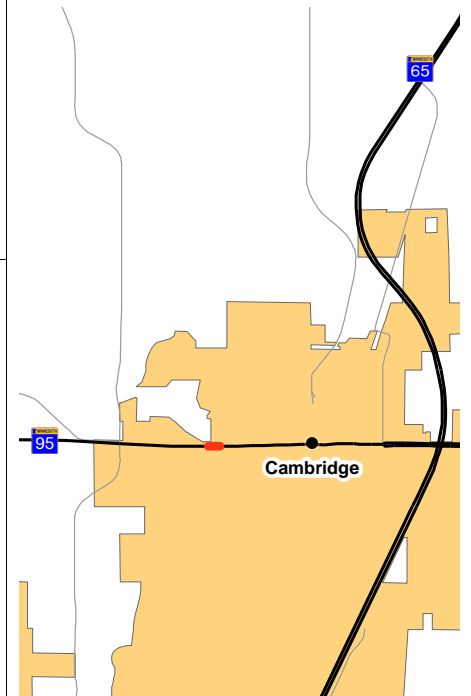
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Terry Humbert

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 95
Rum River Bridge in Cambridge
Bridge 9173
State Project No. 3006-36



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/22/2013
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Project History:

Bridge 9173 was built in 1963. The bridge has substandard geometrics and is due for replacement.

Project Benefits:

Improved bridge geometrics and lifespan.

Project Risks:

Project Description:

Replace bridge over Rum River in Cambridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.3	\$ 5.8
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.2	\$ 0.2
Right of Way:	\$ 0.0	\$ 0.2
Total:	\$ 7.5	\$ 6.2

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

Recent Changes and Updates:

Bridge estimate is lower than originally programmed.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



Minnesota Department of Transportation
District 3
7695 Industrial Park Road
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

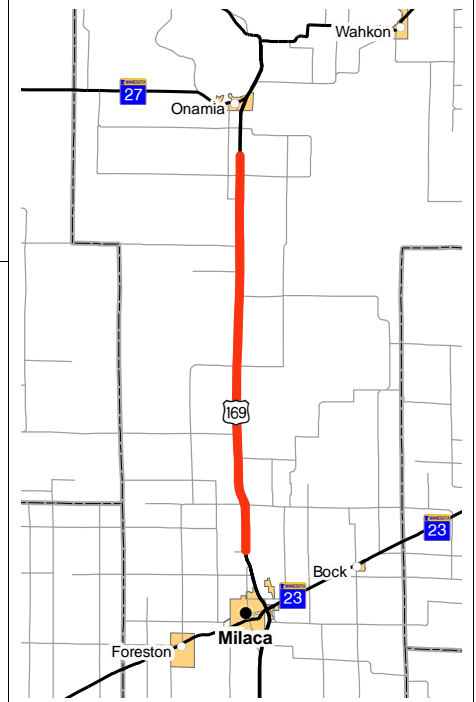
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

Mille Lacs Co Rd 148 to north of junction Co Hwy 19

State Project No. 4812-83



Schedule:

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

Project History:

This is a new project.

Project Benefits:

Ride quality will be improved as this project will address deteriorating pavement conditions.

Project Risks:

Project Description:

Mill and overlay from Mille Lacs Co. Rd. 148/70th Street to 0.75 miles north of Hwy. 19.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.7	\$ 6.4
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.1	\$ 6.8

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

Recent Changes and Updates:

Project was originally programmed as two separate projects. Project was combined to improve benefit/cost during bidding, better coordinate construction activities, improve traffic control during construction, and manage availability of staff resources.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



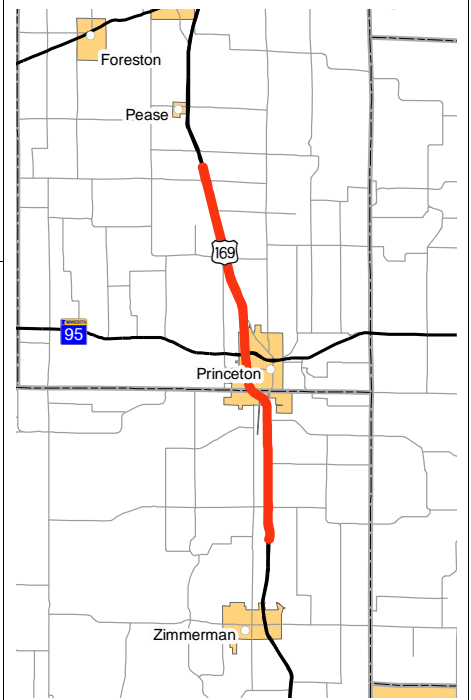
Minnesota Department of Transportation
District 3
7696 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Darren Nelson

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169
Zimmerman to Princeton
State Project No. 7106-78



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/24/2015
Current Letting Date: 3/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This is a new project.

Project Benefits:

Turn lanes will be extended to 500 feet and low-use crossovers will be removed.

Project Risks:

Project Description:

Pavement resurface and rehab on northbound lane from just south of Sherburne Hwy 4 to Mille Lacs Hwy 13 and north of 70th St to north of Hwy 12, and on southbound lane from Sherburne Hwy 4 to Hwy 29 exit ramp in Princeton.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.0	\$ 6.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.3	\$ 0.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.3	\$ 6.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



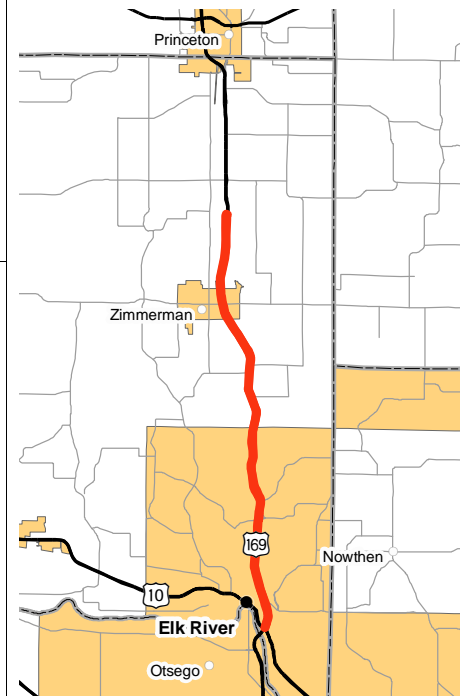
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169
Elk River to Zimmerman
State Project No. 7106-82



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/27/12
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

This project combines work initially assigned to SP 4811-66 and 7106-74.

Project Benefits:

Right and left turn lanes extended to 500 feet. Low-usage crossovers will be removed.

Project Risks:

Project Description:

Mill and overlay from junction US Hwy. 10 in Elk River to Sherburne Co. Hwy. 4 in Zimmerman, including extension of turn lanes and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.2	\$ 8.7
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.4	\$ 0.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.6	\$ 9.1

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

Recent Changes and Updates:

Additional turn lanes were added to provide a consistent corridor.

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: Dan Anderson
Project Manager: Claudia Dumont

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 371

From Design Drive in Baxter to Nisswa

State Project No. 1810-95

Substantially Complete

Schedule:

Environmental Document Approval Date: 12/20/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 8/6/2009
Construction Limits Established Date:
Original Letting Date: 3/27/2009
Current Letting Date: 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:

Improves safety and reduces congestion.
Responds to regional concerns and local collaboration opportunities.

Project Risks:

Closing 10+ median crossovers may become controversial. Section 4(f) property involved at one left turn lane location.

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.

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].

Project Description:

Mill and overlay existing four-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 three locations between Nisswa and Pequot Lakes. Partial implementation of access management.



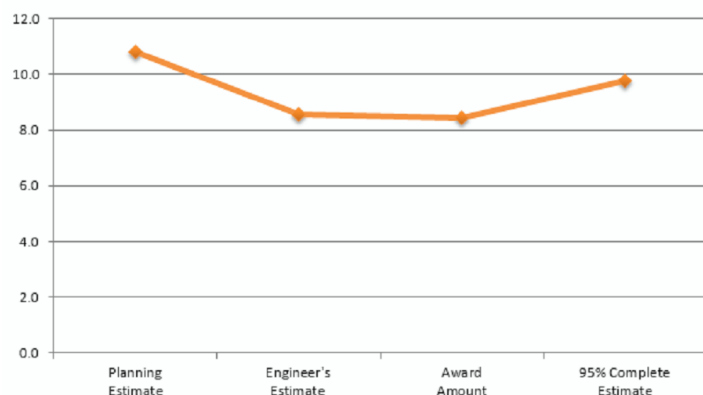
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 10.8	\$ 8.4
Other Construction Elements:	\$ 0.5	\$ 0.0
Engineering:	\$ 2.0	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 13.3	\$ 8.4

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

Construction Estimates During Project Development (In Millions)



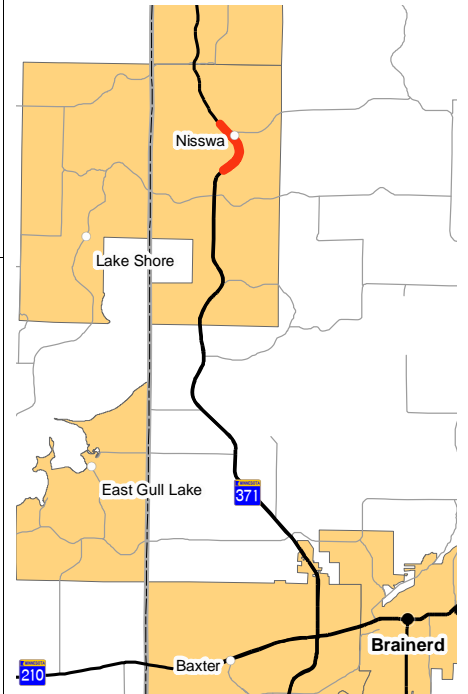
Minnesota Department of Transportation
District 3
7694 Industrial Park Road
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 371
Nisswa
State Project No. 1810-98



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: Feb-12
Current Letting Date: 6/8/2012
Construction Season: 2012/2013
Estimated Substantial Completion: Fall 2012

Project History:

Phase I of TH 371 North EIS (under SP 1116-22)

Project Benefits:

This project is being coordinated with Crow Wing County's realignment of highway 18, which is intended to achieve improved safety by taking traffic out of downtown.

Project Risks:

Project Description:

Reconstruction of four-lane through Nisswa, including construction of bicycle-pedestrian tunnel.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.3
Other Construction Elements:	\$ 0.0	\$ 2.3
Engineering:	\$ 0.3	\$ 0.3
Right of Way:	\$ 1.8	\$ 0.9
Total:	\$ 7.1	\$ 8.8

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

Recent Changes and Updates:

This project is presently under construction. Current estimate includes work performed by Crow Wing County and City of Nisswa as part of this project.

Key Cost Estimate Assumptions:



Minnesota Department of Transportation
District 3
7695 Industrial Boulevard
(218) 828-5700

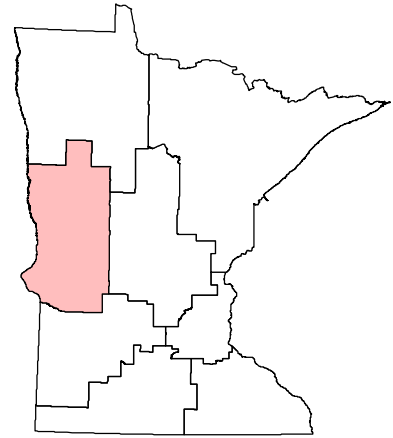
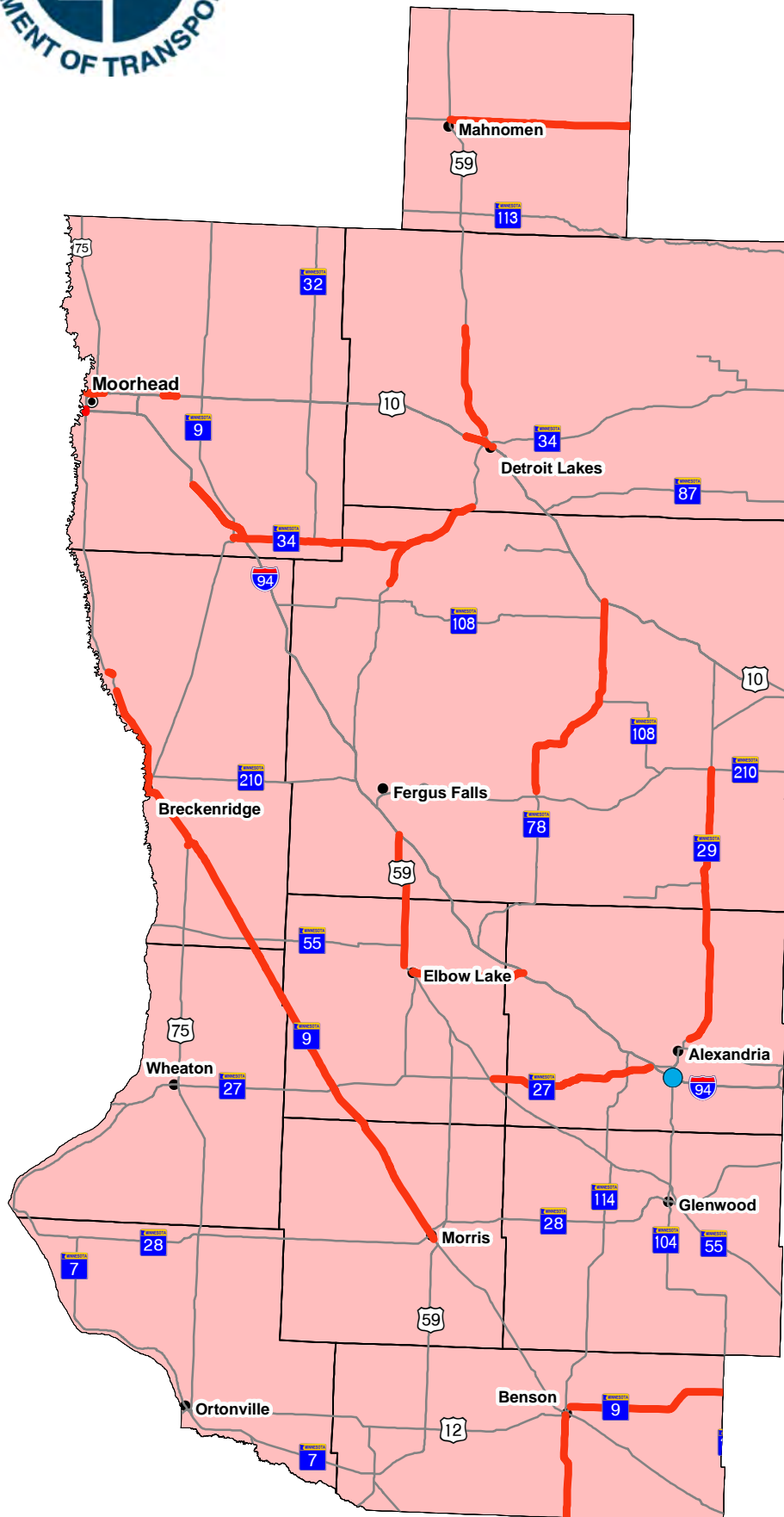
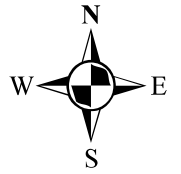
District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012



Major Highway Projects 2013

District 4



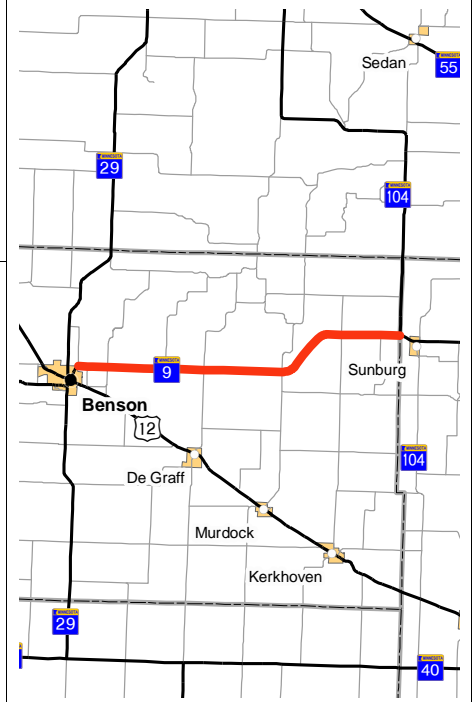
Detroit Lakes

District Project Summary
District 4

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 9	7606-26	West Jct. TH 104 to Benson	D 2
Hwy 9	8402-17	From Doran to Herman	D 3
Hwy 10	1401-166	TH 10/75 Phase II & Signals	D 4
Hwy 10	0301-60	Detroit Lakes	D 5
Hwy 27	2101-21	TH 55 east to Junction of I 94	D 6
Hwy 29	7607-29	Jct TH 40 to Benson, Bridge Replacement 6552 Chap 152	D 7
Hwy 29	2103-35	From McKay Ave in Alexandria to TH 210	D 8
Hwy 29	2102-58	Bridges in Alexandria over I-94	D 9
Hwy 34	1404-17	I-94 to T.H. 59 at Dunvilla	D 10
Hwy 59	2611-16	Elbow Lake to I 94	D 11
Hwy 59	5618-26	Pelican Rapids to North Otter Tail County Line	D 12
Hwy 59	0305-31	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	D 13
Hwy 75	8407-37	South Jct. TH9 in Doran to Wilkin Co.Rd 20	D 14
Hwy 75	8408-44	Near the City of Kent	D 15
Hwy 78	5621-23	Battle Lake to Perham	D 16
Hwy 79	2613-18	Elbow Lake to Jct. TH 94	D 17
I-94	1406-66	I 94 and Hwy. 75 Interchange	D 18
I-94 EB	1480-137	RP 14.9 to RP 24.199	D 19
I-94 WB	1480-151	Downer to TH 34	D 20
Hwy 200	4402-19	From JCT TH 59 to East Mahnomen County Line	D 21

PROJECT SUMMARY

Hwy 9
West Jct. TH 104 to Benson
Bridge 9347
State Project No. 7606-26



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/19/2004
Current Letting Date: 05/17/2013
Construction Season: 2013
Estimated Substantial Completion:

Project History:

This project began as a mill and overlay and the replacement of a bridge over the Mudd Creek. The project limit was reduced to the city limits of Benson with another project addressing the ADA and pavement requirements for Benson.

Project Benefits:

Improve the ride and reduce maintenance costs. The bridge will be replaced with a clear span bridge which will allow for debris in the creek to flow unimpeded and reduce damage to the bridge.

Project Risks:

Project Description:

West Jct. TH 104 to Benson (mill and overlay) and bridge replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.1	\$ 5.6
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.3	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.3	\$ 7.7

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

Recent Changes and Updates:

Retired inverted T bridge design risk.

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



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

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Brad Cegl

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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:

Preserves roadway structures. Improves hydraulics as well as ride conditions. Update to 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

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

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 and sewer. Assumed TH 9 sidewalks will not be reconstructed. Four foot width an issue. Assumed hydraulic needs. Hydraulic req. will be provided Fall 2011.



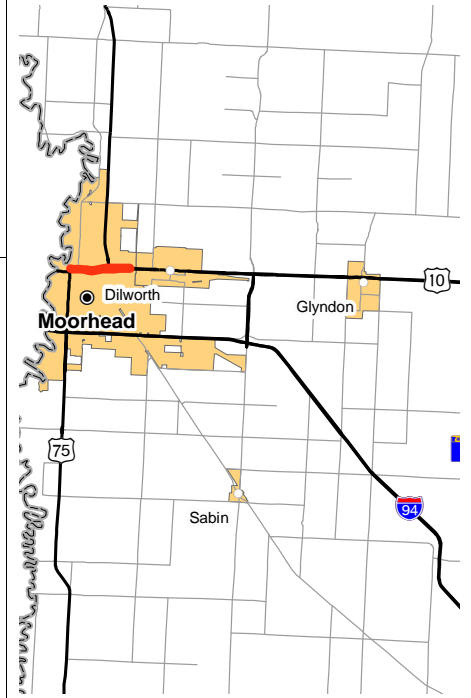
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 10
TH 10/75 Phase II & Signals
State Project No. 1401-166



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/22/2011
Current Letting Date: 8/24/2012
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

Phase 1 of this project was made possible after state funds were allocated for use on trunk highways to address damage resulting from heavy trucks hauling sand during the 2009 Red River flood protection effort. This project is a follow-up to the original paving project.

Project Benefits:

- Improve pedestrian accessibility
- View traffic and signal performance and make modifications remotely
- Monitor level of service
- The pavement rehabilitation is intended to correct the pavement surface distress (roughness and rutting) and provide a smooth ride. These repairs will result in lower maintenance costs

Project Risks:

Utility conflicts

Project Description:

- Pedestrian ramp improvements
- Traffic signal replacements and revisions
- ITS - fiber optic, cameras and vehicle detection installation

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 3.2	\$ 4.3
Other Construction Elements:	\$ 0.2	\$ 0.3
Engineering:	\$ 0.8	\$ 0.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.2	\$ 5.6

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

ITS elements and traffic control signal systems exceeded original cost estimates.



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

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 10
Detroit Lakes
State Project No. 0301-60
<http://www.dot.state.mn.us/d4/projects/dlfrontageroad/>



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:

- Staging not set
- Contaminants
- Concrete vs. bituminous (MDR) not set
- Swamps (no borings yet)
- R/W (6-10 parcels)
- Swamp impaired by phosphates (MPCA ongoing study will determine water quality treatment requirements in future)
- Environmental Documents

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

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 14.0	\$ 10.0
Other Construction Elements:	\$ 0.7	\$ 0.7
Engineering:	\$ 2.8	\$ 2.7
Right of Way:	\$ 0.0	\$ 1.0
Total:	\$ 17.4	\$ 14.4

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

Recent Changes and Updates:

- Transportation planning study completed in June 2011
- Public, business & agency meetings June 28, 2012
- Value engineering study, July 2012
- Preliminary layout September-November 2012

Key Cost Estimate Assumptions:

TH 10 EB/WB will be concrete on existing alignment (airport to TH 59), new frontage road south of TH 10 (Wal-Mart Property to DL Auto), underpass at Main Morrow with city project on Thomas Avenue.



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

District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 27
TH 55 east to Junction of I 94
State Project No. 2101-21



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: March 2014
Current Letting Date: 4/17/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

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
- Safety enhancements

Project Risks:

- Construction with no detour is being considered
- Project not drilled has potential for subgrade issues
- High water table condition for culvert replacements

Project Description:

- Mill, cold in-place recycle, and overlay
- Culvert replacements
- Construct a by-pass lane at CSAH 15

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.7	\$ 7.7
Other Construction Elements:	\$ 0.9	\$ 0.8
Engineering:	\$ 1.9	\$ 1.6
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 11.6	\$ 10.2

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

Recent Changes and Updates:

- Preliminary design has begun
- Right of way property acquisition is ongoing

Key Cost Estimate Assumptions:

- Assumed centerline culverts would be jacked and not open cut
- Assumed 3% bituminous on cold in-place recycle
- Assumed existing shoulder is at grade



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

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

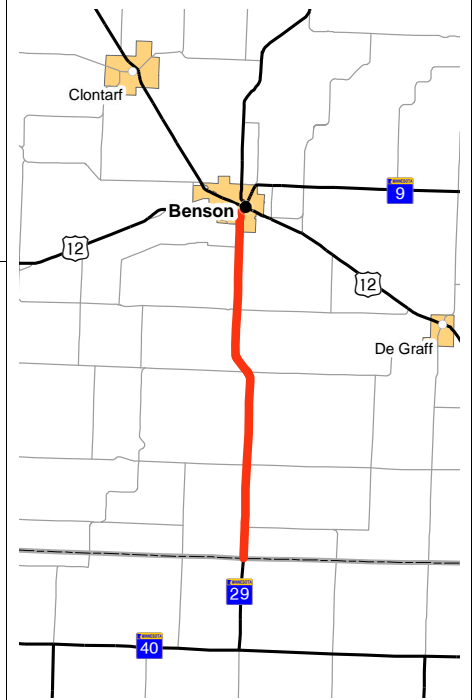
PROJECT SUMMARY

Hwy 29

Jct TH 40 to Benson, Bridge Replacement 6552 Chap 152

Bridge 6550, 6551, and, 6552

State Project No. 7607-29



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/24/2006
Current Letting Date: 2/27/2015
Construction Season: 2015
Estimated Substantial Completion:

Project History:

Bridge widening is needed to bring up to current standards. Replacement is the only feasible option.

Project Benefits:

Replaces a structurally deficient bridge with a bridge that meets current standards and reduces long term maintenance.

Project Risks:

Project Description:

- Replace Bridges 6550, 6551 & 6552
- Construct approach panels
- Grade and concrete surface tie ins

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.3	\$ 7.3
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 9.8	\$ 9.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



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

District Engineer: Jody Martinson
Project Manager: Dan Kuhn

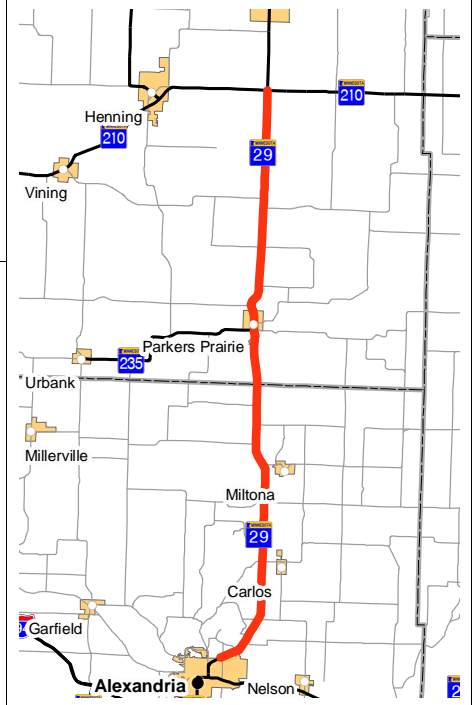
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: Sep-14

Project History:

Maintenance has been patching by wedge paving to fill both longitudinal and transverse cracks. There also have been overlays placed over entire width to prevent pop-outs of in place roadway.

Project Benefits:

Goal is to improve ride quality and reduce spending maintenance.

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 upg

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.4	\$ 9.4
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.8	\$ 1.8
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 12.2	\$ 12.2

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
- City of Parkers Prairie to provide recommendation for storm sewer replacement in early 2012
- Cost estimate updated with new inflation rate
- Hydraulic recommendation recently completed

Key Cost Estimate Assumptions:



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

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

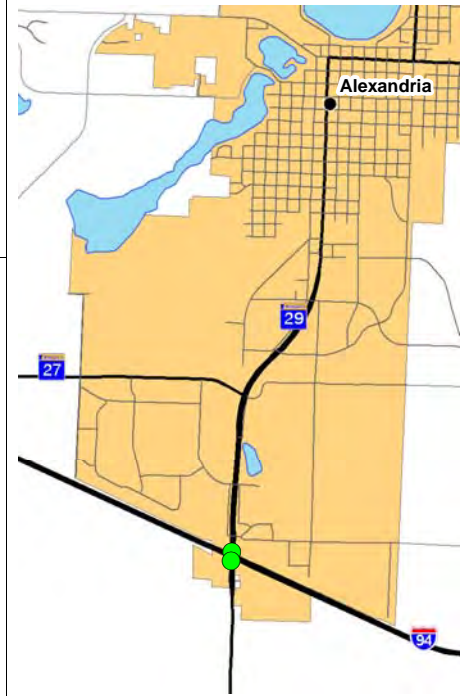
Hwy 29

Bridges in Alexandria over I-94

Bridge 21813, 21814

State Project No. 2102-58

<http://www.dot.state.mn.us/d4/projects/alexi94hwy29/index.html>



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: 1/22/2016
Current Letting Date: 2/27/2015
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

Project Benefits:

- Replaces 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 I-94 EB and WB on ramp for improved safety

Project Risks:

- Access changes not accepted by property owners
- 50th Ave staging requires additional public involvement and acceptance
- FHWA reviews may require additional documentation
- Geotechnical issues such as high groundwater could affect construction

Project Description:

Bridge #21813 and #21814 and interchange replacement on TH 29 over I-94 and four 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

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

- Geometric layout is getting closer to complete
- Traffic and noise studies are complete
- Value Engineering Study has been completed
- Website went live on 9-27-2012
- Public Meeting 10-11-2012

Key Cost Estimate Assumptions:

- Two-span steel girder 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
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 3/27/2015
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 regarding the number of pipes in poor condition

Project Description:

This is a mill and overlay from I-94 to TH 59 at Dunvilla.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
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 scoped in May 2011.

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.



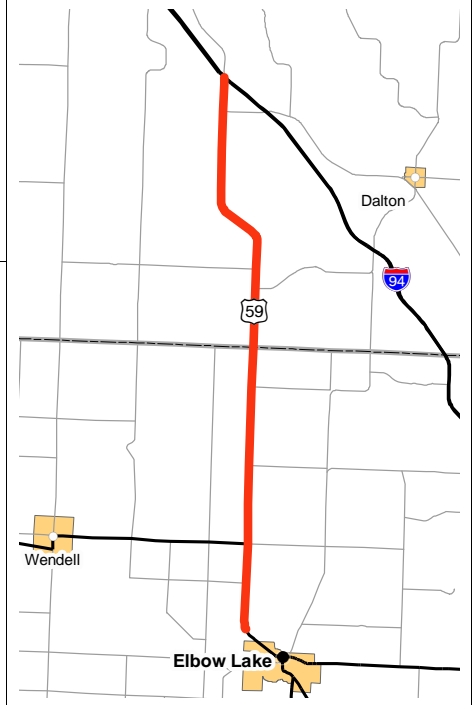
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 59
Elbow Lake to I 94
State Project No. 2611-16



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/27/2012
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion:

Project History:

The southern limit of this project was to start at the north city limits of Elbow Lake. Upon review this limit was moved near to where the pavement splits for a center grass way through the rest of the City. The project was changed from a mill and overlay to an alternate bid project. The edge drains are being inspected to see if they need to be repaired or be replaced.

Project Benefits:

To provide a pavement fix that will give a 20-year pavement life.

Project Risks:

Project Description:

North limit of Elbow Lake to Jct. I 94, 7" mill and overlay. It is an alternate bid project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.8	\$ 6.2
Other Construction Elements:	\$ 0.5	\$ 0.6
Engineering:	\$ 1.2	\$ 1.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.6	\$ 8.2

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

Recent Changes and Updates:

Fix changed from a 6" mill to a 7" mill. Letting year changed, which increased inflation rate.

Key Cost Estimate Assumptions:



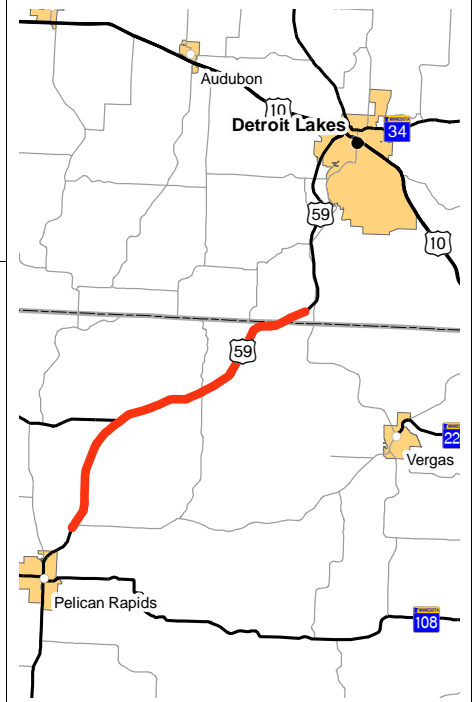
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Brad Cegl

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 59
Pelican Rapids to North Otter Tail County Line
Bridge 56023, 56027
State Project No. 5618-26



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/22/2013
Current Letting Date: 3/23/2012
Construction Season: 2012
Estimated Substantial Completion: October 2012

Project History:

- This section of roadway was last paved in 1990 with 1.5 inches and prior to that in 1971 with 3+ inches
- This section is showing deterioration with increased maintenance.
- The existing bridges have deteriorated faster than anticipated and have required extensive maintenance.

Project Benefits:

- New bituminous pavement will extend life and improve ride and safety and reduce maintenance
- Upgrade hydraulics
- Additional left turn lanes will enhance safety and mobility
- Rumble stripes will improve safety

Project Risks:

Project Description:

- 3 inch milling and 4.5" inch bituminous overlay
- Centerline and two entrance culvert replacements
- Add Inside left turn lanes and Intersection Lighting at CSAH 4, TH 34, CSAH 31 and CSAH 20
- Replace both bridges over the Pelican River

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.5	\$ 5.3
Other Construction Elements:	\$ 0.6	\$ 0.4
Engineering:	\$ 1.6	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 9.7	\$ 5.7

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

Recent Changes and Updates:

Project is under construction and will be completed in October 2012.

Key Cost Estimate Assumptions:

Project was constructed and completed in October 2012.



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

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 11/22/2013
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 visibility

Project Risks:

- Condition of pavement at time of construction.
- Borings not complete
- Hydraulics – shared pipes with RR
- Subcut for frost heaves
- Right of way

Project Description:

Mill 3" pavement of 3" bituminous. The ride will be improved along with improved drainage along the corridor.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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
- Project Scope is being amended (2012) to change the fix to a 3" mill and 3" overlay

Key Cost Estimate Assumptions:



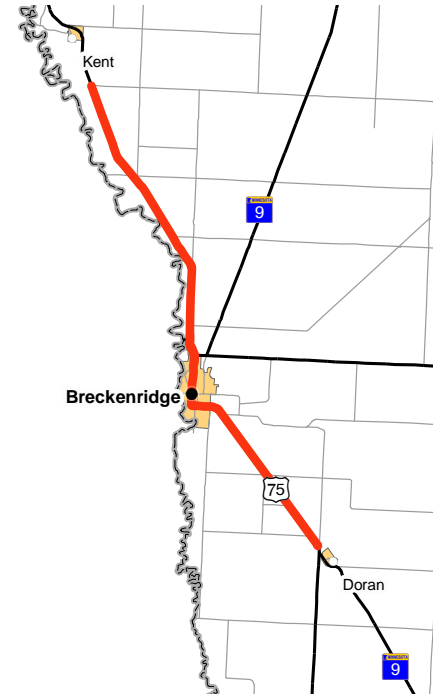
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 75
South Jct. TH9 in Doran to Wilkin Co.Rd 20
Bridge No, Bridge, Work
State Project No. 8407-37



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/28/2014
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: July, 2013

Project History:

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

Project Benefits:

Improve ride and reduce maintenance costs.

Project Risks:

Soil type in the Breckenridge area.

Project Description:

Pavement resurface and rehabilitation, ADA improvements within the city of Breckenridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.0	\$ 5.9
Other Construction Elements:	\$ 0.7	\$ 0.7
Engineering:	\$ 1.3	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.0	\$ 7.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



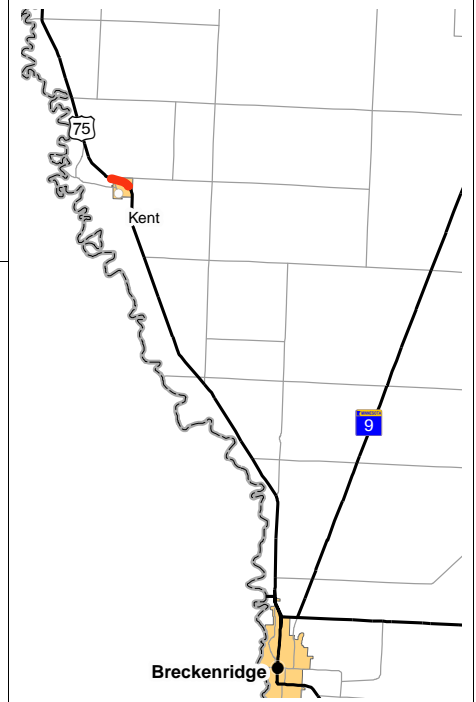
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Jesse Miller

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 75
Near the City of Kent
Bridge 5185, 5186
State Project No. 8408-44



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: January 2016
Current Letting Date: 1/22/2016
Construction Season: 2016
Estimated Substantial Completion: October 2016

Project History:

Annual flooding due to spring melt and large rain events cause TH 75 to be detoured. Bridge 5186 is also due to be replaced. Flood mitigation money allowed for project realignment.

Project Benefits:

New Bridge structures 5185 & 5186 will go over Whiskey Creek and BNSF RR line. New alignment should eliminate need for detours.

Project Risks:

County road connection coordination.
Construction season detour route.
BNSF RR agreement
Environmental issues
Flood plain issues.
Noise analysis study. Consultant contract.
Cost/benefit analysis.

Project Description:

TH 75 realign and new bridge over Whiskey Creek. Additionally, a new bridge over BNSF railroad as well as realignment of county road connections. To complete the project TH24 bridge will be removed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.6	\$ 7.6
Other Construction Elements:	\$ 0.6	\$ 0.6
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 0.7	\$ 0.7
Total:	\$ 10.4	\$ 10.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Assume railroad agreement, municipal consent, geometric layout consent, approve noise analysis and cost benefit ratio. County and city of Kent cost participation percentages.



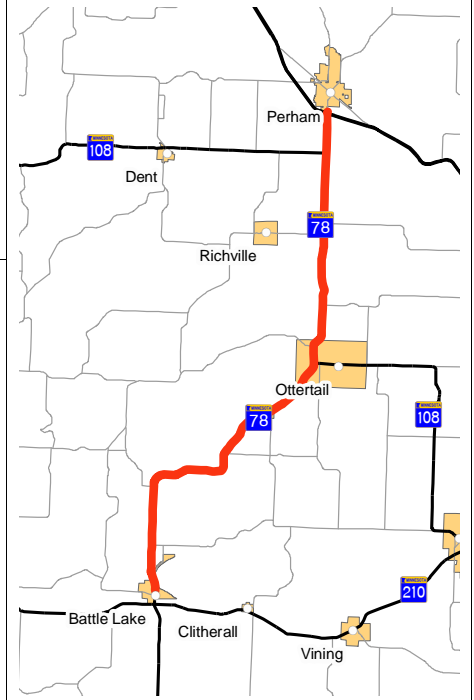
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 78
Battle Lake to Perham
State Project No. 5621-23



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 04/26/2013
Current Letting Date: 04/26/2013
Construction Season: 2013
Estimated Substantial Completion:

Project History:

This project was initiated as a Better Roads project as a basic mill and overlay. The city of Battle Lake wanted to replace its underground utilities. The city formed a planning committee that came to the conclusion the downtown should be redone as a complete streets project for approximately three blocks.

Project Benefits:

Improve the ride and reduce maintenance needs. Two cattle passes will be replaced with culverts. A bypass that is sliding will be repaired. The profile across the railroad tracks at Ottertail will be improved. ADA in the city of Battle Lake will be brought into compliance.

Project Risks:

Project Description:

TH 210/Battle Lake to TH 10/Perham, 3" mill and 3" overlay project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.4	\$ 6.8
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.4	\$ 1.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.6	\$ 9.2

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

Recent Changes and Updates:

Complete Streets Design was added to downtown portion of Battle Lake.

Key Cost Estimate Assumptions:

The city of Battle Lake wanted to upgrade their infrastructure in a three-block section, which increased costs to the project. The project costs were updated to current inflation rates.



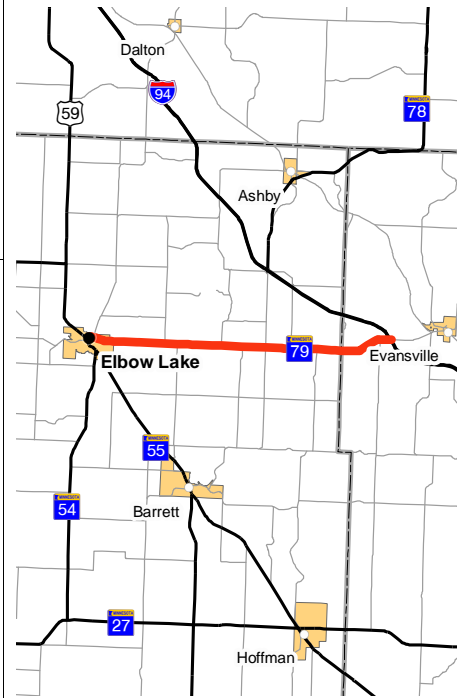
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Seth Ylini

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 79
Elbow Lake to Jct. TH 94
State Project No. 2613-18



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/24/2014
Current Letting Date: 3/25/2016
Construction Season: 2016
Estimated Substantial Completion:

Project History:

Mill and overlay. The western limit was extended to include a section of TH 59 to the west city limits. ADA work will be included in this project.

Project Benefits:

Improve the ride and reduce maintenance costs and upgrade the crosswalks in Elbow Lake to current standards.

Project Risks:

Project Description:

Jct of TH 59/Elbow Lake to Jct. TH 94 - 2" mill and 3.5" bit resurfacing project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.5	\$ 4.5
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 0.9	\$ 0.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.9	\$ 5.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates.



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

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

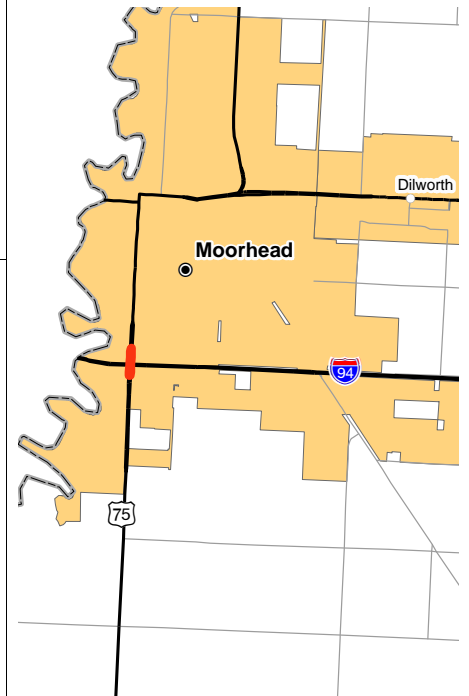
PROJECT SUMMARY

I-94

I 94 and Hwy. 75 Interchange

Bridge 14813/14814

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 TH 75/I-94. This project is the preferred alternative from the TH 75 Corridor Transportation Study that was completed in 2008. The study recommendations will be incorporated into this project.

Project Benefits:

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

Project Risks:

Since the consultant has just started pre-design work 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 auxiliary lane extension to 20th Street in both directions.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 15.0	\$ 15.0
Other Construction Elements:	\$ 1.2	\$ 1.2
Engineering:	\$ 3.0	\$ 3.0
Right of Way:	\$ 0.2	\$ 0.2
Total:	\$ 19.4	\$ 19.4

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. Consultant acquisition was complete in spring 2012. Value Engineering Study will be complete in October 2012.

Key Cost Estimate Assumptions:

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



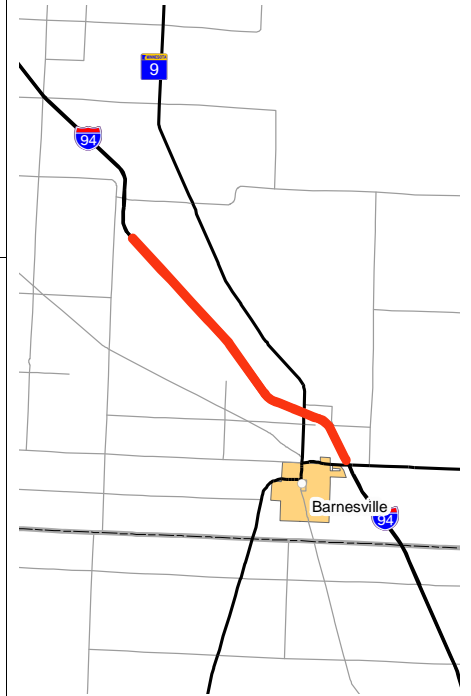
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94 EB
RP 14.9 to RP 24.199
State Project No. 1480-137



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2017
Current Letting Date: 4-26-2013
Construction Season: 2013
Estimated Substantial Completion: October 2013

Project History:

Inplace Surface is concrete and has bituminous overlay sections. Numerous cracks/blowups. MAP 21 funding allowed for project to be pushed forward from 2017 to 2013.

Project Benefits:

Smooth concrete surface. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit and bicycle users.

Project Risks:

Hydraulic issues not being addressed due to right-of-way timeline for letting.

Project Description:

Remove bituminous overlay and bonded concrete overlay and place unbonded concrete overlay. Also replace bituminous shoulders on ramps.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.3	\$ 8.3
Other Construction Elements:	\$ 0.6	\$ 0.6
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.4	\$ 10.4

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

Recent Changes and Updates:

The MAP-21 federal transportation authorization bill accelerated funding for this project forward from 2017 to 2013.

Key Cost Estimate Assumptions:

Unbonded concrete overlay estimated at \$900,000 per mile.



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

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94 WB

Downer to TH 34

Bridge B-14809

State Project No. 1480-151

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2011
Current Letting Date: Feb. 25, 2011
Construction Season: 2011
Estimated Substantial Completion: July 2011

Project History:

The existing continuously reinforced concrete pavement was constructed in 1970. It is severely cracked and potholes are developing as the pavement structure continuous to deteriorate. The unbonded concrete overlay was scheduled to provide a smooth ride and address the pavement conditions.

Project Benefits:

- Improved roadway
- Improved ride
- Reduced maintenance costs
- Decreased user costs

Project Risks:

- Subgrade issues
- Interstate Construction

Recent Changes and Updates:

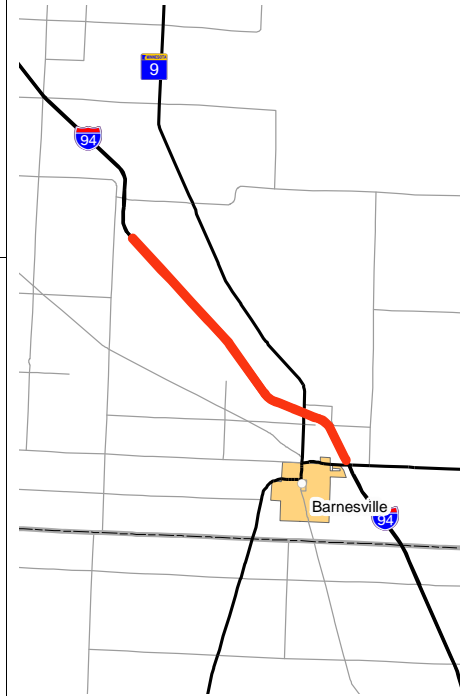
Project is complete.

Key Cost Estimate Assumptions:

This project has been constructed.

Project Description:

Unbonded bridge concrete overlay.



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.7	\$ 6.4
Other Construction Elements:	\$ 1.0	\$ 0.0
Engineering:	\$ 1.7	\$ 0.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.5	\$ 6.4

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

Construction Estimates

Not Yet Available



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

District Engineer: Jody Martinson
Project Manager: Jesse Miller

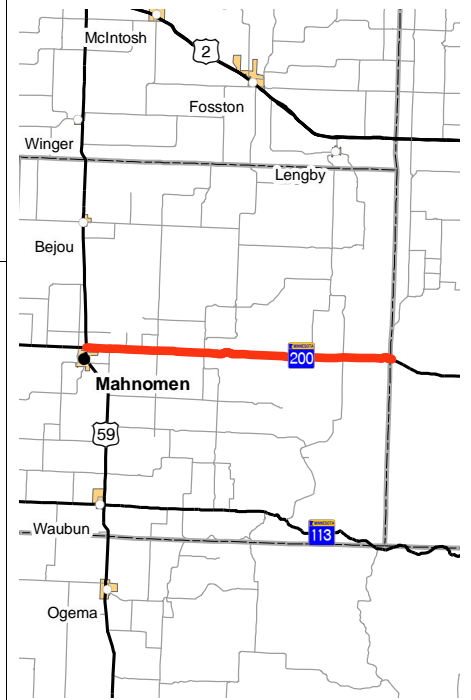
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 200

From JCT TH 59 to East Mahnomon County Line

State Project No. 4402-19



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/25/2016
Current Letting Date: 3/25/2016
Construction Season: 2016
Estimated Substantial Completion: October 2016

Project History:

Inplace bituminous surface needs resurfacing.
Hydraulic/drainage concerns. Segment has overland flooding due to spring melt and heavy rains.

Project Benefits:

Smooth road surface. Hydraulic/drainage areas minimized.

Project Risks:

Flood areas. Regrade too expensive to fix.

Project Description:

Locally let; Construct improvements at Benton Co. Hwy. 3/Golden Spike Rd. interchange in Sauk Rapids.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.2	\$ 6.2
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.2	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.8	\$ 7.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Estimating bituminous overlay at \$200,000 per mile.



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

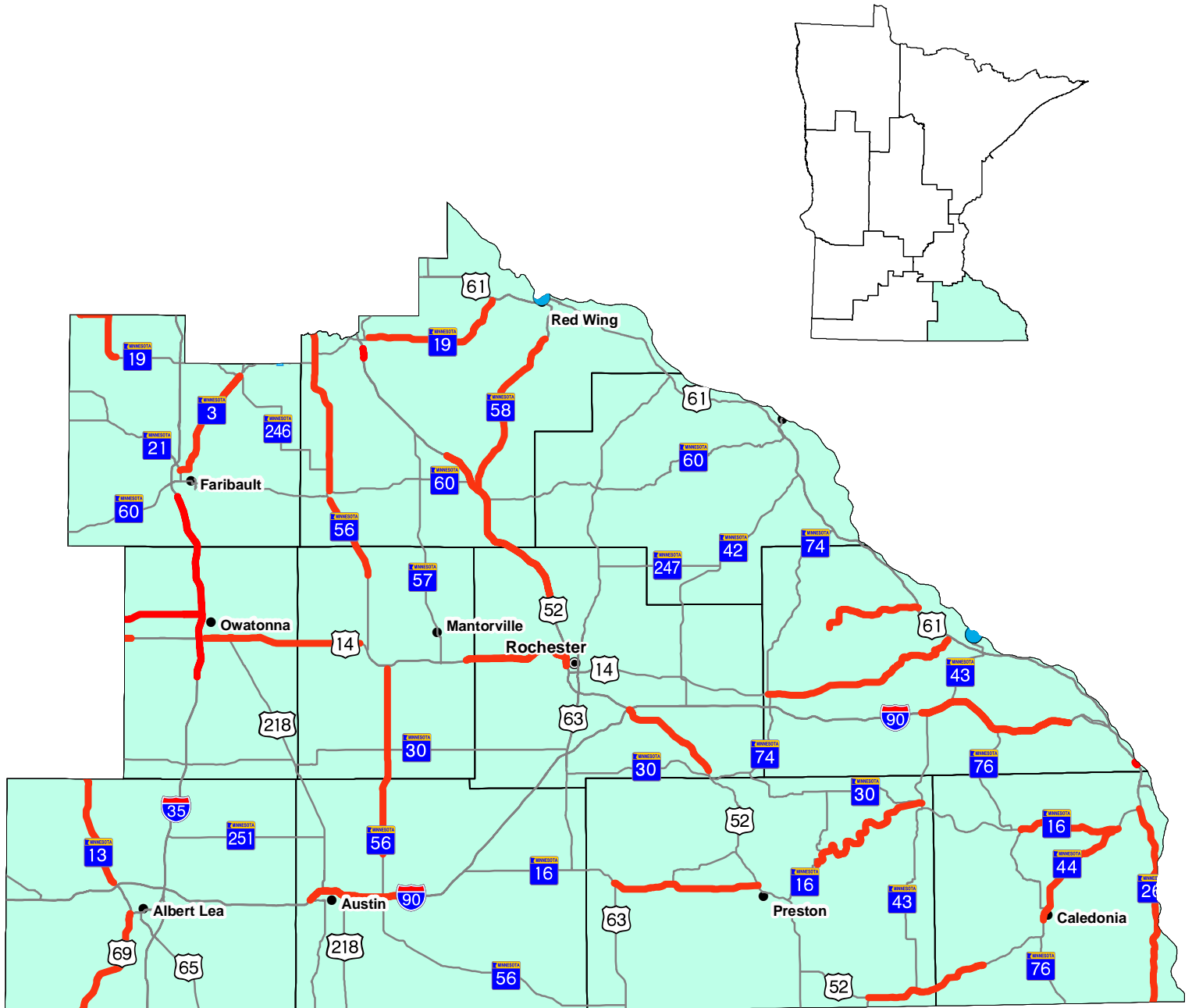
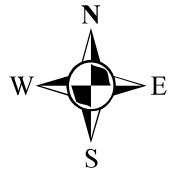
District Engineer: Jody Martinson
Project Manager: Thomas Pace

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012



Major Highway Projects 2013

District 6



Rochester

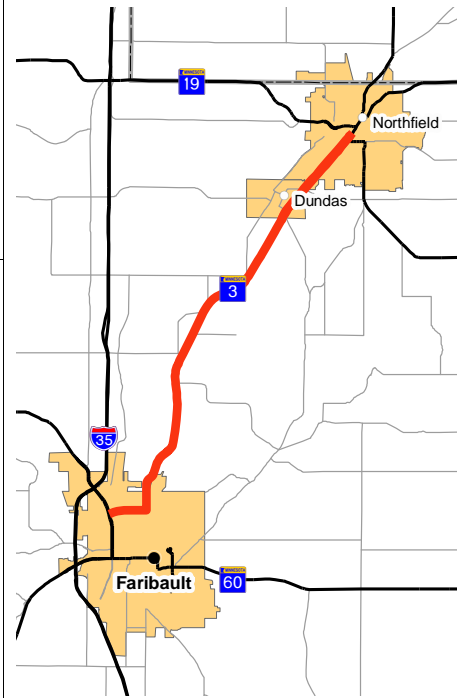
District Project Summary
District 6

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 3	6612-97	Faribault to Northfield	E 2
Hwy 14	5501-35	CSAH 5 (Byron) to TH 52	E 3
Hwy 14	7401-34	I-35 to West Steele county line	E 4
Hwy 14	5502-73	TH 52 to Olmsted CSAH 22	E 5
Hwy 14	7402-28	TH 14 from I-35 to Dodge Center	E 6
Hwy 14	8501-61	TH 14 from TH 74 north to Gilmore Creek	E 7
Hwy 16	2304-48	Pleasant St. E. in Lanesboro to MN 43 in Rushford	E 8
Hwy 16	2801-80	From Houston County Bridge 95111 near TH 76 to Hokah near TH 44	E 9
Hwy 16	2315-15	From Grant Street in Spring Valley to JCT. TH 52 in Preston	E 10
Hwy 19	2503-30	Cannon Falls to Jct. TH 61 in Red Wing	E 11
Hwy 19	6602-25	TH 13 to 3rd Avenue SE in Lonsdale & SB I-35 ramps to Armstrong Road & turn lanes at I-35 ramps in Northfield	E 12
Hwy 26	2802-66	MN/IA to TH 16	E 13
Hwy 35	7480-113	5 miles south of Owatonna to Faribault	E 14
Hwy 43	8503-46	Winona Bridge over Mississippi River	E 15
Hwy 44	2804-33	In Houston County from Jct 44/76 (Caledonia) to Hokah	E 16
Hwy 44	2308-26	From the Jct. with TH 52 to 3rd Ave. NW in Spring Grove	E 17
Hwy 52	2506-52	Cannon Falls interchange	E 18
Hwy 52	2505-49	85th St N of Rochester to 1.3 mi N of Goodhue CSAH near Zumbrota	E 19
Hwy 52	2505-48	Elk Run interchange	E 20
Hwy 56	2006-27	From Jct. CSAH 24 in West Concord, MN to Jct. Home Street in Kenyon, MN	E 21
Hwy 56	2508-31	Trondheim Road in Kenyon to Bridge 6525 over the Cannon River	E 22
Hwy 58	2510-47	TH 52 to 0.8 miles south of CSAH 5	E 23
Hwy 69	2406-47	From IA/MN State Line to TH 13	E 24
I-90	5080-159	I-90 from TH 105 to CSAH 19	E 25
I-90	8580-149	Dresbach Bridge over Mississippi River (Dresbach)	E 26

I-90	8580-152	EB I-90 from the west junction with TH 43 to 0.8 miles west of TH 76	E 27
I-90	8580-156	I-90 EB from 2.2 miles east of TH 74 to 0.5 miles east of TH 43	E 28
I-90	8580-163	0.8 miles west of TH 76 to 0.69 miles west of CSAH 12	E 29
Hwy 248	8511-09	1st Ave. SE in Altura to TH 61	E 30
Hwy 250	2319-16	Bridge No. 6975 - 1.0 mi N of Jct of TH 16. Bridge No. 6977 - 3.4 mi N of the Jct of TH 16.	E 31

PROJECT SUMMARY

Hwy 3
Faribault to Northfield
State Project No. 6612-97



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/24/2014
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

- This segment of TH 3 was originally graded and paved with concrete in 1921.
- The last overlay was constructed in 1990.
- The pavement is showing signs of deterioration and cracking.
- Culverts, storm sewers and traffic safety have all been noted as in need of repairs and improvement.

Project Benefits:

- Extend the pavement life by an anticipated 8-10 years and improve ride quality.
- Improvements to multiple culverts, ditches, aprons, and pipe sections as recommended by the District 6 Hydraulics Department.
- Safety improvements, including guardrail, turn lanes and rumble strips.
- Reconstruction of the ped ramps is anticipated for Northfield & Faribault.

Project Risks:

- No detour agreements are anticipated for this project. However, drainage improvements recommended by the District Structures Section may lead to the need for a detour
- Access management improvements are not included, but could increase the scope of the project

Project Description:

Medium Bituminous Overlay 12.6 miles of US Highway 3. This project begins at the intersection of Highway 21 in Northfield and then travels north on Highway 3 through Dundas to the south side of the Cannon River Bridge in Northfield.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.7	\$ 4.7
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.9	\$ 5.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

- It is assumed that traffic would be maintained on Highway 3 during construction, so no detour costs were included in the estimate
- It is assumed that there will be no right-of-way costs
- A three-inch bituminous overlay was assumed. Depending on the pave



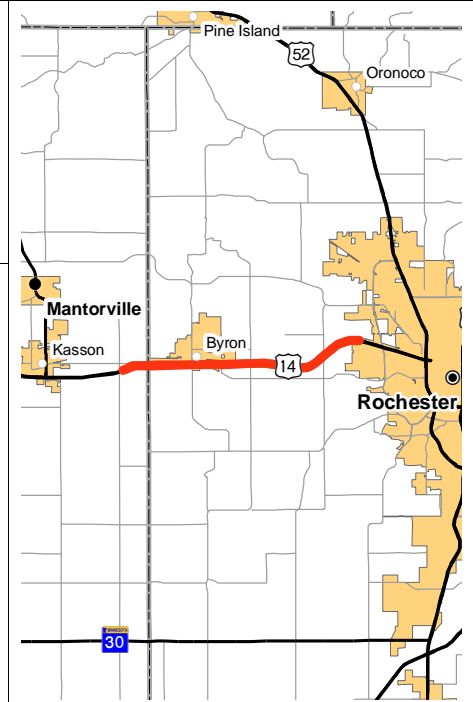
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Heather Lukes

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 14
CSAH 5 (Byron) to TH 52
State Project No. 5501-35



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/27/2012
Current Letting Date: 1/27/2012
Construction Season: 2012
Estimated Substantial Completion: October 2012

Project History:

Highway 14 was graded in 1959-1960 and concrete pavement was placed in 1960. Three concrete pavement rehabilitation projects have been completed and the pavement is exhibiting significant distress based on its age.

Project Benefits:

- Extend pavement life
- Improve numerous drainage structures
- Improve traffic safety

Project Risks:

Project Description:

Heavy bituminous overlay, minor culvert repairs and guardrail replacements/additions on 8.38 miles of TH 14.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 7.7
Other Construction Elements:	\$ 0.0	\$ 0.3
Engineering:	\$ 0.5	\$ 0.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.5	\$ 8.9

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 on 1/27/12 and construction began in the summer of 2012. Current estimate is based on project letting costs. The project was substantially complete in October 2012.

Key Cost Estimate Assumptions:

Total overruns for the project are unknown at this time.



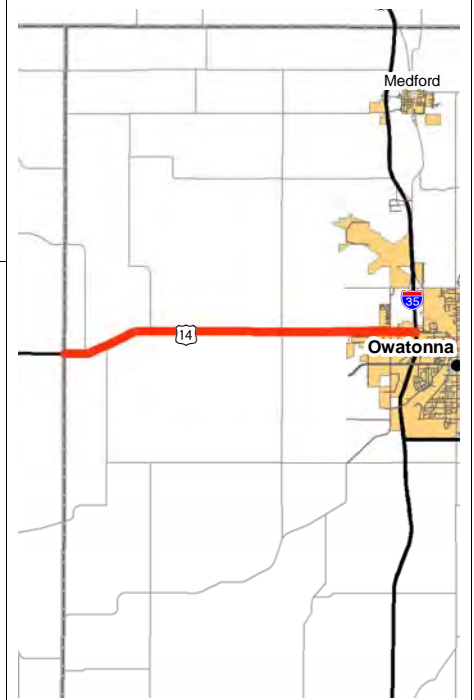
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kyle Lake

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 1/23/09
Current Letting Date: 1/23/09
Construction Season: 2009-2012
Estimated Substantial Completion: Fall 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 westerly Steele County Line. The majority of this project is 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: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 65.3	\$ 51.8
Other Construction Elements:	\$ 0.0	\$ 2.1
Engineering:	\$ 3.2	\$ 10.4
Right of Way:	\$ 12.3	\$ 11.2
Total:	\$ 80.8	\$ 75.5

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

Recent Changes and Updates:

The project was let on 1/23/09 and was substantially in the summer of 2012. Current estimate reflects the project construction and updated right of way costs.

Key Cost Estimate Assumptions:

The overruns for the project are at a reasonable level.



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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 14
TH 52 to Olmsted CSAH 22
State Project No. 5502-73

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/20/2009
Current Letting Date: 2/25/2011
Construction Season: 2011
Estimated Substantial Completion: November 2011

Project History:

- Highway 14 is an east – west corridor that was graded in 1960s.
- Bituminous overlay projects were completed in the 1980s and 1990s.
- In 2007, the Ride Quality Index (RQI) was rated as poor, the Remaining Service Life as Poor (0-3 years) and the Surface Rating as Good. This indicates the need for improvement.

Project Benefits:

Extend pavement life, improve traffic safety and operations and improve hydraulics & drainage features, and improve bridge approaches.

Project Risks:

Recent Changes and Updates:

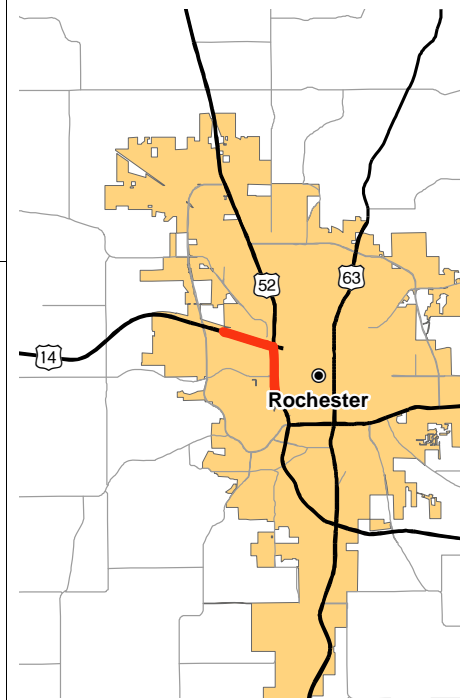
The project was let on 2/25/2011 and construction began in May 2011. The current estimate is based on project letting costs. Construction was completed in November 2011.

Key Cost Estimate Assumptions:

Total overruns for the project are unknown at this time.

Project Description:

Bituminous mill and overlay, turn lane construction, storm sewer replacement, traffic signal installation, replacement of bridge approach panels and installation of an ITS system.



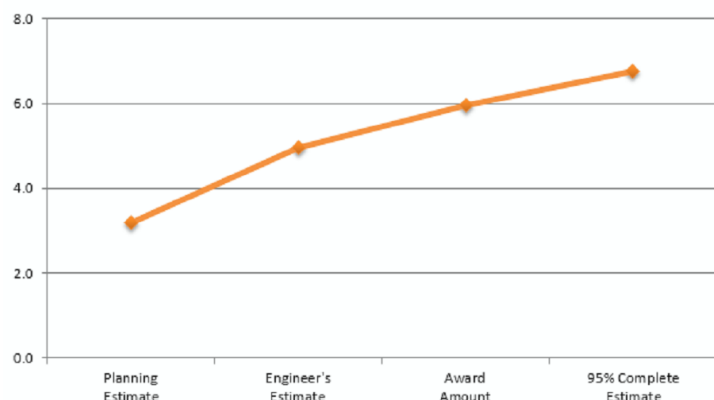
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 3.2	\$ 6.0
Other Construction Elements:	\$ 0.0	\$ 0.2
Engineering:	\$ 0.4	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 3.6	\$ 7.4

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

Construction Estimates
During Project Development
(In Millions)



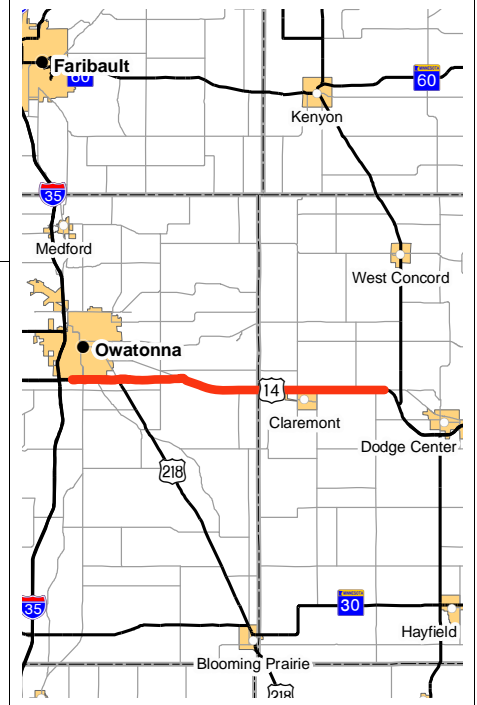
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Paul Schauer

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 14
TH 14 from I-35 to Dodge Center
State Project No. 7402-28



Schedule:

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

Project History:

This segment of TH 14 was built in 1927. Various segments of the project have been overlaid in 1989, 1993, 2005 and 2006. The road Ride Quality Index (RQI) and the Remaining Service Life (RSL) indicate the need for improvement in the short-term.

Project Benefits:

- Extend the life of this pavement for an anticipated 15 years and improve safety on TH 14.
- Preserve the pavement
- Improvements to drainage structures exhibiting signs of distress as recommended by the District Hydraulics Section

Project Risks:

No Detour Agreements are anticipated for this project. Recommended drainage improvements may lead to the need for a detour.

Project Description:

Medium bituminous mill and overlay, hydraulics improvements and traffic safety improvements from I-35 to Dodge Center.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.9	\$ 5.9
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 1.2	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.3	\$ 7.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. Right of way is not required for the project. It is assumed that traffic will be maintained during construction, so no crossover or detour costs were included.



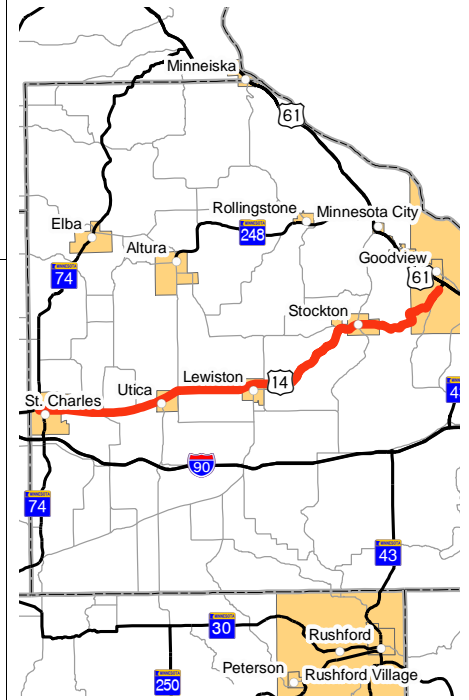
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Mike Kempinger

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 14
TH 14 from TH 74 north to Gilmore Creek
State Project No. 8501-61



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/13
Current Letting Date: 3/7/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

This segment of TH 14 was built in 1936. This road was widened in 1982 and from 1990 to 1992 it received a bituminous overlay. Several segments received thin overlays between 1992 and 2007. The road Ride Quality Index (RQI) and the Remaining Service Life (RSL) indicate the need for improvement in the short-term.

Project Benefits:

- Extend the life of this pavement for an anticipated 10 years
- Preserve the pavement
- Improve drainage structures exhibiting signs of distress as recommended by the District Hydraulics Section

Project Risks:

Project Description:

Grading, bituminous mill and overlay and ADA improvements on TH 14.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.3	\$ 7.5
Other Construction Elements:	\$ 0.0	\$ 0.3
Engineering:	\$ 0.6	\$ 1.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.9	\$ 9.3

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 on 3/7/12. Current Estimate reflects bid amount.

Key Cost Estimate Assumptions:



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

District Engineer: Nelrae Succio
Project Manager: Mark Anderson

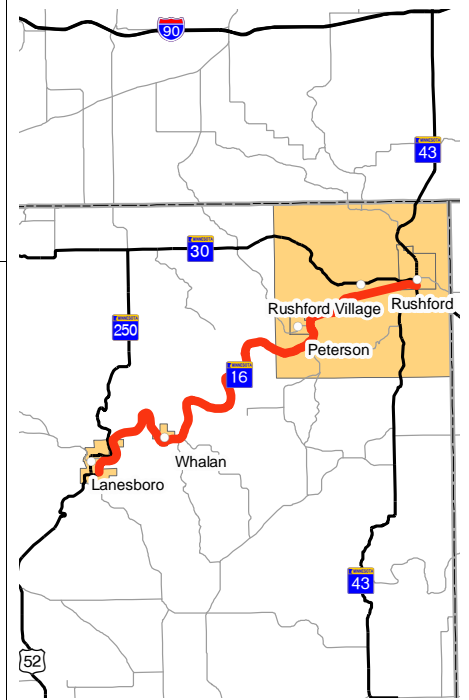
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 16

Pleasant St. E. in Lanesboro to MN 43 in Rushford

State Project No. 2304-48



Schedule:

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

Project History:

This segment of TH 16 is a two-lane highway with a maximum ADT of approximately 2000. In 2010, the pavement was rated in fair condition with a pavement quality index (PQI) between 1.9 and 2.7.

Project Benefits:

The purpose of this project is to preserve the existing roadway structure, extend pavement life, and improve the ride quality of the highway.

Project Risks:

Project Description:

This is a full depth reclamation (SFDR) and bituminous surfacing or concrete overlay - along Pleasant St. E. (Lanesboro) to north of Jct MN 43 (Rushford).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.0	\$ 8.0
Other Construction Elements:	\$ 0.6	\$ 0.6
Engineering:	\$ 1.2	\$ 1.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 9.8	\$ 9.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that there will be no right of way costs.



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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 16

From Houston County Bridge 95111 near TH 76 to Hokah near TH 44
State Project No. 2801-80

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/26/2007
Current Letting Date: 2/12/2010
Construction Season: 2010
Estimated Substantial Completion: Fall 2010

Project History:

This section of TH 16 was originally graded in 1926 and paved in the early 1940s. Records show that it was last paved in 1985. The pavement has significant deterioration and distress and major pavement improvements are needed.

Project Benefits:

- Restore pavement life
- Numerous improvements to drainage structures
- Improve traffic and roadside safety

Project Risks:

Recent Changes and Updates:

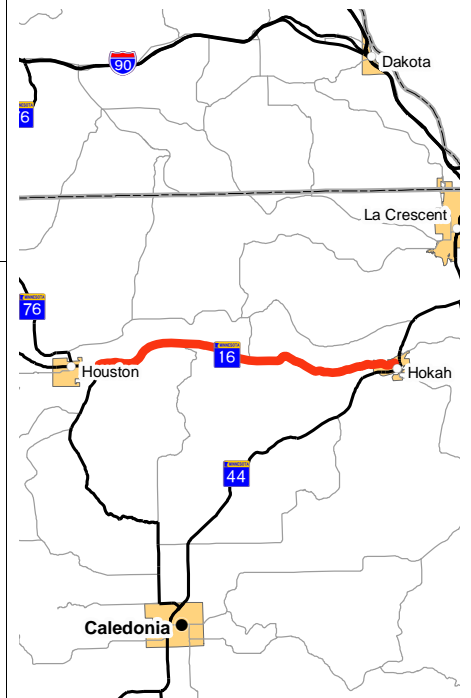
The project was let on 2/12/2010 and was completed in September 2010. The current estimate is based on project letting costs.

Key Cost Estimate Assumptions:

Total overruns for the project are unknown at this time.

Project Description:

Pavement reclamation on 11.88 miles of TH 16 in Houston County, with 6" of bituminous pavement provided. The project includes hydraulics, traffic safety and roadside hardware improvements.



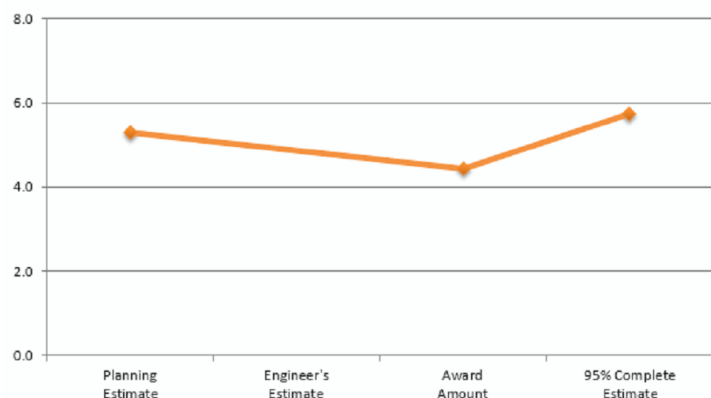
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.3	\$ 4.4
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 1.1	\$ 0.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.6	\$ 5.5

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

**Construction Estimates
During Project Development
(In Millions)**



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

District Engineer: Nelrae Succio
Project Manager: Mark Anderson

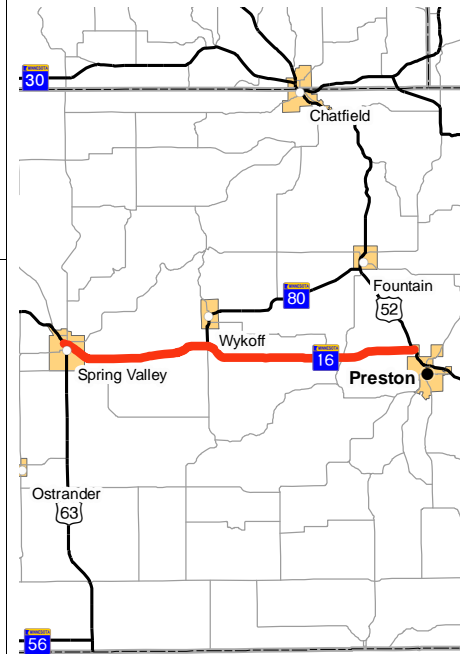
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 16

From Grant Street in Spring Valley to JCT. TH 52 in Preston

State Project No. 2315-15



Schedule:

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

Project History:

This segment of TH 16 was regraded in 1933, 1936 and 1949 and surfaced with 1.5 in. to 5.5 in. of aggregate base, and 9-7-9 concrete 20-22 ft. wide. In 1983, this segment was bituminous trench widened to 28 ft. wide. The roadway then received a 4.5" bituminous overlay, 28 ft. wide. Gravel shoulders, 6 ft. wide, were also added. In 1995, this segment received another 2" bituminous overlay, 28 ft. wide. The shoulders received additional aggregate, 6 ft. wide.

Project Benefits:

This project will preserve the existing roadway structure, extend pavement life and improve ride quality.

Project Risks:

Project Description:

Better Roads For Minnesota Project. Proposed construction will include a bituminous mill and overlay of an 15.344-mile section of TH 16 from Grant St. in Spring Valley, MN to 790 ft. W. of the W. Jct. T.H. 52. It is anticipated that one bypass lane will be added and 17 culverts will be replaced as part of this project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.8	\$ 4.8
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.8	\$ 5.8

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. It is assumed that there will be no right of way costs.



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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 19
Cannon Falls to Jct. TH 61 in Red Wing
State Project No. 2503-30

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/2013
Current Letting Date: 9/26/2011
Construction Season: 2012
Estimated Substantial Completion: 8/31/2012

Project History:

TH 19 was originally graded pre-1920's, and there is no record of the actual construction. In 1945 to 1958 the roadway was regraded in 3 separate projects. The grading projects typically consisted of 32 ft. to 48 ft. wide grading, 8 in. to 10 in. of sand subbase material, 3 in. of aggregate base, and 1.5 in. to 3 in. of bituminous, 24' wide. The roadway also had 2 ft. to 6 ft. wide aggregate shoulders. In 1970, 1.5 in. of bituminous was placed, 24 ft. wide, along with 1 in. of gravel on 2 ft. to 6 ft. wide shoulders. In the 1980's, additional spot overlays were placed, 24 ft. wide, at various locations along the roadway.

Project Benefits:

- Extend pavement life
- Improvements to numerous drainage structures
- Traffic features on the road

Project Risks:

Recent Changes and Updates:

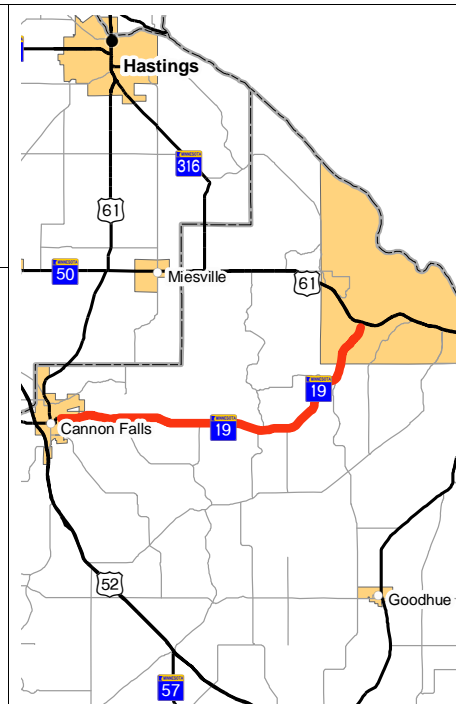
Project was let on 8/26/11. Current Estimate reflects the bid amount and updated information on engineering and right-of-way costs.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that traffic will be detoured during construction, these costs were included.

Project Description:

Proposed construction will include bituminous reclamation and resurfacing of a 15.56-mile section of TH 19 from 0.04 mi. east of the Jct. Almond St. in Cannon Falls, MN to Jct. TH 61 in Red Wing, MN. The project will also include nine culvert replacements. A right turnlane and a bypass lane are also proposed to be constructed.



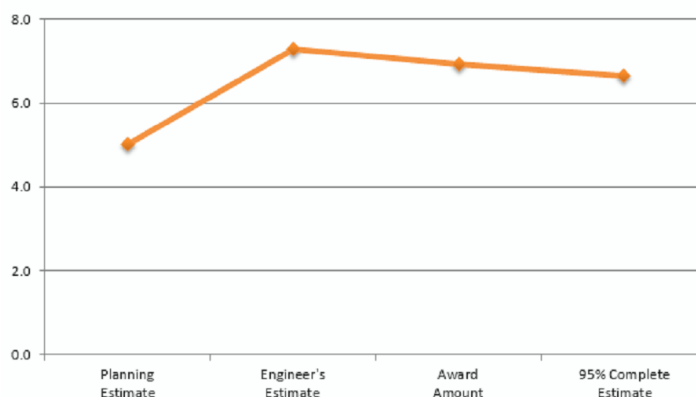
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 6.9
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.9	\$ 7.8

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

**Construction Estimates
During Project Development
(In Millions)**



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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 19

TH 13 to 3rd Avenue SE in Lonsdale & SB I-35 ramps to Armstrong Road & turn lanes at I-35 ramps in Northfield

State Project No. 6602-25

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/22/2010
Current Letting Date: 3/26/2010
Construction Season: 2010
Estimated Substantial Completion: October 2010

Project History:

- On TH 19 from Lonsdale to Highway 13 intersection, bituminous overlays were placed in 1981 and 1999 and pavement is showing considerable distress today. In 2002, the Present Serviceability Rating was as low as 2.5, indicating the need for improvement.
- From Interstate 35 to Northfield, a bituminous overlay was placed in 1978 and in 2002, the Present Serviceability Rating is 2.8, indicating the need for improvement.

Project Benefits:

- Extend pavement life
- Pave gravel shoulders
- Improve traffic safety and operations
- Improve drainage infrastructure

Project Risks:

Recent Changes and Updates:

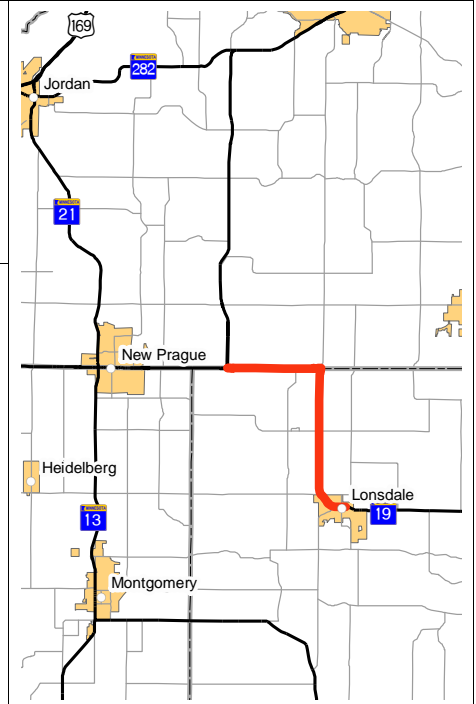
The project was let on 3/26/10 and construction was started on 7/6/2010. Current estimate is based on project letting. Construction was complete in October 2010.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that traffic will be detoured during construction, these costs were included.

Project Description:

Mill and overlay 15.08 miles of TH 19. Construct hydraulics improvements. Construct turn lanes and other traffic safety improvements. Construct 2-way left turn lanes at the I-35 ramps and install a traffic signal at the west ramps intersection.



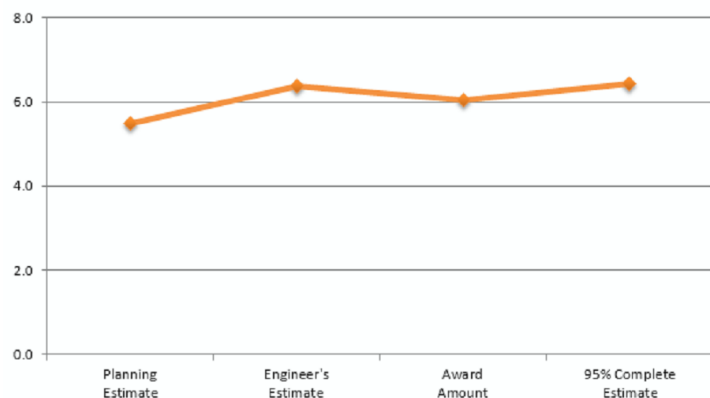
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.5	\$ 6.5
Other Construction Elements:	\$ 0.0	\$ 0.3
Engineering:	\$ 0.2	\$ 1.3
Right of Way:	\$ 0.1	\$ 0.0
Total:	\$ 5.7	\$ 8.1

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

Construction Estimates During Project Development (In Millions)



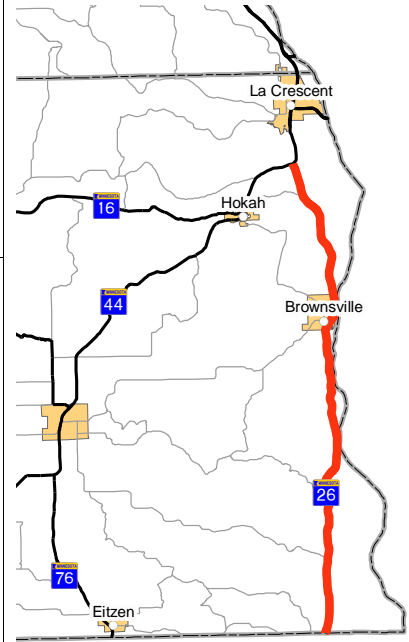
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: **Nelrae Succio**
Project Manager: **Kyle Lake**

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 26
MN/IA to TH 16
State Project No. 2802-66



Schedule:

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

Project History:

In 2010, the Ride Quality Index, Surface Rating, and Pavement Quality Index were all rated as fair. With the existing condition and further degradation by 2013 the pavement will be in need for improvement.

Project Benefits:

- Extend pavement life
- Improve drainage structures
- Improve traffic and roadside safety

Project Risks:

There is a sidewalk and two sets of stairways in or near the city of Brownsville that may need improvements or removal as part of the project. This highway is part of the Mississippi River Trail.

Project Description:

Medium bituminous mill and overlay on 21.12 miles of TH 26. The project includes hydraulics, traffic safety, and roadside hardware improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.7	\$ 4.7
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.8	\$ 5.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

The cost estimate does not include costs for sidewalks or for bicycle accommodations. It is assumed that any sidewalk work, if included, will be funded by the city of Brownsville.



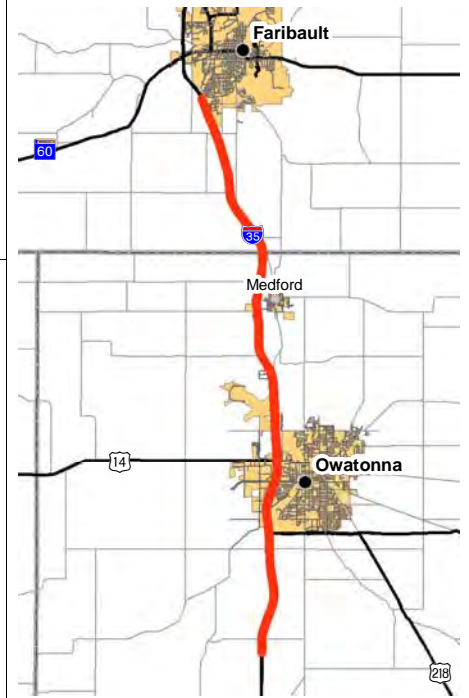
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jeff Bunch

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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 and 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 improvements. The pavement will be replaced on I-35 within the Owatonna area 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.

Project Description:

Reconstruct pavement on NB & SB I-35 and construct auxiliary lane on NB & SB I-35 from Bridge St to N Jct US 14. Additional replacement of bridges in Owatonna.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 34.1	\$ 24.1
Other Construction Elements:	\$ 0.0	\$ 1.0
Engineering:	\$ 6.8	\$ 4.8
Right of Way:	\$ 0.5	\$ 0.5
Total:	\$ 41.4	\$ 30.4

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

Recent Changes and Updates:

Current Estimate is based on new project scope. Paving on I-35 from Owatonna to Faribault has been removed and is a separate project.

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: 1/1/2010
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 43

Winona Bridge over Mississippi River

Bridge 5900

State Project No. 8503-46

<http://www.dot.state.mn.us/d6/projects/winobridge/>



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 rehabilitation/replacement. Bridge inspections revealed corrosion issues, and a retrofit project was implemented. Bridge 5900 is considered eligible for the National Register of Historic Places (NRHP). Because of this eligibility, federal laws and regulations require MnDOT to investigate preservation of the structure. After significant investigation, MnDOT is recommending to rehabilitate the bridge.

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.

Project Description:

Replace/Rehabilitate Bridge 5900. Bridge 5900 was closed to all traffic for 1 week in 2008 for emergency repairs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

MnDOT is officially recommending that a new two-lane bridge reconstruction parallel to the existing bridge and that the existing bridge being rehabilitated for continued use. Current Estimate reflects this recommendation.

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work will not be significant. Contamination issues will not be 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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 44

In Houston County from Jct 44/76 (Caledonia) to Hokah

Bridge 8158

State Project No. 2804-33

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/27/2012
Current Letting Date: 1/27/2012
Construction Season: 2012
Estimated Substantial Completion: October 2012

Project History:

- The majority of the existing pavements were graded in the 1930s and 1940s with concrete pavement placed at that time.
- In 1990, the existing 9-7-9 concrete pavement was trench widened and a bituminous overlay was placed.
- The existing pavement is exhibiting signs of distress and is in need of improvement.

Project Benefits:

- Extend pavement life
- Improve drainage structures
- Improve traffic and roadside safety

Project Risks:

Detour agreements may become necessary for replacement of the drainage structures and box culvert, as recommended by the Districts 6 Hydraulics Section.

Recent Changes and Updates:

The original project scope and cost estimate did not include replacement of the box culvert (Bridge 8158). The project was let on 1/27/2012 and completed in October 2012.

Key Cost Estimate Assumptions:

The project would be completed while maintaining traffic.

Project Description:

Bituminous mill & overlay on 13 miles of TH 44. Replace box culvert (Bridge 8158), make various hydraulics improvements and construct turn lanes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.2	\$ 7.1
Other Construction Elements:	\$ 0.2	\$ 0.3
Engineering:	\$ 0.8	\$ 1.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.2	\$ 8.9

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

Construction Estimates

Not Yet Available



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

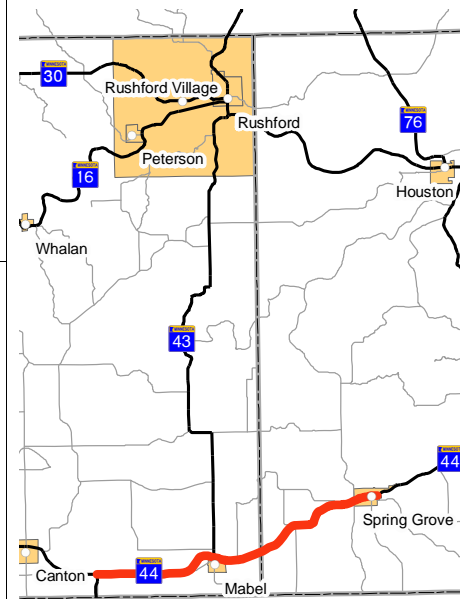
District Engineer: Nelrae Succio
Project Manager: Mark Anderson

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 44

From the Jct. with TH 52 to 3rd Ave. NW in Spring Grove
Bridge 4148, 4149, 4150, 4151, &, 8163
State Project No. 2308-26



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/24/2014
Current Letting Date: 3/8/2013
Construction Season:
Estimated Substantial Completion:

Project History:

In 1992, the roadway was milled 1.5" deep, edge to edge, and overlaid with 3.5 in. of bituminous, 32 ft. wide. Gravel surfacing was also placed on the remaining 4 ft. wide shoulder sections. In the towns of Mabel and Spring Grove, the roadway was milled 28 ft. wide and overlaid with 3.5 in. of bituminous, 28 ft. wide. A 2 in. layer of bituminous was placed on the existing 7 ft. wide bituminous shoulders in these sections. Edge drains were also placed along the outside edges of the roadway with this project.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit and bicycle users.

Project Risks:

Project Description:

Proposed construction will include a bituminous mill and overlay of a 13 mile section of TH 44 from the Jct. with TH 52 to 3rd Ave. NW in Spring Grove. Five bridges (box culverts) and one smaller mainline culvert will be replaced. Several other repairs and lining of culverts are also proposed. Includes \$1.5 million municipal agreement with city of Spring Grove for reconstruction of TH 44 through Spring Grove as part of the Municipal Agreement Program.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.2	\$ 7.2
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.2	\$ 8.2

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that there will be no right of way costs.



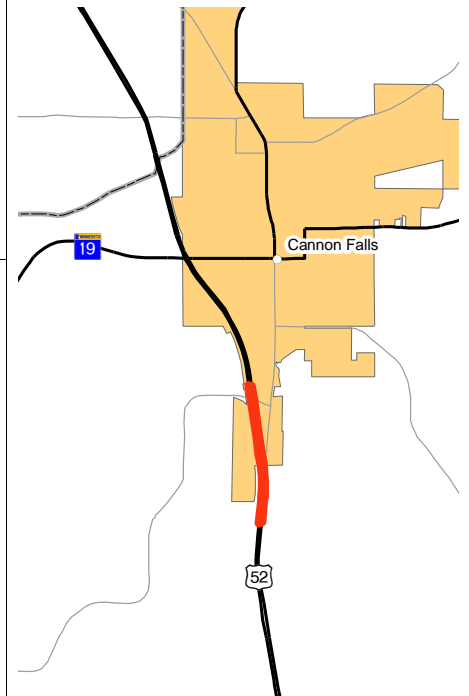
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Heather Lukes

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 2/22/2013
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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
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 Safety and Mobility (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.

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

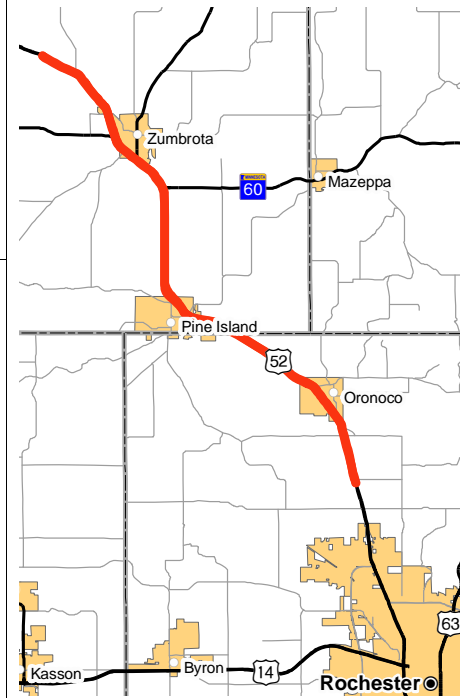
District Engineer: Nelrae Succio
Project Manager: Craig Lenz

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 52

85th St N of Rochester to 1.3 mi N of Goodhue CSAH near Zumbrota
State Project No. 2505-49



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/23/2010
Current Letting Date: 3/7/2012
Construction Season: 2012
Estimated Substantial Completion: 10/05/2012

Project History:

Concrete pavement originally placed on various segments in 1983, 1986 and 1989. Pavement Quality Index (PQI) ranges from 2.2 to 2.8.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit and bicycle users.

Project Risks:

Project Description:

Concrete pavement rehabilitation northbound and southbound from 85th Street (Rochester) to 1.3 miles north of Goodhue CSAH 7 (Near Zumbrota).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.1	\$ 4.4
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.6	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.7	\$ 5.0

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that traffic will be maintained during construction, no crossover or detour costs were included.



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

District Engineer: Nelrae Succio
Project Manager: Paul Schauer

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 08/01/2010
Municipal Consent Approval Date: 11/24/2009
Geometric Layout Approval Date: 09/01/12
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: 2013

Project History:

The current TH 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

Project Risks:

Environmental assessment, traffic accommodation during construction, right of way acquisition, funding.

Project Description:

New interchange in Olmsted County at CSAH 12 in Pine Island in area of 520th St. and County Road 31, plus replacement of box culvert.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

Current estimate reflects the September 2011 design-build project letting. The project is currently under construction.

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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 56

From Jct. CSAH 24 in West Concord, MN to Jct. Home Street in Kenyon, MN

Bridge 5713

State Project No. 2006-27

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/12
Current Letting Date: 10/28/2011
Construction Season: 2012
Estimated Substantial Completion: August 2012

Project History:

In 1977, 3 in. of bituminous was placed, 24 ft. wide, and the gravel shoulders were reconstructed to 7 ft. to 8 ft. wide. In 1998, the majority of the roadway was paved with a 1.5 in bituminous overlay, 24 ft. wide.

Project Benefits:

Preserve the existing roadway structure, extend pavement life, and improve the ride quality of the highway.

Project Risks:

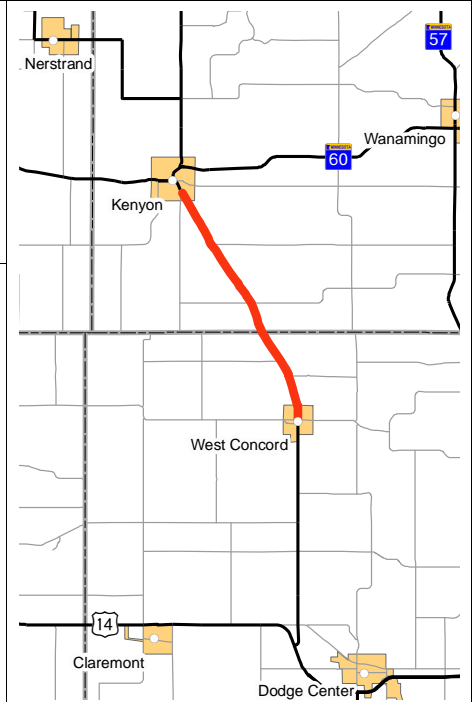
Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It is assumed that traffic will be detoured during construction, these costs were included.

Project Description:

Proposed construction will include an alternate bid design for a bituminous reclamation and resurfacing or a concrete whitetopping of a 9.2-mile section of TH 56 from CSAH 24 in West Concord to the Jct. with Home Street in Kenyon. The project will also include replacing Br. # 5713 (1.8 mi. east of the Jct. with CSAH 24). Six right turnlanes, and six culvert replacements are proposed.



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.1	\$ 6.1
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 0.6	\$ 0.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.9	\$ 6.9

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

Construction Estimates

Not Yet Available



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

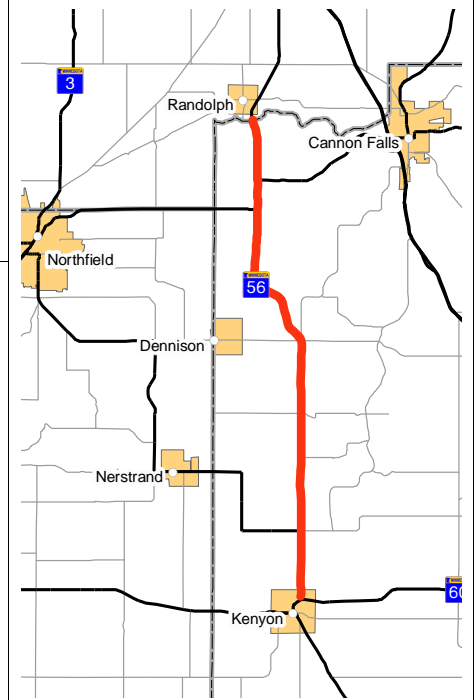
District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 56

Trondheim Road in Kenyon to Bridge 6525 over the Cannon River
State Project No. 2508-31



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/13
Current Letting Date: 3/8/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This section of TH 56 was originally graded in 1928, last received a bituminous overlay in 1990 and was crack sealed in 1993. In 2010 it had a Ride Quality Index of fair and is expected to see increased deterioration of the pavement in the coming years.

Project Benefits:

- Restore pavement life
- Numerous improvements to drainage structures
- Improve traffic and roadside safety

Project Risks:

Project Description:

Pavement reclamation on 17.56 miles of TH 56 in Goodhue County. The project includes hydraulics, traffic safety and roadside hardware improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.4	\$ 6.4
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.9	\$ 7.9

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

Recent Changes and Updates:

The project is currently in the design phase.

Key Cost Estimate Assumptions:

Detours will be needed, since traffic cannot be maintained on this reclamation project. This is a rural project with no local funding expected.



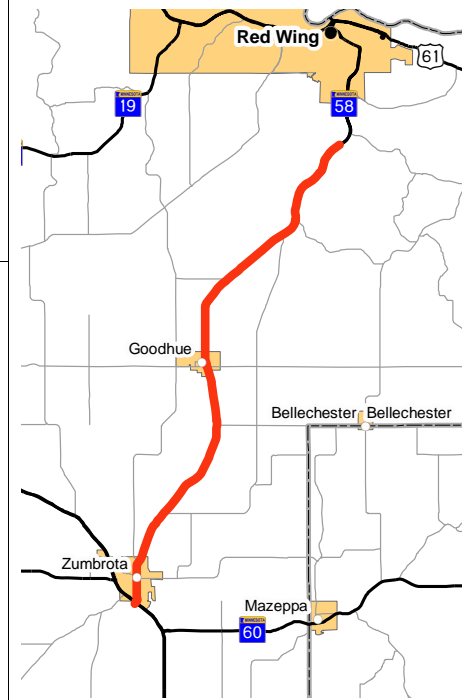
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 58
TH 52 to 0.8 miles south of CSAH 5
State Project No. 2510-47



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/2013
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

Project History:

This segment of TH 58 was originally graded in 1932 and various sections were paved throughout the 1930s & early 1940s. The most recent bituminous overlays were constructed in 1995, 1997 and 2004. It is a rural and urban 2-lane undivided highway, with pavement showing serious signs of cracking and deterioration in the urban part of Zumbrota.

Project Benefits:

- Extend pavement life
- Improve drainage structures
- Improve handicap accessibility to pedestrian facilities
- Improve traffic and roadside safety

Project Risks:

Detour agreements may become necessary for replacement of the drainage structures & box culvert, as recommended by the Districts 6 Hydraulics Section. The need for improvements for city utilities in Zumbrota could affect the project timeline.

Project Description:

Medium bituminous mill and overlay on 18.42 miles of TH 58. The project includes hydraulics, traffic safety, roadside hardware and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.8	\$ 4.8
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.7	\$ 0.7
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 5.9	\$ 5.9

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

Recent Changes and Updates:

The final design of the project is in progress.

Key Cost Estimate Assumptions:

The project will be constructed while maintaining traffic on TH 58, so no detour costs are included.



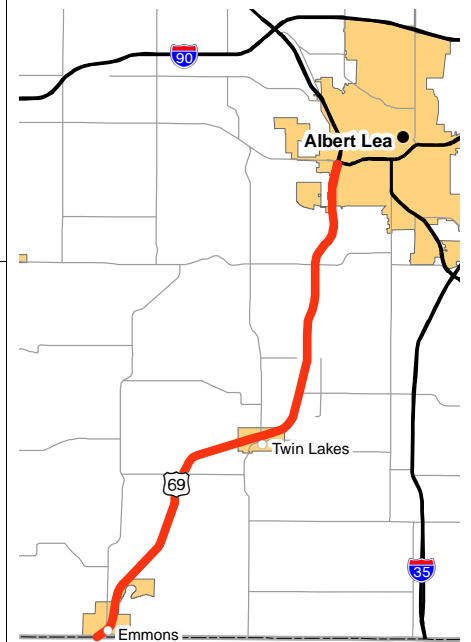
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jake Gasper

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 69
From IA/MN State Line to TH 13
State Project No. 2406-47



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/24/2014
Current Letting Date: 2/8/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

This segment of Highway 69 was graded in 1928 to 1932 and paved with concrete in 1941. The roadway was widened and overlayed in 1976 and reconditioned in 1992.

Project Benefits:

Extend the life of the pavement for an anticipated 15 years and improve drainage structures.

Project Risks:

Cooperative agreement with city of Albert Lea and Rice County will likely be required.

Project Description:

Proposed construction will include a bituminous mill and overlay of a 12.5-mile section of TH 69 from the IA/MN State Line to Jct. TH 13. Includes a 0.4-mile section of TH 13 from approximately 1000 ft. north and 1100 ft. east of the TH 69/TH 13/CSAH 46 intersection, and approximately 350 ft. west on CSAH 46 from the intersection. Also replace the traffic signal at the TH 69/TH 13/CSAH 46 intersection. Fourteen culverts are also scheduled to be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 3.9	\$ 3.9
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.5	\$ 0.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.8	\$ 4.8

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

Recent Changes and Updates:

Updated cost estimate to include replacement of TH 13/TH 69 traffic signal.

Key Cost Estimate Assumptions:



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

District Engineer: Nelrae Succio
Project Manager: Jake Gasper

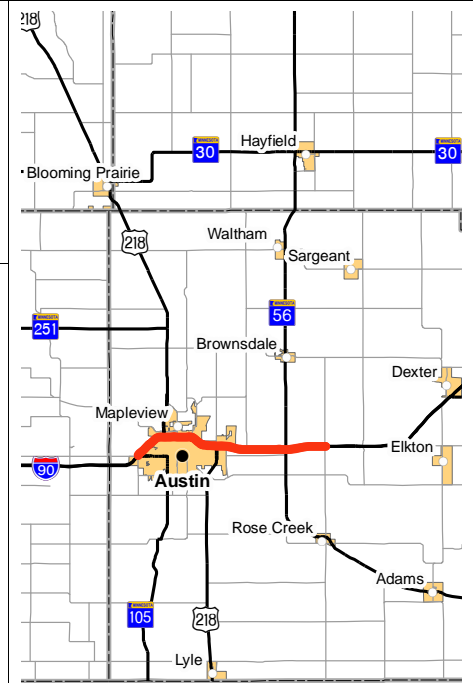
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-90

I-90 from TH 105 to CSAH 19

State Project No. 5080-159



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/27/12
Current Letting Date: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: Summer 2013

Project History:

These sections of I-90 were originally graded and paved with concrete in 1961-1962. Various segments received concrete surfacing and bituminous shoulder construction in 1983-1985. The existing pavement section consists of driving lanes made of 9" of reinforced concrete pavement and 5" of open graded aggregate base. The shoulders consist of 2" of bituminous surface and 3" of Class 5 aggregate shouldering.

Project Benefits:

- Improve pavement life
- Improve hydraulics and drainage
- Upgrade concrete barrier

Project Risks:

Replicating the existing design the concrete barrier in Austin could be challenging.

Project Description:

The project will rehabilitate deteriorated concrete pavement on 18.93 miles of EB & WB I-90. In addition, the project will make hydraulics improvements and replace the concrete median barrier in Austin.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.5	\$ 6.5
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.6	\$ 0.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.5	\$ 7.5

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

The project will be completed while maintaining traffic, however increased costs for staging were not assumed. It was assumed that concrete barrier will be installed that is similar to what is currently in place.



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

District Engineer: Nelrae Succio
Project Manager: Paul Schauer

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

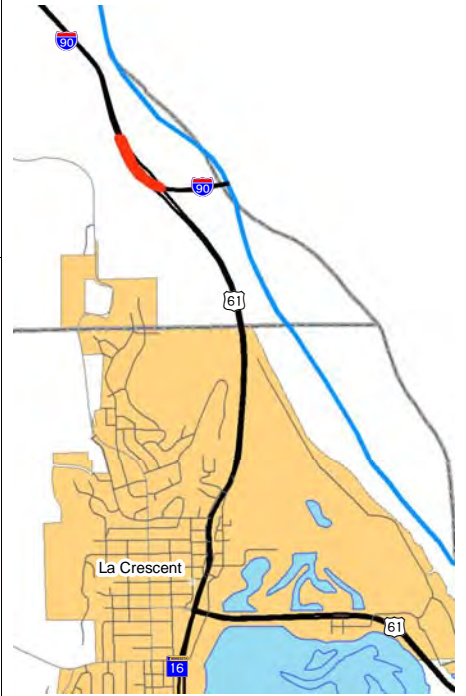
I-90

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: 40544
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: December 2010
Construction Limits Established Date: December 2010
Original Letting Date: 01/24/2012
Current Letting Date: 10/19/12
Construction Season: 2012-2016
Estimated Substantial Completion: 2016

Project History:

The existing, fracture-critical bridge has narrow shoulders that cause lane closures when vehicles are stranded or during routine maintenance operations. Current interchange geometry creates difficult and unsafe traffic movements for commuter traffic.

Project Benefits:

The existing fracture critical bridge was built in 1967 and is near the end of its life expectancy.

Project Risks:

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

Project Description:

The project provides a new structurally sound I-90 river crossing that meets current structural and geometric standards for an important regional river crossing, and provides a reconstructed interchange that improves traffic safety, capacity and access on and between Highway 61/14 and I-90. The project intends to address the following issues:

- Bridge structural deficiencies
- Narrow bridge shoulders
- Roadway operational and capacity needs
- Traffic safety concerns
- Riverfront access

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 265.5	\$ 187.5
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 28.1	\$ 24.8
Right of Way:	\$ 0.0	\$ 0.5
Total:	\$ 293.6	\$ 212.8

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

Recent Changes and Updates:

Current Estimate reflects the bid amount and updated information on engineering and right of way costs.

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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

I-90

EB I-90 from the west junction with TH 43 to 0.8 miles west of TH 76

State Project No. 8580-152

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/17/10
Current Letting Date: 12/17/2010
Construction Season: 2011
Estimated Substantial Completion: August 2011

Project History:

- Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances

Project Risks:

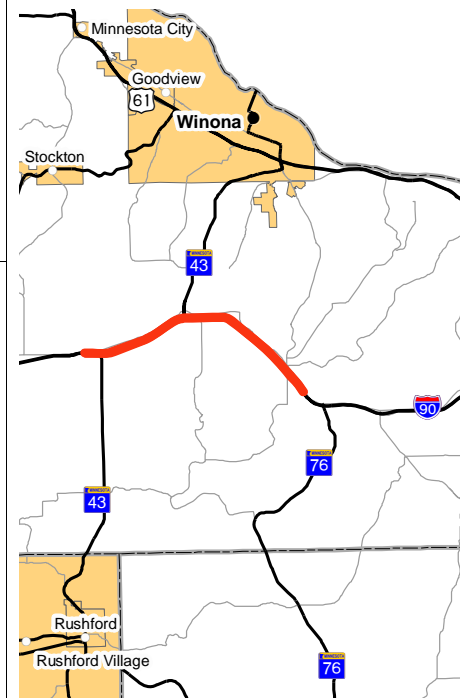
Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. The costs for a crossover were included. The overruns for the project are at a reasonable level.

Project Description:

The project includes an unbounded concrete overlay on EB I-90 along with several culvert replacements.



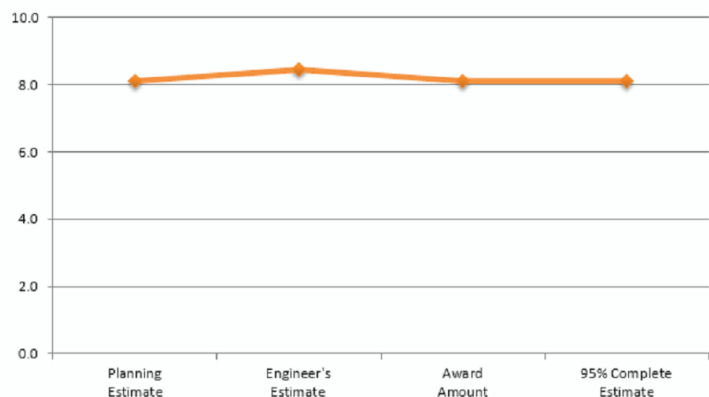
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 8.1	\$ 8.1
Other Construction Elements:	\$ 0.3	\$ 0.3
Engineering:	\$ 1.6	\$ 1.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.1	\$ 10.1

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

Construction Estimates During Project Development (In Millions)



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

District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-90

I-90 EB from 2.2 miles east of TH 74 to 0.5 miles east of TH 43

Bridge 85820, &, 85824

State Project No. 8580-156

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/2013
Current Letting Date: 2/12/2010
Construction Season: 2010
Estimated Substantial Completion: August 2010

Project History:

- Both the WB and EB lanes of this section of I-90 were originally graded in 1971 and were last overlaid in 1997 and 1998
- In 2009 the pavement was rated in good condition with a pavement quality index from 2.8 to 3.6
- The remaining service life of this roadway is estimated to be three to five years

Project Benefits:

- Improve ride quality
- Reduce maintenance costs
- Replace or repair drainage
- Replace or repair appurtenances

Project Risks:

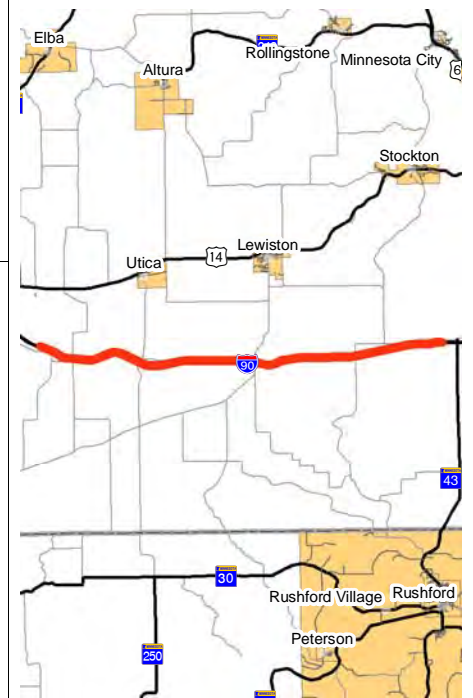
Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. The costs for a crossover were included. The overruns for the project are at a reasonable level.

Project Description:

Unbonded concrete overlay, culverts and bridge replacements.



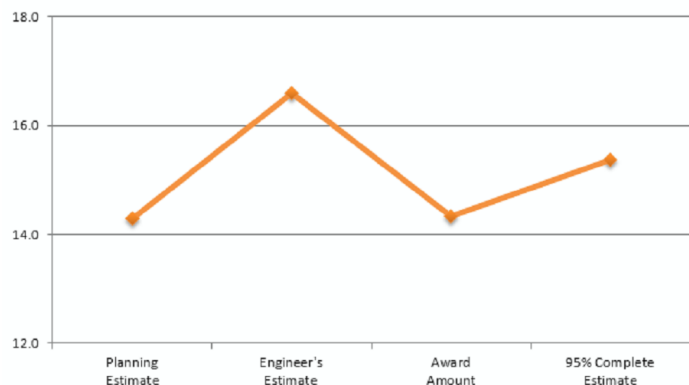
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 14.3	\$ 14.3
Other Construction Elements:	\$ 0.6	\$ 0.6
Engineering:	\$ 2.9	\$ 2.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 17.8	\$ 17.8

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

Construction Estimates
During Project Development
(In Millions)



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

District Engineer: Nelrae Succio
Project Manager: Jacob Rezac

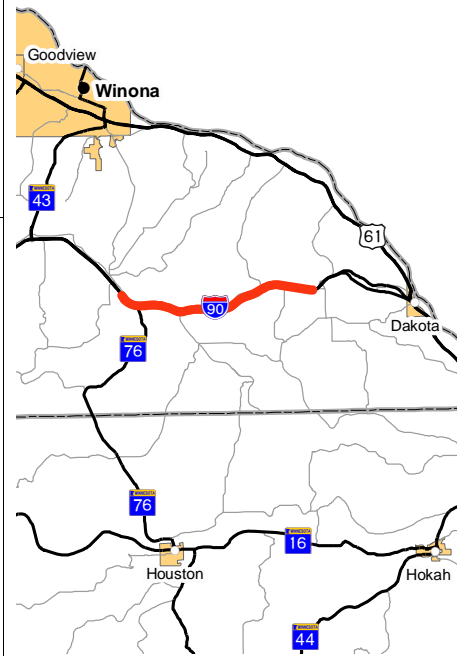
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-90

0.8 miles west of TH 76 to 0.69 miles west of CSAH 12

State Project No. 8580-163



Schedule:

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

Project History:

- Both the WB & EB lanes of this section of I-90 were originally graded in 1971 and were last overlaid in 1997 and 1998
- In 2009 the pavement was rated in good condition with a pavement quality index from 2.8 to 3.6

Project Benefits:

- The pavement life will be extended by approximately 15 years
- Drainage structures will be improved/replaced
- Roadside hardware will be upgraded to meet current standards

Project Risks:

- Coordination will be needed to address maintenance of traffic issues at the TH 76 interchange.
- Project plans do not include replacing approach panels will be replaced on the bridges, however since it was recommended by the Bridge Office, it could be added at a later time.

Project Description:

- Mill and overlay 8.4 miles of EB and 8.4 miles of WB I-90.
- The weigh station ramps will be overlaid, and hydraulics and safety improvements will be made.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.3	\$ 5.3
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 0.6	\$ 0.6
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.4	\$ 6.3

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

- It is assumed that there will be no right of way costs
- A 1.5" mill and 3" overlay was assumed
- It is assumed that traffic will be maintained during construction, so no crossovers or detour costs were included



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

District Engineer: Nelrae Succio
Project Manager: Jacob Gasper

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 248
1st Ave. SE in Altura to TH 61
State Project No. 8511-09

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 9/24/2010
Current Letting Date: 9/24/2010
Construction Season: 2011
Estimated Substantial Completion: Fall 2011

Project History:

- This segment of Trunk Highway 248 was graded and paved in 1965.
- Bituminous overlays were placed in 1971 and 1985.

Project Benefits:

- Extend pavement life
- Improve numerous drainage structures
- Traffic features on the road

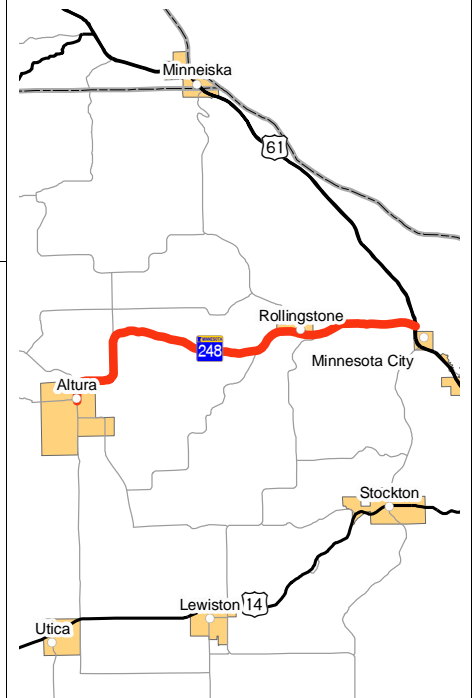
Project Risks:

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Project Description:

Grading, reclamation, and bituminous surfacing on TH 248



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2005

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.1	\$ 4.1
Other Construction Elements:	\$ 0.0	\$ 0.2
Engineering:	\$ 0.6	\$ 0.8
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 4.7	\$ 5.1

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

Construction Estimates

Not Yet Available



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

District Engineer: **Nelrae Succio**
Project Manager: **Greg Johnson**

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

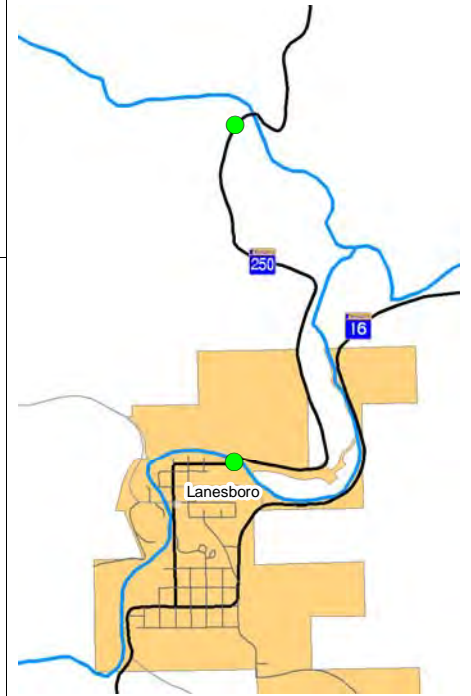
Hwy 250

Bridge No. 6975 - 1.0 mi N of Jct of TH 16.

Bridge No. 6977 - 3.4 mi N of the Jct of TH 16.

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: 1/22/2016
Current Letting Date: 1/22/2016
Construction Season: 2016
Estimated Substantial Completion: 2016

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 the bridge.

Project Description:

Replace bridges over the north and south branches of the Root River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.0	\$ 9.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 1.7	\$ 1.7
Right of Way:	\$ 0.3	\$ 0.3
Total:	\$ 11.0	\$ 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

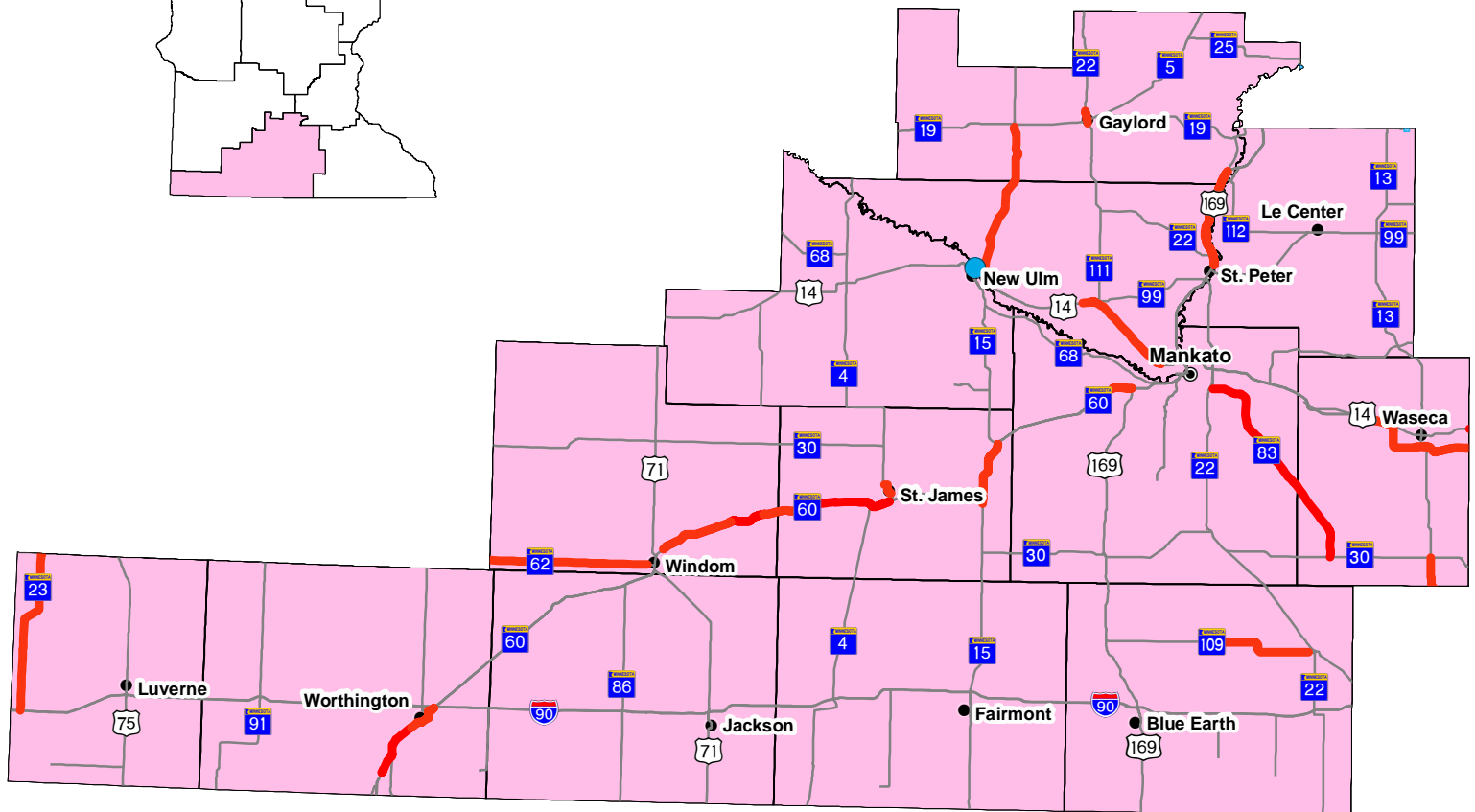
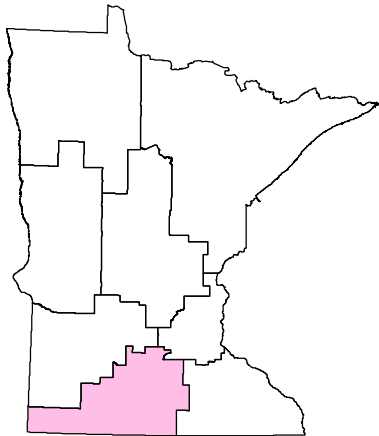
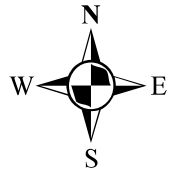
District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012



Major Highway Projects 2013

District 7



Mankato

District Project Summary
District 7

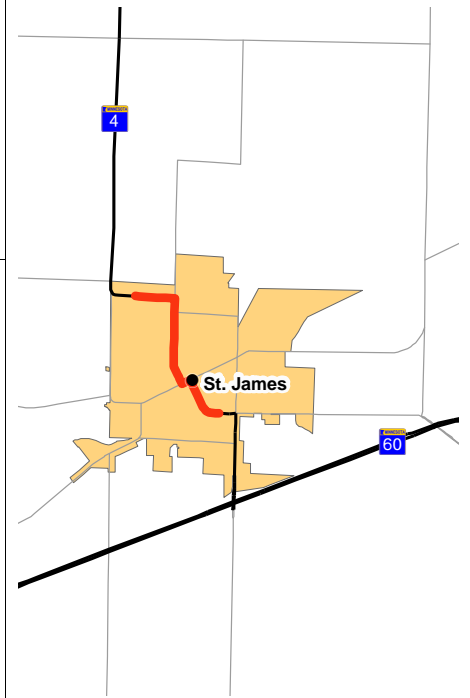
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	8302-38	South of 10th Ave to 11th Ave in St. James	F 2
Hwy 5	7207-20	City of Gaylord	F 3
Hwy 14	5203-85	County Road 6 to Lor Ray Drive in North Mankato	F 4
Hwy 14	8103-49	County Road 2 to Waseca-Steele county line	F 5
Hwy 15	5204-112	From Hwy 14 at New Ulm to Hwy 19 at Winthrop	F 6
Hwy 15	8304-113	Hwy 15 and Hwy 60 Jct	F 7
Hwy 23	6703-23	I-90 to TH 269 in Jasper	F 8
Hwy 60	5305-56	Bigelow to Worthington	F 9
Hwy 60	5305-58	From Paul Ave in Worthington to 1100' past CSAH 35	F 10
Hwy 60	5305-59	From 1100' past CSAH 35 to I90 in Worthington	F 11
Hwy 60	0708-35	From Co Rd 115 (Cray Corner) to North Star Bridge in Mankato	F 12
Hwy. 60	8308-44	Mountain Lake to St. James	F 13
Hwy 62	1704-27	TH 59 to west limits of Windom	F 14
Hwy 71	3205-29	Jackson over the Des Moines River	F 15
Hwy 83	0711-26	Jct. TH 30 to St. Clair	F 16
Hwy 109	2212-28	Winnebago to Wells	F 17
Hwy 169	5209-66	From St Peter to south of the MN River Bridge	F 18
Hwy 169	2207-32	Blue Earth from the south limits at 14th Street to JCT CSAH 6	F 19

PROJECT SUMMARY

Hwy 4

South of 10th Ave to 11th Ave in St. James

State Project No. 8302-38



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/26/2016
Current Letting Date: 2/26/2016
Construction Season: 2016
Estimated Substantial Completion:

Project History:

Existing 1951 concrete throughout the corridor in very poor condition with an RQI of 0.3, well below the poor threshold. Multiple city utility breaks each winter, due to poor utilities below the roadway.

Project Benefits:

Improve Ride Quality with a new surface and replace old city utilities.

Project Risks:

Local funding of needs on project.

Project Description:

Reconstruct roadway and replace utilities in St. James.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 4.7	\$ 4.7
Other Construction Elements:	\$ 0.4	\$ 0.4
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.4	\$ 6.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Construction Cost - MnDOT share -\$4.7M, local share - \$5.2M.



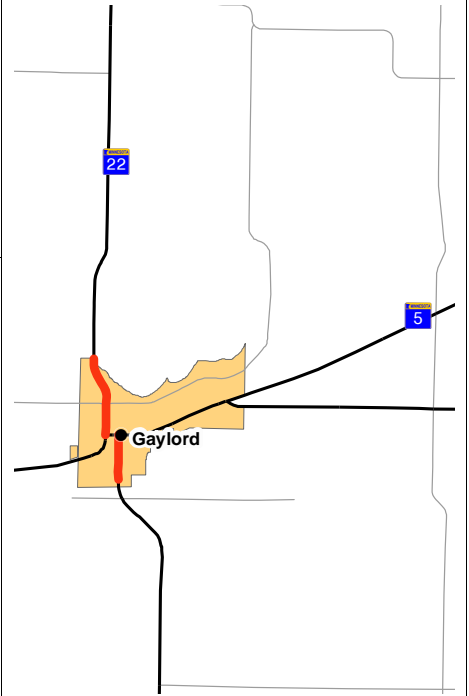
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 5
City of Gaylord
State Project No. 7207-20



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/20/13
Current Letting Date: 4/25/2014
Construction Season: 2014-2015
Estimated Substantial Completion: Fall 2015

Project History:

This project was first identified as a resurfacing project. The project has since been revised to be primarily full reconstruction to accommodate the replacement of failing city utilities. The portion of TH 22 South of the railroad tracks remains a mill and overlay section.

Project Benefits:

This project will provide a smooth new pavement surface, new city utilities infrastructure, ADA compliant sidewalks, and a more pedestrian friendly streetscape.

Project Risks:

Fluctuations in bituminous and concrete pavement prices may increase project costs. Accommodations for business access during construction may also raise project costs. Contaminated soils may be identified.

Project Description:

This project will reconstruct approximately 1.5 miles of trunk highways 5, 19 and 22 and will overlay another 0.3 miles of TH 22 all work is within the city of Gaylord. The project will also replace failing city utilities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.6	\$ 6.6
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.3	\$ 1.3
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 8.9	\$ 8.9

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

Recent Changes and Updates:

No specific changes to note.

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project.



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

District Engineer: Greg Ous
Project Manager: Steve Bowers

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

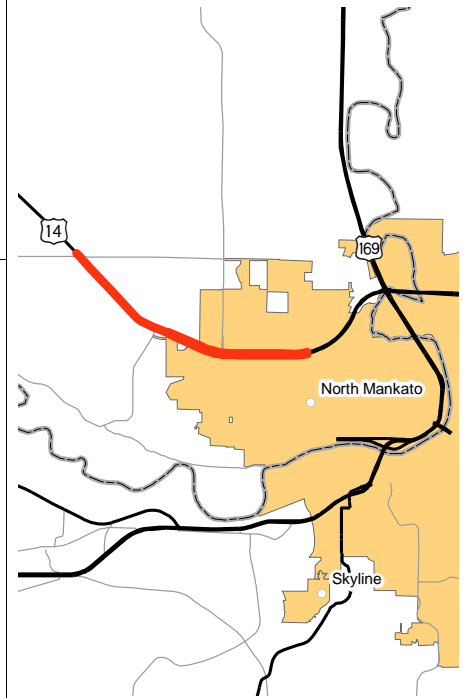
PROJECT SUMMARY

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: 3/23/2012
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, and 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 for 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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 18.0	\$ 18.0
Other Construction Elements:	\$ 2.4	\$ 2.4
Engineering:	\$ 4.0	\$ 4.0
Right of Way:	\$ 4.0	\$ 4.0
Total:	\$ 28.4	\$ 28.4

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: Greg Ous
Project Manager: Brett Benzkofer

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

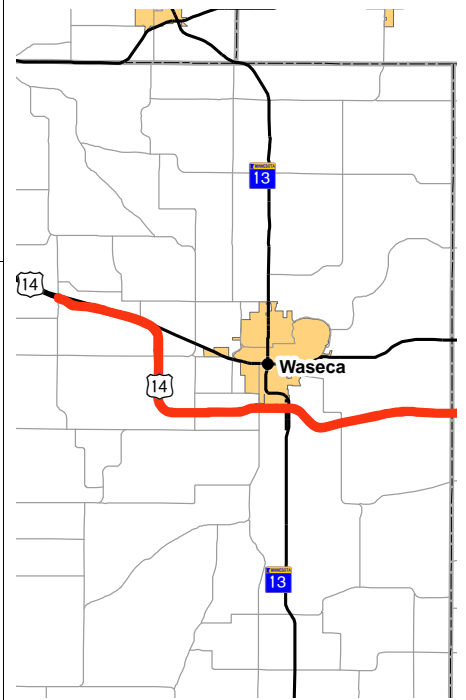
Hwy 14

County Road 2 to Waseca-Steele county line

State Project No. 8103-49

<http://www.dot.state.mn.us/d7/projects/14watn>

Substantially Complete



Schedule:

Environmental Document Approval Date: 6/1/1999
Municipal Consent Approval Date: 3/1/2008
Geometric Layout Approval Date: 9/7/1999
Construction Limits Established Date: 2/20/2004
Original Letting Date: 7/1/2005
Current Letting Date: 5/2/2008
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 a rural, four-lane, depressed median expressway with grade-separated overpasses and interchanges.

Project Benefits:

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

Project Risks:

Severe weather conditions will cause construction delays and affect timelines.

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.

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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates

Not Yet Available



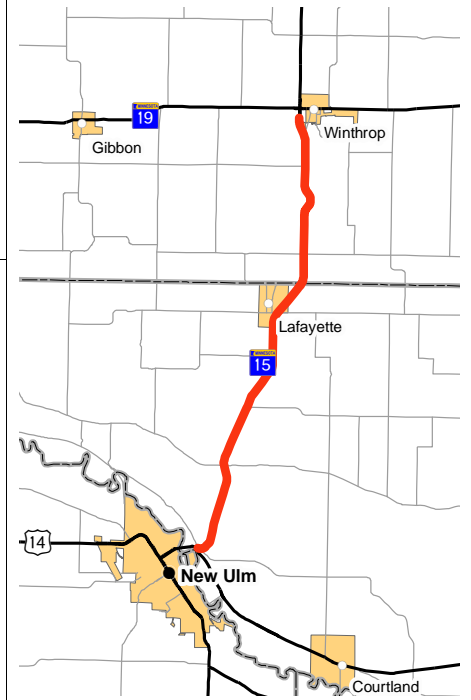
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Craig Felber

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 15
From Hwy 14 at New Ulm to Hwy 19 at Winthrop
State Project No. 5204-112



Schedule:

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

Project History:

Severe road roughness and poor condition of bituminous shoulders. Pavement preservation project funded with Better Roads funding.

Project Benefits:

Improved pavement smoothness and ride quality.

Project Risks:

Project Description:

Bituminous overlay and reclamation of shoulders.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.4	\$ 6.4
Other Construction Elements:	\$ 0.6	\$ 0.6
Engineering:	\$ 1.3	\$ 1.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 8.3	\$ 8.3

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

Recent Changes and Updates:

Project is near completion.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



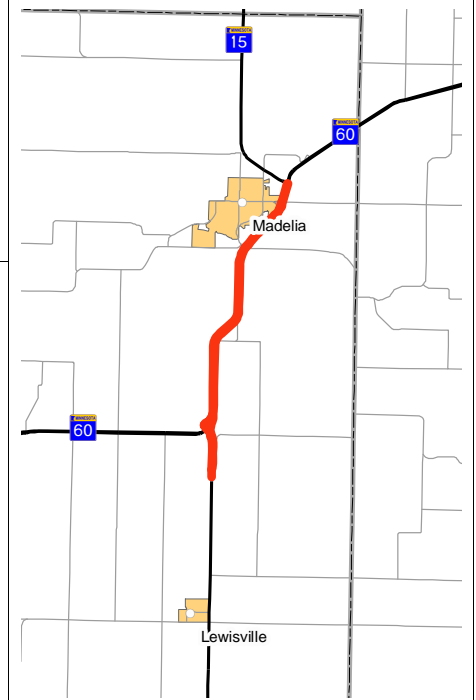
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Susan Museus

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 15
Hwy 15 and Hwy 60 Jct
State Project No. 8304-113



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date:
Current Letting Date: 4/27/2012
Construction Season: 2012
Estimated Substantial Completion:

Project History:

Rough pavement due to concrete faulting and damaged panels. Pavement preservation project funded with Better Roads funding.

Project Benefits:

Improved pavement smoothness and ride quality.

Project Risks:

Project Description:

3.0" bituminous overlay plus 5/8" ultrathin bonded wearing course.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.5	\$ 5.5
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 1.1	\$ 1.1
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.1	\$ 7.1

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

Recent Changes and Updates:

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: Greg Ous
Project Manager: Bob Williams

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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: 2013
Estimated Substantial Completion: Fall 2013

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: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
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 has been awarded and will be constructed in 2013.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



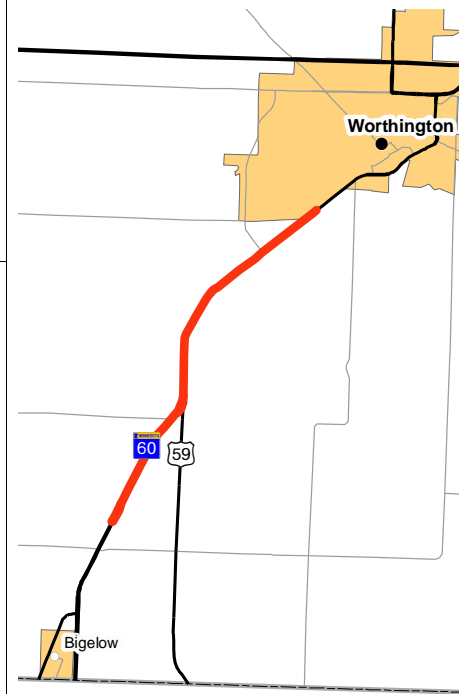
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Original Date of Posting: 1/1/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 60
Bigelow to Worthington
State Project No. 5305-56
<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 has been finalized for the selected route.

Project Benefits:

Provides continuity between adjacent four-lane sections, improves safety with four-lane divided design and skew at intersections. It will increase highway capacity.

Project Risks:

Potential for substantial muck removal, possibility of contaminated soil in MnDOT right-of-way 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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 91.1	\$ 45.6
Other Construction Elements:	\$ 17.5	\$ 17.5
Engineering:	\$ 19.3	\$ 9.8
Right of Way:	\$ 22.7	\$ 11.5
Total:	\$ 150.6	\$ 68.9

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

Recent Changes and Updates:

Initial baseline estimate did not include full scoping and soil investigations were not done yet. There is an industrial dump just south of Worthington and the alignment had not been set in the Worthington area. The \$150M was a worst case scenario. MnDOT managed to constrain construction limits to avoid the dump, spent less than anticipated on right of way and reduced other costs as the project was developed and contingency was retired. In addition, using alternate bid pavement and breaking the corridor into smaller low-risk projects allowed better bids in a very competitive market.

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: Greg Ous
Project Manager: Rolin Sinn

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 60

From Paul Ave in Worthington to 1100' past CSAH 35

State Project No. 5305-58

Substantially Complete

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/17/10
Current Letting Date: 5/6/2011
Construction Season: 2012
Estimated Substantial Completion: 2012

Project History:

The project has been completed.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Recent Changes and Updates:

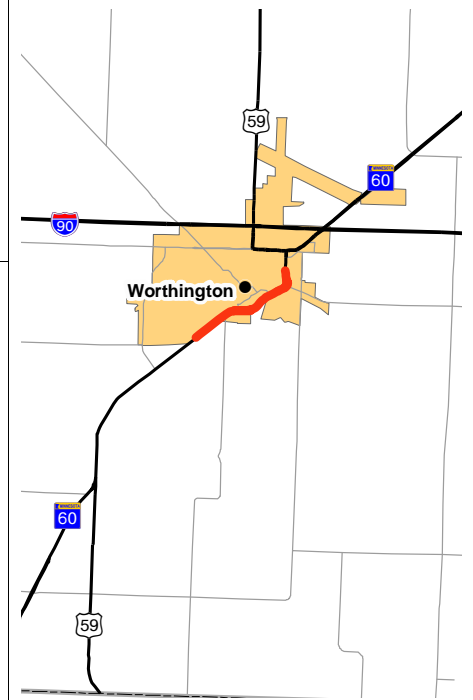
Construction cost is actual amount.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

Project Description:

Grading, concrete & bituminous surface & roundabout for new four-lane expressway.



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 9/09

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 18.5	\$ 12.6
Other Construction Elements:	\$ 3.7	\$ 3.7
Engineering:	\$ 3.2	\$ 3.2
Right of Way:	\$ 5.0	\$ 5.0
Total:	\$ 30.4	\$ 24.5

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

Construction Estimates

Not Yet Available



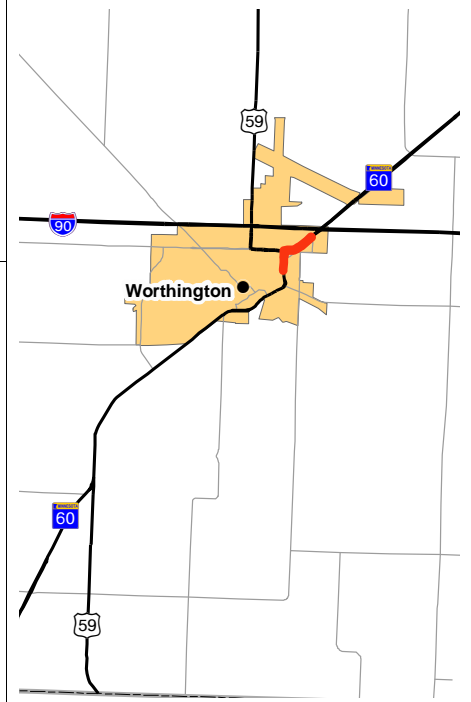
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 60
From 1100' past CSAH 35 to I90 in Worthington
State Project No. 5305-59



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/16/11
Current Letting Date: 5/18/2012
Construction Season: 2012-2013
Estimated Substantial Completion: 2013

Project History:

The project has been completed.

Project Benefits:

Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Project Description:

Grading, concrete and bituminous surfacing and roundabout for 4-lane urban expressway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 9/09

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 13.0	\$ 14.5
Other Construction Elements:	\$ 2.8	\$ 2.8
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 2.1	\$ 3.0
Total:	\$ 19.4	\$ 21.8

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

Recent Changes and Updates:

Construction letting and right-of-way costs are actual costs - as let.

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: Greg Ous
Project Manager: Kent Purrier

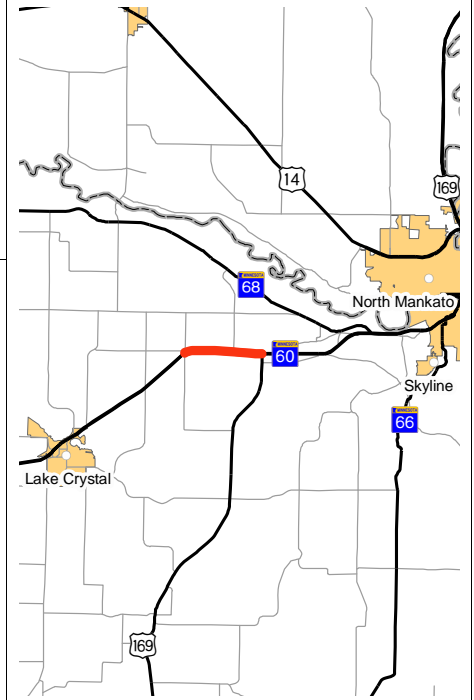
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 60

From Co Rd 115 (Cray Corner) to North Star Bridge in Mankato

State Project No. 0708-35



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/23/2012
Current Letting Date: 3/23/2012
Construction Season: 2012
Estimated Substantial Completion:

Project History:

The road is rough and deteriorating.

Project Benefits:

To provide a smooth road and enhance safety.
Safeguards travelers, applying proven strategies to reduce fatalities and serious injuries for all travel modes.

Project Risks:

Project Description:

Mill and Overlay, ADA Improvements and Ramp reconstruction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.5	\$ 7.5
Other Construction Elements:	\$ 1.3	\$ 1.3
Engineering:	\$ 1.5	\$ 1.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 10.3	\$ 10.3

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

Recent Changes and Updates:

This project is complete.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



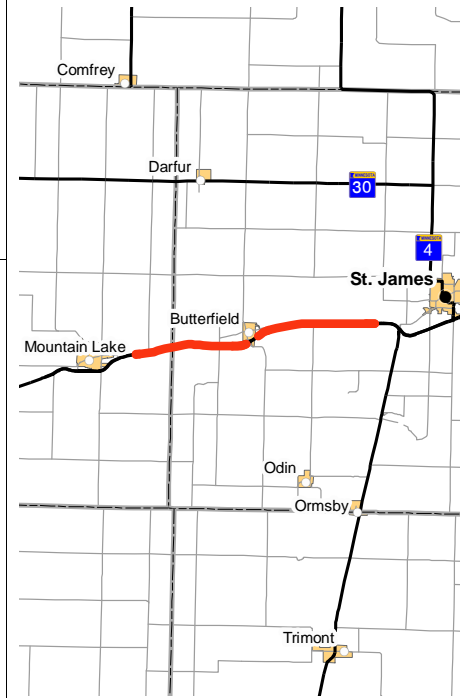
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy. 60
Mountain Lake to St. James
Bridge 83040
State Project No. 8308-44, 1703-70



Schedule:

Environmental Document Approval Date: 1983 & 2013
Municipal Consent Approval Date:
Geometric Layout Approval Date: 12/10/2010 East Gap
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 5/17/2013
Construction Season: 2013 to 2016
Estimated Substantial Completion: 2016

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. A Supplemental Final EIS was completed.

Project Benefits:

Completes Highway 60 as a four-lane facility from Sioux City, IA to Mankato improves safety, consolidates access, increases vehicle capacity, and improves regional connectivity.

Project Risks:

Soil testing has been partially completed. Substantial muck excavation may be identified that will require correction and may elevate project costs. The Clear Lake construction area needs to be designed to address regulatory agency concerns.

Project Description:

Complete Highway 60 as a four-lane divided roadway in all remaining areas of existing two-lane section between Mountain Lake and St. James.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 33.3	\$ 33.3
Other Construction Elements:	\$ 2.9	\$ 2.9
Engineering:	\$ 8.6	\$ 8.6
Right of Way:	\$ 4.0	\$ 4.0
Total:	\$ 48.8	\$ 48.8

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

Recent Changes and Updates:

Draft Supplemental Environmental Impact Statement was distributed in November 2011. Final signed supplemental EIS is expected in the spring of 2013. East and Middle gaps are scoped.

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project.



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

District Engineer: Greg Ous
Project Manager: Kent Purrier

Original Date of Posting: 1/1/2009
Revised Date:

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: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2014

Project History:

This is a pavement preservation project that was moved up from FY 2015 to FY 2014 to be funded with Better Roads.

Project Benefits:

Provides smooth road and improved roadside safety by extending culverts.

Project Risks:

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

Project Description:

Resurface pavement from TH 59 in Fulda to west limits of Windom.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



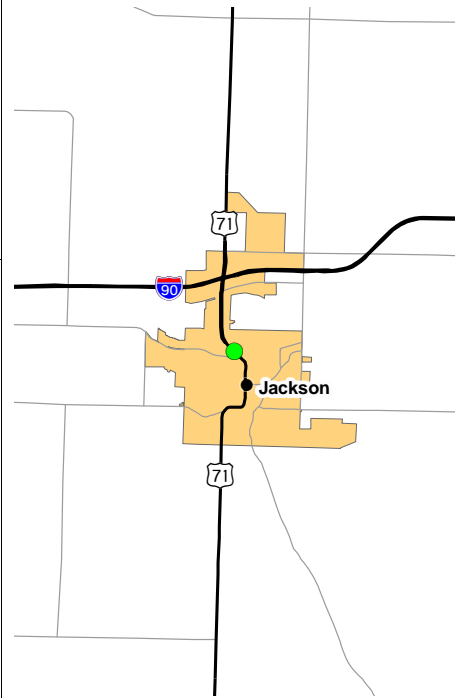
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Original Date of Posting: 1/1/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 71
Jackson over the Des Moines River
Bridge 6741
State Project No. 3205-29
<http://www.dot.state.mn.us/roadwork/future>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/15/2004
Current Letting Date: 3/27/2015
Construction Season: 2015
Estimated Substantial Completion:

Project History:

Plans were substantially completed in 2004, but the project was delayed due to reprogramming needs vs. funding.

Project Benefits:

Replaces an aging bridge with fracture-critical pin and hanger joints.

Project Risks:

Need municipal consent. Project is adjacent to a delisted Superfund site, need environmental assessment.

Project Description:

This is a bridge replacement project over the Des Moines River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.0	\$ 5.0
Other Construction Elements:	\$ 1.0	\$ 1.0
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 7.0	\$ 7.0

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

Recent Changes and Updates:

Delayed due to funding reasons.

Key Cost Estimate Assumptions:

Based off the 2004 layout. Waiting for new bridge cost estimate, expect costs to decrease.



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

District Engineer: Greg Ous
Project Manager: Chris Bower

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

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

Substantially Complete

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: 2011
Estimated Substantial Completion:

Project History:

This is a pavement preservation project.

Project Benefits:

Provide a smooth ride. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

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.

Project Description:

Reclaim and mill and overlay from TH 30 to TH 22 as well as removal of the existing guard rail.



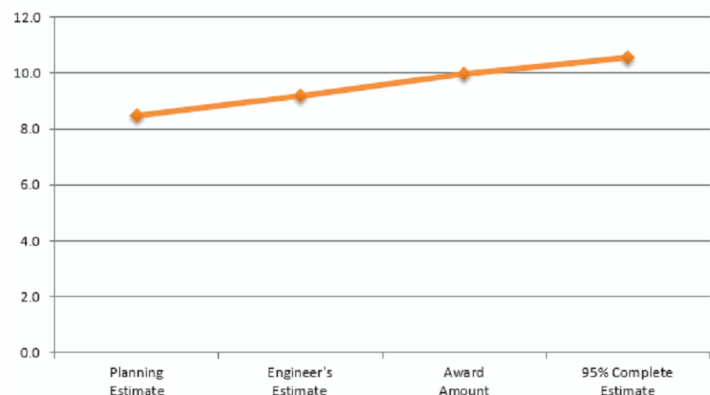
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates
During Project Development
(In Millions)



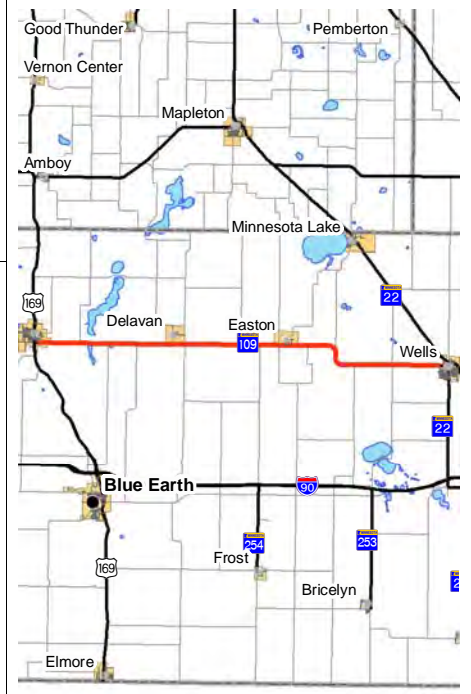
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Original Date of Posting: 1/1/2011
Revised Date: 12/15/2012

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: 5/18/12; 1/24/14
Construction Season: 2012; 2014
Estimated Substantial Completion: 2014

Project History:

The project is for pavement preservation.

Project Benefits:

Provide a smooth road with a 20 year life.

Project Risks:

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

Project Description:

Reclaim TH 109 from Winnebago to Wells. This will be done as either a bituminous reclamation or concrete alternate paving.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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:

These are two separate projects and SP 2212-28 is substantially complete and SP 2212-29 will be constructed in 2014.

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: Greg Ous
Project Manager: Craig Felber

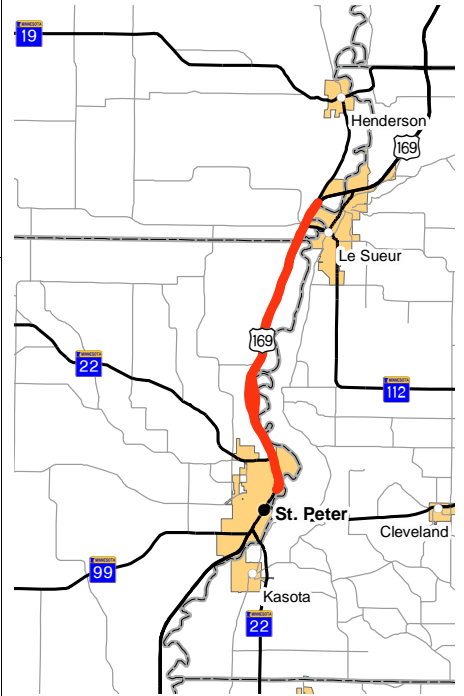
Original Date of Posting: 1/1/2011
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

From St Peter to south of the MN River Bridge

State Project No. 5209-66



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/28/2014
Current Letting Date: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion:

Project History:

When the highway was originally constructed in the early 1960s, the Minnesota River highwater elevation was assumed at 751.0, and the roadway was constructed accordingly. The actual 100yr flood elevation in this area ranges from about 756.0 to 756.6.

Project Benefits:

Raise the southbound lanes of the highway above 100 year flood elevation and provide for a smooth surface to ride on from St. Peter to LeSueur.

Project Risks:

Inconsistent soil in areas to be grade raised.

Project Description:

Grade raise on southbound lanes in two areas (1.8 miles). Preservation on southbound lanes in non-grade raise areas (8.9 miles).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 11.3	\$ 11.3
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 2.3	\$ 2.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 14.5	\$ 14.5

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Bituminous alternative used for cost estimate. Project will be alt-bid candidate.



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

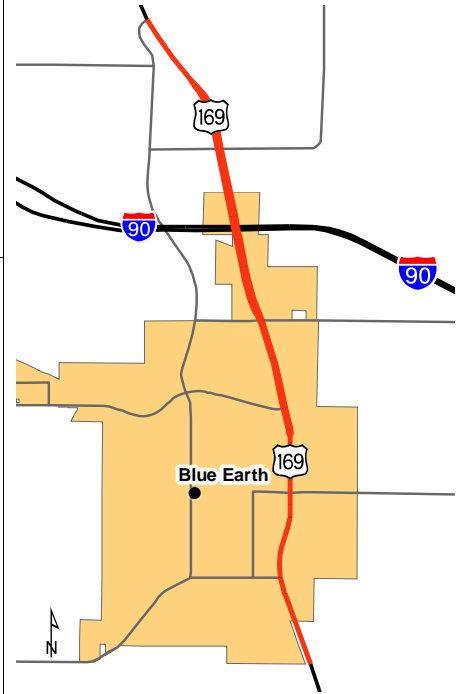
District Engineer: Greg Ous
Project Manager: Zachary Tess

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

Blue Earth from the south limits at 14th Street 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: 3/22/2013
Construction Season: 2013
Estimated Substantial Completion: Spring 2014

Project History:

The need for this project is to improve deteriorated pavement and deteriorated sub-surface utilities. Access improvements and safety improvements at intersections are also necessary.

Project Benefits:

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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 7.2	\$ 10.4
Other Construction Elements:	\$ 0.9	\$ 0.9
Engineering:	\$ 1.4	\$ 1.8
Right of Way:	\$ 0.5	\$ 0.1
Total:	\$ 11.4	\$ 13.1

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:

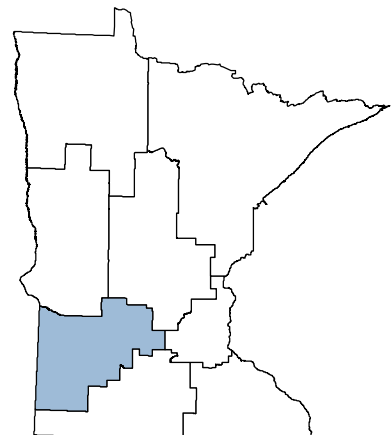
Standard practices used to develop cost estimates for this project.



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

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Original Date of Posting: 1/1/2011
Revised Date: 12/15/2012

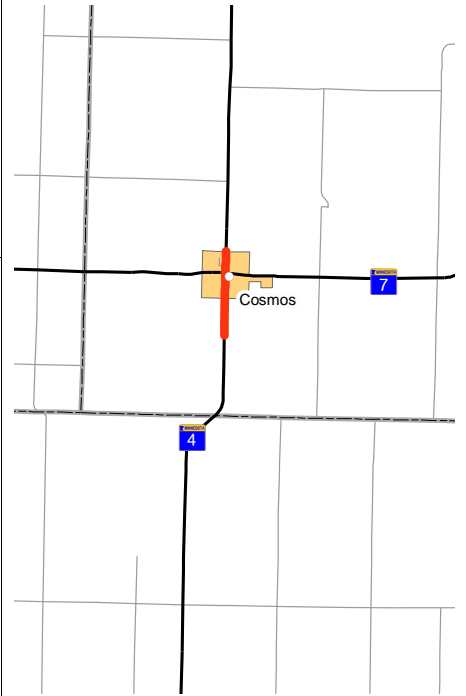


District Project Summary
District 8

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	4701-27	Cosmos	G 2
Hwy 7	4703-26	Cosmos to W. JCT MN 22	G 3
Hwy 23	3408-15	Paynesville bypass	G 4
Hwy 40	1210-10	JCT. US 59 to Kandiyohi CSAH 5	G 5
Hwy 212	1212-30	3.2 Miles west of JCT US 59 to JCT US 59	G 6
Hwy 212	3706-39	0.2 Miles west of US 75 to First Street in Dawson	G 7

PROJECT SUMMARY

Hwy 4
Cosmos
State Project No. 4701-27



Schedule:

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

Project History:

The need for the project includes deteriorating pavement, with a rough ride and high maintenance costs; failing utilities including significant water main breaks under Highway 4 that have needed repair, and a wide corridor that is not needed for existing or projected traffic volumes.

Project Benefits:

The benefits of the project will include a smooth, long lasting pavement surface, the replacement of aging underground infrastructure and provide a streetscape that is more pedestrian friendly, appropriate for the context and provides for the future needs of the community.

Project Risks:

Project Description:

This project is an urban reconstruction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 3.5	\$ 4.5
Other Construction Elements:	\$ 0.2	\$ 0.4
Engineering:	\$ 0.7	\$ 0.9
Right of Way:	\$ 0.2	\$ 0.1
Total:	\$ 4.6	\$ 5.9

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Engineering estimates reflect 20% of construction letting. Engineer's Estimate (preliminary) type. Current Estimate for Construction letting includes approximately \$0.9M in local share costs, which is not reflected in the Baseline Estimate.



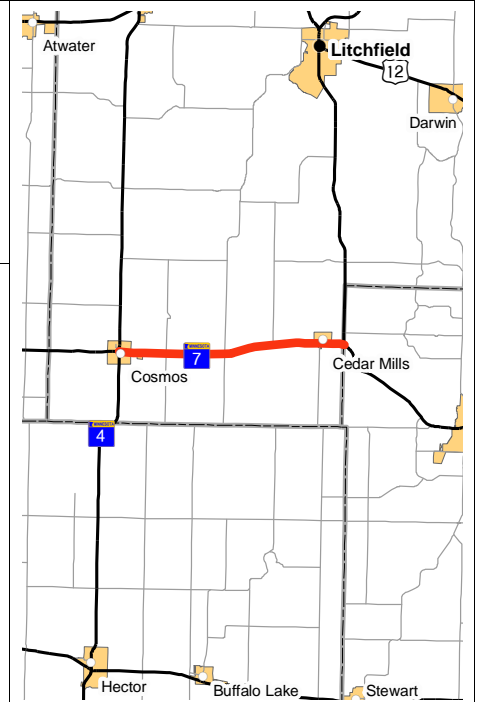
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 7
Cosmos to W. JCT MN 22
State Project No. 4703-26



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2009
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: FALL 2014

Project History:

The need for this project is a deteriorated pavement, rough ride, and high maintenance costs. The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Project Benefits:

The benefits of the project are a smooth ride for the highway users with minimal maintenance

Project Risks:

Project Description:

This project is a mill and overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.7	\$ 4.4
Other Construction Elements:	\$ 0.3	\$ 0.2
Engineering:	\$ 1.2	\$ 0.8
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.2	\$ 5.4

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

Recent Changes and Updates:

Current estimate was revised to reflect a change in scope from a 4 1/2" to a 3" overlay.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20% of construction letting. Planning Level estimate type.



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

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 23

Paynesville bypass

State Project No. 3408-15

<http://www.dot.state.mn.us/d8/projects/paynesvillebypass/index.html>

Substantially Complete

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: 1/29/2010
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.

Recent Changes and Updates:

Current estimate was revised based on substantial completion of the project.

Key Cost Estimate Assumptions:

Current Estimate revised as construction activities are completed. Substantially Complete estimate type. Current Estimate includes shutdown costs yet to be determined. Engineering estimates reflect 20% of construction letting.

Project Description:

This project is new construction of a 4-lane bypass of Paynesville on new alignment.



Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 46.0	\$ 32.2
Other Construction Elements:	\$ 4.0	\$ 6.4
Engineering:	\$ 10.0	\$ 6.4
Right of Way:	\$ 13.0	\$ 8.7
Total:	\$ 73.0	\$ 53.7

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

Construction Estimates

Not Yet Available



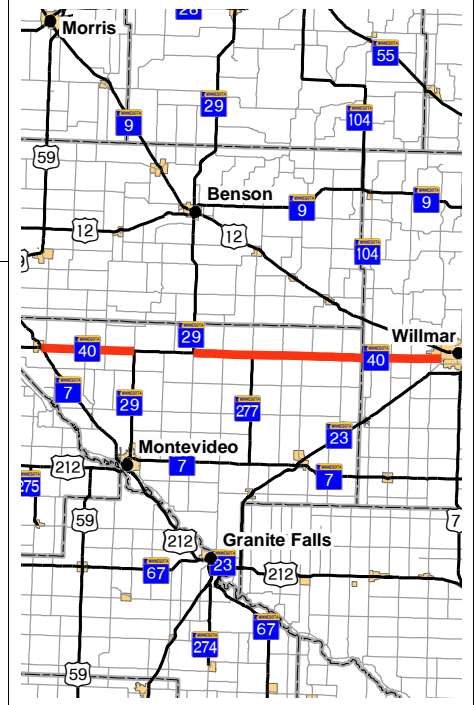
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 40
JCT. US 59 to Kandiyohi CSAH 5
State Project No. 1210-10



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/18/2015
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: FALL 2016

Project History:

The need for the project is a rough pavement with high maintenance costs. The purpose of the project is to improve the ride and reduce maintenance costs.

Project Benefits:

Provide a smoother pavement surface for highway users. Preserves the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit, and bicycle users.

Project Risks:

Project Description:

This project is a bituminous overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.2	\$ 5.2
Other Construction Elements:	\$ 0.2	\$ 0.2
Engineering:	\$ 1.0	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 6.4	\$ 6.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Engineering estimates reflect 20% of construction letting. Planning Level estimate type.



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

District Engineer: Jon Huseby
Project Manager: Allan Rice

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

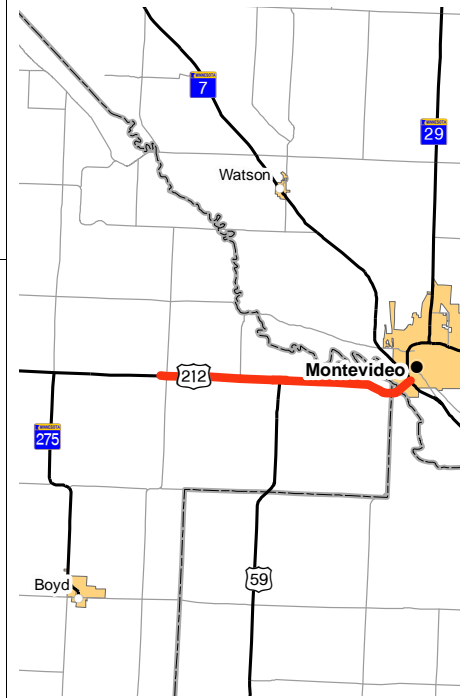
PROJECT SUMMARY

Hwy 212

3.2 Miles west of JCT US 59 to JCT US 59

State Project No. 1212-30

<http://www.dot.state.mn.us/d8/projects/hwy212and75/>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/27/2009
Current Letting Date: 1/13/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

The need for this project is the deteriorated full-depth bituminous pavement, causing reduced ability to support heavy loads, rough ride, and high 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 improvement to the failing full depth bituminous and a smooth ride and long-lasting surface for the highway users.

Project Risks:

Project Description:

This project is a mill and concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 5.8	\$ 6.6
Other Construction Elements:	\$ 0.2	\$ 0.7
Engineering:	\$ 1.2	\$ 1.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.2	\$ 8.6

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

Recent Changes and Updates:

Current estimate was revised based on substantial completion of the project.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20% of construction letting. Substantially Complete estimate type.



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

District Engineer: Jon Huseby
Project Manager: Allan Rice

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

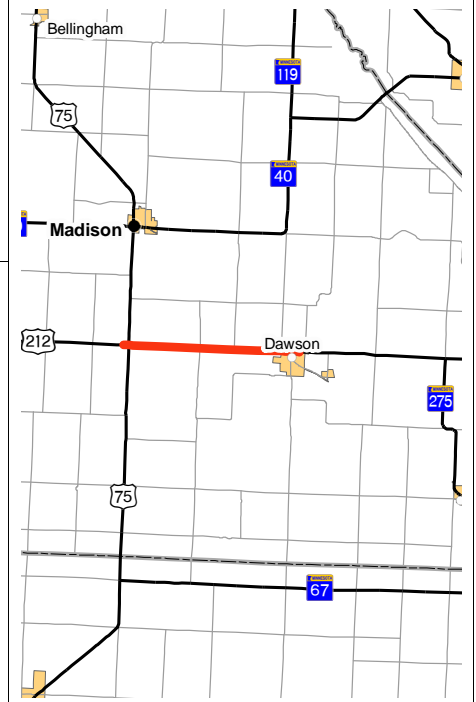
PROJECT SUMMARY

Hwy 212

0.2 Miles west of US 75 to First Street in Dawson

State Project No. 3706-39

<http://www.dot.state.mn.us/d8/projects/hwy212and75/>



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: 1/13/2012
Construction Season: 2012
Estimated Substantial Completion: Fall 2012

Project History:

The need for this project is the deteriorated full-depth bituminous pavement, causing reduced ability to support heavy loads, rough ride, and high 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 improvement to the failing full depth bituminous and a smooth ride and long-lasting surface for the highway users.

Project Risks:

Project Description:

This project is a mill and concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 6.2	\$ 5.1
Other Construction Elements:	\$ 0.2	\$ 0.5
Engineering:	\$ 1.2	\$ 1.0
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 7.6	\$ 6.6

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

Recent Changes and Updates:

The current estimate is based on the construction letting.

Key Cost Estimate Assumptions:

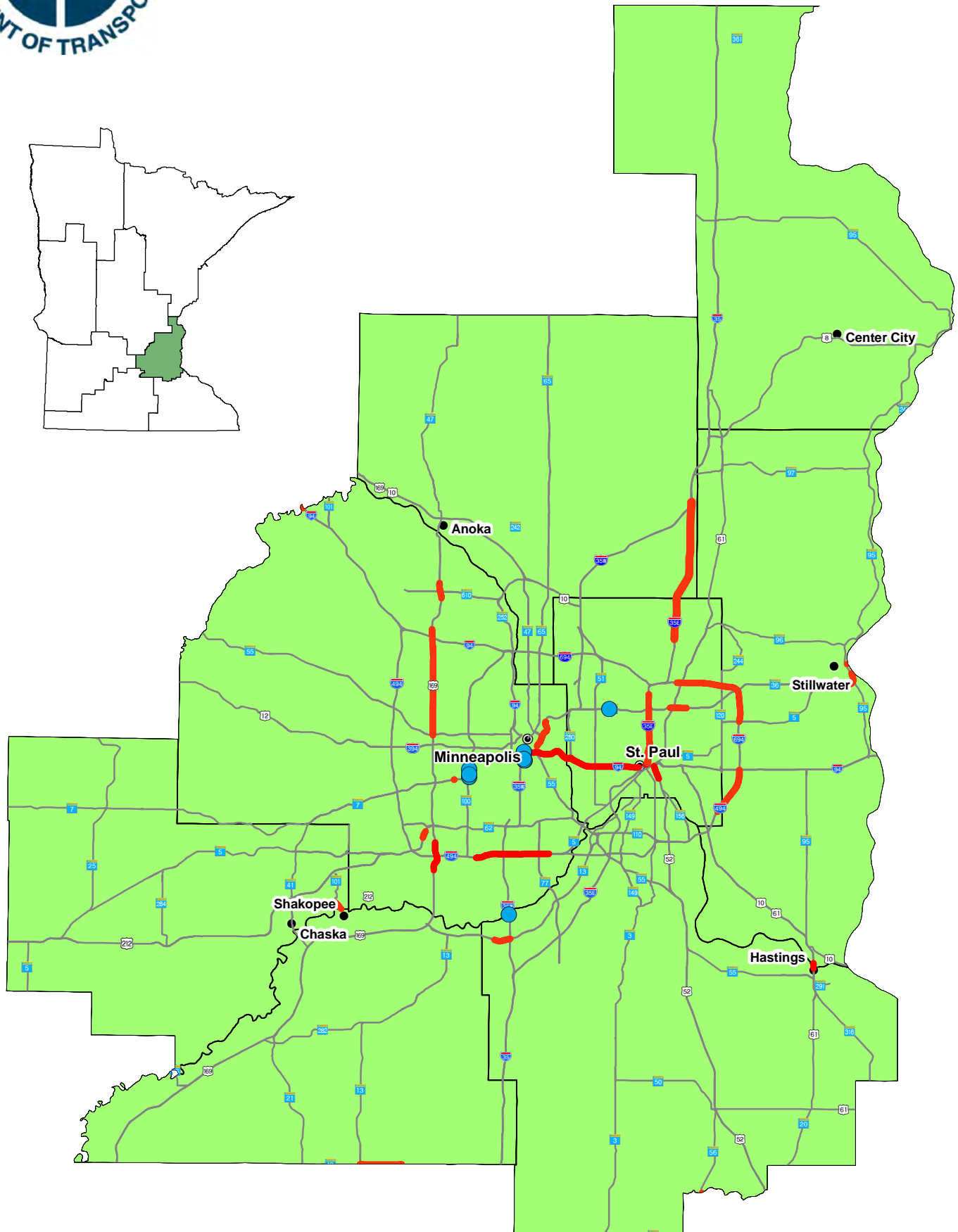
Engineering estimates reflect 20% of construction letting. Substantially Complete estimate type.



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

District Engineer: Jon Huseby
Project Manager: Ryan Barney

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012



District Project Summary
District Metro

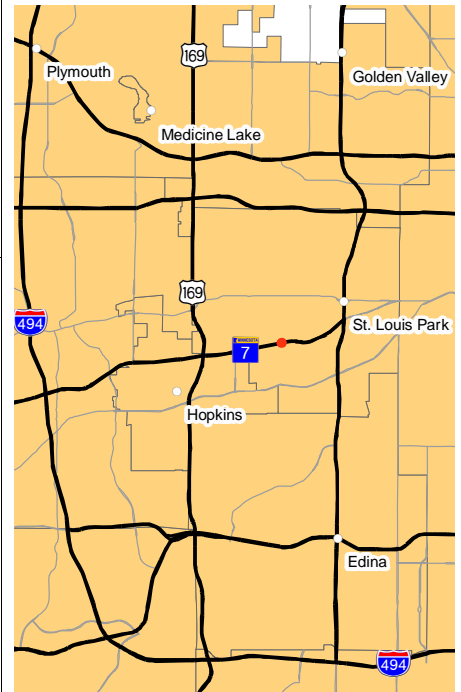
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 7	2706-226	At Louisana Ave in St. Louis Park	H 2
Hwy 13	1901-148	New Interchange at CSAH 5 in Burnsville	H 3
I-35E	6280-308	Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)	H 4
I-35E	6280-367	I-35E between Pennsylvania ave and Little Canada Road	H 5
I-35E	0282-34	From south of Ramsey Co CSAH 96 to north junction I-35W	H 6
I-35W	2783-136	From 3rd & 4th St ramp to Johnson St. in Minneapolis	H 7
Hwy 36	8221-01	St. Croix Crossing project in Oak Park Heights, Stillwater, & Bayport	H 8
Hwy 36	6211-90	From Hazelwood Ave to US 61 in Maplewood	H 9
Hwy 36	6212-148	Over Lexington Ave in Roseville	H 10
Hwy 52	6244-30	Lafayette River Bridge over Mississippi River in St. Paul	H 11
Hwy 61	1913-64	Hastings Bridge over Mississippi River	H 12
I-94	2781-415	Lowry Hill Tunnel to John Ireland Boulevard	H 13
Hwy 100	2734-33	36th Street to 25 1/2 Street in St. Louis Park	H 14
Hwy 101	1009-24	Between existing Minnesota River Bridge in Shakopee and CSAH 61/Flying Cloud Drive in Chanhassen	H 15
Hwy 101	2738-28	At CSAH 144 in Rogers	H 16
Hwy 169	7005-97	CO RD 69 in Shakopee	H 17
Hwy 169	2750-75	At 93rd Ave in Brooklyn Park & Osseo	H 18
Hwy 169	2772-92	MN 55 in Plymouth to 77th Ave in Brooklyn Park	H 19
Hwy 212	2763-49	At Shady Oak Rd. in Eden Prairie	H 20
I-494	8285-93	Lake Rd in Maplewood to I-94 in Woodbury	H 21
I-494	2785-367	34th Ave to France Ave	H 22
I-494	2776-03	Interchange in Bloomington	H 23
I-694	6286-56	From 40th St. in Oakdale to just W. of US 61 in Vadnais Heights	H 24
Hwy 610	2771-38	New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)	H 25
I-694	6285-135	From Lexington Avenue to west of Old Highway 10	H 26

PROJECT SUMMARY

Hwy 7

At Louisiana Ave in St. Louis Park

State Project No. 2706-226



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 4/22/2011
Current Letting Date: 2/14/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

TH 7 is a principal arterial roadway that traverses across the southern metropolitan area. Metro District in partnership with Hennepin County and the city of St. Louis Park have been working to convert TH 7 from a four-lane expressway to a four-lane controlled access facility. This project will advance that vision by constructing an interchange at the intersection of TH 7 and Louisiana Avenue.

Project Benefits:

Removes signalized intersection on TH 7 at Louisiana Avenue and relieves congestion in the AM and PM peak periods.

Project Risks:

Project is being developed and delivered by St. Louis Park. Funding for the project has been fully identified and the project development is tracking towards letting.

Project Description:

Construction of a grade separated interchange at the intersection of TH 7 and Louisiana Avenue in St. Louis Park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 15.4	\$ 18.4
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 2.2	\$ 2.2
Right of Way:	\$ 2.7	\$ 2.7
Total:	\$ 20.3	\$ 23.3

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

Recent Changes and Updates:

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: April Crockett

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

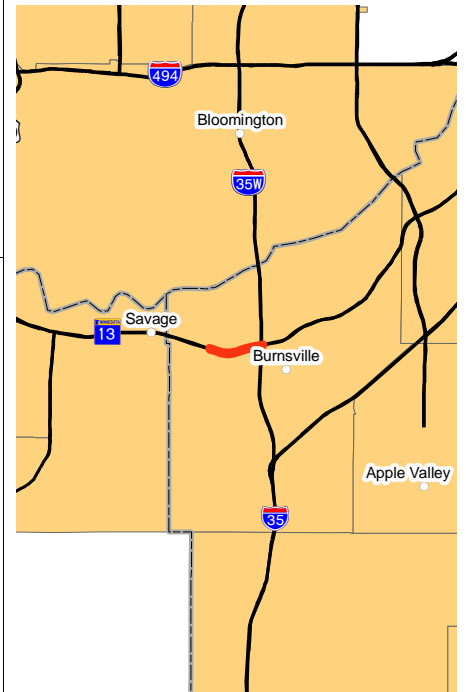
Hwy 13

New Interchange at CSAH 5 in Burnsville

Bridge 19036

State Project No. 1901-148

<http://www.co.dakota.mn.us/EnvironmentRoads/Reports/Road/StateHwy13CSAH5.htm>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2013
Current Letting Date: 9/15/2012
Construction Season: 2013/2014
Estimated Substantial Completion:

Project History:

Traffic volumes have increased in the project area to the point that the traffic demand is exceeding the capacity of the at-grade intersection, which in turn results in extended periods of heavy congestion and unacceptable levels of service (LOS) of E and F during peak hours. This intersection ranks 21st in the state's top worst crash cost intersections in 2009.

Project Benefits:

The project is needed to provide safety and operation benefits for the area transportation network. The TH 13 Corridor Study, completed in 2000, identified the intersection of TH 13 and CSAH 5 as a top priority for improvements along the TH 13 corridor. TH 13 serves as an important principal arterial serving transportation needs south to the Minnesota River, including critical freight movements. CSAH 5 is the only continuous minor arterial connecting CSAH 42 and TH 13 between I-35W and TH 13 to the west. As such, CSAH 5 serves a critically important role for both local and regional travel.

Project Risks:

Project Description:

Construct grade separated interchange at TH 13/CSAH 5 in Burnsville. The construction will add a new bridge (with trail) to carry CSAH 5 over TH 13. Construction will include noisewalls, retaining wall and ponding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 27.9	\$ 30.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 1.8	\$ 0.0
Right of Way:	\$ 10.0	\$ 10.6
Total:	\$ 39.7	\$ 40.6

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop costs for this project.



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

District Engineer: Scott McBride
Project Manager: Dakota County

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

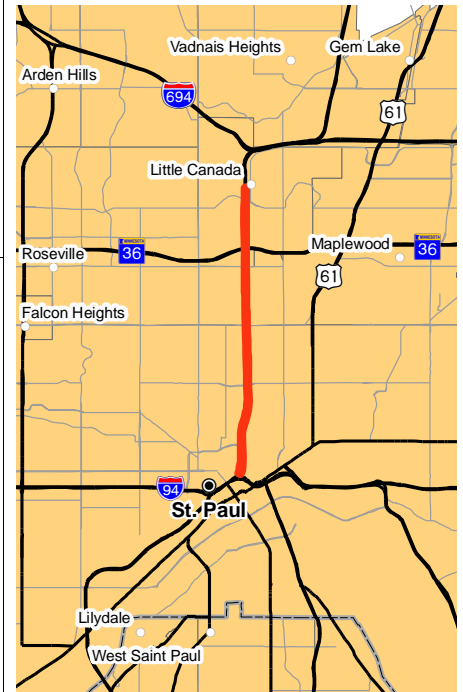
I-35E

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 143.9	\$ 139.5
Other Construction Elements:	\$ 5.3	\$ 11.0
Engineering:	\$ 24.4	\$ 25.5
Right of Way:	\$ 11.3	\$ 18.2
Total:	\$ 184.9	\$ 194.2

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) is included as part of the total project cost.

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), and 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: 1/1/2009
Revised Date: 12/15/2012

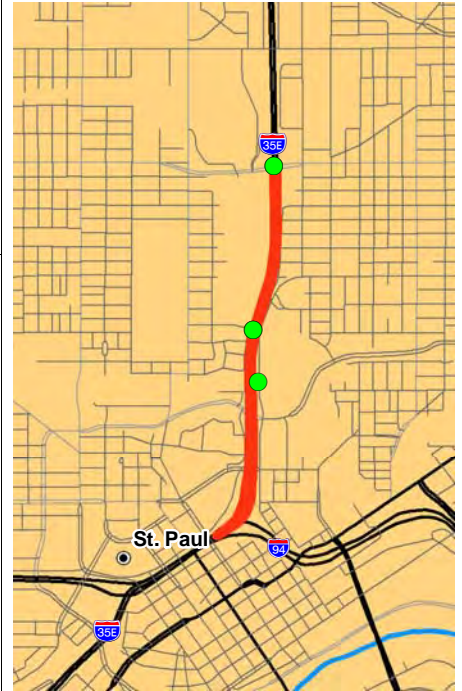
PROJECT SUMMARY

I-35E

I-35E between Pennsylvania ave and Little Canada Road

State Project No. 6280-367

<http://www.dot.state.mn.us/metro/projects/35estpaul/mnpass.html>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/14/2013
Current Letting Date:
Construction Season: 2014
Estimated Substantial Completion: 2015

Project History:

The MnPASS System II study identified I-35E north of St. Paul as the top candidate for the region's next MnPASS facility due to congestion levels, transit demand, and the opportunity to coordinate the construction of the MnPASS Express Lanes with the plan

Project Benefits:

MnPASS Express Lanes offer faster, more reliable travel options for the public to choose from and can move 50 percent more people than regular lanes during congested rush hour conditions. Transit riders and car poolers (two or more people) get an advantage.

Project Risks:

Standard construction and project risks assumed.

Project Description:

The I-35E MnPASS Project includes:
Long-term pavement rehabilitation between Maryland Ave. and Little Canada Rd.
Replacement of the Arlington, Wheelock and Larpenteur bridges. Replacement of the I-35E mainline bridges at Roselawn, CR B and Hwy. 36
Constru

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 73.6	\$ 88.8
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 18.4	\$ 22.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 92.0	\$ 111.0

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

Recent Changes and Updates:

2013 \$300,000 for design build contract
2014 \$111,000,000 ELLA award

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project



Minnesota Department of Transportation
District M
1501 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Original Date of Posting: 12/15/2012
Revised Date: 41258

PROJECT SUMMARY

I-35E

From south of Ramsey Co CSAH 96 to north junction I-35W
State Project No. 0282-34, 6281-23

Substantially Complete

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: 4/22/2011
Construction Season: 2011/2012
Estimated Substantial Completion: 2011

Project History:

The project has been completed.

Project Benefits:

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

Project Risks:

Recent Changes and Updates:

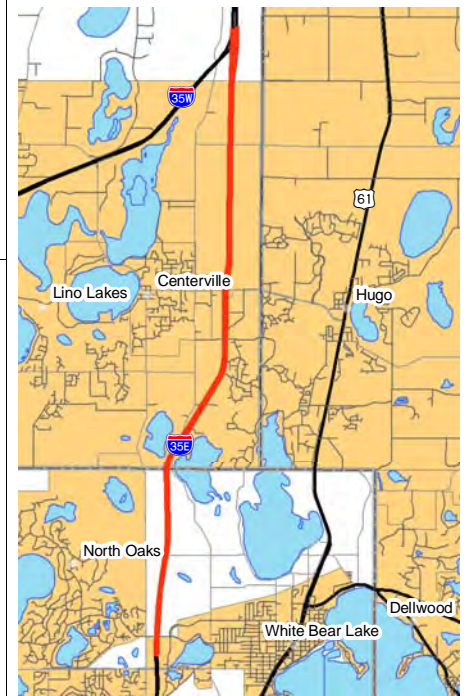
Project Completed

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

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.



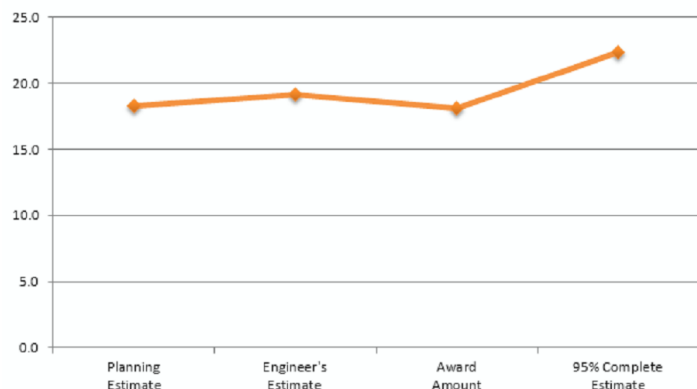
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates
During Project Development
(In Millions)



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

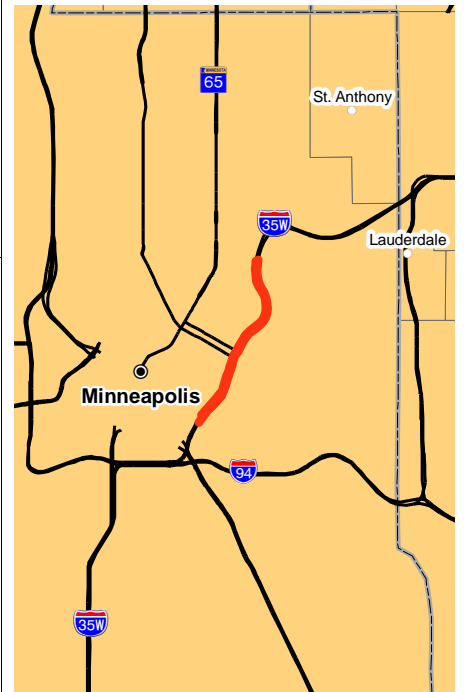
District Engineer: Scott McBride
Project Manager: Jennie Read

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-35W

From 3rd & 4th St ramp to Johnson St. in Minneapolis
State Project No. 2783-136



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2/14/2012
Current Letting Date: 9/28/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

TED project being developed by Hennepin County for a design build letting. Project is experiencing issues with noise mitigation and historic properties.

Project Benefits:

Provides additional access to NB I-35W out of Downtown Minneapolis reducing the congestion on Washington Avenue and reducing the diversion of traffic to 4th Street SE.

Project Risks:

Historical review and noise mitigation.

Project Description:

Construct new entrance ramp from downtown Minneapolis to north bound I-35W, construct auxiliary lane from 3rd and 4th Street north to Johnson St.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.7	\$ 9.7
Other Construction Elements:	\$ 1.5	\$ 1.5
Engineering:	\$ 2.2	\$ 2.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 13.4	\$ 13.4

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Total cost estimate including all construction costs, right of way, utility work, agreements, project delivery costs, and risk contingency were calculated as part of the TED application and award.



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: 12/15/2012
Revised Date: 12/15/2012

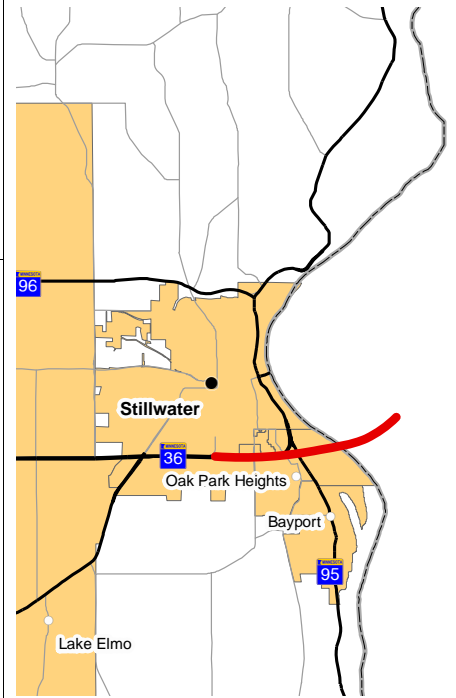
PROJECT SUMMARY

Hwy 36

St. Croix Crossing project in Oak Park Heights, Stillwater, & Bayport
Bridge 82043, (Beach, Rd), 82047, (WB, off, Ramp), 82048, (EB, entrance,
ramp), 82045, (river, bridge)

State Project No. 8221-01, 8214-114

<http://www.dot.state.mn.us/stcroixcrossing/>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 2/15/2013
Construction Season: 2013-2016
Estimated Substantial Completion: 2016

Project History:

The Stillwater Lift Bridge was built in 1931. The lift bridge is structurally deficient and functionally obsolete. A detailed purpose and need statement can be found in the project's SFEIS. Congressional Action was granted to allow the project to proceed.

Project Benefits:

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

Project Risks:

Permits, cost, and schedule.

Project Description:

Major river bridge replacement, two intersections, one interchange in Minnesota; one interchange and one overpass in Wisconsin. Project costs are to be split with WisDOT.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 410.8	\$ 405.4
Other Construction Elements:	\$ 136.2	\$ 113.3
Engineering:	\$ 55.0	\$ 90.0
Right of Way:	\$ 31.4	\$ 17.7
Total:	\$ 633.4	\$ 626.4

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

Recent Changes and Updates:

EIS re-evaluation, Project Management Plan and Financial Plan completed. Final design of bridge at 30%. RFP for Mn Approach to be released fall 2012.

Key Cost Estimate Assumptions:

Commitments made in Supplemental Final Environmental Impact Study are being implemented, including the roadway design, bridge type and mitigation. Total Project costs shown above are split with Wisconsin and include construction, right-of-way, engineering, and other costs. Minnesota potential cost range is \$315M - 371M. Cost inflated to mid-point of construction in 2015.

The project is listed in the STIP for \$676.9 million because there is significant financial risk associated. The complexity and scope of the project justify this planning to ensure that MnDOT is not unduly financially exposed.



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

District Engineer: Scott McBride
Project Manager: Jon Chiglo

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

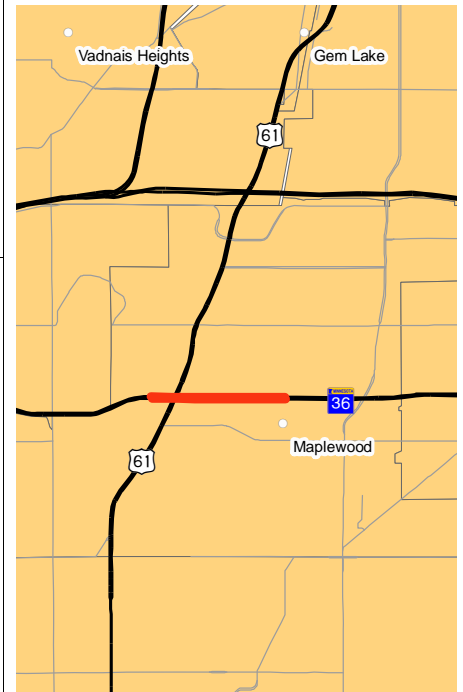
Hwy 36

From Hazelwood Ave to US 61 in Maplewood

Bridge 62067, 62004, (ped)

State Project No. 6211-90

<http://www.dot.state.mn.us/metro/projects/hwy36maplewood/>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 12/7/2013
Construction Season: 2013
Estimated Substantial Completion: Oct 2013

Project History:

This project is partially funded with regional solicitation funds and TED funds. Projects accelerated from 2014 to 2013.

Project Benefits:

Removes the last signal between I-35W and Highway 120. Responds to regional concerns and local collaboration opportunities.

Project Risks:

Project Description:

Construction of a grade separated interchange at the intersection of English St and Hwy 36 in Maplewood.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 17.8	\$ 17.8
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 2.0	\$ 2.0
Right of Way:	\$ 1.5	\$ 1.5
Total:	\$ 21.3	\$ 21.3

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

Recent Changes and Updates:

Project was accelerated to 2013.

Key Cost Estimate Assumptions:

Standard practices used to develop estimates for this project.



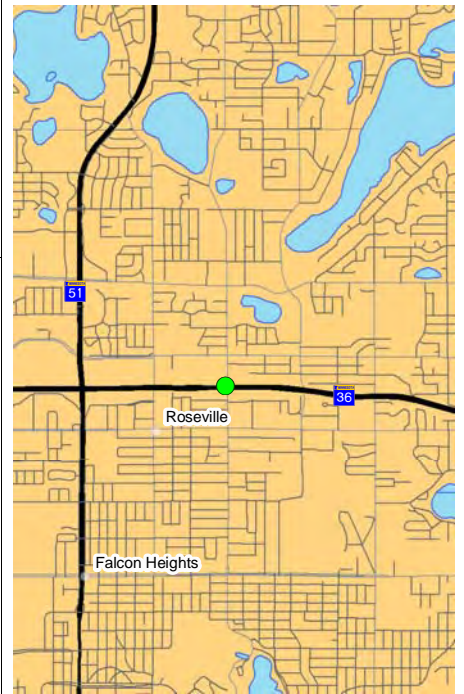
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: City

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 36
Over Lexington Ave in Roseville
Bridge 5723
State Project No. 6212-148



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/25/2002
Current Letting Date: 7/25/2014
Construction Season: late 2014-2015
Estimated Substantial Completion: 11/1/2015

Project History:

Built in 1938, NBI condition ratings (deck-4, superstructure-4, substructure-5) deck replaced in 1956, and bituminous overlay in 1999. This bridge is structurally deficient and functionally obsolete (Sufficiency Rating of 61). The bridge needs to be replaced to provide a safe structure for the traveling public that meets current design standards.

Project Benefits:

New bridge that is structurally sound and meets current design standards, improved roadway safety by modifying 3 ramps to current standards, improved ride, widened structure to accommodate third lane on 36, improve Lexington Ave by extending turn lanes and adding pedestrian and bicycle accommodations.

Project Risks:

Staged construction of bridge to allow Lexington Ave to remain open, possible ponding needs, possible retaining wall needs, utility impacts, earthwork questions due to no soil borings along modified 36 alignment.

Project Description:

Replace Lexington Ave Bridge No. 5723, reconstruct Lexington Ave. and access ramps, replace two signals at the ramp terminals, address ADA deficiencies on multiuse trail, construct guardrail, drainage ponds, and storm sewers.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 19.6	\$ 13.6
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 3.5	\$ 2.5
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 23.0	\$ 16.1

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

Recent Changes and Updates:

Reduced scope in 2011 to update STIP and to avoid right of way needs and minimize work on the interchange ramps and 36 mainline.

Key Cost Estimate Assumptions:

Lexington Ave will be open to traffic during construction except for short term closures. Four lanes of traffic will be maintained on TH 36 during construction.



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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 52

Lafayette River Bridge over Mississippi River in St. Paul

Bridge 62026

State Project No. 6244-30

<http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/>



Schedule:

Environmental Document Approval Date: 9/17/2009
Municipal Consent Approval Date: 5/1/2010
Geometric Layout Approval Date:
Construction Limits Established Date: 4/1/2009
Original Letting Date: (10/21/2011)
Current Letting Date: 11/19/2010
Construction Season: 2013-2015
Estimated Substantial Completion: 2015

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. MnDOT 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 need to build LRT Bridge footings in river, permits required from FAA, and Coast Guard. The location of CCLRT maintenance facility and relocation of utilities - Xcel transmission lines as well as watermain.

Project Description:

Major river bridge replacement, ramps, loops to I-94 and connection to East 7th Street, replace/rehab Hwy 52 bridge over Plato Blvd and Hwy 52 bridge over I-94 as well as a full length pedestrian bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

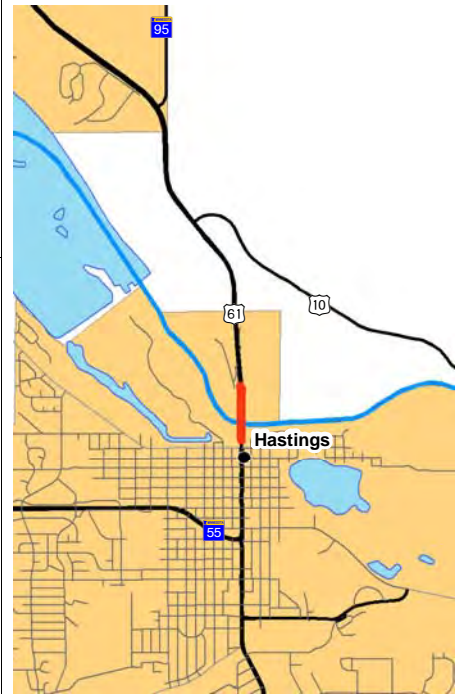
Hwy 61

Hastings Bridge over Mississippi River

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: 6/4/2010
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

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 the existing bridge, replace two-lane bridge with four-lane bridge, 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:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 242.0	\$ 120.0
Other Construction Elements:	\$ 8.0	\$ 4.2
Engineering:	\$ 31.0	\$ 17.6
Right of Way:	\$ 20.0	\$ 6.0
Total:	\$ 301.0	\$ 147.8

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 four 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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

I-94

Lowry Hill Tunnel to John Ireland Boulevard

State Project No. 2781-415, 2781-443

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

Substantially Complete

Schedule:

Environmental Document Approval Date: 6/21/2010
Municipal Consent Approval Date: Mpls Approved, St. Paul i
Geometric Layout Approval Date: 7/2/2010
Construction Limits Established Date: 5/28/2010
Original Letting Date: (1/23/2009)
Current Letting Date: 2/25/2011
Construction Season: 2011
Estimated Substantial Completion: 2011

Project History:

This project was developed from the I-94 managed lane study that was completed in 2009. The eastern segment will be funded via ARRA funding. The western segment 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.

Recent Changes and Updates:

A favorable bid climate explains the cost discrepancies between the baseline and current estimates.

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

Project Description:

Mill and overlay and develop a managed corridor using advance traffic technology.



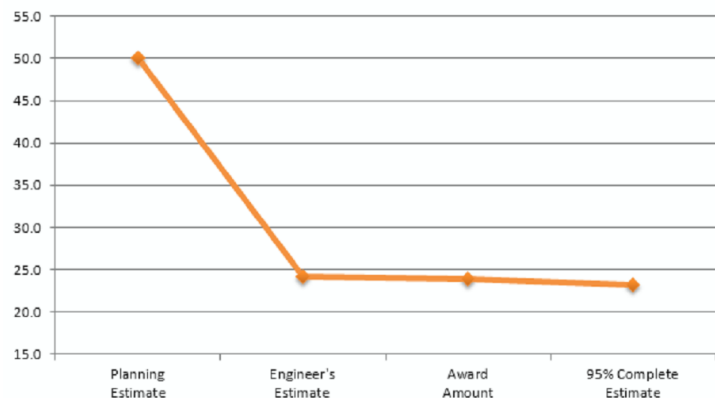
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
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.

Construction Estimates During Project Development (In Millions)



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: 1/1/2009
Revised Date: 12/15/2012

PROJECT SUMMARY

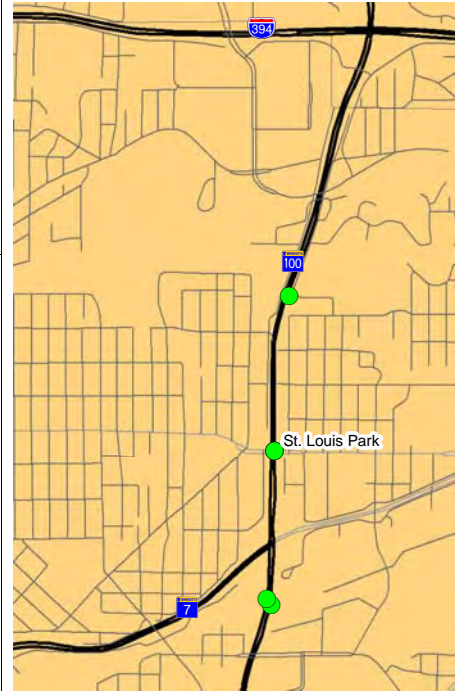
Hwy 100

36th Street to 25 1/2 Street in St. Louis Park

Bridge 5308, 5309, 5462, 5598,

State Project No. 2734-33

<http://www.dot.state.mn.us/metro/projects/hwy100slp/>



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: 5/16/2014
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 same goal.

Project Description:

Freeway and interchange reconstruction from West 36th Street to Cedar Lake Rd. Replace bridges, grading, surfacing, drainage, utilities, noise and retaining walls as well as installation of traffic management cameras.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 60.0	\$ 63.8
Other Construction Elements:	\$ 4.0	\$ 3.6
Engineering:	\$ 13.0	\$ 12.7
Right of Way:	\$ 3.0	\$ 3.7
Total:	\$ 80.0	\$ 83.8

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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

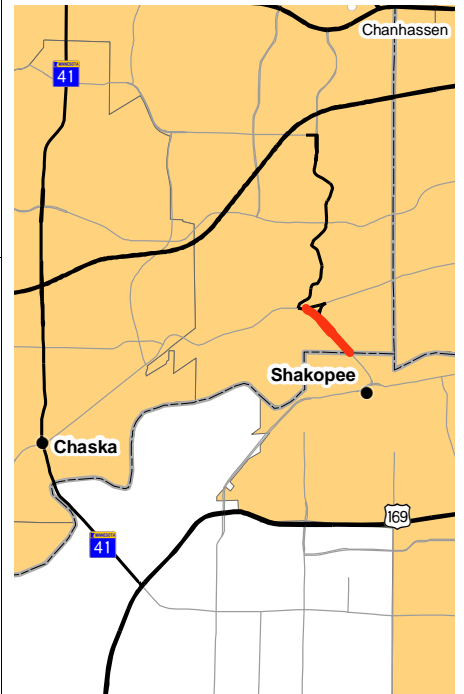
Hwy 101

Between existing Minnesota River Bridge in Shakopee and CSAH 61/Flying Cloud Drive in Chanhassen

Bridge 10004

State Project No. 1009-24

<http://www.dot.state.mn.us/metro/projects/hwy101river/index.html>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 41760
Current Letting Date: Spring 2014
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

Project History:

Hwy 101 is a two-lane roadway over the Minnesota River Valley that has closed six times in the last 12 years due to flooding. A flood mitigation study was completed in September 2011 to determine a "lower cost" project to allow an additional river crossing over the MN River in the SW Metro to be open during flooding. TH 101 was selected as the option from the Flood Mitigation Study to move forward. A four-lane section was developed after the flood mitigation study for TH 101.

Project Benefits:

Construct new floodplain bridge and raise the roadway above of the 100-yr flood elevation. Reduce the frequency and duration of road closures caused by seasonal flooding of the Minnesota River Valley. Minimize regional and local transportation disruptions that occur when other area river crossings must be closed during seasonal flooding. Minimize long-term maintenance and repair costs. Add a multiuse trail that will connect regional trails.

Project Risks:

Funding gap for the project and an advanced mitigation project to add temporary capacity to 169. Very poor soils and possibly artesian conditions are found all over the project area.

Project Description:

Construction of a new Hwy 101 bridge over the floodplain, above the 100-yr flood elevation, between the existing Hwy 101 Minnesota River bridge in Shakopee and County Road 61/Flying Cloud Driver in Chanhassen.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 42.0	\$ 42.0
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 4.2	\$ 4.2
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 46.2	\$ 46.2

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

Recent Changes and Updates:

Reviewing project schedule to determine if it is feasible to let the project in Spring 2014.

Key Cost Estimate Assumptions:

No permanent ROW impacts, design exception for drainage, north alignment could shift.



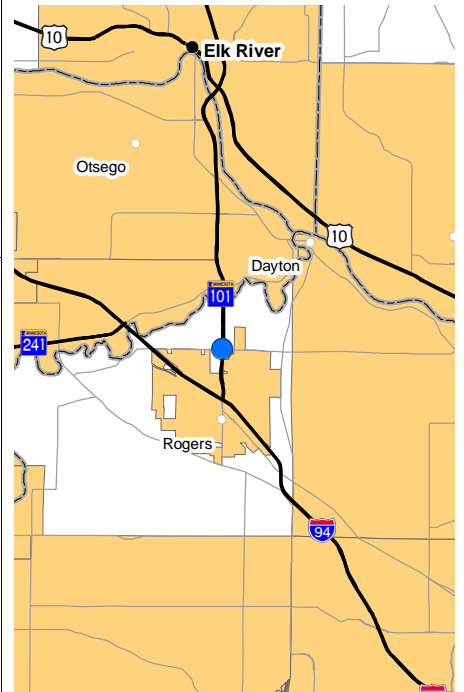
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Sheila Kauppi

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 101
At CSAH 144 in Rogers
State Project No. 2738-28



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

Hwy. 101 is a four-lane, major arterial roadway in the northwestern Metro Suburbs. In 2003, TH 101 was reconstructed from CSAH 36 to TH 10 converting it from a two-lane expressway to a four-lane controlled access facility.

Project Benefits:

Removes signalized intersection on TH 101 at CR 144 and relieves congestion in the AM and PM peak periods.

Project Risks:

Local acquisition of right-of-way for the project.

Project Description:

Construction of a grade separated interchange at the intersection of TH 101 and County Road 144 in the City of Rogers.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 16.2	\$ 16.2
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 3.2	\$ 3.2
Right of Way:	\$ 3.0	\$ 0.0
Total:	\$ 22.6	\$ 22.6

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.



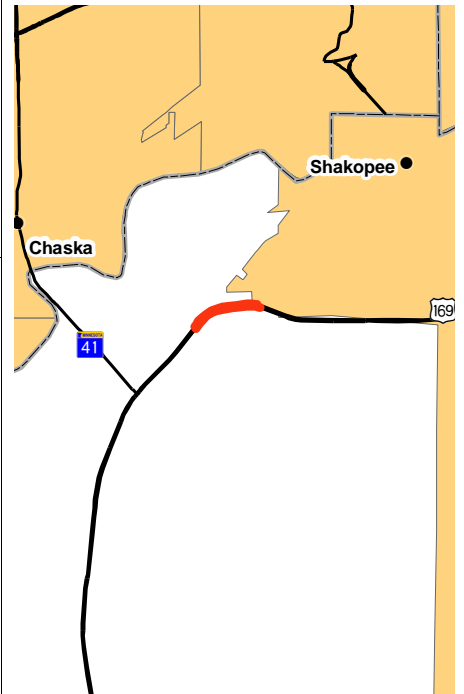
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169
CO RD 69 in Shakopee
Bridge 70007
State Project No. 7005-97
<http://www.scottcounty69and169.com/>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/15/2013
Current Letting Date: 11/15/2013
Construction Season: 2013
Estimated Substantial Completion:

Project History:

The 2002 US 169 Interregional Corridor Plan suggested that the Hwy 69 intersection with US 169 should be grade-separated as an overpass at a minimum or possibly an interchange. Final system connection decisions were deferred to the EIS process for new Highway 41 River Crossing alignments because the Highway 41 River Crossing decision would help clarify system reconfiguration requirements on the regional highway system (US 169, US 41, Hwy 78, Hwy 69) needed to support the preferred river crossing alignment.

Project Benefits:

The purpose of the project is to address future capacity and safety issues at the current US 169/CR 69 intersection while maintaining adequate operations and improved safety for vehicles and pedestrians/bicyclists, create an efficient regional roadway system, consistent with future roadway plans and interregional corridor objectives, and support land use and economic development goals.

Project Risks:

Project Description:

Construct grade separated interchange at TH 169/CR 69 in Shakopee. The construction will add a new bridge (with trail) to carry CR 69 over TH 169. Construction will include noisewalls and ponding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 15.4	\$ 15.4
Other Construction Elements:	\$ 0.5	\$ 0.5
Engineering:	\$ 2.8	\$ 2.8
Right of Way:	\$ 0.1	\$ 0.1
Total:	\$ 18.8	\$ 18.8

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

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Total cost estimate including all construction costs, right of way, utility work, agreements, project delivery costs, and risk contingency were calculated as part of the SaM application and award.



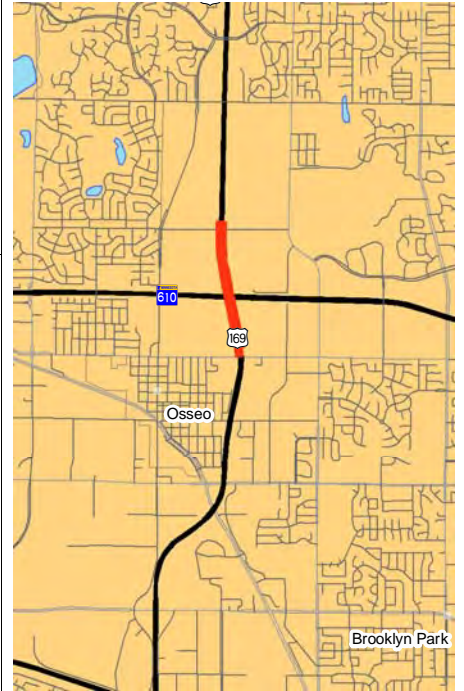
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott County

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169
At 93rd Ave in Brooklyn Park & Osseo
State Project No. 2750-75



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/12/2015
Current Letting Date: 10/26/2012
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

TH 169 is a Principal Arterial roadway in the western metropolitan area. The proposed project will remove the last signal between County Road 81 and TH 610. This will extend the controlled access freeway from County Road 81 to TH 610.

Project Benefits:

Removes the last signalized intersection on TH 169 between County Road 81 and TH 610 improving the corridor's safety and mobility

Project Risks:

Locals acquiring right-of-way for the project.

Project Description:

Construction of a grade separated interchange at the intersection of TH 169 and 93rd Avenue in St. Louis Park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 11.6	\$ 11.9
Other Construction Elements:	\$ 0.0	\$ 16,000.0
Engineering:	\$ 2.3	\$ 2.4
Right of Way:	\$ 5.0	\$ 7.4
Total:	\$ 18.9	\$ 21.9

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

Recent Changes and Updates:

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

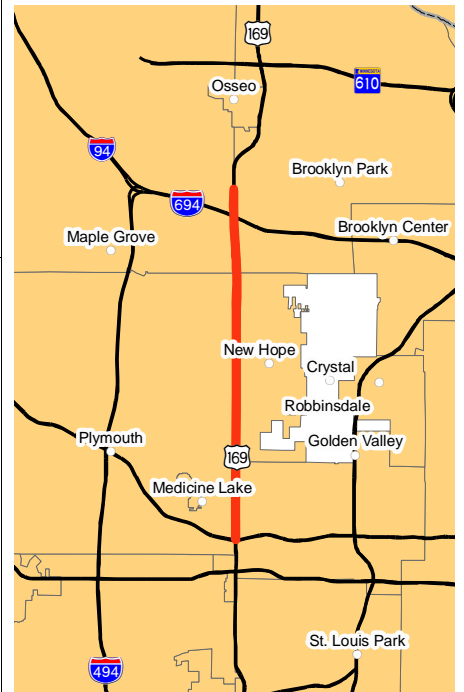
Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 169

MN 55 in Plymouth to 77th Ave in Brooklyn Park

State Project No. 2772-92



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

This is a pavement preservation project being developed as a design bid build project.

Project Benefits:

The project will maintain the current pavement infrastructure and extend the pavement life.

Project Risks:

High Potential for traffic impacts.

Project Description:

Pavement preservation on Highway 169 from just north of Highway 55 to 77th Ave. The project will restore pavement and construct an escape lane as well as replace guardrail and improve drainage.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 11.5	\$ 12.2
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 2.2	\$ 2.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 13.7	\$ 14.6

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

Recent Changes and Updates:

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: Dale Gade

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

Hwy 212
At Shady Oak Rd. in Eden Prairie
State Project No. 2763-49

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 8/15/2013
Current Letting Date: 8/15/2013
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

TH 212 is a Principal Arterial Roadway in the western metropolitan area. The proposed project will reconstruct the existing diamond interchange to provide additional capacity on Shady Oak Road and improve access to TH 212.

Project Benefits:

Provides additional channelization and capacity through the interchange to handle the additional traffic provided by development in the area.

Project Risks:

Locally led project. There are logistical issues related to this type of partnership.

Project Description:

Reconstruction of an existing local interchange to handle the additional capacity being added by regional development.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 23.2	\$ 23.2
Other Construction Elements:	\$ 0.1	\$ 0.1
Engineering:	\$ 4.9	\$ 4.9
Right of Way:	\$ 3.5	\$ 3.5
Total:	\$ 31.7	\$ 31.7

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

Recent Changes and Updates:

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: April Crockett

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

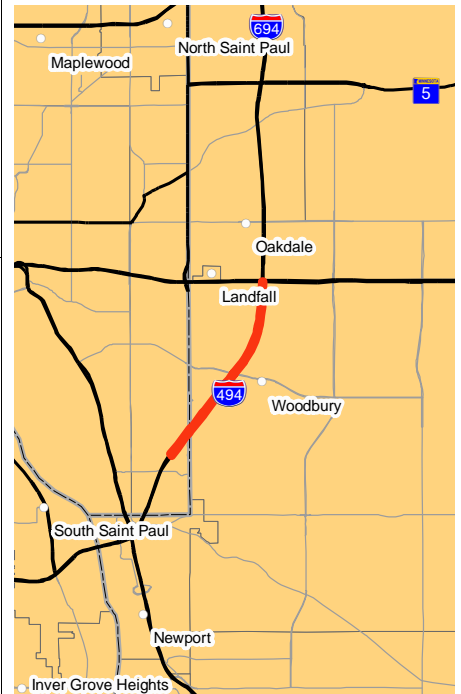
I-494

Lake Rd in Maplewood to I-94 in Woodbury

State Project No. 8285-93, 8285-94

<http://www.dot.state.mn.us/metro/projects/i494and694/>

Substantially Complete



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 3/29/09 &
Current Letting Date: 3/29/09 & 2/12/2010
Construction Season: 2009 & 2010
Estimated Substantial Completion: fall 2010

Project History:

Pavement project also connected auxiliary lanes to provide continuous three lane roadway in each direction.

Project Benefits:

Pavement condition improved, less congestion, and additional safety improvements.

Project Risks:

The cost and schedule provide risk exposure.

Recent Changes and Updates:

Project completed

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project.

Project Description:

Unbonded concrete overlay project. Also connected auxiliary lanes to provide continuous three lane section in each direction, and noise wall south of Lake Rd.

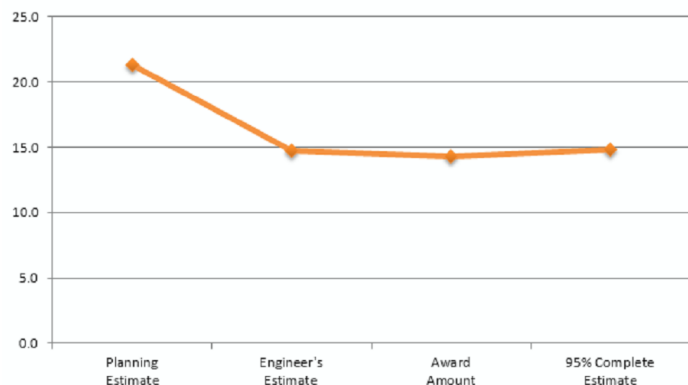
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 21.3	\$ 21.3
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 4.3	\$ 4.3
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 25.6	\$ 25.6

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

Construction Estimates
During Project Development
(In Millions)



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

District Engineer: Scott McBride
Project Manager: Marc Briese

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

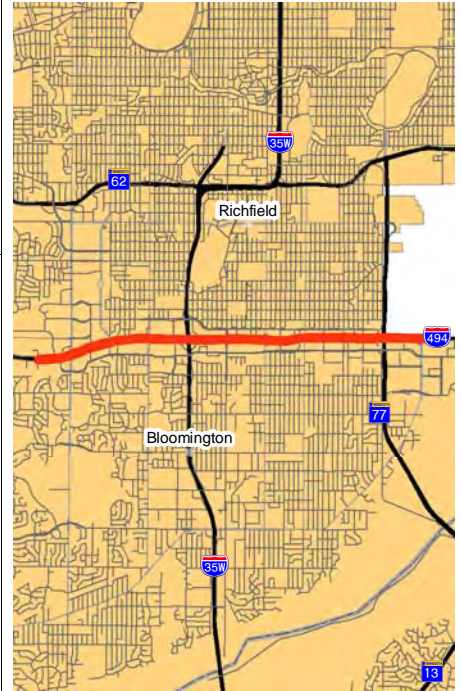
I-494

34th Ave to France Ave

Bridge 9126

State Project No. 2785-367, 2785-364, 2785-378

<http://www.dot.state.mn.us/metro/projects/i494richfield/>



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: 6/8/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

The mill and 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 and 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 and overlay as well as construction of a westbound auxiliary lane from Penn Ave to NB TH 100. The Xerxes Ave bridge will also be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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: 12/15/2012
Revised Date: 12/15/2012

PROJECT SUMMARY

I-494

Interchange in Bloomington

Bridge 27R25-29, 27V95-97, 27V91, 27A16-18, 27589

State Project No. 2776-03

<http://www.dot.state.mn.us/metro/projects/169>



Schedule:

Environmental Document Approval Date: 5/27/2010
Municipal Consent Approval Date: 3/3/2010
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: Nov 2012

Project History:

In 2003, the project was identified to receive BAP funding to accelerate. 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 the 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.

Project Description:

Remove three signals, connect the north and south frontage roads under Hwy 169, convert expressway to freeway with partial-directional interchange reconstruction, construct noise barriers/visual barriers, and construct drainage and water quality facilities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:		\$ 125.2
Other Construction Elements:		\$ 25.0
Engineering:		\$ 0.0
Right of Way:		\$ 20.0
Total:	\$ 125.2	\$ 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: 12/15/2012
Revised Date: 12/15/2012

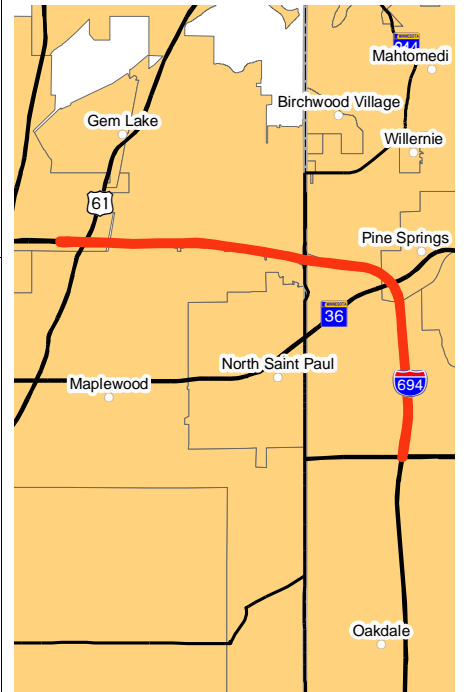
PROJECT SUMMARY

I-694

From 40th St. in Oakdale to just W. of US 61 in Vadnais Heights

State Project No. 6286-56

<http://www.dot.state.mn.us/metro/projects/i694maplewood/>



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 8/26/2011
Current Letting Date: 4/13/2012
Construction Season: 2012
Estimated Substantial Completion: 10/1/2012

Project History:

Pavement project to address poor pavement condition.

Project Benefits:

This project resurfaced the roadway with concrete on roughly six miles of I-694 to provide a smoother and safer ride. The new surface should last about 25 to 30 years. Pavement in the project area had reached the end of its life cycle.

Project Risks:

The cost and schedule provide risk exposure.

Project Description:

This project is an unbonded concrete overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 19.6	\$ 19.6
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 3.9	\$ 3.9
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 23.5	\$ 23.5

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

Recent Changes and Updates:

Project completed in Nov 2012

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: Marc Briese

Original Date of Posting: 12/15/2012
Revised Date: 12/15/2012

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/>

Substantially Complete



Schedule:

Environmental Document Approval Date: Pending
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2023
Current Letting Date: 8/14/2009
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.

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:

It is a design-build project.

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.

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.

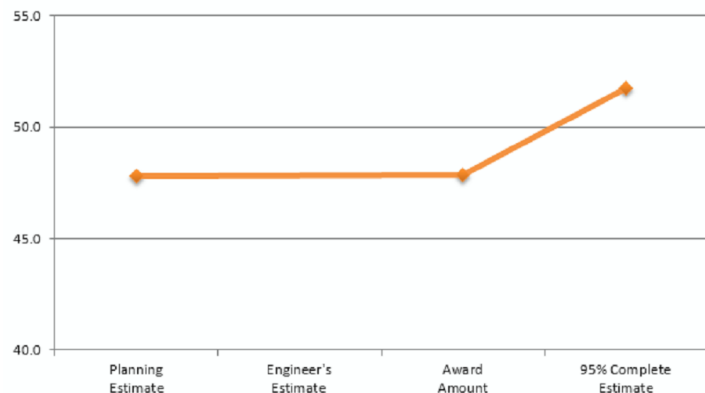
Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 47.8	\$ 47.8
Other Construction Elements:	\$ 0.0	\$ 0.0
Engineering:	\$ 0.0	\$ 0.0
Right of Way:	\$ 2.0	\$ 2.0
Total:	\$ 49.8	\$ 49.8

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

Construction Estimates During Project Development (In Millions)



Minnesota Department of Transportation
District M
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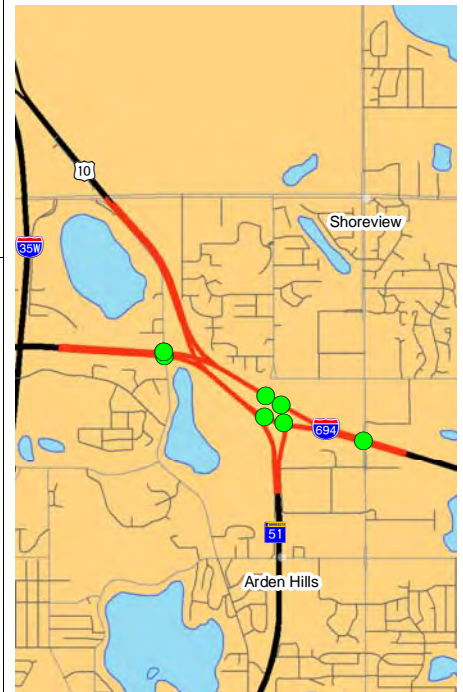
District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original Date of Posting: 1/1/2009
Revised Date: 12/15/2012

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
<http://www.dot.state.mn.us/metro/projects/694expand/index.html>



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: 6/24/2011
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

Project History:

The project is currently under construction.

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 for this project represents a significant risk exposure for MnDOT.

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: 2010

	<u>Baseline Est.</u>	<u>Current Est.</u>
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. Favorable bid climate can account for the differences between the baseline estimate and the current estimate.

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: 12/15/2012
Revised Date: 12/15/2012